



May 14, 2024

Mount Joy Township
Attn. Justin Evans, AICP, Township Manager
8853 Elizabethtown Road
Elizabethtown, PA 17022

**RE: Westmount Development – Revised Sketch Plan
Response Letter**

Dear Justin,

On behalf of the Owner/Applicant, Vistablock, LLC, please consider a few notable revisions for this revised Sketch Plan submission.

- To address the comment to accommodate a minimum of 150' access drive separation on the far west side of the site, three (3) townhomes have been removed to enable the required separation. A total of 211 Townhomes are now being proposed. With the same 78 Apartment units proposed as prior, the total number of units for the development is now 289 units.
- Per ERSA, the sewer pump station on the east side of the site is now on its own Lot 8.
- The existing gravel driveway in the middle of the site is proposed to remain for maintenance and emergency access.
- Hammerhead turnarounds have been added at the end the end of townhouse groupings to accommodate an ambulance and box truck 3-point turn.

Please find the following responses to comments from your review engineer, Ben Craddock's, letter dated 2/22/24 with original comments in *Italics* with our responses in **Bold** type.

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.*

A proposed "Pocket Park" consisting of a 10' x 20' patio and seating area with enhanced landscaping is proposed in Lot 6 between units across from the proposed tot-lot/playground on Lot 3. More details of this pocket park will be provided in the final Plan.

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.*

On Lot 3 the subject dumpster has been relocated to the rear portion of the parking lot between proposed apartment buildings.

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)).*

In front of each townhome there is a staggered parking area with one space being 19' long and the other being 31' long. A larger vehicle can simply park in the longer space. Parking spaces are typically an 18' length. With vehicles pulling to the forward front edge of the space there is plenty of room for typical vehicle lengths. A three (3) feet minimum clearance to meet ADA is needed for passageway on the 5' sidewalk and greenspace is limited between parking spaces and townhouse units. Therefore, we prefer to keep design "as-is" and not lengthen the 19' parking spaces by adding unnecessary paving area.

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.*

The garage spaces have been removed from parking space computation and the chart on the Cover Sheet has been updated to reflect this parking space number revision.

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)).*

Lot 5 (Werner Lot) will remain as a Single-Family Use. This has been updated on the Site Data Chart on the Cover Sheet.

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.*

The updated plan now provides "Hammerhead" turnarounds at the end of each townhouse grouping to accommodate an ambulance or standard box truck. (See attached Exhibit) Regarding Fire Dept., Owner/Developer, Brandon Conrad of Vistablock and I met with the primary fire emergency responder, Rheems Fire Co. on

5/2/24. (See email response from Fire Chief, Chuck Stanford, dated 5/3/24, attached) We reviewed the updated Sketch Plan layout, including the main through street (Bradfield Drive) with 3,300'+ length between intersections, drive/street widths and turning movements. The Chief and Assistant Chiefs had no concerns with street length, street widths or turning movements. Fire hydrants and FDC's on the apartment buildings and the to-be-assigned addresses and Building No's were raised by the Chiefs as important items to review and confirm with them in future Final Plans. We assured the Chiefs that we would continue to coordinate with them through the design process.

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).*

Noted, with the Final Plan we will provide more detail regarding connection to Bradfield Drive.

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).*

Noted. Like the previous comment, with the subsequent Final Plan we will coordinate with Adjoiner on agreement and easement regarding the removal of the existing temporary cul-de-sac and barricade on Bradfield Drive.

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).*

In correspondence with Elizabethtown Regional Sewer Authority (ERSA), they would prefer a more concise lot area to exclude the proposed SWM basin in their lot area. Because the Zoning Ordinance offers a Municipal exemption per ZO Sec. 135-312 for Public Utility Lots (no minimum setback or size) we are proposing the sewer pump station be on its own Lot 8. To maintain the frontage of this lot to Bradfield Drive, we are proposing a "Flag Lot". The "flagpole" portion of this lot will be recorded with a 50' easement width for a future public road right-of-way to allow connection to the Beiler property to the east if that property is developed in the future. We are proposing a shared access drive between townhouse units on Lot 7 and pump station on Lot 8. ERSA is aware of this proposed shared access and is receptive to it with a shared access agreement. Further details and agreement will be part of the Final Plan.

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.

Noted. We gained this deferral from the PC on 2/26/24.

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)).*

All street and access drive intersection radii have been revised to be 25'.

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.

Noted. With the updated Sketch Plan on Lot 6 we have further separated the far western access drive intersection from the existing adjoining access drive on Bradfield Drive to the west to be 155' apart. The next intersection just east of this is 170'. This is like other access drives that are 150' apart with anticipated required clear sight triangles and stopping sight distances. Please see updated Modification request.

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.*

No parking is proposed along entrance access drives on Lot 2.

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.*

The subject shared access drive will now occur on Lot 8, ERSA Pump Station Lot. But to accommodate a potential future public street, we request an access drive setback Modification. Please see updated Modification list with justification.

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.

Noted. We gained approval of this Modification from the PC on 2/26/24.

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)).*

Noted. Traffic comments will be addressed with the Final Plan.

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)).*

Please see updated Modification request.

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)).*

The plan has been revised to provide six (6) ADA parking spaces in the now 168 space common parking lot on Lot 3. This is adequate for the uses and meets Federal ADA regulations and International Building Code (IBC) .

19. *Sidewalk shall be provided along both sides of the access drives on Lots 1, 2, and 3 (119-53.B(1)).*

Please see updated Modification request.

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.

A 6' or 4' wide beauty strip is proposed along all public streets accept where adjacent to on-street parallel parking. At the February 26th Planning Commission meeting, this subject was discussed at length with the Commissioners. They were receptive to granting the Modification but requested we provide a plan exhibit depicting adjacent sidewalk options at the access drive entrances to the Townhomes. (Please see Exhibit, attached) We have now incorporated this 4' beauty strip at the access drive entrances to the townhouse groupings. Please see Modification request.

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

This minimum use drive for the pump station, now proposed Lot 8, does not warrant curbing for this utility use. Please see updated Modification request for same.

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.

Noted. Please see Modification request.

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.

Noted, specific Modification to allow slant curb has been removed.

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.*

Regarding aesthetics, please consider that there will be substantial landscaping, as evident by the Final Plan submitted prior, with street trees and other landscaping as required. In our experience, narrowing the cartway is effective in reducing traffic speeds. There are five sections of the street in the plan with parallel on-street parking. These on-street parking areas have reduced travel lane widths from 12' to 10', effectively acting as traffic calming. Any slight deviation of the current road in a more curvilinear design or shift to the south would reduce development potential. Therefore, we respectfully request to maintain the current design.

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.

This was discussed with the Planning Commission on 2/26/24. Harrisburg Avenue is a PennDOT Road and PennDOT's policy is to limit access to their roadways. The PC recommended that we review the block length with the Rheems Fire Department to gain comments regarding their ability to serve the proposed development in case of fire emergency. As stated in No. 6 above, Rheems Fire Dept. Chiefs did not have any concerns with the length of the roadway connecting to Bradfield and back to Harrisburg Avenue. They stated, "The length of the street is of no consequence from a Fire Department perspective".

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.

Please see updated Modification request.

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).*

Noted, we will address this with the Final Plan application/approval.

With the above responses with the updated plan dated 5/13/2024, please review and confirm.

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\2024-05-14 Westmount Sketch Plan - Response Letter-FINAL.docx



May 17, 2024

Mount Joy Township
Attn. Justin Evans, AICP, Township Manager
8853 Elizabethtown Road
Elizabethtown, PA 17022

**RE: Revised Sketch Plan for Westmount
Response to Township Solicitor**

Dear Justin,

On behalf of the Owner/Applicant, Vistablock, LLC, please consider our responses to Solicitor Cleary's letter dated 2/17/24.

We acknowledge Ms. Cleary's findings related to the subdivision of the Werner parcel that enables us to connect Bradfield Drive to the West side of the Site and that the Township does, in fact, own subject road with a 50' right-of-way and that it extends eastward to our new site line. We also acknowledge there is a temporary turnaround at 1840 Bradfield Drive held by Donegal Crossings Associates and that a temporary construction easement will be required with them for us to connect the roadway and remove the temporary cul-de-sac. This will be further detailed with a Final Plan application.

We acknowledge that the Werner parcel subdivision will create a new Lot 5 to be owned by the Werners. With the Final Plan, a legal description will be performed, and a new deed recorded for this Lot. The Werners will need to execute an Owners Certificate on the Final Plans and be party to the required Stormwater Management Agreement.

In correspondence with ERSA, the sewer pump station will be subdivided into its own Lot 8, removing the SWM basin from their lot area. Lot 1 will be reduced in size but still contain the SWM basin, and the Development's HOA will maintain the basin. ERSA is receptive to a shared access drive and an agreement for same. Per Zoning Ordinance Sec. 135-312, we acknowledge that the ERSA lot, being a municipal use, is exempt from lot area, setbacks, etc. The Township Engineer recommended that a 50' easement be recorded with the Plans for a potential future road connection in the event the eastern parcel (Beiler Property) is developed. Therefore, we are proposing a 50' easement for future road right-of-way be part of ERSA's Lot 8. Please note Lot 8 is a "Flag Lot" to maintain public road frontage as typically required.

Other than Werner's Lot 5 and ERSA's Lot 8, Vistablock's plan is to retain ownership of the entire development property and for each Townhome and Apartment Unit to be rented out to tenants and managed as one Community by the same Property Management Company. Therefore, there is no need currently for a separate association. Current plan's Cover Sheet, under Site Data Chart, notes that all units are to be rented. Additional notes can be added to the Final Plan.

Parking Data on the current plan's Cover Sheet has been revised to remove garage spaces from the parking computation. The number of parking spaces has been updated to the current plan in the Parking Data for a total of 649 spaces, including 59 on-street spaces. Therefore, there are 590 off-street parking spaces.

Please feel free to reach out to me for further clarification.

Sincerely,

ELA GROUP, INC.



Brent D. Good, RLA
Senior Project manager

Attachment - Revised Sketch Plan updated 5/13/2024

Copy: Josele Cleary, Esq., Morgan, Hallgren, Crosswell & Kane, Solicitor (via email)
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)

1212-004 Westmount Development\Project Files\Project Documents\Correspondence\2024-05-17 Westmount Sketch Plan - Solicitor Response
-FINAL.docx

MODIFICATION REQUESTS
FOR
WESTMOUNT DEVELOPMENT
REVISED SKETCH PLAN
MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PA
May 5, 2023
REV. July 10, 2023
REV. February 2, 2024
REV. May 14, 2024

As to the Mount Joy Township Subdivision and Land Development Ordinance and on behalf of the applicant, we respectfully request the following eight (8) Modifications:

1. 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. With the efficient layout of the current plan, most of the access drive intersections are over 200' apart except for four (4) locations. The access drive intersection on Lot 2 along Bradfield Drive just west of the Authorities wellhead is 157' and 150' offset from the opposing access drives on the north side and the far western access drive intersections on Lot 6 are the northside intersections are 155' and 170' apart. 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 Modification of the minimum 200' access drive intersection separation for one area.
2. Sec. 119-52.S(3)(i) – Access Drives to be a minimum of 15 feet from property lines
The subject access drive on eastern part of the development site, currently depicted on Lot 8, is a shared access drive with the ten (10) townhome residents as the primary users and the pump station, as a secondary and infrequent use. This access drive is ideally designed to be a future 24' wide local street within a 50' right-of-way, with a 13' setback of the pave edge from the right-of-way, which is typical. Additionally, the fact that the drive is less than 15' from the side property line has no bearing to the users. Therefore, to ensure a properly designed future local street connection, we request the Modification.
3. Sec. 119-52.S(6) - Areas provided for trash collection to not block vehicular circulation
Similar to trash and delivery trucks temporarily and infrequently blocking a lane of traffic on a local street where vehicles simply wait a few seconds to pass around when clear, to design a separate trash collection truck loading area in a parking lot with very low volumes of traffic is impractical in that it adds unnecessary paving and removal of greenspace. A trash truck is typically at the dumpster pad for less than one (1) minute and a vehicle can still pass by within the 25' isle width, similar to a local 2-lane road. This also keeps the enclosed dumpsters within the extents of the parking lot and is less aesthetically intrusive to the residents. Therefore, we respectfully request a Modification of additional loading area in front of trash dumpsters as depicted on proposed plans.

4. 119-53.B(1) - Sidewalks shall be provided on both sides of streets and access drives
Sidewalks have been added to Lot 1 and Lot 2 along both sides of the streets and access drives. But the eastern drive on Lot 2 does not have townhomes on one side and sidewalk is not proposed in that specific location because it is not warranted. Also, the newly revised far western access drive on Lot 6 is absent of townhomes on one side and sidewalk is not being proposed on that side. The new ERSA Pump Station Lot 8 does not warrant sidewalks along its access drive. Lot 3 contains the Fitness Center and 78 Apartment Units and has a shared parking lot with two access drives, each of which has at least one sidewalk on one side. There are a total of three (3) sidewalks distributed across the improvement from Bradfield Drive. These access drives also serve as parking isles and adding sidewalk on both sides creates additional conflicts with pedestrians and vehicles and reduces landscaped greenspace. In our opinion the three (3) sidewalks provide safe and efficient access for pedestrians to the facilities on Lot 3. Therefore, we respectfully request a Modification to not provide sidewalks on both sides of access drives in only certain areas as described above and depicted on the subject Plan.

5. Sec. 119-53.B(10) – Min. 4’ Grass Beauty Strip Between Curb and Sidewalk
Sidewalks along the public street are consistently 1.33’ inside the right-of-way line. Because the sidewalk width varies for areas for garbage totes, some areas have 7’ grass beauty strips while the areas with widened sidewalk have a 4’ grass beauty strip. But we are requesting a Modification of this requirement to allow the sidewalk directly adjacent to the curb in the areas of on-street parking and along access drives in townhouse driveway areas with slant 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 Modification.

6. Sec. 119-53.C(1) – Concrete Curb required on Access Drives
Concrete curbing is proposed along both sides of all streets and access drives. But the low-use access drive serving the ERSA Pump Station (Lot 8) is basically a glorified driveway serving this utility use. In presenting the design to ERSA, as with their other pump stations, they prefer the drive not to be curbed for better ease of maintenance. In this case with no proposed sidewalks, the need for curb protection from service vehicles using the drive is not necessary. Therefore, we request a Modification of concrete curbing along the access drive only serving the ERSA Pump Station.

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 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. As an update to previous request, we have since met with the Chief and two Assistant Chiefs of the Rheems Fire Dept. In review of the development layout, they said “we do not have any concerns with the length of the roadway connecting to Bradfield and back to Harrisburg Avenue. The length of the street is of no consequence from a Fire Department perspective.” Therefore to allow this logical street connection, we respectfully request a Modification of the 1,000 feet maximum block length requirement.

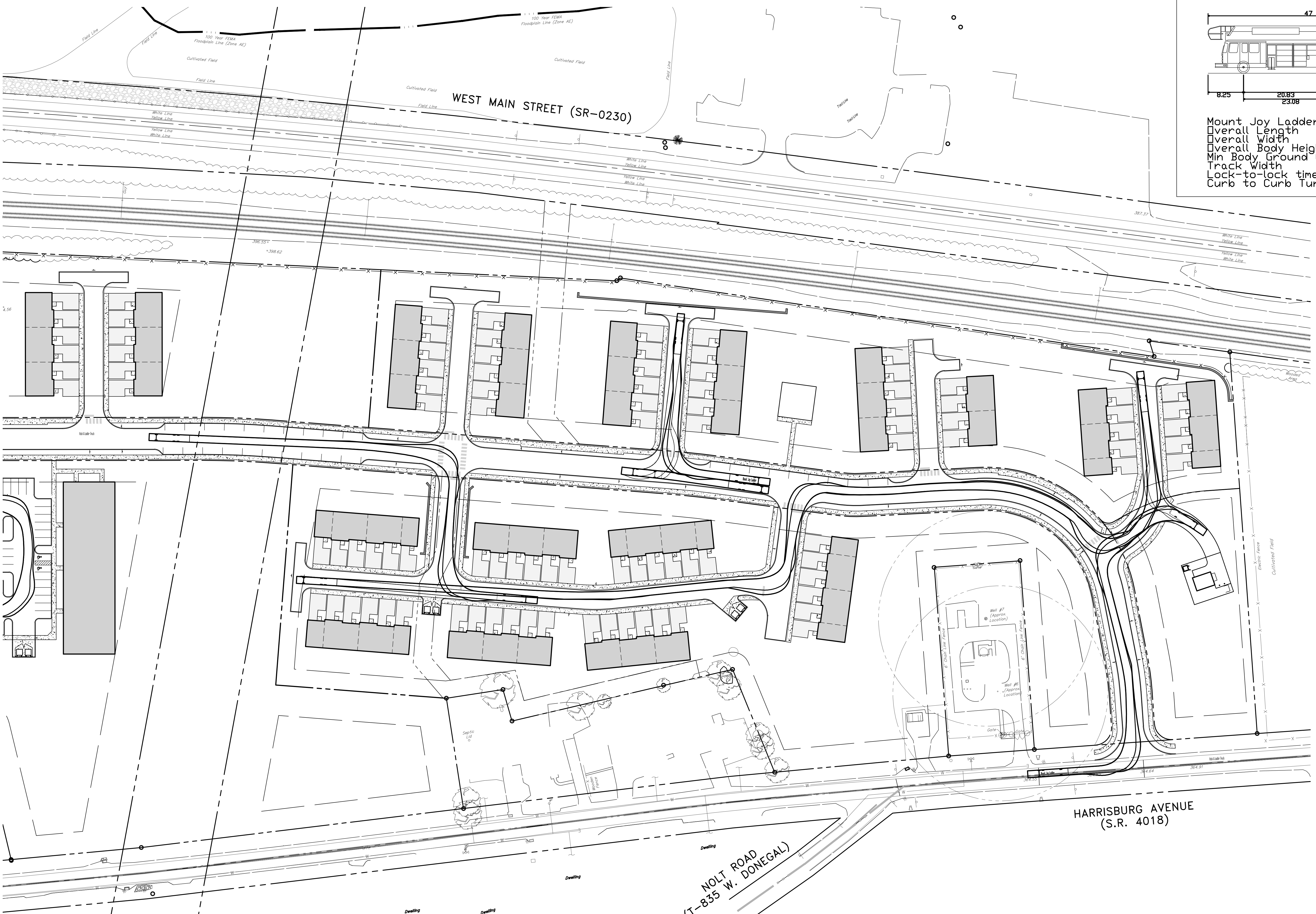
8. Sec. 119-55: No Dwelling to be within 75 Feet of Railroad Right-Of-Way

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 obtained this Modification with the Planning Commission (PC) with prior Sketch Plan.

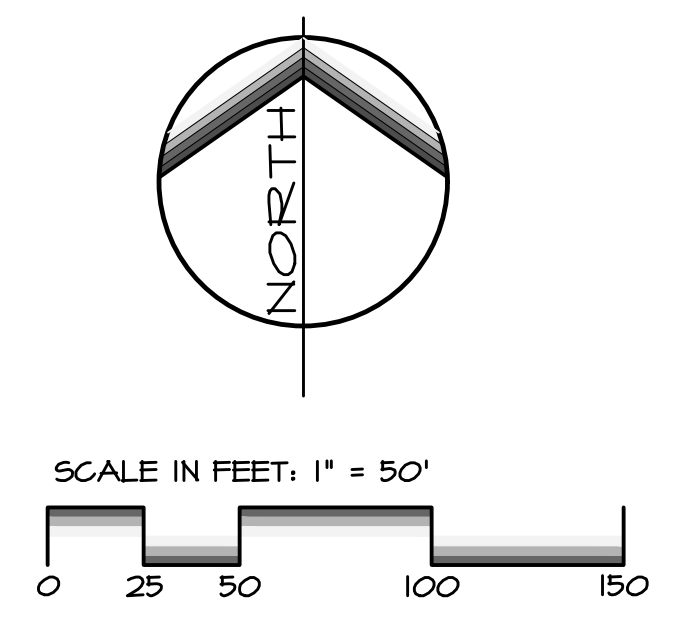
As proposed previously, we are installing a 6’ high black vinyl coated chain-link fence along the railroad right-of-way/northern property boundary. A staggered heavy evergreen tree buffer is also being installed by us in front of the fence, between residences and fence.

At the last meeting, the PC requested that language be provided to address potential resident noise complaints. Counsel for the developer prepared the following: *“In connection with leasing any unit in the Westmount development, the Applicant, as landlord, agrees to add a provision to all such leases pursuant to which such tenant will acknowledge (i) the existence and proximity of the railroad tracks to the development, (ii) the fact that railroad related noises will be caused by such railroad tracks and (iii) the tenant accepts the occupancy of the leased premises subject to such conditions and such conditions will not violate tenant’s right to quiet enjoyment”*. Therefore, with this update we respectfully request this Modification.

DRAWING: C:\Users\rsrajaner\Documents\Development\Project Files\CAD Data\Turning Movement Planning - PLOTTED: Apr 11, 2024 2:17 pm



Mount Joy Ladder	47.000ft
Overall Length	8.170ft
Overall Width	11.000ft
Overall Body Height	0.862ft
Min Body Ground Clearance	8.000ft
Track Width	6.00s
Lock-to-lock time	39.500ft
Curb to Curb Turning Radius	



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

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

PUMPER FIRE TRUCK
 SUBJECT:
TURNING MOVEMENT PLAN
 FOR
 WESTMOUNT
 MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PA
 CLIENT:
VISTABLOCK, LLC
 150 FARMINGTON LANE
 LANCASTER, PA 17601
 (717) 682-8775

MANAGER:	BDG	DATE:	APRIL 11, 2024
DESIGNER:	BDG	PROJECT NO.:	1212-004
DRAWN BY:	TRS	SCALE:	1" = 50'

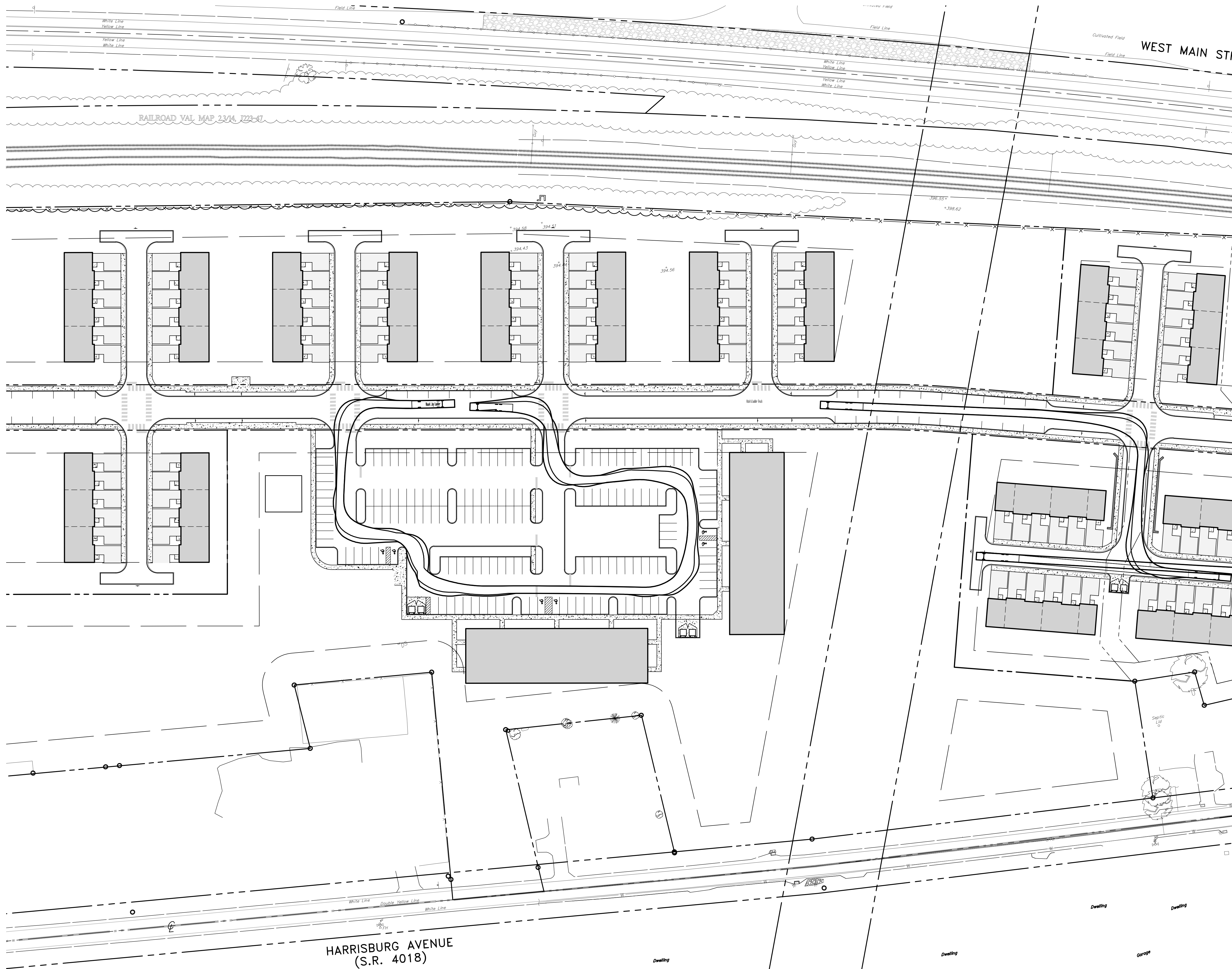
DRAWING NO.
1 of 3

NOLT ROAD
(T-835 W. DONEGAL)

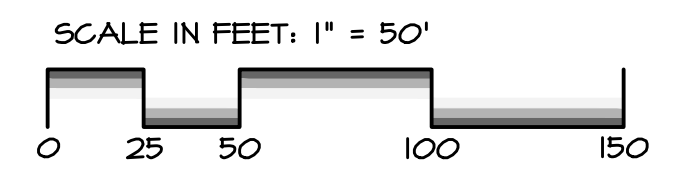
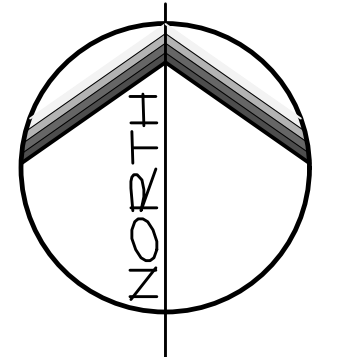
HARRISBURG AVENUE
(S.R. 4018)

WEST MAIN STREET (SR-0230)

DRAWING: C:\Users\rsauyer\Documents\ELA_Group\1212-004 Westmount Development\Project Files\CAD Data\Turning Movement\Plan.dwg - PLOTTED: Apr 11, 2024 2:17 pm



Mount Joy Ladder
 Overall Length 47.000ft
 Overall Width 8.170ft
 Overall Body Height 11.000ft
 Min Body Ground Clearance 0.862ft
 Track Width 8.000ft
 Lock-to-lock time 6.00s
 Curb to Curb Turning Radius 39.500ft



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

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

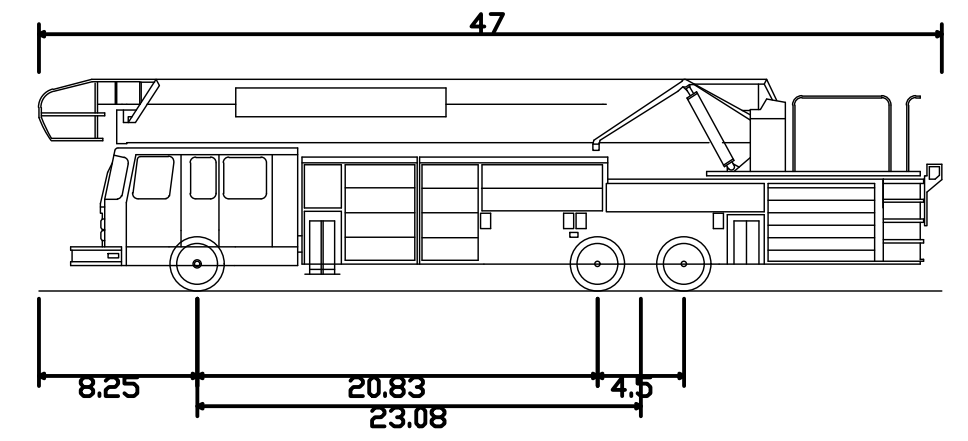
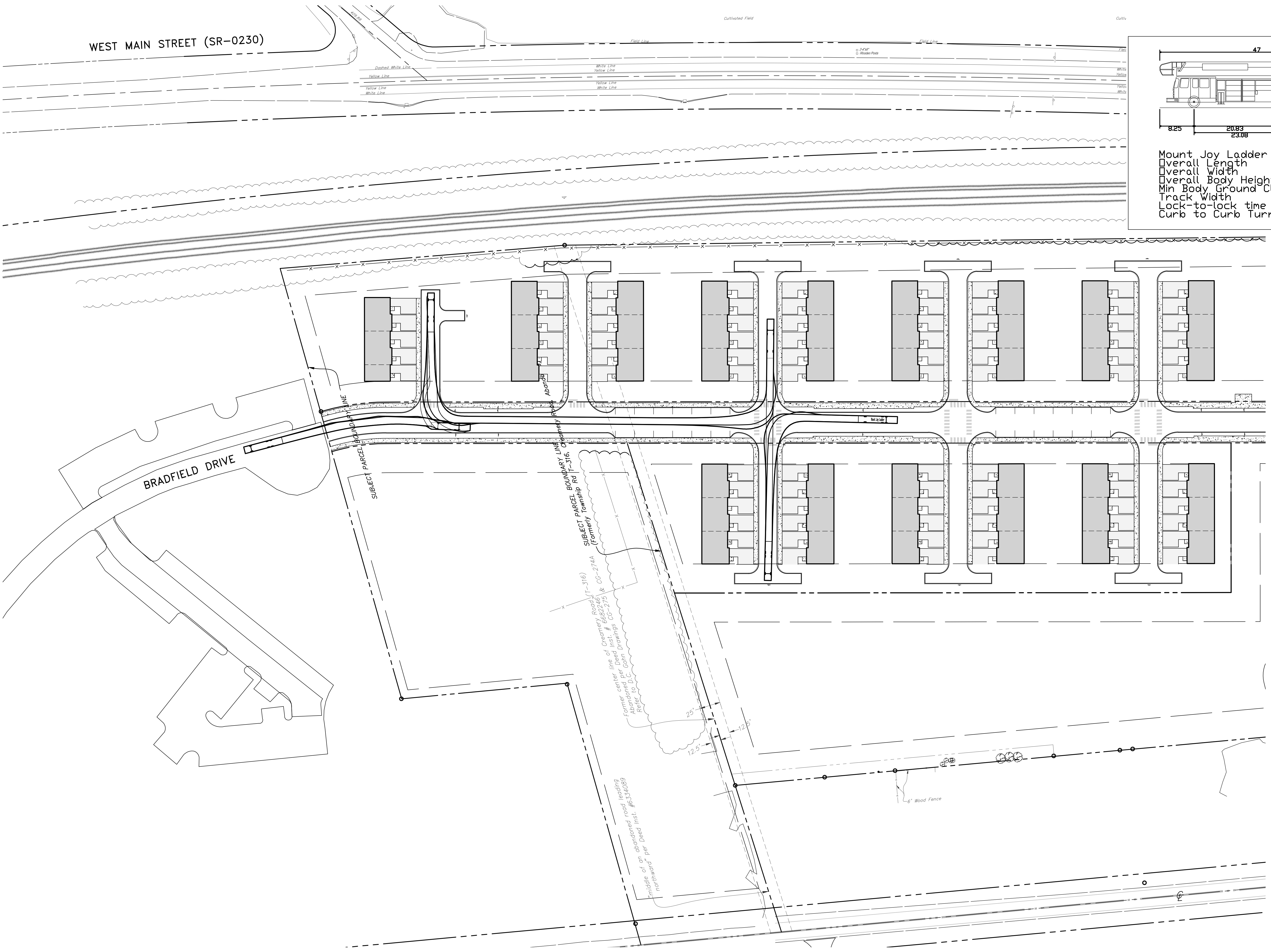
--	--

HOOK & LADDER FIRE TRUCK
TURNING MOVEMENT PLAN
 FOR
 WESTMOUNT
 MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PA
 CLIENT:
VISTABLOCK, LLC
 150 FARMINGTON LANE
 LANCASTER, PA 17601
 (717) 682-8775

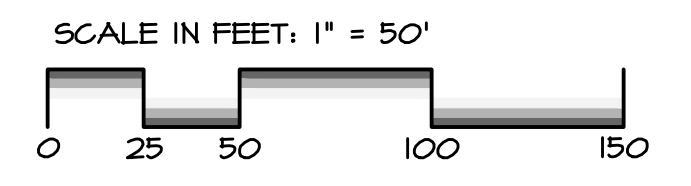
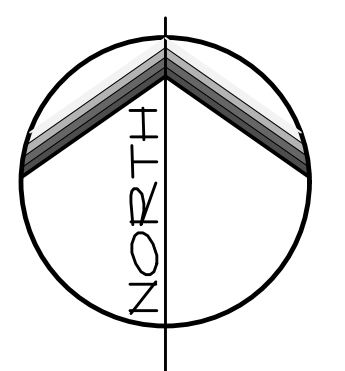
MANAGER:	BDG	DATE:	APRIL 11, 2024
DESIGNER:	BDG	PROJECT NO.:	1212-004
DRAWN BY:	TRS	SCALE:	1" = 50'

DRAWING NO.
2 of 3

WEST MAIN STREET (SR-0230)



Mount Joy Ladder	
Overall Length	47.000ft
Overall Width	8.170ft
Overall Body Height	11.000ft
Min Body Ground Clearance	0.862ft
Track Width	8.000ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	39.500ft



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

HOOK & LADDER FIRE TRUCK

TURNING MOVEMENT PLAN

FOR
WESTMOUNT
MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PA

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

MANAGER:	BDG	DATE:	APRIL 11, 2024
DESIGNER:	BDG	PROJECT NO.:	1212-004
DRAWN BY:	TRS	SCALE:	1" = 50'

DRAWING NO.
3 of 3

DRAWING: C:\Users\rsawyer\Documents\ELA_Group\1212-004 Westmount Development\Project Files\CAD Data\Turning Movement\Turning Movement Plan.dwg - PLOTTED: Apr 11, 2024 2:17 pm

Brent Good, RLA

From: Charles Stanford <stanford001@rheemsfire.com>
Sent: Friday, May 3, 2024 10:11 AM
To: Brent Good, RLA; Brandon Conrad
Cc: Jonathon Stanford; Jon Brandt
Subject: RE: Westmount Development Plans and Fire Suppression

Brent,

It was a pleasure meeting with you and Brandon yesterday and going over the development plans. As stated in the meeting, we do not have any concerns with the length of the roadway connecting to Bradfield and back to Harrisburg Avenue. As we mentioned, our concern will be the fire hydrant locations throughout the development. The length of the street is of no consequence from a Fire Department perspective.

Likewise, we have no concerns with the turning movements throughout the development. There is ample space for apparatus to access and egress the various buildings and with the addition of the "hammerhead" areas at the end of each access drive, it will allow us to operate as we normally do.

I have included Deputy Chief Jon Brandt, as well as Assistant Chief Jon Stanford to this email string. As stated, I am stepping down at the end of the year. Any communications after that should be addressed to them.

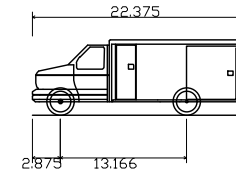
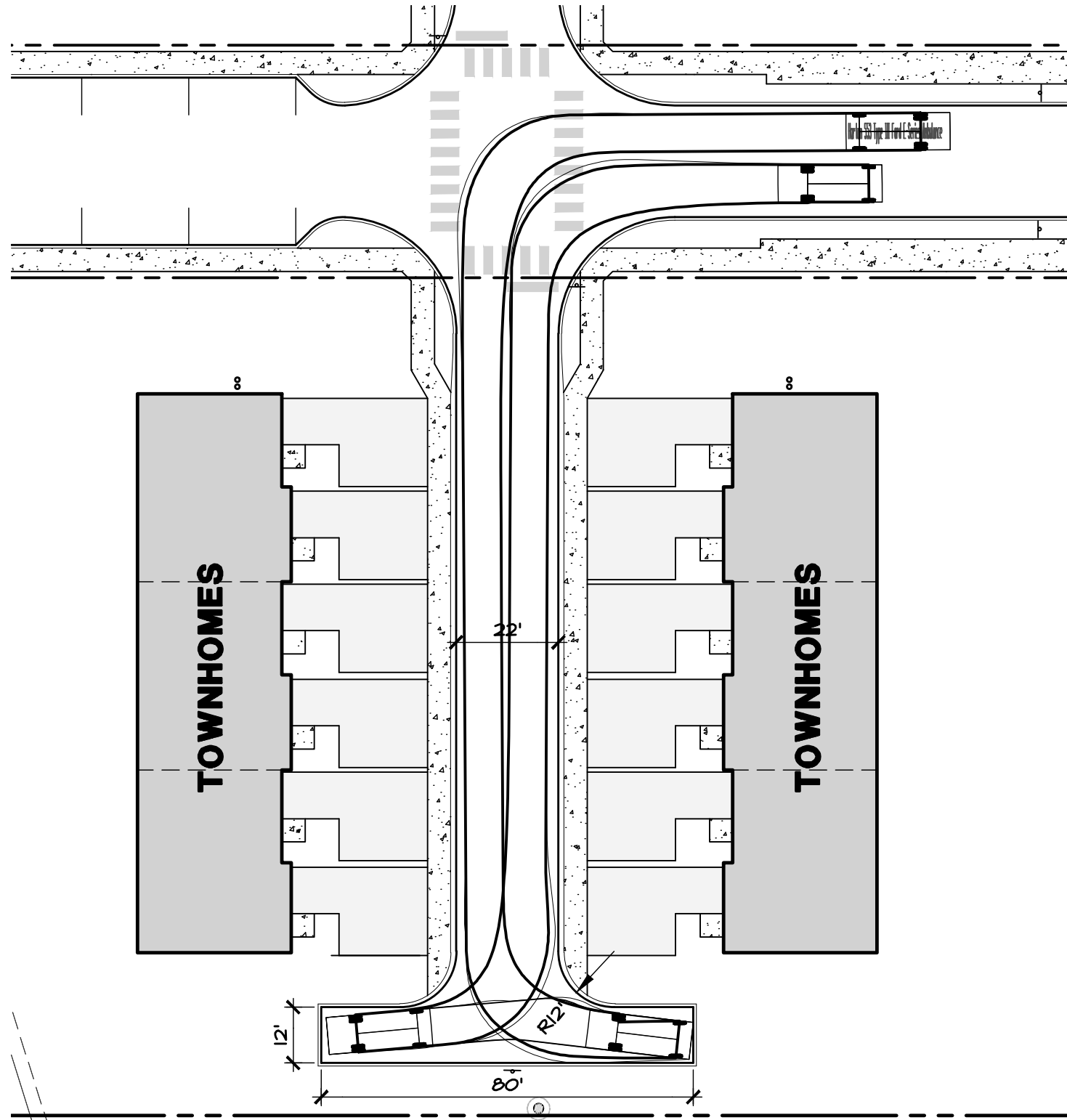
Feel free to contact us at any time regarding this project.

Chuck

CHARLES H. STANFORD
Fire Chief
Rheems Fire Department
717-689-0105

9

DRAWING: C:\Users\trsvaxj\appdata\local\temp\AcPublish_96684\Turning Movement - Ambulance.dwg - PLOTTED: May 14, 2024 1:06 pm



Horton 553 Type III Ford E-Series Ambulance
 Overall Length 22.375ft
 Overall Width 8.021ft
 Overall Body Height 7.853ft
 Min Body Ground Clearance 1.265ft
 Track Width 8.021ft
 Lock-to-lock time 5.00s
 Curb to Curb Turning Radius 27.400ft



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

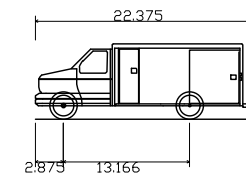
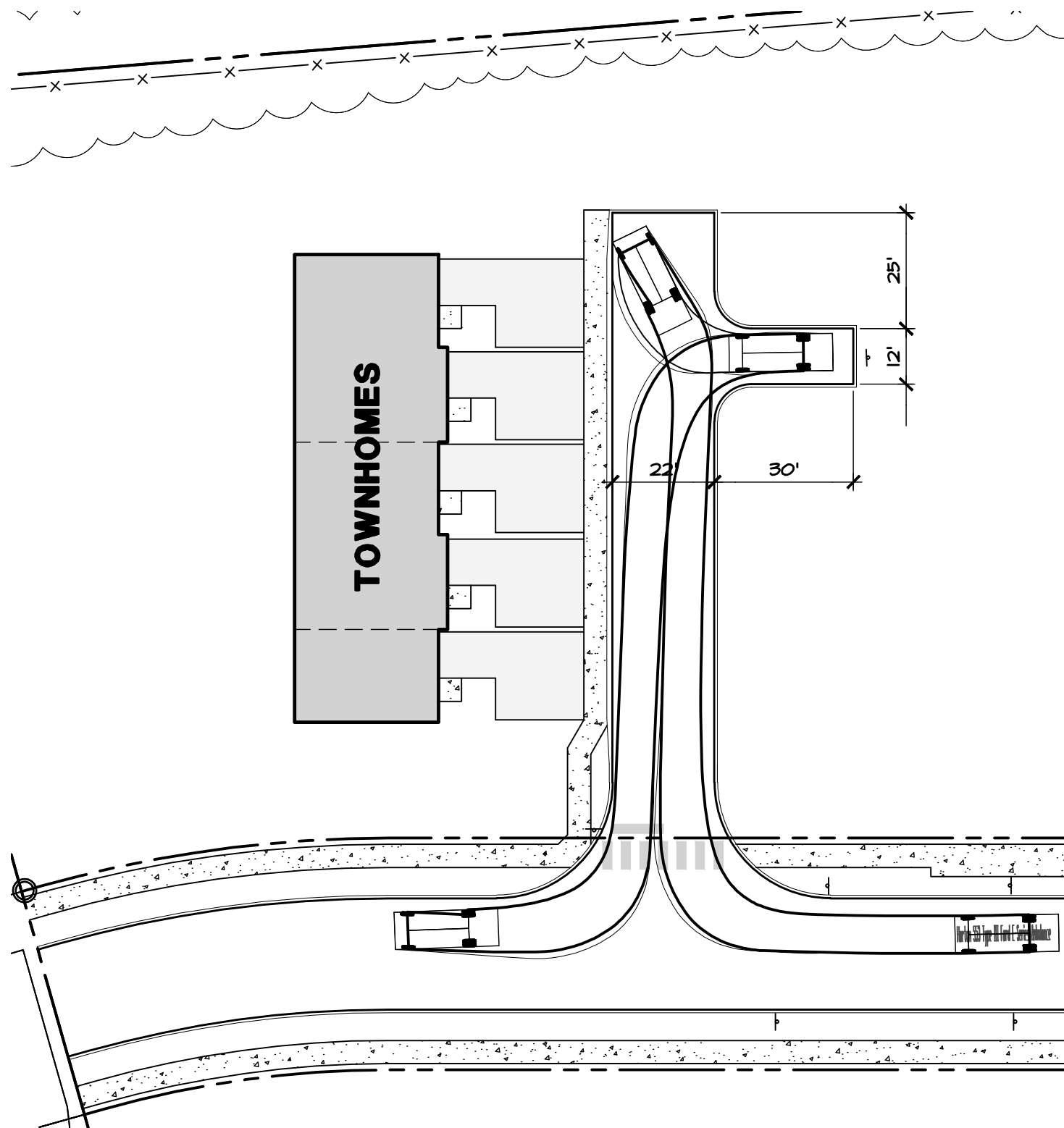
VEHICLE TURNING ACCESS EXHIBIT - AMBULANCE @ HAMMERHEAD
 VISTABLOCK WESTMOUNT, LLC - WESTMOUNT DEVELOPMENT - MOUNT JOY TOWNSHIP

JOB NUMBER:
 1212-004

SCALE: 1" = 30'
 DRAWN BY: TRS
 DATE: MAY 13, 2024

DRAWING:
 N/A
 SKETCH:
 1 OF 4

DRAWING: C:\Users\lrsaxger\appdata\local\temp\AcPublish_96684\Turning Movement - Ambulance.dwg - PLOTTED: May 14, 2024 1:06 pm



Horton 553 Type III Ford E-Series Ambulance
 Overall Length 22.375ft
 Overall Width 8.021ft
 Overall Body Height 7.853ft
 Min Body Ground Clearance 1.265ft
 Track Width 8.021ft
 Lock-to-lock time 5.00s
 Curb to Curb Turning Radius 27.400ft

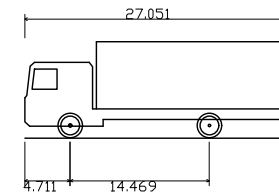
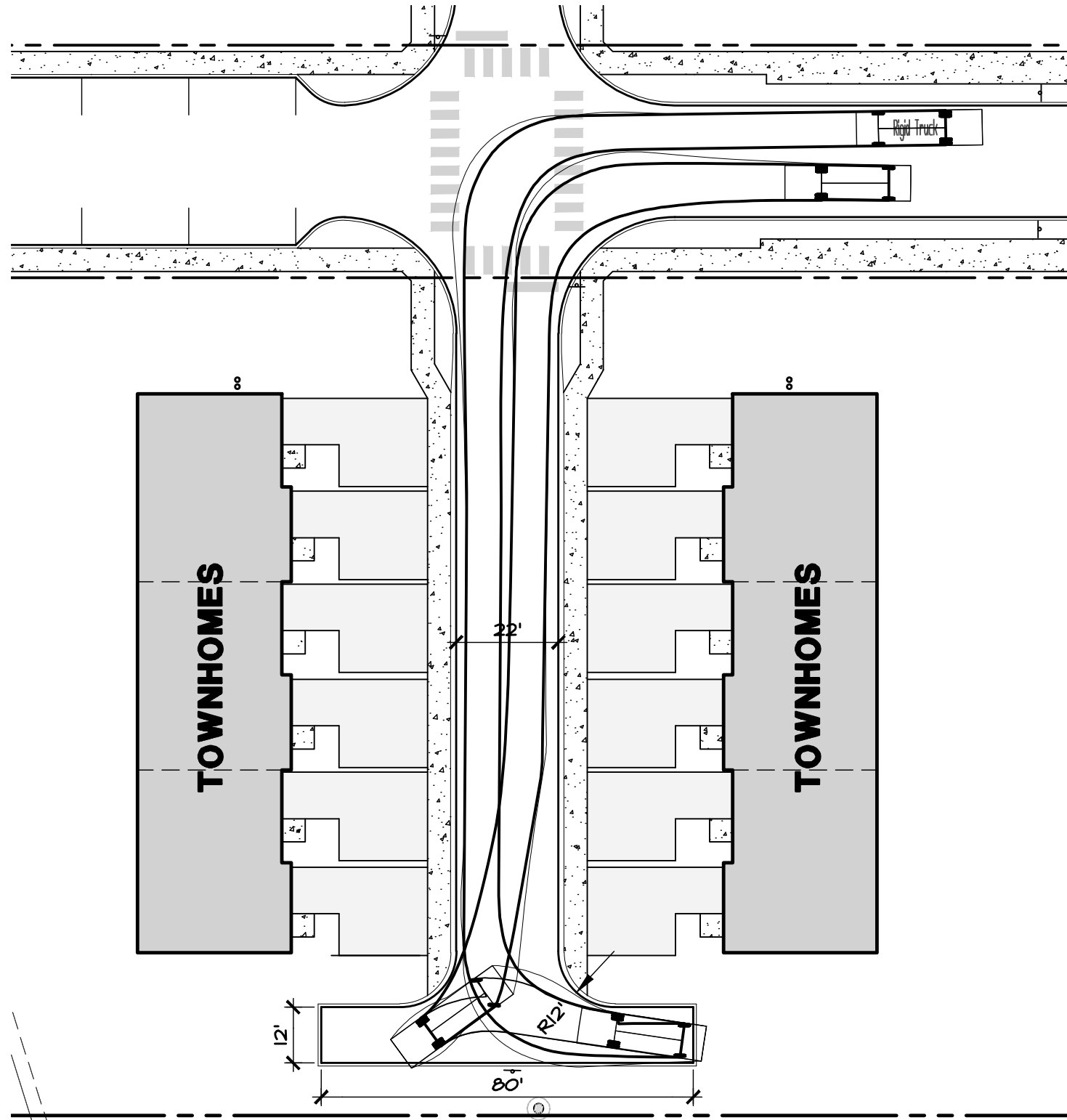


743 S. BROAD ST.
 LITITZ, PA 17543
 (717) 626-7271
 elagroup.com

VEHICLE TURNING ACCESS EXHIBIT - AMBULANCE @ 1-SIDED HAMMERHEAD
 VISTABLOCK WESTMOUNT, LLC - WESTMOUNT DEVELOPMENT - MOUNT JOY TOWNSHIP

SCALE:	1" = 30'	JOB NUMBER:	1212-004
DRAWN BY:	TRS	DRAWING:	N/A
DATE:	MAY 13, 2024	SKETCH:	2 OF 4

DRAINING: C:\Users\lrsaxger\AppData\Local\Temp\AcPublish_96684\Turning Movement - Ambulance.dwg - PLOTTED: May 14, 2024 1:06 pm



Rigid Truck
 Overall Length 27.051ft
 Overall Width 7.595ft
 Overall Body Height 10.046ft
 Min Body Ground Clearance 1.259ft
 Track Width 7.382ft
 Lock-to-lock time 6.00s
 Max Wheel Angle 40.00°

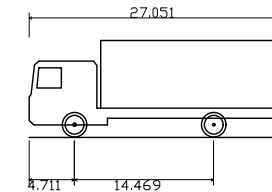
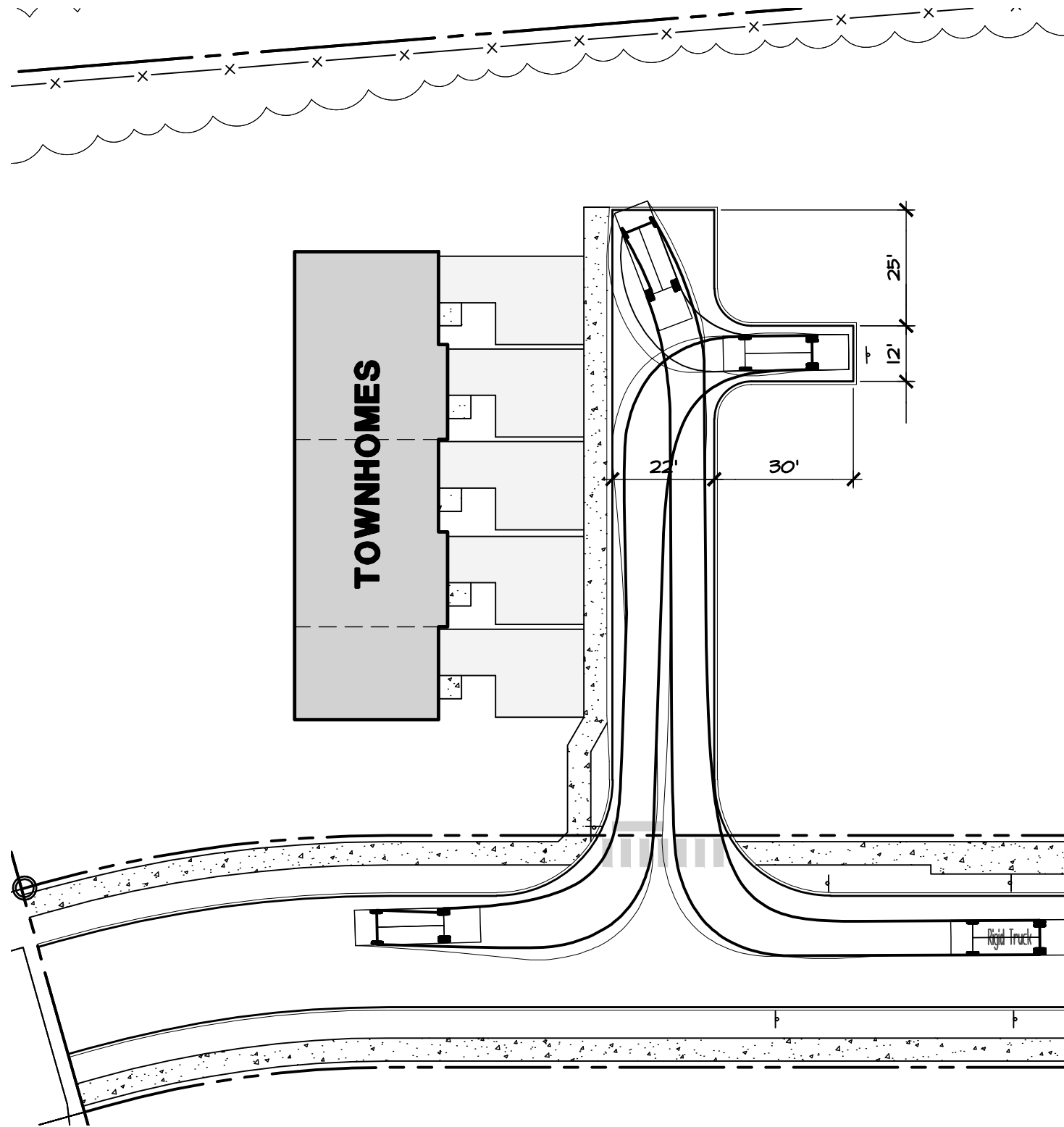


743 S. BROAD ST.
 LITITZ, PA 17543
 (717) 626-7271
 elagroup.com

VEHICLE TURNING ACCESS EXHIBIT - BOX TRUCK @ HAMMERHEAD
 VISTABLOCK WESTMOUNT, LLC - WESTMOUNT DEVELOPMENT - MOUNT JOY TOWNSHIP

SCALE:	1" = 30'	JOB NUMBER:	1212-004
DRAWN BY:	TRS	DRAWING:	N/A
DATE:	MAY 13, 2024	SKETCH:	3 OF 4

DRAINING: C:\Users\trsvaxj\appdata\local\temp\acPublish_91654\Turning Movement - Ambulance.dwg - PLOTTED: May 14, 2024 1:06 pm



Rigid Truck
 Overall Length 27.051ft
 Overall Width 7.595ft
 Overall Body Height 10.046ft
 Min Body Ground Clearance 1.259ft
 Track Width 7.382ft
 Lock-to-lock time 6.00s
 Max Wheel Angle 40.00°



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

VEHICLE TURNING ACCESS EXHIBIT - BOX TRUCK @ 1-SIDED HAMMERHEAD
 VISTABLOCK WESTMOUNT, LLC - WESTMOUNT DEVELOPMENT - MOUNT JOY TOWNSHIP

JOB NUMBER:
 1212-004

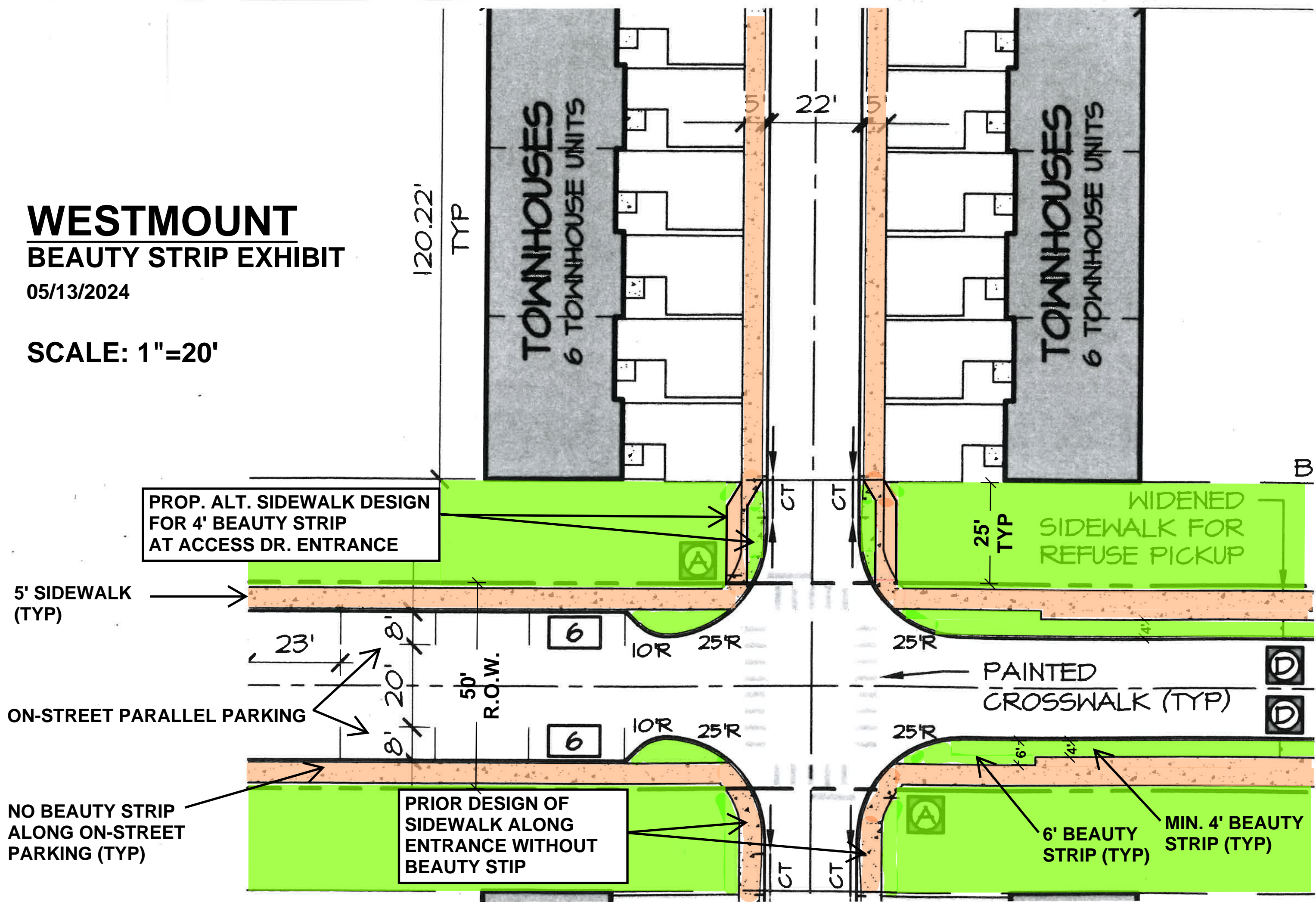
SCALE: 1" = 30'
 DRAWN BY: TRS
 DATE: MAY 13, 2024

DRAWING:
 N/A
 SKETCH:
 4 OF 4

WESTMOUNT BEAUTY STRIP EXHIBIT

05/13/2024

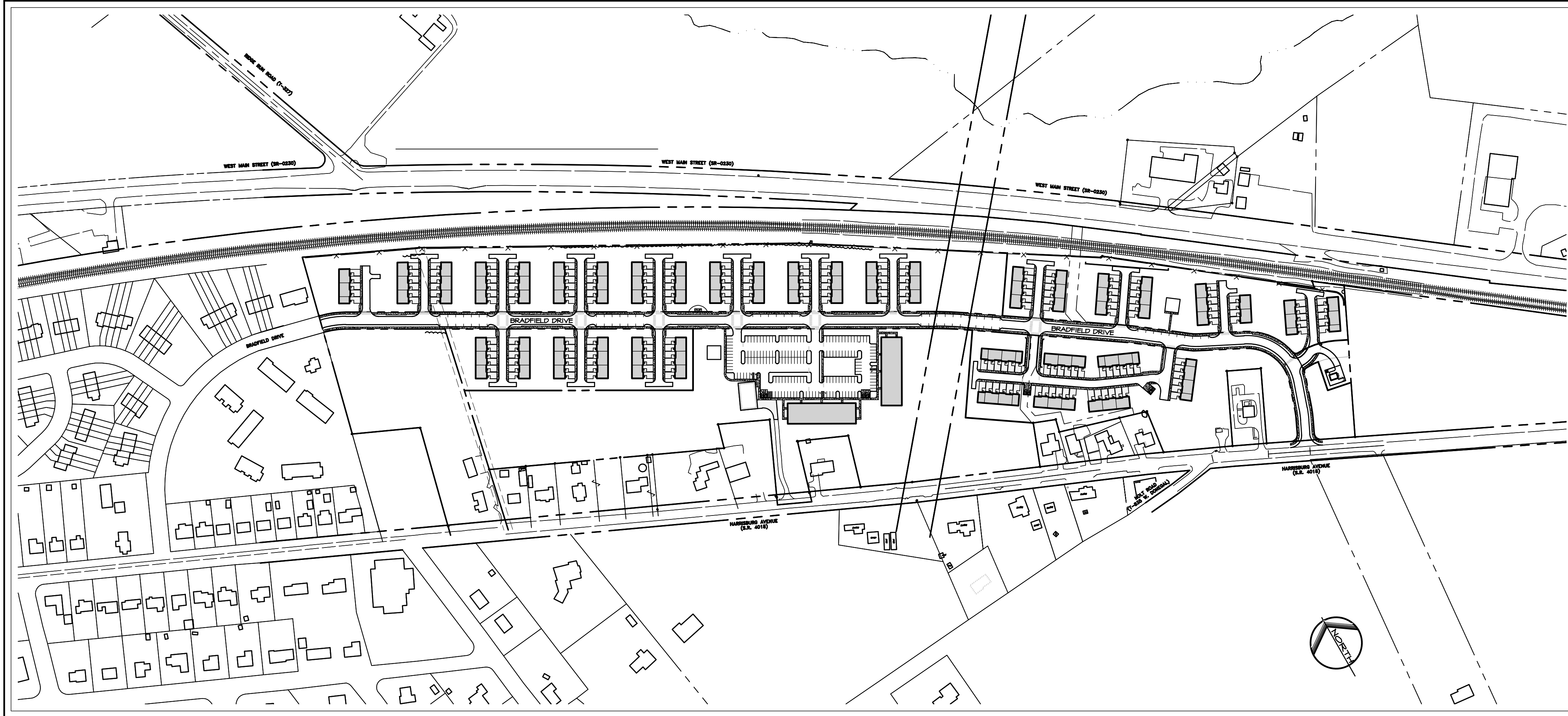
SCALE: 1"=20'



REVISED SKETCH PLAN

FOR WESTMOUNT

MOUNT JOY TOWNSHIP - LANCASTER COUNTY - PENNSYLVANIA



UTILITY LISTING

CONTACT PA ONE CALL AT 1-800-242-1776 FOR INDIVIDUAL UTILITY TELEPHONE NUMBERS.
AT&T
 100 3RD AVE
 ALTOONA, PA 16602
 PAT SUTTON
 P54364@ATT.COM
COMCAST
 334 BALTIMORE RD
 SHIPPENSBURG, PA 17257
 WILLIAM MAYS
 william_mays@cable.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 RETTEN
 steve@sapa.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
 8255 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.: 6682246
 PLAN BOOK: J-172, PAGE 78
PARCEL C
 ACCOUNT NO.: 461-60155-0-0000
 DEED BK.PG.: 5544 / 118

SURVEYOR OF RECORD

LAND GRANT SURVEYORS
 3904 ABEL DRIVE
 COLUMBIA, PA 17512
 (717) 295-1812

SITE DATA

OVERALL SITE AREA:	40.004 ACRES (GROSS) 34.877 ACRES (NET)
SITE AREA FOR DEVELOPMENT:	36.369 ACRES (GROSS) 36.171 ACRES (NET)
PROPOSED USES: *	211 SINGLE-FAMILY ATTACHED (2-BR TOWNHOUSES)** 78 MULTI-FAMILY (2-BR APARTMENTS)**
PROPOSED UNITS/DENSITY: NUMBER OF LOTS:	284 DWELLING UNITS / 36.369 AC = 7.8 DU/AC 0
PROPOSED LOT AREA COVERAGE:	OVERALL AREAS COVERAGE
LOT 1: (STORMWATER BASIN)	0.44 AC (21,560 S.F.) 0% (0 S.F.)
LOT 2: (TOWNHOUSES)	5.14 AC (223,889 S.F.) 34.3% (76,811 S.F.)
LOT 3: (APARTMENTS)	10.83 AC (471,866 S.F.) 21.1% (91,718 S.F.)
LOT 4: (TOWNHOUSES)	2.29 AC (125,861 S.F.) 45.2% (56,923 S.F.)
LOT 5: (SINGLE-FAMILY)	3.52 AC (153,201 S.F.) 4.4% (6,132 S.F.)
LOT 6: (TOWNHOUSES)	9.87 AC (396,441 S.F.) 37.8% (146,112 S.F.)
LOT 7: (TOWNHOUSES)	4.18 AC (181,454 S.F.) 40.5% (13,105 S.F.)
LOT 8: (SEWER PUMP)**	0.33 AC (14,481 S.F.) 41.1% (5,455 S.F.)
APARTMENTS TOTAL:	10.83 AC (471,866 S.F.) 21.1% (91,718 S.F.)
TOWNHOUSES TOTAL:	21.1 AC (918,006 S.F.) 30.5% (353,611 S.F.)
PROPOSED OPEN SPACE:	78.4% (312,248 S.F.)
APARTMENTS:	61.5% (564,341 S.F.)
TOWNHOUSES:	
SANITARY SEWER:	PUBLIC
WATER:	PUBLIC
* ALL UNITS TO BE RENTED	
**PERMITTED USES	
***MUNICIPAL USES ARE EXEMPT FROM AREA AND COVERAGE REQUIREMENTS PER ZONING ORDINANCE SECTION 135-312	

ZONING DATA

ZONING DISTRICT: R-2 MEDIUM DENSITY RESIDENTIAL DISTRICT

AREA AND BULK REGULATIONS:
 (PER SECTION 135-262 AND SECTION 135-316)

BUILDING SETBACKS:	
FRONT:	25 FEET
SIDE:	10 FEET FOR SINGLE-FAMILY DETACHED 20 FEET FOR SINGLE-FAMILY ATTACHED
REAR:	35 FEET FOR APARTMENTS 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
APARTMENTS:	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:	70 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*	211 UNITS	422 SPACES	422
MULTI-FAMILY	2 SPACES PER UNIT*	78 UNITS	156 SPACES	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)**
		284 UNITS/2,000 SF	590 SPACES	644 SPACES

* 3 BEDROOM OR LESS
 ** 6 ADA SPACES PROVIDED IN A COMMON 168 SPACE PARKING LOT AS PER IBC
 *** PARKING DATA PER INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) PARKING GENERATION REPORT, 3RD EDITION



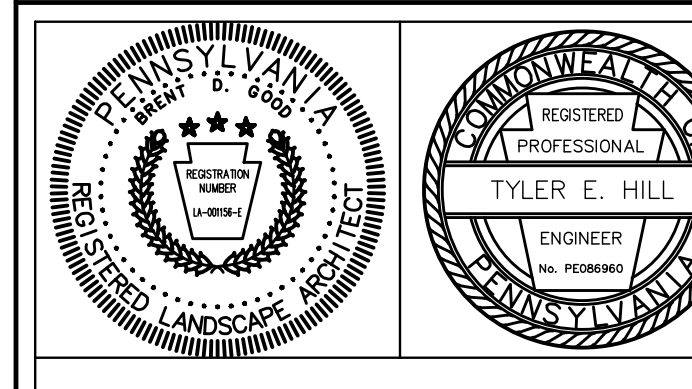
PENNSYLVANIA ACT 287 AS AMENDED BY ACT 50 (2017) REQUIRES NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE COMMONWEALTH.
 DATE: 05/26/2022 BY: TS SERIAL NO: 20221462227
NOTES: UNDERGROUND UTILITY LINE PROTECTION ACT

- PURSUANT TO 73 P.S. §176(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 FINAL DESIGN IS TO BE COMPLETED. IF SUCH INFORMATION WAS OBTAINED MORE THAN NINETY (90) DAYS BEFORE FINAL DESIGN IS TO BE COMPLETED, LAND GRANT SURVEYORS, LLC HAS STATED IN THE REQUEST THAT THE WORK IS PRELIMINARY.
- PURSUANT TO 73 P.S. §176(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. §176(2), THE NAME OF THE FACILITY OWNER AND THE FACILITY OWNER'S DESIGNATED OFFICE ADDRESS AND TELEPHONE NUMBER.
- PURSUANT TO 73 P.S. §176(6), 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. §176(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 1-800-242-1776 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

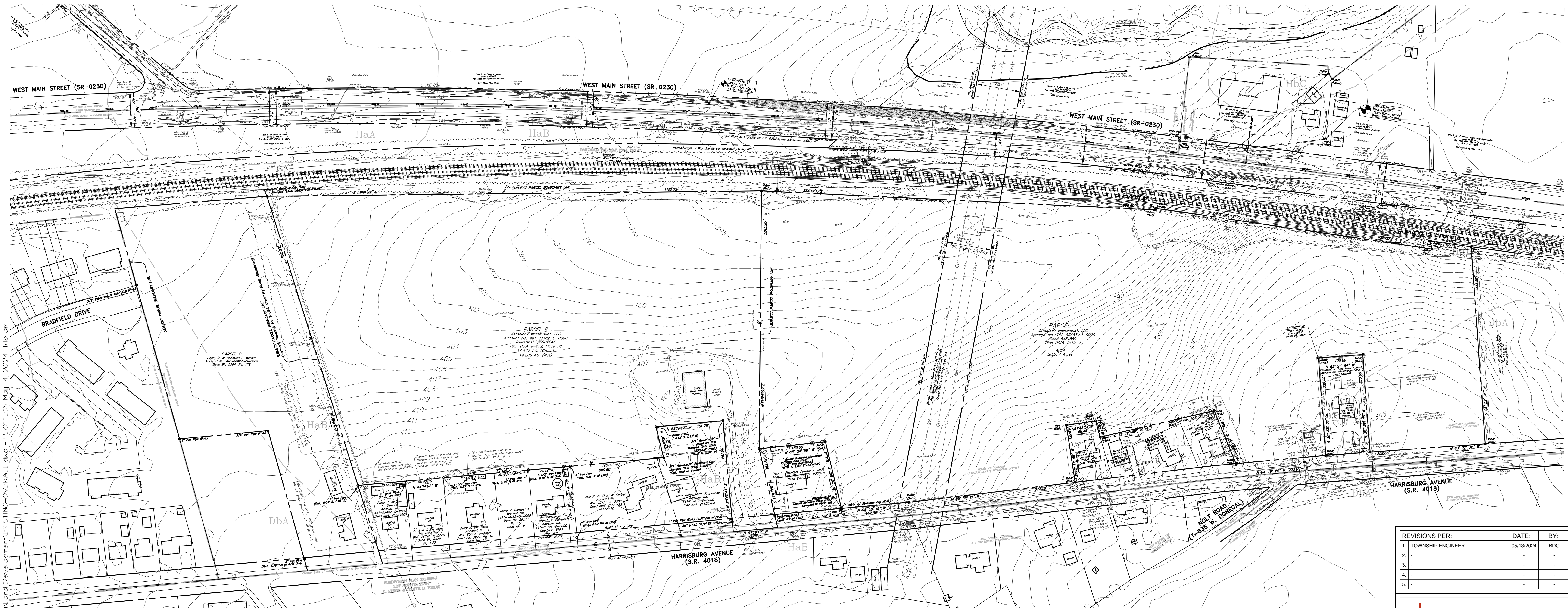


REVISED SKETCH PLAN
 SUBJECT:
COVER SHEET
 FOR
 WESTMOUNT
 MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PENNSYLVANIA
 CLIENT:
VISTABLOCK, LLC
 150 FARMINGTON LANE
 LANCASTER, PA 17601
 717-682-8775

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\rsauyer\Documents\Development\Projects\CAD Data\Land Development\Development\Project Files\CAD Data\ELA_Group\1212-004 Westmount Development\Project Files\CAD Data\ELA_Group\1212-004 Westmount Development\Development\Overall.dwg - PLOTTED: May 14, 2024 11:16 am



SCALE IN FEET: 1" = 100'

SOILS LEGEND

HaA	HAGERSTOWN SILT LOAM, 0 TO 3 PERCENT SLOPES, HYDROLOGIC GROUP B
HaB	HAGERSTOWN SILT LOAM, 3 TO 8 PERCENT SLOPES, HYDROLOGIC GROUP B
HbC	HAGERSTOWN SILTY CLAY LOAM, 8 TO 15 PERCENT SLOPES, HYDROLOGIC GROUP B
DbA	DUFFIELD SILT LOAM, 3 TO 8 PERCENT SLOPES, HYDROLOGIC GROUP B
- - -	SOIL DELINEATION

EXISTING LEGEND

	Concrete Monument	ADJOINER PROPERTY LINE
		PROPERTY LINE
		RIGHT-OF-WAY LINE
		CENTERLINE
		EASEMENTS
		INDEX CONTOUR
		INTERMEDIATE CONTOUR
		SPOT ELEVATION
		CURB LINE
		EDGE OF PAVEMENT (E.O.P.)
		MIN. BLDG SETBACK LINE
		OVERHEAD ELECTRIC
		UNDERGROUND ELECTRIC
		UNDERGROUND TELEPHONE
		GAS LINE
		SANITARY SEWER LINE
		SANITARY FORCE MAIN
		WATER LINE
		STORM DRAINAGE PIPING
		FENCE
		ZONING LINE
		GUIDE RAIL
		EDGE OF WATER (STREAM)
		FEMA 100 YEAR FLOODPLAIN
		TREE LINE
		DECIDUOUS TREES
		CONIFEROUS TREE
		TRAFFIC SIGNAL BOX
		TRAFFIC SIGNAL POLE
		TRAFFIC SIGNAL MAST

REVISIONS PER:	DATE:	BY:
1. TOWNSHIP ENGINEER	05/13/2024	BDG
2. -	-	-
3. -	-	-
4. -	-	-
5. -	-	-

EVA group, inc.
ENGINEERS + LANDSCAPE ARCHITECTS

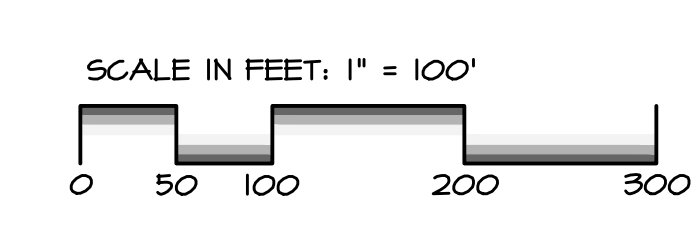
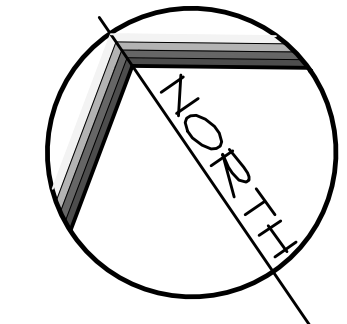
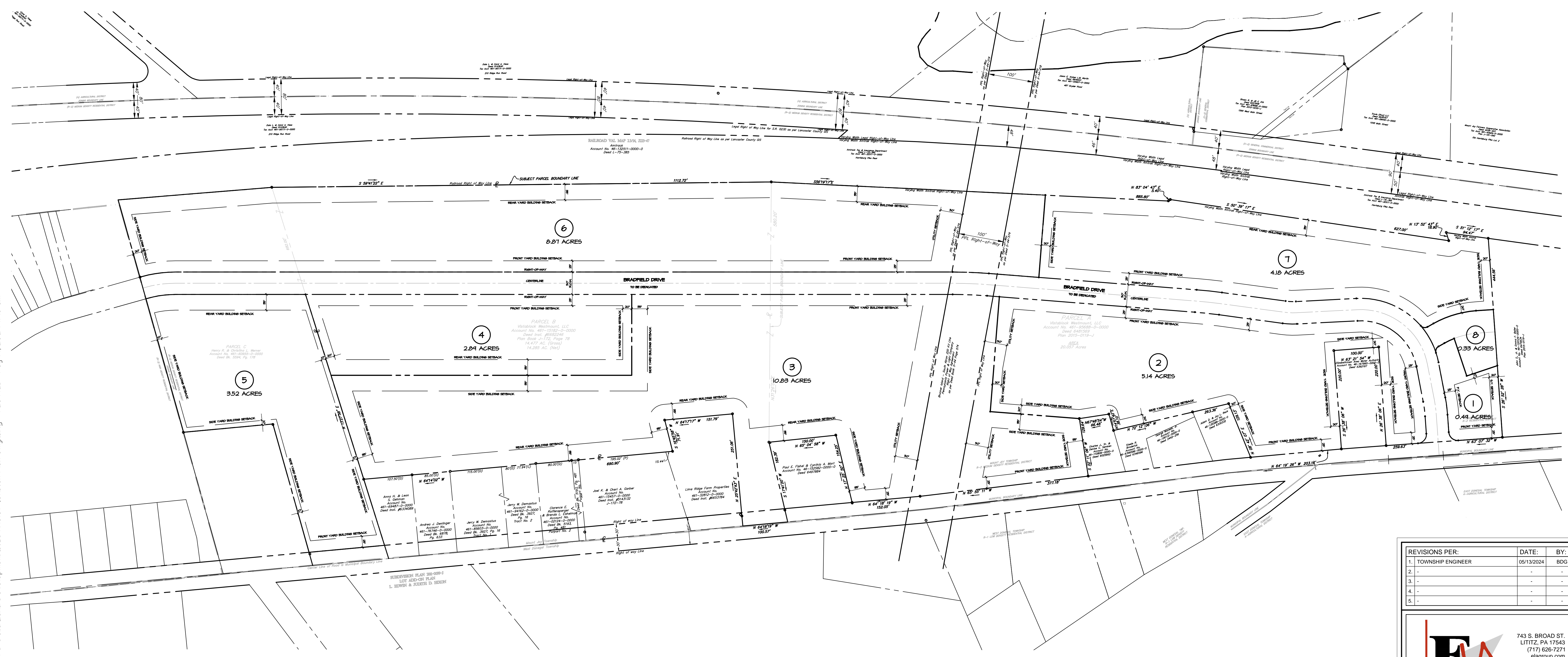
743 S. BROAD ST.
LITITZ, PA 17543
(717) 626-7271
elagroup.com

REVISED SKETCH PLAN
SUBJECT: WESTMOUNT
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'

DRAWING NO.
2 of 7

DRAWING: C:\Users\lrsamj\OneDrive\Documents\ELA_Group\1212-004 Westmount Development\Project Files\CAD Data\Land Development\SUBDIVISION (Sketch Plan Only).dwg - PLOTTED: May 14, 2024 11:16 am



LEGEND

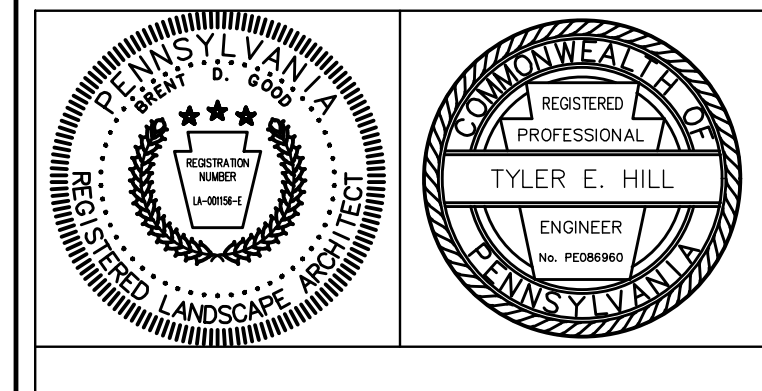
	EXISTING PROPERTY LINE
	PROPOSED PROPERTY LINE
	CENTERLINE
	RIGHT OF WAY LINE
	BUILDING SETBACK LINE
	PARCEL TIE BAR
	CONCRETE MONUMENT
	IRON PIN

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

REVISIONS PER:	DATE:	BY:
1. TOWNSHIP ENGINEER	05/13/2024	BDG
2.	-	-
3.	-	-
4.	-	-
5.	-	-

ELA group, inc.
ENGINEERS + LANDSCAPE ARCHITECTS

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

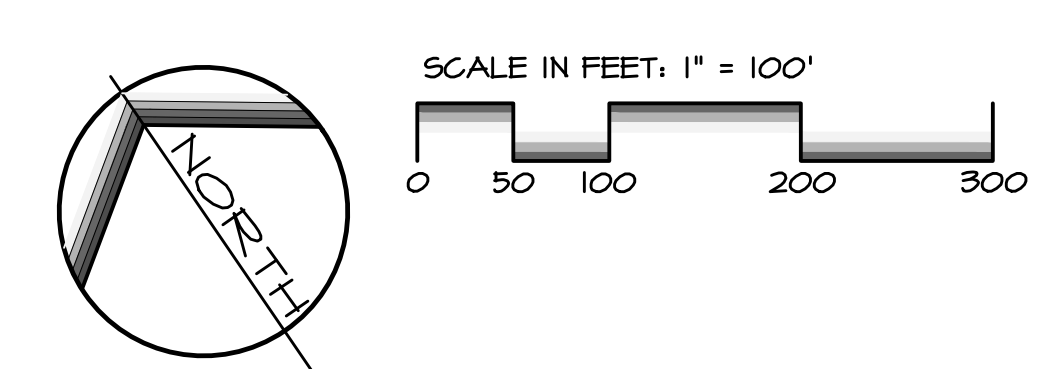
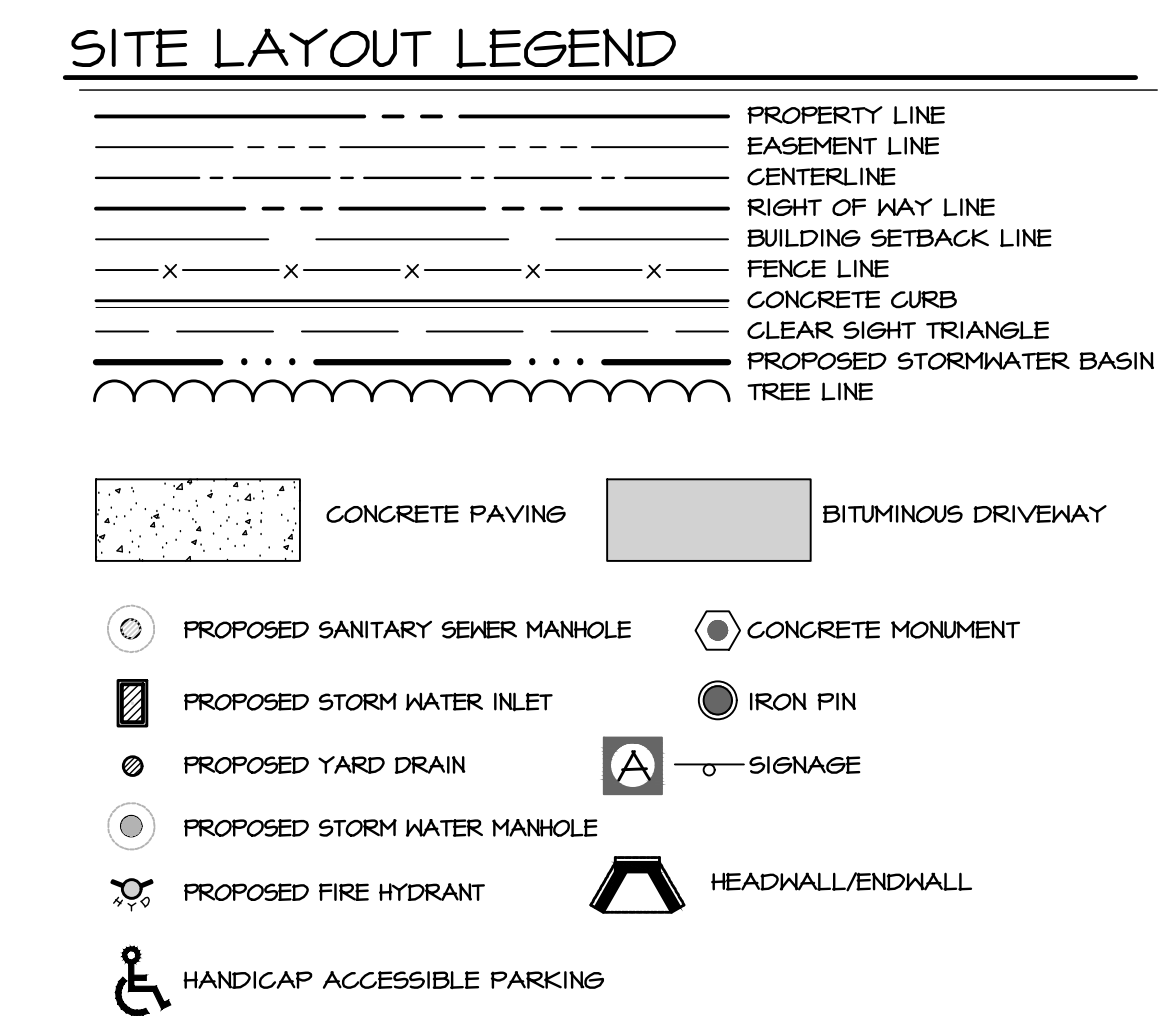
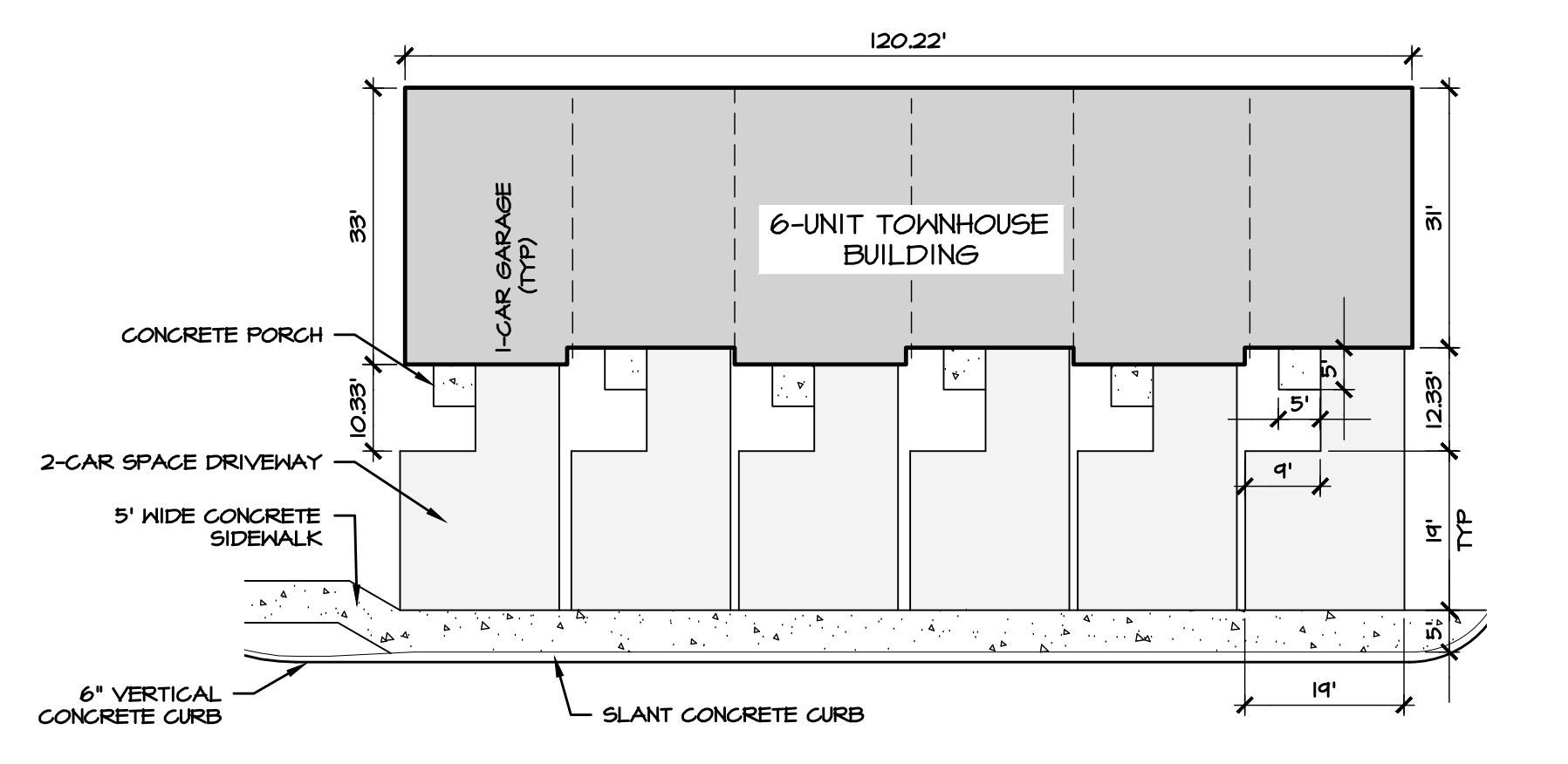
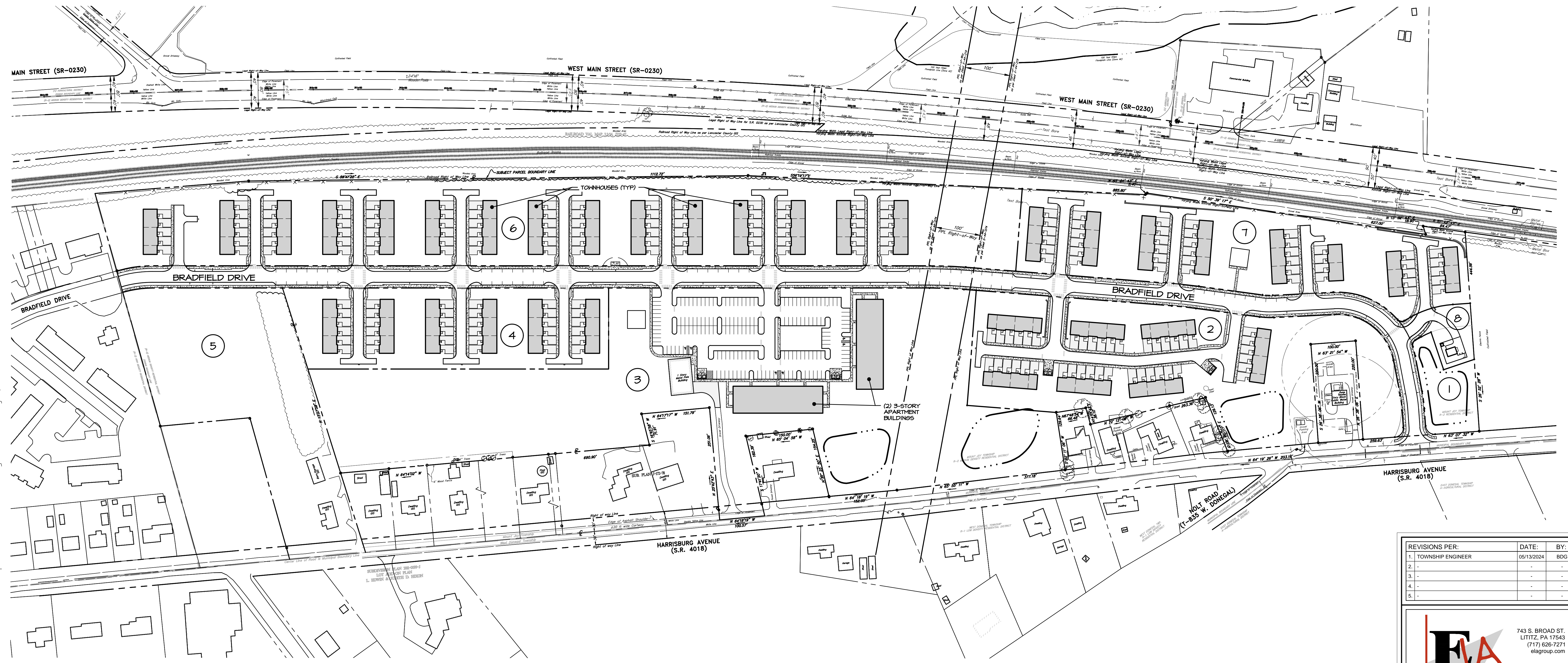


REVISED SKETCH PLAN
SUBJECT:
LOT ADD-ON & SUBDIVISION PLAN
FOR
WESTMOUNT
MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PENNSYLVANIA
CLIENT:
VISTABLOCK, LLC
150 FARMINGTON LANE
LANCASTER, PA 17601
717-682-8775

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

DRAWING NO.
3 of 7

DRAWING: C:\Users\lrsauyer\Documents\ELA_Group\1212-004 Westmount Development\Project Files\CAD Data\Land Development\Layout-Overall.dwg - PLOTTED: May 14, 2024 11:17 am



REVISIONS PER:	DATE:	BY:
1. TOWNSHIP ENGINEER	05/13/2024	BDG
2. -	-	-
3. -	-	-
4. -	-	-
5. -	-	-

ELA group, inc.
 ENGINEERS • LANDSCAPE ARCHITECTS

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

REGISTERED PROFESSIONAL ENGINEER
 TYLER E. HILL
 ENGINEER
 No. PE00850

REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT
 TOWNSHIP ENGINEER
 No. T-00894

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'

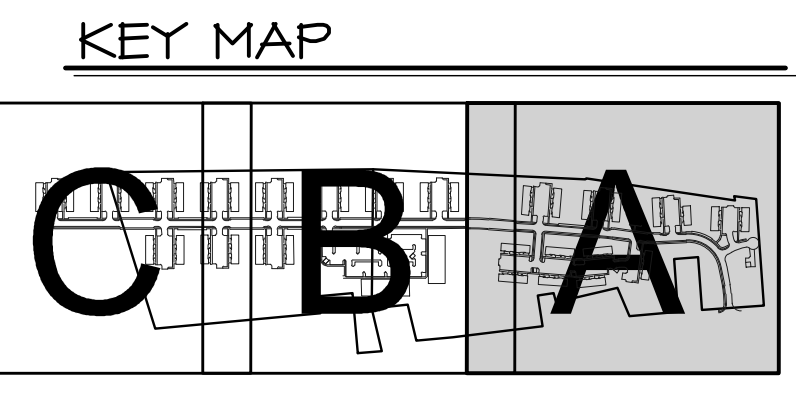
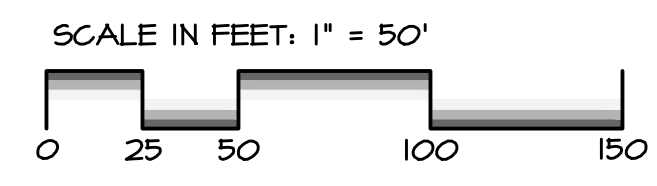
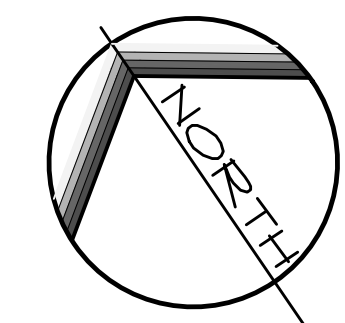
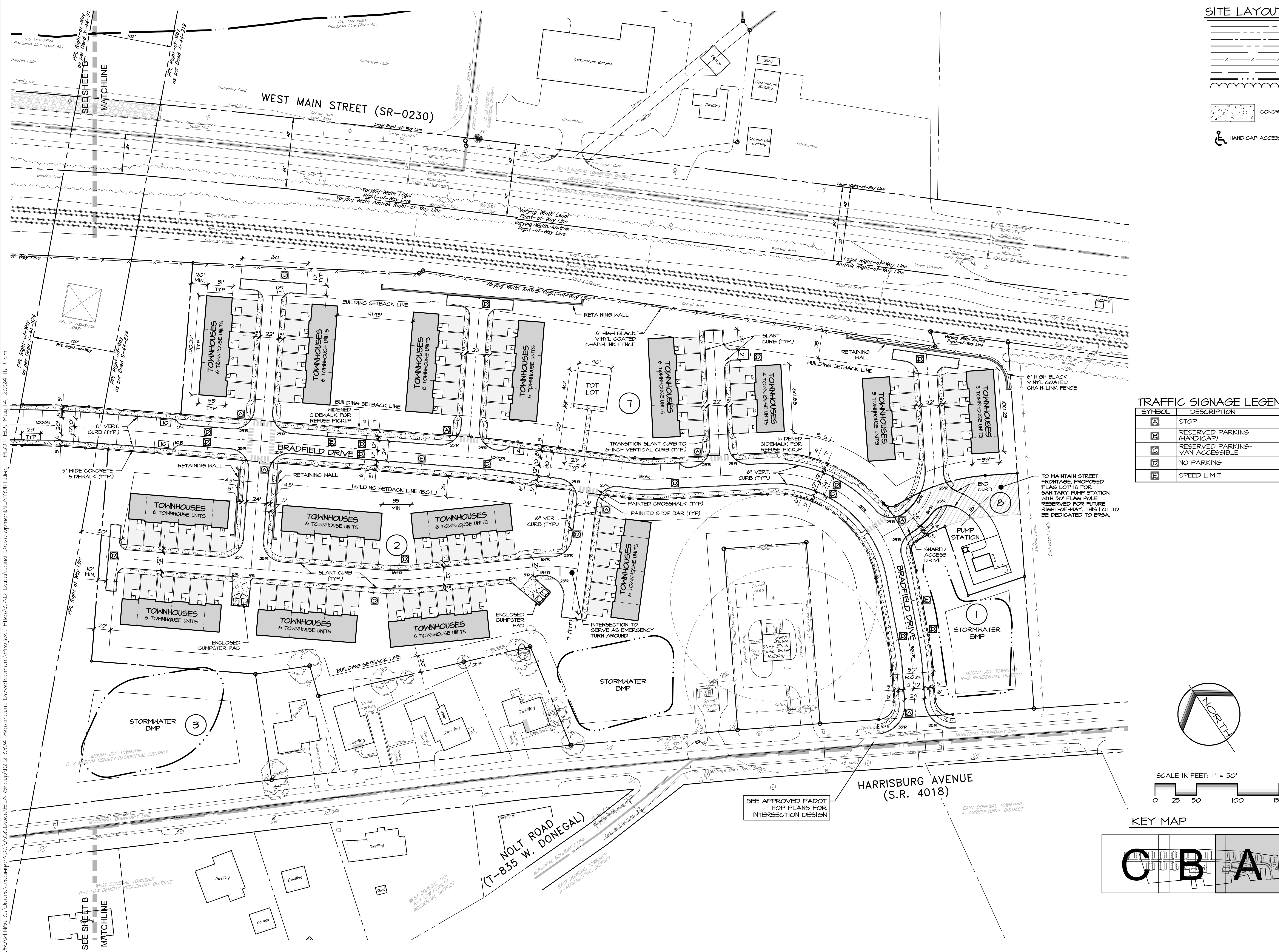
DRAWING NO.
4 of 7

SITE LAYOUT LEGEND

	PROPERTY LINE
	EASEMENT LINE
	CENTERLINE
	RIGHT OF WAY LINE
	BUILDING SETBACK LINE
	FENCE LINE
	CONCRETE CURB
	CLEAR SIGHT TRIANGLE
	PROPOSED STORMWATER BASIN
	TREE LINE
	CONCRETE PAVING
	BITUMINOUS DRIVEWAY
	HANDICAP ACCESSIBLE PARKING
	SIGNAGE

TRAFFIC SIGNAGE LEGEND

SYMBOL	DESCRIPTION	SIZE	PA DOT DESIG.	NOTES
	STOP	30"x30"	RI-1	-
	RESERVED PARKING (HANDICAP)	12"x18"	RT-B	-
	RESERVED PARKING-VAN ACCESSIBLE	12"x18" 12"x6"	RT-B W/ RT-B A	-
	NO PARKING	12"x12"	R8-3	-
	SPEED LIMIT	24"x30"	R2-1	25 MPH

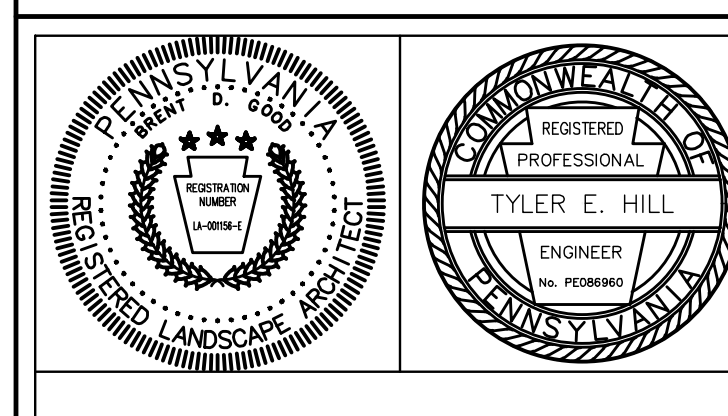


REVISIONS PER:

NO.	DESCRIPTION	DATE	BY
1.	TOWNSHIP ENGINEER	05/13/2024	BDG
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:
LAYOUT PLAN A
FOR
WESTMOUNT
MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PENNSYLVANIA

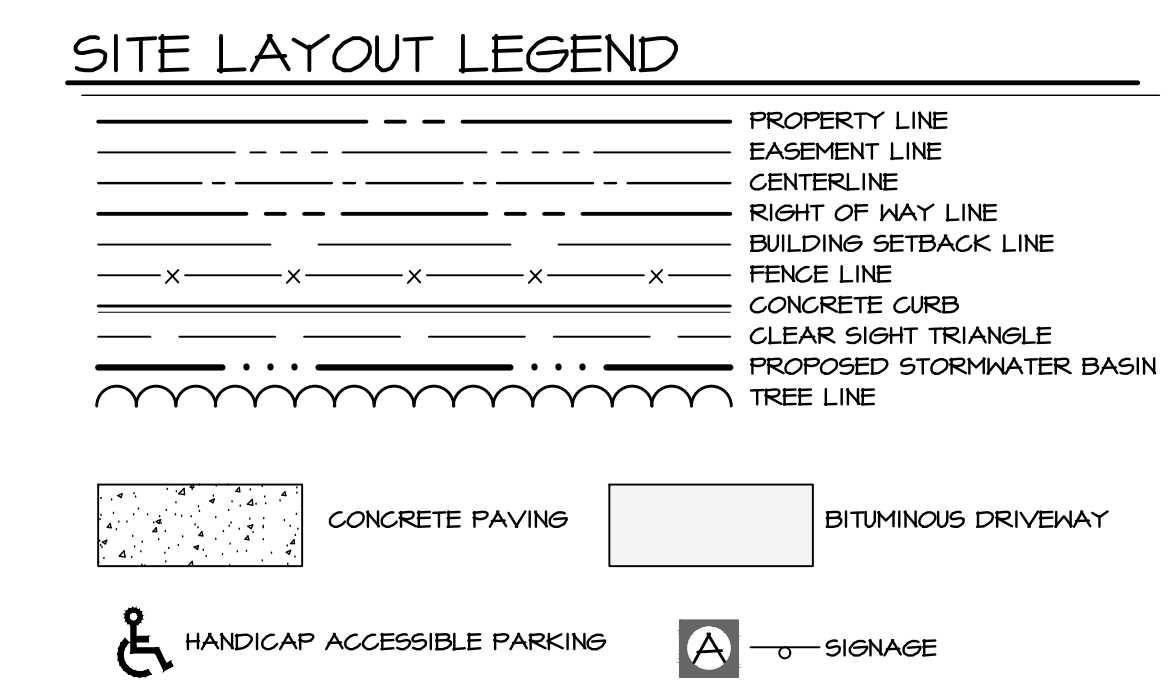
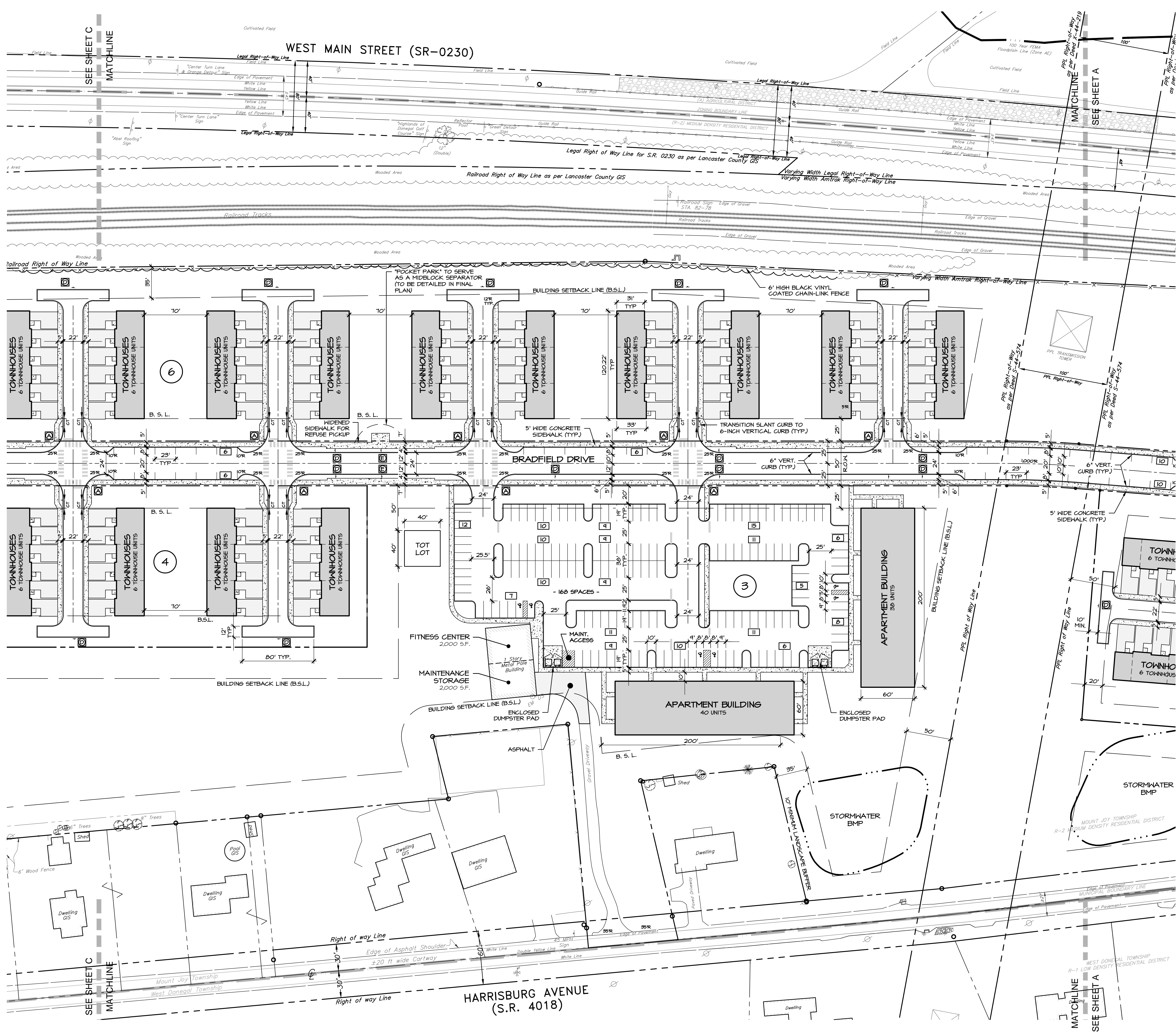
CLIENT:
VISTABLOCK, LLC
150 FARMINGTON LANE
LANCASTER, PA 17601
717-682-8775

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

DRAWING NO.
5 of 7

DRAWING: C:\Users\rsrauyer\Documents\EVA_Group\1212-004_Westmount_Development\Project_Files\CAD_Data\Land_Development\Layout.dwg - PLOTTED: May 14, 2024 11:11 am

DRAWING: C:\Users\rsawyer\Documents\ELA_Group\1212-004 Westmount Development\Project Files\CAD Data\Land Development\Layout.dwg - PLOTTED: May 14, 2024 11:11 am



TRAFFIC SIGNAGE LEGEND

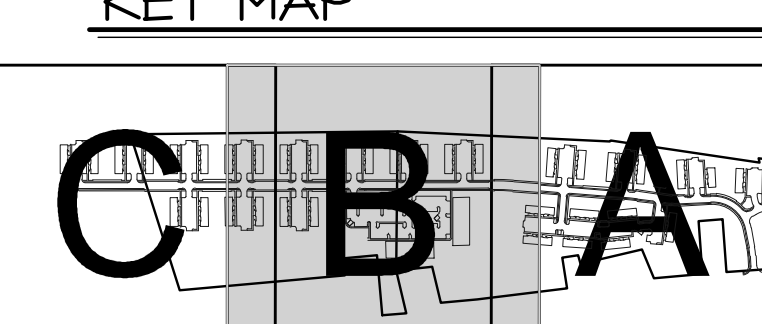
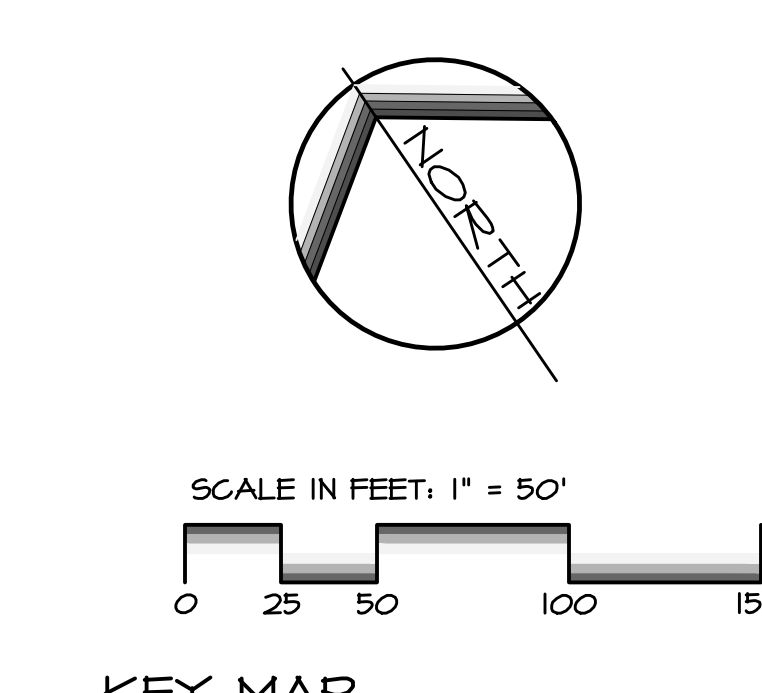
SYMBOL	DESCRIPTION	SIZE	PA DOT DESIG.	NOTES
	STOP	30"x30"	R1-1	-
	RESERVED PARKING (HANDICAP)	12"x18"	R7-B	-
	RESERVED PARKING-VAN ACCESSIBLE	12"x18" 12"x 6"	R7-B W/ R7-BA	-
	NO PARKING	12"x12"	R8-3	-
	SPEED LIMIT	24"x30"	R2-1	25 MPH

REVISIONS PER:	DATE:	BY:
1. TOWNSHIP ENGINEER	05/13/2024	BDG
2. -	-	-
3. -	-	-
4. -	-	-
5. -	-	-

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

ENGINEERS + LANDSCAPE ARCHITECTS

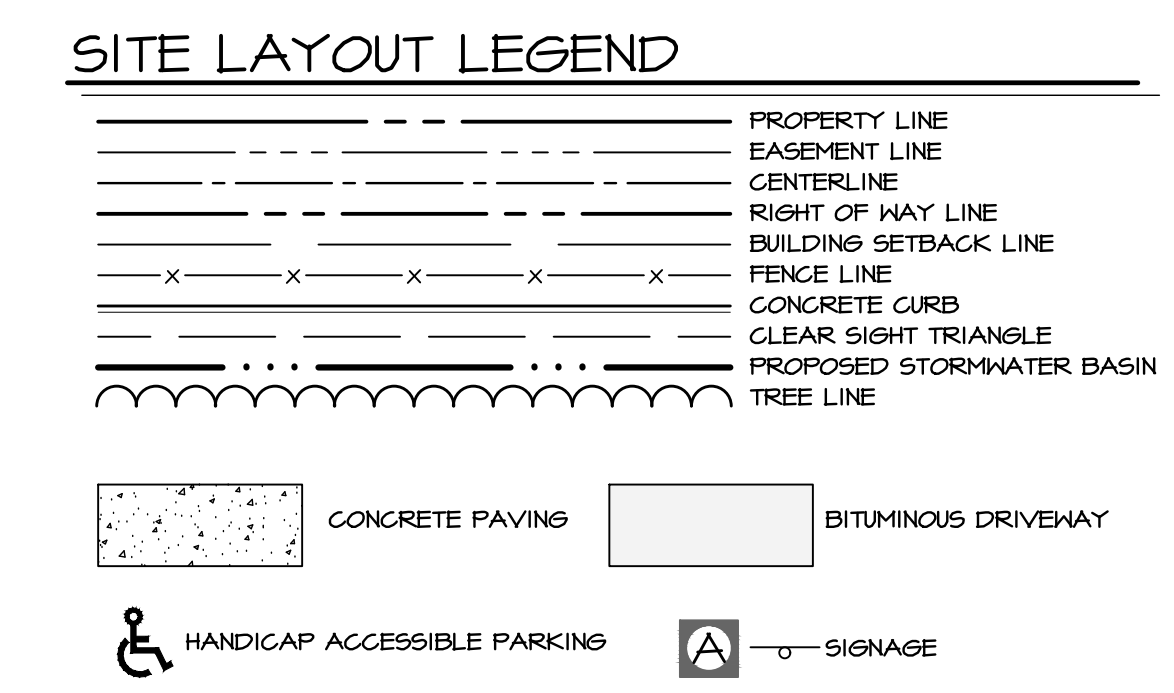
REGISTERED PROFESSIONAL ENGINEER
TYLER E. HILL
No. 100880
PENNSYLVANIA



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



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"x6"	RT-8 W/ RT-8A	-
D	NO PARKING	12"x12"	R8-3	-
E	SPEED LIMIT	24"x30"	R2-1	25 MPH

REVISIONS PER:

NO.	DESCRIPTION	DATE	BY
1.	TOWNSHIP ENGINEER	05/13/2024	BDG
2.			
3.			
4.			
5.			

EVA
group, inc.
ENGINEERS • LANDSCAPE ARCHITECTS

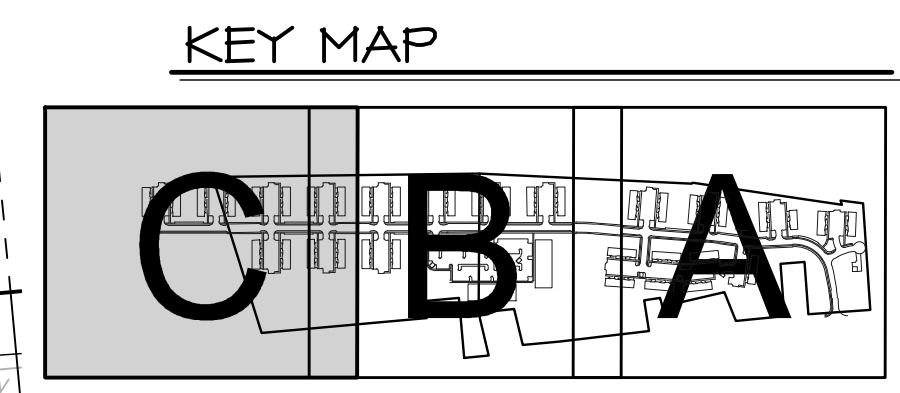
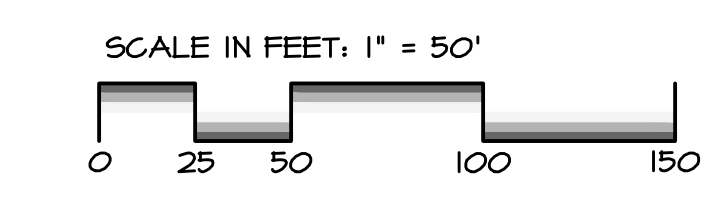
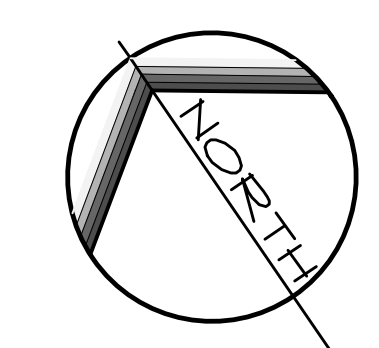
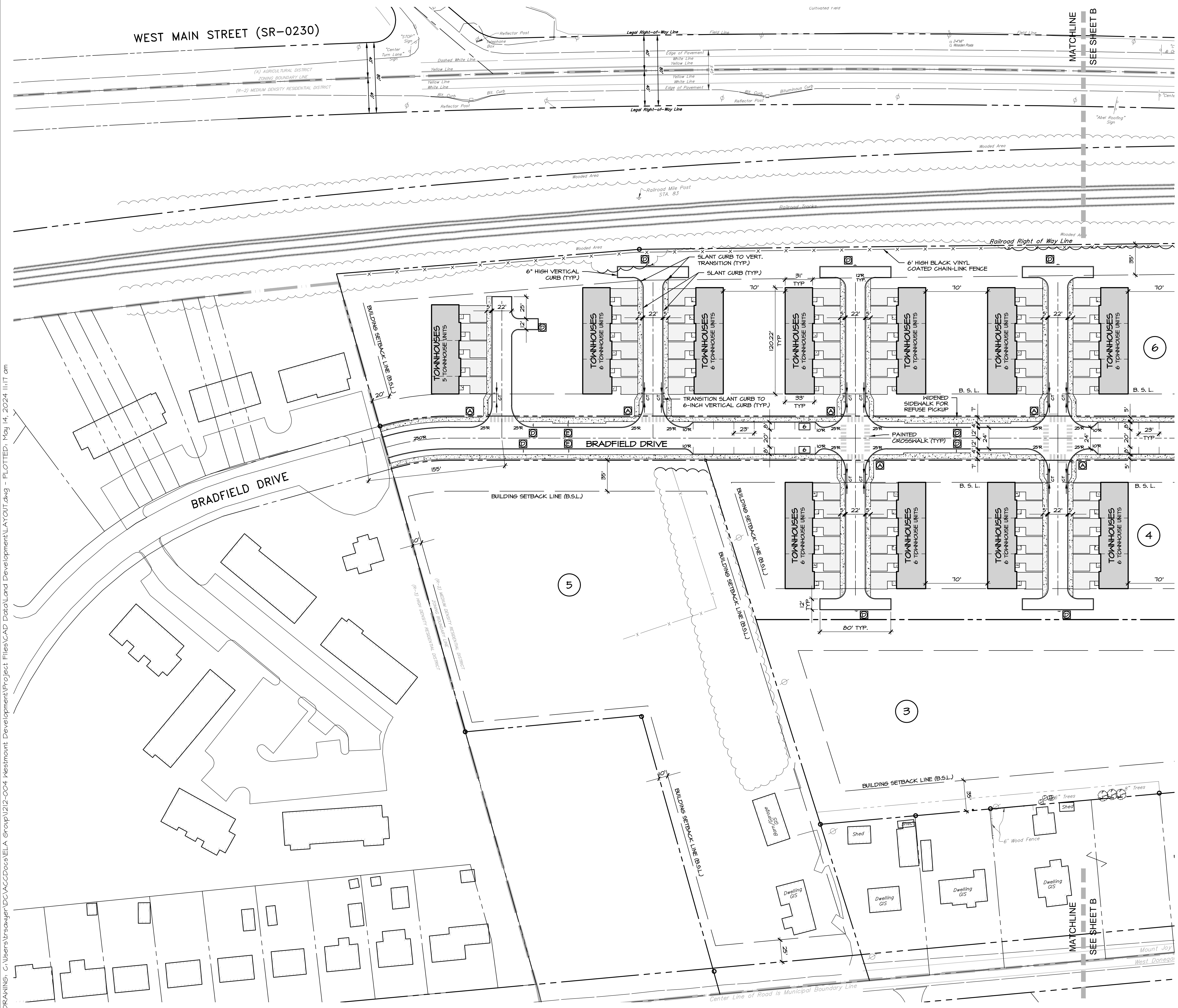
743 S. BROAD ST.
LITITZ, PA 17543
(717) 626-7271
elagroup.com

REGISTERED PROFESSIONAL ENGINEER
TYLER E. HILL
REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT

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'

DRAWING NO.
7 of 7



DRAWING: C:\Users\rsauyer\Documents\ELA_Group\1212-004 Westmount Development\Project Files\CAD Data\Development\Layout.dwg - PLOTTED: May 14, 2024 11:11 am

May 22, 2024

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

Via email: Justin@mtjoytwp.org

Re: Westmount
Revised Sketch Plan
Township Permit No. 23-07-FLDP
LCEC Project No: 25-134



LANCASTER CIVIL
★ ★ engineering company ★ ★
p.o. box 8972, lancaster, pa 17604-8972
www.lancastercivil.com

Dear Mr. Evans,

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

- Comment response letter dated May 14, 2024
- Modification request letter revised May 14, 2024
- Revised Sketch Plan revised May 13, 2024
- Rheems Fire Company Correspondence dated Friday May 3, 2024
- Beauty Strip Exhibit dated May 13, 2024
- Fire Truck Turning Movements Exhibit dated April 11, 2024
- Ambulance and Box Truck Turning Exhibits dated May 13, 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 proposed “pocket park” on Lot 6 appears to meet this requirement; however, additional detail shall be provided for the “pocket park” during the final plan application.
2. 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)).
3. Flag lots shall only be permitted to preserve an important natural or cultural feature (i.e. produce farmland) (135-320.A). Lot 8 does not meet this requirement.

Subdivision and Land Development Ordinance

4. The lot area for Parcel C shall be provided (119-31.B(6) & 119-33.D(1)).
5. Written notices from the Northwest Regional Police and Municipal Emergency Services Authority 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)).

6. 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).
7. 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).
8. 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 modification 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 and the westernmost access drive on Lot 6 is 155 feet from the existing access drive on the adjacent Donegal Crossing property and 170 feet from the adjacent access drive on Lot 6. These distances are consistent with the 150 feet minimum separation distance for local street intersections. In addition, the proposed access drive for Lot 8 (i.e. pump station lot) is approximately 85 feet from the proposed "Shared Access Drive" for Lot 7; however, minimal traffic volume is expected for the access drive on the pump station lot. The proposed speed limit on Bradfield Drive is 25 MPH. Based on these considerations, I have no objections to a modification of the minimum separation distance for the access drives on Lots 2, 6, 7, and 8.

9. 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 8 shall meet this requirement. The applicant has requested a modification of this requirement.

Modification response: The access drive between Lots 7 and 8 is a shared access drive that serves ten townhome dwelling units as well as the less frequently used pump station. The proposed access drive is designed to the standards of a local street with curbing and sidewalk proposed on both sides. Additionally, future right-of-way is shown for a future street connection to the adjoining Beiler property. If / when this future street connection is constructed, this modification will no longer be required. Based on these considerations, I have no objections to a modification of this requirement.

10. The applicant shall address the traffic engineering comments provided by Traffic Planning and Design dated May 22, 2024 (119-52.S(4)(c)).
11. Evidence shall be provided to show the trash collection areas can be used without blocking or interfering with internal circulation (119-52.S(6)). The applicant has requested a modification of this requirement.

Modification response: The modification request states that although the trash trucks will block vehicular circulation, the blocking will be temporary and infrequent. In my opinion, these are not adequate grounds for demonstrating the unreasonableness or hardship with fulfilling this requirement. In addition, it appears that this requirement can be fulfilled by extending the depth of the proposed dumpster pads similar to the additional depth provided for the dumpster pads on Lot 2. Based on these considerations, I am not able to support a modification of this requirement.

12. Sidewalk shall be provided along both sides of the access drives on Lots 2, 3, 6, and 8 (119-53.B(1)). The applicant has requested a modification of this requirement.

Modification response: Sidewalk is proposed on both sides of access drives for the majority of access drives in the development. Sidewalk is not proposed along a small section of the access drive near the easternmost dumpster pad on Lot 2 in an area where no townhomes are proposed. Sidewalks are also not proposed along both sides of the access drives on Lot 3; however, there are three evenly distributed sidewalks proposed to provide pedestrian access to Lot 3 from Bradfield Drive. On the westernmost access drive on Lot 6, sidewalk is not proposed where townhomes are not proposed. Finally, sidewalk is not proposed along the access drive serving the pump station on Lot 8, though no pedestrian traffic is anticipated to the pump station. Based on these considerations, I have no objections to a modification of this requirement at these locations.

13. A curb ramp shall be provided at the southeast corner of the access drive intersection for Lot 8 with Bradfield Drive (119-53.B(7)).
14. Marked crosswalks shall be provided at the internal access drive intersections on Lot 2 and at the access drive intersection for Lot 8 with Bradfield Drive(119-53.B(8)).
15. 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.

16. Concrete curbs shall be provided along the pump station access drive on Lot 8 (119-53.C(1)). The applicant has requested a modification of this requirement.

Modification response: Concrete curbing is proposed along all access drives and streets, except for the access drive to the ERSA Pump Station on Lot 8. Traffic volumes and speeds are anticipated to be low for this access drive on Lot 8 and no pedestrian traffic is expected along the access drive. The applicant also indicates that ERSA prefers the access drive to not be curbed to allow for easy maintenance. Finally, if no curbing is provided stormwater runoff can sheet flow from the access drive to the proposed Stormwater BMP on Lot 1. Based on these considerations I have no objections to a modification of this requirement.

17. The designer should consider options for discouraging excessive speeds along Bradfield Drive (119-52.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.

18. 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 street intersection/entrance (i.e. Bradfield Drive) with Harrisburg Avenue (S.R. 4018) on the eastern end of the development and a connection to the existing Bradfield Drive on the western side of the development. This connection results in a block length of approximately 3,300 feet; however, there are numerous access drive intersections that are similar to a street intersection. From a safety perspective, correspondence from the Rheems Fire Company states that the length of the street is of no consequence from a fire department service perspective. Based on these considerations, I have no objections to a modification of this requirement.

19. 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 (however, the current submission does not show a buffer screen). In addition, the applicant indicated 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. Finally, the applicant has provided language to address potential future noise complaints from Township residents. Based on these considerations, I have no objection to a modification of this requirement.

20. 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 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)
Abraham King, RETTEW (via email)
Renee Addleman, Planner, LCPC (via email)
Eric Hout, Lancaster County Conservation District (via email)
Brent Good, RLA, Westmount (via email)
Brandon Conrad, Vistablock (via email)



TRAFFIC PLANNING AND DESIGN, INC.

WWW.TRAFFICPD.COM

May 22, 2024

Mr. Benjamin Craddock, P.E.

Lancaster Civil Engineering
P.O. Box 8972
Lancaster, PA 17604-8972

RE: Westmount Residential Development

Revised Sketch Plan Review 2
Mount Joy Township, Lancaster County, PA
TPD No. MJTO.00076

Dear Mr. Craddock:

As requested, Traffic Planning and Design, Inc. (TPD) has completed a review of the following information prepared by ELA Group, Inc. related to the above referenced project:

- Response to comments letter dated May 14, 2024;
- Waiver Request letter dated May 5, 2023, last revised May 14, 2024; and,
- Revised Sketch Plan dated February 2, 2024, last revised May 13, 2024.

Based on our review, we offer the following comments:

*TPD's previous June 22, 2023 and February 26, 2024 comments are shown in italics below. The comment numbers have been retained for this review. However, if a comment has been addressed or is no longer applicable based on the revised site layout, it has not been included below. **New comments are in bold below.***

- 3. June 22, 2023 – Street C is proposed for dedication. However, as currently designed, Street C does not meet the requirements for liquid fuels funding due to a street length of less than 250 feet and a cul-de-sac radius of less than 40 feet. The Township should consider refraining from taking dedication of Street C until it meets the eligibility requirements for liquid fuels funding.*

February 26, 2024 – The revised site design no longer proposes Street C with an extension to the property line. However, the design should accommodate future connection of the street the adjacent property to the east (§119-52.E).

The current design allows for a future connection to the adjacent property to the east. However, future construction of the street would require coordination with the sewer authority to acquire right-of-way and reconstruction of the access to the proposed townhomes. The Township should consider whether the street should be fully constructed to the property line now, which may require some modifications or waivers.

9. *June 22, 2023 – The crosswalk pavement markings and stop bars are proposed to be hot thermoplastic markings. TPD recommends the Township consider requiring the proposed parallel parking stall lines on Bradfield Drive to also be hot thermoplastic markings.*
February 26, 2024 – Additional information on pavement marking materials should be provided as the land development process progresses.
11. *June 22, 2023 – The applicant needs to identify the type of curb ramp proposed at each crossing and include a detail for all proposed curb ramp types.*
February 26, 2024 – Additional curb ramp details will need to be provided as the land development process progresses.
14. *February 26, 2024 – The cul-de-sac bulb at the existing termination of Bradfield Drive will need to be removed with the proposed extension of the roadway. Additional information needs to be provided on the plan showing the cul-de-sac bulb removed and how access will be maintained to the adjacent residence. In addition, the plan should show the proposed sidewalk tying into the existing sidewalk with the cul-de-sac bulb removed.*
15. *February 26, 2024 – Pedestrian crossing signs (W11-2) with downward diagonal arrow plaques (W16-7P) need to be provided in each direction at crosswalks crossing Bradfield Drive.*
17. *February 26, 2024 – Based on the proposed geometry of Bradfield Drive, the applicant needs to provide additional information to describe what traffic calming measures were evaluated during the design and how the proposed 25 m.p.h. speed limit on a relatively straight roadway will be achieved.*

If you have any questions, please call me at your earliest convenience.

Sincerely,

TRAFFIC PLANNING AND DESIGN, INC.



Christopher C. Lincoln, P.E.

Senior Project Manager

CLincoln@TrafficPD.com