

Memorandum

To: Dawn M. Farrell
From: Pamela Pellegrini, PE, PP, CME
Date: March 22, 2021
Subject: Peach Country Review of Objectors Concept
Project No.: MMZ-081

Dear Dawn/Zoning Bd Members/Bd Solicitor:

I have reviewed the objector's memo and circulation concept sketch and have the following comments as it relates to the design considerations outlined as part of the applicant's Use Variance approval and the applicant's current site plan proposal:

Circulation/Access Design Components to be addressed as conditioned by the Use Variance Approval as part of the Applicant's Site Planning

1. Designated turnaround path so that after Contractor's enter the retail garden center's bulk materials yard area, from the driveway from Airport Drive, they can circle thru this same area and exit thru the storage bldg. /storage vehicle lots to exit out to Airport Drive
 - The objectors circulation concept sketch approaches this need via a cul de sac shaped turnaround on Lot 10. However, in our opinion, a designated one-way looped drive within Lot 10's rear bulk materials storage yard area would be less restrictive than the bulbed area as shown but would serve the needed purpose.

In contrast, the applicant's site plan has an access path thru this area with signage but no designated area/pathway to regulate turn around flow.
2. Separation of Regular Retail Customer traffic from a) any Contractor related traffic (whether they rent storage space or not) as well as b) separating them from the mulching/composting operations traffic/trucks which the board stressed as a critical feature.
 - The objector's circulation concept sketch approaches this need by suggesting the existing gate at the Tuckahoe entrance to be moved back to the rear of the retail bldg. and limit traffic there to retail customers only and garden center deliveries. This suggestion is in line with the County's condition to move the gate back to accommodate a tractor trailer delivery truck to sit onsite, off Tuckahoe Rd, before any gating. The objector also suggests limitations on the retail use of the gate, proposing that customers purchasing bulk items should use the Airport Dr entrance. I do not concur with this suggestion. Their reasonable access should be accommodated by an employee operation of the gate to allow them access to the bulk items area. Their exit could then be directed to Airport Dr. Their concept also suggests a new designated entrance/exit for the

much/composting operations traffic separate from the contractor traffic, off Airport Dr. For a review of same, please refer to Comment 3.

In contrast, the applicant 's latest plan exhibit proposes only signage to direct flow to the entrances/exits of the garden center's bulk materials storage area and leaves the gate at the Tuckahoe Entrance in its present location, As such, they do not meet the condition imposed by the county and in my opinion ,they do not fully create effective/manageable separation of the various site users nor clear designated pathways governing the direction of flow within the internal garden center bulk storage area necessary to allow them to enter from Airport drive , turn around in an orderly flow and exit via Airport Dr.

3. Separation of the Mulching operations traffic from retail customer traffic and both the contactor traffic and public storage users' traffic.

- The objector's circulation concept sketch approaches this need via a separate drive access off Airport Dr thru the Mulching/Composting Operations Area on Lot 4. However, their loop drive concept as shown is not clear in its full intent regarding allowable users and direction of flow i.e. one way or two way? Although we concur that creating a direct access to Lot 4's operation off of Airport Drive (so they are removed from going thru the indoor storage /vehicle storage areas as well as the retail access areas) achieves a separate path for this user traffic, we take exception to allowing any traffic other than the mulching/composting operations truck traffic be permitted to utilize this additional access drive. As such, in our opinion, an internal looped path or turn around provision would need to be added so that the mulching/composting operations traffic can enter and exit via this separate pathway.

In contrast, the applicant's current site plan is silent on the designated access for the traffic related to the mulching/composting use operations. As submitted and signed, there would be no restrictions as well as no signage guidance. Assumption would be that as proposed they could enter from both Tuckahoe Road and Airport Drive.