

APPROVED

**SPRINGETTSBURY TOWNSHIP  
PLANNING COMMISSION  
APRIL 20, 2017**

**MEMBERS IN**

**ATTENDANCE:** Alan Maciejewski, 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:** Mark Robertson

**1. CALL TO ORDER:**

**A. Pledge of Allegiance**

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

**2. ACTION ON THE MINUTES**

**A. MARCH 16, 2017**

**MR. STAUB MOVED FOR APPROVAL OF THE MEETING MINUTES OF MARCH 16, 2017 AS PRESENTED. MR. WURSTER SECONDED. MOTION UNANIMOUSLY CARRIED.**

**3. BRIEFING ITEMS**

**A. SD-07-06 2841 Preliminary Subdivision Plan for Triplet Springs**

**David Koratich, LSC Designs**

Mr. Koratich indicated the location of the project is Pleasant Valley Road and Alcott Road. They last presented the application in 2014. He noted several changes made over the last 2½ years, including the access drive extended to Alcott Road. A cul-de-sac was added to make the connection at the turn of Alcott Road for site distance purposes. He noted they have 129 total buildable lots, with five estate lots. There are 5-6 open space lots, constituting approximately 30 acres of open space. They submitted the updated plan in March and are working through engineer comments. The plan was submitted to the County Conservation District this week.

Mr. Koratich summarized the stormwater management indicating the ingress and egress onto Mt. Zion road.

Mr. Luciani indicated they are working through the pedestrian sidewalk matter in order to access Springettsbury Recreation Park.

Mr. Koratich indicated the project will be built in two phases – Phase one with the five estate lots – a total of 72 lots. Phase two will be the internal part with approximately 57 lots.

Koratich stated stormwater management will be a total of 11 stormwater facilities. Stormwater for Phase one on the perimeter will be installed as needed and then when Phase two comes on line, the remaining stormwater will be installed.

Mr. Koratich noted a clubhouse originally considered will not be included, which added a few single family detached lots. He noted the average square footage of the homes – the smallest lot is 6500 sq. ft. The homes will be between 2400 and 3000 sq. ft.

Ms. Fieldhouse explained although they are still in the review stage, from a traffic standpoint the applicant did update a traffic scoping letter to reflect the changes in the development for the last 10 years. Because this plan had waivers and variances which were approved in 2007 and 2014, the developer had time extensions every six months which were approved by the Board of Supervisors. The next time extension is up in September 2017. She noted First Capital has reviewed this plan against the version of the zoning ordinance that was in effect when it was initially submitted. She noted they are reviewing this plan against the current stormwater management ordinance.

Discussion was held concerning the steep slope behind the existing Metso Minerals. Mr. Koratich indicated they have looked at the existing slope at Metso Minerals which is at 10%. He indicated they will carry the 10% all the way up through the roundabout. Then they will level it back out 4 to 7% to obtain the necessary grade.

Discussion was held concern the intersection and traffic at Alcott Road and Mt. Zion Road.

It was noted on the narrative from the site data, the date for the preliminary/subdivision plan zoning relief needs to be corrected to show it was granted on July 5, 2007 not 2017.

#### **4. ACTION ITEMS**

##### **B. LD-17-01 Prelim/Final Land Development Plan for Susquehanna Oral and Maxillofacial Surgery**

###### Robert Sandmeyer, Site Design Concepts

Mr. Sandmeyer stated the plan has not changed since they presented for the Briefing. They have made changes in accordance with the township engineer reviews. The only outstanding item is to submit a security bond estimate. The other items are administrative for conservation district approvals. They are requesting a recommendation for the following five waivers as listed on the plan summary:

S.289-10 – Preliminary Plan – applicant is requesting to move to final plan

S.289-13. A – Plan Scale – applicant is requesting to use a 1” to 30’ scale

S-289-24 – Feasibility Report on Sewer and Water Facilities – the site has access to both public sewer and water facilities

S.289-32 – Installation of sidewalks on both sides of the road – applicant is requesting permission to install sidewalks on Tract 1 with a six month note indicating when a development is submitted or requested by the Township

Article IV. Environmental Impact Studies - the applicant noted the environmental impacts are either non-existent or diminimus for this project site which has never been developed

Mr. Sandmeyer indicated the two lots will be designated as one lot as indicated on the conditions plan by a lightning bolt symbol to represent the properties are adjoined.

Mr. Sandmeyer confirmed there is a fence that runs along the entire length of the property which is a solid panel.

In regards to a question regarding the rendering of the building, Mr. Sandmeyer stated the applicant is going through architectural designs. He noted it will be a one-story building with a brick façade along with another style of brick on the bottom portion.

Chairman Maciejewski reminded Mr. Sandmeyer it is the standard for the applicant to submit a rendering for the review presentation. Mr. Sandmeyer affirmed a rendering would be provided to the Board of Supervisors prior to their submittal.

Chairman Maciejewski asked if there was any public comment. Hearing none he called for a motion.

**MR. STAUB MOVED TO RECOMMEND APPROVAL TO THE BOARD OF SUPERVISORS FOR THE FOLLOWING WAIVERS FOR LD-17-01 SUSQUEHANNA ORAL AND MAXILLOFACIAL SURGERY:**

1. **S.289-10 -SUBMITTAL OF PRELIMINARY PLAN - APPLICANT IS REQUESTING TO MOVE STRAIGHT TO FINAL PLAN**
2. **S.289-13. A. - PLAN SCALE IS TO BE AT EITHER 1"=50' OR 1"=100' - APPLICANT IS REQUESTING TO USE A 1" TO 30' SCALE**
3. **S. 289-24 - FEASIBILITY REPORT ON SEWER AND WATER FACILITIES - THE WAIVER IS REQUESTED BECAUSE THE SITE HAS ACCESS TO BOTH PUBLIC SEWER AND WATER FACILITIES.**
4. **ARTICLE IV. ENVIRONMENTAL IMPACT STUDIES**
5. **A TRAFFIC IMPACT LETTER WILL BE PROVIDED BY TRG. THE LISTED ENVIRONMENTAL IMPACTS ARE EITHER NON-EXISTENT OR DIMINIMUS FOR THIS VACANT 1.8 ACRE PROJECT SITE THAT HAS NEVER BEEN DEVELOPED, FLAT IN SLOPE AND COVERED IN GRASS.**

**SECONDED BY MR. STUHRE. MOTION UNANIMOUSLY PASSED.**

**MR. WURSTER MOVED TO RECOMMEND APPROVAL TO THE BOARD OF SUPERVISORS FOR THE PRELIMINARY/LAND DEVELOPMENT PLAN LD-17-01 FOR SUSQUEHANNA ORAL AND MAXILLOFACIAL SURGERY WITH THE CONDITION THAT ALL OUTSTANDING COMMENTS FROM THE TOWNSHIP ENGINEER'S APRIL 10, 2017 REVIEW LETTER ARE RESOLVED PRIOR TO PRESENTATION TO THE BOARD OF SUPERVISORS AND SUBJECT TO THE RECEIPT AND SATISFACTORY REVIEW OF RENDERINGS. SECONDED BY MR. STAUB. MOTION UNANIMOUSLY PASSED.**

**C. LD-16-05 Quattro Development, LLC**

Joshua George, Snyder, Secary & Assocs.

Mr. George indicated he was presenting modifications for the project on the corner of Mt. Zion Road and Concord Road. This is the redevelopment of the former boat shop property and also the Marketing Works property. There are several parcels that will be consolidated and then two new lots will be created, one of which is for a Royal Farms Convenience store and the other for a Lidl Grocery Store. The Royal Farms store will be on the corner of Mt. Zion and Concord Road and Lidl would be slightly to the north and east with direct frontage on Concord Road with access from both Concord Road and Mt. Zion Road.

Mr. George pointed out a change to the plan relating to the access point on Concord Road. As a result of discussion at the previous Planning Commission meeting as to the potential conflicting traffic movements, Mr. George indicated they redesigned that portion of the site so there is no direct connection. Traffic will flow in from Concord Road to the intersection and then either turning left or right to go to Lidl or Royal Farms. He noted this design was specifically premised around queuing determined by the traffic impact study and the number of vehicles expected to enter and exit the site from that point. This design provides 165 ft. of stacking – approximately 15 ft. over from what was recommended by the traffic study.

Mr. George noted since last month's meeting the layout has remained the same for Royal Farms with parking around on all four sides, with the canopy for Royal Farms. The Lidl store will have parking on the Mt. Zion side. Lidl's truck dock has remained in the same location.

Mr. George provided a rendering of the Royal Farms store. He noted the Lidl rendering was presented at last month's meeting.

Mr. George provided a document summarizing the traffic impacts and the proposed traffic and site access improvements. He noted this was broken out by intersection or location such that each proposed impact at those locations is outlined and then the specific mitigations identified.

Mr. George stated that when they met with PennDOT several weeks ago, they were given direction from PennDOT to obtain the Township's feedback on the modifications being presented to affirm the proposed improvements were satisfactory and would meet the Township's requirements.

Mr. George reviewed the improvements for Mt. Zion Road and Concord Road intersection.

- (1) Extend southbound left-turn lane on Mt. Zion Road by 75 feet
- (2) Extend westbound left-turn lane on Concord Road by 25 feet
- (3) Extend westbound right-turn lane on Concord Road by 300 feet

Mr. George reviewed the improvements for Mt. Zion road & Route 30. He noted these improvements are not connected to their project. However, the traffic impact study indicated a need to extend the right-hand turn lane exiting Rt. 30.

- (1) Extend westbound off-ramp right-turn lane by 65 feet
- (2) Optimize traffic signal timings

Reviewed improvements for Concord Road & site access driveway. Mr. George noted currently

there are 3 existing driveways from the property that enter Concord Road. If they would need right of way it would be on the south side of Concord Road at the location of the prison.

The concept plan shows the widening on the prison side.

- (1) Close two existing driveways
- (2) Construct 100' long dedicated right-turn lane into site
- (3) Widen Concord Road from Concord Business Center driveway to northernmost Prison driveway
- (4) Re-design site access based upon Township comments. Specifically,
  - a. Delete original 'Y' shaped layout
  - b. Provide ingress and egress queueing area of 167 feet
  - c. Place stop signs to mitigate potential cut-through
  - d. All connections to primary site driveway at 90 degrees
  - e. Moved proposed dumpsters for Lidl to eliminate trash trucks on primary driveway

Mr. George referred to the discussion held last month about the proposed access drive being a cut through from Concord Road to Mt. Zion Road. He indicated they discussed several options to mitigate that situation, and concluded that providing a stop sign to deter vehicles trying to cut through are forced to come to a stop.

Discussion was held regarding truck dock access improvements. It was noted Royal Farms peak hours are 7:15 AM to 8:15 AM and afternoon 4:30 PM to 5:30 PM. David Kane from Lidl stated the store is not a 24-hr. operation but will be 8 AM to 8 PM, with truck deliveries occurring off peak hours.

- (1) Limit anticipated deliveries (two per day) to off-peak hours
- (2) Re-design of Concord Road access provides "clean" egress movement from truck dock
- (3) Ingress movement will take 1 minute per truck or 2 minutes per day

Mr. George reviewed the redesign expectations for trucks to enter from Rt. 30 and/or Market Street: Coming to Concord Road will make a left or a right onto Concord Road. Follow Concord and enter the site on the drive. They will come to a point approximately at the stop sign and then make a back up movement into the load dock. Then exit straight out to Mt. Zion and back to Route 30. This would occur early in the morning and most likely mid-afternoon based on what Lidl's operation will be. It will be approximately 1 minute to make the back up movement. Very minimal impact and the upside is that the exit movement is right out and there is no conflict on the exit move.

Discussion was held regarding options that would allow delivery trucks to enter the site without being in the mainstream of traffic. Mr. George indicated that was considered, however they did not want to create an opportunity for customers to think that was a way to get into the parking lot. It was recommended the developer work to get it changed since it was determined to be a safety hazard.

Mr. George indicated part of the issues is there is a grade separation which causes the Royal Farms Store to sit higher than the Lidl store. Part of the reason for the configuration for the length of the driveway in question was to allow a slow 6% to get from the main access drive down to the elevation where Lidl is located. They are taking up that grade differential in the grass area and the access drive and believe they have designed the access to be as safe as possible for the customers coming in and out of the site. Mr. George further noted the trucks leaving the site would come out and head north on Mt. Zion to then head east or west on Rt. 30

Mr. George reviewed pedestrian improvements:

- (1) Construct sidewalk along entire Concord Road property frontage (895 feet)
- (2) Construct sidewalk along Mt. Zion Road from Concord Road to proposed driveway (245 feet)
- (3) Construct sidewalk into site from both Concord Road and Mt. Zion Road
- (4) Work with York County to construct a crosswalk between the Work Release facility and the Prison

Discussion was held regarding pedestrian traffic related to the work release pedestrians. Mr. George indicated the intersection has pedestrian crosswalks and pedestrian signals on all four corners. It was confirmed the sidewalk will have a curb and grass strip. The improvements will necessitate removing the existing guiderail and placing it behind the new sidewalk.

Along with the sidewalks they are proposing streetlights in conformance with the Township requirements along Mt. Zion Road and Concord Road.

Attorney Stacy MacNeal reiterated the request for modifications regarding traffic in order to obtain the Planning Commission's recommendation on the traffic issues to move forward with PennDOT.

Mr. John Seitz from TRG reviewed the proposed traffic improvements. He noted by increasing the capacity on certain movements they will be able to add more green time to the light coming out from Concord Road to Mt. Zion Road. That will also add a few more seconds for northbound traffic on Rt. 24. He further noted in mitigating traffic they feel the improvements offered are significant and costly improvements which will add benefit to the Township.

Discussion was held regarding the prospect of adding a right-hand turn lane northbound onto Rt. 24. Mr. Seitz indicated they are not able to widen it because of the bridge. A question was raised as to the possibility of eliminating one of the left turn lanes into the York Town Center from the northbound direction on Rt. 24 and make the right-hand turn lane through. Mr. Seitz indicated because of the constrained alignment with the bridge it would become misaligned on the north side of the intersection. Discussion was held regarding the current responsive system at the traffic light. Mr. Seitz indicated they are attempting to give that movement more time.

Discussion was held regarding how the development of Davies Drive will change the dynamic of the traffic.

Discussion was held regarding providing public transportation access for shoppers. It was recommended the applicant address this issue with Rabbit Transit to provide a pull off drive to avoid having buses stopping in the middle of Concord Road to discharge passengers.

Discussion was held regarding channelization of the access drive. Mr. George stated the Ordinance requires a channelization 4 feet wide at the access drive because it is considered a high-volume access drive. He noted this was reviewed with Mr. Seitz and they determined because there are no conflicting movements in the 165 ft. of queuing length to the driveway that the channelization does not do anything meaningfully to facilitate or prevent turning movements. They are requesting a waiver of that requirement to not provide channelization between the inbound and outbound lanes. Mr. Seitz further explained when PennDOT asked for that it was because they do not want conflicting driveways coming out 50 ft. away from the main driveway and the concrete median prevents that. The way this design is set up there are no other driveways coming in to the first 150 ft. which accomplishes the same thing. Mr. George also noted one of

the reasons to avoid putting that in is because it adds more impervious area to their property.

Attorney MacNeal stated the modification is a technical modification of S.289-41.H related to the super elevation cross-section of Concord Road and its intersection with Mt. Zion Road. She noted historical research revealed that was the design when the York Town Center was put in. Mr. George also noted when they pulled the previous HOP plans for that project approximately 10 years ago it showed that portion of Concord Road being constructed as shown on their plan with super elevation and the plans were approved by PennDOT with the Township as the applicant.

Attorney MacNeal addressed the following modification requests:

- Six-inch curb reveal interior to the site as opposed to the 8 inch.
- Stormwater request – Mr. George indicated the reason for this modification is because the Ordinance requires 100% of the existing impervious area not be counted towards the design so they cannot take credit for the existing impervious area on the property. They have met the requirement with their design for the volume of stormwater to be controlled and captured but it is difficult with the areas they are working within to meet the loading ratio requirements. They are proposing a large facility in front of Lidl and also towards the Mt. Zion side of Lidl and ran out of room. The other exacerbating circumstance is their filtration rates on the property are poor in certain areas (0.1) because they have clay soils in certain portions of the sites. The remainder of the site has 1” per hour. These are shown on the land development plan.
- Modifications for Landscape buffer yards – the request has not changed. It was noted there is a concerning about headlight sweep on the east side of the Royal Farms store where cars will be parking. Mr. George indicated that portion of the site is at grade. He indicated what they are requesting in that area is a buffer of reduced width. A 20 ft. is buffer is required - they have room to accommodate approximately 10 ft. buffer, which would contain vegetation that would be required of the buffer at a density that would be appropriate for that space. It was recommended the buffer be evergreens.
- Modifications on sidewalks and streetlights. They are providing streetlights as shown on the plan at the location of the sidewalks. They are asking not to install sidewalks and streetlights in the limited access area. There is a small piece of land on the south side of Concord Road which is not big enough to be developed and the topography there is difficult. There are streetlights at the intersection and there are no sidewalks adjacent to this area nor could there be sidewalks going south until the bridge issue is addressed as it is not wide enough to accommodate pedestrian sidewalks. Therefore, they are asking for the modification to put it on the side of Concord Road where they are developing and then around Mt. Zion to the right-in/right-out access.
- Attorney MacNeal indicated they will request at some point in the process the waiver from preliminary plan. Their expectation is that when the plan is presented for recommendation of conditional approval, it will contain all engineering details that a final plan would have. Mr. George indicated one of the issues, which was discussed at Staff was the sanitary sewer connection and trying to resolve that. Their connection to the existing force main ends up going through Kinsley’s property and he and Mr. Jeffers from Kinsley have been in communication. Where it was left is Kinsley is agreeable to working this through to try and

figure out a connection point and then also a new easement agreement that will work for both parties.

Discussion was held regarding the location of the cut-through lane. Concern was expressed as to the current design and having vehicles trying to back out into the lane. Attorney MacNeal indicated they are working on this access drive due to these concerns. She noted one of the constraints is they cannot change the start and end points so there is no flexibility in the access points which resulted with the current configuration. She noted they will continue to review it with Staff.

The representative from Royal Farms indicated they have no concerns about the situation, noting this is how they design their sites to maximize convenience and circulation around the building and for parking relative to the location to the store.

Ms. Fieldhouse referred to the email received from the fire chief at YAUFRR indicating he had no concerns with access on the project.

Discussion was held regarding action on waivers:

- 1) S.289-10.A. - Preliminary Plan - Providing the information required for both Preliminary and Final Plan in one submittal.
- 2) S.289-21.E(2) – Modification to determine conformance of the proposed roadway improvements with the Township’s requirements for a traffic impact study.

Ms. Fieldhouse stated the reason she requested the applicant to request the waiver for this section of the Ordinance was because of the subjective wording. She indicated what PennDOT had advised the applicant before they can resubmit their traffic impact study again is to obtain a recommendation from the Township with regards to the impacts of the traffic improvements.

Discussion was held as to the legal implications of approving the waiver. Attorney MacNeal suggested the expectation is that the granting of this waiver would be conditioned on the applicant providing the proposed improvements. Attorney Rausch concurred with this assessment.

Further discussion was held regarding the traffic study. Mr. Seitz stated the traffic study was submitted January 2017 and was reviewed by PennDOT and their consultants. It has been reviewed by professional traffic engineers. As a result of the meeting with PennDOT general they are to the point where they are ready to move forward but need satisfactory opinion from the Township. After a lengthy discussion, the Planning Commission determined additional information is needed for this request.

Attorney MacNeal confirmed she had a copy of a letter from First Capital Engineering dated January 30, 2017 stating they have received and reviewed the submitted documentation for the referenced project and revised traffic impact study submitted on January 18, 2017.

- 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.

- 4) S.289-35. C. - Modification to permit landscaped buffer yards to vary along the roadway frontage. A full buffer will be provided along Mt. Zion Road in front of the proposed grocery store, a buffer will not be provided along Mt. Zion Road and Concord Roads where the site is vertically lower than the roadways, a partial buffer will be provided along Concord Road behind the convenience store, and a full buffer will be provided along Concord Road behind the grocery store.
- 5) S.289-36. Modification to permit streetlights to be constructed along the development side of Concord Road only.
- 6) S.289-41.H - Modification to permit the existing cross-section of Concord Road to remain "as-is" in areas where improvements will not occur. Specifically, near its intersection with Mt. Zion Road, Concord was constructed with a super-elevation during construction of the roadway improvements required for the York Town Center. This design was reviewed and approved by Penn DOT as part of the highway occupancy permit application for York Town Center.
- 7) 289-41.J(6) - Waiver to permit the proposed access drive with Concord Road to be constructed without channelization.
- 8) Stormwater Management Ordinance  
S.281-15.C.(3) - Modification to permit stormwater management loading ratios (i.e. the ratio of drainage area to facility footprint) to be a maximum of 14:1 for a total drainage area and 12:1 for a total impervious drainage area.
- 9) Construction and Materials Specification  
S. 02525, Detail 02525-2 Modification to permit concrete curb within the site to utilize a 6" reveal while concrete curb along the roadway frontage will utilize an 8" reveal.

**MR. WURSTER MOVED IN THE CASE OF LD-16-05 QUATTRO DEVELOPMENT, LLC TO RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF THE FOLLOWING WAIVERS AS NUMBERED ABOVE:**

- 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.**
- 5) **S.289-36. MODIFICATION TO PERMIT STREETLIGHTS TO BE CONSTRUCTED ALONG THE DEVELOPMENT SIDE OF CONCORD ROAD ONLY.**
- 6) **S.289-41.H - MODIFICATION TO PERMIT THE EXISTING CROSS-SECTION OF CONCORD ROAD TO REMAIN "AS-IS" IN AREAS WHERE IMPROVEMENTS WILL NOT OCCUR. SPECIFICALLY, NEAR ITS INTERSECTION WITH MT. ZION ROAD, CONCORD WAS CONSTRUCTED WITH A SUPER-ELEVATION DURING CONSTRUCTION OF THE ROADWAY IMPROVEMENTS REQUIRED FOR THE YORK TOWN CENTER. THIS DESIGN WAS REVIEWED AND APPROVED BY PENN DOT AS PART OF THE HIGHWAY OCCUPANCY PERMIT APPLICATION FOR YORK TOWN CENTER.**
- 8) **STORMWATER MANAGEMENT ORDINANCE  
S.281-15.C.(3) - MODIFICATION TO PERMIT STORMWATER**

**MANAGEMENT LOADING RATIOS (I.E. THE RATIO OF DRAINAGE AREA TO FACILITY FOOTPRINT) TO BE A MAXIMUM OF 14:1 FOR A TOTAL DRAINAGE AREA AND 12:1 FOR A TOTAL IMPERVIOUS DRAINAGE AREA.**

**9) CONSTRUCTION AND MATERIALS SPECIFICATION**

**S. 02525, DETAIL 02525-2 MODIFICATION TO PERMIT CONCRETE CURB WITHIN THE SITE TO UTILIZE A 6" REVEAL WHILE CONCRETE CURB ALONG THE ROADWAY FRONTAGE WILL UTILIZE AN 8" REVEAL.**

**SECONDED BY MR. STUHRE. MOTION UNANIMOUSLY PASSED.**

**MR. STAUB MOVED IN THE CASE OF LD-16-05 QUATTRO DEVELOPMENT, LLC TO TABLE THE FOLLOWING WAIVERS AS NUMBERED ABOVE:**

- 1) S.289-10.A. - PRELIMINARY PLAN - PROVIDING THE INFORMATION REQUIRED FOR BOTH PRELIMINARY AND FINAL PLAN IN ONE SUBMITTAL.**
- 2) S.289-21.E(2) – MODIFICATION TO DETERMINE CONFORMANCE OF THE PROPOSED ROADWAY IMPROVEMENTS WITH THE TOWNSHIP'S REQUIREMENTS FOR A TRAFFIC IMPACT STUDY.**
- 4) S.289-35.C. - MODIFICATION TO PERMIT LANDSCAPED BUFFER YARDS TO VARY ALONG THE ROADWAY FRONTAGE. A FULL BUFFER WILL BE PROVIDED ALONG MT. ZION ROAD IN FRONT OF THE PROPOSED GROCERY STORE, A BUFFER WILL NOT BE PROVIDED ALONG MT. ZION ROAD AND CONCORD ROADS WHERE THE SITE IS VERTICALLY LOWER THAN THE ROADWAYS, A PARTIAL BUFFER WILL BE PROVIDED ALONG CONCORD ROAD BEHIND THE CONVENIENCE STORE, AND A FULL BUFFER WILL BE PROVIDED ALONG CONCORD ROAD BEHIND THE GROCERY STORE.**
- 7) 289-41.J(6) - WAIVER TO PERMIT THE PROPOSED ACCESS DRIVE WITH CONCORD ROAD TO BE CONSTRUCTED WITHOUT CHANNELIZATION.**

**SECONDED BY MR. STUHRE. MOTION UNANIMOUSLY PASSED.**

**5. WAIVER RECOMMENDATIONS - None**

**6. OLD BUSINESS – None**

**7. NEW BUSINESS**

Ms. Fieldhouse introduced Raphael Caloia, Assistant Planner.

**8. ADJOURNMENT**

**CHAIRMAN MACIEJEWSKI ADJOURNED THE MEETING AT 9:00 P.M.**

Respectfully submitted,

Secretary  
/ses