

**MINUTES  
NORTH LEBANON TOWNSHIP  
PLANNING COMMISSION MEETING  
JUNE 14, 2004**

The regularly scheduled meeting of the North Lebanon Township Planning Commission was held at the North Lebanon Township Building, 725 Kimmerlings Road, Lebanon, PA, at 7:00 PM. The following Commission members were in attendance:

Darlene Martin ..... Chairperson  
William Smeltzer ..... V-Chairperson  
John Scheer ..... Member  
Cheri Grumbine ..... Twp Manager

Attending the meeting were representatives from the Lebanon Economic Development Corp, Valspar Corp, Steckbeck Engineering, Al Winn of the Patriot News and Theresa George, NLT employee. Also several other individuals were present.

The meeting was called to order at 7:00 PM. The pledge to the American flag was done. Chairperson Martin asked the Public if there any comments from the Public other than the comments for the North Lebanon Business Park or Valspar. These two issues would be discussed later in the meeting.

**COMMENTS FROM THE PUBLIC**

There were no public comments at this time.

**APPROVAL OF MEETING MINUTES**

The May 10, 2004 minutes were presented for approval.

**MOTION:** Was made and seconded to approve the minutes from May 10, 2004. Unanimously carried.

**PLANNING MODULES FOR REVIEW**

There are no Planning Modules to be reviewed this evening.

**ACTIVE PLANS FOR REVIEW, DISCUSSION & RECOMMENDATION TO BOARD**

There are no active plans for recommendation to the Board of Supervisors.

**ACTIVE PLANS ON HOLD WITH LEBANON COUNTY PLANNING**

**A.)North Lebanon Business Park**

**Location/Zoned:** N 25<sup>th</sup> St & Tunnelhill Rd/I

**North Lebanon Business Park (con't)**

Chp Martin at this time opened the floor for the presentation of the North Lebanon Business Park Subdivision Plan and the Valspar Land Development Plan. Loren Schrum introduced himself and said he was here on behalf of Lebanon Valley Economic Development Corp who is the developer for the North Lebanon Business Park. A Preliminary plan has been submitted to the Planning Commission for review. The Final plan is to be submitted next month. Tonight's purpose is to hear comments, not necessarily for any action. He told the Commission there are several technical people here tonight that would be able to answer questions. Bob McNeary is President of the LEDC; Mark Magrecki and Kristin Yeagley from Steckbeck Engineering; and Doug Plank who is responsible for the traffic studies. Schrum explained the plan before the Commission is the Preliminary Subdivision Plan of the Business Park for the LVEDC. The press had released some misinformation about the meeting tonight. The press has informed the public that this meeting was the opportunity for the public to discuss Valspar, who is to be the first potential tenant of the Business Park. The discussion was to be about the North Lebanon Business Park Subdivision plan.

Schrum stated Valspar has submitted their own Land Development Plan and will be addressing the Commission by the Valspar people. The North Lebanon Business Park has submitted a Preliminary subdivision plan and LVEDC is of the opinion that the plan meets all the statutory requirements of the North Lebanon Twp Ordinances with no waivers being requested. There had been a waiver for the length of a cul-de-sac discussed earlier in the process but has since been removed and is no longer an issue. At this time any questions asked would be directed to the technical people present to answer.

Member Smeltzer confirmed the plan that Schrum is speaking about had been submitted last month to the Commission. At this time the first round of comments have been received from the County. Copies of those comments have been provided for the Commission tonight for review. He then confirmed there would be no waivers of any kind needed. Mark Magrecki of Steckbeck Engineering was asked to point out on the plan the revisions regarding the cul-de-sac. The changes now make the cul-de-sac design compatible with the Ordinance requirements.

**Mark Magrecki - Steckbeck Engineering**

Mr. Magecki displayed the proposed subdivision plan for the Business Park. He pointed out the Lot that is being proposed for the Valspar Land Development Plan. There are a total of 5 lots being proposed for this Business Park, at this time.

**North Lebanon Business Park (con't)**

Magecki indicated on the map the outline for all 5 areas being proposed and the actual sizes of the lots. The Valspar lot is approximately 20 acres in size. Lot #5 is the largest lot due to the fact that it is the remaining acreage. At this time the only proposed business is Valspar. Chp Martin asked if in the future Lot #5, which contains 84+ acres, could be divided.

Magrecki said it is possible, under the Twp Ordinance to do so. However at this point in time it is not known. Although this is not part of the plan at this time, should this happen a new subdivision plan would have to be submitted. Chp Martin then asked if all sewer and water capacities have been confirmed for this plan. Magrecki confirmed that capacities have been approved for this proposed plan. She then asked if the lots, other than the Valspar lot, would continue to be farmed. Magrecki stated he could not answer that question. Perhaps the Economic Development Corp would have that answer. Chp Martin asked if the lots were not farmed they would then have to be maintained. Both Magrecki and Bob McNeary, LVEDC, confirmed the area would be maintained to comply with the Ordinances.

Member Smeltzer asked to have an update on the traffic studies that are being done. Doug Plank was introduced as the traffic engineer reporting on the traffic studies being completed. Mr. Plank explained some of the meetings, which have been completed in reference to this Business Park. He said they have met with PADOT and the Township several times. Ingress and egress to this Business Park have been reviewed and discussed many times. An access to the Park will be off Tunnel Hill Rd, which will be restricted to passenger cars and pickup trucks only. An additional access will be from 25<sup>th</sup> St, which would be to accommodate passenger trucks and tractor-trailer trucks. This access would not be a restricted access. It is being discussed having the trucks use 25<sup>th</sup> St to Union Canal Drive and continuing to 22<sup>nd</sup> St and up to the intersection of 22<sup>nd</sup> St and Tunnel Hill Rd. PADOT had originally discussed a traffic light for this intersection. At this time the LVEDC is planning to resurrect this plan. Also a traffic light is being considered for the underpass at 25<sup>th</sup> St, which would permit alternating traffic through the tunnel.

Road improvements are planned for the frontage of the actual Business Park. Any other improvements to the roads would be negotiated between the Township and the LVEDC. Chp Martin asked if there are plans for expansion or raising 25<sup>th</sup> Street in any way? Plank replied, due to limitations and restrictions from the railroad this would not be feasible. It would cost millions of dollars to complete a project such as this one.

**North Lebanon Business Park (con't)**

A discussion about going over the railroad was considered at one time. But that plan would also be very costly, so the idea was dropped, according to Plank. The bridge would require retaining walls on the south side of the bridge, which would be about 15 ft in height. These considerations would mean acquiring homes on the south side in order to accomplish the required grading.

A gentleman from the audience asked about 33<sup>rd</sup> St. Is that going to be an exit? Mr. Plank replied no, not 33<sup>rd</sup> St. The only access will be from Tunnel Hill Rd onto the former Windsor Plant Rd. He repeated this access would be for passenger and pickup trucks only. Another question was asked about the volume of daily truck traffic. A representative from Valspar is here, however Plank answered that in general for an Industrial Park, approximately 8% of the traffic is considered to be truck traffic. Plank reminded everyone that we still do not know what types of businesses might be interested in this particular park. The use of the park will determine whether the truck traffic is higher or less.

Chp Martin said if it would be offices that would typically be car traffic not truck traffic. Mr. Plank agreed with this observation. In the case of Valspar some truck traffic would be involved. However, Plank said, there is a rail spur proposed for this plant. Delivery of all raw products will be via the rail. According to his information every railcar is equivalent to 4-tractor trailer trucks. Every railcar that comes in will eliminate 4 trucks. Chp Martin asked if he is of the opinion that the other businesses would utilize the rail also. The rail spur will be established for Valspar and would be accessible to the other lots.

**John Brenner – West Lebanon Twp**

Mr. Brenner asked what would be done about the trucks that would not adhere to the routes they are instructed to follow? What if they use Rte 422 to Lehman St and cut through West Lebanon to gain access to the plant? Plank said if this would be a problem, E Lehman St could be posted against truck traffic. Will someone be helping to foot the bill to enforce this, asked Brenner? Plank said this is not different than the situation that currently exists on E Lehman St. It is already posted against truck traffic. He said that would be a West Lebanon Police force issue.

Someone else asked about Charlotte St as an entrance? He was told there were some legal issues about the R-O-W that is there. This is still being reviewed. If this turns out to be an option, this would make everyone very happy.

**Craig Royer - Charlotte St**

Mr. Royer said he owns land in this area and he is wondering about the cul-de-sac depicted on the plans. Plank explained the original cul-de-sac design has been changed. The Royer's lane will remain exactly as it now is and will not be changed unless there is a ruling giving the LVEDC the "go-ahead" to extend that portion of Charlotte St to Center St. It was mentioned to Doug Plank that the LVEDC does not own the portion of land that is being referred to. Legally the LVEDC does not have the rights to develop that portion of Charlotte St.

**Becky Royer - Charlotte St**

Ms Royer asked about the railway that was discussed. Will another rail be constructed? Plank explained a spur would be constructed to the Business Park. Ms Royer questioned the location of the spur? The location was shown to Ms Royer on the display map. Her question was in reference to whether or not the crossing would be located at Charlotte St. She was told the rail spur would not effect her property on Charlotte St. The rail spur is about 200 feet away from the property line.

**Raymond Snavely - N 33<sup>rd</sup> St**

Mr. Snavely asked if the tractor-trailers would be traversing 25<sup>th</sup> St? Answered yes. How many trucks a day asked Snavely? Mr. Plank replied that question has already been answered. Mike Savard, of the Valspar Corp. introduced himself to the public. He replied for Valspar, only, there would be 10-20 trucks a day on a 5-day week basis. Snavely said that would be to start. How many later on? He was told top number it would be 18 to 36 daily.

John Brenner, Commissioner of West Lebanon voiced his opinion that although this development is located in North Lebanon Twp, it seems another Twp is getting all the traffic problems. Who is going to help financially to maintain these roads? Savard responded that there have been communications with the Twp regarding the roads. There will be some negotiations between the Twp and the developer for 25<sup>th</sup> St. Mr. Brenner stated that to his knowledge there have been NO communications with the Twp as of this date.

**Bob McNeary - Lebanon Valley Economic Development Corp.**

Mr. McNeary said there have been discussions with the West Lebanon Twp Supervisors. He had communicated with at least one of them. A demand to know when this had happened was next from the individual who had questioned this. Some of the public tossed out names for Mr. McNeary's recognition.

**Bob McNeary - LVEDC (con't)**

When hearing the names he stated Arnold and Feather were the individuals he met with representing West Lebanon Twp. A meeting was held a few months ago. The discussion was about the widening of 25<sup>th</sup> Street and the issue of receiving Liquid Fuels reimbursement for this project according to Mr. McNeary.

A question was asked about which way the road would be widened. He was answered it would be south to north. South of Lehman St it would be widened, as north of Lehman St the width is already significant. The surface problems that exist in this area would be corrected.

**Pete Sildorff - Tunnel Hill Rd**

Mr. Sildorff questioned who holds title to the lands where there are existing pipes? He said he knows the LVEDC holds title to the residual lands but he is interested in who holds title for the area where the pipes are located? He was told the Hanford interests sold it to the LVEDC. Has money exchanged hands, asked Sildorff? He was told that answer is not known definitely. The present deed is in the hands of the LVEDC. Bob McNeary, of the LVEDC, said the title to this area is in their hands. LVEDC does have ownership of it, as it was necessary to submit and go through the planning process. Of course the LVEDC does owe the Hanford interests money.

Sildorff then questioned who finances the LVEDC? Where does the money come from for this particular project? McNeary answered it comes primarily from state funds for this particular project.

**Kip Kelly - Friends of the Union Canal Park**

Kelly had a copy of the traffic study reports. He said he had some questions about some of the findings. He started by quoting the information about truck trips per day. He said it does not "jive" with what was quoted here tonight. Doug Plank responded that the report does not take into account the fact that a rail spur would be utilized. This fact radically changes the numbers stated in the traffic study. He continued onto say the numbers stated are estimated numbers only. Kelly referred to the report, quoting, "based on rates from .91 trip per thousand square feet to 37 trips per thousand square feet". The study presented is based on a total of 7 trips per thousand feet per day. Kelly said so that would mean there could be 37 trips per day instead of 7 trips. Plank responded that would be dependant upon the uses. He said the numbers are speculation. The average is used for the report but we do not know if the average will be used for whatever business may locate here said Plank.

**North Leb Business Park/Valspar Plans (con't)**

The discussion continued back and forth. Plank told Kelly that every time another use or business comes into the Business park, that particular business would be required to submit a new traffic study which would reflect any differences in volume that particular business would inflict on this area. At this point in time, the numbers are purely speculation. The point was made that the plan for the Business Park is a Preliminary Plan. The only plan that is being asked for the approval process is the Land Development Plan for Valspar. Kelly disagreed with this remark. Plank said the only traffic concerns right now are the ones concerning the Valspar business. Anyone else interested in locating within the Park will have to complete and submit a new traffic study for approvals. This would hold true for all 5 lots.

At this point in time the only thing that can proceed is the Land Development Plan for the Valspar lot. Anything beyond the Valspar planning would require approvals from PADOT. Additional studies may be asked for by PADOT. PADOT might require more improvements for intersections or streets at that time.

**Tod Dissinger - 940 Oak Lane**

Mr. Dissinger explained he is here to represent the Lebanon Valley Rails to Trails. His question is about the rail bed that runs in the western corner of the property, near the Union Canal Drive area. Who actually owns that rail bed? He was told the County Commissioners own this rail bed. The Rails to Trails have an easement agreement on this rail bed, said Dissinger. The proposed road will actually cut across the easement owned by the Rails to Trails. Dissinger asked, is this permitted? He was told that would be up to the County Commissioners to grant permission for anyone else to cross this easement. Dissinger explained the future plans the Rails to Trails have to expand the area. Now we will have public people going across this easement or trail on this proposed road.

Dissinger's next question was the area between the rail bed and the main road proposed for the Business Park. Will there be some sort of "buffer" between the road and the rail bed? Kristin Yeagley, Steckbeck Engineering, was asked if she was familiar with any buffers in this area? Kristin replied, no, she is not. Todd was questioned if he was referring to some sort of screen buffer. Dissinger replied, yes. Sildorff added that due to the rail bed being raised and the height of the exhaust stacks on the trucks, the stacks would be just about level with a person's ankles.

**North Leb Business Park/Valspar Plans (con't)**

Tod Dissinger asked Bob McNeary if he would be checking into the buffer request. McNeary said there is vegetative growth in this area already. Todd explained that once the Rails to Trails start expanding the trails, a lot of the existing growth would be removed. Mr. McNeary told Tod he would like to have a meeting with Rails to Trails, as this is the first he has been made aware of the situation. Todd said that is why he wanted to attend the meeting this evening. He told McNeary that the County owns the trails area but the Rails to Trails manage and maintain the area. The group was not aware of the plan for this park until he had spoken to the engineer.

**Carol Frantz - 3002 Joyce St**

Ms Frantz questioned the proposed road for the Business Park. She stated it goes directly past her property. Ms Frantz asked if there could be a "buffer" placed for the people whose properties border this proposed road?

**Larry Harmon - Joyce St**

Mr. Harmon questioned the 150 ft set back. At the upper most edge of the Business Park property, the property is right at the edge of some of the existing residential properties. He said these property owners would be viewing not only the Valspar property but the whole Business Park. It is in open view. He said he would like to discuss the possibility of a "dirt" berm at the property edge along the unopened area. The noise that would be generated from this Business Park could be eased by a 6-ft berm being placed there. A question was asked if the rail noise is experienced currently. The answer was yes the noise is very loud. Harmon pointed out some of the elevations in the area he was discussing. A solid material berm, but not walls, would help with the sound problem and alleviate some of the view of the Business Park.

Another question that Mr. Harmon was in reference to a farmers lane that exits onto 33<sup>rd</sup> St. Who is going to Police this lane from the traffic, particularly at lunch time when everyone is trying to get to Turkey Hill all at one time? There was some discussion about this particular lane and who owns the lane itself.

The issue of the berm is a possibility, according to Bob McNeary of LVEDC. Harmon then asked if this berm could be completed when Valspar is constructed. If it is decided to wait until Lot #4 is developed the residents might never have the problem taken care of. Lot #4 might never be developed.

**North Leb Business Park/Valspar Plans (con't)**

Member Smeltzer said that Valspar would have to conform to the individual regulations for the development of that lot. Screen plantings for Industrial sites are very commonplace according to Smeltzer. These are the types of issues that get addressed during the planning process.

Harmon then quoted a newspaper article about a LERTA tax status. He would like to understand the idea of this being a tax-free property. Mr. McNeary explained that Valspar has proposed the LERTA status. Although they have proposed the suggestion nothing has been approved as of this date. Sometimes the things you read in the newspaper are not accurate.

**Charlie Dresch - Charlotte St**

Mr. Dresch spoke to Bob McNeary about lane commitments. He told McNeary that he could make a commitment to one of the lanes involved in the plan but not the lane that runs through their property. A difference of opinion was expressed about the ownership of this lane. Chp Martin said this is an issue that would be checked into. The deed would specify information. Member Smeltzer said the Planning Comm would check into the ownership issue and then forward any information to the engineers.

Mr. Savard was introduced to comment on the Valspar Company.

**Valspar - Mike Savard**

Mr. Savard said he has been with Valspar since 1987 and he has served the corporation in the capacity of Manufacturing Manager for the Architectural group. They are responsible for residential materials. He said he would like to give a brief summary of the corporation since not very many people are familiar with the products. He would concentrate on the Architectural group. There are 4 business groups they make coatings for. The company is worth 2.2 billion dollars and was founded in 1806. They are the 17<sup>th</sup> oldest corporation traded on the stock exchange.

There are 7,000 employees and 8 plant sites on every continent except Antarctica. There are Architectural, Industrial and Packaging Groups. Many products in your homes are coated with the coatings from Valspar. Beverage containers, tuna cans and many other rigid containers in your home have these coatings on them. The Industrial Group makes coatings for original equipment manufacturers. An example would be a Whirlpool dryer. The coatings are used for metal products.

**North Leb Business Park/Valspar Plans (con't)**

The group Savard works with is the Architectural group. They work on paints for buildings. He discussed the products as being latex or water-born types. There are currently 4 plants producing these types of paints, with the hopes of creating this 5<sup>th</sup> plant here in the Northeast. Customers that are serviced by Valspar include Lowes. Their product has done well with Lowes and Lowes is a growing business. A distribution center, with a plant, is usually located in a specific region. The plants are of a moderate size and are constructed to service that particular region.

The Architectural Group is currently in need of another emulsion base plant. Currently they are using public warehousing out of the Harrisburg area until a new manufacturing building is completed. The proposed plan is to purchase 20 acres and construct a building that consists of 60,000 square feet, which would be the plant building itself. Then 150,000 square feet would be a distribution center for a total of 210,000 square feet. Projections on numbers of employment within 3 years would be 120 people. There are a variety of job descriptions technical, warehouse and manufacturing jobs. The average pay scale is approximately \$42,000 per year.

Some of the important facts Savard would like to share about the plant are the environmental issues. There are not any wastes that leave the plant other than sanitary waste. Everything is recycled back into the process. Due to the latex or water based products there are not any outside smells. The only machine noises noticeable would be within the plant. Nothing can be heard from the outside. Savard reported that Valspar is very proud of their safety numbers. There are no flammable materials in the plant. No emission controls are required or needed. Valspar's numbers are well within the limits that are set. The people who work for Valspar do not even have to wear a mask.

The next comments Mr. Savard wanted to make was the affect a plant such as Valspar has on a community when they locate there. Valspar is a "long term" player. Once established in a community there is no plans to "abandon" the plant within a few years. Typically one of the factors considered when shopping for a site for a new plant is to choose one that would allow for some expansion, if it is needed in the future. Mr. Savard asked the public if there were any questions.

Chp Martin asked if the plant is operated 7 days a week. Typically a 5-day workweek is the schedule with occasion seasonal Saturday work schedules. The seasonal time is what will determine the truck traffic.

**North Leb Business Park/Valspar Plans (con't)**

When asked about the times for the heavy truck traffic, Savard answered that the deliveries are most often completed by 8:00 PM. Very few truckers like delivering after daylight hours. Savard reported the plants will operate on 2 shifts but deliveries are usually daytime. There should not be truck traffic during night hours. The majority of the raw materials would be coming into the plant during the day. There would probably be car traffic from the employees but not truck traffic.

Steve Dresch asked about the chemicals used at the plant. Savard explained the products are mostly water based. An estimated 10,000 gallons of water a day is used. Titanium dioxide, which is brought in by railcars. Emulsions are used which are the binders that hold the contents together. This is what binds your paint to the walls. When asked about any types of explosive materials, the answer was NO there are no explosive materials in the plant. There simply is not enough energy to ignite anything, commented Savard. The procedure used for the rail spur was discussed next. Savard explained there are typically 2 or 3 rail cars dropped at one time.

Tod Dissinger wanted to clarify there are not any high-density gases that could "blowout". Savard confirmed this to be true, no high-density gases. Savard that Valspar has never had an explosion happen. John Brenner asked about ammonia or chlorine. Savard said they do not have chlorine. The remark was made that by the time EMA would respond the destruction in this area would already be done. Savard repeated that Valspar includes safety precautions as a part of the planning.

**Bruce Sattazahn - 2131 Maple St**

Mr. Sattazahn indentified himself as the owner of the property at the corner of Rte 72 and 22<sup>nd</sup> St. He questioned the traffic light plans for this intersection. Another possibility had been discussed at one time about obtaining a portion of that particular corner to straighten out the curve at this intersection. Sattazahn said he is curious and concerned, of course, about this option. Where are we at with this possibility? Is it a dead issue?

Chp Martin stated she has not heard anything about this plan or option. McNeary said the proposed planning for that intersection would not require any changes to the neighboring properties. Sattazahn queried that they would not be encroaching on his property at all. He was told that is correct. The only changes proposed are to remove the concrete barriers in existence and place a traffic light there.

**Larry Harmon - 3014 Joyce St**

Mr. Harmon questioned the height of the proposed Valspar warehousing building. He was told the height would be about 36' with one area reaching a possible 49' in height.

**Sam Heilman - Joyce St**

Mr. Heilman asked what this proposal would do to the property values of the surrounding properties? He said he feels it certainly would not be helping them. Chp Martin said she could not answer that question. Perhaps a realtor could.

**Ellie Maeder - Tunnel Hill Rd**

Ms Maeder identified her property as the one that borders the former Windsor property and fronts Tunnel Hill Rd. Her question or concern is about the sight problems that already exist with the Windsor road. She asked if this would be the intended route for all the employees working at the plant? She was told the employees would also be able to use 25<sup>th</sup> St as well. Ms Maeder described the dangers involved with the Windsor road. To the left is a curve and to the right is a hill or an incline. Chp Martin explained there is a formula for sight distances that must be met in the planning process.

Ms Maeder said the way these discussions have gone tonight it sounds to her like this is a "done deal". Is this true? Chp Martin pointed out this area has been Zoned Industrial for years. The planning for this particular Park has been ongoing for at least 3 or 4 years. Ms Maeder stated she was aware of that fact as her home is actually zoned Industrial also. She said she does not feel this a responsible decision to allow this thing to develop. Chp Martin explained the purpose of the Planning Commission is to try to figure the best requirements for the developer. The considerations must be what will correct any existing problems and try to eliminate any future problems the area might create. Any and all traffic designs should be considered now and be included with the planning process.

Member Smeltzer said the truth of the matter is that the land is zoned Industrial and has been targeted for that use. The job of the Planning Commission is to make recommendations to the Supervisors for any improvements that should be done according to Twp standards and Ordinances. Ms Maeder asked even if the zoning was not a responsible decision in the first place? Chp Martin explained this is the Zoning classification. The Planning Commission cannot change that now.

**North Leb Business Park/Valspar Plans (con't)**

Member Smeltzer said the goal is to present the current property owners with "good neighbors". He feels the fact that these representatives have appeared here tonight to answer questions presented shows the "good Neighbor" intentions of Valspar.

Someone in the audience questioned what route the truck traffic entering from the Hershey area would be using? He was told there are 2 different options. Following Rte 422 and into the city and then Rte 72 north or across Tunnel Hill and unto 22<sup>nd</sup> St.

Another person voiced the desire for improvements to Tunnel Hill Rd. He said the hill that had been mentioned earlier is a problem. When traveling on Tunnel Hill Rd you cannot see any other traffic until you are committed. He was told that PADOT would have control over what improvements would need to be completed for Tunnel Hill Rd. This would be part of the planning process.

**Rose Furman - West Lebanon Twp**

Ms Furman questioned an alternate route for the truck traffic? In the event that any of the roads are closed for whatever reason, what would be the alternate route? She was told as far as the truck traffic there would be no other route. Ms Furman said if an emergency situation was to occur and 25<sup>th</sup> street would be shut down, your traffic would not be able to get through. She was corrected by saying the products might not get out but the raw materials for the plant would come in by rail service.

**Jim Schucker - Friends of Union Canal Park**

Mr. Schucker said their concerns right now are for the visitors to the park area. He has a problem visualizing more traffic on 25<sup>th</sup> St where the entrance to the Park is located. It is a well known fact to all the locals how dangerous Tunnel Hill Rd is already. Mr. Schucker then started quoting some figures from the traffic study, which were in reference to "potential" traffic per day. His question is, should we not be looking at the potential now instead of waiting until we are actually facing that. The response was that the unknown could not be planned for. It would be wonderful if we could but we simply cannot.

It was explained, once again, that the plans for the Valspar plant is before the Planning Commission. As each lot in the North Lebanon Business Park is proposed for development, that developer would be required to conduct traffic studies of their own as each development is proposed. The issues would have to be evaluated as each proposal is submitted.

**North Leb Business Park/Valspar Plans (con't)**

Schucker stated he disagrees. He thinks we are going "down that avenue" right now. From what he heard tonight there are no plans to provide for any improvements to Union Canal Dr and 22<sup>nd</sup> St. Is this correct? Schucker described Union Canal Dr and 22<sup>nd</sup> St as a "blind turn".

**Pete Silldorf - Tunnel Hill Rd**

Mr. Silldorf said he has served on many different boards for many different agencies in Lebanon County. As he lives on Tunnel Hill Rd, he has MANY concerns. He is very familiar with this area due to the fact that he walks it all the time. His son and wife, within a mili-second were killed near the Windosr Rd. He recalled another horrible accident at the same location. He repeated again, he has many concerns about this plan. Safety is a large concern. Silldorf mentioned a recent trip he had taken to visit National Parks. He has concluded after that trip, that right here in North Lebanon we have a park more beautiful than a National Park! Our Park is so much better, according to Silldorf.

Silldorf described the many improvements that have been accomplished at the Union Canal Park. As he now walks through the park area he can only ask himself what this development will do to the beauty of the existing park area. The traffic itself from 22<sup>nd</sup> St and Union Canal Dr alone will make huge changes. What would this do to our tourism? He fails to understand how this land locked area with limited access will accommodate all the traffic that will be generated. The work of many volunteers who have contributed thousands of hours to work on the park will be questioning themselves, for what?

**Kip Kelly - Friends of Union Canal Park**

Mr. Kelly said he wanted to mention that he thinks the things that Valspar has done with their company are really good things. He is hopeful that after this evening they would realize some of the problems with this property. It should be obvious that this area is not compatible with what their plans are. Kelly stated he is an Architect by trade and he was asked to review the traffic study. Thanks to Jeff Steckbeck and his group they had provided the information. Kelly said he wanted to share some of what he has learned from his review of the study.

Kelly started with the remarks about PADOT's guidelines. One of the things that Kelly realized was that in this study there was no accident history considered due to the fact that there were not enough accidents per million. Doug Plank intervened to say that is not quite true.

**North Leb Business Park/Valspar Plans (con't)**

A request for all accident history was made to PADOT. Some discussion followed about the numbers used for minimum standards. A difference of opinion was evident from the 2 different points of view that were expressed during this conversation. Kelly said Tunnel Hill Rd is a dangerous road and no one will be looking to those dangers due to the formulas required by PADOT standards. He would like to suggest an independent traffic consultant be hired to look at the traffic issues. It should be someone who would come here and drive the roads in a large truck to gage the difficulties involved.

Another issue is Union Canal Dr. The steep hill needs to be considered when attempting travel onto Union Canal Dr. The next issue that is not addressed in the traffic study is the little one-way tunnel located behind Boscov's, according to Kelly. A traffic light being placed there would not help a truck driver who accidentally turns right towards this tunnel. There are no options. It would not be able to back up or turn around if there is other traffic to contend with. These issues have to be dealt with somehow said Kelly. It is too dangerous not to deal with them.

As there were no more comments at this time it was decided to take a short break. Once the meeting reconvened Chp Martin placed the Valspar Land Dev Plan before the Planning Commission for Receiving.

**RECEIVING OF NEW PLANS:**

**MOTION:** Was made and seconded to receive the Valspar Land Dev Plan. Unanimously carried.

Chp Martin explained the proposed plans would be considered by Lebanon County Planning and all the questions and remarks voiced here this evening would also be forwarded to LCPD. The NLT Planning Commission would then place the plan on the agenda for further review during future meetings.

**B.) Countryside Mobile Home Park      Location/Zoning:** Carol Ann  
Dr/ R-R

On hold with Lebanon County Planning Department.

**C.) Harold/Barbara Kreider Land Dev Plan**  
**Location/Zoned:** Tunnel Hill Rd; Ag

On hold with Lebanon County Planning Department.

**D.) Living Waters Chapel Storm Water Design****Location/Zoned:** Jay St

On hold with Lebanon County Planning Department.

**E.) Leon Zimmerman Subd Plan****Location/Zoned:** Maple & Oak Lanes; R1

On hold with Lebanon County Planning Department.

**F.) Narrows Glen Subd Plan****Location/Zoned:** Narrows Dr/R1

On hold with Lebanon County Planning Department.

**G.) Greater PA Regional Council of Carpenters****Location/Zoned:** Heilmandale Rd/I

On hold with Lebanon County Planning Department.

**ITEMS FOR DISCUSSION/ COMMENTS FROM COMMISSION MEMBERS****A.) Homestead Acres Phase IV Sketch Plan****Engineer:** Mike Saxinger

Mr. Saxinger presented the Commission with some information he had received from the Army Corps of Engineers and DEP. There was an issue with some stream crossings involved with Phase IV of Homestead acres. DEP has requested some consideration be given about the number of crossings or connections involving these stream areas. Saxinger displayed the original plans and explained some of the difficulties involved in meeting the requests for the original plans. Ten years ago when this plan was first reviewed and approved it was decided to place a note referencing a DEP permit that would be required. Knowing that the requirements would change in the next 10 years necessitated a note on the plan as opposed to specific required information. When the final approvals were to be sought for this particular phase, the thinking was that it would be dealt with then according to the current requirements.

Phase 4 is now ready for progress. A meeting was scheduled with DEP to discuss the stream crossings located in Phase 4. During that meeting a discussion surfaced about the amount of "fill" that had been competed on some of the properties located in Phase 1 of this development. An acre of wetland had been lost and they are now being asked, by DEP, to make up that lost acre of wetland. It is not known how that acre was lost but it is being requested, by DEP, that it be replaced Phase 4 planning.

**Homestead Acres Phase IV Sketch Plan (con't)**

DEP has asked for 2 acres to actually be restored using the 2 to 1 formula. It has been requested that one of the stream crossings be eliminated in Phase 4. Saxinger said he does not know what the answer from DEP would be if they were told NO we will not lose a stream crossing. Whether they would withhold the permits or not is unknown. The unfortunate situation we would have then would be the temporary cul-de-sacs in Phase 3 and we would be stuck with them. DEP has issued letters of request and support of the alternate planning proposed by Saxinger. He has prepared 2 different proposals. Saxinger outlined for the Commission members his thoughts on the proposals before them.

When looking at the lot designs, Saxinger pointed out the backyards would actually be tying into the channels. This would provide a nice lot size. It would also provide an option if the Parry tract should ever develop. Saxinger summed up his remarks saying he is looking for a recommendation to the County as to how the Twp would like to proceed for this area. He reminded them DEP has already indicated their willingness to approve the proposal Saxinger has prepared.

The Commission members took some time to review the proposed plan presented tonight. Bob Sentz was asked to voice any comments the County might have in regards to the proposal. He said the original plan was done as prudent planning for potential tie-ins to other areas being developed all around this area. The thinking was to approach DEP and the Army Corps and get a feeling of what they might be looking for instead of presenting a plan and having them deny the proposal. DEP and the Army Corps have presented Mike Saxinger with what they are looking to see in regards to this plan.

Some conversation followed about the various stream crossings and the zoning of the areas around this particular tract of land. Member Smeltzer discussed an idea he had in regards to relocating a connection road NOT using a stream crossing. Saxinger reviewed the suggestion while considering lot sizes, existing sewer areas, and other considerations. He said looking at it quickly, he might be able to make the suggestion work. It would require some more detailed sketching and figuring but he thinks it could work. Member Smeltzer said he feels the Twp would find this more acceptable. Bob Sentz agreed this could work. Saxinger told Mgr Grumbine he would be in touch with her.

**B.) Spring Creek Sketch Plan****Engineer:** Mike Saxinger

Mgr Grumbine stated a letter had been received from the ELA Group about the traffic study they would be conducting in regards to the Spring Creek Sketch Plan. She told Mike Saxinger that the letter references 88 townhouses and 8 single-family homes. She wanted to make him aware of the fact that is the old plan that was not in compliance with current Ordinances. Contact had been made to Rucci, of the group, to inform this group of the error. The current sketch details 32 townhouses and 40 single-family. Mgr Grumbine suggested that Saxinger also make contact with the ELA group to confirm the Twp's message. Another error is the mention of 8<sup>th</sup> St when it should be 8<sup>th</sup> Ave. She told him the counter hoses for the traffic study had actually been placed today.

Mike Saxinger updated the Commission by explaining originally they had been working with some old sewer profiles. They have now received some more up to date information and have started working on some of the road profiles. It seems to be working out with the current Ordinances. The grading seems to be more difficult. The 8<sup>th</sup> Ave entrance, to the right seems to drop down quite a bit. Discussions with Landmark Builders are in progress as to what options they have to construct the homes to suit the grading. He anticipates that in 2 months this information would be ready for the Commission to review. Chp Martin observed this is the same time most of the other plans would be ready for review also.

There being no more business to discuss, motion was made, seconded and unanimously carried to adjourn the meeting.

Respectfully submitted,

Theresa L. George  
Recording Secretary