



RECEIVED

Feb 02 2024

MOUNT JOY TOWNSHIP

February 2, 2024

Mount Joy Township  
Attn. Justin S. Evans, AICP, Manager/Zoning Officer  
8853 Elizabethtown Road  
Elizabethtown, PA 17022

**RE: Westmount Development Revised Sketch Plan**

Dear Justin,

On behalf of the Owner/Applicant, Vistablock, LLC, please find, as a continuation of Westmount Development's Planning, a Revised Sketch Plan, attached, proposing 214 townhouse units and 78 apartment units for a total of 292 units on 36.36-acres. As you may recall an original Sketch Plan of 138 units, located on the eastern 20-acre portion of the site, was submitted Jan. 3, 2022, and then a subsequent Final Plan of 289 units, 34.5-acres encompassing land area further west had been submitted May 5, 2023. We had several meetings with the Planning Commission to review and discuss these plans after various comments from Township Engineer, Ben Craddock, PE, and Township Solicitor, Ms. Josele Cleary, Esq. Ms. Cleary's letter of August 2, 2023, elaborated on two (2) critical zoning comments from the Final Plan application, that being, 1) Sec. 135-262.D, townhouse buildings are prohibited on dead-end streets and, 2) Sec. 135-262.L, the minimum lot width for townhouse lots shall be 20 feet per dwelling unit at the minimum setback line. To paraphrase Ms. Cleary's conclusions regarding these two zoning comments, she said that we either needed Variances or that we needed to revise the plan to be compliant with the Ordinance. We then submitted a Zoning Application for relief of the two Sections but were denied for both at the October 4, 2023, Zoning Hearing Board. Therefore, as a result the subject Revised Sketch Plan was prepared.

Regarding more specifics of this Plan, the dead-end cul-de-sac streets have been removed and the lots have been reconfigured to accommodate the unit types and numbers allowed which remedies the two prior zoning comments. The Applicant was able to come under agreement recently with western Adjoiners, Henry & Christina Werner, to enable acquisition of 1.8-acres of the northern portion of their property so that our main road can extend to the existing and adjoining Bradfield Drive to the west. Bradfield Drive extends to Harrisburg Avenue (SR 4018) and is a dedicated Township Road.

Applicant currently owns two parcels, 20-acres, and 14.5-acres and with Werner agreement would acquire an additional 1.8-acres for a total of 36.3-acres for the development. Therefore, this plan would add-on and subdivide lands into seven (7) separate lots, with the resultant lands

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Corporate Office:  
743 South Broad Street  
Lititz, PA 17543  
(717) 626-7271

2013 Sandy Drive, Suite 103, State College, PA 16803; (814) 861-6328  
414 North Jackson Street, Butler, PA 16001; (724) 256-9646

Branches:  
Central PA  
Western PA  
100% Employee Owned Company (ESOP)

of the Werner parcel as new Lot 5. (See Lot Add-On & Subdivision Plan Sheet 3 of 7 of the plan set).

As to parking and driveways in front of all townhomes with front-loaded garages, as commented on and discussed with the PC prior, the planning commission had been concerned about the proximity of the sidewalk to the townhomes' garage doors and limited sight of drivers backing into pedestrians on the sidewalk and the possibility of cars parking on the sidewalk. They recommended that we look at shifting the sidewalk to the rear of parking spaces in the driveways or along the edge of access drive. Therefore, with this sketch plan you will find the sidewalk has been shifted along the access drive edge, making pedestrians more visible and easier to enforce "no-parking" on the sidewalk. Each townhouse unit will have a staggered driveway between sidewalk and the specific dwelling unit to accommodate the parking of two cars along with access to a one-car garage. Therefore each unit would have the potential of three (3) parking spaces.

Two apartment buildings are being proposed on newly formed Lot 3 to accommodate 78 apartment units. This lot encompasses the existing pole barn. It is the desire by the developer to convert half (2,000 SF) of the pole barn into a fitness center for the community only and maintain the remaining 2,000 SF as maintenance storage for the development. A shared parking lot has been designed to meet the parking needs of the apartments and community fitness center. Additionally there are 59 on-street parking spaces proposed throughout the development to provide for extra visitor parking.

This revised sketch plan still incorporates some previous design features as discussed with the Planning Commission and Township Engineer, and as prior we still need some Waivers. The following previous comments would still apply to this Revised Sketch Plan:

- *Access drives shall be separated by 200 feet from other access drive intersections with streets (119-52.S(3)(d)).*
- *No more than two access drives shall be located on a single street frontage (119-52.S(3)(g)).*
- *A minimum of a four-foot-wide grass planting strip shall be provided between the back of the curb and the edge of the sidewalk (119-53.B(10)).*
- *On lots abutting a railroad, no dwelling shall be placed within 75 feet of any portion of the railroad right-of-way or power line (119-55.E).*

*Previous Waiver response from Twp Engineer: The overall site configuration is generally long and narrow between Harrisburg Avenue and the Amtrak Right-Of-Way, which creates some hardship to efficiently layout the development. A landscape screen is proposed along the Amtrak Right-Of-Way. A fence appears to be proposed along the northern property lines of the lots adjoining the Amtrak Right-Of-Way; however, the plans do not clearly label the fence or provide any further detail about the proposed fence. Based on these considerations, I have no objection to a waiver of this requirement with the condition the proposed fence is a security fence, and the plans include a construction detail of the security fence and clearly label the fence on the plans.*

We had gained the specific Waiver from the Planning Commission prior. But we are now adding some newly proposed units along the railroad right-of-way with this Revised Sketch Plan and therefore, we are requesting this Waiver again. We are still proposing to have security fencing and an evergreen tree buffer between units and railroad.

Of all items identified above, the Bradfield Drive connection is a new critical design feature for the development and reason for this Revised Sketch Plan application. Our desire is to gain positive comments and key Waivers from the Township on the current plan so that we have a comfort level to proceed toward a Final Engineered Plan again.

Thank you for this opportunity to further advance the design of this development. If you need additional information or have questions, please feel free to reach out to me.

Sincerely,

ELA GROUP, INC.



Brent D. Good, RLA  
Senior Project manager

Enclosures

Copy: Ben Craddock, PE, Lancaster Civil, Township Engineer (via email)  
Brandon Conrad, CEO, Vistablock, Owner/Applicant (via email)  
Thomas Nehilla, Esq., Barely-Snyder, Legal Counsel (via email)  
Dan Thornton, PE, TRG, Traffic Engineer (via email)

1212-004 Westmount Development\Project Files\Project Documents\Correspondence\2024-02-02 Westmount Rev Sketch Plan App Letter - Final .docx

**WAIVER REQUESTS**  
**FOR**  
**WESTMOUNT DEVELOPMENT**  
**REVISED SKETCH PLAN**  
MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PA  
May 5, 2023  
REV. July 10, 2023  
REV. February 2, 2024

**As to the Mount Joy Township Subdivision and Land Development Ordinance and on behalf of the applicant, the following seven (7) Waivers are respectfully requested:**

1. Sec. 119-53.B(10) – Min. 4’ Grass Beauty Strip Between Curb and Sidewalk  
We have provided the minimum 4’ grass beauty strip along public streets but ask for a Waiver of this requirement in the areas of on-street parking and along access drives so that the sidewalk can be directly adjacent to the curb. To allow sidewalk directly adjacent to on-street parked vehicle will better enable sure footing and safer loading/unloading of the passenger. A 4’ grass beauty strip between the unloading passenger and sidewalk along on-street parking areas could prove hazardous with the potential unevenness of the grass strip and/or hazardous in poor weather conditions. This grass surface may not be ADA compliant nor accommodate women in high heels safely. In access drive areas with adjacent sidewalks, traffic volume and speed are anticipated to be exceptionally low. The 4’ grass strip area would be better served on the outside of the sidewalk and in combination with the larger greenspace or tree-lawn area. Therefore, in these areas we believe it is logical to request this Waiver.
2. Sec. 119-53.C(2) – Vertical and Slant Curb  
*A vertical concrete curb with an eight (8) inch reveal is required on all public streets and parking compounds.* We are requesting a six (6) inch vertical curb be allowed on all streets and access drives instead and mountable slant curbing in the parking lots adjacent to the front of townhomes. The eight (8) inch vertical curb height creates hardship for several reasons. First, with 8-inch curb reveal ADA grade compliancy is more difficult to achieve with curb cuts and longer ramp lengths and second, vehicle undercarriages and bottom of opening doors tend to scrape the top of the taller 8-inch curb reveals. The mountable slant curb is proposed in Townhouse driveway area only where there are front-load garages and the mountable slat curb allows egress from access drive to the Townhouse Unit’s driveway and garage but delineates edge of access drive and sidewalk.
3. Sec. 119-55: No Dwelling to be within 75 Feet of Railroad Right-Of-Way  
The overall site configuration is long and narrow as it is squeezed between Harrisburg Avenue and the northern property line, which is the Amtrak Right-Of-Way. This setback restriction creates a hardship to more efficiently layout the development. We had discussed this with the Planning Commission (PC) with prior Sketch Plan. They were receptive to grant the Waiver if we provided security fencing and a landscape buffer in which we have done with subject plan. Therefore, we respectfully request this Waiver.

Additionally, as suggested by PC, Owner/Developer had checked with their insurance company, Martin Insurance, and the setback distance of 35 feet v. 75 feet distance from the railroad to residential units has no impact or difference from a liability or risk perspective to the owner. Regarding the security fence, the Insurance Company said that security fences are irrelevant for their purposes, but they support the idea of providing a 6' high fence.

Therefore, we are proposing a 6' high black vinyl coated chain-link fence along the railroad right-of-way/northern property boundary. We believe this will provide desired security but will be visually absorbed into the landscape and not be an eyesore. A staggered heavy evergreen tree buffer is also proposed in front of the fence, between residences and fence.

4. Sec. 119-52.J (3)(a) Improvements of an existing road along a Subdivision

The site partially fronts on and gains access from Harrisburg Avenue (SR 4018) which is classified as a Collector Road without on-street parking. The existing 60' (30' from C.L.) right-of-way complies with the Ordinance but there is no curb or sidewalk in the vicinity. The road cartway is required to be 28' wide with curbing. Existing cartway is approximately 27' without curb or sidewalk. The overall site length is now 3,000 LF east to west on the north side of Harrisburg Pike with less than half or approximately 1,100 LF of actual road frontage which is divided into four (4) segments. Because of the four (4) segments, any road improvements, (widening, curb and sidewalk) would be fragmented. With such, we respectfully request a deferral of road frontage improvements.

5. Sec. 119-52.S(3)(d) - Access Drives shall be separated by 200 feet.

*Access Drives shall be separated by 200 feet from any other access drive intersection with a street and any other intersections with two streets.* Please note per Sec.199-52.K.(2)(a), for street intersection design that the minimum separation distance of streets intersecting with a local through street is 150 feet. Under advisement of the Planning Commission (PC) during the original Sketch Plan review, we eliminated townhouses with front-load garages and driveways backing directly onto the local street and were encouraged by PC to provide common parking areas with fewer access drive intersections. With the efficient layout of the current plan, most of the access drive intersections are over 200' apart except for one (1) intersection location that is 150 feet apart. The access drive intersection on Lot 2 along Street 'A' just west of the Authorities wellhead is 150 feet offset from the opposing access drives on the north side. With anticipated lower traffic volumes and speeds and good clear sight distances, we do not anticipate traffic conflicts at any of the intersections and therefore request a Waiver of the minimum 200 feet access drive intersection separation for one area.

6. Sec. 119-52.S(3)(g) - No more than two (2) access drives on a single street frontage

Related to justifications above, the efficient layout of the narrow development utilizes six (6) larger condominium lots. To effectively utilize the development potential, all access drives along lot frontages are offset over 200' apart. With anticipated slower traffic speeds and low traffic volumes, and more than 200' separation distances between access drive intersections, we do not anticipate traffic/pedestrian conflicts with the number of proposed intersections per lot. Therefore, we respectfully request a Waiver of this requirement.

7. Sec. 119-54.B - Maximum Length of Residential Blocks is 1,000 Feet

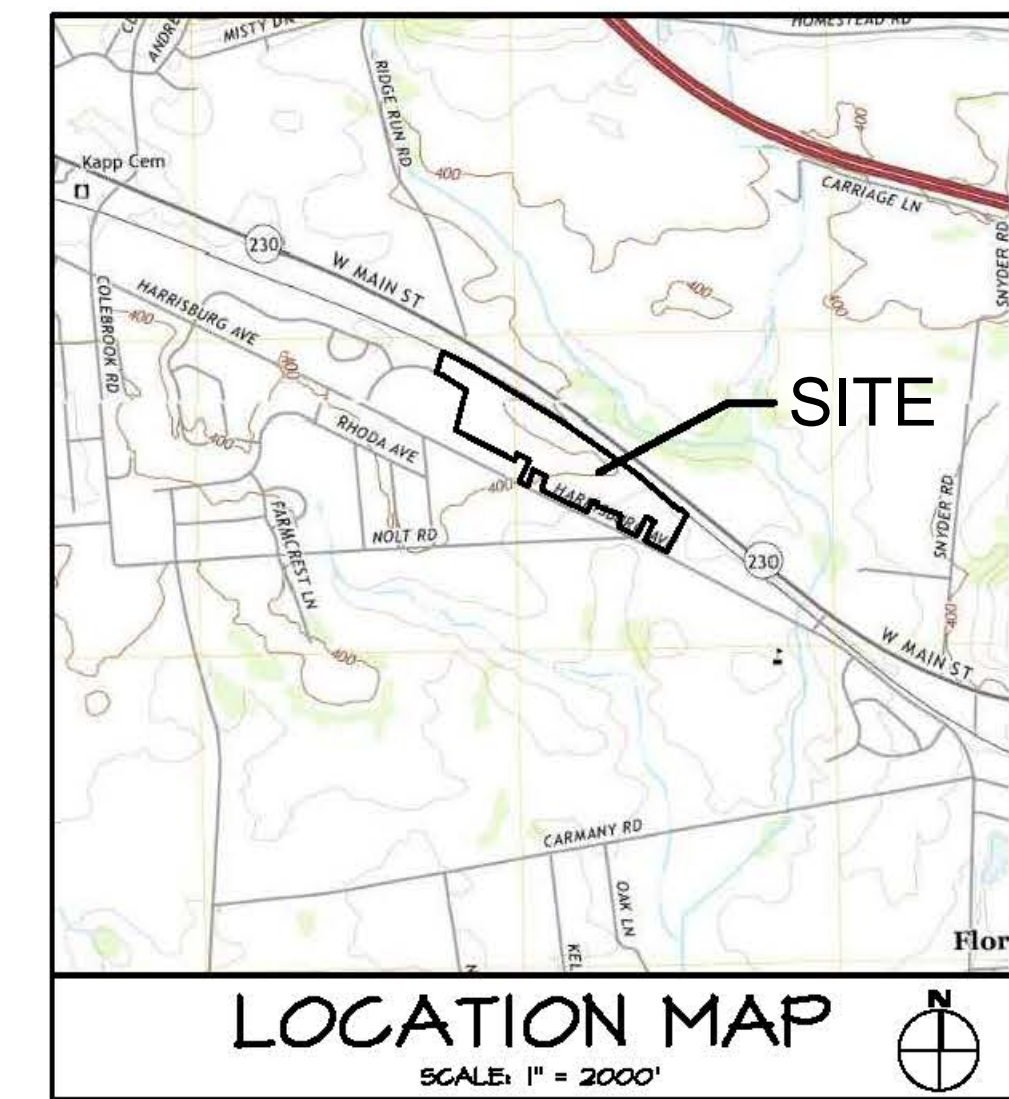
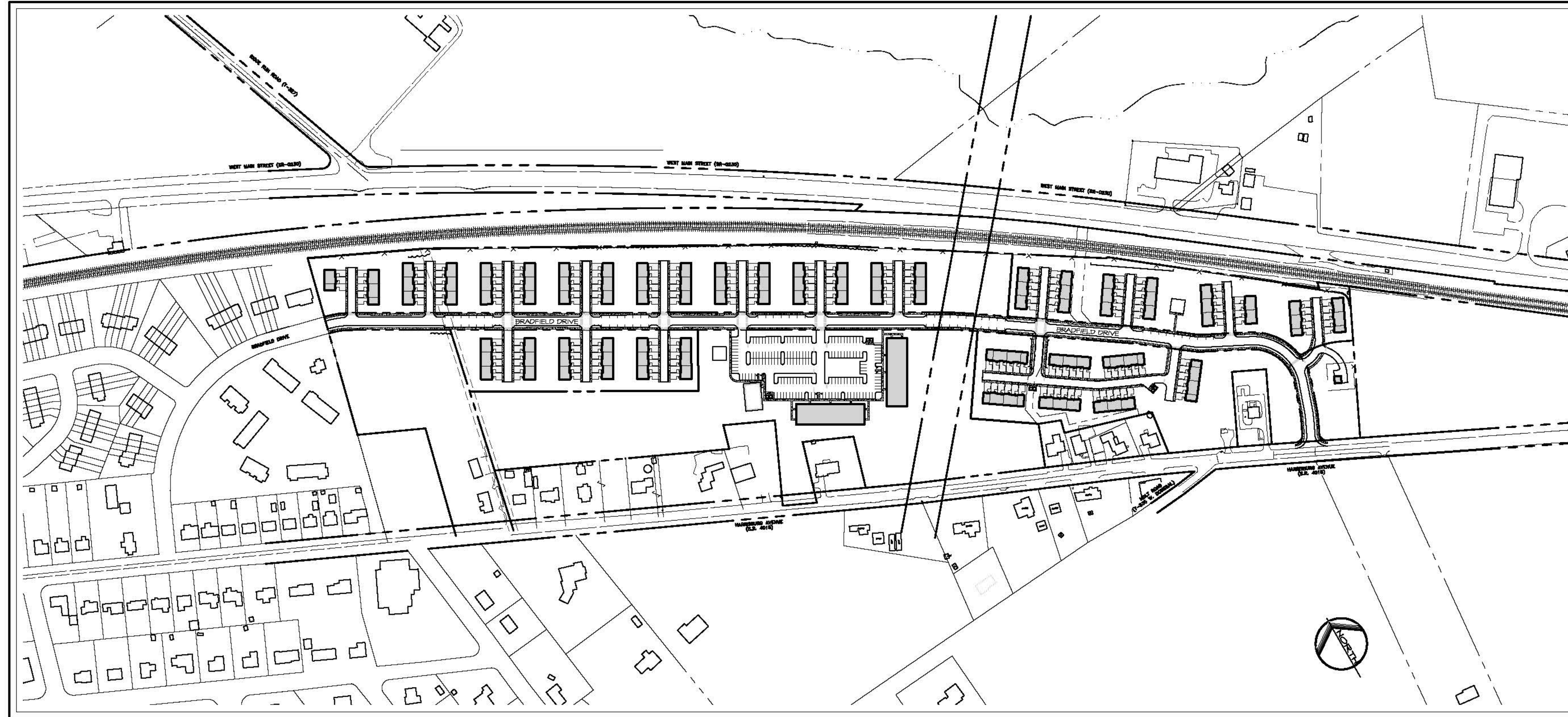
With the Revised Sketch Plan, there is now only one new entrance and street planned to connect to Bradfield Drive to the west. This will avoid the dead-end street scenario proposed prior and not permitted. And due to the linear configuration of the site and proposed connection to existing Bradfield Drive, the overall proposed block length will be about 3,300 LF. Therefore to allow this logical street connection, we respectfully request a Waiver of the 1,000 feet maximum block length requirement.

1212-004 Westmount Development\Project Files\Project Documents\Correspondence\2024-02-02 Westmount - Waivers Revised.docx

# REVISED SKETCH PLAN

## FOR WESTMOUNT

MOUNT JOY TOWNSHIP - LANCASTER COUNTY - PENNSYLVANIA



### UTILITY LISTING

CONTACT PA ONE CALL AT 1-800-245-1776 FOR INDIVIDUAL UTILITY TELEPHONE NUMBERS.  
**AT&T**  
 1100 3RD AVE  
 ALTOONA, PA 16602  
 PAT SUTTON  
 P54364@ATT.COM

**COMCAST**  
 334 BALTIMORE RD  
 SHIPPENSBURG, PA 17257  
 WILLIAM MAYTS  
 william\_mayts@comcast.com

**ELIZABETHTOWN AREA WATER AUTHORITY**  
 211 W HUMMELSTOWN STREET  
 ELIZABETHTOWN, PA 17022  
 DEL BECKER

**ELIZABETHTOWN REGIONAL SEWER AUTHORITY**  
 235 ERSA DR  
 ELIZABETHTOWN, PA 17022  
 STEVEN REITEN  
 steve@ersapa.com

**FIRST ENERGY PENELEC**  
 21 S MAIN ST  
 AKRON, OH 44308  
 CARA WARREN  
 CARAWARREN@FIRSTENERGYCORP.COM

**VERIZON BUSINESS**  
 FORMERLY MCI400 INTERNATIONAL PARKWAY  
 RICHARDSON, TX 75081  
 DEAN BOYERS  
 investigations@verizon.com

**MOUNT JOY TOWNSHIP**  
 LANCASTER COUNTY  
 8833 ELIZABETHTOWN RD  
 ELIZABETHTOWN, PA 17022

### PROJECT SITE ADDRESS

1344 HARRISBURG AVENUE  
 MOUNT JOY, PA 17552

### OWNER / APPLICANT

**PARCEL A & B**  
 VISTABLOCK WESTMOUNT, LLC  
 150 FARMINGTON LANE  
 LANCASTER, PA 17601  
 717-682-8775

### OWNER

**PARCEL C**  
 HENRY & CHRISTINA KERNER  
 1754 HARRISBURG AVENUE  
 MOUNT JOY, PA 17552

### SOURCE OF TITLE

**PARCEL A**  
 ACCOUNT NO.: 461-15688-0-0000  
 DEED INST.: 6481564  
 PLAN BOOK: 2015-019-J

**PARCEL B**  
 ACCOUNT NO.: 461-15182-0-0000  
 DEED INST.: 8682246  
 PLAN BOOK: J-112, PAGE 7B

**PARCEL C**  
 ACCOUNT NO.: 461-60955-0-0000  
 DEED BK.PG.: 5344 / 17B

### SURVEYOR OF RECORD

LAND GRANT SURVEYORS  
 3804 ABEL DRIVE  
 COLUMBIA, PA 17512  
 (717) 293-1812

### SITE DATA

OVERALL SITE AREA:	40.004 ACRES (GROSS) 34.871 ACRES (NET)
SITE AREA FOR DEVELOPMENT:	36.369 ACRES (GROSS) 36.111 ACRES (NET)
PROPOSED USES *	214 SINGLE-FAMILY ATTACHED (2-BR TOWNHOUSES)** 78 MULTI-FAMILY (2-BR APARTMENTS)**
PROPOSED UNITS/DENSITY: NUMBER OF LOTS:	242 DWELLING UNITS / 36.369 AC = 6.0 DU/AC 7
PROPOSED LOT AREA COVERAGE:	
LOT 1: (SEWER PUMP)	0.83 AC (36,040 S.F.) 14.5% (5,210 S.F.)
LOT 2: (TOWNHOUSES)	5.14 AC (223,694 S.F.) 34.3% (16,211 S.F.)
LOT 3: (APARTMENTS)	10.83 AC (471,466 S.F.) 21.1% (94,718 S.F.)
LOT 4: (TOWNHOUSES)	2.84 AC (125,861 S.F.) 45.2% (56,923 S.F.)
LOT 5: (KERNER LOT)	3.52 AC (153,287 S.F.) 4.4% (6,732 S.F.)
LOT 6: (TOWNHOUSES)	9.87 AC (386,447 S.F.) 31.8% (146,172 S.F.)
LOT 7: (TOWNHOUSES)	4.18 AC (181,954 S.F.) 40.5% (13,105 S.F.)
APARTMENTS TOTAL:	10.83 AC (471,466 S.F.) 21.1% (94,718 S.F.)
TOWNHOUSES TOTAL:	21.1 AC (918,006 S.F.) 36.5% (353,611 S.F.)
PROPOSED OPEN SPACE:	
APARTMENTS:	78.4% (312,249 S.F.)
TOWNHOUSES:	61.5% (564,591 S.F.)
SANITARY SEWER:	PUBLIC
WATER:	PUBLIC
*UNITS TO BE RENTED	
**PERMITTED USES	

### ZONING DATA

**ZONING DISTRICT: R-2 MEDIUM DENSITY RESIDENTIAL DISTRICT**

AREA AND BULK REGULATIONS:  
 (PER SECTION 135-262 AND SECTION 135-216)

BUILDING SETBACKS:	
FRONT:	25 FEET
SIDE:	10 FEET FOR SINGLE-FAMILY DETACHED 20 FEET FOR SINGLE-FAMILY ATTACHED
SIDE:	35 FEET FOR APARTMENTS
REAR:	35 FEET
MAXIMUM IMPERVIOUS COVERAGE:	30% FOR APARTMENTS 60% FOR TOWNHOUSES
MAXIMUM BUILDING COVERAGE:	25%
MAXIMUM BUILDING HEIGHT:	35 FEET
MINIMUM LOT AREA:	15,000 S.F.
SINGLE-FAMILY:	20,000 S.F. FOR 3 UNITS, 6,000 S.F. FOR EACH ADDITIONAL UNIT
APARTMENT:	3,000 S.F. PER DWELLING UNIT
TOWNHOUSES:	
MINIMUM LOT WIDTH:	75 FEET
SINGLE-FAMILY:	100 FEET
APARTMENTS:	20 FEET PER DWELLING UNIT
TOWNHOUSES:	
MINIMUM LOT DEPTH:	125 FEET
SINGLE-FAMILY/APARTMENTS:	120 FEET
TOWNHOUSES:	
MINIMUM BUILDING SEPARATION ON COMMON LOT (TOWNHOUSES):	
FRONT TO REAR:	10 FEET
ENDWALLS:	35 FEET
ENDWALL TO REAR OR FRONT:	35 FEET

### PARKING DATA

PER ZONING ORDINANCE SECTION 135-343

USE	REQUIREMENT	TOTAL UNITS	REQUIRED SPACES	PROPOSED SPACES
SINGLE-FAMILY ATTACHED	2 SPACES PER UNIT*	214 UNITS	428 SPACES	642**
MULTI-FAMILY	2 SPACES PER UNIT*	78 UNITS	156 SPACES (4 ADA)	156 SPACES (4 ADA)
ON-STREET	N/A	N/A	N/A	54 SPACES
FITNESS CENTER	6 SPACES/1,000 SF***	2,000 SF	12 SPACES	12 SPACES (2 ADA)
		242 UNITS/2,000 SF	586 SPACES	664 SPACES

\*3 BEDROOM OR LESS  
 \*\*3 SPACES PER TOWNHOUSE UNIT (2 DRIVEWAY & 1 GARAGE)  
 \*\*\*PARKING DATA PER INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) PARKING GENERATION REPORT, 3RD EDITION



PENNSYLVANIA ACT 287 AS AMENDED BY ACT 50 (2017) REQUIRES NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE COMMONWEALTH.

DATE: 05/26/2022 BY: TS SERIAL NO: 20221462227

NOTES: UNDERGROUND UTILITY LINE PROTECTION ACT

IN COMPLIANCE WITH AND PURSUANT TO THE PROVISIONS OF 73 P.S. 8176, AS AMENDED BY ACT 121 OF 2008, LAND GRANT SURVEYORS, LLC HAS PERFORMED THE FOLLOWING REQUIREMENTS IN PREPARING THESE DRAWINGS THAT INCLUDE EXCAVATION OR DEMOLITION WORK AT SITES WITHIN THE POLITICAL SUBDIVISION AND/OR LAND DEVELOPMENT SHOWN ON THE DRAWINGS HEREIN:

- PURSUANT TO 73 P.S. 8176(2), LAND GRANT SURVEYORS, LLC HAS REQUESTED LINE AND FACILITY INFORMATION FROM THE ONE CALL SYSTEM NOT LESS THAN TEN (10) NOR MORE THAN NINETY (90) BUSINESS DAYS BEFORE THE POSITION AND TYPE OF EACH FACILITY OWNER'S LINE, AS DERIVED PURSUANT TO THE REQUEST MADE AS REQUIRED BY 73 P.S. 8176(2), THE NAME OF THE FACILITY OWNER AND THE FACILITY OWNER'S DESIGNATED OFFICE ADDRESS AND TELEPHONE NUMBER.
- PURSUANT TO 73 P.S. 8176(3), LAND GRANT SURVEYORS, LLC HAS SHOWN, UPON REQUEST THESE DRAWINGS, THE POSITION AND TYPE OF EACH FACILITY OWNER'S LINE, AS DERIVED PURSUANT TO THE REQUEST MADE AS REQUIRED BY 73 P.S. 8176(2), THE NAME OF THE FACILITY OWNER AND THE FACILITY OWNER'S DESIGNATED OFFICE ADDRESS AND TELEPHONE NUMBER.
- PURSUANT TO 73 P.S. 8176(4), LAND GRANT SURVEYORS, LLC HAS CALLED THE ONE CALL SYSTEM AND SHOWN AS PROOF, THE SERIAL NUMBER OF THE ONE CALL NOTICE AND THE TOLL FREE NUMBER OF THE ONE CALL SYSTEM ON THE DRAWINGS NEAR THE SERIAL NUMBER.
- IF, PURSUANT TO 73 P.S. 8176(2), LAND GRANT SURVEYORS, LLC HAS REQUESTED LINE AND FACILITY INFORMATION FROM THE ONE CALL SYSTEM MORE THAN NINETY (90) DAYS BEFORE FINAL DESIGN IS TO BE COMPLETED, LAND GRANT SURVEYORS, LLC HAS INDICATED THAT THE REQUEST IS PRELIMINARY AND THE SERIAL NUMBER OF SAID REQUEST IS SHOWN ON THE DRAWINGS HEREIN.

LAND GRANT SURVEYORS, LLC DOES NOT REPRESENT, WARRANT, ASSURE OR GUARANTEE THAT THE INFORMATION RECEIVED PURSUANT TO THE ONE CALL SYSTEM REQUEST AND AS REFLECTED ON THESE DRAWINGS IS ACCURATE OR CORRECT. FURTHERMORE, LAND GRANT SURVEYORS, LLC INCLUDES THE INFORMATION ONLY PURSUANT TO THE REQUIREMENTS OF THE UNDERGROUND UTILITY LINE PROTECTION ACT, AS AMENDED BY ACT 121 OF 2008.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION BY CALLING THE PENNSYLVANIA ONE CALL SYSTEM 1-800-245-1776 A MINIMUM OF THREE (3) DAYS PRIOR TO EXCAVATING OR WITH CAREFUL EXPLORATORY WORK, AT THE CONTRACTOR'S RISK, PRIOR TO CONSTRUCTION FOR THOSE PRIVATE LINES WHICH ARE NOT ABLE TO BE LOCATED THROUGH THE ONE CALL PROCESS. IT MAY BECOME NECESSARY IN THE FIELD TO ADJUST THE PROPOSED UTILITY LOCATION TO RESOLVE AND UTILITY CROSSING CONFLICTS WHICH MAY OCCUR. LAND GRANT SURVEYORS, LLC SHALL BE NOTIFIED IMMEDIATELY OF ANY SUCH CONFLICTS ARE DISCOVERED. THE INFORMATION CONTAINED IN THIS SECTION AS IT RELATES TO THE DUTIES OF CONTRACTORS DOES NOT CONSTITUTE LEGAL ADVICE AND IN NO WAY REPRESENTS THE EXTENT OF THE CONTRACTOR'S DUTIES PURSUANT TO THE UNDERGROUND UTILITY LINE PROTECTION ACT. CONTRACTORS WITH QUESTIONS REGARDING THE UNDERGROUND UTILITY LINE PROTECTION ACT SHOULD CONSULT WITH AN ATTORNEY IMMEDIATELY.

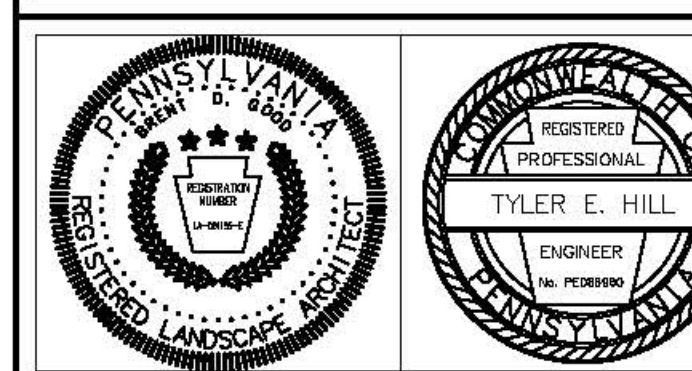
### LIST OF DRAWINGS

COVER SHEET	1 OF 7
OVERALL EXISTING CONDITIONS PLAN	2 OF 7
LOT ADD-ON & SUBDIVISION PLAN	3 OF 7
OVERALL SITE LAYOUT PLAN	4 OF 7
SITE LAYOUT PLANS	5-7 OF 7

REVISIONS PER:	DATE:	BY:
1.	-	-
2.	-	-
3.	-	-
4.	-	-
5.	-	-

**EVA group, inc.**  
 ENGINEERS • LANDSCAPE ARCHITECTS

743 S. BROAD ST.  
 LITITZ, PA 17543  
 (717) 626-7271  
 elagroup.com



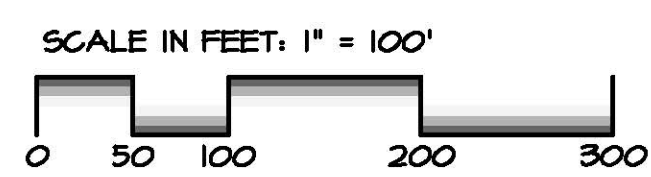
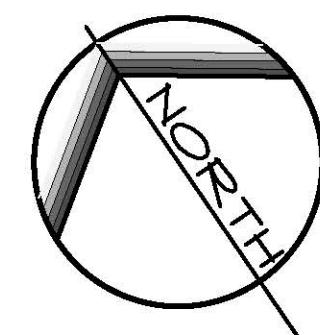
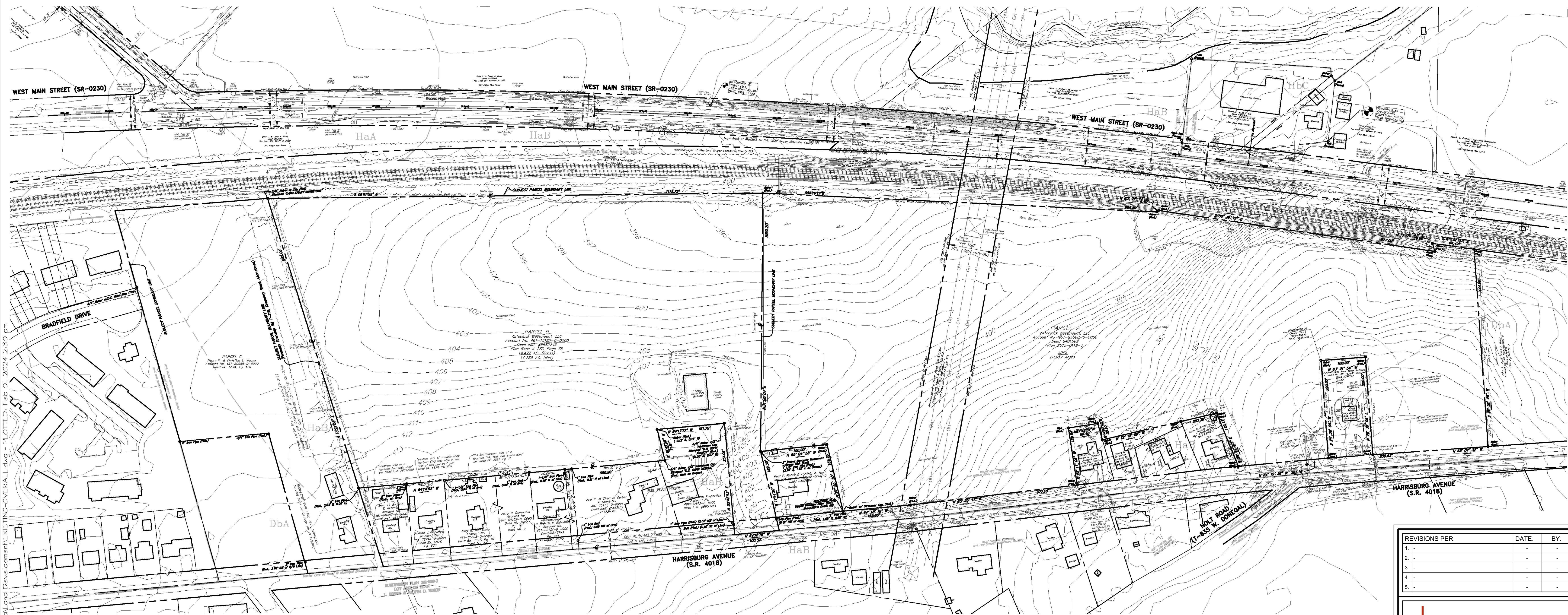
**REVISED SKETCH PLAN**

SUBJECT:  
**COVER SHEET**  
 FOR  
 WESTMOUNT  
 MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PENNSYLVANIA  
 CLIENT:  
**VISTABLOCK, LLC**  
 150 FARMINGTON LANE  
 LANCASTER, PA 17601  
 717-682-8775

MANAGER:	BDG	DATE:	FEB. 2, 2024
ENGINEER:	DJM	PROJECT NO.:	1212-004
DRAWN BY:	BLM	SCALE:	AS SHOWN

DRAWING NO.  
**1 of 7**

DRAWING: C:\Users\brandon\OneDrive\Documents\Projects\Development\EXISTING-OVERALL.dwg - PLOTTED: Feb 01, 2024 2:30 pm



**SOILS LEGEND**

<p>HaA</p> <p>HaB</p> <p>HbC</p> <p>DbA</p> <p>---</p>	<p>HAGERSTOWN SILT LOAM, 0 TO 3 PERCENT SLOPES, HYDROLOGIC GROUP B</p> <p>HAGERSTOWN SILT LOAM, 3 TO 8 PERCENT SLOPES, HYDROLOGIC GROUP B</p> <p>HAGERSTOWN SILTY CLAY LOAM, 8 TO 15 PERCENT SLOPES, HYDROLOGIC GROUP B</p> <p>DUFFIELD SILT LOAM, 3 TO 8 PERCENT SLOPES, HYDROLOGIC GROUP B</p> <p>--- SOIL DELINEATION</p>
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**EXISTING LEGEND**

<p>--- ADJOINER PROPERTY LINE</p> <p>--- PROPERTY LINE</p> <p>--- RIGHT-OF-WAY LINE</p> <p>--- CENTERLINE</p> <p>--- EASEMENTS</p> <p>--- INDEX CONTOUR</p> <p>--- INTERMEDIATE CONTOUR</p> <p>--- SPOT ELEVATION</p> <p>--- CURB LINE</p> <p>--- EDGE OF PAVEMENT (E.O.P.)</p> <p>--- MIN. BLDG SETBACK LINE</p> <p>--- OVERHEAD ELECTRIC</p> <p>--- UNDERGROUND ELECTRIC</p> <p>--- UNDERGROUND TELEPHONE</p> <p>--- GAS LINE</p> <p>--- SANITARY SEWER LINE</p> <p>--- SANITARY FORCE MAIN</p> <p>--- WATER LINE</p> <p>--- STORM DRAINAGE PIPING</p> <p>--- FENCE</p> <p>--- ZONING LINE</p> <p>--- GUIDE RAIL</p> <p>--- EDGE OF WATER (STREAM)</p> <p>--- FEMA 100 YEAR FLOODPLAIN</p> <p>--- TREE LINE</p>	<p>--- SIGN</p> <p>--- WELL</p> <p>--- LIGHT POLE</p> <p>--- GROUND LIGHT</p> <p>--- ROOF DRAIN</p> <p>--- MAILBOX</p> <p>--- BOLLARD</p> <p>--- REFLECTOR POST</p> <p>--- DECIDUOUS TREES</p> <p>--- CONIFEROUS TREE</p> <p>--- TRAFFIC SIGNAL BOX</p> <p>--- TRAFFIC SIGNAL POLE</p> <p>--- TRAFFIC SIGNAL MAST</p>
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REVISIONS PER:	DATE:	BY:
1.		
2.		
3.		
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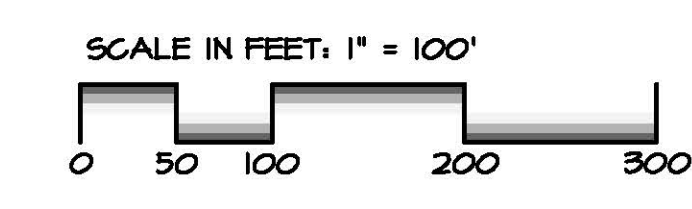
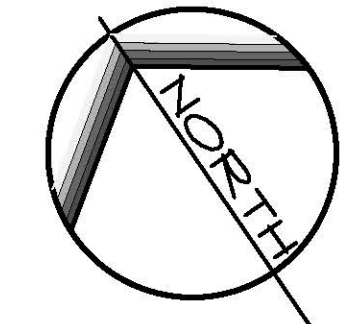
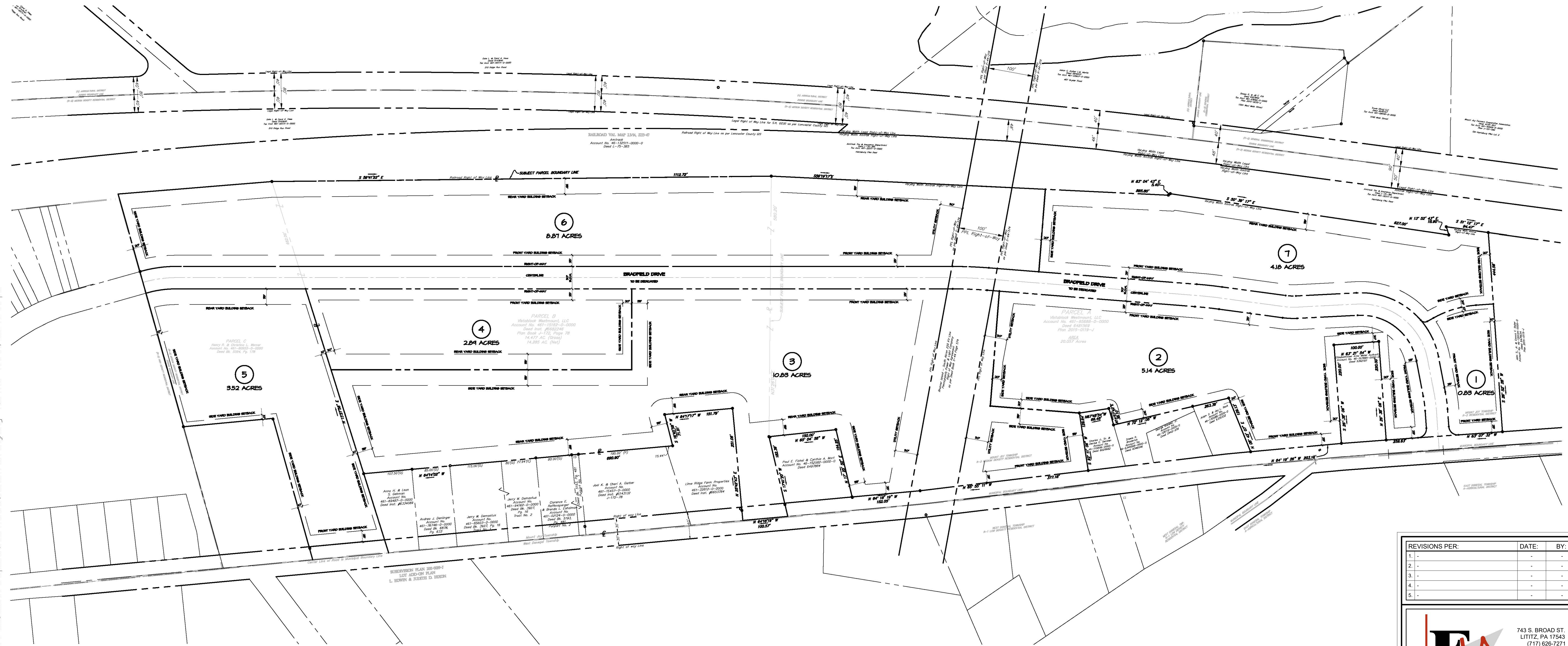
**REVISED SKETCH PLAN**

SUBJECT:  
**OVERALL EXISTING CONDITIONS PLAN**  
FOR  
WESTMOUNT  
MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PENNSYLVANIA  
CLIENT:  
**VISTABLOCK, LLC**  
150 FARMINGTON LANE  
LANCASTER, PA 17601  
717-682-8775

MANAGER:	BDG	DATE:	FEB. 2, 2024
ENGINEER:	DJM	PROJECT NO.:	1212-004
DRAWN BY:	BLM	SCALE:	1" = 100'



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**LEGEND**

- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- CENTERLINE
- RIGHT OF WAY LINE
- BUILDING SETBACK LINE
- PARCEL TIE BAR
- CONCRETE MONUMENT
- IRON PIN

**NOTE:**  
THE PURPOSE OF THIS PLAN IS TO ADD-ON AND SUBDIVIDE PROPERTY TO CREATE NEW LOTS FROM EXISTING PARCELS

REVISIONS PER:	DATE:	BY:
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**ELA group, inc.**  
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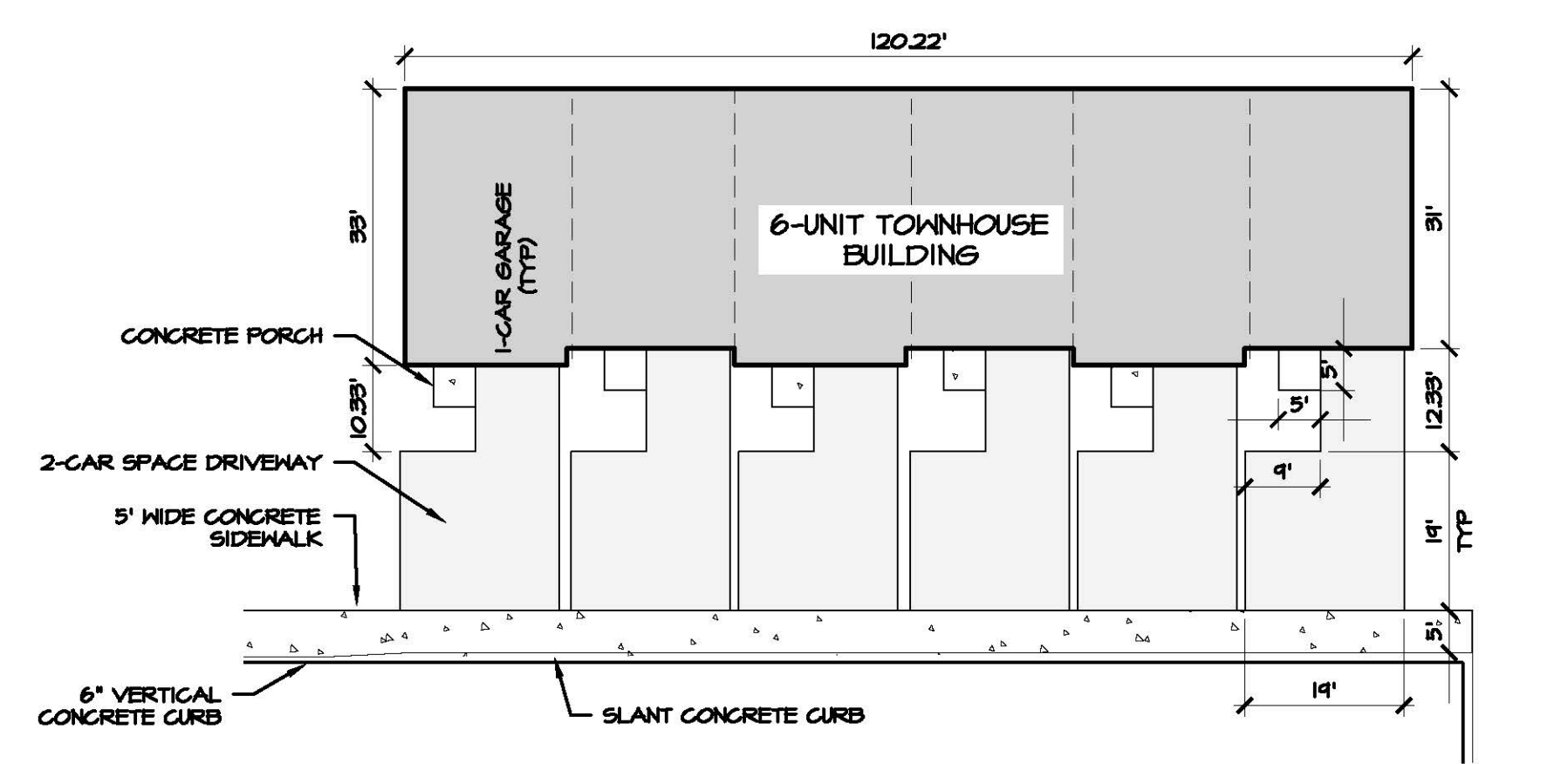
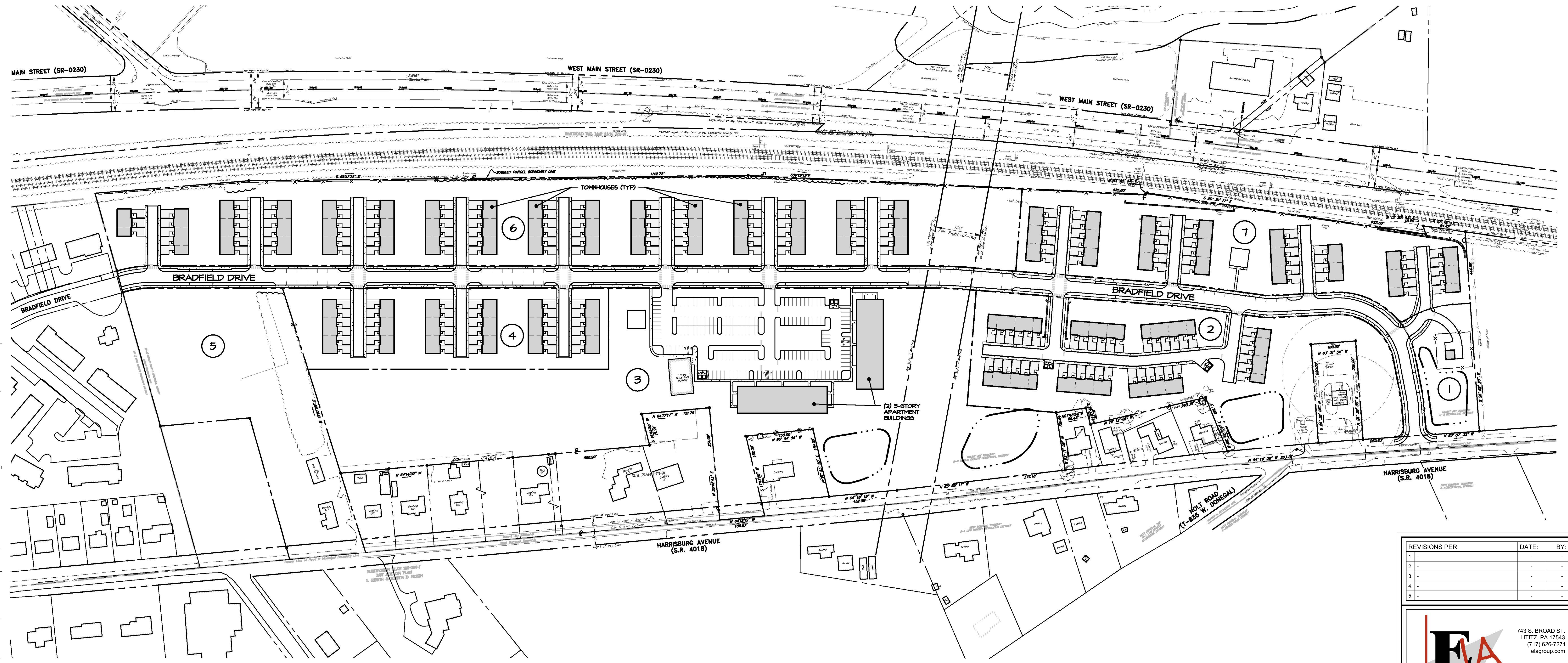
743 S. BROAD ST.  
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**REVISED SKETCH PLAN**  
SUBJECT:  
**LOT ADD-ON & SUBDIVISION PLAN**  
FOR  
WESTMOUNT  
MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PENNSYLVANIA  
CLIENT:  
**VISTABLOCK, LLC**  
150 FARMINGTON LANE  
LANCASTER, PA 17601  
717-682-8775

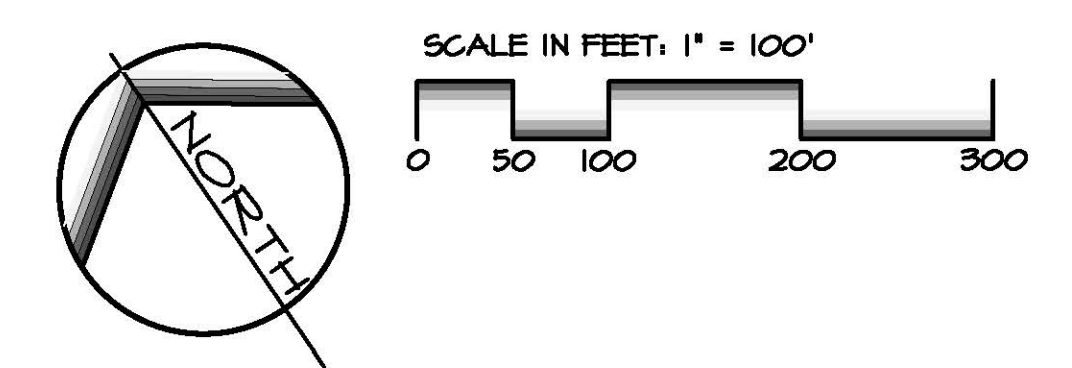
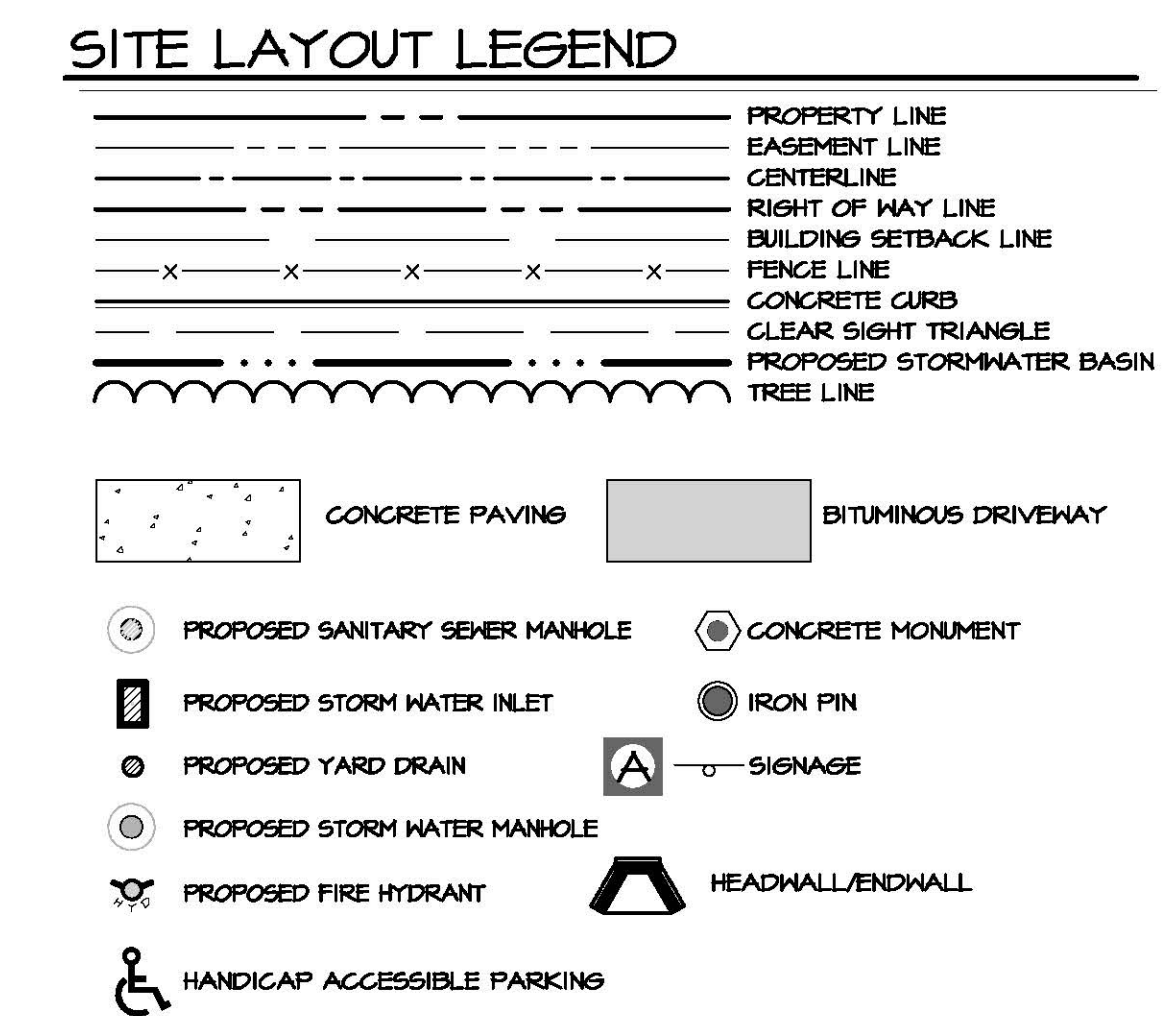
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ENGINEER:	DJM	PROJECT NO.:	1212-004
DRAWN BY:	BLM	SCALE:	1" = 100'

DRAWING NO.  
**3 of 7**

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**A** TYPICAL TOWNHOUSE LAYOUT  
SCALE: 1" = 20'



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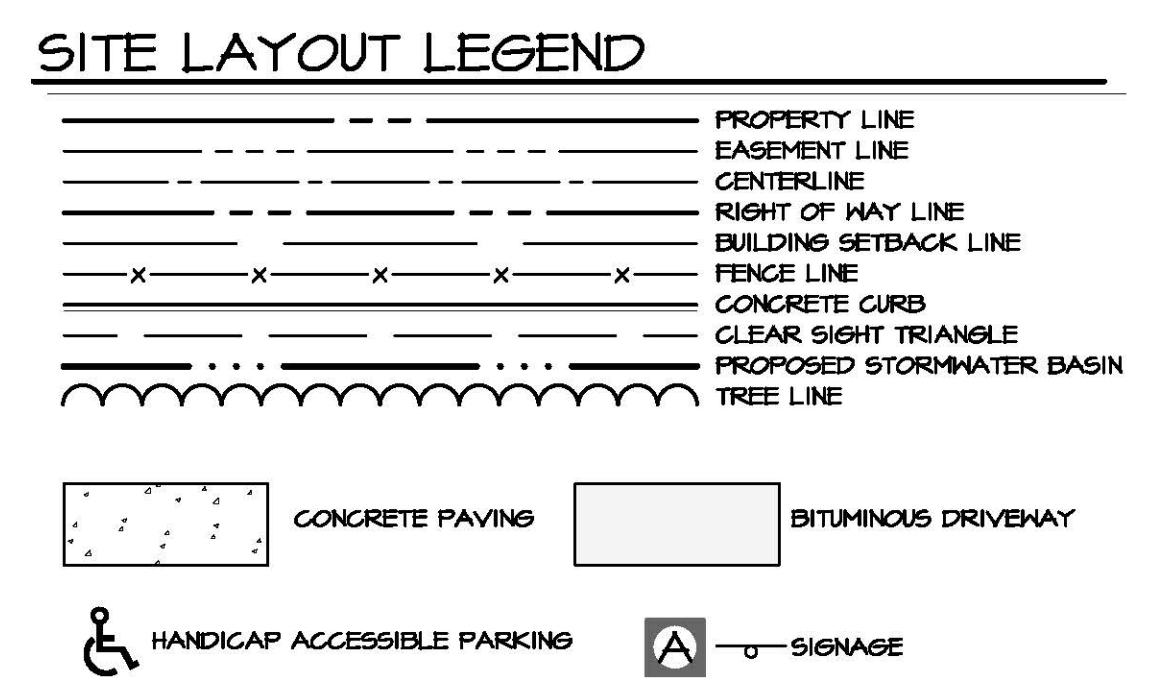
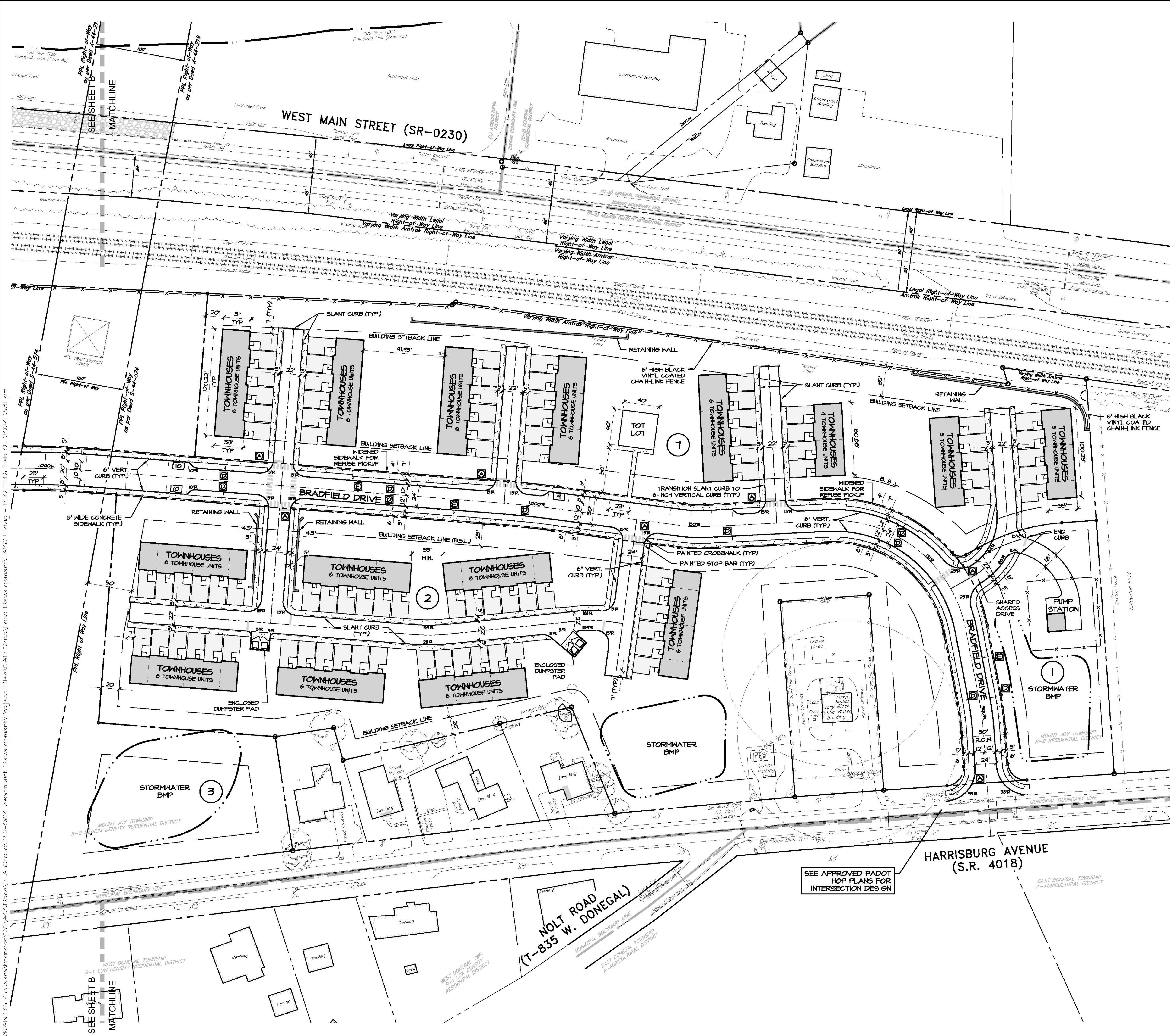
**EA**  
group, inc.  
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REVISED SKETCH PLAN  
SUBJECT:  
**OVERALL SITE LAYOUT PLAN**  
FOR  
WESTMOUNT  
MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PENNSYLVANIA  
CLIENT:  
**VISTABLOCK, LLC**  
150 FARMINGTON LANE  
LANCASTER, PA 17601  
717-682-8775

MANAGER:	BDG	DATE:	FEB. 2, 2024
ENGINEER:	DJM	PROJECT NO.:	1212-004
DRAWN BY:	BLM	SCALE:	1" = 100'

DRAWING NO.  
**4 of 7**



### TRAFFIC SIGNAGE LEGEND

SYMBOL	DESCRIPTION	SIZE	PA DOT DESIG.	NOTES
A	STOP	30"x30"	RI-1	-
B	RESERVED PARKING (HANDICAP)	12"x18"	RT-8	-
C	RESERVED PARKING-VAN ACCESSIBLE	12"x18" 12"x6"	RT-8 W/ RT-8A	-
D	NO PARKING	12"x12"	RB-3	-
E	SPEED LIMIT	24"x30"	R2-1	25 MPH

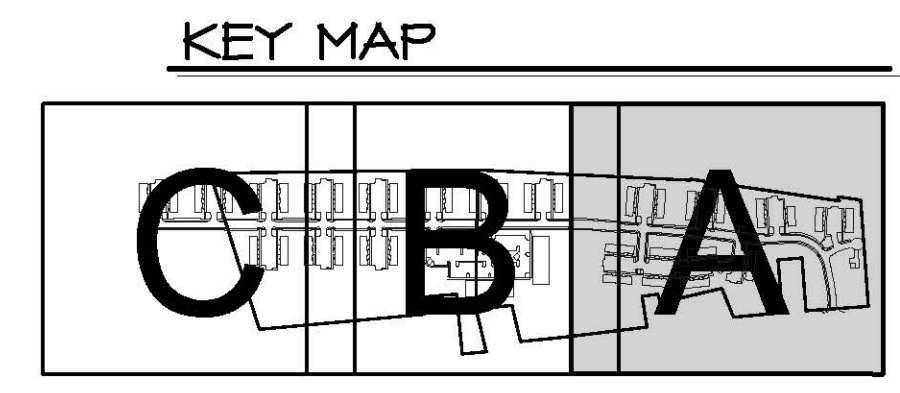
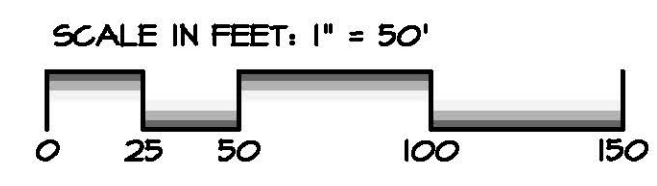
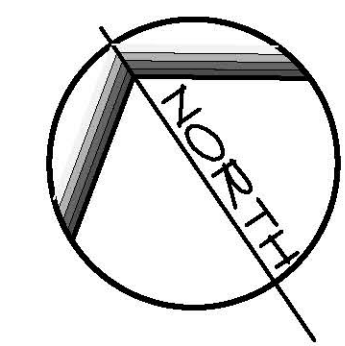
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Professional Engineer Seal  
Professional Landscape Architect Seal  
TYLER E. HILL  
No. 100888



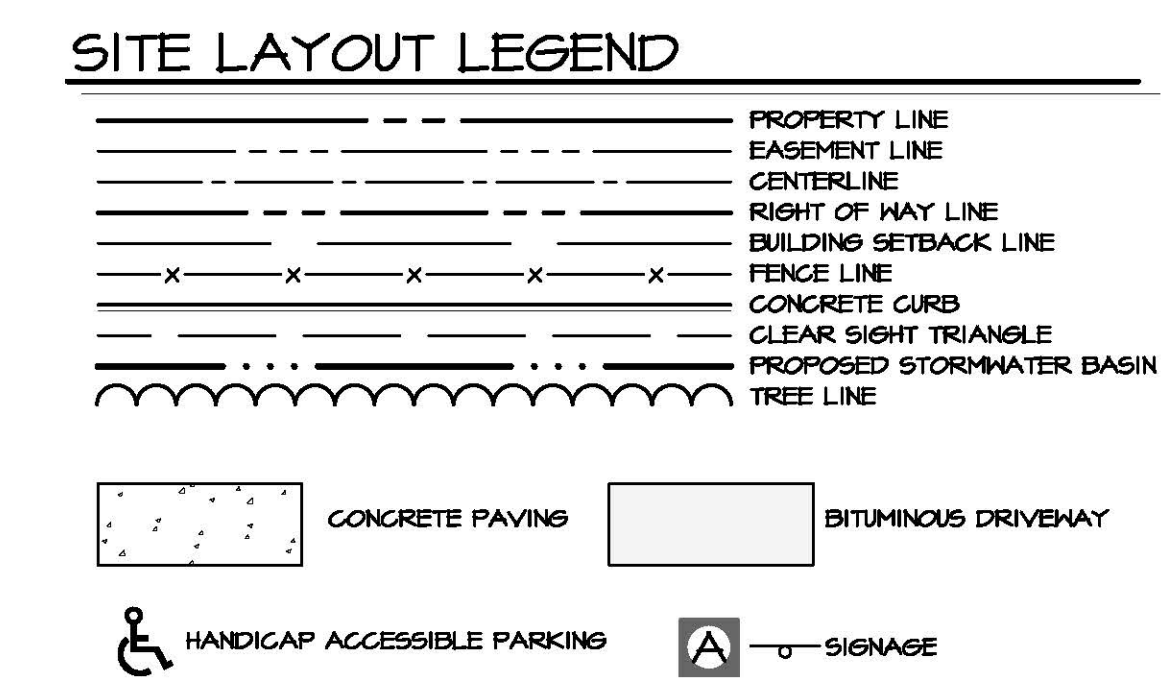
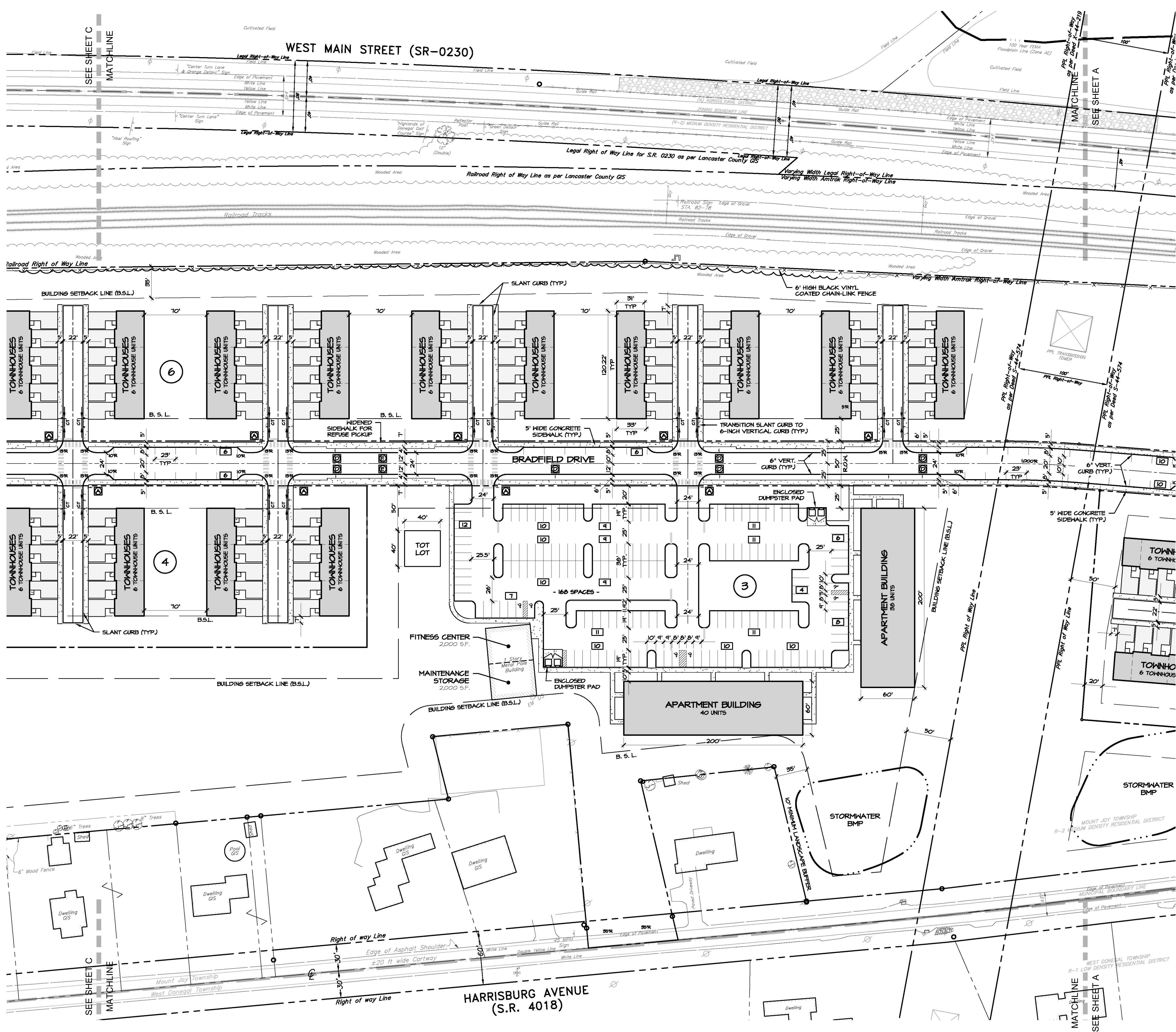
SEE APPROVED PADOT HOP PLANS FOR INTERSECTION DESIGN

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REVISED SKETCH PLAN  
SUBJECT:  
**LAYOUT PLAN A**  
FOR  
WESTMOUNT  
MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PENNSYLVANIA  
CLIENT:  
**VISTABLOCK, LLC**  
150 FARMINGTON LANE  
LANCASTER, PA 17601  
717-682-8775

MANAGER: BDG DATE: FEB. 2, 2024  
ENGINEER: DJM PROJECT NO. 1212-004  
DRAWN BY: BLM SCALE: 1" = 50'

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### TRAFFIC SIGNAGE LEGEND

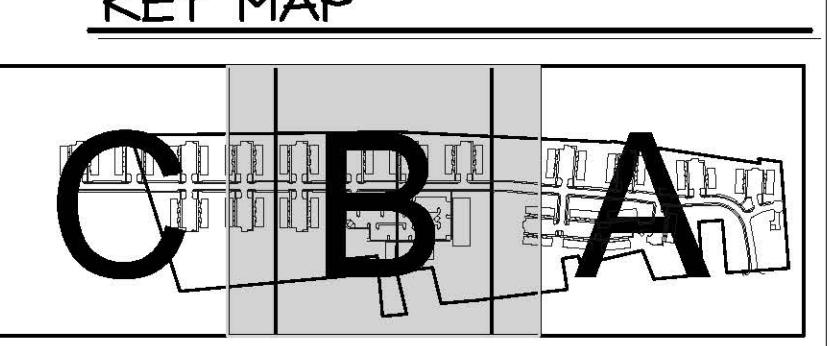
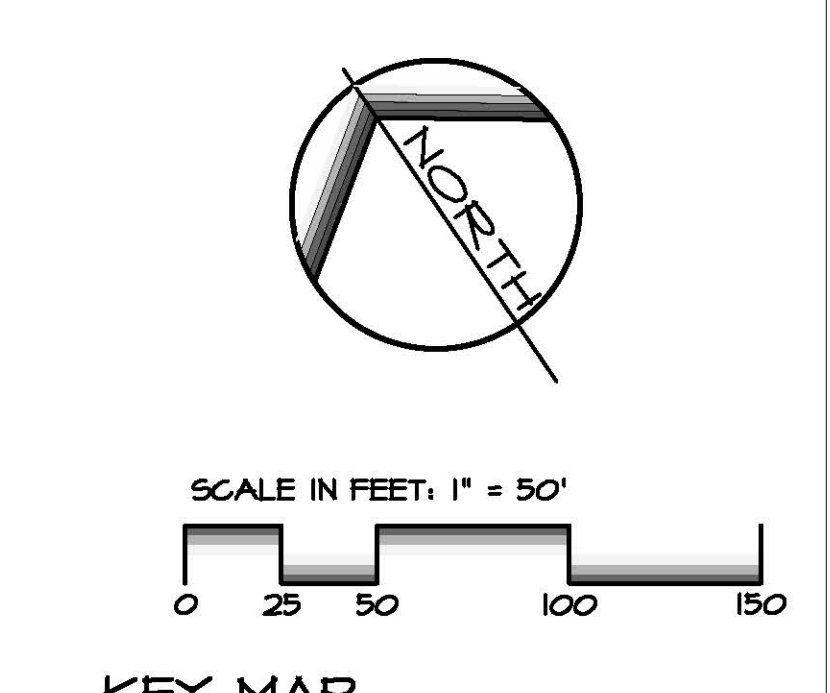
SYMBOL	DESCRIPTION	SIZE	PA DOT DESIG.	NOTES
	STOP	30"x30"	RI-1	-
	RESERVED PARKING (HANDICAP)	12"x18"	RT-8	-
	RESERVED PARKING-VAN ACCESSIBLE	12"x18" 12"x 6"	RT-8 W/ RT-8A	-
	NO PARKING	12"x12"	RS-3	-
	SPEED LIMIT	24"x30"	R2-1	25 MPH

REVISIONS PER:	DATE:	BY:
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**ELA group, inc.**  
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Professional Engineer Seal for Tyler E. Hill, License No. 100888, State of Pennsylvania.



### REVISED SKETCH PLAN

SUBJECT:  
**LAYOUT PLAN B**  
FOR  
WESTMOUNT  
MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PENNSYLVANIA

CLIENT:  
**VISTABLOCK, LLC**  
150 FARMINGTON LANE  
LANCASTER, PA 17601  
717-682-8775

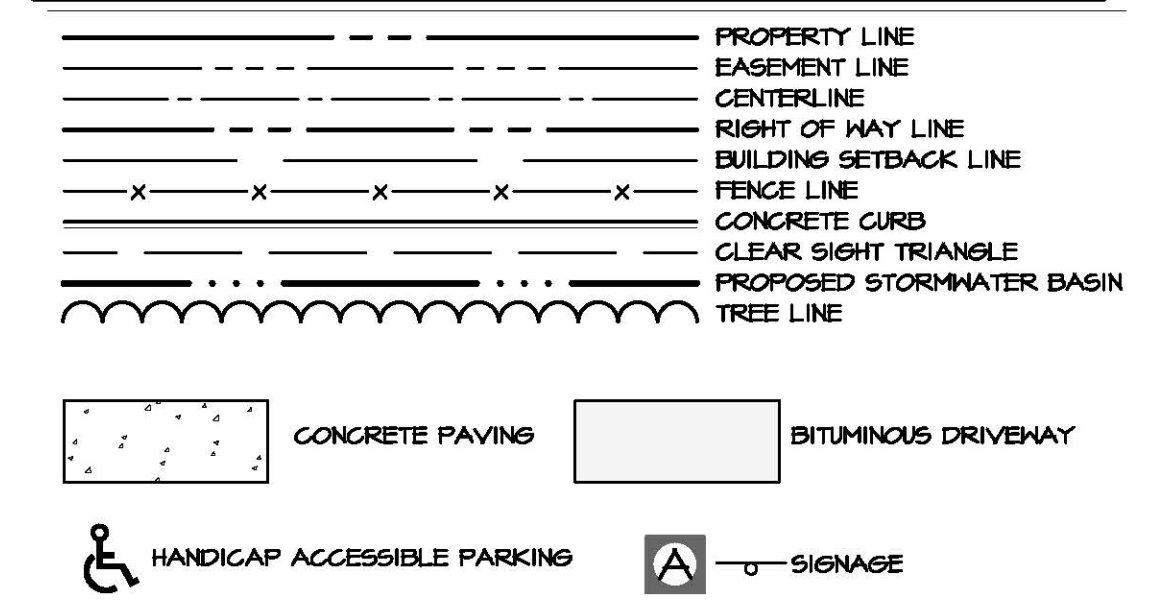
MANAGER:	BDG	DATE:	FEB. 2, 2024
ENGINEER:	DJM	PROJECT NO.:	1212-004
DRAWN BY:	BLM	SCALE:	1" = 50'

DRAWING NO.  
**6 of 7**

WEST MAIN STREET (SR-0230)



SITE LAYOUT LEGEND



TRAFFIC SIGNAGE LEGEND

SYMBOL	DESCRIPTION	SIZE	PA DOT DESIG.	NOTES
A	STOP	30"x30"	R1-1	-
B	RESERVED PARKING (HANDICAP)	12"x18"	RT-8	-
C	RESERVED PARKING-VAN ACCESSIBLE	12"x18" 12"x 6"	RT-8 W/ RT-8A	-
D	NO PARKING	12"x12"	R8-3	-
E	SPEED LIMIT	24"x30"	R2-1	25 MPH

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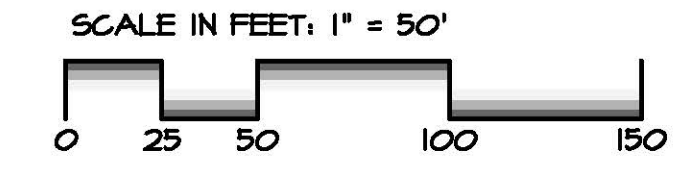
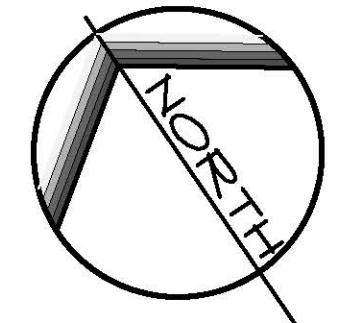
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Professional Engineer and Landscape Architect seals for Tyler E. Hill, State of Pennsylvania.

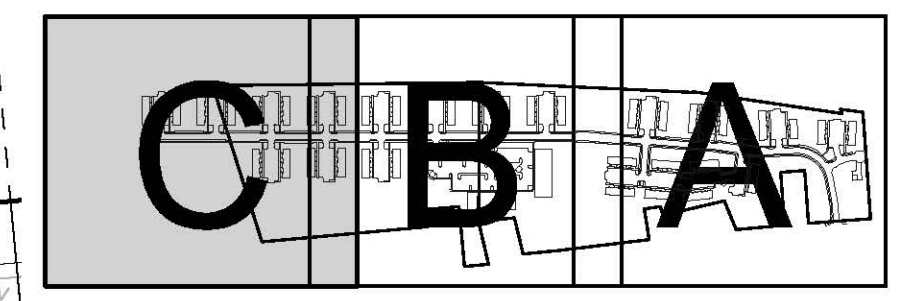
REVISED SKETCH PLAN  
SUBJECT:  
**LAYOUT PLAN C**  
FOR  
WESTMOUNT  
MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PENNSYLVANIA  
CLIENT:  
**VISTABLOCK, LLC**  
150 FARMINGTON LANE  
LANCASTER, PA 17601  
717-682-8775

MANAGER: BDG DATE: FEB. 2, 2024  
ENGINEER: DJM PROJECT NO. 1212-004  
DRAWN BY: BLM SCALE: 1" = 50'

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**7 of 7**



KEY MAP



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LAW OFFICES

**MORGAN, HALLGREN, CROSSWELL & KANE, P.C.**

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JOSELE CLEARY  
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P. O. BOX 4686

LANCASTER, PENNSYLVANIA 17604-4686

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FAX (717) 299-6170

E-MAIL: [attorneys@mhck.com](mailto:attorneys@mhck.com)

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(1971 - 2021)

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717-733-2313

659 E WILLOW STREET  
ELIZABETHTOWN, PA 17022  
717-361-8524

OF COUNSEL  
WILLIAM C. CROSSWELL  
RANDALL K. MILLER

February 17, 2024

**VIA EMAIL**

Justin S. Evans, AICP, Community Development Director/Zoning Officer  
Mount Joy Township  
8853 Elizabethtown Road  
Elizabethtown, PA 17022

Re: Revised Sketch Plan for Westmount  
Our File No. 10221-1

Dear Justin:

We have received the Revised Sketch Plan for Westmount (the "Sketch Plan") submitted on behalf of Vistablock Westmount LLC ("Vistablock"). Vistablock previously submitted the Final Land Development Plan for Westmount (the "2023 Plan") which I reviewed by a letter dated August 2, 2023. In that letter I identified violations of the Zoning Ordinance on the 2023 Plan. Vistablock submitted an application for variances, which the Zoning Hearing Board denied. Vistablock has revised the layout from that shown on the 2023 Plan. This letter will set forth comments on the Sketch Plan.

The Sketch Plan proposes to subdivide the adjoining lot of Henry Werner and Christina Werner identified as 1759 Harrisburg Avenue (the "Werner Lot") so that the Werners will retain the portion of their lot with frontage on Harrisburg Avenue and Vistablock will acquire the rear of the Werner Lot to enable it to connect to and extend Bradfield Drive. This change eliminates the cul-de-sac street system proposed on the 2023 Plan.

The Township accepted Bradfield Drive by Resolution No. 38-2005 docketed with the Prothonotary as No.CI-05-11322. The Deed from Pauken Corporation to the Township recorded at Document No. 5485934 describes Bradfield Drive as extending to and along the property of Henry R. Werner for 50 feet. Therefore, Bradfield Drive does extend to the property line of the Werner Lot and Westmount may continue Bradfield Drive onto its land.

The temporary cul-de-sac turnaround of Bradfield Drive is located on 1840 Bradfield Drive held by Donegal Crossing Associates. Westmount must demonstrate that Donegal Crossing Associates has provided the necessary temporary construction easement to authorize entry on its land to perform the removal of the temporary turnaround and all work necessary to extend Bradfield Drive.

Justin S. Evans, AICP, Community  
Development Director/Zoning Officer  
February 17, 2024  
Page 2

If the Planning Commission approves a revised final plan showing a subdivision of the Werner Lot, the Planning Commission should condition its approval on the Werners recording a deed for their diminished lot identified as Lot 5 on the Sketch Plan with a perimeter legal description. The Werners will have to be parties to the Storm Water Management Agreement for any plan since at the time the plan is recorded they will be the record owners of land on which the extension of Bradfield Drive and storm water management facilities will be located.

The Sketch Plan does not address numerous issues in my review letter dated August 2, 2023. For example, Lot 1 will be developed with a sewer pump station and a substantial storm water management facility. Will ERSA be accepting Lot 1? I do not know why ERSA would accept the entirety of Lot 1 and a requirement to maintain a storm water basin. If ERSA is not going to accept the entirety of Lot 1, why is it a separate lot with such a configuration? Who will be responsible to maintain the storm water basin on Lot 1? The Zoning Ordinance would allow a smaller lot for the ERSA pumping station. See Zoning Ordinance §135-312.

Will each lot shown on the Sketch Plan be a separate rental community? Will there be potential for individual ownership of some or all of the dwelling units? Will there be separate associations for individually owned townhouses and/or for the apartment buildings? All of these questions need to be addressed, and there must be appropriate notes on any final plan. I have seen no information concerning these matters.

The parking data on the cover sheet of the Sketch Plan is incorrect. It states that there are 428 spaces for the townhouse dwellings, three spaces per unit identified as two in the driveway and one in the garage. The Sketch Plan proposes stacked parking. The Zoning Ordinance does not permit stacked parking. See Zoning Ordinance §135-42.B. The Sketch Plan should properly identify the amount of off-street parking available.

If you have any questions concerning these comments, please contact me.

Very truly yours,

  
Josele Cleary

JC:sle  
MUNI\10221-1(700)\240208\71

cc: Ryan Minnich, Township Manager (via email)  
Patricia J. Bailey, Secretary (via email)  
Benjamin S. Craddock, P.E. (via email)  
Brent D. Good, RLA (via email)

February 22, 2024

Ryan Minnich  
Township Manager  
Mount Joy Township  
8853 Elizabethtown Road  
Elizabethtown, PA 17022

Via email: Ryan@mtjoytwp.org

Re: Westmount  
Final Land Development Plan  
Township Permit No. 23-07-FLDP  
LCEC Project No: 25-134



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*p.o. box 8972, lancaster, pa 17604-8972*  
*www.lancastercivil.com*

Dear Mr. Minnich,

We have received a revised sketch plan submission from ELA Group, Inc. for the above-referenced project. The submission consisted of the following documents:

- Submission cover letter dated February 2, 2024
- Waiver request letter revised February 2, 2024
- Revised Sketch Plan dated February 2, 2024

Based upon my review of the submitted information, I offer the following comments for the Township to consider:

**Zoning Ordinance**

1. No more than five consecutive townhouse buildings, blocks or groupings shall be permitted along a street without the use of a midblock separator (135-262.J). The number of townhouse buildings on Lot 6 does not meet this requirement.
2. Dumpsters shall be located within a side or rear yard (135-325.D(1)). The dumpster on proposed Lot 3 shall meet this requirement.
3. The designer should consider lengthening the parking spaces in front of the townhouses in order to reduce the possibility of vehicles overhanging or encroaching into pedestrian sidewalk areas (135-262.S(4)).
4. A garage shall be considered a parking space only if access can be provided without needing to move any other vehicle (135-342.B). The number of proposed spaces for the Single-Family Attached use shown in the Parking Data table on the Cover Sheet shall be consistent with this requirement.

**Subdivision and Land Development Ordinance**

5. The proposed land use shall be provided on the plans for Lot 5 (i.e. Werner Lot) (119-31.D(3)).
6. Written notices from the emergency service providers that will serve as the primary responders for the land development shall be submitted indicating that the building layout is satisfactory and will not present any obstacles or other problems for emergency



responders to the land development (119-35.E.(2)(h) & 135-262.G(2)). It appears the proposed access drives do not provide sufficient turnaround areas for emergency service vehicles.

7. The plan shall include more detail for connecting the proposed curb, sidewalk and roadway to the existing Bradfield Drive (e.g. show limits of demolition of existing features, proper termination of curb and sidewalk, roadway transition to existing widths, etc.) (119-52.E).
8. The Final Subdivision Plan for Bradfield Phase Two recorded as Instrument #J-212-0142 shows a temporary cul-de-sac easement and a PennDOT Type III Barricade at the existing turnaround located on the adjacent "Donegal Crossing Associates" property. The plans shall show all necessary provisions (e.g. agreements, construction easements, etc.) for the removal of the existing cul-de-sac and barricade, as well as the construction of any required roadway improvements for the connection to the existing portions of Bradfield Drive (119-35.E(4)(e) & 119-52.E).
9. Street C is no longer proposed to provide a future connection to the Beiler property to the east. I recommend that an area be reserved for future street usage for the development of this adjacent tract (119-52.E).
10. The frontage along Harrisburg Avenue (S.R. 4018) shall be improved in accordance with 119-52.J or as indicated on the Township Official Map, whichever is greater. Improvements shall include pavement widening, concrete curbing, and concrete sidewalk (119-52.J(3)(a)). The applicant has requested a deferral of this requirement.

Deferral response: Portions of Lots 1, 2, 3, and 5 (i.e. the Werner Lot) front or gain access from Harrisburg Avenue (S.R. 4018). The existing cartway is approximately 27 feet with no existing curbing or sidewalk. The frontage of these four (4) lots is divided into seven (7) segments broken up by existing adjacent properties such that any road improvements would be fragmented. Based on these considerations, I have no objections to a deferral of these improvements with the condition that a deferral agreement be executed in a form acceptable to the Township Solicitor.

11. The cartway edge at the intersections of all proposed local streets and access drives shall be rounded with a radius of 25' (119-52.K(4) & 119-52.S(3)(c)).
12. Access drives shall be separated by 200 feet from other access drive intersections with streets (119-52.S(3)(d)). The applicant has requested a waiver of this requirement.

Modification response: The majority of the proposed access drive intersections provide a separation distance of at least 200 feet. The easternmost access drive on Lot 2 is 150 feet from the two nearest access drive locations on Lot 7, which is consistent with the 150 feet minimum separation distance for local street intersections. In addition, the proposed access drive for Lot 1 (i.e. pump station lot) is approximately 85 feet from the proposed "Shared Access Drive" for Lots 1 and 7; however, minimal traffic volume is expected for the access drive on the pump station lot. Finally, the westernmost access drive on Lot 6 is less than 200 feet from the existing access drive on the adjacent Donegal Crossing property (approximately 100 feet is proposed). The proposed speed limit on Bradfield Drive is 25 MPH. The applicant indicates lower traffic volumes and good clear sight triangles/stopping sight distances are anticipated; however, no traffic volumes or clear sight/stopping sight distance information have been provided. Based on these considerations, I have no objections to a modification of the minimum separation distance for the access drives on Lots 1, 2 and 7 with the condition that the applicant provide evidence that required clear sight triangles and stopping sight distances are provided.

However, I am not able to support a modification of this requirement for the Lot 6 access drive.

13. The applicant shall confirm whether parking is proposed on the access drives for Lot 2 (119-52.S(3)(h)). Please note that if parallel parking is proposed along the access drive, the cartway width should be adjusted to meet the ordinance requirements.
14. Access drives shall be set back a minimum of 15 feet from any side property lines (119-52.S(3)(i)). The access drive on Lot 1 shall meet this requirement. A modification of this requirement may be appropriate.
15. No more than two access drives shall be located on a single street frontage (119-52.S(3)(g)). The applicant has requested a modification of this requirement.

Modification response: This requirement is not met for Lots 2, 4, 6 and 7. The majority of the access drives are separated by at least two hundred feet and the proposed layout of a single access drive serving multiple dwelling units reduces the total number of access drive intersections. The proposed speed limit on Bradfield Drive is 25 MPH. The applicant indicates lower traffic volumes and good clear sight triangles/stopping sight distances are anticipated; however, no traffic volumes or clear sight/stopping sight distance information have been provided. Based on these considerations, I have no objections to a modification of this requirement, with the condition that the applicant provides evidence that the required clear sight triangles and stopping sight distances are provided for all access drive intersections.

16. The applicant shall address the traffic engineering comments provided by Traffic Planning and Design (to be provided under separate cover) (119-52.S(4)(c)).
17. Evidence shall be provided to show the trash collection areas can be used without blocking or interfering with internal circulation (119-52.S(6)).
18. A total of six ADA accessible parking spaces shall be provided for a total number of 156 proposed for the multi-family use on Lot 3 (119-53.A(2)).
19. Sidewalk shall be provided along both sides of the access drives on Lots 1, 2, and 3 (119-53.B(1)).
20. A minimum of a four-foot-wide grass planting strip shall be provided between the back of the curb and the edge of the sidewalk (119-53.B(10)). The applicant has requested a modification of this requirement.

Modification response: A four-foot-wide grass planting strip has been provided along all proposed streets except in the areas where on-street parking (i.e. parallel parking spaces) is proposed and along the majority of the access drives serving the townhouses. In areas of on-street parking, the sidewalk is directly adjacent to the curb. The applicant indicates this proposed design reduces hazards associated with the grass planting strip for loading/unloading passengers. A vegetated strip adjacent to on-street parking is a standard practice in developments within the Township and other neighboring municipalities. The grass strip not only provides a buffer for pedestrians walking along the access drives and on street parking spaces, but it also provides space for signage, street lights, etc. Based on these considerations, I am not able to support a modification of this requirement.

21. Concrete curbs shall be provided along the pump station access drive on Lot 1 (119-53.C(1)).

22. An 8" reveal is required for the proposed concrete curbing (119-53.C(2)(a)). The applicant has requested a modification of this requirement.

Modification response: A 6" reveal is proposed for all concrete curbing within the development. A 6" reveal permits vehicle doors to open without scraping curbs and allows greater flexibility in constructing ADA compliant curb ramps and cuts. The anticipated traffic should largely be consistent with the residential use. The proposed four-foot grass planting strip helps minimize the risk to pedestrian traffic. Based on these considerations, I have no objections to a modification of this requirement.

23. Vertical curb shall be installed unless the Township Engineer permits the use of slant curbs (119-53.C(2)(b)[2]). The applicant has requested a modification of this requirement.

Modification response: The applicant has proposed slant curb along the access drives at the location of the townhouse driveways. The slant curb will allow for vehicular access to the townhouse driveways while providing a delineation between the access drive edge and sidewalk. The slant curb will reduce potential construction conflicts due to depressed vertical curb installation. The slant curb should be constructed according to Township standards. Based on these considerations, the applicant has provided sufficient justification for the use of slant curbs. Therefore, a modification of this requirement is not needed, and the modification request should remove any reference slant curb.

24. The designer should consider options for discouraging excessive speeds along Bradfield Drive (119-53.D(3)). There appears to be an opportunity to provide a more curvilinear design if the street fronting Lot 4 was shifted to the south. This would also serve to provide greater separation from the railroad right-of-way for several of the townhouses on Lot 6. Additionally, the designer may want to consider the opportunity to shift all of the townhouses on Lot 6 to the south if the location of the apartment buildings and the townhouses on Lot 4 were switched so that a longer portion of Bradfield Drive could be shifted to the south.

25. The maximum length of all blocks in a residential subdivision shall be 1,000 feet (119-54.B). The applicant has requested a modification of this requirement.

Modification response: The plans propose a single street intersection/entrance (i.e. Bradfield Drive) with Harrisburg Avenue (S.R. 4018). In addition, the proposed street is shown as connecting to the existing Bradfield Drive on the western side of the development, which avoids a dead-end or cul-de-sac street. This connection results in a block length of approximately 3,300 feet. The prior plan included a proposed Street B that resulted in a block length of approximately 1,350 feet. This would still require a modification but would be much closer to meeting the ordinance requirements. A shorter block length is desirable to provide quicker access for emergency vehicles and to provide another opportunity for traffic to be more broadly distributed. Based on these considerations, I am not able to support a modification of this requirement.

26. On lots abutting a railroad, no dwelling shall be placed within 75 feet of any portion of the railroad right-of-way or power line (119-55.E). The applicant has requested a modification of this requirement.


Modification response: The overall site configuration is generally long and narrow between Harrisburg Avenue and the Amtrak Right-Of-Way, which creates some hardship to efficiently layout the development. A six-foot high vinyl coated chain-fence is proposed along the northern property lines of the lots adjoining the Amtrak Right-Of-Way. The applicant indicates that a staggered evergreen landscape buffer screen is proposed along the front of the aforementioned fence (the prior plan submission showed a landscape

screen; however, the current submission does not). In addition, the applicant indicates that per correspondence with their insurance company, there is no increase in liability or risk from reducing the setback between a railroad and residential units. Based on these considerations, I have no objection to a modification of this requirement.

27. Recreational areas and facilities shall be provided. It appears that the developer intends to establish, at least partially, a privately reserved recreation and open space area (i.e. Tot Lots); however this should be clarified with a note on the plan. A privately reserved recreation and open space area would require a modification from the mandatory dedication requirement. A written agreement between the developer and the Township, which specifies the developer's obligations, must be executed prior to final plan approval. This agreement must be in a form and have specific content that is acceptable to the Township Solicitor. A restrictive covenant shall also be included in the deed (119-61). Please note that the minimum lot area which shall be dedicated is 15.768 acres (292 dwelling units x 0.054 acre per dwelling unit).

If you should have any questions or need additional information, please do not hesitate to contact me at [bencraddock@lancastercivil.com](mailto:bencraddock@lancastercivil.com) or via telephone at 717-799-8599.

Sincerely,



Benjamin S. Craddock, PE, President

**LANCASTER CIVIL**

cc: Patricia Bailey, Township Secretary (via email)  
Josele Cleary, Esquire, Township Solicitor (via email)  
Christopher Lincoln, PE, Traffic Planning & Design (via email)  
Del Becker, PE, EAWA (via email)  
Nick Viscome, ERSA (via email)  
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