

MINUTES OF THE MEETING OF THE COLLEGE TOWNSHIP SUPERVISORS HELD ON FEBRUARY 4, 1969

The regular meeting of the College Township Supervisors was held in the Municipal Building at 7:30 p.m. on February 4, 1969. All supervisors were present.

The minutes of the previous meeting were read and approved.

Treasurer's Report The Board approved payment of bills in the amount of \$7,691.27, leaving a balance of \$34,003.24.

Old Business -- Houserville Road Intersection - The District Office of the Highway Department had written that Harrisburg would issue the permit in the near future.

Meyers Subdivision Plan - Mr. Levine stated that the final subdivision plan and the zoning site plan submitted for the Meyer property along #322 had been reviewed by the Zoning Officer and by the Board, and that these plans do not contain all the data required by the Subdivision and Zoning Ordinances. Letters are being sent to the Meyer Brothers and Mr. Coulson, outlining the necessary data required.

Krumrine Estate on Elmwood Street -- A recommendation from the Planning Commission with respect to this subdivision plan for a lot line change, creating two lots from one was read, as follows: "With respect to the final plan for a lot of the Daniel Krumrine estate, located on Elmwood Street, recommended to the supervisors on December 16, 1969, the Commission feels that it is not a re-subdivision and hence does not come under the requirements of Section 2.90. The Commission feels that this plan is a subdivision as defined in Section 7.571 and Section 7.572 of the Subdivision Ordinance and meets the requirements under Section 2.80, Plans Exempted from Standard Procedure. A modification is allowed under Section 6.30 because the existing building on Lot No. 2 does not meet setback requirements. Denial of a subdivision of the property would appear to be unreasonable as there are existing houses on both Lot 1 and Lot 2. The lots created are almost double the area required for that residential district."

It is understood by the supervisors that no improvements are going to be made on these lots. With this understanding, the supervisors voted to approve the final plan.

Mr. Levine explained that under the Subdivision Ordinance, all approved plans must be recorded within 30 days after supervisor approval or the action approving the plan is null and void. Some plans have not been recorded within the time limit in the past and, as a result, have become void. Therefore, from now on, after signing all plans are being stamped with a notification with the required filing date.

Supervisors approved resolutions to accept the following streets: a portion of Oak Lane Extension and of Willow Avenue, Houserville, Villa Crest Drive, and a section of Oakridge Drive between Township Road T-354 and the cul de sac at Lots Nos. 1 and 55.

New Business -- Bids for Spring Creek Park -- The following bids were opened: Herbert R. Imbt, Inc. in the amount of \$34,503.84; C & W Construction Company in the amount of \$27,742.88; and Glenn O. Hawbaker, Inc., in the amount of \$30,794.70. The supervisors will confer with the architect for the park before making the bid awards.

A letter from Love and Wilkinson was read notifying the Board that a hearing has been set for February 25th by the Board of Assessment and Revision of Taxes for Centre County on the appeal of Crown Construction Company for the assessment of Nittany Mall. Mr. Weaver and the Township Solicitor will attend the hearing to protect the township's interests.

A request from Schlow Library for \$4,449.00 as the township's share of the library's budget was approved by the Board. Mr. Levine stated that residents from College Township represent about 11 percent of the total library users.

A request was received from the State College Area Department of Parks and Recreation for \$8,260.58 as the township's share of the department's budget. A check for \$167.47 was included representing amount of last year's unused allocation. The Board approved the budget request.

Whitehall Road Reconstruction and Relocation. About 50 residents of the township were present at the meeting, most of whom resided in the areas near Whitehall road. Mr. William Power, of the Regional Planning Commission presented maps showing the proposed relocation and the regional road plan. He stated that the Whitehall Road widening and relocation has been presented by the Centre Regional Planning Commission as an alternative to the Highway Department's proposal for widening Branch Road. He explained both the outer loop around the State College Borough consisting of the proposed Bypass, and Highways 45 and 26, and the inner loop of which Whitehall Road would become an integral part if the proposed changes were made. He stated that the proposed route which would depart from the present road to swing into the wooded area south of Everhart Village and tie into University Drive had been selected rather than a route which would go behind Everhart Village because less prime agricultural land would be used. The right-of-way for the proposed road would be 80 feet, which he stated was the standard for major collector streets to allow parking on one side and to provide for sidewalks.

Mr. Levine read two letters from Mr. and Mrs. Robert Everhart and Mr. and Mrs. William Everhart opposing the proposed relocation on the basis that it would go through desirable farm land.

Numerous questions were asked of Mr. Power by residents at the meeting. These questions concerned the possibilities of an alternate route which would go behind Everhart Village, the necessity for the 80 foot right-of-way, the restriction of truck traffic, the possible speed limit, whether cuts would be necessary so that the road would be higher than the residences along it.

Although not directly related to the road relocation, some residents expressed concern over the high density zoning of State College Borough areas adjoining the R-2 areas in the township. It was pointed out that the Borough Planning Commission is planning to hold a hearing this month on rezoning this areas back to medium density regulations; therefore, the purpose of the relocation was not merely to provide for the larger population which would result from high density zoning.

Mr. Powers stated that the proposed route had been approved by the Centre Regional Planning Commission and the Centre Regional Council of Governments. He also stated that he thought the State Department of Highways would probably accept the offer of Ferguson township to assume a state road in their area as a sufficient trade for Whitehall Road, and that College township would not have to assume any road in trade.

Mr. Granlund stated that the proposed route would provide better access to the entire surrounding area as it develops, than a possible route which would pass in back of Everhart Village.

After discussion with the Board, Mr. Powers agreed to investigate further the possibility of an alternate route. He also agreed to contact the highway department with respect to the following:

1. A preliminary road plan so that the township could see the actual route, as it would be designed by the Highway Department.
2. Some firm commitment from the Highway Department that the speed limit would be 35 miles per hour.
3. A statement from the Department that curbing would be installed where there were residential areas.
4. The absolute requirement for the 80-foot right-of-way. Was there a possibility that the right-of-way could be smaller?
5. The possibility that the Highway Department would turn the road over to the township, after reconstruction, which would make possible

the prohibition of heavy truck traffic.

A petition, signed by 34 residents of Houserville, requesting a flashing light on Houserville Road to slow down traffic when children are going to and from Houserville School was considered. Mr. Williams will contact the Department of Highways for permission to install such a light.

Mr. J. Hutchison Mitchell and Mr. Mattern presented a preliminary plan for a subdivision in North Lemont along the Penn Central railroad tracks. The supervisors approved the preliminary plan, subject to the recommendations made by the Planning Commission in their minutes of January 16th, as follows:

1. Provision for drainage of the cul de sac should be made. If necessary drainage easements should be provided.
2. Since streets will be used for drainage, curbing should be provided.
3. Since Penn Central does not plan to dispose of its property, permission should be obtained to cross the railroad tracks."

Mr. Mitchell indicated that he had requested permission from the railroad to cross the tracks in the past but had been unsuccessful. The Board will write to the Penn Central Railroad concerning the track crossing.

Dan Stearns requested that the supervisors provide him with a statement giving him permission to use the Spring Creek Park parking area as access road to the lots which abut this area. The supervisors will ask the solicitor to draw up such an agreement.

The meeting adjourned at 10:00 p.m.

Respectfully submitted