

APPROVED

**SPRINGETTSBURY TOWNSHIP
PLANNING COMMISSION
MARCH 16, 2017**

MEMBERS IN

ATTENDANCE: Mark Robertson, Vice Chairman
Charles Wurster
Charles Stuhre
Tim Staub

ALSO IN

ATTENDANCE: John Luciani, First Capital Engineering
Jessica Fieldhouse, Community Development Director
Raphael Caloia, Assistant Planner
Charles Rausch, Solicitor
Sue Sipe, Stenographer

NOT PRESENT: Alan Maciejewski, Chairman

1. CALL TO ORDER:

A. Pledge of Allegiance

Vice Chairman Robertson called the meeting to order at 6:00 p.m. and led the Pledge of Allegiance.

2. ACTION ON THE MINUTES

A. JANUARY 5, 2017

MR. WURSTER MOVED FOR APPROVAL OF THE MINUTES OF THE JOINT MEETING OF THE SPRINGETTSBURY TOWNSHIP BOARD OF SUPERVISORS AND PLANNING COMMISSION OF JANUARY 5, 2017 AS PRESENTED. MR. STAUB SECONDED. MOTION UNANIMOUSLY CARRIED.

B. JANUARY 19, 2017

MR. STUHRE MOVED FOR APPROVAL OF THE MEETING MINUTES OF JANUARY 19, 2017 AS PRESENTED. MR. WURSTER SECONDED. MOTION UNANIMOUSLY CARRIED.

3. BRIEFING ITEMS

A. SD-17-04 Minor Reverse Subdivision for Jeffrey L & Cindy Ann Hoke

Patti Fisher, James Holley Assocs.

Ms. Fieldhouse stated final subdivision plan was submitted on February 17, 2017. Lot 117 has an existing residential garage and driveway. Lot 118 has an existing single family home. Both lots combined make up the residence of Jeffrey L. & Cindy Ann Hoke. This is a minor subdivision and they are looking to extinguish the center lot line and create one lot.

Ms. Fisher indicated there is a waiver for the minor subdivision. Because of the simplicity of the plan they feel it falls under the category of a minor subdivision.

Discussion was held in regard to the request for a railroad spike as opposed to a standard monument. Ms. Fisher indicated the pins at all the corners were found. They had been previously set except for one corner which was not set because it is over a macadam area so consequently they requested the spike.

A MOTION WAS MADE BY MR. STUHRE TO MOVE SD-17-04 TO AN ACTION ITEM. SECONDED BY MR. WURSTER. MOTION UNANIMOUSLY PASSED.

Mr. Luciani indicated there are several outstanding items, i.e., signatures, etc listed as conditions.

Ms. Fisher indicated they still need the owner's signature but other than that all the other conditions have been met.

MR. WURSTER MOVED IN THE CASE OF SD-17-04 TO RECOMMEND APPROVAL TO THE BOARD OF SUPERVISORS SUBJECT TO THE FOLLOWING WAIVERS AS IDENTIFIED ON THE TRACKING SHEET.

- **S.289-14 MINOR SUBDIVISION WAIVER - THIS IS A SUBDIVISION PLAN FOR THE PURPOSE OF MERGING 2 LOTS. NO DEVELOPMENT IS PROPOSED AS PART OF THE SUBDIVISION.**
- **S.289-26 – MONUMENTS - THE APPLICANT IS REQUESTING TO SET A RAILROAD SPIKE AT THE SOUTHWEST CORNER OF LOT 1 INSTEAD OF A CONCRETE MONUMENT.**
- **S.289.13.A. PLAN SCALE OF 1"=50' OR 1"=100' - TO ALLOW FOR A PLAN SCALE OF 1" = 10' AND 1"=20'**

SECONDED BY MR. STUHRE. MOTION UNANIMOUSLY PASSED.

MR. WURSTER MOVED IN THE CASE OF SD-17-04 FOR APPROVAL SUBJECT TO THE FOLLOWING CONDITIONS:

- **APPLICANT SHALL IDENTIFY ALL WAIVERS ON THE PLAN AND OBTAIN PLAN SIGNATURE.**

SECONDED BY MR. STAUB. MOTION UNANIMOUSLY PASSED.

B. SD-17-03 Minor Yorlan Associates, LLC.

Grant Anderson, Site Design Concepts
Mike Jeffers, Representing Yorlan Assocs.

Ms. Fieldhouse indicated the final subdivision plan was submitted on February 17, 2017. It is an existing 7.675-acre parcel which is proposed to be subdividing the house from the rest of the property creating one lot that will be 2.526 acres. Lot 4-F is proposed to be 5.149 acres. Lot 4-E will include the Concord Office Center. This subdivision plan will negate the later subdivision

plan and there is also an existing non-conforming billboard at this location. Staff reviewed on March 7 with the developer at which time the engineer's comments were reviewed.

Mr. Anderson stated they are doing a subdivision to separate the existing building from the remaining portion of the property. He noted they are requesting four waivers:

- Plan Scale –
- Deferment of Sidewalks - since there is no construction proposed by this plan, deferred to when land development planning is proposed for the residual Lot 4-F.
- Environmental Impact Study – because they are not proposing construction.
- Street lights – there are 4 existing streetlights shown on the revised plan on the opposite side of the roadbed which light up the street.

They are also submitting a modification waiver request for the buffer yard. This was discussed at the Staff meeting. In lieu of providing a buffer and plantings along Concord Road, they are requesting a modification to plant 5 additional street trees along Concord Road which is consistent with the existing property. He provided photos of the street view. He noted the trees would not completely screen the existing building which houses businesses since they prefer to have visibility from Concord Road. There are 4 existing trees which are substantially large.

Discussion was held regarding sidewalk. Mr. Luciani commented the lot that is more likely to be developed is the lot along Route 30 which may end up having a gap between the sidewalks and Concord Road. Mr. Luciani noted during Staff meeting they discussed having them include the modification for Lot 4-E with a 6 month note.

Mr. Anderson indicated they are not opposed to the 6 month note on the plan, and in fact on the revised plans to be resubmitted it is included and explained as a deferment to the land development plan.

A question was raised in regard to streetlights on Concord Road as to whether the 6-month note should also be applied.

Discussion was held regarding the name for "Davies Drive" loop street which is a private road. It was noted the Township would be in charge of addressing the appropriate name. It was noted this would be added as a condition on the plan.

A MOTION WAS MADE BY MR. WURSTER TO MOVE SD-17-03 TO AN ACTION ITEM. SECONDED BY MR. STAUB. MOTION UNANIMOUSLY PASSED.

Discussion of the waivers:

Sidewalks and streets – Ms. Fieldhouse indicated that the plan should have a modification for Lot 4-E to have the six month note put on the plan cover sheet which would state the lot owner would have six months to put in sidewalks upon receiving a written request from the Township. Lot 4-F can request that section 289-32 sidewalks be deferred to the land development.

MR STAUB MOVED IN THE CASE OF SD-17-03 TO RECOMMEND APPROVAL TO THE BOARD OF SUPERVISORS FOR WAIVERS OF

- **§289-32 SIDEWALKS – LOT 4-E A SIX MONTH NOTE TO INSTALL SIDEWALKS AT THE TIME AFTER THE NOTIFICATION FROM THE TOWNSHIP TO THE OWNER AND FOR LOT 4-F TO BE DEFERRED TO THE LAND DEVELOPMENT**

PLAN.

- **§289-13.A. – PLAN SCALE**
- **ARTICLE IV ENVIRONMENTAL IMPACT STUDIES**
- **§289-35.C. LANDSCAPE AND BUFFER YARDS TO BE MODIFIED TO THE PROPOSED ADDITION OF 5 STREET TREES ALONG CONCORD ROAD. SECONDED BY MR. STUHRE. MOTION UNANIMOUSLY PASSED.**

MOTION MADE BY MR. STAUB TO RECOMMEND APPROVAL TO THE BOARD OF SUPERVISORS FOR SD-17-03 WITH THE FOLLOWING CONDITIONS:

- **REQUIREMENT FOR CHANGING THE NAME OF DAVIES DRIVE TO A MORE DISTINCTIVE NAME**
- **ALL ENGINEERING AND TOWNSHIP PLANNING COMMISSION COMMENTS TO BE ADDRESSED.**

MR. STUHRE SECONDED. MOTION UNANIMOUSLY PASSED.

C. LD-17-01 Preliminary/Final LDP for Susquehanna Oral and Maxillofacial Surgery.

Robert Sandmeyer, Site Design Concepts

Ms. Fieldhouse stated the preliminary/final plan was received by the Township on February 17, 2017. The project site consists of a building lot located along the south side of Eastern Boulevard, between Mill Street and Moul Street. The lots contain 1.81 acres in the NC Zone with Town Center Overlay. The land development is proposing to construct a 4,500-sq. ft. medical office building with 35 on-site parking spaces, 5 future parking spaces and stormwater management facilities. Ms. Fieldhouse noted medical offices are a permitted use both in the NC and Town Center Overlay. She noted due to the unique circumstance this use does not have to go for conditional use in order to be developed because it is a permitted use. The plan was reviewed with Staff and the Township Engineer on March 7.

Mr. Sandmeyer stated they are here for a briefing item. He noted this land development plan is across the street from Yorkshire Elementary School. They are proposing a medical office at approximately 4,700 sq. ft. with 14-15 employees and 35 parking spaces for the site. They will be accommodating underground stormwater management with public sewer and water for the property. They met with Staff twice on this project, once as a sketch plan and also as a submitted land development plan. They have gone through the reviews with the township engineer and have come to some conclusions on landscaping buffer yards and access driveways on the two minor streets of Moul Street and Mill Street. The parking lot will be behind the building, with access on Moul Street and also on Mill Street. They have located the building up front along Eastern Boulevard.

Mr. Sandmeyer noted they are requesting 4 waivers as noted on the plan summary. During the Staff meeting they requested a 5th waiver for sidewalks. This is a 1.8 acre in parcel but is actually two separate tracts. The small upper tract is .4 acres and that is the tract being requested for the waiver of sidewalks. This would be in the form of a deferment until land development of that property with a six month note. For the 1.4 acre tract he noted they are installing sidewalks on all 3 frontages, Mill Street, Eastern Boulevard. and Moul Street per the Township's requirements.

Discussion was held regarding the issue of storm water in this area is because of the lack of storm drains. Mr. Luciani explained the school rerouted their stormwater down to Eastern Boulevard and they have underground facilities which are all interconnected.

Discussion was held in regards to traffic. Mr. Luciani noted the school's bus drop was originally in the front of the school and was subsequently relocated to the back of the school. Consequently, some of the traffic problems occurring there were shifted away from that area.

In regard to general notes that need to be corrected on the plan, Mr. Sandmeyer indicated they have been addressed.

A question was raised concerning turning movements on Moul Street which potentially could encourage motorists to cut through to avoid the intersection at Mill Street.

Mr. Sandmeyer stated they determined the attempt to circumvent and work through this parking lot would take longer than it would to go through the intersection.

Discussion was held regarding clarification of the reference to the lot as a tract. Mr. Sandmeyer indicated it is referred to as Tract 1 and tract 2 by its deed because it is separated by the Township right-of-way. In addition, these lots are not deeded to the center of the road.

It was requested to add a note of clarification about the tracts to define it as one lot.

Mr. Sandmeyer indicated they would add a "lightning bolt" through that section on the plan to provide that clarification.

A comment was made about the landscaping plan in regards to planting landscape buffer as opposed to street trees. Mr. Luciani indicated that was resolved at the Staff meeting. Mr. Sandmeyer concurred, adding this is referencing the streetscape. He noted there is somewhat of a conflict with the Ordinance for landscape, streetscape for trees and also for a street scape buffer yard. It was decided they would take the larger amount of the requirement which would be the buffer yard streetscape and include the street trees with that number. In addition, instead of placing the street trees within the sidewalk curb grass section, they will move them back in towards the property, since public works and the fire company have stated they do not like having street trees within the grass strip.

It was noted the applicant is showing signage on the plan which is normally not included at this stage. Ms. Fieldhouse stated she requested that signage be put on the plan as a procedural safeguard. She indicated she wants to review the signage early on and identify it for zoning variances. She also would like to be able to compare what is being submitted for the sign permits for what was reviewed and put into the land development plans.

- D. SD-17-05 Final Subdivision Plan for Quattro Development LLC.**
- E. LD-16-05 Preliminary/Final Land Development Plan for Quattro Development LLC.**

Joshua George, Snyder, Secary & Assocs.

Ms. Fieldhouse indicated this is the subdivision part of the Quattro Development. She noted at the request of staff it was broken out from the land development plan. The subdivision will be run on

a concurrent tract within the land development plan. A waiver was requested for the 90-day deadline, allowing both the land development and subdivision to be run concurrently and there is no issue with the deed approval deadline. The subdivision was reviewed along with the land development plan at the March 7 staff meeting, at which time comments were reviewed.

Ms. Fieldhouse provided copies of Chairman Maciejewski's comment document.

Mr. George stated this project was initially presented as a Briefing Item at the August 2016 meeting. Since that time the layout has changed from a four-building project to a two-building project. The buildings currently proposed include a Royal Farms convenience store and a Lidl Grocery Store.

Representatives from TRG in attendance were Jon Seitz and Chris Schwab, Also representatives from Lidl, David Kain and Ryan Anthony to address questions and offer expertise in specific areas.

Mr. George stated this is a land development plan that proposes both the convenience store and the grocery store located at the corner of Mt. Zion and Concord Roads. This is a triple frontage lot with frontage on Concord and Mt. Zion. There is existing frontage on Route 30 which is limited access highway in that area with no connection or work in that portion of the site. Access to the site is proposed to provide a full movement driveway connection to Concord Road as well as a right-in/right-out access onto Mt. Zion Road. The overall development is permitted by right and most of the conversation with Township Staff has focused on traffic.

Mr. George indicated the site will be served by public water and public sewer. They received approval from the Zoning Hearing Board in December 2016 for several variances as outlined in the Staff memo.

In regards to traffic, Mr. George indicated they met with PennDOT last week to continue discussion and work through a traffic impact study. The final hurdle is Township agreement that the proposed improvements related to traffic are meaningful and sufficient and that the Township is satisfied traffic is being addressed as well as can be a given the limitations they are facing. He stated PennDOT wants to hear that from the Township before they take final action on the traffic impact study.

Mr. George referred to his letter dated March 15 outlining the proposed waivers and modifications. He noted the first several are related to the subdivision – land development ordinance.

1. S.289-10.A. – Modification to permit a combined Preliminary/ Final Land Development Plan in one submittal.

Mr. George stated the premise for this is for all of the proposed improvements to be depicted on this plan. It is not a phased project so everything will be constructed simultaneously. There are no new streets or public improvements that would be dedicated to the Township. They are proposing some widening of existing roads but not proposing any new streets that will be dedicated.

The Planning Commission expressed concerns regarding major changes to the intersection as to how traffic will flow specifically on Route 24. There were also comments relating to vehicles cutting through the site as traffic backs up on Concord Road.

Mr. George indicated they recognize there are issues to be worked out with traffic being a key issue as well as sewer and right-of-way issues. He noted the plan cannot be recorded or finalized until all the details have been addressed, and having a separate preliminary and final plan would potentially exacerbate the process at this point. He noted those items in question would be covered with this plan prior to recommendation. He also noted they will need to obtain PennDOT permits for the roadway work and will continue to move forward with all of that with one submittal.

2. S.289-21.E(2). This is a modification request regarding the traffic impact study.

Mr. George indicated he submitted an Addendum to the modification, recognizing their project adds additional traffic impacts to this intersection and the two roads. In an attempt to mitigate these traffic impacts, not only current conditions but what will exist with their development, they are proposing a series of traffic improvements as part of this project.

Those improvements include:

- Adding an extension of the right turn lane on Concord Road heading towards Mt. Zion Road, which is the west bound Concord Road movement. Currently there is a right turn lane. They are proposing to extend the right turn lane back to their property line causing the right turn lane to be much longer to add significant vehicle queuing and stacking options for vehicles making that turn. This improvement will help mitigate vehicles by creating a right turn lane up to the intersection.
- Lengthening the straight through lane on Concord Road when making the left or coming eastbound on Concord. Currently the right lane ends at the driveway into the Concord Business Center Kinsley owns. They are proposing to continue the right lane along the entire frontage of the prison until it tapers and stops at the driveway. They would confirm with the prison to assure they can acquire that right-of-way. They will first try to build it within the existing right-of-way – they may need some additional because of sidewalk and pushing the sidewalk back. The road itself can be built in the existing right-of-way. This will allow vehicles turning left from Mt. Zion making this movement.
- The third improvement proposed is to lengthen the two left turn lanes by approximately 75 ft. Those are the two left lanes on Mt. Zion to turn left onto Concord Road. There is an existing median and they would cut the median out and add approximately 75 ft. of length to add more stacking for the left turning vehicles.

Mr. George also noted they are also looking to make a small change on the off ramp of Rt. 30 westbound to the right land and extend it by 65 ft. so vehicles coming off Rt. 30 turning right onto Mt. Zion Road away from their project will have more room to get into the right turn lane.

Mr. George indicated the goal of all of these improvements is to help the existing and proposed condition in this congested area at peak hours. One of the limitations they have and one of the questions discussed significantly over the course of the process is the backing up and queuing from Concord Road back to Industrial Drive. One of the discussion topics has been about adding capacity through this area as vehicles travel northbound on Rt. 24. The limitation is the bridge is at its fullest possible capacity and cannot be widened.

Comments were made regarding the timing of the signal and the concern that PennDOT is not going to change it because it could impact the eastbound exit ramp off Rt. 30.

John Seitz TRG

Mr. Seitz stated in developing the proposed improvements they spent considerable time trying to establish how to best mitigate the traffic situation. He determined by extending the two lanes to this area it will create a more even distribution. They will get more vehicles and traffic through during the green arrow timing. Then they can use some of the extra time from that to reallocate and add green timing on some other timings.

Mr. Staub inquired about what will be the benefit for the additional right lane off the Rt. 30 ramp. He suggested a solution to getting relief at the Concord Road intersection could be to connect to Market Street again via Davies Drive extension.

Mr. Seitz stated he has been involved with the Township's effort to have the cross over at the rail crossing so that Davies Drive could connect to Market Street. There was a hearing to try and make that happen. They have not looked at that specifically because in this traffic study they want to look at where they are within their constraints. He agreed if that happened it would improve the situation. However, he noted within the confines of this study they did not include that assumption.

A question was also raised in regards to the ramp – what will be accomplished for an additional 65 ft.? Mr. George stated it was a requirement from PennDOT as part of the mitigation even though they are not adding any traffic coming westbound and making a right turn to go north on Rt. 24.

Discussion was held regarding the safety implications of taking down some of the existing median on Mt. Zion. It was noted the applicant would be restricting or cutting back on that median in order make those left turn lane extensions longer.

It was clarified the median would get narrower.

Mr. Seitz stated this would be a positive safety improvement to shave away some of the median, and extend the left turn lane to avoid left turning vehicles that are queued back into a through lane.

Ms. Fieldhouse noted at an internal staff meeting today which included the Township manager, the police chief and the director of the department of public works were discussing this plan, and indicated their concern about the safety of pedestrians in the area, indicating they do see pedestrians using the median to get down Mt. Zion road.

Mr. George referred to the safety issue noting the traffic study section of the Ordinance refers to critical changes and substantially eliminating critical changes with the proposed improvements. It is their belief they do that. They fully admit they are not 100% mitigating the impacts to this project, but are doing all they believe is possible with the project to help the traffic in this corridor. He reiterated that PennDOT indicated at the staff meeting last week they would like to hear from the Township that while they recognize the improvements do not totally mitigate the impacts, the Township is comfortable with the imposed improvements.

Discussion was held as to where the customers for the grocery store would be coming from. Mr. George stated a full trip distribution study was done for the neighboring communities. Mr. Seitz indicated they look at existing traffic patterns and take into account how much traffic is moving in each direction during the AM and PM peak hours.

3. S.289-32 – Modification to permit sidewalks to be constructed along the development side of Concord Road and the development side of Mt. Zion Road from Concord Road to the proposed right-in/right-out driveway.

Mr. George indicated they discussed how to get pedestrians coming to and from the prison and the work release people back and forth safely. The challenge they face currently is Concord Road has some sidewalk up to a point where the sidewalk stops. After that pedestrians cannot walk on the opposite side of Concord because there is no room between the guiderail and the lane. At some point along this route where there is sidewalk, they cross over and walk in the grass to get out to the intersection. Mr. George stated as part of this project they are proposing to construct sidewalk and replace the existing sidewalk along Concord where it stops and then add new sidewalk along Concord up to the intersection wrap it around into the site.

4. S.289-35.C – Modification to permit landscaped buffer Yards

Mr. George stated they are proposing to provide a buffer yard 20 ft. wide along the frontage. He pointed out the edge of the road on the drawing as it relates to the location of their property line, noting it is PennDOT right-of-way. He indicated they do not own 75 ft. of that land. Currently it is overgrown with trees and shrubs. There is a drainage swale which runs at their driveway through a culvert underneath Mt. Zion Road. They are proposing the required 20 ft. buffer yard which would be in combination with the existing vegetation in PennDOT right-of-way. There is a significant buffer in front of the Liddle portion of the site. From the proposed access drive around the bend back to the dumpsters, the entire portion of the site sits below Mt. Zion Road and Concord Road by 10-12 ft. They would add fill in that area to bring it up to about 4 ft. It is their assessment that the buffer does not make sense at that location from a practical standpoint because the site sits below the existing roads. Headlight interaction would not be a problem. They are requesting a modification to provide a narrower buffer from the dumpster around to the proposed driveway on Concord Road because there is not enough space in this area. They would like the flexibility to put in plantings to do what they can but not to necessarily provide 20 ft. of width there. They have approximately 10 ft. He noted they do propose the full buffer in the area going towards the east or north.

Discussion was held regarding the plans for the mechanicals on the roof for screening purposes. Mr. George indicated what will be seen is the canopy which is taller than the building and would effectively screen the roof of the building.

5. S.289-36 – Modification to permit street lights – they are proposing street lights along Concord Road only. But not to construct street lights along Mt. Zion.
6. S.289-41-H – Modification to permit the existing cross-section of Concord Road to main ‘as is’ in areas where roadway improvements will not occur.

Mr. George indicated currently Concord Road does not have a crown on it so the pavement is pitched in this direction. The Ordinance requires roads have crowns and they are not proposing any changes on that side of Concord Road. He noted their roadway runs down their side of the street and begins at Kinsley Driveway and then extends down on the prison side of the street. He explained the reason the road is like that happened with the Town Center project. They did significant traffic improvements at the intersection for their project and went through the PennDOT HOP process and the Township reviews. The design and construction of Concord Road ended up with a super elevation in that area instead of a crown. He was not sure why but it was permitted by PennDOT at the time and it was reviewed as part of the land development plans for those improvements. Mr. George stated for this to have a crown the road would have to be lowered by several feet which would mean curb changes, radius changes tying back into the

bridge, as well as significant excavation which in his opinion was not feasible.

7. S.289-41.j(6) – Modification to permit stormwater management loading ratios to be a maximum of 14:1 for total drainage area and 2:1 for impervious drainage area.

Mr. George stated the proposed access drive with Concord Road is classified according to the Township's Ordinance as a high-volume driveway, which in the Ordinance suggests that channelization be put in - essentially a median of some variety, pork chop, etc. He noted they are requesting a waiver to not do a channelization. He indicated it relates to the interpretation of the Ordinance for the traffic situation and their belief they are providing queuing at the intersection at the driveway based upon the traffic study and meeting the requirements based upon the trips that were generated and distributed appropriately.

Discussion was held regarding the location of the truck loading dock as well as vehicles cutting down Concord Road and cutting through the site. A question was raised as to how does the fire department access the back of the grocery store? Ms. Fieldhouse indicated the fire chief reviewed the plan. She will contact him to revisit that question.

Discussion was held on the possibility of repositioning the Lidl's store to achieve a better layout. Mr. George stated they will try to lay it out on the site in a way that trucks can get in or out as easily as possible and also try to avoid potential conflicts.

Discussion was held in regards to the plan for controlling cut through. Mr. George indicated one aspect is there may actually be some benefit in allowing it. The benefit is if there is accident, etc., vehicles could get through there. Also, this is a commercial development, not a residential area so having vehicles cut through a commercial parking lot is no different than having them cut through the ring road at Galleria. They don't foresee a lot of potential pedestrian conflicts with cut-through.

It was recommended that the applicant consider placement of speed humps within the site.

Mr. George explained the stormwater set up, noting the Royal Farms Store stormwater is collected in several inlets and pipes and directed to a basin. The water is then discharged through a separate pipe that runs through Lidl's property and discharges to a culvert underneath Mt. Zion road. Stormwater on Lidl's property is picked up in two underground beds and then in a basin. Ultimately all discharges down to that same pipe under the bridge on Mt. Zion. So there are four different stormwater areas proposed as part of the project to manage the runoff. The culvert runs underneath Mt. Zion Road and there is a swale that runs around behind the York Town Center between the off ramp of Rt. 30 and the Town Center parking lot.

Mr. George indicated that in addition to the seven modification requests related to the Saldo, they have one for stormwater management in regards to storm water loading ratios. This will be discussed with the Township engineer at a subsequent meeting with Staff.

He also noted there is one modification for the construction material specifications relating to the height of the curb within the site. They would like to use a 6" curb reveal within the site and use 8" curb reveal along the frontages along the roads.

Reference was made to the comment made by Chairman Maciejewski in regards to the clear sight triangle with plantings. He recommended removing the crabapple tree and eliminating the parking space next to the tree so drivers can look east before turning. Mr. George noted they will look into that.

4. ACTION ITEMS - None

5. WAIVER RECOMMENDATIONS - None

6. OLD BUSINESS

A follow-up discussion was held regarding the Quattro Development Plan.

7. NEW BUSINESS

Ms. Fieldhouse introduced Raphael Caloia, Assistant Planner for the Township.

8. ADJOURNMENT

VICE CHAIRMAN ROBERTSON ADJOURNED THE MEETING AT 9:00 P.M.

Respectfully submitted,

Secretary

/ses