

MINUTES

LOWER SWATARA TOWNSHIP
PLANNING COMMISSION

REGULAR MEETING
MARCH 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:

Chuck Hess, Forino Company, L.P., Campus Heights Associates I., L.P.
Matt Genesio, Campus Heights Associates I., L.P.
Tim Sipe, Campus Heights Associates I., L.P.
Ed Black, H. Edward Black and Associates, Ltd., FedEx Ground Harrisburg East
Betsy Davison, H. Edward Black and Associates, Ltd., FedEx Gound Harrisburg East
Courtney Lehman, Scannell Properties, FedEx
Ryan Gallmeyer, Scannell Properties, FedEx Ground Harrisburg East
Robert Murray, Panattoni Construction, Inc., FedEx Ground Harrisburg East
Josh Keister, Panattoni Construction, Inc., FedEx Ground Harrisburg East
Greg Creasy, Grove Miller Engineering, Inc., FedEx Ground Harrisburg East
Todd Smeigh, DC Gohn Associates, Inc., Stoneridge, Lot 3
Dick Murphy, Cumberland Design & Construction, Stoneridge, Lot 3
Bruce Harter

Residents:

Ronald Keeney
Ron & Ruth Helwig
Peggy Ginnovan
Donald R. Burger
Lin Coble
Carolyn Price
Richard Reigle
Glenn & Sonja Miller
Ken Stover
Nicole Yaremchak

MINUTES

A motion was made by Mr. DeHart and seconded by Mr. Wagner to approve the Minutes of the February 28, 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.

Matt Genesio, Campus Heights Associates I., L.P., questioned if this plan should be tabled as there have been no changes since the last Planning Commission meeting.

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

Motion was unanimously approved.

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 they were present at the last Planning Commission meeting to present the proposed Zoning Map Amendment. Since this last meeting, they have presented their plan to the Dauphin County Planning Commission, and they recommended having that area re-zoned.

Chuck Hess, Forino Company, L.P., showed the proposed map with the collection of properties owned by or under agreement with Campus Heights that comprise basically one block. This area consists of approximately four acres currently zoned Residential Urban (R-U). They are requesting consideration to make this a Commercial Neighborhood (C-N) zone where student housing is permitted as a special exception. This is an overall sketch plan that depicts the intention of Campus Heights to continue the development trend of the area. The buildings will be very similar in design to the existing student housing buildings, and the site will be more pedestrian friendly to accommodate the migration of students through this site

and to the campus. If the re-zoning petition is viewed favorably by the Township, they will proceed with the appropriate Subdivision/Land Development Plan. Dauphin County Planning Commission (DCPC) has provided a positive recommendation to the zoning change.

Mr. Latsha questioned if this recommendation is for the whole area.

Ms. Wick stated that this is mentioned in the DCPC letter, yet this is not what the proposed Amendment would include.

Leah Pearlman-Storch stated that the DCPC believe that the proposed re-zoning is in concert with the Township's Comprehensive Plan. Additionally, they have recommended that the Township consider a re-zoning of all of the properties in that loop in order to stop the piece meal development of that area. It would not remove the ability for the houses that have been re-zoned to stay as they are currently, but it would stop this process from happening again if there are future proposals of this nature. This is only a recommendation and not a requirement.

Mr. Genesisio showed another sketch plan option which was requested by Mr. DeHart at the previous meeting, which they had not had present then. This is not their preferred option, and if the petition for the zoning change is approved, they will work with the Township and the residents to see which option is best for the community. They would support what has been recommended by DCPC to re-zone the whole area. This would make the properties in the area more sellable, and it would be one less step in the development process going forward.

Mr. Hess stated that their whole purpose for being here tonight is to request the Zoning Map Amendment, since this is the first step that they will be going through. They are asking for the consideration of the use of this property under a CN zone and ultimately they will request a special exception for the use of student housing.

Mr. Breon questioned Ms. Wick if the Planning Commission would only be making a recommendation on this tonight as it would not change final development plans.

Ms. Wick replied that is correct and the plans are only showed as a display on how they could use this property. She believes that the student housing is there to stay and this change would be consistent with the Comprehensive Plan.

Mr. Hess stated that they looked at the layout option that extends Lawrence Street, and they felt that there would be problems for the existing property owners. That is why they prefer the pedestrian friendly layout which would lead the students on the most direct path to

campus, provide the most security at night, and would screen and shield the existing residents.

Ronald Keeney, a resident, stated that the one proposal looks okay except that you will lose Lawrence Street. With the other proposal, there would be a 90 degree turn which would make it very difficult to get his 34' camper up the street and turned around. He had a case of vandalism this weekend, and he feels that there will only be more vandalism, traffic and trash thrown on his property with the additional student housing.

Joshua Otzel, a resident, stated that the way things are currently, there are two 90 degrees where the road wraps around GreenWorks development. Only one of the 90 degree turns would be removed which would not really affect anything.

Ruth Helwig, a resident, stated that tractor trailers can make it up that road and around the turns. They are really in need of this zoning change, so that they do not need to bring up their children and grandchildren around student housing.

Mr. DeHart questioned how much of the area is recommended by the Dauphin County Planning Commission to be re-zoned.

Ms. Pearlman-Storch replied that the whole quadrant of the remaining Eagle Heights neighborhood should be included up to Wood Street and down to the municipal boundary. It would extend north up to the current zoning line up to the cemetery.

Ms. Wick commented that the cemetery is already zoned E-I which allows student housing as a permitted use. The original Eagle Heights subdivision from 1904/1905 is the recommended area to be re-zoned by the DCPC.

Mr. Latsha questioned if the whole parcel was re-zoned, if there was any chance that the scope of the project could be expanded, and they could complete two developments at once.

Mr. Genesisio replied that the last time that he had spoken with GreenWorks, they did not want to sell their property on Gina Lane to Campus Heights.

Mr. Latsha questioned if the marketing study supports the growth at the campus for additional student housing if the area would be re-zoned.

Mr. Hess stated that the study supports what they are currently proposing, but he does not know beyond that.

Mr. DeHart questioned if their facility is 100% occupied at this time.

Mr. Sipe replied that they are 100% occupied with 5% re-rented for all of next year through 2014. They are confident with the growth scale based on what they are doing. This campus is one of the only campuses for Penn State that is growing.

Mr. Latsha questioned the last time a marketing study was completed.

Mr. Sipe stated that they look at the statistical analysis that the school provides, so they do not provide any studies outside of the school, since the school is their only source of revenue. They have a five year average study with only two schools in the Penn State system that have had an accelerated growth population over the last two years with Penn State Harrisburg being one of them.

Mr. Knopp questioned if the five year study is based on the past five years.

Mr. Sipe confirmed that the study is based on the past, and they do not have future projections.

Mr. Keeney stated if Wood Street is blocked for some reason, the only way out of his property would be through the student housing complex if going with the plan preferred by the developer. There should be two exits out of an area.

Mr. Hess stated that there would be a number of options depending on where the incident happens as there is access on Wood Street, Lawrence Street, and the ability to cut through the student housing campus.

Don Burger, a resident, questioned if the gate would remain as there was a tour bus parked along the gate for an event at the Penn State Campus the other night. It might be nice to pave that area as a road leading to Penn State Campus.

Mr. Hess does not believe that Penn State wants traffic coming through this area as this is for emergency access only.

A motion was made by Mr. Latsha and seconded by Mr. DeHart to recommend the re-zoning of the tract consistent with the recommendation of the Dauphin County Planning Commission.

Motion unanimously approved.

**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. The applicant has requested six waivers.

Edward Black, H. Edward Black and Associates, Ltd., stated that they are proposing a FedEx Ground facility, and they have done revisions to the plans since they were before the Planning Commission Board last month.

Ryan Gallmeyer, Scannell Properties, thanked the Planning Commission members, staff and engineers for their hard work, time and effort to review the plans and revisions. They continue to make revisions based on requests brought up at the last meeting, and they are prepared to discuss the comments they have received. Part of the discussion for this meeting is the corporate approval of this project being contingent on the Planning Commission's willingness for approval as well as the Board of Commissioners approval. They are dedicated to work through any additional comments and revisions that need to occur to satisfy the Planning Commission Members and Township Engineers. They are asking for approval or conditional approval at the end of the meeting.

Mr. Black stated that they have submitted Land Development Plans for the approximate 50 acre site, and they have received comments from all of the review agencies including the Township Zoning Officer, and they have verbal responses to all comments except for the retaining wall plans which are being reviewed by the Township Engineer, and the comments have not yet been received. They are requesting a conditional recommendation of approval, so that they can move on with the plans, and they would suggest the Planning Commission use Ms. Wick as their gate keeper, and when Ms. Wick feels that all of the comments have been satisfied, she could move this on to the Township Commissioners. Mr. Black stated that for them to have to come back to the meetings repeatedly while they are working through the comments could get boring for the Planning Commission members. If the Planning Commission is generally pleased with the layout of the site and they are in the process of taking care of the comments, he would recommend that they take the option of making a conditional recommendation of approval. When Ms. Wick is satisfied that all of the engineering and other comments are taken care of, she can then pass this on to the Commissioners for the ultimate vote.

Mr. Knopp commented that he has been on the Planning Commission for twenty-five years and Mr. Black is the first person to tell them how to run their business.

Mr. Breon commented that he feels the same way, and it seems like they are threatening to take FedEx out of the Township if the Planning Commission does not get things moving along.

Mr. Black apologized, and stated that this was not the intent. He is only asking what they need to do to keep this project moving. He stated that they have received comments regarding zoning, engineering, and traffic as well as comments from the Fire Department.

Ms. Wick stated that there will be more comments coming from HRG regarding structural and municipal authority comments.

Mr. Latsha questioned their urgency as they do not have all of the comments at this time.

Mr. Gallmeyer replied that the urgency is coming from an operational standpoint to be at a position with the construction later in the year to begin some of the in-facility work that FedEx needs to do in order to make the facility fully operational.

Mr. Breon commented that whether they wait for the Planning Commission, or move right on to the Board of Commissioners, there will still be a wait. He understands the need to show some progress.

Mr. Gallmeyer stated that obviously approval from the Planning Commission is a great building block for the remaining approvals.

Going through her comment letter which starts with a discussion of the waivers requested, Ms. Wick stated that at the last meeting they discussed the sidewalk waiver request, and the swale along Fulling Mill Road. The swale has been sized, and Ms. Garber has reviewed how it is shown on the plan which is the same as it had been shown previously, and it is adequate for what they anticipate is needed. Related to the swale was the sidewalk discussion at the previous meeting. The trucks will mostly be using the main entrance which is approximately 75 or 100 feet into their site. If they happen to miss the entrance they would go down to the cul-de-sac to turn around, then hopefully, they will learn quickly to use the main entrance to avoid going down to the cul-de-sac. They are providing road improvements along the entire frontage of their site where they do not anticipate heavy truck traffic. Ms. Wick is in support of no sidewalks as there are no sidewalks in that area, and sidewalks would be in conflict with roadside swales. That part of the road would still be available for pedestrians.

Mr. DeHart stated that there is curbing today down to the address of 181 Fulling Mill Road, and questioned if they should continue to have curbing down to the proposed site.

Ms. Wick replied that PennDOT is no longer a fan of curbs. It has been a change in their design philosophy from curbs and inlets to roadside swales. Mr. DeHart stated that the initial intent was to place curbing all along Fulling Mill Road, and sidewalks were required on the west side of SR 441 where the Lottery and Fire Department are located.

There is also a waiver request as the site distances in the Township Ordinance are not updated to current PennDOT standards.

The volume control waiver request was discussed. Ms. Garber had no objection to the volume control waiver and commented that it is known that there is a sink hole problem in that area, and they do not want to make it worse. Ms. Wick stated that this is also consistent with the FedEx Freight to the north as that basin is also lined and there is no volume control as far as infiltration.

Betsy Davison, H. Edward Black and Associates, Ltd., stated that there is a new request to waive the elevation requirement of the cul-de-sac within the 100-year floodplain. The existing turnaround connects to the access to Swatara Creek and crosses the railroad. There is no way that they can elevate that cul-de-sac to the required elevation by Ordinance while maintaining the access that the Hummelstown Railroad requires.

Mr. DeHart questioned if the location of the cul-de-sac will be where the current entrance to 111 Fulling Mill Road is today.

Ms. Davison replied that this current entrance is basically the same location as where the cul-de-sac would be.

Mr. DeHart questioned if the drainage from the offsite properties of 2030 North Union, 2000 N. Union, and 181 Fulling Mill Road will all go to down to the swale on Fulling Mill Road.

Ms. Davison is unsure of the exact location of these addresses, but she stated that the upstream drainage area that comes down through the property and used to go across Fulling Mill Road will be picked up in a swale under the cul-de-sac and discharged in the new box culverts under the railroad. There are four box culverts and they are 60" x 15".

Mr. DeHart questioned if the Middletown / Hummelstown Railroad is okay with this plan.

Ms. Davison stated that they have a letter from the Middletown/Hummelstown Railroad acknowledging that they are aware of the project, and they are in the process of obtaining an easement. They have been coordinating this with the Middletown / Hummelstown Railroad, and the railroad has no objections.

Mr. DeHart questioned if there are any provisions to filter any type of runoff. If there were a leak in a vehicle fuel tank of a couple hundred gallons of diesel, it would end up in the creek.

Ms. Davison stated that there is a fuel island proposed, and there will be a concrete pad under the island that drains to separate drainage facilities that pass through an oil water separator prior to connecting to the source. There would be a Pollution Prevention Control Plan on site for additional spills.

Mr. Breon questioned if a fuel spill does not occur at the island, if it would go straight down the culvert.

Ms. Davison stated that a spill would go through one of the detention basins, and there are two on site, before a spill would reach the culvert or creek. One is an underground detention basin in the employee parking lot closest to Fulling Mill Road, and the other is a surface detention basin on the northeast green space. That water would be collected in the storm sewer, pass through those detention facilities and on the downstream side would go through a series of filters and chambers that are intended to remove any additional pollutants. A fuel spill would be an extreme load, but there is also an additional facility that it will pass through which is a multi chamber facility of about 24 feet long.

Mr. DeHart questioned the size of the diesel tank.

Ms. Davison replied that the tank is 20,000 gallons.

Mr. DeHart questioned if this diesel tank would breach, leak, or if someone would forget to close the fill line and it leaked, if there would be a way to slow it down or control the leak. He is bringing this up since there was an incident at FedEx Freight located at 2030 N. Union Street where a valve was not closed on a 10,000 gallon tank, and leaked 5,000 gallons of diesel fuel into a retention pond and onto private the property of 2000 N. Union Street. They basically made that site a hazardous material site, because of this leakage. Prevention put in place now, could save FedEx Ground tons of money down the road in the event an accident would occur. If the discharge ends up in the creek, it will end up in Columbia going to all of the water sources which will make the news, and DEP would be involved.

Ms. Davison stated that the filters and detention basin would detain the spill to a point to allow it to be treated before it discharges to the creek.

Mr. DeHart stated that at the FedEx Freight property, they have a control valve at their retention pond that controls the spill from flowing to the neighboring property of Dallas Spring. This makes it much easier to clean up the spill when it is contained in one area. If a spill does happen at the proposed FedEx Ground site, the spill would quickly make its way to the creek.

Ms. Davison stated that they can look at that option on the outlet structures, and she can do more research on the Contech filters, but they will provide some extension for time to treat a spill on site. Contech filters are water quality filters that have multiple chambers. The flow goes through the detention basin into the system which fills up, and flows through the filter chambers.

Mr. Breon questioned the length of time that it would hold a spill as it seems like this system might only hold the spill for twenty minutes.

Ms. Davison stated that those systems provide extensive treatment time. She does not know the exact length of time, but it would not be only twenty minutes as the detention basins drain down over days.

Mr. Latsha questioned if the system is designed to handle diesel fuel.

Ms. Davidson replied that it is not directly designed to treat fuel, but it would hold the fuel long enough that it could be treated. It would not keep it from discharging from the system, but the stormwater detention facilities would provide time to treat a spill on site. It would not necessarily keep all of the fuel in that filter, since that is not their intent.

Courtney Lehman, Scannell Properties, stated that the difference between FedEx Freight and FedEx Ground facility is that the FedEx Freight facility is above ground, and the proposed FedEx Ground will be double-lined and underground. FedEx Ground is very environmentally sensitive, and they have a controlled environmental group that gets involved in the fuel islands. Ninety percent of fuel spills will happen at the fuel station, so they would design a system to prevent this from happening.

Mr. Breon stated that they are only trying to come up with something that would keep any spill onsite and not cause additional problems.

Mr. Gallmeyer stated that there are essentially two outlets, one for each detention basin, so they will need to explore some type of cutoff to retain as much of the polluted water as possible onsite.

Mr. DeHart suggested that they check with the FedEx Freight facility to see what they have at their site. He believes that they have some type of filtration with a separator that the fuel passes through. The key is to keep the spill onsite.

Ms. Wick stated that the next item on her comment letter concerns the retaining wall, and she has serious concerns about the design and location along the site. The structural design was provided to HRG Friday afternoon, so that review has not been completed by their structural group. In her review of the plan, she found an issue with wall #4 on the east which is in fill. They are bringing their site up in this area, and in between the walls they

transition and are cutting down. The FedEx Freight site to the north needs to be held up by that wall #3. Currently as the wall is provided, it appears that the tie backs would go beyond their property line, which FedEx Freight has a fence in that location. The construction needs to stay on the FedEx Ground site.

Mr. Gallmeyer stated that they are committed to making the wall design work, and are currently in the process of making the revision as their preliminary design had a slightly different configuration. They have brought with them an exhibit which shows how they would address this concern by pulling their curb line further onto their own site.

Mr. Latsha questioned their urgency to have an action from the Planning Commission at this meeting since the Township Engineer has yet to review the plans. The Planning Commission needs to have a report from the Engineer prior to acting on this.

Mr. Breon questioned if they are going to have everything moved back further so that all of the support would be done on their site.

Mr. Gallmeyer stated that this is correct. At the previous meeting, the Planning Commission requested full design drawings which required additional time to produce those, so they did miss the March 14th submittal date. The plan has been stamped by a professional engineer from Pennsylvania, and they believe that the design is sufficient. They are pulling the retaining wall south until it remains entirely on their property.

Mr. Breon commented that this sounds logical, but they need to know that the Township Engineer will agree with the design of their retaining wall.

Ms. Garber stated that she is not a structural engineer, so she is not able to comment on these plans. During the sketch plan discussion, written comments from HRG were provided stating that sealed wall designs would be required with the Land Development Plan.

Mr. Breon summarized the concerns at this time. There is the concern regarding the spill run-off problem which they have a potential solution to work out, and then there are other possible concerns relating to the retaining wall, and comments are also needed from HRG.

Ms. Garber suggested that they submit a copy of FedEx's PPC or SPCC Plans, so that the Planning Commission members with the emergency background can review this and have more faith in the plan.

Mr. Latsha endorsed Ms. Garber's request to have the PPC & SPCC Plans for review.

Regarding Traffic comments, Mr. DeHart read the memo from the Township Engineer referencing the traffic signal which included the recommendation to restripe the westbound approach to provide a dedicated left turn lane and a shared through-right lane on Fulling Mill Road at the intersection with North Union Street.

Greg Creasy, Grove Miller Engineering, Inc., stated that when they were commissioned to do the TIS, they met with the Township and PennDOT to discuss the intersections that would be included as part of the study. They settled on the site driveways, the Fulling Mill Road and North Union Street intersection, and the two intersections of the interchange ramps with North Union Street. The TIS was completed to satisfy both the Township Ordinance and PennDOT's requirements, and this study was approved by both the Township Traffic Engineer and PennDOT. The report indicated that nothing needed to be done at that intersection. With the lane configuration as it is, it would still be at adequate levels of service and the cueing would not be a significant issue, so that is why there was no recommendation for a change there. Mr. Creasy believes that the engineer's comment was that switching the lane configuration may provide some operational improvements. He has not looked at this since the study that was completed has been approved and does not show deficiencies. The improvements that were recommended in the study are the ones that they have designed, and they are to place traffic signals at both ramps.

Mr. DeHart understands that the Traffic Study indicates the proposed condition will be able to handle the flow. He is concerned that there will be trucks leaving in the morning at the same time that residents are driving down Fulling Mill Road heading east on their way to Lancaster. It will be difficult for the truck drivers to make that left turn with the continuous eastbound traffic turning right at that intersection to get to SR 283. When the trucks are tired of waiting, they will continue straight on Fulling Mill Road and pick up SR 283 by the PA Lottery building or they may even take SR 441 up to Harrisburg. The recommendation to switch lanes as indicated in the traffic review from the Township Engineer would help their traffic flow, so they may want to consider making this change.

Mr. Breon questioned approximately how many extra trips a day are expected to come out of this facility.

Mr. Creasy did not recall the number but agreed that it would be hundreds a day. He stated that they are currently discussing the existing conditions and timings. With the change that will take place by having new traffic signals at the interchange ramps, there will be a new traffic signal system for all three intersections. At the busier times of the day, they will be programmed with specific timings, and there will be an increased green light for Fulling Mill Road, so there will be a difference in the actual timings than what exists today. There are things that are happening that will improve the existing conditions.

Mr. DeHart questioned which light would have the emergency preemptor.

Mr. Creasy replied that the new traffic signals will be preempted at all of the approaches, but this is not in the design for the current traffic signal at Fulling Mill Road and North Union Street.

Mr. Breon questioned if they were suggesting any changes to the existing intersection.

Mr. Creasy replied that other than the traffic signal timing changes, no other improvements are in the designs currently.

Mr. DeHart asked them to consider placing a preemptor on the existing traffic light for emergency vehicle access, because there will be an even greater flow of traffic.

Mr. Gallmeyer commented that he is not sure if that requires PennDOT approval.

Mr. Creasy stated that permission for emergency vehicle preemption can be requested from PennDOT at anytime. The Township would need to request this and the plan would have to be changed. He stated that it is not something that is needed to mitigate traffic impact from this development, but it is something that could be done.

Ms. Wick stated that she would correspond with Eric Stumpf at HRG who is the Township Traffic Engineer. The Planning Commission completed their discussion of the project and made motions on the waivers and the plan.

A motion was made by Mr. Breon and seconded by Mr. Wagner to waive the preliminary plat requirements.

Motion unanimously approved.

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

Motion unanimously approved.

A motion was made by Mr. Wagner and seconded by Mr. DeHart to waive the curbing requirement on Fulling Mill Road.

Motion unanimously approved.

A motion was made by Mr. DeHart and seconded by Mr. Breon to waive the requirement for sidewalks on Fulling Mill Road.

Motion unanimously approved.

A motion was made by Mr. Breon and seconded by Mr. Latsha to waive the volume control within the stormwater management facilities.

Motion unanimously approved.

A motion was made by Mr. Wagner and seconded by Mr. DeHart to waive the elevation of Fulling Mill Road where improvements are being made.

Motion unanimously approved.

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

Motion unanimously approved.

STONERIDGE LOT 3
REVISED FINAL LAND DEVELOPMENT PLAN

The Planning Commission reviewed the Revised Final Land Development Plan for Stoneridge Lot 3, submitted by DC Gohn Associates, Inc. The applicant has requested three waivers.

Todd Smeigh, DC Gohn Associates, Inc., introduced himself as well as Dick Murphy, Cumberland Design & Construction. Mr. Smeigh showed the proposed construction plan for a second 11,175 foot warehouse/office which is similar in use to what is currently there. This will be on Lot 3 in Stoneridge Park at the northern end. The original plan goes back to 2004 when the lot was originally developed. Currently, there is a fairly significant sized warehouse and parking facility there, and there is a stormwater management facility to the north of this building. This proposed building is to be built largely over existing impervious area. He believes that the original plan called for this to be a trailer parking area; however, it is not being used. The three waivers that they are requesting he believes to be relatively straight forward. One waiver is to waive the Preliminary Plan requirements. They are withdrawing the waiver request to eliminate curbs, since it has to do with curbing on the street and not onsite. The other request is to waive the sidewalk requirements, and there are no sidewalks in the park currently.

Ms. Wick stated that there are some cleanup items, and they have received her comments.

Mr. Smeigh stated that they are in receipt of comments from Ms. Wick, HRG, and the Dauphin County Planning Commission.

Ms. Wick questioned if he had received the comments from the Municipal Authority as those were sent out late today. Her biggest concern is the location of the back corner of the building right on the easement boundary. With the additional footer or something that would stick out from the building wall, the depth that the Sewer Authority will need to cut back is a concern. When Jeff Sipe reviewed this he commented that they can work with it but if they lose a foot there is trouble, so the footer and the roof drain need to be moved away from the sewer easement.

Mr. Smeigh stated that he and Mr. Murphy will need to discuss this since they have not had a chance to review those comments. He does not see this as being very detrimental, and that they could make those adjustments as necessary. The only thing that he is waiting on is something from Rich Snyder at the Dauphin County Conservation District. He believes that he can address all comments that he has received at this time and they are down to only two waivers.

Ms. Garber questioned if they are going to shrink or shift the building to move it away from the easement. If it is going to get smaller her comments become less significant.

Mr. Smeigh stated that they have not discussed this yet, but he would like to shift the building since it meets the expectations that have been laid out for the owner.

Mr. Wagner questioned if this would only be a warehouse or if heat and air conditioning would be involved and if a unit would possibly be going in the roof.

Mr. Murphy stated that as a builder, they detest putting units on a roof and putting a hole in a perfectly good roof. No additional discussion with the Planning Commission occurred.

Ms. Wick recommended that the plan move forward with the stipulation that all comments are cared for.

A motion was made by Mr. Latsha and seconded by Mr. Breon to waive the preliminary plat requirement.

Motion unanimously approved.

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

Motion unanimously approved.

A motion was made by Mr. Latsha and seconded by Mr. DeHart to approve the Revised Final Land Development Plan with the stipulation that all comments are cared for.

Motion unanimously approved.

ADJOURN

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

Motion unanimously approved.

Meeting adjourned at 8:28 P.M.

Respectfully Submitted:



Brenda Wick
Planning and Zoning Director