

LOWER PAXTON TOWNSHIP
PLANNING COMMISSION

January 25, 2006

MEMBERS PRESENT

Betsy Sibert
Roy Newsome
Fredrick Lighty
Ernest Gingrich
Dennis Guise
William Neff

ALSO PRESENT

Dianne Moran
Lori Wissler
Chip Millard

Call to Order

Mr. Lighty called the regular meeting of the Lower Paxton Township Planning Commission to order at 7:05 pm, on January 25, 2006 at the Lower Paxton Township Municipal Center, 425 Prince Street, Harrisburg, Pennsylvania.

Pledge of Allegiance to the Flag

Mr. Lighty led the recitation of the Pledge.

Approval of Minutes

There were no minutes to act on at this time.

OLD BUSINESS

Preliminary/Final Subdivision Plan #05-40
Wilshire Estates

This plan was tabled at the January 11, 2006 meeting. Mr. Steve Quigley from H. Edward Black and Associates was present on behalf of this plan. At the last meeting, a second entrance was discussed. Mr. Quigley presented a plan showing a second entrance which was reviewed by Traffic Planning and Design.

Mr. Quigley stated the other issue that was discussed was whether the stream was intermittent or perennial and how that would be handled. Ms. Wissler noted that there are both perennial and intermittent streams shown on the USGS maps, so only the perennial streams affect the setbacks.

Craig Mellott, Traffic Planning and Design, stated he analyzed the effect of the extension of Royal Avenue into the site. The original report, with only one means of

ingress and egress, showed congestion at Devonshire Road and Hampton Court Road. The second entrance at Royal Avenue eases congestion at that intersection, by providing another means to get onto Route 22. This will benefit the residents of Wilshire Estates, and also those that live adjacent to that development. Mr. Quigley noted that Wilshire Estates contributed about 9% of the traffic at the intersection of Devonshire and Hampton Court Roads with only one entrance, but with the second access that figure is cut to 5%. This takes into account the impact from this development, not the other 35 residents in the area.

Mr. Guise asked if a revised traffic study will be prepared. Mr. Mellott answered that it has been prepared and was submitted to the Township this morning.

Mr. Lighty asked if the intersections are still failing. Mr. Mellott stated that it is raised to a level of service D. Mr. Mellott explained that PennDOT standard level of service D or better, is considered to be acceptable.

Mr. Neff asked Mr. Quigley to address the letter from the Parks and Recreation Department. Mr. Quigley stated he just received the letter tonight, and will contact Mr. Luetchford and try to tie it into the master plan for recreation.

Mr. Neff asked what the distance is between the end of the development at Hampton Court Road to Devonshire Road where the 30-foot cartway is terminated. Mr. Quigley answered it is approximately a city-block. Mr. Neff noted that a development of this size, a 30-foot cartway being fed into a collector road down to a 24-foot cartway may need to be improved to a 30-foot cartway due to the potential problems with emergency services. Mr. Quigley stated he will take that under advisement and look into that. Mr. Quigley noted that there is some traffic calming with a 24-foot cartway, and with a 30 foot cartway there is a tendency to have more street parking. Mr. Mellott stated that increasing it 6 feet will not increase the capacity at the intersection. Mr. Neff stated his concern is that an emergency vehicle could create extreme problems, especially if there are parked cars there.

Mr. Quigley noted it would be logical to table the plan at this point, unless there can be a conditional preliminary approval. This would give the owner a chance to get started on Phase 1. Mr. Lighty asked how many homes are in Phase 1. Chris Black answered 15-20 homes. The R-2 area will become Phase 2. Phase 1 will be the upper area directly off the main entrance off of Hampton Court Road, then Phase 2 will be the roadway coming off Royal Avenue. Phase 3 and 4 would depend upon sewer connections.

Mr. Guise noted that next to lot 52 and across from lot 51, there is a lot that is not numbered. Mr. Quigley noted these are potential lots at this point. With the location of the stream crossing a lot is lost in another area, so there may be one in that location.

Mr. Lighty commented that Mr. Quigley is asking for approval of a preliminary plan conditioned upon a preliminary plan being submitted. Mr. Quigley stated his understanding.

Mr. Neff noted that lot 103 is active recreation and that type of area is usually located on a street with someplace to park. There might be difficulties when such an area is on a flag lot. People will cut through the houses. Mr. Neff suggested eliminating lot 103 and making the surrounding lots bigger and do something with a nearby park. Mr. Neff noted that this is a good idea, and appropriate for this type of development, but in the wrong place. Mr. Quigley noted there will be some sort of fencing to keep the recreation in the recreation area.

Mr. Chip Millard, Dauphin County Planning Commission noted that level of service D is the lowest acceptable rating. Mr. Millard asked if the rating is only for the development traffic, or the overall intersection. Mr. Mellott answered that rating is for the overall intersection.

Mr. Dan Slatt, 5324 Windsor Road, thanked Mr. Quigley for coming up with a better plan. It may not be the best plan possible, but it is certainly better. Mr. Slatt noted his appreciation of the Commission taking the time and asking the right questions because it will affect many residents around it. Mr. Slatt would like to see another entrance off of Devonshire Road. Mr. Quigley noted there is no access to get to Devonshire Road. Mr. Slatt asked about the availability of the traffic study. Mr. Lighty stated the traffic study is available for review at the Township.

Mr. John Giblen, 5364 Windsor Road, asked about Mr. Neff's comment about widening the cartway from 24 feet to 30 feet. He is concerned that some houses are very close to the road now, and increasing that will make it very difficult to get in and out of driveways.

Mr. Giblen asked to see the recreation area on the plan. Mr. Quigley pointed out the recreation area and noted that it can be accessed by all the neighbors, including the existing residents. Mr. Giblen asked how many wetlands have been identified. Mr. Quigley answered that all the wetlands have been identified and recorded. Mr. Giblen noted that there are some lots in existing wetlands. Mr. Quigley clarified that there are some wetlands on some of these lots. The wetlands are out of the building setback area.

Mr. Giblen agreed with Mr. Slatt's comments regarding traffic, adding the possibility of a cut-through to get to the shopping center, but the design makes it look difficult. Mr. Quigley noted to drive straight to it, its is 0.3 miles, and cut through would be 1.2 miles. Mr. Giblen agreed that this is probably the best design considering the topography of the area. Mr. Giblen noted that at high-volume times, it can take 30 minutes to get out of the intersection. This existing neighborhood would like to see something done with the intersection regardless of whether it is by the development or the Township. Mr. Lighty noted that the problem is not acknowledging that there is a

problem there, but the solution. Mr. Giblen asked about the dry sewage line that exists on Wilshire Road. Mr. Lighty stated that is an issue that should be discussed with the Authority.

Mr. Lighty asked if the second intersection would help existing residents by giving them another way to get out. Mr. Giblen answered yes, but it then goes to the intersection at Prince Street and Royal Avenue, which is another difficult intersection.

Mr. Lighty noted that there are other traffic calming measures that can be implemented such as traffic tables. Mr. Lighty explained that the faster you go over a speed bump the less you feel it, but the faster you go over a table, the more you feel it.

Mr. Chris Servano, 709 Hampton Court Road, noted he is also pleased with the improvements made to the plan. Mr. Servano noted that the visibility approaching Devonshire Road is poor to the west, there is a slight elevation making it difficult to see the cars coming from the left and it is a very short distance.

Mr. Mellott agreed that there is vegetation to the left and it is difficult to see, but you can pull out a little further and adjust. Over the last 5 years, PennDOT shows zero reportable crashes there.

Mr. Neff asked if any improvement would be realized if there was a short deceleration lane added to turn right. That would allow somebody pulling out of Hampton Court Road making a left, giving relief to an oncoming car, instead of having to go into the opposite lane. Mr. Neff asked if the traffic light at Route 22 and Devonshire Road could be timed differently to provide a gap in traffic. Mr. Mellott speculated that it is too far away to have a benefit.

Mr. Ron Selsky, 5299 Devonshire Road, asked what the acreage is of the total development. Mr. Quigley answered 98 acres. Mr. Selsky asked the average square footage of the homes proposed. Mr. Quigley answered 2,600-3,000 square feet. Mr. Selsky asked whose decision it would be regarding the hedges, since they are on his property. Mr. Quigley answered that work can only be done in the right-of-way. Mr. Selsky asked about the green space. Mr. Quigley answered that there are 15 acres of open space, and 1½ acres of recreational space.

Mr. Newsome made a motion to table the Preliminary/Final Subdivision Plan #05-40 for Wilshire Estates. Mr. Gingrich seconded the motion. The Commission voted unanimously to table the plan.

Preliminary/Final Subdivision & Land Development Plan #05-46
Hornung's Family Home Center

This plan was tabled at the January 11, 2006 meeting.

Ms. Wissler stated that this plan now combined 3 lots instead of 2 lots into a single parcel to permit the construction of additional off street parking. The property is located at the corner of North Mountain Road and Blue Bird Avenue, and is zoned C-1, General Commercial District.

Mr. Jeffrey Staub and Mr. William Hornung were present on behalf of the plan. Mr. Staub stated he made the changes to the plan as discussed at the last meeting. By combining the third lot, the site will then be in compliance with the 65% impervious coverage requirement, and 4 more parking spaces were added.

Mr. Lighty asked if Mr. Staub has received the new Dawood, staff and County comments. Mr. Staub answered yes, and there is nothing there that is a problem.

Mr. Hornung added that there was a comment as to where the propane station was located, and that is now shown on the plan. The handicapped spaces are also shown on the plan.

Mr. Guise made a motion to recommend approval of the Preliminary/Final Subdivision & Land Development Plan #05-46 for Hornung's Family Home Center, and recommend approval of the waiver of the preliminary plan requirement. Mr. Newsome seconded the motion, and the motion passed unanimously.

NEW BUSINESS

Preliminary/Final Land Development #05-47 **Central Dauphin East Middle School**

Ms. Moran stated that Lower Paxton Township has received a plan for improvements to the existing Central Dauphin East Middle School. The school is located on the northern side of Union Deposit Road. Located to the west is Central Dauphin East High School.

Improvements to the school include three building additions totaling 21,692 square feet. A 40-space parking lot is also proposed as part of the improvements. The property is zoned R-1, Low Density Residential and contains 105.4 acres. The property is served by public sewer and public water.

Mr. John Carty from Brinjac Engineering and Mr. Peter Ortiz of Foreman Group, the architect for the plan, were present on behalf of this plan.

Mr. Carty stated he received the comments on Monday, and is working through them now, and has no objections to any of them. The project consists of three building additions, the largest being the natatorium on the east end. There are currently 3

basketball courts in that area; impervious area is approximately the same. Approximately 40 parking spaces are being added and there will also be some re-striping proposed in the existing lot. There are 4 new classroom additions at the rear of the building along the library, and a small addition to the kitchen area. The interior of the school is being renovated with new sprinkler systems, HVAC systems. The sewer is being extended to Union Deposit Road.

Mr. Carty stated he will be requesting a waiver of the sheet size requirement, due to the size of the project and the scale. Mr. Lighty stated all waivers must be submitted in writing, preferably prior to the meeting. Ms. Moran stated that is acceptable as long as one 18'x24' mylar is included. Mr. Carty agreed and will submit that in writing to Ms. Moran as soon as possible.

Mr. Lighty asked if the school district is still the applicant if the school board has not voted to approve this project. Mr. Carty explained that the school board has approved the obligatory submission as part of the dedication and schematic design phase and design and development phase, to get them to the bidding phase.

Mr. Millard asked about comment 2, if any parking spaces are in the landscape setbacks. Mr. Carty answered that they are not located in the landscape setbacks, there is actually an access easement driveway coming off Union Deposit Road.

Mr. Millard noted the parking calculations, and asked if they meet the requirements for that particular use. Mr. Carty stated there are 40 spaces proposed and the existing lot will be re-striped. Mr. Millard suggested showing the entire parking for the entire school area so it can be seen that it does meet the requirements. Mr. Carty will expand the parking tabulation sheet to show that.

There was no comment from the audience.

Mr. Gingrich made a motion to recommend approval of the Preliminary/Final Land Development Plan #05-47 for Central Dauphin East Middle School subject to the comments that have been provided and the waiver of the plan sheet size. Mr. Guise seconded the motion and the motion passed unanimously.

Preliminary/Final Re-Subdivision Plan #05-48
Estates of Forest Hills, Phase 7, Lots 139 & 140

Ms. Wissler stated that this plan represents the re-subdivision of Lots 139 and 140 of the Estates of Forest Hills, Phase 7. The lots are located along Kensington Way, north of Continental Drive. The property is zoned P1, Residential/Park District and will be served by public sewer and private on-lot well. The combined lot size is 204,726 square feet.

The applicant has requested the following waivers: the requirement to provide a preliminary plan; the requirement to provide two permanent concrete monuments; the requirement to provide stormwater management plan; the requirement to provide an erosion and sedimentation control plan; and the requirement to provide a detailed hydrogeologic study.

Mr. Jeffrey Staub was present on behalf of the plan. Mr. Staub stated he has received copies of all the comments from Staff, County, and HRG. Mr. Staub asked about HRG's comment regarding the driveway. Mr. Staub stated he would be willing to put a note on the plan. Mr. James Snyder, HRG, stated that would be acceptable, and that they did not want to create an implied approval for the driveway as shown.

Mr. Neff asked if the lots are being combined because the potential buyer wants a bigger lot, or is it because of the site conditions. Mr. Burton Snyder, owner of the property, answered it is because of the site conditions. Mr. Neff asked if the steep slope/lot size requirements are inadequate.

Ms. Wissler noted that the lot size in that area has increased.

Mr. Neff made a motion to recommend approval of Preliminary Final Re-Subdivision Plan #05-48 for Lots 139 and 140 in the Estates of Forest Hills, Phase 7, subject to the resolution of the issue with the driveway and the comments, and the five waivers as outlined by Ms. Wissler. Ms. Sibert seconded the motion, and the motion passed unanimously.

Final Land Development Plan #05-50
Pinnacle Family Medical Center
2323 Patton Road

Ms. Moran stated that the purpose of this plan is to construct a 13,050 square foot professional medical center and parking on Lot 4 of the 8.58 acre property, formerly known as Final Subdivision and Land Development Plan for Robert J. Fried and Commerce Bank. The lot is located north of Linglestown Road and west of Patton Road. The property is zoned C-1, General Commercial and is 1.29 acres. The site will be served by public water and public sewer.

The applicant has requested a waiver to permit the plan to be submitted as a final plan.

Mr. Brian Evans, and Mr. Steve Knight, from Evans Engineering, were present on behalf of the plan.

Mr. Newsome asked why there are two waiver requests listed on the application, and only one on Ms. Moran's memo. The waiver in question is regarding Section

1187.06 to allow non-required employee parking on porous pavement surface. Ms. Moran stated that is a waiver that is not permitted because all paving must be done to current paving specifications, which do not recognize porous paving. Mr. Newsome asked if that means that brick pavers are not allowed. Ms. Moran answered yes, pavers would require a variance.

Mr. Evans introduced Mr. Steve Yingst, stating he is a Central Dauphin High School Senior on a co-op program with Evans Engineering. Mr. Yingst has been working on this project from the beginning as part of his training. Mr. Yingst has done a lot of the CAD work, color rendering and preparation of the plan. Therefore he will do the majority of the presentation regarding this plan.

Mr. Yingst stated that Omni Realty and Pinnacle Health are proposing a 13,050 square foot medical center on the fourth and final lot of the Robert J. Fried subdivision. The lot is located to the north of Linglestown Road and to the west of Patton Road. The lot is 3.1 acres. The applicant is requesting a waiver to allow the plan to be the final plan. The proposed building will be a one-story medical center. The site will be equipped with a stormwater system, which will be an underground detention system to the south of the building under the driveway. There will be a swale near the northwest end of the property to catch water coming onto the property. The stormwater system and swale will be discharged into an unnamed tributary of Paxton Creek, to the south of the building. There will be two parking facilities. The main parking facility will be to the east of the building and there will be a secondary parking facility to the west. The sewer module was previously approved with the subdivision plan in 2003. The NPDES permit was also included in that plan. The E&S plans are currently being reviewed by Dauphin County Conservation District. A traffic study has been done with the subdivision plan in March 2004. There will be a traffic signal at the corner of Patton and Linglestown Roads.

Mr. Lighty and the Commission noted Mr. Yingst did a very good job, better than some engineers do. Mr. Evans added that Mr. Yingst put together this information on his own, and he was involved in the preparation of the E&S plan and a lot of different parts of the plan, with supervision and guidance as part of the educational training program. The commission looks forward to seeing Mr. Yingst back in the future as an engineer.

Mr. Evans noted that the property borders residential to the north and there will be provided a landscaping berm to help shield the property. The idea of using the porous pavement was proposed to provide some things that are now being requested by the Conservation District and DEP. Because this would require a variance, the applicant is not going to pursue this issue. The applicant has met with the Sewer Authority and already resolved some of the comments raised by Mr. Snyder. There are no problems with the comments generated by County, Staff or engineer. The Police Department's comments have also already been addressed with regard to the stop signs. The comments by County were addressed in a meeting with Staff prior to this meeting to ensure the proper interpretation of the setbacks.

Mr. Neff questioned the landscape plan, if the sizes listed are proposed at planting time or when they are grown. Mr. Evans answered that they will be 2-1/2 inch caliper, 6-8 feet tall at time of planting to meet the requirement of the ordinance. Mr. Yingst added that the sizes listed on the landscape plan are the size of the trees at maturity.

Mr. Neff asked the location of the wetlands. Mr. Evans showed the wetlands on the south side of the building. Mr. Neff asked the soil conditions behind the building. Mr. Evans stated that is a raised berm to provide additional visual screening. The berm will be about 4-5 feet high with the plantings on top. There will be additional plantings on the west side as per comments received from staff. The wetlands will not be disturbed, the current wetland vegetation will exist as it is. Mr. Neff asked Mr. Yingst when the plantings are proposed. Mr. Yingst stated they will be planted at the completion of the building, after the swale and the berm are created, all the landscaping will be done at the same time.

Mr. Neff asked if there will be any sort of irrigation system in place until the plantings take hold. Mr. Evans stated that one of the standards of planting and plant maintenance requirements of an erosion and sedimentation control plan require that they be watered at the time of planting, and anything that does not survive within the first year must be replaced. Mr. Neff stated he asked the question because in many developments there are landscape plans that lose a third of the planting because they are not planted in an appropriate time or they are not watered. Mr. Evans noted that the plan is scheduled to break ground around late-April and have completion around early-fall. The planting will be done at that point, but if it is too late in the fall, the plantings will be done the following spring.

Mr. Lighty noted that the Fire Company had a comment about emergency interrupt in the traffic signal. Mr. Evans stated that this lot is part of an overall subdivision plan that has already paid for the traffic signal. Mr. Lighty stated the building will have a medical use in it. Mr. Evans stated the cost has already been covered, and he does not know what it would cost to add that service, and this developer had not planned on doing this.

Mr. Newsome asked why when the number of parking spaces proposed exceeds the requirements, there are only four handicapped spaces. Ms. Wissler stated the ordinance requires four spaces for every 100 spaces. Mr. Newsome speculated that a medical facility of any kind would need more handicapped spaces than the general requirements. Mr. Newsome stated that the number of parking spaces is based on the square footage. Mr. Evans stated that the original plan did have more handicapped parking spaces (6), but in trying to comply with the Township internal green space requirements, had to give up some spaces across the front of the building. Mr. Newsome stated his understanding, but noted that his concern is not necessarily with this plan, but the ordinance in general because a medical facility should require additional handicapped spaces. Mr. Evans will discuss this matter with his client. Mr. Newsome noted that it might be important to take into consideration what the use requires, not just the general

square footage. Ms. Wissler stated that it is addressed in a way, because the medical use does require more parking than other uses.

Mr. Gingrich noted that the parking that is required is 75 spaces and asked why there are excess spaces. Mr. Evans stated that the developer wanted more. The ordinance covers the minimum desired requirement, and Pinnacle Health has requested they put as close to 100 spaces as possible. Mr. Newsome stated that this increases the impervious coverage. Ms. Wissler noted that the ordinance has been found to be insufficient.

Mr. Millard stated his comments have been addressed. There were no comments from the audience.

Mr. Gingrich made a motion to recommend approval of Final Land Development Plan #05-50 for Pinnacle Family Medical Center subject to comments as provided and the waiver for the final plan. Mr. Newsome seconded the motion and the motion was unanimously approved.

Preliminary Subdivision Plan #05-52
Montrail

Ms. Wissler stated that the purpose of this plan is to subdivide the overall tract into 60 lots, 57 lots are proposed to be single-family building lots and three lots are proposed to be passive recreation open space lots. The tract consists of 44.3101 acres, is located north of Union Deposit Road and east of Central Dauphin School District, and will be served by public water and public sewer.

The property was rezoned from R-1, Low Density Residential District to the TRND, Traditional Residential Neighborhood District. The 57 lots were established based on the yield plan that was submitted and reviewed by Township Staff.

The applicant requested the following waivers: minor street right-of-way width requirement from 60 feet to 50 feet and the minor street cartway width requirement from 36 feet to 28 feet for Skylon Drive and Redhawk Circle; horizontal curve radius requirement for minor streets from 275 feet to 150 feet for Skylon Drive and from 275 feet to 160 feet for one curve for Redhawk Circle; the maximum length requirement for cul-de-sac streets from 600 feet to 735 feet for Redhawk Circle; and the requirement to provide vertical concrete curb.

Mr. Jeffrey Staub was present on behalf of the plan. Mr. Staub stated that he did receive all the comments from Staff, County and HRG. Mr. Staub noted the traffic impact study that has been submitted to the Township. In response to Grove Miller's comments, a left turn lane is required to be constructed on Union Deposit Road, which this plan does not show. A left turn lane with taper will be designed, and may or may not

be required to provide for additional right-of-way on the north side of Union Deposit Road. The other issue is regarding lot width. Some of the lots, perhaps all of them, are less than 90 feet in width at the building setback line. That may cause a problem. The TRND ordinance does not recognize a specific lot reduction. However, in the R-C zone, this is allowed. The only other TRND plan submitted to the Township is Huntleigh. There are a significant number, perhaps 30% of the lots in Huntleigh that have a lot width of less than 90 feet. Huntleigh was used as an example when designing this plan. Mr. Staub stated this will require a variance.

Mr. Staub asked that the plan be tabled to work on resolving these two issues.

Mr. Gingrich noted an HOP would then be needed. Mr. Staub agreed.

Mr. Staub stated they did request a number of waivers, and the written justification has been provided to Staff. This plan is consistent with the rezoning request. One of the reasons the waiver is requested regarding the street design is to preserve the open space and because of the steep slope areas and wetlands. There is now only a small impact on the stream there.

Mr. Newsome asked if the minimum lot width problem could be mitigated by siting the buildings in another fashion.

Mr. Neff had previously asked about the possibility of having the open space not maintained by a home owners association, but by an agreement with the school. Mr. Neff asked if anything had been worked out with that. Mr. Staub answered he has not discussed that with the Parks & Recreation Department yet. This will be done after obtaining the variance. Mr. Neff suggested the school could have access to the long strip of land without the burden being on the residents.

Mr. Guise made a motion to table the Preliminary Subdivision Plan #05-52 for Montrail. Mr. Newsome seconded the motion and the motion was unanimously passed to table the plan.

Preliminary/Final Land Development Plan #05-53
Community General Osteopathic Hospital
2006 Hospital Expansion and Modification

Ms. Wissler stated that the purpose of this plan is for the construction of approximately 8,320 square feet of new additions on the existing main hospital for expansion of the surgery area and the doctor's dining room as well as internal renovation and associated site work.

The property is located north of Londonderry Road and east of South Arlington Avenue, and is zoned R-O, Research Office District.

The applicant has requested a waiver of the requirement to submit a preliminary plan.

Mr. Steve Quigley, H. Edward Black & Associates, was present on behalf of the plan. Mr. Quigley stated this is what the hospital is calling Phase 1 of some modifications and a little bit of expansion. There are two parts that are new to the hospital, one is the single floor addition to the front of the hospital which is an expansion of the surgery area. The other one is a very small addition to the doctor's dining area. There is a loss of about 25 parking spaces across the front, including the relocation of the handicapped parking to the next row over. The work being done will require an additional 35 spaces for a total of 60 spaces needed to be constructed. Most of these will be in the back as a continuation of what was done with the Bloom Building Expansion and a little bit of the parking will be done on the back access road. One comment from Staff and HRG was if a variance was needed with regard to the parking. Mr. Quigley did not believe a variance would be necessary, the hospital is planning on doing all the parking required, but was asking the parking be postponed until the fit-out work in the lower level rehab hospital for cardio-pulmonary section is completed. This is proposed to be about three years away.

Mr. Quigley gave the an overview of the work proposed throughout the hospital.

Mr. Quigley stated he has received all comments from staff, engineer, County and Police Department. Mr. Quigley stated he has no problems with them and is already working on them. The traffic study was done last year at the request of the Township and was reviewed to get some new counts to monitor those particular intersections. In that traffic study there is a comment that the next time anything is done at the hospital, the hospital would restripe Londonderry Road from I-83 to the road by the apartments. This is because the lanes will be narrowed for traffic calming and to allow left turns from various intersections without interfering with through traffic.

There was no comment from the audience. Mr. Millard noted that the intersection of Londonderry Road and Arlington Avenue should be made into a 4-way stop. Mr. Lighty agreed that is an issue, because getting to the hospital from the Union Deposit Road interchange becomes more important as the hospital expands.

Mr. Guise made a motion to recommend approval of Preliminary/Final Land Development Plan #05-53 for Community General Osteopathic Hospital-2006 Hospital Expansion and Modification, subject to the comments, and also recommend approval of the waiver of the requirement to submit a preliminary plan. Mr. Gingrich seconded the motion and the motion carried unanimously.

Sketch Plan
Heck Property
Jonestown & Deaven Roads

Mr. James Prince, 5436 Lincoln Highway, York, PA, was present on behalf of the plan. Mr. Price explained that he wants to show the planning commission the basic concept of what they want to do with this property. Mr. Price noted that he did not see anything in the ordinance that would not comply but has not seen the new ordinance. Mr. Gingrich asked if the Comprehensive Plan has been taken into consideration. Mr. Price answered he did not know. Mr. Gingrich stated this plan does not fit into the Comprehensive Plan. Mr. Gingrich stated that the Comprehensive Plan shows the extension of Deaven Road through this property and across to Elderberry Lane on the other side. Mr. Price stated when he had talked to the land owner about purchasing the entire tract, and extending Deaven Road through, but the current land owner was not in favor of that. Mr. Price stated he was not aware of the Comprehensive Plan. Mr. Price stated that the current land owner wants to keep the two acres with the house on it. Mr. Price stated his understanding that this plan does not fit into the Township plan at all.

Mr. Lighty stated that north-south connectivity is a big problem throughout Lower Paxton Township and is very important to the Commission. The Township has been waiting for this property to be developed to gain that connection. Mr. Lighty suggested that if this plan were to be successful it would have to somehow show Deaven Road connected through the tract. Mr. Guise asked about the temporary cul-de-sac. Mr. Price stated that is something that would be up to the Township, if it were a permanent cul-de-sac it would require a waiver. Mr. Lighty noted that the remaining land is not connected so it cannot be one parcel. Mr. Price stated that a note would be placed on the plan that if the plan were to go forward that the remaining lot could not be further subdivided.

Public Comment

There was no public comment at this time.

Adjournment

The meeting adjourned at 9:15 pm.

Respectfully Submitted,

Michelle Hiner
Recording Secretary