

**Planning Commission
Meeting Minutes
April 18, 2016**

ATTENDANCE: Pete Reich, Robert Ashby, Brian Williams, George Jack, Henry Barrett, James McBreen, Tina Young, Planning & Zoning Director Mary Ann Skilling and Planning & Zoning Coordinator Dianna Battaglia.

Meeting called to Order at 6:30 p.m.

APPROVAL OF MINUTES:

Without objection the minutes for the March 21, 2016 Planning Commission meeting were approved as written by quorum of attending members.

NEW BUSINESS:

Welcome:

Ms. Battaglia introduced Ms. Tina Young, appointed by the Mayor and Commissioners as an alternate member on the Planning Commission. An alternate member is required to take the training, attend meetings to be fully versed on applications and may vote only if necessary to achieve a quorum. It is a good opportunity to learn how the board works and get some background on the process. Also, Mr. Barrett and Mr. Reich were both reappointed to another term. Ms. Young had expressed an interest in serving on the board back in December.

CP2016-01 Royal Farms Store #267 – Concept Plan:

Mr. Reich explained for new member benefit, I'll go over procedures again. We'll have presentation of the concept plan, what their proposal looks like. We can ask questions of them for clarification only at that time. Then we'll get comments from Staff, comments from the public, and then we as a group make our comments and ask our questions.

Mr. Gerry Powell, civil engineer with Frederick Ward and Associates and project manager, presented the site portion of the project, and introduced Mr. Jack Whisted, Senior Corporate Manager for Royal Farms, Mr. Mark Keely, Traffic Engineer and our consultant for traffic, and Mr. Dan Blevins, Design Engineer with Frederick Ward and Associates. Thank you for considering our request for proposed project. We'd like to request Concept Plan approval for the Royal Farms convenience store with 8 multiple product dispensing pumps. I have here several exhibits we'll go through working towards our clarification to what we're doing out there and hopefully that helps if there are any questions. I'd like to request a clarification Chairman, on the chain of events tonight. I have a presentation and also have responses to the staff report, where would that fit in.

Mr. Reich replied you don't have to answer that to us, you have to answer to the staff, but we do want you to go through your concept plan and after the discussion we'll take a vote for a motion to accept the plan as submitted or as presented with conditions.

Mr. Powell continued the property is zoned C-2, Highway Commercial district, and located in the Highway Corridor Overlay district. The purpose of the Highway Corridor Overlay district, Section 144 of the code, is to provide for harmony and compatibility of development along major highway corridors that serve as a gateway to the community, in this specific case Maryland Route 222 Perryville Road. Our development should encourage and better articulate positive visual experiences along the Town's major existing highway and provide for the continued safe and efficient use of this road, maintain the natural beauty and scenic, cultural and positive visual character of the corridor, particularly distinctive views, vistas, and visual continuity, and also to minimize intersection and site access points. We are asking for approval of the concept site plan with a favorable recommendation. Tonight I will be giving the presentation of the concept site plan, then I'll ask Mr.

Keely to come up and respond to some of the traffic questions that I'm sure came up during the process and then Mr. Whisted will give some concluding remarks. The site plan illustrates 5,370 square foot Royal Farm convenience store on 1825 Perryville Road in Perryville, Maryland. The site is 1.95 acres. With regard to traffic, parking and circulation, we obtained preliminary comments from SHA and in compliance with their direction we are proposing to widen MD222 by 11 feet. The widening incorporates a 5 foot bicycle lane which already exists today and adding additional 12 foot travel lane. This section matches the existing improvements on the adjacent Perryville Travel Plaza outlet center entrance. We omitted a sidewalk as requested by SHA but provide a graded bench to add a sidewalk in the future. The site has been designed to function with two entrances, one access to MD222 and one access to the private ingress and egress access known as Heather Lane. Both entrances are designed thirty-five feet wide with full movement. The entrance to 222, one of the comments was it appeared this was a right in, right out entrance but it will be a full movement and striped that way. The other access proposed onto the private right-of-way of Heather Lane is located in the most feasible location to work with the 20 foot elevational difference between Maryland 222 and Heather Lane. There is actually a 20 foot vertical difference between the two points that had to be taken into consideration and minimize the on-site grading. A private right-of-way was obtained by the landowner across the property of the Shops of Perryville LLC. The present owner does not own the private right-of-way of Heather Lane nor does he own that little strip designated as lot 7. We did obtain from the adjacent property owner, who is the owner of the outlet center, a right-of-way in order to cross their property. A collective storm drainage conveyance system will be installed that will convey the runoff to on-site micro bio-retention ponds which are located along the property frontage and along the side. These are located in the most efficient and feasible locations for capturing runoff from parking lots and roof drains which obviously the whole lot drains to 222, and in turn acts almost as a buffer between 222 and the actual parking lot. For utilities we are proposing public water and sewer be extended to our proposed development within the private ingress and egress easement for the travel plaza and outlet center known as Heather Lane. We have received positive comments from the Perryville Department of Public Works that there is capacity for water and sewer service to our development. What that means is right now there is not public water and sewer stubbed off at our property, so what we have to do is gain a public easement from the owner of the outlet center in order to install a public line extended to just outside of this lot and from there it will become a private service that will serve our lot and with the possibility if something else ever wanted to happen on that little small lot 7 you could extend services to that also. Forest conservation shall be addressed with fee-in-lieu. For architectural features we've provided a color rendering of what Royal Farms wants to achieve with this development and what Royal Farms wants to put on this site. Signage will be addressed with a single free-standing goal-post style development sign consistent with their branding and meets all the Federal laws governing advertising for the sale of gasoline. Royal Farms will also provide smaller directional and traffic control signs to promote safe vehicular movement on and off the site. A landscape plan is presently being developed to provide low screening plantings along the frontage which will also meet the county and state requirements for landscaping in the micro bio-retention facilities. An attractive streetscape will result along Perryville Road. There is a preliminary landscaping plan we've provided that shows some of the plantings that are to go along the frontage and throughout the site. Plan 3 is actually the signage plan that shows the pylon goal-post sign and some of the directional and traffic control signs that will be on site with an inset plan showing locations of those signs. Your code requires 1 detached sign and therefore we're only going to be putting one goal post sign closer to the intersection, closer to the Perryville Travel Plaza and the outlet center intersection meeting the appropriate setbacks. The lighting for the development is still in design and we're looking at providing the most advanced technology to direct lights on site and minimize light bleed over into the adjacent residential property and into SHA right-of-way. This will be controlled with type of lighting, cut off shields, and setting the height of the poles to the minimum standard. There is a landscape buffer required on our property to buffer the property adjacent to it so we're required to put a 10 foot buffer so it will be landscaped and screened.

Mr. Blevins indicated there are evergreen trees there now that are 30 feet high so they're taller than what the canopy and all lighting fixtures would be to begin with. Apparently the adjacent residential homeowner had planted these a long time ago; they're really thick there and can't see the house there.

Mr. Powell continued we've also addressed compliance with the Town of Perryville's Comprehensive Plan and MD222 corridor. It is our opinion the Royal Farms store building architectural accents create a visually

attractive view for motorists as they enter the town from 95. Pedestrian connection is an important factor in the master plan in continuing to provide bicycle viability as maintained in our design. Sidewalks however are removed from our design due to SHA's preference to not promote pedestrian traffic where it may be unsafe with no connection available. Therefore we have provided an area for a sidewalk in the future. Again, that comment came from SHA and as part of this project we're going to be granting right-of-way to SHA because of the widening that we're doing so that places the sidewalk on SHA property so we're kind of governed by their comments right now. I know that's something the town wants to discuss further and we can certainly talk about that. As the zoning map illustrates our property has what I would term brief connectivity and almost isolated contact with Perryville Road due to the geometry of the road and shape of the adjacent travel plaza outlet center property. We reviewed a portion of the adjacent highway commercial development and confirmed by site visit and aerial view, what I'm talking about is the actual geometry of the road as you come through here it touches the travel plaza and then continues on to our site. What I'm trying to describe is we went and looked at that area and confirmed at the site visit and with the aerial view, there is not much to match or continue in the way of streetscape or vegetation let alone enhancement consideration. It is our conclusion that what Royal Farms has proposed will most assuredly enhance the portion of the gateway that our development interacts with. This property is well suited for revitalization of this type and scale of development.

Mr. Ashby confirmed with Mr. Powell that you have 4 islands, 8 pumps and 16 heads.

Mr. Reich indicated we didn't have a lot of time to review the traffic study.

Mr. Williams commented the only question I have is the access coming out on 222, will you be able to make a left turn out of there or only right in, right out.

Mr. Keely responded the study right now shows a right in, right out access to 222 and we haven't received State Highway comments yet but the study is going to be revised to show full movement access to 222. There is a 2 way center turn lane that ends right after the site and goes into the left hand turn lane at Heather Lane so we're proposing that as a full movement access and then a second full access movement onto Heather.

Discussion continued about access to 222 with making left turns before Heather Lane and possibility of being blinded by anything coming down. There is a 2 way center turn lane that runs along so you would pull into that, wait for a gap then turn left. The developer needs to get a permit from State Highway; they have to approve the access. They will tell the developer if it's limited, if it's full movement access, because we believe we can achieve the sight distance requirements. The Traffic Study will be revised to show full movement at 222, to turn in either direction.

Mr. Ashby indicated we have enough problems at Franklin Street trying to cross and that's what I really don't want to have happen here. My personal recommendation, I'm not a traffic expert but my recommendation would be no left out. If they want to go left out they have to go out at the traffic light where it's safer. I drive for a living and that's what I personally do. No left out of the lower end on 222 and if you were going to go back up to 95 force them to use the upper entrance on Heather Lane, at the traffic light where it's safer rather than cross a lane of traffic.

Discussion continued there should be no turning left to go northbound to 95. That way you're not crossing a full lane of high speed traffic. It was questioned what times of day was used for the study.

Mr. Keely responded at the end of February we met with SHA, town staff and the county. State highway has guidelines for any traffic impacts and the guidelines say the study hours are week days 7 to 9 a.m. and then 4 to 6 p.m., that's the peak commuting times for 222. We also conducted counts between 11 and 2 p.m. on Saturday. So we had people with hand held computers, they sat here at Heather Lane at the proposed access across from the truck plaza, 222 at 822, Reservoir at 824 and then we counted at St. Marks Church Road and 222.

Discussion continued if you were there at 4:30 p.m. right up to about 6:00 p.m. when the light turns red by the high school, St. Marks Church Road, it will back up all the way to US40. However you find that everywhere in the state when schools let out. Traffic on 222 is coming from the VA, the train station, across the bridge going to 95.

Mr. Keely indicated we did traffic counts, I was out there during lunch time taking pictures, counting traffic and the time hours.

Mr. Ashby commented I love the concept but don't want to wind up having, and we're here to offer recommendations and I don't want to see the same thing, I don't know if you know how many accidents happen coming up at the Royal Farms on US40 and 222. There's a lot that happened there. And maybe we can avoid a couple of them by only allowing right in, right out at that lower entrance.

Mr. Blevins stated keep one thing in mind, you have the traffic light at Heather Lane at 222, so you have to realize all that traffic coming through there the light is going to turn red and if you're sitting at that entrance and that traffic stops you've got time to get out there and make the turn. I can understand what you're saying because a lot of traffic is coming down the road with nothing to stop it but you have a traffic light that is controlling the traffic coming down.

Mr. Williams indicated my concern is maybe the southbound traffic is stopped and the northbound traffic is stopped and people coming out have to be able to cross that highway in order to get out of the way of the southbound traffic.

Mr. Reich continued we're not trying to be argumentative but we live with it every day and turning left coming out is really bad during the week, from about 4 to 6 and it backs up, from St. Marks Church Road all the way to US40 sometime. And in the mornings going south it backs up from US40. We just want you to consider that.

Mr. Keely stated just to be clear your issue is with left turns coming out. There is two-way center turn lane to store traffic.

Mr. Reich and you are widening 222 in the area too so we're going to have a wider turn lane than just a turn at the red light.

Ms. Skilling stated on both sides, acceleration and deceleration lanes are going to be widened there, that whole strip.

Discussion continued about traffic flow and SHA still hasn't provided comments yet. It wasn't addressed thoroughly in the traffic impact study, the stacking of trucks in and out of Heather Lane. We have to look at and potentially address some of the concerns with the circulation of truck traffic at the travel plaza, to go all the way around and follow that routing and we're looking at contacting them and make sure they have it striped properly. This was a comment from AECOM and Traffic Concepts needs to address that because it is an issue. Coming in, as you're coming from the north going in there, making a right sometimes you can't get in there.

Mr. Keely responded I went out there at noon time after getting Ms. Skilling's comments to look and trucks do pull out here, they don't have to but they do, they pull out and sometimes they block the roadway and cars go around but this isn't a high volume road, if they were just a little bit patient and wait until the traffic clears they can pull out.

Ms. Skilling commented I think the circulation of the trucks in the travel center is to make that complete loop all the way around the top and come down to the bottom then they can stack that way. At least then they're not in conflict with cars because cars cannot get in and many times cars cannot get out because once you get the stacking it takes a longer time to get out of there.

Mr. Keely replied and that's why I think it helps if we had a left in here, if you can pull in the two way center turn lane it alleviates some of the issues with that traffic on Heather Lane, you don't have to come up to the signal and then turn into our site, you can simply turn left when there's a gap.

Mr. Ashby indicated I don't want this bottom entrance to be a sticking point to any of this because I would love to see this go through. You asked for recommendations and that's what we're doing.

Mr. Reich stated just to make everyone understand, this is a concept plan and we're making some comments to the concept plan because they've changed some and added some things that we've said maybe that's not a good idea. This is not our last look at this and just want everyone to remember that. We're asking great questions.

Mr. Keely commented overall this isn't an intersection capacity issue, this is more of an operations issue and again, we need to get State Highways Access Permit for 222. We have AECOM comments so I need to address that.

Mr. Jack Whisted stated I heard everything you said, about the entrance, about the traffic, all the troubles with the truck plaza, I heard it all for this reason: we already know about it. Our stores are convenience stores. It's typical for us to demand 2 full service exits and entrances to our stores. It increases our customer base, and it decreases the bottle necks on the road. People come off of a road to come to our store. So, the reason why it's set up this way is because there is a safety lane in the center for both ways: left and right. And the trucks jam up this road to where this is really an unsafe condition for entering or exiting on our secondary entrance. Mr. Keely is going to refine the traffic study, he's going to send it to the state and between the two of them they're going to come up with the recommendations that they feel is the safest maneuverability for this site. And we're going to abide by that and we're also going to listen to your comments. We're here to hear what you all have to say: you live here, you know what's going on here. I don't live in Perryville but I'm a Harford County resident and I understand traffic and accidents. And, I want to ask you a secondary question: do you have any problems with the store at 40 and 222, that you can share with me right now since you got my attention. I heard you say there was an accident but we're not getting reports of that.

Mr. Ashby responded with left hand turns. It's with left turns, you did the same thing in Havre de Grace, no left on Otsego Street. On 222, that center lane clogs up and what happens when that center lane clogs up? Now I'm a sitting duck in the middle of that road, that's what I don't want to see happen because families do come in and out of your stores, I go to your stores constantly. I want to see this go but I don't want to see anybody get hurt turning left. You see the way this road (222) comes down, it's pretty ugly there. With the truck traffic turning into Heather Lane and the blind spot that happens because of the heavy trucks, we don't want to see it happen and that's why the recommendation was made but I'll agree with anything the state says.

Mr. Whisted continued I heard everything you said and we're not just discounting it. We will take that in and evaluate it. The second thing I want to share with you, you don't have any complaints about our store, except for the accidents on 40.

Mr. Ashby replied that has nothing to really do with you guys. I have no complaints against you at all.

Mr. Reich indicated when talking with one of my neighbors, he hates to go over there for anything because there's no room in the station to park.

Mr. Whisted responded yes, that is a really small station. This site is so prototypical when we developed our guidelines. When we saw this site, the shape and size, it fits our biggest store, a generous size canopy, plenty of room for circulation, it's going to be one of the biggest convenience stores built in this area. This is a largest prototype right now and we're building them all over from Pennsylvania down to Virginia. And it's our new prototype as you can see. And like Mr. Powell mentioned earlier we integrated three architectural features in here to match the style across Maryland, the Delmarva peninsula and Virginia. We're putting together a new convenience experience. You may have experienced it in the store on the corner but it is small and I understand you might avoid it but our kitchen now we have what we call a fast casual menu. You can come in and order food that is fresh, never frozen, made for you right while you wait and quite frankly it's a great menu.

We're rolling our brand new sandwiches in the month, there's going to be pulled chicken sandwiches with five different flavors, they'll make it for you right in front of you. I'm just trying to encourage you with what we're looking for. We selected this site because it is right next to the highway. Most of our site selections are based on two criteria: demographics and traffic counts or low distance to the highway. We have one competitor in this neighborhood here and it's the truck stop and I bet most people in and out of Perryville are pretty tired of the food at the truck stop. The store at 40 is going to remain. That store on the corner serves a whole different market. It's really the downtown market and on the Route 40 corridor. The store we're going to build up at 95 is primarily for the 95 traffic. We're going to get a sign on the highway that says Royal Farms this way just like every other store that's in the travel market and the outlet center. And most of that draw is going to be from that highway. Like you counted up correctly, we do have eight multi dispensers located at the store to serve sixteen vehicles. We sell four products from each dispenser: low flow diesel, high-grade, mid-grade and low-grade fuel. This store also qualifies for Federal granting that we're possibly going to put in an EV charger as well. We've been installing EV chargers in most of our new stores in the area and currently we're not charging for charging your car, it's kind of a kick off thing. People come in and charge up their car in twenty minutes and go home. We're considering this one too. We have certain stores that are under grants, moving into that market and partnering with BGE for that as well. Each one of our stores are LEED certified. We use the least amount of water and the least amount of power out of any convenience store that is in our competition, completely LEED certified: low flow, low flush, fans, sinks, and restrooms. This store that we're building here is a recon-B which means it's going to have 3 stalls for women and 2 stalls for men, the most generous bathrooms we have for our stores. This is one of our highway stores. The only difference between our highway store and this is that we're not going to sell high-flow diesel here. Obviously we can't compete with truck stops so it's ridiculous to even try to entertain it. And we don't have the circulation or the safety to think that pull tractor trailers can fit so they can stick with them across the street. Royal Farms have been in this for a long time. You guys are not unfamiliar with Royal Farms. We feel confident that this site is not only going to do well here but I think it's really going to be an added feature to this corner of business, new and fresh and may pull some of those people out of traffic and get to the store, get food and then get back on the highway one way or the other. Now, I have one last comment in regards to traffic: if you guys have traffic backing up from Route 40 to 95 because the lights are not synchronized correctly then you need to call the state, it's that simple. They can synchronize those lights between those two points so they're all running the same time they all stop the same time. That would reduce the backups and traffic issues. And as a town it's within your purview, all you have to do is call them and ask them to synchronize.

Discussion continued that it has nothing to do with the synchronization of those lights but vehicles come down from 95 to avoid the tolls and we know that from the counts. The price of tolls is the same at both bridges however you can get an EZ Pass and pay an annual fee for the bridge on 40.

Mr. Whisted continued you probably know Royal Farms enough that you don't have any questions but if you have any, I'm here to answer them. This store is going to generate 40 jobs from Perryville, nowhere else. We have 3 shifts of 7 to 10 people part time and full time, a 24/7 operation and that's what we bring to the town, let alone a place to meet, a place to support community associations. Royal Farms like to be a good neighbor and I'm sure you know that already, I'm just restating some of the things for the newer members. That is very important to small towns, to the economy, and we think it's going to be important to us as well.

Mr. Barrett stated you say your store is LEED certified, talk to me about whether or not your stores are environmentally friendly.

Mr. Whisted responded yes they are. We cook world famous chicken and to cook world famous chicken you have to cook it in frying oil. Our frying oil that comes into our store gets poured into the pressure cookers, we have high pressure fryers and when it goes through its cycle of cooking it automatically offloads into a machine out back that puts it on the back wall, a vertical machine, that stores all old used oil and we have trucks come by that hook up to that, suck it out and sell it for biofuel. We also have the lowest voc emission in building products than any of our competitors. Our power program is highly rated and doesn't burn as much juice as most people do. We hardly draw any water off any system. I think our maximum usage per day is 1,000 gallons which is pretty low and half of that leaves the store in drinks. We have a lot to offer and we are current

because we want to be a sustainable product. We don't want to have to continue to remodel and rebuild. This prototype really nails it and we're building a lot of them right now.

Ms. Skilling began with the staff report (attached separate), there was a study done on 222 at I-95 and not sure if everybody knows about the widening of 222 at some point in time. The study is still out there and we hope someday it will be widened so we don't have the situations we have now. If the Planning Commission approves the concept plan the applicant can submit to Cecil County Technical Advisory Committee (TAC) and to Cecil County Department of Public Works for storm water review. That can be done after conceptual approval then they can move forward. When submitting for concept, preliminary or final plans you look at Appendix A for the basic requirements for all stages. From SHA they need an access permit and I haven't gotten any comments from them yet. We have a traffic impact study and our concern was the operational movement of traffic in and out of Heather Lane as well as on 222, right in, right out or if they are going to do full access, so I'm going to wait until I get comments from SHA to see what they're saying. The dimensional requirements have been met and with the height of the building of 32 feet to the cupula meets the height requirement. For the highway corridor overlay zone, these stipulations have been discussed and some of these are already showing on here. The architectural view that they gave us is smart compared to some of the other Royal Farms I've seen, one of your nicer models and it does meet the criteria in our comprehensive plan for trying to get businesses in that are nice looking, as well as meeting some of the things which are being addressed here. You talked about Forest Conservation as fee-in-lieu. I am discussing that with the county and can help with some of the projects in town. They will be clearing the entire site and pay a fee-in-lieu instead of doing something on the site. We're doing projects in town where we may be able to plant trees in other town projects. Lower Ferry Park is being done right now and we might need some more trees and shrubs there. We do have to review the grease interceptor as we've done with everything in town now because grease becomes a problem in our waste water. Sidewalks were discussed at our meeting with State Highways. Right now the town is working with the State Highway Administration and Cecil County to put sidewalks along 222 from St. Marks Church Road up to the school. Well, with that said why not put a sidewalk in here, I know you say future because ultimately people will get and walk in the street, children will too.

Discussion continued regarding a sidewalk on 222. Royal Farms doesn't have a problem with building a sidewalk as they encourage pedestrian traffic for their business. Sidewalks should go in because ultimately the hope is to have them all the way up 222. High school kids will be attracted to that area. It's a convenience store for a number of things and if they are able to cross at that light and the sidewalk extends that's a great saving. The area is all residential there so there is a potential with the 222 study and with the extension of this walkway we're doing now that we will get the easements and eventually tying all together on the west side, making it easier to connect.

Ms. Skilling continued they'll get back to us, they're putting in a bike lane and that's more dangerous than anything. There is more than enough parking and a loading area in the back, which Mr. Whisted stated is adequate. They've addressed the signage. They will have a landscape plan eventually so that will be approved at final. There are comments from Ralph Ryan, Town engineer, for water and sewer and these will be addressed at some time.

Mr. Jack asked the resident who lives beside this place, he won't be affected by your lighting?

Mr. Whisted responded we use LED lighting, and again it's another LEED certification and most of the LED lighting is directed straight down. There's no overshadow with LED. We need to have the brightness to keep our site safe but it's not as bright that a shadow is in any roadway. That's just our policy and it's code.

Mr. Williams indicated the Fire Chief Ray Ryan has provided comments in his absence. There is a concern with only one fire hydrant located on Heather Lane and requesting a second one on 222 at the 6" main. Entrance has to be at least 35 feet wide off 222 for fire apparatus and other emergency vehicles to use. Regarding the location of the FDC, fire department connection, to the building Mr. Whisted indicated no Siamese connection is required because we don't have a sprinkler system nor an open flame or grill. Building height is 32 feet to the cupula, I'm sure he's looking for access to the roof.

Mr. Whisted stated there is a 6 foot minimum sidewalk around the entire store which gives you enough angle to put the ladder up.

Mr. Williams continued traffic impacts on 222 north and south coming from Reservoir Road and impacts to backups on the 95 bridge, traffic in and out of the truck stop and getting in and out of the Royal Farms with stacking of the tractor trailers on Heather Lane.

Discussion continued regarding particulars of the motion to be made.

Mr. Powell asked Ms. Skilling as we're reading through your comments, as we're listening to the Fire Chief's comments we want to have an opportunity to talk through those comments. Some of those comments absolutely we're going to address, some other comments we need to talk through so the fact that the condition will be attached to it doesn't mean that the answer may come back but it was requested. There's going to be some discussions and working through with the town engineer and everyone to come up with a solution, coming up with the right solution.

Mr. Reich responded then when we come back to the Preliminary Plan, the Final Plan when we talk about those conditions staff is going to refer back to the Concept Plan and say they didn't work out and here is the answer to go in that direction.

Motion made by Mr. Ashby and seconded by Mr. Williams to approve the Concept Plan with conditions to include Staff comments and comments made by the Planning Commission. **All in Favor. Motion Carried.**

Adjournment:

Without objection the Planning Commission meeting was adjourned at 7:40 p.m.

Respectfully Submitted,

Dianna M. Battaglia
Planning & Zoning Coordinator