



# MOUNT JOY TOWNSHIP

• Lancaster County, Pennsylvania •

8853 Elizabethtown Road, Elizabethtown, PA 17022  
717.367.8917 • 717.367.9208 fax  
www.mtjoytp.org

## Minutes of the Regular Meeting of The Mount Joy Township Zoning Hearing Board Wednesday, June 7, 2023

1. Chairman Gregory R. Hitz, Sr. called the meeting to order at 6:00 P.M. in the Elizabethtown Area Middle School Auditorium at 600 East High Street, Elizabethtown, PA 17022.
2. Meeting Attendance:
  - Members Present: James E. Hershey, Gregory R. Hitz, Sr., and Robert F. Newton, Jr.
  - Members Absent: None
  - Alternate Member Present: None
  - Township Representatives: Josele Cleary, Esq., Township Solicitor and Justin S. Evans, Township Manager/Zoning Officer
  - Lancaster County Court Reporter: Vanessa Smith
  - Zoning Hearing Board Solicitor: John P. Henry, Esq. of Blakinger Thomas
3. A motion was made by Robert F. Newton, Jr. and seconded by James E. Hershey to approve and ratify the minutes of the May 3, 2023 meeting. All members present voted in favor of the motion.
4. Mr. Evans stated that the legal notice was published in the May 18, 2023 and May 25, 2023 editions of the LNP, and the properties were posted on May 15, 2023.
5. Procedural briefing by the Zoning Hearing Board Solicitor

After Solicitor Henry provided the procedural briefing, Township Solicitor Josele Cleary requested party status on behalf of Mount Joy Township, although the Township has standing per the Pennsylvania Municipalities Planning Code.

Carol Hess and Dale Hess, 210 Ridge Run Road, requested party status due to their residence's proximity to the site. Their farm is directly adjacent to the applicant's lands inclusive of the subject properties.

Attorney Craig (Rob) Lewis representing the applicant presented an aerial map with the subject properties enclosed within an oval. He asked Mr. and Ms. Hess to point out their property on the map, which is generally located around the intersection of Ridge Run Road and Route 230/West Main Street. Attorney Lewis had no objection to their request.

Jay Brubaker, 382 Ridge Run Road, requested party status due to his residence's proximity to the site. Attorney Lewis noted the location of Mr. Brubaker's property as being within the recognized radius for party status.

The applicant did not object to the proposed parties to the hearing. A motion was made by James E. Hershey and seconded by Robert F. Newton, Jr. to grant standing to Carol Hess, Dale Hess, and Jay Brubaker. All members present voted in favor of the motion.
6. Swearing in of Witnesses
7. Zoning Case #230003:
  - a. Applicant/Landowner: Elizabethtown Mount Joy Associates, L.P. (a.k.a. Elizabethtown Associates, Inc. and Elizabethtown Associates)
  - b. Property Location: Generally located at the northeast corner of the intersection of Cloverleaf Road and West Main Street, consisting of the following two tax parcels:

- 1) A parcel fronting upon Cloverleaf Road, Mount Joy, PA 17552; Tax Parcel ID #461-00486-0-0000
- 2) A parcel fronting upon W. Main Street and Cloverleaf Road, Mount Joy, PA 17552; Tax Parcel ID #461-82176-0-0000

c. Zoning District: C-1 – Limited Commercial District

d. Variance Requests:

- 1) Chapter 135, Article XIII, §135-122 to permit a shopping center in the C-1 District
- 2) Chapter 135, Article XIII, §135-122 to permit vehicular fuel pumps in the C-1 District
- 3) Chapter 135, Article XXII, §135-256.A(1) to permit a shopping center in excess of 50,000 sf. in the C-1 District
- 4) Chapter 135, Article XXII, §135-256.A(3) to permit vehicular fuel pumps in the C-1 District

Attorney Lewis of Kaplin Stewart was accompanied at the hearing by landowner representatives and three witnesses. He presented the applicant's exhibits as a package of 21, some of which were previously submitted to the Township prior to the hearing. The exhibit package consisted of the following:

- Exhibit A-1: Deed
- Exhibit A-2: Application and Amended Addendum and Cover Letter
- Exhibit A-3: Aerial Photograph
- Exhibit A-4: Amended Zoning Plan, dated March 30, 2023 (3 sheets)
- Exhibit A-5: Township Zoning Review
- Exhibit A-6: Proposed Conditions
- Exhibit A-7: Mass Transit Consistency Letter
- Exhibit A-8: Lighting Plans
- Exhibit A-9: Landscape Plans
- Exhibit A-10: Traffic Study Executive Summary
- Exhibit A-11: Transportation Details and Design Incentives
- Exhibit A-12: Streetscape Details
- Exhibit A-13: Shopping Center Elevation
- Exhibit A-14: Wawa Elevation
- Exhibit A-15: Aldi Elevation
- Exhibit A-16: Todd Smeigh, PE, C.V.
- Exhibit A-17: Brian Seidel, Land Planner, C.V.
- Exhibit A-18: Greg Creasy, PE, C.V.
- Exhibit A-19: TPD May 25, 2023 Review Letter
- Exhibit A-20: Sewer Service Agreement
- Exhibit A-21: Water Service Agreement

Attorney Lewis gave an overview of the exhibits with some commentary. The applicant has owned the subject property since 1977 as reflected on the deed in Exhibit A-1. The entity names have changed over time but continue to be owned by the client. The proposed conditions in Exhibit A-6 are offered in the event that the application is approved by the Board. He noted that this application does not involve all of the applicant's lands that have been the subject of previous applications with the Township. This application pertains to those zoned C-1 and does not involve any of the remaining lands owned by the client.

The only disturbance proposed for the other lands is for the construction of a public road known as the extension of Norlanco Drive from the adjoining property to the north. No other development of the Agricultural lands is proposed with this application. They are seeking relief in order to construct a shopping center in excess of 50,000 sf. in the C-1 District with vehicular fuel pumps. The Zoning Ordinance is constructed in such a fashion that requires variances for both uses in two different sections of the Ordinance. Otherwise, the application complies with all other areas of the Ordinance including lot coverage and setbacks.

Attorney Lewis stated that the property is unique and inconsistent with the stated purpose of the C-1 District. Development in strict conformity with the District would prevent a reasonable use of the property. A disjointed project where much of the needed infrastructure would not be built is a likely outcome otherwise. It would also prohibit the orderly development of this portion of the Township's commercial corridor.

Todd Smeigh, PE of DC Gohn Associates was presented as an expert in civil engineering. A motion was made by Robert F. Newton, Jr. and seconded by James E. Hershey to accept Mr. Smeigh as an expert witness in civil engineering. All members present voted in favor of the motion.

Attorney Lewis and Mr. Smeigh referred to the aerial photo in Exhibit A-3 to generally describe the property. It is located to the south of the LGH Norlanco facility, east of Cloverleaf Road, and north of West Main Street. The site, along with other adjacent lands held by the applicant, are currently being farmed. It drains from the northeast corner southwesterly toward the Cloverleaf Road/West Main Street intersection into a culvert under West Main Street and the railroad tracks to the south.

The zoning of surrounding properties is Mixed Use to the north, Agricultural to the east, and General Commercial C-2 to the south across West Main Street. Mr. Smeigh described the commercial nature of the properties to the south and west of the site across the two roadways. A church located north of the Turkey Hill in the C-2 District is zoned Institutional.

The proposed development as depicted in Exhibit A-4 generally consists of the following:

- Convenience store located in the lower, southwest corner of the site across from the C-2 District
- Several, smaller buildings with drive-thru potential along the Route 230 frontage
- An access drive crossing the site from east to west between Cloverleaf Road and Norlanco Drive extended
- Larger parking area located north of the east-west access
- Larger retail buildings on the north end of the site including the grocery, none of which have a drive-thru
- An access drive off of Norlanco Drive extended, north of the larger retail spaces to accommodate truck loading
- Right-in/right-out access at Cloverleaf Road

Mr. Smeigh stated that the land development process after the zoning hearing stage will require compliance with the Zoning Ordinance in addition to outside agency approvals. The Township provided a zoning review of the plan and is marked Exhibit A-5. He believes that there are no comments in the review that cannot be addressed during the land development stage. The zoning compliance chart on the plan set reflects its compliance with various aspects of the Zoning Ordinance. 12.1% building coverage is proposed, as compared to the 50% maximum in the C-1 District.

The stormwater management layout is generally depicted on the plans but further development of the facilities will take place during land development. He is confident that the provisions relating to stormwater management will be met. The proposed shopping center layout has gone through several revisions to get to the point of being in compliance with various Township ordinances.

Park and ride spaces are provided as a safer alternative to the existing lot along the Route 283 offramp. Electrical vehicle charging is provided at the proposed Wawa. Fuel pumps are the subject of a use variance. Mr. Smeigh identified two fueling stations located immediately across public roadways to the west and south. The proposed conditions in Exhibit A-6 will help mitigate issues created by the proposed development and are appropriate for the application. No dimensional variances are needed to accommodate the plan.

Mr. Hershey asked Mr. Smeigh to identify the proposed stormwater management areas on the plan. Approximately 25,000 sf. south of the Norlanco facility will likely be used for an above-ground facility. A smaller, water quality facility like a rain garden can be located to the west of the Aldi grocery store. There is another opportunity to the east of the truck access drive for the larger buildings. Immediately south of the large parking lot and north of the east-west access drive also offers stormwater management opportunity. Several other smaller areas are scattered around the site. He noted it is a better practice to split up and distribute runoff to various facilities.

Runoff from Norlanco Drive extended will be captured by a facility just north of the stormwater basin near Route 230. This will collect runoff from the public roadway only. Part of the site will drain to the western facility before discharging to the south and under Route 230. Mr. Smeigh stated that offsite impacts must be mitigated in order not to create additional issues for downstream property owners. They may need to replace the culvert under Cloverleaf Road coming onto the site. Rate and volume of the post-development condition shall not be greater than the pre-development condition. Infiltration is also required for volume reduction.

Mr. Hershey questioned whether the stormwater facility along Norlanco Drive extended as well as the roadway itself can be located in the Agricultural District. Mr. Smeigh said that the shopping center runoff will be managed on the C-1 zoned land and the public roadway water will be managed adjacent to the road.

Mr. Newton referenced Building #1 and #2 in Exhibits A-4 with notations for a drive-thru. Mr. Smeigh does not have details on the number or type of tenants in these buildings. Mr. Newton spoke to the prohibition on restaurants with a

drive-thru in the C-1 District. Attorney Lewis recounted a conversation with the Zoning Officer about this topic. They are not permitted as standalone uses in the C-1 District but can be permitted as part of a shopping center.

Mr. Hitz expressed concern with proposing an urgent care near the Norlanco facility. Mr. Smeigh said that “E-5 Urgent Care” should be stricken from the drawing in Exhibit A-4. The Board finished questioning Mr. Smeigh and the Township did not have any questions.

Ms. Hess asked why the Norlanco Drive extension needs to be located on the Agriculturally-zoned land. Mr. Smeigh stated that the intersection location with Route 230 has been predefined by the Township and PennDOT criteria. This will be a signalized intersection in alignment with the proposed storage facility across West Main Street. Ms. Hess objected to building the street and facilities in the Agricultural District.

Mr. Brubaker asked about large storm events and how the runoff is managed. Mr. Smeigh confirmed that the site must accommodate storms per the Stormwater Management Ordinance. He attempted to recall the 100-year storm event as defined as being over 8 inches in 24 hours. The frequency of these larger storms is a concern of Mr. Brubaker’s. He also questioned the lack of final stormwater management details at this point. Mr. Smeigh confirmed that runoff from the proposed development will not flow towards Ridge Run Road. The high point of the site is east of the development area. He spoke to coordination with the Westbrooke development further west of Cloverleaf Road and their stormwater management controls.

Attorney Lewis asked several follow-up questions of Mr. Smeigh. There is no relief being requested of the stormwater management controls in this application. Lot coverage will comply with C-1 District regulations. Additionally, all applicable stormwater regulations must be complied with, whether under the purview of the Township or PaDEP.

Greg Creasy, PE, of Grove Miller Engineering was brought forward as the applicant’s next witness. He is the president of the firm and chief traffic engineer, as well as a licensed civil engineer in Pennsylvania. Exhibit A-18 is Mr. Creasy’s C.V. and is an accurate reflection of his credentials. Exhibit A-10 contains the transportation impact study for the project prepared under his direction. Attorney Lewis presented Mr. Creasy as an expert in traffic engineering.

A motion was made by James E. Hershey and seconded by Robert F. Newton, Jr. to accept Mr. Creasy as an expert witness in traffic engineering. All members present voted in favor of the motion.

Mr. Creasy and his firm were brought in by the applicant to work through the transportation study process with the Township and PennDOT. He has performed this role with many other clients over his years and has been involved with this project since July 2021. Other versions of the traffic study were prepared, including a larger-scale development across the full holdings of the landowner. The first version reflected a mixed-use proposal, which was then revised to eliminate the residential portion.

A TIS scoping application was made to PennDOT in conjunction with the Township and County to determine the study area and basic parameters of the study. This was performed for the two prior versions of the project as noted previously. A scoping application was recently submitted for the current version and concurrence from PennDOT was received earlier in the week.

Mr. Creasy provided a general overview of a traffic impact study. It begins with data collection at the various intersections, which are then used in the scenario analysis ranging from the no-build condition to the aggregation of other nearby developments and the volumes from the proposed project. Mitigation of the subject development’s impacts are then proposed in the form of various improvements such as a turn lane. Intersections considered in the study include:

- Route 230/Route 743
- Route 230/Groff Avenue
- Route 230/Carey Lane
- Route 230/Market Street Square
- Route 230/Sheaffer Road
- Route 230/Cloverleaf Road/Colebrook Road
- Route 230/Ridge Run Road
- Colebrook Road/Harrisburg Avenue
- Cloverleaf Road/Andrew Avenue/Norlanco Drive
- Cloverleaf Road/Schwanger Road
- Cloverleaf Road/Merts Drive
- Route 283/Cloverleaf Road interchange (both sides)
- Route 230/proposed Norlanco Drive extension

- Route 230/proposed right-in driveway near convenience store
- Cloverleaf Road/proposed right-in driveway north of convenience store
- Cloverleaf Road/right-in, right-out driveway south of property boundary

The Norlanco Drive extension will be constructed and is intended to be dedicated to the Township as a public road in conjunction with the Township Official Map. The listed intersections are those that were identified and agreed to in the PennDOT scoping application. Each intersection was studied for pre-development, no-build, and post-development conditions. Exhibit A-10 contains the first 25 pages of the 900-page traffic study. Key conclusions and recommendations for intersections as listed on page 2 include:

- Route 230/Colebrook Road/Cloverleaf Road – signal timing adjustments
- Colebrook Road/Harrisburg Avenue – install traffic signal
- Cloverleaf Road/Andrew Avenue/Norlanco Drive – left turn lanes in both directions of Cloverleaf Road
- Cloverleaf Road/Schwanger Road – signal timing adjustments
- Route 283/Cloverleaf Road eastbound ramps – improvements are needed but outside the scope of this project; Act 209 contributions can be used for this purpose
- Route 230/Norlanco Drive extension – right turn lane westbound into Norlanco Drive; left turn lane striping eastbound in center turn lane; signalize intersection
- Route 230/right-in driveway – right turn lane westbound
- Cloverleaf Road/right-in driveway – right turn lane northbound
- Cloverleaf Road/right-in, right-out driveway – right turn lane northbound; raised median island in middle of the driveway

The applicant has agreed to implement these improvements as recommended in the study. Additionally, the applicant will contribute approximately \$1.3 million in traffic impact fees to the Township for the implementation of improvements as identified in the Act 209 documents. Mr. Creasy stated that he can comply with the comments made in Exhibit A-19, the Township Traffic Engineer’s review of the study. The PennDOT review process will likely generate additional comments to work through. Attorney Lewis noted that the application was revised to extend Norlanco Drive rather than construct an access drive as originally planned.

Shopping center standards in the Zoning Ordinance include traffic control and access considerations through Section 135-256.C. Mr. Creasy addressed the criteria, stating that there are multiple access points and the development fronts upon arterial roads. A traffic impact study meeting Chapter 119 was submitted with the zoning hearing application. PennDOT correspondence dated June 2, 2023 approved the latest scoping application for this project. The project is subject to a traffic impact fee. If the application is approved and the traffic improvements are implemented, the project will not detract from the public health, safety, and welfare.

Mr. Hitz referred to the traffic study executive summary with questions for Mr. Creasy. The horizon year, or design year, is five years after the anticipated year of construction. Minor improvements to the Cloverleaf Road/Schwanger Road intersection pertain to signal timing adjustments that will shift the green time to various phases. Mr. Hitz was concerned with traffic backups from left turning movements and requested this be looked at specifically. He also noted the Route 283/Cloverleaf Road eastbound ramps have level of service deficiencies that would continue after the project is built. The stop control at the ramps is a big contributor to the deficient level of service.

Mr. Creasy confirmed that the proposed signal at the Route 230/Norlanco Drive extension intersection will have a left turn arrow into the site. He clarified the design of a raised mountable “porkchop” island in the right-in, right-out access point at Cloverleaf Road to deter left turning movements. Traffic studies for six developments located in the vicinity of the subject tract were incorporated into the traffic study at the appropriate build-out times for those projects. He explained the ITE Trip Generation Manual land use codes for the various components proposed on the site, noting his conservative approach to estimating square footages of the areas in case there are small design modifications during the land development process.

Mr. Newton asked for clarification of Table 5 on page 18. These trip generation estimates include the daily trip total (either in or out of the development), weekday a.m. peak hour, weekday p.m. peak hour, and Saturday midday trips. It also splits out pass-by trips and new trips. Pass-by trips are associated with shopping centers, convenience stores, fast food restaurants, and similar uses where someone traveling on the adjacent roadway stops into the site then continues on their way. These are not additional trips and are discounted from the total trips determined by the Trip Generation Manual. Approximately 9 additional a.m. peak hour trips per minute are estimated. The p.m. peak hour is busier than the a.m.

Appendix A summarizes the traffic study results, including level of service grades. These are based on how long vehicles wait at a given intersection. An “A” grade is a 0-10 second wait and goes down to an “F” grade as wait times increase. Mr. Creasy then explained the turning movement counts in Tables 5a-c.

Mr. Hershey referred to page 3 regarding the Route 283/Cloverleaf Road eastbound ramp intersection stating “completion of those improvements by any individual developer is not feasible”. Approval of this project would affect the intersection even more. Are there plans by the Township to improve the interchange? Mr. Evans explained that there were plans preliminarily approved in 2008 by PennDOT that expired in 2016 since it was not constructed. The Township pursued these improvements, but no design could be approved in the years following that expiration. Mr. Hershey was concerned with adding another development in close proximity to the interchange. Mr. Newton echoed that sentiment and the challenge of satisfying the ordinance with this in mind.

Mr. Creasy described an Act 209 study that allows a municipality to assess traffic impact fees. It is essentially a large traffic study similar to what was prepared for this project. Existing conditions are assessed, improvements determined, then a per-p.m. peak hour trip is calculated from that. Those fees are used to construct offsite improvements that are often too large for a single developer to undertake. Existing failing levels of services are not the basis for the fee, only the additional trips associated with new development. It may take fees from multiple developments to pay for an improvement like the interchange. Attorney Lewis stated that it is not a developer’s obligation to fix existing deficiencies. Solicitor Cleary objected to the questioning and statements implying that it is the Township’s responsibility to fix an intersection of highways owned by PennDOT.

Attorney Cleary cross-examined Mr. Creasy. She asked if Cloverleaf Road, Route 283, and Route 230 are highways under the jurisdiction of PennDOT. Yes. Is PennDOT responsible for the maintenance of those roads? Yes.

Ms. Hess noted that the traffic study cites 775 average vehicles per day on Ridge Run Road and does not indicate any improvements. Her concern is with large farm vehicles in the agricultural area and the large amount of added traffic that could end up on Ridge Run Road. Mr. Creasy stated that the other improvements proposed for the surrounding roadway network should promote the use of those other roads as opposed to Ridge Run Road.

She asked about the pavement markings proposed for the turn lanes from Route 230 into the site. Mr. Creasy identified the new 175’ long right turn lane for vehicles coming from east with a 150’ taper. Traffic coming from the west will have a 250’ dedicated left turn lane into the site, which will taper back to the existing center turn lane pattern. There may be a short length of center turn lane between this left turn and the left turn approaching the Route 230/Colebrook Road intersection.

Are the trip generation calculations based on any specific type of high interest stores or similar? Additional data continues to be studied from around the country but is generally averaged out for a shopping center. That accounts for people who stop at multiple stores within the shopping center as well. She then asked about the Township’s use of the traffic impact fees. Mr. Creasy answered that they can be used on a number of improvements identified in the Act 209 study, not necessarily those near the proposed development. He provided ballpark estimates of several improvements like signal retiming and a new signal. Was the Steel Way intersection studied where the proposed warehouse will be? That study was not prepared before this study began.

Mr. Brubaker cross-examined Mr. Creasy. Do you have projections for traffic impacts to Ridge Run Road? Additional traffic from the development was not determined for this road, however, PennDOT uses a growth rate around 1% to estimate other impacts. Mr. Brubaker spoke to the crumbling condition of Ridge Run Road and the potential for more traffic associated with the proposed development adding to these issues. Mr. Creasy noted that PennDOT has only approved the scoping application, not the traffic study itself.

Ms. Hess asked about the nature of the ITE trip generation studies. Mr. Creasy explained that they are aggregated from a variety of locations and land use contexts, ranging from standalone sites to those surrounded by other commercial uses. Attorney Lewis had him clarify that PennDOT may require additional improvements above those identified in the traffic impact study. The ITE Trip Generation Manual is the industry standard and his study is conservative in the sense that 127,000 sf. of retail in addition to the convenience store was used compared to the 105,000 sf. shown on the plans.

Brian Seidel of Seidel Planning & Design was presented as an expert in landscape architecture and land planning. Exhibit A-17, Mr. Seidel’s C.V. accurately reflects his professional credentials. A motion was made by James E. Hershey and seconded by Robert F. Newton, Jr. to accept Mr. Seidel as an expert witness in landscape architecture and land planning.

Mr. Seidel noted that this is the only C-1 zoned property in the area and is over 22 acres in size. The C-1 District requires only 10,000 sf. minimum lot size. It is surrounded by the C-2 District on the opposite side of adjacent roadways and MU

District to the north. It is also adjacent to public water and sewer facilities and is located within the Designated Growth Area. These aspects make it unique for the C-1 District as stated in the District Purpose of the Zoning Ordinance. Mr. Seidel stated the property is not suited to achieve the purpose, specifically small-scale commercial uses outside of the Designated Growth Area.

He provided an overview of the C-1 District bulk and area standards, noting that the 22-acre development tract far exceeds the 10,000 sf. minimum lot size. The proposed development associated with a site of this size is not appropriate for the C-1 District. Small lot development as permitted in C-1 creates multiple driveways and a variety of architectural designs that could be cohesive. That can lead to more trips due to patrons going in and out of multiple driveways to access various uses. Fragmented development can also lead to challenging stormwater management design. Strict development of this site under the C-1 standards would cause these types of issues. The site is appropriate for construction of a shopping center for the following reasons:

- C-2 zoning is adjacent to the site, which allows for the types of uses proposed by this application.
- The size of the lot is better used as a coordinated shopping center as opposed to multiple fragmented commercial lots.
- Single ownership and maintenance of the site.
- Cohesive design and stormwater management.
- Access control is better coordinated.

Mr. Seidel believes that a shopping center is a reasonable use of the subject property given its size and location. The general requirements for a shopping center use can be satisfied by the proposed plan. Mr. Seidel addressed the criteria as stated in Section 135-256 of the Zoning Ordinance:

A(1) This section addresses shopping centers as a use allowed in the C-1 District but with a 50,000-sf. maximum floor area.

A(2) The proposed 12% building coverage falls under the 15% maximum.

A(3) Individual uses proposed by the plan are permitted in the C-1 District other than the vehicular fuel pumps.

A(4) The plan meets the 20' building separation distance.

A(5) Shopping cart storage areas are identified on the plan and those spaces are excluded from the parking calculations.

A(6) Public water and public sewer service capacity has been reserved, as evidenced by Exhibits A-20 & A-21.

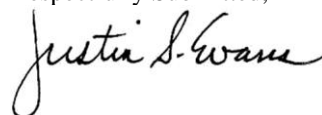
A(7) Drive-through facilities comply with the standards in Section 135-255.

A(8) Site lighting as marked Exhibit A-8 demonstrates compliance with this section

The hearing was stopped as the time neared 9:00 p.m. The hearing was continued a meeting to be held at 6:00 p.m. on July 26, 2023 in the Elizabethtown Area School District Middle School Auditorium.

8. Next special meeting for the continuation of Case #230006 (David E. Glick) will be held Tuesday, June 20, 2023, beginning at 6:00 p.m.
9. Next regularly scheduled meeting will be held Wednesday, July 5, 2023, beginning at 7:00 p.m.
10. A motion was made by Robert F. Newton, Jr. and seconded by James E. Hershey to adjourn the meeting at 9:00 p.m. All members present voted in favor of the motion.

Respectfully Submitted,



Justin S. Evans, AICP  
Township Manager/Zoning Officer

For: Robert F. Newton, Jr., Secretary  
Mount Joy Township Zoning Hearing Board