



**PATTON TOWNSHIP  
CENTRE COUNTY, PENNSYLVANIA**

100 PATTON PLAZA – STATE COLLEGE, PENNSYLVANIA – 16803

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**PLANNING COMMISSION  
REGULAR MEETING AND WORK SESSION AGENDA**

**April 5, 2021**

**4:30 PM**

- **This meeting will be conducted via Zoom only**
- The Public is welcome to attend via Zoom, but may also provide comments prior to the meeting:

Email – [zoning@twp.patton.pa.us](mailto:zoning@twp.patton.pa.us)

Phone – 814-234-0271 (ask for the Public Works Department)

- *The meeting will be live-streamed at*  
<https://www.youtube.com/user/CNetCentreCounty/live>

**Join Zoom Meeting Information**

<https://us02web.zoom.us/j/81625811959>

**Meeting ID: 816 2581 1959**

**Call: 1 929 205 6099**

- Please indicate if you will be providing comments by placing your name and the name of the street you live on in the chat window. Indicate which agenda item you wish to address. You will be asked to provide your comment in the order in which names are entered. Comments directly entered in the chat window may not be addressed immediately and you will be asked to verbally address the Planning Commission.
- If you are calling in and would like to comment you will be asked to identify yourself and if you wish to comment so that staff may place your name on the list.
  - Comments should be kept to five minutes.
- In addition, comments from the public can be made at any meeting of the Planning Commission or Board of Supervisors, or they can be submitted in writing to the Township Manager.

1. **CALL TO ORDER**

Planning Commission members should consider the addition or deletion of agenda items at this time.

2. **APPROVAL OF MINUTES**

Minutes from the Patton Township Planning Commission's March 1, 2021 regular meeting are included with this evening's agenda for review, potential edits, and approval.

3. **PUBLIC COMMENTS**

Residents and property owners may address the Commission on issues of interest to the Township. Comments related to specific agenda items should be deferred until that point in the meeting.

4. **RETAIL MARKET ESTABLISHMENT – SKETCH PLAN**

The site of this sketch plan is located at 1869 North Atherton Street. There was an existing business on this site, Lohr's Auto Sales and Service. This plan shows a proposed building addition of 2,523 SF.

A sketch plan is an informal plan that is typically used to show the general layout of a proposed project. Per section 153-7 ([Submission of Sketch Plan](#)), **Sketch plans are voluntary, and no formal action can be taken on them by the Township.**

**For Your Information** -- Sketch Plans are authorized under Section 707-A of the Pennsylvania [Municipalities Planning Code](#).

The opportunity to present sketch plans provides the developers the means to introduce projects, receive initial feedback from the Township on plan features, and explore alternatives. The Sketch plan also provide the Township officials an opportunity to ask questions regarding what is proposed and raising issues that may not have been addressed previously.

The Township staff does not conduct a review of a sketch plan or provide written comments.

The following items are included with the agenda:

1. A location map of the property
2. Sketch Plan

For this item the Planning Commission should:

1. Receive a presentation of the Sketch Plan by the developers and their design professionals
2. Provide questions/comments from PC to the developer's team
3. Solicit public comments/questions
4. Solicit Staff comments/questions

5. Provide final comments/questions to the developers on Sketch Plan

**5. ROCKY PROPERTIES, LLC. – PRELIMINARY/FINAL LAND DEVELOPMENT PLAN**

The site of this Land Development Plan is located at 670 Gray's Woods Boulevard. The 6.74-acre property is located in the Office Buffer (OBD) and Rural Residential (R1) zoning districts, and the I-99 Interchange Overlay district. All buildings are located in the OBD.

The applicant proposes to change the use of the existing structure on the property from a single-family residence to office space. Upgrades to the property include widening the driveway, ADA parking, installation of a shared-use path, landscaped buffer, and stormwater management improvements. All required utilities are currently available to the structure and the project does not include any addition to the current building footprint.

The Manager suggests the following approach for tonight's meeting:

1. Presentation of land development plan by the developers and their design professionals
2. Planning Commission comments/questions to the developers and their design team
3. Audience comments/questions
4. Staff comments/questions
5. Final comments/questions from Planning Commissioners
6. Planning Commission considers action to conditionally approve the plan or identifies additional information required prior to taking action.

**Recommendation**

Staff finds that the plan meets all Township regulations with the following conditions:

1. Completion of all items noted on each comment letter provided by staff.

The following items are included with the agenda:

1. Location Map
2. Patton Township Staff Plan Review Comments
3. Alpha Fire Company and Refuse and Recycling Comments
4. 11" x 17" Plan Set

Actions: The Planning Commission members should receive the presentation on the land development plan from the developers and their design team. Following the presentation, the Chair should facilitate the discussion and question/answer session, and the Commission vote, in accordance with the format provided. Comments provided by Commission members will be forwarded to the Board of Supervisors for their April 14 meeting.

Next Steps: The development team should consider the questions and comments offered and incorporate them, as appropriate, into a final set of documents for consideration by the Board of Supervisors.

6. **PENN HIGHLANDS MICRO-HOSPITAL AND MEDICAL OFFICE BUILDING –  
PRELIMINARY/FINAL LAND DEVELOPMENT PLAN**

Penn Highlands Healthcare is proposing a three-story micro-hospital (82,409 SF) and a two-story medical office building (32,591 SF) in the Patton Towne Center Development located in the Planned Commercial District (C-2) at the intersection of Colonnade Blvd. and Waddle Rd. A portion of this property is within the I-99 Overlay.

This is a revision to the previously approved Patton Towne Center Development and will complete the buildout of the 16.26-acre site. Parking areas will be shared with the existing Cracker Barrel and Sheetz. Appropriate parking and utilities for all business on the site will be maintained during construction activities.

There will be no change to access to the site. A new traffic signal will be installed at the entrance. The traffic study has been revised for the proposed new uses.

Discussion Item:

The prior approved plan included a driveway connection to the Kohl's parking lot. This was added at the request of the Township. There is no requirement that mandates interconnections between parcels, but this would be useful in reducing traffic on Colonnade Blvd. The Planning Commission can consider requesting an interconnection on this plan.

The Manager suggests the following approach for tonight's meeting:

1. Presentation of land development plan by the developers and their design professionals
2. Planning Commission comments/questions to the developers and their design team
3. Audience comments/questions
4. Staff comments/questions
5. Final comments/questions from Planning Commissioners
6. Planning Commission considers action to conditionally approve the plan or identifies additional information required prior to taking action.

**Recommendation**

Staff finds that the plan meets all Township regulations with the following conditions:

1. Completion of all items noted on each comment letter provided by staff.
2. Completion of comments provided for the Traffic Impact Statement

The following items are included with the agenda:

1. Location Map
2. Patton Township Staff Plan Review Comments
3. Alpha Fire Company and COG Refuse and Recycling Comments
4. 11" x 17" Plan Set

Actions: The Planning Commission members should receive the presentation on the land development plan from the developers and their design team. Following the presentation, it is suggested that the Chair facilitate the discussion and question/answer session in accordance with the format provided. Comments provided by Commission members will be forwarded to the Board of Supervisors for their April 14 meeting.

Next Steps: The development team should consider the questions and comments offered and incorporate them, as appropriate, into a final set of documents for consideration by the Board of Supervisors.

**7. ADD FITNESS CENTER USE TO INDUSTRIAL DISTRICT (I-1) – ZONING AMENDMENT REQUEST**

A prospective tenant of 118 Hawbaker Industrial Drive, formerly WESCO Lighting, has submitted a request for the Board to consider revising the permitted uses in the Industrial Zone to include fitness centers. The agenda materials include a letter requesting the change with maps and photographs showing the full Industrial district in the Township and the location of the subject property.

This item was referred to the Planning Commission by the Board of Supervisors at its March 24, 2021 meeting. The Board of Supervisors is in favor of adding this use and would like to see this item expedited.

The Planning Commission should also consider if this use should be permitted by right, conditional use, or special exception. All current uses under the I-1 are conditional uses. Per planning and land use regulations from the Pennsylvania Department of Community and Economic Development (DCED):

“A zoning district provides for certain uses by right, that is subject to requirements in the zoning ordinance and for which the zoning officer issues the zoning permit, but certain other uses are provided by special exception or conditional use. While they are permissible and legitimate uses within the zoning district, special exceptions and conditional uses require a closer examination by the body granting their approval. The prime difference between a special exception and a conditional use is the entity making the decision. Special exceptions are granted by the zoning hearing board. Conditional uses are granted by the governing body of a municipality. Both uses require a public hearing prior to any approval or disapproval.

Special exceptions and conditional uses are usually reserved for those land uses that will have a significant impact on the zoning district or the whole community, or for those uses that necessitate additional safeguards. Common examples of such uses include, but are not limited to, landfills, warehouse and distribution facilities, telecommunications towers, etc. These additional safeguards take the form of specific standards and criteria stated in the zoning ordinance. The applicant for a special exception or conditional use must demonstrate compliance with the specific standards and criteria stated in the zoning ordinance.”

Additional information about special exceptions and conditional uses is attached as *Pages from Planning Series 7*.

The Manager suggests the following approach for tonight's meeting:

1. Review the materials provided with the agenda
2. Receive a brief introduction from staff
3. Audience comments/questions
4. Staff comments/questions
5. Final comments/questions from Planning Commissioners
6. Planning Commission considers action to conditionally approve the zoning amendment or identifies additional information required prior to taking action.

The following items are included with the agenda:

1. Zoning Amendment Request – Add Use to I-1 (includes location maps)
2. Industrial Uses in PT Code
3. Manager's Response to Request
4. Comparison of Industrial Uses: College, Ferguson, and Harris Townships
5. 118 Hawbaker Industrial Drive Zoning Amend Req Calculations Package
6. Pages from Planning Series 7

Actions: The Planning Commission should consider the content presented. The Chair should facilitate the discussion and question/answer session. The Planning Commission may choose to vote and make a recommendation to the Board of Supervisor's for the April 14 meeting

Next Steps: The Planning Commission should vote and make a recommendation to the Board of Supervisor's for the April 14 meeting or direct staff to continue assessing the rezoning request and return with additional information at the May 3 meeting.

## **8. 474 AND 480 DOUGLAS DRIVE – REZONING REQUEST**

A partner in the ownership group for these properties has submitted a request to the Board to change the zoning from [Low Density Residence](#) (R-2) to [General Commercial](#) (C-1). The zoning regulations for each district can be accessed through the hyperlink or found in [Chaper 175](#), Zoning, of the Code of Patton Township. The request email is included with the agenda materials along with a location map for the property.

In broad general terms, a commercial zoning would greatly change the character of the properties and the permitted uses. (Township Zoning Map accessible by clicking [here](#))

This item was referred to the Planning Commission by the Board of Supervisors at its March 10, 2021 meeting. The Board would like the Planning Commission to consider other zoning districts that maybe appropriate, such as the [Office Buffer District](#) (OBD). The PC should discuss a larger view of Township impacts and consider a vision for the future.

In 2006, the Township was asked to rezone these parcels, and an additional three adjacent parcels. The Planning Commission could consider these other properties in the rezoning discussion. The rezoning request conducted by the CRPA and the Patton Township Board of Supervisors' meeting minutes have been attached for review. The Comprehensive Plan has been updated since the 2006 decision. [The 2013 Centre Region Comprehensive Plan](#) details a plan for the physical growth of the region and acts as a "blueprint" for the future and a general guide for decision making. Many of the goals and objectives in the updated plan hold true to the balance of community growth and protection of existing neighborhoods. The future land use map for Patton Township included in the Comprehensive Plan has been attached.

The Planning Commission should discuss with staff all potential zoning districts for these parcels, and potentially others, that make sense for the Township as a whole in the present and future while keeping in mind that all uses in the chosen zoning district will be possible for development.

The Manager suggests the following approach for tonight's meeting:

1. Review the materials provided with the agenda
2. Receive a brief introduction from staff
3. Audience comments/questions
4. Staff comments/questions
5. Final comments/questions from Planning Commissioners
6. Planning Commission considers action to conditionally approve the rezoning or identifies additional information required prior to taking action.

The following items are included with the agenda:

1. 2006 Hawbaker Rezoning Request
2. 2006-03-22 Minutes
3. 474 and 480 Douglas Drive Rezoning Request & Calculations Package
4. Public Comments Received Via Email by Wednesday, March 31.
5. Future Land Use Map – Patton Township (from Comprehensive Plan)

Actions: The Planning Commission should consider the content presented. The Chair should facilitate the discussion and question/answer session. The Planning Commission may choose to vote and make a recommendation to the Board of Supervisor's or have staff continue to review the request and discuss again in May.

Next Steps: The Planning Commission should vote and make a recommendation to the Board of Supervisor's for the April 14 meeting or direct staff to continue assessing the rezoning request and return with additional information at the May 3 meeting.

## **9. STATUS REPORT ON PENDING ITEMS**

A) Actions taken by the Patton Township Board of Supervisors at its March 10, 2021 meeting:

- 1) Gray's Woods Planned Community Gray's Pointe 6B – Minor Amendment to Land Development Plan – Approved
  - 2) Muroski-Hardison-Smith – Preliminary/Final Subdivision Plan – Approved
  - 3) 101 Hawbaker Industrial Drive Rezoning Request – Public Hearing to be scheduled
  - 4) SALDO – Minor Amendment – Public Hearing scheduled for April 28
  - 5) Barger Fields – Final Subdivision Plan – took no action, will return April 14
- B) Pending Commission Work Tasks:
- 1) Sign Ordinance Update
    - a. On-going – Update: The Solicitor is involved and is in the process of reviewing the ordinance. Once the review is complete, it will be brought back for review of potential changes and discussion.
  - 2) Bicycle Parking
    - b. Not started
- C) The plan submission deadline for the May 3, 2021 Planning Commission meeting was April 2, 2021.

**10. REPORTS**

- A) Patton Township Housing Task Force
- a. Meeting was held on March 16, 2021. The focus of the meeting was an overview of affordable housing that included types of affordable housing, available financing, costs of housing, obstacles to developing affordable housing, and more.

**11. OTHER BUSINESS**

**12. ADJOURN**

**FOR YOUR INFORMATION**

- A) Development Update
- B) BOS Representatives:

April 14	Richard Schmidt
May 12	William Burnett
June 16	Sharon Collins
July 21	Sharon Collins
August 18	William Burnett
September 22	<b>VACANT</b>
October 13	Brian Rater
November 10	Jim Payne



December 8

Jim Payne

**PATTON TOWNSHIP PLANNING COMMISSION WORK SESSION**

**1. SUBDIVISION AND LAND DEVELOPMENT ORDINANCE UPDATE TO REQUIRE  
STREELIGHTS AT INTERSECTIONS**

The Board of Supervisors would like the Planning Commission to look at updating the Subdivision and Land Development Ordinance (Chapter 153) to include streetlighting at newly purposed intersections. Section 153-22: Streetlights, under Article IV Design Standards. This item is a continuation of the discussion the PC started while reviewing the Barger Fields Final Subdivision Plan. Staff has provided some recommended text updates to the appropriate SALDO section.

The following items are included with the agenda:

1. SALDO Update to Require Streets Lights at Intersections

Actions: The Planning Commissioners should discuss the information presented with staff, then direct staff how to proceed.

Next Steps: Staff will proceed as directed by the Planning Commission.

**2. ELECTRIC VEHICLE (EV) CHARGING INFRASTRUCTURE**

This project will look to potentially incorporate language into codes that encourages or requires EV charging at multifamily and commercial developments and encourages developers to build single family homes wired for future EV charging stations. Every year, automakers increase the number of electric vehicles to their inventories. The Township should position itself to take advantage of this trend by amending ordinances to require/incentivize EV charging stations in new developments. This task is a potential recommendation in the Climate Action and Adaptation Plan that will be finished in 2021.

The Planning Commission first reviewed EV regulations in the spring of 2018. A summary of relevant information is provided below:

“The US Department of Energy notes that there are three tools that state and local governments commonly use to regulate EV infrastructure. These include zoning codes, building codes, and parking regulations. Such tools can be used to allow, incentivize, or require EV infrastructure. In addition to promoting alternative energy and environmental sustainability, EV requirements or incentives are commonly used to help address “range anxiety” by providing a network of charging stations for EV owners to ensure an adequate ability to charge their vehicles. The State College area has several charging stations. Their locations can be found by visiting this link: [https://afdc.energy.gov/stations/#/find/nearest?location=16803&fuel=ELEC&ev\\_levels=all](https://afdc.energy.gov/stations/#/find/nearest?location=16803&fuel=ELEC&ev_levels=all) |

The PA Municipalities Planning Code (MPC) grants municipal planning commissions the authority to prepare and amend zoning and subdivision and land development (SALDO)

ordinances, but matters related to the building code for new construction are under the purview of the State, and on-street parking regulations are a matter that could be undertaken by the Board of Supervisors at any time.

Planning Commission members expressed concerns about the practicality of EV charging facilities, noting that Level 1 and 2 stations can take a considerable amount of time to charge a vehicle. The Washington State EV Zoning Guidance (attached) provides the following information related to the three currently available EV charging levels:

- *Level 1 is present in homes and businesses and typically operates on a 15- or 20-amp breaker on a 120-volt Alternating Current (AC) circuit and standard outlet.*
- *Level 2 is expected to become the standard for home and public charging and typically operates on a 40-amp to 100-amp breaker on a 208 or 240-volt AC circuit.*
- *Level 3 is primarily for commercial and public applications (e.g., taxi fleets and charging along freeways) and typically operates on a 60-amp or higher dedicated breaker on a 480-volt or higher three-phase circuit with special grounding equipment. Note that the term “Level 3” is recommended to identify the increased power need in a numerical fashion (i.e., “3”), but the Level 3 charging level is also sometimes referred to as “Fast” charging and “Rapid” charging.*
- *Only the terms “Level 1” and “Level 2” are consistently used between industry and consumers. The use of “Level 3” is not consistently used at this time. Once a consistent term is defined, local governments should adopt amendments to adopted definitions.*

Most of the stations in the State College area have Level 2 capabilities, however the Sheetz store in Woodycrest offers Level 3 DC Fast charging ports. *A Level 2 charger was added to the Patton Township parking lot in 2019. Tesla charging stations have recently been added to the Colonnade Sheetz.*

The Planning Commission heard from local businesses, Sheetz and Weis Markets, regarding their EV charging stations. The PC was also presented information on federal and state programs incentivizing EV charging infrastructure. The Federal Highway Administration (FHWA) has been working to help plan and promote an Interstate network of alternative fueling stations for alternative fuel vehicles. Such facilities known as “Alternative Fuel Corridors” can be classified as “Corridor Ready” – have a sufficient number of existing facilities to allow travel with one or more alternative fuels -- or “Corridor Pending” – do not have a sufficient number of existing facilities, but has some and there is potential for a future “Corridor Ready” designation. There is potential for I-99 to be added as one such corridor, but not as of December 2020: [https://www.fhwa.dot.gov/environment/alternative\\_fuel\\_corridors/2020\\_refresh/index.cfm](https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/2020_refresh/index.cfm)

The PC was advised to consider the following approaches:

- Add relevant EV definitions to **§175 Zoning**.

- Allow exterior Level 1 and 2 charging stations as an accessory use in all residential districts. *Interior facilities would be a building code issue and would be regulated by the Centre Region Code Agency.*
- Allow restricted Level 3 stations as a permitted use in all residential districts. A “restricted” station is defined in the Washington State EV Guidance as “privately owned or restricted access (e.g., single-family home, executive parking, designated employee parking) or (2) publicly owned and restricted (e.g., fleet parking with no access to the general public).”
- Allow exterior Level 1, 2, and 3 charging stations as an accessory use or a permitted use in all non-residential and mixed-use districts
- In all districts where dumpster screening and buffering is required, require screening and buffering for EV stations similar to the standards of **§153-50D(5) Uniform standards.**
- Allow battery exchange stations as an accessory use or permitted use in all non-residential districts. A “battery exchange station” is defined in the WA EV Guidance as “a fully automated facility that will enable an electric vehicle with a swappable battery to enter a drive lane and exchange the depleted battery with a fully charged battery through a fully automated process.”
- Offer incentives for developers to build EV-ready structures, such as bonus residential units or square footage of non-residential space
- Add location and design criteria for EV parking spaces related to signage, maintenance, accessibility, and lighting”

The Commission members came to a consensus that the Township did not need to amend the Code at the time, and that they were comfortable letting the market drive the development of EV infrastructure. As the PC has decided to revisit EV charging infrastructure they should revisit the suggested approaches and provide general guidance to staff on which are appropriate to pursue.

Attached is the updated graph from the one previously attached during past PC discussions showing the number of US alternative fueling stations. Also, two guides on charging electric vehicles are attached. The updated guide on charging electric vehicles that was previously given to the PC and the 2021 PA DEP booklet is attached.

Finally, as automotive design and related infrastructure continue to trend in favor of EVs, the International Code Council (ICC) will include EV readiness in building codes. An article from early 2020 is attached.

The following items are included with the agenda:

1. Washington State EV Zoning Guidance
2. 2020 Guide on How to Charge Your Electric Car with Charging Stations

3. U.S. Alternative Fueling Stations by Fuel Type
4. PA Electric Vehicle Roadmap Booklet DEP
5. ICC to update building codes with 'EV-ready' provision \_ Autoblog

Actions: The Planning Commissioners should discuss the information presented with staff, then direct staff how to proceed.

Next Steps: Staff will proceed as directed by the Planning Commission.

**ATTENDANCE**

Planning Commission

Brian Rater, Chair  
Richard Schmidt, Vice-Chair  
Harry McAllister, Secretary  
William Burnett, Alt. Secretary  
Jim Payne  
Sharon Collins  
Robert Prosek

Township Staff

Stephen Casson, Township Engineer/Dir. Public Works  
Alexandra Castrechini, Assistant Twp. Engineer  
Ken Soder, Zoning Officer  
Nicole Pollock, CRPA  
Nicole Harter, Public Works Secretary

Audience

C-Net  
Michael Pratt, Keller Engineers  
John Sepp, Penn Terra Engineering  
Fred and Kathy Henry, Henry Surveys, LLC

***\*\*Meeting took place via Zoom\*\****

**1. CALL TO ORDER – WORK SESSION MEETING**

The March 1, 2021 work session meeting was called to order at 4:31 PM by Chair, Mr. Brian Rater.

**2. ITEMS OF CORRECTION**

There were no additions or deletions to the agenda.

**3. APPROVAL OF MINUTES**

Meeting minutes from the February 1, 2021 combined Regular Meeting and Work Session were brought before the Planning Commission for approval.

Mr. Richard Schmidt made a motion to approve the meeting minutes as submitted. The motion was seconded by Mr. Robert Prosek. The motion passed with a vote of 7-0.

**4. PUBLIC COMMENTS**

There were no public comments at this point in the meeting.

**5. GRAY'S WOODS PLANNED COMMUNITY – GRAY'S POINTE PHASE B – MINOR ALTERATION #2 SUBDIVISION PLAN**

Ms. Nicole Pollock noted that site of this Minor Alterations Subdivision Plan is located within the Gray's Woods Planned Community Gray's Pointe neighborhood Phase 6B. This is the second alteration to this phase and is shifting the common side lot line of Lots 74 & 73. The proposed relocation shifts the line 1' towards Lot 73, reducing it to .119-acres and increasing Lot 74 to .122-acres. This lot line relocation will keep side setbacks consistent and compliant for both parcels.

5. **GRAY'S WOODS PLANNED COMMUNITY – GRAY'S POINTE PHASE B – MINOR ALTERATION #2 SUBDIVISION PLAN (cont.)**

Township Staff finds that the Plan meets all Township regulations with the following conditions:

1. Completion of all items noted on Staff's marked up comment letter.

Mr. Michael Pratt, Keller Engineers, provided a brief presentation of the Plan and to address any questions or concerns from the Planning Commission and audience.

Mr. William Burnett asked why the line was being moved. Mr. Pratt confirmed that upon surveying the lot after the foundation was poured, it was noted that the home was being placed over the setbacks. That said lot is currently under contract and the adjoining lot is still owned by the developer.

Mr. William Burnett made a motion to recommend approval of the Gray's Woods Planned Community Gray's Pointe Phase 6B Minor Alteration #2 Subdivision Plan upon completion of all items noted on Staff's marked up comment letter. The motion was seconded by Ms. Sharon Collins. The motion passed with a vote of .

6. **RELOT OF LANDS OF ANDREW SCOTT MUROSKI & KIERSTIN STAGE-MUROSKI AND RELOT LANDS OF ROSS C. HARDISON & DEBORAH L. SMITH – FINAL PLAN**

Ms. Nicole Pollock noted that the purpose of this plan is to replot two existing parcels: 18-002-009K (Lot 5R) and 18-002-009G (Lot 9G). This replot will turn Lot 5R into Lot 5RR and Lot 9G into Lot 9G-R. Lot 5RR will decrease from 17.08-acres to 3.51-acres. Lot 9G-R will increase from 2.83-acres to 16.40-acres. All structures are existing. No new development is proposed.

Township Staff finds that the Plan meets all Township regulations with the following conditions:

1. Completion of all items noted on Staff's marked up comment letter.

Mr. Fred Henry, Henry Surveys, LLC., provided a brief presentation of the Plan and to address any questions or concerns from the Planning Commission and audience.

Mr. Harry McAllister made a motion to recommend approval of the Replot of Lands of Andrew Scott Muroski & Kierstin Stage-Muroski and Replot Lands of Ross C. Hardison & Deborah L. Smith – Final Plan upon completion of all items noted on Staff's marked up comment letter. The motion was seconded by Ms. Sharon Collins. The motion passed with a vote of 6-0. (Mr. William Burnett abstained.)

7. **BARGER FIELDS – FINAL SUBDIVISION PLAN**

Mr. John Sepp, Penn Terra Engineering noted that this 82.54-acre site (Tax Parcel 18-301-040) is in the Rural District (A-1). It proposes creating 10 single-family home lots. Lot 1R was previously subdivision. Marion Way will be constructed as a public road to serve Lots 10 and 11. The remaining lots will be served by private drives. Lot 2RR will serve as the open space requirement and will be an estate lot. The Preliminary Subdivision Plan was approved in January 2018.

7. **BARGER FIELDS – FINAL SUBDIVISION PLAN (cont.)**

Township Staff finds that the Plan meets all Township regulations with the following conditions:

1. Completion of all items noted on Staff's marked up comment letter.

Mr. Richard Schmidt noted that while visiting the site, it doesn't appear to have great site distance. Mr. Sepp noted that PennDOT has reviewed and approved the Highway Occupancy Permit.

Mr. Jim Payne asked about Staff's comments regarding a streetlight. Mr. Sepp noted that Township Staff made a recommendation for the streetlight, but it is not an ordinance requirement and the developer had no plan to install a streetlight. The Planning Commission discussed the need for a streetlight.

Prior to the recommendation, all Planning Commission members noted that they are in favor of the Plan, only if a streetlight is placed at SR 550.

Mr. William Burnett made a motion to recommend approval of the Barger Fields Final Subdivision Plan upon completion of all items noted on Staff's marked up comment letter and with a recommendation of adding a streetlight at SR 550. The motion was seconded by Mr. Richard Schmidt. The motion passed with a vote of 7-0.

8. **REZONING REQUEST – 101 HAWBAKER INDUSTRIAL DRIVE**

Ms. Nicole Pollock noted that a partner in the ownership group for this property has submitted a request to the Board of Supervisors to change the zoning from Industrial (I-1) to General Commercial (C-1).

This item was referred to the Planning Commission by the Board of Supervisors at its January 27, 2021 meeting. This item was introduced to the Planning Commission at the February 1, 2021 meeting. Conversation at the meeting centered around potential traffic increases with C-1 uses and access to North Atherton Street. Any facility on this parcel must utilize Hawbaker Industrial Drive as the access point.

Traffic impacts were analyzed using a fast-food restaurant as a potential high-traffic use on the site. Peak trips per hour were calculated using figures from Taco Bell and Chick-fil-A located along North Atherton Street in the Township. There is no proposed development for this site.

A traffic study will be required for a fast-food restaurant, and any other development that generates 500 trips ends per day according to Patton Township Code. Actual traffic impacts would be determined during the land development process. Staff finds that considering several of the adjacent properties are zoned commercial or residential, and the property has frontage along North Atherton Street, that the rezoning request to C-1 is appropriate.

Ms. Alexandra Castrechini reviewed her data collection information for the site.

Mr. William Burnett expressed concern for adding another commercial site when there is empty commercial presently throughout the Township. Mr. Burnett is also concerned with traffic.

8. **REZONING REQUEST – 101 HAWBAKER INDUSTRIAL DRIVE (cont.)**

Mr. Jim Payne made a motion to recommend approval of the Rezoning Request for 101 Hawbaker Industrial Drive. The motion was seconded by Mr. Richard Schmidt. The motion passed with a vote of 5-2. Mr. William Burnett and Mr. Robert Prosek denying.

9. **UPDATING SUBDIVISION AND LAND DEVELOPMENT ORDINANCE TO REQUIRE DIGITAL PLAN SUBMISSION**

Ms. Nicole Pollock noted that Township Staff has provided draft revisions to Chapter 153: Subdivision and Land Development Ordinance (SALDO) to require plans to be digitally submitted in addition to current paper submissions. Language has been added and/or updated requiring PDF submission.

Mr. William Burnett made a motion to recommend making the revisions to Subdivision and Land Development Ordinance to help Staff with Plan Submissions. The motion was seconded by Ms. Sharon Collins. The motion passed with a vote of 7-0.

10. **STATUS ON PENDING ITEMS**

There were no comments from the Planning Commission on the pending work task items.

11. **REPORTS**

The Patton Township Housing Task Force met on February 16, 2021 and focused on the demographics of the Township and Centre Region.

12. **OTHER BUSINESS**

There was no other business brought before the Planning Commission.

13. **ADJOURN – REGULAR MEETING**

The work session meeting was adjourned at 5:30 PM.



**PATTON TOWNSHIP PLANNING COMMISSION WORK SESSION**

**1. CALL TO ORDER – WORK SESSION MEETING**

The March 1, 2021 Work Session meeting was called to order at 5:30 PM by Chair, Mr. Brian Rater.

**2. SIGN ORDINANCE UPDATE**

Ms. Nicole Pollock noted that Township Staff has begun research on the Reed vs. Town of Gilbert (AZ) case, as well as other relevant legislation. There are a couple of articles from the American Civil Liberties Union (ACLU) Massachusetts that were provided to the Planning Commission to help answer questions regarding signs on private property, including the type of limit the government can impose on those signs. Regarding public property, the ACLU points out that signs on public property (such as a park or public right-of-way) can be prohibited or removed if there is a law that applies to all signs regardless of content. The caution with this is that if a municipality allows for some signs in a public area, it must allow ALL signs in that area.

The Planning Commission was also provided with the case of City of Ladue vs. Gilleo from 1994 that Mr. William Burnett referenced at the February 1, 2021 meeting. This case shows the importance of not regulating signs based on content. It also finds that displaying a sign from one's own residence carries a message quite distinct from placing the same sign someplace else or conveying the same text or picture by other means, for it provides information about the speaker's identity. Residential signs are also a cheap and convenient form of communication with the neighbors as the intended audience. It does appear this case leaves room for a municipality to regulate residential signs by preventing "visual clutter" and diminishes the danger of an "unlimited" proliferation of signs.

Mr. William Burnett suggested having signs being removed from the right-of-way as a start to rewriting the ordinance. Mr. Burnett asked for confirmation from the Township Solicitor if the Township can do that. Mr. Burnett suggested adding a severance clause to the ordinance.

Ms. Pollock will work on revising the current ordinance from the suggestions that were received this evening to provide to the Planning Commission at a future date.

**3. UNITED WAY HOUSING ARTICLE**

Ms. Nicole Pollock provided the Planning Commission with an article that was featured in the Centre Daily Times at the end of January 2021. It outlines the United Way's Asset-Limited, Income-Constrained, Employment report (ALICE). The article talks of how the pandemic compounded existing problems for people to be able to afford housing and other essentials. It is noted that the report does not take the pandemic into account; however, years of outpaced wages resulted in more households needing help due to the pandemic.

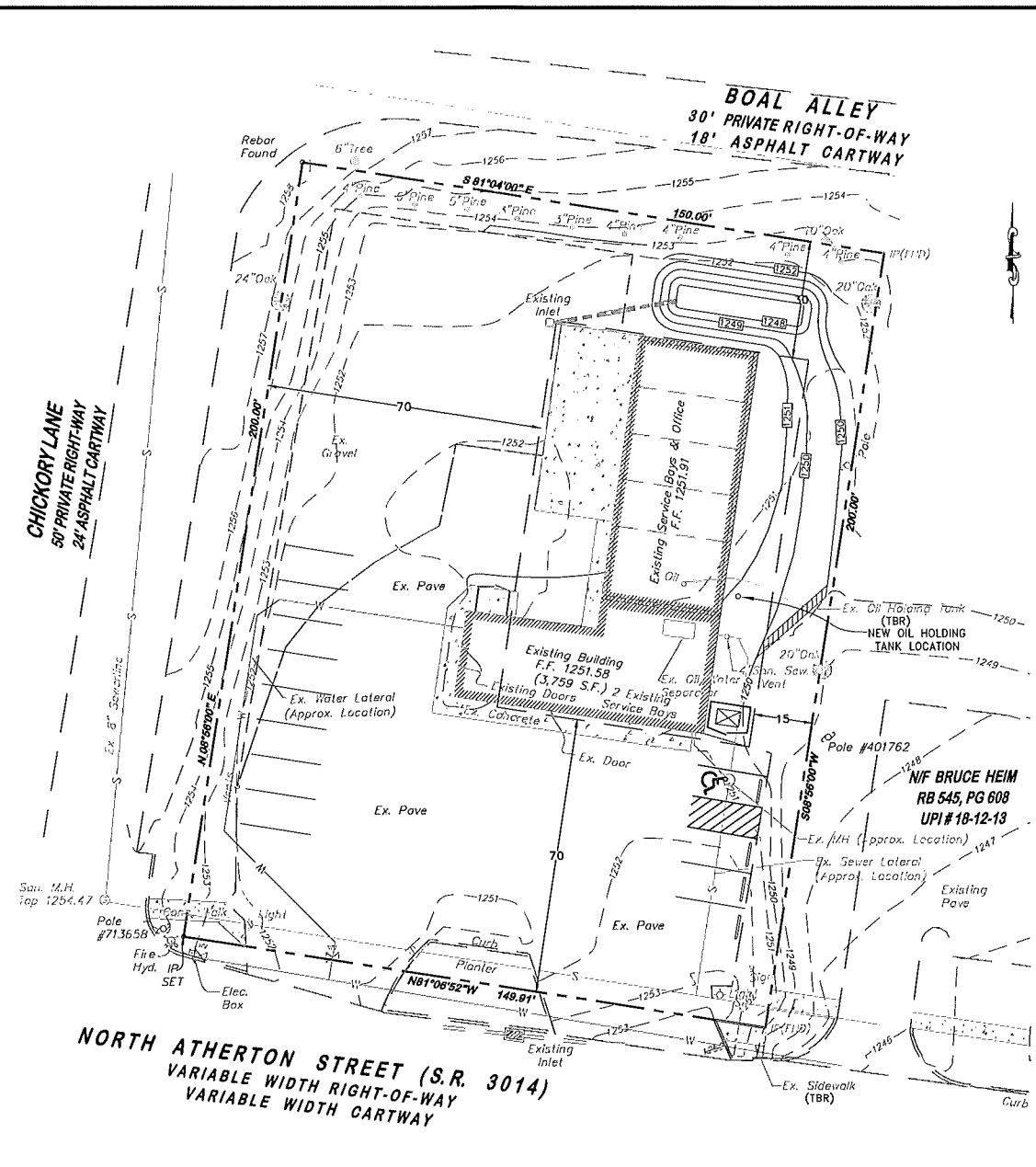
The Pennsylvania United Way conducted a survey in August about the economic impacts of the pandemic. The survey revealed that ALICE households were more concerned about living expenses than contracting the Coronavirus. Contact information was provided in the article for any Centre County household facing financial hardship.

**4. ADJOURN – WORK SESSION MEETING**

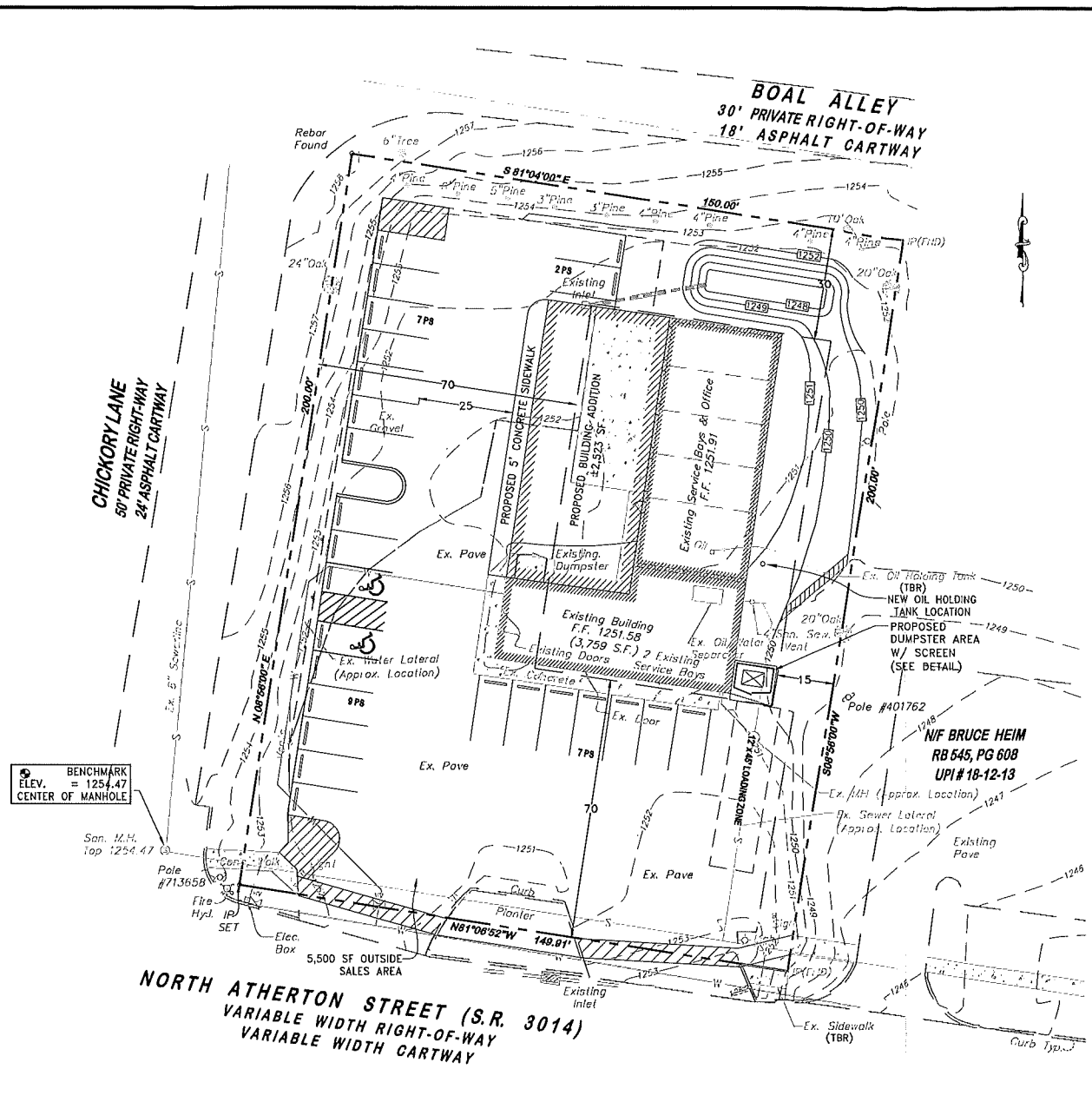
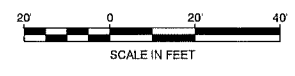
The work session meeting was adjourned at 6:05 PM.

# Sketch Plan for Retail Market Establishment

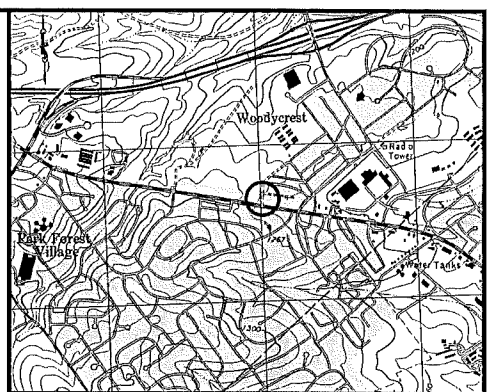
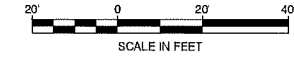




EXISTING CONDITIONS PLAN



PROPOSED SKETCH PLAN



LOCATION MAP  
NOT TO SCALE

- 1) CURRENT OWNER: N/F JAMES R. LOHR  
1865 NORTH ATHERTON STREET  
STATE COLLEGE, PA 16803
- DEVELOPER: TOMMY JIANG (FUJI JADE GARDEN)  
287 NORTHLAND CENTER  
STATE COLLEGE, PA 16803  
917-977-0967
- 2) UPI # 18-012-005-0000
- 3) SITE ZONED: C-1 GENERAL COMMERCIAL DISTRICT
- 4) SETBACK DISTANCES: FRONT - 70 FEET  
SIDE - 15 FEET  
REAR - 30 FEET
- 5) EXISTING LOT AREA: 29,990 SQUARE FEET
- 6) MAX. PERMITTED BUILDING COVERAGE: 30%  
EXISTING BUILDING COVERAGE: 12.54% - 3,759 sq. ft.  
PROPOSED TOTAL BUILDING COVERAGE: 20.95% - 6,282 sq. ft.
- 7) MAX. PERMITTED IMPERVIOUS AREA: 75% OR 22,492 sq. ft.  
EXISTING IMPERVIOUS AREA: 73.64% - 22,083 sq. ft.  
PROPOSED TOTAL IMPERVIOUS AREA: 73.08% - 21,917 sq. ft.
- 8) MINIMUM LOT WIDTH: 150'
- 9) MAXIMUM BUILDING HEIGHT: 50'
- 10) PROPOSED USE: RETAIL ESTABLISHMENT (MARKET)
- 11) REQUIRED PARKING: RETAIL SALES - 1 SPACE PER EACH 250 S.F.  
GROSS FLOOR AREA (PROPOSED G.F.A. = 6,282 S.F. / 250 = 25.13)
- 12) PROPOSED PARKING: 25 SPACES INCLUDES 2 H.C. ACCESSIBLE SPACES.
- 13) SKETCH PLAN PROVIDES THE REQUIRED LOADING ZONE BUT NO LOADING BERTH. 1 LOADING BERTH IS REQUIRED FOR NEW CONSTRUCTION, ENLARGEMENT OR CHANGE OF USE (SECTION 175-47). A VARIANCE MAY BE REQUIRED.
- 14) SIDE AND REAR SCREENING CONSISTING OF 2 CANOPY TREES, 4 UNDER STORY TREES AND 6 SHRUBS IS REQUIRED FOR EACH 100 LINEAR FEET OF BUFFER (SECTION 175-16-G). USE OF EXISTING VEGETATION IS ENCOURAGED.
- 15) SURVEY INFORMATION TAKEN FROM PREVIOUS LAND DEVELOPMENT PLAN FOR LOHR'S GARAGE SUBMITTED 2009 AND AREAS WERE UPDATED USING AERIAL IMAGERY. THIS DOES NOT REPRESENT A CURRENT AS-BUILT SURVEY.
- 16) BUILDING SETBACKS WERE TAKEN FROM A PREVIOUSLY APPROVED LAND DEVELOPMENT AND INDICATE A NON-COMPLIANCE OF THE EXISTING BUILDINGS. WE ARE PROPOSING TO EXPAND THE EXISTING BUILDING AS SHOWN ON THE SKETCH AND A PORTION OF THE EXPANSION WOULD ALSO EXTEND PAST THE 70' SETBACK LINE. FRONT SETBACKS IN THIS ZONING DISTRICT ARE 70' AND ALL SIDES OF THE LOT BORDER ROADS OR ACCESS DRIVES. SETBACK DISTANCES NEED TO BE VERIFIED WITH THE TOWNSHIP. A VARIANCE MAY BE REQUIRED.
- 17) FIRM PANEL 42027C0617F INDICATES THIS PARCEL IS NOT IN A FLOOD HAZARD ZONE.
- 18) NATIONAL WETLANDS INVENTORY MAPPING INDICATES NO WETLANDS ARE LOCATED ON THIS PARCEL. A WETLANDS INVESTIGATION WAS NOT PERFORMED.
- 19) THIS PARCEL UTILIZES PUBLIC WATER AND SEWER.
- 20) ALL SITES OR PARCELS OF LAND ADJACENT TO A PUBLIC STREET OR DEDICATED SERVICE ROAD SHALL MAINTAIN A 15' LANDSCAPE STRIP (SECTION 175-44-C-1). THE EXISTING CONDITION PROVIDES ONLY A 10' STRIP. A VARIANCE MAY BE REQUIRED.

N.O.	DATE	DESCRIPTION REVISIONS	BY

**SKETCH PLAN**  
FOR  
**RETAIL MARKET ESTABLISHMENT**  
PATTON TOWNSHIP  
CENTRE COUNTY, PENNSYLVANIA

**MID-PENN ENGINEERING CORPORATION**  
CONSULTING ENGINEERS & SURVEYORS  
2049 WEST MARKET STREET  
LEWISBURG, PENNSYLVANIA 17837  
TELEPHONE: (570) 524-2214 • WEB: www.mid-pennengineering.com

JOB NO.	DRAWN BY:	SCALE:	SHEET NO.
14PS	R.G.K.	AS NOTED	1 OF 1
21-19	CHECKED BY:	DATE:	DWG. NO.
		FEBRUARY 11, 2021	SK1

RECEIVED  
MAR 05 2021  
PATTON TOWNSHIP

# Preliminary/Final Land Development Plan - Rocky Properties, LLC - 670 Gray's Woods Blvd





**Key**  
MT---Minor/Tech  
D----Discussion Item  
√----Addressed  
TBD---To Be Done

**PATTON TOWNSHIP  
CENTRE COUNTY, PENNSYLVANIA**

100 PATTON PLAZA – STATE COLLEGE, PENNSYLVANIA – 16803

PHONE: 814/234-0271 -- FAX: 814/238-7790  
EMAIL: [zoning@twp.patton.pa.us](mailto:zoning@twp.patton.pa.us) -- WEB SITE: <http://twp.patton.pa.us>

March 11, 2021

Mr. Mark J. Haefner, P.E.  
Stahl Sheaffer Engineering  
301 Science Park Road, Suite 333  
State College, PA 16803

**VIA E-MAIL & REGULAR MAIL**  
**mhaefner@stahlsheaffer.com**

**RE: Rocky Properties, LLC  
Preliminary/Final Land Development Plan – 670 Gray’s Woods Boulevard  
Plan Review Comments**

Dear Mr. Haefner:

We have reviewed the subject plan and offer the following comments:

**General Comments:**

- ✓1. All signatures and professional seals must be provided before the plan will be approved by the Patton Township Board of Supervisors.
- ✓2. Provide portable document format (PDF) copies of the plan with the final signatures and recorder's stamp.
- ✓3. Ensure that any additional comments provided by the COG Fire Director, CATA, and other appropriate entities have been addressed.
- MT 4. Please include additional sheets for a Lighting Plan which includes proposed lighting locations, details, and lumens at 100% coverage and additionally, a 75% reduction in lighting.
- ✓5. Add a plan note that any building expansion or new buildings in the future will require connection to public sewer system.

**Cover Sheet:**

- ✓6. Correct the spellings of Columbia Gas and State College Borough Water Authority
- ✓7. Correct Gray’s Woods Boulevard throughout entire plan set.
- ✓8. Please include the heights for each existing structure for comparison to maximum heights in each zoning district.
- ✓9. Under “Site Information”, Item “K”, the Stormwater Report indicates 5.84% existing impervious coverage compared to 5.72% on this sheet and proposed impervious coverage

is listed as 7.4% in the Stormwater Report compared to 7.33% on this sheet. Please clarify which sets of numbers are correct.

- ✓ 10. The GFA area under "Site Information", Item "J" is not shown on any of the plan sheets. Please clarify to verify the number of parking spaces required.
- ✓ 11. Include a purpose statement on this sheet describing the existing and proposed uses of this property and structures.

**Sheet C100:**

- ✓ 12. Please add values to each geodetic point indicated on this sheet.
- ✓ 13. Please indicate if the existing carport will remain on this site or be removed.
- ✓ 14. Please add dimensions to indicate setbacks from zoning district boundary lines. Also indicate which structures are pre-existing nonconforming uses.

**Sheet C102:**

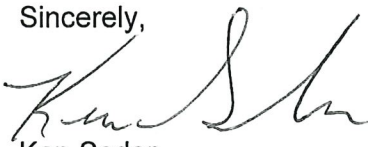
- ✓ 15. Include square footage for proposed office space and proposed garage space.
- ✓ 16. Please show truck movements with the anticipated largest vehicle that will need to access and maneuver within the site.
- ✓ 17. Please include One-Way Traffic and Do Not Enter signage for the circular portion of the driveway to clarify traffic flow.
- ✓ 18. Given the proximity of the site to the regional bikeway network, consider placing a bicycle rack near the entrance of the building. The preferred rack type is U-Shape bike rack as it provides support to the bicycle at two locations.

**Sheet C103:**

- ✓ 19. Please include a table for Proposed Storm Drainage Structure Data including the ID and structure type for each pipe, invert elevations, length, size and slope.

Please respond by Friday, March 26, 2021 in order to be placed on the agenda for the April 5, 2021 Patton Township Planning Commission meeting. Please submit five (5) sets of full-size drawings and 9 sets of 11" x 17" reductions. Please do not hesitate to contact us if you have any comments or questions.

Sincerely,



Ken Soder  
Zoning Officer



Alexandra M. Castrechini, P.E.  
Assistant Township Engineer



Nicole Pollock  
Senior Planner

cc: D. Erickson  
Patton Township Staff  
Correspondence File  
Project File

Centre Region Council of Governments  
Regional Fire Protection Program

400 W Beaver Avenue, State College, PA 16801

Phone: 814-237-4127 • Fax: 814-237-6538 • [www.crcog.net](http://www.crcog.net)

DATE: March 4, 2021  
TO: Nicole Harter, Patton Township  
FROM: Steven W. Bair, Fire Director  
SUBJECT: 670 Gray's Woods Boulevard

I have reviewed this development plan, Stahl Sheaffer Engineering project number 20-586, drawings dated 2/22/2021. I have no concerns or comment, the site plan is acceptable as proposed.

If you have any questions, please do not hesitate to contact me.



**Centre Region Council of Governments**  
**OFFICE OF ADMINISTRATION**  
***REGIONAL REFUSE AND RECYCLING PROGRAM***

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2643 Gateway Drive, Suite 3 • State College, PA 16801  
Phone: (814) 234-7198 • Fax: (814) 231-3083 • Email: smato@crcog.net

March 11, 2021

Nicole Pollock, Senior Planner  
Patton Township Municipal Building  
100 Patton Plaza  
State College, Pennsylvania 16803

**RE: Preliminary/Final Land Development Plan, 670 Gray's Woods Blvd**

Dear Ms. Pollock,

I have reviewed the above reference subdivision plan. I have no comments on this residential subdivision plan at this time.

I appreciate the opportunity to review the plans to ensure proper refuse and recycling containers, locations, access and sizes. The Centre Region COG Office of Administration is the designated agent for the Townships of Benner, College, Ferguson, Harris and Patton for the Centre Region Refuse and Recycling Program. If you have any questions, please let me know.

Sincerely,

Shelly G. Mato  
Refuse and Recycling Administrator, Centre Region Council of Governments



OWNER'S CERTIFICATION

COMMONWEALTH OF PENNSYLVANIA  
COUNTY OF \_\_\_\_\_

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2021, PERSONALLY APPEARED BEFORE ME AND  
CERTIFIED THAT THEY ARE THE OWNER(S) OF THE PROPERTY SHOWN ON THIS PLAN  
AND ACKNOWLEDGE THE SAME TO BE THEIR ACT AND PLAN AND DESIGNS, THE SAME  
TO BE RECORDED ON SUCH, ACCORDING TO LAW.

OWNER (PRINT) \_\_\_\_\_

OWNER (SIGN) \_\_\_\_\_

WITNESS MY HAND AND SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_\_

NOTARY PUBLIC \_\_\_\_\_ COMMISSION EXPIRES \_\_\_\_\_

# PRELIMINARY / FINAL LAND DEVELOPMENT PLAN

## ROCKY PROPERTIES, LLC.

### 670 GRAY'S WOODS BOULEVARD

RECEIVED  
MAR 25 2021

PATTON TOWNSHIP

PATTON TOWNSHIP,  
CENTRE COUNTY, PENNSYLVANIA  
FEBRUARY 22, 2021

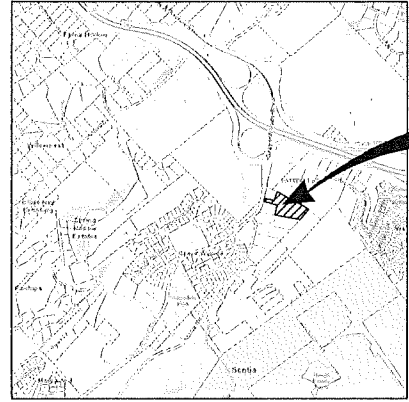
GENERAL UTILITY & PA ONE CALL INFORMATION

PENNSYLVANIA LAW REQUIRES 3 WORKING DAYS NOTICE FOR CONSTRUCTION PHASE AND 10 WORKING DAYS NOTICE IN DESIGN STAGE -- BEFORE YOU DIG CALL THE PA ONE CALL SYSTEM TELEPHONE NUMBER 1-800-242-1776. PA ONE-CALL SERIAL NO. 20210360537  
ALL UTILITY INFORMATION AND LOCATIONS SHOWN ON THIS PLAN SHOULD BE CONSIDERED APPROXIMATE. ALL UTILITY LOCATIONS SHOULD BE VERIFIED IN THE FIELD. CONTRACTOR SHALL NOTIFY PA ONE CALL (1-800-242-1776) AT LEAST 3 DAYS PRIOR TO ANY EXCAVATION.

- ELECTRIC - WEST PENN POWER 2800 COLLEGE AVE STATE COLLEGE, PA 16801 PHONE: 814-231-5338
- CABLE - COMCAST 115 BENDER PIKE STATE COLLEGE, PA 16801 PHONE: 814-238-3096
- PUBLIC SANITARY SEWER - UNIVERSITY AREA JOINT AUTHORITY 1578 SPRING VALLEY ROAD STATE COLLEGE, PA 16801 PHONE: 814-238-5381
- PUBLIC WATER - STATE COLLEGE BOROUGH WATER AUTHORITY 1201 WEST BRANCH ROAD STATE COLLEGE, PA 16801 PHONE: 814-238-6766
- TELEPHONE - VERIZON FACILITY MANAGEMENT FACILITY 224 S ALLEN STREET STATE COLLEGE, PA 16801 PHONE: 814-231-6511
- GAS - COLUMBIA GAS 2550 CAROLEAN INDUSTRIAL DRIVE STATE COLLEGE, PA 16801 PHONE: 814-238-6775
- STORMWATER - PATTON TOWNSHIP 100 PATTON PLAZA STATE COLLEGE, PA 16803 PHONE: 814-234-0271



BEFORE YOU DIG ANYWHERE IN PENNSYLVANIA I CALL  
1-800-242-1776 NON-MEMBERS MUST BE CONTACTED DIRECTLY



LOCATION MAP  
SCALE: 1"=2000'

DRAWING INDEX

- C100 COVER SHEET
- C101 EXISTING CONDITIONS / DEMOLITION PLAN
- C102 SITE PLAN
- C103 GRADING & STORMWATER MANAGEMENT PLAN
- C103.1 DETAILED GRADING PLAN
- C104 EROSION AND SEDIMENT CONTROL PLAN
- C104.1 EROSION AND SEDIMENT CONTROL DETAILS
- C105 CONSTRUCTION DETAILS
- C106 LIGHTING PLAN
- C107 TRUCK ROUTING

SITE INFORMATION

- A. OWNER OF RECORD: ROCKY PROPERTIES, LLC  
128 S. ALLEN STREET  
STATE COLLEGE, PA 16801  
18-003--05BJ--0000--
- B. TAX PARCEL: DB 2260 PG 783
- C. DEED BOOK/PAGE NUMBER: 6,744 AC (±2,968 ACRES IN R1 & ±3.778 ACRES IN OBD).
- D. PROPERTY SIZE: ON-LOT PRIVATE
- E. SANITARY SEWER: OBD-OFFICE BUFFER DISTRICT & R1-RURAL RESIDENTIAL DISTRICT
- F. WATER: WITH 1-99 INTERCHANGE OVERLAY DISTRICT
- G. ZONING: EXISTING-SINGLE FAMILY RESIDENTIAL  
PROPOSED - OFFICE R1-RURAL RESIDENTIAL DISTRICT
- H. SITE USE: LOT SIZE - 1.0 ACRE  
LOT WIDTH @ ROW LINE - 150'  
LOT WIDTH @ STREET LINE - 100'  
LOT COVERAGE - 20%  
SETBACKS - 30' FRONT, 30' SIDE, 75' REAR  
HEIGHT - 35' BUILDING, 50' STRUCTURE  
NO NEW DEVELOPMENT IS PROPOSED, WITH THIS PLAN, WITHIN THE R1 DISTRICT.
- I. AREA AND BULK REGULATIONS: OBD-OFFICE BUFFER DISTRICT  
LOT SIZE - N/A  
LOT WIDTH @ ROW LINE - 300', 150' IF ACCESS IS PROVIDED BY MEANS OF A DRIVEWAY WITH AN ADJACENT PROPERTY  
SETBACKS (ADJACENT A1, R1) - 25' FRONT, 50' SIDE, 70' REAR  
SETBACKS (ADJACENT COMMERCIAL, OFFICE BUFFER, & INDUSTRIAL) - 45' FRONT, 15' SIDE, 35' REAR  
IMPERVIOUS - 55% MAX (60% WITH ENHANCED STORMWATER)  
EXISTING: 15,720 SF (9.5%)  
PROPOSED: 19,999 SF (12.2%)  
HEIGHT - 45' MAX. EXCEPT WHERE BUILDING IS WITHIN 90' OF AN ADJACENT R1, R2, OR A1 ZONING DISTRICT, IN WHICH INSTANCE THE MAXIMUM BUILDING HEIGHT SHALL BE EQUAL TO THE PERMITTED MAXIMUM BUILDING HEIGHT OF THE ADJACENT R1, R2, OR A1 ZONING DISTRICT.  
EXISTING RESIDENCE = ±18'  
EXISTING LARGE GARAGE = ±18'  
EXISTING SMALL GARAGE = ±10'
- J. PARKING: REQUIRED: PROFESSIONAL AND ADMINISTRATIVE OFFICES  
1 SPACE/250 SF OF GFA  
OFFICE SPACE GFA = 2,012 SF = 8 SPACES  
B SPACES (INCLUDING 1 ADA SPACE)  
PROVIDED:
- K. LOT COVERAGE: BUILDING: 5,669 SF (1.93%) EXISTING  
4,599 SF (1.56%) PROPOSED  
IMPERVIOUS: 16,790 SF (5.71%) EXISTING  
21,069 SF (7.53%) PROPOSED

POST-CONSTRUCTION STORMWATER MANAGEMENT FACILITIES MAINTENANCE PROGRAM

PATTON TOWNSHIP, ITS AGENTS AND ASSIGNS HAVE THE UNIMPEDED RIGHT TO ENTER ONTO AND UPON THE PROPERTY FOR THE PURPOSE OF INSPECTION AND/OR MAINTENANCE OF THE STORMWATER FACILITIES. THIS NOTE APPLIES TO THE ENTIRE SITE SHOWN ON THESE PLANS AND SHALL BE IN EFFECT FOR PERPETUITY.

PATTON TOWNSHIP MAY REQUIRE THE OWNER TO MAINTAIN A RECORD OF ALL INSPECTIONS, REPAIRS, AND MAINTENANCE ACTIVITIES ASSOCIATED WITH THE PROPOSED STORMWATER MANAGEMENT FACILITIES AT THIS PROJECT SITE. THE OWNER SHALL IMMEDIATELY NOTIFY PATTON TOWNSHIP PRIOR TO INITIATING ANY MAJOR REPAIR ACTIVITIES.

THE OWNER HEREBY ACKNOWLEDGES PATTON TOWNSHIP'S RIGHT TO PERIODICALLY ACCESS THE PROJECT SITE TO INSPECT THE PERMANENT STORMWATER MANAGEMENT FACILITIES THAT ARE PART OF THIS PROJECT. THE OWNER ALSO HEREBY ACKNOWLEDGES PATTON TOWNSHIP'S RIGHT TO ACCESS THE PROJECT SITE WITH PRIOR NOTICE TO REPAIR AND/OR MAINTAIN THE PERMANENT STORMWATER MANAGEMENT FACILITIES IN ACCORDANCE WITH THIS MAINTENANCE PLAN. ANY MAINTENANCE AND/OR REPAIR ACTIVITIES CONDUCTED BY PATTON TOWNSHIP SHALL BE AT THE EXPENSE OF THE OWNER.

THE OWNER SHALL BE RESPONSIBLE FOR ENSURING THE PROPER OPERATION AND FUNCTION OF THE STORMWATER FACILITIES LOCATED ON THE PROPERTY. THIS PLAN INCLUDES THE DESIGN AND SPECIFICATIONS OF THE ASSOCIATED POST-CONSTRUCTION STORMWATER MANAGEMENT (PCSM) NARRATIVE. THE OPERATION AND MAINTENANCE PROGRAM SHALL INCLUDE THE FOLLOWING:

- STORMWATER FACILITIES SHOULD BE INSPECTED BY THE LAND OWNER OR THE OWNER'S DESIGNATED RESPONSIBLE ENTITY ON THE FOLLOWING BASIS:
  - A. ANNUALLY
  - B. DURING OR IMMEDIATELY AFTER EVERY TEN-YEAR OR GREATER STORM EVENT.
- THE OWNER/DESIGNEE SHALL COMPLETE A VISUAL INSPECTION AT LEAST ONCE EVERY SIX (6) MONTHS, AND IMMEDIATELY AFTER MAJOR STORM EVENTS (I.E. 10 YEAR OR GREATER STORM EVENT), AND ONE OF THE INSPECTIONS SHALL BE AFTER LEAVES HAVE FALLEN FROM TREES IN AUTUMN. SUCH A VISUAL INSPECTION SHALL AT LEAST INVOLVE AN EXAMINATION OF THE INFILTRATION BASIN(S) FOR DEBRIS DEPOSITION (SUCH DEBRIS MAY INCLUDE, BUT SHALL NOT BE LIMITED TO AGGREGATE MATERIAL, LEAVES, GRASS CLIPPINGS, AND SOIL MATERIAL), SETTLEMENT, SINKHOLES, SEEPS, STRUCTURAL CRACKING, ANIMAL BURROWS, EXCESSIVE VEGETATION, FOUNDATION MOVEMENT, EROSION, DEPRESSIONS, WATER RETENTION TIMES THAT EXCEED SEVENTY-TWO (72) HOURS. THE DISCHARGE PIPE SHALL BE KEPT FREE OF ANY OBSTRUCTIONS AND FOREIGN MATERIAL THAT WOULD CAUSE INTERRUPTION OF WATER FLOW FROM THE FACILITY.
- THE OWNER/DESIGNEE SHALL REMOVE ANY ACCUMULATION OF DEBRIS FROM THE INFILTRATION BASIN, MAINTAIN GROUND COVER VEGETATION WITHIN ANY ABOVE-GROUND STORMWATER MANAGEMENT SYSTEM(S) AND ON BERMS; AND IMMEDIATELY REPAIR ANY EROSION DAMAGE BY REPLACING TOPSOIL ON ALL AREAS THAT EXPERIENCE EROSION, AND SEEDING, MULCHING AND WATERING SUCH AREAS IMMEDIATELY IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN THE APPLICABLE PLAN. REMOVAL OF SEDIMENT/DEBRIS SHALL TAKE PLACE WHEN THE AREA HAS DRIED, IF POSSIBLE. MAN-MADE TRASH REMOVED FROM ANY FACILITY SHALL BE DISPOSED OF PROPERLY IN CONTAINERS COLLECTED BY A LICENSED COMMERCIAL TRASH HAULER.
- FACILITIES THAT DO NOT DRAIN WITHIN SEVENTY-TWO (72) HOURS SHALL BE EVALUATED BY A QUALIFIED ENGINEER, GEOLOGIST, AND/OR HYDROGEOLOGIST PRIOR TO INITIATING ANY REPAIR AND/OR RECONSTRUCTION ACTIVITIES.

LANDOWNER STORMWATER ACKNOWLEDGEMENT  
I, \_\_\_\_\_, THE LANDOWNER, ACKNOWLEDGE THE STORMWATER MANAGEMENT SYSTEM IS TO BE MAINTAINED IN ACCORDANCE WITH THE APPROVED OWNERSHIP AND MAINTENANCE PROGRAM AND SHALL REMAIN A PERMANENT FIXTURE THAT CAN BE ALTERED ONLY OR REMOVED ONLY AFTER APPROVAL OF A REVISED PLAN BY PATTON TOWNSHIP.

DESIGN ENGINEER STORMWATER CERTIFICATION  
I, MARK HAEFNER, HEREBY CERTIFY THAT THE STORMWATER MANAGEMENT PLAN MEETS ALL DESIGN STANDARDS AND CRITERIA OF THE PATTON TOWNSHIP STORMWATER MANAGEMENT REGULATIONS, CHAPTER 147, OF THE PATTON TOWNSHIP CODE OF ORDINANCES.

MARK HAEFNER, P.E. \_\_\_\_\_ DATE \_\_\_\_\_

PROFESSIONAL LAND SURVEYOR CERTIFICATION  
I, CHAD SHAFFER, A PROFESSIONAL LAND SURVEYOR IN THE COMMONWEALTH OF PENNSYLVANIA DO HEREBY CERTIFY THAT THIS PLAN CORRECTLY REPRESENTS THE TRACTS OF LAND AS SHOWN.

CHAD SHAFFER, P.L.S. \_\_\_\_\_ DATE \_\_\_\_\_

TOWNSHIP PLANNING COMMISSION  
PATTON PLANNING COMMISSION APPROVED:

CHAIRMAN \_\_\_\_\_ DATE \_\_\_\_\_

SECRETARY \_\_\_\_\_ DATE \_\_\_\_\_

TOWNSHIP BOARD OF SUPERVISORS  
PATTON TOWNSHIP BOARD OF SUPERVISORS APPROVED:

CHAIRMAN \_\_\_\_\_ DATE \_\_\_\_\_

SECRETARY \_\_\_\_\_ DATE \_\_\_\_\_

FIRE CHIEF CERTIFICATION  
I HAVE REVIEWED AND HEREBY CERTIFY THIS PLAN SATISFIES THE REQUIREMENTS OF THE FIRE DEPARTMENT.

FIRE CHIEF \_\_\_\_\_ DATE \_\_\_\_\_

RECORDER OF DEEDS

**STAHL SHEAFFER**  
**ENGINEERING**

301 SCIENCE PARK ROAD, SUITE 333  
STATE COLLEGE, PA 16803  
TEL: 814-689-1562  
FAX: 814-689-1855  
www.stahlshaeffer.com

SURVEYOR \_\_\_\_\_ CES  
CADD \_\_\_\_\_  
DESIGNER \_\_\_\_\_ MJH  
MANAGER \_\_\_\_\_ MJH  
FILE: \_\_\_\_\_  
20-586 COVER DWG

1	3/24/2021	PATTON TWP 3/11/21
2		REVIEW LETTER
3		
4		
5		
6		
7		
8		

ROCKY PROPERTIES, LLC

670 GRAYS WOODS BOULEVARD

PATTON TOWNSHIP, CENTRE COUNTY, PA

SHEET NAME  
COVER

PROJECT NO.  
20-586  
DATE  
2/22/2021  
SCALE SHEET NO.  
AS NOTED C100

**STAHL SHEAFFER  
ENGINEERING**

301 SCIENCE PARK ROAD, SUITE 333  
STATE COLLEGE, PA 16803  
PH: 814-689-1562  
FAX: 814-689-1855  
www.stahlsheaffer.com

SURVEYOR ----- CES  
CADD -----  
DESIGNER ----- MJH  
MANAGER ----- MJH  
FILE: 20-586-DESIGN.DWG

NO.	DATE	DESCRIPTION
1	3/24/2021	PATTON TWP 3/11/21 REVIEW LETTER
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REVISIONS

**ROCKY PROPERTIES, LLC**

**670 GRAYS WOODS BOULEVARD**

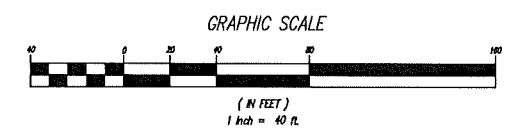
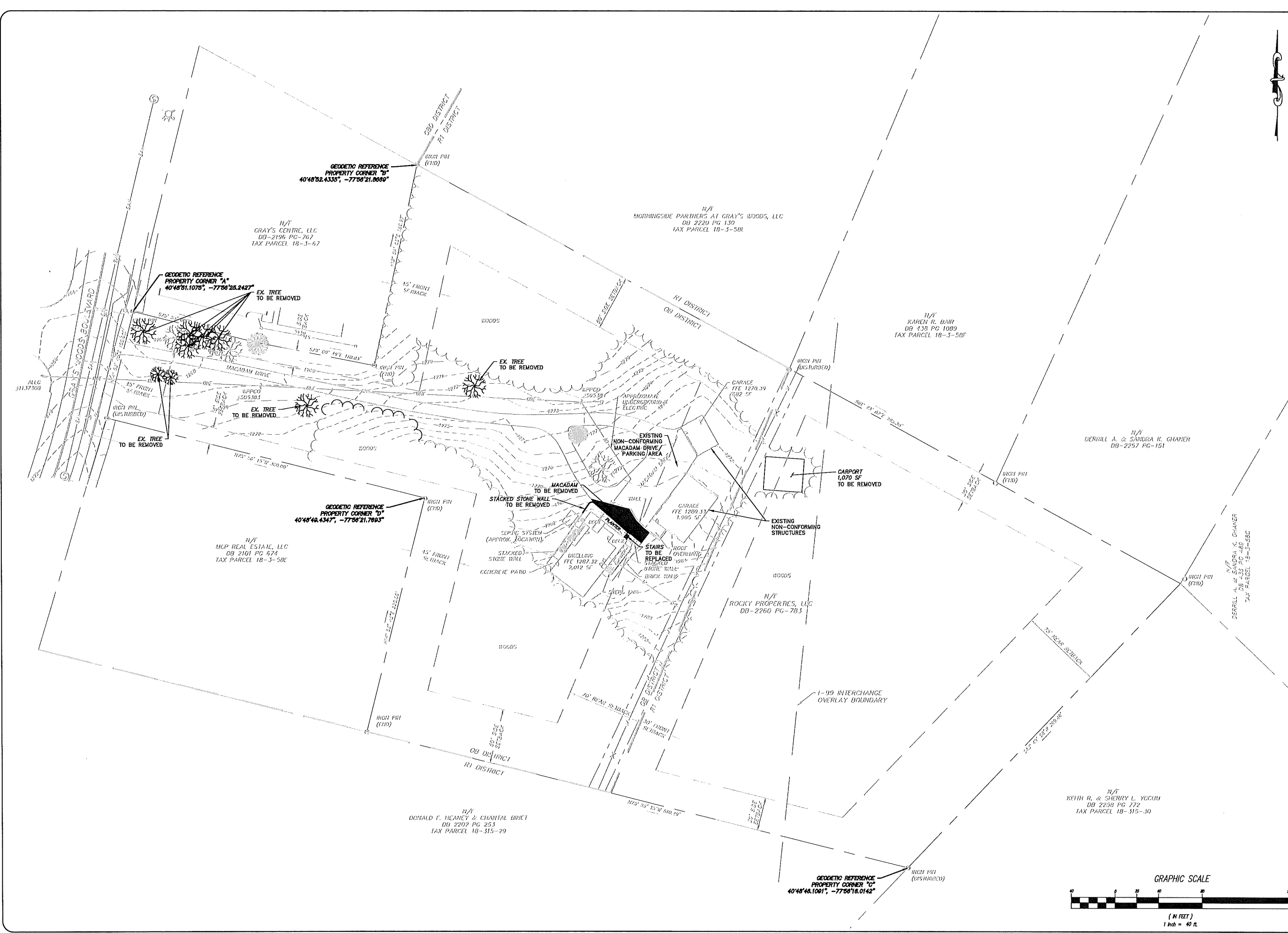
PATTON TOWNSHIP,  
CENTRE COUNTY, PA  
SHEET NAME

**EXISTING CONDITIONS /  
DEMOLITION PLAN**

PROJECT NO.  
20-586

DATE  
2/22/2021

SCALE	SHEET NO.
1"=40'	C100



SURVEYOR ----- CES  
CADD -----  
DESIGNER ----- MJH  
MANAGER ----- MJH  
FILE: 20-586 DES/20/0103

1	3/24/2021	PATTON TWP 3/11/21
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REVISIONS

**ROCKY  
PROPERTIES, LLC**

**670 GRAYS  
WOODS  
BOULEVARD**

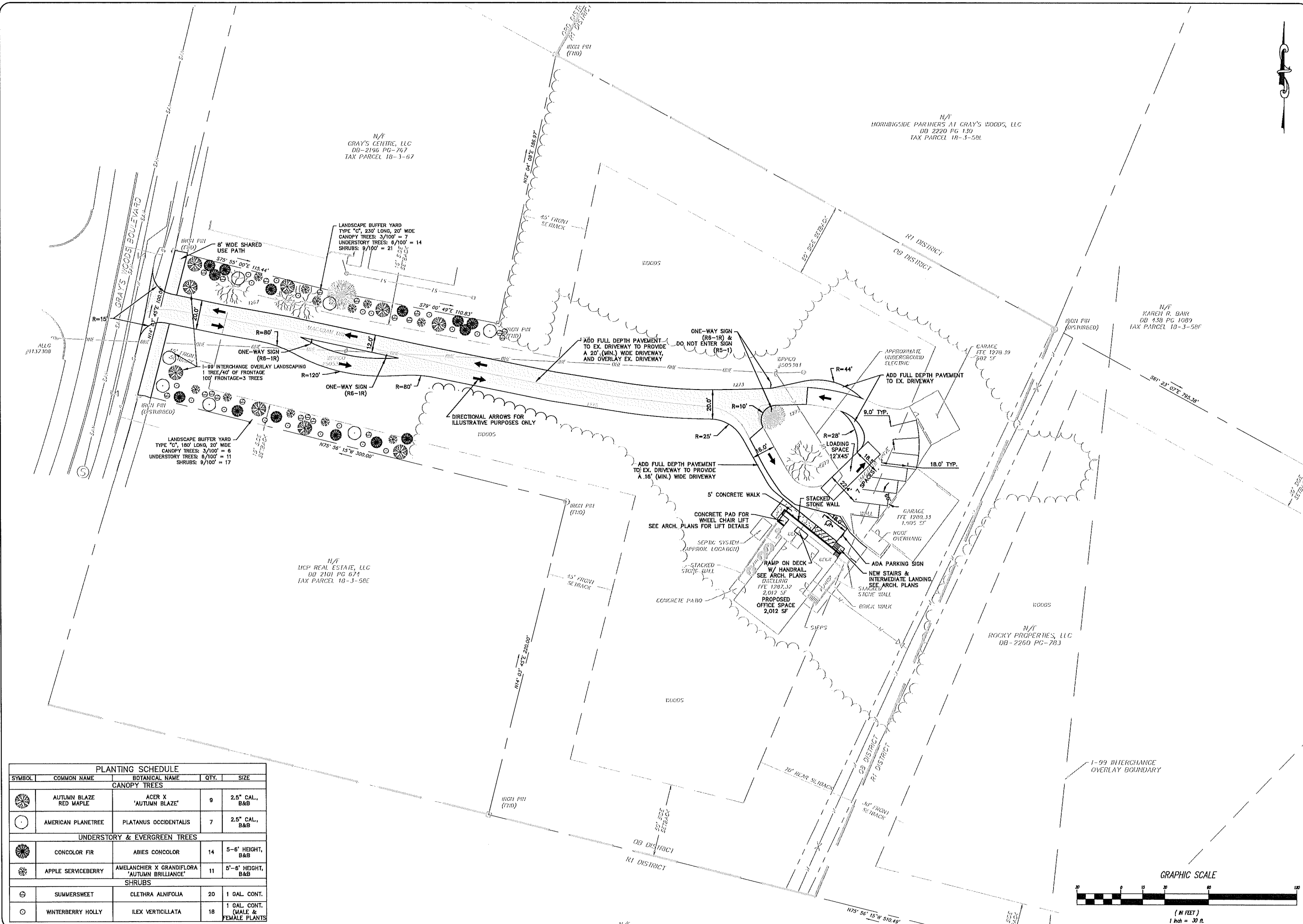
PATTON TOWNSHIP,  
CENTRE COUNTY, PA

**SITE PLAN**

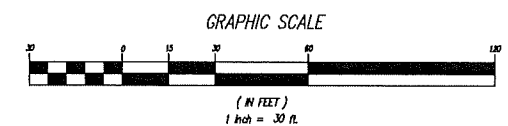
PROJECT NO.  
**20-586**

DATE  
**2/22/2021**

SCALE	SHEET NO.
<b>1"=30'</b>	<b>C102</b>



PLANTING SCHEDULE				
SYMBOL	COMMON NAME	BOTANICAL NAME	QTY.	SIZE
CANOPY TREES				
	AUTUMN BLAZE RED MAPLE	ACER X 'AUTUMN BLAZE'	9	2.5" CAL., B&B
	AMERICAN PLANETREE	PLATANUS OCCIDENTALIS	7	2.5" CAL., B&B
UNDERSTORY & EVERGREEN TREES				
	CONCOLOR FIR	ABIES CONCOLOR	14	5-6' HEIGHT, B&B
	APPLE SERVICEBERRY	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	11	5'-6" HEIGHT, B&B
SHRUBS				
	SUMMERSWEET	CLETHRA ALNIFOLIA	20	1 GAL. CONT.
	WINTERBERRY HOLLY	ILEX VERTICILLATA	18	1 GAL. CONT. (MALE & FEMALE PLANTS)



N/F  
 GRAY'S CENTRE, LLC  
 DB-2196 PG-767  
 TAX PARCEL 18-3-67

UB 2220 PG 13  
 TAX PARCEL 18-3-

**STAHL SHEAFFER**  
**ENGINEERING**

301 SCIENCE PARK ROAD, SUITE 333  
 STATE COLLEGE, PA 16803  
 TEL: 814-689-1562  
 FAX: 814-689-1885  
 www.stahlsheaffer.com

SURVEYOR ----- CES  
 CADD -----  
 DESIGNER ----- MJH  
 MANAGER ----- MJH  
 FILE: 20-586 DES/GR/DMG

1	3/24/2021	PATTON TWP 3/11/21
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REVISIONS

**ROCKY**  
**PROPERTIES, LLC**

**670 GRAYS**  
**WOODS**  
**BOULEVARD**

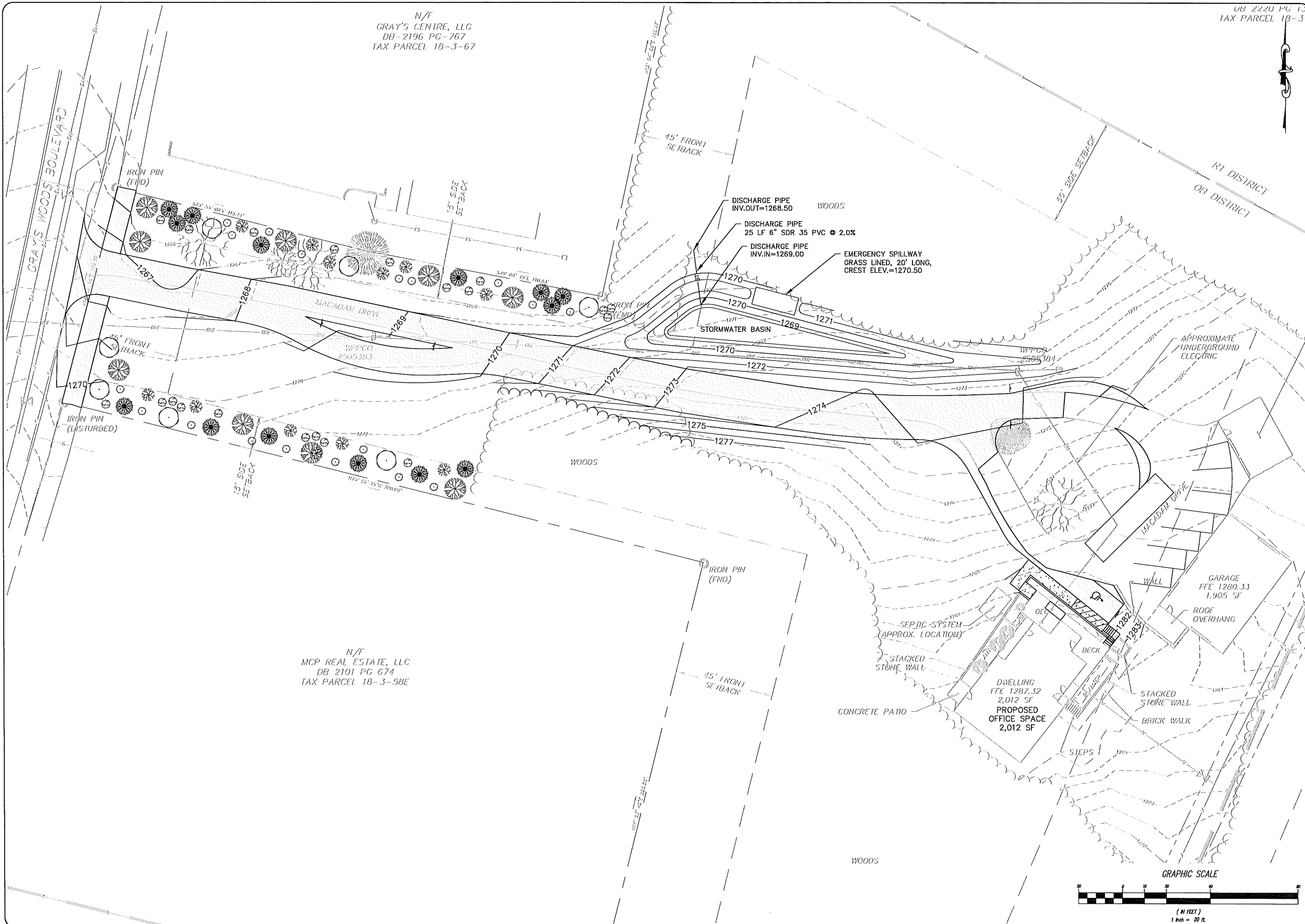
PATTON TOWNSHIP,  
 CENTRE COUNTY, PA  
 SHEET NAME

**GRADING &**  
**STORMWATER**  
**MANAGEMENT**  
**PLAN**

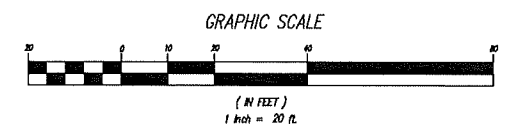
PROJECT NO.  
**20-586**

DATE  
**2/22/2021**

SCALE SHEET NO.  
**1"=20' C103**



N/F  
 MCP REAL ESTATE, LLC  
 DB 2101 PG 674  
 TAX PARCEL 18-3-58E



SURVEYOR ----- CES  
CADD -----  
DESIGNER ----- MJH  
MANAGER ----- MJH  
FILE:

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REVISIONS

**ROCKY  
PROPERTIES, LLC**

**670 GRAYS  
WOODS  
BOULEVARD**

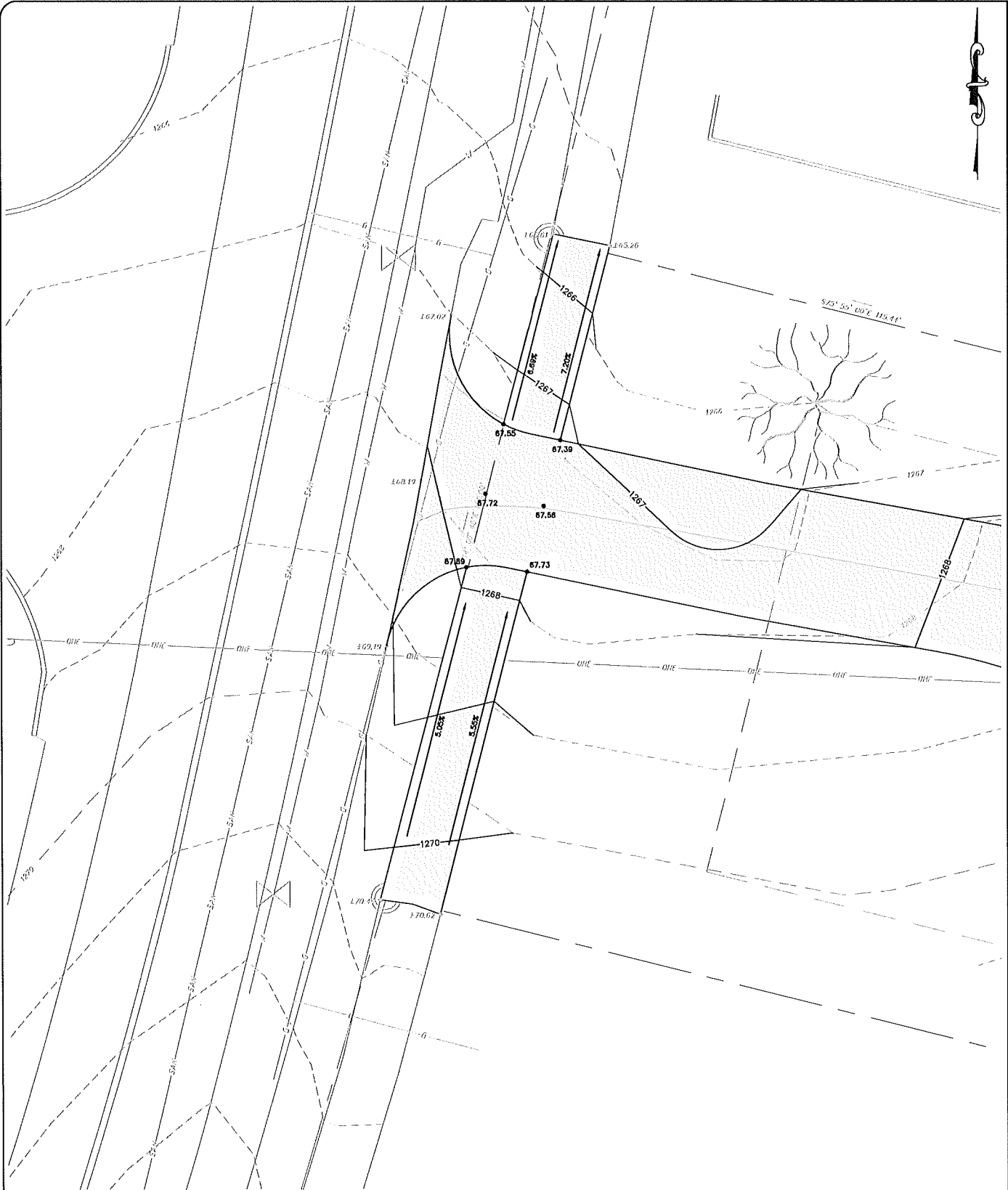
PATTON TOWNSHIP,  
CENTRE COUNTY, PA  
SHEET NAME

**DETAILED  
GRADING PLAN**

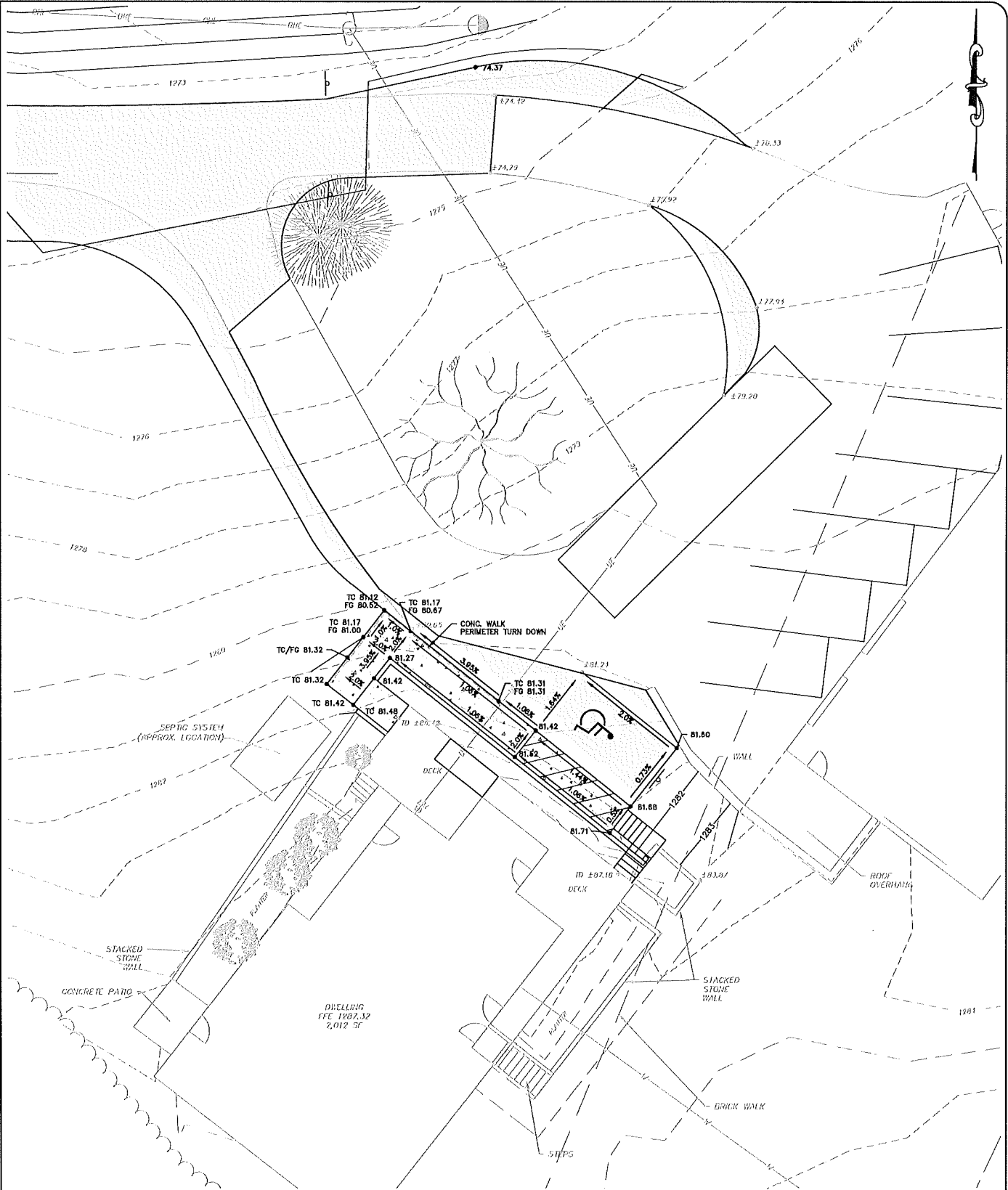
PROJECT NO.  
**20-586**

DATE  
**2/22/2021**

SCALE	SHEET NO.
<b>1"=10'</b>	<b>C103.1</b>



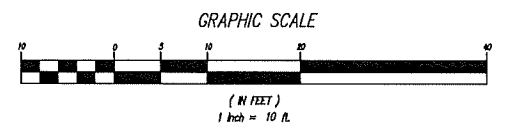
**SHARED USE PATH**



**ADA ACCESS**

**GRADING FEATURES**

- MINOR CONTOUR ----- 1258 -----
- MAJOR CONTOUR ----- 1280 -----
- PROPOSED SPOT ELEVATION • 88.00
- TC - TOP OF CONCRETE
- TD - TOP OF DECK
- FG - FINISH GRADE
- EXISTING SPOT ELEVATION • 87.15



SURVEYOR ----- CES  
CADD -----  
DESIGNER ----- MJH  
MANAGER ----- MJH  
FILE: 20-586 DESIGN.DWG

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REVISIONS

**ROCKY  
PROPERTIES, LLC**

**670 GRAYS  
WOODS  
BOULEVARD**

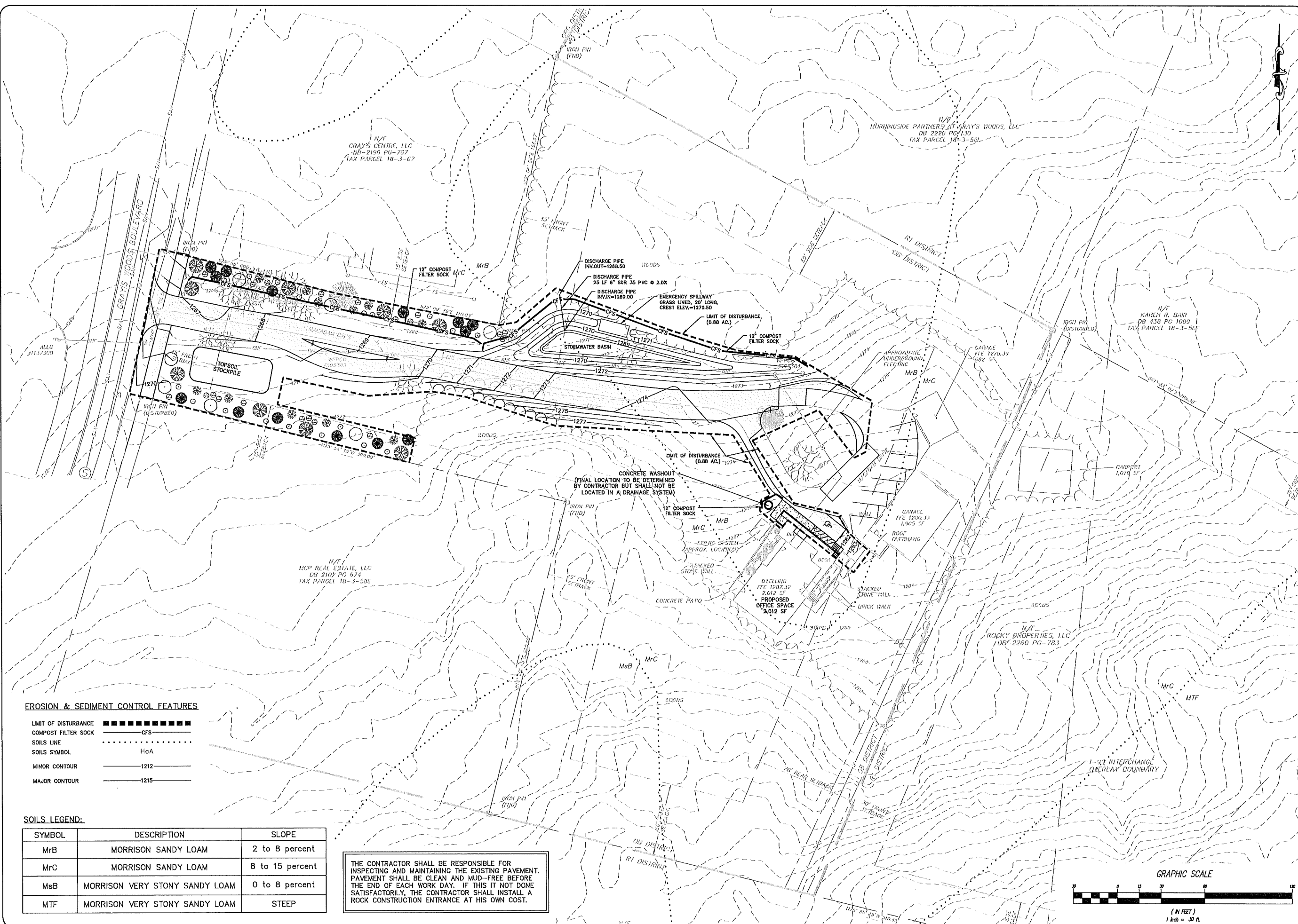
PATTON TOWNSHIP,  
CENTRE COUNTY, PA  
SHEET NAME

**EROSION &  
SEDIMENT  
CONTROL PLAN**

PROJECT NO.  
**20-586**

DATE  
**2/22/2021**

SCALE	SHEET NO.
<b>1"=30'</b>	<b>C104</b>



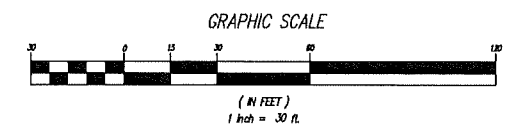
**EROSION & SEDIMENT CONTROL FEATURES**

- LIMIT OF DISTURBANCE  CFS
- COMPOST FILTER SOCK  CFS
- SOILS LINE  HoA
- SOILS SYMBOL  HoA
- MINOR CONTOUR  1212
- MAJOR CONTOUR  1215

**SOILS LEGEND:**

SYMBOL	DESCRIPTION	SLOPE
MrB	MORRISON SANDY LOAM	2 to 8 percent
MrC	MORRISON SANDY LOAM	8 to 15 percent
MsB	MORRISON VERY STONY SANDY LOAM	0 to 8 percent
MTF	MORRISON VERY STONY SANDY LOAM	STEEP

THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTING AND MAINTAINING THE EXISTING PAVEMENT. PAVEMENT SHALL BE CLEAN AND MUD-FREE BEFORE THE END OF EACH WORK DAY. IF THIS IS NOT DONE SATISFACTORILY, THE CONTRACTOR SHALL INSTALL A ROCK CONSTRUCTION ENTRANCE AT HIS OWN COST.





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REVISIONS

ROCKY  
PROPERTIES, LLC

670 GRAYS  
WOODS  
BOULEVARD

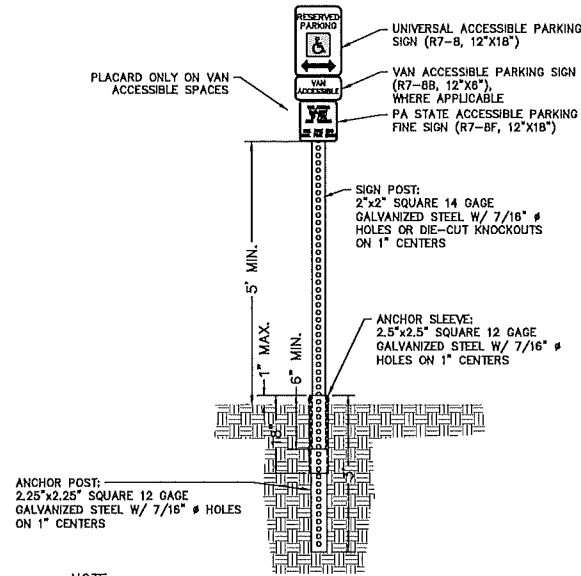
PATTON TOWNSHIP,  
CENTRE COUNTY, PA  
SHEET NAME

CONSTRUCTION  
DETAILS

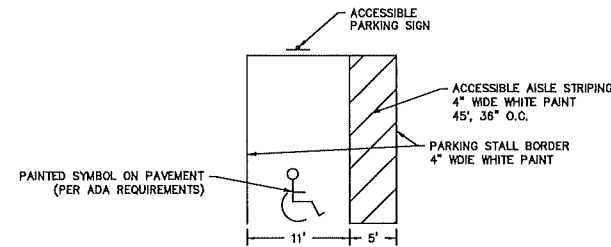
PROJECT NO.  
20-586

DATE  
2/22/2021

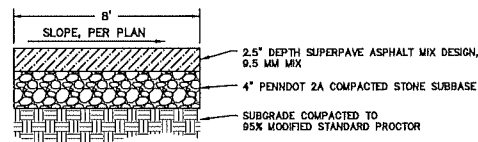
SCALE SHEET NO.  
NTS C105



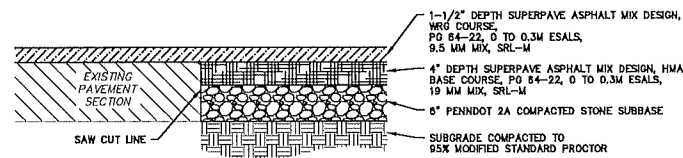
NOTE:  
1. SIGN POSTS SHALL BE IN ACCORDANCE WITH PENNDOT TC-8702B  
**ACCESSIBLE PARKING SIGN**  
N.T.S.



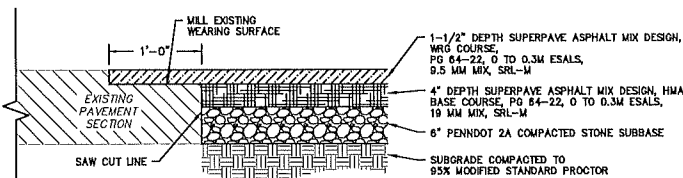
**ACCESSIBLE PARKING SPACE**  
N.T.S.



**SHARED USE PATH**  
N.T.S.



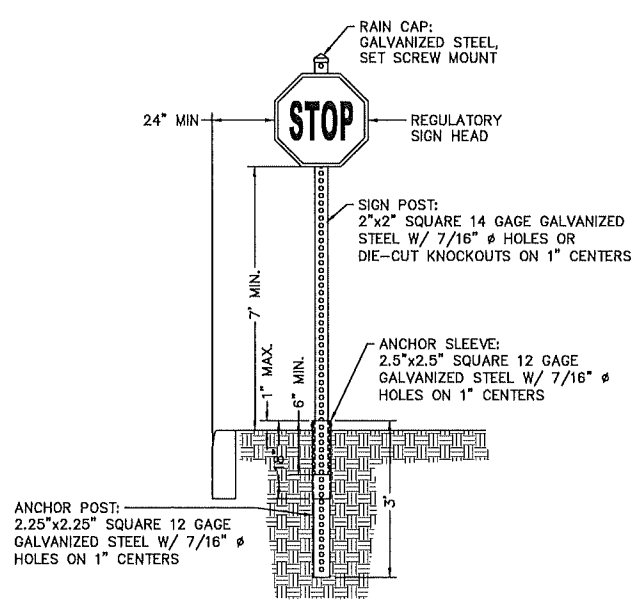
**EXISTING DRIVEWAY OVERLAY**



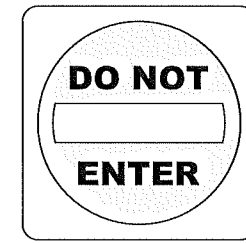
**CONNECTION TO EXISTING PAVEMENT**

NOTES:  
1. SAWCUT & SEAL FINISHED JOINTS PER PENNDOT PUB 408, SECTION 469, CURRENT EDITION.

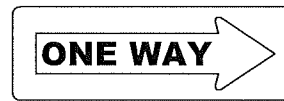
**STANDARD ASPHALT PAVEMENT**  
N.T.S.



NOTE:  
1. ALL REGULATORY SIGNS MUST BE PLACED SO THAT THE EDGE OF THE SIGN HEAD IS NO CLOSER THAN 2' TO THE EDGE OF PAVEMENT OR FACE OF CURB.  
2. SIGNS SHALL ACCORD WITH PENNDOT HANDBOOK OF APPROVED SIGNS - PUBLICATION 236 AND MUTCD LATEST EDITION  
3. SIGN POSTS SHALL BE IN ACCORDANCE WITH PENNDOT TC-8702B  
**POST-MOUNTED SIGNS, TYPE B**  
N.T.S.

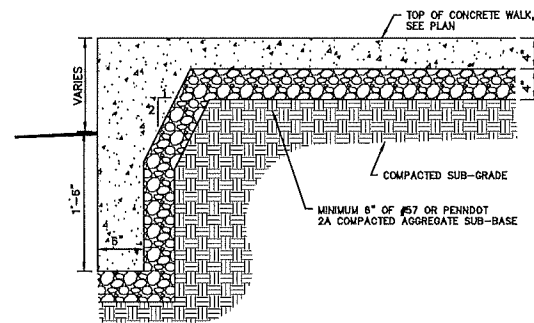


R5-1 30"x30"

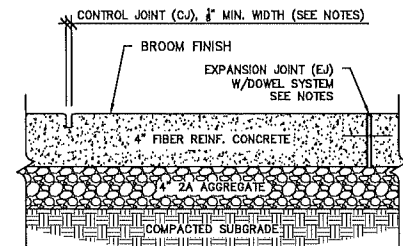


R8-1R 36"x12"

**REGULATORY SIGN HEADS**  
N.T.S.



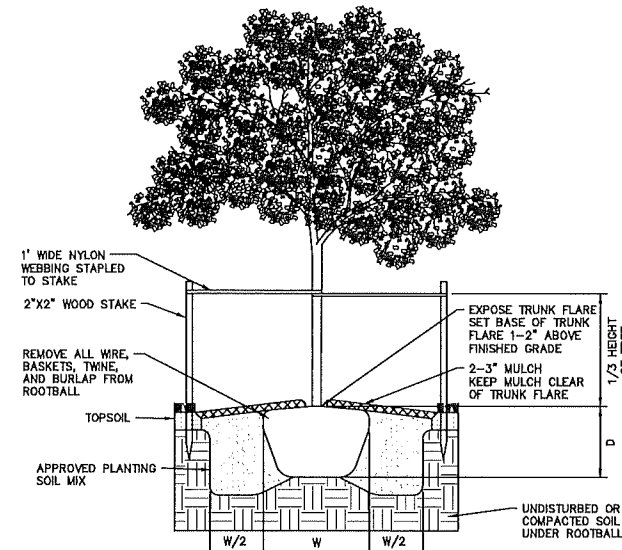
**CONCRETE SIDEWALK PERIMETER TURN-DOWN**  
N.T.S.



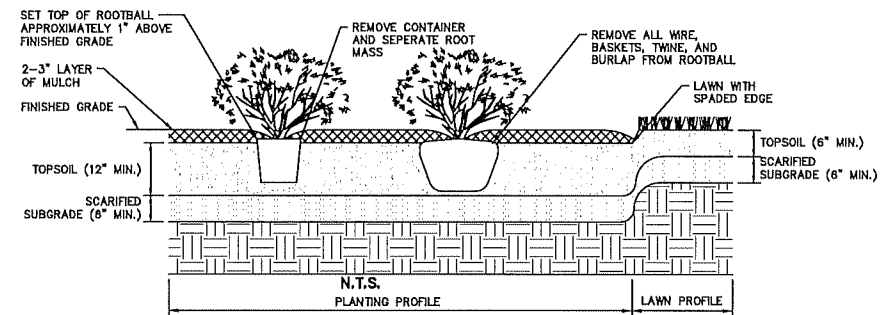
NOTES:

- SIDEWALK CROSS SLOPE NOT TO EXCEED 2%.
- PLACE EXPANSION JOINTS (EJ) AT 20'-0" O/C MAX, FOLLOWING THE GUIDELINES BELOW:
  - INSTALL 5" LONG "SPEED LOAD" SLEEVES, BY GREENSTREAK (OR APPROVED EQUAL), AND 10" LONG, 1/2" SMOOTH DOWELS AT 42" O.C. (MINIMUM TWO DOWELS PER EJ).
  - INSTALL ASPHALT IMPREGNATED MATERIAL, CLOSED-CELL BACKER ROD AND POLYURETHANE SEALANT.
    - FOR JOINTS 1/4" TO 1/2" WIDE, THE SEALANT WIDTH TO DEPTH RATIO SHALL BE EQUAL.
    - JOINTS GREATER THAN 1/2" WIDE, SEALANT DEPTH SHALL BE 1/2".
  - PROTECT JOINT SEALANT FROM PEDESTRIAN AND VEHICULAR TRAFFIC UNTIL IT COMPLETELY CURES.
- SCORE LINES BETWEEN EXPANSION JOINTS TO BE 1-1/4" DEEP TOOLED CONTROL JOINTS (CJ) UNLESS OTHERWISE NOTED. SEE PLANS AND SPECS FOR SPACING.
- PROVIDE 1/2" ISOLATION JOINT WITH SEALANT ALONG BUILDING/RETAINING WALLS.

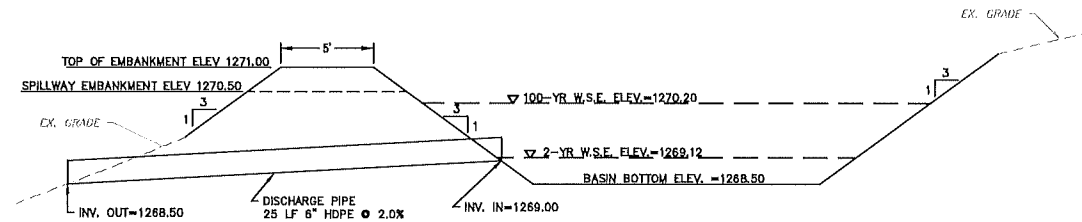
**CONCRETE SIDEWALK**  
N.T.S.



**TREE PLANTING AND GUYING**  
N.T.S.



**PLANTING FOR BALLED & BURLAPPED OR CONTAINER GROWN SHRUBS**  
N.T.S.



**SECTION A-A**

**STORMWATER BASIN**  
N.T.S.



SURVEYOR ----- CES  
CADD -----  
DESIGNER ----- MJH  
MANAGER ----- MJH  
FILE:  
20-586.DWG

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REVISIONS

**ROCKY PROPERTIES, LLC**

670 GRAYS WOODS BOULEVARD

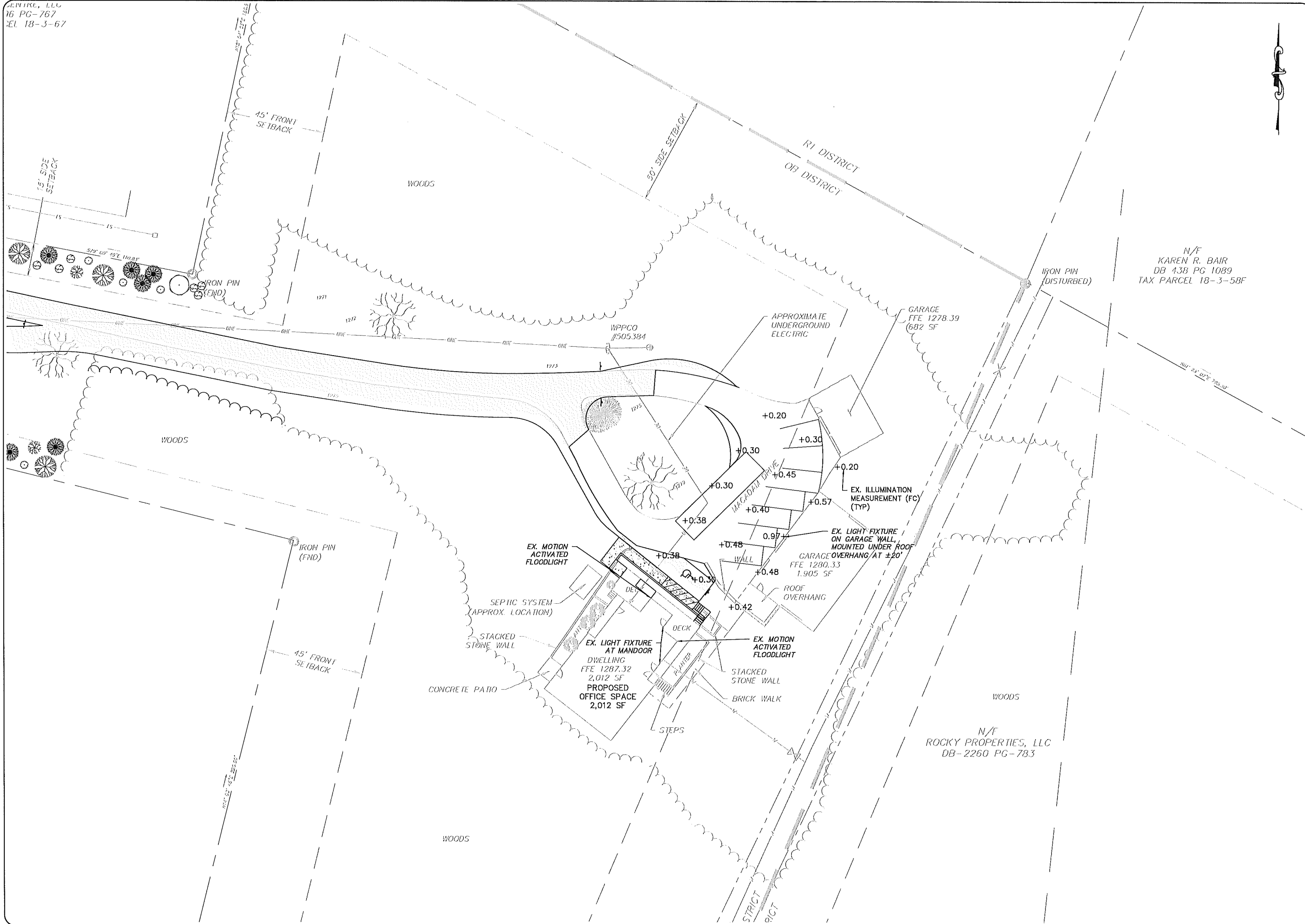
PATTON TOWNSHIP, CENTRE COUNTY, PA  
SHEET NAME

**LIGHTING PLAN**

PROJECT NO.  
**20-586**

DATE  
**2/22/2021**

SCALE SHEET NO.  
**1"=10 C106**



SURVEYOR ----- CES  
CADD -----  
DESIGNER ----- MJH  
MANAGER ----- MJH  
FILE: 20-586 DESIGN.DWG

NO.	DATE	DESCRIPTION
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REVISIONS

**ROCKY**  
**PROPERTIES, LLC**

**670 GRAYS**  
**WOODS**  
**BOULEVARD**

PATTON TOWNSHIP,  
CENTRE COUNTY, PA  
SHEET NAME

**TRUCK ROUTING**  
**PLAN**

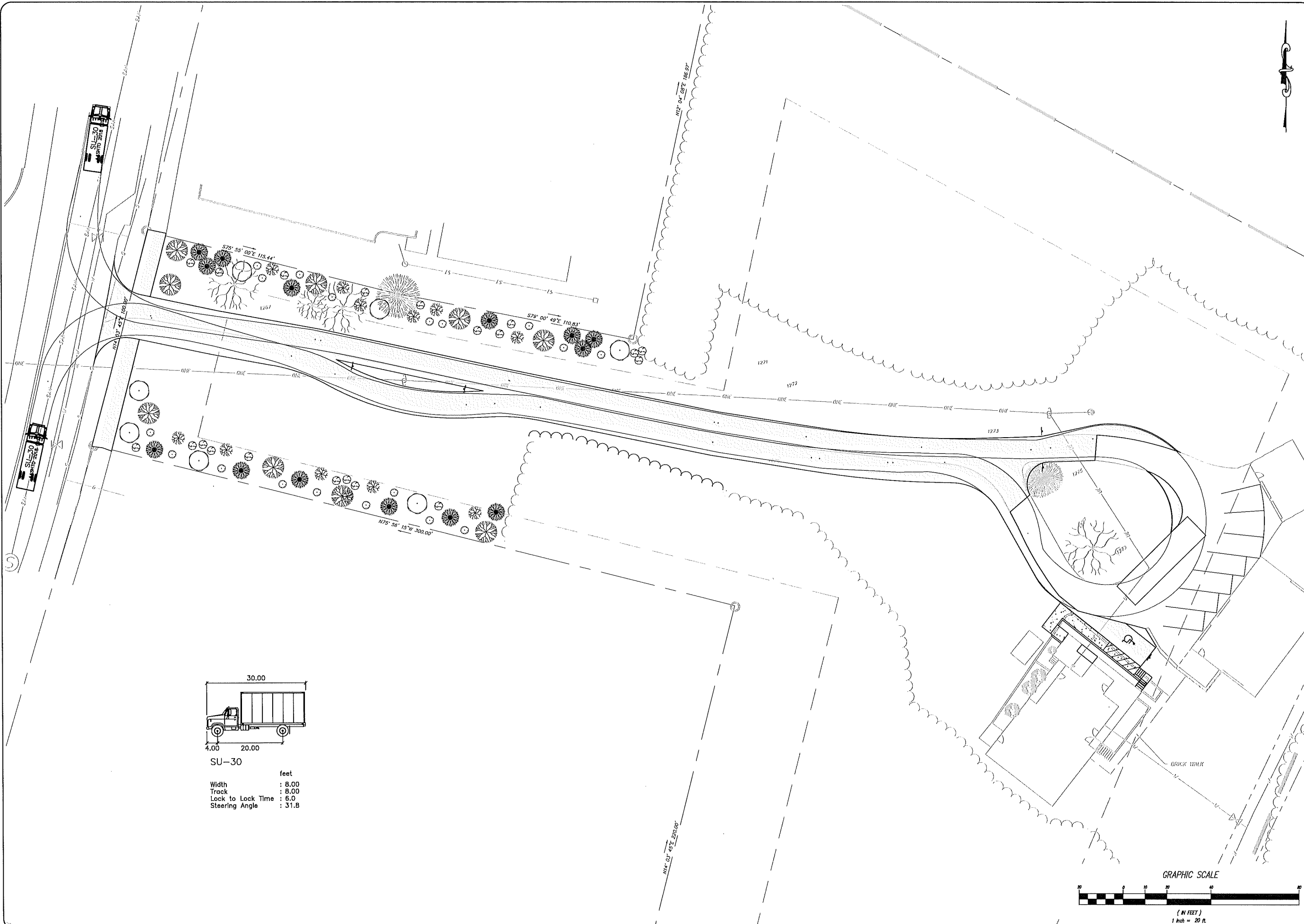
PROJECT NO.

20-586

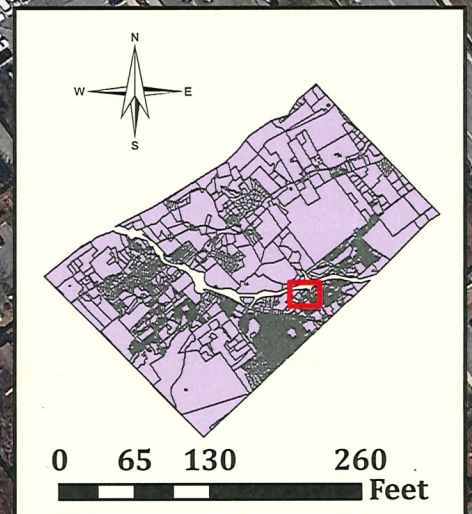
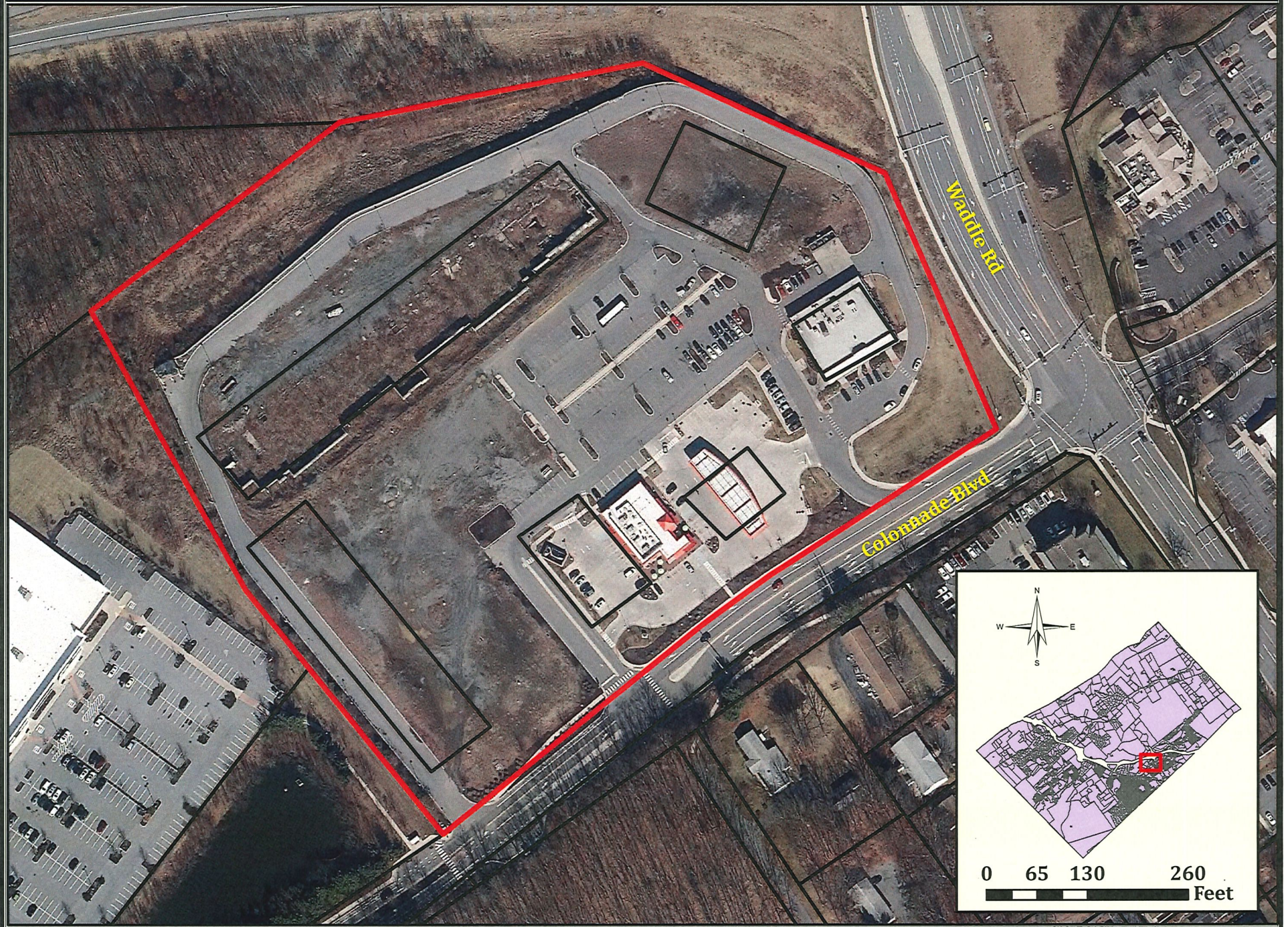
DATE

2/22/2021

SCALE	SHEET NO.
1"=20'	C107



# Penn Highlands Micro Hospital & Medical Office Building





March 31, 2021

Ken Soder, Zoning Officer  
Patton Township  
100 Patton Plaza  
State College, PA 16803

RE: Preliminary/Final Land Development Plan for  
Penn Highlands Micro-hospital and Medical Office Building Additional Plan Review Comments

Dear Mr. Soder:

We offer the following responses to your review letter dated March 19, 2021.

1. Add a note to the plan "There will be a fee contribution for this land development plan to the Waddle Road improvements". Fee needs to be paid prior to issuance of Zoning Permit by Patton Township.

Note 11 has been added to the General Notes on sheet 1.

2. Please coordinate with CATA regarding any contribution fees.

Contact was made to CATA in August 2019 and they referred us to Patton Township regarding a "CATA fee". The amount provided by Patton Township was \$00.0215 per building square foot per year.

3. Please indicate if there is a proposed helipad location.

A helipad is not proposed for this site.

4. Signage indicated on this land development plan does not indicate approval by Patton Township. Permits are required for all site signage. Directional signage less than five (5) square feet is exempt.

Note 12 has been added to the General Notes on sheet 1 stating "All signs, other than directional signage less than 5 square feet, will be submitted to the township for review and approval."

5. As there is no proposed connection to the Kohl's site, this will be a discussion item at the Patton Township Planning Commission meeting.

Noted.

If you have any additional questions or comments please do not hesitate to contact us.

Sincerely,  
Hawbaker Engineering

A blue ink handwritten signature, appearing to read "Eric Kann", is written over the printed name.

Eric Kann,  
Project Manager  
814-272-0834



**Key**  
MT---Minor/Tech  
D----Discussion Item  
√-----Addressed  
TBD---To Be Done

**PATTON TOWNSHIP  
CENTRE COUNTY, PENNSYLVANIA**

100 PATTON PLAZA – STATE COLLEGE, PENNSYLVANIA – 16803

PHONE: 814/234-0271 — FAX: 814/238-7790

EMAIL: [zoning@twp.patton.pa.us](mailto:zoning@twp.patton.pa.us) — WEB SITE: <http://twp.patton.pa.us>

February 9, 2021

Mr. Eric Kann, Project Manager  
Hawbaker Engineering  
1952 Waddle Road, Suite 201  
State College, PA 16803

**VIA E-MAIL & REGULAR MAIL**  
**[esk@hawbakerengineering.com](mailto:esk@hawbakerengineering.com)**

**RE: Preliminary/Final Land Development Plan for  
Penn Highlands Micro-hospital and Medical Office Building  
Plan Review Comments**

Dear Mr. Kann:

Patton Township Staff has reviewed the referenced Plan that was received on January 29, 2021. Township Staff is providing cursory comments in advance of the deadline for plan review. As discussed in prior correspondence, this Plan will not move forward to the Planning Commission prior to our receipt and review of the Traffic Impact Study (TIS). Upon receipt of the full submission, Township Staff may provide additional plan review comments. We have received and acknowledged your 30-day time extension for this Preliminary/Final Plan.

**General Comments:**

- ✓1. All signatures and professional seals must be provided before the plan will be approved by the Patton Township Board of Supervisors.
- ✓2. Provide portable document format (PDF) copies of the plan with the final signatures and recorder's stamp.

**Cover Sheet:**

- ✓3. In the Project Narrative, please list the plat book and page for the previously approved plan.
- ✓4. Under Act 287 Information, remove Penn State University as the wastewater treatment plant.
- ✓5. Remove the signature block for Fire Chief Certification.
- ✓6. Add block to include Sheetz as a signatory to this plan.
- ✓7. Add block to include Cracker Barrel as a signatory to this plan.
- ✓8. The parking calculations include parking spaces for Sheetz, but they are not listed in the calculations provided. Please update.

- ✓ 9. In both C-2 and I-99 Overlay Districts, parking stalls which utilize pervious pavement/pavers are not permitted to be counted in the parking total. If these parking spaces are required, change to bituminous material, and update the impervious area, or ask for a waiver.

**Sheet 2:**

- ✓ 10. There is what appears to be an old right-of-way line shown on the western side of Waddle Road from the old bridge. Please clarify the purpose of this line or remove the line.

**Sheet 3:**

- ✓ 11. The Demolition Plan needs to be updated to ensure that required parking for Cracker Barrel will be provided throughout the demolition process.

**Sheet 8:**

- ✓ 12. The required ratio of landscaped islands is one island per nine parking stalls (§153-38D(6)). Please show calculation that landscaped island portions of the parking area are equivalent to having an island every nine stalls.
- ✓ 13. Architectural renderings are required for the rear of the hospital in the I-99 Overlay District. Please also include the front face of the structure with submitted renderings.
- ✓ 14. A crosswalk is required for site continuity and access to the CATA bus stop on the other side of the service road.
- ✓ 15. Indicate truck movements at the main entrances to the site. Consider adding a separate sheet to show truck turning movements throughout the site.

**Sheet 10:**

- ✓ 16. All proposed sidewalks only need to be five feet wide. The eight-foot section may be reduced to decrease impervious area.

**Sheet 11:**

- D 17. Please add a driveway access to Kohls' site as discussed.

**Sheet 14:**

- ✓ 18. Please clarify if the area marked for future addition is already included in the impervious area and parking calculations.

**Sheet 21:**

- ✓ 19. Please submit separate sheets for the Landscaping and Lighting Plans.
- ✓ 20. Indicate materials used for walking path through landscaped area. Also indicate if the trail is considered pervious area.
- ✓ 21. Ensure the plantings near Cracker Barrel and Waddle Road provide adequate headlight screening.
- ✓ 22. Please include a legend showing the symbols of each plant.
- ✓ 23. Be sure to use native plantings, particularly in the I-99 Overlay District.
- ✓ 24. Please provide bicycle parking near building entrances.
- ✓ 25. For Lighting Plan, show lumen areas for each light and provide the 75% reduction plan.

**Sheet 22:**

✓ 26. There are three flagpoles shown. Patton Township permits the use of the United States flag and the Pennsylvania state flag however, the third flag will count against signage if it is for advertisement purposes and will require a permit.

TBD *aka*

✓ 27. Please submit a signage plan to show all signage throughout the site.

**Sheet 24:**

✓ 28. There are several details labeled in various sheets of the Plan. They do not appear to be shown anywhere in the Plan. Please provide all marked details.

**Sheet 27:**

✓ 29. Railing for the retaining wall detail needs to indicate overall height including retaining wall above grade.

✓ 30. Clarify one size used for stop sign.

✓ 31. Please show dumpster fencing detail.

Please do not hesitate to contact us if you have any comments or questions.

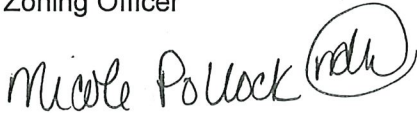
Sincerely,



Ken Soder  
Zoning Officer



Alexandra M. Castrechini, P.E.  
Assistant Township Engineer



Nicole Pollock  
Senior Planner

cc: D. Erickson  
Patton Township Staff  
Correspondence File  
Project File

Centre Region Council of Governments  
Regional Fire Protection Program

400 W Beaver Avenue, State College, PA 16801

Phone: 814-237-4127 • Fax: 814-237-6538 • [www.crcog.net](http://www.crcog.net)

DATE: February 8, 2021  
TO: Nicole Harter, Patton Township  
FROM: Steven W. Bair, Fire Director  
SUBJECT: Penn Highlands Micro-Hospital

I have reviewed this land development plan, Hawbaker Engineering job number 19934, drawings dated January 29, 2021. I offer the following comment:

If it will not interfere with the maintenance of the landscaped bed, the hydrant located along the westerly entry would be more useful if relocated approximately 60 feet northerly to the westerly landscape bed adjacent to the handicap parking area. This move will preserve all traffic circulation to the front should the need arise to lay fire hose from this hydrant to the westerly side or rear of the structure. If this bed is juniper, this may not be practicable, especially maintaining winter access.

If you have any questions, please do not hesitate to contact me.





COPY

March 24, 2021

Shelly G. Mato  
Refuse and Recycling Administrator  
Centre Region Council of Governments  
2643 Gateway Drive, Suite 3  
State College, PA 16801

RE: Preliminary/Final Land Development Plan for Penn Highlands Micro-Hospital and Medical Office Building.

Dear Ms. Mato,

We offer the following responses to you February 8, 2021 letter to Nicole Pollock, Senior Planner for Patton Township:

1. The locations of the refuse and recycling facilities will allow for efficient collection.

Acknowledged.

2. The dumpster corral and the space designated for the refuse compactor are of an adequate size and indicate concrete pads, which is necessary to support the weight of the collection trucks as they empty the dumpsters. The dumpster pad detail indicates 6" thickness of concrete; however, we recommend at least an 8" thickness.

The pad thickness has been increased to 8".

3. Based on COG's experience with other medical facilities and office buildings, this property will need a corrugated cardboard recycling dumpster or compactor. The dumpster should be in the same area as the other recycling receptacles to ensure efficient collection of all recyclables. There needs to be adequate space for an 8-yard cardboard dumpster as well as for recycling totes for mixed paper (probably two totes), metal, plastic, and clear glass. I recommend that the recycling corral be 20' x 10', which is slightly deeper than the space shown on the plan.

The recycling and trash areas have been reconfigured. The enclosed recycling area will provide for a cardboard bin and space for an additional cardboard bin or totes. A concrete pad adjacent to the building is provided for a large recycling bin. A space for a roll off trash compactor is provided next to the loading dock.

4. We recommend that the recycling receptacles also be in a gated corral, with a gate opening that is as wide as the front of the enclosure. A 20' corral should have two 10' gates.

The enclosed recycling area will have two sets of gates, one for each side of the enclosure. The shorter gates will minimize the conflict if a gate swings into the access drive.

5. The space for recycling should also be on a concrete pad which will allow the collection of the corrugated cardboard dumpster. The loading pad where the truck empties the cardboard dumpster should have 6-8" of concrete. Our recommendation is at least 8".

All the recycling and trash areas will be located on 8" thick concrete pads.

If you have any additional questions or comments, please do not hesitate to contact us.

Sincerely,  
Hawbaker Engineering



Eric Kann  
Project Manager  
814-272-0834

cc: Patton Township



**Centre Region Council of Governments**  
**OFFICE OF ADMINISTRATION**  
***REGIONAL REFUSE AND RECYCLING PROGRAM***

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2643 Gateway Drive, Suite 3 • State College, PA 16801  
Phone: (814) 234-7198 • Fax: (814) 231-3083 • Email: smato@crcog.net

February 8, 2021

Nicole Pollock, Senior Planner  
Patton Township Municipal Building  
100 Patton Plaza  
State College, Pennsylvania 16803

**RE: Preliminary/Final Land Development Plan for Penn Highlands Micro-Hospital and Medical Office Building**

Dear Ms. Pollock,

The development plan for the above referenced site includes a waste corral with space for two dumpsters, a separate space for a refuse compactor, and a third space for recycling receptacles. Below are my comments:

1. The locations of the refuse and recycling facilities will allow for efficient collection.
2. The dumpster corral and the space designated for the refuse compactor are of an adequate size and indicate concrete pads, which is necessary to support the weight of the collection trucks as they empty the dumpsters. The dumpster pad detail indicates 6" thickness of concrete; however, we recommend at least an 8" thickness.
3. Based on COG's experience with other medical facilities and office buildings, this property will need a corrugated cardboard recycling dumpster or compactor. The dumpster should be in the same area as the other recycling receptacles to ensure efficient collection of all recyclables. There needs to be adequate space for an 8-yard cardboard dumpster as well as for recycling totes for mixed paper (probably two totes), metal, plastic, and clear glass. I recommend that the recycling corral be 20' x 10', which is slightly deeper than the space shown on the plan.
4. We recommend that the recycling receptacles also be in a gated corral, with a gate opening that is as wide as the front of the enclosure. A 20' corral should have two 10' gates.
5. The space for recycling should also be on a concrete pad which will allow the collection of the corrugated cardboard dumpster. The loading pad where the truck empties the cardboard dumpster should have 6-8" of concrete. Our recommendation is at least 8".

I have attached a separate document that provides information on general recycling requirements for buildings in our region.

I appreciate the opportunity to review the plans to ensure proper refuse and recycling containers, locations, access, and sizes. The Centre Region COG Office of Administration is the designated agent for the Townships of Benner, College, Ferguson, Harris and Patton for the Centre Region Refuse and Recycling Program. If you have any questions, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "Shelly Mato", with a long horizontal flourish extending to the right.

Shelly G. Mato

Refuse and Recycling Administrator, Centre Region Council of Governments



## Centre Region Council of Governments

### REGIONAL REFUSE AND RECYCLING PROGRAM

<http://crcog.net/refuse>

2643 Gateway Drive, Suite 3 • State College, PA 16801-3092  
Phone: (814) 234-7198 • Fax: (814) 231-3083 • Email: [recycler@crcog.net](mailto:recycler@crcog.net)

## Refuse and Recycling Building Design Guidelines

**Small/Medium Retail:** Dumpster facilities should accommodate a regular refuse dumpster and a cardboard-OCC Dumpster or customer provided container. Also, there should be space for a minimum of 3 Carts for Mixed Paper and metal and plastic containers.

**Large Retail:** Dumpster facilities should accommodate a regular refuse dumpster or refuse compactor. If cardboard-OCC is not being bailed internally, space for an OCC dumpster or compactor is also warranted. Also, there should be space for a minimum of 4 recycling carts for METAL and PLASTIC and MIXED PAPER.

**Class 1 Office Space:** Dumpster facilities should accommodate a regular refuse dumpster. OCC may be needed if receive boxed goods. Also, there should be space for a minimum of 4 recycling carts for METAL and PLASTIC and MIXED PAPER.

**Industrial:** Dumpster facilities should accommodate a regular refuse dumpster and an OCC Dumpster. Based on the industry and # of employees, additional recycling carts may or may not be warranted.

**Standalone Restaurant, no bar:** Dumpster facilities should accommodate a regular refuse dumpster and an OCC Dumpster. Also, there should be space for 3 - 4 recycling carts for METAL and PLASTIC and possibly GLASS.

**Bar or Restaurant/Bar:** Dumpster facilities should accommodate a regular refuse dumpster and an OCC Dumpster. Also, there should be space for a minimum of 5 recycling carts for the three types of GLASS, METAL and PLASTIC. Depending on size and type of restaurant, more carts will be needed.

**Mixed Use:** Dumpster facilities should have space for regular and OCC dumpsters. Also, space for 6 carts is warranted if a large mixed use design is planned.

### Dumpster Dimensions

<u>Size</u>	<u>Width</u>	<u>Length</u>	<u>Height</u>
4 yard	6 ft. 8 in.	4 ft. 9 in.	5 ft. 4 in.
6 yard	6 ft. 8 in.	6 ft. 6 in.	5 ft. 4 in.
8 yard	6 ft. 8 in.	7 ft. 6 in.	6 ft. 3 in.



## Container Dumpster Dimension

- 8 Yard, 7' x 7'
- Plan for space around for people to deposit cardboard & for truck to pick up, dump and place back down.
- Truck 35' long, ideally no angle required for collection
- Estimate of cost: \$50/month for weekly pickup



## Recycling Cart Dimensions

Blue Carts for each: Mixed Office Paper, Plastic Bottles, and Aluminum/Steel Cans. When glass use is generally not high then include space for a 15-30 gallon bin (like residential red bin) is acceptable.

- 28" w x 36" d x 48" h; 96 gallon capacity
- Truck uses a side lift to dump each cart. Carts have wheels and the driver collects the carts and attaches them to the truck.
- Estimate of cost: \$45/month for weekly collection



**WASTE CORRAL DIMENSIONS:** In most cases 20' (w) x 15' (d) is the ideal size, with two 10' gates.

**Always place trash and recycling adjacent to each other.** People will generally take all waste to the nearest container, regardless of its designation.

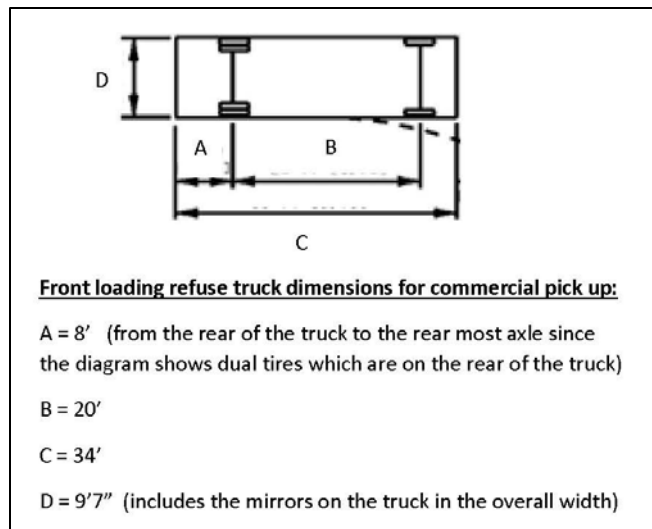
**CLEARANCES:** 1' between bins and enclosure walls, 4' user aisle between bins  
An area that is 150% of the sum of container and toter footprints should suffice.

## TRUCK ACCESS

Pad in front of where dumpster sits should be built to handle heavy duty trucks – 6-8" thickness reinforced concrete. This is the area where the truck (and all the weight) is. Inside turning radius: 24' – 30' depending on site

## EMERGENCY VEHICLE ACCESS

Having the dumpsters positioned to best facilitate pick-up and replacement is generally in the best interest of all so that emergency vehicles can always get where they need. It is not acceptable to have dumpsters protrude into the travel ways.



**Paving & Screening requirements – see Township zoning ordinance**



RECEIVED

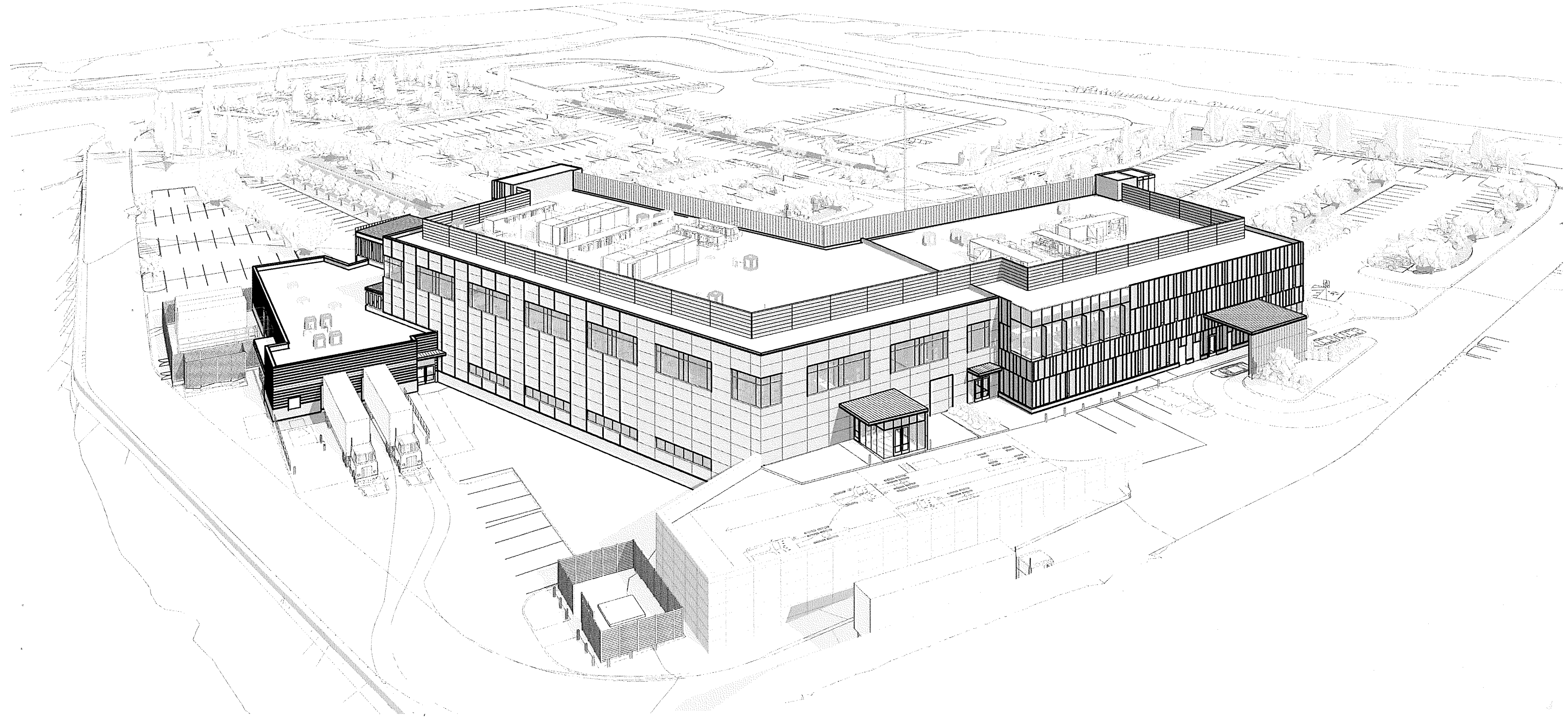
MAR 12 2021

LATTON TOWNSHIP

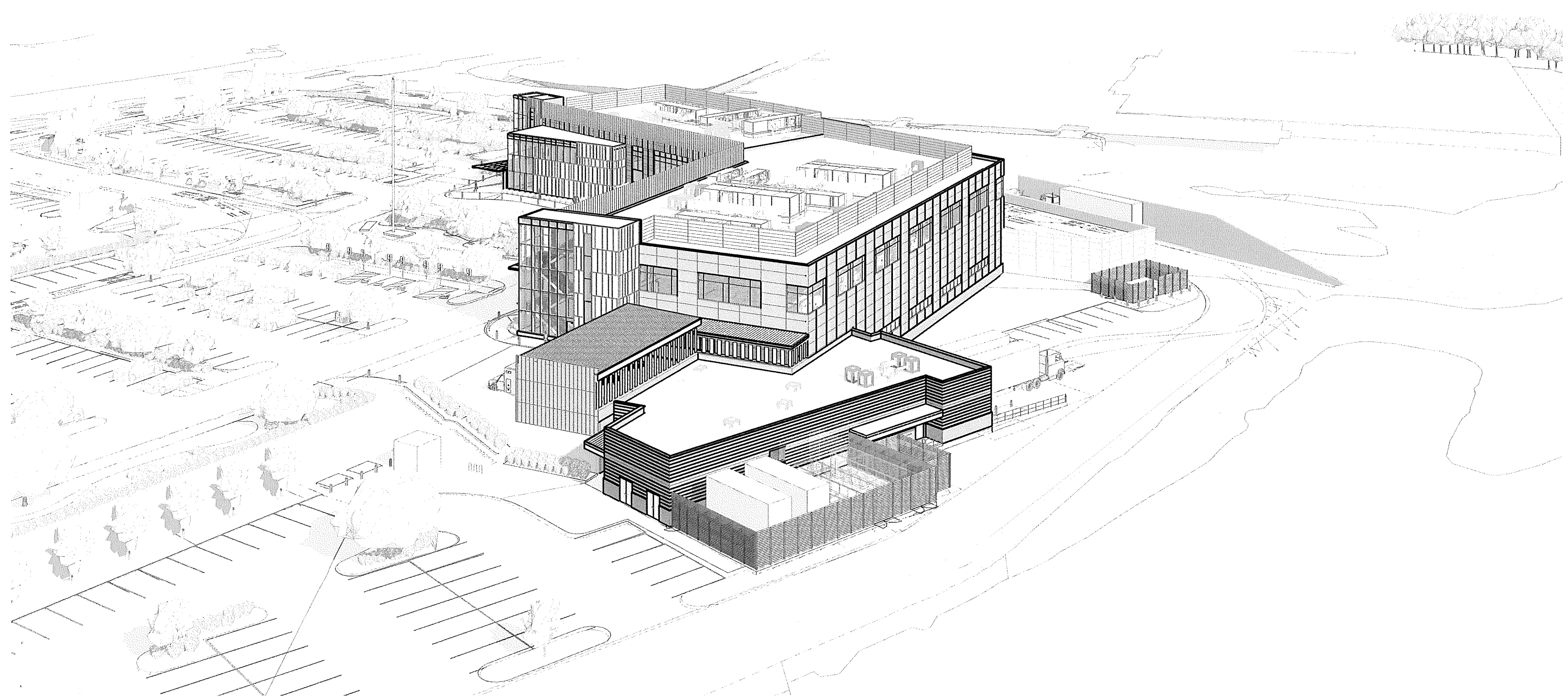
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3D AXON VIEW 1

SCALE:



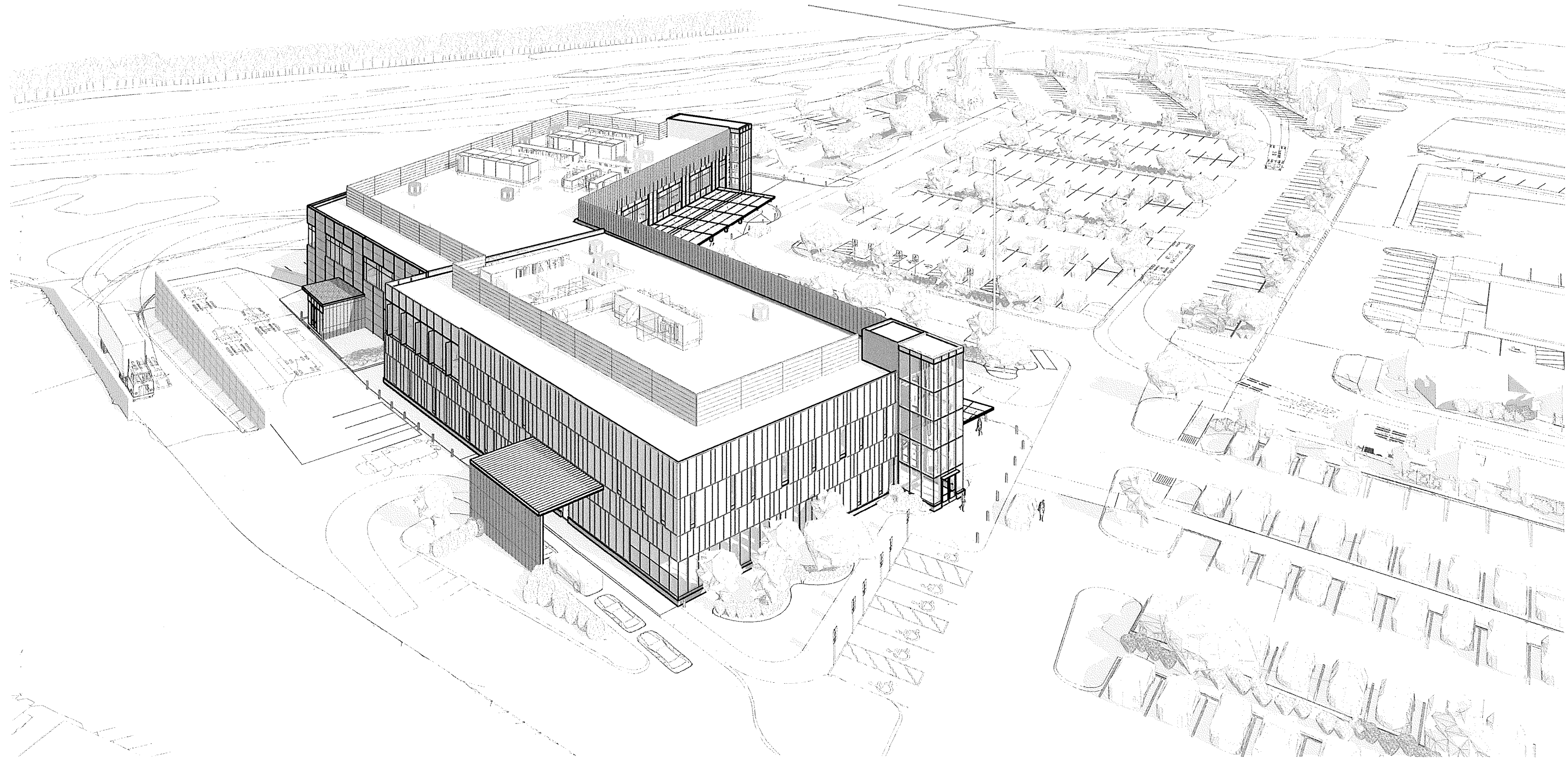




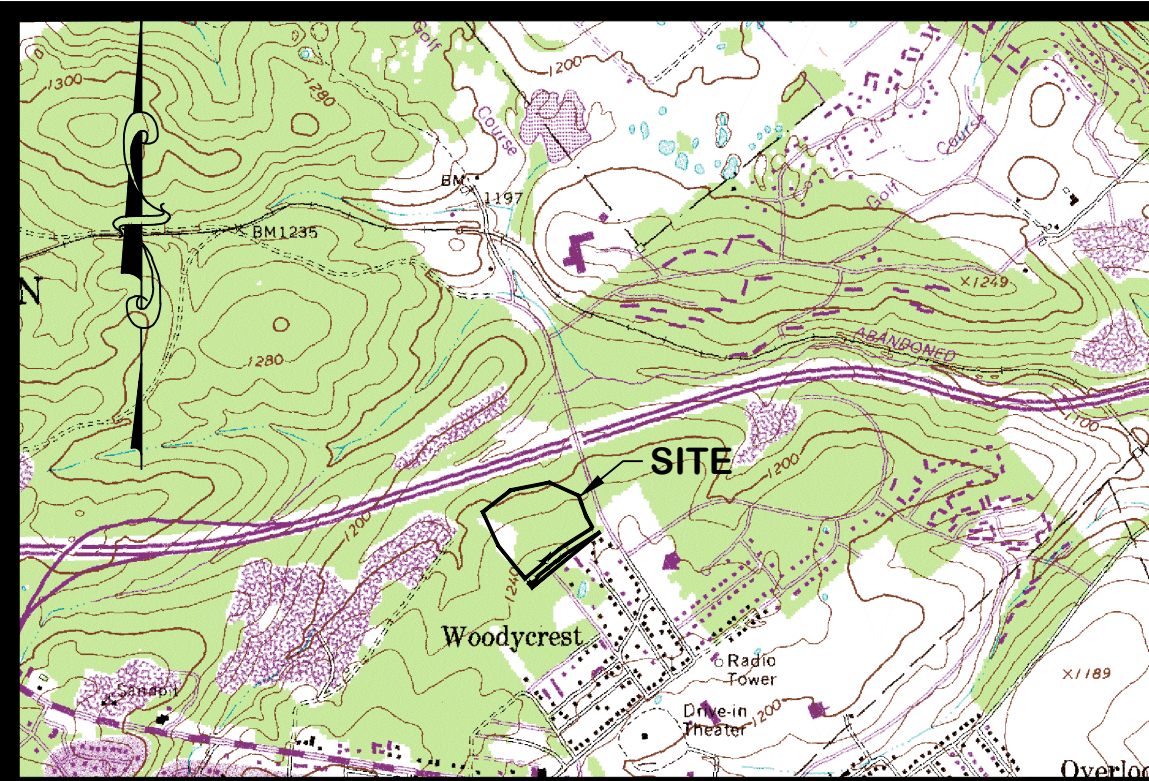
3  
A3.80

### 3D AXON VIEW 3

SCALE:



# PRELIMINARY / FINAL LAND DEVELOPMENT PLAN FOR PENN HIGHLANDS MICRO-HOSPITAL AND MEDICAL OFFICE BUILDING PATTON TOWNSHIP, CENTRE COUNTY, PENNSYLVANIA



LOCATION MAP 1" = 2000'

**CERTIFICATE OF OWNERSHIP (DUBOIS REGIONAL MEDICAL CENTER)**  
ON THIS DAY OF \_\_\_\_\_ 20\_\_\_\_, BEFORE ME THE UNDERSIGNED OFFICER, PERSONALLY APPEARED:

PRINT \_\_\_\_\_ TITLE \_\_\_\_\_

SIGNATURE \_\_\_\_\_

WHO, BEING DULY SWORN ACCORDING TO LAW, DEPOSES AND SAYS THAT THEY ARE THE OWNERS AND/OR EQUITABLE OWNERS OF THE PROPERTY SHOWN ON THE PLAN, AND THAT THEY ACKNOWLEDGE THE SAME TO BE THEIR ACT AND PLAN, AND DESIRE THE SAME TO BE RECORDED AS SUCH, ACCORDING TO LAW.

NOTARY PUBLIC  
MY COMMISSION EXPIRES: \_\_\_\_\_

**CERTIFICATE OF OWNERSHIP (WADDLE REAL ESTATE, L.P.)**  
ON THIS DAY OF \_\_\_\_\_ 20\_\_\_\_, BEFORE ME THE UNDERSIGNED OFFICER, PERSONALLY APPEARED:

PRINT \_\_\_\_\_ TITLE \_\_\_\_\_

SIGNATURE \_\_\_\_\_

WHO, BEING DULY SWORN ACCORDING TO LAW, DEPOSES AND SAYS THAT THEY ARE THE OWNERS AND/OR EQUITABLE OWNERS OF THE PROPERTY SHOWN ON THE PLAN, AND THAT THEY ACKNOWLEDGE THE SAME TO BE THEIR ACT AND PLAN, AND DESIRE THE SAME TO BE RECORDED AS SUCH, ACCORDING TO LAW.

NOTARY PUBLIC  
MY COMMISSION EXPIRES: \_\_\_\_\_

**CERTIFICATE OF OWNERSHIP (223 COLONNADE BLVD, LLC)**  
ON THIS DAY OF \_\_\_\_\_ 20\_\_\_\_, BEFORE ME THE UNDERSIGNED OFFICER, PERSONALLY APPEARED:

PRINT \_\_\_\_\_ TITLE \_\_\_\_\_

SIGNATURE \_\_\_\_\_

WHO, BEING DULY SWORN ACCORDING TO LAW, DEPOSES AND SAYS THAT THEY ARE THE OWNERS AND/OR EQUITABLE OWNERS OF THE PROPERTY SHOWN ON THE PLAN, AND THAT THEY ACKNOWLEDGE THE SAME TO BE THEIR ACT AND PLAN, AND DESIRE THE SAME TO BE RECORDED AS SUCH, ACCORDING TO LAW.

NOTARY PUBLIC  
MY COMMISSION EXPIRES: \_\_\_\_\_

**STORMWATER FACILITIES ACKNOWLEDGEMENT**  
I HEREBY ACKNOWLEDGE THAT THE STORMWATER MANAGEMENT SYSTEM IS TO BE MAINTAINED IN ACCORDANCE WITH THE OPERATION AND MAINTENANCE PROGRAM AND IS TO REMAIN A PERMANENT FIXTURE WHICH CAN BE ALTERED OR REMOVED AFTER APPROVAL OF A REVISED PLAN BY THE TOWNSHIP OF PATTON.

OWNER \_\_\_\_\_ DATE \_\_\_\_\_

**PROFESSIONAL LAND SURVEYOR CERTIFICATION**  
I, \_\_\_\_\_, A PROFESSIONAL LAND SURVEYOR IN THE COMMONWEALTH OF PENNSYLVANIA, DO HEREBY CERTIFY THAT THIS PLAN CORRECTLY REPRESENTS THE TRACTS OF LANDS AS SHOWN.

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**PATTON TOWNSHIP APPROVALS**  
**PLANNING COMMISSION**  
APPROVED BY THE PATTON TOWNSHIP PLANNING COMMISSION ON \_\_\_\_\_ 20\_\_\_\_.

CHAIRMAN \_\_\_\_\_ DATE \_\_\_\_\_

SECRETARY \_\_\_\_\_ DATE \_\_\_\_\_

**TOWNSHIP SUPERVISORS**  
APPROVED BY THE PATTON TOWNSHIP BOARD OF SUPERVISORS ON \_\_\_\_\_ 20\_\_\_\_.

CHAIRMAN \_\_\_\_\_ DATE \_\_\_\_\_

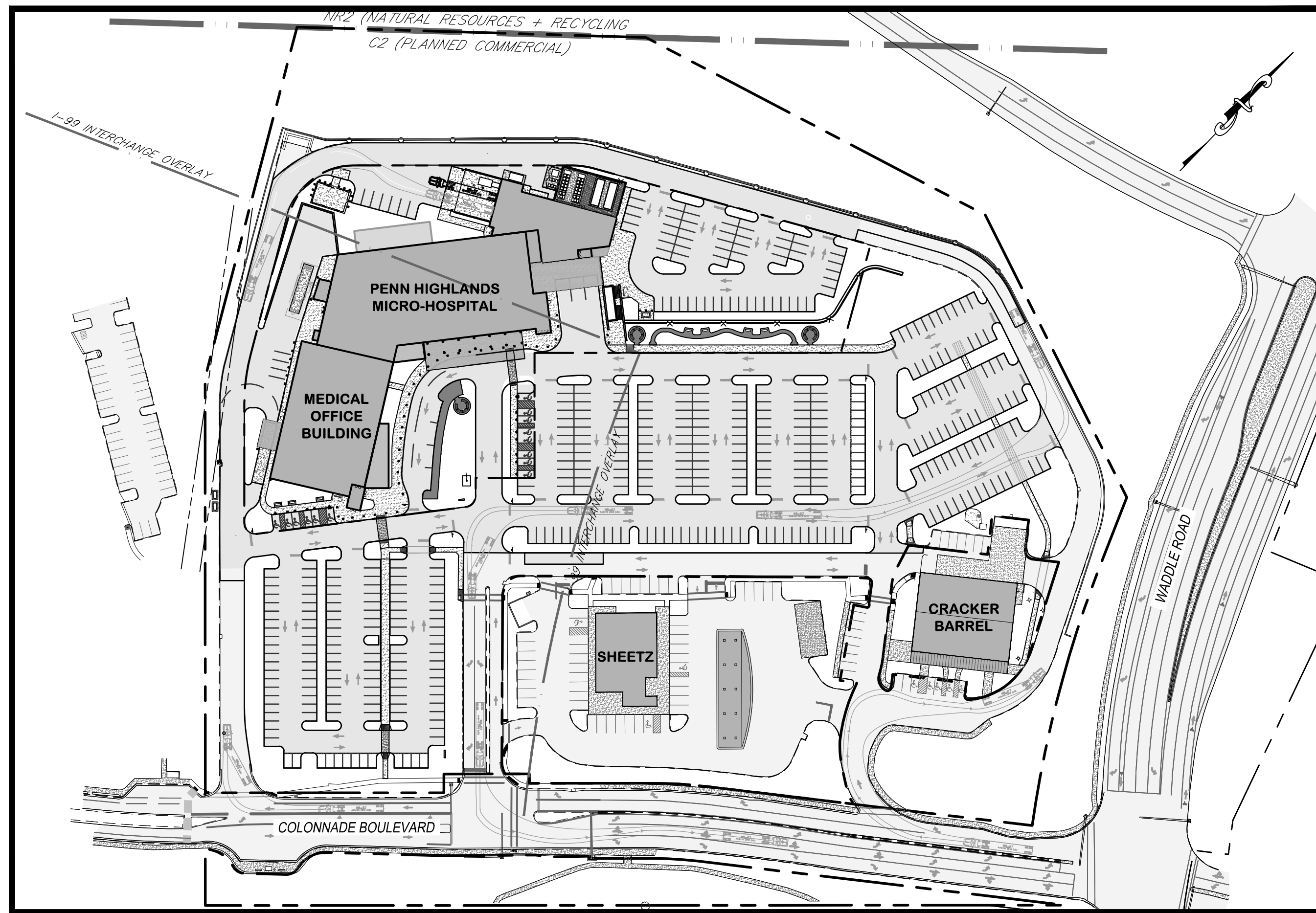
SECRETARY \_\_\_\_\_ DATE \_\_\_\_\_

**STORMWATER CERTIFICATION**  
I, \_\_\_\_\_, HEREBY CERTIFY THAT THE STORMWATER MANAGEMENT PLAN MEETS ALL DESIGN STANDARDS AND CRITERIA OF THE PATTON TOWNSHIP STORMWATER MANAGEMENT REGULATIONS, CHAPTER 147, OF THE PATTON TOWNSHIP CODE OF ORDINANCES.

**DESIGN ENGINEER STORMWATER CERTIFICATION**  
I, \_\_\_\_\_, HEREBY CERTIFY THAT THE STORMWATER MANAGEMENT PLAN MEETS ALL DESIGN STANDARDS AND CRITERIA OF THE PATTON TOWNSHIP STORMWATER MANAGEMENT REGULATIONS, CHAPTER 147, OF THE PATTON TOWNSHIP CODE OF ORDINANCES.

**CENTRE COUNTY RECORDER**  
RECORDED ON THIS \_\_\_\_\_ DAY OF 20\_\_\_\_  
IN THE RECORDER'S OFFICE OF SAID COUNTY.  
PLAT BOOK VOLUME \_\_\_\_\_ PAGE \_\_\_\_\_  
GIVEN UNDER MY HAND AND SEAL OF THE SAID OFFICE ON THE DATE ABOVE WRITTEN.

RECORDER: \_\_\_\_\_



PROPOSED CONDITIONS SCALE: 1"=100'

**ACT 287 INFORMATION (SN# 20210122430)**  
COMCAST CABLEVISION  
250 REESE ROAD  
STATE COLLEGE, PA 16801  
CONTACT: JEFF WALKER  
EMAIL: JEFFREY\_WALKER2@CABLE.COMCAST.COM

PATTON TOWNSHIP  
100 PATTON PLAZA  
STATE COLLEGE, PA 16803  
CONTACT: GLENN COAKLEY  
EMAIL: GCOAKLEY@TWP.PATTON.PA.US

STATE COLLEGE BOROUGH WATER AUTHORITY  
1201 WEST BRANCH ROAD  
STATE COLLEGE, PA 16801  
CONTACT: STEVEN ALBRIGHT  
EMAIL: STEVE@SCBWA.ORG

UNIVERSITY AREA JOINT AUTHORITY  
1576 SPRING VALLEY RD  
STATE COLLEGE, PA 16801  
CONTACT: MARK HARTER  
EMAIL: MHARTER@UAJA.ORG

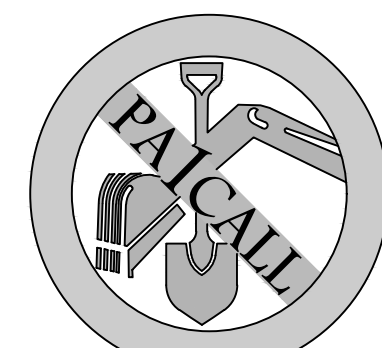
VERIZON PENNSYLVANIA LLC  
1028 HAY ST  
PITTSBURGH, PA 15221  
CONTACT: DEBORAH BARUM  
EMAIL: DEBORAH.D.DELIA@VERIZON.COM

WEST PENN POWER  
800 CABIN HILL DRIVE  
ROOM B100N  
GREENSBURG, PA 15601  
CONTACT: ROBERT PAINTER  
EMAIL: RPAINTER@FIRSTENERGYCORP.COM

COLUMBIA GAS OF PA INC  
1600 DUBLIN RD  
COLUMBUS, OH 43215  
CONTACT: LUST COLLINS  
EMAIL: LDUGAN@NCSOURCE.COM

WINDSTREAM  
1450 CENTER POINT RD  
HIAWATHA, IA 52233  
CONTACT: LOCATE DESK PERSONNEL  
EMAIL: LOCATE.DESK@WINDSTREAM.COM

CROWN CASTLE  
1500 CORPORATE DR  
CANONSBURG, PA 15317  
CONTACT: TYLER STEIN  
EMAIL: TYLER.STEIN@CROWNCASTLE.COM



Pennsylvania One Call System, Inc.  
Call Before You Dig!  
1-800-242-1776

**STORMWATER FACILITIES OPERATION AND MAINTENANCE PROGRAM**  
THE STORMWATER MANAGEMENT SYSTEM IS TO BE A PERMANENT FIXTURE THAT CAN BE ALTERED OR REMOVED ONLY AFTER APPROVAL OF A REVISED PLAN BY THE MUNICIPALITY. ALL INSPECTIONS, MAINTENANCE AND REPAIRS OF THE STORMWATER MANAGEMENT SYSTEM ARE THE RESPONSIBILITY OF THE OWNERS. THE BMP SHOWN ON THE ATTACHED PLAN SHALL BE MAINTAINED USING THE FOLLOWING PROCEDURES (FROM THE POST CONSTRUCTION STORMWATER MANAGEMENT PLAN FOR PATTON TOWNE CENTER (REVISED 2/2/2009)):

STORMWATER/INFILTRATION BASIN  
FROM THE TIME THE BASIN BECOMES FUNCTIONAL FOLLOWING THE SITE CONSTRUCTION AND STABILIZATION, THE BASIN SHALL BE INSPECTED AFTER EVERY SIGNIFICANT RAINFALL EVENT FOR SEDIMENT BUILDUP AND TO ENSURE A HEALTHY STAND OF VEGETATION IS ESTABLISHED. IF FOR SOME REASON CONSTRUCTION PROJECTS OCCUR WITHIN THE TRIBUTARY AREA TO THE BASIN THE INSPECTIONS SHOULD BE INCREASED TO MONTHLY. ADDITIONAL INSPECTION TASKS ARE:

- INSPECT THE BASIN SIDES AND EMERGENCY SPILLWAY AREA FOR ANY PLANT SPECIES NOT SPECIFIED IN THIS PLAN AND REMOVE IMMEDIATELY.
- INSPECT THE BASIN SIDE SLOPES AND EMBANKMENTS FOR ANY SIGNS OF ANIMAL BURROWS OR FOR ANY SLOUGHING OR EROSION OF SOILS. IF PRESENT, BACKFILL OR REPAIR AS REQUIRED AND REPLACE VEGETATION.
- INSPECT THE PRINCIPAL SPILLWAY AND EMERGENCY SPILLWAYS FOR MODIFICATIONS BY UNAUTHORIZED PERSONS THAT WOULD DAM OR OTHERWISE ALTER THE FLOW OF WATER. ANY TRASH OR DEBRIS THAT ACCUMULATES AROUND THE SPILLWAY STRUCTURES SHALL BE REMOVED IMMEDIATELY.
- INSPECT THE EMERGENCY SPILLWAY AND PRINCIPAL SPILLWAY OUTLETS FOR ANY SIGNS OF EROSION OR SCOURING. REPLACE AND/OR REPAIR ANY SERIOUS SCOURING OF EARTH AND ROCK APRONS. CONTACT THE ENGINEER IF SUCH PROBLEMS PERSIST.
- CONTACT THE ENGINEER OR OTHER QUALIFIED PROFESSIONAL IF THE FORMATION OF SINKHOLES OCCURS WITHIN THE BASIN.
- IF SINKHOLES OCCUR ON-SITE THE OWNER SHALL REPAIR THE SINKHOLE(S) AT THE DIRECTION OF A QUALIFIED PROFESSIONAL. THE PROPOSED REPAIRS MUST BE SUBMITTED TO PATTON TOWNSHIP ENGINEERS FOR REVIEW AND APPROVAL PRIOR TO IMPLEMENTATION.

**CONSTRUCTION NOTES**

- CONSTRUCTION TRAFFIC TO UTILIZE THE SERVICE ROAD. AVOID RIGHT ONLY ENTRANCE AND MAIN ACCESS DRIVE. PLACE "CONSTRUCTION ENTRANCE" SIGN AT SERVICE ROAD.
- INSTALL ALL NECESSARY E&S CONTROLS AS APPROVED BY CENTRE COUNTY CONSERVATION DISTRICT.
- REMOVE PORTIONS OF ACCESS AISLE B AND EXISTING PARKING TO ALLOW CONSTRUCTION OF THE PARKING AREA NORTH OF CRACKER BARREL AND REALIGNED ACCESS AISLE B. MAINTAIN 100 PARKING STALLS FOR CRACKER BARREL AND MAINTAIN VEHICULAR & PEDESTRIAN ACCESS TO CRACKER BARREL.
- CONSTRUCT THE PARKING AREA LOCATED NORTH OF CRACKER BARREL PRIOR TO REMOVING THE EXISTING 100 PARKING STALLS CURRENTLY USED BY CRACKER BARREL. INSTALL STORM PIPES AND INLETS, INCLUDING MH-SR AND PIPE ADJUSTMENTS ASSOCIATED WITH MH-SR. INSTALL CURBING, SIDEWALK, PAVING BASE COURSE, LIGHTING, AND LINE STRIPING. PROVIDE TEMPORARY POWER FOR LIGHTING AND ALSO PROVIDE CONDUIT TO PERMANENT POWER SOURCE.
- ONCE COMPLETE WITH ACCESS AISLE B AND PARKING AREA NORTH OF CRACKER BARREL, PROVIDE IMPROVEMENTS FOR ACCESS AISLE A. REMOVE EXISTING PARKING ISLANDS AND SAW CUT PAVEMENT NECESSARY FOR CURB INSTALLATION. INSTALL STORM INLETS AND PIPES. INSTALL CURB ON THE NORTH SIDE OF ACCESS AISLE A AND REPAIR PAVEMENT AS NEEDED. PAVE ADDITIONAL AREA AS SHOWN ON THE PLAN.

**SHEET INDEX:**

SHEET 1	COVER	SHEET 19	PROFILES
SHEET 2	EXISTING CONDITIONS	SHEET 20	PROFILES
SHEET 3	OVERALL DEMOLITION	SHEET 21	OVERALL LANDSCAPE
SHEET 4	DEMOLITION	SHEET 22	LANDSCAPE
SHEET 5	DEMOLITION	SHEET 23	LANDSCAPE
SHEET 6	DEMOLITION	SHEET 24	LANDSCAPE
SHEET 7	DEMOLITION	SHEET 25	LANDSCAPE
SHEET 8	OVERALL LAYOUT	SHEET 26	OVERALL LIGHTING
SHEET 9	LAYOUT	SHEET 27	LIGHTING
SHEET 10	LAYOUT	SHEET 28	LIGHTING
SHEET 11	LAYOUT	SHEET 29	LIGHTING
SHEET 12	LAYOUT	SHEET 30	LIGHTING
SHEET 13	OVERALL GRADING & UTILITY	SHEET 31	DETAILS
SHEET 14	GRADING & UTILITY	SHEET 32	DETAILS
SHEET 15	GRADING & UTILITY	SHEET 33	DETAILS
SHEET 16	GRADING & UTILITY	SHEET 34	DETAILS
SHEET 17	GRADING & UTILITY	SHEET 35	DETAILS
SHEET 18	PROFILES	SHEET 36	DETAILS

**PROJECT NARRATIVE:**  
DUBOIS REGIONAL MEDICAL CENTER, AKA PENN HIGHLANDS HEALTHCARE, IS PROPOSING TO CONSTRUCT A THREE STORY MICRO-HOSPITAL AND A TWO STORY MEDICAL OFFICE BUILDING IN THE PATTON TOWNE CENTER DEVELOPMENT, LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF WADDLE ROAD AND COLONNADE BOULEVARD. THE PROPERTY IS ZONED C-2 PLANNED COMMERCIAL DISTRICT AND WITHIN THE I-99 INTERCHANGE OVERLAY DISTRICT. THE MICRO-HOSPITAL AND MEDICAL OFFICE BUILDING WILL BE LOCATED AT THE NORTHWEST CORNER AND WILL SHARE PARKING AREAS BETWEEN CRACKER BARREL AND SHEETZ.

THIS PLAN IS A REVISION TO THE PREVIOUSLY APPROVED PATTON TOWNE CENTER DEVELOPMENT (PHASE 3 - PLAT BOOK 93, PAGE 65) AND WILL COMPLETE THE BUILD OUT OF THE SITE, WHICH HAS AN EXISTING STORMWATER MANAGEMENT BASIN AND STORMWATER CONVEYANCE SYSTEM. NO CHANGES ARE PROPOSED TO THE BASIN. MOST OF THE CONVEYANCE SYSTEM WILL REMAIN INTACT AND WITH THE ADDITION OF SEVERAL NEW INLETS AND PIPES, THE SYSTEM WILL CONTINUE TO SERVE THE SITE AS ORIGINALLY INTENDED. THE PATTON TOWNE CENTER DEVELOPMENT WAS APPROVED WITH A 70 PERCENT IMPERVIOUS COVERAGE. THIS PLAN REVISION WILL REDUCE THE SITE'S FINAL IMPERVIOUS COVERAGE TO BELOW 65 PERCENT. THIS PROJECT WILL REQUIRE A NPDES PERMIT FOR THE RELEASE OF STORMWATER DURING CONSTRUCTION ACTIVITIES.

THE SITE IS ALREADY SERVED BY EXISTING UTILITIES, INCLUDING PUBLIC WATER AND SEWER. NEW CONNECTIONS WILL BE NECESSARY TO SERVE THE PROPOSED BUILDING. PORTIONS OF SOME UTILITIES WILL REQUIRE RELOCATION WITHIN THE SITE. THIS PROPOSED WORK WILL NOT AFFECT SERVICE TO THE OTHER BUSINESSES.

NO CHANGES TO THE SITE ACCESS ARE PROPOSED, WHICH ARE NEAR TWO CATA BUS STOPS ALONG COLONNADE BOULEVARD. THE TRAFFIC STUDY IS BEING REVISED FOR THE PROPOSED NEW USES. THE PARKING LOT AREAS AND DRIVE AISLES ARE REDESIGNED TO IMPROVE TRAFFIC FLOW TO THE PATIENT DROP-OFF AREA, AMBULANCE PARKING BAYS, PHARMACY DRIVE-THRU, LOADING DOCKS, PORTABLE MRI LOCATION, AND TO ACCOMMODATE THE DESIRED AMOUNT OF PARKING.

**SITE DATA:**

OWNER OF RECORD: DUBOIS REGIONAL MEDICAL CENTER t/d/b/o PENN HIGHLANDS DUBOIS  
100 HOSPITAL AVE.  
DUBOIS, PA 15801

ASSESSMENT NO. 18-11/17.1 (2.53 AC & 40.82% OF COMMON ELEMENTS)  
18-11/17.102 (0.79 AC & 12.83% OF COMMON ELEMENTS)  
18-11/17.106 (0.42 AC & 6.78% OF COMMON ELEMENTS)  
SOURCE OF TITLE: RECORD BOOK 2228 PAGE 147

OWNER OF RECORD: WADDLE REAL ESTATE, L.P.  
444 EAST COLLEGE AVENUE, SUITE 540  
STATE COLLEGE, PA 16801

ASSESSMENT NO. 18-11/17 (0.55 AC & 8.96% OF COMMON ELEMENTS)  
SOURCE OF TITLE: RECORD BOOK 1992 PAGE 702

OWNER OF RECORD: 223 COLONNADE BLVD, LLC  
910 RED OAK DRIVE  
PITTSBURGH, PA 15238

ASSESSMENT NO. 18-11/17.103 (1.90 AC & 30.61% OF COMMON ELEMENTS)  
SOURCE OF TITLE: RECORD BOOK 2229 PAGE 449

TOTAL TRACT SIZE: 16.26 AC (708,407 SQ. FT.)  
COMMON ELEMENT 1: 9.252 AC (403,018 SQ. FT.)  
COMMON ELEMENT 2: 0.81 AC (35,443 SQ. FT.)

USGS QUAD: JULIAN, PA  
ZONING DISTRICT: C-2 PLANNED COMMERCIAL & I-99 OVERLAY(\*)  
EXISTING USE: VACANT  
PROPOSED USE: HOSPITAL / MEDICAL OFFICES

BUILDING SETBACKS (C-2):  
FRONT: 25'  
SIDE: 10'  
REAR: 15' & 75'

MAX. BUILDING HEIGHT: 50 FT  
MIN. LOT AREA: 3 AC  
MAX. IMPERVIOUS COVERAGE: 65%  
PROPOSED IMPERVIOUS COVERAGE: 64.6%  
BUILDING GROSS SQUARE FOOTAGE:  
MEDICAL OFFICE BUILDING = 32,591 SQ. FT.  
MICRO-HOSPITAL = 82,409 SQ. FT.

SEWER EDU'S ASSIGNED TO THE SITE = 76  
CRACKER BARREL = 16.5  
SHEETZ = 4.0  
REMAINING EDU'S = 55.5

CALCULATED EDU'S FOR PENN HIGHLANDS = 31.5

OFF STREET PARKING:  
MICRO-HOSPITAL = 180 (60 POSSIBLE BEDS / 3 SPACES PER BED)  
MEDICAL OFFICE BUILDING = 163 (1 SPACE PER 200 SF) (32,591 SQ. FT./200)  
SHEETZ = 34 (AS PER PB 91, PG 153)  
CRACKER BARREL = 100  
TOTAL REQUIRED PARKING = 477 STALLS

PROPOSED PARKING = 521  
PAVER PARKING AREAS = 26  
TOTAL PARKING = 547 STALLS  
ADA SPACES: 22 STALLS (INCLUDED IN TOTAL PARKING COUNT)

BICYCLE SPACES: 2.5% x 243 PH REQUIRED SPACES = 6 SPACES REQUIRED  
14 SPACES PROVIDED

PARKING ISLAND EQUIVALENCY:  
548 STALLS @ 1 ISLAND/9 STALLS = 61 ISLANDS @ 149 SF/ISLAND = 9,089 SF OF ISLANDS REQUIRED  
ISLAND AREA PROVIDED = 36,188 SF

**GENERAL NOTES**

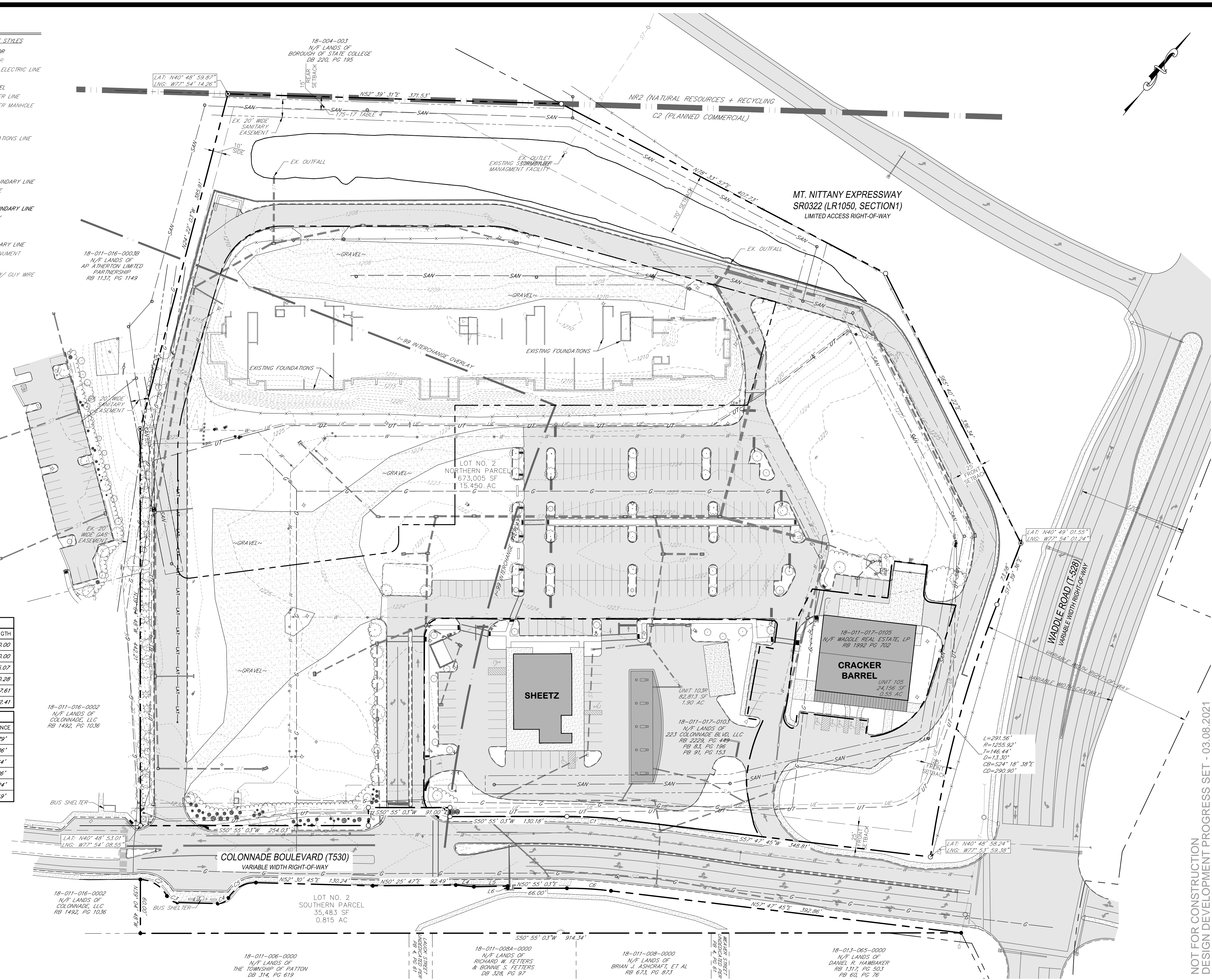
- BASEMAP PROVIDED BY HAMBAKER ENGINEERING, LLC, SURVEY COMPLETED ON JANUARY 6, 2021. DATUM: STATE PLANE HADSB. VERTICAL NAVD83. BENCHMARK USED FOR THIS SURVEY IS 1226.23 ELEVATION. LOCATED AT A SQUARE CUT ON THE BACK OF CURB AS SHOWN ON THE HEREIN PLAN.
- CONTRACTOR TO ENSURE ADA PARKING STALLS DO NOT EXCEED 2% IN ANY DIRECTION.
- THIS PLAN DOES NOT EXCEED THE APPROVED IMPERVIOUS COVERAGE ACCOUNTED FOR IN THE POST CONSTRUCTION STORMWATER MANAGEMENT (PCSM) PLAN DATED 8/7/2007 AND REVISED 2/5/2008. NO CHANGES TO THE PCSM PLAN ARE PROPOSED.
- STORM SEWERS WILL BE CAPABLE OF CARRYING THE 100 YEAR STORM EVENT TO THE BASIN.
- THE ADDRESS FOR THE MICRO-HOSPITAL AND MEDICAL OFFICE BUILDING IS 239 COLONNADE BOULEVARD.
- FIRE HYDRANT FLOW TEST DATA:  
HYDRANT STATIC FLOW TEST DATE  
NUMBER PRESSURE (PSI) RESIDUAL PRESSURE (PSI) FLOW RATE (GPM) TEST DATE  
50178.02 76 37 1325 5/16/2019  
20178.03 73 35 1375 5/16/2019  
20178.04 77 37 1325 5/16/2019
- PROPOSED PUBLIC WATER SERVICE BY STATE COLLEGE BOROUGH WATER AUTHORITY.
- PROPOSED SANITARY SEWER SERVICE BY UNIVERSITY AREA JOINT AUTHORITY.
- THERE ARE NO WETLANDS WITHIN THE PROJECT AREA.
- THE SITE IS NOT LOCATED WITHIN THE SPECIAL FLOOD HAZARD AREA SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD AND OTHER FLOOD AREAS. SEE FEMA FIRM PANEL #42027C061 DATED 5/4/2009.
- THERE WILL BE A FEE CONTRIBUTION FOR THIS LAND DEVELOPMENT PLAN TO THE WADDLE ROAD IMPROVEMENTS.
- ALL SIGNS, OTHER THAN DIRECTIONAL SIGNAGE LESS THAN 5 SQUARE FEET, WILL BE SUBMITTED TO THE TOWNSHIP FOR REVIEW AND APPROVAL.

LOCATION PATTON TOWNSHIP CENTRE COUNTY, PA	OWNER DUBOIS REGIONAL MEDICAL CENTER	SCALE AS SHOWN	DRAWN ESK	DATE	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21	REV. BY
					ESK/KSH	ESK/KSH	
<p><b>COVER</b></p> <p><b>PRELIMINARY / FINAL LAND DEVELOPMENT PLAN FOR PENN HIGHLANDS MICRO-HOSPITAL AND MEDICAL OFFICE BUILDING</b></p>							
<p>1952 Waddle Road, Suite 201 State College, Pa 16803 hambakerengineering.com</p>							
<p>DATE: JANUARY 29, 2021</p> <p>JOB NUMBER: <b>19934</b></p> <p>SHEET NUMBER: <b>1 OF 36</b></p>							

NOT FOR CONSTRUCTION  
DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021

**LEGEND**

EXISTING LINETYPES		EXISTING TEXT STYLES	
-500-	CONTOUR MAJOR	CONTOUR MAJOR	
-499-	CONTOUR MINOR	CONTOUR MINOR	
UE	UNDERGROUND ELECTRIC LINE	UE	
G	GAS LINE	G	
SAN	EDGE OF GRAVEL	SAN	
SAN	SANITARY SEWER LINE	SAN	
ST	SANITARY SEWER MANHOLE	ST	
ST	STORM LINE	ST	
UT	STORM INLET	UT	
UT	UNDERGROUND TELECOMMUNICATIONS LINE	UT	
W	TREE LINE	W	
W	WATER LINE	W	
W	WATER VALVE	W	
W	FIRE HYDRANT	W	
W	ADJONERS BOUNDARY LINE	W	
W	BOUNDARY LINE	W	
W	EASEMENT	W	
W	MUNICIPAL BOUNDARY LINE	W	
W	RIGHT-OF-WAY	W	
W	SETBACK LINE	W	
W	SOIL LINE	W	
W	ZONING BOUNDARY LINE	W	
W	BOUNDARY MONUMENT	W	
W	SIGN	W	
W	UTILITY POLE W/ GUY WIRE	W	

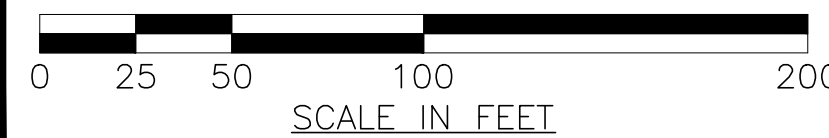


**LOT LINE DATA**

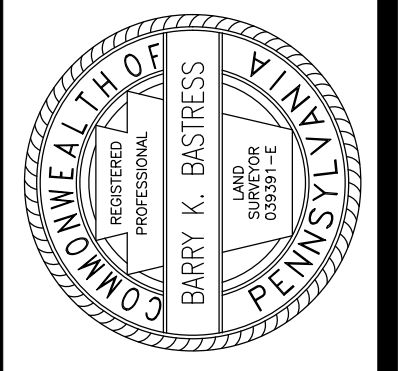
LINE	BEARING	LENGTH
L1	N39°04'57"W	10.00
L2	S39°04'57"E	20.00
L3	N52°30'45"E	45.07
L4	N56°05'51"E	20.28
L5	N49°54'18"E	37.61
L6	S39°04'57"E	2.41

**LOT CURVE DATA**

CURVE	RADIUS	LENGTH	TANGENT	DELTA	BEARING	DISTANCE
C1	490.00	58.82'	29.45'	6°52'42"	S54°21'24"W	58.79'
C2	34.50	36.54'	20.20'	60°41'30"	N82°51'21"E	34.86'
C3	13.50	14.30'	7.90'	60°41'14"	N82°51'21"E	13.64'
C4	13.54	13.86'	7.60'	58°38'11"	N23°09'16"E	13.26'
C5	34.50	36.99'	20.49'	61°25'27"	N21°47'55"E	35.24'
C6	410.00	49.22'	24.64'	6°52'42"	N54°21'24"E	49.19'



DATE	3/10/21	REVISION	REVISION PER PATTON TOWNSHIP LETTER DATED 2/9/21
DATE	3/24/21	REVISION	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21
DATE		REVISION	ESK/KSH
DATE		REVISION	ESK/KSH



LOCATION	PATTON TOWNSHIP CENTRE COUNTY, PA
OWNER	REGIONAL MEDICAL CENTER
SCALE	1" = 40'
DESIGN	ESK
DRAWN	ESK

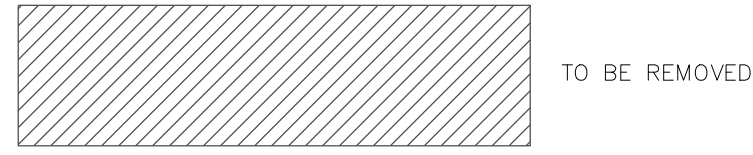
**EXISTING CONDITIONS**  
**PRELIMINARY / FINAL**  
**LAND DEVELOPMENT PLAN**  
**FOR**  
**PENN HIGHLANDS MICRO-HOSPITAL**  
**AND MEDICAL OFFICE BUILDING**



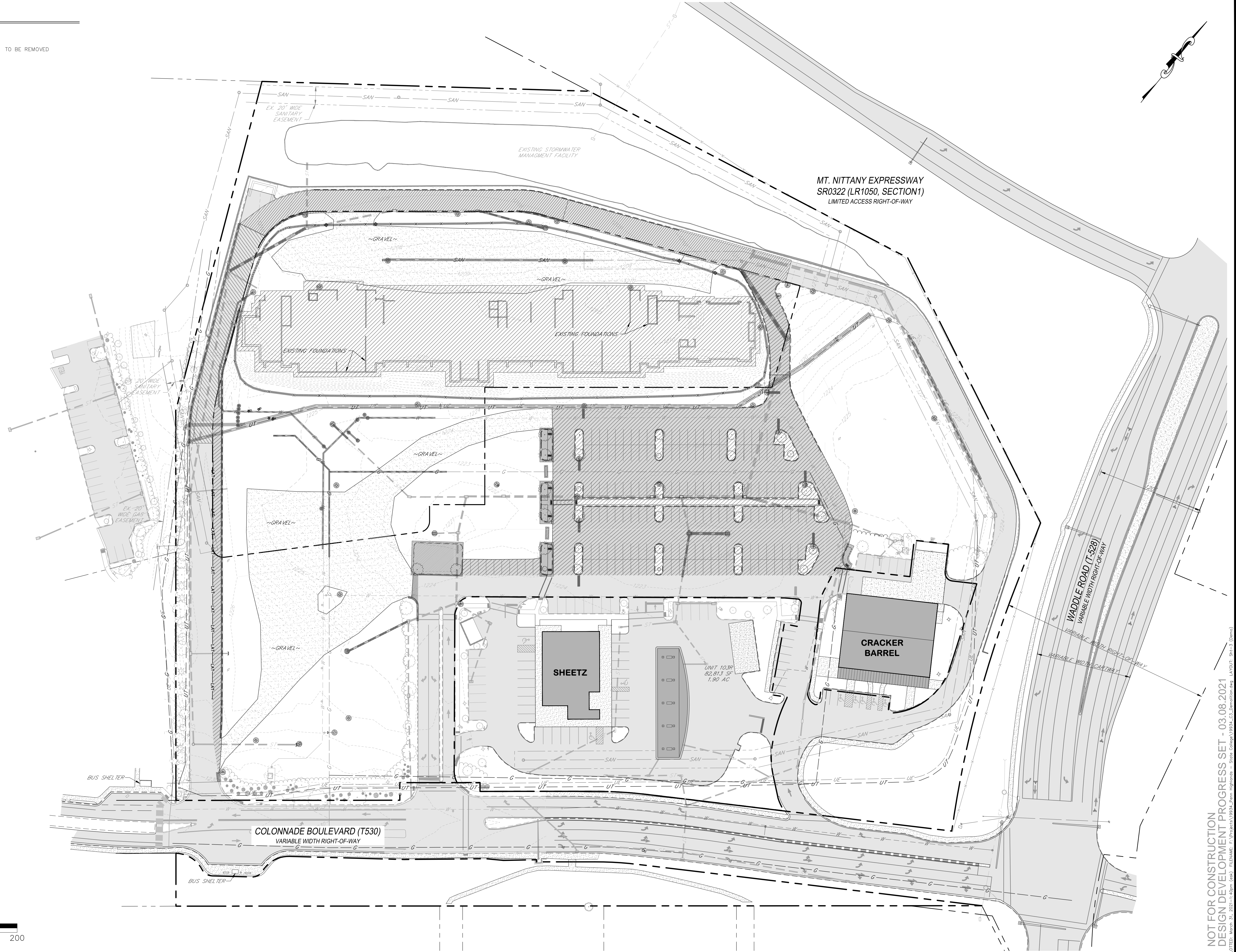
DATE	JANUARY 29, 2021
JOB NUMBER	19934
SHEET NUMBER	2 OF 36

NOT FOR CONSTRUCTION  
 DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021

**LEGEND**

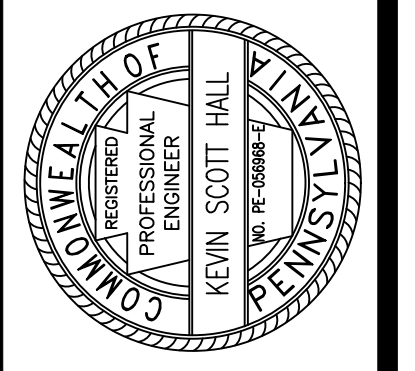


TO BE REMOVED



NOT FOR CONSTRUCTION  
DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021  
PLOTTER: March 31, 2021 10:48am (est) | PLOTNAME: F:\Projects\19934\_Penn\_Highlands - State College\19934\_CS\_Demolition.dwg | PLANT: 3 (Demol)

REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH	REV.	BY
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21		ESK/KSH
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21		ESK/KSH

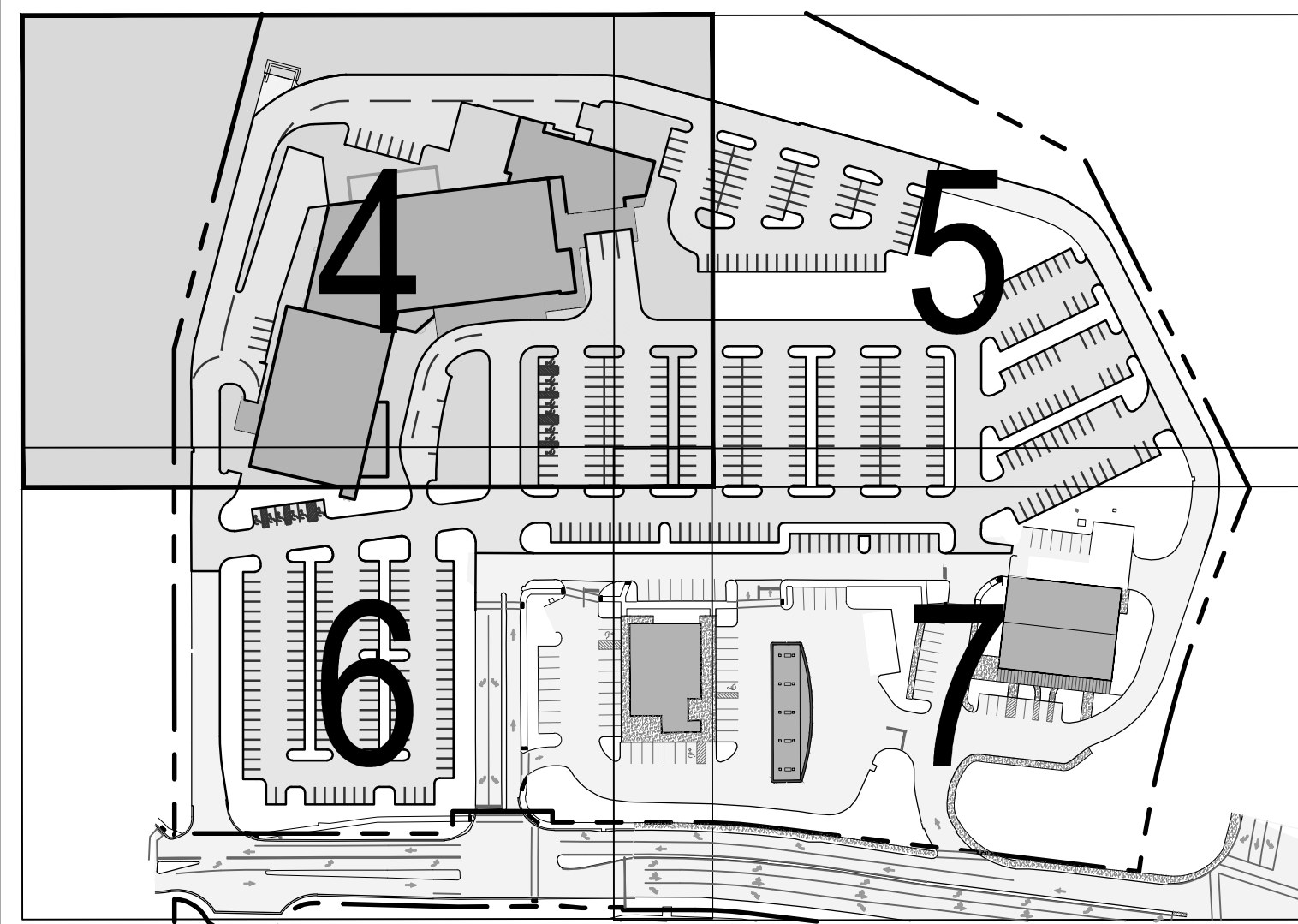


LOCATION: PATTON TOWNSHIP CENTRE COUNTY, PA	OWNER: REGIONAL MEDICAL CENTER	DESIGN: ESK	DRAWN: ESK
---------------------------------------------------	--------------------------------------	----------------	---------------

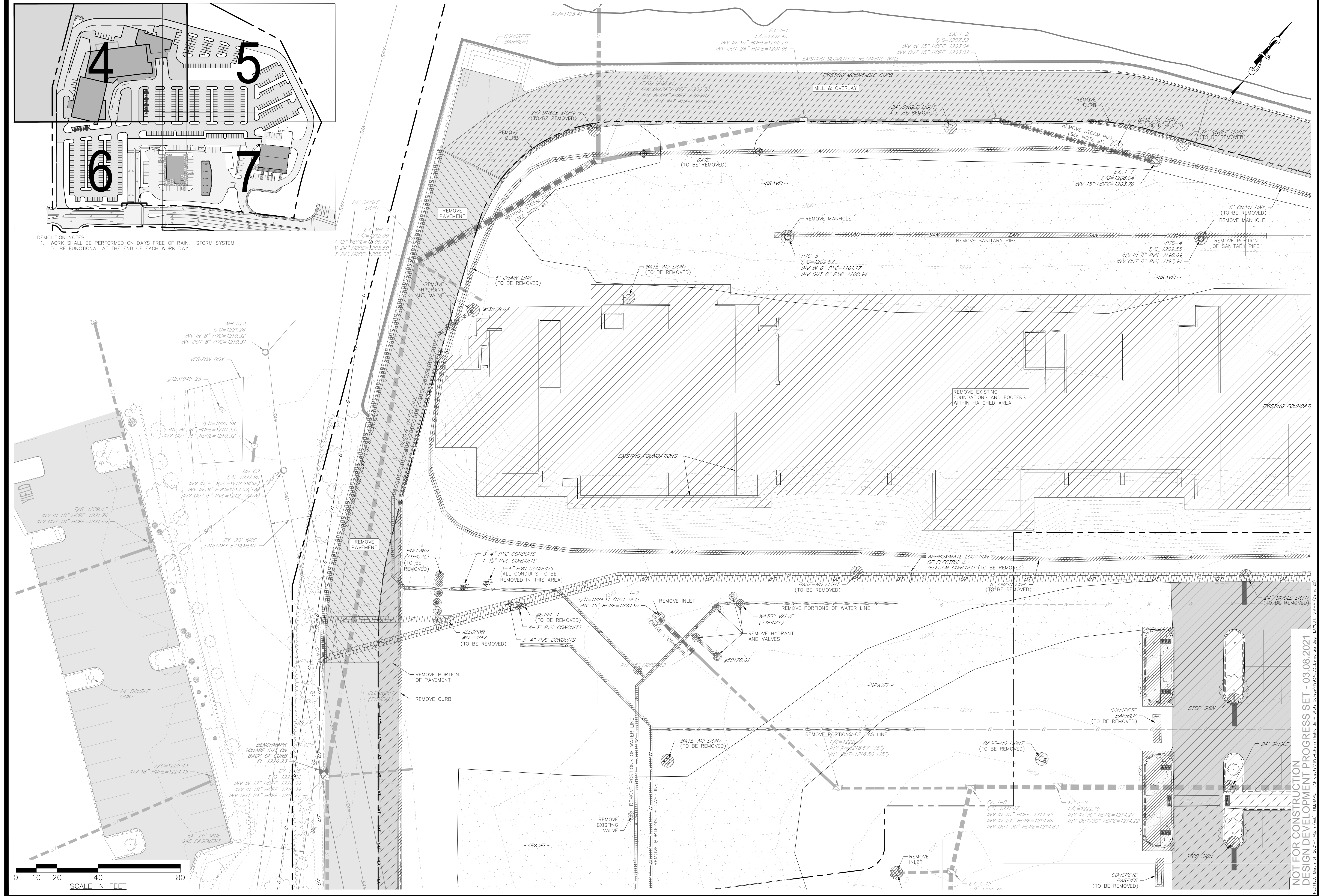
**OVERALL DEMOLITION  
PRELIMINARY / FINAL  
LAND DEVELOPMENT PLAN  
FOR  
PENN HIGHLANDS MICRO-HOSPITAL  
AND MEDICAL OFFICE BUILDING**

**HAWBAKER ENGINEERING**  
1952 Waddle Road, Suite 201 State College, Pa 16803  
1-800-284-8590  
hwbakerengineering.com

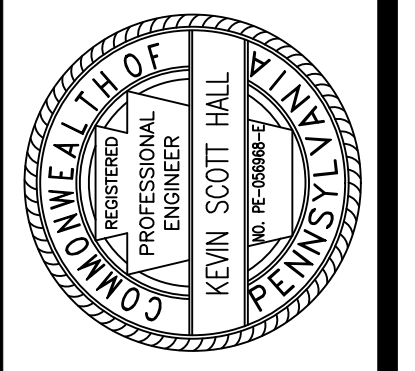
DATE: JANUARY 29, 2021
JOB NUMBER: <b>19934</b>
SHEET NUMBER: <b>3 OF 36</b>



DEMOLITION NOTES:  
 1. WORK SHALL BE PERFORMED ON DAYS FREE OF RAIN. STORM SYSTEM TO BE FUNCTIONAL AT THE END OF EACH WORK DAY.



DATE	REVISION	REV.	BY
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21	ESK/KSH	ESK/KSH
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH	ESK/KSH



LOCATION: PATTON TOWNSHIP, CENTRE COUNTY, PA  
 OWNER: REGIONAL MEDICAL CENTER  
 DESIGNER: ESK  
 DRAWN: ESK  
 SCALE: 1" = 20'

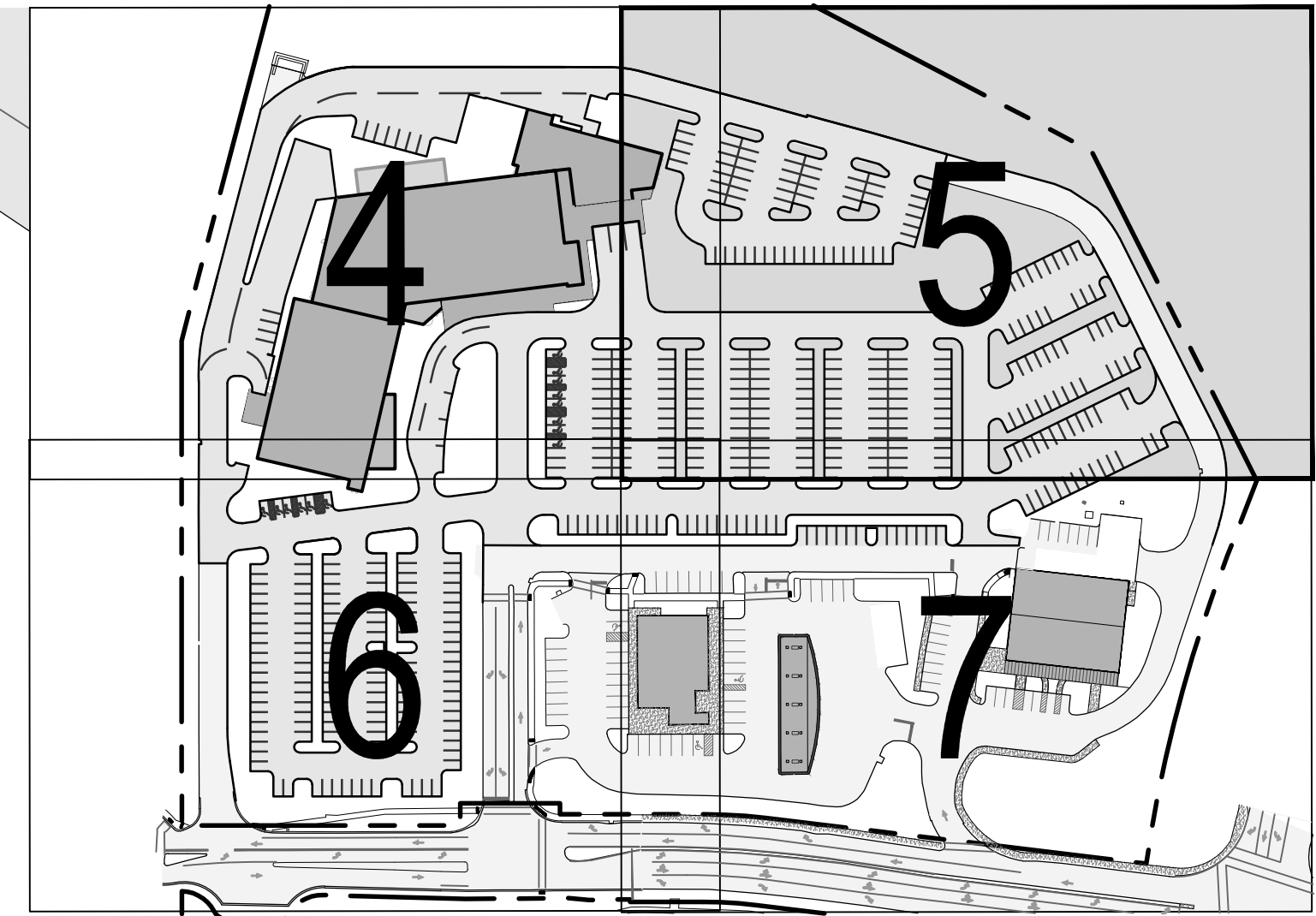
**DEMOLITION**  
 PRELIMINARY / FINAL  
 LAND DEVELOPMENT PLAN  
 FOR  
 PENN HIGHLANDS MICRO-HOSPITAL  
 AND MEDICAL OFFICE BUILDING

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 1-800-284-8590  
 hawbakeringengineering.com

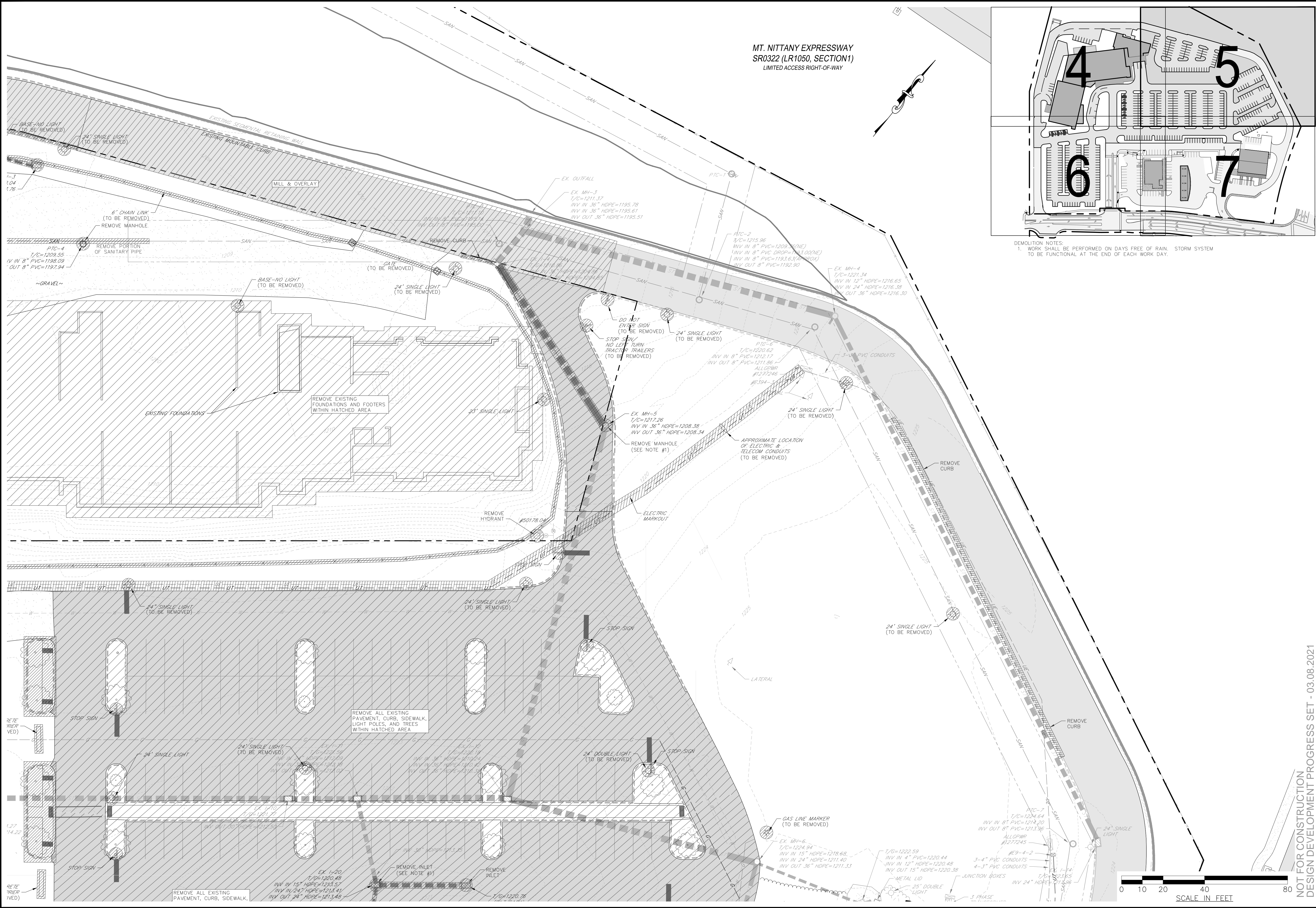
DATE: JANUARY 29, 2021  
 JOB NUMBER: **19934**  
 SHEET NUMBER: **4 OF 36**

NOT FOR CONSTRUCTION  
 DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021

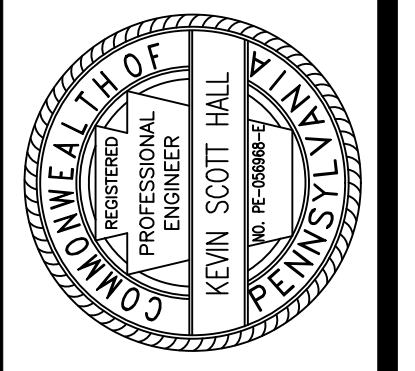
MT. NITTANY EXPRESSWAY  
SR0322 (LR1050, SECTION 1)  
LIMITED ACCESS RIGHT-OF-WAY



DEMOLITION NOTES:  
1. WORK SHALL BE PERFORMED ON DAYS FREE OF RAIN. STORM SYSTEM TO BE FUNCTIONAL AT THE END OF EACH WORK DAY.



DATE	REVISION	REV.	BY
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/19/21	ESK/KSH	ESK/KSH
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH	ESK/KSH



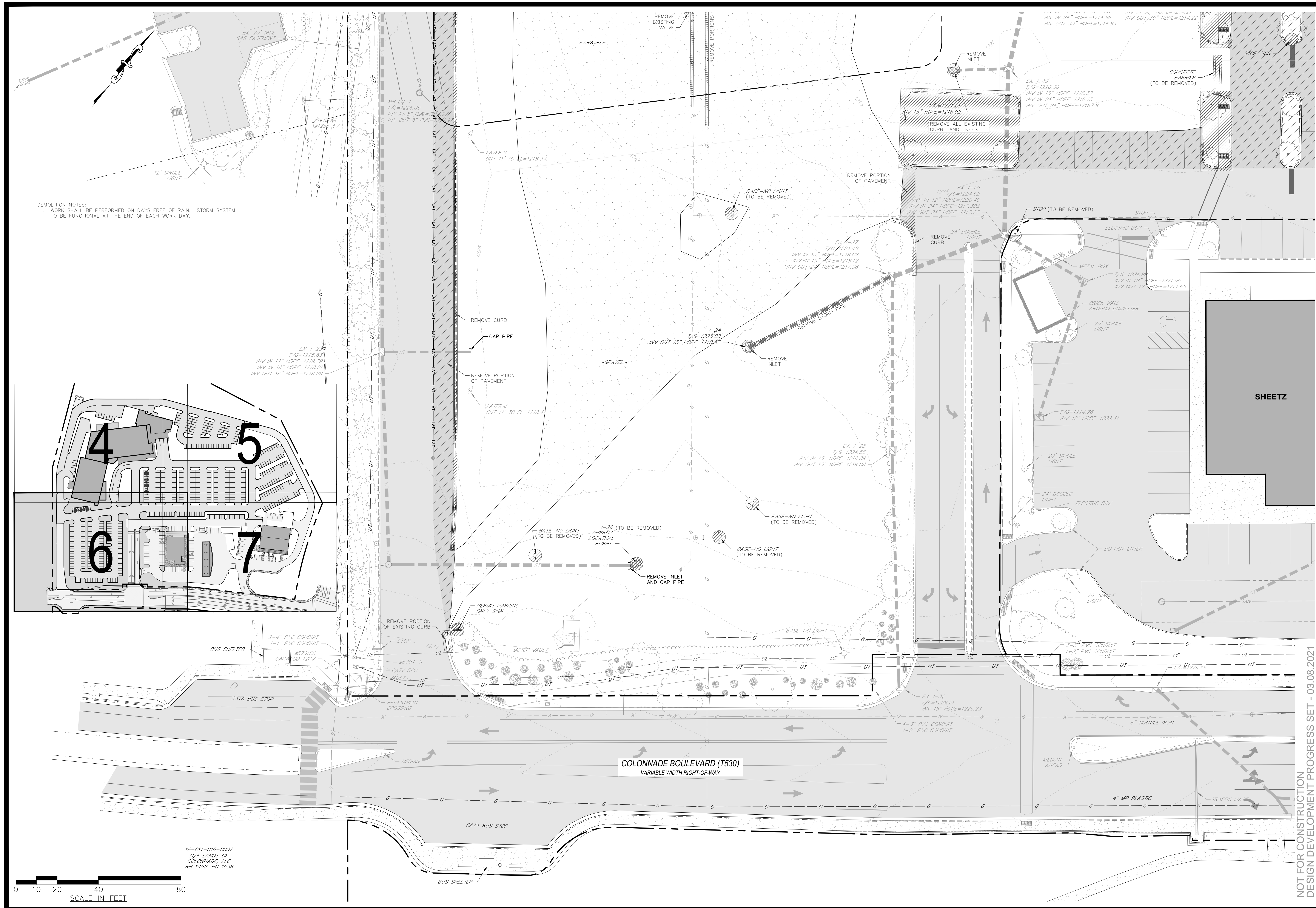
LOCATION	PATTON TOWNSHIP CENTRE COUNTY, PA
OWNER'S REGIONAL MEDICAL CENTER	
SCALE	1" = 20'
DESIGN	ESK
DRAWN	ESK

**DEMOLITION**  
PRELIMINARY / FINAL  
LAND DEVELOPMENT PLAN  
FOR  
PENN HIGHLANDS MICRO-HOSPITAL  
AND MEDICAL OFFICE BUILDING

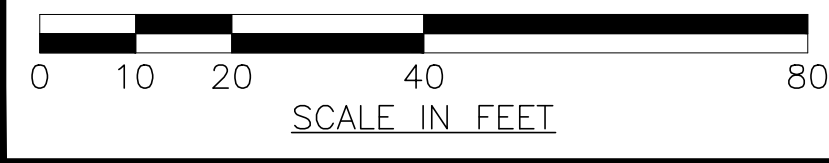
**HAWBAKER ENGINEERING**  
1952 Waddle Road, Suite 201 State College, Pa 16803  
1-800-284-8590  
hwbakerengineering.com

DATE: JANUARY 29, 2021  
JOB NUMBER: **19934**  
SHEET NUMBER: **5 OF 36**

NOT FOR CONSTRUCTION  
DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021

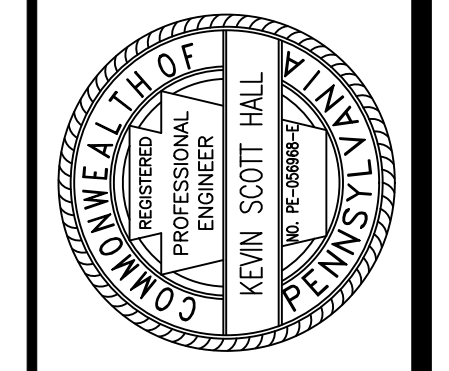


DEMOLITION NOTES:  
 1. WORK SHALL BE PERFORMED ON DAYS FREE OF RAIN. STORM SYSTEM TO BE FUNCTIONAL AT THE END OF EACH WORK DAY.



18-011-016-0002  
 N/F LANDS OF  
 COLONNADE, LLC  
 RB 1492, PG 1036

DATE	REVISION	REV. BY
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21	ESK/KSH
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH



LOCATION	PATTON TOWNSHIP CENTRE COUNTY, PA
OWNER'S REGIONAL MEDICAL CENTER	
SCALE	1" = 20'
DESIGN	ESK
DRAWN	ESK

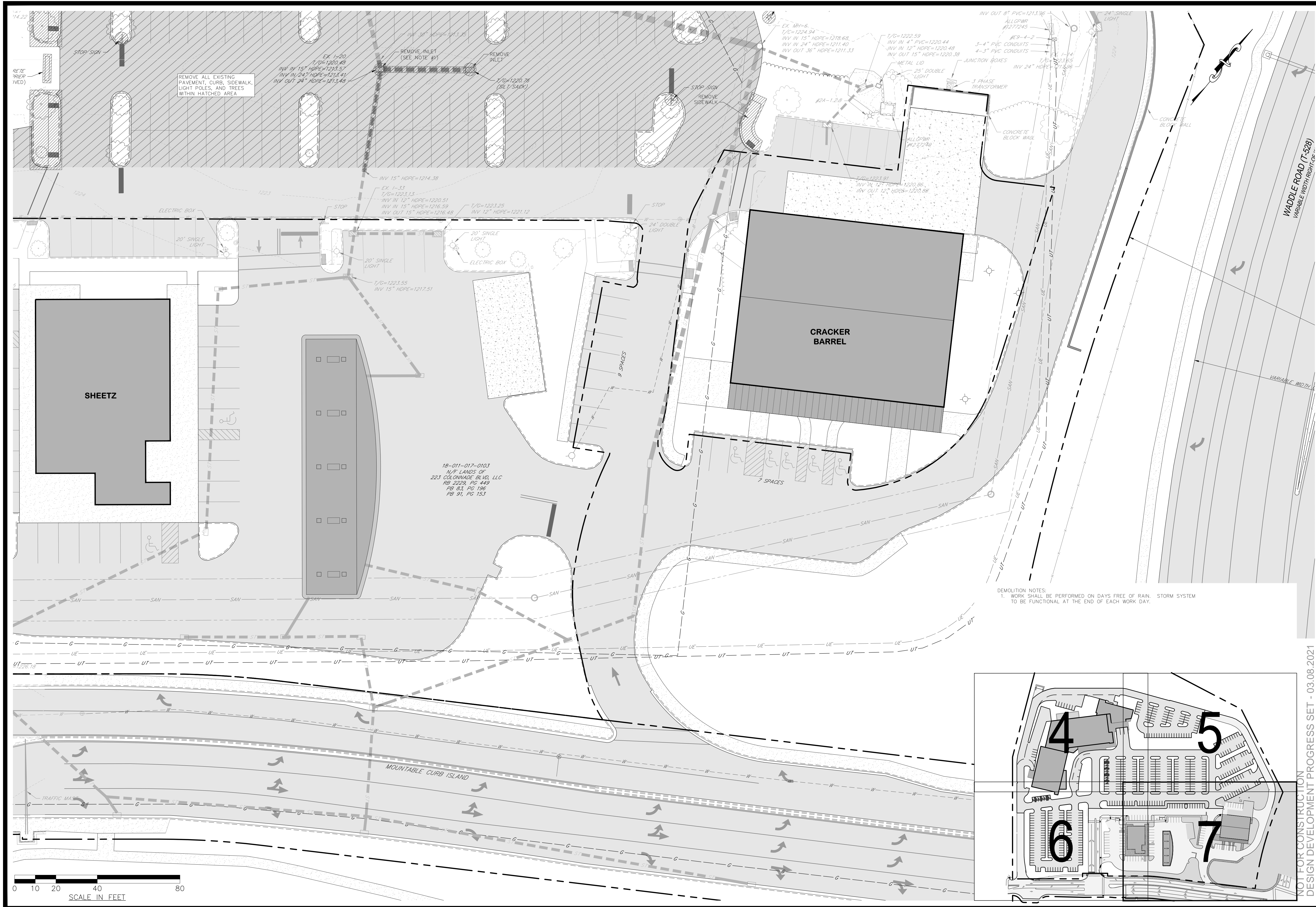
**DEMOLITION**  
 PRELIMINARY / FINAL  
 LAND DEVELOPMENT PLAN  
 FOR  
 PENN HIGHLANDS MICRO-HOSPITAL  
 AND MEDICAL OFFICE BUILDING

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 hawbakeringeering.com

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 DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021  
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DATE: JANUARY 29, 2021  
 JOB NUMBER: **19934**  
 SHEET NUMBER: **6 OF 36**





NOT FOR CONSTRUCTION  
 DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021

**HAWBAKER ENGINEERING**  
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 hawbakereengineering.com

DATE: JANUARY 29, 2021  
 JOB NUMBER: 19934  
 SHEET NUMBER: 7 OF 36

LOCATION: PATTON TOWNSHIP, CENTRE COUNTY, PA  
 OWNER: REGIONAL MEDICAL CENTER  
 SCALE: 1" = 20'  
 DESIGN: ESK  
 DRAWN: ESK

DEMOLITION PRELIMINARY / FINAL LAND DEVELOPMENT PLAN FOR PENN HIGHLANDS MICRO-HOSPITAL AND MEDICAL OFFICE BUILDING

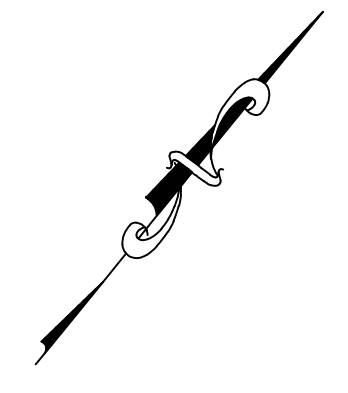
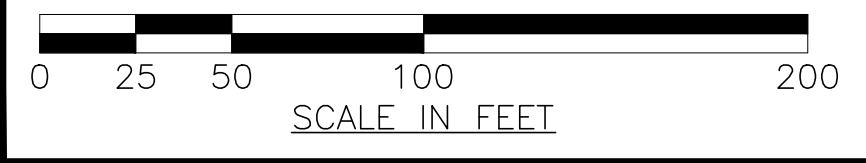
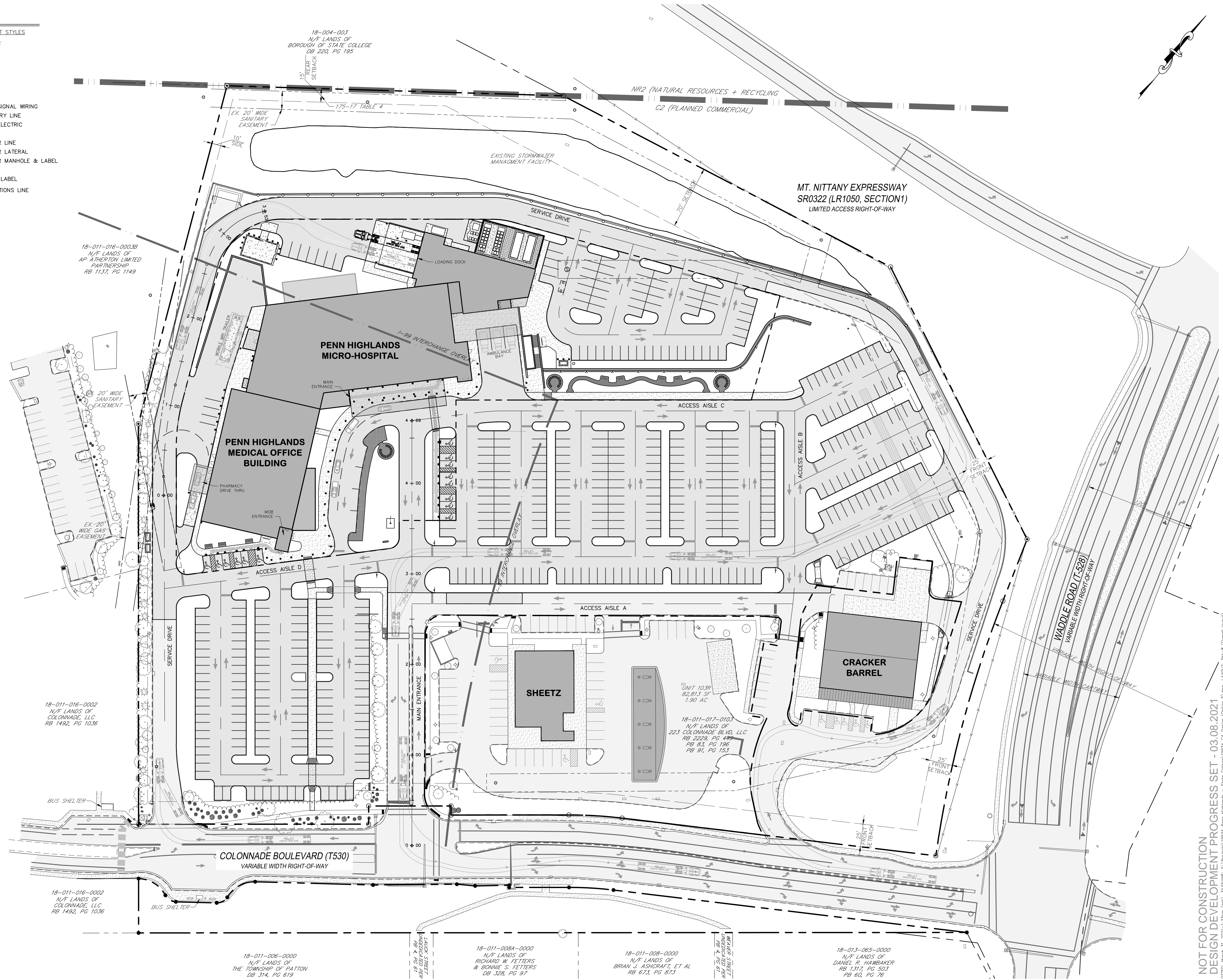
COMMONWEALTH OF PENNSYLVANIA  
 PROFESSIONAL ENGINEER  
 KEVIN SCOTT HALL  
 No. 1600671

REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21 ESK/KSH  
 3/24/21  
 REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21 ESK/KSH  
 3/10/21

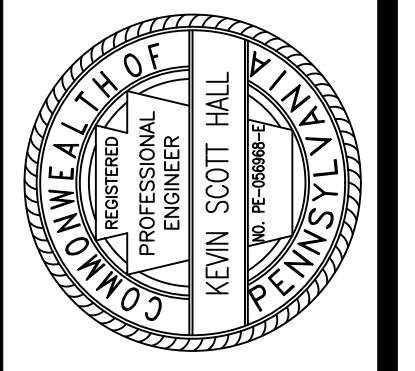
REV. BY  
 DATE  
 REVISION

**LEGEND**

PROPOSED LINETYPES	PROPOSED TEXT STYLES
500	CONTOUR MAJOR
499	CONTOUR MINOR
- - - - -	BOUNDARY LINE
- - - - -	CENTERLINE
- - - - -	EASEMENT
- - - - -	GUIDE RAIL
- - - - -	SETBACK LINE
- - - - -	UNDERGROUND SIGNAL WIRING
- - - - -	ZONING BOUNDARY LINE
- - - - -	UNDERGROUND ELECTRIC
G	GAS LINE
SAN	SANITARY SEWER LINE
LAT - LAT - LAT - LAT - LAT - LAT	SANITARY SEWER LATERAL
(S)	SANITARY SEWER MANHOLE & LABEL
(STORM)	STORM LINE
(INLET & LABEL)	STORM INLET & LABEL
(UT)	UNDERGROUND TELECOMMUNICATIONS LINE
W	WATER LINE
WAT - WAT - WAT - WAT - WAT - WAT	WATER SERVICE
(HYDRANT)	HYDRANT
(IRON PIN)	IRON PIN
(MONUMENT)	MONUMENT



REVISION	DATE	BY
1	3/10/21	ESK/KSH
2	3/24/21	ESK/KSH
3	3/19/21	ESK/KSH



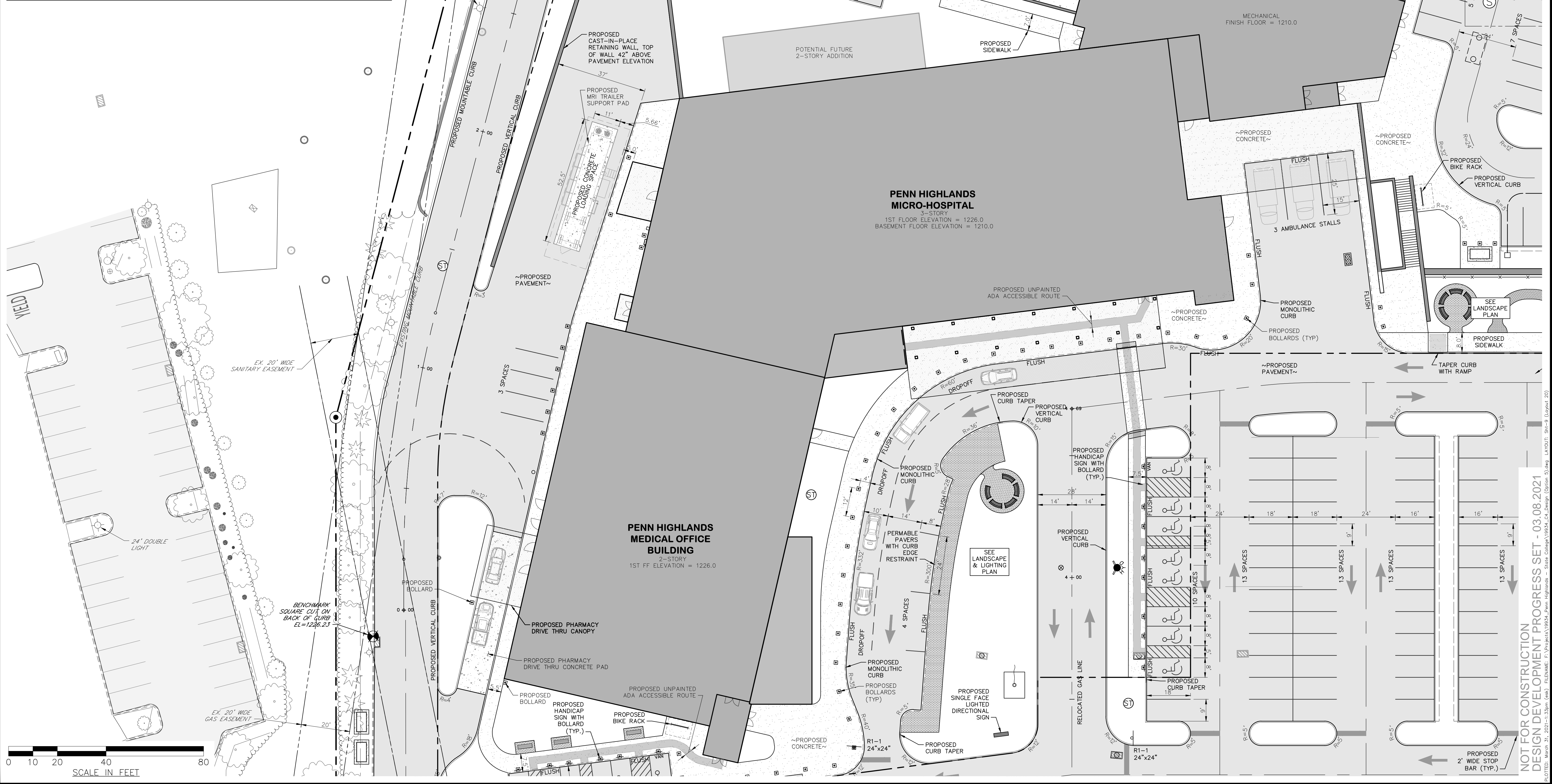
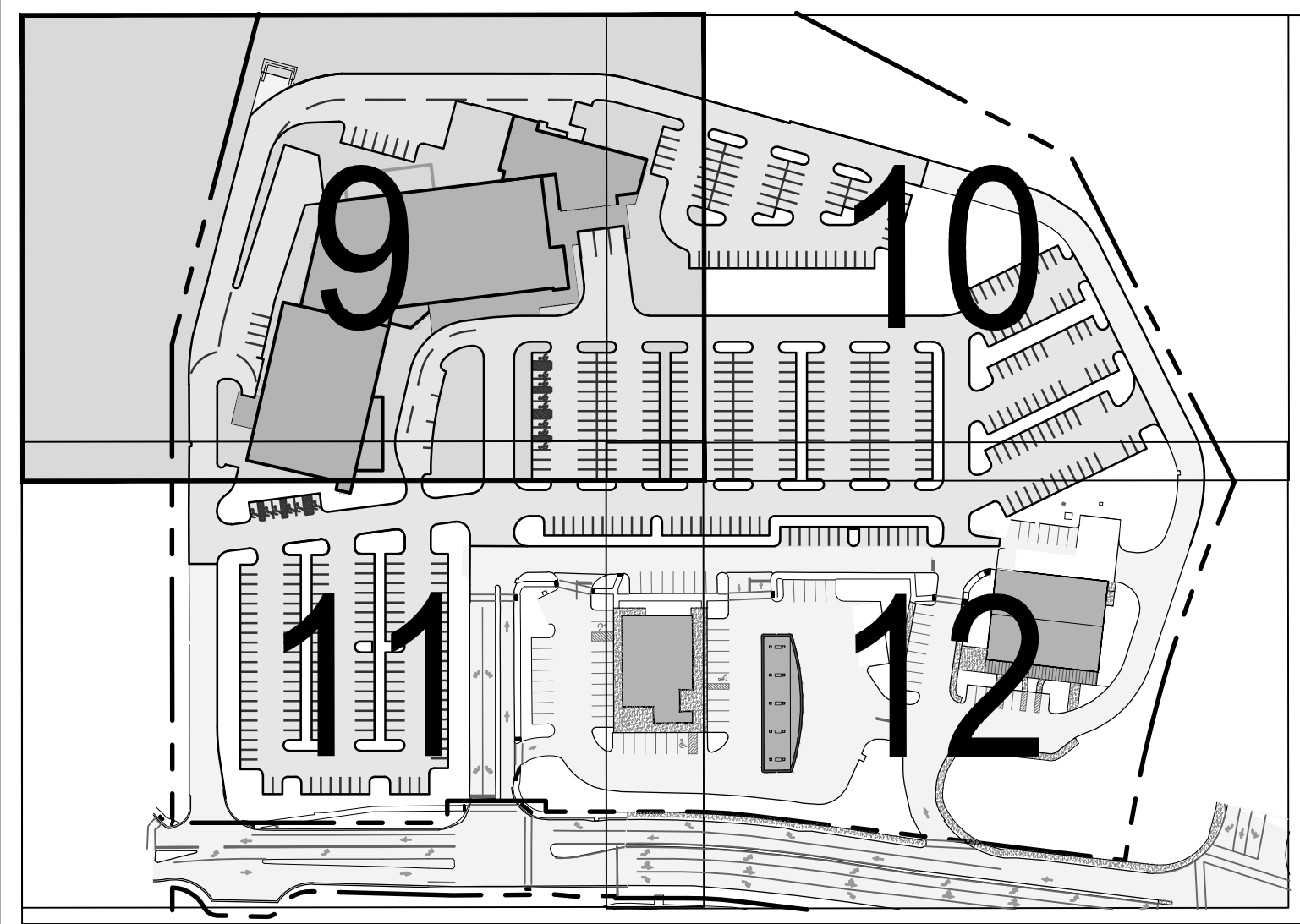
LOCATION	PATTON TOWNSHIP CENTRE COUNTY, PA
OWNER	OMNIBUS REGIONAL MEDICAL CENTER
SCALE	1" = 50'
DESIGN	ESK
DRAWN	ESK

**OVERALL LAYOUT**  
**PRELIMINARY / FINAL**  
**LAND DEVELOPMENT PLAN**  
**FOR**  
**PENN HIGHLANDS MICRO-HOSPITAL**  
**AND MEDICAL OFFICE BUILDING**

**HAWBAKER ENGINEERING**  
 1952 Waddle Road, Suite 201 State College, Pa 16803  
 1-800-284-8590  
[hawbakereengineering.com](http://hawbakereengineering.com)

DATE: JANUARY 29, 2021  
 JOB NUMBER: **19934**  
 SHEET NUMBER: **8 OF 36**

NOT FOR CONSTRUCTION  
 DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021  
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NOT FOR CONSTRUCTION  
DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021

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1-800-284-8590  
hawbakereengineering.com

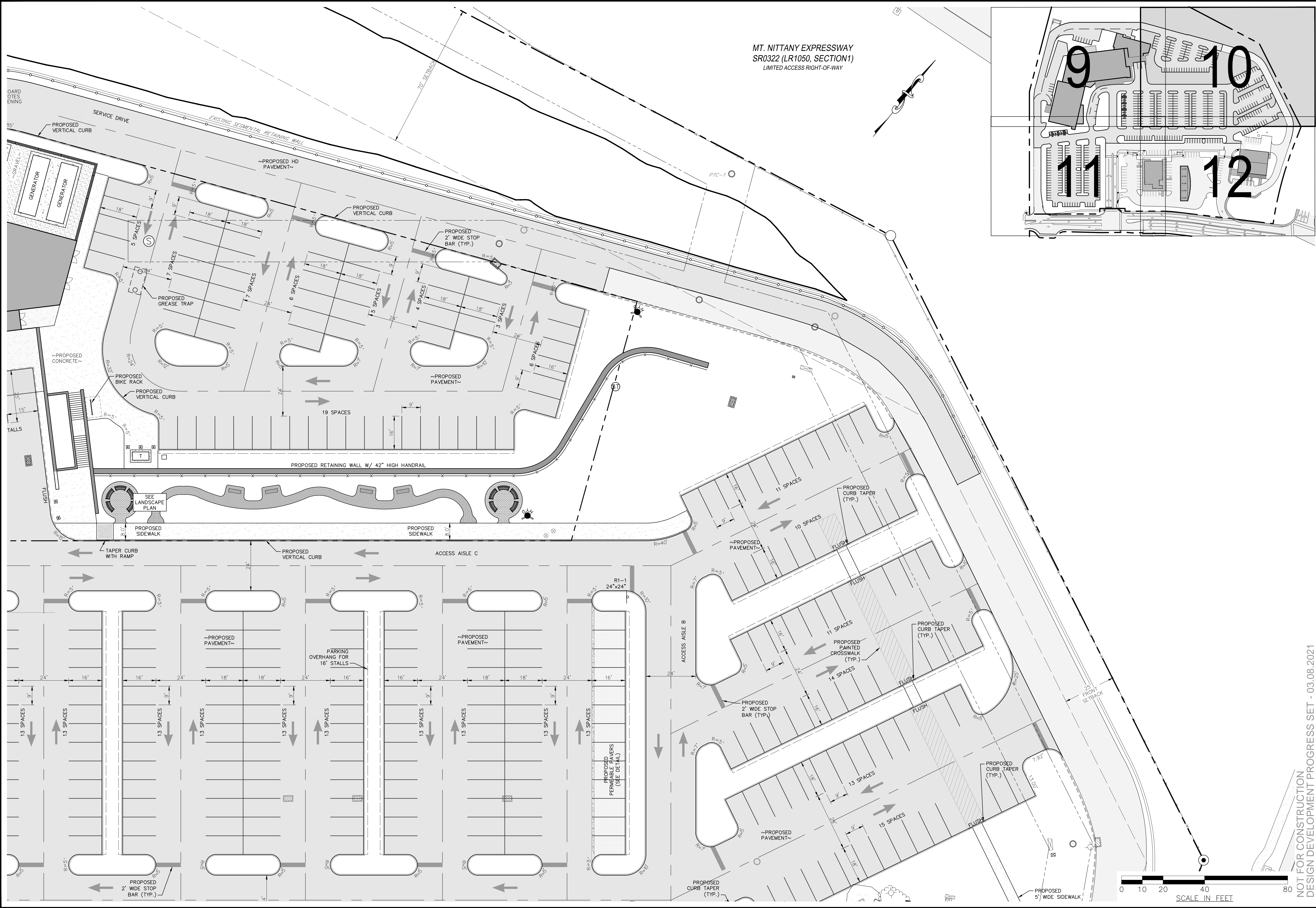
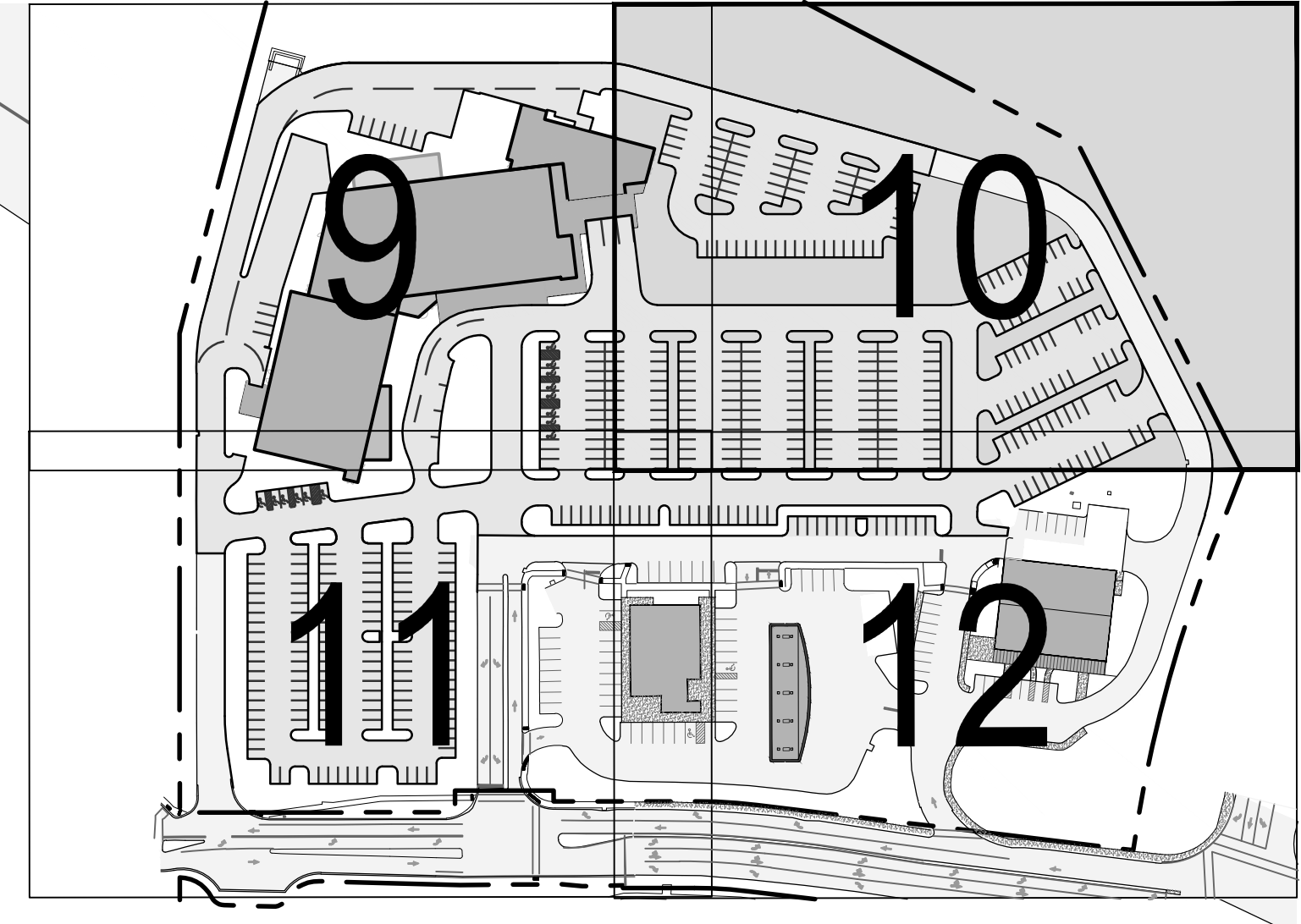
DATE: JANUARY 29, 2021  
JOB NUMBER: **19934**  
SHEET NUMBER: **9 OF 36**

**LAYOUT  
PRELIMINARY / FINAL  
LAND DEVELOPMENT PLAN  
FOR  
PENN HIGHLANDS MICRO-HOSPITAL  
AND MEDICAL OFFICE BUILDING**

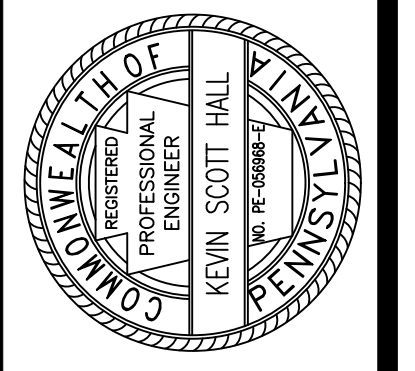
LOCATION PATTON TOWNSHIP CENTRE COUNTY, PA	OWNER PENN HIGHLANDS REGIONAL MEDICAL CENTER
SCALE 1" = 20' DESIGN: ESK DRAWING: ESK	PROFESSIONAL ENGINEER KEVIN SCOTT HALL NO. 160000171 PENNSYLVANIA

REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21 ESK/KSH  
 REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21 ESK/KSH  
 DATE REVISION REV. BY

MT. NITTANY EXPRESSWAY  
SR0322 (LR1050, SECTION 1)  
LIMITED ACCESS RIGHT-OF-WAY



REVISION	DATE	BY
REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	3/19/21	ESK/KSH
REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21	3/10/21	ESK/KSH



LOCATION	PATTON TOWNSHIP CENTRE COUNTY, PA
OWNER	OMNISIS REGIONAL MEDICAL CENTER
SCALE	1" = 20'
DESIGN	ESK
DRAWN	ESK

**LAYOUT**  
PRELIMINARY / FINAL  
LAND DEVELOPMENT PLAN  
FOR  
PENN HIGHLANDS MICRO-HOSPITAL  
AND MEDICAL OFFICE BUILDING

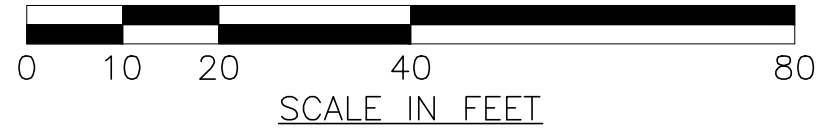
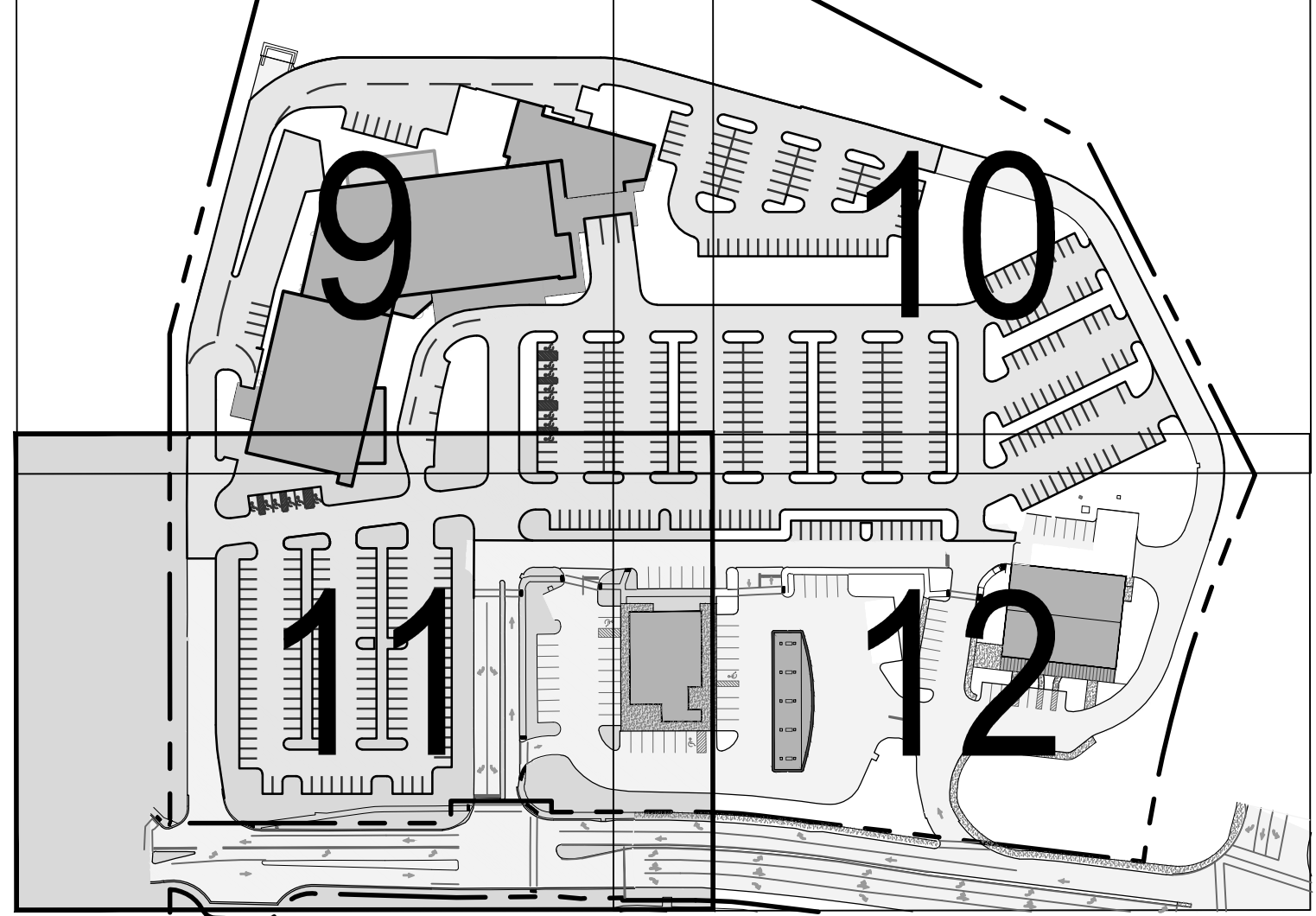
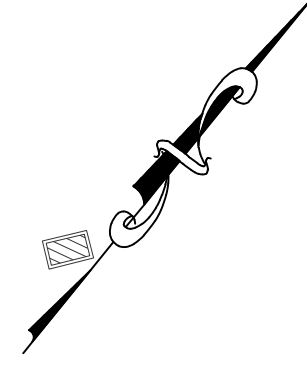
**HAWBAKER ENGINEERING**  
1952 Waddle Road, Suite 201 State College, Pa 16803  
1-800-284-8590  
hawbakering.com

DATE: JANUARY 29, 2021  
JOB NUMBER: **19934**  
SHEET NUMBER: **10 OF 36**

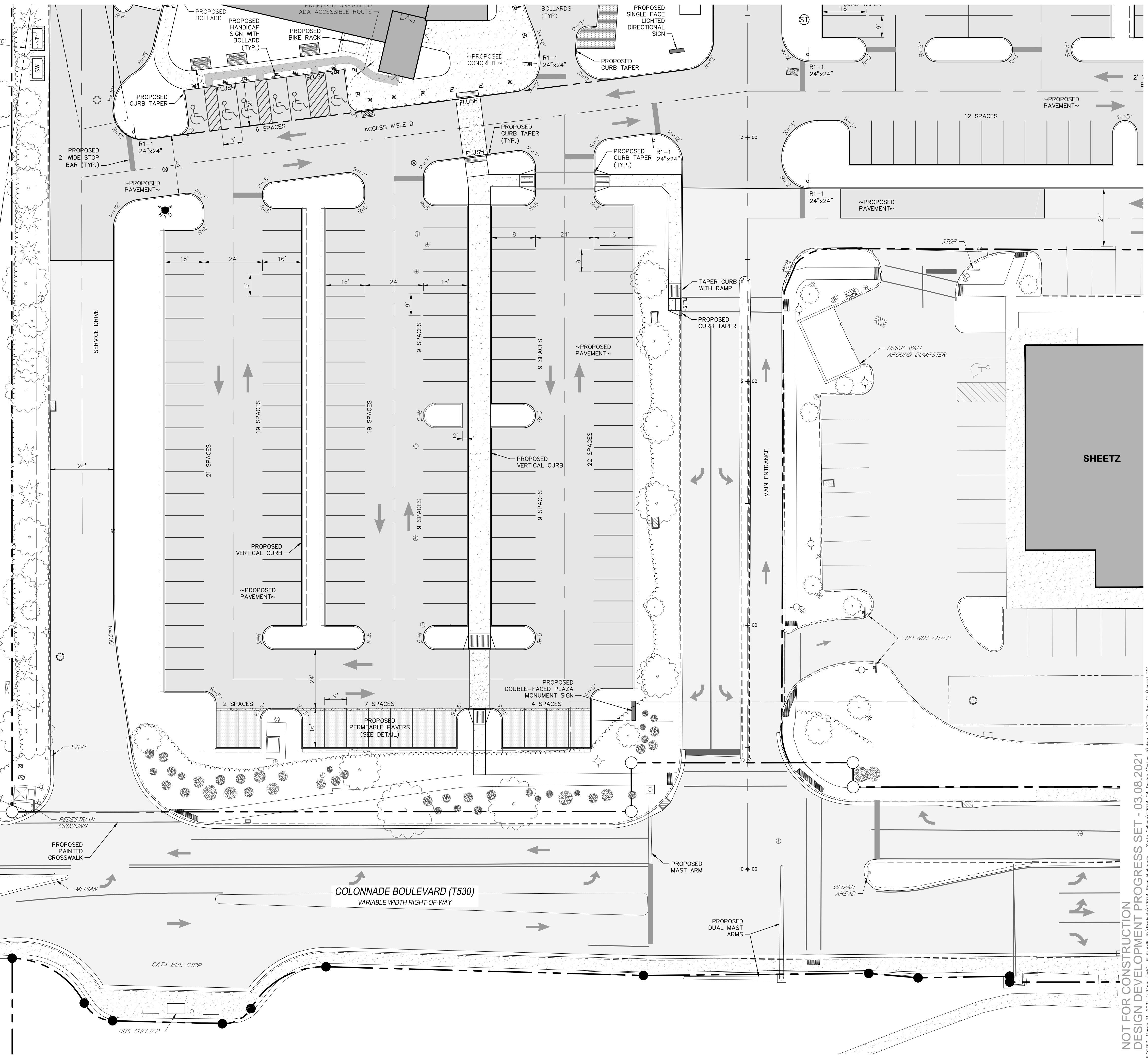
NOT FOR CONSTRUCTION  
DESIGN DEVELOPMENT PROGRESS SET - 03-08-2021



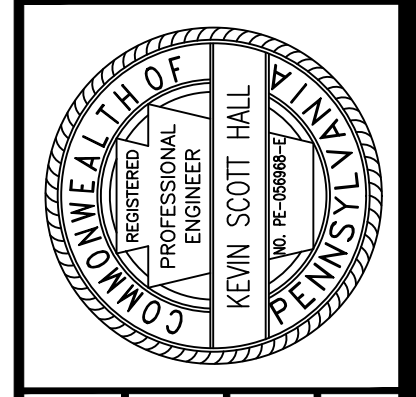
ESK:ESK March 31, 2021 10:54am (est) FILENAME: F:\Projects\19934\_Penn\_Highlands - State College\19934\_LD\_Layout.dwg LAYOUT - SHEET 10 (Layout 20)



18-011-016-0002  
N/F LANDS OF  
COLONNADE, LLC  
R# 1492, PG 10/36



REVISION	DATE	BY
REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH	
REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21	ESK/KSH	



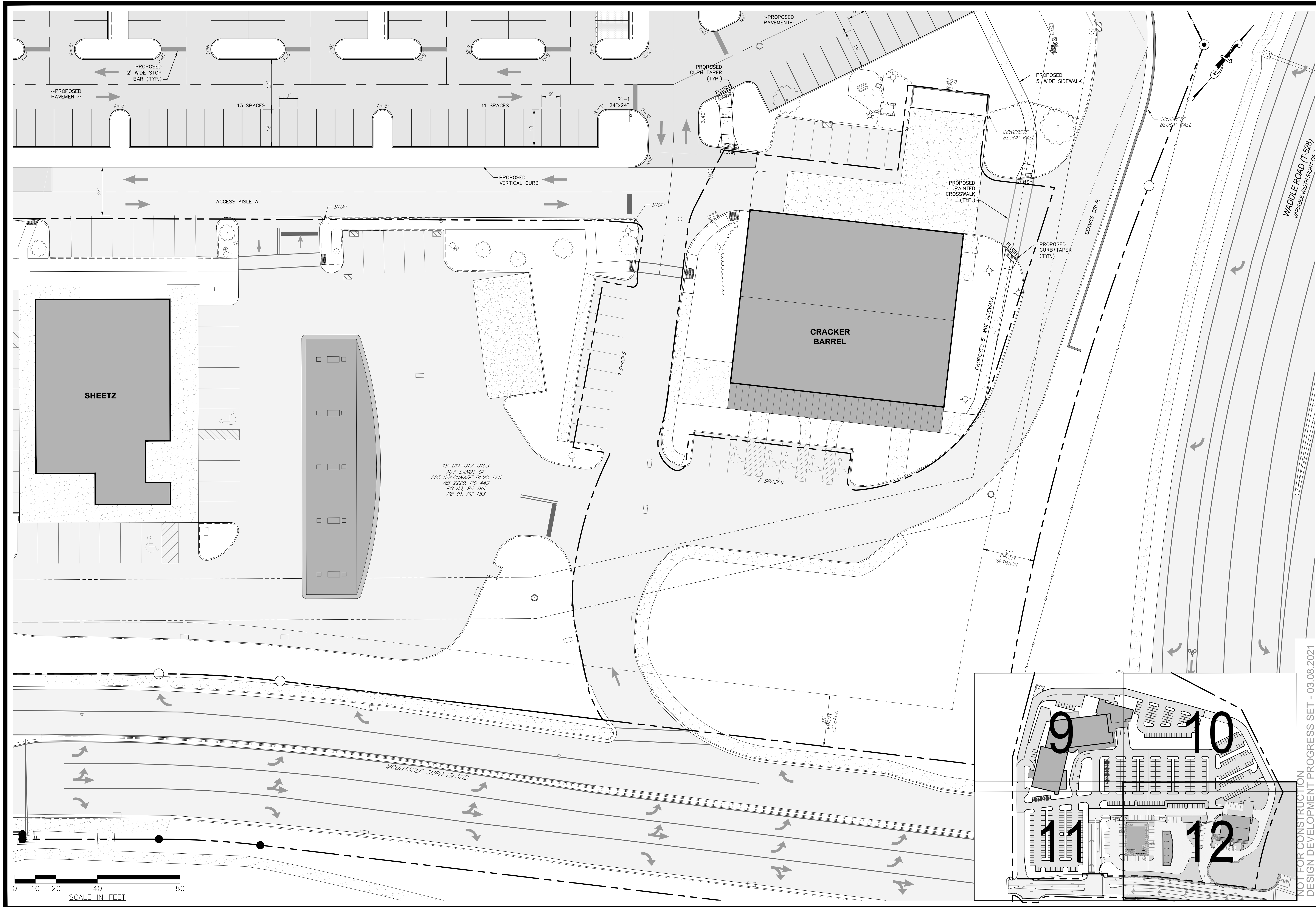
LOCATION	PATTON TOWNSHIP CENTRE COUNTY, PA
OWNER'S REGIONAL MEDICAL CENTER	
SCALE	1" = 20'
DESIGN	ESK
DRAWN	ESK

LAYOUT  
PRELIMINARY / FINAL  
LAND DEVELOPMENT PLAN  
FOR  
PENN HIGHLANDS MICRO-HOSPITAL  
AND MEDICAL OFFICE BUILDING

**HAWBAKER ENGINEERING**  
1952 Waddle Road, Suite 201 State College, Pa 16803  
1-800-284-8590  
hwbakerengineering.com

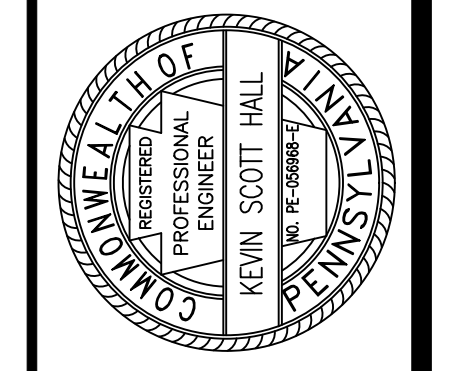
DATE: JANUARY 29, 2021  
JOB NUMBER:  
**19934**  
SHEET NUMBER:  
**11 OF 36**

NOT FOR CONSTRUCTION  
DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021  
SOURCE: March 31, 2021 13:45pm (est) FILENAME: F:\Projects\19934\_Penn\_Highlands - State College\19934\_Land\_Development - 03.dwg LAYOUT: SHEET-11 (Export: 2)



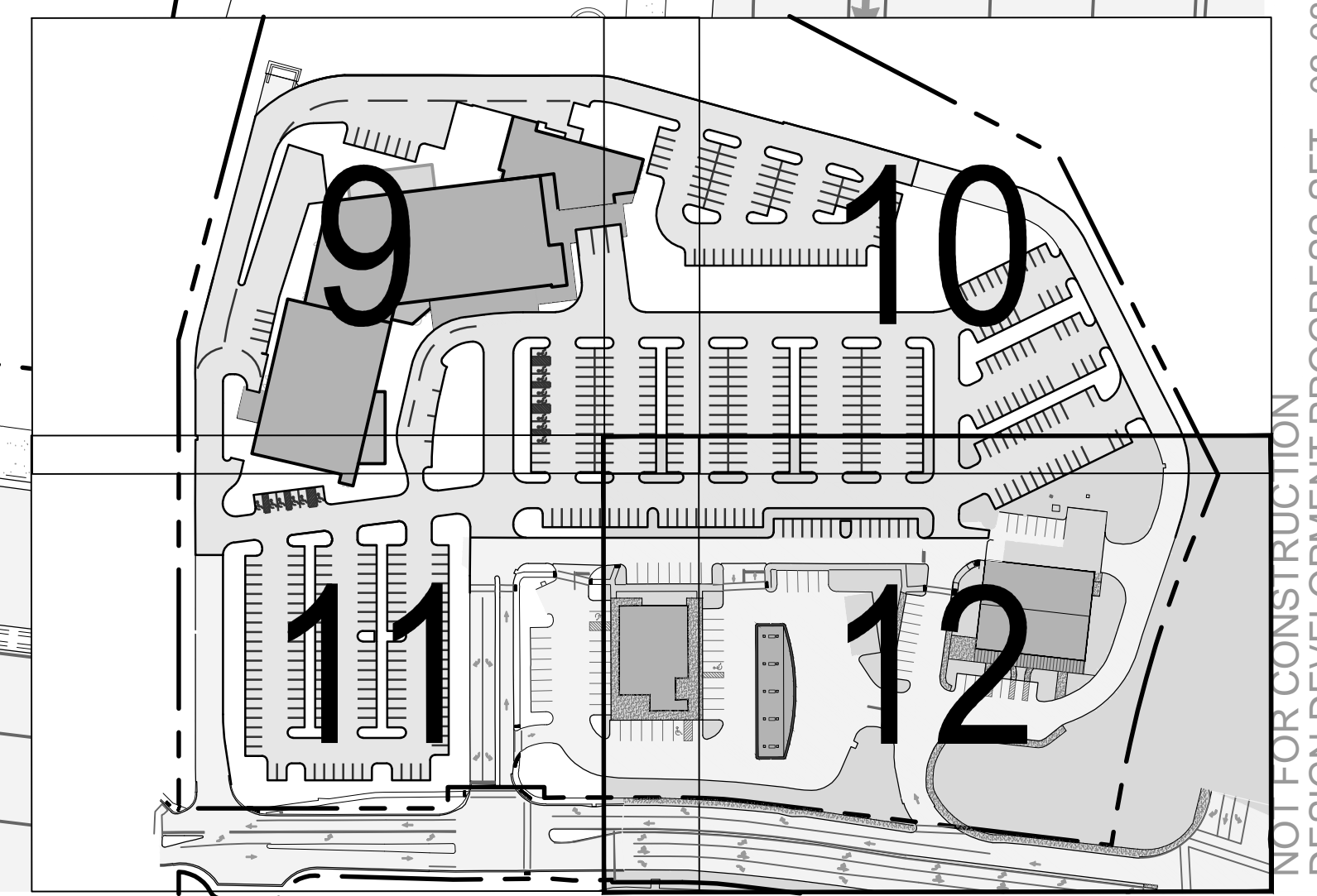
18-011-017-0103  
 1/4 AC LANDS OF  
 223 COLONIALE BLVD, LLC  
 RD 2229, PG 449  
 PB 83, PG 196  
 PB 91, PG 153

REVISION	DATE	BY
REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH	ESK/KSH
REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21	ESK/KSH	ESK/KSH



LOCATION: PATTON TOWNSHIP, CENTRE COUNTY, PA  
 OWNER: PENNSYLVANIA REGIONAL MEDICAL CENTER  
 DESIGNER: KEVIN SCOTT HALL, PROFESSIONAL ENGINEER  
 SCALE: 1" = 20'  
 DRAWN: ESK  
 CHECKED: ESK

LAYOUT  
 PRELIMINARY / FINAL  
 LAND DEVELOPMENT PLAN  
 FOR  
 PENN HIGHLANDS MICRO-HOSPITAL  
 AND MEDICAL OFFICE BUILDING



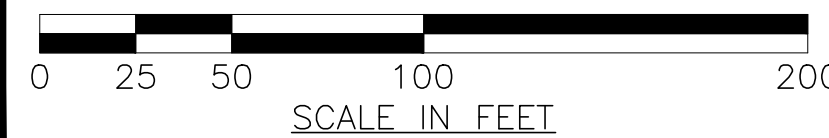
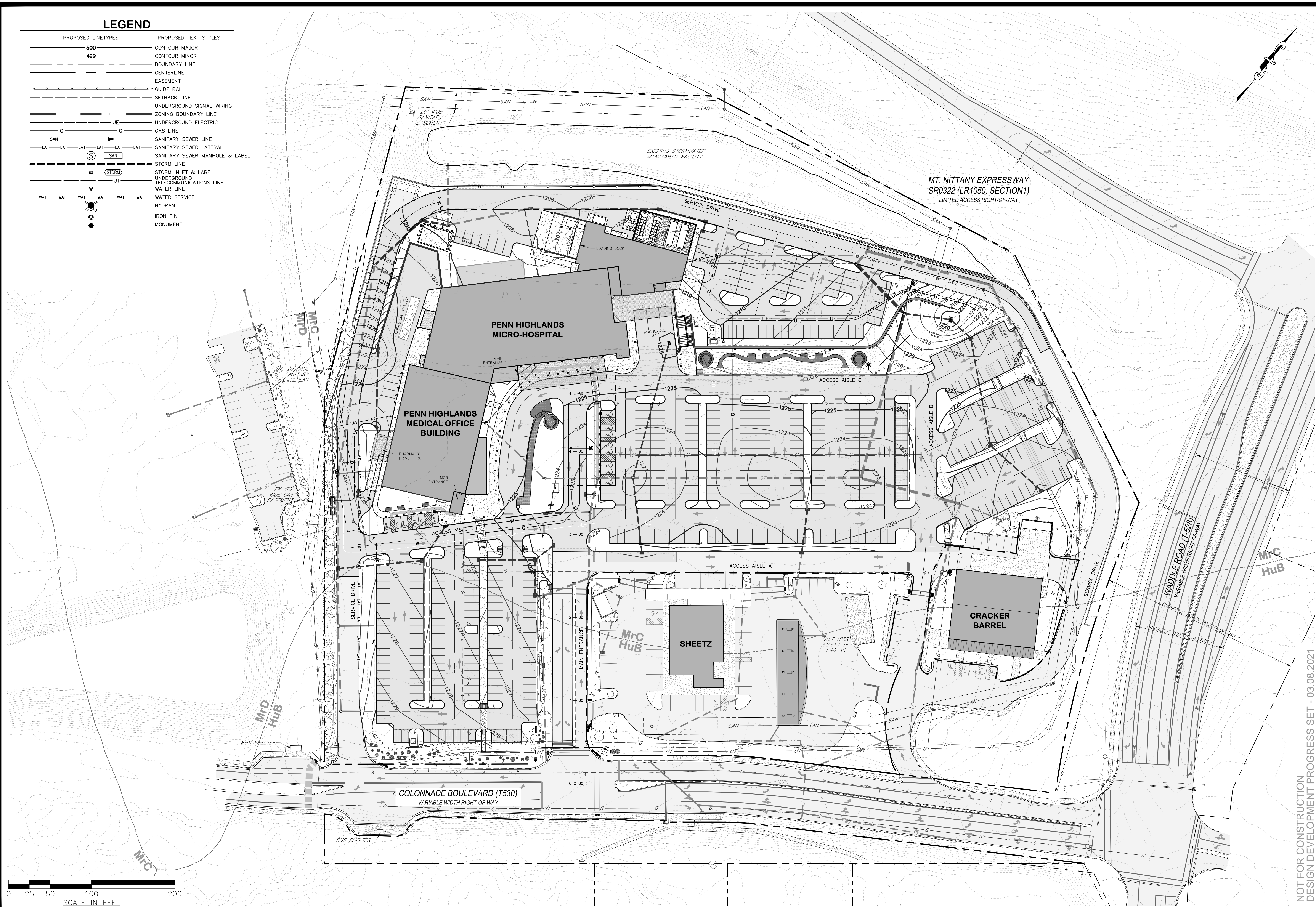
NOT FOR CONSTRUCTION  
 DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021  
 SOURCE: March 31, 2021 10:34:56am (GMT) FILENAME: F:\Projects\19934\_Penn\_Highlands - State College\19934\_Land\_Develop... (Scale: 31.dwg) LAYOUT: 19934-12 (Layout: 20)

**HAWBAKER ENGINEERING**  
 1952 Waddle Road, Suite 201 State College, Pa 16803  
 1-800-284-8590  
 hawbakereengineering.com

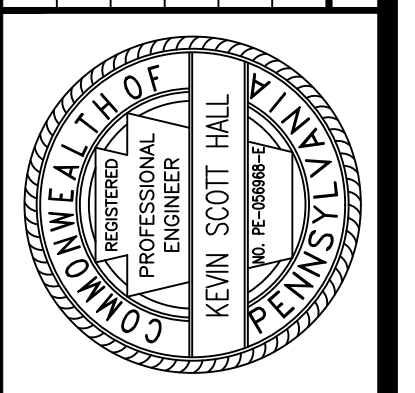
DATE: JANUARY 29, 2021  
 JOB NUMBER: 19934  
 SHEET NUMBER: 12 OF 36

**LEGEND**

PROPOSED LINETYPES	PROPOSED TEXT STYLES
500	CONTOUR MAJOR
499	CONTOUR MINOR
---	BOUNDARY LINE
---	CENTERLINE
---	EASEMENT
---	GUIDE RAIL
---	SETBACK LINE
---	UNDERGROUND SIGNAL WIRING
---	ZONING BOUNDARY LINE
---	UNDERGROUND ELECTRIC
---	GAS LINE
---	SANITARY SEWER LINE
---	SANITARY SEWER LATERAL
---	SANITARY SEWER MANHOLE & LABEL
---	STORM LINE
---	STORM INLET & LABEL
---	UNDERGROUND TELECOMMUNICATIONS LINE
---	WATER LINE
---	WATER SERVICE
---	HYDRANT
---	IRON PIN
---	MONUMENT



DATE	REVISION	REV. BY
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21	ESK/KSH
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH



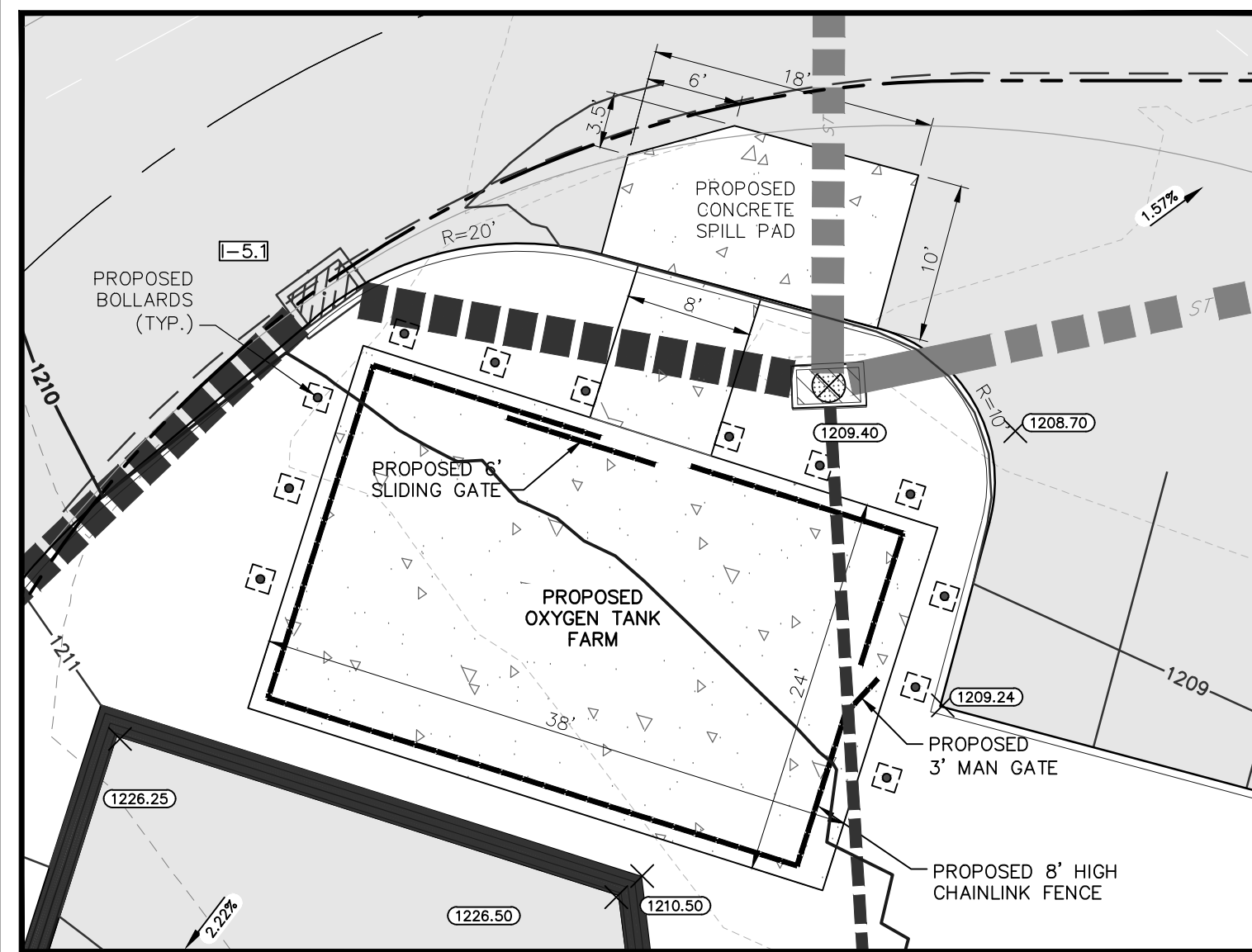
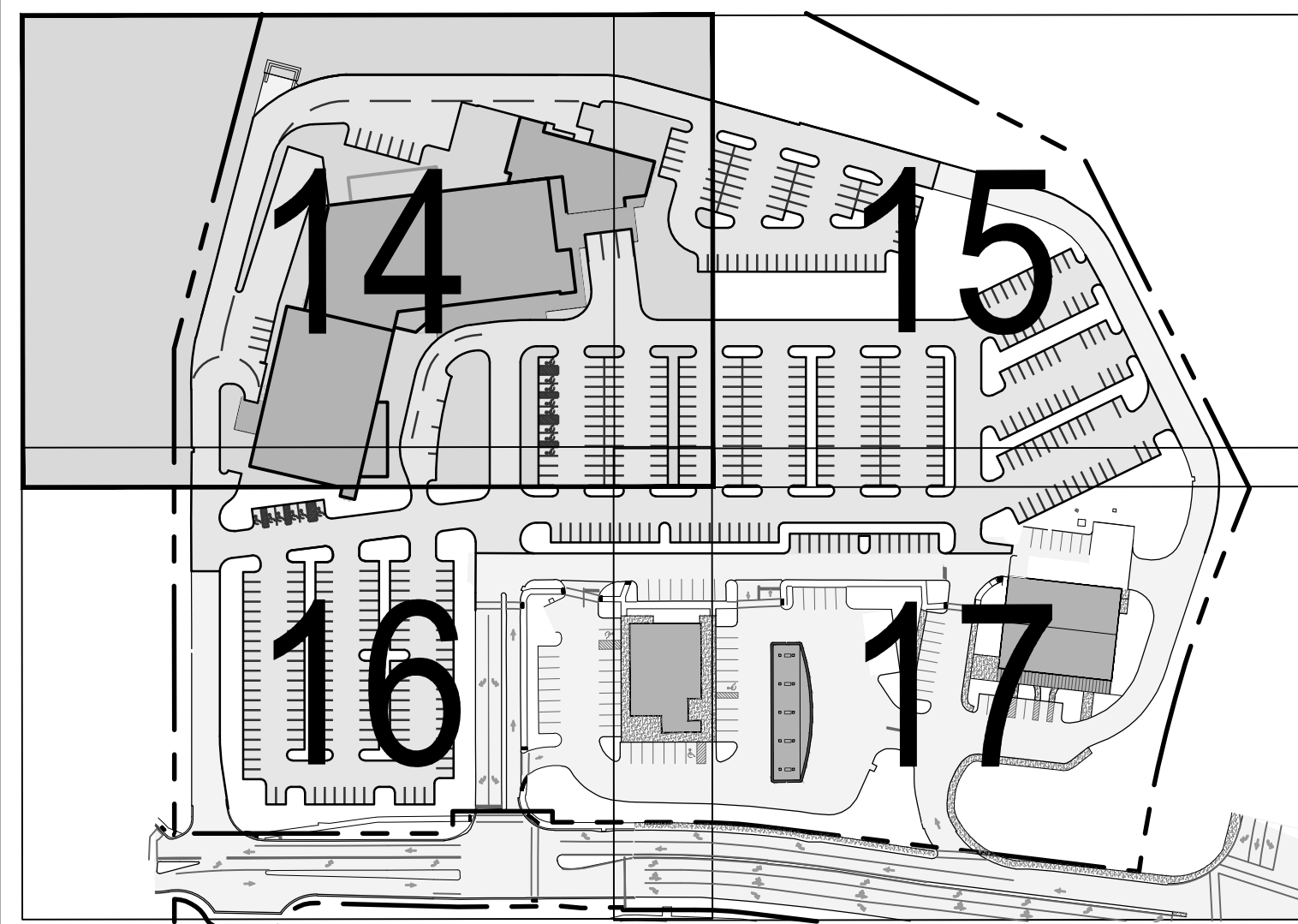
LOCATION	TOWNSHIP	PA
OWNER'S REGIONAL MEDICAL CENTER	DESIGN	ESK
SCALE	1" = 50'	DRAWING
DESIGN	ESK	ESK

**OVERALL GRADING & UTILITY  
PRELIMINARY / FINAL  
LAND DEVELOPMENT PLAN  
FOR  
PENN HIGHLANDS MICRO-HOSPITAL  
AND MEDICAL OFFICE BUILDING**

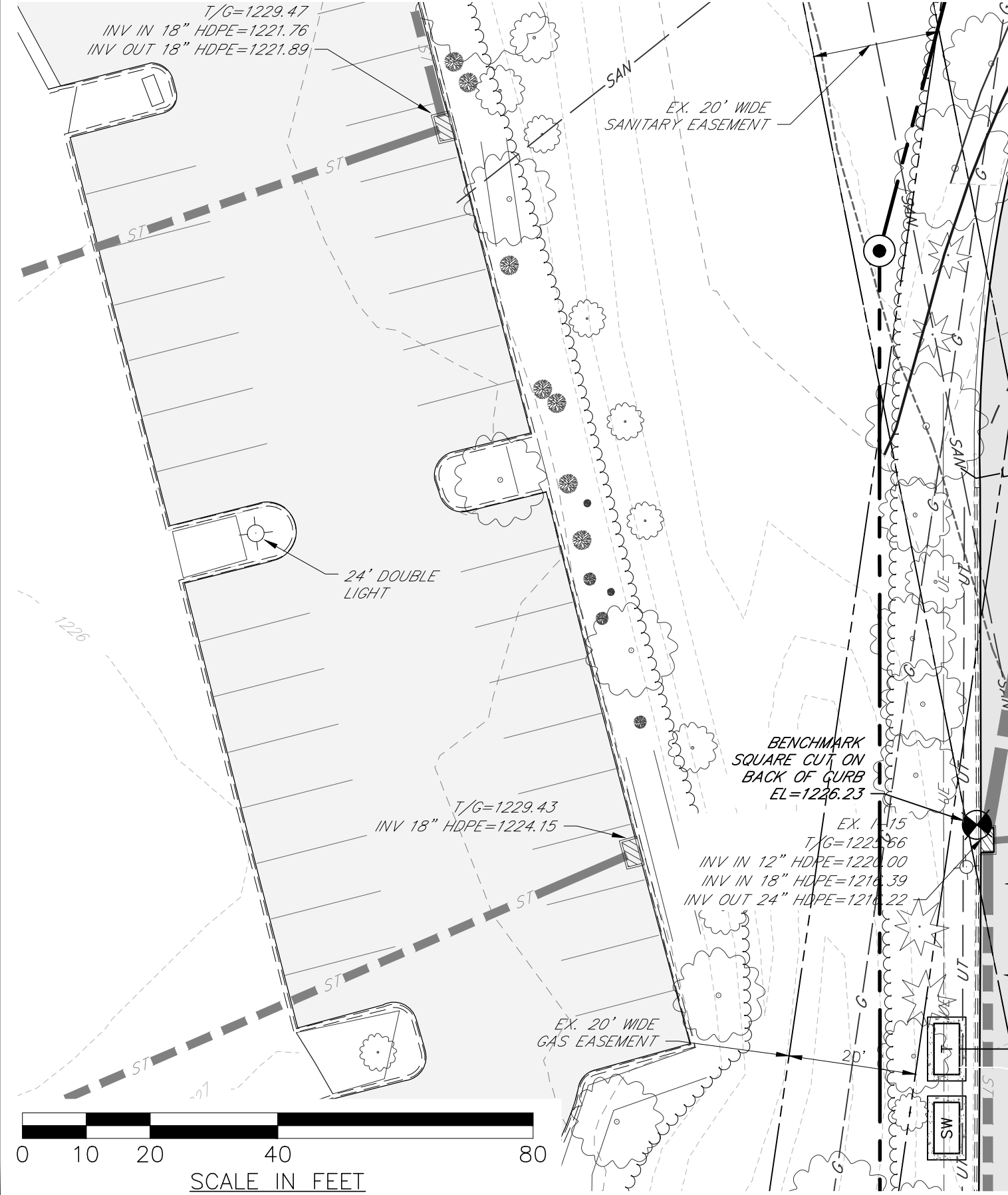
**HAWBAKER ENGINEERING**  
1952 Waddle Road, Suite 201 State College, Pa 16803  
1-800-284-6590  
hawbakereengineering.com

DATE: JANUARY 29, 2021  
JOB NUMBER: **19934**  
SHEET NUMBER: **13 OF 36**

NOT FOR CONSTRUCTION  
DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021



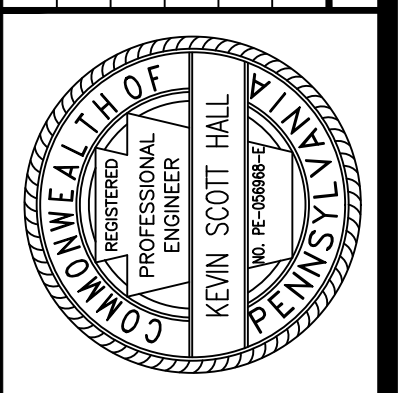
**OXYGEN TANK FARM ENLARGEMENT** SCALE: 1"=10'



SCALE IN FEET



DATE	REVISION	REV. BY
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21	ESK/KSH
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH



LOCATION: PATTON TOWNSHIP, CENTRE COUNTY, PA  
 OWNER: OMNIS REGIONAL MEDICAL CENTER  
 SCALE: 1" = 20'  
 DESIGN: ESK  
 DRAWING: ESK

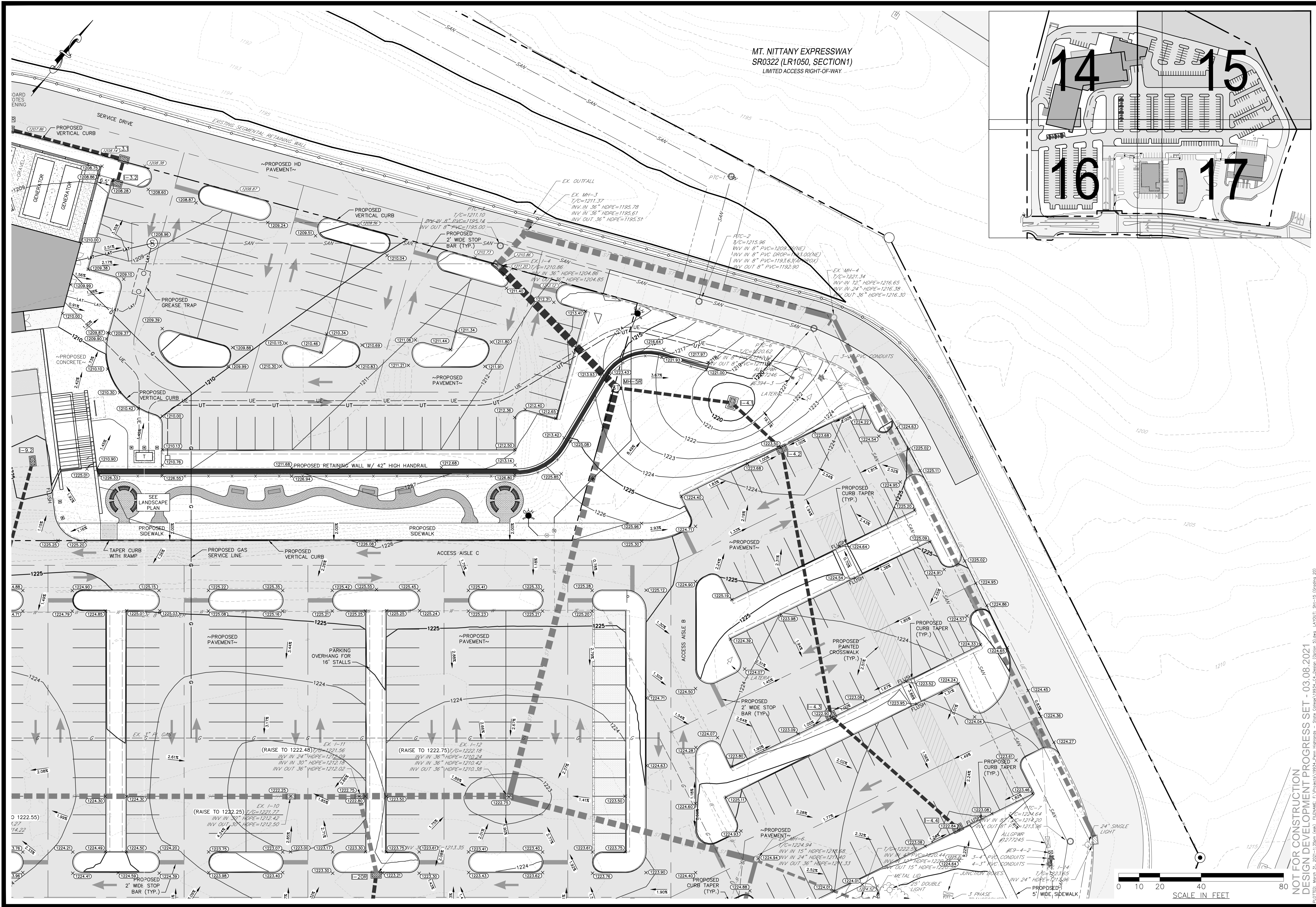
**GRADING & UTILITY**  
 PRELIMINARY / FINAL  
 LAND DEVELOPMENT PLAN  
 FOR  
**PENN HIGHLANDS MICRO-HOSPITAL  
 AND MEDICAL OFFICE BUILDING**

**HAMBAKER ENGINEERING**  
 1952 Waddle Road, Suite 201 State College, Pa 16803  
 1-800-284-6590  
 hambakerengineering.com

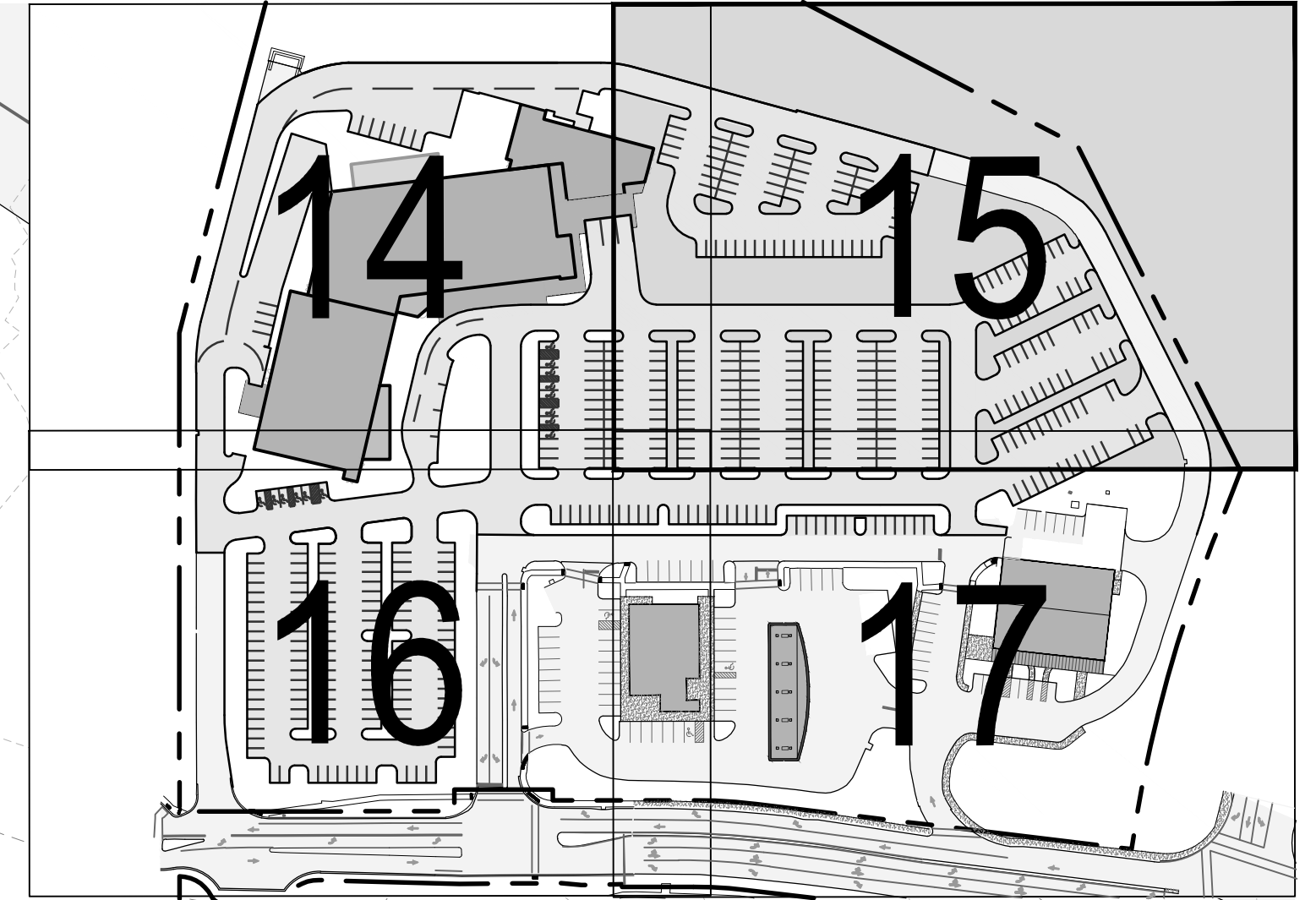
DATE: JANUARY 29, 2021  
 JOB NUMBER: **19934**  
 SHEET NUMBER: **14 OF 36**

NOT FOR CONSTRUCTION  
 DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021

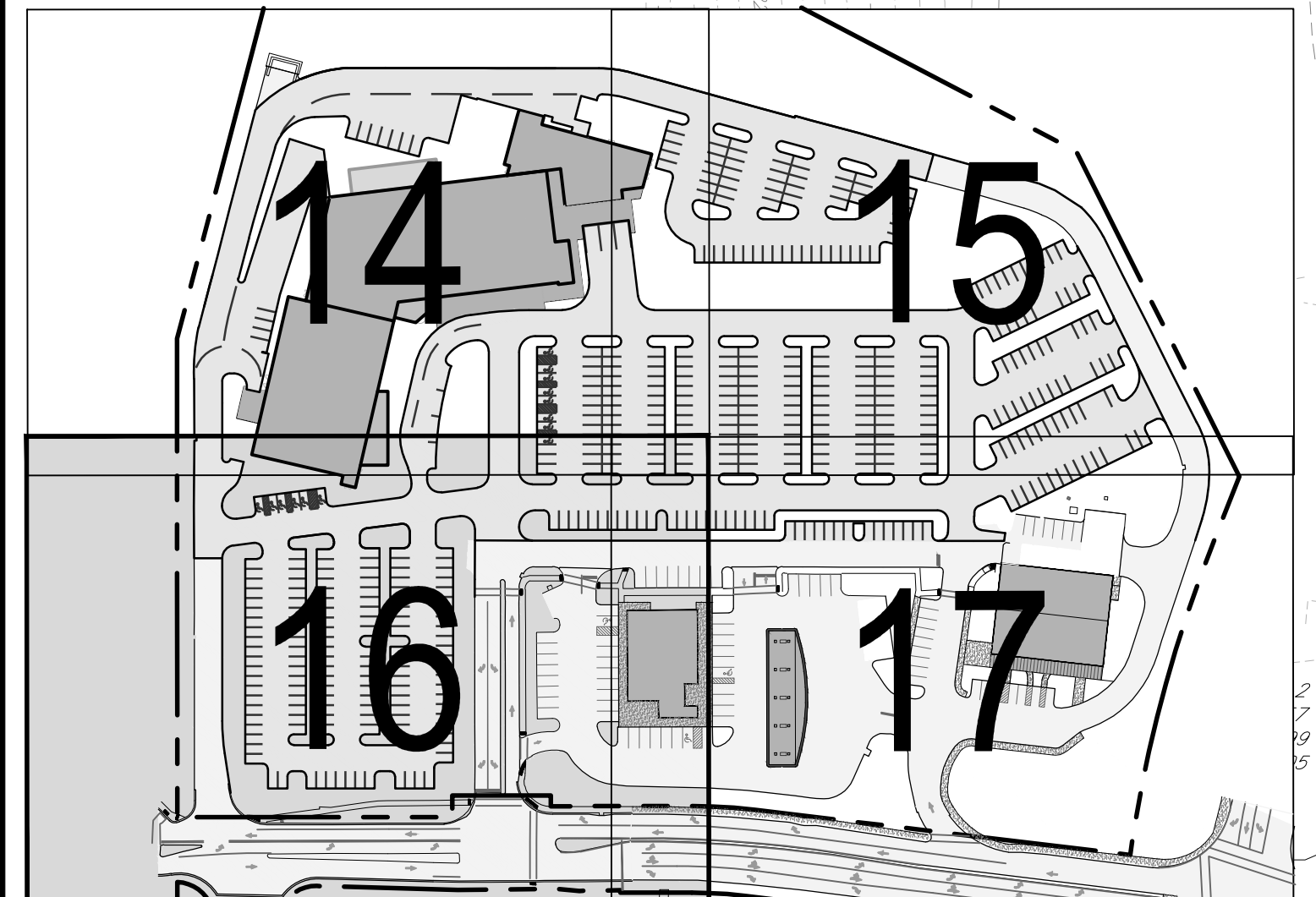




MT. NITTANY EXPRESSWAY  
SR0322 (LR1050, SECTION 1)  
LIMITED ACCESS RIGHT-OF-WAY

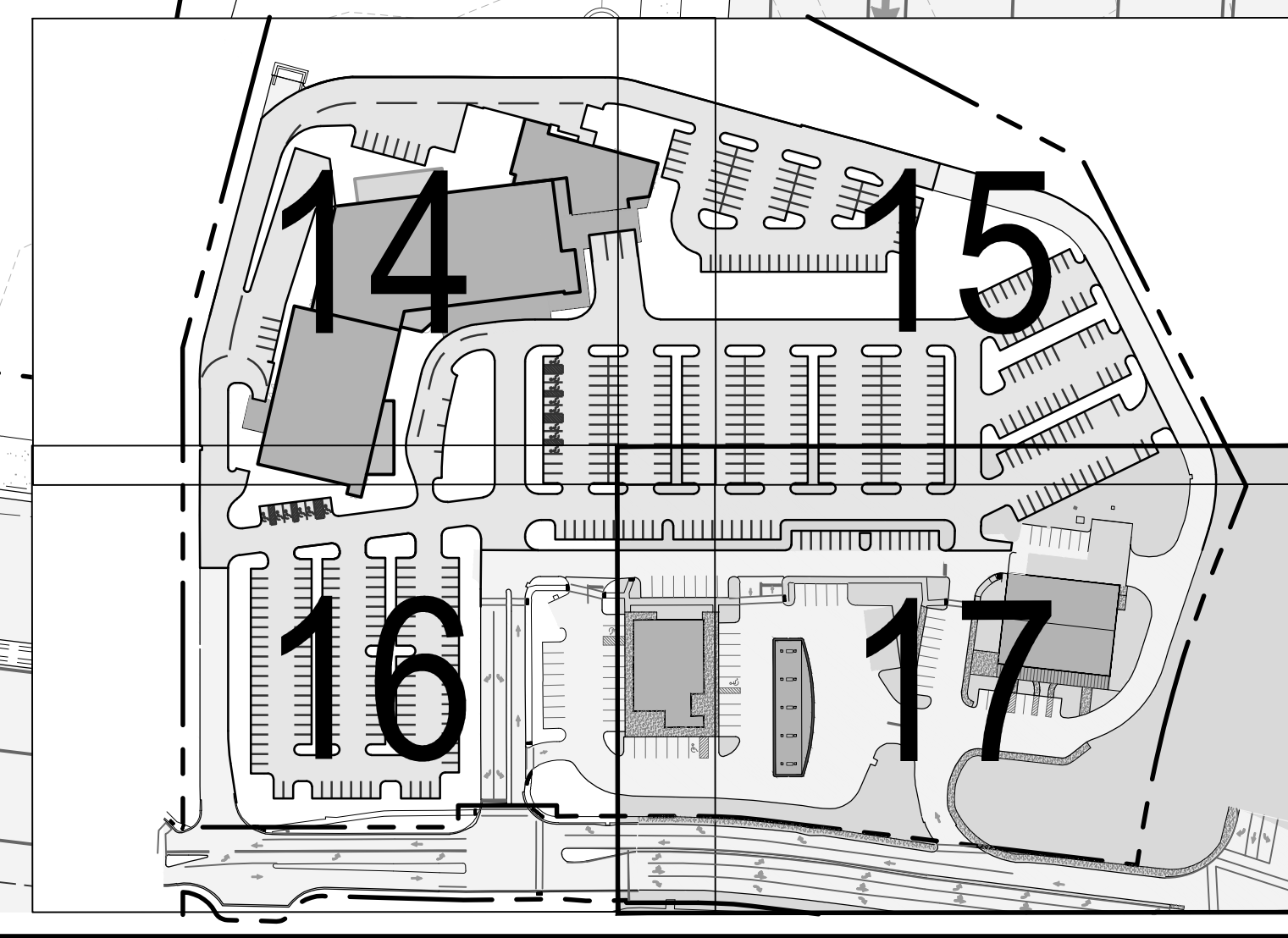


<p>NOT FOR CONSTRUCTION DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021</p>	
<p>DATE: JANUARY 29, 2021</p>	
<p>JOB NUMBER: 19934</p>	
<p>SHEET NUMBER: 15 OF 36</p>	
<p>DATE: 3/24/21 REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21 ESK/KSH 3/10/21 REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/19/21 ESK/KSH</p>	
<p>REVISION DATE</p>	
<p>REV. BY</p>	
<p>LOCATION: PATTON TOWNSHIP, CENTRE COUNTY, PA</p>	
<p>OWNER: PENNSYLVANIA REGIONAL MEDICAL CENTER</p>	
<p>SCALE: 1" = 20'</p>	
<p>DESIGN: ESK</p>	
<p>DRAWN: ESK</p>	
<p>GRADING &amp; UTILITY PRELIMINARY / FINAL LAND DEVELOPMENT PLAN FOR PENN HIGHLANDS MICRO-HOSPITAL AND MEDICAL OFFICE BUILDING</p>	
<p>1952 Waddle Road, Suite 201 State College, Pa 16803 1-800-284-8590 hambakerengineering.com</p>	



18-011-016-0002  
N/F LANDS OF  
COLONNADE, LLC  
RD 1432, PG 1036

	LOCATION: PATTON TOWNSHIP, CENTRE COUNTY, PA OWNER: REGIONAL MEDICAL CENTER SCALE: 1" = 20' DRAWING: ESK DESIGN: ESK	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21 ESK/KSH REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/19/21 ESK/KSH DATE REVISION
<b>GRADING &amp; UTILITY</b> <b>PRELIMINARY / FINAL</b> <b>LAND DEVELOPMENT PLAN</b> <b>FOR</b> <b>PENN HIGHLANDS MICRO-HOSPITAL</b> <b>AND MEDICAL OFFICE BUILDING</b>		
<b>HAWBAKER ENGINEERING</b> 1952 Waddle Road, Suite 201 State College, Pa 16803 1-800-284-8590 <a href="http://hambakerengineering.com">hambakerengineering.com</a>		
NOT FOR CONSTRUCTION DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021 <small>DATE PLOTTED: March 31, 2021 10:36am (est) FILENAME: F:\Projects\19934_Penn Highlands - State College\19934_Land_Develop_Grade_03.dwg LAYOUT: SHEET 15 (CONTRACT 20)</small>		
DATE: JANUARY 29, 2021 JOB NUMBER:		<b>19934</b>
SHEET NUMBER:		<b>16 OF 36</b>



NOT FOR CONSTRUCTION  
 DESIGN DEVELOPMENT / FINAL  
 LAND DEVELOPMENT PLAN  
 FOR  
 PENN HIGHLANDS MICRO-HOSPITAL  
 AND MEDICAL OFFICE BUILDING

DATE: JANUARY 29, 2021  
 JOB NUMBER: 19934  
 SHEET NUMBER: 17 OF 36

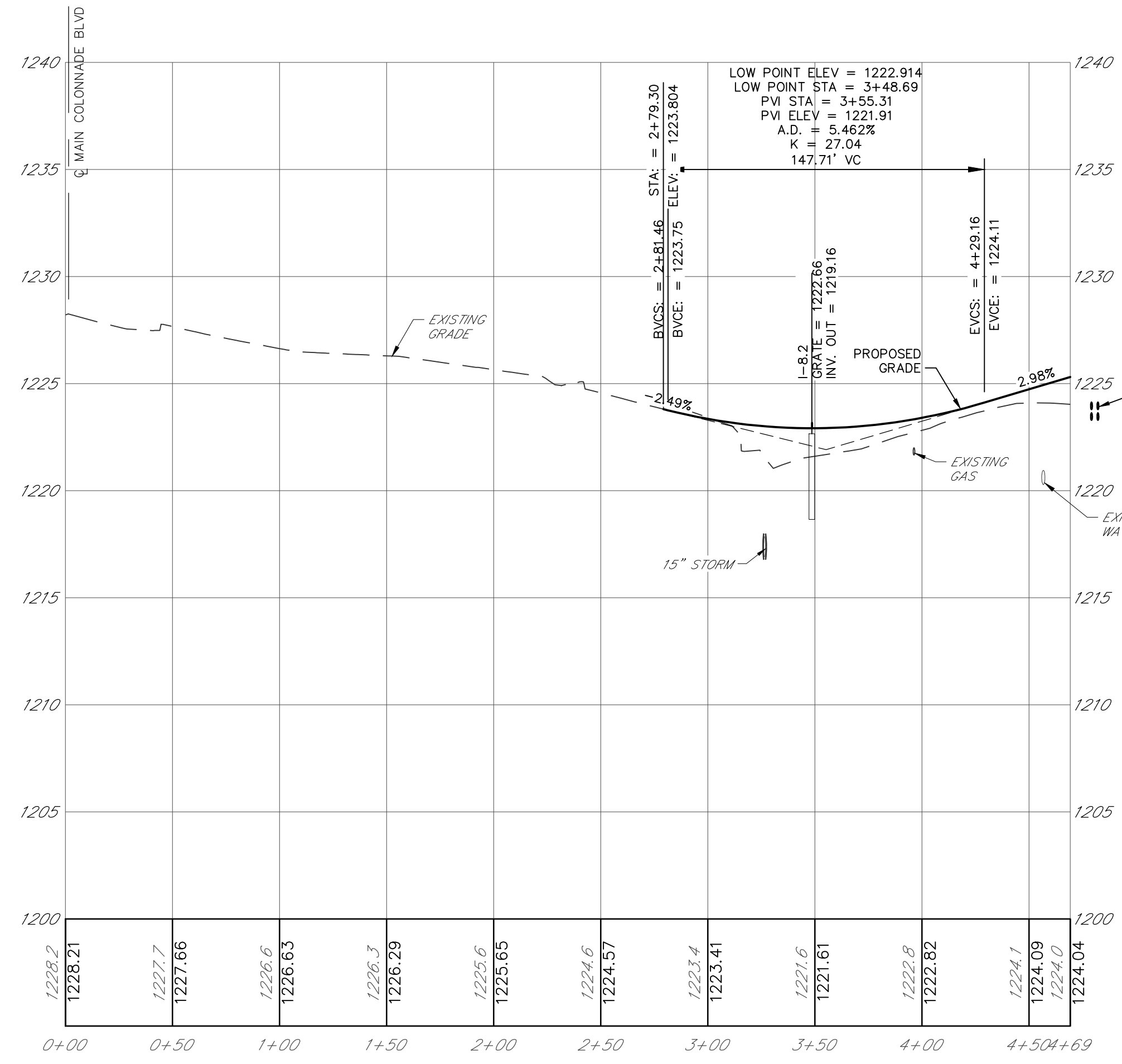
LOCATION: PATTON TOWNSHIP, PATTON CENTRE COUNTY, PA  
 OWNER: PENN HIGHLANDS REGIONAL MEDICAL CENTER  
 SCALE: 1" = 20'  
 DESIGN: ESK  
 DRAWN: ESK

REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21 ESK/KSH  
 REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/19/21 ESK/KSH

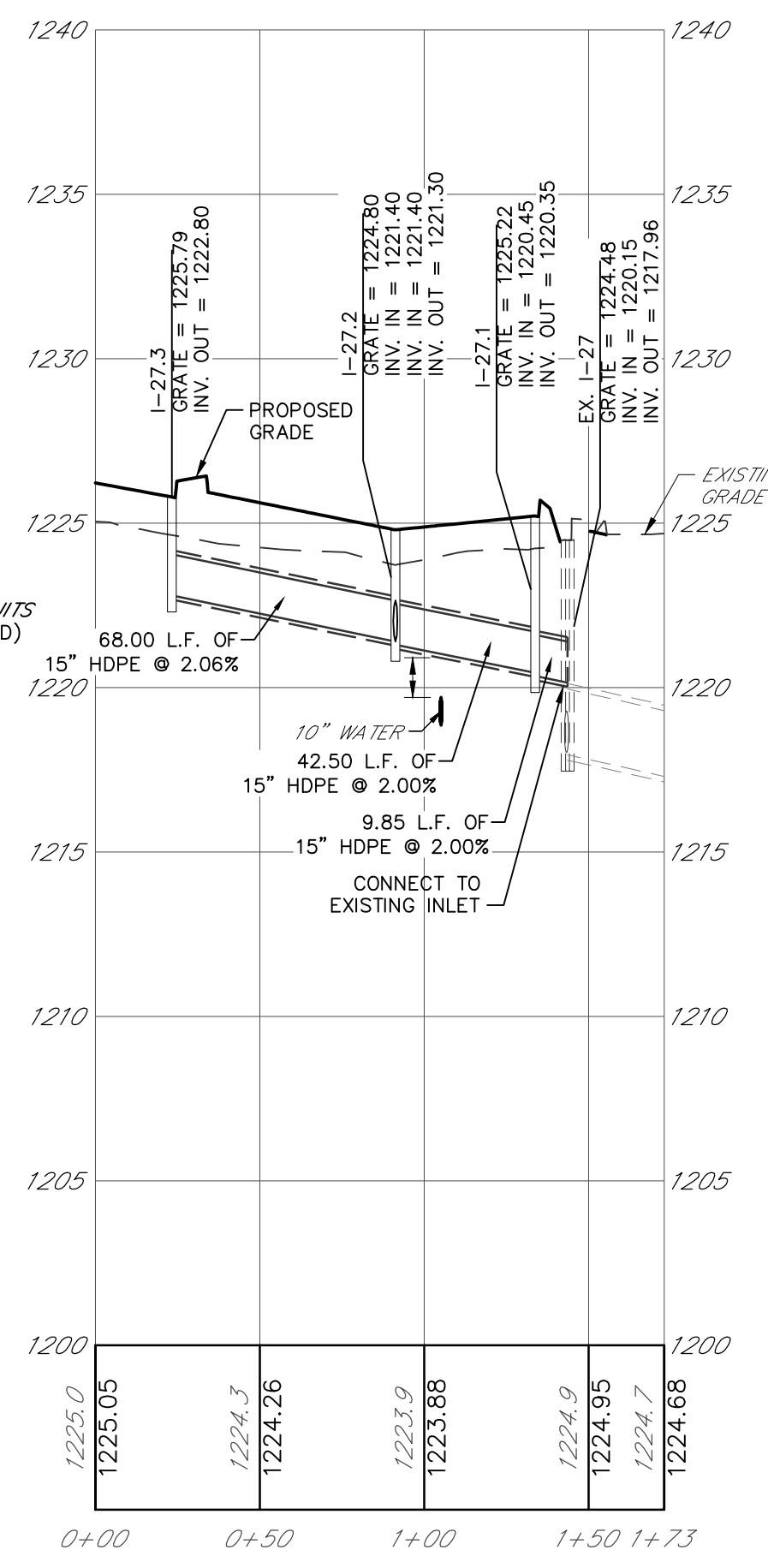
PROFESSIONAL ENGINEER  
 KEVIN SCOTT HALL  
 PENNSYLVANIA

AWARD OF PROFESSIONAL ENGINEERING

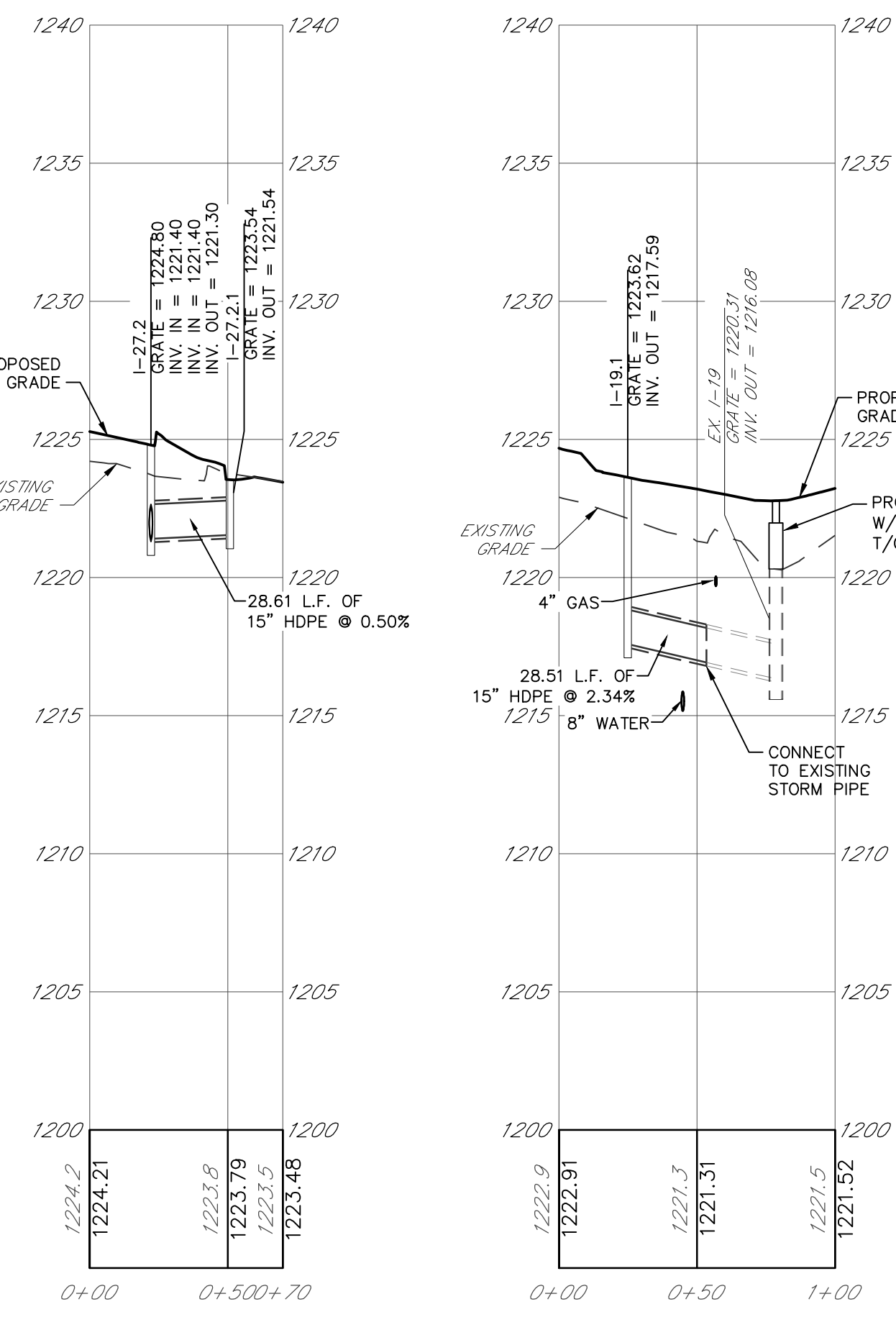
**HAWBAKER ENGINEERING**  
 1952 Waddle Road, Suite 201 State College, Pa 16803  
 1-800-284-8590  
 hawbakereengineering.com



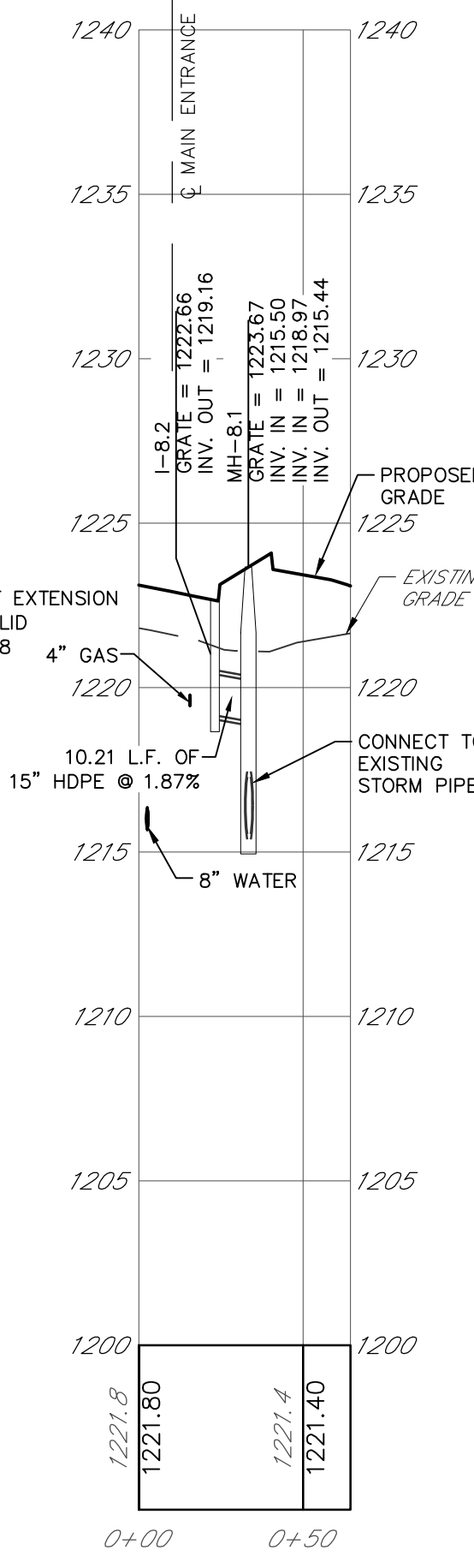
**MAIN ENTRANCE**  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



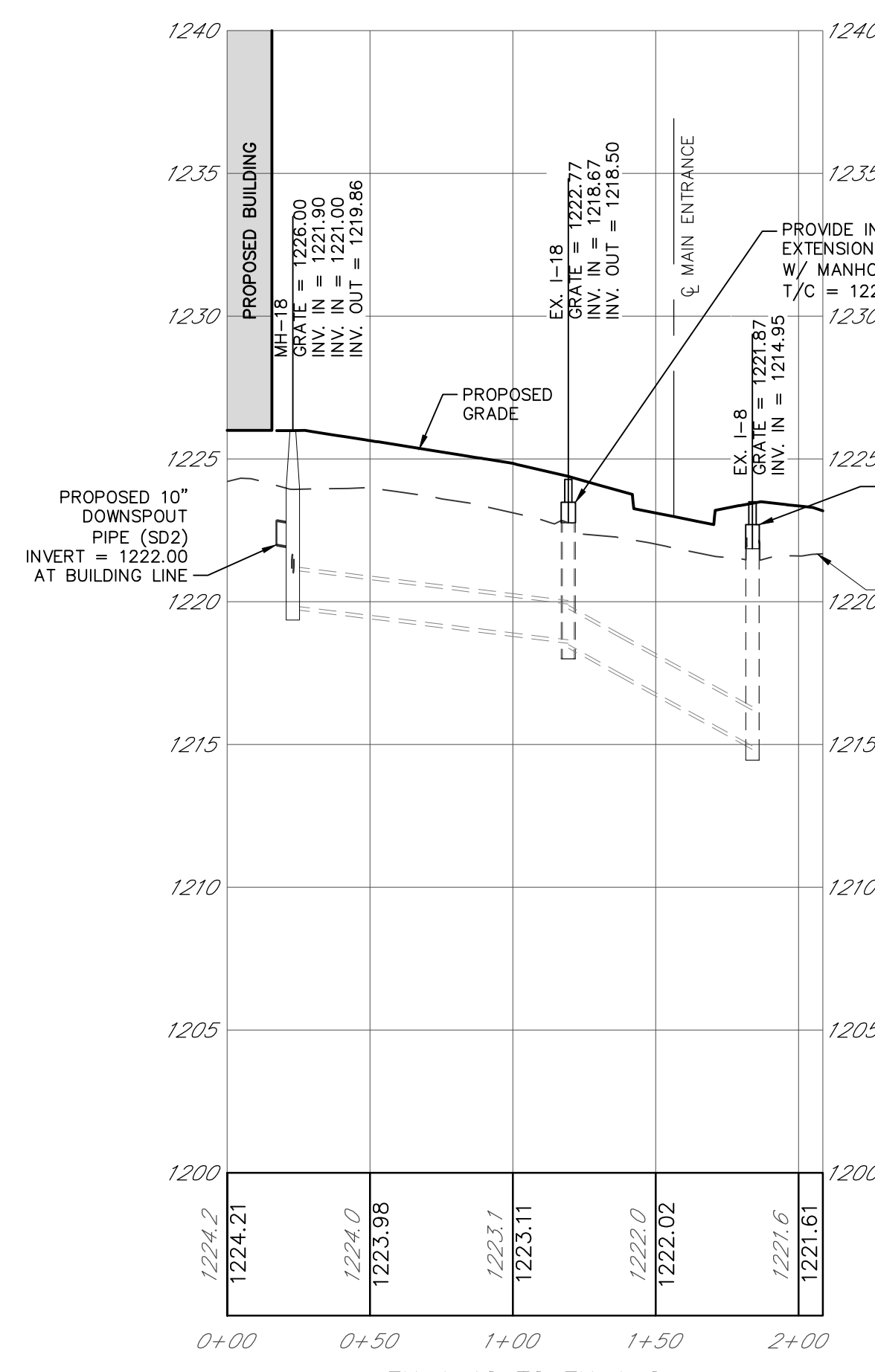
**I-27.3 TO EX. I-27**  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



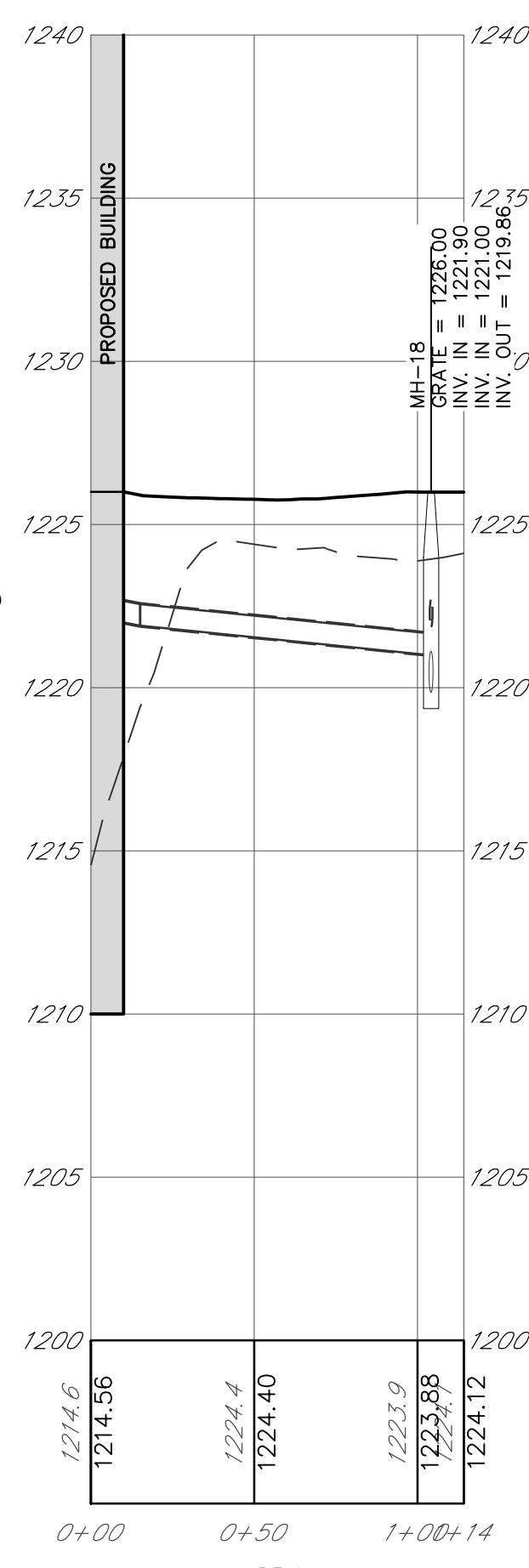
**I-27.2 TO I-19**  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



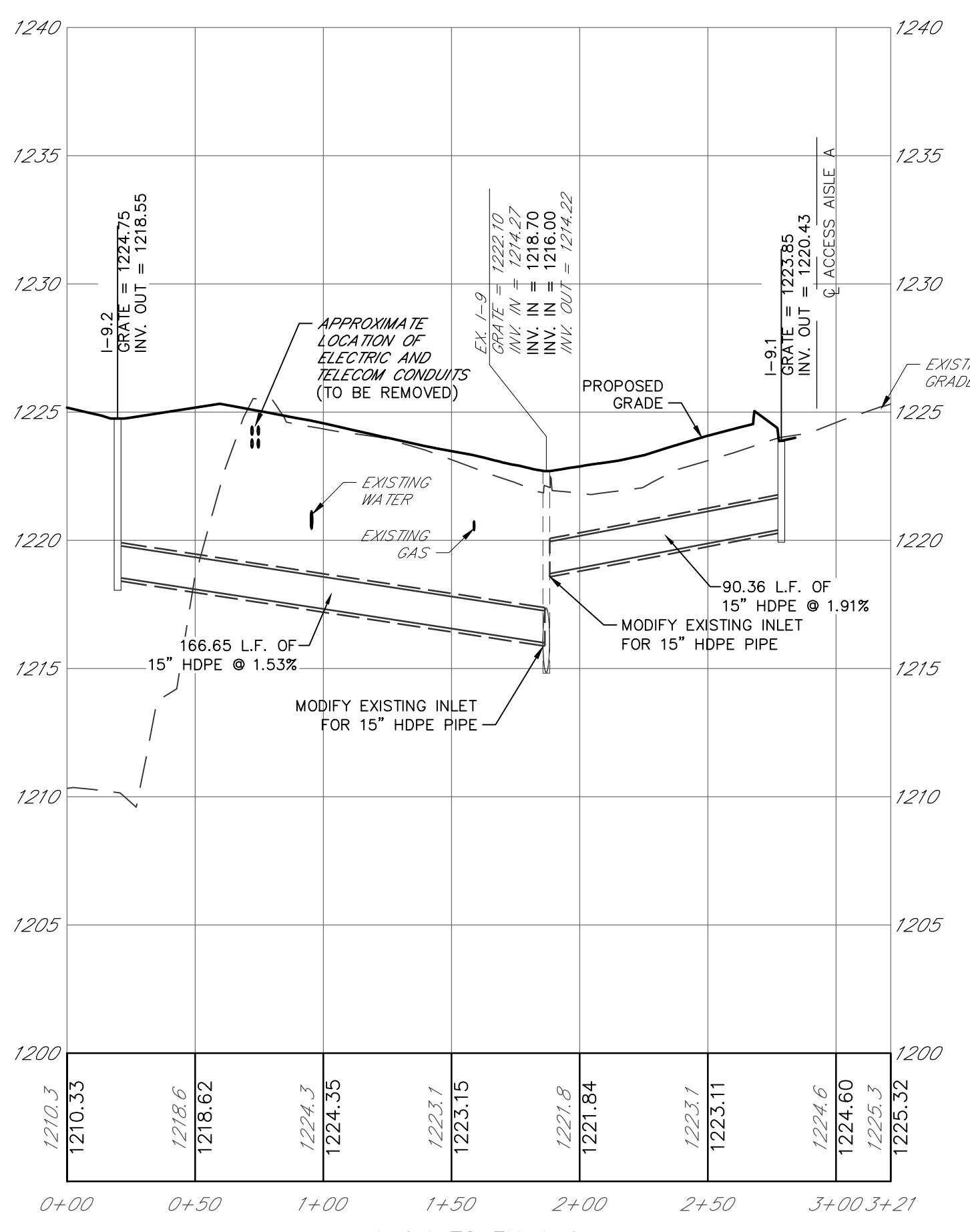
**I-8.2 TO MH-8.1**  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



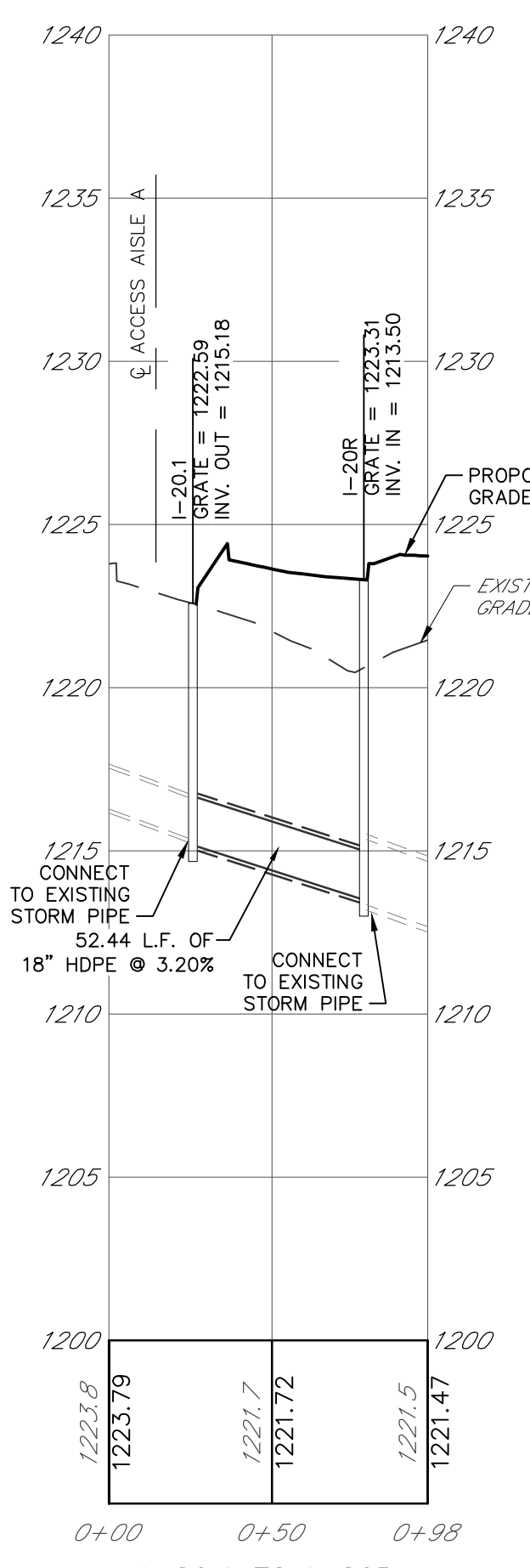
**EX. I-18 TO EX. I-8**  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



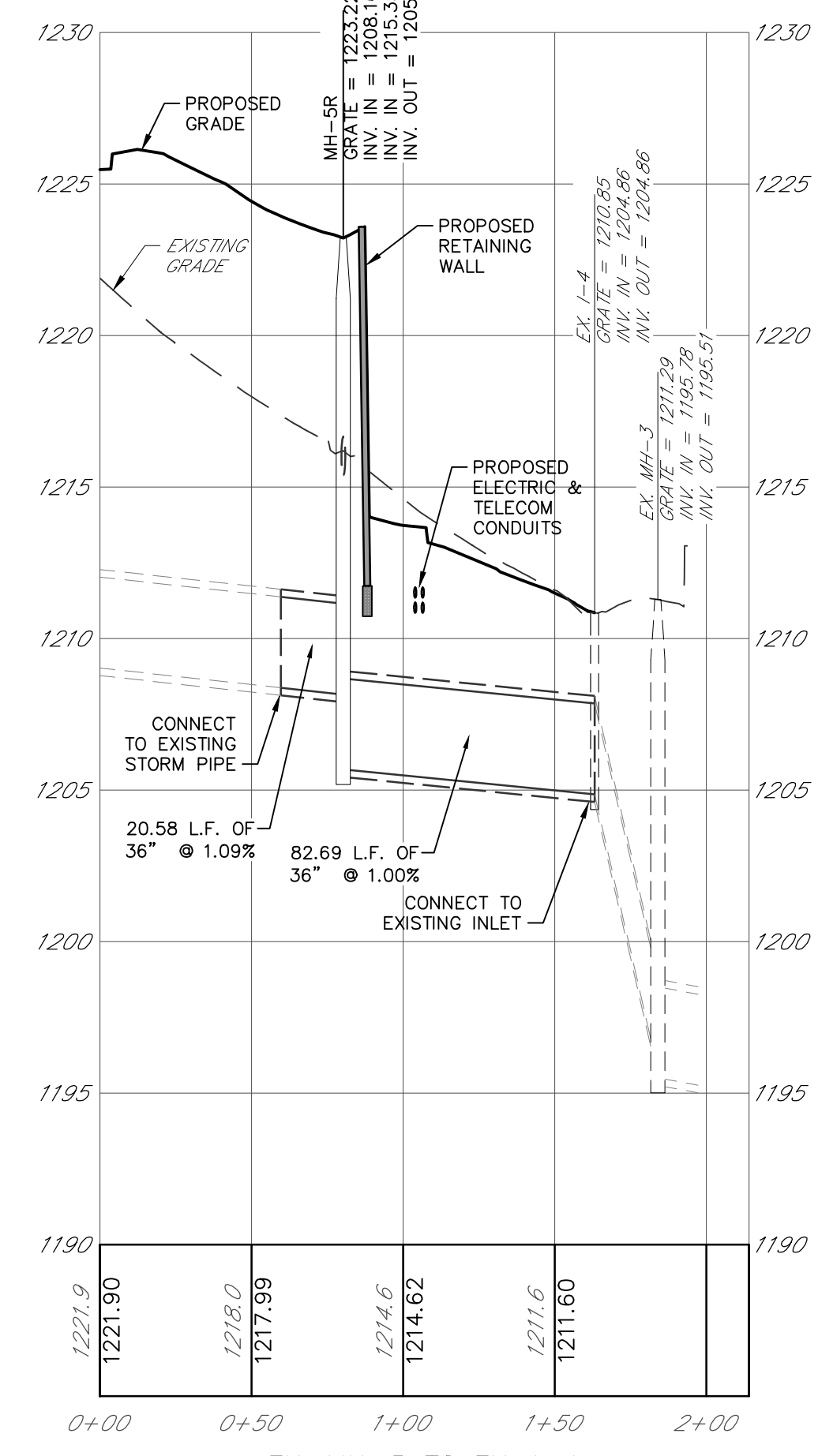
**SD1**  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



**I-9.1 TO EX. I-9**  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'

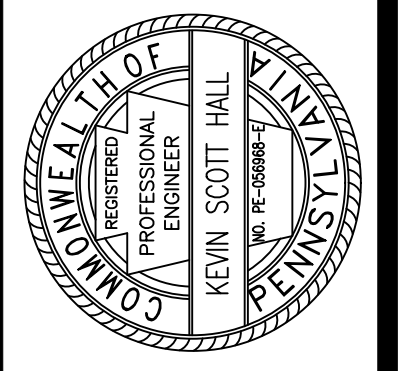


**I-20.1 TO I-20R**  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



**EX. MH-5 TO EX. I-4**  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'

DATE	REVISION
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21
ESK/KSH	ESK/KSH



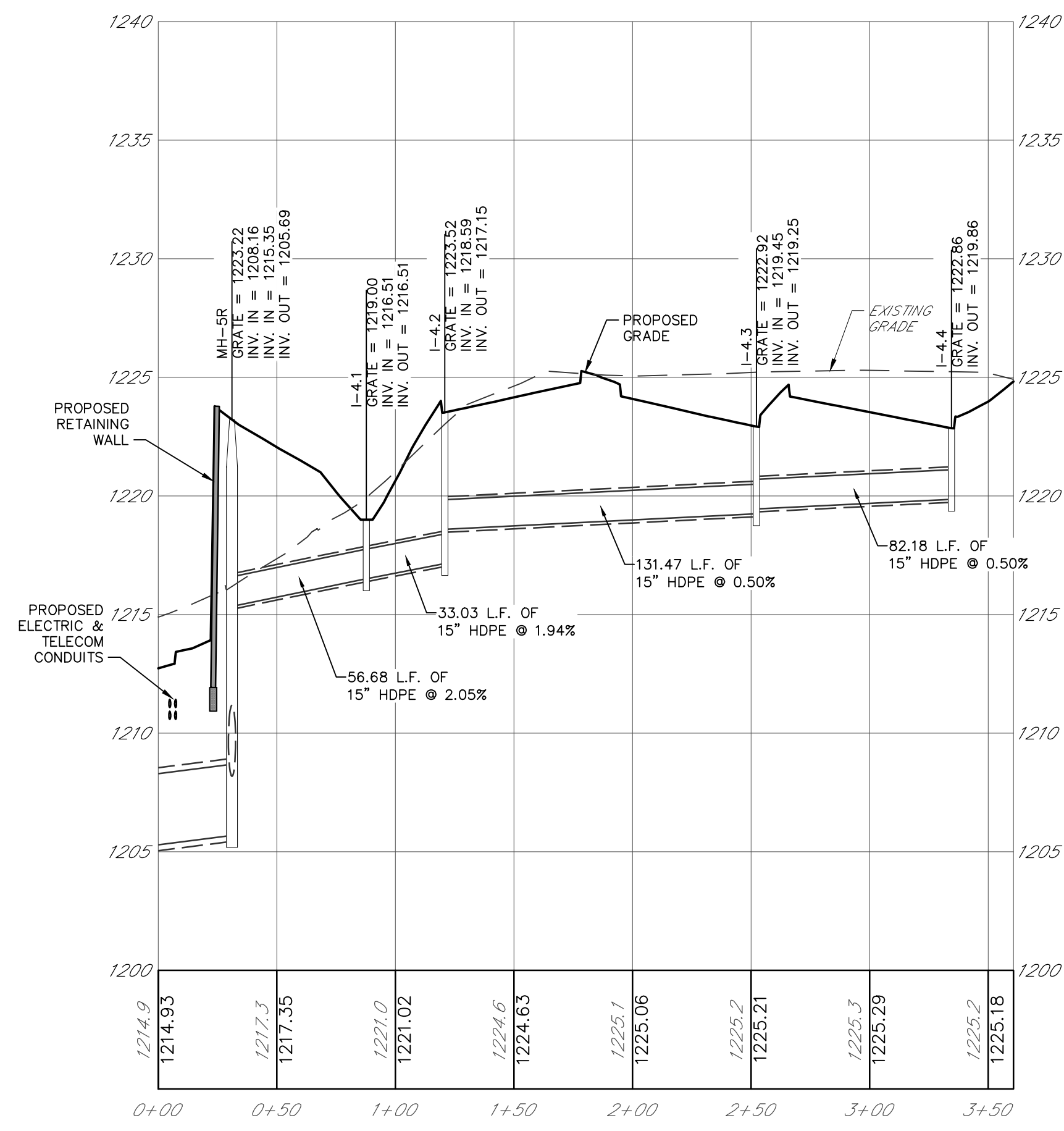
LOCATION	PATTON TOWNSHIP CENTRE COUNTY, PA
OWNER	CHRISTOPHER REGIONAL MEDICAL CENTER
SCALE	AS SHOWN
DESIGN	ESK
DRAWN	ESK

**PROFILES**  
 PRELIMINARY / FINAL  
 LAND DEVELOPMENT PLAN  
 FOR  
 PENN HIGHLANDS MICRO-HOSPITAL  
 AND MEDICAL OFFICE BUILDING

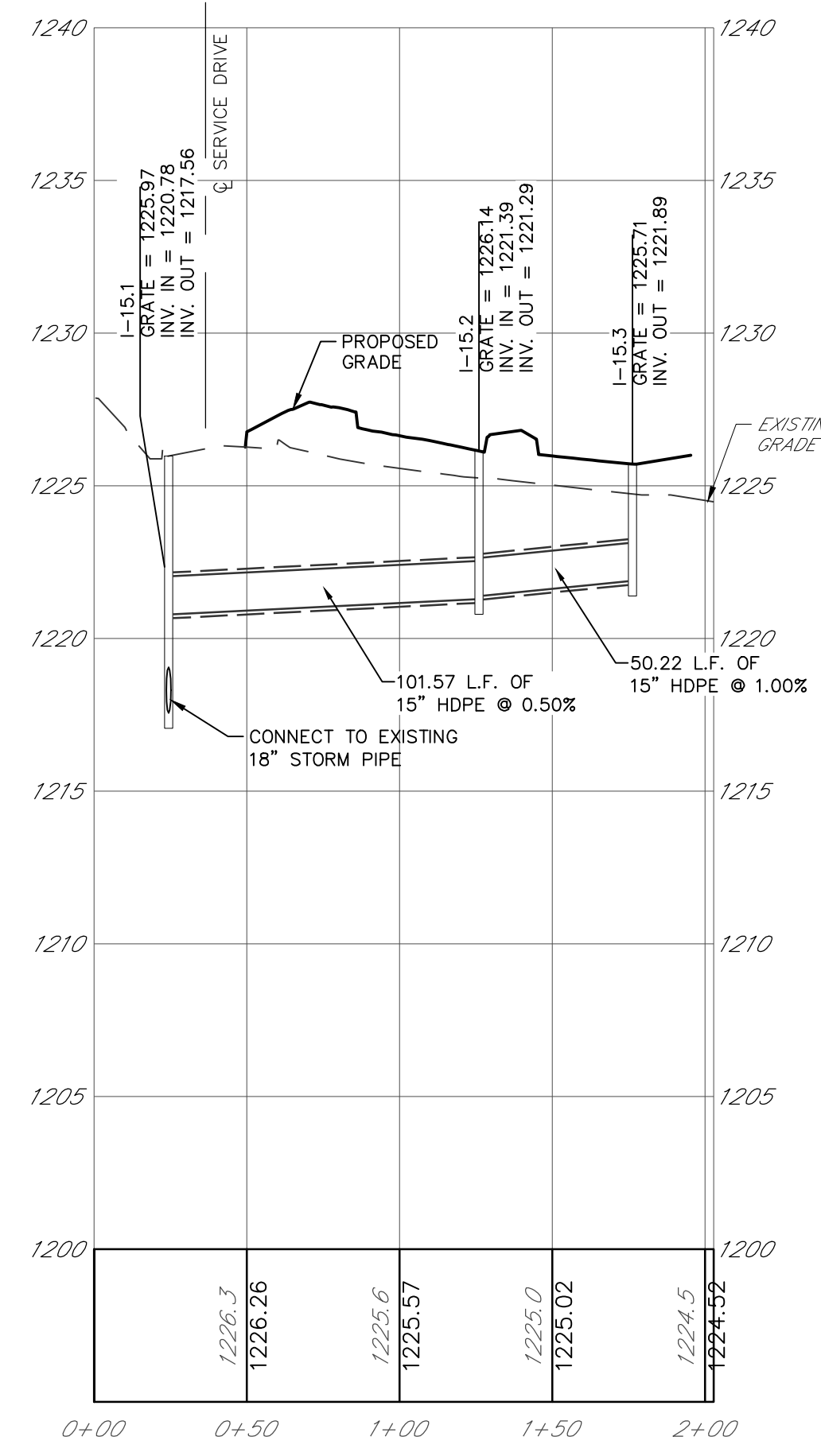


DATE	JANUARY 29, 2021
JOB NUMBER	19934
SHEET NUMBER	18 OF 36

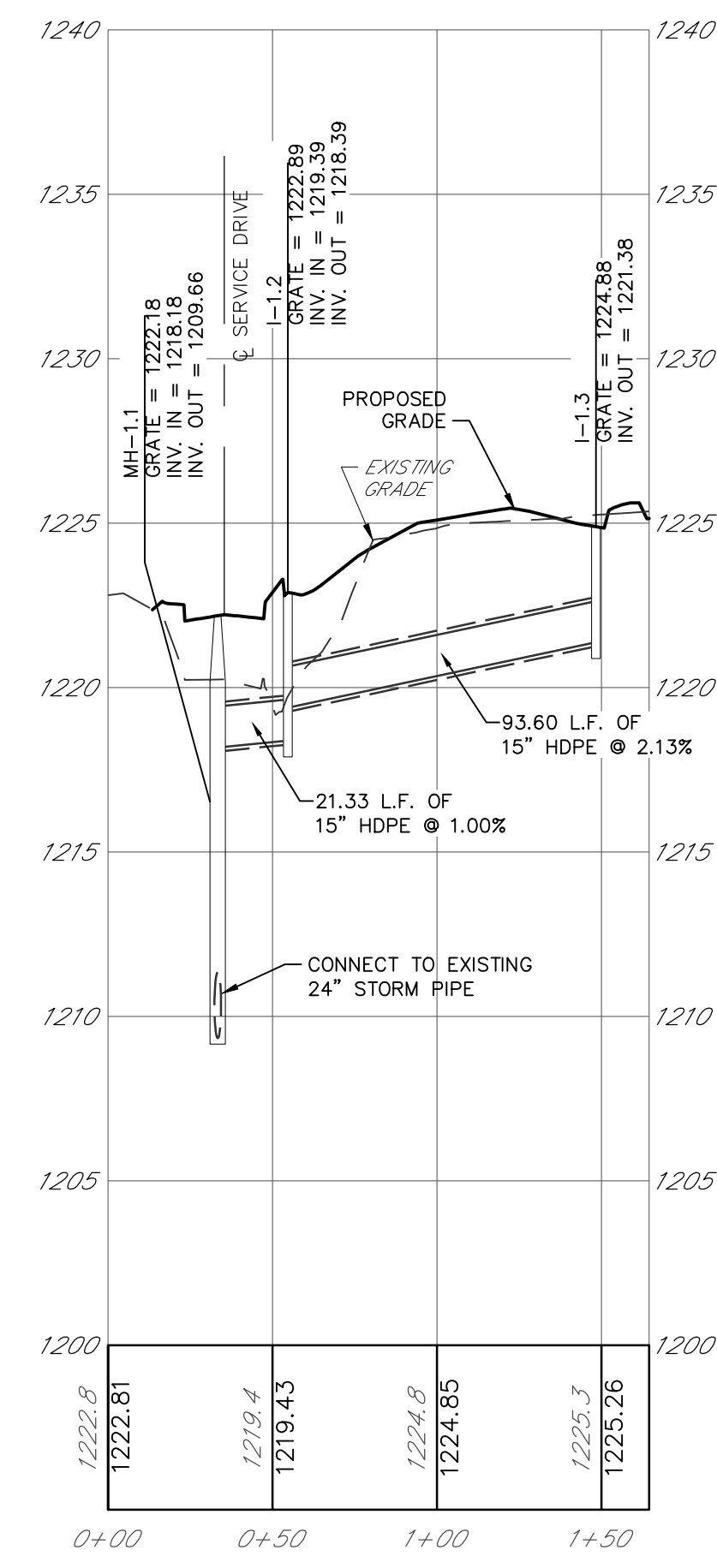
NOT FOR CONSTRUCTION  
 DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021  
 SOURCE: March 31, 2021 10:36am (est) | FILENAME: F:\Projects\19934\_Penn\_Highlands - State College\19934\_Land\_Develop (Color) - 31.dwg | USER: shh-18 (Pawnee)



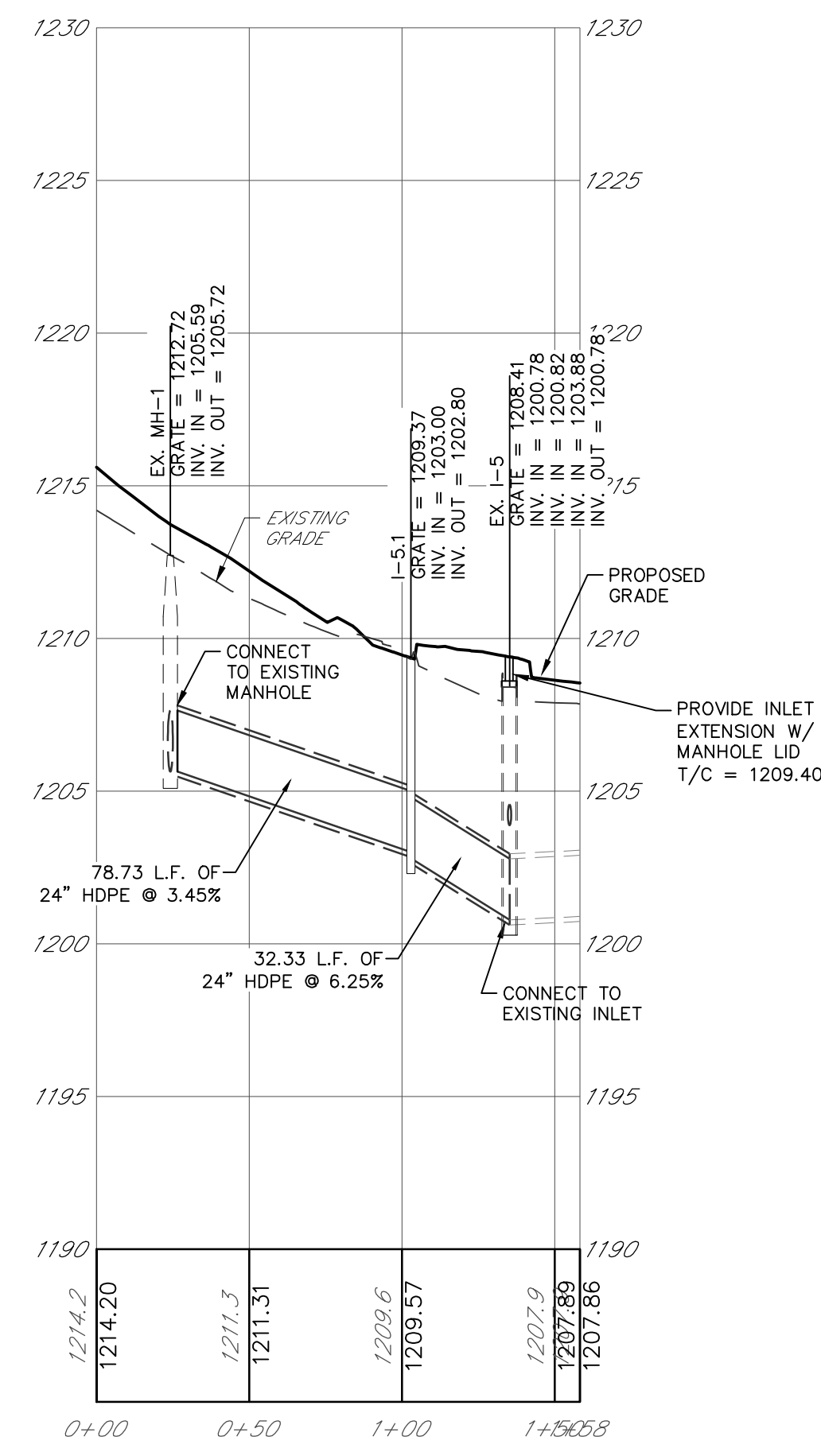
I-4.4 TO MH-5R  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



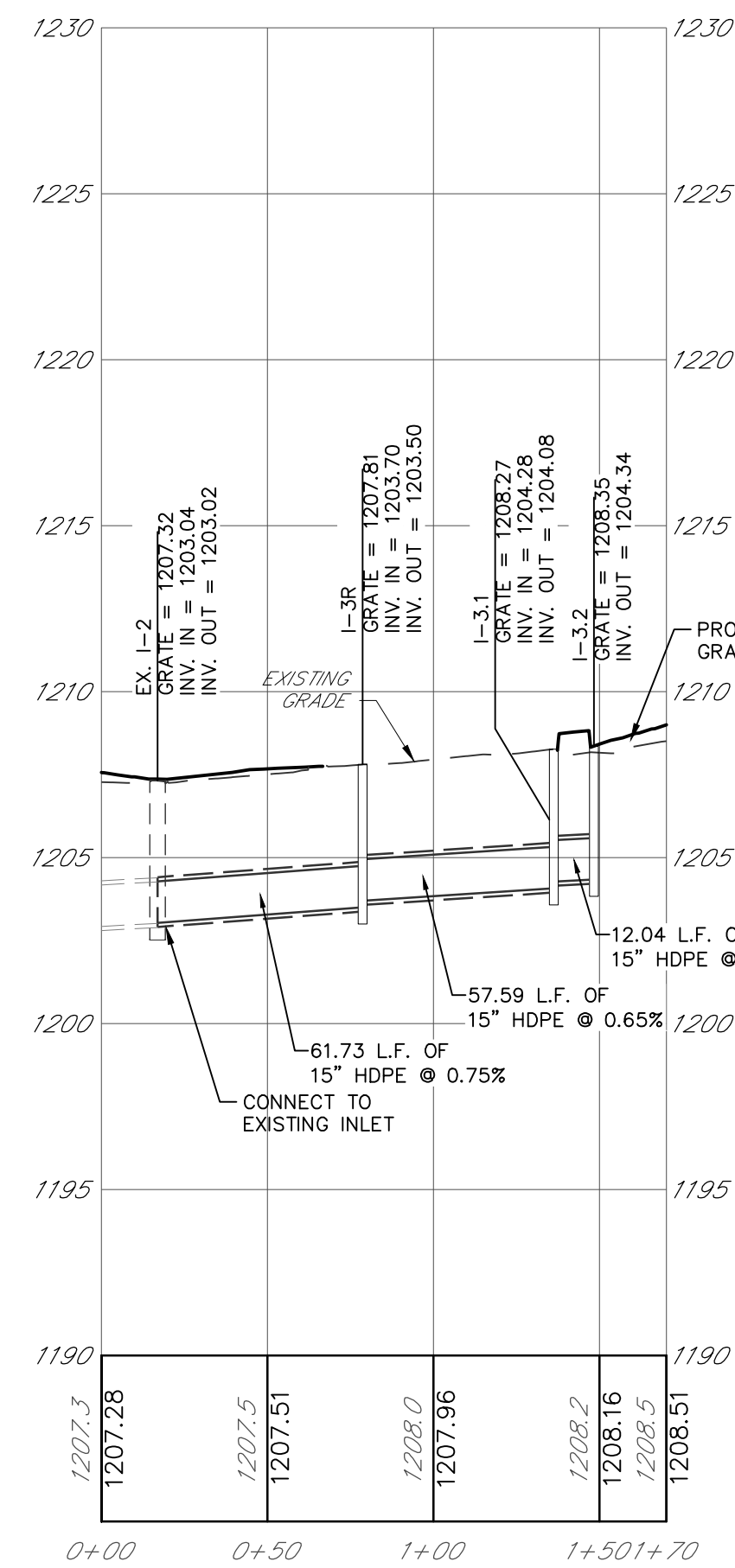
I-15.1 TO I-15.2  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



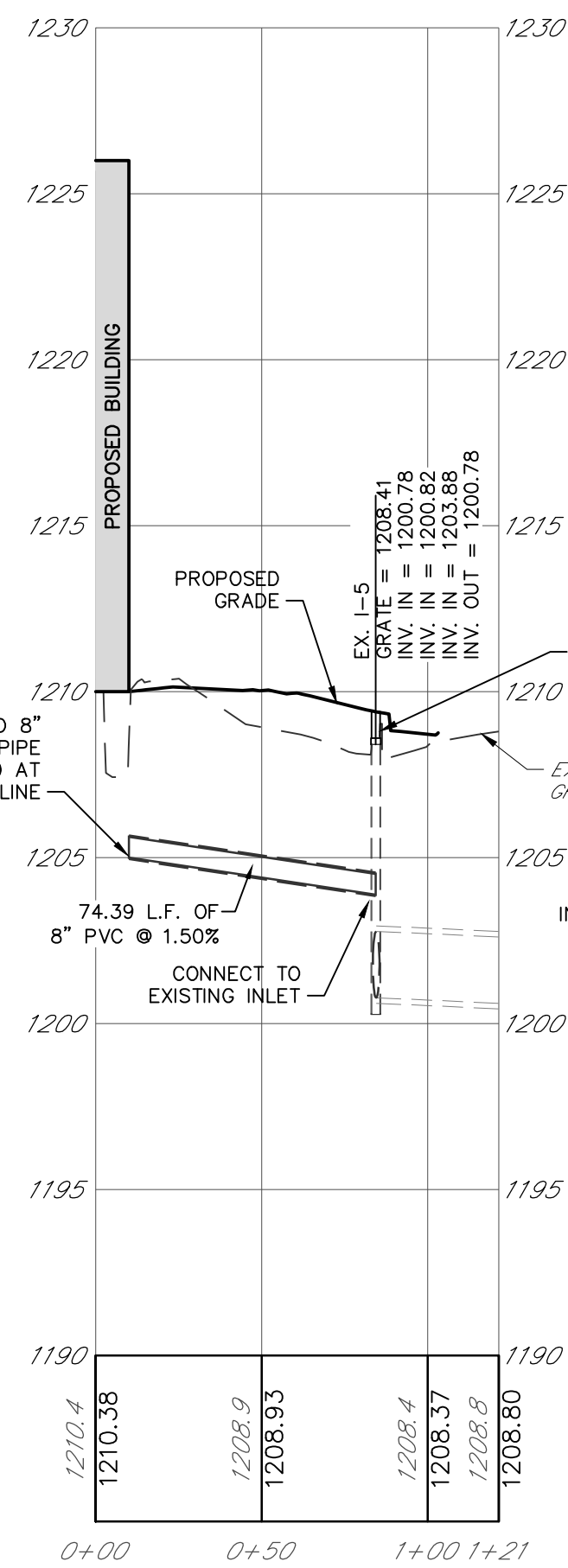
I-1.3 TO MH-1.1  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



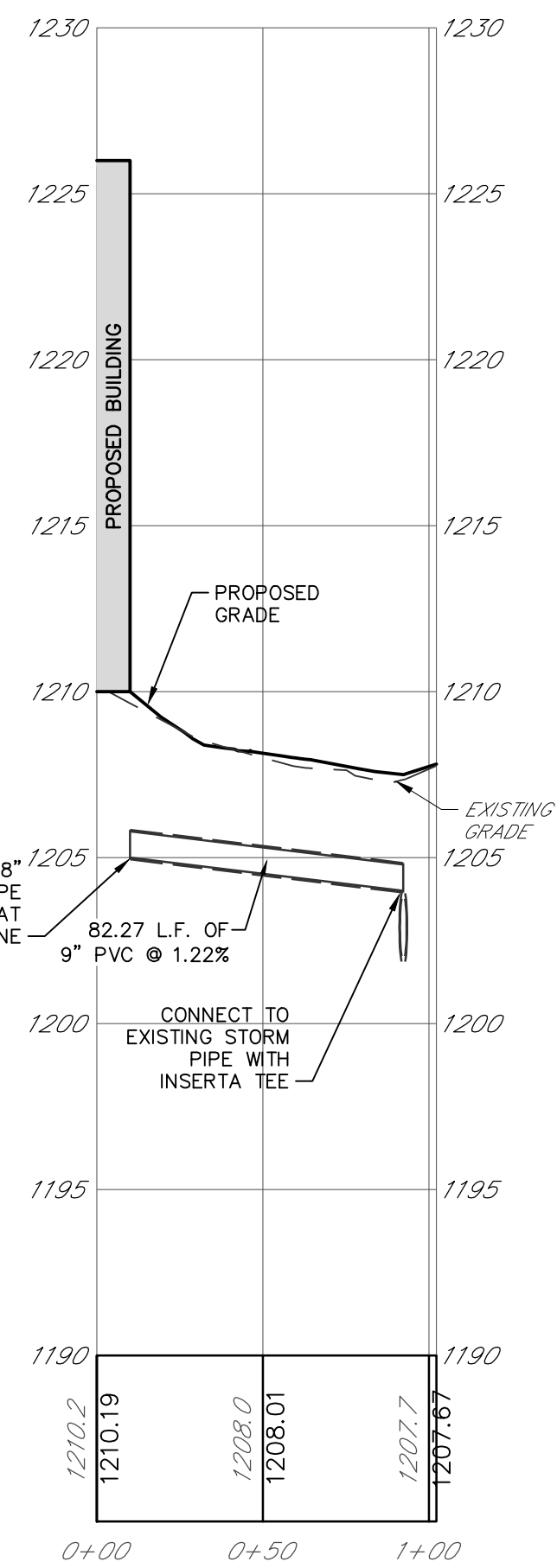
EX. MH-1 TO EX. I-5  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



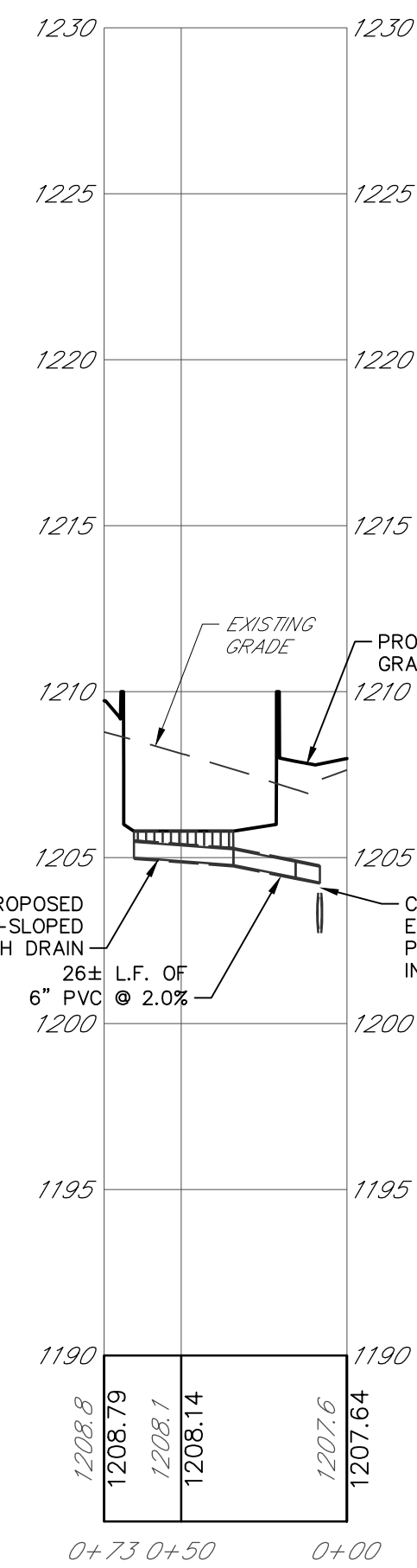
I-3.2 TO EX. I-2  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



SD3  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



SD4  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'



TRENCH DRAIN  
 HORZ. SCALE: 1"=50'  
 VERT. SCALE: 1"=5'

NOT FOR CONSTRUCTION  
 DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021  
 E:\UTB - March 21, 2021\18-366 - (ex) - (RENAME) - F:\Projects\19934\_Penn\_Highlands - State College\19352\_Land\_Develop (ex) - 31.dwg - L:\001 - Sheet 19 (rev.04)

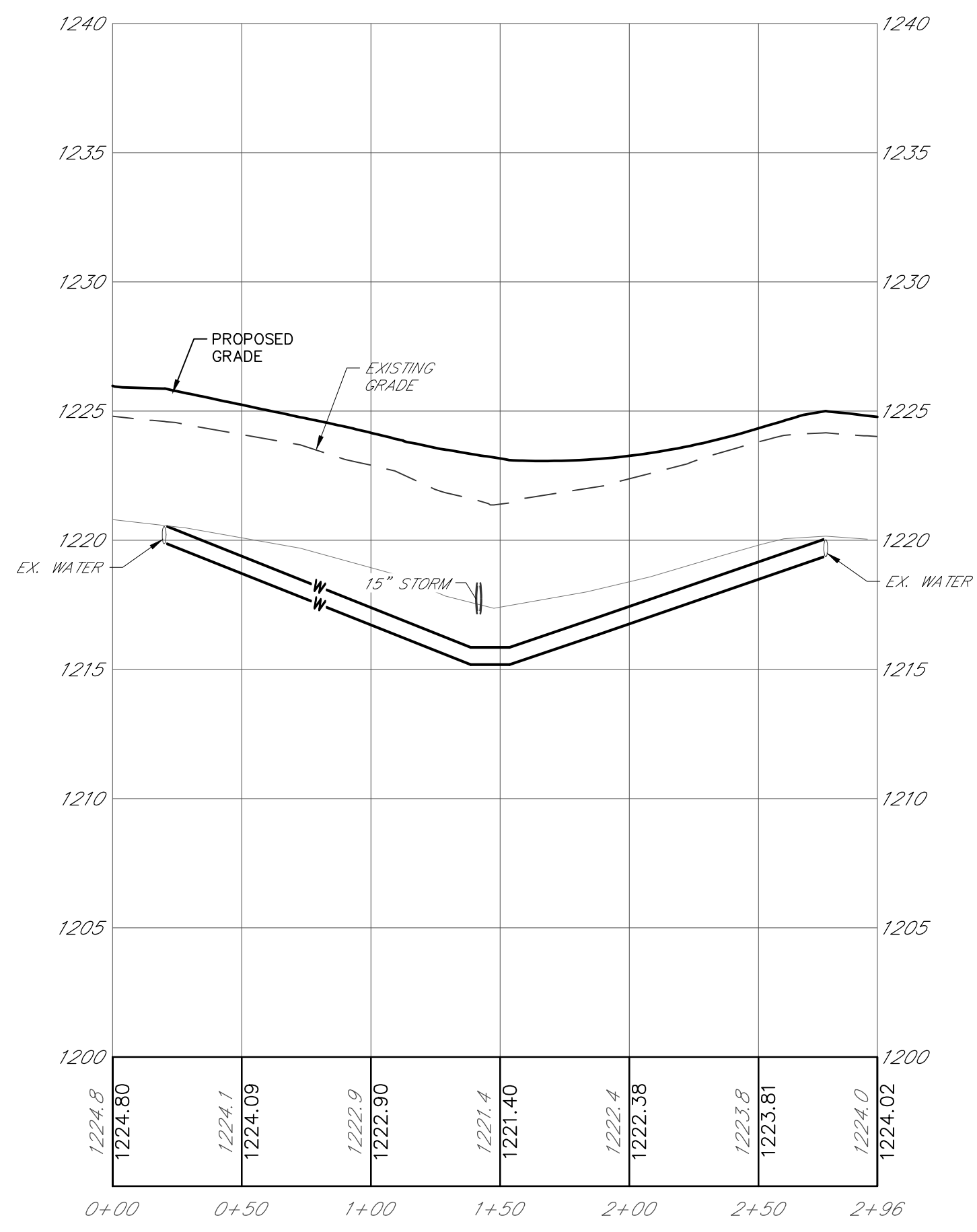
**HAWBAKER ENGINEERING**  
 1952 Waddle Road, Suite 201 State College, Pa 16803  
 1-800-284-6590  
 hawbakering.com

DATE: JANUARY 29, 2021  
 JOB NUMBER: **19934**  
 SHEET NUMBER: **19 OF 36**

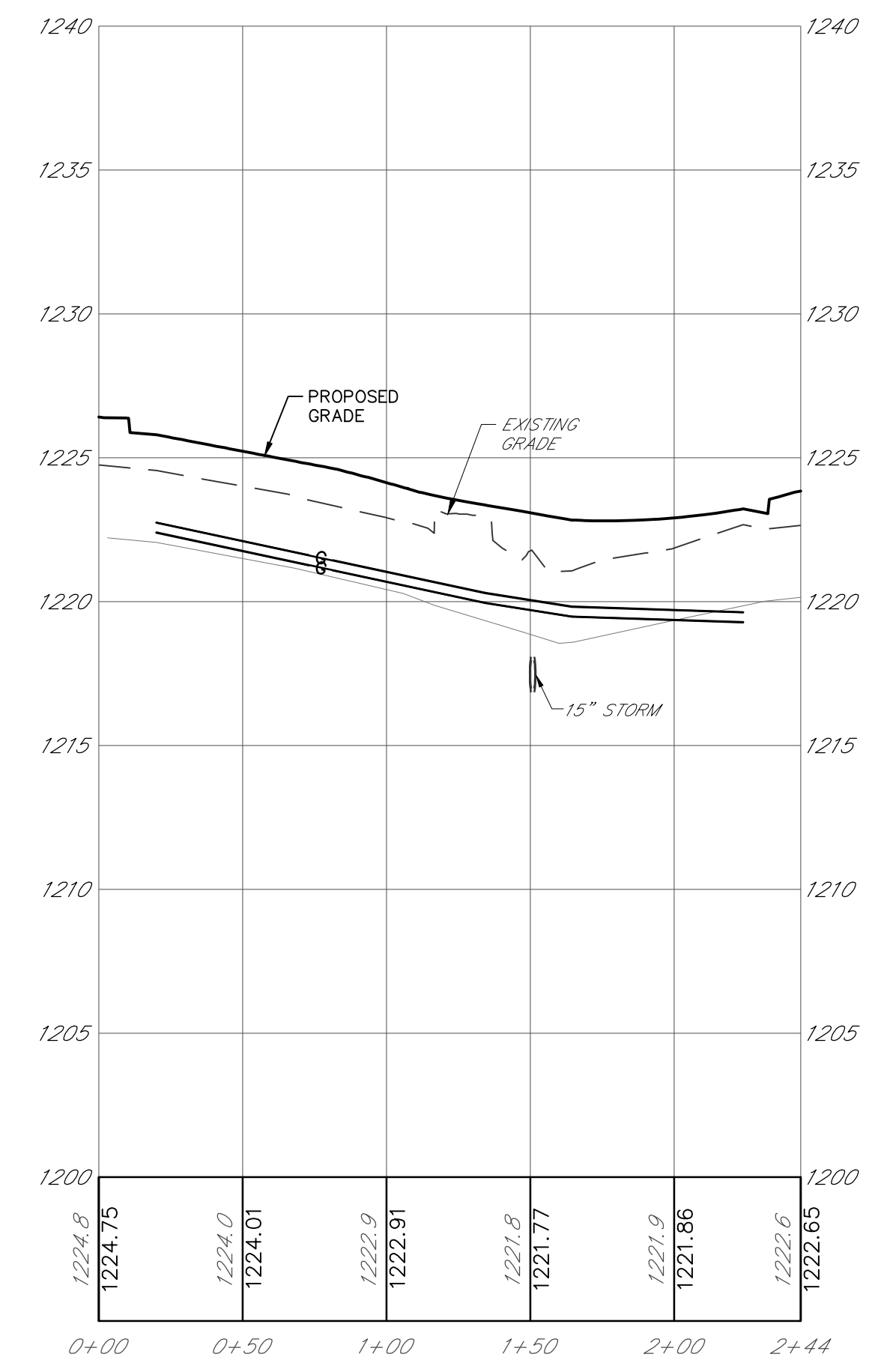
LOCATION: PATTON TOWNSHIP CENTRE COUNTY, PA  
 OWNER: PATTON TOWNSHIP REGIONAL MEDICAL CENTER  
 SCALE: AS SHOWN  
 DESIGN: ESK  
 DRAWN: ESK

**PROFILES**  
 PRELIMINARY / FINAL  
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 FOR  
 PENN HIGHLANDS MICRO-HOSPITAL  
 AND MEDICAL OFFICE BUILDING

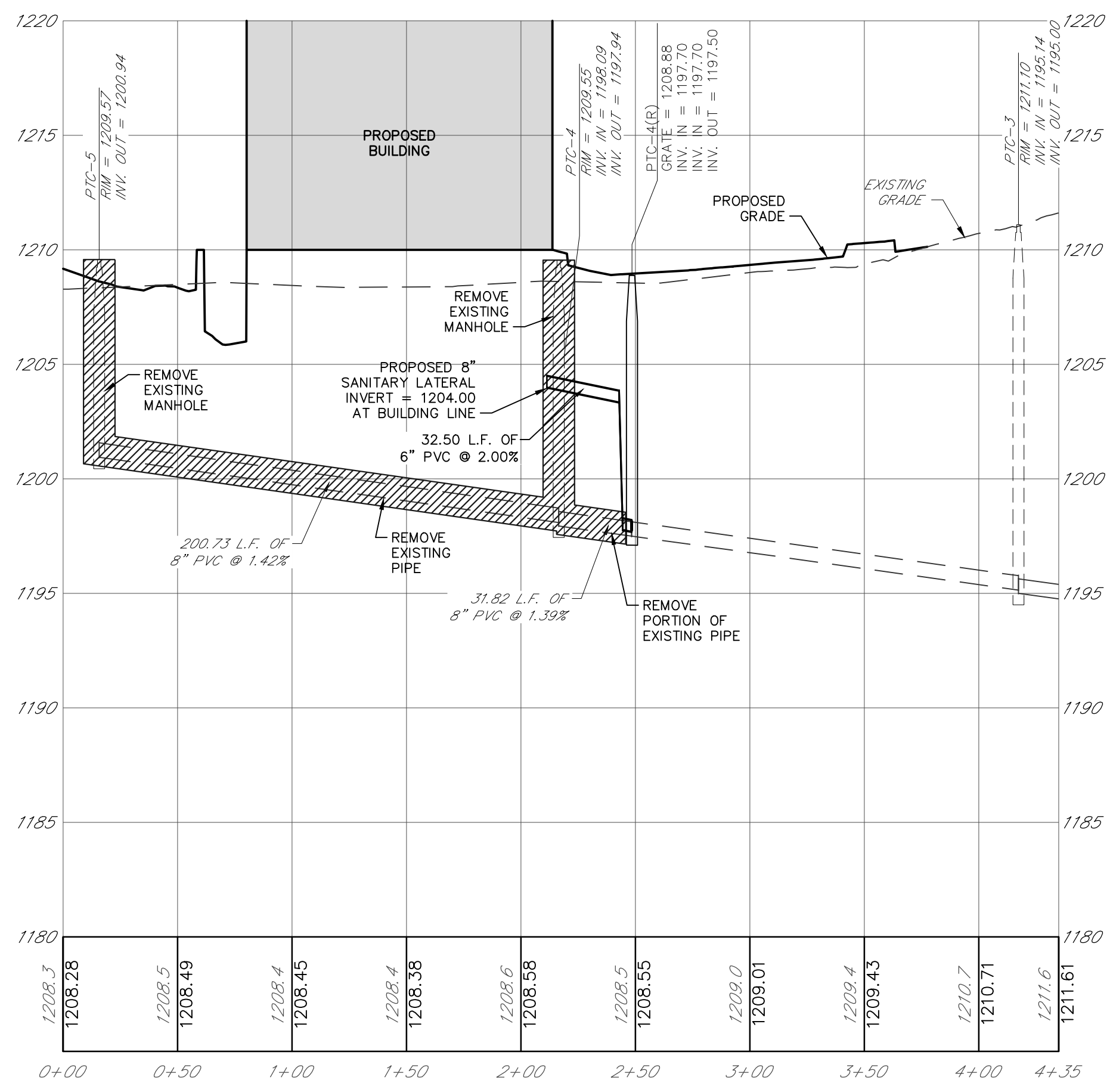
REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21 ESK/KSH  
 3/24/21 REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21 ESK/KSH  
 DATE REVISION REV. BY



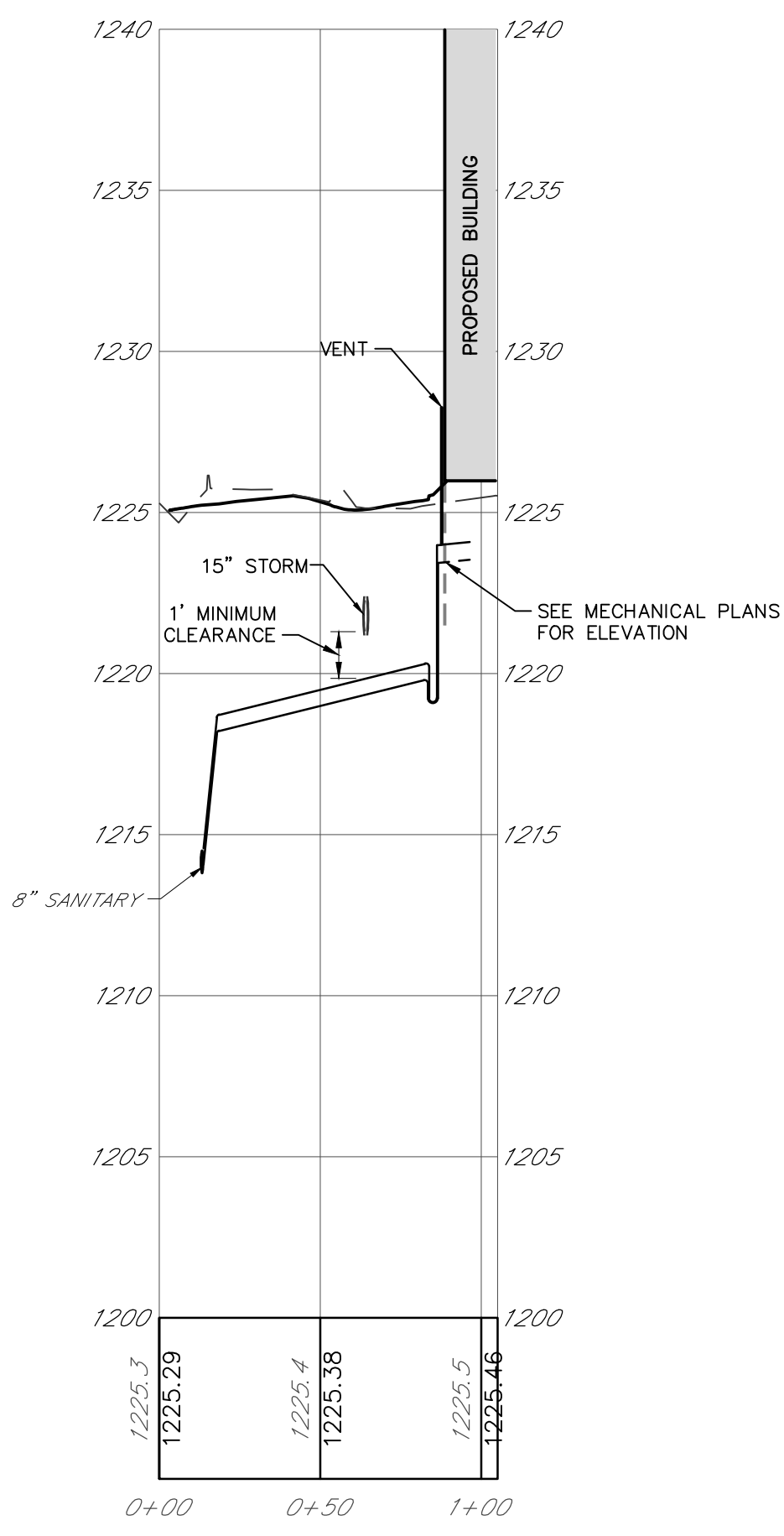
**WATER LINE RELOCATION**  
HORZ. SCALE: 1"=50'  
VERT. SCALE: 1"=5'



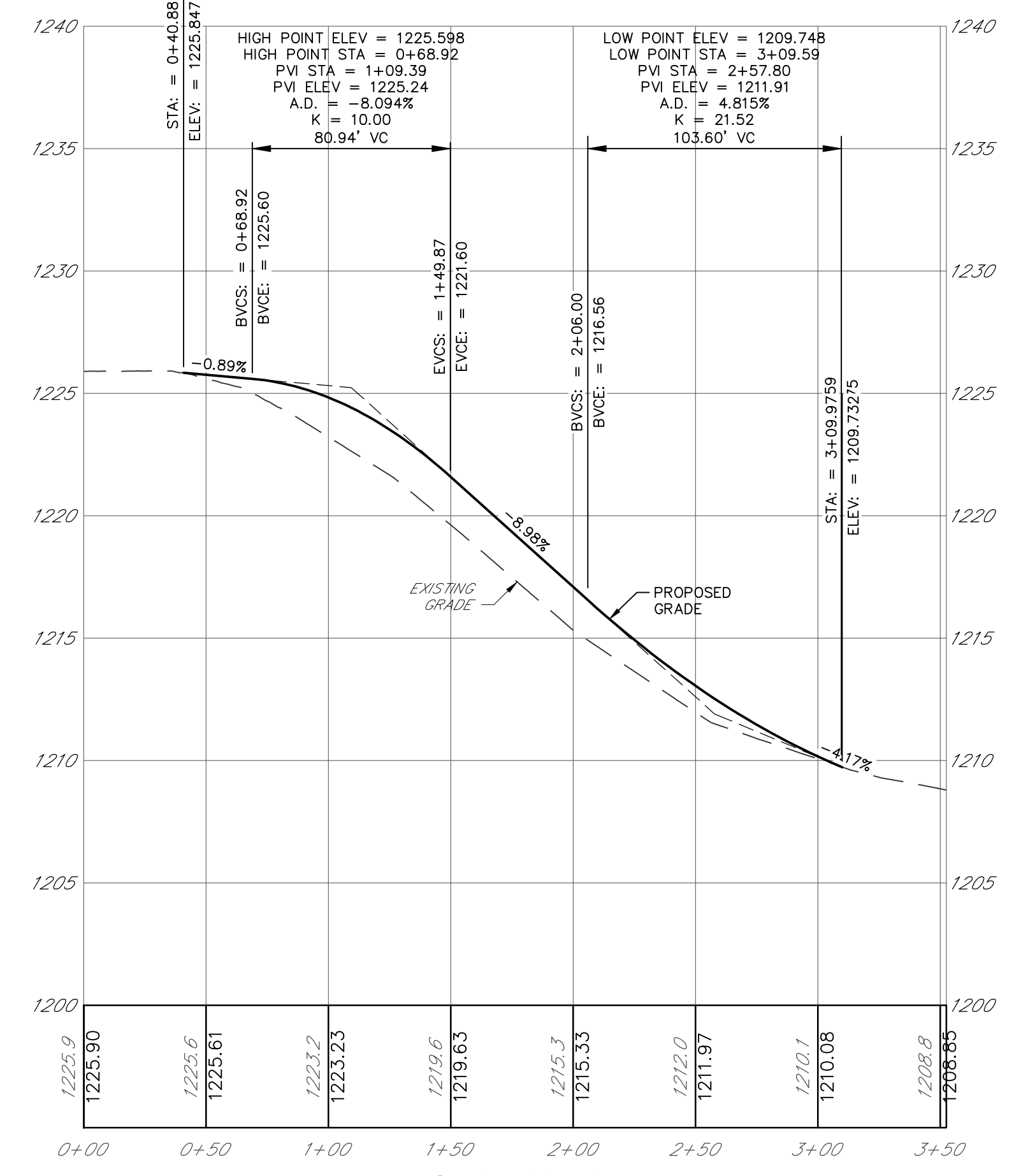
**GAS LINE RELOCATION**  
HORZ. SCALE: 1"=50'  
VERT. SCALE: 1"=5'



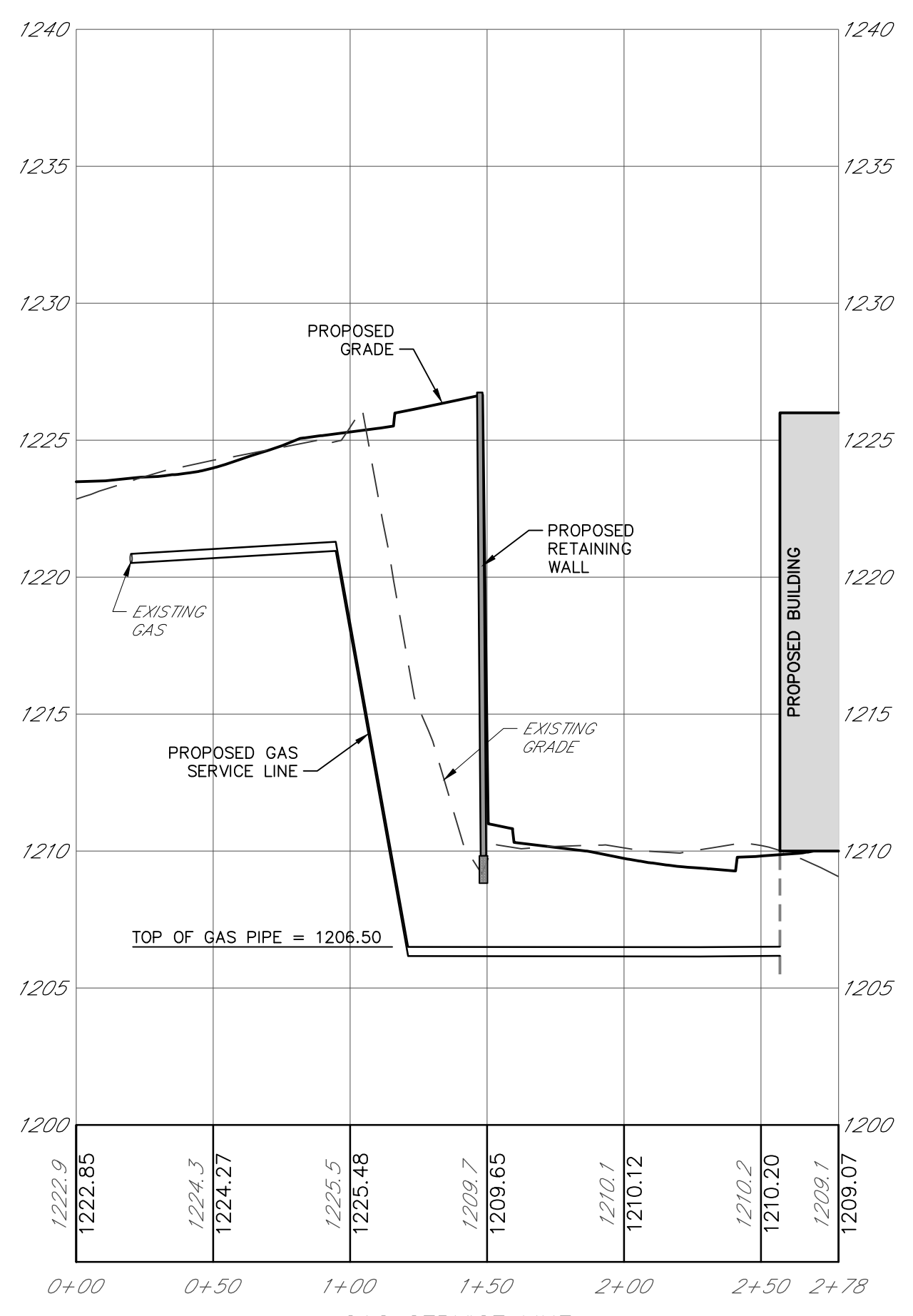
**EXISTING SANITARY**  
HORZ. SCALE: 1"=50'  
VERT. SCALE: 1"=5'



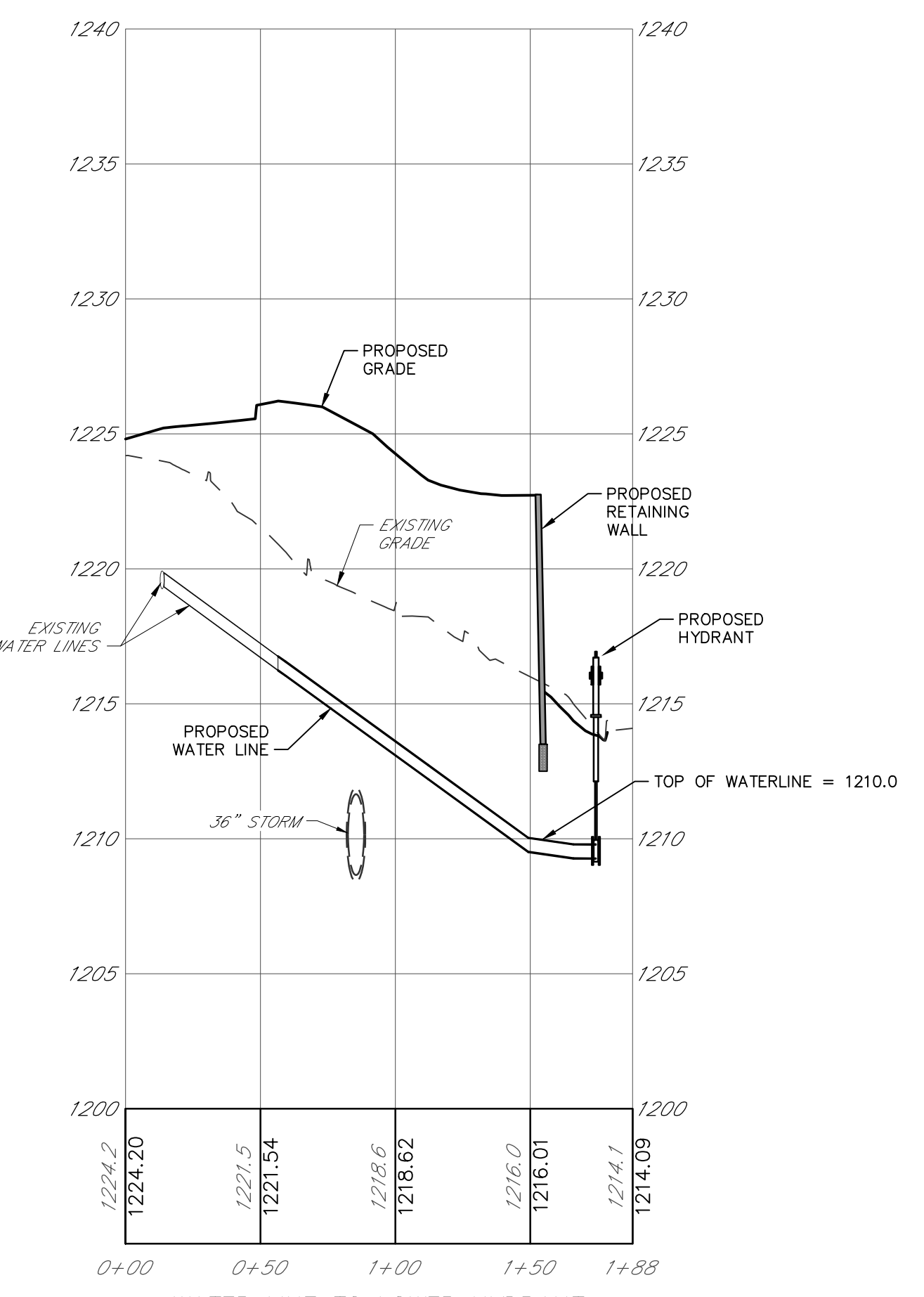
**MOB SANITARY LATERAL**  
HORZ. SCALE: 1"=50'  
VERT. SCALE: 1"=5'



**Service drive 1**  
HORZ. SCALE: 1"=50'  
VERT. SCALE: 1"=5'



**GAS SERVICE LINE**  
HORZ. SCALE: 1"=50'  
VERT. SCALE: 1"=5'



**WATER LINE TO LOWER HYDRANT**  
HORZ. SCALE: 1"=50'  
VERT. SCALE: 1"=5'

DATE	REVISION	REV. BY
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/19/21	ESK/KSH
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH

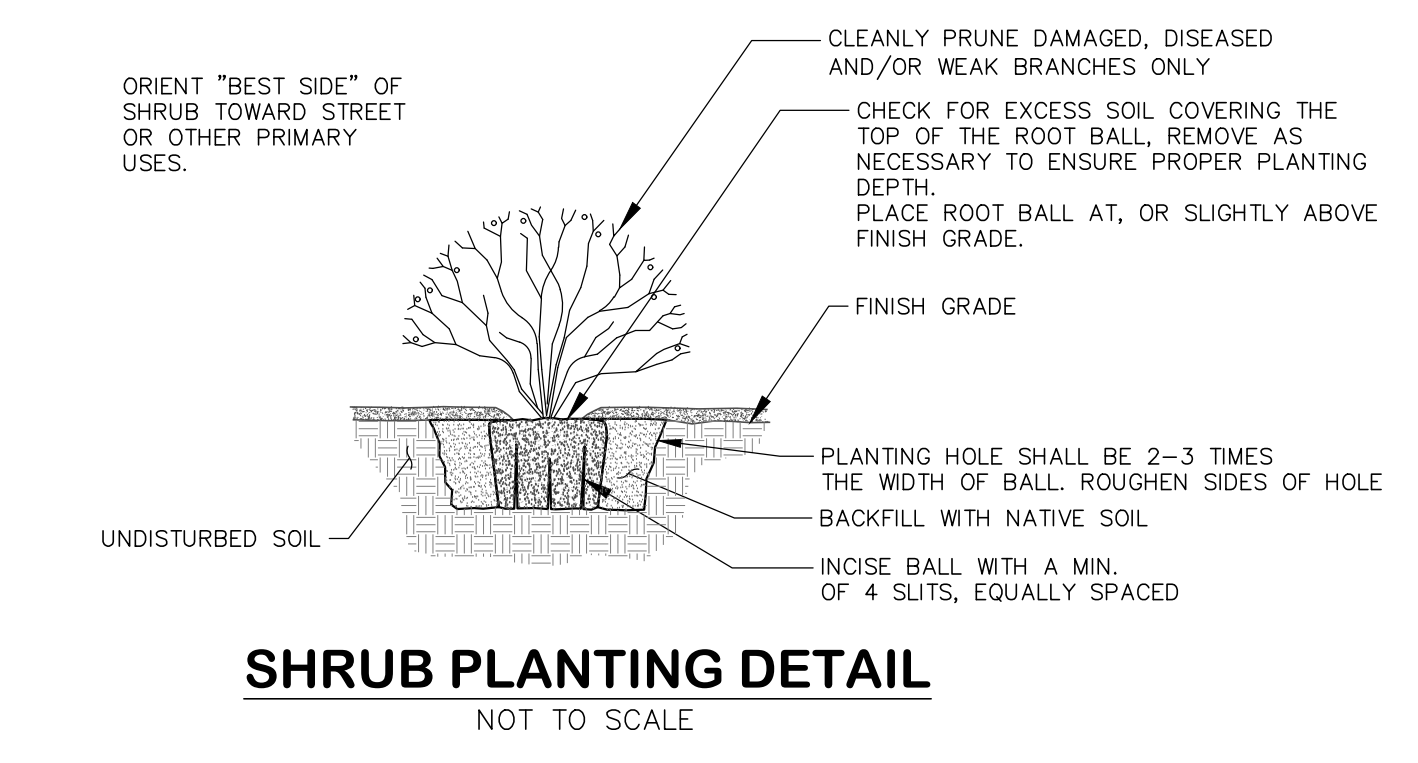
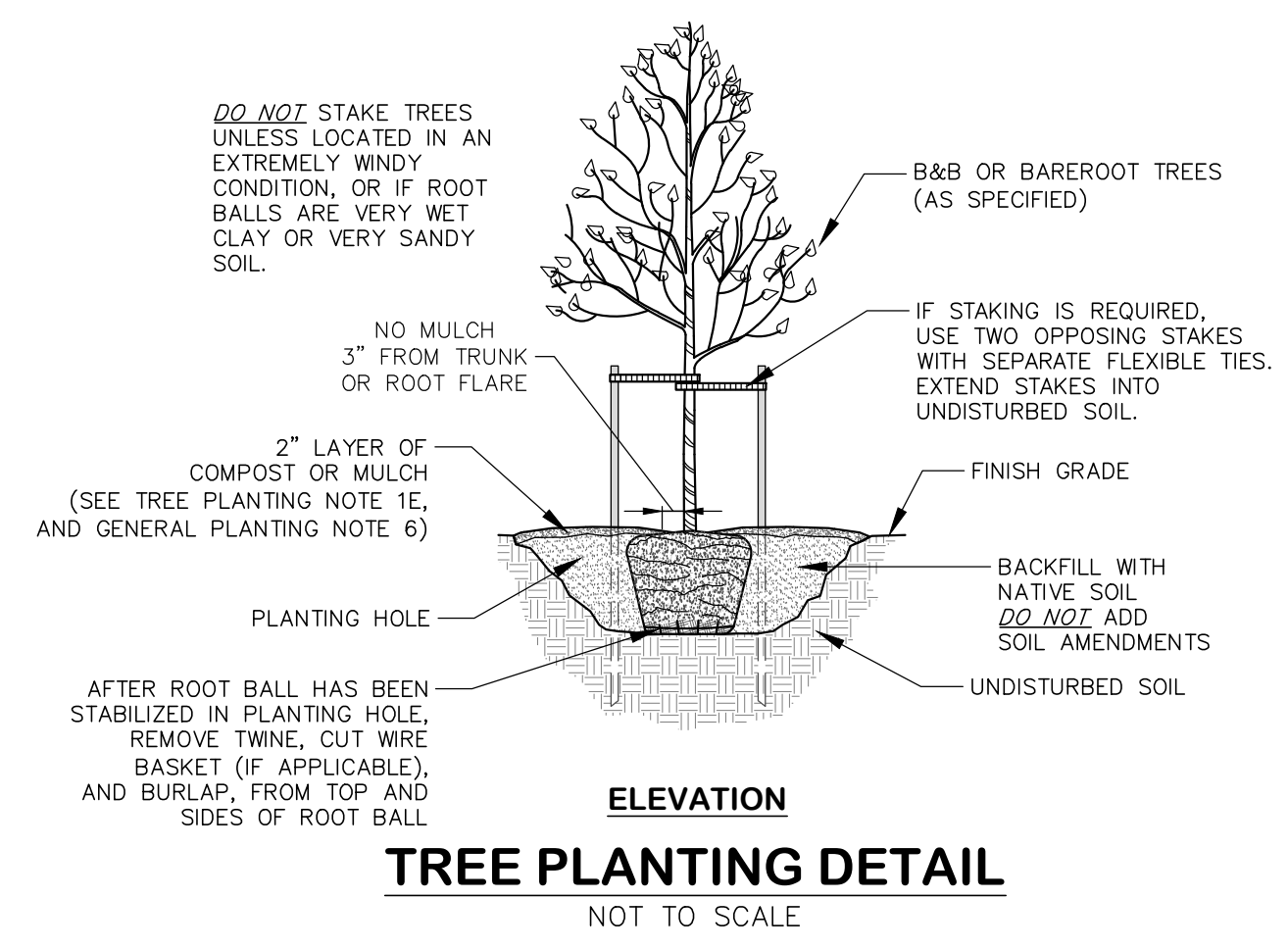
LOCATION: PATTON TOWNSHIP, CENTRE COUNTY, PA  
OWNER: PATTON REGIONAL MEDICAL CENTER  
SCALE: AS SHOWN  
DESIGN: ESK  
DRAWN: ESK

**PROFILES**  
PRELIMINARY / FINAL  
LAND DEVELOPMENT PLAN  
FOR  
PENN HIGHLANDS MICRO-HOSPITAL  
AND MEDICAL OFFICE BUILDING

**HAWBAKER ENGINEERING**  
1952 Waddle Road, Suite 201 State College, Pa 16803  
1-800-284-6590  
hawbakeringengineering.com

DATE: JANUARY 29, 2021  
JOB NUMBER: **19934**  
SHEET NUMBER: **20 OF 36**

NOT FOR CONSTRUCTION  
DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021  
SOURCE: March 31, 2021 10:37am (est) FILENAME: F:\Projects\19934\_Penn\_Highlands - State College\19934\_Land\_Develop (Golden\_3)\_dwg DATEPLOT: 3/10/21 (Esk)



**TREE PLANTING NOTES:**

- B&B:**
- TO ENSURE THAT THE TREE IS PLANTED AT THE CORRECT DEPTH, LOCATE THE STRUCTURAL ROOTS IN THE ROOT BALL BEFORE PLANTING. THIS CAN BE DONE BY PROBING WITH A SURVEYOR'S CHAINING PIN OR PIECE OF STIFF WIRE. IF EXCESS SOIL IS FOUND ON TOP, REMOVE THE TWINE AND BURLAP ON THE TOP OF THE ROOTBALL AND CAREFULLY REMOVE EXCESS SOIL. STRUCTURAL ROOTS SHOULD BE PLANTED JUST BELOW GRADE. (REAPPLY BURLAP AND RE-TIE TWINE TO AID IN POSITIONING THE TREE IN THE PLANTING HOLE).
  - EXCAVATE PLANTING HOLE TO A DEPTH NOT TO EXCEED THE DEPTH OF THE ROOT BALL. THE WIDTH OF THE PLANTING HOLE SHALL BE 2-3 TIMES THE DIAMETER OF THE ROOT BALL. ROUGHEN THE SIDES OF HOLE.
  - TAMP SOIL FIRMLY AROUND THE BASE OF THE ROOTBALL TO STABILIZE IT IN THE PLANTING HOLE. REMOVE THE TWINE, AND CUT THE WIRE BASKET (IF APPLICABLE), AND BURLAP, FROM THE TOP AND SIDES OF ROOT BALL. IF BURLAP IS TREATED OR IS MADE OF A SYNTHETIC MATERIAL, REMOVE IT ENTIRELY.
  - TAMP THE REMAINING BACKFILL LIGHTLY (BACKFILL WITH EXISTING SOIL. *DO NOT* USE SOIL AMENDMENTS AND FERTILIZER *IS NOT* RECOMMENDED).
  - THE TREE SHALL BE PLANTED AT A DEPTH WITH THE TOP OF THE BALL AT, OR SLIGHTLY ABOVE, FINISH GRADE. *DO NOT COVER* THE TOP OF THE ROOT BALL WITH SOIL. TO AVOID DAMAGE WHEN SETTING THE TREE IN THE HOLE, ALWAYS LIFT THE TREE BY THE ROOT BALL AND NEVER BY THE TRUNK.
  - IF NOT LOCATED IN A MULCHED BED, A MULCH RING, WITH HAND CUT EDGE, SHALL BE PLACED AROUND EACH TREE. MINIMUM DIAMETER OF RING SHALL BE 3" PER CALIPER INCH. PLACE A MAXIMUM OF 2" OF WELL AGED COMPOST, OR SHREDDED TANBARK MULCH IN RING. *DO NOT* PLACE MULCH WITHIN 3" OF ROOT FLARE OR TRUNK.
  - PRUNE ONLY, DEAD, OR CROSSOVER LIMBS.

**CONTAINER GROWN:**

- CHECK FOR EXCESS SOIL AS IN NOTE 1.
  - PLANT AS IN NOTES 1.A., 1.C., 1.D., 1.E., & 1.F.
  - REMOVE CONTAINER BY CAREFULLY CUTTING DOWN THE SIDES OF THE CONTAINER. INSPECT THE ROOT BALL FOR CIRCULAR ROOTS AND CUT OR REMOVE THEM. INCISE THE ROOTBALL WITH VERTICAL SLITS.

**GENERAL PLANTING NOTES:**

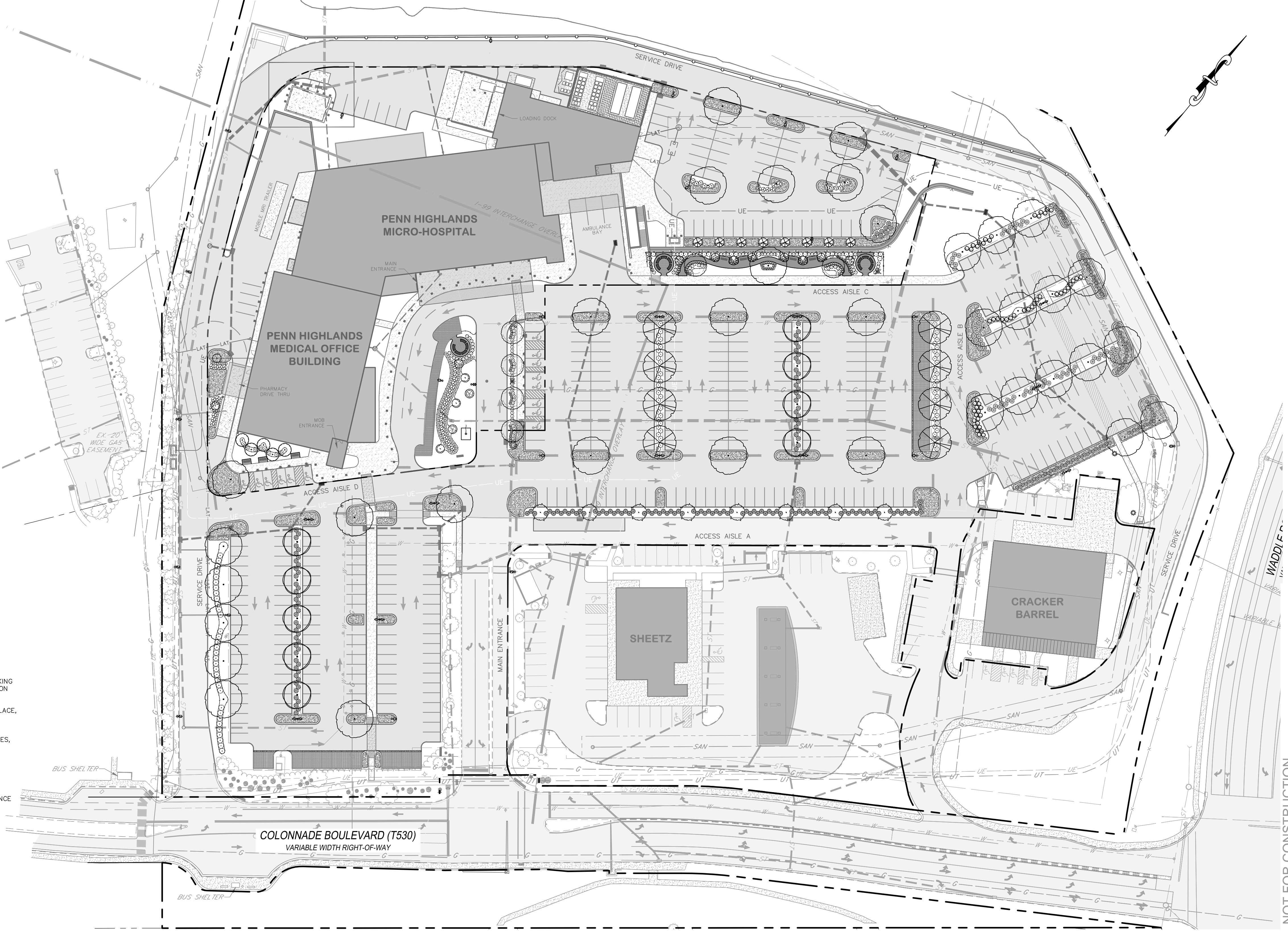
- ANY PORTION OF THE SITE WHICH IS NOT USED FOR BUILDINGS AND OTHER STRUCTURES, LOADING AND PARKING SPACES AND AISLES, SIDEWALKS, AND DESIGNATED STORAGE AREAS, SHALL BE PLANTED WITH AN ALL-SEASON GROUND COVER.
- LOCATE ANY EXISTING UNDERGROUND UTILITIES OR OBSTACLES PRIOR TO BEGINNING WORK. REPAIR, OR REPLACE, AT NO ADDITIONAL COST, ANY AND ALL ITEMS, OR UTILITIES, DAMAGED AS A RESULT OF LANDSCAPING OPERATIONS.
- IMMEDIATELY NOTIFY THE GENERAL CONTRACTOR UPON ENCOUNTERING ANY OBSTRUCTIONS, GRADE DIFFERENCES, PLANTING AREAS, SIZES OR CONDITIONS DISSIMILAR FROM THOSE SHOWN ON THE PLAN DRAWINGS. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR ALL REVISIONS DUE TO FAILURE TO FURNISH SUCH NOTIFICATION.
- COORDINATE WORK WITH THE GENERAL CONTRACTOR'S AND ALL SUBCONTRACTOR'S WORK.
- PLANT TREES AND SHRUBS IN ACCORDANCE WITH THE APPROPRIATE PLANTING DETAIL AND SPECIFICATIONS.
- ALL PLANT MATERIAL SHALL BE GUARANTEED FOR 365 CALENDAR DAYS FROM THE DATE OF FINAL ACCEPTANCE BY THE OWNER, OR OWNERS REPRESENTATIVE.
- CHANGES TO PLANT SCHEDULE MUST BE APPROVED BY THE OWNERS REPRESENTATIVE, AND GOVERNING AUTHORITY, IF APPLICABLE, PRIOR TO ACQUIRING PLANT MATERIAL.

**PLANT SCHEDULE**

SYMBOL	NOTATION	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY
<b>TREES</b>					
AB	ACER	Acer rubrum 'Brandywine'	Brandywine Maple	2.5" cal.	8
AG	ACER	Acer rubrum 'JFS-KW78'	Armstrong Gold maple	2.5" cal.	5
AR	ACER	Acer rubrum 'October Glory'	October Glory Maple	2.5" cal.	36
CC	CORNUS	Cornus kousa 'Milky Way Select'	Milky Way Dogwood	1.5" cal.	8
IS	MALUS	Malus 'JFS KW214MX'	Ivory Spear Crabapple	1.5" cal.	9
LS	LIQUIDAMBAR	Liquidambar styraciflua 'Slender Silhouette'	Slender Silhouette Sweetgum	2.5" cal.	8
MP	MALUS	Malus x 'Prairifire'	Prairifire Crabapple	1.5" cal.	6
RS	MALUS	Malus 'JFS KW213MX'	Raspberry Spear Crabapple	1.5" cal.	7
TA	TILIA	Tilia americana 'Boulevard'	Boulevard Linden	2.5" cal.	9

SYMBOL	NOTATION	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY
<b>SHRUBS</b>					
AZ	AZALEA	Azalea x 'Hino-Crimson'	Hino-Crimson Azalea	#2 cont.	91
CA	CLETHRA	Clethra alnifolia 'Crystallina'	Sugartina Summersweet	#2 cont.	37
CF	CORNUS	Cornus stolonifera 'Farrow'	Artic Fire Redtwig Dogwood	#2 cont.	82
CS	CORNUS	Cornus sanguinea 'Cato'	Artic Sun Yellowstem Dogwood	#2 cont.	60
CSS	CLETHRA	Clethra alnifolia 'Summer Sparkler'	Summer Sparkler Summersweet	#2 cont.	12
DB	DIERVILLA	Diervilla rivularis 'SMNDRSF'	Kodiak Black Diervilla	#2 cont.	41
DO	DIERVILLA	Diervilla x 'G2X8854'	Kodiak Orange Diervilla	#2 cont.	11
HA	HYDRANGEA	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea	#2 cont.	33
HR	HYDRANGEA	Hydrangea arborescens 'Invincibelle Ruby'	Invincibelle Ruby Hydrangea	#2 cont.	73
IG	ILEX	Ilex glabra 'Strongbox'	Strongbox Inkberry Holly	#2 cont.	90
PF	POTENTILLA	Potentilla fruticosa 'Happy Face Hearts'	Happy Face Hearts Potentilla	#2 cont.	99
PV	PHILADELPHUS	Philadelphus x 'viginialis Dwarf Snowflake'	Miniature Snowflake Mock Orange	#2 cont.	75
SB	SPIRAEA	Spiraea japonica 'Walburna'	Magic Carpet Spirea	#2 cont.	123
TO	THUJA	Thuja occidentalis 'North Pole'	North Pole Arborvitae	#2 cont.	29
VO	VIBURNUM	Viburnum obovatum 'Densa'	Dwarf Walter's Viburnum	#2 cont.	54
WM	WEIGELA	Weigela florida 'Midnight Wine'	Midnight Wine Weigela	#2 cont.	35

NOTATION	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY
<b>PERENNIALS &amp; GROUNDCOVERS</b>				
CV	Calluna vulgaris 'Wynanda'	Wynanda Scotch Heather	plug	169
EP	Echinacea purpurea 'PAS702917'	PowWow Wild Berry Coneflower	#1 cont.	24
J5	Festuca glauca 'Elijah Blue'	Elijah Blue Fescue	plug	624
FG	Juniperus horizontalis 'Bar Harbor'	Bar Harbor Juniper	#1 cont.	74
LM	Liriope muscari 'Monroe's White'	Monroe's White Lilyturf	plug	899
LR	Liriope muscari 'Royal Purple'	Royal Purple Lilyturf	plug	733
PC	Phlox subulata 'Candy Stripe'	Candy Stripe Creeping Phlox	#1 cont.	865
PE	Phlox subulata 'Emerald Blue'	Emerald Blue Creeping Phlox	#1 cont.	449



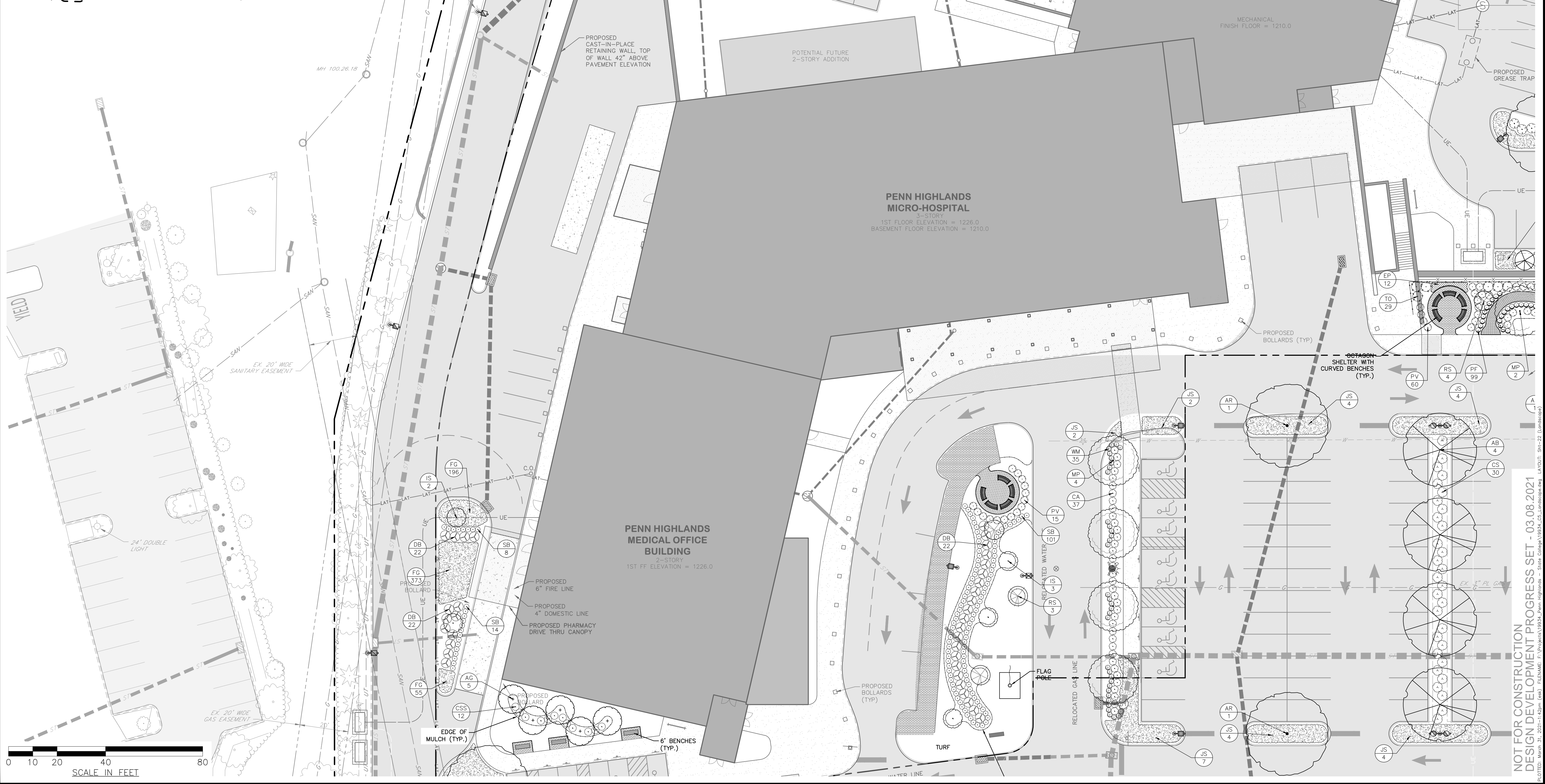
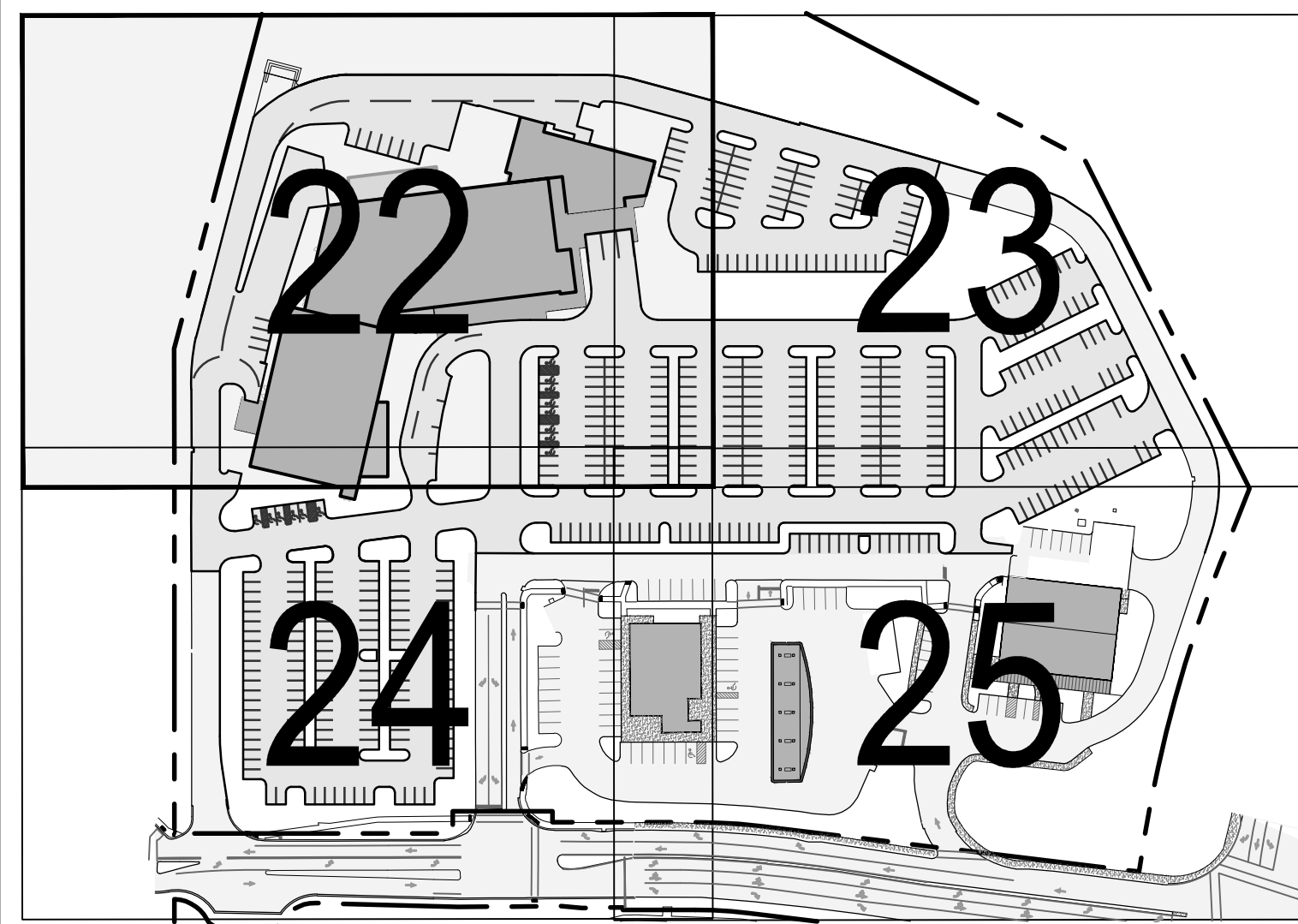
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 REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21  
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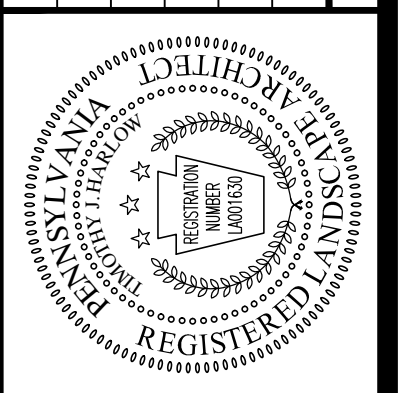
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 DRAWING: TJH

LOCATION: PATTON TOWNSHIP, CENTRE COUNTY, PA  
 OWNER: PENNSYLVANIA REGIONAL MEDICAL CENTER  
 SCALE: 1" = 50'  
 JOB NUMBER: 19934  
 SHEET NUMBER: 21 OF 36

OVERALL LANDSCAPE  
 PRELIMINARY / FINAL  
 LAND DEVELOPMENT PLAN  
 FOR  
 PENN HIGHLANDS MICRO-HOSPITAL  
 AND MEDICAL OFFICE BUILDING



NO.	DATE	REVISION
1	3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21
2	3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21
		ESK/KSH
		ESK/KSH



LOCATION	PATTON TOWNSHIP CENTRE COUNTY, PA
OWNER	PENNSYLVANIA REGIONAL MEDICAL CENTER
SCALE	1" = 20'
DESIGN	TJH
DRAWN	TJH

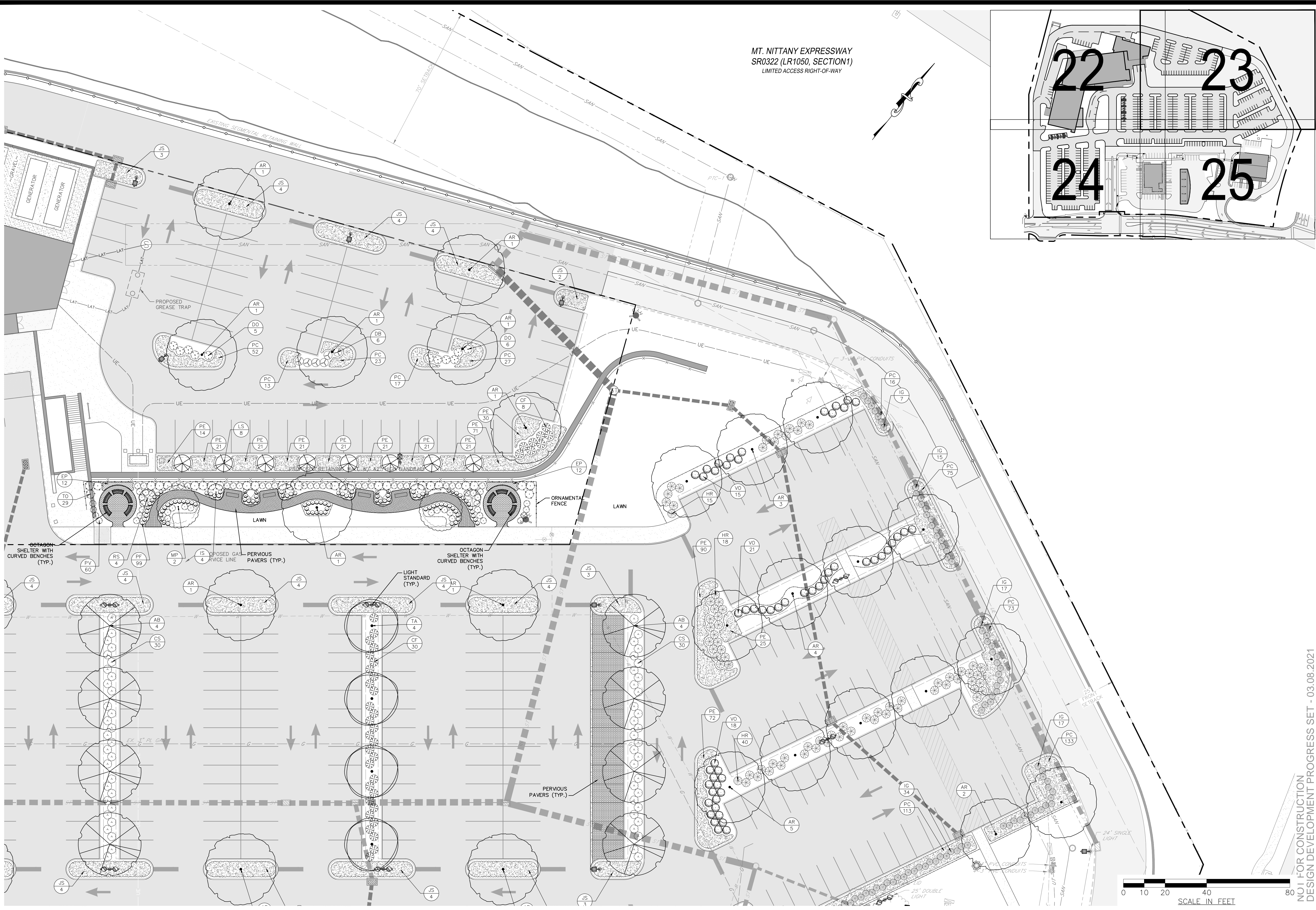
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**PRELIMINARY / FINAL**  
**LAND DEVELOPMENT PLAN**  
**FOR**  
**PENN HIGHLANDS MICRO-HOSPITAL**  
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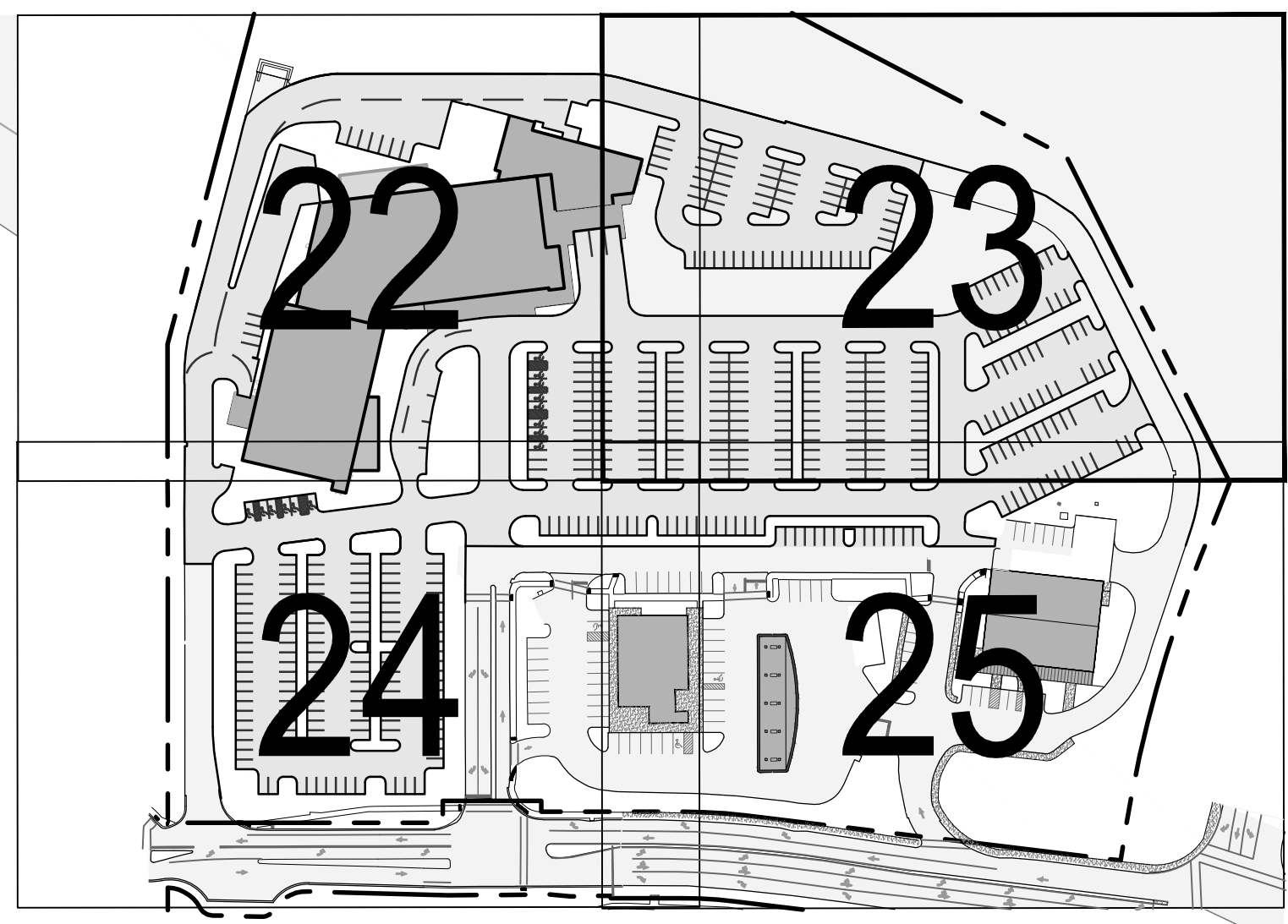
DATE: JANUARY 29, 2021  
 JOB NUMBER: **19934**  
 SHEET NUMBER: **22 OF 36**

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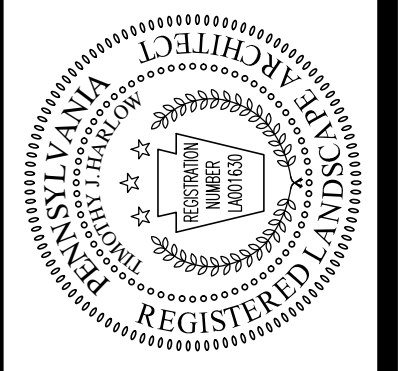




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REV.	DATE	REVISION
3/24/21	3/19/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21
3/10/21	2/9/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21



LOCATION: PATTON TOWNSHIP, CENTRE COUNTY, PA
OWNER: PENNSYLVANIA REGIONAL MEDICAL CENTER
SCALE: 1" = 20'
DESIGN: T.J.H.
DRAWN: T.J.H.

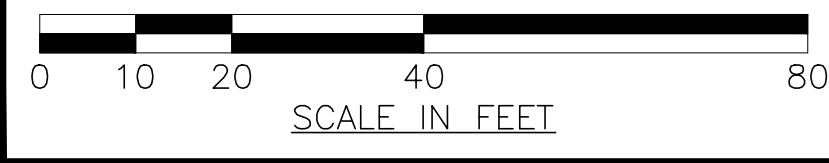
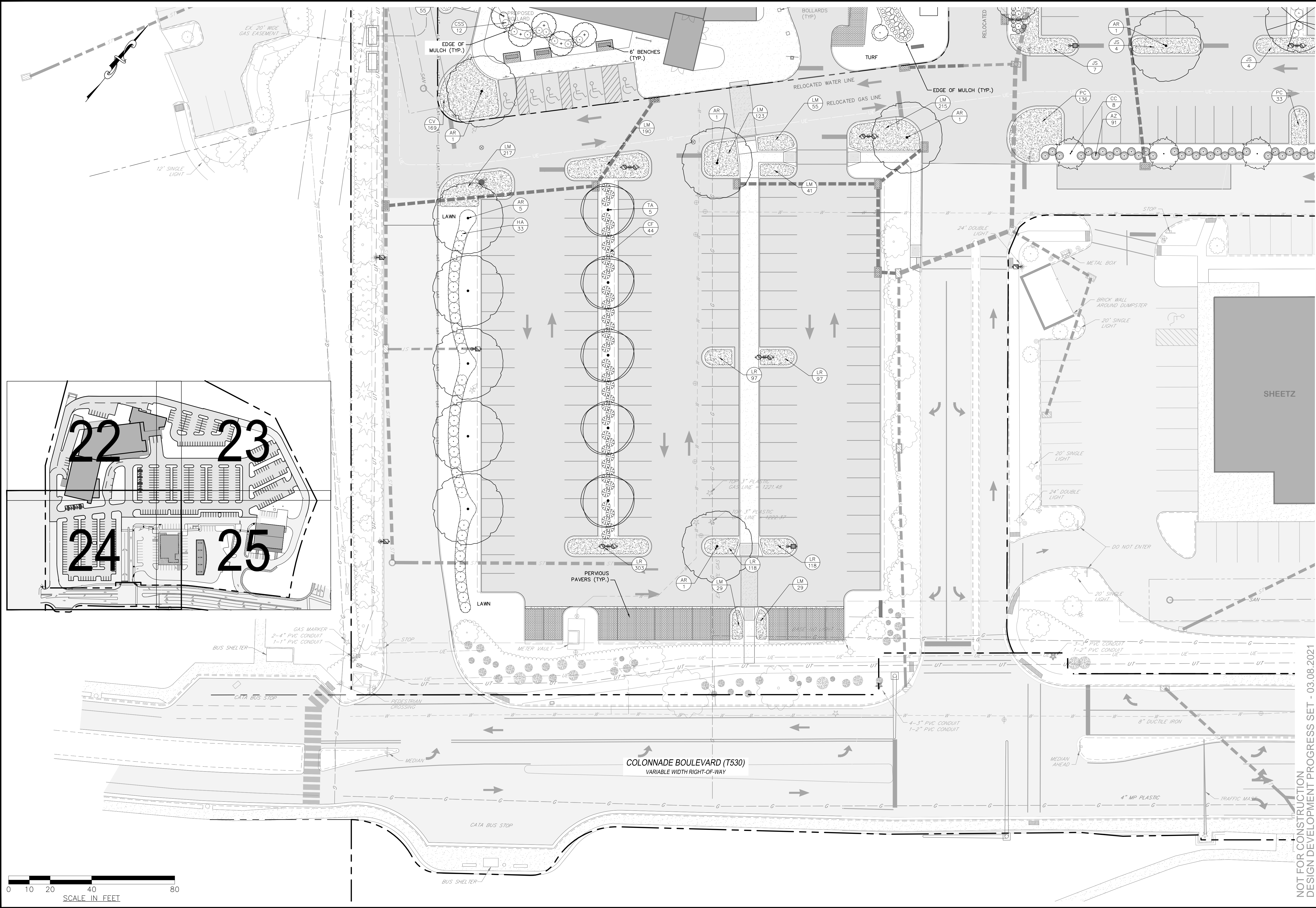
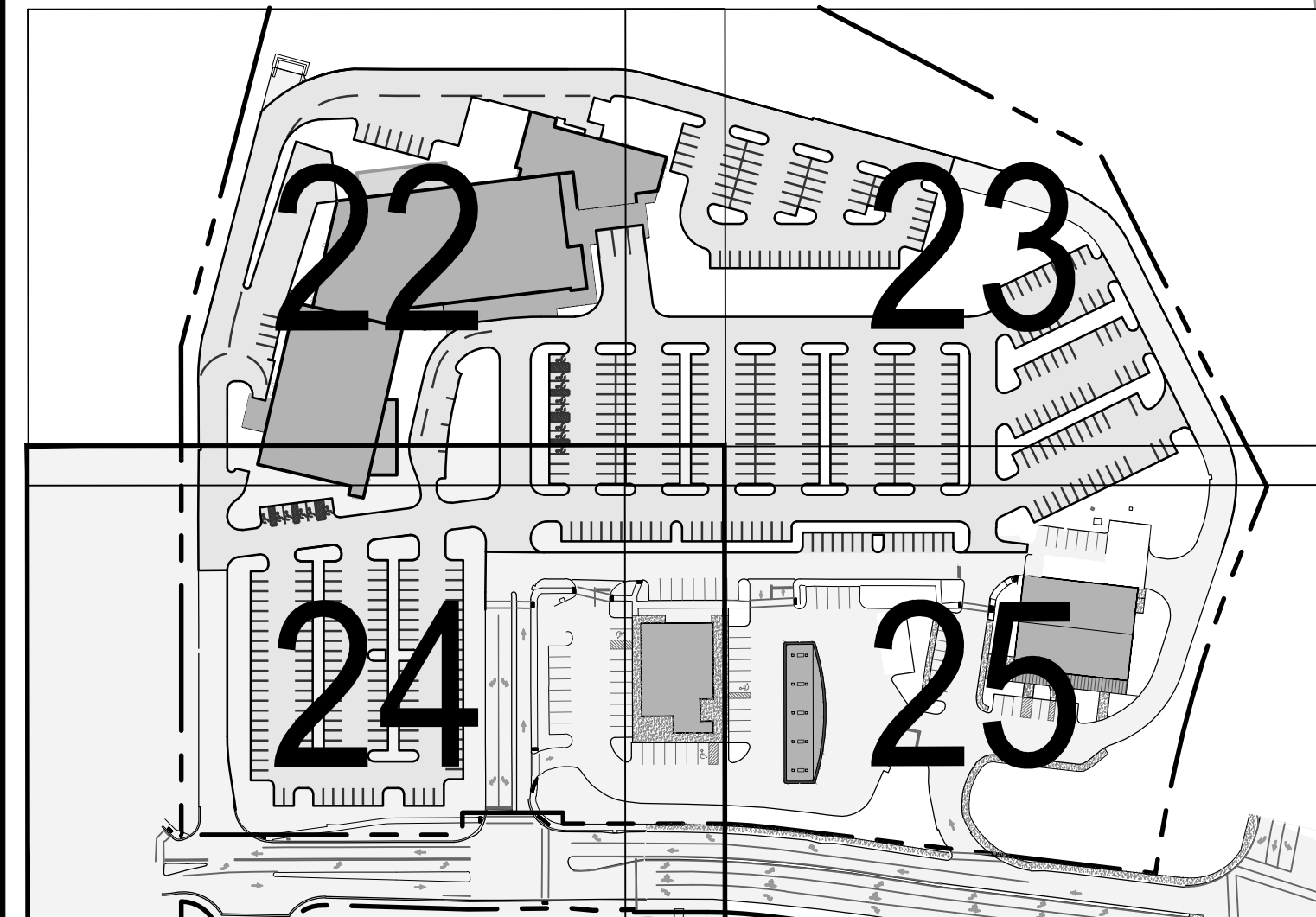
**LANDSCAPE**  
PRELIMINARY / FINAL  
LAND DEVELOPMENT PLAN  
FOR  
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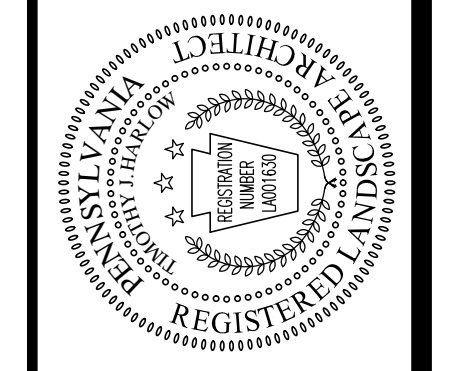
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JOB NUMBER: 19934
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DATE	REVISION	REV. BY
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21	ESK/KSH
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH



LOCATION	PATTON TOWNSHIP CENTRE COUNTY, PA
OWNER'S REGIONAL MEDICAL CENTER	
SCALE	1" = 20'
DESIGN	TJH
DRAWING	TJH

**LANDSCAPE**  
**PRELIMINARY / FINAL**  
**LAND DEVELOPMENT PLAN**  
**FOR**  
**PENN HIGHLANDS MICRO-HOSPITAL**  
**AND MEDICAL OFFICE BUILDING**

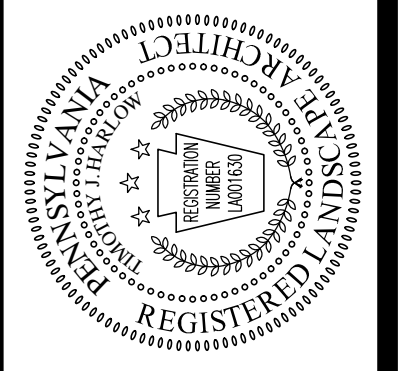
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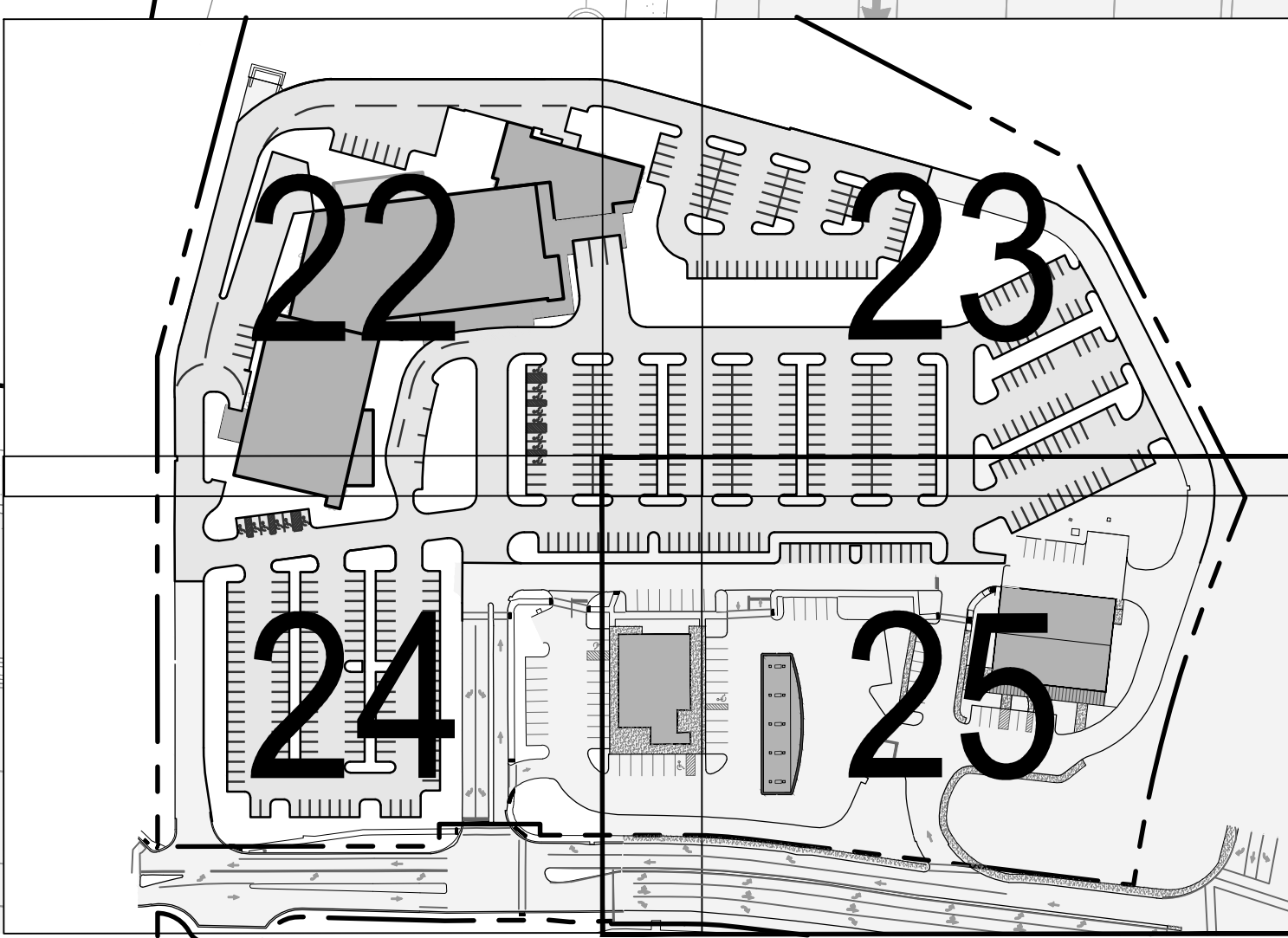


REVISION	DATE	REV. BY
REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	3/19/21	ESK/KSH
REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21	3/24/21	ESK/KSH



LOCATION PATTON TOWNSHIP CENTRE COUNTY, PA	OWNER'S REGIONAL MEDICAL CENTER	SCALE 1" = 20'	DESIGNER TJH	DRAWN TJH
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**LANDSCAPE**  
**PRELIMINARY / FINAL**  
**LAND DEVELOPMENT PLAN**  
**FOR**  
**PENN HIGHLANDS MICRO-HOSPITAL**  
**AND MEDICAL OFFICE BUILDING**



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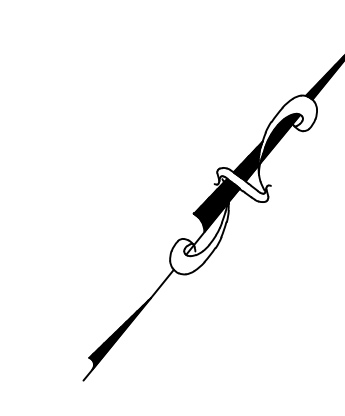
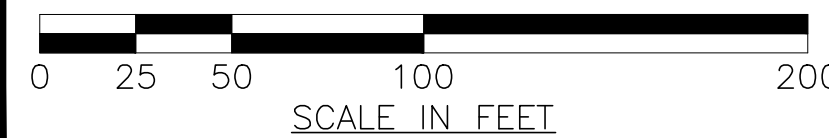
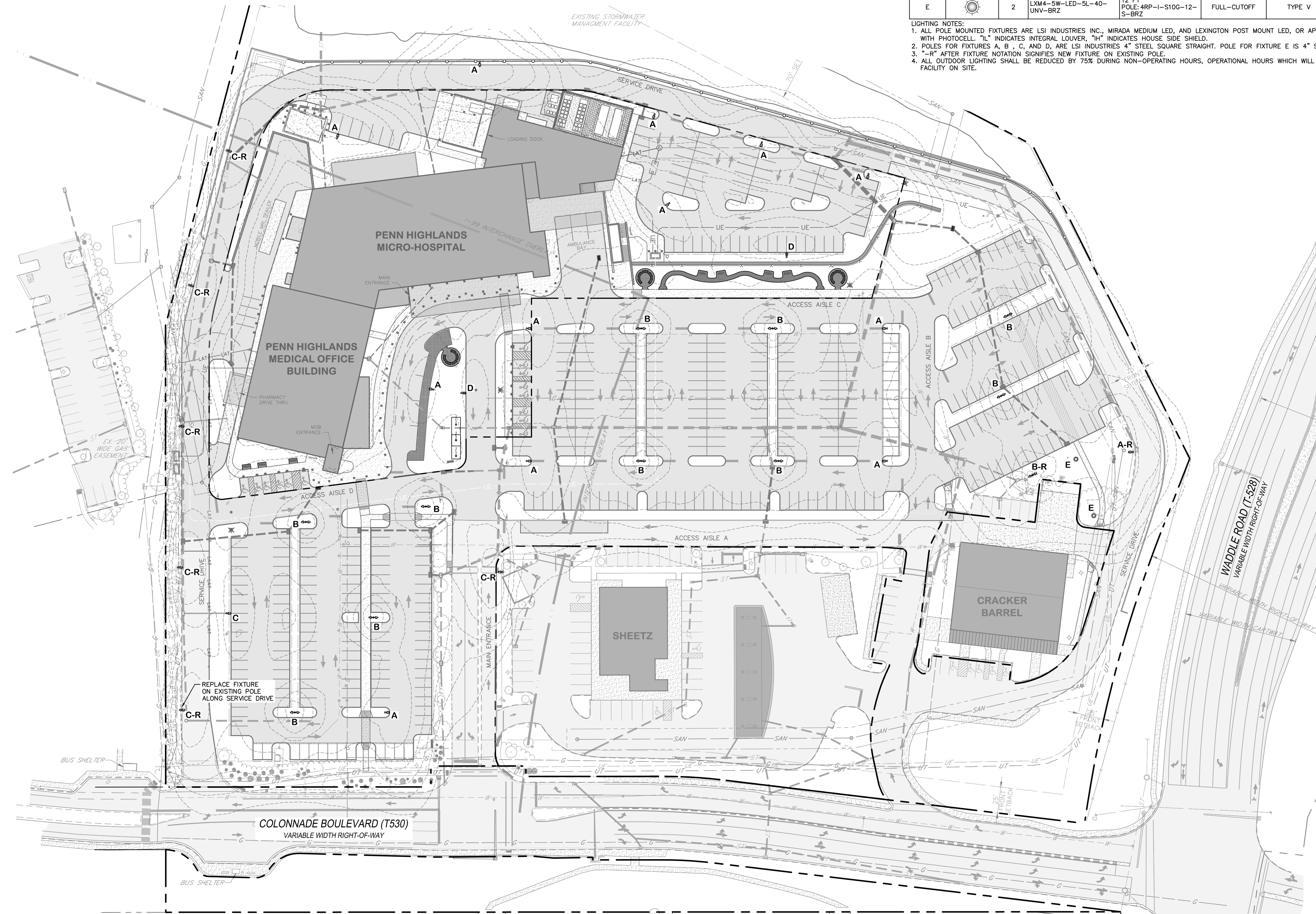
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 JOB NUMBER: **19934**  
 SHEET NUMBER: **25 OF 36**

**LIGHT SCHEDULE**

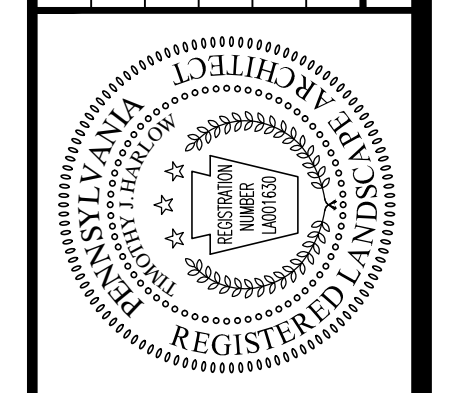
FIXTURE NOTATION	FIXTURE SYMBOL	QTY.	LUMINAIRE DESCRIPTION	MOUNTING HEIGHT & CONFIGURATION	LUMINAIRE CUTOFF CLASSIFICATION	LUMINAIRE DISTRIBUTION TYPE	LAMP TYPE	LAMP INITIAL LUMENS
A		16	MRM-LED-24L-SIL-2-UNV-DIM-40-PCI-BRZ	30 FT POLE: 4SQ-B3-S07G-25-S-BRZ	FULL-CUTOFF	TYPE II	LED	24,784
B		8	MRM-LED-24L-SIL-FT-UNV-DIM-40-PCI-BRZ	30 FT POLE: 4SQ-B3-S07G-25-D-180-BRZ	FULL-CUTOFF	TYPE IV	LED	25,652
C		6	MRM-LED-24L-SIL-2-UNV-DIM-40-PCI-BRZ-H	30 FT POLE: 4SQ-B3-S07G-25-S-BRZ	FULL-CUTOFF	TYPE II	LED	24,784
D		2	MRM-LED-24L-SIL-2-UNV-DIM-40-PCI-BRZ-IL	30 FT POLE: 4SQ-B3-S07G-25-S-BRZ	FULL-CUTOFF	TYPE II	LED	24,784
E		2	LXM4-SW-LED-SL-40-UNV-BRZ	12 FT POLE: 4RP-I-S10G-12-S-BRZ	FULL-CUTOFF	TYPE V	LED	5,084

**LIGHTING NOTES:**

- ALL POLE MOUNTED FIXTURES ARE LSI INDUSTRIES INC., MIRADA MEDIUM LED, AND LEXINGTON POST MOUNT LED, OR APPROVED EQUAL, EQUIPPED WITH PHOTOCELL. "IL" INDICATES INTEGRAL LOUVER, "H" INDICATES HOUSE SIDE SHIELD.
- POLES FOR FIXTURES A, B, C, AND D, ARE LSI INDUSTRIES 4" STEEL SQUARE STRAIGHT. POLE FOR FIXTURE E IS 4" STEEL ROUND STRAIGHT.
- "-R" AFTER FIXTURE NOTATION SIGNIFIES NEW FIXTURE ON EXISTING POLE.
- ALL OUTDOOR LIGHTING SHALL BE REDUCED BY 75% DURING NON-OPERATING HOURS, OPERATIONAL HOURS WHICH WILL BE DETERMINED BY EACH FACILITY ON SITE.



DATE	REVISION	REV. BY
3/10/21	REVISION	ESK/KSH
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH



LOCATION	PATTON TOWNSHIP CENTRE COUNTY, PA
OWNER	PENN HIGHLANDS REGIONAL MEDICAL CENTER
SCALE	1" = 50'
DESIGN	TJH
DRAWN	TJH

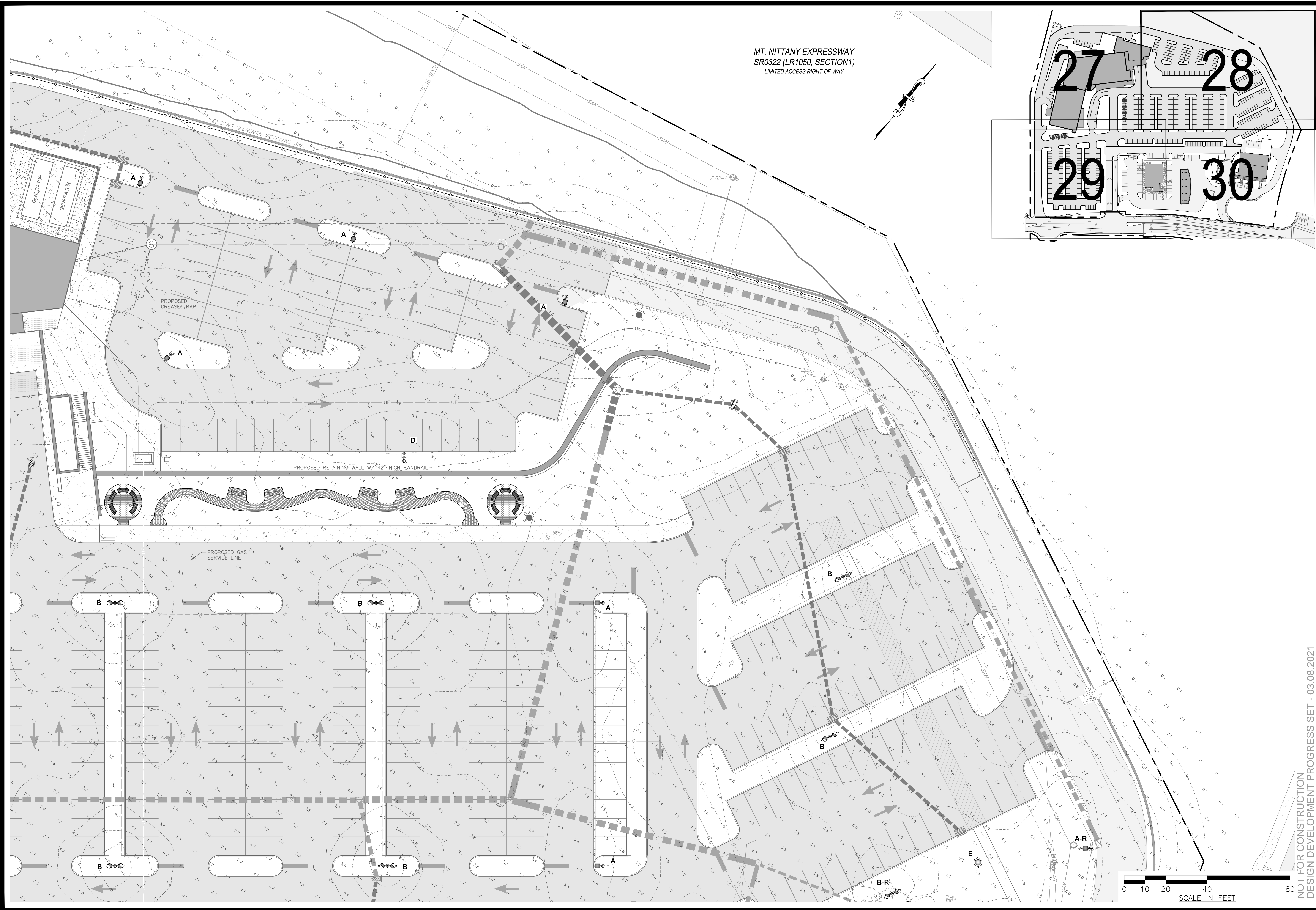
**OVERALL LIGHTING**  
**PRELIMINARY / FINAL**  
**LAND DEVELOPMENT PLAN**  
**FOR**  
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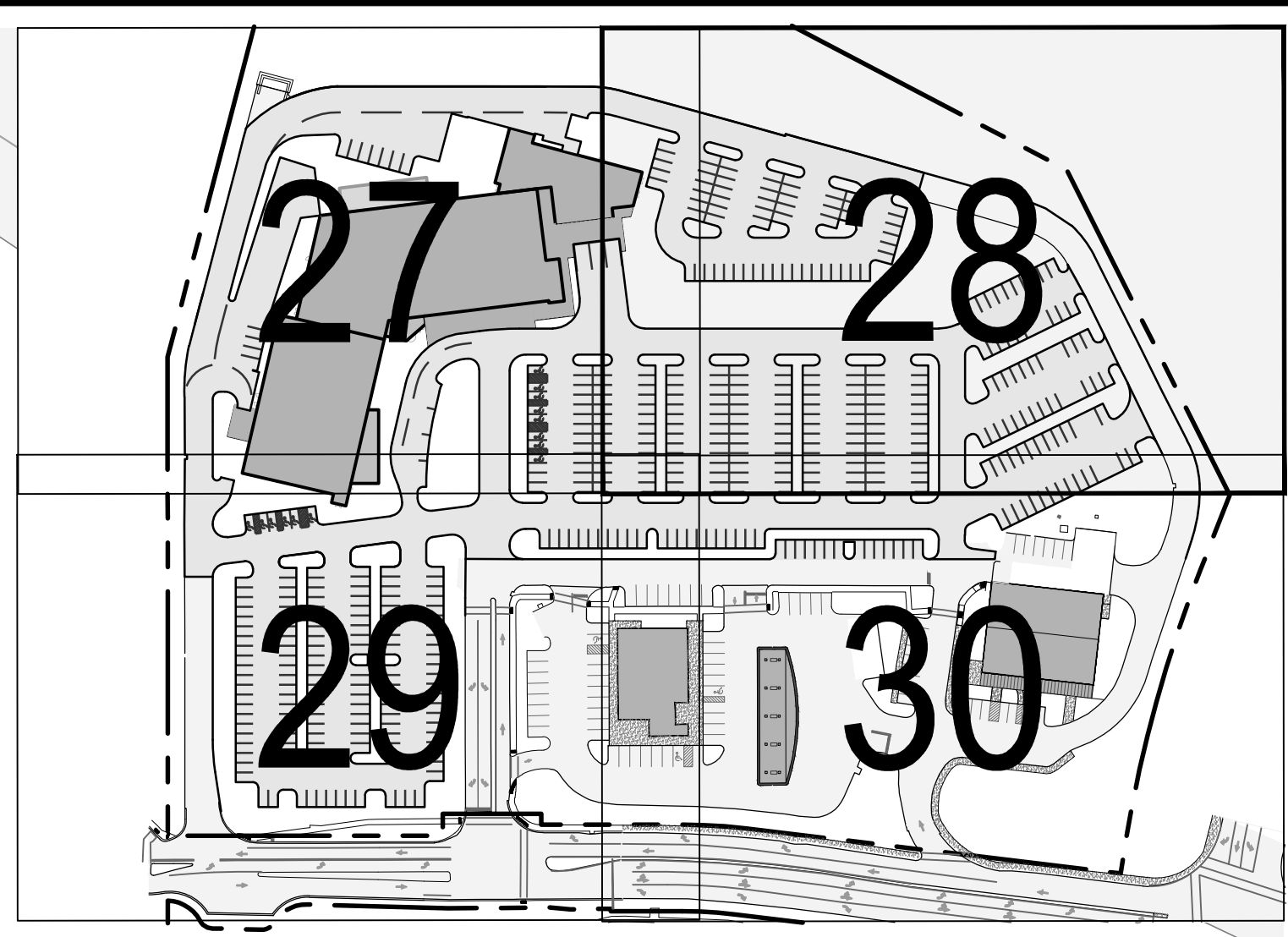
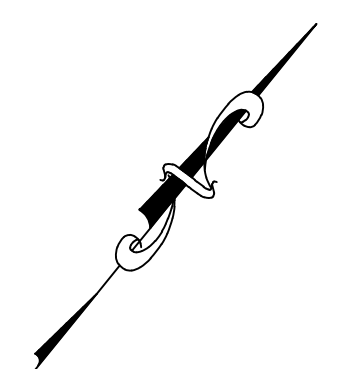
DATE:	JANUARY 29, 2021
JOB NUMBER:	19934
SHEET NUMBER:	26 OF 36

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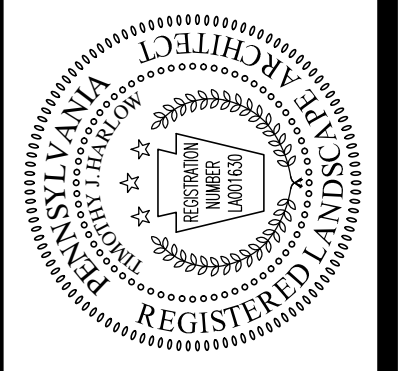




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DATE	REVISION	REV. BY
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21	ESK/KSH
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH

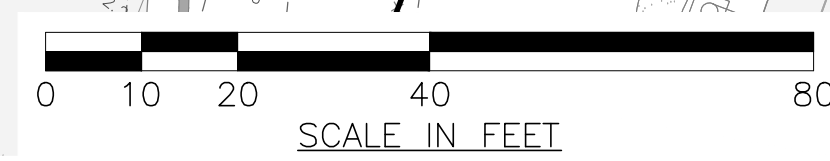


LOCATION	TOWNSHIP	PA
PATTON	CENTRE	COUNTY
OWNER'S	REGIONAL	MEDICAL CENTER
SCALE	1" = 20'	
DESIGN:	TJH	DRAWN:
	TJH	TJH

**LIGHTING**  
PRELIMINARY / FINAL  
LAND DEVELOPMENT PLAN  
FOR  
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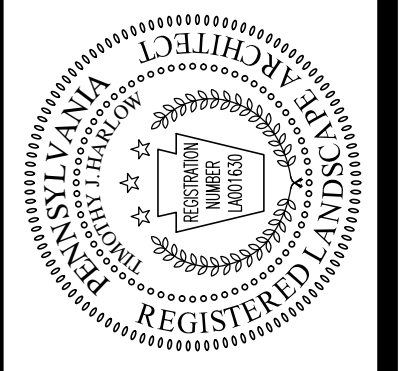
DATE:	JANUARY 29, 2021
JOB NUMBER:	19934
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0 10 20 40 80  
SCALE IN FEET

REVISION	DATE	REV. BY
REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	3/19/21	ESK/KSH
REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21	3/10/21	ESK/KSH

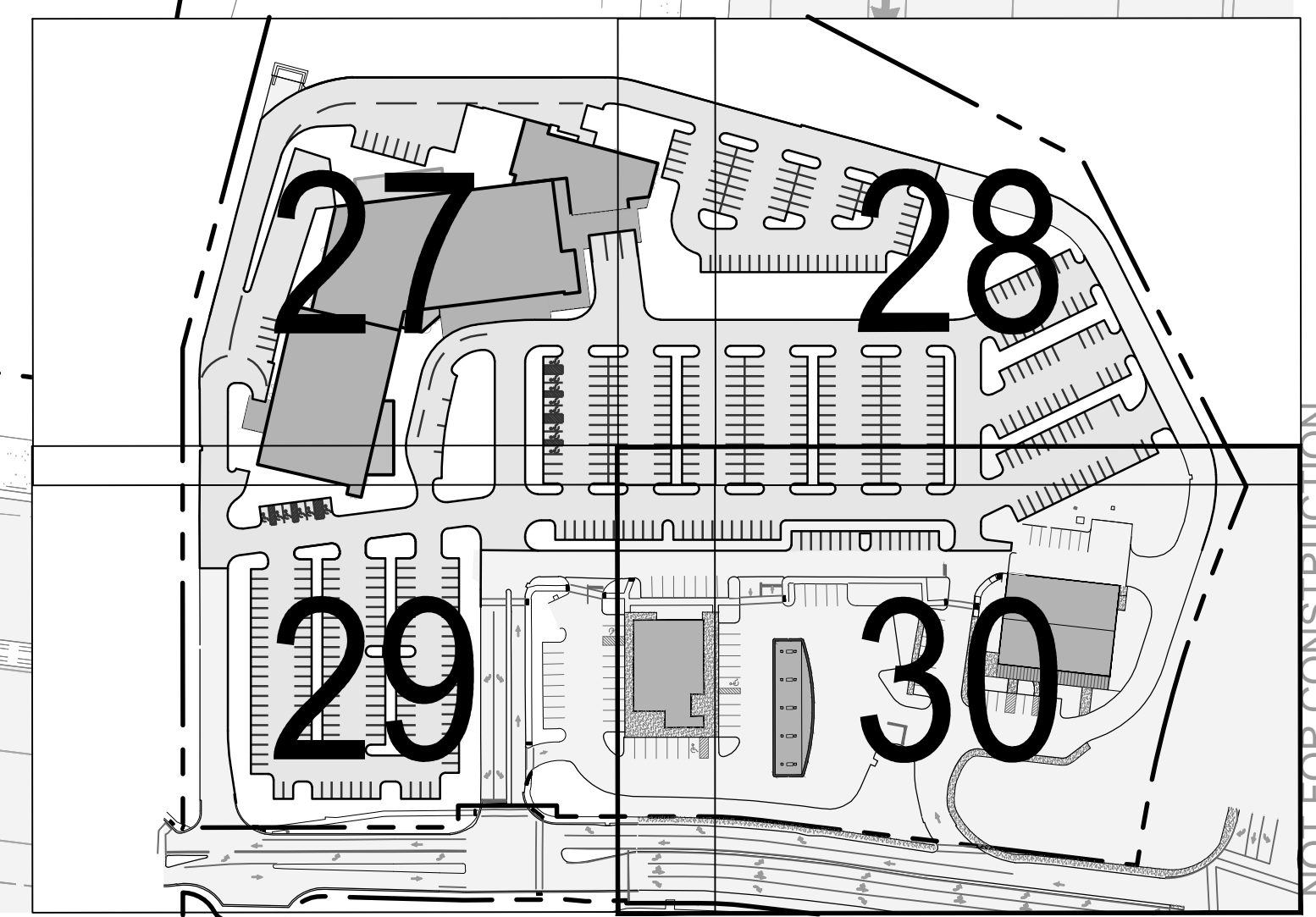


LOCATION PATTON TOWNSHIP CENTRE COUNTY, PA	OWNER OMNISCIS REGIONAL MEDICAL CENTER	SCALE 1" = 20'	DESIGNER TJH	DRAWN TJH
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**LIGHTING**  
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JOB NUMBER: **19934**  
SHEET NUMBER: **30 OF 36**



WADDLE ROAD (T-528)  
VARIABLE WIDTH RIGHT-OF-WAY

VARIABLE WIDTH

CRACKER BARREL

SHEETZ

7 SPACES

9 SPACES

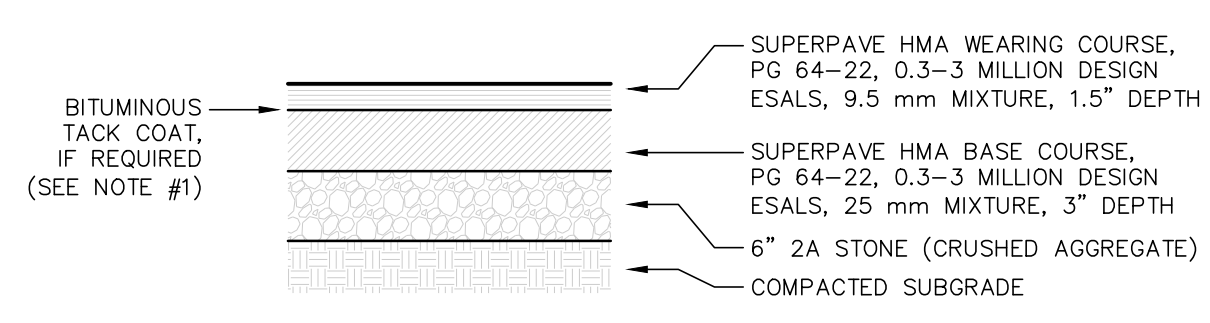
25' FRONT SETBACK

MOUNTABLE CURB ISLAND

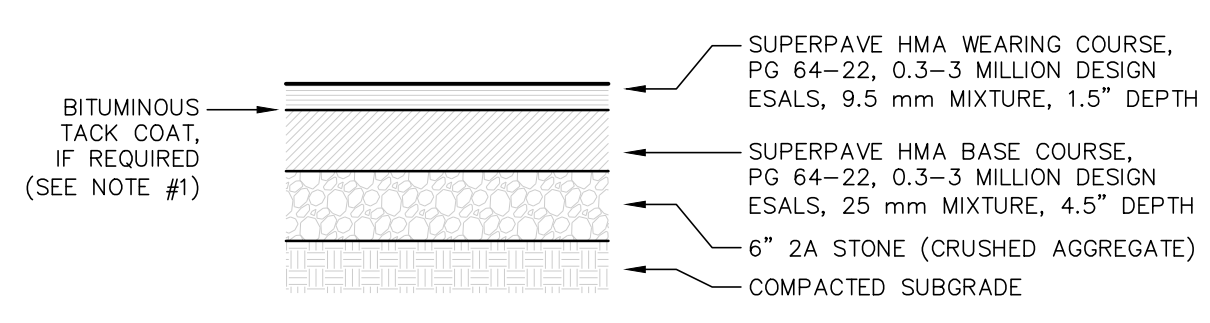
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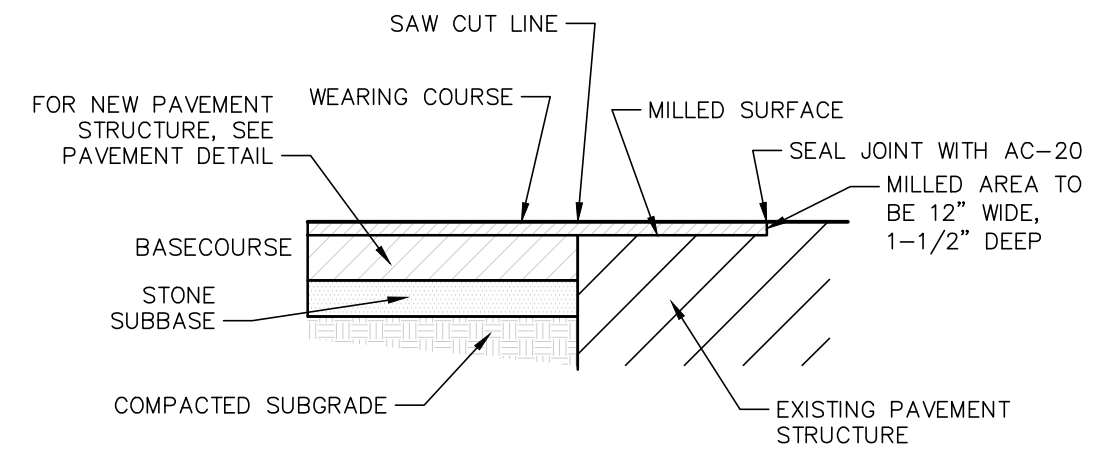
NOTE:  
 1. RESURFACING OF EXISTING ASPHALT PARKING TO BE FLEXIBLE TYPE. ASPHALTIC CONCRETE SURFACE TO BE APPLIED AS FOLLOWS: EXISTING ASPHALT PAVEMENT TO BE CLEANED. ALL HOLES TO BE CLEANED AND COMPACTED WITH CRUSHED ROCK. CRUSHED ROCK TO BE PRIMED, SANDED, AND ROLLED PRIOR TO PLACING OF ASPHALTIC CONCRETE WEARING SURFACE. A TACK COAT SHALL BE APPLIED AT A RATE OF .05 GALLON PER SQ. YD. OVER ENTIRE AREA TO BE RESURFACED. RESURFACING SHALL BE COMPLETE WITHIN 24 HOURS OF TACK COAT APPLICATION. SOIL STABILIZING MATS (EX: AMOCO PETRA-MAT) MAY BE USED OVER EXCESSIVELY DAMAGED ASPHALT OR CONCRETE SURFACES BEFORE THE WEARING SURFACE IS PLACED.



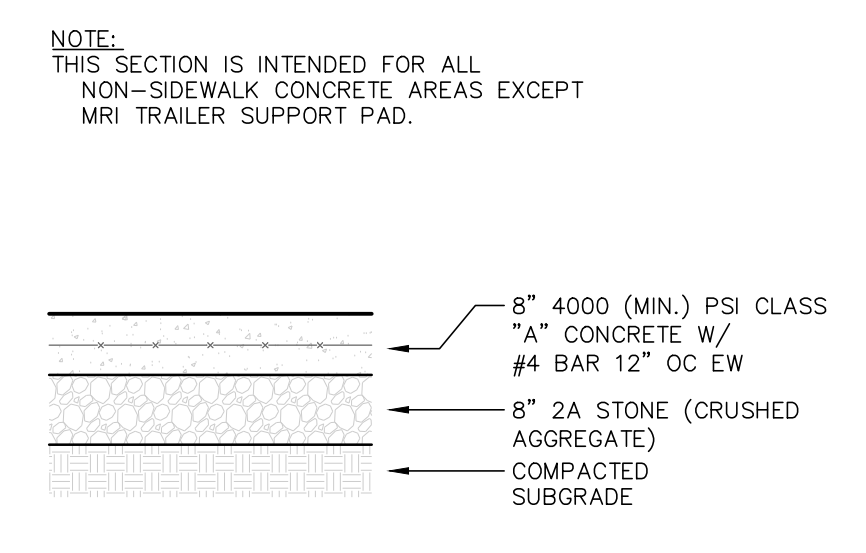
**PAVEMENT DETAIL**  
 NOT TO SCALE



**SERVICE DRIVE ONLY  
 HEAVY DUTY PAVEMENT DETAIL**  
 NOT TO SCALE

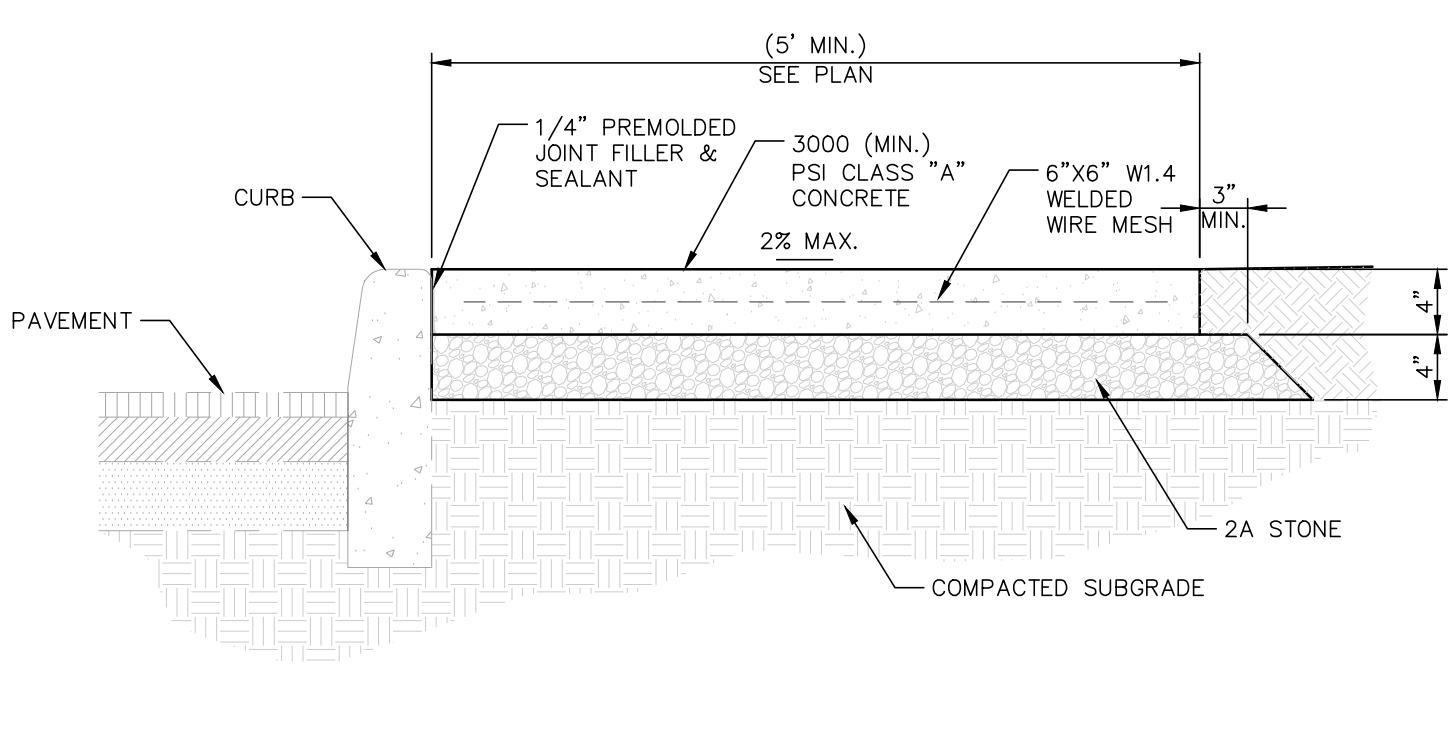


**PAVEMENT SAW CUT DETAIL**  
 NOT TO SCALE



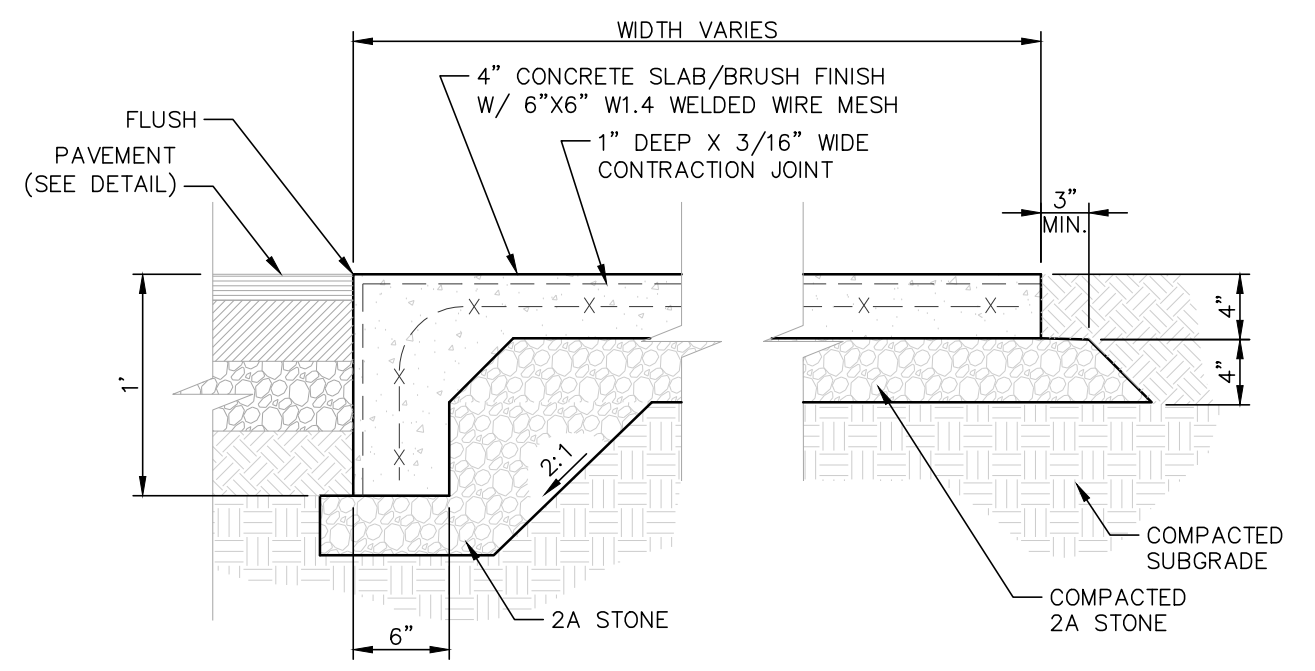
**CONCRETE PAD DETAIL**  
 NOT TO SCALE

NOTE:  
 1. WALKWAY TO HAVE 3/16\"/>

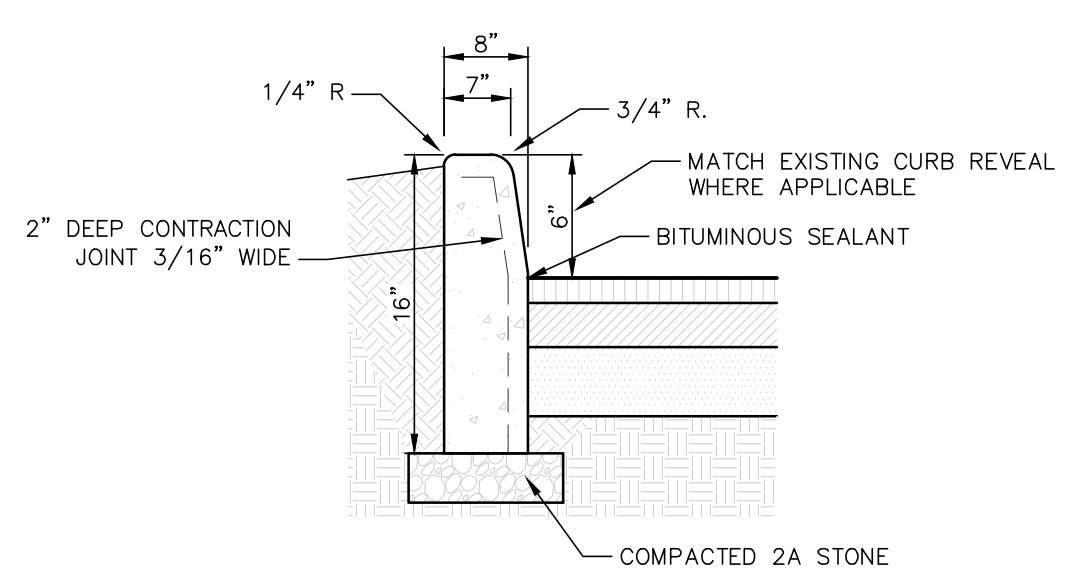


**SIDEWALK @ CURB DETAIL**  
 NOT TO SCALE

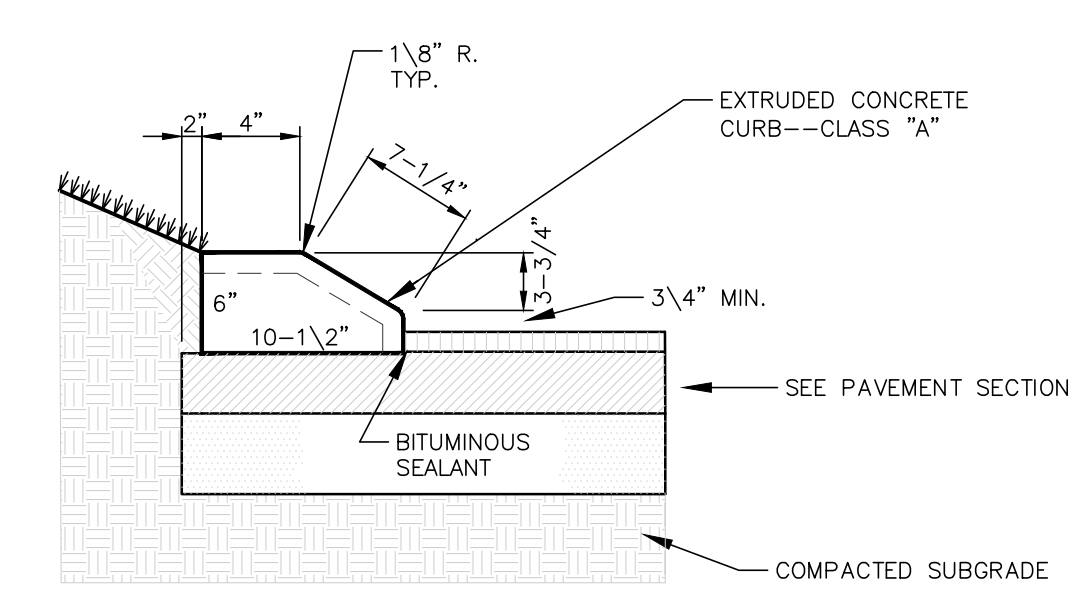
NOTE:  
 1. WALKWAY TO HAVE 3/16\"/>



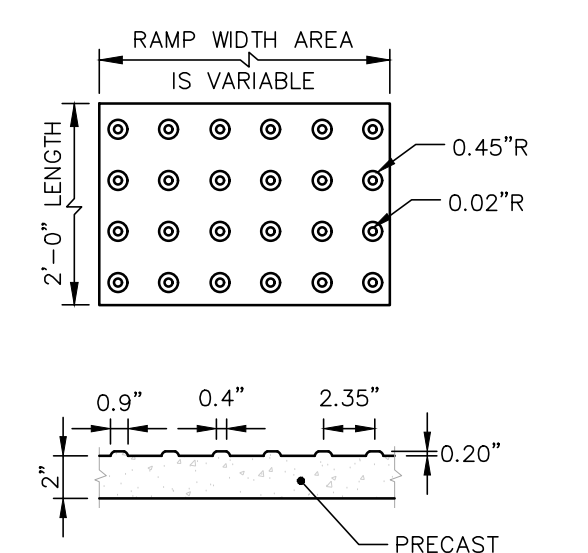
**SIDEWALK & MONOLITHIC CURB DETAIL**  
 NOT TO SCALE



**VERTICAL CURB DETAIL**  
 NOT TO SCALE

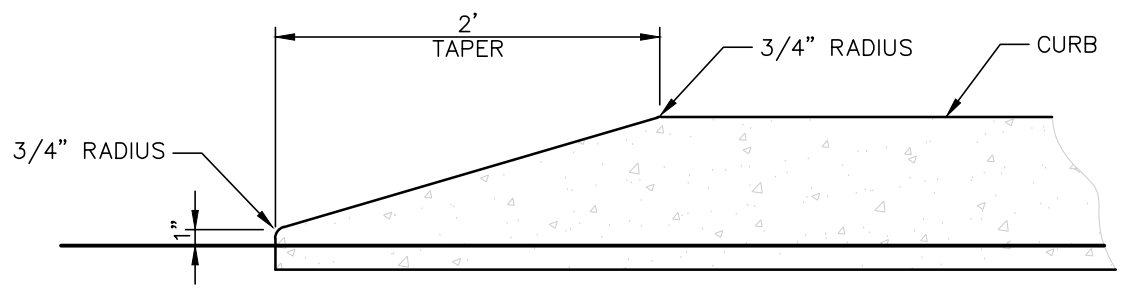


**MOUNTABLE CURB**  
 NOT TO SCALE

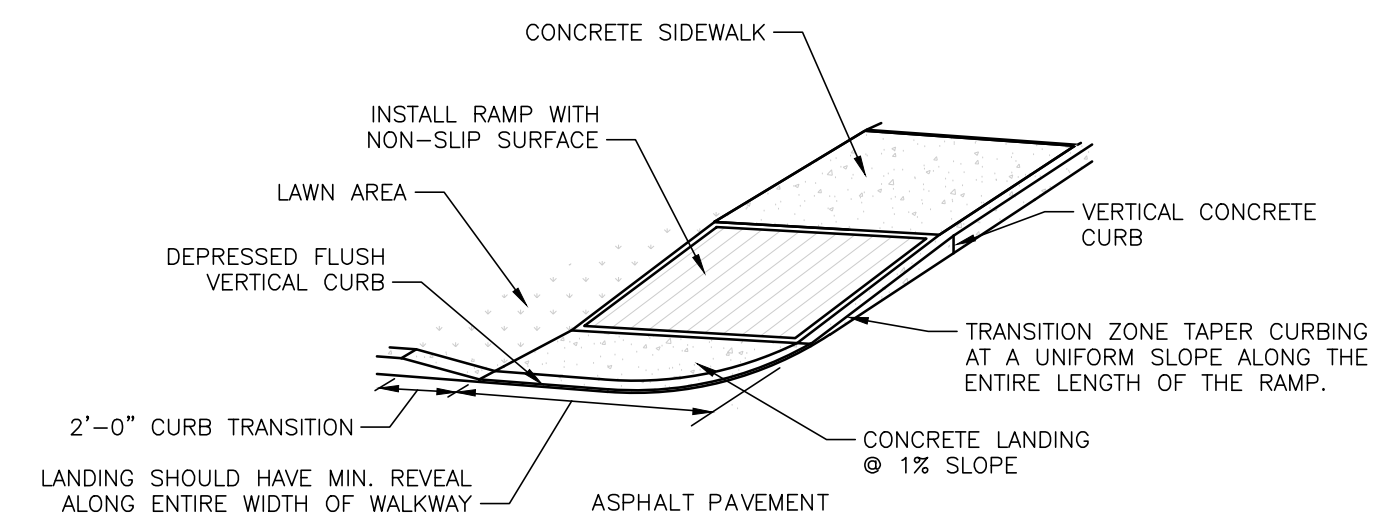


**DETECTABLE WARNING DOMES**  
 NOT TO SCALE

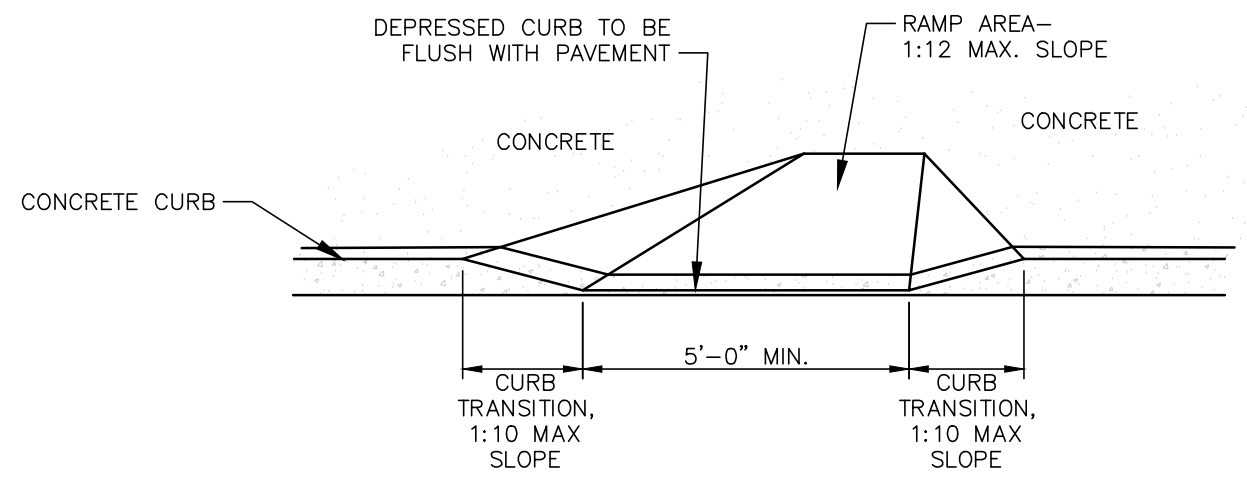
NOTE:  
 1. CURB TAPER TO BE INSTALLED AT END OF CURB.



**TYPICAL VERTICAL CURB TAPER DETAIL**  
 NOT TO SCALE

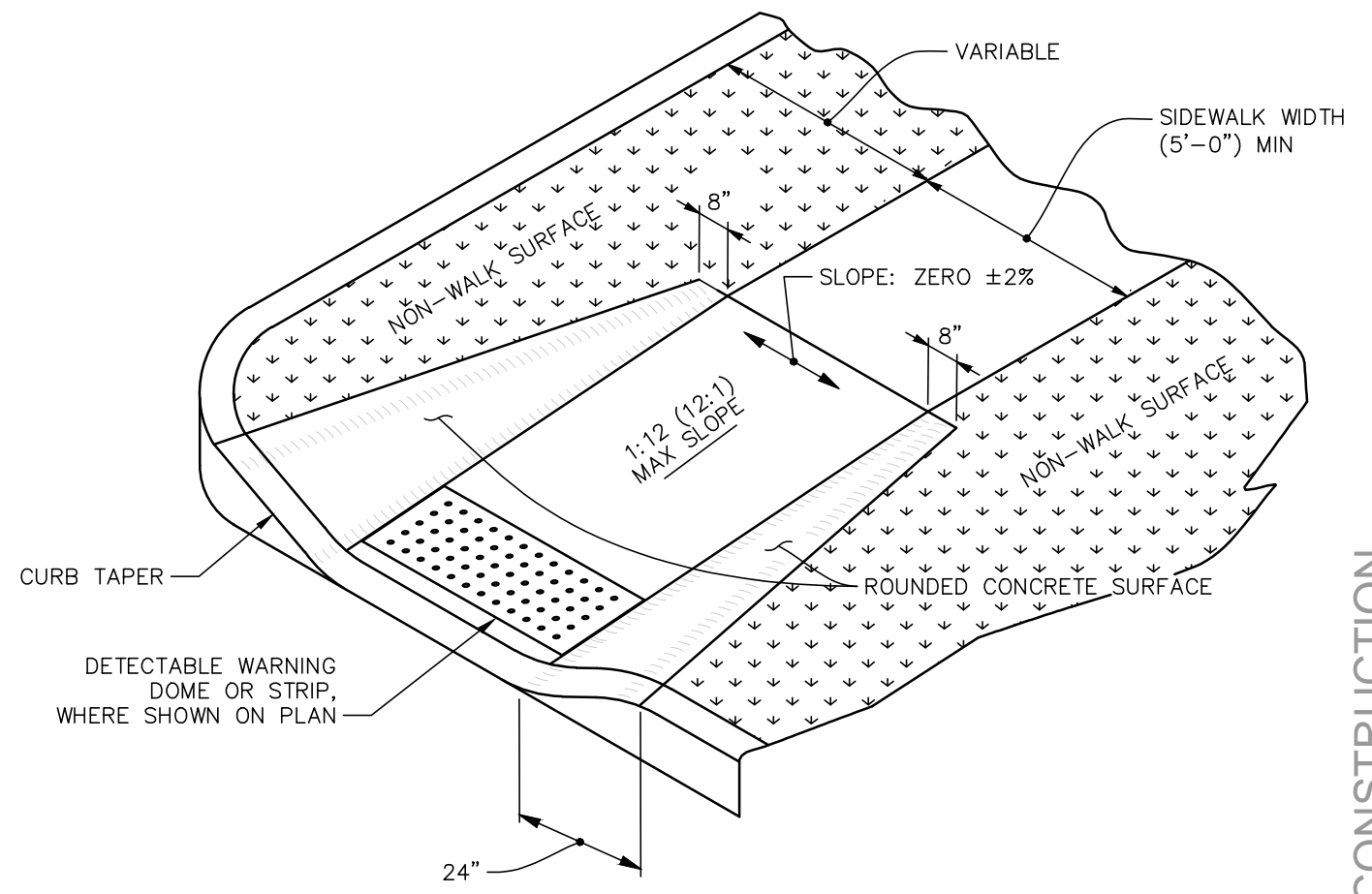


**TYPICAL RAMP DETAIL**  
 NOT TO SCALE



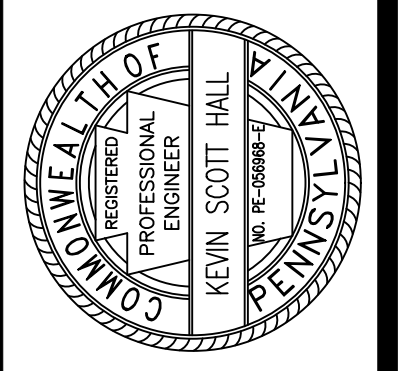
**HANDICAP RAMP DETAIL**  
 NOT TO SCALE

NOTE:  
 1. CURB RAMPS ARE TO BE IN ACCORDANCE WITH THE LATEST EDITION OF PUB 72M, RC 67M.



**TYPICAL RAMP @ LAWN AREAS DETAIL**  
 NOT TO SCALE

DATE	REVISION
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21
ESK/KSH	ESK/KSH
REV. BY	REV. BY



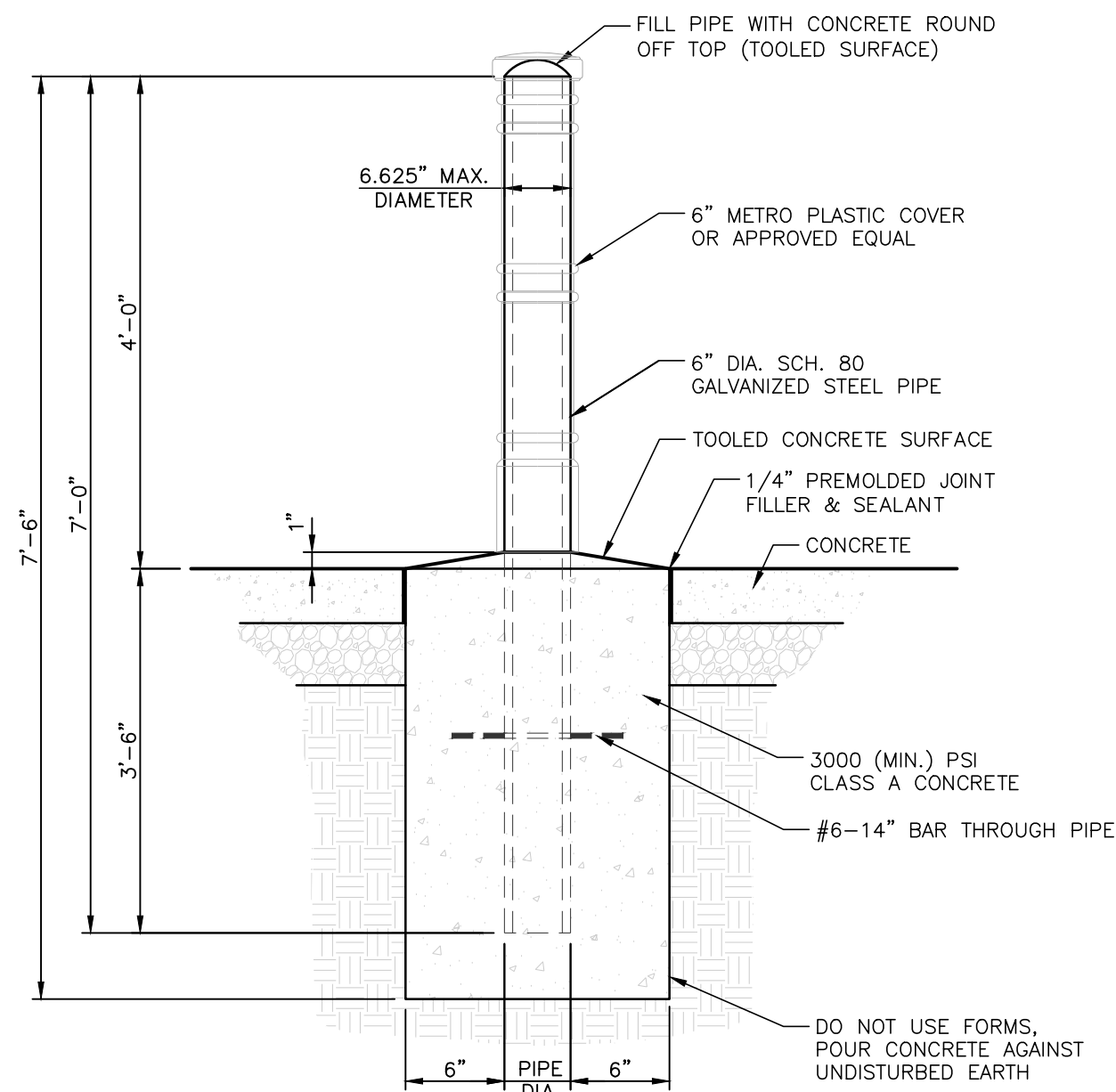
LOCATION	TOWNSHIP	COUNTY
PATTON	CENTRE	PA
OWNER'S REGIONAL MEDICAL CENTER		
SCALE	AS SHOWN	
DESIGNER	ESK	
DRAWN	ESK	

**DETAILS**  
 PRELIMINARY / FINAL  
 LAND DEVELOPMENT PLAN  
 FOR  
 PENN HIGHLANDS MICRO-HOSPITAL  
 AND MEDICAL OFFICE BUILDING

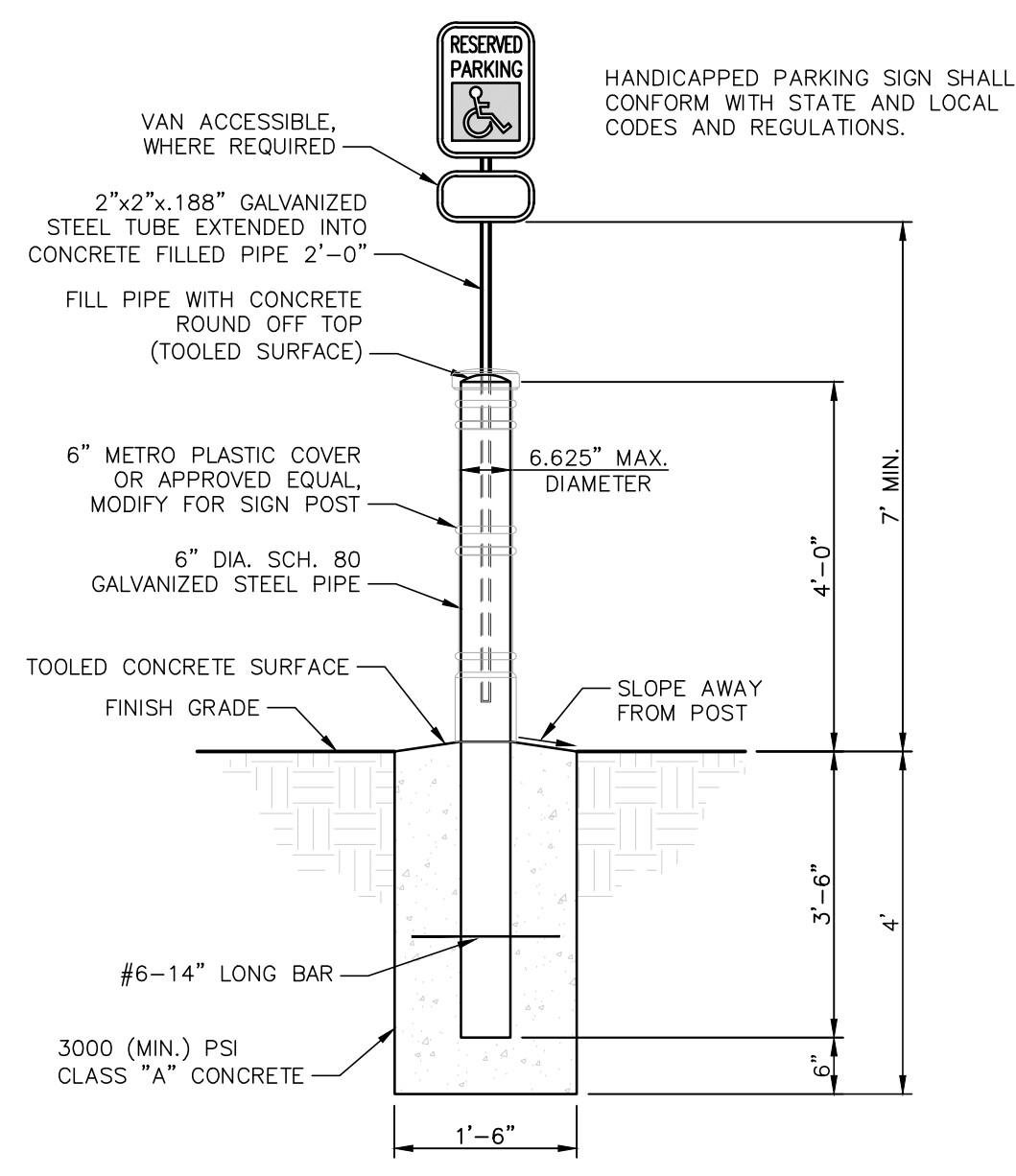
NOT FOR CONSTRUCTION  
 DESIGN DEVELOPMENT PROGRESS SET - 03.08.2021

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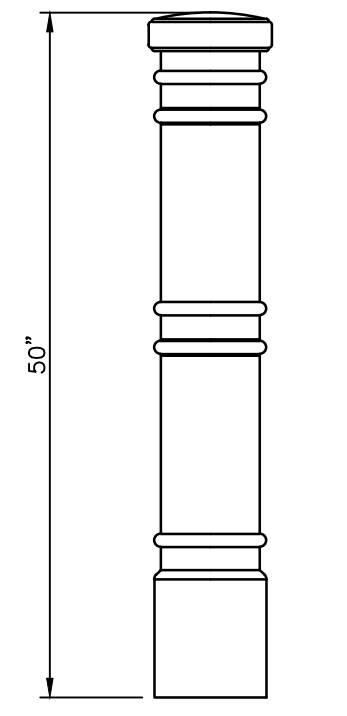
DATE: JANUARY 29, 2021  
 JOB NUMBER: 19934  
 SHEET NUMBER: 31 OF 36



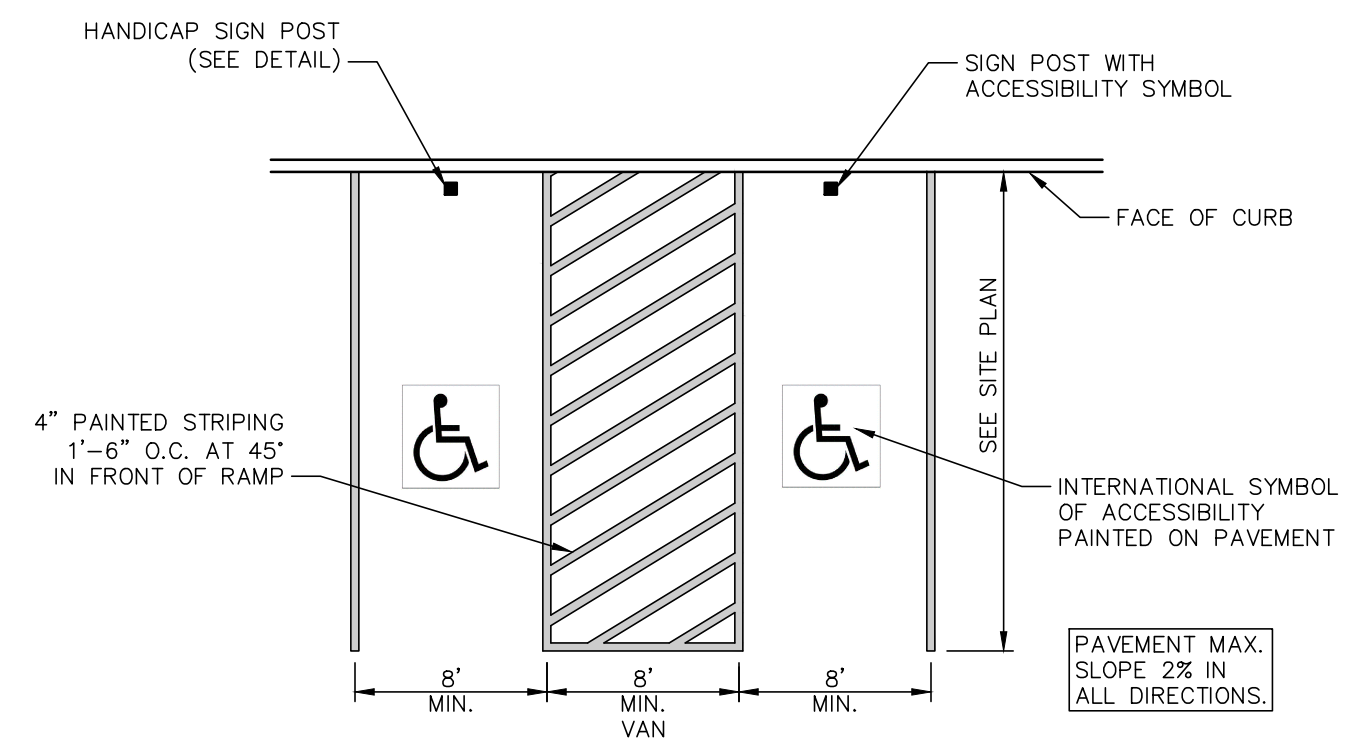
**BOLLARD DETAIL**  
NOT TO SCALE



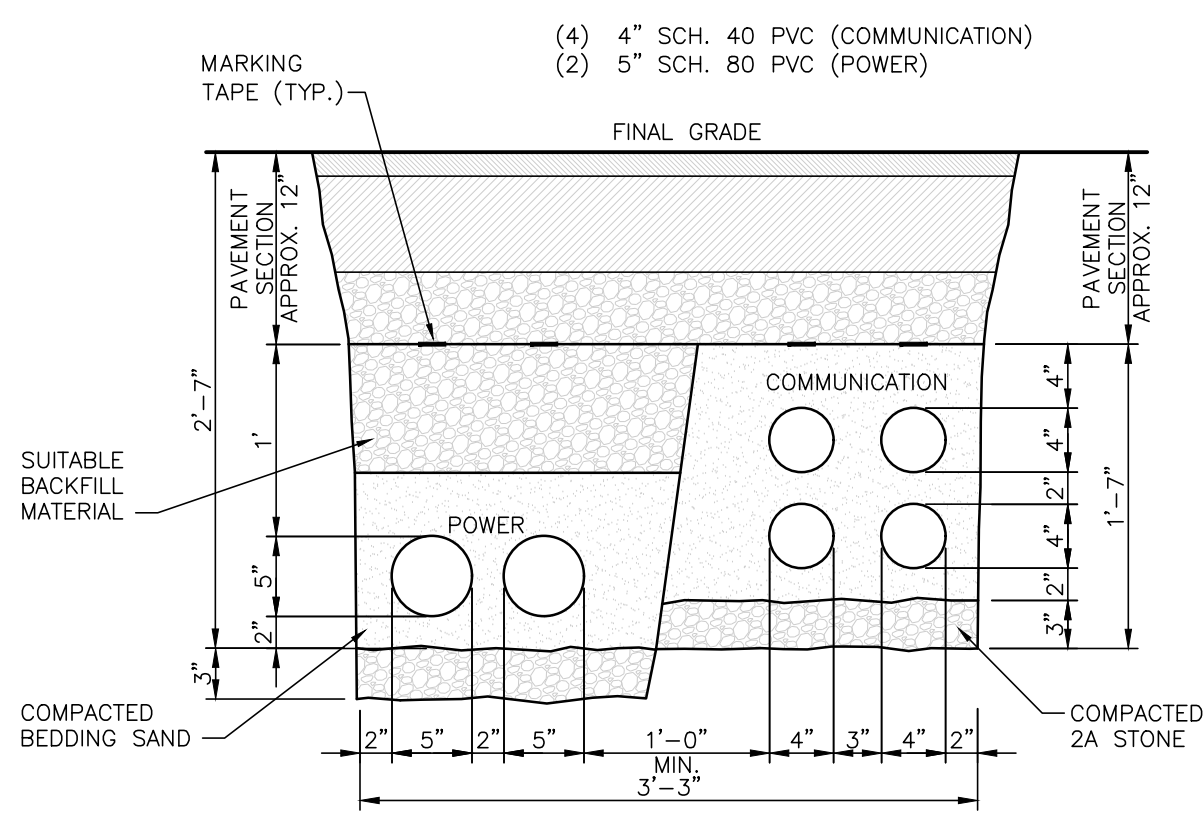
**HANDICAP SIGN POST DETAIL**  
NOT TO SCALE



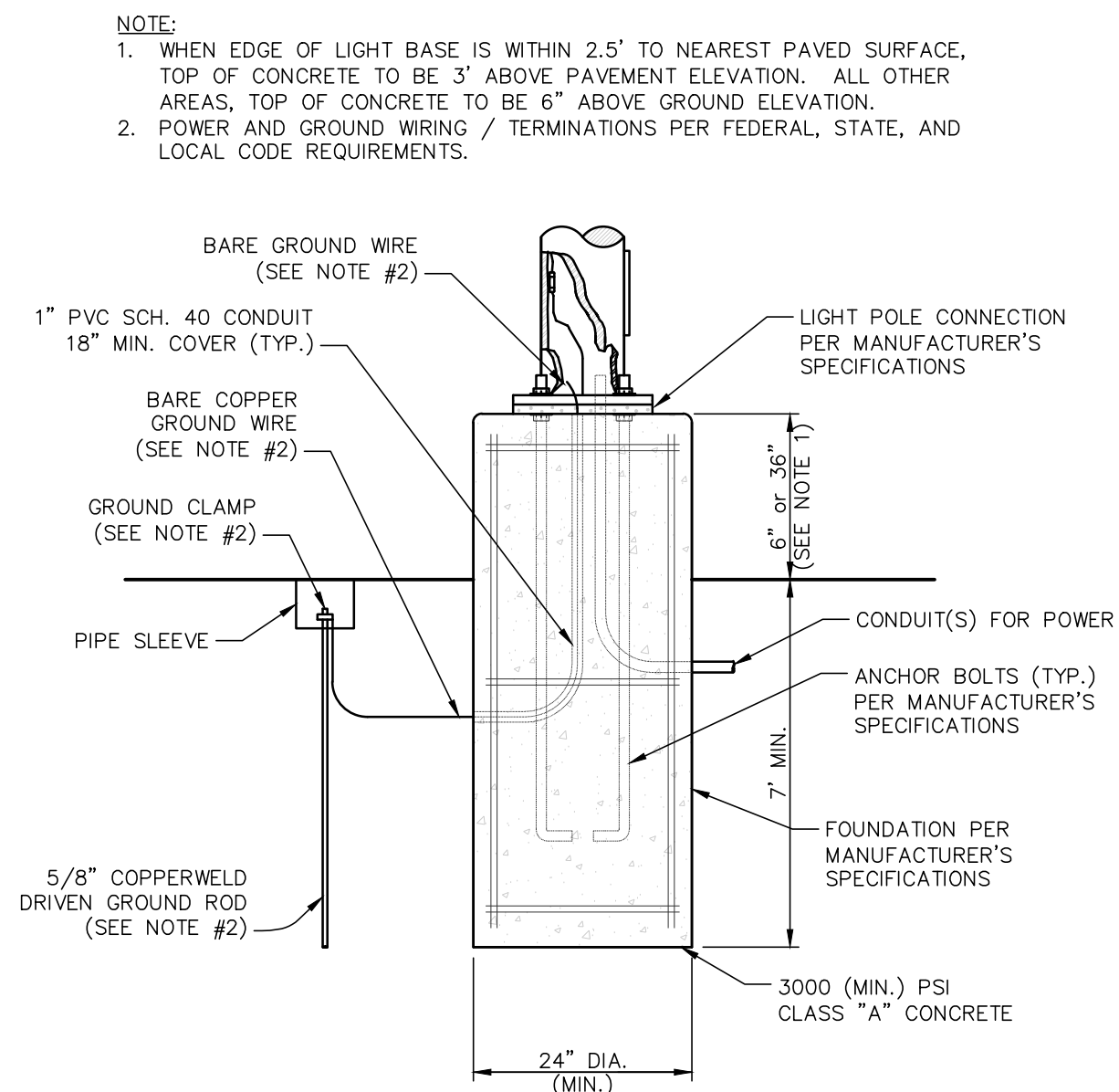
**6" METRO DECORATIVE BOLLARD COVER DETAIL**  
NOT TO SCALE



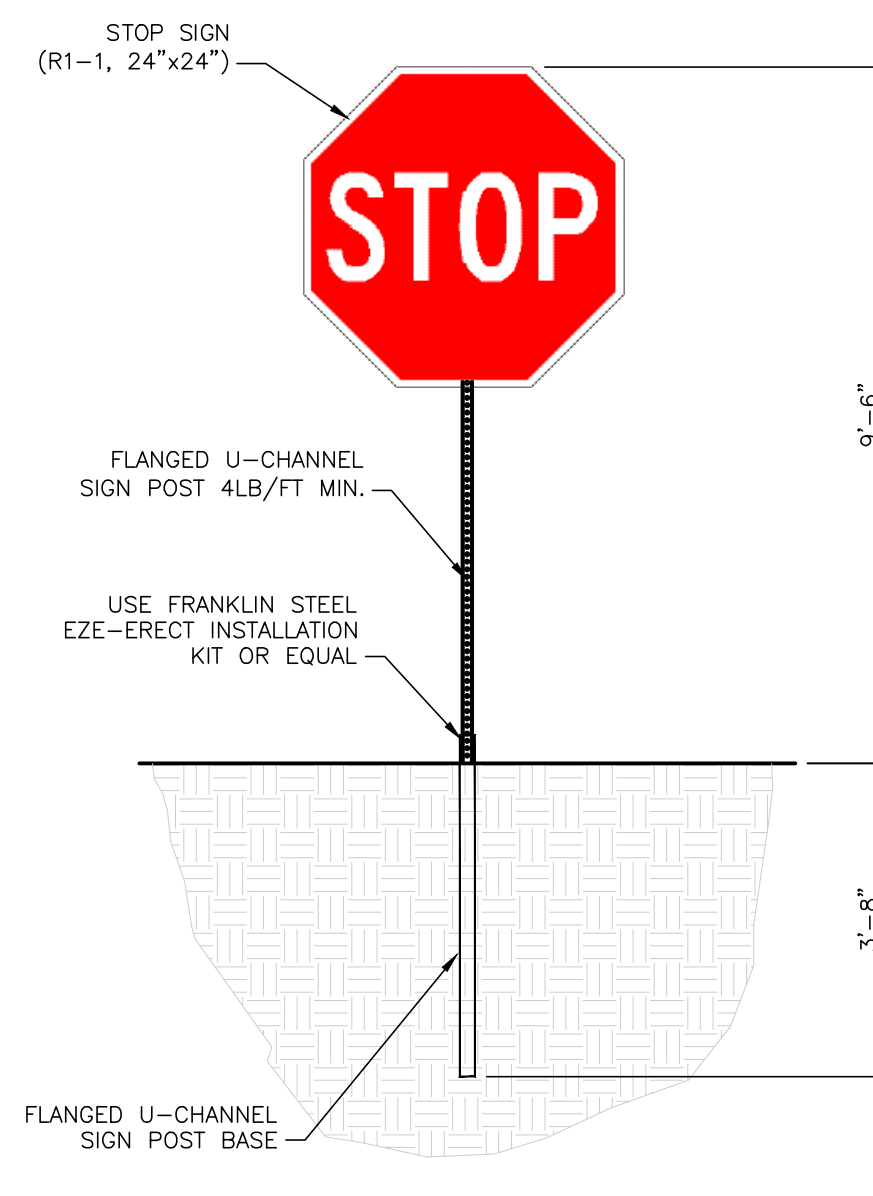
**ACCESSIBLE PARKING STALLS**  
NOT TO SCALE



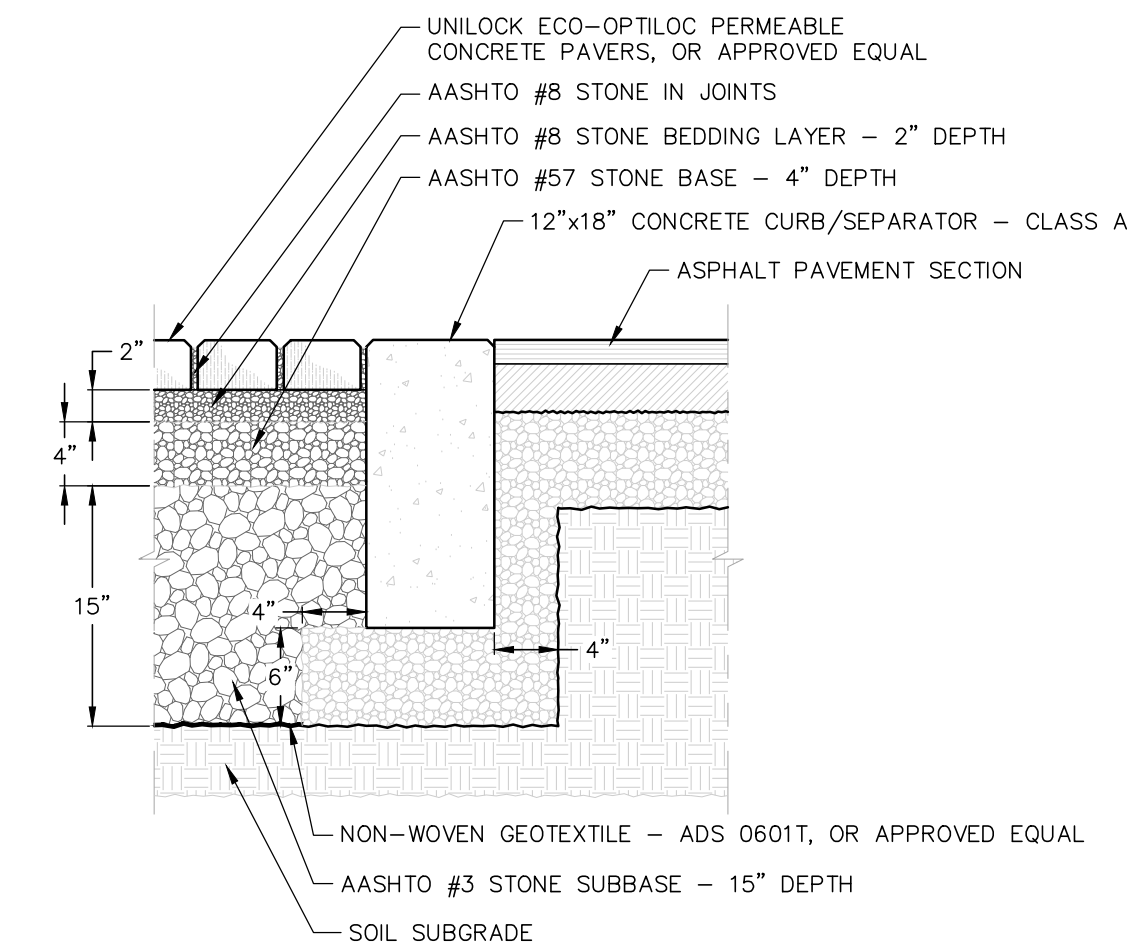
**CONDUIT DETAIL**  
NOT TO SCALE



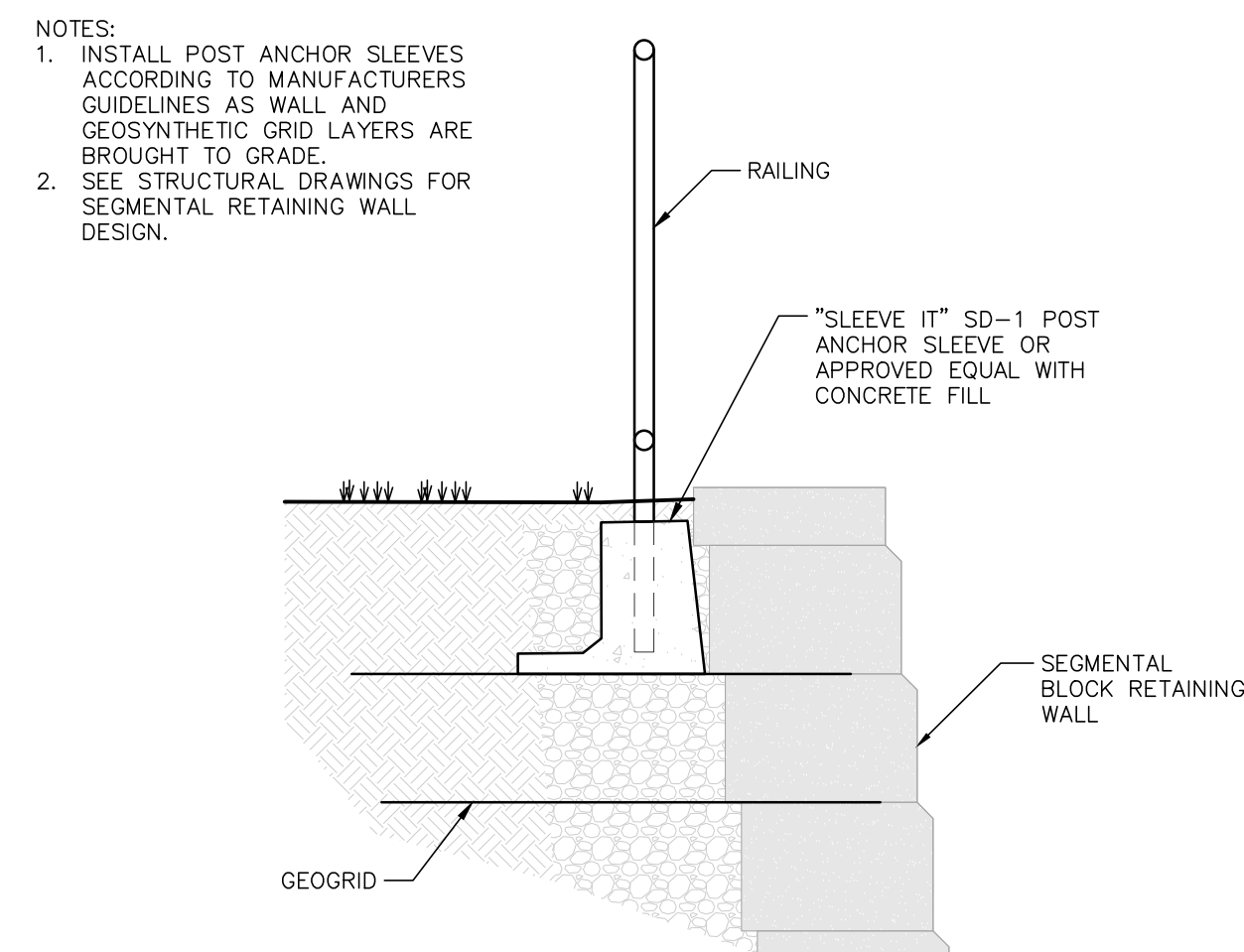
**LIGHT FOUNDATION DETAIL**  
NOT TO SCALE



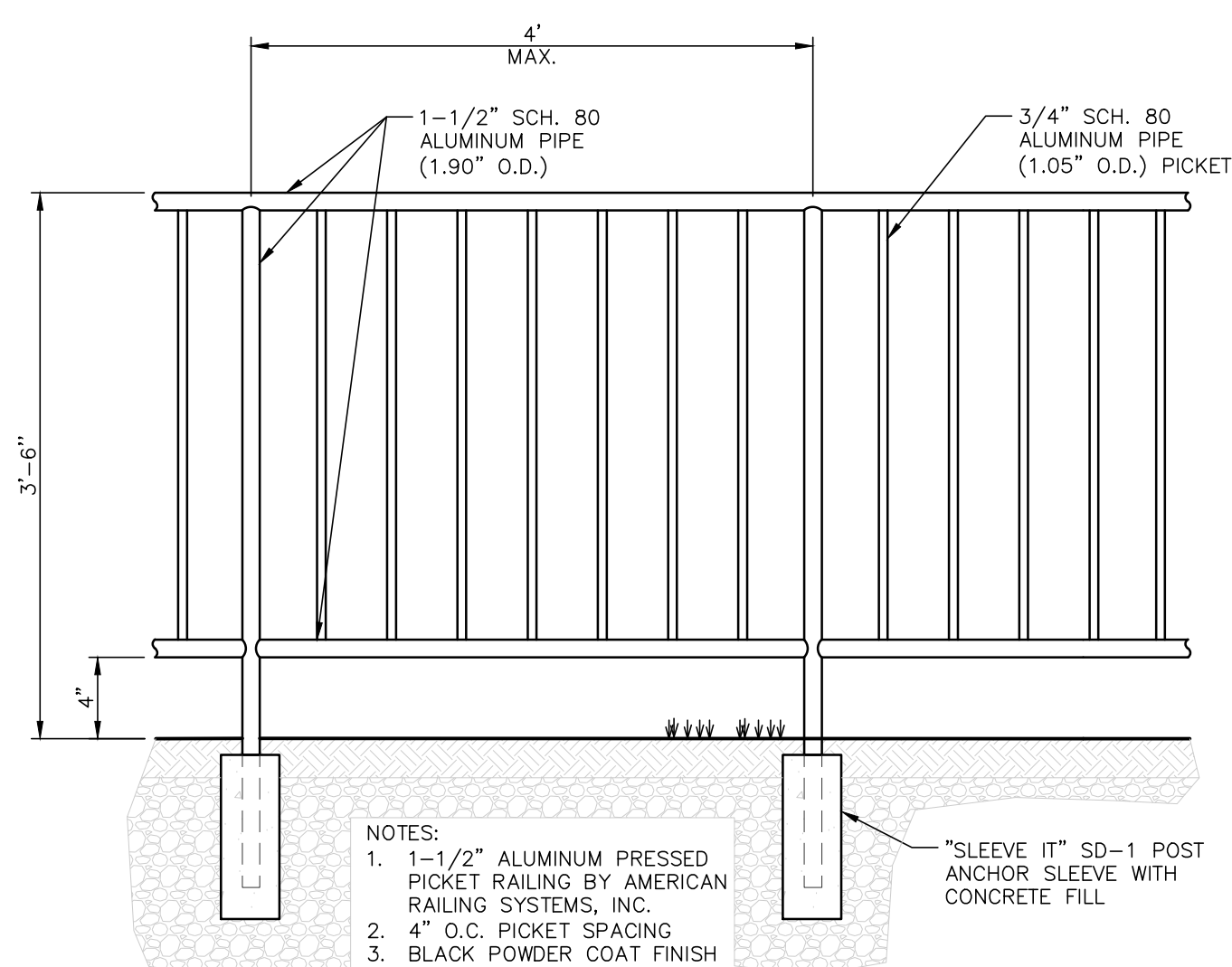
**STOP SIGN DETAIL**  
NOT TO SCALE



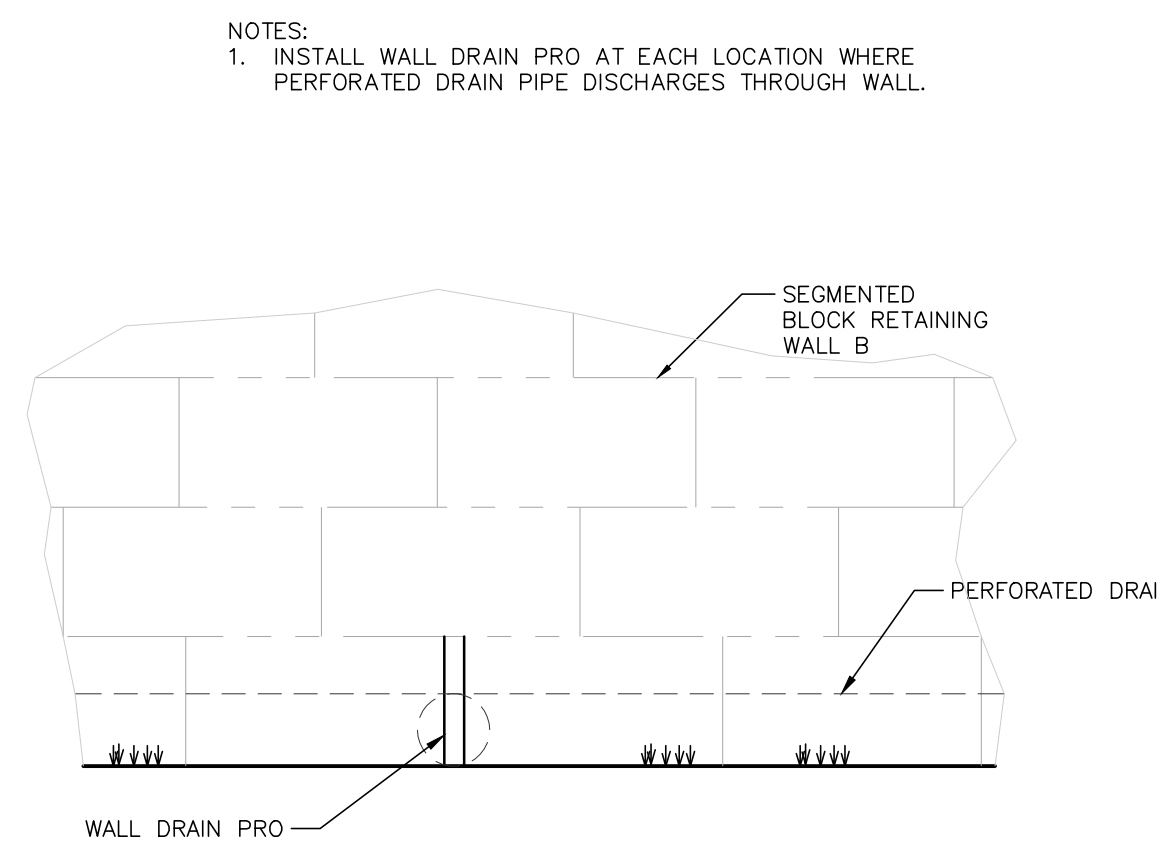
**PERMEABLE CONCRETE PAVER WITH FLUSH CONCRETE CURB EDGE RESTRAINT**  
NOT TO SCALE



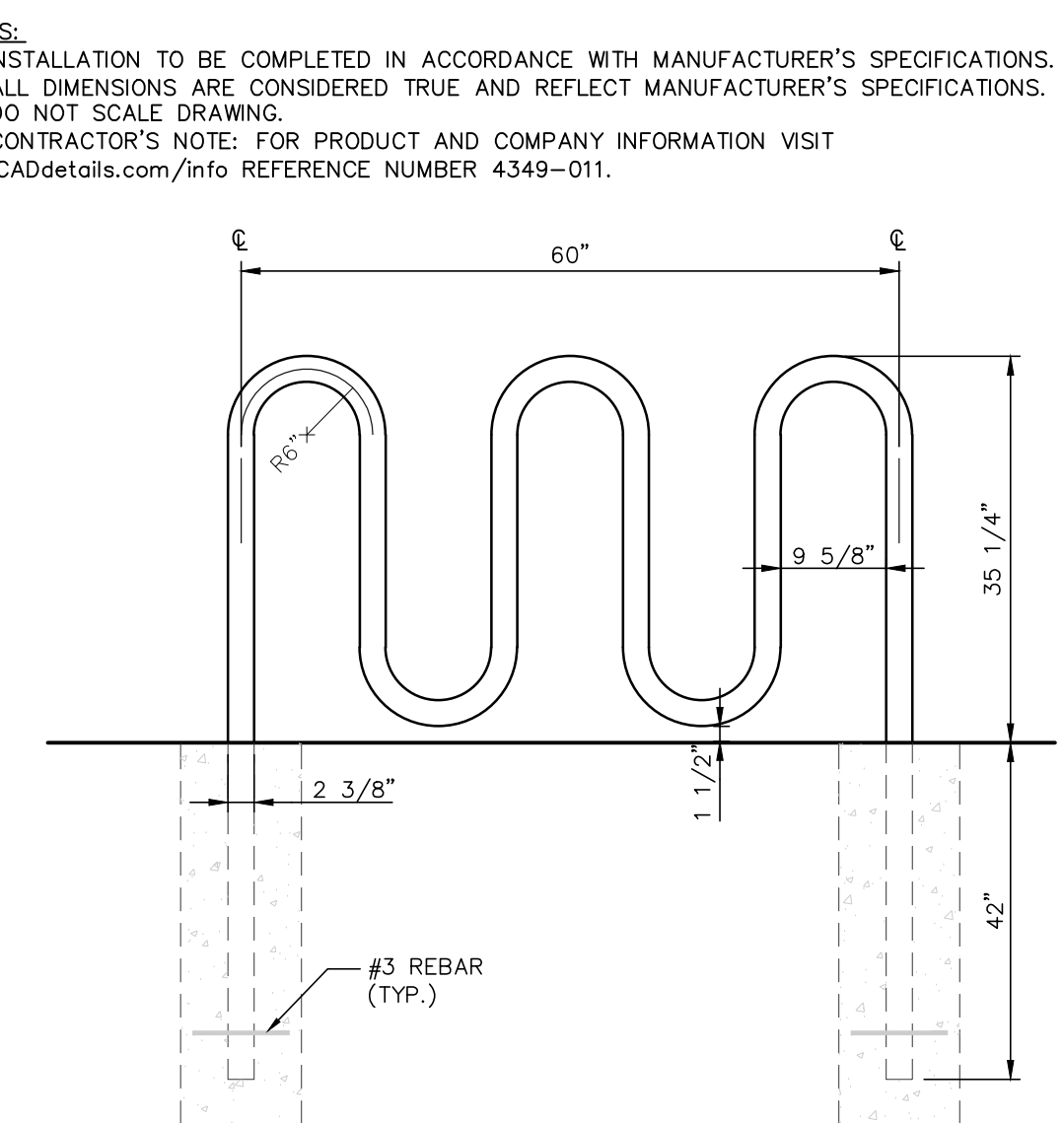
**POST ANCHOR SLEEVES**  
NOT TO SCALE



**RAILING @ RETAINING WALL**  
NOT TO SCALE



**RETAINING WALL DRAIN OUTLET**  
NOT TO SCALE



**7 CAPACITY BIKE RACK**  
NOT TO SCALE

NOTE:  
1. WHEN EDGE OF LIGHT BASE IS WITHIN 2.5' TO NEAREST PAVED SURFACE, TOP OF CONCRETE TO BE 3' ABOVE PAVEMENT ELEVATION. ALL OTHER AREAS, TOP OF CONCRETE TO BE 6" ABOVE GROUND ELEVATION.  
2. POWER AND GROUND WIRING / TERMINATIONS PER FEDERAL, STATE, AND LOCAL CODE REQUIREMENTS.

NOTES:  
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.  
2. ALL DIMENSIONS ARE CONSIDERED TRUE AND REFLECT MANUFACTURER'S SPECIFICATIONS.  
3. DO NOT SCALE DRAWING.  
4. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT [www.CADdetails.com/info](http://www.CADdetails.com/info) REFERENCE NUMBER 4349-011.

DATE	REVISION	BY
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/19/21	ESK/KSH
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH

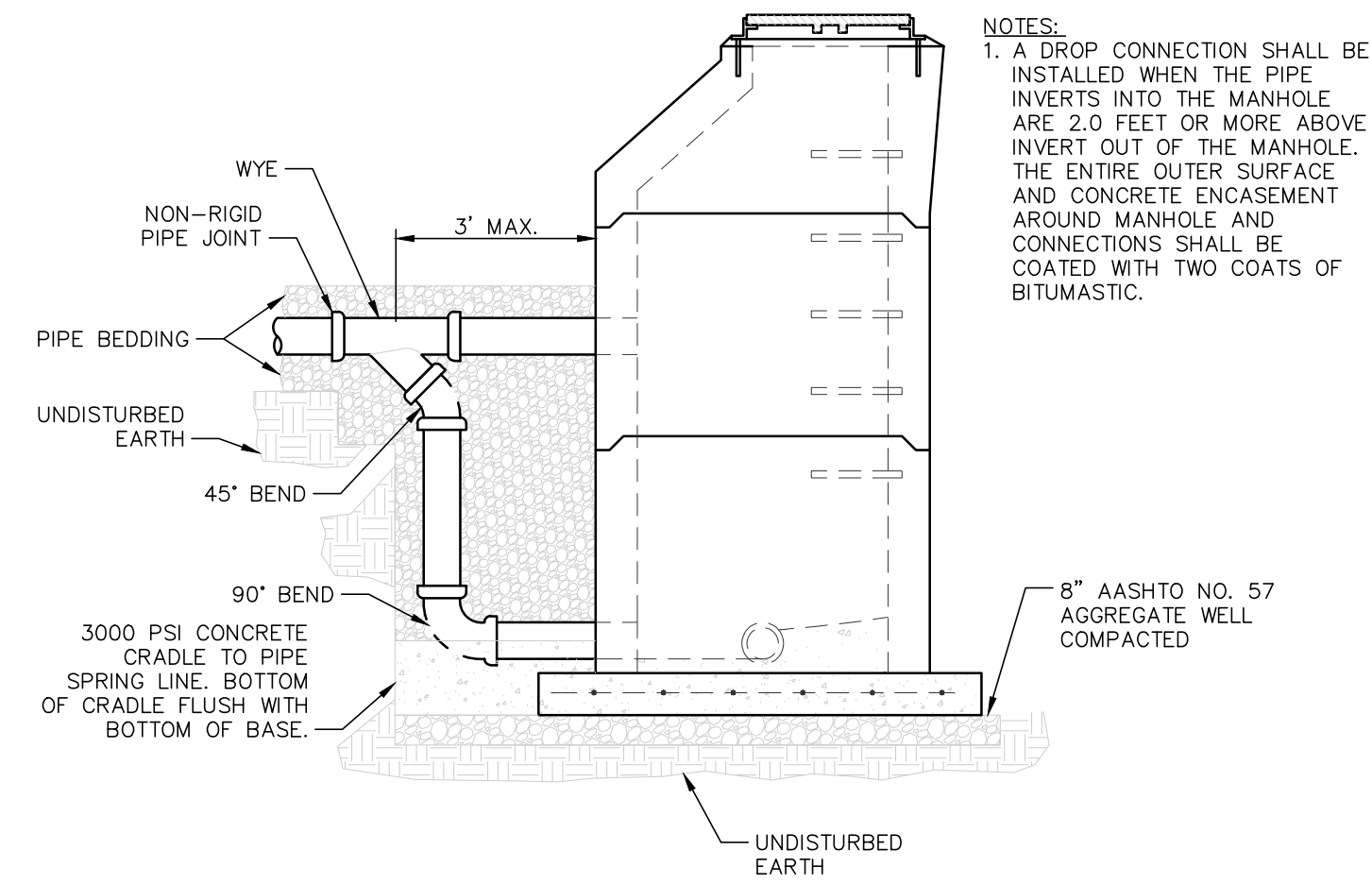
DESIGN	ESK
DRAWN	ESK
SCALE	AS SHOWN
OWNER'S REGIONAL MEDICAL CENTER	
LOCATION	PATTON TOWNSHIP CENTRE COUNTY, PA

**DETAILS**  
PRELIMINARY / FINAL  
LAND DEVELOPMENT PLAN  
FOR  
PENN HIGHLANDS MICRO-HOSPITAL  
AND MEDICAL OFFICE BUILDING

NOT FOR CONSTRUCTION  
DESIGN DEVELOPMENT PROGRESS SET - 03-08-2021

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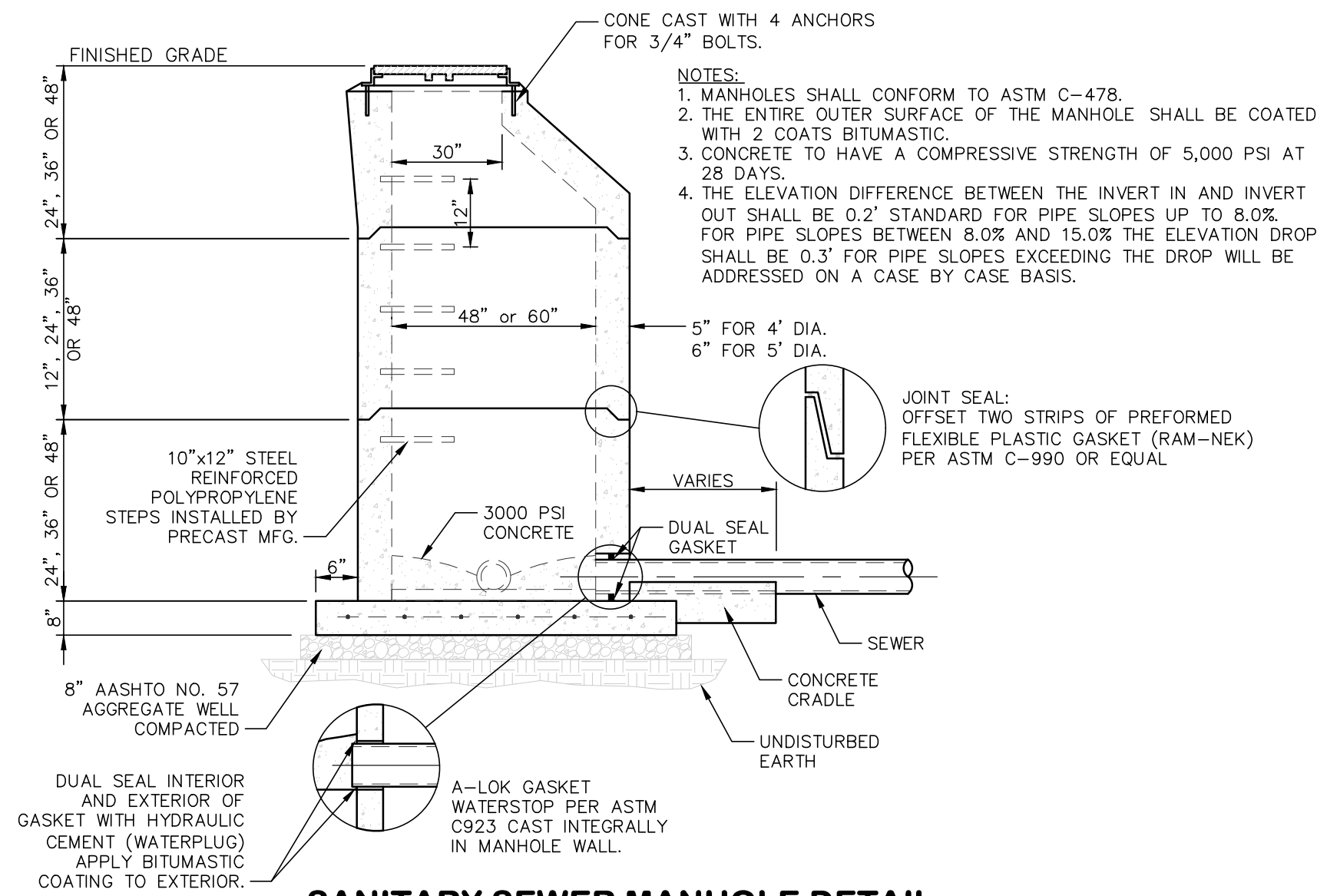
DATE: JANUARY 29, 2021  
JOB NUMBER: **19934**  
SHEET NUMBER: **32 OF 36**



**DROP MANHOLE DETAIL**

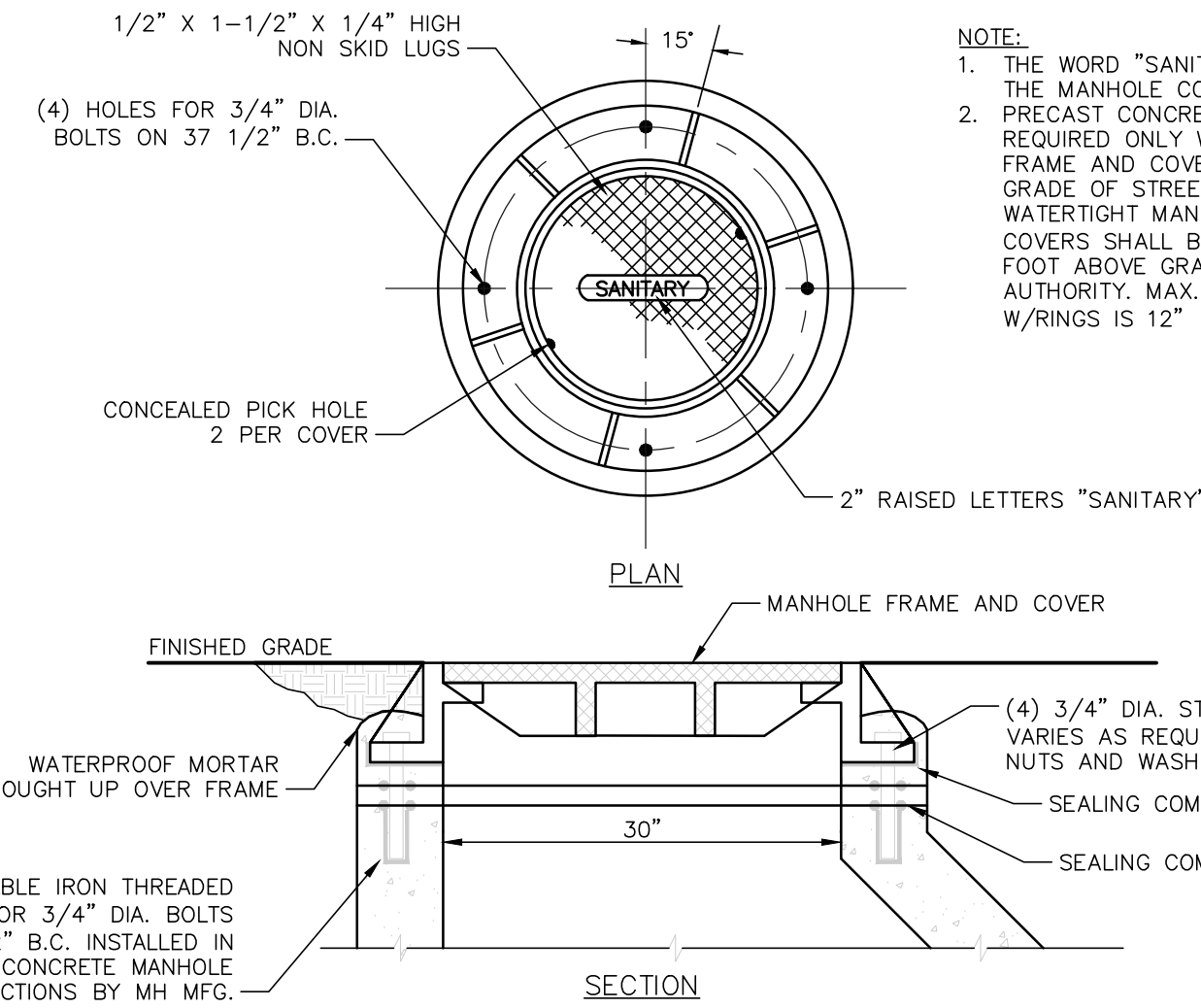
NOT TO SCALE

\*MANHOLES GREATER THAN TWENTY (20) FEET DEEP SHALL BE A MINIMUM OF FIVE (5) FEET IN DIAMETER. MANHOLES GREATER THAN TWENTY (20) FEET DEEP SHALL CONTAIN INTERMEDIATE PLATFORMS. MAXIMUM DISTANCE BETWEEN PLATFORMS SHALL BE TWENTY (20) FEET VERTICALLY (MINIMUM DISTANCE SHALL BE TEN (10) FEET VERTICALLY).



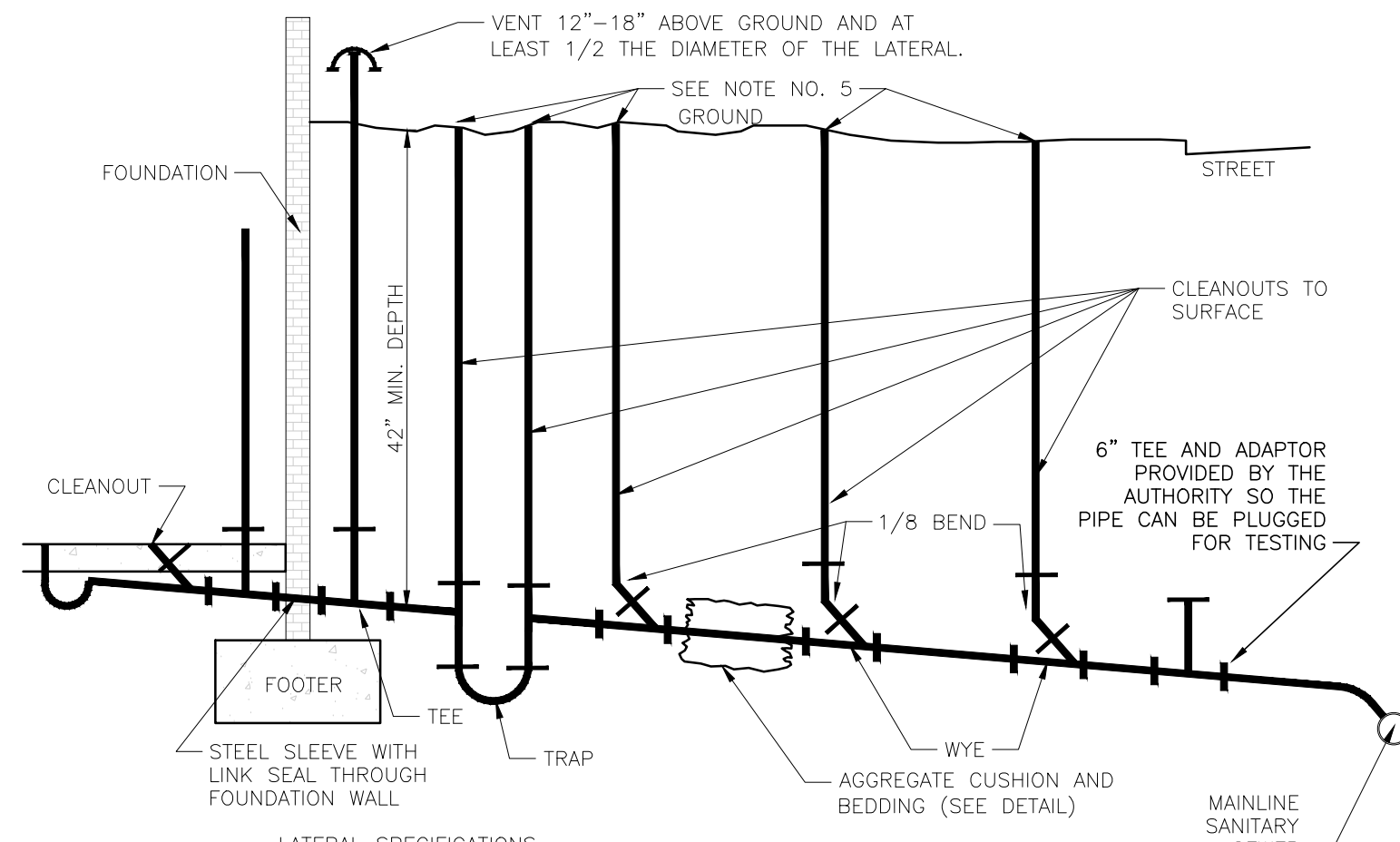
**SANITARY SEWER MANHOLE DETAIL**

NOT TO SCALE



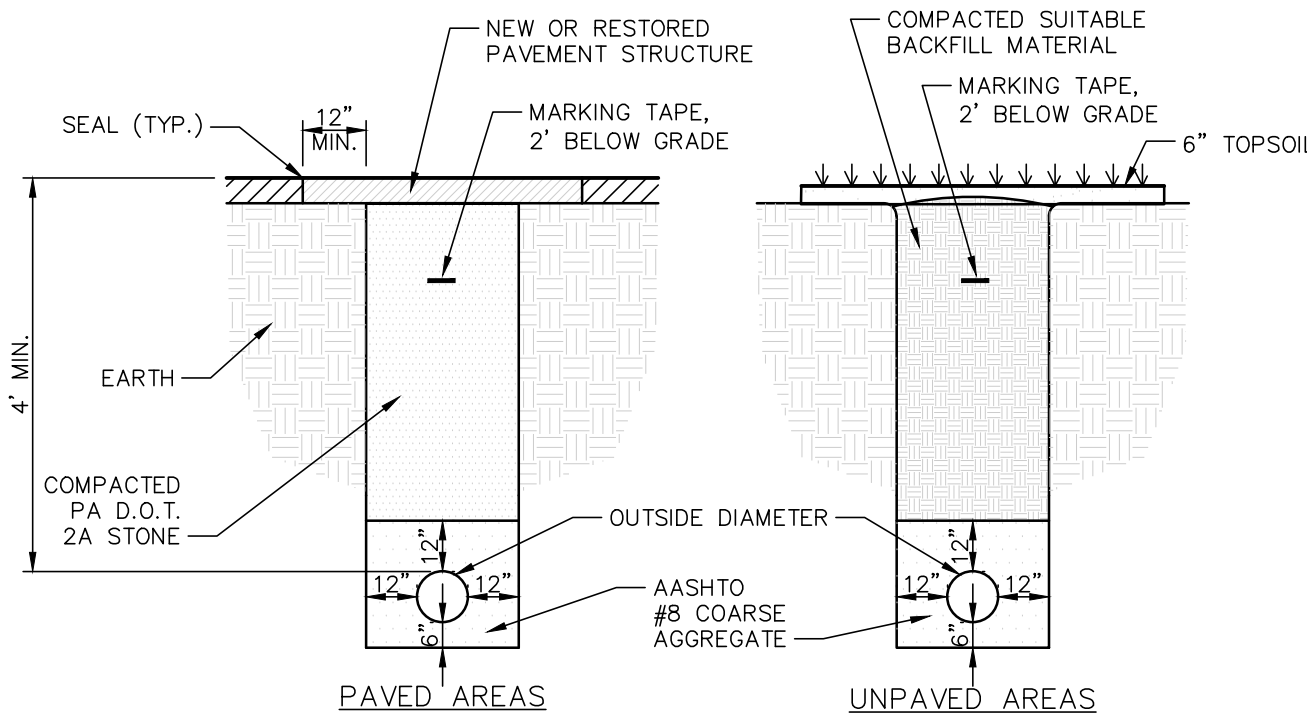
**MANHOLE FRAME AND COVER DETAIL**

NOT TO SCALE



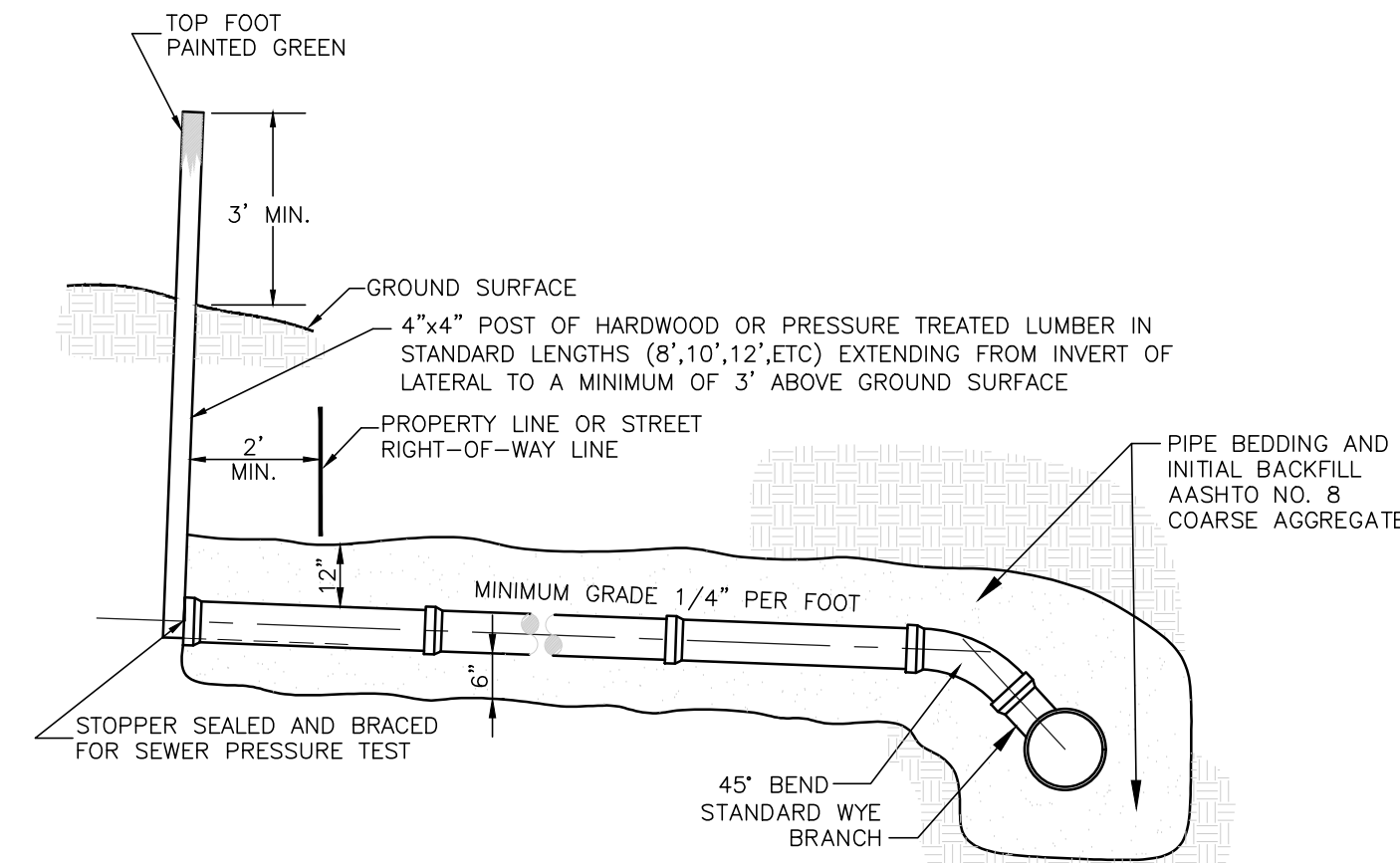
**SANITARY LATERAL DETAIL**

NOT TO SCALE



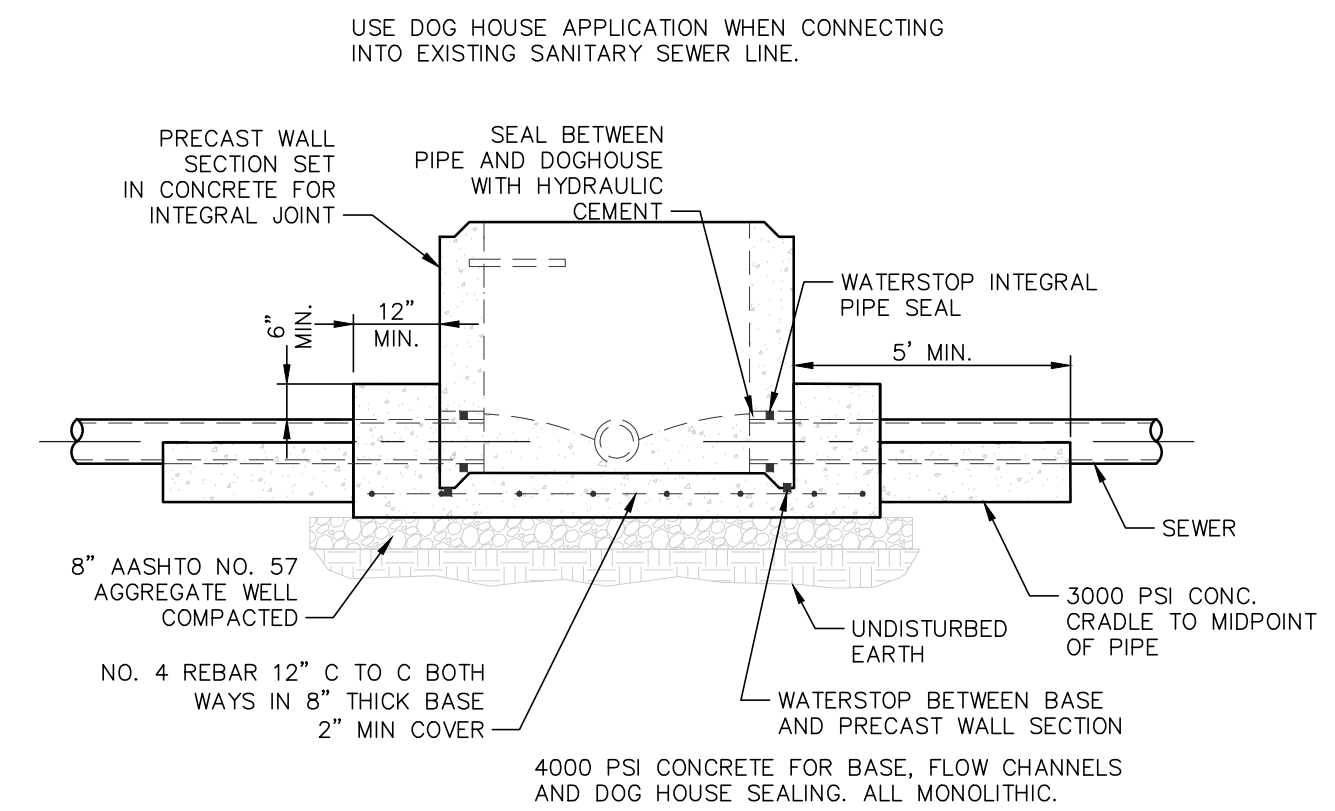
**SANITARY SEWER TRENCH DETAIL**

NOT TO SCALE



**SANITARY LATERAL AND MARKER DETAIL**

NOT TO SCALE



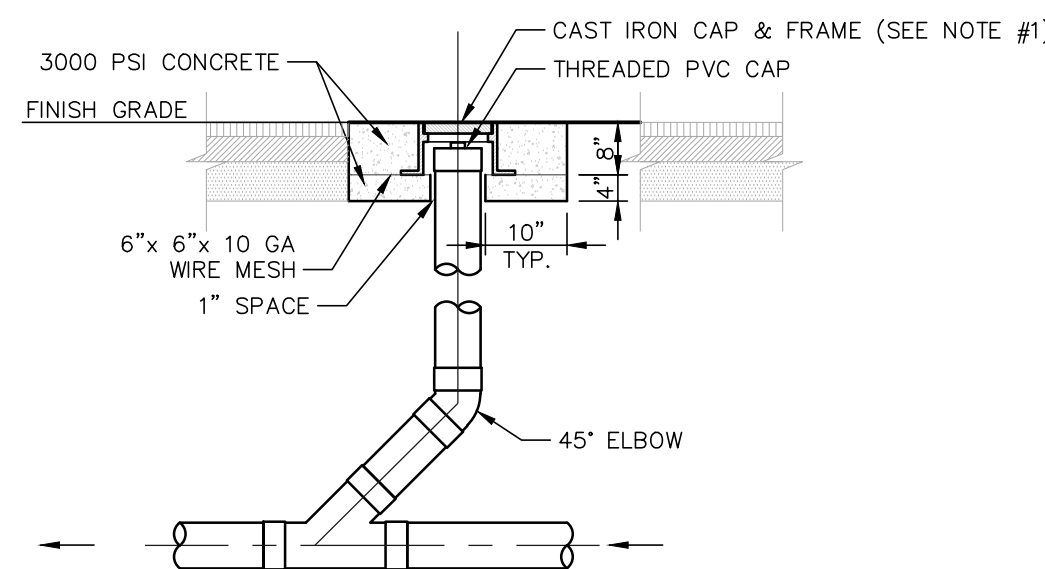
**FIELD Poured MANHOLE BASE DETAIL**

NOT TO SCALE

- LATERAL SPECIFICATIONS**
- 6" DIAMETER IS THE MINIMUM SIZE—LARGER SIZES WILL BE SPECIFIED BY THE AUTHORITY WHEN THE AMOUNT OF FLOW WARRANTS IT.
  - SLOPE SHALL BE 1/4" PER FOOT UNLESS OTHERWISE APPROVED BY AUTHORITY.
  - CLEANOUTS MUST BE INSTALLED EVERY 100' ON 6" PIPE.
  - LATERALS SHALL BE LAID IN AGGREGATE CUSHION AND BEDDING.
  - CLEANOUT TERMINAL(S) SHALL HAVE TREATMENT AT RESPECTIVE LOCATION.
  - ALL PIPING MATERIALS TO BE SCHEDULE 40 PVC, ANSI/ASTM D2556.
  - SCHEDULE 40 PVC PIPES USED FOR PRESSURE APPLICATIONS MUST INCLUDE EITHER ASTM D1785 OR ASTM F480 DESIGNATIONS.
  - WORK MUST BE INSPECTED AND TESTED BY AUTHORITY PRIOR TO BACKFILLING.

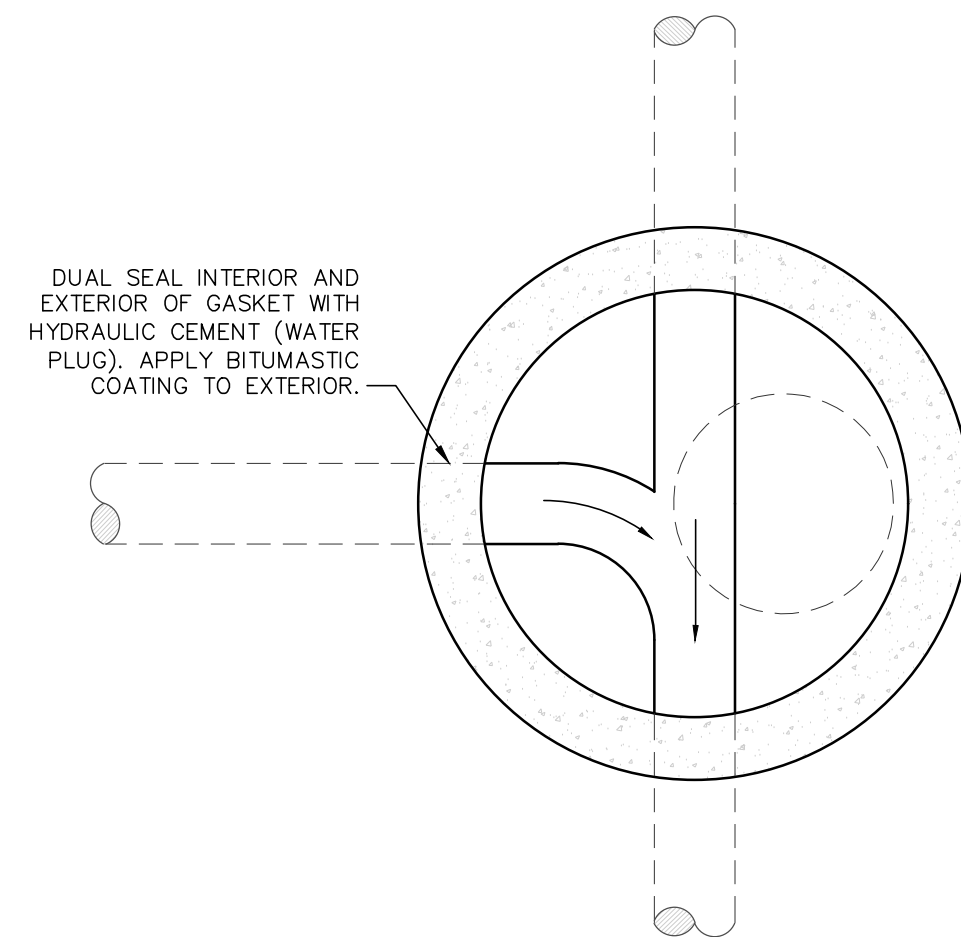
- NOTES:**
- IN ALL CASES PIPE IS TO BE SUPPORTED ALONG ENTIRE LENGTH.
  - ALL TRENCHES WITHIN PAVED AREAS TO BE BACKFILLED IN 4" LIFTS AND COMPACTED TO 100% MODIFIED PROCTOR.
  - ALL TRENCHES IN GRASSED AREAS TO BE BACKFILLED IN 4" LIFTS AND COMPACTED TO 95% MODIFIED PROCTOR DENSITY.

- NOTES:**
- IN THE CONSTRUCTION OF LATERALS, THE CONTRACTOR MUST COORDINATE HIS EFFORTS WITH THE AUTHORITY SO AS TO PROVIDE THE PROPER SERVICE TO THE PROPERTY OWNERS. IF IN THE JUDGMENT OF THE AUTHORITY THE LATERAL CONSTRUCTED BY THE CONTRACTOR DOES NOT PROVIDE ADEQUATE SERVICE TO THE PROPERTY OWNER, THE CONTRACTOR SHALL RECONSTRUCT THE LATERAL TO THE PROPER GRADE AT HIS(CONTRACTOR) EXPENSE. IT IS THE POLICY OF THE AUTHORITY TO PROVIDE BASEMENT SERVICE (LOWEST ELEVATION) TO ALL LOTS.
  - CONCRETE ENCASE LATERAL FOR A DISTANCE OF 5' ON EITHER SIDE OF A WATER OR STORM SEWER CROSSING. ENCASEMENT SHALL BE 6" MIN. AROUND PIPE WITH 3000 PSI CONCRETE.



**CLEANOUT IN PAVED OR CONCRETE SURFACES DETAIL**

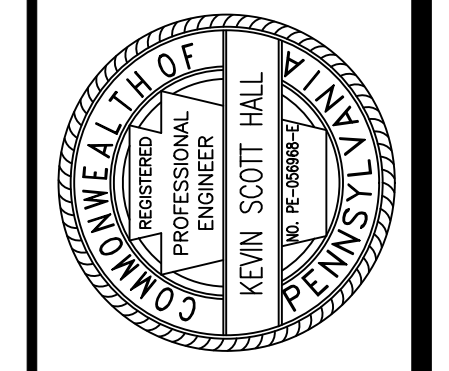
NOT TO SCALE



**TYPICAL MANHOLE - PLAN VIEW**

NOT TO SCALE

DATE	REVISION	REV. BY
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/9/21	ESK/KSH
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21	ESK/KSH



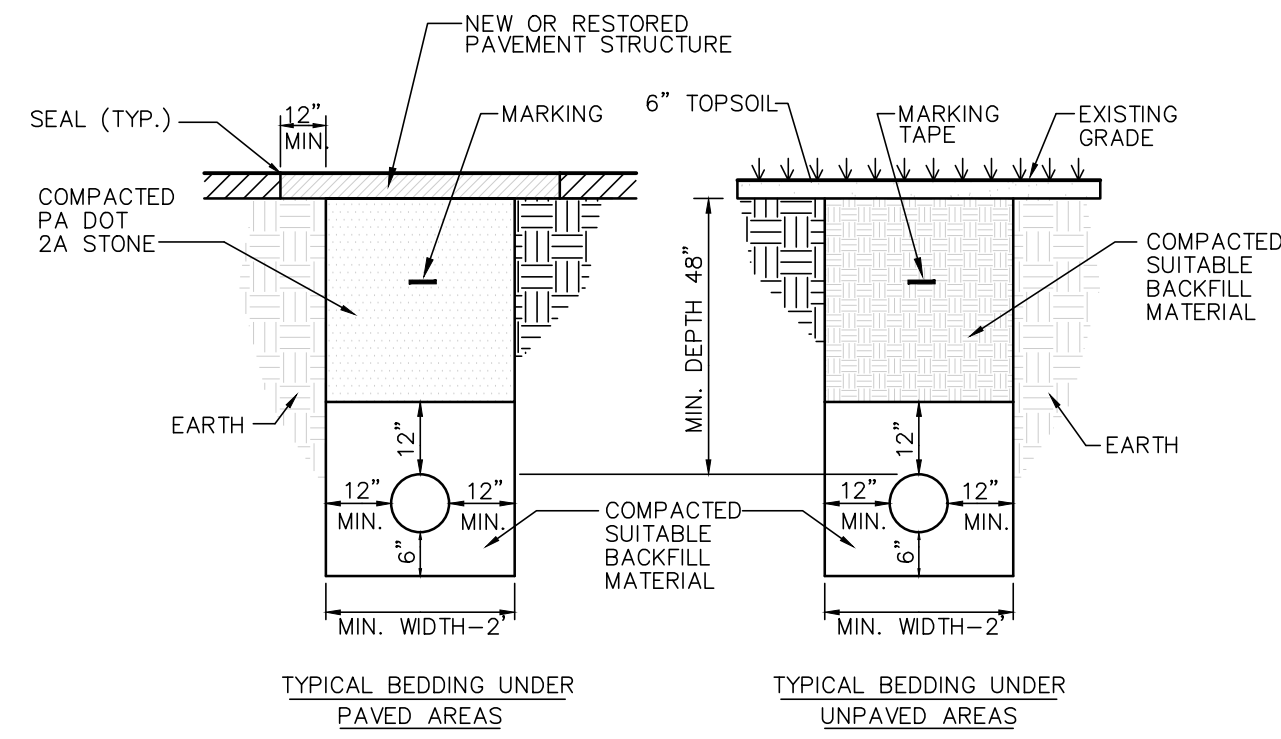
LOCATION	PATTON TOWNSHIP CENTRE COUNTY, PA
OWNER	OMNISCIS REGIONAL MEDICAL CENTER
SCALE	AS SHOWN
DESIGN	ESK
DRAWN	ESK

**DETAILS**  
**PRELIMINARY / FINAL**  
**LAND DEVELOPMENT PLAN**  
**FOR**  
**PENN HIGHLANDS MICRO-HOSPITAL**  
**AND MEDICAL OFFICE BUILDING**

NOT FOR CONSTRUCTION  
 DESIGN DEVELOPMENT PROGRESS SET - 03-08-2021  
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DATE: JANUARY 29, 2021  
 JOB NUMBER:  
**19934**  
 SHEET NUMBER:  
**33 OF 36**

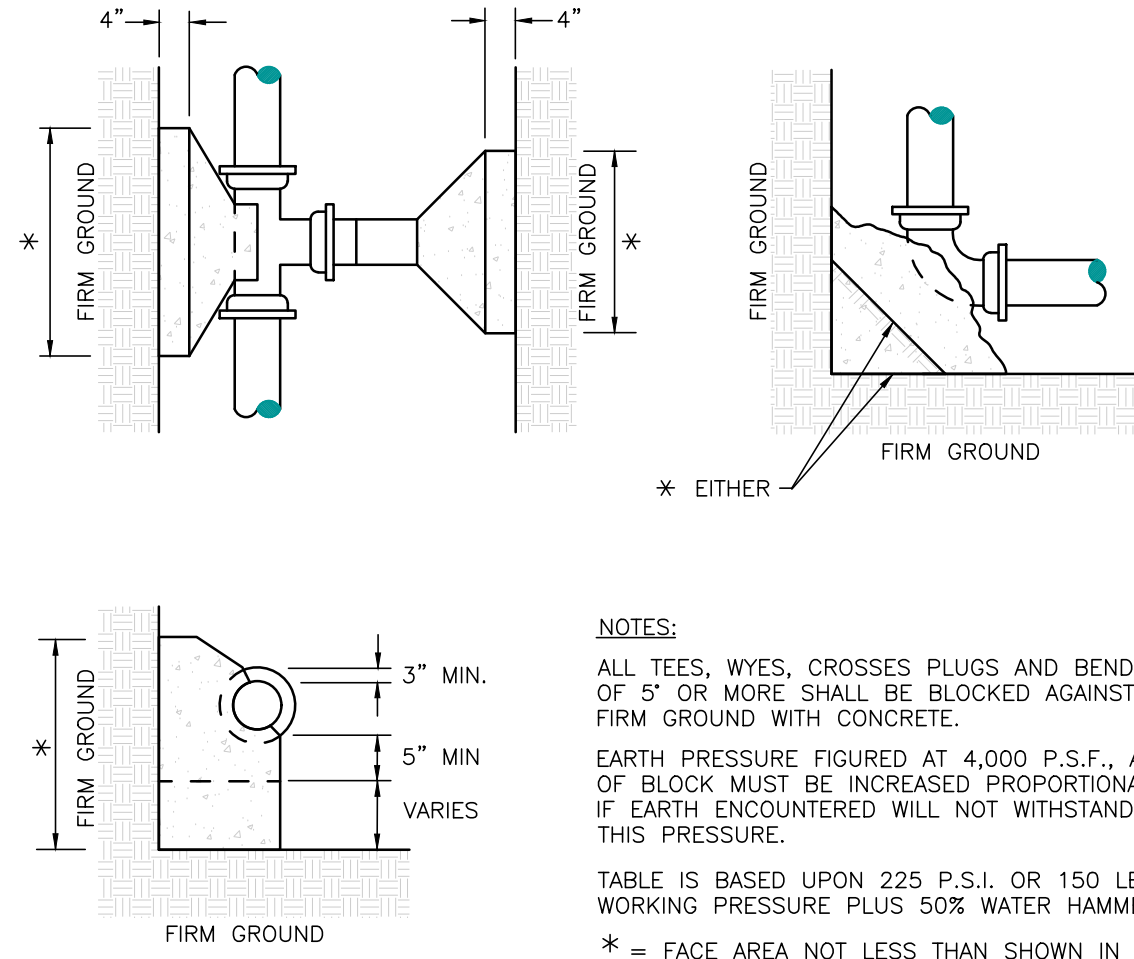


ALL TRENCHES WITHIN PUBLIC RIGHT-OF-WAY SHALL BE BACKFILLED IN ACCORDANCE WITH PADOT PUB. 408, SECT 601., LATEST EDITION.

**WATERLINE TRENCH**  
NOT TO SCALE

- NOTE:**
1. IN ALL CASES PIPE IS TO BE SUPPORTED ALONG ENTIRE LENGTH.
  2. ALL TRENCHES WITHIN PUBLIC RIGHT-OF-WAY SHALL BE BACKFILLED IN ACCORDANCE WITH PADOT PUB. 408, SECT 601., LATEST EDITION.
  3. INSTALLATION AND MATERIALS PER AUTHORITY SPECIFICATIONS.
  4. DUCTILE IRON AND PVC PIPES TO HAVE MECHANICAL JOINT RESTRAINTS.
  5. CONTRACTOR IS TO NOTIFY WATER AUTHORITY 72 HOURS PRIOR TO ANY WATER LINE WORK.

**WATER LINE  
INSTALLATION NOTES**

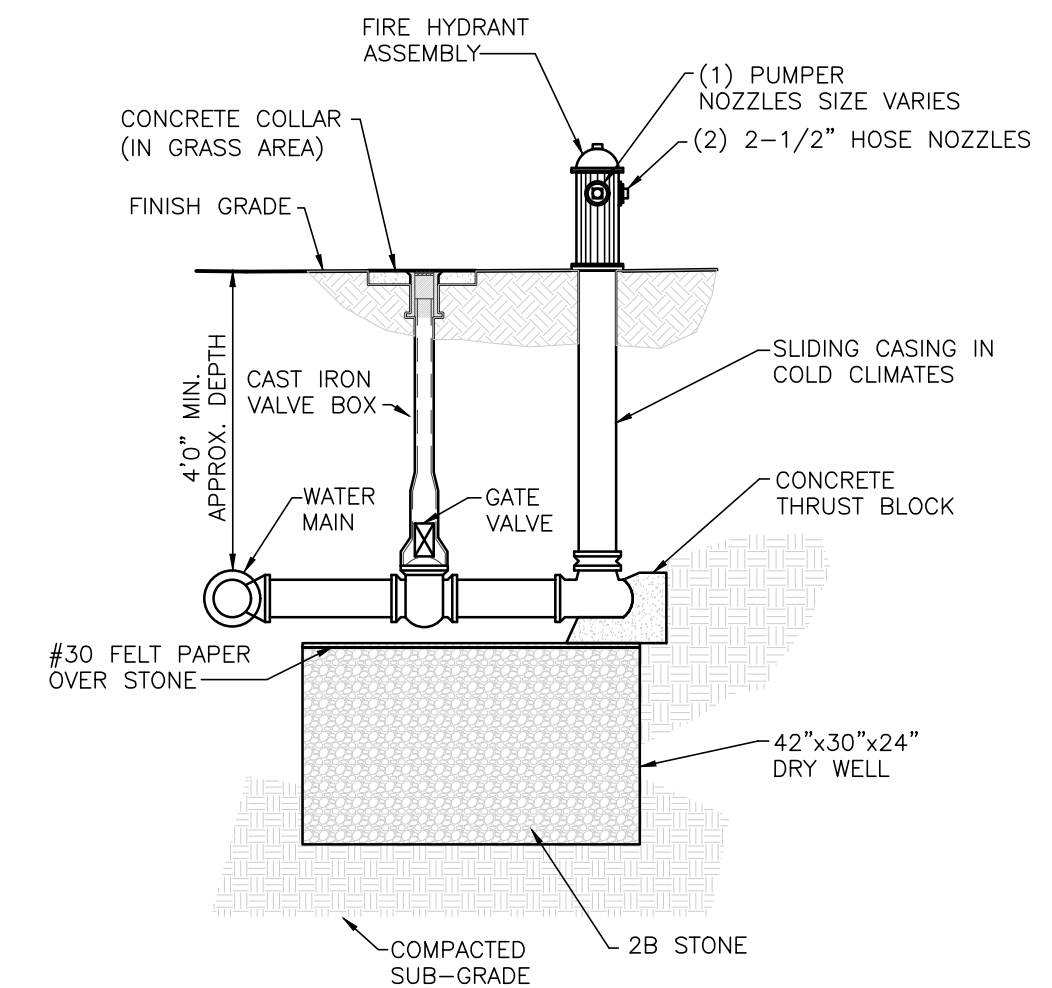


**NOTE:**  
ALL TEES, WYES, CROSSES PLUGS AND BENDS OF 5' OR MORE SHALL BE BLOCKED AGAINST FIRM GROUND WITH CONCRETE.  
EARTH PRESSURE FIGURED AT 4,000 P.S.F., AREA OF BLOCK MUST BE INCREASED PROPORTIONATELY IF EARTH ENCOUNTERED WILL NOT WITHSTAND THIS PRESSURE.  
TABLE IS BASED UPON 225 P.S.I. OR 150 LBS. WORKING PRESSURE PLUS 50% WATER HAMMER.  
\* = FACE AREA NOT LESS THAN SHOWN IN TABLE

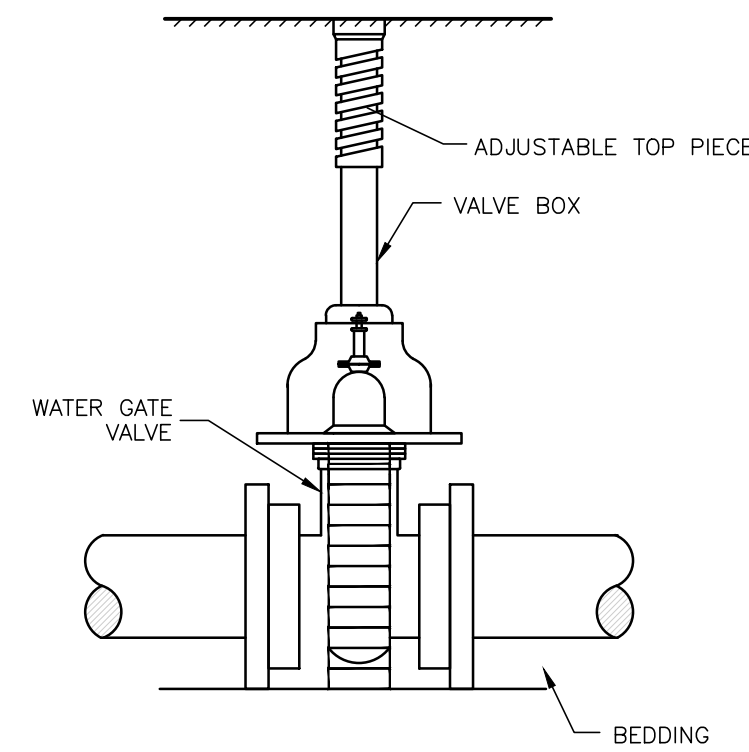
PIPE SIZE (IN.)	AREA (SQ.FT.)	TOTAL FORCE (LBS.)	AREA OF BLOCK IN SQ.FT.				
			TEES & PLUGS	90° BENDS	45° BENDS	22-1/2" BENDS	1-1/4" BENDS
4	12.57	2,827	1.0	1.0	1.0	1.0	1.0
6	28.27	6,361	1.6	2.3	1.2	1.0	1.0
8	50.26	11,308	2.8	4.0	2.2	1.1	1.0
10	78.54	17,672	4.4	6.3	3.4	1.7	1.0
12	113.16	25,461	6.4	9.0	4.9	3.0	1.3
14	153.94	34,637	8.7	12.3	6.6	3.4	1.7
16	201.06	45,239	11.3	16.0	8.7	4.4	2.2
18	254.47	57,256	14.3	20.3	11.0	5.6	2.8
20	314.16	70,686	17.7	25.0	13.5	6.9	3.5
24	452.39	101,788	25.4	36.0	19.5	6.9	5.0

--FOR PRESSURE PIPELINES--

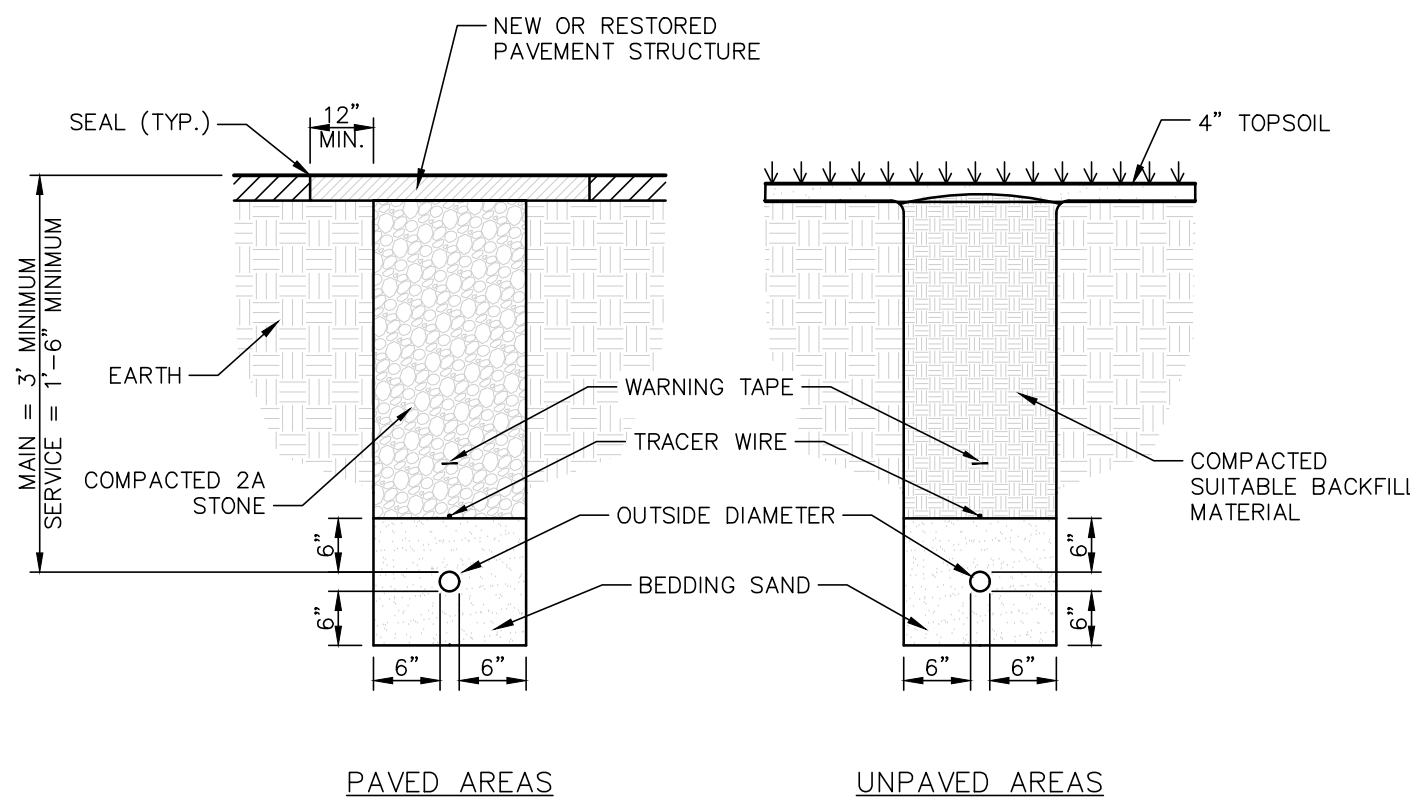
**CONCRETE THRUST BLOCK DETAIL**  
NOT TO SCALE



**FIRE HYDRANT ASSEMBLY**  
NOT TO SCALE



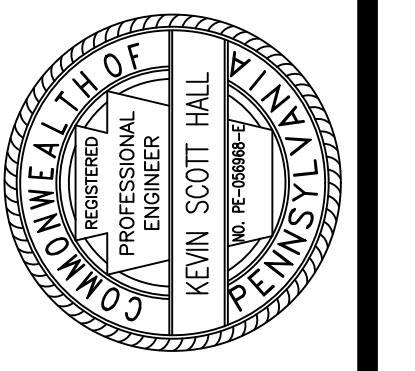
**VALVE AND VALVE BOX DETAIL**  
NOT TO SCALE



- NOTES:**
1. TRACER WIRE WILL BE PLACED 6" ABOVE MAIN OR SERVICE.
  2. WARNING TAPE WILL BE PLACED 12" ABOVE MAIN OR SERVICE.
  3. BACKFILL MATERIAL WILL CONFORM TO ALL LOCAL OR GOVERNMENTAL REQUIREMENTS.

**GAS TRENCH DETAIL**  
NOT TO SCALE

REV.	BY
ESK/KSH	ESK/KSH
2/19/21	REVISION
3/19/21	REVISION
3/24/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 3/19/21
3/10/21	REVISIONS PER PATTON TOWNSHIP LETTER DATED 2/19/21
DATE	REVISION



LOCATION:	TOWNSHIP OF CENTRE COUNTY, PA
OWNER:	REGIONAL MEDICAL CENTER
SCALE:	AS SHOWN
DESIGN:	ESK
DRAWN:	ESK

**DETAILS**  
**PRELIMINARY / FINAL**  
**LAND DEVELOPMENT PLAN**  
**FOR**  
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**AND MEDICAL OFFICE BUILDING**

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DESIGN DEVELOPMENT PROGRESS SET - 03-08-2021  
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DATE:	JANUARY 29, 2021
JOB NUMBER:	19934
SHEET NUMBER:	34 OF 36





LAW OFFICES OF  
MILLER KISTLER & CAMPBELL

RICHARD L. CAMPBELL  
JOHN R. MILLER, III  
TERRY J. WILLIAMS  
TRACEY G. BENSON\*  
DAVID B. CONSIGLIO\*\*  
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MICHAEL S. LEVANDOSKI  
JOHN W. LHOTA

OF COUNSEL  
FRED B. MILLER

\*ALSO ADMITTED IN WEST VIRGINIA  
\*\*ALSO ADMITTED IN MARYLAND

PLEASE REPLY TO:  
STATE COLLEGE OFFICE

March 18, 2021

720 SOUTH ATHERTON STREET, STE. 201  
STATE COLLEGE, PA. 16801-4669  
(814) 234-1500  
FAX (814) 234-1549  
AND  
124 NORTH ALLEGHENY STREET  
BELLEFONTE, PA. 16823-1695  
(814) 355-5474  
GENERAL FAX (814) 355-5340  
REAL ESTATE FAX (814) 357-0264

JOHN R. MILLER, JR.  
(1919-2007)

ROBERT K. KISTLER  
(1925-2012)

Board of Supervisors of Patton Township  
100 Patton Plaza  
State College, PA 16803

*Transmitted via U.S. first class and electronic mail addressed to [derickson@twp.patton.pa.us](mailto:derickson@twp.patton.pa.us)*

**Re: Phoenix Academy of Performing Arts of Pennsylvania  
118 Hawbaker Industrial Drive | Tax Parcel No. 18-024-004**

Dear Supervisors:

This firm represents Phoenix Academy of Performing Arts of Pennsylvania (“Phoenix Academy”). By this letter, I am requesting, on behalf of Phoenix Academy, a modification to Patton Township’s zoning ordinance that will identify fitness centers as an approved use in the industrial district. For reference, a map and an aerial photograph depicting rough approximations of the industrial district are enclosed with this letter.

The background to this request is straightforward. Phoenix Academy is a gymnastics and acrobatic arts instruction company that was formed in the wake of multiple other such companies in our area closing. Faced with strong demand, and a desire to continue serving their many clients, Phoenix Academy’s partners are forming a new studio and working with a commercial realtor to secure appropriate space. That search has yielded several results, and the best candidate is the building located at 118 Hawbaker Industrial Drive, which is Centre County tax parcel number 18-024-004. For additional reference, photographs of the building are also enclosed with this letter. As you will see, the property is located in Patton Township’s industrial zoning district, immediately behind Otto’s Pub and Brewery. Notably, Otto’s Pub and Brewery is in the general commercial district.

Phoenix Academy has a preliminary agreement to explore a long-term lease of this building. As part of the due diligence process, Phoenix Academy hired architect Albert Drobka to develop minor architectural modifications to accommodate Phoenix Academy’s desired use. Mr. Drobka did so, but during a conversation with Ken Soder, Mr. Soder disclosed that a business of this type is not allowed in the industrial district. To be more specific, this use would qualify as a “fitness center,” a use that is unauthorized in the industrial district.

The zoning ordinance's exclusion of fitness centers in the industrial district gives our team pause, for several reasons. First, it is well-known that this use has existed in the industrial district before, and for extended periods. In particular, at least two fitness businesses have existed along Hawbaker Industrial Drive in the past. Those two uses existed over at least an seven-year stretch between 2010 and 2019. The first business was a CrossFit gym. The second business was another gymnastics facility. That business was a local branch of "Fame All Stars," a regional gymnastics/cheerleading company. The website for Fame All Stars, which lists the activities involved at Fame All Stars facilities, can be accessed at [www.fameallstars.com](http://www.fameallstars.com).

In short, although the zoning ordinance does not allow for fitness center uses in this district, those uses have nonetheless existed for many years. Through our due diligence, we have learned of no material concerns regarding those uses, and the only reason the prior uses discontinued was because the relevant leases ended.

Second, allowing fitness centers to exist in this district will not only align with what has already happened; it will open a business opportunity for Patton Township. Phoenix Academy's business will bring parents and families from all over our region into Patton Township. By way of example, while waiting for their children to complete lessons or trainings—a process that will occur many times each day—parents will assuredly visit area businesses, for reasons ranging from getting a simple cup of coffee to completing that week's grocery shopping. Over the long-term, Phoenix Academy will also have weekend competitions that will result in hotel bookings. In short, this use will benefit Patton Township as a whole by steering families into neighboring businesses.

Related to this point, the building's owner, Christopher Kunes, has had a tremendously difficult time finding a tenant, and there is concern that the building will continue sitting vacant if a resolution cannot be reached. Mr. Kunes listed the building on the market when Whitehill Lighting Supplies vacated in 2019. According to Mr. Kunes, Phoenix Academy is the only entity expressing any material interest in the building over that period. Given that fact, it can only be assumed that it will take some time to find a viable tenant—especially if Mr. Kunes is limited to finding traditional manufacturing/industrial tenant.

Third, this building was constructed as a retail business, which is itself a nonconforming use that creates a hurdle for current marketing efforts. Patton Township's zoning ordinance only allows for traditional industrial uses like production and manufacturing in this district, along with certain related uses like administrative offices. The ordinance does not allow for retail uses in this district. We have only limited information regarding this issue, so it is unclear to us how this building passed through the approval process in its current configuration. Nonetheless, the building is currently configured as a retail center, which is not allowed in the industrial district. Without a change to the ordinance, it is humbly suggested that this building's use may continue proving problematic, at least without the change proposed here.



Finally, this change will not alter the fundamental intent of the industrial district. As currently configured, only two buildings can conceivably be used for fitness center use, and the building that formerly housed Crossfit and Fame All Stars is under a long-term lease. This change will, therefore, only effectively allow for the building that previously housed fitness centers, and this building, which wants to house a fitness center, to do so. As stated in the Patton Township zoning ordinance, the purposes of the industrial district are as follows:

- A. To provide sufficient space, in appropriate locations, to meet the anticipated future needs for industrial activity with due allowance for the needs for a range of choice of sites.
- B. To provide that the land most suitable for industrial and related activities will be available by prohibiting the use of such land for new residential development and at the same time, to protect residences by separating them from such activities.
- C. To protect industry against congestion by limiting the bulk of buildings in relation to the land around them and to one another and by providing sufficient off-street parking and loading facilities for such developments.
- D. To promote the most desirable use of land and direction of building development in accord with a well-considered plan, to promote stable industry, to strengthen the economic base, to protect the character of particular industrial areas and their peculiar suitability to particular uses, to conserve the value of land and buildings and to protect local tax revenues.

Respectfully, this change will honor those purposes. Among other reasons, sufficient space will still be provided for true industrial uses, nothing about this change will impact residential development, and this use will strengthen the economic base.

With the foregoing information in mind, we thank you for your attention to this matter, and we look forward to speaking with you at your next meeting. Please do not hesitate to reach out if you have any questions in the meantime.

Very truly yours,

David S. Gaines, Jr.

Enclosures

CC: Evan Myers

# **Map and Photograph of Industrial District**

# Industrial District

Untitled layer

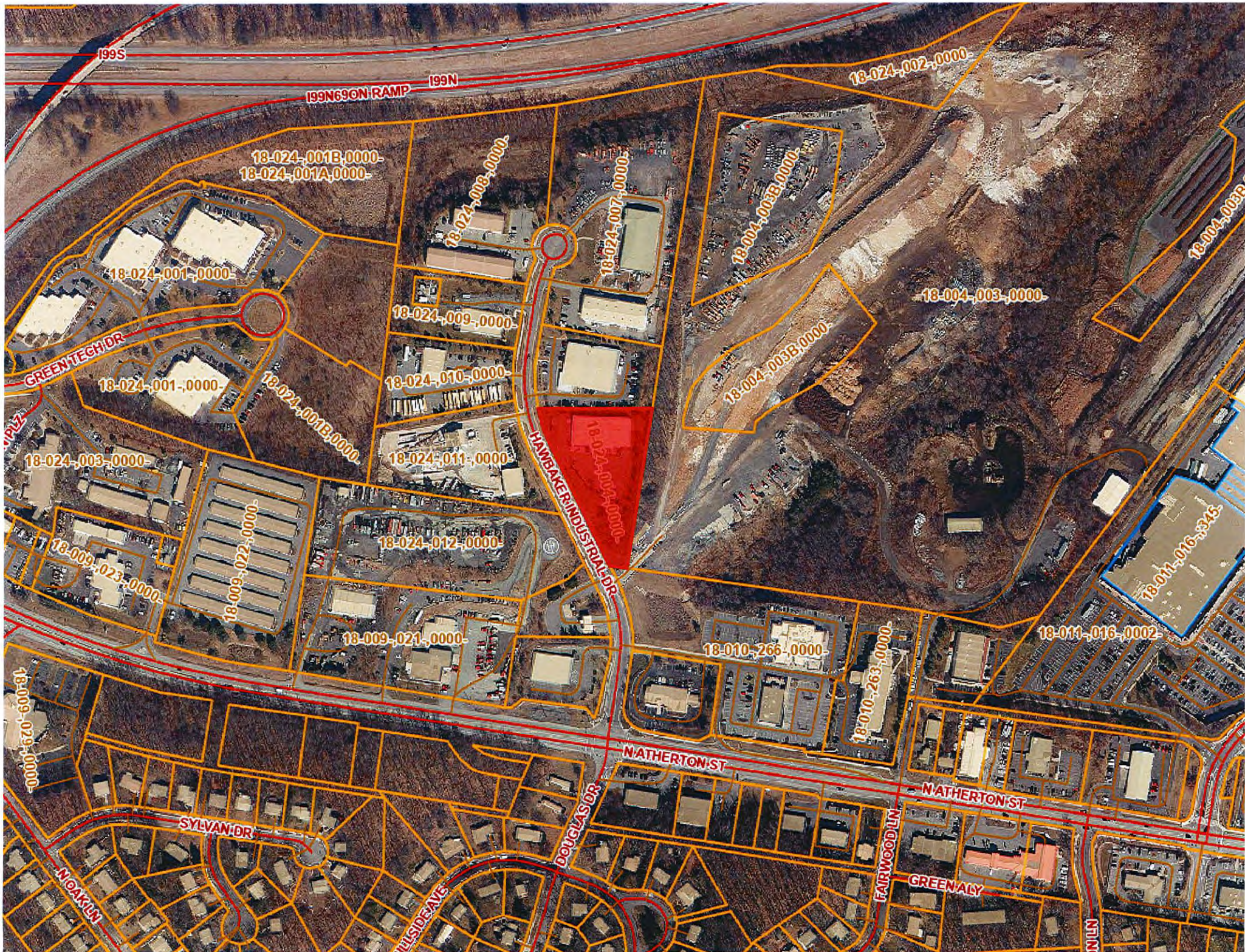
 Industrial Zone





# **Photographs of Relevant Property**





199S

199N690N RAMP 199N

18-024-002-0000

18-024-001B-0000  
18-024-001A-0000

18-024-008-0000

18-024-007-0000

18-004-003B-0000

18-004-003B

18-024-001-0000

18-004-003-0000

GREENTECH DR

18-024-009-0000

18-004-003B-0000

18-024-001-0000

18-024-001B-0000

18-024-010-0000

18-024-011-0000

18-024-011-0000

18-024-003-0000

18-009-022-0000

18-024-012-0000

18-024-011-0000

18-009-023-0000

18-009-021-0000

18-010-266-0000

18-010-263-0000

18-011-016-345

18-009-029-0000

N ATHERTON ST

18-011-016-0002

SYLVAN DR

DOUGLAS DR

N ATHERTON ST

NOAK LN

HILLSIDE AVE

FAIRWOOD LN

GREEN ALY

IN LN

Township of Patton, PA  
Friday, March 19, 2021

## Chapter 175. Zoning

### Article VI. Industrial Districts

#### § 175-29. Intent.

## Use Regulations

In addition to the general goals listed in § **175-2**, the district established in this regulation is intended to achieve the following:

- A. To provide sufficient space, in appropriate locations, to meet the anticipated future needs for industrial activity with due allowance for the needs for a range of choice of sites.
- B. To provide that the land most suitable for industrial and related activities will be available by prohibiting the use of such land for new residential development and at the same time, to protect residences by separating them from such activities.
- C. To protect industry against congestion by limiting the bulk of buildings in relation to the land around them and to one another and by providing sufficient off-street parking and loading facilities for such developments.
- D. To promote the most desirable use of land and direction of building development in accord with a well-considered plan, to promote stable industry, to strengthen the economic base, to protect the character of particular industrial areas and their peculiar suitability to particular uses, to conserve the value of land and buildings and to protect local tax revenues.

#### § 175-30. I-1 Industrial District.

[Amended 9-25-1984 by Ord. No. 84-191]

- A. Specific intent. In addition to the general goals listed in § **175-2**, it is the purpose of this section to provide industrial locations for plants which are normally undesirable adjacent to residential and commercial areas, but which require access to high capacity highways, public sanitary sewerage and water services and a full range of public utilities.

- B. Use regulations.

[Amended 3-22-1989 by Ord. No. 89-243]

- (1) Uses permitted as a conditional use. The following uses shall be permitted as a conditional use subject to meeting the procedures and criteria for conditional uses contained in § **175-42**. If a conditional use approval is granted for any of these uses by the Board of Supervisors, the buffer yard requirements of § **175-40A** must be addressed for all uses within this District.

[Amended 4-23-1997 by Ord. No. 97-340; 1-2-2001 by Ord. No. 2001-384]

- (a) Any production, manufacturing, assembly, processing, cleaning, testing, repair, storage or distribution of materials, goods, foodstuffs and other products not involving a retail activity on the lot. This prohibition on retail activity shall not apply to an accessory factory



outlet limited to sales of products manufactured or assembled on the premises and occupying less than 10% of the area of the business to which the sales are related.

- (b) Freight and trucking terminals, moving and storage, wholesale distribution and warehouses.
- (c) Public and private garages for storage and maintenance of motor vehicles and equipment.
- (d) Junkyards.
- (e) All uses by right permitted in the I-RD Research, Development and Light Industry Zoning District.
- (f) Telecommunications facilities.  
[Added 12-10-1997 by Ord. No. 97-354]
- (g) Solar energy systems.  
[Added 7-19-2017 by Ord. No. 2017-586]

(2) Accessory uses. Only the following accessory uses shall be permitted:

- (a) Restaurant, cafeteria or recreational facilities for employees.
- (b) Customary accessory uses in manufacturing or industrial districts, including factory outlets as described in the conditional uses.

C. Standards. Industrial activities in this section shall be such that noise measured at the property line shall be 65 dBA or less; the activities adhere to all pertinent state and federal standards covering air and water pollution; and are serviced by public off-site sanitary sewage disposal and public water systems.  
[Amended 9-25-1984 by Ord. No. 84-191]

D. Area and bulk regulations. The following regulations shall be observed:

- (1) Lot size: Minimum determined on the basis of the minimum width, maximum coverage, yard setback, parking and other requirements contained in this section and chapter.
- (2) Lot width: 150 feet minimum.
- (3) Lot coverage (structures): 40% maximum.
- (4) Lot coverage (impervious): 75% maximum.
- (5) Setback: 50 feet minimum.
- (6) Side yards: 20 feet minimum.
- (7) Rear yards: 40 feet minimum.
- (8) Buffer yards: 100 feet minimum from the center line of road or 50 feet minimum from the edge of the public right-of-way, whichever is greater, on any lot line contiguous to an R-1, R-2, R-3, R-MHP, PC, R-M, UD, A-1, NR-1, FP-1 Zone.
- (9) Building height: 40 feet maximum.
- (10) Height-exempt structure location: 40 feet minimum from any lot line, except when greater than 40 feet in height, setback to equal height of exempt structure.

- E. Off-street park requirements. As required by § **175-46**, and in addition when an accessory retail factory outlet use is combined with a permitted primary industrial use, then at least one parking space for every 250 square feet of retail floor area shall be provided.  
[Amended 3-22-1989 by Ord. No. 89-243]
- F. Loading regulations. As required by § **175-47**.
- G. Design standards. For storage, landscaping, access and traffic control, interior circulation and lighting, as required by § **175-44**.  
[Amended 7-16-2008 by Ord. No. 2008-498]
- H. Telecommunication facilities shall comply with the specific provisions of § **175-48.1**.  
[Added 12-10-1997 by Ord. No. 97-354]
- I. Screening shall be provided along all property lines as follows:  
[Added 7-16-2008 by Ord. No. 2008-498]
  - (1) In all front yard areas, canopy shade trees shall be planted at thirty-foot intervals on average. Shrubs shall be planted between the canopy trees.
  - (2) Screening in side and rear yards shall be based on the zoning of the adjacent property according to the following requirements:

<b>Adjacent Zoning District</b>	<b>Required Plantings per 100 Linear Feet of Buffer</b>	
Agricultural and residential districts	Canopy trees	4
	Understory trees	6
	Shrubs	24
	Evergreens	12
All planned community, university and planned airport districts	Use appropriate twenty-five-foot buffer yard standard from Tables 3, 4 and 5	
All natural resources districts	Canopy trees	2
	Understory trees	4
	Shrubs	6
All commercial and industrial districts	Canopy trees	2
	Understory trees	4
	Shrubs	6

- (3) Applicants are encouraged to utilize existing vegetation to meet the screening requirements. Following the completion of a tree inventory, existing woodland areas may be used to address the landscaping/screening requirement for setback areas. All trees that are to be used to meet the requirements of this section (whether planted or preexisting), however, must have a caliper no less than 2.5 inches measured six inches above the root ball. Invasive species, as defined by Appendix B<sup>[1]</sup> of the I-99 Overlay District regulations (Ordinance No. 20014-388),<sup>[2]</sup> may not be planted or counted towards meeting any landscaping requirements.
  - [1] *Editor's Note: Appendix B is included at the end of this chapter.*
  - [2] *Editor's Note: See Art. VIII A of this chapter.*
- (4) To allow flexibility in the preparation of screening plans, the following exchange ratios may be utilized by the applicant:
  - (a) Two understory trees may be substituted for one canopy shade tree.
  - (b) One canopy shade tree may be substituted for two understory trees.
  - (c) Two evergreen trees may be substituted for one canopy shade tree.

- (d) One evergreen tree or canopy tree may be substituted for five shrubs.
- (e) One understory tree may be substituted for three shrubs.
- (5) Where differing requirements are imposed by this subsection on screening and by other sections requiring landscaping, the requirements of this subsection shall take precedence.

## § 175-31. I-RD Research, Development and Light Industry District.

A. Specific intent. In addition to the general goals listed in § 175-2, it is the purpose of this section to encourage industrial development which is free from offensive noise, vibration, smoke, odors, glare, hazards of fire or other objectionable effects. Industries which can meet the standards imposed in this section shall be permitted to locate in districts adjacent to commercial and residential adjoining districts provided that adequate landscaping and screening are provided.

B. Use regulations.

C. Uses by rights. In I-RD Districts, land, buildings or premises shall be used by right for only one or more of the following:

[Amended 12-27-1989 by Ord. No. 89-249]

- (1) Research, engineering or testing laboratories.
- (2) Administrative activities and offices.
- (3) Public utility installations and public service structures.
- (4) Assembly from components including the assembly of radios, television and similar electronic products.
- (5) Fabrication of models or test equipment used in research.
- (6) Pharmaceutical research and production.
- (7) Plastics assembly.
- (8) Optical instrument systems development.
- (9) Radio and television studios.
- (10) Business and professional offices.
- (11) Clinics, medical, dental and optician offices.
- (12) Churches and other places of worship.
- (13) Completely enclosed (interior) storage of products to the above, or similar type uses.
- (14) Telecommunications facilities.

[Added 12-10-1997 by Ord. No. 97-354]

D. Accessory uses. Only the following accessory uses shall be permitted:

- (1) Restaurant, cafeteria or recreational facilities for employees.
- (2) Customary accessory uses in \$TKSLLDIR/images/XX0000/ districts.

E. Uses permitted as a conditional use. The following uses shall be permitted as a conditional use subject to meeting the procedures and criteria for conditional uses contained in § **175-42**. If a conditional use approval is granted for any of these uses by the Board of Supervisors, the buffer yard requirements of § **175-40A** must be addressed for all uses within this District.  
[Amended 1-2-2001 by Ord. No. 2001-384]

- (1) Any retail sale or distribution of products related to the above permitted uses.
- (2) Slaughterhouses.
- (3) Commercial sanitary landfills.

F. Standards.

- (1) Activities in an I-RD District shall be carried on in completely enclosed buildings. Only storage and essential services may be permitted out of doors and only under the following provisions:
- (2) Storage shall be effectively screened by an opaque wall or fence with solid entrance and exit gates. Such wall or fence shall be a minimum of six feet in height and in no case lower than the enclosed storage.

G. Uses in any I-RD District shall be such that they adhere to all pertinent state standards governing air, noise and water pollution; do not engage in reproduction or storage of any material designed for use as an explosive or in any way create any other danger to the safety of the surrounding area; and do not engage in the storage of waste materials on the lot for any period beyond 30 days.

H. Area and bulk regulations. The following regulations shall be observed:

- (1) Lot size: two acres minimum.
- (2) Lot width: 300 feet minimum.
- (3) Lot coverage: 75% maximum  
[Amended 1-13-1993 by Ord. No. 93-297]
- (4) Setback: 50 feet minimum.
- (5) Rear yard: 50 feet minimum.
- (6) Side yards: 50 feet minimum for each.
- (7) Maximum building height: 40 feet.
- (8) Tower and chimney location: 50 feet minimum from any lot line.
- (9) Paved areas: 50% of lot area maximum excluding buildings

I. Off-street parking regulations. (See § **175-46**)

J. Loading regulations. (See § **175-47**)

K. Design standards. The following shall be applicable in all I-RD Districts:

- (1) Landscaping: as required by § **175-44C** of this chapter.
- (2) Access and traffic control: as required by § **175-44D** of this chapter.
- (3) Interior circulation: as required by § **175-44E** of this chapter.

- (4) Telecommunication facilities shall comply with the specific provisions of § **175-48.1**.  
[Added 12-10-1997 by Ord. No. 97-354]



**PATTON TOWNSHIP  
CENTRE COUNTY, PENNSYLVANIA**

**TO:** Board of Supervisors

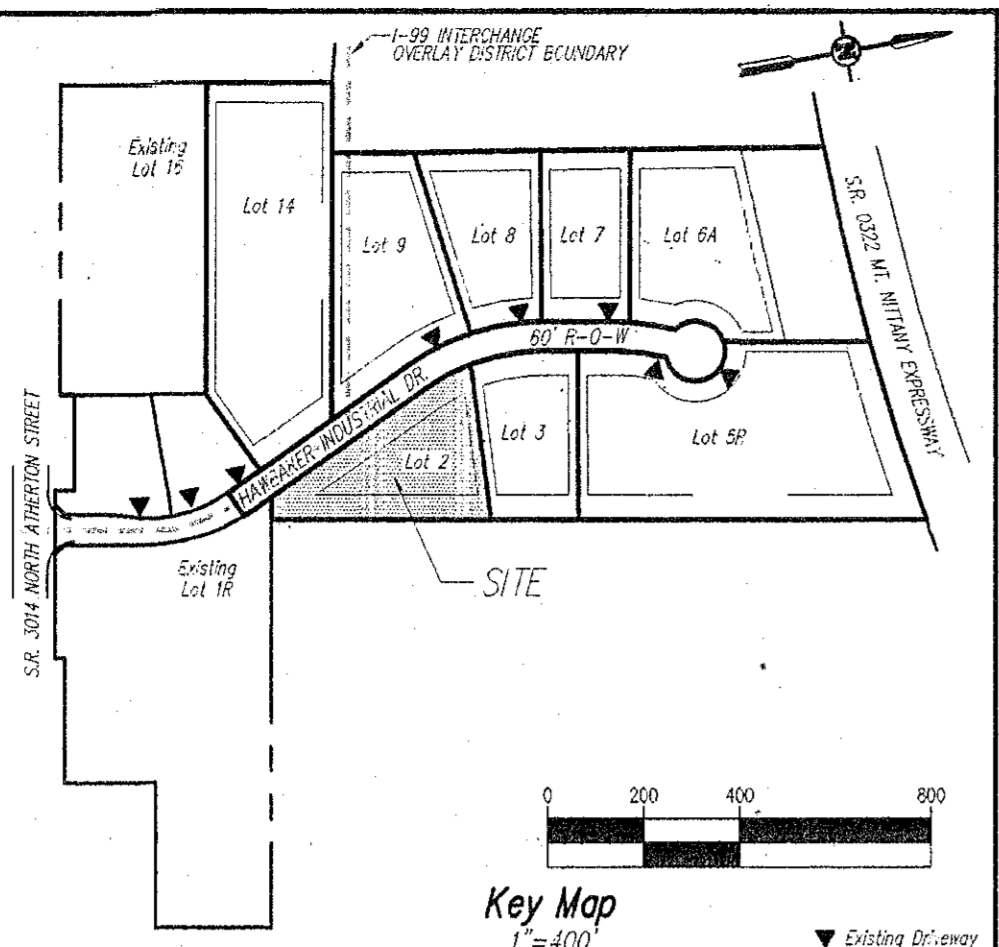
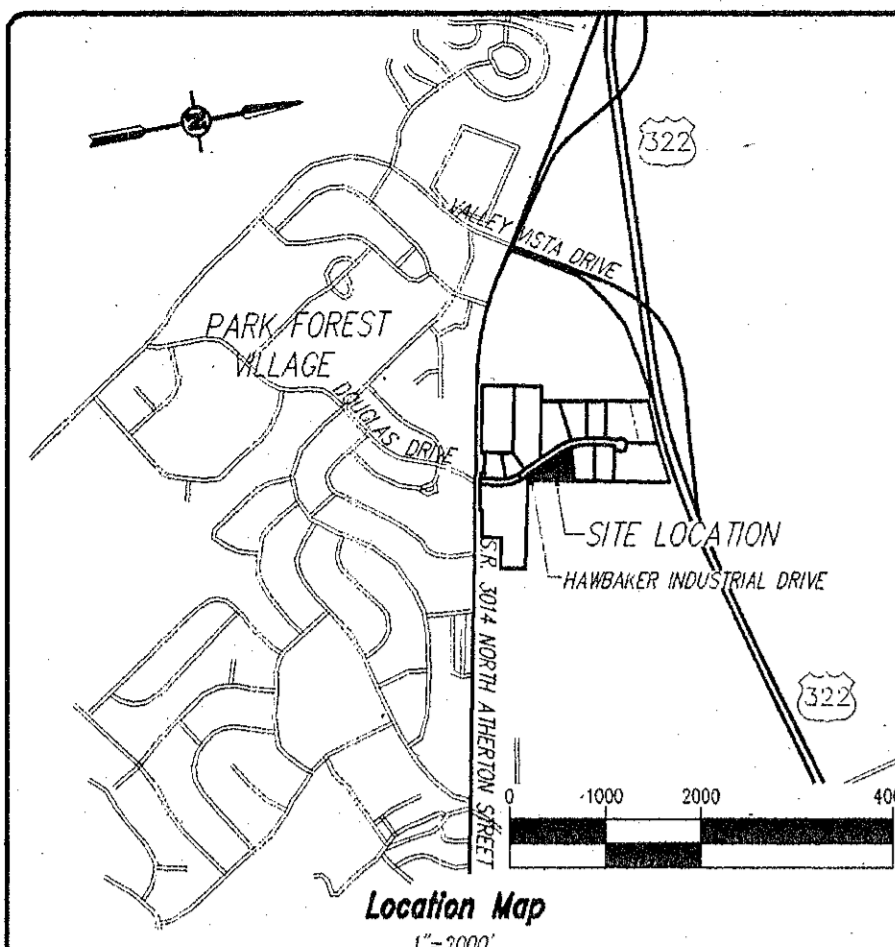
**FROM:** Doug Erickson, Patton Township Manager

**SUBJECT:** Request to Add Fitness Centers to I-1 Zoning District

**DATE:** March 22, 2021

Regarding the letter dated March 18 from David Gaines of Miller, Kistler, et al, I would like to comment on three items. My comments are offered neither in favor of or against the requested change, but so Board and Planning Commission members fully understand the background information.

1. At the top of page 2, it is noted there were previous uses in the I-1 district that the applicant classifies as “fitness businesses”.
  - a. The fact that Zoning Officer may have erroneously permitted a use in the district previously does not necessarily create a right to the use by others.
  - b. The scope and patronage of these prior uses may be quite different from the proposed use.
  - c. We can request a statement from the Zoning Officer as to how these uses were classified when permitted, if the Board deems this information material to the discussion.
2. In the last paragraph of page 2, the applicant states the building “was constructed as a retail business. ...”.
  - a. The business previously located at the site, Wesco Distribution, was approved as an office/warehouse/wholesale business, that included a small showroom for retail sales as permitted under [Sections 175-30.B.\(1\)\(a\) and 175-31.E.](#) (Similar to Best Line Leasing) The land development plan for the site is attached showing the proposed use as office/warehouse.
3. At the top of page 3, there is a statement noting the requested change would only apply to two current buildings that “can conceivably be used for fitness center use ...”.
  - a. The requested change would apply to all parcels in the I-1 district for probably as long as there is an I-1 district. Uses and buildings come and go over time.



**Township Supervisors**  
 Patton Township Supervisors Approved  
 Chairman: *Walter G. Gorman* 4-16-09  
 Secretary: *Richard S. Trugala* 4/16/09

**Township Planning Commission**  
 Patton Township Planning Commission Approved  
 Chairman: *Donald G. Egg* 4-16-09  
 Secretary: *Deron Buscher* 4/16/09

**Professional Land Surveyor Certification**  
 I, B.K. Bassess, a Professional Land Surveyor in the Commonwealth of Pennsylvania, do hereby certify that this plan represents the tracts of lands as shown.  
*B.K. Bassess* P.L.S. APRIL 8, 2009

**Storm Water Certification**  
 I, *B.K. Bassess*, hereby certify that the Stormwater Management Plan meets all design standards and criteria of the Patton Township Stormwater Management Ordinance.

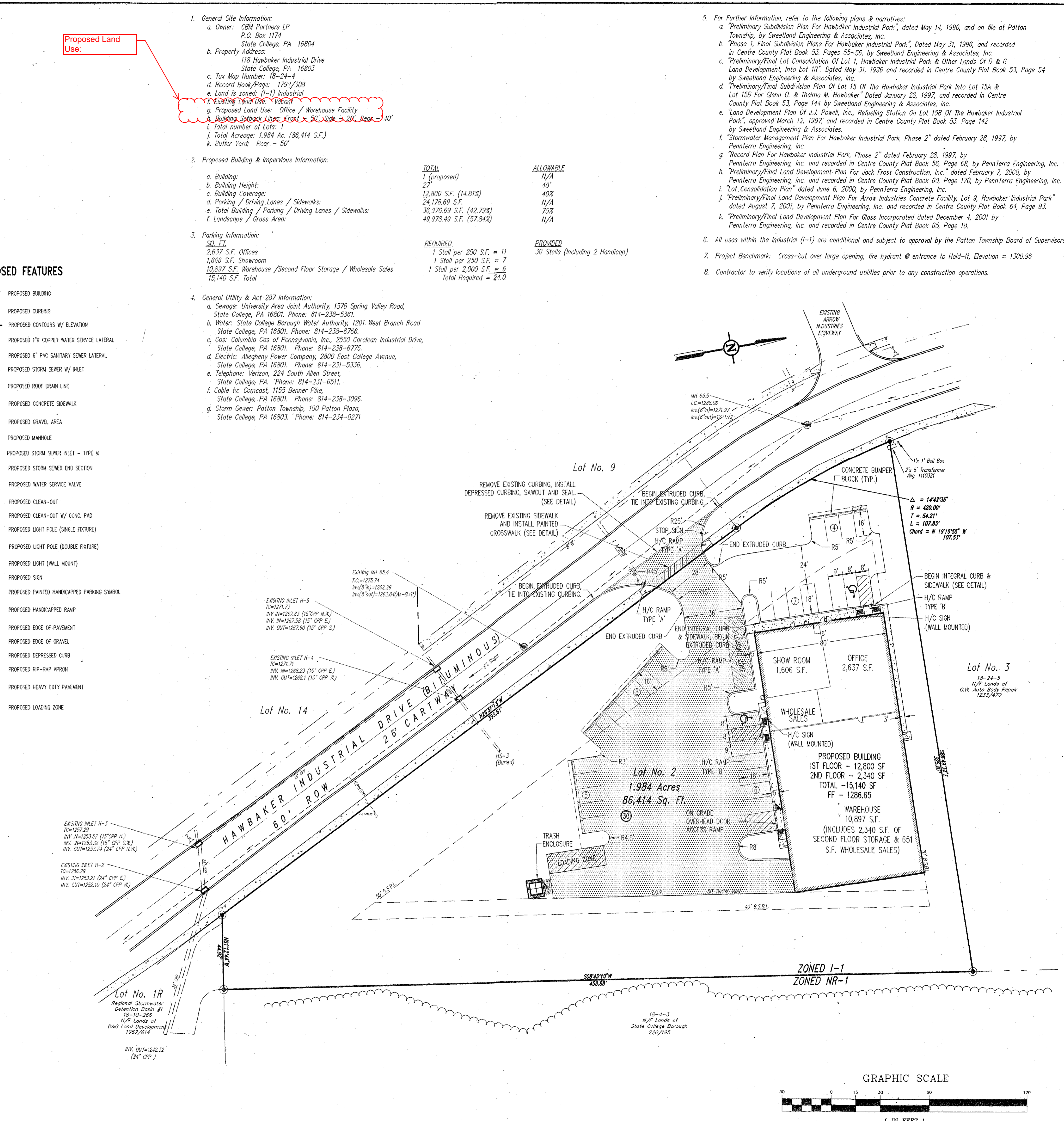
**Stormwater Facilities Acknowledgment**  
 I, the landowner, acknowledge that the stormwater management system is to be maintained in accordance with the approved ownership and maintenance program and remain a permanent fixture which can be altered or removed only after approval of a revision plan.

**Commonwealth of Pennsylvania Centre County Owners Certification**  
 On this the 8th day of April, 2009, the undersigned owners personally appeared before me and certified that they were the owners of the properties shown on this plan and acknowledge the same to be their act and plan and designs, the same to be recorded as such, according to the law.  
*Christopher Kimes*, Managing Partners, CBM Partners, LP  
 Notary Public, Centre County, PA  
 Commission Expires 6-2-12

**Table of Contents**

- Cover Sheet
- Record / Site Geometry Plan
- Grading / Utility Plan
- Erosion And Sedimentation Control Plan
- Erosion And Sedimentation Control Details
- Site Construction Details
- Site Construction Details
- Landscape & Lighting Plan

LEGEND EXISTING FEATURES		LEGEND PROPOSED FEATURES	
Property Line, Lot Line or Right of Way Line	---	PROPOSED BUILDING	[Hatched Box]
Adjacent Property Line	---	PROPOSED CURBING	---
Building Setback Line (B.S.L.)	---	PROPOSED CONTOURS W/ ELEVATION	---
Easement Line	---	PROPOSED 1" COPPER WATER SERVICE LATERAL	---
Roadway Center Line	---	PROPOSED 6" PVC SANITARY SEWER LATERAL	---
LP Found	---	PROPOSED STORM SEWER W/ INLET	---
Existing Building	[Hatched Box]	PROPOSED ROOF DRAIN LINE	---
Existing Contouring (1's & 2's)	---	PROPOSED CONCRETE SIDEWALK	---
Existing Contouring (5's & 10's)	---	PROPOSED GRAVEL AREA	[Hatched Box]
Existing Soil Limit Line / Boundary	---	PROPOSED MANHOLE	○
Existing Soil Type	---	PROPOSED STORM SEWER INLET - TYPE M	□
Existing Tree Type	---	PROPOSED STORM SEWER END SECTION	△
Existing Sanitary Sewer w/ Manhole	---	PROPOSED WATER SERVICE VALVE	▽
Existing Water Line	---	PROPOSED CLEAN-OUT	○
Existing Water Service Lateral	---	PROPOSED CLEAN-OUT W/ CONC. PAD	○
Existing Sanitary Sewer Lateral	---	PROPOSED LIGHT POLE (SINGLE FIXTURE)	□
Existing Storm Sewer Line w/ Inlet	---	PROPOSED LIGHT POLE (DOUBLE FIXTURE)	□
Existing Gas Line	---	PROPOSED LIGHT (WALL MOUNT)	+
Existing Underground Electric	---	PROPOSED SIGN	+
Existing Underground Telephone Line	---	PROPOSED PAINTED HANDICAPPED PARKING SYMBOL	♿
Existing Underground TV Cable Line	---	PROPOSED HANDICAPPED RAMP	▽
Existing Sidewalk	---	PROPOSED EDGE OF PAVEMENT	---
Existing Fire Hydrant	---	PROPOSED EDGE OF GRAVEL	---
Existing Storm Sewer Inlet	---	PROPOSED DEPRESSED CURB	---
Existing Water Service Valve	---	PROPOSED RIP-RAP APRON	---
Existing Gas Valve	---	PROPOSED HEAVY DUTY PAVEMENT	---
Existing Clean-Out	---	PROPOSED LOADING ZONE	---
Existing Blow-Off Valve	---		
Existing Light Pole/Standard	---		
Existing Sign	---		
Existing Handicapped Ramp	---		
Existing Tree or Shrub	---		
Existing Slope > 4:1	---		



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DESIGNER: MLH  
 DRAFTSMAN: MLH  
 PROJ. MGR: MAT  
 SURVEYOR: [Signature]  
 PERIMETER: Ck. 11-28-01  
 BOOK: 335 Pg. 78  
 DRIVE: R. View/Shop  
 ACC: 01161RP.dwg

4/9/09 REVISED PARKING STALL LABEL  
 3/27/09 REVISED PER TWP. COMMENTS  
 Date Description REVISIONS

**WESCO DISTRIBUTION, INC.**  
 LAND DEVELOPMENT PLAN  
 PATTON TOWNSHIP CENTRE COUNTY PENNSYLVANIA

**PRELIMINARY/FINAL LAND DEVELOPMENT PLAN**

**RECORD/SITE GEOMETRY PLAN**

PROJECT NO. 05194-100  
 DATE MARCH 3, 2009  
 SCALE 1" = 30'  
 SHEET NO. 2 OF 8

## COMPARISON OF INDUSTRIAL USES: COLLEGE, FERGUSON, AND HARRIS TOWNSHIPS

### **Full list of College Township General Industrial District (I-1) permitted uses:**

<https://www.ecode360.com/attachment/CO1052/CO1052-200p%20General%20Indus%20District.pdf>

### **Non-Industrial conditional uses (Chapter 87-20):**

<https://www.ecode360.com/13103708>

- All retail establishments for the sale, service and rental of goods, except aircraft.
- **All service establishments, including but not limited to automobile service stations, barbers and beauticians, dry cleaning, health clubs, funeral homes, mortuaries and tailors.**
- Amusement enterprises, including billiard parlors, bowling alleys, skating rinks or similar uses.
- Animal hospitals and veterinary offices.
- Apartments.
- Arenas, stadiums, commercial auditoriums and motion-picture theaters.
- Bus passenger stations.
- Business and financial offices.
- Business and personal services.
- Churches and other places of worship, parish houses and convents.
- **Community center.**
- Convenience stores.
- Eating and drinking establishments.
- Emergency services such as police, fire and ambulance.
- Hospital.
- Hotels and motels.
- Medical and dental offices.
- Newspaper publishing.
- Opticians and optical goods.
- Photographic studios.
- Public and private institutions of higher education.
- Public/municipal libraries, museums, offices, art galleries, reading rooms.
- **Public/private park and recreation areas.**
- Radio and television studios.
- Townhouse.

### **Ferguson Township Light, Industry, Research and Development (IRD) District principal uses:**

<https://ecode360.com/attachment/FE3697/FE3697-027o%20205.15.pdf>

- Forestry
- **Park/outdoor recreation facilities neighborhood**
- **Park/outdoor recreation facilities community**
- **Park/outdoor recreation facilities regional**
- **Recreation facilities for employees, faculty & student**
- Administrative office buildings
- Food catering
- Micro-distillery/brewery
- Light manufacturing, assembly, production, ...



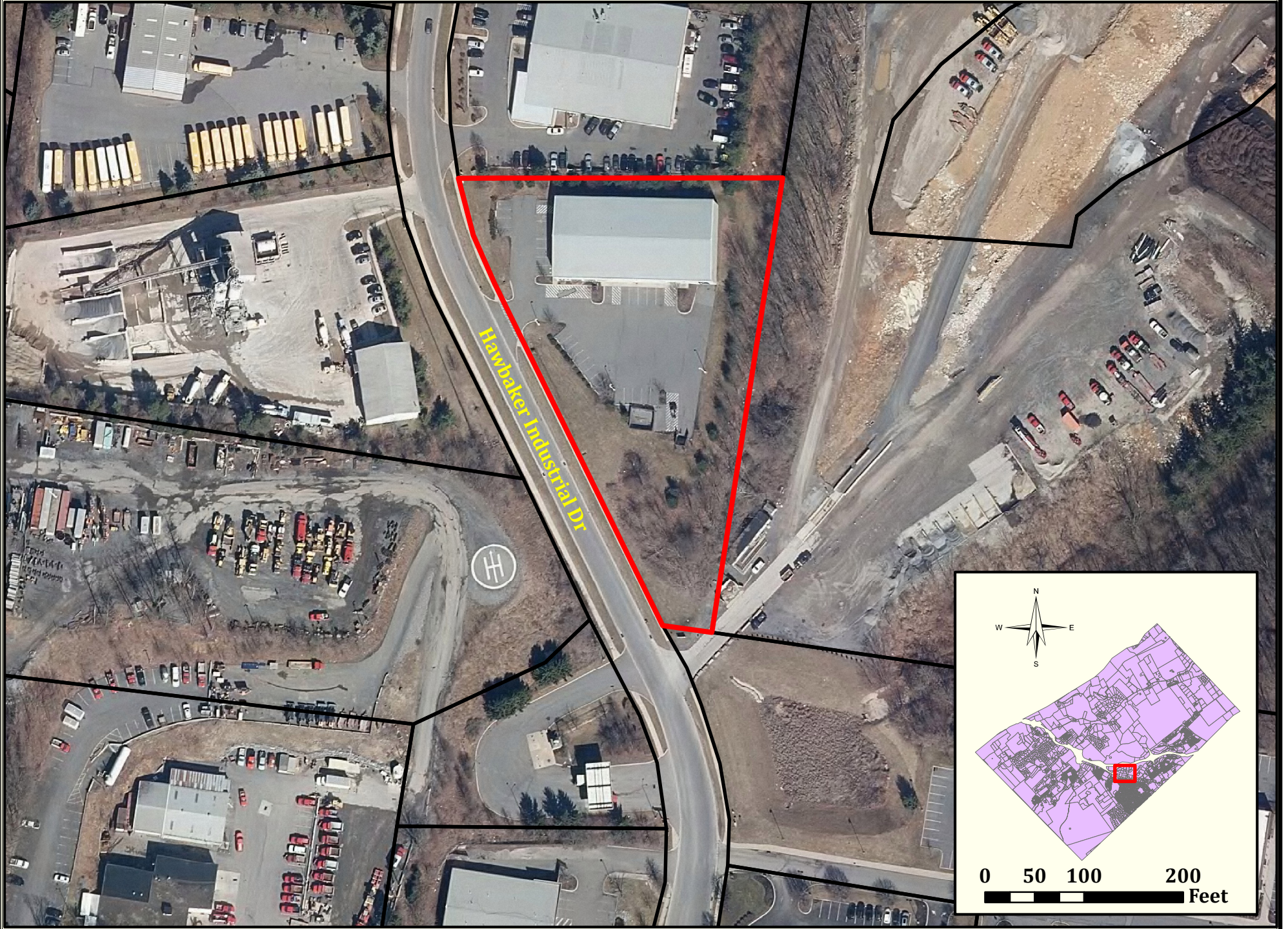
- Research, development, engineering/testing lab
- Self-storage facility
- Archival libraries
- Amusement arcades
- Archery/shooting range (indoor)
- Bowling alleys
- Business, professional and financial office
- Child/day care centers
- Clinics/Medical/Dental offices
- Eating/Drinking establishments
- Health and athletic clubs
- Pet care service facilities
- Schools, commercial
- Sporting/entertainment arenas/stadiums
- Studios for music/arts
- Tutoring and study centers
- Community garden
- Emergency services
- Essential services
- Portable water pump station facilities
- Radio/TV studios
- Telecommunication switching facilities
- Communications Towers

**Harris Township General Industrial (I-1) District permitted uses:**

<https://www.ecode360.com/attachment/HA3583/HA3583-012m%20Criteria%20and%20Stds%20General%20Industrial%20I-1%20Dist.pdf>

- All uses permitted in the Light Industrial District except business, professional, and financial offices; medical and dental offices and clinics; and child day-care centers
- Auto wrecking, junk, and scrap establishments
- Freight and trucking terminals
- The manufacturing, processing, or bulk storage of natural gas, petroleum, gasoline, and other petroleum derivations and explosives
- Moving and storage, parcel delivery and express transfer stations
- Public and private garages for the storage and maintenance of motor vehicles
- Public utility facilities
- Refractories
- Rendering plants
- Incinerators
- Wholesale distribution; warehouses
- Assembly from electrical components, including the assembly of radios, television, and other electronic products
- Fabricating of models or test equipment used in research
- Newspaper publishing
- Optical instrument systems development
- Plastic assembly
- Radio and television studios, transmitters and towers
- Research, engineering, or testing laboratories
- Public utility facilities
- Business, professional, and financial offices
- Medical and dental offices and clinics, including animal hospitals and veterinary offices
- Self-storage facilities
- Industrial parks
- Designated well sites, potable water well pump station facilities, water treatment facilities, and water storage tanks

# 118 Hawbaker Industrial Drive



**§ 175-30. I-1 Industrial District. [Amended 9-25-1984 by Ord. No. 84-191]**

A. Specific intent. In addition to the general goals listed in § 175-2, it is the purpose of this section to provide industrial locations for plants which are normally undesirable adjacent to residential and commercial areas, but which require access to high capacity highways, public sanitary sewerage and water services and a full range of public utilities.

B. Use regulations. **[Amended 3-22-1989 by Ord. No. 89-243]**

(1) **Uses permitted as a conditional use.** The following uses shall be permitted as a conditional use subject to meeting the procedures and criteria for conditional uses contained in § 175-42. If a conditional use approval is granted for any of these uses by the Board of Supervisors, the buffer yard requirements of § 175-40A must be addressed for all uses within this District. **[Amended 4-23-1997 by Ord. No. 97-340; 1-2-2001 by Ord. No. 2001-384]**

(a) Any production, manufacturing, assembly, processing, cleaning, testing, repair, storage or distribution of materials, goods, foodstuffs and other products not involving a retail activity on the lot. This prohibition on retail activity shall not apply to an accessory factory outlet limited to sales of products manufactured or assembled on the premises and occupying less than 10% of the area of the business to which the sales are related.

(b) Freight and trucking terminals, moving and storage, wholesale distribution and warehouses.

(c) Public and private garages for storage and maintenance of motor vehicles and equipment.

(d) Junkyards.

(e) All uses by right permitted in the I-RD Research, Development and Light Industry Zoning District.

(f) Telecommunications facilities. **[Added 12-10-1997 by Ord. No. 97-354]**

(g) Solar energy systems. **[Added 7-19-2017 by Ord. No. 2017-586]**

(2) **Accessory uses.** Only the following accessory uses shall be permitted:

- (a) Restaurant, cafeteria or recreational facilities for employees.
  - (b) Customary accessory uses in manufacturing or industrial districts, including factory outlets as described in the conditional uses.
- C. Standards. Industrial activities in this section shall be such that noise measured at the property line shall be 65 dBA or less; the activities adhere to all pertinent state and federal standards covering air and water pollution; and are serviced by public off-site sanitary sewage disposal and public water systems. **[Amended 9-25-1984 by Ord. No. 84-191]**
- D. Area and bulk regulations. The following regulations shall be observed:
- (1) Lot size: Minimum determined on the basis of the minimum width, maximum coverage, yard setback, parking and other requirements contained in this section and chapter.
  - (2) Lot width: 150 feet minimum.
  - (3) Lot coverage (structures): 40% maximum.
  - (4) Lot coverage (impervious): 75% maximum.
  - (5) Setback: 50 feet minimum.
  - (6) Side yards: 20 feet minimum.
  - (7) Rear yards: 40 feet minimum.
  - (8) Buffer yards: 100 feet minimum from the center line of road or 50 feet minimum from the edge of the public right-of-way, whichever is greater, on any lot line contiguous to an R-1, R-2, R-3, R-MHP, PC, R-M, UD, A-1, NR-1, FP-1 Zone.
  - (9) Building height: 40 feet maximum.
  - (10) Height-exempt structure location: 40 feet minimum from any lot line, except when greater than 40 feet in height, setback to equal height of exempt structure.
- E. Off-street park requirements. As required by § 175-46, and in addition when an accessory retail factory outlet use is combined with a permitted primary industrial use, then at least one parking space for every 250 square feet of retail floor area shall be provided. **[Amended 3-22-1989 by Ord. No. 89-243]**

- F. Loading regulations. As required by § 175-47.
- G. Design standards. For storage, landscaping, access and traffic control, interior circulation and lighting, as required by § 175-44. **[Amended 7-16-2008 by Ord. No. 2008-498]**
- H. Telecommunication facilities shall comply with the specific provisions of § 175-48.1. **[Added 12-10-1997 by Ord. No. 97-354]**
- I. Screening shall be provided along all property lines as follows: **[Added 7-16-2008 by Ord. No. 2008-498]**
  - (1) In all front yard areas, canopy shade trees shall be planted at thirty-foot intervals on average. Shrubs shall be planted between the canopy trees.
  - (2) Screening in side and rear yards shall be based on the zoning of the adjacent property according to the following requirements:

<b>Adjacent Zoning District</b>	<b>Required Plantings per 100 Linear Feet of Buffer</b>	
Agricultural and residential districts	Canopy trees	4
	Understory trees	6
	Shrubs	24
	Evergreens	12
All planned community, university and planned airport districts	Use appropriate twenty-five-foot buffer yard standard from Tables 3, 4 and 5	
All natural resources districts	Canopy trees	2
	Understory trees	4
	Shrubs	6
All commercial and industrial districts	Canopy trees	2
	Understory trees	4
	Shrubs	6

- (3) Applicants are encouraged to utilize existing vegetation to meet the screening requirements. Following the completion of a tree inventory, existing woodland areas may be used to address the landscaping/screening requirement for setback areas. All trees that are to be used to meet the requirements of this section (whether planted or preexisting), however, must have a caliper no less than 2.5 inches measured six

inches above the root ball. Invasive species, as defined by Appendix B<sup>1</sup> of the I-99 Overlay District regulations (Ordinance No. 20014-388),<sup>2</sup> may not be planted or counted towards meeting any landscaping requirements.

- (4) To allow flexibility in the preparation of screening plans, the following exchange ratios may be utilized by the applicant:
  - (a) Two understory trees may be substituted for one canopy shade tree.
  - (b) One canopy shade tree may be substituted for two understory trees.
  - (c) Two evergreen trees may be substituted for one canopy shade tree.
  - (d) One evergreen tree or canopy tree may be substituted for five shrubs.
  - (e) One understory tree may be substituted for three shrubs.
- (5) Where differing requirements are imposed by this subsection on screening and by other sections requiring landscaping, the requirements of this subsection shall take precedence.

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1. Editor's Note: Appendix B is included at the end of this chapter.

2. Editor's Note: See Art. VIIIA of this chapter.

**Data Collected for Rezoning of I-1 for 118 Hawbaker Industrial Drive**

Site area = 1.984 acres            86,423 square feet

Existing structure square footage  
15,140 square feet

Using ITE Trip Generation Manual, 10th Edition

Athletic Club                    6.29 trips per    1,000 GFA (gross floor area)

96 additional trips per hour (Peak PM)

# INSTITUTE OF TRANSPORTATION ENGINEERS COMMON TRIP GENERATION RATES (PM Peak Hour)

(Trip Generation Manual, 10th Edition)

Code	Description	Unit of Measure	Trips Per Unit	Setting/Location	
				General Urban/ Suburban	Dense Multi- Use Urban
<b>PORT AND TERMINAL</b>					
30	Intermodal Truck Terminal	1,000 SF GFA	1.72		
90	Park-and-Ride Lot with Bus Service	Parking Spaces	0.43		
<b>INDUSTRIAL</b>					
110	General Light Industrial	1,000 SF GFA	0.63		
130	Industrial Park	1,000 SF GFA	0.40		
140	Manufacturing	1,000 SF GFA	0.67		
150	Warehousing	1,000 SF GFA	0.19		
151	Mini-Warehouse	1,000 SF GFA	0.17		
154	High-Cube Transload & Short-Term Storage Warehouse	1,000 SF GFA	0.10		
155	High-Cube Fulfillment Center Warehouse	1,000 SF GFA	1.37		
156	High-Cube Parcel Hub Warehouse	1,000 SF GFA	0.64		
157	High-Cube Cold Storage Warehouse	1,000 SF GFA	0.12		
160	Data Center	1,000 SF GFA	0.09		
170	Utilities	1,000 SF GFA	2.27		
180	Specialty Trade Contractor	1,000 SF GFA	1.97		
<b>RESIDENTIAL</b>					
210	Single-Family Detached Housing	Dwelling Units	0.99		
220	Multifamily Housing (Low-Rise)	Dwelling Units	0.56		
221	Multifamily Housing (Mid-Rise)	Dwelling Units	→	0.44	0.18
222	Multifamily Housing (High-Rise)	Dwelling Units	→	0.36	0.19
231	Mid-Rise Residential with 1st-Floor Commercial	Dwelling Units	0.36		
232	High-Rise Residential with 1st-Floor Commercial	Dwelling Units	0.21		
240	Mobile Home Park	Dwelling Units	0.46		
251	Senior Adult Housing - Detached	Dwelling Units	0.30		
252	Senior Adult Housing - Attached	Dwelling Units	0.26		
253	Congregate Care Facility	Dwelling Units	0.18		
254	Assisted Living	1,000 SF GFA	0.48		
255	Continuing Care Retirement Community	Units	0.16		
260	Recreation Homes	Dwelling Units	0.28		
265	Timeshare	Dwelling Units	0.63		
270	Residential Planned Unit Development	Dwelling Units	0.69		
<b>LODGING</b>					
310	Hotel	Rooms	0.60		
311	All Suites Hotel	Rooms	→	0.36	0.17
312	Business Hotel	Rooms	0.32		
320	Motel	Rooms	0.38		
330	Resort Hotel	Rooms	0.41		
<b>RECREATIONAL</b>					
411	Public Park	Acres	0.11		
416	Campground / Recreation Vehicle Park	Acres	0.98		
420	Marina	Berths	0.21		
430	Golf Course	Acres	0.28		
431	Miniature Golf Course	Holes	0.33		

Code	Description	Unit of Measure	Trips Per Unit	Setting/Location	
				General Urban/ Suburban	Dense Multi- Use Urban
		Tees/Driving Positions	1.25		
432	Golf Driving Range				
433	Batting Cages	Cages	2.22		
434	Rock Climbing Gym	1,000 SF GFA	1.64		
435	Multi-Purpose Recreational Facility	1,000 SF GFA	3.58		
436	Trampoline Park	1,000 SF GFA	1.50		
437	Bowling Alley	1,000 SF GFA	1.16		
440	Adult Cabaret	1,000 SF GFA	2.93		
444	Movie Theater	1,000 SF GFA	6.17		
445	Multiplex Movie Theater	1,000 SF GFA	4.91		
452	Horse Racetrack	Seats	0.06		
454	Dog Racetrack	Attendees	0.15		
460	Arena	1,000 SF GFA	0.47		
462	Professional Baseball Stadium	Attendees	0.15		
465	Ice Skating Rink	1,000 SF GFA	1.33		
466	Snow Ski Area	Slopes	26.00		
473	Casino/Video Lottery Establishment	1,000 SF GFA	13.49		
480	Amusement Park	Acres	3.95		
482	Water Slide Park	Parking Spaces	0.28		
488	Soccer Complex	Fields	16.43		
490	Tennis Courts	Courts	4.21		
491	Racquet/Tennis Club	Courts	3.82		
492	Health/Fitness Club	1,000 SF GFA	3.45		
493	Athletic Club	1,000 SF GFA	6.29		
495	Recreational Community Center	1,000 SF GFA	2.31		
<b>INSTITUTIONAL</b>					
520	Elementary School	1,000 SF GFA	1.37		
522	Middle School / Junior High School	1,000 SF GFA	1.19		
530	High School	1,000 SF GFA	0.97		
534	Private School (K-8)	Students	0.26		
536	Private School (K-12)	Students	0.17		
537	Charter Elementary School	Students	0.14		
538	School District Office	1,000 SF GFA	2.04		
540	Junior / Community College	1,000 SF GFA	1.86		
550	University/College	1,000 SF GFA	1.17		
560	Church	1,000 SF GFA	0.49		
561	Synagogue	1,000 SF GFA	2.92		
562	Mosque	1,000 SF GFA	4.22		
565	Daycare Center	1,000 SF GFA	11.12		
566	Cemetery	Acres	0.46		
571	Prison	1,000 SF GFA	2.91		
575	Fire and Rescue Station	1,000 SF GFA	0.48		
580	Museum	1,000 SF GFA	0.18		
590	Library	1,000 SF GFA	8.16		



## IV. Special Exceptions and Conditional Uses Compared with Uses Permitted by Right

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A use permitted by right is a use expressly permitted in a zoning ordinance for which the zoning officer has authority to determine conformance with ordinance requirements and approve and issue a zoning permit. A use permitted by special exception or conditional use is also expressly permitted in a zoning ordinance, but subject to a hearing and decision of the zoning hearing board (special exception) or governing body (conditional use) respectively. The function of these boards is to determine whether the special exception or conditional use application is consistent with the public interest as expressed in specific standards and criteria established in the zoning ordinance.

### Why Include Conditional Uses and Special Exceptions

Conditional uses and special exceptions exist because choosing uses to be permitted by right and prohibited for each zone is too narrow for sound planning. Certain uses or activities that might logically be located in certain districts may need to be carefully sited or controlled. Designation as a conditional use or special exception allows the opportunity to thoroughly examine the proposed land use to determine compliance with the objective standards and criteria, to assure that the public interest is not violated, and to attach any reasonable conditions or safeguards necessary to implement the purpose of the ordinance. By contrast, if the use is permitted by right, the zoning officer would not have the authority to require any reasonable conditions and safeguards, and the affected public would not have the opportunity to be heard on the application.

### Need for Specific Standards and Criteria – Conditional Use and Special Exception

The MPC requires that the conditional use and special exception be evaluated pursuant to express standards and criteria. The applicant for a conditional use or special exception bears the burden of proof and must show that the proposed use meets the categorical definition as a use permitted by conditional use or special exception and that the specific standards and criteria contained in the zoning ordinance will be met.

Specific standards and criteria are objective and measurable. As described by the Commonwealth Court in *Bray v. Zoning Hearing Board of Adjustment*, 410 A.2d 989 (Pa. Cmwlth. 1978), acceptable specific standards and criteria include:

1. The kind of use (or area, bulk, parking, or other approval) – i.e., the threshold definition of what is authorized as a special exception [or conditional use];
2. Specific requirements or standards applicable to the special exception [or conditional use] – e.g., special setbacks, size limits; and
3. Specific requirements applicable to such kind of use even when not a special exception [or conditional use] – e.g., setback limits or size minimums, or parking requirements applicable to that type of use whenever allowed, as a permitted use or otherwise.

***Except as to a standard or criteria for the proposed conditional use or special exception use expressly specified in the zoning ordinance, an applicant is not required to present the particular details of the design of the development – such as would be shown on a land development plan – at the conditional use approval stage. In reThompson, 896 A.2d 659 (Pa. Cmwlth. 2006); K. Hovnanian Pa. Acquisitions LLC v. Newtown Twp. Bd. of Supervisors, 954 A.2d 718 (Pa. Cmwlth. 2007).***

The courts have advised that the applicant has no burden of proof for general, non-specific or non-objective standards, such as “compatibility with the neighborhood” or “in harmony with the general purpose of the ordinance.” Those objecting to the application bear the burden of proof, and must prove with credible and particularized evidence that the proposed use will not comply with a non-specific, non-objective standard. As to such general standards, the courts have explained that it would be unfair to burden the applicant with proving conformity with a policy and would enable the zoning hearing board to assume a legislative role.

The application for conditional use or special exception must be granted where the applicant demonstrates compliance with the specific standards and criteria set forth in the zoning ordinance, unless an objector presents sufficient evidence that the use would be detrimental to public health, safety, or general welfare. The mere possibility of an adverse impact is not enough. The objector must show that there is a high probability that the proposed use will generate a harm greater than normally generated by that type of use. For example, an objector cannot simply claim anticipated traffic increases by a proposed retail facility; it must prove that the traffic increases are substantially different from those normally attendant to the retail facility and will pose a substantial threat to public health, safety, and welfare.

**Pennsylvania courts have advised that the mere fact that a proposed use would contribute to projected traffic congestion primarily generated by other sources is not a sufficient basis for denying either a special exception or a conditional use.**

Only if the objectors raise and offer sufficient evidence on specific issues concerning health, safety, and general welfare will the burden of proof continue to be with the applicant to show that the intended use would not violate the health, safety and general welfare of the community with relation to such objections.

## V. Conditional Uses

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A conditional use is a use that is appropriate, in terms of the public health, safety, and welfare, for the zoning district in which it is permitted, but is subject to specific standards and more detailed and formal review. The MPC authorizes a governing body to hear and decide upon an application for conditional use in accordance with the standards contained in the zoning ordinance, provided generally that the specific application of the use would not prove injurious to the public interest. Section 909.1(b) (3) of the MPC gives exclusive power to the governing body to render a final adjudication on an application for conditional use.

The MPC describes the decision made by the governing body on a conditional use application as an adjudication. In considering the conditional use application, the governing body is acting as a quasi-judicial body and cannot advocate a particular position. In this situation, the planning agency could become party to the hearing to testify before the governing body to promote a given viewpoint or position on the application.

As with special exceptions, the governing body may choose to permit certain land uses in the zoning ordinance as conditional uses if they are deemed to have a significant impact on the zoning district or the whole community, or for those uses that necessitate additional safeguards. Conditional uses should be specifically listed under the applicable zoning districts the ordinance must specify, and to use land for any of these purposes, a conditional use application would have to be filed. The governing body would then have the opportunity to thoroughly examine the proposal and to impose any reasonable safeguards necessary to implement the purposes of the ordinance and to protect the public's general welfare.

The Pennsylvania Land Use Law Library provides further insights to certain legal cases related to conditional uses. These may be viewed at [www.landuselawinpa.com/topic/conditional-uses-and-special-exceptions/](http://www.landuselawinpa.com/topic/conditional-uses-and-special-exceptions/).

### Procedure for Conditional Uses

As previously noted, although a decision on the conditional use is made by the governing body and the decision on a special exception is made by the zoning hearing board, the procedures for both are generally consistent. Both require a hearing subject to public notice followed by a written decision.

Section 603(c) (2) of the MPC authorizes a governing body to allow or deny a conditional use application following a hearing and recommendations by the planning agency. Before conducting a hearing, the governing body must give public notice of the hearing. "Public notice" required by the MPC for a conditional use application hearing is stricter than notice required by the Sunshine Act. The public notice must be published once each week for two successive weeks in a newspaper of general circulation in the municipality, no earlier than 30 days and no fewer than seven days before the hearing.

**Section 1909 of the Statutory Construction Act of 1972, 1 Pa.C.S. § 1501 et seq. provides that "successive weeks" means calendar weeks. It further provides that while publication upon any day of such weeks is sufficient, at least five days shall elapse between each publication. Section 1908 of the Statutory Construction Act further provides that the five-day interval should be computed excluding the first day and including the last day of the five-day period.**

In addition to the published notice, the municipality must give written notice of the hearing to the applicant, the zoning officer, any person designated by the zoning ordinance to receive such notice, and any person who has made timely request for the notice. Notice shall also be conspicuously posted on the affected tract of land at least one week prior to the hearing.

**While the MPC does not define or establish guidelines for "conspicuous posting" of the required written notice, the clear intent of the provision is that the posted notice generally apprise the public of the requested relief or action. Relevant considerations to posting would include its location along a point along the property's frontage abutting a road and size, color, or format that would garner the attention of the pedestrian or traveling public, as circumstances dictate.**

All the notices must state the time and place of the hearing and the matter to be considered at the hearing.

A written decision (or written findings if no decision is called for) is required. When the application is contested or denied, Section 913.2(b) (1) of the MPC requires that the decision shall include findings of fact or conclusions based thereon, together with any reasons thereof. The MPC specifically requires that any conclusions shall reference the provisions of the MPC or the zoning ordinance relied on and the reasons why the conclusion is deemed appropriate in light of the facts found.

The written decision must be issued within 45 days of the last hearing on the conditional use application, unless an applicant has agreed in writing or on the record to an extension of time. The written notice must be delivered to the applicant personally or mailed to him or her not later than the day following its date of issuance. Brief notice of the decision or findings and a statement of the place at which the full decision or findings may be examined must also be provided by mail or otherwise to any other person who has filed their name and address with the governing body not later than the last day of the hearing.

In addition to the foregoing procedures, it would be prudent for the governing body adjudicating the conditional use application to follow the basic hearing requirements outlined for a zoning hearing board in Section 908 of the MPC, including the requirements for recognition of parties, receipt of evidence and argument, limitation on communications and the receipt of information outside of the hearing, and stenographic recording of the proceedings.

## VI. Special Exceptions

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A special exception is a use that is appropriate, in terms of the public health, safety, and welfare, for the zoning district in which it is permitted, but is subject to specific standards and criteria and more detailed and formal review. The MPC authorizes a zoning hearing board to hear and decide upon an application for special exception in accordance with the standards and criteria contained in the zoning ordinance, provided generally that the proposed use would not prove injurious to the public interest.

It is important to recognize that the term special exception is a misnomer. A use identified as a “special exception” is neither special nor an exception. It is not a deviation from the zoning ordinance, but a permitted use explicitly listed in the ordinance. For example, a retail use may be a permitted use in a commercial zoning district and subject to requirements applied by the zoning officer when granting the zoning permit, while in the same district a big-box store may be a special exception reviewed and approved by the zoning hearing board if in conformance with the express standards and criteria for such use and otherwise not injurious to the public health, safety, and welfare. A zoning hearing board does not have authority to grant a special exception for a use that is not explicitly listed in the zoning ordinance as a use permitted by special exception.

### Function of the Zoning Hearing Board

Section 912.1 of the MPC states the zoning hearing board’s functions with respect to special exceptions:

Where the governing body, in the zoning ordinance, has stated special exceptions to be granted or denied by the board pursuant to express standards and criteria, the board shall hear and decide requests for such special exceptions in accordance with such standards and criteria. In granting a special exception, the board may attach such reasonable conditions and safeguards, in addition to those expressed in the ordinance, as it may deem necessary to implement the purposes of this act and the zoning ordinance.

See *Planning Series #6: The Zoning Hearing Board*, for additional information on the functions of a zoning hearing board.

### Procedure for Special Exceptions

Although a decision on the conditional use is made by the governing body and the decision on a special exception is made by the zoning hearing board, the procedures for both are generally consistent. Both require a hearing subject to public notice followed by a written decision.

Section 603(c) (2) of the MPC authorizes a zoning hearing board to allow or deny a special exception conditional use application following a hearing. Before conducting the hearing, the zoning hearing board must give public notice of the hearing. Following the hearing, the zoning hearing board must issue a written decision.

The zoning hearing board’s hearing procedures for special exceptions are more fully discussed in the *Planning Series #6: The Zoning Hearing Board*.

## **VII. Conditions – Special Exception and Conditional Use**

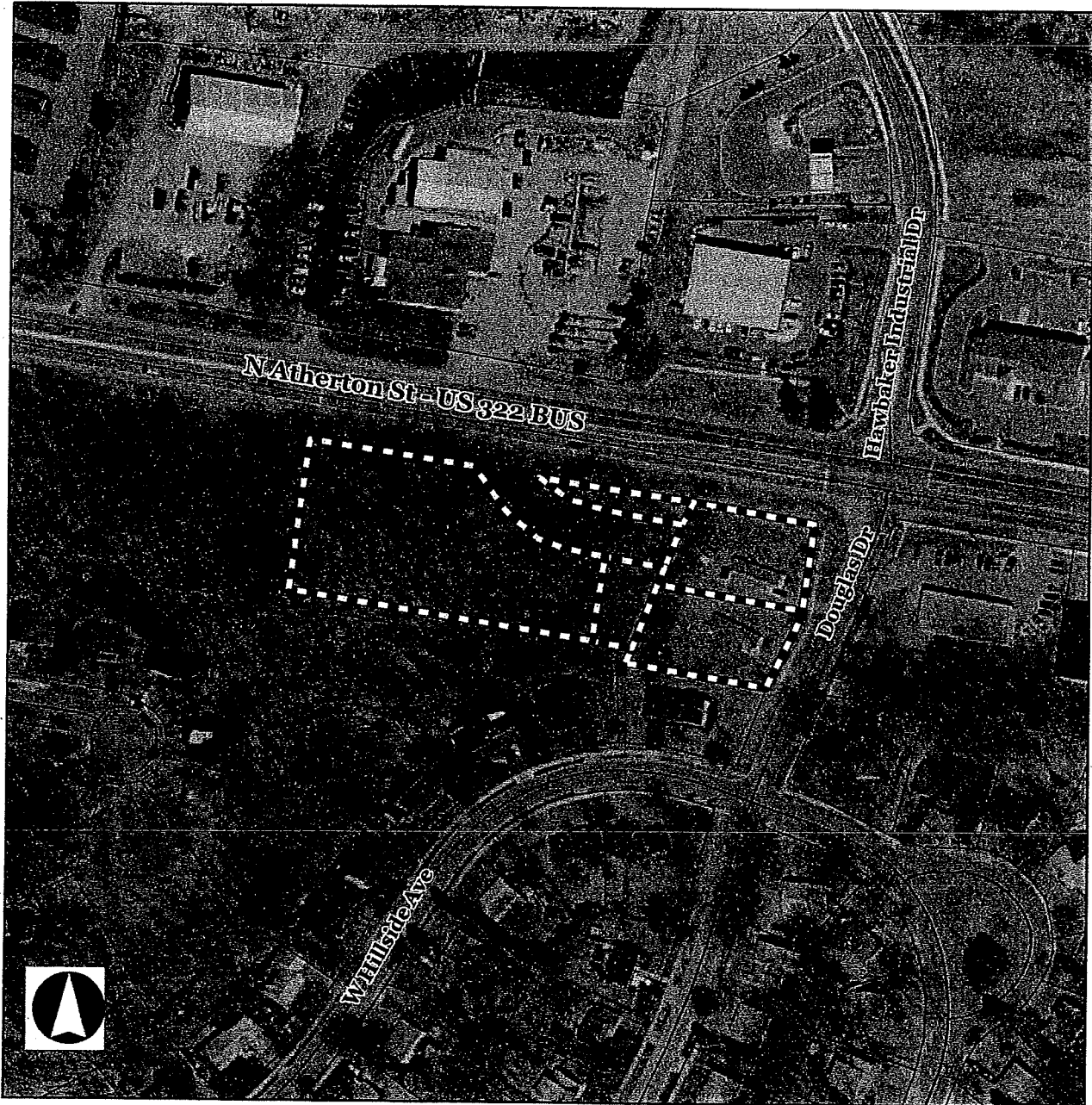
The MPC permits the attachment of reasonable conditions and safeguards with the grant of a special exception or conditional use. The authority to attach reasonable conditions and safeguards with the grant of a special exception or conditional use is not carte blanche, nor is it a license to impose barriers to frustrate an applicant that has met the specific criteria stated within the zoning ordinance. To the contrary, the power to impose conditions must be reasonably related to a valid public interest established in the record of the application. Rather than denying a special exception or conditional use application because of some adverse effect, it is preferable to ameliorate or reduce that harmful impact to an acceptable level by imposing conditions. See Ryan, Pennsylvania Zoning Law and Practice, at chapter 5.2.7.

A condition may not be used to secure a promise or oral assurance of intent by the applicant to meet his burden of showing that the use he seeks is allowed and that he has demonstrated compliance with the objective criteria for the proposed use. *Council Rock School District v. Wrightstown Twp. Zoning Hearing Bd.*, 709 A.2d 453 (Pa. Cmwlth. 1998).

**Section 603(c)(2) of the MPC provides that in granting a conditional use a governing body “may attach such reasonable conditions and safeguards, other than those related to off-site transportation or road improvements.” Additionally, the Commonwealth Court concluded in two cases that a condition for off-site road improvements is prohibited by operation of Section 503-A (b) of the MPC.**

A condition cannot be personalized or tied to a particular person or owner. However, if a condition is imposed and the developer does not contest or appeal from the condition, he is bound by it. Any condition that the developer **willingly** accepts (by making a voluntary offer of the condition or by agreement with the municipality’s proposal) is a lawful condition. The condition should be clearly stated in the record, as should the developer’s acceptance of the condition.

# Hawbaker/Kissell/Yocum Rezoning Request



**Request to rezone approximately 2 acres from R-2 to C-1**



**Centre Regional Planning Agency**

2643 Gateway Drive, Suite #4

State College, PA 16801

814.231.3050

**March 2, 2006**

**REZONING REQUEST FOR FIVE PROPERTIES AT THE INTERSECTION OF  
DOUGLAS DRIVE AND NORTH AHERTON STREET**

**REFERRED COLLECTIVELY AS  
THE "HAWBAKER/KISSELL/YOCUM PROPERTIES"**

**Patton Township, Centre County, Pennsylvania**

Patton Township has received a request to rezone five properties totaling approximately two acres from Low Density Residential (R-2) to General Commercial (C-1). The Patton Township Board of Supervisors received the request and forwarded it to the Planning Commission for study and recommendation. The Planning Commission received the request at their work session on January 23, 2006. Collectively, the requests are referred as the Hawbaker/Kissell/Yocum Properties, as these three property owners and their partners have controlling interest in the subject properties. It should be noted that a similar rezoning request was brought before the Board of Supervisors in 1989 at which time it was denied. The following chart outlines the properties and their acreage.

<b>PARCEL</b>	<b>CURRENT ZONING</b>	<b>REQUESTED ZONING</b>	<b>APPROX. ACREAGE</b>
18-009-220 (Hawbaker-Brower LP)	R-2	C-1	.34
18-009-221 (Hawbaker-Brower LP)	R-2	C-1	.35
18-009-036 (Yocum-Kissell)	R-2	C-1	1.15
18-009-037 (Midas Properties Inc.)	R-2	C-1	.21
18-009-037 (Midas Properties Inc.)	R-2	C-1	.21
<b>Approximate Total</b>			<b>2.3 acres</b>

Currently, the properties owned by Midas Properties Inc. are not included in the request; however there has been discussion by the applicants to acquire these properties. Similarly, due to some unresolved issues involving right-of-way acquisition the overall acreage of the request may increase slightly (by a few thousand square feet), therefore, the total acreage will be determined at a later date.

The five parcels are located within the Regional Growth Boundary established in the Centre Region Comprehensive Plan and within the Sewer Service Area outlined in the Centre Region Act 537 Sewage Facilities Plan. The lands are presently zoned R-2, which primarily allows single-family residential units among other conditional uses.

The following table describes the physical characteristics of each parcel with the tract.



**PHYSICAL CHARACTERISTICS**

Parcel	Topography/slope	Drainage	Vegetation	Other Physical Features
18-009-220 (Hawbaker/Brower LP)	The site is graded with a slope of approximately 3%	The entire site drains west to a depression on the south Midas property	The property is relatively clear with a small portion of woods at the rear	Existing manufactured home on the parcel
18-009-221 (Hawbaker/Brower LP)	The site is graded with a slope of approximately 3%	The entire site drains west to a depression on the south Midas property	The property is relatively clear with a small portion of woods at the rear	Existing manufactured home on the parcel
18-009-036 (Yocum/Kissell)	Slopes approaching 20% with an average slope of 17% across the parcel	The majority of the property drains east to a depression on the south Midas property & a portion drains north to swale along North Atherton Street	The entire site is wooded	Completely wooded property with varied terrain and slopes
18-009-037 (Midas Properties Inc.) (north property)	Slopes approaching 12%	The property drains north to a swale along North Atherton Street	The entire site is wooded	Completely wooded property with varied terrain and slopes
18-009-037 (Midas Properties Inc.) (south property)	Relatively flat parcel	This property is a low point in the area and holds most of the water on site	The entire site is wooded	Low point for surrounding properties with depression to receive drainage

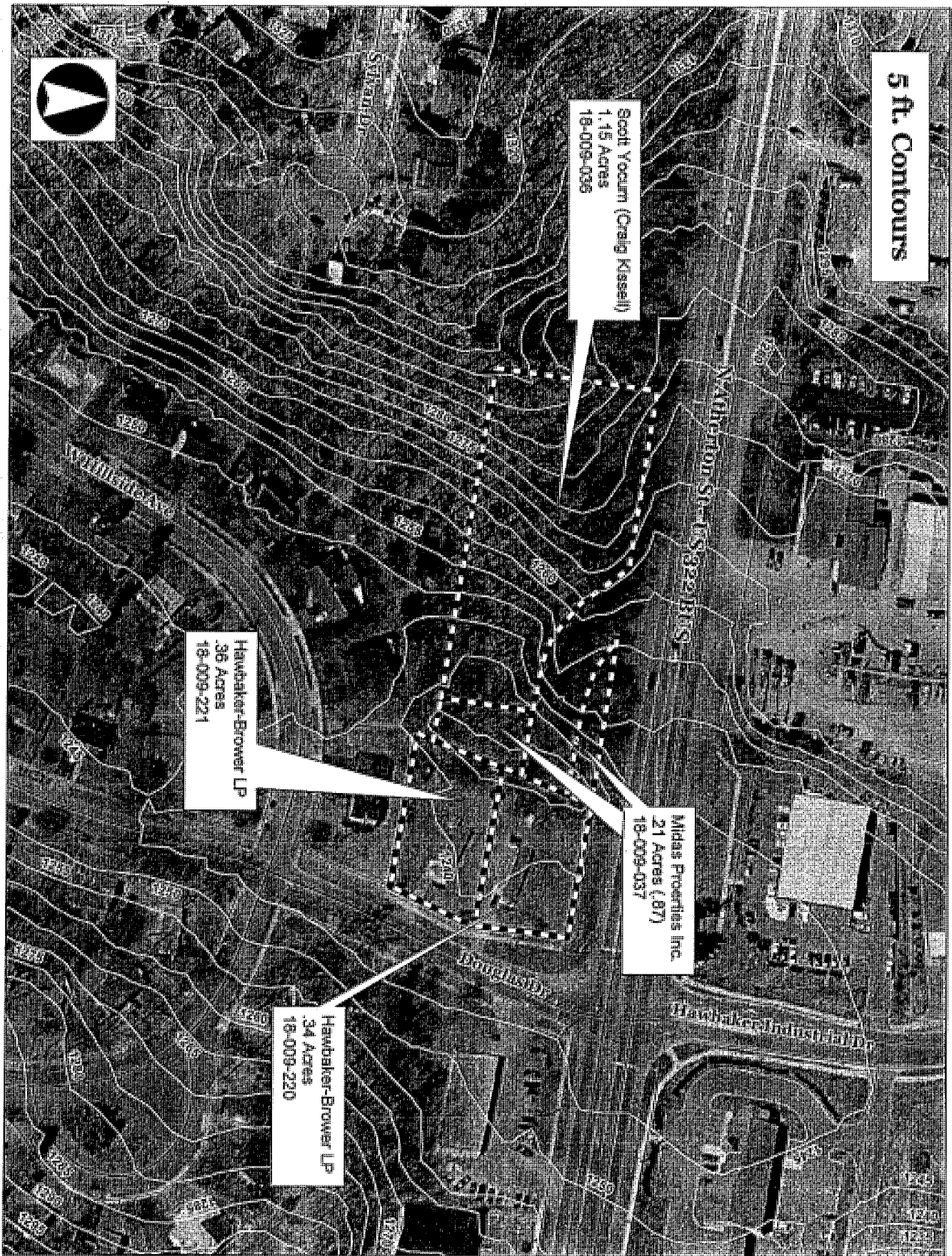
**5 Ft. Contours**

Scott Youum (Craig Kessel)  
1.15 Acres  
18-009-0365

Hawbaker-Brower LP  
.36 Acres  
18-009-221

Midas Properties Inc.  
21 Acres (.87)  
18-009-037

Hawbaker-Brower LP  
34 Acres  
18-009-220



## **ABUTTING PROPERTIES**

### **Zoning Classification:**

All the lands that directly abut the subject properties are zoned R-2 (Low Density Residence). Similarly, the abutting properties are all developed as single-family residences with the exception of the property directly west of the Yocum/Kissell property. Owned by Patton Township, this property remains completely wooded.

Across Douglas Drive to the east, the zoning is C-1 (General Commercial) and is currently occupied by the Midas Muffler Shop. Diagonally across the street at the intersection of Hawbaker Industrial Drive and North Atherton Street is a branch of the Reliance Bank.

Finally, across North Atherton Street (to the north) the land is zoned I-1 (Industrial). Currently, there is an auto collision repair shop (GW Auto Body) and the maintenance shop for a heavy construction and paving company (Glenn O. Hawbaker Inc.).

## **NATURAL RESOURCES**

### **Water/Floodplain/Wetlands:**

There are no identified wetlands, floodplains, or water courses located on or near the subject properties. It should be noted however that there is an area directly west of the Hawbaker/Brower properties that is a receiving area for run-off from this hillside. Similarly, there have been issues with the near-by Douglas Drive drainage ditch. At times, heavy rainfall, coupled with the clogging of hydraulic structures from debris has caused minor flooding upstream of this area. There have been no issues raised with this section of the ditch, however impacts to the Douglas Drive drainage ditch should be taken into account when considering the potential redevelopment of this property.

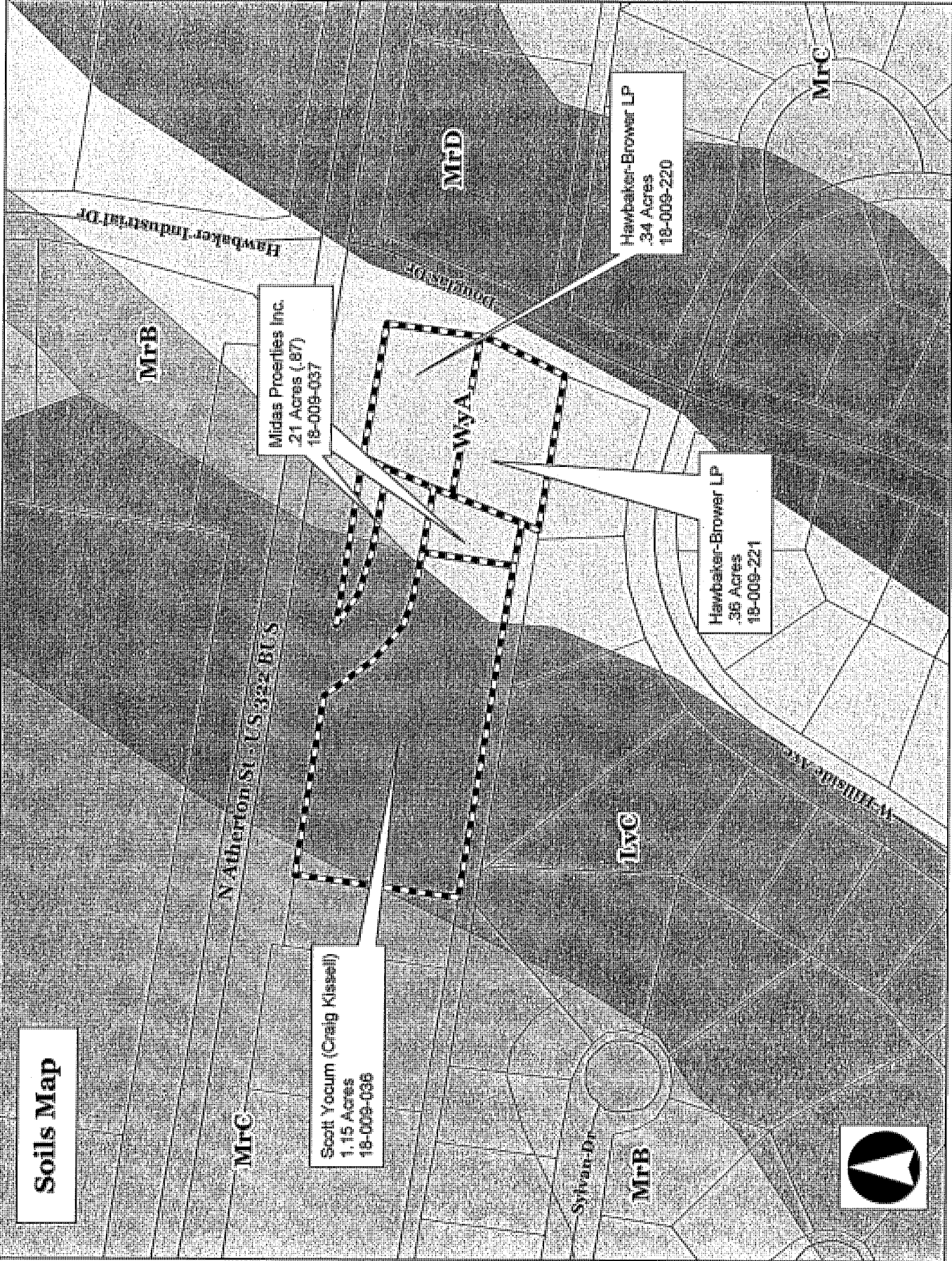
### **Soils:**

There are four total soil types on the subject properties; however there are two dominant soils. The Leetonia Series Variant and the Wyoming Series soils encompass all but a fraction of the properties. The other two soil types found here are Morrison Series soils. There are only very small portions of this particular series located on the properties. The following table provides a description of the soil types while the accompanying map shows the soil boundaries.

SOIL TYPE	DESCRIPTION / LIMITATIONS
<p><b>Morrison Series</b>  <b>MrB</b> – 2 to 8 percent slope  <b>MrC</b> – 8 to 15 percent slope</p>	<p>Sandy loam. Deep well drained soils. Nearly level or very steep slopes present predominantly in limestone valleys. This type of soil is typically found on ridge tops or sides of ridges. MrB and MrC are very suitable for cropland, with few limitations. Limitations of this soil type are caused by the moderately steep slopes and erosion potential. This soil is only found in limited areas on the properties.</p>
<p><b>Leetonia Series</b>  Leetonia Variant  <b>LvC</b> – 8 to 15 percent slope</p>	<p>Deep, well-drained soils that form in sandstone residuum, found mostly on the convex areas of uplands and hilltops. Due to slopes and low water availability, the soil is typically covered by woodlands and is best suited for wildlife habitat or esthetic uses. This soil is found on a majority of the Yocum/Kissell property.</p>
<p><b>Wyoming Series</b>  <b>WyA</b> – 0 to 5 percent slope</p>	<p>WyA is listed as a floodplain soil in the Township's zoning ordinance but no floodplains are shown on the property as per the FEMA floodplain maps. Somewhat excessively drained soils. Permeability is rapid. This soil is rarely flooded. This soil is found on all of the Hawbaker/Brower properties and part of the Yocum/Kissell property.</p>

Source: Soil Survey of Centre County, PA, 1981.

**Soils Map**



### **Natural Heritage Inventory:**

Based on the 2002 Centre County Natural Heritage Inventory, there are no significant resources in the area of the subject properties.

## **CULTURAL AND RECREATIONAL RESOURCES**

### **Parks and Recreation Areas:**

Located directly adjacent to the west of the Yocum/Kissell property is land owned by Patton Township that is designated as parkland. It is not developed in any way and remains in a natural state with the entire area covered with trees. The closest developed park or recreation area is located at the Park Forest Middle School and Elementary School. These two facilities are approximately one half mile away.

## **UTILITIES / PUBLIC SERVICES**

### **Police Services:**

The subject properties are served by the Patton Township Police Department.

### **Fire Protection:**

The subject properties are served by the Alpha Fire Department. There is a station located approximately one half mile from the properties off of Green Tech Drive.

### **Ambulance/Emergency Service:**

The property is served by the Centre Lifelink EMS which was formerly known as Alpha Ambulance.

### **Public Transportation:**

The property is served by the Centre Area Transit Authority (CATA) along the "W" route. There is a transit stop located at the intersection of Douglas Drive and North Atherton Street directly adjacent to this property.

### **Road Network:**

The subject properties are located at the corner of North Atherton Street and Douglas Drive with a majority of the properties fronting on North Atherton Street. The intersection of these two roads is signalized; however the majority of traffic travels east and west along North Atherton Street. Douglas Drive is an entrance into the long established community of Park Forest Village which is one of the oldest single family neighborhoods in Patton Township and was designed with a series of curvilinear streets to aid in traffic calming. Because of this, the majority of trips in Park Forest Village are associated with the residences in the area.

A change in zoning may result in needed upgrades to Douglas Drive and possibly intersection improvements. It should be noted that a traffic study would dictate any needed or required improvements to this area.

**Schools:**

Located approximately one half mile from the subject property are the Park Forest Elementary School and the Park Forest Middle School. Both of these schools are part of the State College Area School District. Park Forest Elementary School is one of ten elementary schools in the district, while Park Forest Middle School is one of two middle schools in the district. With the requested change to the zoning from residential to commercial, there would not be any impact on school enrollment.

**Water:**

The properties are within the service area for the State College Borough Water Authority (SCBWA).

**Sewer:**

The subject properties are located within the regional Sewer Service Area (SSA) for the University Area Joint Authority (UAJA). It should be noted however, that any change in zoning (and therefore land use) may result in an increase or decrease in equivalent dwelling units (EDUs) depending on the specific land development plan. Similarly, there may be an increase or decrease in capacity to the collection and conveyance system. The specific impact would not be determined until after the submission of a land development plan.

**RELATIONSHIP TO CENTRE REGION COMPREHENSIVE PLAN**

The Centre Region Comprehensive Plan was adopted by all the municipalities of the Centre Region in June of 2000 and acts as a "road map" for growth within the Centre Region. Included in the Comprehensive Plan are Goals and Policies to direct the activities that should be encouraged throughout the region. The following Goals and Policies apply to this rezoning request.

**Land Use Policy C** – Balance the amount of vacant commercially zoned property with the needs of the Centre Region.

**Goals:**

1. Balance community growth while protecting and enhancing the Centre Region's environmental, historic, and cultural resources.
2. Direct the majority of future growth to areas within the Regional Growth Boundary so that new development can be efficiently served by public utilities, services, and transit.
5. Coordinate land development activity with the transportation system for the safe, efficient, and convenient movement of people and goods.

6. Coordinate land development activity with necessary public facilities and services in a cost-effective manner.

**Future Development Patterns Policy D** – Retain and enhance the character and quality of life in the existing neighborhoods.

**Goals:**

1. Balance community growth while protecting and enhancing the Centre Region's environmental, historic, and cultural resources.
8. Provide a variety of housing opportunities to satisfy the needs of all existing and future residents of the Centre Region.

**FUTURE LAND USE**

Also included in the comprehensive plan is information on future land use for each municipality. It should be noted that, while the existing comprehensive plan may depict this area as future commercial, a draft of the future land use map in Patton Township for the 2006 update to the Centre Region Comprehensive Plan depicts this area as residential. Similarly, it should be noted that in 1989, the property owners requested these properties be rezoned from R-2 to C-1 and were denied that request.

**NEED FOR REZONING**

One of the driving factors in a rezoning is the need for additional lands to carry a specific zoning classification in order to allow a specified set of uses. In 2002 a vacant land inventory was conducted by the Centre Regional Planning Agency (CRPA) to determine each municipality's share of occupied and available land in each zoning district. This report looked at the total and vacant acres of specific zoning districts for the entire township and the total and vacant acres within the Regional Growth Boundary (RGB).

The following table outlines the acreage totals for zoning that allows commercial uses within Patton Township:



Zoning District	Total Acres Zoned*	% of Township	Total Acres Zoned in RGB	Vacant Acres in RGB
C-1 (General Commercial)	55	>1%	40	18
C-2 (Planned Commercial)	231	1%	183	59
PAD (Planned Airport District) Non-Residential Area	253	2%	162	140**
P-C (Planned Community)	2,080	13%	1,816	1,307**
UPD (University Planned District)	623	4%	111	80**
<b>Totals</b>	<b>3,242</b>	<b>20%</b>	<b>2,312</b>	<b>1,604</b>

\* *Includes right-of-way*

\*\* *Not all acreage available for commercial development. Specific requirements permitting commercial uses vary by district.*

As indicated by the above table, Patton Township currently has 77 acres of available property exclusively for commercial use in the C-1 & C-2 districts. Also, there is another 140 acres of vacant land in the Planned Airport District designated for non-residential uses. This area has the potential to be developed with a mix of different commercial uses.

Similarly, there is area set aside within the Planned Community Districts that allow for commercial development. This potential area is limited and requires the development of a master plan; however, commercial uses are permitted.

Finally, the University Planned District allows for commercial uses to be developed in conjunction with university activities. This means there is the potential for the vacant acreage in the UPD district to be developed with commercial uses.

## ZONING ANALYSIS

### Comparison between current and requested zoning:

The Table below shows the differences between the R-2 (Low Density Residential) and the C-1 (General Commercial) zoning districts.

	<b>R-2 (Low Density Residence)</b>	<b>C-1 (General Commercial)</b>
<b>Lot Size</b>	10,000 sq. feet min. with Public Sewer	None – Minimum Lot width of 150' Maximum lot coverage for structures of 30%
<b>Setbacks</b>	Front - 30' min.	Front – 50' to 70' <i>Front and rear setback must total 100'</i>
	Rear – 25' min. Side – 10' min.	Rear – 30' unless front is reduced Side – 15' min.
<b>Max. Impervious Coverage</b>	Lot coverage-25%	75% for lots fewer than 3 acres 70% for lots equal to or greater than 3 acres
<b>Open Space requirement</b>	None	Variable depending on lot size
<b>Max. Building Height</b>	30'	50'

### Zoning Pattern

When examining the zoning pattern in Patton Township, the North Atherton Street corridor is primarily commercial. Starting at the Patton/Ferguson Township boundary and traveling west along North Atherton Street, both sides of the roadway are zoned either C-1 (General Commercial) or C-2 (Planned Commercial). However, this pattern ends at the intersection of Douglas Drive/Hawbaker Industrial Boulevard and North Atherton Street. The zoning in this section changes to R-2 (Low Density Residential) on the west side and I (Industrial) on the east side. At the intersection of North Atherton Street and Valley Vista Drive, the zoning changes again to C-2 (Planned Commercial). When looking at the zoning map on the following page, there is clear separation of zoning districts along this corridor.

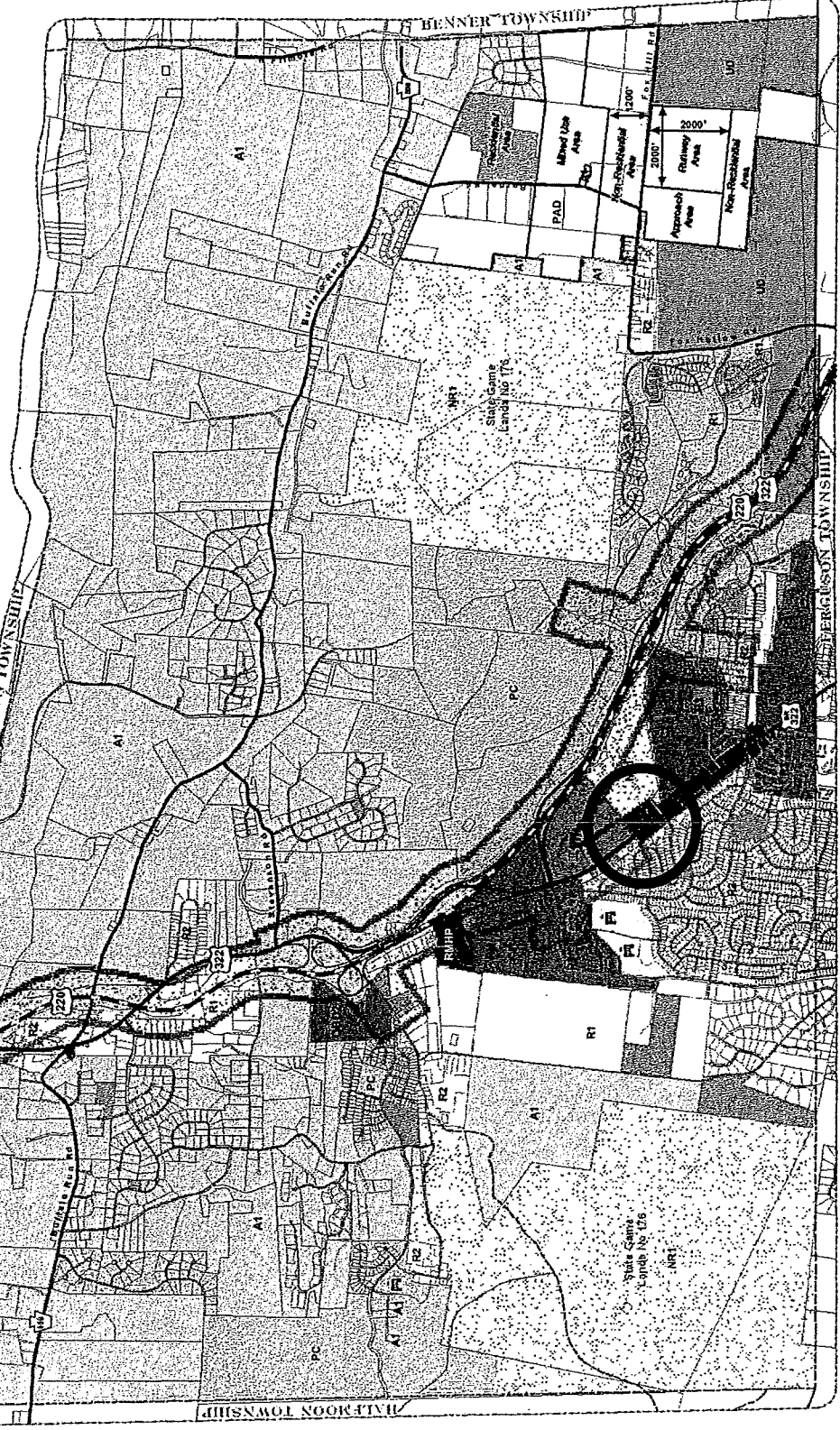
# TOWNSHIP OF PATTON CENTRE COUNTY, PENNSYLVANIA



Patton Planning Agency  
2000 Patton Road  
Patton, PA 16801  
Phone: (717) 231-2000  
Fax: (717) 231-1000

Revision	Drawn	Date
A1 to A2	AR/DMG	10/1/04
A2 to A3	AR/DMG	10/1/04
A3 to A4	AR/DMG	10/1/04
A4 to A5	AR/DMG	10/1/04
A5 to A6	AR/DMG	10/1/04
A6 to A7	AR/DMG	10/1/04
A7 to A8	AR/DMG	10/1/04
A8 to A9	AR/DMG	10/1/04
A9 to A10	AR/DMG	10/1/04

This map was prepared by the Patton Planning Agency, Patton, Pennsylvania, on October 11, 2004, and is the property of the Patton Planning Agency. It is not to be used for any other purpose without the written consent of the Patton Planning Agency.



- Overlays**
- A1 Agriculture**
  - General Commercial**
  - Planned Commercial**
  - Industrial**
  - Planned Airport District**
  - Planned Community**
  - R1 Rural Residence**
  - R2 Low Density Residence**
  - Medium Density Residence**
  - Manufactured Home Residence**
  - Mobile Home Park**
  - University District**
  - Natural Resources**
  - Office Buffer District**
  - Office Buffer District 2**

- Overlays**
- I-99 Interchange Overlay**
  - Interstate 99**
  - Ramp**
  - Expressway**
  - US Highway**
  - State Route**
  - Municipal Road**
  - Alley/Private Road**
  - State Forest Road**
  - Parcels**
  - Parcels**
  - Municipal Boundary**
  - Schools**
  - Municipal Building**



Prepared by Patton Planning Agency, Patton, PA 16801  
 Date: 10/1/04  
 Title: Zoning Map of Patton Township, PA 16801  
 Project: Zoning Map of Patton Township, PA 16801

\* An intermunicipal zoning cooperation agreement exists between Patton Township & Grant Township for areas located in the Patton Township jurisdiction as per ordinance # 2002-452.

# Zoning Map

**I-1 (Industrial)**

**N Atherton St - US 322 - BUS**

Scott Yocum (Craig Kissell)  
1.15 Acres  
18-009-036

Midas Proerties Inc.  
.21 Acres (.87)  
18-009-037

**C-1 (General Commercial)**

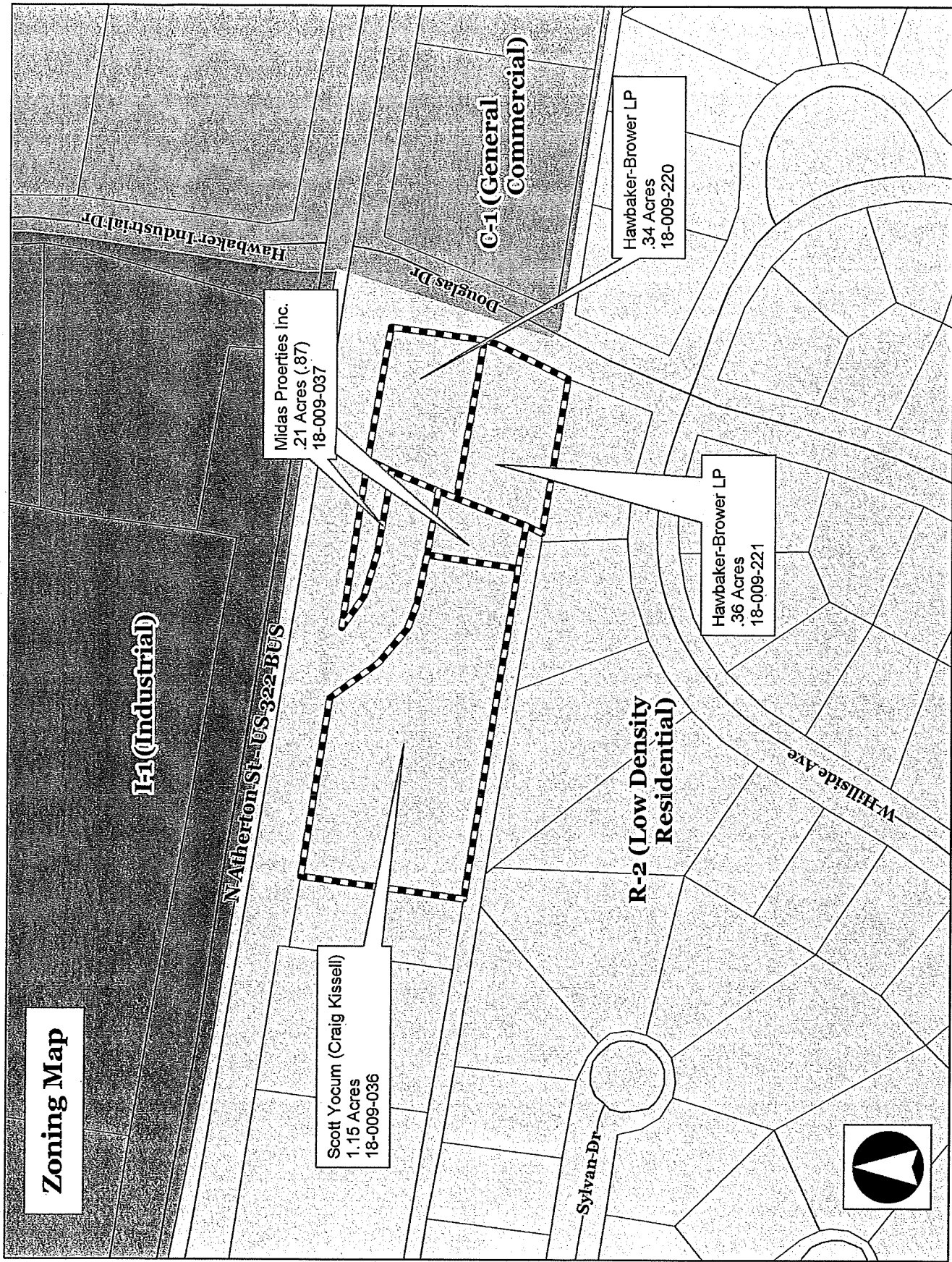
Hawbaker-Brower LP  
.34 Acres  
18-009-220

Hawbaker-Brower LP  
.36 Acres  
18-009-221

**R-2 (Low Density Residential)**

**W Hillside Ave**

**Sylvan Dr**



## **Development Potential:**

The intent of the commercial zoning in Patton Township is:

- A. To provide sufficient space in appropriate locations with public water and sewer service for the types of commercial and service establishments anticipated in the Comprehensive Plan.
- B. To provide appropriate space for the requirements of present-day merchandising, including the provision of off-street parking spaces, safe circulation of pedestrian and motor traffic in the district and in nearby areas.
- C. To promote the most desirable use of land and pattern of building development in accordance with a well-considered plan, to promote stable commercial development, to protect the character of the commercial area and nearby districts and to conserve the value of land and buildings.
- D. To provide a means whereby the township may, from time to time, redesignate certain areas for planned commercial uses according to commercial needs.

More specifically, the intent of the C-1 (General Commercial) zoning district is to provide commercial and other permitted facilities to serve primarily the needs of the local residents, including automotive-oriented facilities, neighborhood-type facilities and general convenience needs.

The C-1 zone allows for a variety of commercial uses such as service oriented establishments, business and professional offices, bus passenger stations, hotels and motels, and telecommunication towers, to name a few. Since there is a large range of uses that are permitted in the C-1 district, this needs to be taken into consideration especially when looking at adjoining zoning districts and the potential impacts that may occur.

## **TRANSPORTATION IMPACTS**

The subject properties are located at the intersection of North Atherton Street and Douglas Drive. A rezoning from residential to commercial would potentially increase the trips generated and thus increase the traffic at this intersection. Recent development across Atherton Street has caused an increase in traffic at this intersection and, consequently, required a change in the timing of the traffic signal located here. While North Atherton Street should be able to maintain acceptable levels of service due to increased capacity from additional development, Douglas Drive may not. This becomes an important point since access issues and limitations may be associated with ingress or egress from North Atherton Street. Since one of the major residential population centers for Patton Township is adjacent to these properties and is serviced by Douglas Drive, transportation impacts in this area may become a priority.

## CONCLUSIONS AND RECOMMENDATIONS

While reviewing this rezoning request, several issues are brought to the forefront. These items include geographic and environmental constraints of the property, the potentially proposed change in allowable uses for the property, and the overall need for additional commercial zoning. A forth issue that will have some importance in this particular case is the ability to consolidate the properties.

First, the sight contains a wide range of contours and slopes (some exceeding 15%) that may make portions of the properties difficult to develop. Major grading and earth disturbance may be necessary to find a suitable location for new development. Also, changing the contours and overall grade of the site may lead to storm water management issues that would need to be addressed during the development process. Similarly, a majority of the properties are wooded and serve not only as a buffer between the residential neighborhoods and North Atherton Street, but the tree cover helps provide stability to some of the steep slopes on the properties.

Second, changing the zoning from R-2 (Low Density Residential) to C-1 (General Commercial) will allow for a new schedule of uses. The parcels immediately adjacent to the subject properties are zoned R-2 and developed as single-family residences. Changing the zoning from residential to commercial in this location may adversely affect the existing neighborhood and could begin a pattern of proposed zoning changes in this area. While some of the allowable uses in the C-1 district may be compatible with the R-2 zoning, not all of the uses are. The entire menu of uses needs to be considered when examining a rezoning of this nature.

One of the most important elements to look at for a rezoning is the overall need for the proposed zoning district. As stated earlier, there are approximately 77 acres of vacant land within the Regional Growth Boundary that are currently zoned either C-1 (General Commercial) or C-2 (Planned Commercial). Additionally, there is vacant commercial land available in the Planned Airport District, Planned Community District, and University Planned District. This would indicate that a need for additional commercial land does not exist making this request premature.

Finally, there is still a question of ownership with the properties in question. If the owners requesting the rezoning do not acquire the additional properties, there would be multiple parcels under individual ownership that could potentially complicate consolidation efforts. This could translate to several properties within a zoning district that limits the development to a point where it is nearly impossible. The consolidation of the lots should be addressed before the request is brought forward. It should be noted however that consolidation of the properties may not change the recommendation for the rezoning.

Taking into account the previously mentioned concerns along with the current zoning pattern, Comprehensive Plan Goals 1, 5, 6, and 8, as well as Land Use Policy C and Future Development Patterns Policy D, the Centre Regional Planning Agency (CRPA) recommends **denial** of the rezoning request.




## CENTRE REGIONAL PLANNING AGENCY

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2643 Gateway Drive, Suite # 4 • State College, PA 16801  
Phone: (814) 231-3050 • Fax: (814) 231-3083 • [www.crcog.net](http://www.crcog.net)

**TO:** Patton Township Board of Supervisors  
Patton Township Planning Commission  
Mr. Doug Erickson, Patton Township Manager

**FROM:** Eric J. Vorwald, AICP   
Senior Planner

**DATE:** March 3, 2006

**RE:** **Centre Regional Planning Commission Comments on the  
Hawbaker/Kissell/Yocum Rezoning Request**

At the regular meeting of the Centre Regional Planning Commission (CRPC) on March 2, 2006, a rezoning request referred to as the Hawbaker/Kissell/Yocum Rezoning Request was received. The CRPC was asked to provide comments and a recommendation on the rezoning request. Discussion topics about the rezoning included:

- Concerns about the removal and potential clear-cutting of the vegetation on the property
- The ability to develop the property with residential uses
- Access limitations from North Atherton Street
- Unresolved acquisition of the remnant parcels intermixed throughout the site

The CRPC made a motion to follow the staff recommendation denying the request to rezone the 2.3 acres from R-2 (Low Density Residential) to C-1 (General Commercial). The CRPC voted 5-2 in favor of the motion recommending denial of the rezoning request.

Attached is a full copy of the rezoning report prepared by Centre Regional Planning Agency (CRPA) staff including location maps, site analysis, and staff recommendation.



**PATTON TOWNSHIP  
CENTRE COUNTY, PENNSYLVANIA**

100 PATTON PLAZA – STATE COLLEGE, PENNSYLVANIA – 16803  
PHONE: 814/234-0271 — FAX: 814/238-7790  
EMAIL: [publicworks@twp.patton.pa.us](mailto:publicworks@twp.patton.pa.us) — WEB SITE: <http://patton.twp.pa.us>

**Public Hearing  
for a  
Rezoning Request**

**Planning Commission**

**Monday, March 13, 2006                      7:30 p.m.  
Municipal Building Meeting Room,    100 Patton Plaza**

At their regularly scheduled meeting on Monday, March 13, 2006, the Patton Township Planning Commission will receive comments and consider a recommendation on a **Request to Rezone** approximately 2.3 acres from R2 (Low-Density Residential) to C1 (General Commercial). The subject properties are located at the southwest corner of Douglas Drive and North Atherton Street. A copy of the staff report prepared by the Centre Regional Planning Agency is available for review during regular business hours at the Patton Township Municipal Building.

Written comments may be submitted prior to the hearing. Comments will be forwarded to the Board prior to the meeting.

Email            [zoning@twp.patton.pa.us](mailto:zoning@twp.patton.pa.us) please include "Hawbaker-Kissell-Yocum Rezoning" in subject line

Fax                238-7790      Attention: "Hawbaker-Kissell-Yocum Rezoning"

Mail                Patton Township, 100 Patton Plaza, State College, PA 16803



**ATTENDANCE:**

BOARD	Elliot Abrams, Chair Bryce Boyer, Vice-Chair Jeff Luck, Supervisor Gary Vratarich, Supervisor Walt Wise, Supervisor
STAFF	Doug Erickson, Township Manager Kimberly Fragola, Township Secretary Brent Brubaker, Township Engineer Rob Jacesko, Human Resources Lee Slusser, CRPA Senior Planner Eric Vorwald, CRPA Regional Planner
LEGAL COUNSEL	Betsy Dupuis, Solicitor
ABSENT	John Petrick, Chief of Police Kim Wyatt, Finance Director
AUDIENCE	Rory Stenerson, Patton Township Planning Commission Craig and Cody Kissell, Kissell Motor Sports John Miknis, Penn Terra Engineering 4 CNET Volunteers Patton Township Residents: Scott Yocum, Sam Habwbaker, Tom McClary, and Richard Kopley

**1. CALL TO ORDER**

The March 22, 2006 Patton Township Board of Supervisors meeting was called to order at 7:00 PM by Chair Elliot Abrams.

**2. APPROVAL OF MINUTES**

The minutes of the March 8, 2006 meetings were approved 5-0 on a motion by Mr. Luck, seconded by Mr. Wise.

**3. PUBLIC COMMENTS**

There were no public comments at this point in the meeting.

**4. PLANNING AND ZONING**

**a. Planning Commission Report**

Planning Commission member Rory Stenerson reported that the Commission is working toward developing an ordinance for wooded character and is at this time focusing specifically on creative solutions to the Pennsylvania Municipalities Planning Code's protection of timbering.

**4. PLANNING AND ZONING (CONT'D)**

**b. Rezoning Request for Five Properties at the Intersection of Douglas Drive and North Atherton Street (The “Hawbaker/Kissell/Yokum Properties”)**

In late 2005 the Board of Supervisors received and referred to the Planning Commission a rezoning request from three property owners asking for rezoning of about 2.3 acres from R-2 (Low Density Residence) to C-1 (General Commercial), Mr. Erickson recalled. These properties are on the southwest corner of the Douglas Drive/North Atherton Street intersection and are adjacent to existing homes to the south and Township-owned open space to the west, he added. The Centre Regional Planning Agency (CRPA) prepared a rezoning analysis and concluded that the existing zoning should remain in place, he explained. The report and recommendation were presented to the Planning Commission on March 13, 2006, Mr. Erickson continued, and after receiving comments from three neighboring residents, the Planning Commission forwarded a recommendation to the Board to deny the rezoning request.

Mr. Erickson advised that after consideration of the request, the rezoning analysis, and recommendations the Board may:

- Close consideration of the request by taking action to deny the request; **or**
- Continue consideration of the request by:
  - Directing staff and/or the Planning Commission to provide further study or analysis; **or**
  - Directing staff to advertise a Public Hearing for consideration of an ordinance to amend the Zoning Map for these properties.

Copies of the CRPA rezoning analysis, notice to adjoining residents, and comments/recommendation from the Centre Region Planning Commission were distributed with the agenda.

Centre Regional Planning Agency (CRPA) Regional Planner Eric Vorwald informed the Board that the 2002 Vacant Land Inventory does not show a need for additional land zoned Commercial, and he also noted the fear that doing so with these properties could result in the slow erosion of the Park Forest residential area through additional rezonings. He added that the area for which the rezoning is requested is a main entrance for Park Forest that was purposely designed to be difficult to navigate to prevent through-traffic. Mr. Vorwald outlined the current zoning areas along Atherton Street that buffer Park Forest. Mr. Vratarich said that he doesn't think the neighborhood status of Park Forest would erode since the lots neighboring the proposed rezoning area are already houses. Mr. Vorwald pointed out that there are also houses on the properties in question, and rezoning these lots to commercial could set a trend.

**4. PLANNING AND ZONING (CONT'D)**

**b. Rezoning Request for Five Properties at the Intersection of Douglas Drive and North Atherton Street (The “Hawbaker/Kissell/Yokum Properties”)  
(Cont'd)**

Mr. Erickson noted that at the recent Planning Commission meeting three Township residents commented that the current R-2 zoning is a better fit than would be C-1 zoning.

Mr. Abrams noted that there is currently no buffering present between the property for which rezoning has been requested and the adjacent homes; what buffering would be required should the rezoning to C-1 be approved? Mr. Erickson explained the likely options as outlined in the zoning regulations, and he added that there is the possibility of utilizing Boal Alley as a buffer area if the alley is permanently closed as a street through court action.

Mr. Boyer noted that Atherton Street is steep in this area, which becomes slippery in winter; he said that he does not want to add traffic to this area. He added that the slope is a drainage way that would need careful engineering to avoid disruption.

Mr. Wise asked if rezoning these properties would benefit the community or only the property owners. Mr. Vorwald stated his opinion that only the owners would benefit because rezoning would only add to the unused commercial land inventory.

Sam Hawbaker, Park Forest Enterprises and owner of one lot, said that these are the only parcels along Atherton Street not currently under some plan for development. He noted that the small number of houses behind these lots have large backyards to act as buffers. Mr. Hawbaker added that rezoning this area would provide a place for some small “ma and pop” businesses instead of another huge commercial giant.

Mr. Vratarich stated that the mere presence of Boal Alley from when this area was mapped out in the 1950s is evidence that these lots were intended for businesses with alleys serving behind. Therefore, he continued, this rezoning request should not be a surprise to the adjacent residents, and since it's inevitable that these properties will eventually be developed the Board should now decide the best way for doing so.

In response to Mr. Wise's inquiry as to the possible uses, Mr. Erickson explained that C-1 zoning allows a full range of uses, though the lots would need to be consolidated to meet the setback requirements of C-1 zoning.

Rory Stenerson, Patton Township Planning Commission Member, stated that the woods acts as a buffer currently for the nearby residences, and it is unlikely that someone will want a home on these lots. He pointed out that rezoning these properties would not be just adding to the C-1 inventory, but also giving up some

**4. PLANNING AND ZONING (CONT'D)**

**b. Rezoning Request for Five Properties at the Intersection of Douglas Drive and North Atherton Street (The “Hawbaker/Kissell/Yokum Properties”) (Cont'd)**

of the R-2 zoning inventory when there is no compelling reason to do so. Mr. Stenerson also stated that C-1 or C-2 zoning would permit the property owner more leeway and provide the Township with less control over property use.

Scott Yocum, one of the lot owners, said that if the Township leaves these lots zoned as R-2, he challenges the Township to use the land between this area and the church to make a park for the area residents.

Township resident Tom McCleary stated that houses with clear views into the back of commercial developments tend to have less upkeep, thus leading to erosion of what had previously been wonderful neighborhoods.

Township resident Richard Kopley said that there are many children in the area, and using these lots for a doctor's office would be a better option than many other possibilities.

Mr. Luck said that he agrees that rezoning to C-1 is not appropriate for these properties, as the area would be nice for a transitional property. Mr. Abrams pointed out that this request for rezoning the lots to C-1 can be denied, but the property owners can then come back to the Township with a different request. Mr. Boyer agreed that rezoning to C-1 would allow overdeveloping for this area, but R-2 zoning also seems inappropriate.

Mr. Hawbaker stated that he has trouble renting the homes currently on the properties. He said that the depth of the lots is not conducive to anything but C-1 zoning.

Mr. Boyer moved to deny the rezoning request. Seconded by Mr. Luck, the motion passed by a vote of 5-0.

**c. Preliminary/Final Land Development Plan, Village at Penn State, Phase 2, Section 5 – Varsity Hollow/Phase 2**

This plan proposes construction of eight duplexes (16 dwelling units) within the Toftrees Planned Community portion of the Village at Penn State, Mr. Erickson told the Board. The plan also includes the extension of Varsity Lane to end in a cul-de-sac, he added, with possible future extension to the next parcel.

# 474 & 480 Douglas Drive

**I-1**

**C-1**

**R-2**

*\*The Setbacks on this Parcel  
Reflect the Setbacks of C-1 Zoning*

*Drainage Swale*

15'

30'

70'

15'

195'

*CMP*

*60" x 48"*

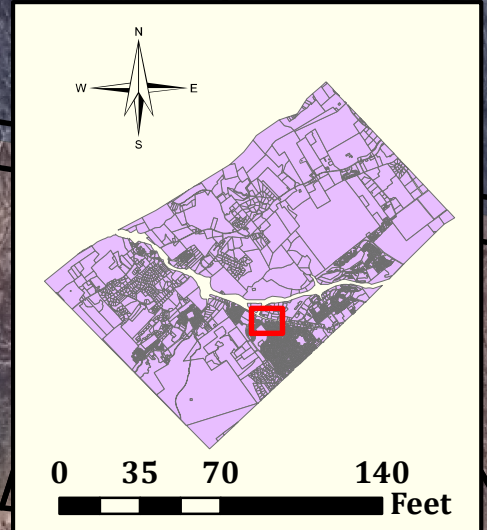
Hawbaker Industrial Dr

N. Atherton St

Douglas Dr

W. Hillside Ave

E. Hillside Ave



## Erickson, Douglas

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**From:**  
**Sent:** Tuesday, February 23, 2021 12:05 PM  
**To:** Patton  
**Cc:** todd  
**Subject:** Rezoning - 480 Douglas Drive

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Doug Erickson, Manager

I received notice that Patton Township is considering the rezoning of 101 Hawbaker Industrial Drive to C-1. Ken Soder suggests I make a separate request to the board to include our two parcels across Atherton Street with this rezoning to C-1.

I have made several prior requests to change from R-2 to C-1 for this highway front property. It was denied in part because it would have violated spot zoning. If done with the lot across Atherton Street, that would resolve this issue. When first denied, I split the lot in two and placed a mobile home on each to comply with zoning. This was never meant to be a permanent use. These homes are now 20 years old and are outliving their benefit.

My request includes 474 Douglas Drive, upi 18-09-221 and 480 Douglas Drive, upi 18-09-220 both owned by Hawbaker-Brower LP.

Thank you for your consideration.

Samuel H. Hawbaker, CPM  
Park Forest Enterprises, Inc.  
1000 W Aaron Drive, State College, PA 16803  
License RB041395A  
(814) 238-3431 ext. 3

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Township of Patton, PA  
Thursday, February 11, 2021

## Chapter 175. Zoning

### Article III. Commercial Districts

#### § 175-16. C-1 General Commercial District.

[Amended 1-13-1993 by Ord. No. 93-297; 12-10-1997 by Ord. No. 97-354; 7-16-2008 by Ord. No. 2008-498; 11-2-2011 by Ord. No. 2011-533; 3-27-2013 by Ord. No. 2013-548]

- A. Specific intent. In addition to the general goals listed in § **175-2**, it is the purpose of this section to provide commercial and other permitted facilities to serve primarily the needs of the local residents, including automotive-oriented facilities, neighborhood-type facilities and general convenience needs.
- B. Use regulations.
- (1) Uses by right. In any C-1 District, land and structures may be used for only the uses shown in Table 3.
- (2) Accessory uses are shown in Table 3.
- C. Prerequisites for review and approval use. All uses shall comply with the provisions of § **175-48**, Site plan requirements and procedures, and Chapter **147**, Stormwater Management, to issuance of a permit to occupy or use the lot.
- D. Area and bulk regulations. The regulations shown in Table 4 shall be observed.
- (1) Additional area and bulk regulations are as follows.
- (a) Front setback: 70 feet. (As an alternative, the setback may be reduced to no less than 50 feet upon approval of a site plan which provides a rear yard of sufficient size so that the sum of the setback and rear yards is at least 100 feet.)
- (b) Side yards: 15 feet minimum for each. (As an alternative, the Patton Township Planning Commission may recommend and the Patton Township Supervisors may approve the consolidation of side yards for a property located in a C-1 Commercial District so that one side yard is eliminated but the resulting side yard must be a minimum of 30 feet. Such a conditional approval would be based on a certified statement that abutting property owners will develop abutting properties simultaneously, using the same style or types of architecture and the same types of construction materials.)
- (c) Rear yards: 30 feet, except upon approval of a site plan as provided in the setback section above. Screening shall be provided at the rear yard, along a ten-foot buffer strip measured from the rear property line.

- E. Off-street parking requirements. See § 153-38.
- F. Off-street loading regulations. See § 175-47.
- G. Design standards. The following shall be applicable in all C-1 Commercial Districts:
  - (1) Screening shall be provided along all property lines as follows:
    - (a) In all front yard areas, canopy shade trees shall be planted at thirty-foot intervals on average. Shrubs shall be planted between the canopy trees.
    - (b) Screening in side and rear yards shall be based on the zoning of the adjacent property according to Table 1.
    - (c) Applicants are encouraged to utilize existing vegetation to meet the screening requirements. Following the completion of a tree inventory, existing woodland areas may be used to address the landscaping/screening requirements for setback areas. All trees that are to be used to meet the requirements of this section (whether planted or preexisting), however, must have a caliper no less than 2.5 inches measured six inches above the root ball. Invasive species, as defined by Appendix B of the I-99 Overlay District regulations (Ordinance No. 2001-388),<sup>[1]</sup> may not be planted or counted towards meeting any landscaping requirements.

**Table 1**

<b>Adjacent Zoning District</b>	<b>Required Plantings Per 100 Linear Feet of Buffer</b>	
	<b>Type</b>	<b>Amount</b>
Agricultural and residential districts	Canopy trees	4
	Understory trees	6
	Shrubs	24
	Evergreens	12
All planned community, university and planned airport districts	Use appropriate twenty-five-foot buffer yard standard from Tables 3, 4 and 5	
All natural resources districts	Canopy trees	2
	Understory trees	4
	Shrubs	6
All commercial and industrial districts	Canopy trees	2
	Understory trees	4
	Shrubs	6

[1] *Editor's Note: Appendix B is included at the end of this chapter.*

- (d) To allow flexibility in the preparation of screening plans, the following exchange ratios may be utilized by the applicant:

**Table 2**

<b>Substitution</b>	<b>Equal To</b>
2 understory	1 canopy
1 canopy	2 understory



2 evergreen	1 canopy
1 evergreen	5 shrubs
1 understory	3 shrubs

- (e) Where differing requirements are imposed by this subsection on screening and by other sections requiring landscaping, the requirements of this subsection shall take precedence.
- (2) Storage, landscaping, access and traffic control, interior circulation, lighting and shopping cart storage shall be as required by § 175-44B through G of this chapter.
- (3) Telecommunications facilities shall comply with the specific provisions of § 175-48.1.

<b>Commercial District Regulations</b>				
<b>Table 3</b>				
<b>C-1 Uses</b>				
<b>(§ 175-16B)</b>				
<b>[Amended 7-19-2017 by Ord. No. 2017-586]</b>				
<b>Permitted Uses</b>	<b>Accessory Uses</b>	<b>Conditional Uses<sup>1</sup></b>	<b>Special Exceptions<sup>1</sup></b>	<b>Prohibited Uses<sup>1</sup></b>
All retail establishments for the sale, service and rental of goods	Customary uses accessory to permitted uses			
All service establishments, including, but not limited to: Automobile service stations Barbers and beauticians Dry cleaning Health clubs Mortuaries Tailors				
Ambulance services Amusement enterprises Animal hospitals Art galleries Billiard parlors Bowling alleys Bus passenger stations				

Business offices  
Churches and other places of worship  
Clubs  
Commercial dairies  
Commercial parking lots  
Community centers  
Dental offices and clinics  
Eating and drinking establishments  
Financial offices  
Firehouses  
Fraternal organizations  
Halfway house (except in PC District)  
Hotels and motels  
Lodges  
Medical offices and clinics  
Motion-picture theaters  
Municipal office buildings  
Museums  
Newspaper publishing  
Opticians and optical goods  
Parish houses and convents  
Photographic studios  
Professional offices  
Public and private garages for the storage and maintenance of motor vehicles  
Public and private institutions of higher education  
Public libraries  
Public utility facilities  
Radio and television studios

Reading rooms				
Rehabilitation center				
Skating rinks				
Solar energy systems				
Studios for instruction in music and the performing arts				
Taxi and limousine service				
Telecommunications facilities				
Tourist homes				
Veterinary offices				

<b>NOTES:</b>	
1	There are no conditional uses, special exceptions or specifically prohibited uses in this zoning district.

<b>Table 4</b> <b>C-1 Area and Bulk Regulations</b> <b>(§ 175-16D)</b>						
Minimum Lot Size	Minimum Lot Width at Front Lot Line (feet)	Minimum Lot Width at Street Line	Maximum Lot Coverage	Maximum Impervious	Minimum Setbacks (feet)	Maximum Height (feet)
n/a	150	n/a (See at front lot line)	Structures: 30%	Less than 3 acres: 75% Greater than or equal to 3 acres: 70%	Front: 70 Side: 15 Rear: 30	50

**§ 175-17.1. OB Office Buffer District. [Added 10-13-1999 by Ord. No. 99-369; amended 1-25-2006 by Ord. No. 2006-465; 5-28-2008 by Ord. No. 2008-496; 3-27-2013 by Ord. No. 2013-548]**

- A. Specific intent. In addition to the general goals listed in § 175-2, it is the purpose of this section to achieve the following:
- (1) To allow office development to occur in appropriate locations within the Township.
  - (2) To establish a zoning district which will serve as a buffer between major highway corridors and established residential neighborhoods.
  - (3) To avoid the problems associated with highway-oriented development by encouraging professional office development to occur in a manner which implements sound highway corridor planning approaches.
  - (4) To minimize access points to collector and arterial roads.
- B. Use regulations. **[Amended 5-25-2016 by Ord. No. 2016-570]**
- (1) Uses by right. In any OB District, land and structures may be used only for the uses shown in Table 1.
  - (2) Accessory uses. The uses shown in Table 1 shall be permitted as accessory uses within the Office Buffer District.
  - (3) Conditional uses. The uses shown in Table 1 shall be permitted as conditional uses within the Office Buffer District. The procedures outlined in § 175-42 shall be followed in the review of any conditional use application by Patton Township.
- C. Prerequisites for review and approval. All uses shall comply with the provisions of § 175-48, Site plan requirements and procedures, and Chapter 147, Stormwater Management, prior to the issuance of a permit to occupy or use any lot located within this district.
- D. Area and bulk regulations. The regulations shown in Table 1 shall be observed. In addition, the following regulations shall also apply:
- (1) Parking areas and driveways are prohibited from the side and rear setback areas adjacent to R-1, R-2, or A-1 Zoning Districts.

- (2) (Reserved).
- (3) **Maximum impervious coverage: 55%.** The developer may utilize up to 60% of the property for impervious coverage, provided that an enhanced plan for stormwater management meeting the following standards is provided and approved by the Township:
- (a) Detain the one-year, twenty-four-hour design storm using the SCS Type II distribution. Provisions shall be made to ensure the one-year storm takes a minimum of 24 hours to drain from the facility from a point where the maximum volume of water from the one-year storm is captured (i.e., the maximum water surface elevation is achieved in the facility). Release of water can begin at the start of the storm (i.e., the invert of the water quality orifice is at the invert of the facility). The design of the facility shall consider and minimize the chances of clogging and sedimentation potential.
  - (b) To accomplish the above, the land developer may submit original and innovative designs to the Township Engineer for review and approval. Such designs may achieve the water quality objectives through a combination of Best Management Practices (BMPs).
  - (c) Where appropriate, BMPs should encourage infiltration to reduce detention volumes and recharge groundwater. A geologic evaluation of the project site shall be performed to determine the suitability of recharge facilities. The evaluation shall be performed by a qualified geologist and/or soil scientist, and, at a minimum, address soil permeability, depth to bedrock, susceptibility to sinkhole formation and subgrade stability. The design of all facilities over limestone formations shall include measures to prevent groundwater contamination and sinkhole formation.
  - (d) In selecting the appropriate BMPs, the land developer shall consider the following:
    - [1] Total contributing area.
    - [2] Permeability and infiltration rate of the site soils.
    - [3] Slope and depth to bedrock.
    - [4] Seasonal high-water table.

[5] Proximity to building foundations and wellheads.

[6] Erodibility of soils.

[7] Land availability and configuration of the topography.

E. Off-street parking regulations. The off-street parking regulations contained in § 153-38 of the Patton Township Subdivision and Land Development Ordinance shall apply to all developments within the Office Buffer District. In addition, the following requirements will apply:

(1) In calculating the number of parking spaces required for uses within the Office Buffer District, all interior areas used for stairways, elevators and any unfinished space used for storage shall be excluded from the gross floor area calculation.

(2) The following regulations will apply to loading and unloading areas in the Office Buffer District:

(a) Loading and unloading space for one vehicle shall be at least 12 feet wide, 45 feet long and shall have at least a fourteen-foot vertical clearance.

(b) Loading and unloading spaces shall have paved surfaces to provide safe and convenient access during all seasons.

(c) Loading spaces shall not be constructed within an area bounded by a triangle 25 feet on each side, measured from the joining point of street lines, in such a manner as to obstruct vision.

(d) Required off-street parking spaces shall not be used for loading and unloading purposes except during hours when business operations are suspended.

(e) Loading and unloading shall occur only between the hours of 7:00 a.m. and 9:00 p.m.

F. Conduct of business within the Office Buffer District. **[Amended 5-25-2016 by Ord. No. 2016-570]**

(1) Businesses within the Office Buffer District may be open to the public between the hours of 7:00 a.m. and 9:00 p.m.

(2) A health/fitness center may open to the public beginning at 5:30 a.m. for scheduled appointments, including exercise classes that require pre-registration, for no more than 30

patrons. Additionally, to be eligible to open at 5:30 a.m., the building and parking field must be sited such that the building is located between the parking field and adjacent residential uses outside the Office Buffer District.

- (3) All business activity within the Office Buffer District shall be conducted within the building on the site. Any outdoor storage of business materials or supplies is prohibited.

G. Design and landscaping controls.

- (1) The buffer yard requirements contained in § 175-40A, Tables 3, 4 and 5, shall apply to all developments within the Office Buffer District, with the exception that Buffer Yard C shall be implemented when the Office Buffer District is adjacent to any residential use or zoning district.
- (2) At least 50% of required tree plantings within the buffer yard area be conifers to ensure an effective all-season buffer.
- (3) The off-street parking landscaping requirements contained in § 153-38 shall apply to all developments within the Office Buffer District.
- (4) Existing trees, hedgerows and other community assets and landmarks shall be preserved and incorporated into the design of the development. It shall be the responsibility of the applicant to demonstrate to the Township the need for existing trees, hedgerows and other community assets to be removed during development.
- (5) Development plans shall be designed to minimize grading and other changes to the natural terrain. All graded slopes shall blend with the surrounding terrain and development.
- (6) Any development which exceeds 110% of the minimum number of parking spaces required by the Township ordinance must provide a satisfactory plan to the Township which employs enhanced landscaping and architectural features. These enhancements shall include two or more developer-selected items from the list of approved enhancements maintained by the Township. At least one enhancement shall be taken from each of the two categories, Landscaping and Architectural/Other, on the list.
- (7) To ensure that the goals of the Office Buffer District are addressed, access to properties shall be provided as follows:

- (a) Nonresidential uses shall only be permitted access from arterial streets or streets of lesser classification which intersect with arterial streets.
- (b) Access to parcels shall be provided according to the following hierarchy:
  - [1] To streets of lesser classification which intersect with the arterial street.
  - [2] Directly to the arterial via a driveway shared with an adjacent property.
  - [3] Directly to the arterial with the specific location and design determined by best engineering practices.
- (8) If more than 50% but less than 75% of the required off-street parking is located at the rear of the building, Buffer Yard D will be required. If more than 75% of the required off-street parking is located at the rear of the building, Buffer Yard E will be required.
- (9) All portions and sides of buildings located within the office district that have sides and walls visible from the arterial corridor and adjacent residential properties shall utilize the same materials that are used on the designated front of the building.



<p align="center"><b>Table 1</b>  <b>OBD Uses</b>  <b>(§ 175-17.1B)</b>  <b>[Amended 5-25-2016 by Ord. No. 2016-570]</b></p>				
<b>Permitted Uses</b>	<b>Accessory Uses</b>	<b>Conditional Uses</b>	<b>Special Exceptions</b>	<b>Prohibited Uses</b>
Professional offices	Coffee house, juice bar or other similar retail service intended to serve the patrons of the primary use(s) in a building	Community centers		Outside kennels
Churches and other places of worship		Photographic studios		
Parish houses and convents		Veterinary offices		
Medical offices		Duplexes and townhouses consistent with allowable density in adjacent zoning district		
Dental offices				
Opticians and optical goods				
Public libraries and museums				
Art galleries		Dance studios		
Reading rooms		Health/fitness centers		
Single-family dwellings consistent with allowable density in adjacent zoning district				

<b>OBD Area and Bulk Regulations</b>					
<b>(§ 175-17.1D)</b>					
<b>Minimum Lot Size</b>	<b>Minimum Lot Width at Right-of-Way Line (feet)</b>	<b>Adjacent Zoning District</b>	<b>Setbacks (feet)</b>		
			<b>Front</b>	<b>Side</b>	<b>Rear</b>
n/a	300	A1 (Rural), R1 (Rural Residential)	25 <sup>1</sup>	50	70
	150 if access is provided by means of a driveway with an adjacent property	All Commercial, Office Buffer, and Industrial	45	15	35
		All other districts	45	35	35
<b>Maximum Lot Coverage</b>					
n/a					
<b>Maximum Impervious</b>					
55%; 60% with enhanced stormwater					
<b>Maximum Height</b>					
45 feet except where building is within 90 feet of an adjacent R-1, R-2, or A-1 Zoning District, in which instance the maximum building height shall be equal to the permitted maximum building height of the adjacent R-1, R-2, or A-1 Zoning District					
<b>Maximum Length of Any Building in Any Direction</b>					
Shall not exceed 1/2 of the depth of the lot from the front yard property line to the rear yard property line bordering public rights-of-way					
<b>Minimum Distance Between Any Two Buildings on Any Lot</b>					
Shall be not less than twice the height of the tallest of the two buildings or 30 feet, whichever is greater					

**§ 153-38. Off-street parking regulations. [Amended 7-25-1990 by Ord. No. 90-225; 1-2-2001 by Ord. No. 2001-384]**

Off-street parking shall be provided to adequately serve various uses within the Township. Each required off-street parking space shall be at least nine feet wide and 18 feet long if set at an angle to the access aisle or eight feet wide and 24 feet long if parallel to the access aisle. The length of parking spaces may be reduced up to two feet if an equal amount of vehicle overhang length is provided beyond the end of the paved space. At the discretion of the Township, parking spaces at an angle of 30° or less may have stall widths with a minimum of 8.5 feet. Handicapped parking spaces shall not be less than 12 feet in width. Parking stall spaces shall be an approved paved surface, shall be adequately marked and shall have safe and convenient access in all seasons. There shall be no angled areas within 15 feet of a public street.

A. Automobile parking space. There shall be provided at the time of construction of any new main building, or at the time any existing main building is enlarged or increased in capacity, minimum off-street parking space with adequate provision for ingress and egress by standard-sized automobiles, as stated in the following sections:

B. Parking space for dwellings.

(1) In all single-family residential districts there shall be provided, either in a private garage or on the lot, space for the parking of two automobiles for each dwelling unit. In multifamily residential zoning districts where the street width is greater than or equal to 28 feet there shall be provided at least two spaces per dwelling unit. Where the street width is less than 28 feet, 2.3 spaces per dwelling unit shall be provided to accommodate visitor parking.

(2) For congregate housing such as a group house or halfway house, off-street parking shall be provided as follows: one space per two persons based on maximum design capacity.

(3) The required parking spaces shall be laid out to permit a motor vehicle to proceed to and from all unoccupied spaces without moving other parked vehicles.

C. Parking space for nonresidential uses.

(1) Required off-street parking for new construction, enlargement or change in use shall be as listed below. Any portion of a building used for office, retail or restaurants

require the parking as pertains to each use, as if it were a freestanding use. Commercial Uses in the C-2 (Planned Commercial) District must also comply with the requirements of Subsections C(1)(a) and (b). **[Amended 11-18-1998 by Ord. No. 98-359; 5-28-2008 by Ord. No. 2008-496]**

- (a) Threshold for additional improvements. Planned Commercial (C-2) land development plans that do not provide the improvements required in Subsection C(1)(b) shall not exceed 110% of the minimum number of parking spaces required.
- (b) Additional improvements required to exceed threshold.

[1] The developer of a C-2 property may exceed the threshold value established in Subsection C(1)(a) if a satisfactory plan employing enhanced landscaping, architectural features and/or an enhanced stormwater management plan meeting the requirements of Chapter 175, Zoning, § 175-17D(9) (C-2 Planned Commercial District; maximum impervious coverage) is accepted by the Township.

[2] The enhancements shall include two or more developer-selected items from the list of approved enhancements maintained by the Township. At least one enhancement shall be taken from each of the two categories, Landscaping and Architectural/Other, on the list. If an enhanced stormwater management plan is required for a development under Chapter 175, Zoning, § 175-17D(9) (C-2 Planned Commercial District; maximum impervious coverage), it shall be allowed as one of the items to satisfy the requirements of this section.

[3] The threshold for mixed-use developments shall apply to the development as a whole and be calculated from the minimum requirements for all uses within the development.

<b>Use</b>	<b>Parking Spaces Required</b>
<b>Commercial Uses</b>	
All business and commercial establishments, except those specified below.	1 per 250 square feet of gross floor area
Banks and financial institutions	1 per 250 square feet of gross floor area
Bowling alleys, miniature golf	5 per alley, 2 per golf tee
Car wash	4 per wash bay
Convenience stores	1 per 250 square feet of gross floor area
Eating and drinking establishments (not taverns)	1 per 50 square feet of gross inside seating area plus 1 per 100 square feet of outside seating area
Furniture stores, appliance stores	1 per 400 square feet of gross floor area
Gasoline service stations	1 per pump plus 2 spaces for each service bay
Hotels and motels	1 per room and 1 per 100 square feet of gross floor area for restaurants and meeting rooms
Medical, dental and veterinary offices	1 per 200 square feet of gross floor area
Mortuary/funeral homes	1 per 3 seats based on maximum design capacity
New and used motor vehicle, manufactured home and trailer sales and rental lots	1 per 400 square feet of gross floor area and 1 per 3,000 square feet of outside sales area
Professional and public administration offices	1 per 250 square feet of gross floor area
Retail stores	1 per 250 square feet of gross floor area

<b>Use</b>	<b>Parking Spaces Required</b>
Taverns	1 per ewvery 3.3 persons of the establishment's maximum capacity in persons
Theaters	1 per 3 seats

**Industrial Uses**

All industrial uses, except those listed below	3 per 1,000 square feet of gross floor area
Warehouse, storage and wholesale establishments	1 per 2,000 square feet of gross floor area

**Public, Quasi-Public and Miscellaneous**

Auditorium, gymnasium	1 per 3 seats based on maximum design capacity
Community Center and rehabilitation center	1 per 3 persons based on maximum design capacity
Churches and other places of worship	1 per 3 seats based on maximum design capacity
Elementary and middle schools	1 per 600 square feet of gross floor area
Golf courses	4 per hole, driving ranges, 2 per tee
Hospitals	3 per bed
Institutions of higher education including business and vocational schools	1 per 3 students based on maximum design capacity
Nursing or convalescent homes	trade 0.5 per bed
Personal care boarding home for adults	1 per 2 occupants based on maximum design capacity
Private clubs, lodges	1 per 3 persons based on maximum design capacity
Secondary schools	1 per 500 square feet of gross floor area

**Table 1.2 Patton Township Park and Bicycle/Pedestrian Path Inventory - continued**

Classification	Park	Size (acres)	Location	Amenities	Maintained by
Community	Bernel Road Park	74.36	2501 Bernel Rd. State College, PA	play equipment, tot and older age swings, spring riders, tennis courts, disc golf course, pavilion, paved perimeter walking path, benches and tables	CRPR
	Circleville Park	37.69	3225 Circleville Rd. 200 Little Lion Drive State College, PA	play equipment, tot and older age swings, spring riders, 2 full size basketball courts, youth ballfield, adult ballfield, soccer field, disc golf course, drinking fountain, paved perimeter walking path, 3 pavilions and 1 pavilion with fireplace, 2 bocce courts, benches and tables	CRPR
Bicycle/Pedestrian Paths (Linear Park)	BCRT, Toftrees to Arboretum Lands	0.9 mile			Patton Twp.
	BCRT, Toftrees to Cedar Cliff	1.3 mile			Patton Twp.
	BCRT, Spur to Lions Hill Road	0.5 mile			Village at PSU
	Circleville Road Bike Path	1.0 mile			Patton Twp.
	Gray's Woods Path, Gray's Woods Park to Ghaner Road	2.0 mile			Patton Twp.
	Marjorie Mae Park Path	0.1 mile			Patton Twp.
	Meeks Lane to Paul Joseph Drive	0.3 mile			Patton Twp.
	Pantops Path	0.6 mile			Patton Twp.
	Valley Vista Shared Use Path	1.2 mile			Patton Twp.
Natural Recreation Area	Patton Woods	62.70	2950 Circleville Rd. State College, PA	Nature trails and benches with the following permitted uses: (1) 24-hour use (2) Dogs are allowed off-leash, under Owner control (3) Hunting is permitted from Sept. 16 - Jan. 31 and prohibited from Feb. 1 - Sept. 15 each year.	Patton Twp.
Open Space	North Atherton Green	3.16			
	Northbrook Green	1.88			



Patton Township Property

2006 Rezoning request

Current Rezoning request

Properties to be considered for this rezoning request

100 18-024-003-0000 2545 18-009-025-0000 2501 18-009-023-0000 2477 2411 18-009-022-0000 2365 18-024-011-0000 18-024-012-0000 18-009-219A,0000 101 18-009-219-0000 2303 18-009-021-0000 2221 18-009-029-0000 406 404 412 418 424 430 436 442 448 454 480 474 461 579 591 585 560 466 455 554 548 542 536 609 615 621 627 633 639 584 578 572 460 454 449 443 437 419 425 413 437 472 474 476 478 480 482 484 486 488 490 492 494 496 498 500 502 504 506 508 510 512 514 516 518 520 522 524 526 528 530 532 534 536 538 540 542 544 546 548 550 552 554 556 558 560 562 564 566 568 570 572 574 576 578 580 582 584 586 588 590 592 594 596 598 600 602 604 606 608 610 612 614 616 618 620 622 624 626 628 630 632 634 636 638 640 642 644 646 648 650 652 654 656 658 660 662 664 666 668 670 672 674 676 678 680 682 684 686 688 690 692 694 696 698 700 702 704 706 708 710 712 714 716 718 720 722 724 726 728 730 732 734 736 738 740 742 744 746 748 750 752 754 756 758 760 762 764 766 768 770 772 774 776 778 780 782 784 786 788 790 792 794 796 798 800



## **Data Collected for Rezoning of 474 & 480 Douglas Drive from Residential (R-2) to Commercial (C-1)**

\*Assuming the parcels will be consolidated (lot consolidation plan required)

Site area = 0.75 acres                      32,670 square feet

Maximum building coverage, per Patton Township Code §175-16D, <3 acres = 30%

9,801 square feet, maximum

Probable building coverage for fast food with drive-thru, using 7% of site - same used by Chick-Fil-A and Taco Bell

2,287 square feet

Compare to Chick-Fil-A = 4,317 square feet and Taco Bell = 2,558 square feet

Using ITE Trip Generation Manual, 10th Edition

Fast food, with drive-thru                      32.87 trips per      1,000 GFA (gross floor area)

76 additional trips per hour (Peak PM)

### **Office Buffer (OB) Calculation**

17969 sf, maximum impervious area @ 55%, includes building and parking (§ 175-17.1)

300 ft, required frontage on Douglas Drive (§ 175-17.1D)

195 ft, actual frontage on Douglas Drive \*would require a variance\*

### **Additional Considerations:**

Property owner @ 2300 N Atherton has asked for re-zoning to C-1 in the past  
(currently also R-2)

Parcel Area = 1.26 acres

Possibility exists to combine lots for access onto N Atherton? Need PennDOT HOP

**Harter, Nicole**

---

**From:** Tomasz Letowski <tolima2@verizon.net>  
**Sent:** Thursday, March 25, 2021 12:40 AM  
**To:** Zoning  
**Subject:** 474 Douglas Drive

Good Morning,

Please send me a direct link to attend the Zoom meeting re 474 Douglas Drive re-zoning.  
Thank you,

Tom Letowski



Virus-free. [www.avast.com](http://www.avast.com)

**Harter, Nicole**

---

**From:** Knobloch, Cheryl <cik5@psu.edu>  
**Sent:** Wednesday, March 24, 2021 7:53 PM  
**To:** Zoning  
**Subject:** Patton Township Planning Commission - Zoom link request (April 5)  
  
**Importance:** High

Dear Patton Township Planning Commission,

I'm contacting you to request a Zoom link to the **Patton Township Planning Commission Meeting** on Monday, April 5<sup>th</sup> at 4:30 pm.

I received the notice of proposed re-zoning in the mail today. **I am adamantly opposed to the rezoning** of the two parcels at 474 Douglas Drive and I am interested to listen to the discussion. I will need to leave the meeting at 5:30 pm to run a Penn State evening meeting.

**I have been a resident of North Oak Lane (near Douglas Drive) for 33 years and I am absolutely opposed to the proposed re-zoning.** Several years ago the same parcel had proposed rezoning and we circulated a petition to provide evidence of community opposition.

If this action proceeds to a public hearing, would you please advise residents on an acceptable way to collect signatures during the pandemic? I don't think it is safe to canvas neighborhoods like we did in the 1990s in view of important social distancing guidelines.

Sincerely,

Cheryl Knobloch  
2090 N. Oak Lane  
State College, PA

**Harter, Nicole**

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**From:** Sandi Duverneuil <smduverneuil@gmail.com>  
**Sent:** Friday, March 26, 2021 4:44 PM  
**To:** Zoning  
**Subject:** Request for Zoom Link for Rezoning Meeting -- 474 & 480 Douglas Dr

To Whom It May Concern:

I hereby request the Zoom link for the rezoning meeting scheduled for April 5, 2021 regarding 474 and 480 Douglas Drive.

I am interested in hearing what the proposed plans are for the parcels.

Thank you in advance,  
Sandra Duverneuil, Patton Township resident.

Tel: 301-204-3713

**From:** [Harter, Nicole](mailto:Harter, Nicole)  
**To:** [derickson@twp.patton.pa.us](mailto:derickson@twp.patton.pa.us); [Pollock, Nicole](mailto:Pollock, Nicole)  
**Cc:** [Castrechini, Alexandra](mailto:Castrechini, Alexandra); [Soder, Kenneth](mailto:Soder, Kenneth); [Casson, Stephen](mailto:Casson, Stephen)  
**Subject:** FW: Proposed Rezoning From R-2 to C-1  
**Date:** Monday, March 29, 2021 4:27:44 PM

---

FYI

Regards,

*Nicole D. Harter*

**Public Works Secretary**

Patton Township  
100 Patton Plaza  
State College, PA 16803  
(814) 234-0271 – Office  
(814) 238-7790 – Fax  
[nharter@twp.patton.pa.us](mailto:nharter@twp.patton.pa.us)  
<http://twp.patton.pa.us>

**Report non-emergency issues to:**  
<http://seeclickfix.com/patton-township>

---

**From:** SCOTT MERRILL <[sem8088@comcast.net](mailto:sem8088@comcast.net)>  
**Sent:** Monday, March 29, 2021 4:23 PM  
**To:** Zoning <[zoning@twp.patton.pa.us](mailto:zoning@twp.patton.pa.us)>  
**Cc:** Scott Merrill <[sem8088@comcast.net](mailto:sem8088@comcast.net)>  
**Subject:** Proposed Rezoning From R-2 to C-1

To Whom it may Concern;

My wife and I live on North Oak Lane, 2100 block and travel on Douglas Drive at the intersections of N Atherton St, almost every day. I have lived here all my life growing up in the home that we currently own now.

We are strongly against the rezoning of this property located at the intersection of Douglas Drive and N Atherton St. There are already too many businesses in this area, and traffic gets worse and worse every year. With each new business in this area, traffic gets heavier and heavier on our street all the time.

With such, we request that this not be passed. If you have any questions, feel free to contact us. My cell is below

Scott Merrill  
(814)574-2410  
[sem8088@comcast.net](mailto:sem8088@comcast.net)

**From:** [Harter, Nicole](#)  
**To:** [Erickson, Douglas](#); [Castrechini, Alexandra](#); [Soder, Kenneth](#); [Casson, Stephen](#); [Nicole Pollock](#)  
**Subject:** Fwd: Rezoning Request for 474 & 480 Douglas Drive to be Discussed at April 5th Meeting at 4:30 PM  
**Date:** Thursday, April 1, 2021 7:35:47 AM

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Sent via the Samsung Galaxy S8+, an AT&T 5G Evolution capable smartphone  
Get [Outlook for Android](#)

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**From:** Thomas Mcclary <ta.mcclary1@verizon.net>  
**Sent:** Thursday, April 1, 2021 1:23:04 AM  
**To:** Zoning <zoning@twp.patton.pa.us>; Thomas Mcclary <ta.mcclary1@verizon.net>  
**Subject:** Rezoning Request for 474 & 480 Douglas Drive to be Discussed at April 5th Meeting at 4:30 PM

To: The Patton Twp. Planning Commission  
From: Thomas A. McClary, 448 Sylvan Drive, State College, PA 16803-1514  
Re: Rezoning Request from R-2 to C-1 for 474 & 480 Douglas Drive

To Whom It May Concern:

Since I cannot attend your meeting on April 5th via Zoom, I am responding to the notification I recently received with this e-mail as recommended. I STRONGLY URGE YOU TO NOT RECOMMEND TO THE BOARD THAT THIS REZONING REQUEST BE GRANTED FOR THREE ADVERSE IMPACT REASONS: TRAFFIC, ENVIRONMENT, AND RESIDENTIAL PROPERTY VALUES ON E. HILLSIDE AVE. AND SYLVAN DRIVE.

For all three of the above reasons, my great concern is that granting this rezoning request will create a precedent for the owners of the other parcels on the west side of North Atherton between 474 & 480 Douglas and the Lutheran church at the top of the hill. This is one of only a few stretches of undeveloped property from the I-99 interchange to downtown, and I worry that once a change is started there will be no looking back. So, what are the problems potentially begun?

First, going south from the intersection of Valley Vista and N. Atherton, the stop light at Douglas is the first obstacle to traffic flow after drivers pass the church--and people do NOT obey the speed limit. The potential of more commercial establishments on that side of the street could cause more accidents AND more congestion.

Second, the Park Forest development is one of the oldest and most popular in the State College region. And why? Because of the trees. The commercial creep up that side of N. Atherton would deprive this neighborhood of one of its last remaining large stands of woods. Also, it would adversely affect the habitat for any number of animals: for example, I have a nest of golden eagles about fifty or so feet from the back of my house atop a tall tree; I regularly have gray foxes in my back yard at night as well. And of course, there are the deer. Where do you think THEY will go if they have no more woods to pass through from Scotia in the spring and fall? Sure, they'll show up more in my yard and eat the roses, but they would do that anyway. I guarantee you more of them will end up on N. Atherton, too. At night. Crossing in front of cars going 45+. So, there's another traffic issue for you.

Finally, I am truly concerned that any commercial expansion up this side of the four-lane will negatively impact the property values of the homes at the end of E. Hillside and of the homes closest to N. Atherton on Sylvan. My closest frame of reference for you is that stretch of North Oak that parallels the section of N. Atherton from the Verizon/Starbucks/Kranichs complex down to Chick Filet. If you're looking for a place to live, do you want a fast food place on the other side of your back yard or a big stretch of trees?

N. Atherton has become noisy enough as it is in the summer when I have all my windows open--I don't like to think what it would look and sound like if the forest disappeared. Patton Twp. gets revenue from the transfer fee whenever a property sells: it is in its interest to make sure those sale prices stay high. If a neighborhood or street is no longer desirable, that will not happen.

I am not unsympathetic to the situation the owner of these parcels is in. I suspect it has become increasingly hard to find tenants who are willing to live that close to such a busy road. And I can understand that Patton Twp. is always on the look out for ways to expand its tax base. Government services are not cheap, and the Township does a fine job taking care of its responsibilities. However, it seems to me that the Township is also facing a crucial period in its history. The reason so many people want to live in this particular township is that there is still a balance between development and green space. But the green spaces are disappearing fast (think of Toftrees Ave. in the past five years), and if the township does not see fit to preserve at least some of what is still undeveloped, I fear that the township might NOT be the place folks want to be any more.

Respectfully submitted,

Thomas A. McClary

# The Centre Region Comprehensive Plan

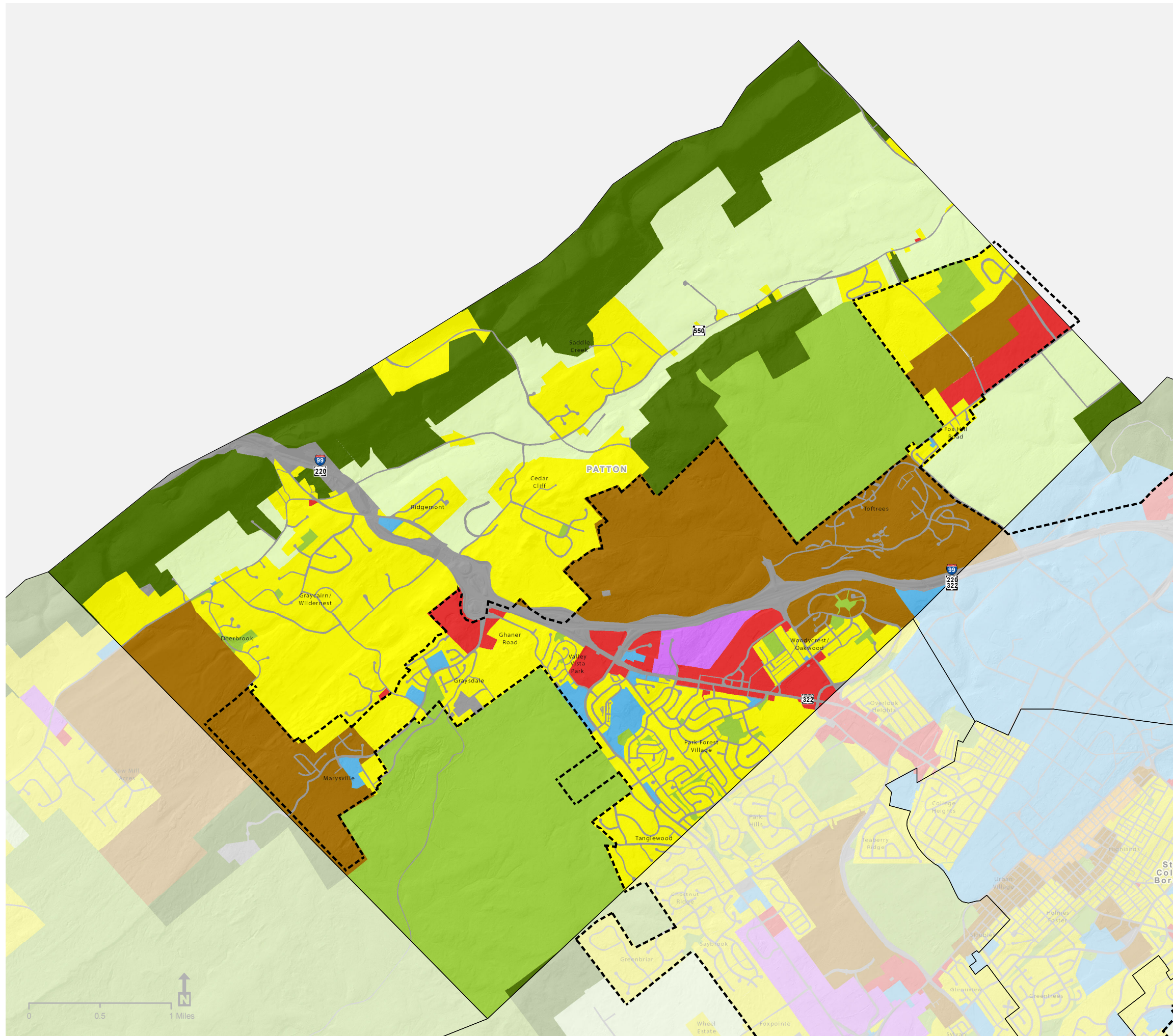
## Future Land Use Patton Township

### Future Land Use

- Agriculture
- Commercial/Office
- Downtown District
- Forest
- Industrial/Office
- Mixed Use
- Parks/Recreation/Conservation
- Public/Institutional
- Residential
- Transportation/Communication/ Utilities

### Regional Features

- Regional Growth Boundary/ Sewer Service Area
- Municipal Boundary



Projection: PA State Plane NAD 83, North Zone  
 Prepared by: Steven Arnold - Geospatial Technology Program  
 at Penn State for the Centre Regional Planning Agency  
 Date: 7/22/2013

Data Source: Centre County GIS, USGS, The Centre Regional  
 Planning Agency, Geospatial Technology Program at Penn State.







PATTON TOWNSHIP  
CENTRE COUNTY, PENNSYLVANIA

## Patton Township Housing Task Force

*Exploring Affordable Housing Options that Promote Smart Growth and Development*

People --- Needs --- Resources --- Challenges --- Future Thinking --- Recommendations  
*Who? What? Where? Why Not? When? How?*

### **Housing Task Force Meeting of March 16, 2021 Report to Patton Township Board of Supervisors Patton Township Planning Commission and Patton Township Citizens**

Sixteen members of the Patton Township Housing Task Force met by zoom for a two-hour meeting from 3 to 5 pm on Tuesday March 16, 2021. *You are invited to persevere through this long, detailed report – almost an “Affordable Housing 101” review-- because it documents key issues at the heart of the Housing Task Force research and work this year. Thank you for learning along with us.*

#### **Presenter: Andy Haines Speaking on Affordable Housing**

Andy Haines, Executive Vice President of Gatesburg Road Development, presented an in-depth assessment of Affordable Housing issues. His presentation addressed multiple aspects of Affordable Housing including:

- Its history and its negative image
- Its major types (single family and multi-family) and the problems with single family funding
- “Section 8” funding and Low Income Housing Tax Credits (LIHTC)
- The “Area Median Income” (AMI) for Centre Region residents (used to calculate affordability)
- “Inclusionary zoning” and “Fee In Lieu Of”
- Challenges to Affordable Housing including NIMBYism and land and building costs

He has worked in the S and A Homes Corporate Office for 22 years where he specializes in Affordable Housing. In 2017, the S and A Home’s Affordable Housing Division branched off to create a company called Gatesburg Road Development.

He has developed:

- Both sale and rental housing
- 25 LIHTC projects (Low Income Housing Tax Credits)
- 1000 units under management
- 5 for sale developments that created affordable housing

His local projects include:

- 108 senior units in Stonebridge Senior Apartments on Bristol Avenue, State College
- 80 units in Pleasant Hills Apartments, Pleasant Gap
- Waupelani Heights, Waupelani Drive, State College
- Yorkshire Village, Southgate Drive, State College
- Beaver Heights, on Bishop Drive behind Bellefonte High School, Bellefonte
- Fox Hill Senior Apartments on Benner Pike, Bellefonte

Older local examples of “affordable housing” (built prior to 1986) include:

- Brockerhoff House in Bellefonte—owned by Centre County Housing Authority
- Mount Nittany Apartments behind Hills Plaza on South Atherton
- Beaver Farm Apartments
- Spring Creek estates, Pleasant Hills Estate in Pleasant Gap

### **The Problems of Affordable Single Family Housing Development Today**

Generally **single family affordable housing needs substantial funding to offset the cost or to balance the market.**

**In State College, it typically costs almost \$300,000 to build a house.** You can sell it for over \$300,000 so as a home builder that’s a good thing-- I don’t have to use subsidy.

But if I go 20 minutes outside this town or near Tyrone or between here and Altoona it still costs me probably \$250,000 to build a house but I necessarily can’t sell that house in that area for \$250,000 because the comparables in that area don’t match. The bank won’t lend if the comparables (the other houses in your neighborhood) are less than what you’re going to build it for. No one wants to be the one to build the highest cost house surrounded by lower cost houses.

So there’s two problems of affordable single family housing development:

One is State College where the cost is very high but the market is here. So you have a problem of how you get people who can’t afford a \$300,000 house into a “for sale” house.

Then there’s the problem of communities outside of State College and some urban areas where your housing market is severely under the cost of the housing.

So in either of these situations there’s **very limited funding available** to offset the difference in the housing affordability and the housing cost. There are some local or state programs. Some states like California or Massachusetts or Colorado have very strong single family development housing programs but Pennsylvania does not.

That is a struggle of how to find the funding sources to make a “for sale” housing affordable.

In multi-family developments, the “Low Income Housing Tax Credit” does that (see next page.) The housing credit basically provides us the gap between what we can afford in rentals and what it costs us to build.

**For Multi-Family Developments: Low Income Housing Tax Credit-- LIHTC**

Low Income Housing Tax Credit (LIHTC) is the largest multi-family housing financial provider. It is the most successful affordable rental production program in US history, providing 80,000 units annually.

This is our main source of developing Affordable Housing right now. We typically do family projects or senior projects (for people over 55 or over 62). Our project in Ferguson Township-- Stonebridge Apartments—that’s an \$11 million project. We built 50 units. We used a combination of conventional debt and equity from Low Income Housing Tax Credits to fund that development.

For those tax credits we are required to rent to people who have less than 60 percent Area Median Income (AMI) (see next page for AMI details). Our rents for Stonebridge (which we tier range) are from \$360 to \$900 per month for a two bedroom, well below the current market. Pennsylvania requires that units be affordable for 40 years.

The tax credits bring corporate investors into the affordable housing community and they come and inspect their projects four times a year. Pennsylvania gets about \$30 million in tax credits per year. It’s a very competitive process. The tax credits are allocated based on scoring criteria. Here in Pennsylvania they look at energy efficiency. Are you close to services, grocery, bus stops, schools, parks?. Does the community support it? And what amenities do you give to the residents? Those amenities determine how the project is funded.

**The state also looks at the need and State College and Centre County are identified by the state as having a tremendous need.**

## Background of LIHTC

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Section 42 of the Internal Revenue Code introduced in Tax Reform Act of 1986

Brings private corporate investors into the affordable housing market

Replacement to direct development subsidy to developers from HUD projects- Most successful affordable rental production program in US history

Largest Multi Family Housing Financing Provider- 75-80k units annually, creating 100,000 jobs annually, adds \$7.1 b in income and very bipartisan.

Tax Credits to incentivize “widely held C- Corps, larger institutional investors” to affordable housing

Passive Loss Rules limit the impact of these credits to larger corporations

## Basic Tenets of LIHTC

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Must provide housing for households with less than 60% Area Median Income

Affordable for 15-45 years, depends on state

Strict compliance regulations by HFA

Must have project complete within 2 years of credit award

All rental, though Lease Purchase provision by Year 15

Each State HFA allocates credits in varying fashions

Scoring criteria allocate credits

- Points awarded for energy efficiency
- Proximity to services
- Community support
- Amenities to residents
- Supportive Services

In PA, 1/3- ¼ applicants receive credits

2020- 90 applicants, 36 awards

**HUD Area Median Income (AMI)**

Every housing funding source that is utilized presently by for sale and rental basically starts with the HUD\* Area Median Income (AMI) This is the income level used as the “base” for calculating affordability.

**For Centre County, the HUD Area Median Income for a family of four is \$88,700 for the entire county,** It’s adjusted for family size. Every county has its own AMI. Most funding resources require 80 percent or less of AMI. A lot of inclusionary housing projects go up to 125% of AMI.

To figure out the rent take 30 percent of their gross income. Anything they are paying over that for rent is determined to be “housing or rent burdened.” For instance a family earning \$24,000 per year (or \$2,000 a month): 30 percent of that would be \$600 a month for rent. If the family is paying \$1,000 a month for rent that \$400 difference would be considered “rent burdened”.

\*HUD== Department of Housing and Urban Development, established in 1965, that administers federal aid to local housing agencies that manage housing assistance programs.

## Where to start....HUD Area Median Income

Centre County	Family Size							
	1	2	3	4	5	6	7	8
Area Median Income	\$ 62,090	\$ 70,960	\$ 79,830	\$ <b>88,700</b>	\$ 95,796	\$ 102,892	\$ 109,988	\$ 120,632
Adjusted	120% \$ 74,508	\$ 85,152	\$ 95,796	\$ 106,440	\$ 114,955	\$ 123,470	\$ 131,986	\$ 144,758
	110% \$ 68,299	\$ 78,056	\$ 87,813	\$ 97,570	\$ 105,376	\$ 113,181	\$ 120,987	\$ 132,695
	<b>80% \$ 49,672</b>	<b>\$ 56,768</b>	<b>\$ 63,864</b>	<b>\$ 70,960</b>	<b>\$ 76,637</b>	<b>\$ 82,314</b>	<b>\$ 87,990</b>	<b>\$ 96,506</b>
	<b>60% \$ 37,254</b>	<b>\$ 42,576</b>	<b>\$ 47,898</b>	<b>\$ 53,220</b>	<b>\$ 57,478</b>	<b>\$ 61,735</b>	<b>\$ 65,993</b>	<b>\$ 72,379</b>
	<b>50% \$ 31,045</b>	<b>\$ 35,480</b>	<b>\$ 39,915</b>	<b>\$ 44,350</b>	<b>\$ 47,898</b>	<b>\$ 51,446</b>	<b>\$ 54,994</b>	<b>\$ 60,316</b>
	<b>40% \$ 24,836</b>	<b>\$ 28,384</b>	<b>\$ 31,932</b>	<b>\$ 35,480</b>	<b>\$ 38,318</b>	<b>\$ 41,157</b>	<b>\$ 43,995</b>	<b>\$ 48,253</b>

## Area Median Income....

All local, state, federal and most not for profit funding sources uses the HUD Area Median Income as the “base” for calculating affordability.

County Level- each County has its own HUD AMI

Housing burdened- HUD (and other programs) use 30% of the Gross Income for determining proof of burden

i.e. Family earns \$24,000 per annum.  $\$24,000/12 = \$2000 \times 30\% = \$600$ . Anything the family pays over this they are “rent burdened”

Most funding programs target 80% AMI or less. Some Inclusionary Zoning programs go up to 125% AMI

## Confronting the “negative image” of Affordable Housing

A negative image lingers from the history of Affordable Housing.

The year 1937 was the start of the initiative to create large housing projects that are federally funded. (Addressing housing hardships caused by the Great Depression). The focus of that time was on high density developments that also removed blight in urban areas.

*The Death and Life of Great American Cities*, written in 1961 by urban planner and pioneer Jane Jacobs decried the negative impact of these large density subsidized housing projects on neighborhoods and small towns

People began to realize that 1,000 units like Cabrini-Green (the former Chicago public housing project) or the four or five story housing buildings in any moderate size city in Pennsylvania that was funded through a direct loan or housing subsidies had now become basically slums.

They were not well managed. The private sector developer who built it typically took the financing and built the project and then had no real management rules to oversee the project. As long as they kept it affordable and rented to people there was very little credit or criminal checks of tenants. And some of them became, especially in urban areas, areas of crime. They became more open to special needs. So those senior projects in those small towns have now become a mixture of senior housing and people with severe development needs. And that started to change the position of planners and housing professionals.

In 60s and 70s there was more emphasis on block grants given to local or states-- “let the local municipality and the state decide the best financing pool for low income housing.”

### Section 8 Funding

Formally created in 1974, **Section 8** is a form of government rent assistance. A rental subsidy is given to owners of apartment properties that pays the difference of what the tenant can pay and what the actual rent is. Most people there are well under 50% Area Median Income.

**Currently 2.2 million households nationwide use vouchers to help pay their rent.** The local housing authority sends the payments directly to the landlords. **Apartment owners view Section 8 positively** because they attract good tenants who are monitored better than years ago and follow the guidelines to keep their vouchers and it assures rent payment, stabilizing apartments.

There are two versions of vouchers—project based and individual. There hasn’t been a project based voucher development in Centre County in 25-30 years. Individual vouchers are common where a tenant can take that

voucher to apartments in the area that landlords accept and use that as their rent differential. The tenant typically will not pay more than 30 percent of their income. The voucher will make up the difference. So if the tenant can afford \$600 and the rent is \$800, the Housing Authority that administers Section 8 pays that \$200 to the developer or owner of the project.

## Section 8

### Federal Section 8 Vouchers

- Rental Subsidy given to developers/owners to pay difference between tenant ability to pay, and the actual rent
- Housing Authorities administer the Voucher Process. Typically well under 50% AMI
- Tenant can afford \$600, Rent is \$800. Section 8 pays difference- capped at Fair Market Rent
- 2 Versions of Vouchers
  - Project Based Vouchers- with a particular project. All or partially of the units have Vouchers.
    - Common on Housing Authority projects or projects pre 1990, Very little PBV’s generated past 20 years
  - Individual Vouchers- Tenant has a portable voucher. Take anywhere that is accepted
  - Most common type of Voucher available.

## Major Types of Affordable Housing Financing Tools

Three tools are available for providing affordable housing whether to home buyers or developers and tenants

### Single Family Homeownership Loans

The **PHFA (Pennsylvania Housing Finance Agency)** has a mortgage revenue bond program where they provide interest fixed rate loans through participating lenders to people who a normal bank may not do that loan with because they don't have the collateral or the credit or the down payment. They provide a source for that. Sometimes they provide a guarantee of the loan to banks in case the loan defaults.

The reality is that rates are so low now that these don't have the impact they once did. A lot of banks are giving loans at a very reasonable rate.

#### Single Family homeownership loans

- Typically direct to homebuyer
- Example, PHFA Mortgage Revenue Bonds
- FHA, Fannie Mae etc.
- Mixture of financing that provides guarantees or reduce lenders risk
- In environment of low interest rates, less impactful on affordability.

### Multi Family Rental Development is where the money is.

Loans and grants and tax credits given to developers to either renovate or build new rental developments.

This is through the **Low Income Housing Tax Credit (LIHTC)**, through PHFA and still some HUD loans (but HUD has drastically reduced its participating in the lending market for multi family housing)

Each local government is given **Community Development Block Grants (CDBG)** for public improvements into their low income areas in their municipalities . **Patton Township gets it . Every township and borough get it.** They tend to not use that for affordable housing but for sewer, water line improvements, sidewalks—anything that might be more of a public infrastructure cost.

There is also **HOME** money which Patton Township doesn't get (must be of a certain population limit)

**Act 137** is housing trust funds that comes out of several sources including the realty transfer tax you pay every time you sell a property, a portion of that is put into the state housing trust fund.

**Federal Home Loan Bank.** There are 12 Federal Home Loan Banks across the country. They are typically a bank of smaller banks you belong to to access capital. They have an affordable housing program where they take 10 percent of their banks' profits from the previous year to give out as a grant to housing: For sale housing, rental housing, Habitat for Humanity housing, special needs housing. Is a good source for multi-family and single family housing.

#### Multi Family Rental Development

- Loans, grants or credits to Developer to renovate, build new rental units
- PHFA- Housing Tax Credits, Low Interest Loans
- HUD Loans- Such as 232's More of guaranty, than a soft debt. Funding is reduced every year
- Local Government- HOME, CDBG or Act 137 (Housing Trust) funds
- Federal Home Loan Bank Affordable housing funding

## Single Family First Time Homeownership Development

Typically done in subsidy to the developer to offset their costs.

Local communities like State College and Centre County have land trusts where they assist nonprofits in securing land or houses to sell housing to people under a certain Area Median Income (AMI) and the land trust continues to hold the land so it's resold again to an affordable home buyer.

In general there is not a lot of funding for single family first time homeownership development or single family affordable home ownership development in this state or in this country. Most of the funding that is available for affordable housing goes toward multi-family rental development.

There has been talk over the years of a home ownership tax credit which would stimulate affordable home ownership but it's never gone for any federal legislation to move forward.

### Single Family First Time Homeownership Development

- Subsidy to Developer to offset site and building costs
- Subsidy allows final sales price to be affordable to households at or below 80%-120% AMI.
- 2<sup>nd</sup> mortgages or down payment assistance to Homebuyer.
- PHFA (Homeownership Choice Program) expired
- Local Municipalities, HOME funds, Tax Incremental Financing (TIF), Housing Trust Funds CDBG funds
- Centre County/Borough SC Land Trust, SC Borough. Centre County First time Home Buyer Program

### **Non Subsidy Tools: Inclusionary zoning and Fee in lieu of**

**Inclusionary zoning** is a tool to encourage or require developers to build affordable housing in larger developments. It might be paired with a density bonus where if you do so many affordable units or workforce housing that instead of getting 5 units per acre you'll get 8 units per acre which has an effect on your cost.

One of the struggles of inclusionary housing is the resale management.. Ferguson Township had long discussions about legacy housing. If you do workforce housing for that first time home owner, how do you keep it affordable for the next 15 years versus allowing that person to resell that house on the market and make money off of it? How do you manage it 10 years from now under the inclusionary zoning? Who's involved in the resale?

I think inclusionary zoning works well where there's a high density of housing. In communities where you have a large density of housing-- 50 to 100 units—it does work. **Our problem here** is that unless it's a student housing development, it's very hard to build the density to make it work.

Some communities (like State College Borough) have an impact fee.called **Fee in lieu of** where developers can contribute to a fund to be used for Affordable Housing programs they have. Seattle has an option to pay "fee in lieu of" and their studies show that it is producing more affordable housing than if the housing is built on site.

### **Terminology: Work Force, Low Income or Affordable?**

"Work force housing" sounds better than "low income" housing. The "Low Income Housing Tax Credit" is in the process of changing its name

To me "work force" is affordable housing. "Work force" is more politically correct than "low income" or "affordable" and so you'll be seeing that in some narratives you see.

## Challenges to Affordable Housing

**Nimbyism** It is the biggest challenge we face. (“Not in My Back Yard” resistance.)

### **Costs in the Centre Region:**

\$50,000 per house or unit for land and site development -your roads, your sidewalks your sewer and water line

\$200,000 - \$250,000 for new construction from the foundation up for a basic house

\$7,000 Tap fees for sewer and water are very high –twice of any other area we build in

### **Huge Market Demand**

A lot of national student housing developers are coming to this area that will pay double what I can afford as an affordable housing developer. If I’m a land owner, why would I take away money from my family to sell my land for affordable housing?

This market demand has really taken off in the past 10 years. The land I bought for Stonebridge apartments we paid \$10,000 a unit. I could probably sell that land now for \$25,000-30,000 a unit.

The acquisition cost of the land -- How much the raw land costs is a huge factor in the development of Affordable Housing. I can go 20 minutes outside of the State College region and my land acquisition costs will be half of what they are in the Centre Region.

### **Tough Centre Region Codes**

The other side of land development in Centre Region is that the Centre Region codes are tough. They take a long time to review. Compared to other code agencies they really get in and look at projects in much more detail than other communities. You must have a good architect to be sure they are covering everything. If the architect doesn’t understand how strict Centre Region is or some of their requirements that could be a cost that you haven’t factored into your budget.

### **Banks’ Security Costs**

Banks and Investors for market rate housing or affordable housing are so scared of a project failing. They want more security in case a project fails. All of these cost more money- legal fees, appraisers, environmental review.

All of these add costs to the project and it’s hard to do something affordable when looking at \$300,000 a unit.

## Challenges to Affordable Housing

Land development, site development average approximately \$50k per unit

New construction of homes range from \$200-250,000 per house

Tap Fees (Sewer and Water) are approximately \$7000 per unit. (2x in this region v other areas)

Market demand- why sell the property for ½ of what you could for student housing

Acquisition costs of land are challenging to developing affordable housing. If raw land costs over \$20,000 per house/unit, chance of affordability suffer

Land Development Plan process takes 2 years to get approvals.

NIMBY ism, high cost of Centre Region Code requirements, high property taxes reduce affordability. Higher operating costs result in higher cost of housing costs.

Bank/Investor challenges- financing requirements add costs to project, higher reserves, appraisals, length of review prolong the development window

Respectfully submitted by Anita Thies, Task Force Co-Chair and Patton Township Supervisor





**PATTON TOWNSHIP  
CENTRE COUNTY, PENNSYLVANIA**

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**TO:** Board of Supervisors  
Planning Commission

**FROM:** Ken Soder  
Zoning Officer

**DATE:** March 31, 2021

**SUBJECT:** Development Update

The following activities concerning development, inquiries, possible development, and the Haugh property within Patton Township occurred in the past month:

1. The contractor for the Patton Crossing site has restored traffic flow to all lanes of North Atherton Street adjacent to the project.
2. Township Staff has been contacted regarding the installation of an automobile charging station at the Sheetz on Valley Vista Drive.
3. We have 90 garden plots rented at this time. Interest in the garden plots is increasing with the nice weather.
4. The Seward open space property surveying is complete. The surveyor has half of the field marking complete. Once the field marking is complete, Staff plans to mark the boundary as we have on the Haugh and Gray's Woods properties.
5. Permits issued in March 2021 are as follows:
  - 3 – Sign Permits
  - 8 – Zoning Permits / stated value \$ 1,019,580

**§ 153-22. Streets. [Amended 8-12-1975 by Ord. No. 138; 5-8-1984 by Ord. No. 84-188; 9-11-1991 by Ord. No. 91-275; 9-25-1996 by Ord. No. 96-331]**

- A. Street construction is to conform to the requirements of Chapter 149 (Streets and Sidewalks).
- B. Private streets are permitted only when:
  - (1) They are located in an area zoned A-1 (Rural). **[Amended 5-28-2008 by Ord. No. 2008-496]**
  - (2) They provide access to not more than five lots of a minimum size of 10 acres per lot or three lots of a minimum size of five acres per lot.
  - (3) They conform to the construction standards contained in Chapter 149 (Streets and Sidewalks) of the Code of Patton Township.
  - (4) No more than one private street is created from any tract of land existing at the date of enactment of this chapter.
- C. Single access developments must be provided with a boulevard type entrance. **[Added 12-12-2003 by Ord. No. 2003-419]**
  - (1) The boulevard entrance shall:
    - (a) Extend to the interior loop street(s) of the subdivision;
    - (b) Have distinct travel lanes with a minimum width of 12 feet each and separated by a median which is a minimum of 10 feet wide; and
    - (c) Be no longer than 500 feet.
  - (2) No point along the center line of any roadway measured along the roadway center line within a single access development shall be more than 1,500 feet from the entrance to the development.
- D. Cul-de-sac length and fire protection requirements. In the A-1 and R-1 Districts cul-de-sac streets longer than 750 feet are permitted only when: **[Added 1-5-2004 by Ord. No. 2004-420]**
  - (1) The subdivision or land development plan includes a note requiring that all dwellings and occupied structures accessing the cul-de-sac are provided with an approved automatic fire sprinkler system installed in accordance with the applicable NFPA standard. The extended maximum

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permitted length of a cul-de-sac is established in Chapter 149, Streets and Sidewalks; or

(2) The cul-de-sac is part of a phased development with an approved Master Plan, provided that additional phases correct the deficiency.

E. Whenever a new public roadway is proposed, street lighting is required at the intersection of the new public roadway and a pre-existing public roadway. Street lighting must be LED luminaries which are dark sky compliant and utilize the electric power utility provider's tariff system.

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# Pennsylvania Electric Vehicle Roadmap: 2021 Update

*Progress on the road to better air quality, and how you can be a part of it*



**pennsylvania**  
DEPARTMENT OF ENVIRONMENTAL  
PROTECTION

0120-BK-DEP5334 1/2021  
G2452-JAN2021



## Message from Secretary Patrick McDonnell: Join Us on the Road to Better Air Quality

Our transportation decisions affect Pennsylvania today and tomorrow. Whether we're government officials, business owners, school administrators, community leaders, or individual consumers, we can turn in the direction of healthier air quality and less climate change by switching to electric vehicles.

The Department of Environmental Protection recently worked with leaders in a range of sectors across Pennsylvania to identify barriers to electric vehicle use and how to overcome them. We determined more than a dozen strategies that will help increase use of electric vehicles and presented them in the [Pennsylvania Electric Vehicle Roadmap](#).

This 2021 update recaps these strategies in a brief, easy-to-read format and shares the latest data available on electric vehicles and charging infrastructure in Pennsylvania. It highlights current initiatives that are increasing electric vehicle use and looks ahead to more around the bend. I hope you'll find this update a useful quick reference and join us on the road to better air quality in Pennsylvania.



Patrick McDonnell  
Secretary  
Department of Environmental Protection

For the complete Pennsylvania Electric Vehicle Roadmap:  
<http://files.dep.state.pa.us/energy/officeofpollutionprevention/stateenergyprogram/paevroadmap.pdf>



*The consumer who spends \$1,200/year on gasoline would likely spend about \$400/year on electricity for a comparable electric vehicle.*



## Vehicle Emissions: Impacts on Our Daily Lives

There are more than 12 million registered vehicles in Pennsylvania. Transportation drives our lives, enabling many of our work, family, school, community, and recreational activities.

This convenience comes at a cost, as gasoline and diesel-powered vehicles emit nitrogen oxide, carbon monoxide, carbon dioxide, particulate matter, and hydrocarbons.

Vehicles generate 47 percent of nitrogen oxides in the air statewide, contributing to the formation of ground-level ozone. This affects the health of children; older people; people with lung diseases, such as asthma and emphysema; and those who work or are active outdoors. The Pennsylvania Department of Health has found that asthma-related emergency room visits increase when air quality is very poor.

Vehicles release 21 percent of carbon dioxide in the air statewide, contributing to climate change. Climate change is causing our average temperature to rise and creates more frequent swings of extreme heat, drought, and rainfall.

Air pollution and climate change are happening across the state, with low-income and minority Pennsylvanians disproportionately affected.

## Benefits of Electric Vehicles

**Electric vehicles have zero tailpipe emissions.** Switching to electric vehicles means a Pennsylvania of the near future to breathe easier about.

- Better air quality will lead to:
  - Improved health
  - Fewer respiratory conditions, such as asthma
  - Higher quality of life—more opportunity to work and play without fear of difficulty breathing
  - Improved work productivity
- Electric vehicles generate fewer total greenhouse gas emissions than fossil fuel vehicles. This will help slow down climate change and its impacts and costs.
- Energy security will improve as we rely less on oil imports.
- Electricity rates may be reduced, as charging increasingly occurs overnight during non-peak demand hours.
- New jobs will grow in electric vehicle manufacturing and charging infrastructure installation.
- Electric vehicle owners experience 50-70 percent lower fuel costs; fewer maintenance expenses; and potentially longer vehicle life, as some new batteries can last 500,000 miles or longer.



# Electric Vehicles: The Basics

An electric vehicle is any vehicle powered by an electric motor and on-board battery that can be charged using an external electricity source. Battery electric vehicles and plug-in hybrids in electric mode have no tailpipe emissions. In fact, battery electric vehicles don't have a tailpipe.



## Types of Electric Vehicles

**Battery electric vehicles:** These are powered entirely using an electric battery and motor. Most new battery electric vehicles have a range of 150 to 300 miles on one charge.

**Plug-in hybrid vehicles:** These have both a chargeable electric battery and a gasoline or diesel engine. Plug-in hybrid vehicles typically travel 20 to 50 miles in electric mode and then switch to hybrid mode which also uses an internal combustion engine.



## Charging

Charging occurs at a variety of locations, although most occurs at home or at work. There are three different speeds of charging:

**Level 1 charging:** All electric vehicles can plug in to a regular wall outlet, which typically provides 3-5 miles of driving range per hour of charging. This can be a sufficient charging speed for plug-in hybrid vehicles, though most battery electric vehicle owners use faster charging equipment.

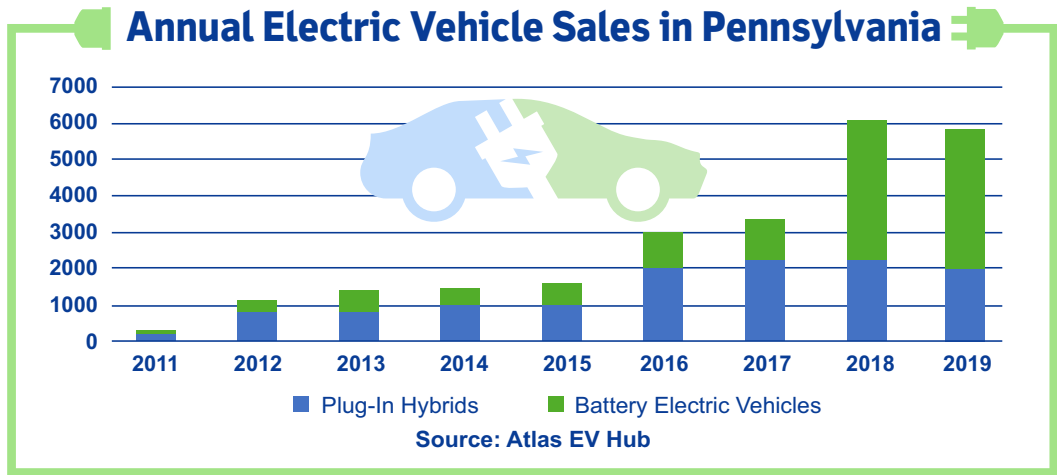
**Level 2 charging:** Most electric vehicle charging occurs at home, at work, at businesses, and at public parking locations using level 2 charging equipment. Electric vehicles typically receive 10 to 25 miles of driving range per hour from this equipment.

**Direct current (DC) fast charging:** The fastest form of charging, DC fast charging equipment is typically installed near highway interchanges, in areas with high rates of electric vehicle ownership, and at businesses with heavy-duty electric vehicles. A light-duty battery electric vehicle will get 100 to 250 miles of driving range in 30 minutes from DC fast charging.



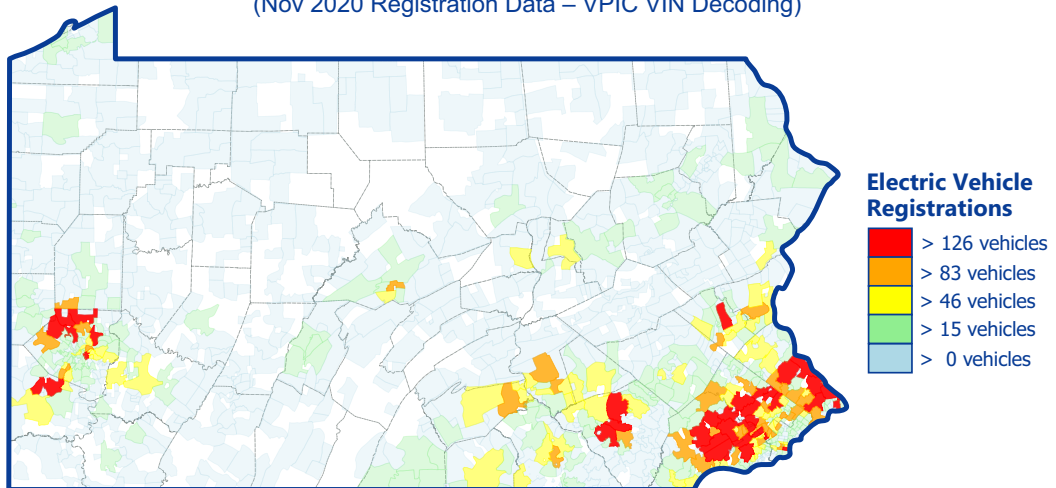
# Electric Vehicle Use Today: Small But Growing Statewide

More than 29,000 electric passenger vehicles were registered in Pennsylvania as of November 2020. While this is a fraction of vehicles in the state, it's more than double the number in December 2017.



## Pennsylvania Electric Registered Vehicles by Zip Code

(Nov 2020 Registration Data – VPIC VIN Decoding)



Source: <https://s3.amazonaws.com/tmp-map/dot/vpic/pa-registered-vehicles-by-fuel-type-and-zip-code.html>



# Overcoming Barriers to Electric Vehicle Use

There are challenges to achieving widespread use of electric vehicles in Pennsylvania. Efforts are underway to overcome them, and much more can be done. Consider how you can join in!

## Purchase Price

The initial purchase price of an electric vehicle typically is higher than for comparable gasoline vehicles, but prices are coming down and the driving range of electric vehicles has improved. For example, in 2011 the Nissan Leaf had a range of 73 miles and an MSRP of \$33,600, but in 2020 the Leaf had a range of 150 miles and an MSRP of \$31,600. Manufacturers and industry experts expect electric vehicle prices to continue decreasing and driving ranges to continue increasing.



**ROADMAP PROGRESS:** In 2019 the DEP Alternative Fuel Vehicles Rebate Program provided Pennsylvanians with over 2,400 rebates, totaling more than \$3.6 million, for the purchase of a new or used battery electric or plug-in hybrid vehicle for personal use. Low-income households are eligible for higher rebate amounts. For more information, see Resources.

- 2019 Electric Vehicle Roadmap recommendation: expand and improve consumer electric vehicle rebates.

## Model Availability

While there's not yet an electric vehicle model comparable to every gasoline model, the variety of electric models available continues to increase every year.



### Sample of New Electric Vehicle Models Available in Pennsylvania in 2021

Vehicle Type	Battery Electric	Plug-In Hybrid
Compact and Subcompact Cars	<b>Nissan Leaf</b> (MSRP \$31,620; range 150 miles)	No models are currently available in Pennsylvania.
Mid-Size and Large Cars	<b>Chevy Bolt</b> (MSRP \$36,500; range 259 miles) <b>Tesla Model 3</b> (MSRP \$37,990; range 250 miles)	<b>Prius Prime</b> (MSRP \$28,220; electric range 25 miles) <b>Honda Clarity</b> (MSRP \$33,400; electric range 48 miles)
SUV	<b>Hyundai Kona EV</b> (MSRP \$37,190; range 258 miles)	<b>Mitsubishi Outlander PHEV</b> (MSRP \$36,295; electric range 22 miles)
Van	No models are currently available.	<b>Chrysler Pacifica PHEV</b> (MSRP \$39,995; electric range 33 miles)
Pick-up	Several manufacturers have announced pick-up models to be released by 2022.	No models are currently available.

**Up Ahead**  
*Pennsylvania signed a multi-state agreement in 2020 that at least 30 percent of new medium-duty and heavy-duty truck sales will be zero emission vehicles by 2030 and 100 percent of these truck sales will be zero emission vehicles by 2050.*

## Working to Increase Medium and Heavy-Duty Electric Trucks

Electric vehicles make up only a small portion of medium and heavy-duty vehicle sales, but the industry is beginning to change, developing new models and technology advancements. The North American Council for Freight Efficiency forecasts that medium-duty electric vehicles will have a lower total cost of ownership than diesel by 2025. Heavy-duty electric vehicles are anticipated to have a lower total cost of ownership than diesel starting around 2030.



**ROADMAP PROGRESS:** Other states have set sales mandates or financial incentives to increase electric vehicle model availability. A bill was considered in the Pennsylvania 2019-20 legislative session that would have required electric utilities to invest in charging infrastructure and establish an electric vehicle sales goal of at least 50 percent above market forecasts. A similar bill is expected to be considered in the 2021-22 session.

- 2019 Electric Vehicle Roadmap recommendation: Executive or legislative action should establish an electric vehicle sales goal in Pennsylvania.

## Charging Infrastructure

While most electric vehicle charging occurs at home, having more charging stations available in workplace and public locations will go a long way to help current electric vehicle owners maximize their vehicle's capabilities and decrease range anxiety for people considering an electric vehicle purchase.



### Electric Charging Infrastructure in Pennsylvania

Charging Equipment Type	Level 2	DC Fast	Total
<b>Public plugs:</b> Available to all electric vehicle drivers	1,355	114	1,469
<b>Tesla plugs:</b> Available to Tesla drivers only	241	210	451
<b>TOTAL</b>	<b>1,596</b>	<b>324</b>	<b>1,920</b>

Source: Alternative Fuels Data Center, Electric Vehicle Charging Station Locations, 2020,  
[https://afdc.energy.gov/fuels/electricity\\_locations.html#/find/nearest?fuel=ELEC](https://afdc.energy.gov/fuels/electricity_locations.html#/find/nearest?fuel=ELEC)



**ROADMAP PROGRESS:** The DEP Driving PA Forward program launched rebates to incentivize new level 2 charging infrastructure and competitive grants to support new public DC fast charging stations.

To date, they've funded over 850 level 2 charging plugs and 11 projects that will install more than 25 DC fast charging plugs. Any organization, business, or government can apply for these rebates and grants! DC fast charging station projects located in environmental justice areas receive higher consideration. For more information, see Resources.

The DEP Alternative Fuel Vehicles Incentive Grant program for business fleet fuel transitions can fund the incremental cost of electric vehicle purchases and/or charging equipment installation. Projects in environmental justice communities receive higher consideration. For more information, see Resources.

- 2019 Electric Vehicle Roadmap recommendation: Create incentives for others to invest in charging equipment.



## Increasing Public Knowledge about Electric Vehicles

What's it like to drive? How does charging work? Where would I charge it? How far can it go on a charge? These are some of the questions that consumers, municipal officials, business owners, and others typically ask about electric vehicles.



**ROADMAP PROGRESS:** DEP and PennDOT coordinate the Drive Electric Pennsylvania Coalition, a group of leaders across the state who are working to increase public knowledge about electric vehicles through webinars, ride and drive events, flyers, and other materials. Connect with the coalition: For the website, see Resources.



*For a great introduction to electric vehicles, check out this recorded September 2020 webinar series:*

[www.dep.pa.gov/AmpevWebinarSeries](http://www.dep.pa.gov/AmpevWebinarSeries)

## **Up Ahead**

*PennDOT and DEP are working to develop electric vehicle charging corridors on main highways around the state. The goal is to have chargers available every 50 miles, located no more than 5 miles from the highway. DEP targets funding to charging projects in these corridors.*

**2019 Electric Vehicle Roadmap recommendation: Increase public education about the benefits of electric vehicles, how to operate them, and how and where to charge.**



## **How Business Owners Can Drive Electric**

Boost your bottom line and improve air quality in Pennsylvania.

1. Consider how electric vehicles and charging equipment can benefit your business.
  - Providing employees with access to charging equipment at work can improve employee hiring and retention.
  - Electric fleet vehicles cost less to operate and maintain than gasoline vehicles.
  - Charging equipment can attract more customers to a business.
2. Use available incentives to cost-effectively install charging equipment for your employees, fleet vehicles, and/or customers. See Resources.
3. Calculate the full cost-of-ownership when making fleet vehicle purchases.
4. Let your employees and community know you support electric vehicle adoption.



## **How Local Governments Can Drive Electric**

1. Learn the benefits of local electric vehicle adoption.
2. Use available incentives (see Resources) to cost-effectively install charging equipment for residents and visitors in key locations, such as municipal buildings, parking garages, and parks.
3. Calculate the full cost-of-ownership when making fleet vehicle purchases and, when feasible, transition your fleet to electric vehicles in phases.
4. Adopt policies, parking rules, and zoning ordinances that facilitate electric vehicle growth and adoption.
5. Let your community know you support electric vehicle adoption.
6. Consider charging infrastructure requirements or incentives for multi-unit dwellings so everyone can enjoy the benefits of electric vehicles.
7. Host an electric vehicle ride-and-drive event in your community.



## Tips For Consumers

1. Learn more about electric vehicles, charging, and rebates that are available to help with the purchase of an EV (see Resources).
2. Consider the full lifetime cost of ownership, not just the sticker price, when making a vehicle purchase, and take advantage of all rebates and tax incentives available for an electric vehicle purchase.
3. Experience an electric vehicle at a car dealership, auto show, or ride-and-drive event, or ask a friend or neighbor to show you their electric car.
4. Let others know you appreciate the benefits of electric vehicles!



## Summary of Roadmap Strategies to Increase Electric Vehicle Use in Pennsylvania

What to Do	How to Do It	Who Can Help
Establish an electric vehicle sales goal	<ul style="list-style-type: none"> <li>● Pass legislation</li> <li>● Regularly refine the sales goal and strategies for compliance</li> </ul>	<ul style="list-style-type: none"> <li>● Legislature</li> <li>● Utilities</li> </ul>
Expand and improve consumer electric vehicle rebates	<ul style="list-style-type: none"> <li>● Increase funding for DEP Alternative Fuel Vehicle Rebates Program</li> </ul>	<ul style="list-style-type: none"> <li>● Legislature</li> </ul>
Conduct public outreach and education	<ul style="list-style-type: none"> <li>● Hold public events</li> <li>● Do statewide marketing</li> <li>● Train auto dealers</li> <li>● Educate governments and businesses</li> </ul>	<ul style="list-style-type: none"> <li>● DEP</li> <li>● Drive Electric PA Coalition</li> <li>● Auto dealers</li> <li>● Local governments</li> <li>● Businesses</li> </ul>
Implement electric rate structures that encourage electric vehicles	<ul style="list-style-type: none"> <li>● The PA Public Utility Commission can allow proposals for alternative electric rate structures</li> <li>● The legislature has the power to require implementation</li> </ul>	<ul style="list-style-type: none"> <li>● Public Utility Commission</li> <li>● Utilities</li> <li>● Legislature</li> </ul>
Expand public, residential, and workplace charging equipment	<ul style="list-style-type: none"> <li>● Continue investing Driving PA Forward funds in charging equipment</li> <li>● Create incentives for others to invest in charging equipment</li> </ul>	<ul style="list-style-type: none"> <li>● DEP</li> <li>● Businesses</li> <li>● Government</li> <li>● Legislature</li> </ul>



## Learn more:

### Complete 2019 *Electric Vehicle Roadmap*:

<http://files.dep.state.pa.us/Energy/OfficeofPollutionPrevention/StateEnergyProgram/PAEVRoadmap.pdf>

### Drive Electric PA Coalition:

<https://www.dep.pa.gov/Business/Energy/OfficeofPollutionPrevention/State-Energy-Plan/Pages/Drive-Electric-PA-Coalition.aspx>

### Primer on electric vehicle charging from the U.S. Department of Energy:

<https://www.energy.gov/eere/electricvehicles/vehicle-charging>

### Electric vehicle operating cost savings from the U.S. Department of Energy:

<https://www.energy.gov/eere/electricvehicles/saving-fuel-and-vehicle-costs>

### Pennsylvania's participation in regional agreement to increase electric medium and heavy duty truck sales:

<https://www.nescaum.org/documents/medium-and-heavy-duty-zero-emission-vehicles-action-plan-development-process/>

### State financial incentives for electric vehicle purchases:

DEP rebate program for individuals

<https://www.dep.pa.gov/Citizens/GrantsLoansRebates/Alternative-Fuels-Incentive-Grant/Pages/Alternative-Fuel-Vehicles.aspx>

DEP Alternative Fuel Incentive Grant program for business and local government fleets transitioning to alternative fuels, including electric. For more information, please visit

<https://www.dep.pa.gov/Citizens/GrantsLoansRebates/Alternative-Fuels-Incentive-Grant/Pages/default.aspx>

### Federal electric vehicle purchase incentives for individuals and all organizations:

<https://www.fueleconomy.gov/feg/taxevb.shtml>

### State funding support for charging station installation:

DEP Driving PA Forward Program for government, businesses, and other organizations:

<http://www.depgis.state.pa.us/drivingpafoward/>

### Where to find certified public charging stations:

[https://afdc.energy.gov/fuels/electricity\\_locations.html#/find/nearest?fuel=ELEC](https://afdc.energy.gov/fuels/electricity_locations.html#/find/nearest?fuel=ELEC)

### PennDOT and DEP project to support development of electric vehicle charging corridors in Pennsylvania:

<https://www.ahs.dep.pa.gov/NewsRoomPublic/SearchResults.aspx?id=21688&typeid=1>

### Electric vehicle shopping help:

<https://plugstar.com/>

### Guide on how state and local leaders can use public policy to support electric vehicle use:

<https://pluginamerica.org/policy/achieve-policy-toolkit/>

## Pennsylvania Electric Vehicle Roadmap 2021 Update



*Progress on the road to better air quality.*



**pennsylvania**  
DEPARTMENT OF ENVIRONMENTAL  
PROTECTION

[www.dep.pa.gov](http://www.dep.pa.gov)

# Chapter 1. Definitions

**Definitions.** This Chapter ensures that terms are defined consistently with the RCW and with other regulatory documents. Additionally, local governments may choose to develop user-friendly written materials that explain EVI (see Appendix B: “Model Installation Guides for Charging Stations”). All such documents should utilize the definitions and terminology below for consistent understanding.

To improve consistency across jurisdictions, these definitions should also be considered for adoption at the state level.

## A. Regulations

**1.1: “Battery charging station”** means an electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles, which meet or exceed any standards, codes, and regulations set forth by chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

*Comment: As defined in HB 1481 (codified as RCW 35.63.126(5)(a), RCW 35.63.127(5)(a), RCW 35A.63.107(5)(a), RCW 36.70.695(5)(a), RCW 36.70A.695(5)(a) and RCW 47.80.090(3)(a).*

*Battery charging stations include Level 1, Level 2, and Level 3 charging stations (see definition 1.4).*

**1.2: “Battery electric vehicle (BEV)”** means any vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle’s batteries, and produces zero tailpipe emissions or pollution when stationary or operating.

*Comment: Definition is a subcategory of electric vehicles (see “Electric Vehicle” below).*

**1.3: “Battery exchange station”** means a fully automated facility that will enable an electric vehicle with a swappable battery to enter a drive lane and exchange the depleted battery with a fully charged battery through a fully automated process, which meets or exceeds any standards, codes, and regulations set forth by chapter 19.27 RCW and consistent with rules adopted under RCW 19.27.540.

*Comment: As defined in HB 1481 (codified as RCW 35.63.126(5)(b), RCW 35.63.127(5)(b), RCW 35A.63.107(5)(b), RCW 36.70.695(5)(b), RCW 36.70A.695(5)(b) and RCW 47.80.090(3)(b).*

**1.4: “Charging levels”** means the standardized indicators of electrical force, or voltage, at which an electric vehicle’s battery is recharged. The terms 1, 2, and 3 are the most common EV charging levels, and include the following specifications:

- Level 1 is considered slow charging.
- Level 2 is considered medium charging.
- Level 3 is considered fast or rapid charging.

*Comment: Definitions provided for consistent use and understanding of various charging levels and are modified from definitions and usage in various resource documents.<sup>18</sup> Level 1 is present in homes and businesses and typically operates on a 15- or 20-amp breaker on a 120-volt Alternating Current (AC) circuit and standard outlet. Level 2 is expected to become the standard for home and public charging and typically operates on a 40-amp to 100-amp breaker on a 208 or 240-volt AC circuit.*

*Level 3 is primarily for commercial and public applications (e.g., taxi fleets and charging along freeways) and typically operates on a 60-amp or higher dedicated breaker on a 480-volt or higher three-phase circuit with special grounding equipment. Note that the term “Level 3” is recommended to identify the increased power need in a numerical fashion (i.e., “3”), but the Level 3 charging level is also sometimes*



referred to as “Fast” charging,<sup>19</sup> and “Rapid” charging (see definition of Rapid Charging Station below). Use of “Level 3” also appears in other EVI documents (e.g., see page 25 of the “Report of the Alternative Fuel Vehicle Infrastructure Working Group”).<sup>20</sup>

*It is important to note that only the terms “Level 1” and “Level 2” are consistently used between industry and consumers. The use of “Level 3” is not consistently used at this time. Once a consistent term is defined, local governments should adopt amendments to adopted definitions. Opportunities for amendments to development regulations include a jurisdiction’s annual evaluation and amendment process or as part of the required GMA periodic update process (RCW 36.70A.130).*

**1.5: “Electric scooters and motorcycles”** means any 2-wheel vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle’s batteries and produces zero emissions or pollution when stationary or operating.

***Comment:** These vehicles are defined as being distinct from “electric vehicle” to enable local governments to treat parking and charging locations for them separately.*

**1.6: “Electric vehicle”** means any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. “Electric vehicle” includes: (1) a battery electric vehicle; (2) a plug-in hybrid electric vehicle; (3) a neighborhood electric vehicle; and (4) a medium-speed electric vehicle.

***Comment:** This definition provides for inclusion of a variety of electric vehicles and is modeled after a definition used in the State of Minnesota<sup>21</sup> and is designed for regulatory purposes, so that factors such as signage are not required to call out detailed differences among BEVs, PHEVs, NEVs, and MSEVs. Note that extended range electric vehicles (EREV) are not separately defined but are included in the definitional components for PHEV (i.e., runs on electricity from its battery, and then it runs on electricity it creates from gas). Other terms, such as Grid Enabled Vehicle (GEV), are also sometimes used when referring to PHEVs and EVs together.*

**1.7: “Electric vehicle charging station”** means a public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle. An electric vehicle charging station equipped with Level 1 or Level 2 charging equipment is permitted outright as an accessory use to any principal use.

***Comment:** This definition is modeled after a definition for “electric vehicle parking space” used in the City of Davis.<sup>22</sup> The Davis definition has been modified to combine the parking and battery charging characteristics into one definition as these features are functionally related. As the electric vehicle charging station facility is not a parking facility, its interaction with accessibility provisions is different from that of a parking space (see Section 3.3).*

*Regarding allowed uses, Level 1 and Level 2 charging are expected to be a secondary use, not the principal use. However, Level 3 (i.e., Rapid or Fast) may be a primary use given their size and scale, as well as their potential to generate traffic and vehicle queuing, and therefore the need to mitigate the associated impacts. As such, Level 3 is to be permitted differently (see section 3.1).*

*The inclusion of permitted uses in the definition is meant to allow a jurisdiction to add EV charging stations categorically to existing allowed uses tables (see Section 3.1, Option 2). If a jurisdiction adds a new Allowed Uses table for the different types of Electric Vehicle Infrastructure (see Section 3.1, Option 1), inclusion of permitted uses in the definition may not be necessary.*

**1.8: “Electric vehicle charging station — restricted”** means an electric vehicle charging station that is (1) privately owned and restricted access (e.g., single-family home, executive parking, designated employee parking) or (2) publicly owned and restricted (e.g., fleet parking with no access to the general public).

*Comment: This definition is provided to clarify that the off-street parking requirements Chapter 3: Zoning, do not apply to “restricted” EV charging stations. (See subsection 3.2.01A).*

**1.9: “Electric vehicle charging station — public”** means an electric vehicle charging station that is (1) publicly owned and publicly available (e.g., Park & Ride parking, public library parking lot, on-street parking) or (2) privately owned and publicly available (e.g., shopping center parking, non-reserved parking in multi-family parking lots).

*Comment: This definition is provided to clarify the variety of charging stations that are anticipated to be publicly available.*

**1.10: “Electric vehicle infrastructure”** means structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations.

*Comment: As defined in HB 1481 (codified as RCW 35.63.126(5)(c), RCW 35.63.127(5)(c), RCW 35A.63.107(5)(c), RCW 36.70.695(5)(c), RCW 36.70A.695(5)(c) and RCW 47.80.090(3)(c). Per these definitions, this term is broader than Electric Vehicle Service Equipment (ESVE) which refers to the charging equipment, cable and connector.*

**1.11: “Electric vehicle parking space”** means any marked parking space that identifies the use to be exclusively for the parking of an electric vehicle.

*Comment: While this term is not used other than in this chapter, it provides the potential for a space to be designated, perhaps as an incentive by a private company, for electric vehicles even if charging equipment is not provided.*

**1.12: “Medium-speed Electric Vehicle”** means a self-propelled, electrically powered four-wheeled motor vehicle, equipped with a roll cage or crush-proof body design, whose speed attainable in one mile is more than 25 miles per hour but not more than 35 miles per hour and otherwise meets or exceeds the federal regulations set forth in 49 C.F.R. Sec. 571.500.

*Comment: Definition of a subcategory of electric vehicles (see “Electric Vehicle” above). Definition from RCW 46.04.295, as amended in 2010 by SSB 6346.*

**1.13: “Neighborhood Electric Vehicle”** means a self-propelled, electrically powered four-wheeled motor vehicle whose speed attainable in one mile is more than 20 miles per hour and not more than 25 miles per hour and conforms to federal regulations under Title 49 C.F.R. Part 571.500.

*Comment: Definition of a subcategory of electric vehicles (see “Electric Vehicle” above). Definition from RCW 46.04.357.*

**1.14: “Non-Electric Vehicle”** means any motor vehicle that does not meet the definition of “electric vehicle.”

**1.15: “Plug-in hybrid electric vehicle (PHEV)”** means an electric vehicle that (1) contains an internal combustion engine and also allows power to be delivered to drive wheels by an electric motor; (2) charges its battery primarily by connecting to the grid or other off-board electrical source; (3) may additionally be able to sustain battery charge using an on-board internal-combustion-driven generator; and (4) has the ability to travel powered by electricity.

*Comment: Definition of a subcategory of electric vehicles (see “Electric Vehicle” above).*

**1.16: “Rapid charging station”** means an industrial grade electrical outlet that allows for faster recharging of electric vehicle batteries through higher power levels and that meets or exceeds any standards, codes, and regulations set forth by chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

**Comment:** *As defined in HB 1481 (codified as RCW 35.63.126(5)(d), RCW 35.63.127(5)(d), RCW 35A.63.107(5)(d), RCW 36.70.695(5)(d), RCW 36.70A.695(5)(d) and RCW 47.80.090(3)(d).*

## Chapter 3. Zoning

**Zoning.** This Chapter ensures that local governments meet the requirements in HB 1481 to allow electric vehicle infrastructure as a “use” in all areas, except those zoned for residential or resource use or critical areas. It also includes regulations for when they choose to also to allow Level 1, Level 2, and Level 3 charging stations (with some limitations) in residential and resource zones and critical areas, given that the statute contains **no** prohibition on allowing this infrastructure in any zones.

This chapter also contains guidance related to accessible use of EV charging stations for all users, and clarifies how these stations are different than typical parking spaces in terms of accessibility regulations. Additionally, this Chapter includes model development regulations and guidance that a jurisdiction may impose to provide guidance when a private property owner chooses to provide electric vehicle charging stations.

### A. Regulations

#### Section 3.1: Allowed Uses

##### OPTION 1:

**Comment:** *As many local governments list their use regulations in a table format, this format is provided below. While the reference to the specific applicable types of zones will vary in comparison to the broad zone category listed below, the zones in which the use must be allowed and the related development standard should be common across jurisdictions. The table below includes highlighting for purpose of quickly identifying where EVI must be allowed (i.e., as a use in all areas except those zoned for residential or resource use or critical areas, consistent with the statute.*

*Jurisdictions should also consider adopting the other provisions in the table below to support efficient and effective transition to electric vehicles. An example, as noted in a number of Resource documents at the end of this Guidance, the majority of charging will occur in homes. This is why electric vehicle infrastructure in residential and mixed-use areas is included in the allowed uses table.*

EVI TYPE	ZONING DISTRICT						
	LOW-DENSITY RESIDENTIAL	HIGH-DENSITY RESIDENTIAL	MIXED-USE	COMMERCIAL	INDUSTRIAL	INSTITUTIONAL	RESOURCE
EV Charging Station 1, 2	P <sub>3</sub>	P <sub>3</sub>	P	P	P	P	P <sub>3</sub>
Rapid Charging Station 4	P <sub>5</sub>	P <sub>5,6</sub>	P or P <sub>6</sub>	P	P	P	P <sub>3</sub>
Battery Exchange Station				P	P	P	

P: Use is permitted.      Absence of “P”: Use is not allowed in the given zoning district.

#### DEVELOPMENT STANDARDS

1. Level 1 and Level 2 charging only.
2. Level 1 and Level 2 charging are permitted in aquifer recharge areas and in other critical areas when serving an existing use.
3. Allowed only as accessory to a principal outright permitted use or permitted conditional use.
4. The term “Rapid” is used interchangeably with Level 3 and Fast Charging.
5. Only “electric vehicle charging stations - restricted” as defined in Chapter 1, subsection A.1.8.
6. Local governments may choose to allow Level 3 charging stations as an outright permitted use or may determine that it is appropriate to adopt development standards applicable to the mixed-use or high density residential zoning districts. For example, there may be instances where this type of charging station would require screening or placement within a parking garage to meet other objectives of the mixed-use zone (e.g., a pedestrian friendly environment) or high-density residential zone.

## OPTION 2:

**Comment:** Add battery exchange stations and rapid charging stations (also known as Level 3 charging and Fast charging) as an allowed use in all zones, except those zoned for residential or resource use or critical areas. Note that installation of these uses must be consistent with the rules for EVI requirements adopted by the State Building Code Council, and the rules adopted by the Department of Labor and Industries for the installation of EVI, including all wires and equipment that convey electric current and any equipment to be operated by electric current, in, on, or about buildings or structures (RCW 19.27.540 and RCW 19.28.281) — see Chapter 6: State Battery, Building and Electrical Provisions. Local governments may choose to modify the suggested Allowed Use model regulations below and adopt development regulations which reference this consistency requirement.

Note that Level 1 and Level 2 battery charging stations, defined as “electric vehicle charging station” in Chapter 1: Definitions, are not listed as an allowed use in this Allowed Uses option. This is because these types of charging stations are similar to other building and street infrastructure (e.g., parking meters) and do not function as a separate land use. However, since the statute states, in part, that jurisdictions “must allow electric vehicle infrastructure as a use,” and the definition of EVI includes battery charging stations, the definition of “electric vehicle charging station” in Chapter 1 provides that these types of battery charging stations are allowed as accessory to the specific principal use that they serve.

### 3.1.01: Rapid Charging Stations



Rapid charging stations in Vacaville, California. Photos: Darell Dickey.

### 3.1.02: Battery Exchange Stations

To view a video of a battery exchange station, follow this link to Better Place:

<http://www.betterplace.com/global-progress-japan>



Battery Exchange Station in Tokyo. Photo: Better Place.

## Section 3.2: Off Street Parking — Electric Vehicle Charging Stations

To ensure an effective installation of electric vehicle charging stations, the regulations in this subsection provide a framework for when a private property owner chooses to provide electric vehicle charging stations (also, see Appendix C: Model Electric Vehicle Charging Station Installation Checklist).

### 3.2.01: Electric Vehicle Charging Station Spaces

- A. Purpose. For all parking lots or garages, except those that include restricted electric vehicle charging stations.
- B. Number. No minimum number of charging station spaces is required.
- C. Minimum Parking Requirements. An electric vehicle charging station space may be included in the calculation for minimum required parking spaces that are required pursuant to other provisions of code.
- D. Location and Design Criteria. The provision of electric vehicle parking will vary based on the design and use of the primary parking lot. The following required and additional locational and design criteria are provided in recognition of the various parking lot layout options.
  - 1. Where provided, parking for electric vehicle charging purposes is required to include the following:
    - a. Signage. Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced.
    - b. Maintenance. Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning or other problems are encountered.
    - c. Accessibility. Where charging station equipment is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the charging equipment shall be located so as not to interfere with accessibility requirements of WAC 51-50-005.
    - d. Lighting. Where charging station equipment is installed, adequate site lighting shall exist, unless charging is for daytime purposes only.
  - 2. Parking for electric vehicles should also consider the following:
    - a. Notification. Information on the charging station, identifying voltage and amperage levels and any time of use, fees, or safety information.
    - b. Signage. Installation of directional signs at the parking lot entrance and at appropriate decision points to effectively guide motorists to the charging station space(s).
- E. Data Collection. To allow for maintenance and notification, the local permitting agency will require the owners of any private new electric vehicle infrastructure station that will be publicly available (see definition “electric vehicle charging station — public”) to provide information on the station’s geographic location, date of installation, equipment type and model, and owner contact information.

## B. Guidance

### Section 3.3: Accessible Electric Vehicle Charging Stations

**Comment:** *Accessibility standards specific to electric vehicle infrastructure are not currently established in the WAC. As such, this guidance is provided to assist local jurisdictions in establishing compliance with the Americans with Disabilities Act and its enactment through the WAC, as appropriate to the unique characteristics of this infrastructure given their function as charging facilities. Generally, as Electric Vehicle Charging Stations are provided where ADA accessible parking is already provided, a key issue is for the equipment itself to have accessible heights, controls, and operating mechanisms that allow*

the disabled to use it. For local jurisdictions, the responsibility is for permitting agencies to ensure the equipment meets the requirements and, in on-street and off-street environments, to ensure that there be an accessible route from the electric vehicle charging stations to the building or path of travel.

The accessibility guidance below is comparable to accessibility provisions that require that some percentage of hotel rooms be accessible (i.e., an accessible hotel room can be used by anyone, but is located and designed for persons with disabilities). Similarly, some percentage of EV charging stations should be accessible to all users because they offer a service to the general public. The percentage is shown below, as are provisions describing different options for siting accessible EV charging stations. Until such time as the state amends WAC 51-50-005 with regard to barrier-free access for EVI (see RCW 19.27.540), this guidance will assist local governments in ensuring that reasonable accommodation is provided for EV drivers with disabilities.

### 3.3.01: Quantity and Location

Where electric vehicle charging stations are provided in parking lots or parking garages, accessible electric vehicle charging stations shall be provided as follows:

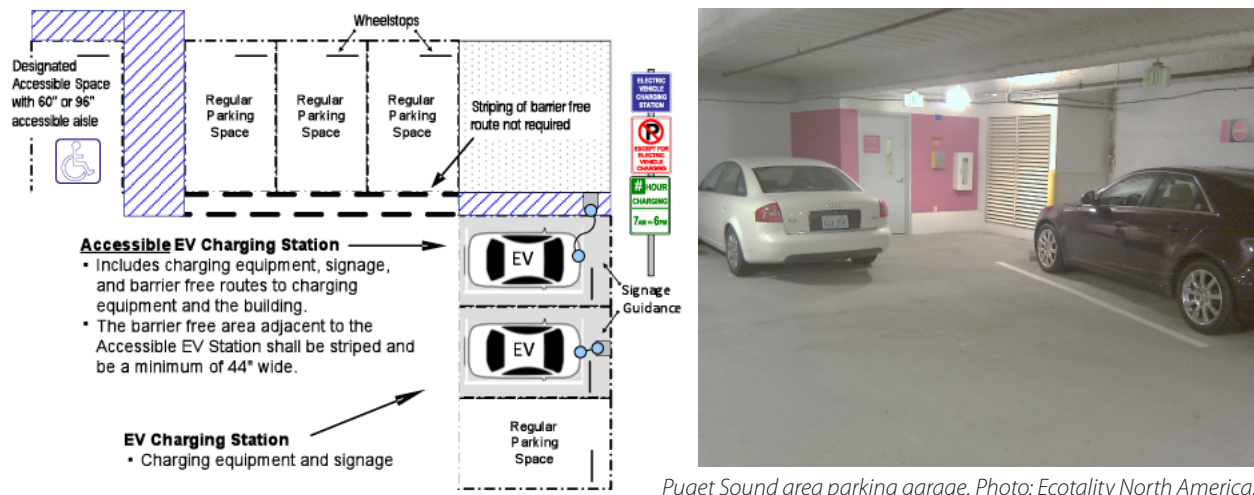
- A. Accessible electric vehicle charging stations shall be provided in the ratios shown on the following table.

**Comment:** Recognizing that an ADA accessible stall will already be available in the parking lot or garage, the table at right reflects the approach of some of the federally-funded electric vehicle infrastructure projects, the currently limited market penetration rates of electric vehicles, current information regarding automakers plans for vehicle types and sizes that will be publicly available in the next few years, and information from the survey of current EV drivers regarding accessibility. As the market share grows for electric vehicles and as new vehicles are made available, the ratio of stations shown in the table above should be re-evaluated. As previously noted, this guidance exists until and unless the state amends WAC 51-50-005 to specifically address EVI.

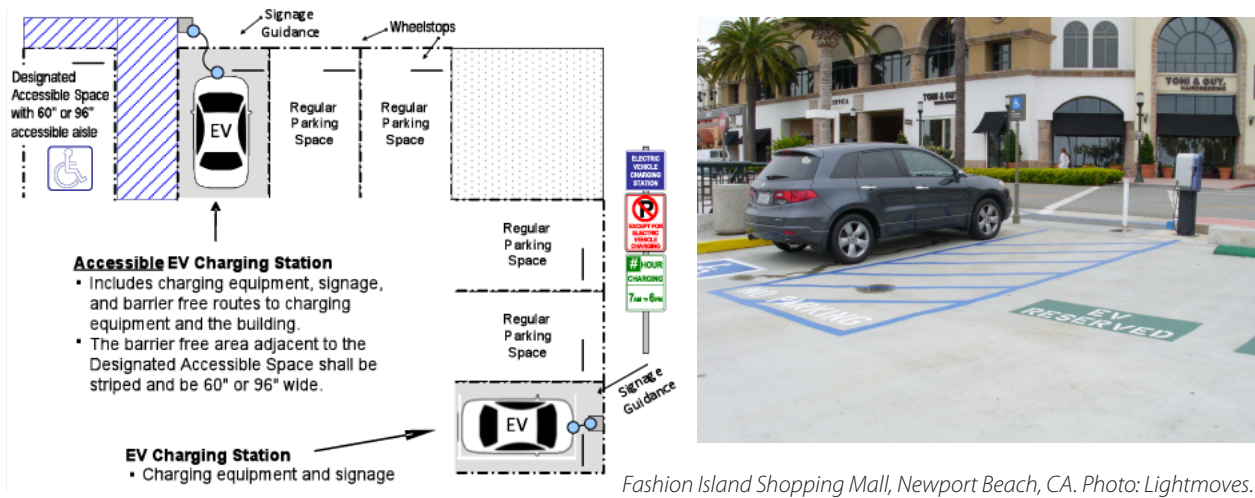
NUMBER OF EV CHARGING STATIONS	MINIMUM ACCESSIBLE EV CHARGING STATIONS
1-50	1
51-100	2
101-150	3
151-200	4
201-250	5
251-300	6

- B. Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and shall be connected to a barrier-free accessible route of travel. It is not necessary to designate the accessible electric vehicle charging station exclusively for the use of disabled persons. Below are two options for providing for accessible electric vehicle charging stations.

Figure: Off-Street Accessible Electric Vehicle Charging Station — Option 1



**Figure: Off-Street Accessible Electric Vehicle Charging Station — Option 2**



**Comment:** The illustrations and photos above show two options for providing accessible EV charging stations. Option 1 is a likely scenario for installation in existing parking lots. By using an existing wider end parking stall or restriping, an accessible EV charging station may be more cost effectively installed. Where feasible, a wider clear area around the equipment (60") is preferable. Additionally, this location away from the near building prime parking has a better likelihood of being available for disabled persons, since the accessible charging station is not exclusively reserved for disabled persons. Option 2 provides a location that has a shorter travel distance for disabled persons and can be easily installed in a new parking lot. This option may allow the installer to provide a wider, more fully-compliant aisle.

While other options, depending on the specific layout of the new or reconfigured parking area, are likely, at a minimum, an accessible EV charging station must be located within accessible reach of the barrier-free access aisle (minimum 44-inch width) and the electric vehicle and connect to a barrier-free route of travel. However, because the charging station facility is not a parking facility, the accessible charging station does not need to be located immediately adjacent to the building entrances or reserved exclusively for the use of disabled persons.

### 3.3.02: Definitions

- A. Designated Accessible Space. A WAC 51-50-005 required accessible parking space designated for the exclusive use of parking vehicles with a State Disabled Parking Permit.
- B. Accessible Electric Vehicle Charging Station. An electric vehicle charging station where the battery charging station equipment is located within accessible reach of a barrier-free access aisle (minimum 44-inch width) and the electric vehicle.



### Section 3.4: Signage

#### 3.4.01: Directional — Off-street Parking Lot or Parking Garage

**Comment:** The directional sign for an on-site parking lot or parking garage should be used in the parking facility with a directional arrow at all decision points.



12" X 12"



12" X 6"

#### Section 3.4.02: Off-street EV Parking — Parking Space with Charging Station Equipment

**Comment:** Combination sign identifying space as an electric vehicle charging station, prohibiting non-electric vehicles, with charging time limits. The use of time limits is optional. The blue/white and red/black signs define that only an electric vehicle that is charging can use the spaces. The green sign defines time limits for how long an electric vehicle can be in the space during the specified hours. Outside of the specified hours, electric vehicles can charge for an indefinite period of time.



12" X 12"



12" X 18"



12" X 18"

# 2020 Guide On How To Charge Your Electric Car With Charging Stations

Electric cars (EVs) and plug-in hybrid vehicles are relatively new on the market and the fact that they use electricity to propel themselves means a new infrastructure has been put into place, one which few are familiar with. This is why we have created this useful guide to explain and clarify the different charging solutions used to charge an electric car.

In this EV charging guide, you'll learn more about the 3 places where it's possible to charge, the **3 different levels of charging** available in North America, fast charging with superchargers, charging times, and connectors. You'll also discover an essential tool for public charging, and useful links to answer all of your questions.

[1\) Home charging](#)

[2\) Public charging](#)

[3\) Charging at work](#)

Before we get into those concepts, it is good to know the various terms used for charging stations. They usually all refer to the same thing.

- Charging station
- Charging outlet
- Charging plug
- Charging port
- Charger
- EVSE (Electric Vehicle Supply Equipment)

## Electric Car Home Chargers

Charging an electric car or plug-in hybrid is mainly done at home. Home charging accounts actually for 80% of all charging done by EV drivers. This is why it's important to understand the solutions available, along with the pros of each.

## **Home Charging Solutions: Level 1 & Level 2**

- **Level 1** charging happens when you charge an electric vehicle (EV) using the charger included with the car. These chargers can be plugged with one end into any standard 120V outlet, with the other end being plugged directly into the car. It can charge 200 kilometers (124 miles) in 20 hours.
- **Level 2** chargers are sold separately from the car, although they're often purchased at the same time. These chargers require a slightly more complicated setup, as they are plugged into a 240V outlet which allows charging 3 to 7 times faster depending on the electric car and the charger. All of these chargers have an SAE J1772 connector and are available for [online purchase in Canada](#) and the [USA](#). They usually have to be installed by an electrician. [You can learn more about level 2 charging stations in this guide.](#)



For every electric vehicle or plug-in hybrid, the use of a level 2 home charging station is recommended to help you charge faster and enjoy your EV's full

potential. [Provincial and municipal incentives](#) are available in some regions to help with purchase and installation costs. You can also check the following websites for more information.

- [Quebec incentives for electric car home chargers](#)
- [British Columbia incentives for electric car home chargers](#) (the program is temporarily suspended)
- For the United States, we suggest you check your government website.



## The pros of home charging

### **A fully charged battery in a few hours**

A level 2 charger allows you to charge your electric car 5 to 7 times faster for a full-electric car or up to 3 times faster for a plug-in hybrid compared to a level 1 charger. This means you'll be able to maximize the use of your EV and reduce stops to charge at public charging stations.

It takes around four hours to fully charge a 30-kWh battery car (standard battery for an electric car), which allows you to make the most out of driving your EV, especially when you have a limited time to charge.

## **Start Your Day Fully Charged**

Home charging is normally done on evenings and at night. Just connect your charger to your electric car when you come home from work, and you'll be sure to have a fully charged battery the next morning. Most of the time, an EV's range is enough for all your daily travel, meaning you won't have to stop at public chargers for charging. At home, your electric car charges while you eat, play with the kids, watch TV, and sleep!

## **Save Big on Charging Costs**

Another advantage of home charging is the low cost of residential electricity compared to the cost of public charging stations and the cost of gas.

- In Quebec, it is about 30% less expensive to charge at home than at a public charger and 6 times less expensive to drive 100 km (62 miles) on electricity than on gas.
- In Ontario, it is roughly 65% less expensive to charge at home than at a public charger and 5 times less expensive to drive 100 km (62 miles) on electricity than on gas.
- In British Columbia, it is roughly 30% cheaper to charge at home than at a public charger and 5 times less expensive to drive 100 km (62 miles) on electricity than on gas.
- In the United States, it all depends on the price of electricity and gas. You have to compare the consumption of electricity in kWh/100 miles of the EV multiplied by the cost of the kWh vs. the consumption of gallons/100 miles of the gas car multiplied by the price of a gallon of gas. That way, you will be able to quickly know how much you could save on your travel costs.

## **Electric Car Public Charging Stations**

Public charging allows EV drivers to charge their electric cars on the road when they need to travel longer distances than allowed by their EV's autonomy. These public chargers are often located near restaurants, shopping centers, parking spots, and such public spaces.

To locate them easily, we suggest you use ChargeHub's charging stations map that is available on iOS, Android, and web browsers. The map lets you easily find every public charger in North America. You can also see most chargers' status in real time, make itineraries, and more. We'll be using our map in this guide to explain how the public charging works.

There are three main things to know about public charging: the 3 different levels of charging, the difference between connectors and the charging networks.

## [Charging Levels](#)

## [Charging Station Connectors](#)

## [Charging Station Networks](#)

### **Which Levels of Charging Are Available for Public Charging?**

There are 3 standard charging levels used to charge electric cars. All electric cars can be charged with level 1 and level 2 stations. These types of chargers offer the same charging power as the ones you can install at home. Level 3 chargers - also called DCFC or fast charging stations - are much more powerful than level 1 and 2 stations, meaning you can charge an EV much faster with them. that being said, some vehicles cannot charge at level 3 chargers. Knowing your vehicle's capabilities is therefore very important.

### **Charging Level Summary**

<b>Level</b>	<b>ChargeHub Markers</b>	<b>Power (kW)</b>	<b>Approximate Charging Time (Empty Battery)</b>
1		1	200 km (124 miles): +/- <b><u>20 hours</u></b> 400 km (249 miles): +/- <b><u>43 hours</u></b>
2		3 to 20, typically 6	200 km (124 miles): +/- <b><u>5 hours</u></b> 400 km (249 miles): +/- <b><u>11 hours</u></b>
3 (DCFC)		Typically 50, occasionally 20	80% of 200 km (124 miles): +/- <b><u>30 min</u></b> 80% of 400 km (249 miles): +/- <b><u>1 hour</u></b>



## Level 1 Public Chargers

Level 1 is the standard wall outlet of 120 volts. It is the slowest charge level and requires tens of hours to fully charge a 100% electric vehicle and several hours for a plug-in hybrid.



## Level 2 Public Chargers

Level 2 is the typical EV plug found in homes and garages. Most public charging stations are level 2. RV plugs (14-50) are also considered level 2 chargers.



## Level 3 Public Chargers

Lastly, some public stations are level 3 chargers, also known as DCFC or DC Fast Chargers. These charging stations are the quickest way to charge a vehicle. Note that not every EV can charge at level 3 chargers.

## Choosing the Right Level of Public Charging for Your Electric Car

First of all, we recommend you avoid level 1 charging stations. They are too slow and are not adapted to EV drivers' needs when they're traveling. If you want to charge in the fastest way possible, you should use a level 3 charger, as these charging stations will provide a lot of range to your EV in a short amount of time. However, charging at a DCFC station is only effective if your battery's state-of-charge (SOC) is below 80%. After that point, charging will slow down significantly. Therefore, once you reach 80% of charging, you should plug your car into a level 2 charger, since the last 20% of charging are as fast with a level 2 station than a level 3, but it is way cheaper. You can also continue your journey and charge your EV back to 80% at the next level 3 charger you meet on the road. If time is not a constraint and you're planning to stop several hours at a charger, you should opt for a level 2 which is slower but less expensive.

## Which Connectors Are Available for Public Charging?

### Level 1 and 2 Connectors

The most common connector is the **SAE J1772** EV plug. All electric cars in Canada and in the US can charge using this plug, even Tesla cars as they come with an adapter. The J1772 connector is only available for level 1 and 2 charging.

### Level 3 Connectors

For fast charging, the CHAdeMO and SAE Combo (also called CCS for "Combo Charging System") are the most used connectors by electric cars manufacturers.

These two connectors are not interchangeable, meaning a car with a CHAdeMO port cannot charge using an SAE Combo plug and vice versa. It's kind of like a gas vehicle that can't fill up at a diesel pump.

The third important connector is the one used by Teslas. That connector is used on level 2 and level 3 Supercharger Tesla charging stations and are only compatible with Tesla cars.

### Connector types:

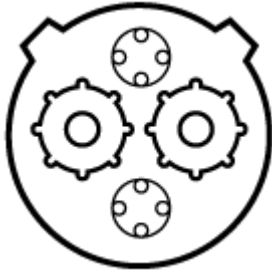


**Connector: Port J1772**

**Level: 2**

**Compatibility: 100% of electric cars**

**Tesla: With adapter**



**Connector: CHAdeMO**

**Level: 3**

**Compatibility: Check specifications of your EV**

**Tesla: With adapter**



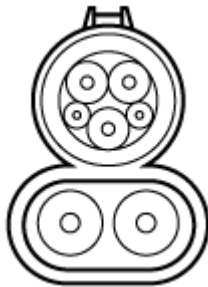
**Connector: Tesla supercharger**

**Level: 3**

**Compatibility: Only Tesla**

**Tesla: Yes**

**Wall Plugs**

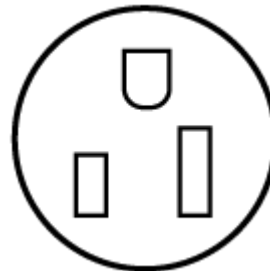


**Connector: SAE Combo CCS**

**Level: 3**

**Compatibility: Check specifications of your EV**

**Tesla: No**



**Wall Plug: Nema 515, Nema 520**

**Level: 1**

**Compatibility: 100% of electric cars, Charger is required**

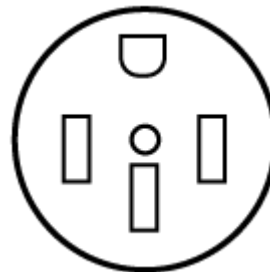


**Connector: Tesla HPWC**

**Level: 2**

**Compatibility: Only Tesla**

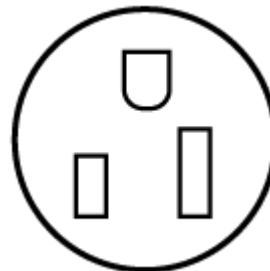
**Tesla: Yes**



**Connector: Nema 1450 (RV plug)**

**Level: 2**

**Compatibility: 100% of electric cars, Charger is required**





**Connector: Nema 6-50**  
**Level: 2**

**Compatibility: 100% of electric cars,**  
**Charger is required**

Before driving to a charging station, it is important to know if your vehicle is compatible with the connectors available. This is especially important for non-Tesla DCFC stations. Some may have just a CHAdeMO connector, others just an SAE Combo CCS connector, and others will have both. Also, some vehicles, like the Chevrolet Volt - a plug-in hybrid electric vehicle, is not compatible for Level 3 stations. Make sure you know your vehicle compatibilities before planning a trip. With our [charging map](#), you will be able to apply the right filters to only show chargers compatible with your electric car.

## Electric Car Charging Station Network Operators

To be able to properly use public chargers, you'll have to learn which charging networks are available in your area. There are many different public charger operators across Canada and the United States. Most of them are specific to certain areas, but there can be several of them in the same area. There are two categories of station network operators:

### Networked Smart Charging Stations

To use a networked charger, also known as smart public charging stations or connected stations, you must subscribe to the network. In most cases, registration is free and fees only apply when you use of their chargers, although some of them can be used free of charge. You'll need the RFID card or the mobile app of the network to activate and use the charger. SemaConnect stations can be activated directly from the ChargeHub app without any subscription needed.



**ChargePoint**

**Membership Required**

**USA + Canada**

**blink**

**Blink (CarCharging)**

**Membership Required**

**USA + Canada**



**SemaConnect / SemaCharge**

**Membership Required**

**Activate and pay directly from the ChargeHub app**

**USA + Canada**

**nrg**  
**EVgo**

**EVgo**

**Membership Required**

**USA**



**Electrify America / Electrify Canada**

**Membership Required**  
USA + Canada



**Webasto (Formerly Aerovironment)**  
**Membership Required**

USA



**Greenlots**

**Membership Required**  
USA + Canada



**FLO**

**Membership Required**  
Canada



**ZEF ENERGY**

**ZEF Energy**

**Membership Required**  
USA



**OP Connect**

**Membership Required**  
USA



**GE WattStation**

**Membership Required**  
USA + Canada



**Circuit Électrique**

**Membership Required**  
Quebec, Ontario



**myEVroute**

**Membership Required**  
Ontario



**Tesla (Superchargers & Destination)**

**Membership not required, but**  
**limited to Tesla vehicles**

USA + Canada



**EVduty**

**Some EVduty chargers require**  
**membership while others do not**

Canada



**eCharge**

**Membership Required**  
New Brunswick



**Sun Country Highway**

**No Membership Required**

USA + Canada

**VOLTA**

**Volta**

**No Membership Required**

USA



**Astria**

**Membership Required**

USA + Canada

## **Independent Public Charging Stations**

Independent public chargers are installed by local businesses or by individuals who want to make charging available on their property. It's not necessary to be a member of a network to use those chargers. Some conditions may apply to some of them.

## **Charging an Electric Car at Work**

Workplace charging works very similarly to home charging. It is offered by an employer to their employees. The employees therefore have access to parking spaces with level 2 or level 1 charging stations during the day. Depending on your habits, charging at work could provide enough power for all of your travels.

## **The pros of workplace charging**

### **A longer electric range**

When combined with home charging, workplace charging can double your daily electric range. This is particularly interesting for plug-in hybrids, as you can use the electric motor for longer distances and therefore save money on fuel.

**Level 2** charging allows you to charge faster, which is particularly interesting for part-time employees or for workplaces where employees are not in for the entire day.

### **Large Savings on Transportation Costs**

The electricity costs of workplaces charging are often taken on by the employer, which means employees can charge at work for free. In other cases, the employer charges fees to use the charger, but the cost is usually lower than charging at a public charger.

## **Government Incentives for Workplace Chargers**

In order to encourage employers to install charging stations for their employees, many governments have put in place programs that reduce purchasing and installation costs, as well as different advantages for the employer. However, many employers are unaware of the existence of these programs, and it falls on the shoulders of interested employees to talk to them about it.

- [Quebec incentives for electric car home chargers](#)
- [British Columbia incentives for electric car home chargers](#) (the program is temporarily suspended)
- For the United States, we suggest you check your government website.

Now that you are more familiar with all types of charging for an electric car or plug-in hybrid, we suggest you read our guide on how to choose your level 2 home charger. Since 80% of your charging will be done at home, it's really important to choose a charging station that answers your needs.

**[HOW TO CHOOSE THE RIGHT CHARGER?](#)**



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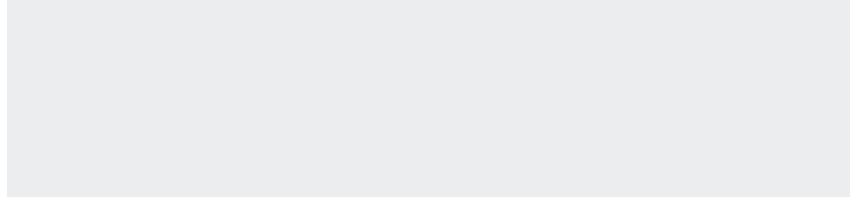
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GREEN

# International Code Council to include EV readiness in building codes

New builds will have 240V plugs for Level 2 chargers



JOHN BELTZ SNYDER

Jan 28th 2020 at 1:49PM

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comments



For a lot of people, the [EV shopping](#) experience isn't limited to the car itself. Most charging happens at home, and most homes don't already have a Level 2 EV charger installed. If you're lucky, you've got a spare 240V outlet (the same type used for a washer and dryer) in the garage, and you can easily add a charger. There's also a chance your EV's mobile charger is 240V compatible. A lot of buyers, though, need to hire an electrician to install a 240V outlet, which can mean adding a 240V circuit and acceptable breaker to their breaker box. That costs money, and sometimes isn't feasible.

Now it looks as though many more new homes will be built with EV charging in mind, [Quartz reports](#), as the International Code Council (ICC) has approved provisions to include the electrical requirements in all new homes to make them "EV-ready." For a single-family home, that means installing the proper panels, outlets and conduits — essentially everything short of the actual charger. For multi-family buildings, the code calls for two "EV-ready" parking spots, while making more spots "EV-capable," meaning they can be more easily retrofitted with a 240V outlet.

Not only does this make life easier for new EV buyers, it saves money, as well. It's much cheaper to provide EV readiness when building the home than to retrofit an existing home for a Level 2 charger.

The ICC provision isn't binding to all. ICC building codes are recommendations, and it's up to states and municipalities to choose whether or not to adopt them. Many do, though, and it's likely many locales will adopt the EV-readiness provision soon after it's published in the ICC's 2021 codes this fall.

So what does this mean for customers? Soon it will be much more likely that those buying a new home will only need to buy a semi-permanent Level 2 charger (the kind with a 240V plug), plug it into the socket, and they're good to go. No hardwiring or retrofitting required. If their EV comes with a 240V mobile charger, it's even easier. For the EV industry at large, it's one fewer obstacle to the path of adoption.

Are you considering buying an EV, and have questions about the process? Be sure to [check out our electric car buying guide](#).

### Related Video:

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Image Credit: Getty

- Green
- Electric

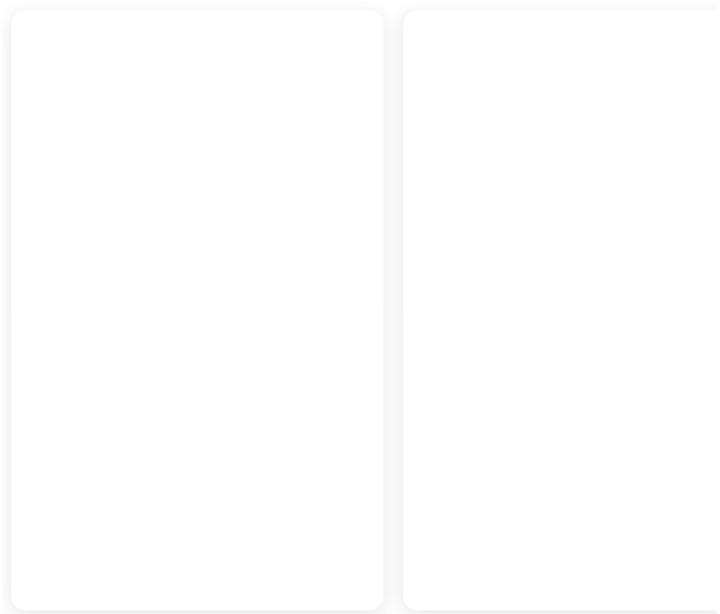
### Mom Booted Off Plane Over Outfit

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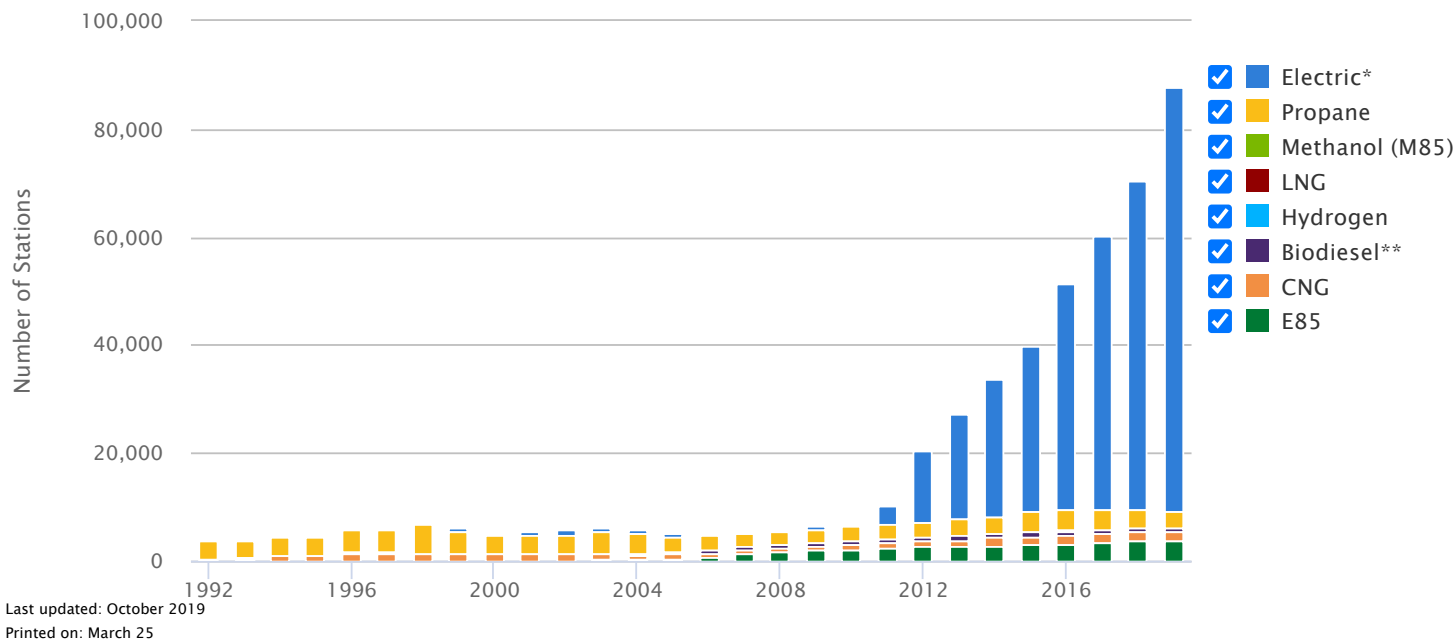


AdChoices

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# U.S. Alternative Fueling Stations by Fuel Type

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Source: Alternative Fuels Data Center (AFDC), either directly ([afdc.energy.gov/stations/states](https://afdc.energy.gov/stations/states)) or from historical Transportation Energy Data Books ([www.osti.gov](http://www.osti.gov)) (<https://www.osti.gov/search/semantic:%22Transportation%20Energy%20Data%20Book%22>)

Notes: Starting in 2011, electric charging equipment was counted by the outlet rather than by the geographical location (i.e., station). This is different than other fuels, which only count the geographical location regardless of how many dispensers or nozzles are on site. This chart shows the trend of U.S. alternative fueling stations by fuel type from 1992 to 2018. Propane stations were the most numerous until 2011, when they were surpassed by electric vehicle supply equipment (EVSE), or charging units. The growth in EVSE units accelerated starting in 2011, following the 2010 increase of plug-in electric vehicles offered by major automakers. 2016 experienced the largest growth for EVSE to support the growing electric vehicle population, followed closely by 2017 and 2018. The number of EVSE units is expected to increase as the population of electric vehicles continues to grow. The number of E85 stations has been increasing steadily since 2004, as the number of flex-fuel vehicles available from major manufacturers has increased. The number of CNG stations decreased between 1996 and 2006 (despite the increase in CNG sales during this time) largely because the average station size was increasing.

To view more details, notes, and acronyms, please download the Excel spreadsheet.