

MINUTES

LOWER SWATARA TOWNSHIP
PLANNING COMMISSION

REGULAR MEETING
APRIL 26, 2012

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
Leah Pearlman-Storch, Dauphin County Planning Commission
Brenda Wick, Planning and Zoning Director
Darlene Stoudt, Recording Secretary
Charles Smith, HRG, Township Engineer

Others in Attendance:

John Murphy, Alpha Consulting Engineers, Inc.
Kurt Smith, Phoenix Contact
Tom Potteiger, Phoenix Contact
Bobbie Van Buskirk, Lawrence Street Partners, L.P.
Matt Tunnell, Lawrence Street Partners, L.P.
Chuck Frantz, Forino Company, L.L.P. (KGH, L.P.)
Rik Longacre, Schlouch, Inc. (Middletown Home)

MINUTES

A motion was made by DeHart and seconded by Wagner to approve the Minutes of the March 22, 2012 meeting.

Motion unanimously approved.

HIGHSPIRE SERVICE PLAZA PTC SERVICE PLAZA DEVELOPMENT PROJECT FINAL LAND DEVELOPMENT PLAN

The Planning Commission reviewed the Final Land Development Plan for Highspire Service Plaza Development Project, prepared by Clough, Harbour and Associates, LLP, and submitted by HMS Host and Sunoco.

Brenda Wick stated that the engineer who was at the meeting last month is from Albany, NY, and therefore, no one was present at this evening's meeting to represent the plan. Although there were a number of comments and extensive discussion at the previous month's meeting, it did not appear that they warranted her making the trip a second time to attend this meeting. Ms. Wick indicated the plan was reviewed a second time with the Fire Department Development Committee; although the engineer has not yet addressed the results of the second review, any previous comments were addressed, and it has been agreed that any new or unresolved comments will be included on the plan prior to submission of the plan to the Board of Commissioners. The Planning Commission was hesitant to take any action on a Plan where no party was available for representation; however, Staff assured them that e-mails had been exchanged indicating agreement with any requirements set forth, and Ms. Wick felt the plan could be moved forward.

Mr. DeHart questioned what the legal address for this facility will be. He stated that there should be a legal street address and that it is not being used. According to Dauphin County's 911 CAD system, it appears that the addresses assigned to the facility's two buildings are currently 300 and 400 Industrial Lane, and the addresses should be reduced to one since both buildings will be demolished and only one will be reconstructed. It is important that an emergency agency dispatched to this location have the proper address. The Turnpike lists all their facilities by mile markers, but Mr. DeHart stated that a street address should be used, just as it is at another facility in the Township located at 2850 Commerce Drive.

Prior to making a recommendation, Mr. Breon stated that he was still concerned that no lighting plan had been approved. Ms. Wick stated that she did review a submitted lighting plan, and that there is some light spilling onto the industrial area behind the property but, there is no additional intensity of lighting. With that information provided, the Planning Commission stated they were making an exception with this plan by making a recommendation on the plan when there was no representative present, but they would do so.

A motion was made by Latsha and seconded by Wagner to recommend approval of the Final Land Development Plan for Highspire Service Plaza conditioned on any previously mentioned stipulations.

Motion unanimously approved.

PHOENIX CONTACT, INC.
FINAL LAND DEVELOPMENT PLAN

The Planning Commission reviewed the Final Land Development Plan for Phoenix Contact, Inc., prepared by Gatter and Diehl, Inc., and submitted by Phoenix Contact, Inc.

John Murphy of Alpha Consulting Engineers, Inc., addressed the Planning Commission and introduced Kurt Smith of Gatter and Diehl and Tom Potteiger from Phoenix Contact. He stated that the plan this evening is for an expansion of the existing facilities at Phoenix Contact, along with additional employee parking spaces. There will also be an additional access point to the property, which will be lined up directly across from AIP Drive. Mr. Murphy stated that they are in receipt of all comments from the Engineer, County, and Fire Department Development Committee. There does not appear to be any issues with the comments and indicated that they will comply with all comments. Township Engineer comments were mainly stormwater in nature, and corrections will be made for the resubmission, as well as the NPDES application to DEP. The overall purpose of this plan is to update the land development plan and to bring it into compliance for the ultimate build-out conditions including stormwater, etc. The first building will be constructed soon after approval is granted. Other buildings will be phased in. Mr. DeHart also questioned the building heights and whether the operation would be assembly or production. It was indicated that the operation is basically assembly and engineering.

Mr. Knopp asked if the buildings would be constructed to look similar to the buildings that are there now. Mr. Smith stated that they would be manufacturing or production on the bottom, with two stories of glass to look like what is there now, which will be engineering offices. In response to a question regarding the temporary structure on the property, Mr. Smith stated that it will be removed after the construction of the expansion. The question arose as to whether the additional parking will take away the necessity to park employees across the street at 301 Fulling Mill Road, and it was stated that the new parking will remedy that issue. Furthermore, the additional parking will be enough for the entire build-out that is indicated on the plan.

The Planning Commission made the following comments:

1. Any comments from Lower Swatara Municipal Authority must be incorporated into the Plan. A meeting should be scheduled with Lower Swatara Municipal Authority to discuss the sanitary sewer usage. Records show that Phoenix Contact has purchased 42 EDU's; however, current usage indicates an average of 55 EDU's.
2. Any comments from the Lower Swatara Volunteer Fire Department Development Committee must be incorporated into the Plan.
3. Any comments from Dauphin County Planning Commission must be incorporated into the Plan.

4. Any comments from Township Engineer, Herbert, Rowland & Grubic, Inc., must be incorporated into the Plan.
5. Any comments from Lower Swatara Township Staff must be incorporated into the Plan.
6. Review fees were paid as indicated:

The Dauphin County Planning Commission review fees have been paid.

Land Development Plan Review:	\$ 500 (Base Fee)
	\$1,200 (30 acres x \$40/acre)
	\$1,700 (Total)

Stormwater Fee:	\$2,500 (Base Fee up to 5 acres)
	\$1,751 (8.75 acres x \$200/acre)
	\$4,250 (Total)

7. Any outstanding fees, including Dauphin County Courthouse recording fees, will be determined prior to recording. A check from the applicant will be required.
8. A Highway Occupancy Permit will be required. Add the following note to the Cover Sheet: "A highway occupancy permit is required pursuant to Section 420 of the Act of June 1, 1945 (P.L. 1242, No. 428), known as the "State Highway Law," before driveway access to a State highway is permitted."
9. The Cover Sheet should include parcel numbers.
10. Provide a letter requesting a waiver of (§22.403.1) the Preliminary Plat requirements, addressed to the Board of Commissioners.

Due to a large number of stipulations on this Plan, a motion was made by Latsha and seconded by Wagner to table the Final Land Development Plan for Phoenix Contact, Inc.

Motion unanimously approved.

**LAWRENCE STREET
WAIVER REQUEST**

The Planning Commission heard a request for a recommendation for a waiver from Forino Company, L.P. for the proposed slope for the centerline of Lawrence Street to be

greater than the maximum grade of 10% as required by Lower Swatara Township Subdivision and Land Development Ordinance §22-502.9 for Minor Streets.

Chuck Frantz of Forino Company spoke on behalf of Lawrence Street Partners, L.P. and KGH Properties, L.P. to explain the request for a waiver of the maximum slope of 10% on the relocated Lawrence Street. The original plan showed the centerline to be sloped at 10%; however, going through the permitting process with PennDOT has resulted the widening of West Main Street (SR 230) to add a deceleration/right turn lane from SR 230 onto Lawrence Street. SR 230 will be widened approximately 14 feet requiring Lawrence Street to be shortened to accommodate this requirement. As a result, the slope will be adjusted to accommodate the shorter road.

Mr. Frantz stated that they first looked at keeping the grade in conformance with the Ordinance and see what impact that would have on the Plan. This scenario would require them to chase the grade for about 300 feet until they would be able to meet the previously proposed grade again at 10%, which would require a significant amount of changes to the plan and the improvements, some of which have already been constructed.

The option that is before the Planning Commission this evening is to tie into the previously designed centerline at the first intersection of Lawrence Street with the parking lots for the student housing sites. The profile will have a maximum grade of about 11.4% within the first 100 feet which exceeds the Ordinance, but is still acceptable in engineering and PennDOT standards and is also an improvement over the existing condition. Also taken into account in the profile design is the maneuverability of an emergency vehicle that will need to traverse the intersection without bottoming out. There will be two locations where the slope changes, one from 2% down to 6% up, and one from 6% up to 11.4% up. The difference in slope at each location is less than an 8% difference, which is the maximum difference allowed by PennDOT. There are leveling areas between the slope changes so the profile will accommodate an emergency vehicle. The current profile of Lawrence Street includes an abrupt grade change close to 18%. This is a summary of the design considerations for the profile and the reason for the request of a waiver for which they are seeking a recommendation.

Mr. Breon questioned whether the grade cannot remain at the Ordinance maximum of 10%. Mr. Frantz stated that the road could be redesigned to meet the required grade; however there are a number of improvements, such as curbing, storm water grates, etc. that would have to be removed and rebuilt to accommodate the changes. Mr. Frantz also indicated that the dollar amount and time restraints associated with removing and replacing the improvements which have been installed would be a substantial setback to the project.

Mr. Knopp asked what Staff's opinion was with regard to this request. Ms. Wick stated that Staff feels that the revised profile meets PennDOT's requirements for the design of local roads, that the design greatly improves the situation that currently exists. Also, a similar waiver was granted during the planning process for the landing area at the intersection of Lawrence Street with SR 230 when the slope was allowed to be increased from the Ordinance maximum of 5% to 6% for the landing area.

Following a brief discussion regarding the changes and cost associated with the changes that would have to be made and the timing to complete this project, the Planning Commission concluded that the revised profile will be better than what exists, however, they were hesitant to once again be compromising the Ordinance.

A motion was made by Latsha and seconded by DeHart to recommend granting a request for a waiver of §22-502.9 Minor Streets, of the Subdivision and Land Development Ordinance.

Motion unanimously approved.

MIDDLETOWN HOME

SKETCH PLAN

The Planning Commission discussed the Sketch Plan of the Middletown Home, prepared by Schouch, Inc.

Rik Longacre of Schlouch, Inc. explained that the Middletown Home is doing an overall master plan of the entire facility internally and externally, to modernize their services, and he is here this evening to present some ideas and receive any input from the Planning Commission. Mr. Longacre explained that there are several levels of care at the home, ranging from independent apartments to skilled care to a dementia area. There is also a web of driveways throughout the premises, as changes are made to the facility, which will be rerouted. Also, an area of vacant land located behind the Home will, at some point, be developed. When the vacant land is developed, the driveways and access points to the property will need to be revised. A traffic study of the area was performed assuming that the entrance onto West Harrisburg Pike (SR 230) would be maintained as the main entrance. The study indicated that a turning lane would be required to enter the property from West Harrisburg Pike (SR 230), and all improvements would have to be made on the Middletown Home side of the roadway. As this would be a costly improvement, and because there will eventually be development to the rear of the property, Rosedale Avenue is now being considered as a better option for the main entrance into the complex. The Home would maintain its location and address on West Harrisburg Pike, and one of the existing driveways would be used minimally for certain

deliveries and perhaps first-time visitors to the Home. The initial concern for the Home is to design the new access to the property and also to establish some additional staff parking.

Mr. Breon stated that if Rosedale Avenue becomes the main entrance to the Home, there will be some additional upgrading needed on Rosedale. If that is the case, Middletown Home should be willing to make some voluntary contribution to the improvements. Mr. DeHart stated that it would be very good to remove traffic from entering and exiting the property from SR 230, particularly with the high rate of accidents in that location. He questioned whether the fire department would be able to access the existing three-story building if the interior driveway was removed. Mr. Longacre explained that the new patio area that is being installed is designed to accommodate apparatus up to the building and that driveways will remain for emergency vehicles. Additionally, most of the other roadways will be widened, and there will be signage indicating directions through-out the facility.

Mr. Wagner questioned whether consideration had been given to connecting to Penn State through the rear of the property. Mr. Longacre stated that eventually that would be an ideal plan; however, that is not part of this proposal. There may eventually be some cottages proposed in the rear area which would be another level of care offered to the clientele. At that time the road connection to or near Penn State will be considered.

Mr. Breon responded that everything presented on the Sketch Plan looks very good, however, as a Land Development Plan is presented, there will be a number of items that will need to be addressed. He also questioned the time frame for this planning. Mr. Longacre indicated that Middletown Home would like to move this through to the Land Development stage and once approvals are in place, they will look to proceed as their budget allows.

ADJOURN

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

Motion unanimously approved.

Meeting adjourned at 8:20 PM.

Respectfully Submitted:

Brenda K. Wick
Planning and Zoning Director