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**BEFORE THE ZONING HEARING BOARD
OF MOUNT JOY TOWNSHIP
LANCASTER COUNTY, PENNSYLVANIA**

In the Matter of:

Elizabethtown Mount Joy Associates, L.P.

Tax Account Nos. 461-00486-0-0000 and 461-82176-0-0000

Property Address: Northeast Quadrant of the Intersection of St. Rt. 230 and Cloverleaf Rd.

ADDENDUM TO ZONING HEARING BOARD APPLICATION

Elizabethtown Mount Joy Associates, L.P. and Penmark Management Company, Inc. (collectively herein “**Penmark**”), by and through their attorney Craig R. Lewis, Esquire, hereby file this addendum to their Application to the Zoning Hearing Board of Mount Joy Township seeking Special Exceptions in accordance with Section 135-133.(G) and (L) to permit vehicle fueling stations as an accessory use to a convenience store and to permit retail stores in excess of 10,000 square feet, and in support thereof states as follows:

1. **Name and Address of Applicant and Owners.** The Applicant in this matter Elizabethtown Mount Joy Associates, L.P. is an affiliate of Penmark Management Company, Inc. and is the legal owner of the property located at the northeast quadrant of the intersection of Cloverleaf Road and State Route, Elizabethtown, Mt. Joy Township, Lancaster County, PA (“**Property**”).

Owner acquired the Property by Deed dated August 10, 1977, a copy of which is attached hereto as **Exhibit “A”**.

2. **Description of the Property.** The Property is identified as Lancaster County Tax Account numbers 461-00486-0-0000 and 461-82176-0-0000. The Property is an irregularly shaped approximately 22.12 acre (+/-) tract of undeveloped land located at the northeast quadrant of the intersection of Cloverleaf Road and State Route 230 in Mt. Joy Township, Lancaster County, PA. The Property has substantial grade change sloping downward from the Northeast corner to the southwest corner.

3. **Zoning.** In accordance with the Mt. Joy Township Zoning Code (“**Code**”) and Mt. Joy Township Zoning Map, the Property is located in the C-2 Limited Commercial Zoning District (“**C2-District**”).

4. **Improvements to Property.** As depicted on the plan prepared by DC Gohn, entitled “Proposed Site Plan for Mount Joy Town Center”, dated June 14, 2024, consisting of 4 sheets (“**Site Plan**”) a copy of which is attached hereto as **Exhibit “B”**, Pennmark proposes to develop the Property as a retail shopping center (“**Proposed Development**”). As detailed on the Site Plan, the Proposed Development consists of an approximately 5,600 s.f. Wawa convenience store with gas fueling station, a 22,100 s.f, (+/-) ALDI Grocery store¹, an approximately 6,950 s.f. multi-tenant retail building, as well as three retail out parcels; two of which are proposed to have drive-thru facilities. In accordance with Code §135-32 the Proposed Development constitutes a “Shopping Center”.

As also depicted on the Site Plan, access to the Proposed Development is proposed by way of several driveways including a right-in right-out driveway along Cloverleaf Road, a right-

¹ As depicted on the Site Plan, the initial development will propose a 19,650 s.f. Aldi’s grocery store with a possible future expansion of 2,450 s.f.

in only access to Cloverleaf Road, there access drives along proposed Norlanco Extension Road, and one right-in right-out only driveway along State Route 230.

As detailed on the Site Plan, the Proposed Development Complies with all of the applicable area and bulk requirements of the C-2 District, e.g. minimum lot size, maximum impervious coverage, building coverage, building setbacks, building height, and required off-street parking facilities.

5. **Relief Requested.** Applicant hereby requests the following relief to permit the Proposed Development:

Section 135-133.G – a special exception to permit vehicular fuel station in the C-2 District. As depicted on the Site Plan, the Proposed Development includes a proposed convenience store with vehicular fuel station. The proposed vehicular fueling station is a permitted accessory use to the convenience/retail store where an applicant obtains a special exception in accordance with Sections 135-133.G and 135-268.

Section 135-133.L – a special exception to permit retail stores or “shopping center” in the C-2 District in excess of 10,000 s.f. A shopping center is defined as any combination of 3 or more retail uses. The Proposed Development consists of 3 or more retail uses in six buildings totaling 111,350 s.f. and thus constitutes a “shopping Center” in excess of 10,000 s.f. Section 135-133.L permits retail stores and/or shopping centers in excess of 10,000 s.f. in the C-2 district in accordance with criteria set forth in Section 135-256

6. **General Standards and Criteria.**

A special exception is not an exception to a zoning ordinance, but rather is a use to which an applicant is entitled unless objectors demonstrate, according to standards set forth in the zoning ordinance, that the proposed use would adversely affect the community. *Zoning Hearing*

Board of Upper Darby Township v. Konyk, 290 A.2d 715 (Pa. Cmwlth. 1972); *Brentwood Borough v. Cooper*, 431 A.2d 1177 (Pa. Cmwlth. 1981); *Blancett-Maddock v. City of Pittsburgh Zoning Board of Adjustment*, 640 A.2d 498 (Pa. Cmwlth. 1994); *Rapaport v. Zoning Hearing Board of the City of Allentown*, 687 A.2d 29 (Pa. Cmwlth. 1996). The existence of a special exception provision in a zoning ordinance indicates a legislative determination that the use is consistent with the municipality's zoning plan and is a use which is presumptively consistent with the public health, safety and welfare. *In re: Cutler Group, Inc.*, 880 A.2d 39 (Pa. Cmwlth. 2005); *Borough of Perkasi v. Moulton Builders*, 850 A.2d 778 (Pa. Cmwlth. 2004); *Bailey v. Upper Southampton Township*, 690 A.2d 1324 (Pa. Cmwlth. 1997); *Ruddy v. Lower Southampton Township Zoning Hearing Board*, 669 A.2d 1051 (Pa. Cmwlth. 1995); *Evans v. Zoning Hearing Board of Easttown Township*, 396 A.2d 889 (Pa. Cmwlth. 1979). An applicant for special exception only has the burden of establishing that the proposed use complies with the **objective** requirements of the zoning ordinance. *41 Valley Associates v. Board of Supervisors of London Grove Township*, 882 A.2d 5 (Pa. Cmwlth. 2005), *Appeal of Neill*, 634 A.2d 749 (Pa. Cmwlth. 1993).

Once an applicant for a special exception shows compliance with the specific, objective requirements of the zoning ordinance, the burden shifts to the objectors (if any) to prove that there is a high probability that the proposed use will generate adverse impacts not normally generated by the type of use in question and that those atypical impacts pose a substantial threat to the health and safety of the community. *Heck v. Zoning Hearing Board for Harvey's Lake Borough*, 397 A.2d 15 (Pa. Cmwlth. 1979).

Denial of a special exception is not justified by mere speculation as to possible negative effects. *Manor Healthcare Corp. v. Lower Moreland Township Zoning Hearing Board*, 590

A.2d 65 (Pa. Cmwlth. 1991). Rather, after an applicant for special exception establishes that the proposed use complies with the objective requirements for the special exception, it may only be denied if the objectors demonstrate, through competent and substantial evidence, that the impact of the proposed use on the public welfare is greater than that which would be expected from such a use in “normal” circumstances. *Ruddy, supra.*; *New Bethlehem Borough Council v. McVay*, 467 A.2d 395 (Pa. Cmwlth. 1983); *Mann v. Lower Makefield Township*, 634 A.2d 768 (Pa. Cmwlth. 1993); *Dotterer v. Zoning Hearing Board of Upper Pottsgrove Township*, 588 A.2d 1023 (Pa. Cmwlth. 1991).

7. **Specific Criteria:**

Section 135-256 – Retail Stores and/or Shopping Centers in Excess of 10,000 s.f.

Section 135-256 of the Code provides regulations applicable to all retail stores and shopping centers containing a gross floor area in excess of 10,000 s.f. The Proposed Development complies with these requirements as follows:

A. General requirements.

(1) The floor area of a retail store or shopping center that is located in the C-1 District shall not exceed 50,000 square feet of gross floor area.

Not Applicable, the Property is located in the C-2 District.

(2) Not more than 15% of the total development tract utilized for a shopping center use shall be occupied by buildings.

As detailed on the Site Plan, the Proposed Development provides a building coverage of only 12%, thus demonstrating compliance with this requirement.

(3) Individual uses of a shopping center may be located in detached and attached structures and shall include only uses permitted by right or by special exception within the zoning district the shopping center is to be located. Adult-oriented businesses, nightclubs, and manufactured home parks shall not be permitted as part of a shopping center development.

As detailed on the Site Plan, the Proposed Development complies with this requirement.

Additionally, no adult-oriented businesses, nightclubs and/or manufactured home parks are proposed as part of the Proposed Development.

(4) The distance, at the closest point of any two building or groups of units of attached buildings, shall not be less than 20 feet, unless a more stringent separation requirement is specified in this chapter.

As detailed on the Site Plan, the Proposed Development complies with this requirement.

(5) Retail stores and shopping centers furnishing shopping carts or mobile baskets shall provide a definite area or areas on the site for the storage of said items. Storage areas shall be clearly marked and designated for the storage of shopping carts. If such spaces are located within the parking areas, they shall not be counted toward the required minimum off-street parking area.

As detailed on the Site Plan, the Proposed Development provides designated shopping cart storage facilities. These storage facilities are not counted towards the required minimum off-street parking facilities.

(6) Retail stores and shopping centers in excess of 50,000 square feet of gross floor area shall be connected to and use public water and public sewer. The applicant shall present evidence that sewer and water capacity have been obtained or reserved from the applicable provider.

The Proposed Development will be served by public water and public sewer. Evidence of the same will be presented at the hearing in this matter.

(7) Drive-through facilities shall be permitted subject to § 135-255.

The Proposed Development includes drive-thru facilities which comply with the requirements of Section 135-255.

(8) Retail stores and shopping centers shall contain lighting facilities for buildings, signs, accessways, and parking areas shall be provided and arranged in a manner which will protect the highway and neighboring properties from glare or hazardous interference of any kind.

As detailed on the plans entitled “Site Lighting Calculations” prepared by Independence Lighting, dated February 28, 2023, consisting of 8 sheets (“**Lighting Plans**”), a copy of

which is attached hereto as **Exhibit “C”**, the Proposed Development complies with the lighting requirements of this section.

B. Buffer and landscaping requirements

(1) Buffer yards shall be provided along side and rear property lines which are adjacent to a residential district. The buffer yards shall have a width of 80 feet, measured from the side and rear property lines. Required buffer yards may overlap any required yard; and in the case of conflict, the larger yard requirement shall apply. The buffer yard shall be planted with ground cover, trees and shrubs and a landscape screen. The landscape screen shall consist of one row, staggered, of mixed evergreen and deciduous trees, which shall be at least six feet in height when planted and shall not be spaced more than 10 feet apart on center, and two rows, staggered, of mixed broadleaf and needle evergreen shrubs, which shall be at least three feet in height when planted and shall not be spaced more than five feet apart on center. The trees shall be of such species so as to attain a height at maturity of not less than 20 feet. The shrubs shall be of such species as to provide continuous screening from the ground to a height of six feet at maturity. Deciduous plant materials shall comprise no more than 30% of the number of plants in the buffer. Trees shall be planted so that, at maturity, they shall not be closer than 10 feet to any property line.

The side and rear yards of the Property do not abut a residential district and therefore these regulations do not apply. Nonetheless, the Proposed Development includes substantial landscaping proposals which are detailed on plans prepared by Seidel Planning and Design, entitled “Mount Joy Towne Center” dated March 1, 2023 (“**Landscape Plan**”) a copy of which is attached hereto as **Exhibit “D”**.

(2) Parking areas shall not be located within the side or rear buffer yards. A landscape strip and screen shall be provided around the perimeter of all parking areas adjacent to land within a residential district or land which is principally a residential use at the time of application. The landscape strip and screen shall be installed, maintained and contain such materials as required by § 135-299.

As detailed on the Site Plan and Landscape Plan, the Proposed Development complies with these requirements.

(3) If the drainage swales or easements or basins interfere with the buffer or screening areas, the buffers or screens shall be placed further toward the interior of the lot to accomplish the intent of this § 135-256. All buffer areas and landscape areas shall be maintained and kept free of all structures, rubbish and debris. Required plant material located in these areas which

become diseased or dies shall be replaced by the property owner in order to maintain the requirements of this § 135-256B.

As detailed on the Site Plan and Landscape Plan, the Proposed Development complies with these requirements.

C. Traffic Control, access and study requirements.

(1) Any retail store or shopping center in excess of 30,000 square feet shall be required to contain at least two separate points of ingress and egress to the development tract. The development tract shall front on an arterial or collector street, as established by § 135-301 of this chapter.

As depicted on the Site Plan, the Proposed Development provides more than 2 separate points of ingress and egress and the Property fronts on an arterial or collector street, thus satisfying the requirements of this section.

(2) All developers and/or applicants for a retail store or shopping center use that is in excess of 30,000 square feet of gross floor area shall submit a traffic impact study which meets the requirements of Chapter 119, Subdivision and Land Development. The study shall be presented to the Zoning Hearing Board at the time of special exception application.

A traffic study for the Proposed Development was prepared by Grove Miller Engineering, Inc. and is dated February, 2023 (“**Traffic Study**”), a copy of the executive summary of which is attached hereto as **Exhibit “E.”**.² The Traffic Study complies with the requirements set forth in the Subdivision and Land Development Ordinance as well as PennDOT regulations.

(3) A retail store or shopping center in excess of 50,000 square feet of gross floor area shall provide an improved bus stop which shall be conveniently accessible for patrons who would travel to and from the site by bus. Such bus stop shall include a shelter, seating, a waste receptacle, and at least one shade tree. The location of the required bus stop shall be reviewed by and be acceptable to the Red Rose Transit Authority. If service is currently unavailable along the subject property, the applicant shall provide a cash escrow fund in lieu of constructing the bus shelter or enter into an agreement with the Township to install such bus shelter at the time bus routes are added or changed to provide access to the retail or shopping center use; such

² Complete copies of the Traffic Study have previously been provided to the Township. Additional electronic or paper copies of the complete study, with all appendices will be provided if requested.

agreement shall be recorded at the Lancaster Recorder of Deeds Office, shall be referenced on the land development plan and shall be in a form acceptable to the Township Solicitor. An easement area shall be designated on the plans for the future location of the bus stop. The easement area shall be reviewed and be acceptable to the Red Rose Transit Authority.

As detailed on the Site Plan, the Proposed Development includes the required bus facilities. Additional details of the bus facilities including approval of the same by SCTA are provided on the plans prepared by Penmark (“**Transportation Details and Design Incentives**”) which are attached hereto as **Exhibit “F”**.

(4) Any retail store or shopping center in excess of 50,000 square feet of gross floor area that is located within one mile of a Route 283 interchange shall integrate a portion of the required off-street parking spaces for public use as a park-and-ride facility. The facility shall be readily identifiable and conveniently accessible to passing motorists. At least 3% of the parking spaces provided for the use shall be for public use as a park-and-ride area. The Zoning Hearing Board may permit the required number of parking spaces to be provided for public use as a park-and-ride area to be reduced by special exception in accordance with the following criteria.

As detailed on the Site Plan and Transportation Details and Design Incentives, the Proposed Development complies with this requirement.

(5) All retail stores and shopping centers shall contain pedestrian walkways which shall provide safe and convenient pedestrian linkages to any nearby residential-zoned properties and neighborhoods and other commercial or industrial developments.

As detailed on the Site Plan, the Proposed Development provides pedestrian walkways providing safe and convenient pedestrian linkages. Additional details of the proposed pedestrian facilities are included on the plans prepared by Penmark (“**Streetscape Details**”) which are attached hereto as **Exhibit “G”**.

D. Building design and architectural considerations.

(1) All retail stores and shopping centers shall be constructed in accordance with an overall plan and shall be designed as a single architectural style with appropriate landscaping. Retail stores and shopping centers that are located in the C-1 District shall contain an architectural style that is reminiscent of the residential and rural areas of the Township which are located in close proximity to the C-1 Zoning District. A "Commercial Village" style of development shall be utilized to the greatest extent possible in the C-1 District.

As noted above, PennMark has prepared various detail plans, identified as Exhibit “F” and Exhibit “G”, which include architectural sketches of the Proposed Development as well as details of the other facilities to be provided within the proposed Development. In addition thereto, attached hereto as Exhibit “H” is an architectural plan prepared by Hex9 Architects, dated February 28, 2023 (“**Elevation**”). Collectively, along with testimony to be presented at the hearing in this matter, demonstrate compliance with this requirement.

(2) Whenever an individual building of 30,000 square feet of gross leasable floor area or greater on the ground floor is proposed, the applicant shall provide for all of the following building design elements:

(a) The building shall not have a flat roof, unless it has a parapet wall screening all mechanical equipment from public view along streets and sidewalks; and

(b) The length of the façade of any new building which exceeds 32 feet in length shall have vertical design elements, such as pilasters, columns, piers, or recesses or projections of one to four feet, so that no new vertical bay or section of a building façade exceeds 32 continuous feet in length

Compliance with these requirements is demonstrated by the Site Plan as well as the Exhibit “F” and the Elevation attached as Exhibit “H”.

E. Design incentives for shopping centers.

(1) Purpose and intent. In accordance with § 603(c)(6) of the MPC,[1] this § 135-256E provides an optional set of design standards that can be applied to shopping centers which increase the permissible density. These optional design standards seek to achieve a "Main Street Environment" that is pedestrian oriented. All of the design standards are vital if this environment is to be achieved. Should developers opt to utilize these standards, the opportunity for substantial density bonuses exist, and are, therefore, considered voluntarily self-imposed by prospective developers, but are enforceable by the Township. The substantial density bonuses have been provided to offset the increased costs of providing a "high-quality" development that features aesthetically appealing building and streetscape design with authentic construction materials (e.g., stone, brick, wood, slate), abundant and diverse native landscape materials, and other streetscape and public amenities often overlooked within contemporary suburban shopping centers.

As detailed in Exhibits “F” and “G” the Proposed Development is consistent with the intent of this section and satisfies the requirements necessary to achieve the below noted design incentives.

(2) Purposes and goals. In addition to the purposes and community development objectives identified in Article II of this chapter, the following purposes shall apply to this § 135-256E:

(a) Enhance the existing commercial areas with additional amenities and improvements to the streetscape and design of commercial buildings.

(b) Provide multi-modal transportation opportunities including mass transit facilities, pedestrian trail connections and sidewalk connections.

(c) Encourage a mix of uses with a focus on shopping and retail with community facilities including, green spaces, plazas, promenades and other gathering places.

(d) Foster a commercial-village or main street type of environment and not strip commercial development.

(e) Devise techniques to limit and/or tame big-box retail uses so they do not dominate the remaining landscape of the commercial areas of the Township.

As noted above, and will be address through direct testimony at the hearing, the Proposed Development satisfies the purposes and goals of the noted shopping center design incentives. Details on compliance with Section 135-256.E are set forth in Exhibit “F” and Exhibit “G”.

(3) This § 135-256E has different land use and design requirements from those contained in this and other ordinances of the Township. To the extent the regulations within this section differ (are more or less restrictive) from others, those within this section shall govern. However, all other provisions for retail stores and shopping centers identified in § 135-256, and any other applicable Township ordinance provision that is not specifically addressed by this section shall remain in full affect. The developer shall state his/her intent to utilize these optional design guidelines at the time of submitting an application for special exception approval for a shopping center.

(4) Developers may choose to implement any or all of the design incentives in this § 135-256E. Specific incentives are available for each item that is utilized.

(5) A manual of written and graphic design guidelines shall be prepared by all applicants to detail the streetscape, landscape, and building design features of any development utilizing the optional design standards of this section. This manual shall be presented to the Zoning Hearing Board with the application for a special exception

The required manual and written and graphic guideline are attached hereto as Exhibit “G”.

(6) Streetscape details. Developments that comply with all of the following requirements shall be eligible to increase the maximum impervious coverage by an additional 5%. A developer desiring to use the streetscape design incentive must present evidence to the Zoning Hearing Board as part of the special exception application that the developer will meet all of the following requirements for the design incentive:

(a) Sidewalks.

[1] Sidewalks shall be provided parallel to the street right-of-way. If a new street is proposed that divides the subject property, or the developer owns an adjacent lot across an existing street from the subject property, sidewalks shall be constructed on both sides of the street.

[2] All sidewalks that provide access to storefronts shall be at least eight feet in width; all other sidewalks shall be a minimum width of five feet in width. Outdoor seating for cafes should be limited to patios or plazas or otherwise situated that a four-foot clearance width on sidewalks will be provided.

[3] All sidewalks shall be constructed of either brick, stone, precast ornamental concrete pavers, poured-in-place concrete, or patterned poured concrete.

[4] When constructed of poured-in-place concrete, control joints shall be provided at intervals no greater than 36 inches. All concrete sidewalk surfaces shall be divided across their width into at least two sections formed by control joints. The primary surface of concrete shall have a broom finish and an area two inches in width, parallel to the control joints, shall have a smooth-troweled finish

Compliance with the design incentive requirements is detailed in the written and graphic guidelines attached hereto as Exhibit “G”.

(b) Planting strips. Planting strips shall be provided parallel to the street right-of-way between the required concrete curb and sidewalk. Planting strips shall be a minimum of five feet wide and shall include a variety of seasonal plantings and street trees in accordance with the following requirements:

[1] Street trees shall be provided at regular intervals along the street right-of-way, including any internal streets and access drives to the development.

[2] One street tree shall be provided for every 50 linear feet of lot frontage abutting each side of a right-of-way.

[3] Street trees, at the time of planting, shall be no less than three to 3 1/2 inches in caliper and shall be in accordance with the latest edition of the American Standard for Nursery Stock of the American Association of Nurserymen.

[4] All street trees shall be one of the following species or cultivars:

Compliance with the Planting Strips design incentive requirements is detailed in the written and graphic guidelines attached hereto as Exhibit “G”.

(c) Curbs.

[1] Concrete curbs shall be provided along the edge of a street cartway. If a new or existing street divides the development tract, concrete curbs shall be provided on both sides of the road.

[2] All curbs shall be in accordance with Township specifications.

Compliance with the curbing requirements of the design incentive requirements is detailed in the written and graphic guidelines attached hereto as Exhibit “G”.

(d) Pedestrian crosswalks.

[1] Pedestrian crosswalks shall be provided at the following locations:

[a] All new street intersections.

[b] At any location where a bicycle path, walking trail or other pedestrian way crosses a street, access drive or other vehicular way.

[2] Pedestrian crosswalks shall be no less than six feet in width.

[3] Pedestrian crosswalks shall conform to PennDOT specifications.

[4] If the pedestrian crosswalk is at an intersection controlled by a traffic signal, pedestrian signals shall be installed and maintained to help ensure pedestrian safety.

Compliance with the Pedestrian crosswalk design incentive requirements is detailed on the Site Plan as well as in the written and graphic guidelines attached hereto as Exhibit “G”.

(e) Pedestrian-scaled, ornamental streetlights along new streets and accessways

[1] Pedestrian-scaled, ornamental streetlights shall be provided at regular intervals along both sides of any internal street, access drive and pedestrian walkways within the proposed development.

[2] One pedestrian-scaled, ornamental streetlight shall be provided for every 100 to 150 linear feet of parcel frontage abutting each side of a right-of-way.

[3] Pedestrian-scaled, ornamental streetlights, when installed, shall be no taller than 20 feet measured from the mounting surface to the top of the fixture.

[4] Pedestrian-scaled, ornamental streetlights, when installed, shall be at least 12 feet in height measured from the mounting surface to the top of the fixture.

[5] Pedestrian-scaled, ornamental streetlights fixtures shall be Spring City Electrical Manufacturing Company, Villa model, or approved equal.

[6] Pedestrian-scaled, ornamental streetlights shall have a matte black finish.

Compliance with the Pedestrian scaled, ornamental streetlights design incentive is detailed in the written and graphic guidelines attached hereto as Exhibit “G”.

(f) Benches. Benches shall be provided along all streets and pedestrian walkways that are adjacent to storefronts and are intended to increase pedestrian activity and enhance the character of the town center development. One bench shall be provided for every 200 feet of linear street or pedestrian way that provides access to storefronts in the development. Benches need not be evenly distributed throughout the development.

Compliance with the benches design incentive requirements is detailed in the written and graphic guidelines attached hereto as Exhibit “G”.

(g) Building setbacks from streets. Building walls that front along an internal street or access drive of the development may be permitted to front against the edge of the street or access drive as long as the minimum separation distance between building walls on both sides of the street is 65 feet.

Compliance with the building setbacks component of the design incentive requirements is detailed on the Site Plan and in the written and graphic guidelines attached hereto as Exhibit “G”.

(7) Main Street design incentive. Developments that comply with all of the following requirements shall be eligible to increase the maximum building coverage by an additional 5%.

Applicant is not seeking the incentives offered by the Section of the Code.

(8) Building façade design incentive. Developments that comply with all of the following requirements shall be eligible to increase the maximum building coverage by an additional 5%. A developer desiring to use the building façade design incentive must present evidence to the Zoning Hearing Board as part of the special exception application that the developer will meet all of the following requirements for the design incentive:

Applicant is not seeking the incentives offered by the Section of the Code.

Section 135-268 – Vehicular Fueling Stations

Section 135-268 of the Code provides regulations applicable to all vehicular fueling stations retail stores and shopping centers containing a gross floor area in excess of 10,000 s.f.

The Proposed Development complies with these requirements as follows:

A. The minimum lot area shall be 1/2 acre.

As depicted on the Site Plan the Property exceeds this requirement.

B. Vehicular fueling stations shall be connected to public water and sewer.

The Proposed Development will be served by public water and public sewer.

C. A minimum lot width of 125 feet at the minimum building setback line shall be provided.

As detailed on the Site Plan the Property exceeds this requirement.

D. All activities except those to be performed at the fuel pump shall be performed in a completely enclosed building.

The Proposed Development will comply with this requirement.

E. Fuel pumps and canopies shall be located at least 20 feet from the street right-of-way line.

As detailed on the Site Plan, the fuel canopies and fuel pumps satisfy this requirement.

F. All vehicle parts, equipment, lubricants, fuel and similar articles shall be stored within a completely enclosed building.

The Proposed Development will satisfy this requirement by requiring all vehicle parts, equipment, lubricants, fuel and similar articles to be stored completely within an enclosed building.

G. All junk and refuse shall be stored within a completely enclosed building or area. All discarded vehicle tires shall be stored in a completely enclosed area in such a manner so as to prevent the accumulation of stagnant water and the breeding of insects. Such storage area shall be so designed as to permit the flow of air, but shall prevent the tires from being visible to passersby.

The Proposed Development will comply with this requirement.

H. Lubrication, oil changes, tire changes and minor repairs shall be permitted if performed entirely within an enclosed building.

The Proposed Development will comply with this requirement.

- I. Motor vehicles shall not be stored outdoors while awaiting repairs for more than seven days.

The Proposed Development will comply with this requirement.

- J. The storage or parking of junked, abandoned or dismantled vehicles or vehicles that do not have current inspection and license stickers shall not be permitted.

The Proposed Development will comply with this requirement.

- K. All applicable permits shall be obtained for the underground storage of fuel.

The Proposed Development will comply with this requirement.

- L. The site must front upon and gain access from a collector or arterial road as designated in § 135-301 herein.

As detailed on the Site Plan and discussed above, the Proposed Development complies with this requirement.

As will be demonstrated further through evidence and testimony at the hearing in this matter, the Proposed Development complies with the objective requirements applicable to the requests for special exceptions in accordance with Sections 135-133.G and 135-133.L as set forth in Sections 135-268 and 135-256 respectively.

WHEREFORE, Applicant requests that the Zoning Hearing Board grant the requested Special Exceptions in accordance with Sections 135-133.G and 135-133.L of the Mt Joy Township Zoning Ordinance.

Respectfully Submitted,



CRAIG R. LEWIS, ESQUIRE
Attorney for Applicant

Date: June 17, 2024

EXHIBIT "A"
Deed

79753

AUG 17 1977

No. 33-7 - For Single Deal - Typewritten - Corporation
Tax & License Co. Philadelphia

This Indenture made the 10th

day of August in the year of our Lord one thousand nine hundred and seventy-seven (1977) **Between**

ELIZABETHTOWN ASSOCIATES, INC., a Pennsylvania corporation

(hereinafter called the Grantor), of the one part, and

ELIZABETHTOWN ASSOCIATES, a Pennsylvania partnership

(hereinafter called the Grantee), of the other part:

Witnesseth, That the said Grantor for and in consideration of the sum of One Dollar (\$1.00) lawful money of the United States of America, unto it well and truly paid by the said Grantee at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed, released and confirmed, and by these presents does grant, bargain, sell, alien, convey, release and confirm unto the said Grantee its successors and assigns, in fee, as partnership property, for the uses and purposes of the partnership.

Promises "A"

ALL THAT CERTAIN piece, parcel, or tract of land SITUATE on the east side of Pa. Leg. Rte. 36004 north of Pa. Leg. Rte. 129, in Hewitt Jay Township, Lancaster County, Pennsylvania, as shown on a plan prepared by Ruth Engineers, Inc., dated January 2, 1973, Drawing No. LA-960, and being more fully bounded and described as follows:

BEGINNING at a point on the east right of way line of Pa. Leg. Rte. 36004, said point being located a distance of 171.96 feet north of the intersection of the north line of Pa. Leg. Rte. 129 and the east line of Pa. Leg. Rte. 36004; thence along the east line of Pa. Leg. Rte. 36004, the following three (3) courses and distances: (1) in a line curving to the left, having the radius of 494.43 feet and an arc distance of 72.48 feet, the chord of said arc being North 8 degrees 14 minutes 11 seconds East, a distance of 72.42 feet to a point; (2) North 10 degrees 30 minutes 25 seconds West, a distance of 263.07 feet to a point; and (3) North 5 degrees 09 minutes 40 seconds West, a distance of 123.49 feet to a point, a corner of lands belonging to Northwest Lancaster County Medical Association; thence along the same, and crossing a 16.5 foot right of way for the American Telephone and Telegraph Co., North 66 degrees 49 minutes 10 seconds East, a distance of 1,313.32 feet to an iron pin, a corner of other land belonging to, now or late, John K. Garbur; thence along the same, and recrossing said 16.5 foot wide right of way, for the American Telephone and Telegraph Co., South 18 degrees 50 minutes 03 seconds West, a distance of 972.78 feet to an iron pin, a corner of land belonging to, now or late, Ellen K. Garbur; thence along the same, North 67 degrees 12 minutes 50 seconds West, a distance of 1,020.73 feet to a point on the east right of way line of Pa. Leg. Rte. 36004, the place of BEGINNING.

CONTAINING 18.154 acres.

U 71 21

BEING, as to Premises "A" the same premises which John K. Garbar and Katharina H. Garbar, his wife, by Deed dated August 1, 1974 and recorded in Lancaster County, Pennsylvania on August 1, 1974 in Record Book O Volume 62 Page 733 granted and conveyed unto Elizabethtown Associates, Inc.

Premises "B"

ALSO ALL THAT CERTAIN piece, parcel, or tract of land SITUATE at the northeast corner of Pa. Leg. Rte. 36004, and Pa. Leg. Rte. 129, in Mount Joy Township, Lancaster County, Pennsylvania, as shown on a plan prepared by Ruth Engineers, Inc. dated January 2, 1973, Drawing No. LA-960, and being more fully bounded and described as follows:

BEGINNING at a point at the intersection of the east right of way line of Pa. Leg. Rte. 36004, and the north right of way line of Pa. Leg. Rte. 129; thence along the east right of way line of Pa. Leg. Rte. 36004, the following two (2) courses and distances: (1) North 22 degrees 06 minutes 20 seconds East, a distance of 82.81 feet to a point; and (2) in a line curving to the left, having a radius of 494.43 feet and an arc distance of 89.15 feet, the chord of said arc being North 17 degrees 36 minutes 25 seconds East, a distance of 89.03 feet to a point, a corner of land belonging to, now or late, John K. Garbar; thence along the same, the following two (2) courses and distances: (1) South 67 degrees 12 minutes 50 seconds East, a distance of 1,020.73 feet to an iron pin; and (2) crossing an iron pin, a distance of 170.0 feet south of the last described corner, South 22 degrees 47 minutes 10 seconds West, a distance of 170.55 feet to a point on the north right of way line of Pa. Leg. Rte. 129; thence along the same, North 67 degrees 16 minutes West, a distance of 1,012.68 feet to a point, the place of BEGINNING.

CONTAINING 2.981 acres.

BEING, as to Premises "B", the same premises which Ellen K. Garbar, singlewoman by Deed dated February 6, 1975 and recorded in Lancaster County on July 10, 1975 in Record Book F Volume 55 Page 1091 granted and conveyed unto Elizabethtown Associates, Inc.

UNDER AND SUBJECT to easements, restrictions, and agreements of record.

UNDER AND SUBJECT, nevertheless to a certain mortgage debt in the original principal sum of FIFTY SEVEN THOUSAND DOLLARS (\$57,000.00) given by Elizabethtown Associates, Inc. to Ellen K. Garbar.

Together with all and singular the buildings improvements, ways, streets, alleys, passages, waters, wharf-courses, rights, liberties, privileges, hereditaments and appurtenances whatsoever thereto belonging, or in any way appertaining, and the reversions and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, property, claims and demand whatsoever of the said Grantor, in law, equity, or otherwise howsoever, of, in, and to the same and every part thereof.

To have and to hold the said lots or pieces of ground above described with the buildings and improvements thereon erected hereditaments and premises hereby granted, or mentioned and intended so to be, with the appurtenances, unto the said Grantee, its Successors and Assigns, to and for the only proper use and behoof of the said Grantee, its Successors and Assigns forever, as partnership property, for the use and purposes of the partnership, UNDER AND SUBJECT as aforesaid.

AND the said Grantor, for itself, and its Successors do as by these presents covenant, grant and agree to and with the said Grantee, its Successors and Assigns, that it the said Grantor and its Successors

shall warrant and defend all and singular the hereditaments and premises herein described and granted, or mentioned and intended so to be, with the appurtenances, unto the said Grantee, its Successors and Assigns, against it the said Grantor and its

Successors, and against all and every other Person and Persons whomsoever lawfully claiming or to claim the same or any part thereof, by, from or under it, them, or any of them, Shall and Will Subject as aforesaid, WARRANT and forever DEFEND.

In Witness Whereof, the said Parties to these Presents have hereunto interchangeably set their hands and seals. Dated the day and year first above written.

Witness and Seal of the said Grantee

ELIZABETHTOWN ASSOCIATES, INC.
Pennsylvania corporation

By:

James W. Nitch

Vice President

Attest:

Marsha Border
Notary

U. 71 23

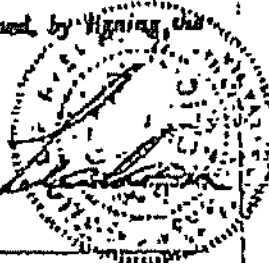
COMMONWEALTH OF PENNSYLVANIA }
COUNTY OF PHILADELPHIA } SS

On this, the 10th day of August 1977, before me, a Notary Public
the undersigned officer,

personally appeared SUCANNE V. FEINBERG
who acknowledged herself to be the VICE PRESIDENT of ELIZABETHTOWN ASSOCIATES, INC.,
a corporation, and that she as such VICE PRES being
authorized in due manner the foregoing instrument for the purposes therein contained, by signing the
name of the corporation by herself as VICE PRES.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

[Signature]



In testimony whereof, I hereunto set my hand and official seal.

RECORDED

ELIZABETHTOWN ASSOCIATES, INC., a
Pennsylvania corporation

TO

ELIZABETHTOWN ASSOCIATES, A
Pennsylvania partnership

PREMISES:

East Side of Pa. Ave. Sta. 36004
Mount Joy Township
Lancaster County, Pennsylvania

PHILADELPHIA

AUG 17 1977

RECORDED OR FILED

17 AUG 17 PM 3:45

RECORDER OF DEEDS
LANCASTER, PA.

Recorded in the office for Recording of Deeds, etc., in and
for Lancaster Co., Pennsylvania, in Record

Book 71 Page 24

Witness my hand and seal of Office this 17th
day of August A. D. 1977

RECORDED

The residence of the undersigned (written by

c/o Ronald B. Glaser, Enquire
CONY, STRAIN, POLSKER, SMITHSON
NEW YORK
12 S. 12th St., Philadelphia, PA 19107

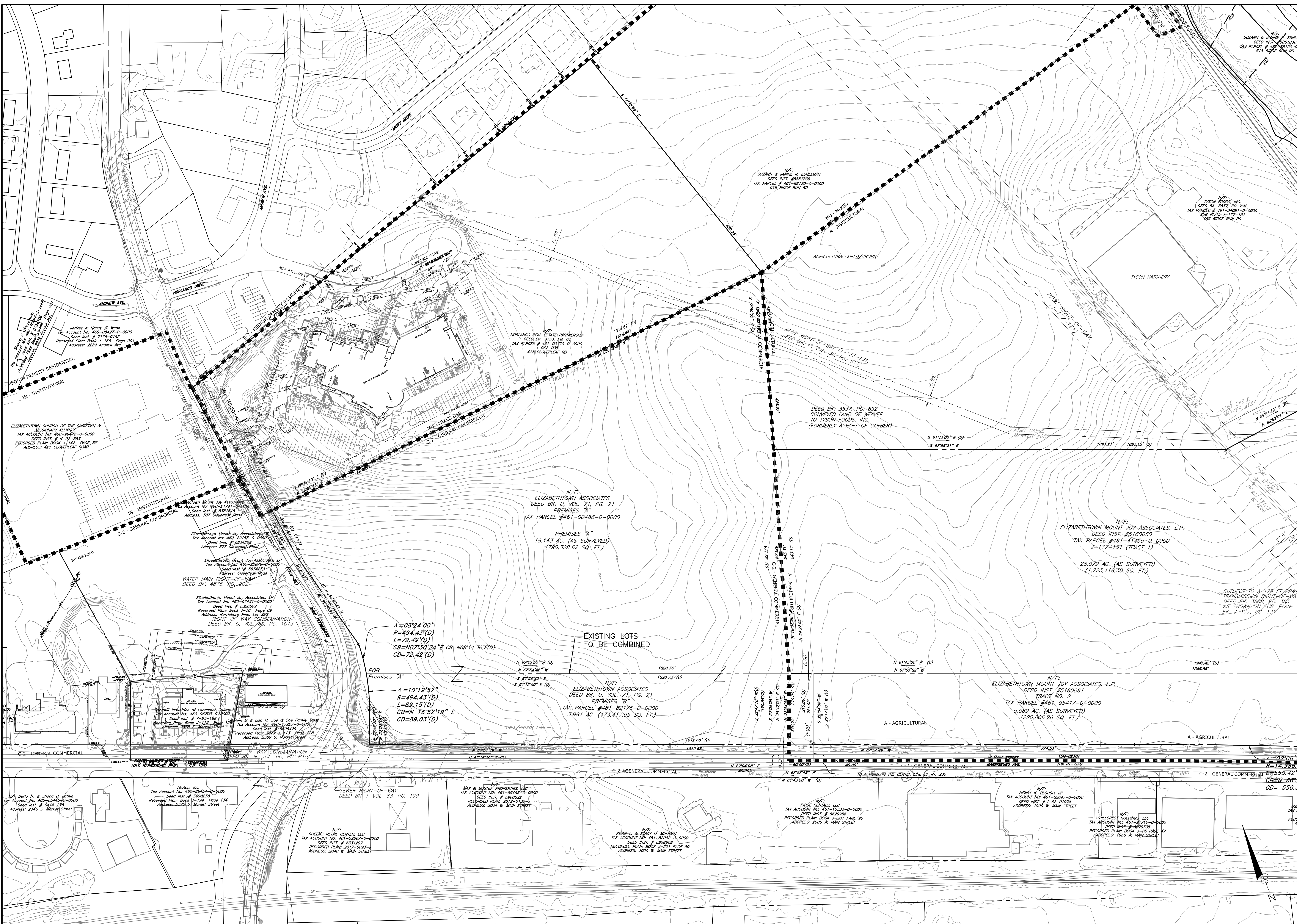
On behalf of said Company

[Signature]

EXHIBIT “B”

Site Plan

FILENAME: P:\4939\4939-50\Zoning Hearing\Zoning Hearing Site Planning XREFS IMAGES: P:\4939\4939-50\Zoning Hearing\Boards\30002300PAS_PEMA_2016.pj2 PLOTTED: June 14, 2024 @ 08:07AM



NO.	DATE	REVISIONS

OWNERS: TRACT 1 AND TRACT 2
 NAME: ELIZABETHTOWN MOUNT JOY ASSOCIATES, LP
 ADDRESS: 1000 GERMANTOWN RD SUITE A - 2
 PLYMOUTH MEETING, PA 19462
 SOURCE OF TITLE: DEED INST. #5160060
 LANC. CO. TAX ACCT.: 461-41455-0-0000

OWNERS: PREMISE A AND PREMISE B
 NAME: ELIZABETHTOWN ASSOCIATES
 ADDRESS: 1000 GERMANTOWN RD SUITE A - 2
 PLYMOUTH MEETING, PA 19462
 SOURCE OF TITLE: DEED BK. U. VOL. 71, PG. 21
 LANC. CO. TAX ACCT.: 461-00486-0-0000

32 Mount Joy Street
 Po Box 128
 Mount Joy, PA 17552
 PH: (717) 653-5308
 www.dgohn.com

dgohn
 Associates, Inc.

Surveyors - Engineers - Landscape Architects

PROJECT NO.: 4939-50
 DATE: JUNE 14, 2024
 DRAWN BY: BRC
 CHECKED BY: BRC

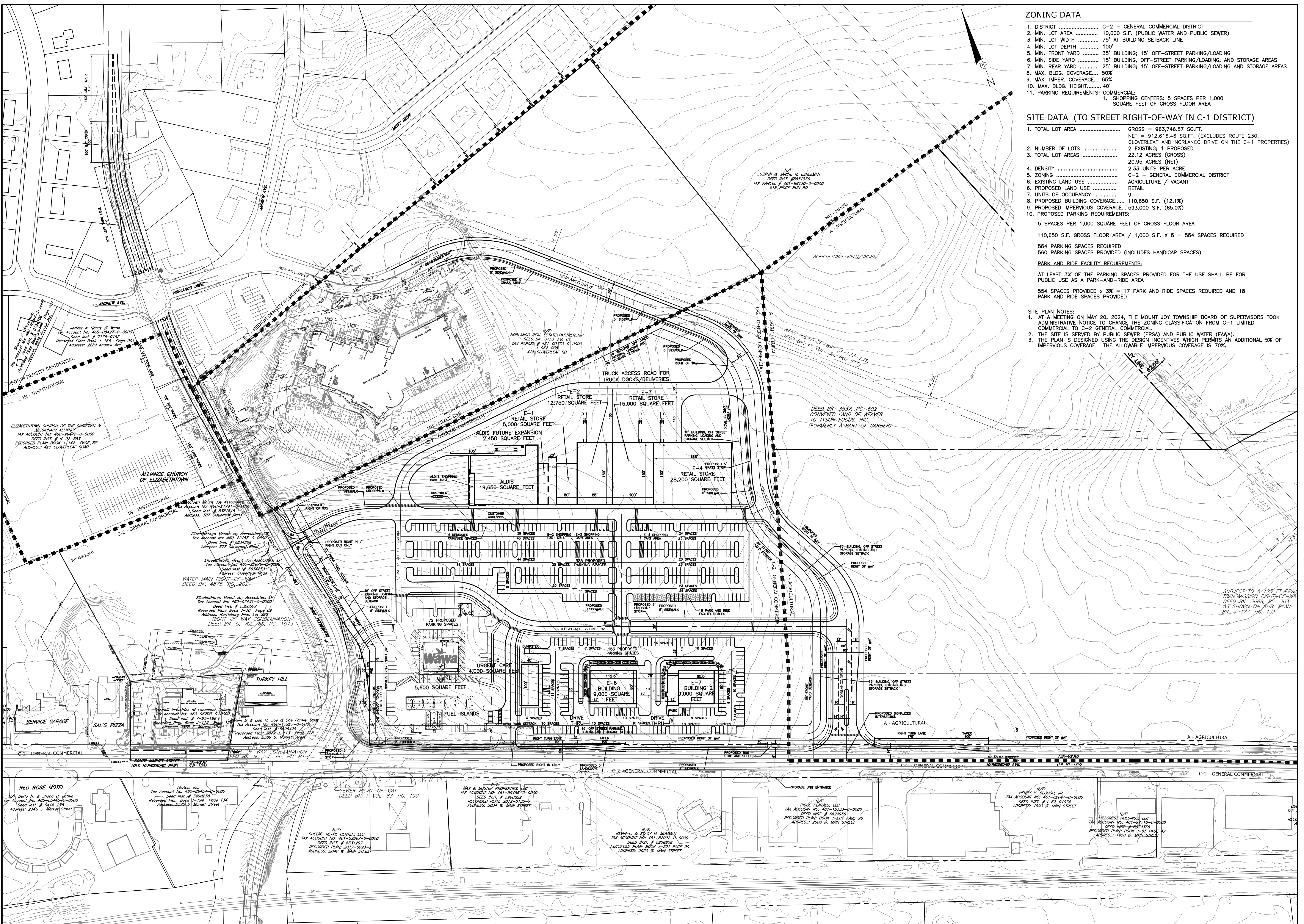
SCALE: 1"=100'
 100' 0 50' 100'
 SCALE IN FEET

ZONING HEARING BOARD
 EXISTING CONDITIONS/LOT ADD ON PLAN

FOR
 MOUNT JOY TOWN CENTER
 PENNMARK MANAGEMENT COMPANY
 MOUNT JOY TOWNSHIP
 LANCASTER COUNTY, PENNSYLVANIA

DRAWING #: CG-2991A
 SHEET #: 1 OF 4

FILENAME: P:\4939-50\Zoning Hearing\Zoning Hearing\Site Planning - XREFS - IMAGES: P:\4939-50\Zoning Hearing\Board\3000230PAS_PEMA_2016.jp2; PLOTTED: June 14, 2024 @ 08:07AM



ZONING DATA

- DISTRICT C-2 - GENERAL COMMERCIAL DISTRICT
- MIN. LOT AREA 10,000 S.F. (PUBLIC WATER AND PUBLIC SEWER)
- MIN. LOT WIDTH 75' AT BUILDING SETBACK LINE
- MIN. LOT DEPTH 100'
- MIN. FRONT YARD 35' BUILDING; 15' OFF-STREET PARKING/LOADING
- MIN. SIDE YARD 15' BUILDING, OFF-STREET PARKING/LOADING, AND STORAGE AREAS
- MIN. REAR YARD 25' BUILDING; 15' OFF-STREET PARKING/LOADING AND STORAGE AREAS
- MAX. BLDG. COVERAGE 50%
- MAX. IMPER. COVERAGE 65%
- MAX. BLDG. HEIGHT 40'
- PARKING REQUIREMENTS: COMMERCIAL:
 - SHOPPING CENTERS: 5 SPACES PER 1,000 SQUARE FEET OF GROSS FLOOR AREA

SITE DATA (TO STREET RIGHT-OF-WAY IN C-1 DISTRICT)

- TOTAL LOT AREA GROSS = 963,746.57 SQ.FT.
NET = 912,616.46 SQ.FT. (EXCLUDES ROUTE 230, CLOVERLEAF AND NORLANCO DRIVE ON THE C-1 PROPERTIES)
- NUMBER OF LOTS 2 EXISTING; 1 PROPOSED
- TOTAL LOT AREAS 22.12 ACRES (GROSS)
20.95 ACRES (NET)
- DENSITY 2.33 UNITS PER ACRE
- ZONING C-2 - GENERAL COMMERCIAL DISTRICT
- EXISTING LAND USE AGRICULTURE / VACANT
- PROPOSED LAND USE RETAIL
- UNITS OF OCCUPANCY 9
- PROPOSED BUILDING COVERAGE 110,650 S.F. (12.1%)
- PROPOSED IMPERVIOUS COVERAGE 593,000 S.F. (65.0%)
- PROPOSED PARKING REQUIREMENTS:
 - 5 SPACES PER 1,000 SQUARE FEET OF GROSS FLOOR AREA

110,650 S.F. GROSS FLOOR AREA / 1,000 S.F. X 5 = 554 SPACES REQUIRED
 554 PARKING SPACES REQUIRED
 560 PARKING SPACES PROVIDED (INCLUDES HANDICAP SPACES)

PARK AND RIDE FACILITY REQUIREMENTS:
 AT LEAST 3% OF THE PARKING SPACES PROVIDED FOR THE USE SHALL BE FOR PUBLIC USE AS A PARK-AND-RIDE AREA
 554 SPACES PROVIDED X 3% = 17 PARK AND RIDE SPACES REQUIRED AND 18 PARK AND RIDE SPACES PROVIDED

SITE PLAN NOTES:

- AT A MEETING ON MAY 20, 2024, THE MOUNT JOY TOWNSHIP BOARD OF SUPERVISORS TOOK ADMINISTRATIVE NOTICE TO CHANGE THE ZONING CLASSIFICATION FROM C-1 LIMITED COMMERCIAL TO C-2 GENERAL COMMERCIAL.
- THE SITE IS SERVED BY PUBLIC SEWER (ERSA) AND PUBLIC WATER (EAWA).
- THE PLAN IS DESIGNED USING THE DESIGN INCENTIVES WHICH PERMITS AN ADDITIONAL 5% OF IMPERVIOUS COVERAGE. THE ALLOWABLE IMPERVIOUS COVERAGE IS 70%.

<p>ZONING HEARING BOARD PROPOSED SITE PLAN</p>	
<p>FOR MOUNT JOY TOWN CENTER PENNMARK MANAGEMENT COMPANY MOUNT JOY TOWNSHIP LANCASTER COUNTY, PENNSYLVANIA</p>	
<p>PROJECT NO.: 4939-50 DATE: JUNE 14, 2024 DRAWN BY: BRC CHECKED BY: BRC</p>	<p>SCALE: 1"=100' 100' 0 50' 100' SCALE IN FEET</p>
<p>DRAWING #: CG-2991A SHEET #: 2 OF 4</p>	
<p>dcjohn Associates, Inc. Surveyors - Engineers - Landscape Architects</p> <p>32 Mount Joy Street Po Box 128 Mount Joy, PA 17552 Ph: (717) 653-5308 www.dcgohm.com</p>	
<p>OWNERS: PREMISE A AND PREMISE B: NAME: ELIZABETHTOWN ASSOCIATES ADDRESS: 1000 GERMANTOWN RD SUITE A - 2 PLYMOUTH MEETING, PA 19462 SOURCE OF TITLE: DEED BK. U. VOL. 71, PG. 21 LANC. CO. TAX ACCT.: 461-00486-0-0000</p> <p>OWNERS: TRACT 1 AND TRACT 2: NAME: ELIZABETHTOWN MOUNT JOY ASSOCIATES, LP ADDRESS: 1000 GERMANTOWN RD SUITE A - 2 PLYMOUTH MEETING, PA 19462 SOURCE OF TITLE: DEED INST. # 5160060 LANC. CO. TAX ACCT.: 461-41455-0-0000</p>	

PLOTTED: June 14, 2024 @ 08:08AM
FILENAME: P:\4939-30\Zoning Hearing\Zoning Hearing Site Planning - XREFS
IMAGES: P:\4939-30\Zoning Hearing\Zoning Hearing\Zoning Hearing Site Planning - XREFS
PROJECT NO.: 4939-50
DATE: JUNE 14, 2024
DRAWN BY: BRC
CHECKED BY: BRC
SCALE: AS NOTED

[2] Design Resources

Basic Bus Stop Elements

Bus stop elements are curbside facilities located at a bus stop to provide safe access to the bus service, make the stop visible, and enhance the comfort of waiting passengers.

- ADA Loading Pad**
 - Firm and stable surface
 - Minimum clear length of 8' measured perpendicular to the roadway
 - Minimum clear width of 5' measured parallel to the roadway
- Informational Signage**
 - Minimum 2' between the sign support and the curb/edge of the roadway
 - Not obstructing pedestrian route
 - Mounted on a post (or a shelter) that does not include any traffic control devices
- Shelter, Bench, Bicycle Parking, Lighting, Trash Receptacle, and Other Amenities (optional)**
 - Locate amenities to ensure they do not obstruct access to the bus stop or the pedestrian access route
 - Consider maintenance responsibilities and requirements before installation
- Accessible Route**
 - Desirable minimum width of 4' with a required minimum clear width of 3'
- Accessible Route (through the stop and to destinations)**
 - Firm, stable, and slip resistant surface
 - Desirable minimum width of 5' with a required minimum clear width of 4'
- Clear Zone for Rear Door and Waiting Area**
 - Level area free of obstructions to wait for the bus and access the bus via the rear door
- No Parking Signs or Designation (if applicable)**
 - No parking may be designated with signs, painted curbs, and/or pavement markings
 - Municipalities are responsible for no parking designations
- Safety Buffer**
 - Buffer distance between the end of the bus stop zone and a crosswalk, intersection, or driveway
- Landscape / Stormwater**
 - Locate trees, landscape, and stormwater management features to ensure they do not obstruct access for pedestrians or visibility

See Resource Guide Pages 2-18 to 2-30

Building Better Bus Stops Resource Guide Quick Reference

pcta.net/pages/betterbusstops

SOUTH CENTRAL TRANSIT AUTHORITY NOTES: GUIDELINES FOR BUS STOPS AND BUS SHELTERS (Updated 1/24/2022)

CONSTRUCTION OF BUS STOP AND CONCRETE PAD FOR SHELTER

The construction of the bus stop will be done in accordance with local construction requirements and guidelines with consideration of the ADA Standards and Guidelines.

The bus shelter supplier provides specifications for the construction of the concrete pad. The typical pad concrete specifications listed below may be modified based on the requirements of an individual supplier, project need and local construction requirements and guidelines.

- Size of concrete pad will depend on the size of the shelter installed. Example: for a 5 FT x 8 FT shelter the recommended concrete pad measures a minimum of 6 FT x 10 FT.
- Concrete pads to be 3000 PSI concrete 6 inches to 8 inches thick, 3 inch to 4 inch slump and 5 - 7% air entrained.
- 1/4 inch gravel - 4 inches to 6 inches deep underlay.
- Fiberglass mesh screen or steel re-bar for re-enforcement.
- Fiber board at perimeter and expansion joints when pad exceeds 12 FT in length.
- Exposed edges to have a 1 inch chamfer.
- Pad surface shall be broom finished.
- Shelters must be grounded as per local electrical codes.
- Minimum 21 day slab cure prior to bus shelter anchor installation.

CONSTRUCTION OF BOARDING AND ALIGHTING AREA

The construction of a Boarding and Alighting Area will be done in accordance with local construction requirements and guidelines with consideration of the ADA Standards and Guidelines.

ADA STANDARDS AND GUIDELINES

The following information regarding the applicable ADA Standards and Guidelines is provided as a summary reference. The documents referenced below shall be consulted if there are detailed questions or a need for interpretation. Construction that occurs shall be done in accordance with the ADA Standards and Guidelines as described in the reference documents.

Boarding and Alighting Area

For an accessible bus stop, SCA needs a boarding and alighting area for the deployment of the bus ramp that is a minimum of 60 inches long parallel to the roadway and a minimum of 96 inches perpendicular to the roadway from the curb. If the project has a grass strip between the curb and sidewalk, the concrete boarding and alighting area must cover the grass area between the curb and sidewalk.

In order to meet the requirement for a boarding and alighting area at a bus stop, there is typically no need to depress the boarding and alighting area and curb in order for the bus stop area to be level with the street pavement. The boarding and alighting area will be constructed and incorporated as part of the typical construction of the curb and sidewalk.

Parallel to the roadway the slope of the boarding and alighting area is the same as the roadway to the maximum extent practicable. Perpendicular to the roadway the slope is $\leq 1:48$ (2.1%).

Connections

Bus stop boarding and alighting areas and bus shelters shall be connected to streets, sidewalks or pedestrian paths by an accessible route complying with ADA standards.

Bus Shelters

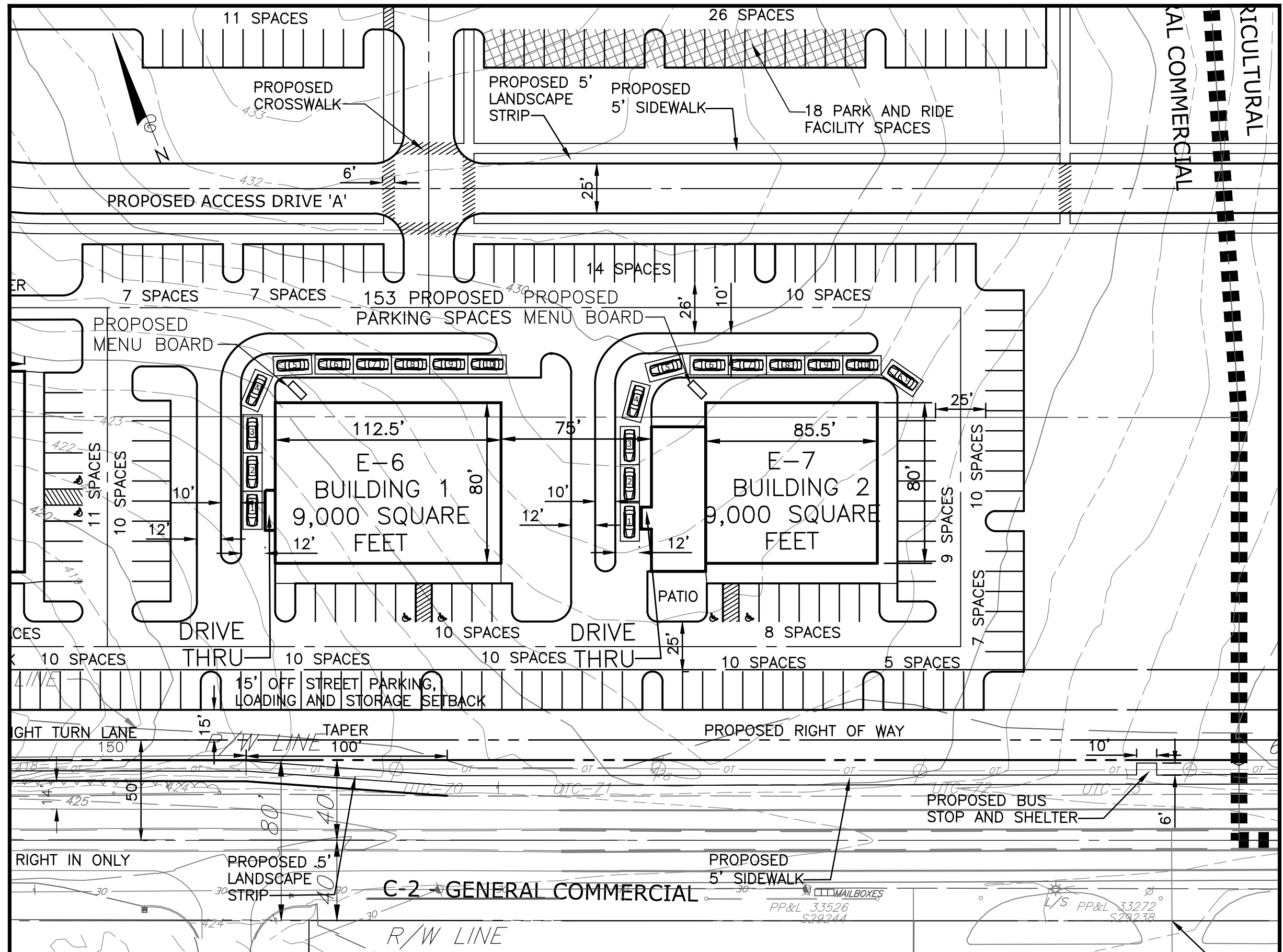
The bus shelter shall be connected by an accessible route complying with ADA standards to the bus stop boarding and alighting area.

Clear floor space of ≥ 30 inches by ≥ 48 inches entirely within the shelter.

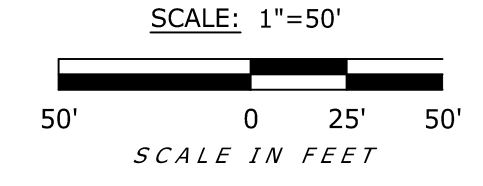
One side of the clear floor space shall adjoin an accessible route.

If the clear floor space is confined on any of the three sides, width ≥ 36 inches for front approach or length ≥ 60 inches for parallel approach.

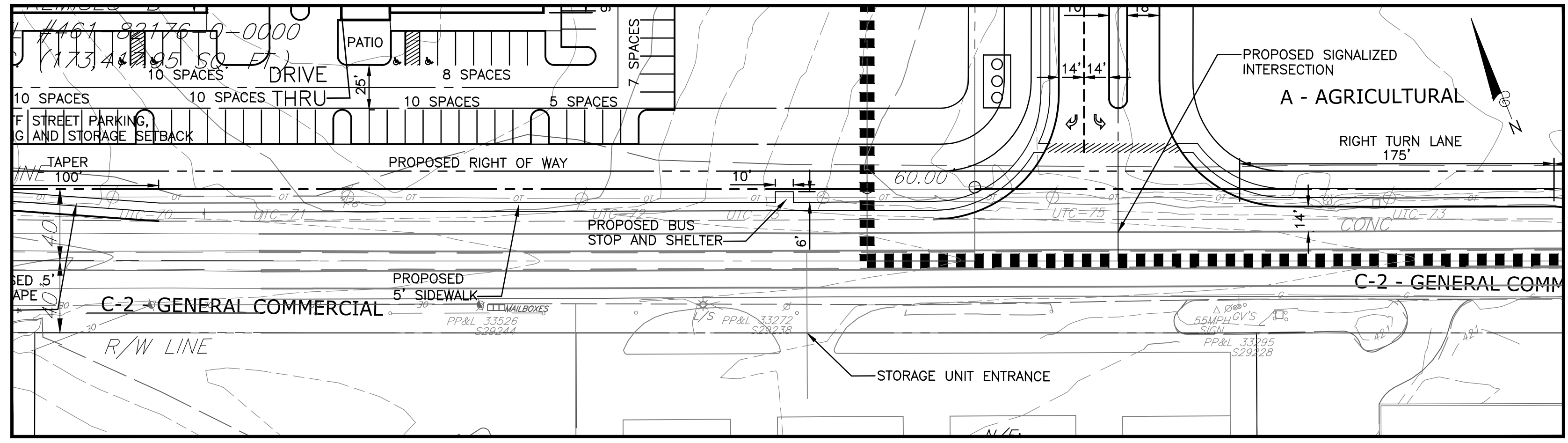
For the clear floor space, the surface shall be stable, firm and slip resistant and no changes in level $> 1/4$ inch.



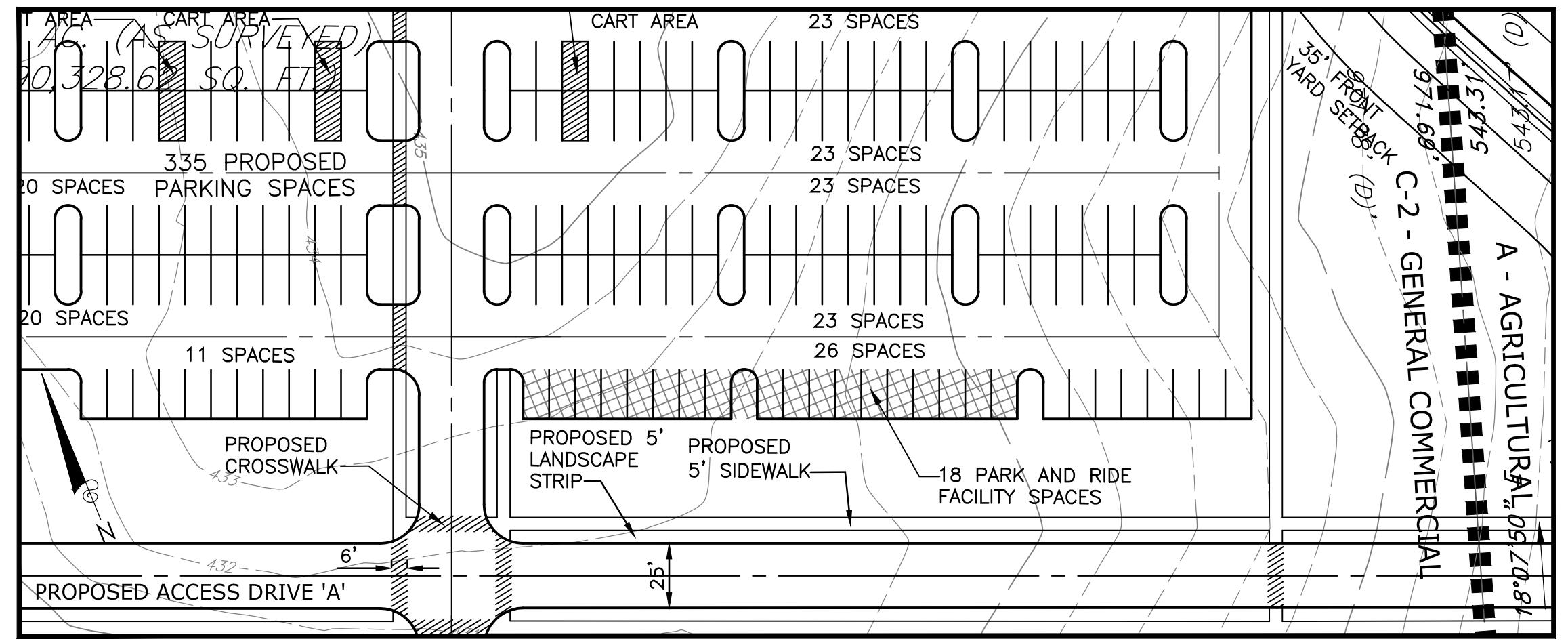
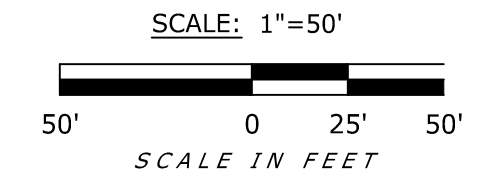
DRIVE THRU PLAN VIEW



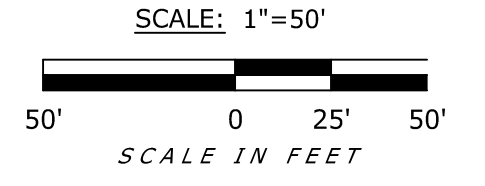
- #### GENERAL NOTES:
- Zoning Code
 - The minimum lot size shall be one acre.
 - A vehicle stacking lane area shall be provided which shall have stacking room for at least six vehicles for restaurant uses and at least three vehicles for retail and financial institutions.
 - Vehicle stacking lanes shall be separated from other vehicle circulation lanes and parking areas and the stacking area shall not be counted towards the required parking.
 - Vehicle stacking lanes shall be set back at least 15 feet from the ultimate street right-of-way and shall not be located within a required yard setback.
 - Any outdoor microphone and speaker system shall be so designed that sound shall not be transmitted to adjoining properties.
 - Location:
 - Drive-through windows designed to be on the rear- or side-facing wall of a building are permitted.
 - The Zoning Hearing Board may permit drive-through windows on the front-facing wall of a building by special exception, in accordance with the following criteria:



DETAILED BUS STOP AND SIGNALIZED INTERSECTION PLAN VIEW



PARK AND RIDE PLAN VIEW



NO.	REVISIONS	DATE

OWNERS: TRACT 1 AND TRACT 2
NAME: ELIZABETHTOWN MOUNT JOY ASSOCIATES, LP
ADDRESS: 1000 GERMANTOWN RD SUITE A - 2
PLYMOUTH MEETING, PA 19462
SOURCE OF TITLE: DEED INST. # 5160060
LANC. CO. TAX ACCT.: 461-41455-0-0000

OWNERS: PREMISE A1 AND PREMISE B1
NAME: ELIZABETHTOWN ASSOCIATES
ADDRESS: 1000 GERMANTOWN RD SUITE A - 2
PLYMOUTH MEETING, PA 19462
SOURCE OF TITLE: DEED BK. U. VOL. 71, PG. 21
LANC. CO. TAX ACCT.: 461-00486-0-0000

32 Mount Joy Street
Po Box 128
Mount Joy, PA 17552
PH: (717) 653-5308
www.djohn.com

djohn Associates, Inc.

Surveyors - Engineers - Landscape Architects

PROJECT NO.: 4939-50
DATE: JUNE 14, 2024
DRAWN BY: BRC
CHECKED BY: BRC
SCALE: AS NOTED

ZONING HEARING BOARD
PROPOSED PLAN NOTES AND DETAILS
FOR
MOUNT JOY TOWN CENTER
PENNMARK MANAGEMENT COMPANY
MOUNT JOY TOWNSHIP
LANCASTER COUNTY, PENNSYLVANIA

DRAWING #: CG-2991A
SHEET #: 3 OF 4

EXHIBIT “C”

Lighting Plan

This drawing is the property of Independence Lighting and is issued to the recipient with the understanding that it shall not be copied, duplicated, passed on to unauthorized parties, nor used for any purpose other than that for which it is specifically furnished except with Independence Lighting's written permission.

Luminaire Schedule				UDF	LLD	LDD	LLF	
Symbol	Label	Qty	[MANUFAC]	Description				
⊙	Type S3	53	SPRING CITY ELECTRICAL MANUFACTURING CO	VILLA-LE150 EVX L18-40-CR3-YS11-RME-XBP/RWL-S	3.000	0.900	0.800	2.160
⊙	Type S5	37	Spring City Electrical Manufacturing Co	VILLA-LE150 EVX L18-40-CN5-YS11-RME-XBP/RWL-S	3.000	0.900	0.800	2.160
⊙	Type S4 1498		Leotek Electronics USA LLC	AR13-48N-MV-NW-4-XX-200-WMB-PCR7-CR/RME-XBP/RWL-S	1.000	0.900	0.800	0.720

Numeric Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Access Drive 1	Illuminance	Fc	1.45	3.2	0.5	2.90	6.40
Back of Buildings	Illuminance	Fc	1.89	9.2	0.3	6.30	30.67
Parking Area 153 Proposed Spaces	Illuminance	Fc	1.43	4.0	0.5	2.86	8.00
Parking Area 335 Proposed Spaces	Illuminance	Fc	1.25	4.0	0.5	2.50	8.00
Proposed Access Drive A	Illuminance	Fc	1.54	3.5	0.5	3.08	7.00
Proposed Access Drive B	Illuminance	Fc	1.48	3.6	0.7	2.11	5.14
Proposed Access Drive C	Illuminance	Fc	1.72	4.2	0.8	2.15	5.25
Proposed Access Drive D	Illuminance	Fc	1.21	4.1	0.5	2.42	8.20

THIS LIGHTING PLAN DEPICTS PROPOSED SUSTAINED ILLUMINATION LEVELS CALCULATED USING DATA PROVIDED BY THE NOTED MANUFACTURERS.

ANY SUBSTITUTION REQUESTS MUST BE SUBMITTED 15 DAYS PRIOR TO THE BID AND MUST BE ACCOMPANIED BY A HORIZONTAL PHOTOMETRIC STUDY DEMONSTRATING THAT THE FIXTURES IN QUESTION WILL MEET THE DESIGN INTENT OF THIS PLAN.

ALL EXTERIOR LIGHTING PLANS SHALL BE SUBMITTED 15 DAYS PRIOR TO THE BID TO THE LOCAL LIGHTING AUTHORITY TO DETERMINE IF ALL OF THE LOCAL LIGHTING REQUIREMENTS HAVE BEEN MET.

INSTALLATION NOTES:

- 1.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD VERIFICATION OF ALL EXISTING UNDERGROUND STRUCTURES AND UTILITIES, SUCH AS WATER MAINS, SANITARY AND STORM SEWERS, TELEPHONE AND ELECTRIC CONDUITS, AND GAS LINES, ETC. AND ABOVE GROUND UTILITIES WHICH MAY BE ENCOUNTERED DURING CONSTRUCTION OPERATIONS.
- 2.) DIMENSIONS ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY ALL ELEVATIONS, INVERTS, AND DIMENSIONS IN THE FIELD PRIOR TO THE COMMENCEMENT OF WORK.
- 3.) THE PENNSYLVANIA ONE CALL NUMBER IS 1-800-242-1776. THE CONTRACTOR IS REQUIRED TO SUBMIT VERIFICATION TO THE MUNICIPALITY THAT A ONE "ONE-CALL" HAS BEEN PLACED PRIOR TO THE START OF DEMOLITION WORK.
- 4.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS FROM THE MUNICIPALITY RELATIVE TO THE PROPOSED PROJECT.
- 5.) THE CONTRACTOR SHALL REPAIR ALL UTILITY TRENCHING WORK LOCATED WITHIN EXISTING PAVED STREETS.
- 6.) THE CONTRACTOR SHALL COMPLY WITH ALL CITY, STATE, AND FEDERAL REGULATIONS IN EFFECT AT THE TIME OF CONSTRUCTION.
- 7.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL.
- 8.) THE CONTRACTOR SHALL REMOVE ALL TEMPORARY FENCING, GATES, COVERED PEDESTRIAN WALKWAYS, TRAFFIC BARRIERS, AND SIGNAGE AT THE COMPLETION OF THE PROJECT. ALL AREAS DISTURBED AS A RESULT OF THE INSTALLATION OF THESE TEMPORARY CONTROLS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION.
- 9.) THE LIGHT LEVELS DEPICTED ON THIS PLAN WERE CALCULATED BASED ON THE LLF SHOWN IN THE LUMINAIRE SCHEDULE.
- 10.) THE LIGHTING VALUES AND CALCULATION POINTS DEPICTED ON THIS PLAN ARE ANALYZED ON A HORIZONTAL GEOMETRIC PLANE AT GROUND LEVEL UNLESS OTHERWISE NOTED.
- 11.) ILLUMINATION LEVELS ARE SHOWN IN FOOT-CANDLES (FC).
- 12.) THE ELECTRICAL CONTRACTOR IS RESPONSIBLE TO ENSURE THAT SHIELDING AND OR ROTATED OPTICS ARE INSTALLED AS INDICATED ON THE PLAN IN ORDER TO ACHIEVE THE LIGHTING LEVELS THE REVIEWING AGENCY APPROVED.

<p>Penmark Shopping Center Mount Joy, Township PA Site Lighting Calculations</p>	<p>Independence Lighting 256 Eagleview Blvd Suite 211 Exton, Pennsylvania 19335 Voice Number : 610 363 5271 klazor@comcast.net</p>
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Independence Lighting Established 2005

This drawing is the property of Independence Lighting and is issued to the recipient with the understanding that it shall not be copied, duplicated, passed on to unauthorized parties, nor used for any purpose other than that for which it is specifically furnished except with Independence Lighting's written permission.

LIGHTING CONTROLS AND SURGE PROTECTION: ALL NEW FIXTURES ARE TO BE EQUIPPED WITH DIMONOFF RME-XBP PHOTOCELLS AND ABLE POWER PRODUCTS RWL-S SURGE DEVICE. FIXTURES MUST BE EQUIPPED WITH ALL-MODE PROTECTION (L-N, L-G, N-G). SURGE PROTECTION INTEGRAL TO THE PHOTOCONTROL SHOULD HAVE 3 MODES OF PROTECTION, LINE-TO-NEUTRAL, LINE-TO-GROUND AND NEUTRAL-TO-GROUND. THE MINIMUM SURGE PROTECTION SPECIFICATIONS SHOULD BE 10KA IN, 25KA IMAX AND 20KV UOC.

SET ONE SMART PHOTOCELL TO CONTROL ALL OTHER SITE LIGHTING FIXTURES (DIMONOFF #RME-XBP).

POLE NOTES:

POLES SHALL BE SUPPLIED BY TERRACAST PRODUCTS.

SET ONE SMART PHOTOCELL TO CONTROL ALL OTHER SITE LIGHTING FIXTURES (DIMONOFF #RME-XBP).

FOR PRICING AND COMMISSIONING, PLEASE CONTACT KENT LAZOR:

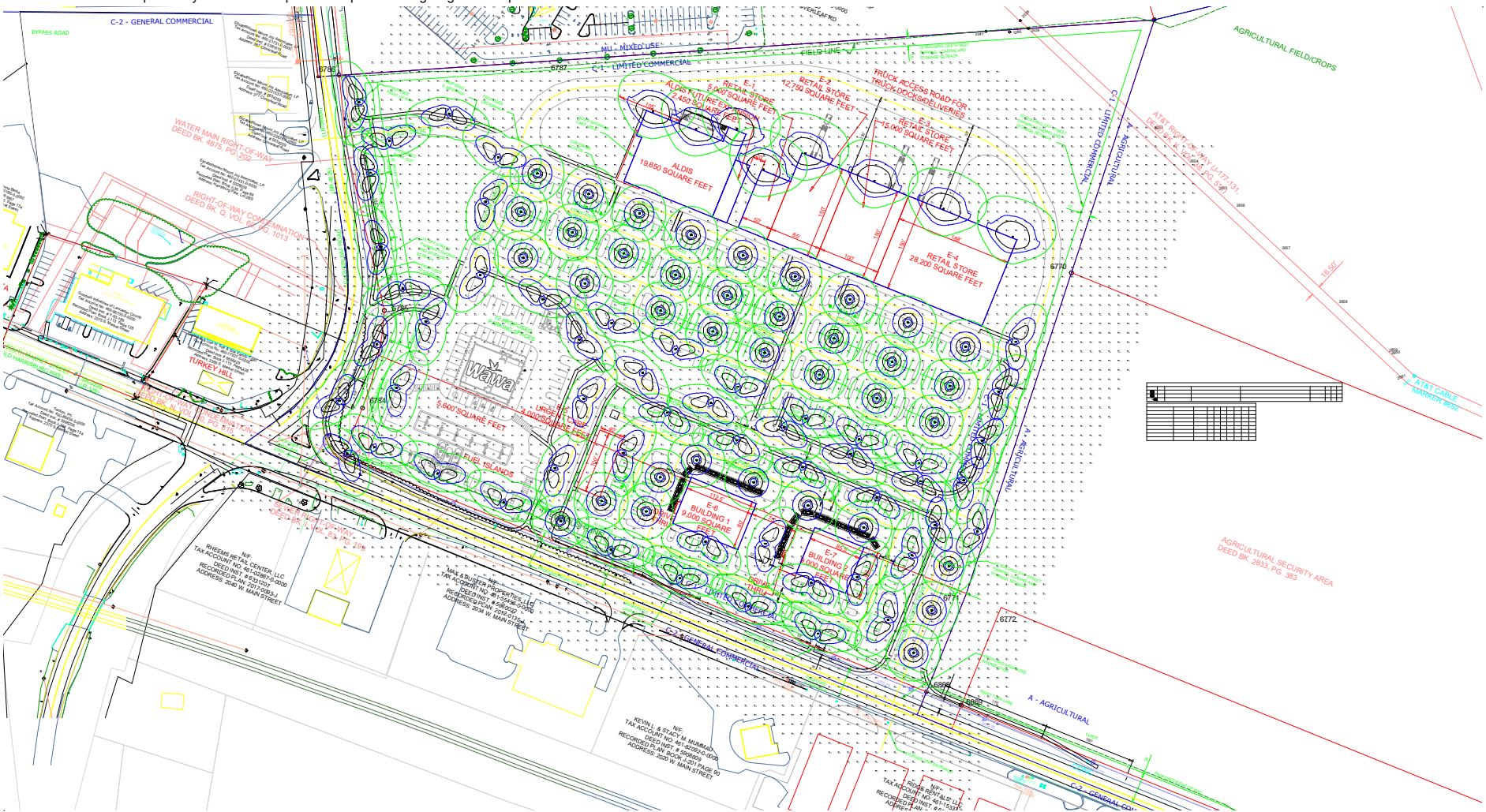
INDEPENDENCE LIGHTING
KENT LAZOR
PHONE: 610-363-5271
EMAIL: KLAZOR@COMCAST.NET

Pennmark Shopping Center
Mount Joy, Township PA
Site Lighting Calculations

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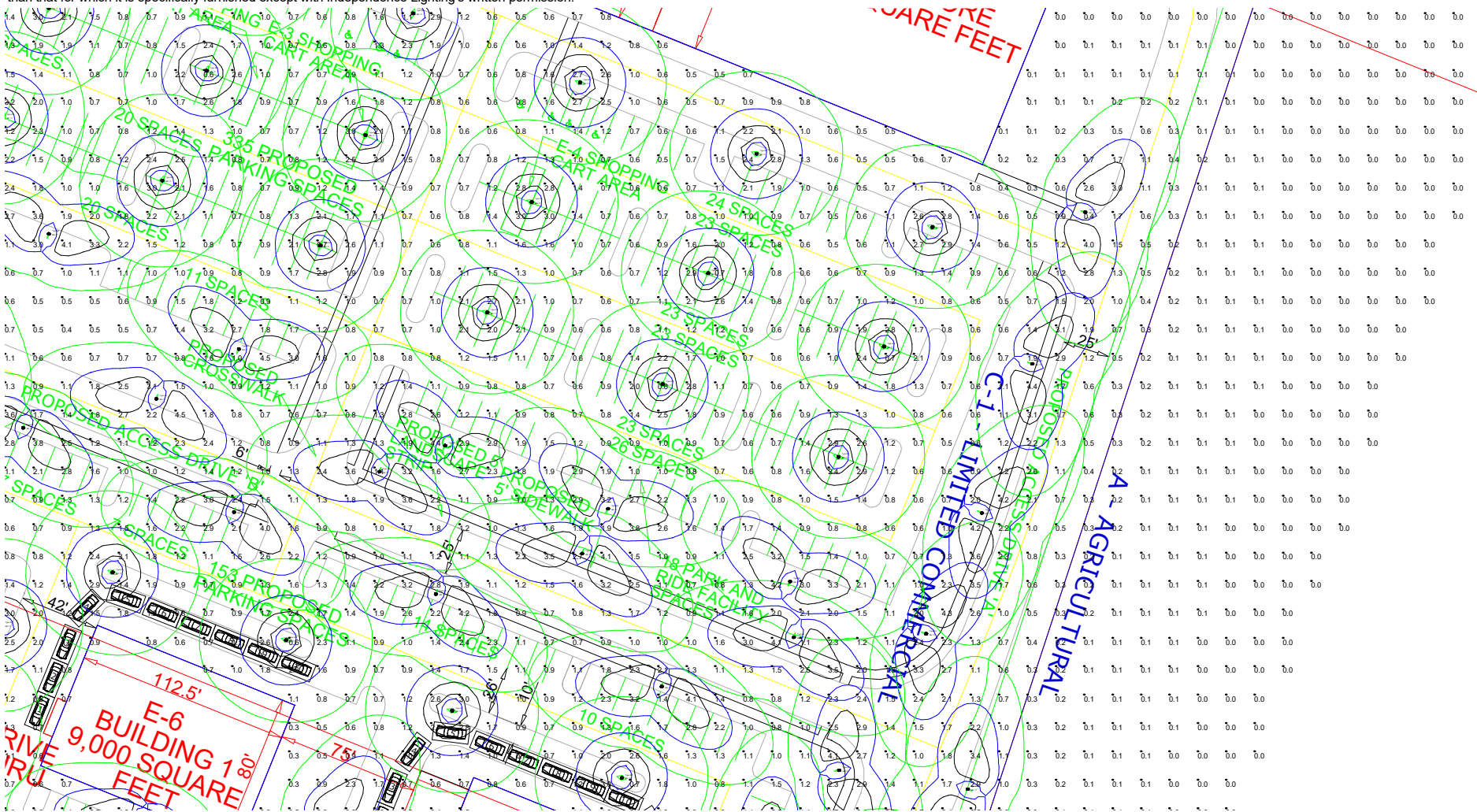
Entire Site
Not to Scale

Penmark Shopping Center
Mount Joy, Township PA
Site Lighting Calculations

Independence Lighting
 256 Eagleview Blvd Suite 211
 Exton, Pennsylvania 19335
 Voice Number : 610 363 5271
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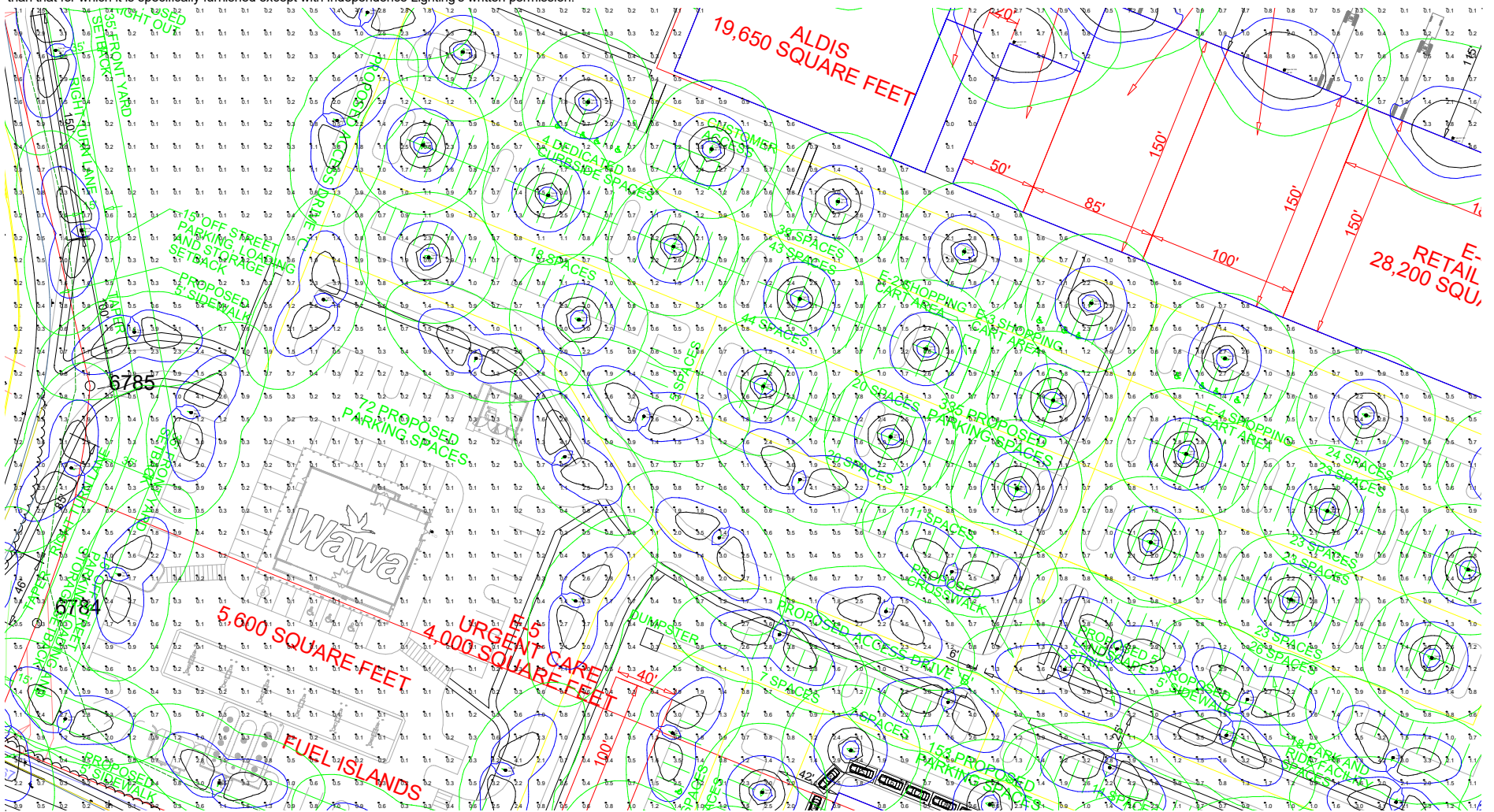


335 Proposed Parking Spaces East
Not to Scale

<p>Penmark Shopping Center Mount Joy, Township PA Site Lighting Calculations</p>	<p>Independence Lighting 256 Eagleview Blvd Suite 211 Exton, Pennsylvania 19335 Voice Number : 610 363 5271 klazor@comcast.net</p>
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335 Proposed Parking Spaces West
Not to Scale

<p>Penmark Shopping Center Mount Joy, Township PA Site Lighting Calculations</p>	<p>Independence Lighting 256 Eagleview Blvd Suite 211 Exton, Pennsylvania 19335 Voice Number : 610 363 5271 klazor@comcast.net</p>
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Independence Lighting Established 2005

EXHIBIT “D”

Landscape Plan

EXHIBIT “E”

Traffic Study

February 2023

VOLUME 1

TRANSPORTATION IMPACT STUDY

for

MOUNT JOY TOWN CENTER

on

Existing Commercially Zoned Land

in

**Mount Joy Township
Lancaster County, Pennsylvania**

Prepared for:

Penmark Management Company, Inc
1000 Germantown Pike, Suite A-2
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EXECUTIVE SUMMARY

A retail development, Mount Joy Town Center, is proposed for a tract of land in Mount Joy Township, Lancaster County. The site is located in the northeast corner of the intersection of SR 0230 and Cloverleaf Road (SR 4025). This Transportation Impact Study (TIS) was performed assuming the following land uses:

Convenience Store with Gasoline Pumps
127,000 square feet of general retail space

It is noted that the current plans shows approximately 105,000 square feet of general retail space, so the trip generation projections used in this TIS result in conservative analyses.

Currently proposed access locations are as follows:

- 1) Signalized access onto SR 0230 located approximately 1,050 feet east of Cloverleaf Road
- 2) Right-in only driveway onto Cloverleaf Road on north side of convenience store parcel
- 3) Left-In/Right-In/Right-Out Driveway onto Cloverleaf Road located 550 feet north of SR 0230
- 4) Right-In Only Driveway onto SR 0230 on the east side of the convenience store lot located approximately 425 feet from the stop bar at the signalized intersection of SR 0230/Cloverleaf Road

This TIS was prepared for a 2024 Opening Year and a 2029 Horizon Year. The following conclusions and recommendations are provided for the study area and the study area intersections:

SR 0230 and SR 0743 (Maytown Road)

- No improvements are necessary to mitigate the impact of traffic from the proposed development.

SR 0230 and Groff Avenue

- Level of service deficiencies exist at this intersection and will continue in the future traffic projections without or with traffic from the proposed development. Many of the residential developments that were included in the background traffic projections will contribute to traffic volumes at this intersection as well.

SR 0230 and Giant Plaza Driveway/Carey Lane

- No improvements are necessary to mitigate the impact of traffic from the proposed development.

SR 0230 and Speedway Driveway/Market Square Driveway

- No improvements are necessary to mitigate the impact of traffic from the proposed development.

SR 0230 and Sheaffer Road

- No improvements are necessary to mitigate the impact of traffic from the proposed development.

SR 0230 and Cloverleaf Road/Colebrook Road

- Minor traffic signal timing adjustments can mitigate impacts of the proposed development traffic.

SR 0230 and Ridge Run Road

- No improvements are necessary to mitigate the impact of traffic from the proposed development.

Colebrook Road and Harrisburg Avenue

- Installation of traffic signal control is required to mitigate the impact of traffic from the proposed development. It is noted that traffic signal installation at this intersection is identified as a future intersection improvement in the Mount Joy Township Capital Improvements Plan.

Cloverleaf Road and Andrew Avenue/Norlanco Drive

- No improvements are necessary to mitigate the impact of traffic from the proposed development.

Cloverleaf Road and Schwanger Road

- Minor traffic signal timing adjustments can mitigate impacts of the proposed development traffic.

Cloverleaf Road and Merts Drive

- No improvements are necessary to mitigate the impact of traffic from the proposed development.

Cloverleaf Road and PA Route 283 Eastbound Ramps

- Level of service deficiencies exist at this intersection and will continue in the future traffic projections without or with traffic from the proposed development. The Mount Joy Township Capital Improvements Plan identifies improvement options for the PA Route 283/Cloverleaf Road interchange. Completion of those improvements by any individual development is not feasible. Traffic Impact Fees collected by the Township for this project can be applied to those improvement solutions.

Cloverleaf Road and PA Route 283 Westbound Ramps

- No improvements are necessary to mitigate the impact of traffic from the proposed development.

SR 0230 and Right-In Access (near Convenience Store)

- Right turn lane analyses indicate that a 150-foot westbound right turn lane, with a 100-foot taper, is warranted along SR 0230 for traffic entering the proposed Right-In Access using 2029 Horizon Year traffic volumes.

SR 0230 and Proposed Access Drive

- Installation of traffic signal control is necessary to provide adequate levels of service at this proposed intersection. A 175-foot westbound right turn lane, with a 100-foot taper, will be constructed to accommodate traffic entering the Proposed Access Drive. The existing two-way center left turn only lane will be restriped to show a 250-foot eastbound left turn lane. Two (2) exiting lanes will be provided on the Proposed Access Drive.
- Sight distances for traffic entering and exiting the Proposed Access Drive are in excess of PennDOT sight distance criteria.

Cloverleaf Road and Right-In Access (near Convenience Store)

- Right turn lane analyses indicate that a 150-foot northbound right turn lane, with a 100-foot taper, is warranted along Cloverleaf Road for traffic entering the proposed Right-In Access using 2029 Horizon Year traffic volumes.

Cloverleaf Road and Eastern Parcels Access

- The Eastern Parcels Access will be designed to permit left-in/right-in/right-out movements (no exiting left turn movement will be permitted).
- A 275-foot southbound left turn lane and a 150-foot northbound right turn lane will be constructed on SR 230 to accommodate traffic entering the proposed Eastern Parcels Access.

- Sight distances for traffic entering and exiting the Eastern Parcels Access are in excess of PennDOT sight distance criteria.

- It is recommended that STOP (R1-1, 30"x30") and NO LEFT TURN (R3-2, 30"x30") be provided on the proposed Eastern Parcels Access approach for traffic exiting the development site.

INTRODUCTION

A retail development, Mount Joy Town Center, is proposed for a tract of land in Mount Joy Township, Lancaster County. The site is located in the northeast corner of the intersection of SR 0230 and Cloverleaf Road (SR 4025). This Transportation Impact Study (TIS) was performed assuming the following land uses:

Convenience Store with Gasoline Pumps
127,000 square feet of general retail space

It is noted that the current plans shows approximately 105,000 square feet of general retail space, so the trip generation projections used in this TIS result in conservative analyses.

Currently proposed access locations are as follows:

- 1) Signalized access onto SR 0230 located approximately 1,050 feet east of Cloverleaf Road
- 2) Right-in only driveway onto Cloverleaf Road on north side of convenience store parcel
- 3) Left-In/Right-In/Right-Out Driveway onto Cloverleaf Road located 550 feet north of SR 0230
- 4) Right-In Only Driveway onto SR 0230 on the east side of the convenience store lot located approximately 425 feet from the stop bar at the signalized intersection of SR 0230/Cloverleaf Road

The following report contains analysis, conclusions, and recommendations for accommodation of traffic volumes anticipated to be generated by the proposed development site.

Grove Miller Engineering, Inc. has been retained by Penmark Management Company, Inc. to conduct a TIS for the development site. The scope of the TIS was confirmed by PennDOT and Mount Joy Township. Study scope documentation and study correspondence are included in Appendix P. The study methodology and traffic analyses documented in this transportation impact study report are in accordance with guidelines in Appendix A - Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permits of Publication 282, dated July 2017 and Township SALDO requirements.

Land Use Context

The development site is located in an area defined by PennDOT as an Urban Area. When the existing land use of the proposed development site and the land uses of the properties immediately surrounding the site are considered, the area can be defined as a Suburban Corridor and SR 0230 and Cloverleaf Road (SR 4025) can be considered Community Arterials based upon criteria in Publication 10X (Design Manual Part 1X), Appendix B.

Study Area Transportation Facilities

Based on the scoping process, the study area consists of the following intersections:

- SR 0230 and SR 0743 (Maytown Road)
- SR 0230 and Groff Avenue
- SR 0230 and Giant Plaza Driveway/Carey Lane
- SR 0230 and Speedway Driveway/Market Square Driveway
- SR 0230 and Sheaffer Road
- SR 0230 and Cloverleaf Road/Colebrook Road
- SR 0230 and Ridge Run Road
- Colebrook Road and Harrisburg Avenue
- Cloverleaf Road and Andrew Avenue/Norlanco Drive
- Cloverleaf Road and Schwanger Road

- Cloverleaf Road and Merts Drive
- Cloverleaf Road and PA 283 Eastbound Ramps
- Cloverleaf Road and PA 283 Westbound Ramps
- SR 0230 and Right-In Access (near Convenience Store)
- SR 0230 and Proposed Access Drive
- Cloverleaf Road and Right-In Access (near Convenience Store)
- Cloverleaf Road and Eastern Parcels Access

Photographs of the study area intersections are provided in Appendix F, while documentation of existing roadway conditions and transportation facilities are included in Appendix E.

There are no existing sidewalks along SR 0230 or Cloverleaf Road in the area of the development site. Pedestrian accommodations are provided at the signalized intersection of SR 0230 and Cloverleaf Road. Bicycles share the roadway with passenger vehicles, trucks, and busses.

Study Area Map

A map showing the study area and the proposed site location is provided in Appendix B, Figure 1.

Site Plan

The site plan depicts the current development proposal of a convenience store with gasoline pumps and general retail space. It is noted that the current plans shows approximately 105,000 square feet of general retail space, so the trip generation projections used in this TIS result in conservative analyses.

Currently proposed access locations are as follows:

- 1) Signalized access onto SR 0230 located approximately 1,050 feet east of Cloverleaf Road
- 2) Right-in only driveway onto Cloverleaf Road on north side of convenience store parcel
- 3) Left-In/Right-In/Right-Out Driveway onto Cloverleaf Road located 550 feet north of SR 0230
- 4) Right-In Only Driveway onto SR 0230 on the east side of the convenience store lot located approximately 425 feet from the stop bar at the signalized intersection of SR 0230/Cloverleaf Road

This TIS was prepared for a 2024 Opening Year and a 2029 Horizon Year.

DATA COLLECTION

Manual turning movement counts (TMC) were conducted at the following study area intersections:

- SR 0230 and SR 0743 (Maytown Road)
- SR 0230 and Groff Avenue
- SR 0230 and Giant Plaza Driveway/Carey Lane
- SR 0230 and Speedway Driveway/Market Square Driveway
- SR 0230 and Sheaffer Road
- SR 0230 and Cloverleaf Road/Colebrook Road
- SR 0230 and Ridge Run Road
- Colebrook Road and Harrisburg Avenue
- Cloverleaf Road and Andrew Avenue/Norlanco Drive
- Cloverleaf Road and Schwanger Road
- Cloverleaf Road and Merts Drive
- Cloverleaf Road and PA 283 Eastbound Ramps
- Cloverleaf Road and PA 283 Westbound Ramps

The TMC were conducted during the weekday morning (6:00 AM to 9:00 AM), weekday afternoon (3:00 PM to 6:00 PM), and Saturday (11:00 AM to 2:00 PM) peak periods. The TMC traffic counts were conducted in March 2022. No seasonal adjustments were applied to the raw count data.

Automatic traffic recorder (ATR) counts were conducted along SR 0230, Cloverleaf Road, and Ridge Run Road in the area of the development site. The TMC and ATR data sheets are provided in Appendix H.

EXISTING STUDY AREA CONDITIONS

The area around the proposed development is within an urban boundary but is more characteristic of a suburban corridor. SR 0230 and Cloverleaf Road (SR 4025) are the major roadways providing access to the development site.

Roadway Network

The study area includes the following roadways:

SR 0230. SR 0230 is a three-lane roadway (one lane in each direction and a center left-turn only lane) running in an east/west direction south of and adjacent to the development site. The roadway is classified as a Community Arterial using Publication 10X (Design Manual 1X), Appendix B. The current average daily traffic (ADT) volume on SR 0230 is approximately 10,000 vehicles per day in the vicinity of the proposed development site. Pavement markings consist of a yellow center left-turn only pattern and white edge lines. The posted speed limit along SR 0230 is 45 miles per hour (mph) along the western development frontage (west of Cloverleaf Road) and for approximately 1,500 feet east of Cloverleaf Road. The posted speed limit to the east of that location (along the eastern development frontage) is 55 mph..

Cloverleaf Road (SR 4025). Cloverleaf Road is a two-lane roadway running in a north/south direction adjacent to the development site. Cloverleaf Road is designated as SR 4025 through the study area. The roadway is classified as a Community Arterial using Publication 10X (Design Manual 1X), Appendix B. The current ADT volume on Cloverleaf Road is approximately 16,000 vehicles per day in the vicinity of the proposed development site. Pavement markings consist of a double yellow center line and white edge lines. The posted speed limit along Cloverleaf Road is 40 mph in the area of the development site.

Ridge Run Road (T-327). Ridge Run Road is a two-lane roadway running in a north/south direction east of and adjacent to the development site. Ridge Run Road is designated as T-327. The roadway is classified as a Local Road using Publication 10X (Design Manual 1X), Appendix B. The current ADT volume on Ridge Run Road is approximately 775 vehicles per day in the vicinity of the proposed development site. Pavement markings consist of a double yellow center line. The posted speed limit along Ridge Run Road is 35 mph in the area of the development site.

Maytown Road (SR 0743). Maytown Road is a two-lane roadway running in a north/south direction west of the development site. Maytown Road is designated as SR 0743 through the study area. Pavement markings consist of a double yellow center line and white edge lines. The posted speed limit along Maytown Road is 35 mph in the area of SR 0230.

Groff Avenue. Groff Avenue is a two-lane roadway running in a north/south direction west of the development site. Groff Avenue is a Borough street. Pavement markings consist of a double yellow center line. The posted speed limit along Groff Avenue is 35 mph in the area of SR 0230.

Sheaffer Road (T-888). Sheaffer Road is a two-lane roadway running in a north/south direction west of the development site. Sheaffer Road is designated as T-888 in the study area. Pavement markings consist of a double yellow center line. The posted speed limit along Sheaffer Road is 35 mph in the area of SR 0230.

Harrisburg Avenue (SR 4018). Harrisburg Avenue is a two-lane roadway running in an east/west direction south of the development site. Harrisburg Avenue is designated as SR 4018 through the study area. Pavement markings consist of a double yellow center line and white edge lines. The posted speed limit along Harrisburg Avenue is 35 mph in the area of Cloverleaf Road.

Andrew Avenue. Andrew Avenue is a two-lane roadway running in an east/west direction west of the development site. Andrew Avenue is designated as T-351 through the study area. Pavement markings consist of a double yellow center line in the area of Cloverleaf Road. The posted speed limit along Andrew Avenue is 25 mph in the area of Cloverleaf Road.

Norlanco Drive. Norlanco Drive is a two-lane roadway running in an east/west direction north of the development site. Norlanco Drive is designated as T-351 through the study area. Pavement markings consist of a double yellow center and white edge lines. The posted speed limit along Norlanco Drive is 25 mph in the area of Cloverleaf Road.

Schwanger Road. Schwanger Road is a two-lane roadway running in an east/west direction north of the development site. Schwanger Road is designated as T-843 through the study area. Pavement markings consist of a double yellow center line and white edge lines. The posted speed limit along Schwanger Road is 35 mph in the area of SR Cloverleaf Road.

Merts Drive. Merts Drive is a two-lane roadway running in an east/west direction north of the development site. Merts Drive is designated as T-833 through the study area. Pavement markings consist of a double yellow center line and white edge lines. The posted speed limit along Merts Drive is 25 mph in the area of Cloverleaf Road.

Existing traffic signal permit plans are provided in Appendix B, Figure 3d.

Volumes and Capacity

Capacity and queue analyses were completed using Synchro Software, Version 11.1, Build 2, Revision 9. The existing coordination or MAX signal times were utilized for existing conditions. Capacity analyses for existing conditions at study area intersections are summarized in Appendix A, Table 1. Existing traffic volumes and levels of service at study area intersections are shown in Appendix B, Figures 3a through 3c. The capacity analyses worksheets are provided in Appendix L.

Pedestrian/Bicycle Facilities

There are no existing sidewalks along SR 0230 or Cloverleaf Road in the area of the development site. Pedestrian accommodations are provided at the signalized intersection of SR 0230 and Cloverleaf Road. Bicycles share the roadway with passenger vehicles, trucks, and busses.

Transit Facilities

Red Rose Transit does not provide bus service in the study area.

OPENING YEAR CONDITIONS WITHOUT DEVELOPMENT

Traffic analyses conducted for conditions without the development are documented in this report section. The 2024 Opening Year was analyzed.

Background Growth Factors

Traffic projections were made in order to account for growth in background traffic volumes which may result from other future, potential development in the region. The 2022 traffic count volumes were projected to the 2024 Opening Year using a 0.60 percent annual traffic growth rate. The traffic growth rate was referenced from growth factor data provided by the PennDOT Bureau of Planning and Research and is documented in Appendix I. Opening Year traffic volumes are shown in Appendix C, Figure 5a. Traffic volume projections are documented in spreadsheet format in Appendix K.

Adjacent Development Traffic

The Township provided information regarding six (6) other development projects in the area. The developments are: Featherton 5, 1376 Campus Road, 1925 Sheaffer Road, Westbrooke IV, Raffensperger, and Westmount. Traffic for these developments was included in the traffic projections where appropriate (TIS submitted to the Township prior to the TIS submission for this development).

Capacity Analysis

Capacity and queue analyses were completed using Synchro Software, Version 11.1, Build 2, Revision 9. Traffic signal timings were optimized for No Build conditions. Capacity analyses for the Opening Year without development conditions at study area intersections are summarized in Appendix A, Table 1. The capacity and queue analyses worksheets are provided in Appendix L.

HORIZON YEAR CONDITIONS WITHOUT DEVELOPMENT

Traffic analyses conducted for conditions without the development are documented in this report section. The 2029 Horizon Year was analyzed.

Background Growth Factors

Traffic projections were made for the Horizon Years in a similar manner as the projections for the Opening Years as defined in the previous report section. Horizon Year traffic volumes are shown in Appendix D, Figure 6a.

Adjacent Development Traffic

Adjacent developments, as defined in the previous report sections, were included in the traffic projections.

Capacity Analysis

Capacity and queue analyses were completed using Synchro Software, Version 11.1, Build 2, Revision 9. Traffic signal timings were optimized for No Build conditions. Capacity analyses for Horizon Year conditions at study area intersections are summarized in Appendix A, Table 1. The capacity and queue analyses worksheets are provided in Appendix L.

DEVELOPMENT DESCRIPTION

Site Narrative

A retail development, Mount Joy Town Center, is proposed for a tract of land in Mount Joy Township, Lancaster County. The site is located in the northeast corner of the intersection of SR 0230 and Cloverleaf Road (SR 4025). This Transportation Impact Study (TIS) was performed assuming the following land uses:

Convenience Store with Gasoline Pumps
127,000 square feet of general retail space

It is noted that the current plans shows approximately 105,000 square feet of general retail space, so the trip generation projections used in this TIS result in conservative analyses.

Currently proposed access locations are as follows:

- 1) Signalized access onto SR 0230 located approximately 1,050 feet east of Cloverleaf Road
- 2) Right-in only driveway onto Cloverleaf Road on north side of convenience store parcel
- 3) Left-In/Right-In/Right-Out Driveway onto Cloverleaf Road located 550 feet north of SR 0230
- 4) Right-In Only Driveway onto SR 0230 on the east side of the convenience store lot located approximately 425 feet from the stop bar at the signalized intersection of SR 0230/Cloverleaf Road

The land use at and surrounding the site is suburban based on the criteria discussed in Publication 10X (Design Manual 1X), Appendix B and will not change as a result of the proposed development.

This TIS was prepared for a 2024 Opening Year and a 2029 Horizon Year.

Sight Distance Analysis

Sight distances were evaluated at the proposed site access locations onto SR 0230 and Cloverleaf Road to determine if available lines of sight meet PennDOT sight distance criteria. Sight distances were measured and compared with the published safe sight distance criteria in Regulations Chapter 441. A summary of sight distance criteria and measurements for the intersections can be found in Tables 3 and 4.

Table 3. Sight Distance Evaluation Summary:
 SR 0230 and Proposed Access Drive

Location	Direction	Observed Sight Distance (ft)	Required Sight Distance (ft)	Acceptable
Proposed Access Drive @ SR 0230	Left (east)	1,000+	635 ⁽¹⁾	YES
	Right (west)	1,000+	570 ⁽¹⁾	YES
vehicle approaching from rear on major street	EB	1,000+	376 ⁽²⁾	YES
left turn from major street	EB left	960	445 ⁽³⁾	YES

(1) Ch 441, Table 1

(2) Minimum safe stopping sight distance

(3) Ch 441, Table 5

Table 4. Sight Distance Evaluation Summary:
 Cloverleaf Road and Eastern Parcels Access

Location	Direction	Observed Sight Distance (ft)	Required Sight Distance (ft)	Acceptable
Eastern Parcels Access @ Cloverleaf Road	Left (south)	500	540 ⁽¹⁾ 304 ⁽²⁾	YES
	Right (north)	N/A	N/A	YES
vehicle approaching from rear on major street	SB	497	325 ⁽²⁾	YES
left turn from major street	SB left	472	375 ⁽³⁾	YES

(1) Ch 441, Table 1

(2) Minimum safe stopping sight distance

(3) Ch 441, Table 5

The sight distance evaluations indicate that the lines of sight at the proposed site access locations are acceptable and provide for safe traffic movements.

Documentation of sight distance evaluations is provided in Appendix N.

Trip Generation

The Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021) was used to estimate the number of trips which could be generated by the Mount Joy Town Center site. Table 5 summarizes the trip generation projections for the site, and trip generation calculation worksheets are provided in Appendix J.

Table 5. Proposed Land Use and Trip Generation Summary

Land Use (Code)	Daily Trips	Peak Hour Trips					
		AM Enter	AM Exit	PM Enter	PM Exit	SAT Enter	SAT Exit
Retail (821)	11,213	279	171	526	570	557	536
Pass-By Trips	–	0	0	210	228	173	166
New Trips	–	279	171	316	342	384	370
Conv. Store (945)	3,690	189	190	161	162	175	182
Pass-By Trips	–	144	144	121	121	114	118
New Trips	–	45	46	40	41	61	64
Total Site Trips	14,903	468	361	687	732	732	718
Total Pass-By Trips	–	144	144	331	349	287	284
Total New Trips	–	324	217	356	383	445	434

For the Convenience Store land use, trip generation calculations were performed using the number of vehicle fueling positions category with the building square footage as the secondary variable, and then with the building square footage category with the number of fueling positions as the secondary variable to determine the most conservative estimates. The most conservative estimate was used in the trip generation projections.

Pass-By Trips

Pass-By Trips are applicable to land uses associated with this development and were applied based on the following percentages:

- Shopping Plaza (40,000-150,000 sq. ft.) - 40% PM, 31% SAT
- Convenience Store - 76% AM, 75% PM, 65% SAT (assume 10% less than PM)

Documentation is provided in Appendix J.

Internal Capture Trips

Internal capture trips are applicable to the proposed land uses.

Trip Distribution/Assignment

New and pass-by trips generated by the proposed development were distributed onto the surrounding roadway network based on gravity models as approved during the TIS Scoping Application process. The trip distributions for the peak hours are shown in Appendix B, Figures 4a and 4b. Additional trip distribution documentation is provided in Appendix K.

OPENING YEAR CONDITIONS WITH DEVELOPMENT

Traffic analyses conducted for conditions with the development are documented in this report section. The 2024 Opening Year was analyzed.

Volumes and Capacity Analysis

Capacity and queue analyses were completed using Synchro Software, Version 11.1, Build 2, Revision 9. The traffic signal timings that were optimized for No Build conditions were utilized for Build conditions. Capacity analyses for Opening Year traffic conditions with development at study area intersections are summarized in Appendix A, Tables 1, 3, and 5. Projected traffic volumes at study area intersections are shown in Appendix C, Figure 5b for the Opening Year. The capacity analyses worksheets are provided in Appendix L.

HORIZON YEAR CONDITIONS WITH DEVELOPMENT

Traffic analyses conducted for conditions with the development are documented in this report section. The 2029 Horizon Year was analyzed.

Volumes and Capacity Analysis

Capacity and queue analyses were completed using Synchro Software, Version 11.1, Build 2, Revision 9. The traffic signal timings that were optimized for No Build conditions were utilized for Build conditions. Capacity analyses for Horizon Year traffic conditions with development at study area intersections are summarized in Appendix A, Table 1. Projected traffic volumes at study area intersections are shown in Appendix D, Figure 6b for the Horizon Year. The capacity analyses worksheets are provided in Appendix L.

Traffic Signal Warrant Analyses

Traffic signal warrant analyses were performed for the intersection of SR 0230/ Proposed Access Drive. The analyses indicate that the peak hour volume warrant is justified during the 2024 Opening Year with the proposed development traffic. The analyses are provided in Appendix O.

Queue Analysis

Queue analyses were performed for the study intersections using the traffic volumes for the 2029 Horizon Year. The analyses provided recommendations for proposed turning lanes and assessed whether existing storage lanes for turning movements are adequate to accommodate the additional traffic generated by the proposed development. The results of the queue analyses are presented in Appendix A, Table 2. Queue analyses worksheets are provided with the capacity analyses worksheets in Appendix L.

Left Turn Lane Analyses

The 2029 Horizon Year traffic volumes were analyzed to determine whether PennDOT guidelines for left turn lanes may be satisfied along SR 0230 and Cloverleaf Road at the proposed site access locations. The analyses indicated the following:

SR 0230/Proposed Access Drive: 250-foot eastbound left turn lane is warranted

Cloverleaf Rd/Eastern Parcels Access: 275-foot southbound left turn lane is warranted

The figures used in the left turn lane analyses are included in Appendix M.

Right Turn Lane Analyses

The 2029 Horizon Year traffic volumes were analyzed to determine whether PennDOT guidelines for right turn lanes may be satisfied along SR 0230 and Cloverleaf Road at the proposed site access locations. The analyses indicated the following:

SR 0230/Right-In Access: 150-foot westbound right turn lane is warranted

SR 0230/Proposed Access Drive: 175-foot westbound right turn lane is warranted

Cloverleaf Rd/Right-In Access: 150-foot northbound right turn lane is warranted

Cloverleaf Rd/Eastern Parcels Access: 150-foot northbound right turn lane is warranted

The figures used in the right turn lane analyses are included in Appendix M.

MITIGATION IDENTIFICATION AND RECOMMENDATIONS

The recommended improvements for off-site intersections are documented in this report section.

SR 0230/Cloverleaf Road - traffic signal timing adjustments in PM peak hour

Colebrook Road/Harrisburg Avenue - traffic signal installation

Cloverleaf Road/Schwanger Road - traffic signal timing adjustments in PM peak hour

Alternative Transportation Plan

No Alternative Transportation Plan is proposed.

CONCLUSIONS AND RECOMMENDATIONS

The conclusions and recommendations are documented in the Executive Summary of the study report.

EXHIBIT “F”

Transportation Details and Design Incentives

Mount Joy Town Center

W. Main St. (Route 230), Mount Joy, Pennsylvania, 17552

Retail stores and shopping centers in excess of 10,000 square feet of gross floor area

Sheet Index

Sheet Number

Sheet Title

2	Sheet Index
3 - 11	Bus Stop
12 - 14	Park and Ride
15 - 16	Building Design
17 - 18	Architectural
19 - 21	Drive-through Facilities

Bus Stops

Zoning Code Requirements

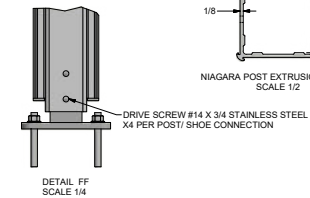
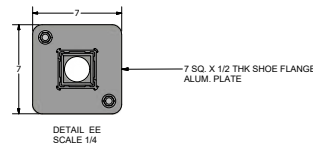
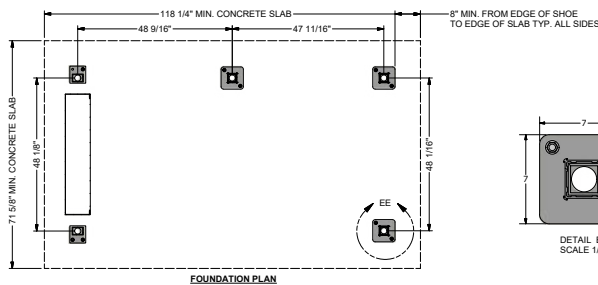
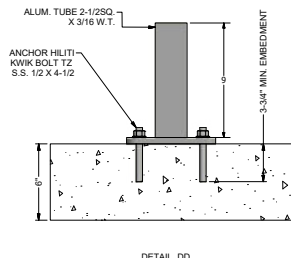
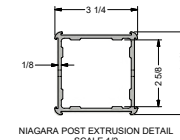
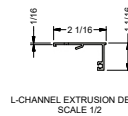
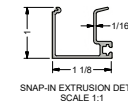
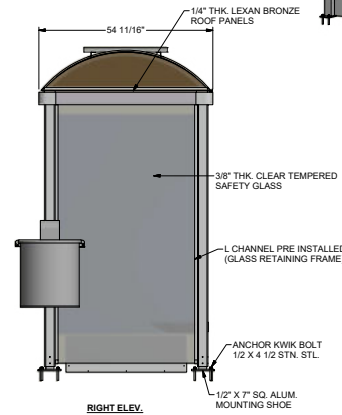
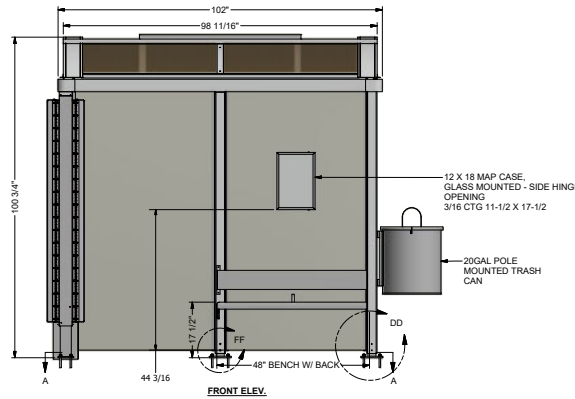
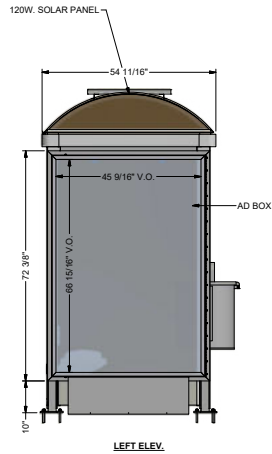
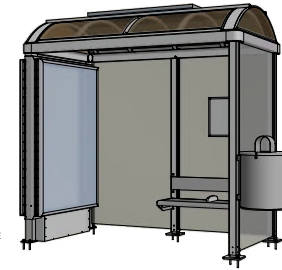
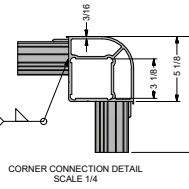
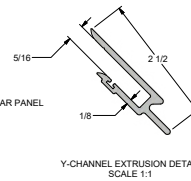
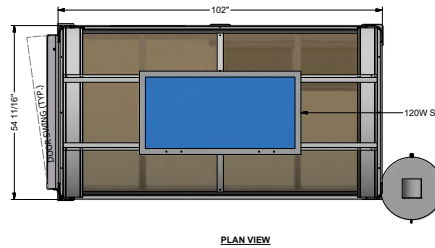
A retail store or shopping center in excess of 50,000 square feet of gross floor area shall provide an improved bus stop which shall be conveniently accessible for patrons who would travel to and from the site by bus. Such bus stop shall include a shelter, seating, a waste receptacle, and at least one shade tree. The location of the required bus stop shall be reviewed by and be acceptable to the Red Rose Transit Authority. If service is currently unavailable along the subject property, the applicant shall provide a cash escrow fund in lieu of constructing the bus shelter or enter into an agreement with the Township to install such bus shelter at the time bus routes are added or changed to provide access to the retail or shopping center use; such agreement shall be recorded at the Lancaster Recorder of Deeds Office, shall be referenced on the land development plan and shall be in a form acceptable to the Township Solicitor. An easement area shall be designated on the plans for the future location of the bus stop. The easement area shall be reviewed and be acceptable to the Red Rose Transit Authority.

Bus Stops

Cut Sheet

GENERAL NOTES:

1. ALL STRUCTURAL STEEL, UNLESS OTHERWISE NOTED, SHALL BE ASTM A-36, MINIMUM YIELD STRENGTH 36,000 PSI.
2. ALL STRUCTURAL ALUMINUM MEMBERS, UNLESS OTHERWISE NOTED, SHALL BE OF ALLOY 6063-T5 OR GREATER.
3. ALL HOLES TO BE DRILLED OR PUNCHED.
4. STEEL WELDING SHALL CONFORM TO AMERICAN WELDING SOCIETY STANDARD D1. 1-10. ELECTRODES SHALL CONFORM TO AWS 5.1, CLASS E70C5.
5. ALUMINUM WELDING SHALL CONFORM TO AMERICAN WELDING SOCIETY STANDARD D1. 2-90. ELECTRODES SHALL CONFORM TO AWS/SAF 5.10 CLASS EN403.
6. ALL WELDING TO BE DONE AT TOLAR MANUFACTURING COMPANY, INC. FACILITY.
7. ALL CORPORATE PROCEDURES, INCLUDING FABRICATION, MUST BE IN COMPLIANCE WITH TOLAR MANUFACTURING CO. INC'S QUALITY CONTROL MANUAL.

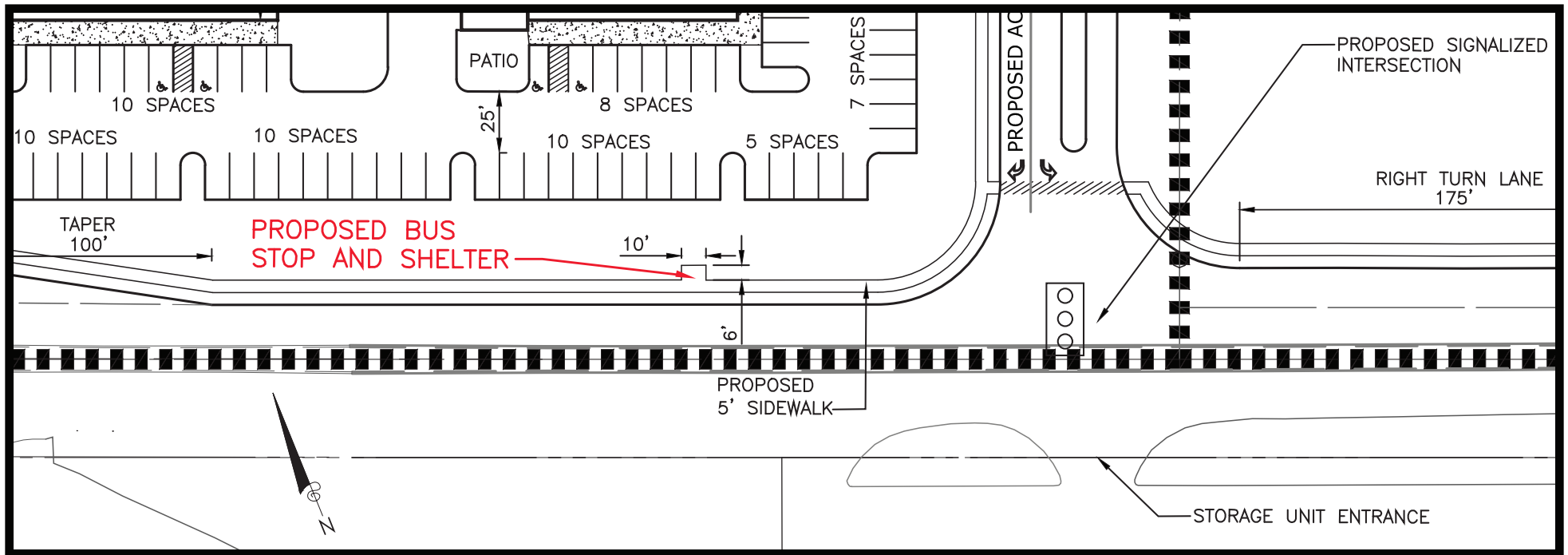


THE DESIGN AND DRAWINGS REMAIN THE INTELLECTUAL PROPERTY OF TOLAR MFG. AND ARE PREPARED TO BE USED FOR FABRICATION WITHOUT EXPRESSED WRITTEN CONSENT FROM TOLAR MFG. ALL DOCUMENTS TO BE RETURNED TO TOLAR MFG. AT COMPLETION OF WORK. AND DIMENSIONS AND REPORT ANY AND ALL DISCREPANCIES TO TOLAR MFG. BEFORE COMMENCING WITH THAT RELATED PORTION OF THE WORK.

TOLAR TOLAR MANUFACTURING COMPANY, INC. 558 MARKET CIRCLE, CHESTER, PA. 19380	
DESIGN FOR	RFADLOW DOME NIAGARA SHELTER
DATE	3/5/2019
SCALE	AS SHOWN
PROJECT	LANCASTER & BERKS COUNTIES, PA.
DATE	3/5/2019
PROJECT	RFARR

Bus Stops

Location



DETAILED BUS STOP PLAN VIEW



Drawn by: BRC at D.C. Gohn Associates, Inc.

Bus Stops

Landscaping

Bus Stops

Elements

[2] Design Resources

Basic Bus Stop Elements

Bus stop elements are curbside facilities located at a bus stop to provide safe access to the bus service, make the stop visible, and enhance the comfort of waiting passengers.



1 ADA Loading Pad



- Firm and stable surface
- Minimum clear length of 8' measured perpendicular to the roadway
- Minimum clear width of 5' measured parallel to the roadway

2 Informational Signage




- Minimum 2' between the sign support and the curb/edge of the roadway
- Not obstructing pedestrian route
- Mounted on a post (or a shelter) that does not include any traffic control devices

3 Shelter, Bench, Bicycle Parking, Lighting, Trash Receptacle, and other Amenities (optional)



- Locate amenities to ensure they do not obstruct access to the bus stop or the pedestrian access route
- Consider maintenance responsibilities and requirements before installation

4 Accessible Route



- Desirable minimum width of 4' with a required minimum clear width of 3'

5 Accessible Route (through the stop and to destinations)



- Firm, stable, and slip resistant surface
- Desirable minimum width of 5' with a required minimum clear width of 4'

6 Clear Zone for Rear Door and Waiting Area



- Level area free of obstructions to wait for the bus and access the bus via the rear door

7 No Parking Signs or Designation (if applicable)

- No parking may be designated with signs, painted curbs, and/or pavement markings
- Municipalities are responsible for no parking designations

8 Safety Buffer

- Buffer distance between the end of the bus stop zone and a crosswalk, intersection, or driveway

Landscaping / Stormwater

- Locate trees, landscape, and stormwater management features to ensure they do not obstruct access for pedestrians or visibility

Bus Stops

Construction

Construction of Bus Stop and Concrete Pad for Shelter

The construction of the bus stop will be done in accordance with local construction requirements and guidelines with consideration of the ADA Standards and Guidelines.

The bus shelter supplier provides specifications for the construction of the concrete pad. The typical pad concrete specifications listed below may be modified based on the requirements of an individual supplier, project need and local construction requirements and guidelines.

- Size of concrete pad will depend on the size of the shelter installed. For example: for a 5 FT x 8 FT shelter the recommended concrete pad measures a minimum of 6 FT x 10 FT.
- Concrete pads to be 3000 PSI concrete 6 inches to 8 inches thick, 3 inch to 4 inch slump and 5 – 7% air entrained.
- ¾ inch gravel – 4 inches to 6 inches deep underlay.
- Fiberglass mesh screen or steel re-bar for re-enforcement.
- Fiber board at perimeter and expansion joints when pad exceeds 12 FT in length.
- Exposed edges to have a 1 inch chamfer.
- Pad surface shall be broom finished.
- Shelters must be grounded as per local electrical codes.
- Minimum 21 day slab cure prior to bus shelter anchor installation.

Construction of Boarding and Alighting Area

The construction of a Boarding and Alighting Area will be done in accordance with local construction requirements and guidelines with consideration of the ADA Standards and Guidelines.

Bus Stops

ADA Standards and Guidelines

Boarding and Alighting Area

For an accessible bus stop, SCTA needs a boarding and alighting area for the deployment of the bus ramp that is a minimum of 60 inches long parallel to the roadway and a minimum of 96 inches perpendicular to the roadway from the curb. If the project has a grass strip between the curb and sidewalk, the concrete boarding and alighting area must cover the grass area between the curb and sidewalk.

In order to meet the requirement for a boarding and alighting area at a bus stop, there is typically no need to depress the boarding and alighting area and curb in order for the bus stop area to be level with the street pavement. The boarding and alighting area will be constructed and incorporated as part of the typical construction of the curb and sidewalk.

Parallel to the roadway the slope of the boarding and alighting area is the same as the roadway to the maximum extent practicable. Perpendicular to the roadway the slope is $\leq 1:48$ (2.1%).

Connections

Bus stop boarding and alighting areas and bus shelters shall be connected to streets, sidewalks or pedestrian paths by an accessible route complying with ADA standards.

Bus Shelters

- The bus shelter shall be connected by an accessible route complying with ADA standards to the bus stop boarding and alighting area.
- Clear floor space of ≥ 30 inches by ≥ 48 inches entirely within the shelter.
- One side of the clear floor space shall adjoin an accessible route.
- If the clear floor space is confined on any of the three sides, width ≥ 36 inches for front approach or length ≥ 60 inches for parallel approach.
- For the clear floor space, the surface shall be stable, firm and slip resistant and no changes in level $> \frac{1}{4}$ inch.

Bus Stops

Transit Authority Letter



45 Erick Road, Lancaster, PA 17601-3111 ■ Phone: 717-397-5613

24 February 2023

Craig T. Edwards, Esquire
Pennmark Management Company, Inc.
1000 Germantown Pike, Suite A-2
Plymouth Meeting, PA 19462

Re: New Bus Stop potential - Mt. Joy TWP PA (RT 230)

Dear Mr. Edwards,

Thank you for contacting South Central Transit Authority/SCTA about a new bus stop at the proposed shopping center along PA230 in Mount Joy Township.

SCTA supports the installation of a bus stop and bus shelter at this site in a location and manner that meets our specifications. We look forward to working with you as the land development plan moves through the municipal approval process so that the appropriate location for the bus stop and shelter can be determined.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Ahlskog", is written over a light blue circular background.

Lauri P. Ahlskog, AICP
Manager of Transit Planning & Compliance

Bus Stops

Examples



Park and Ride

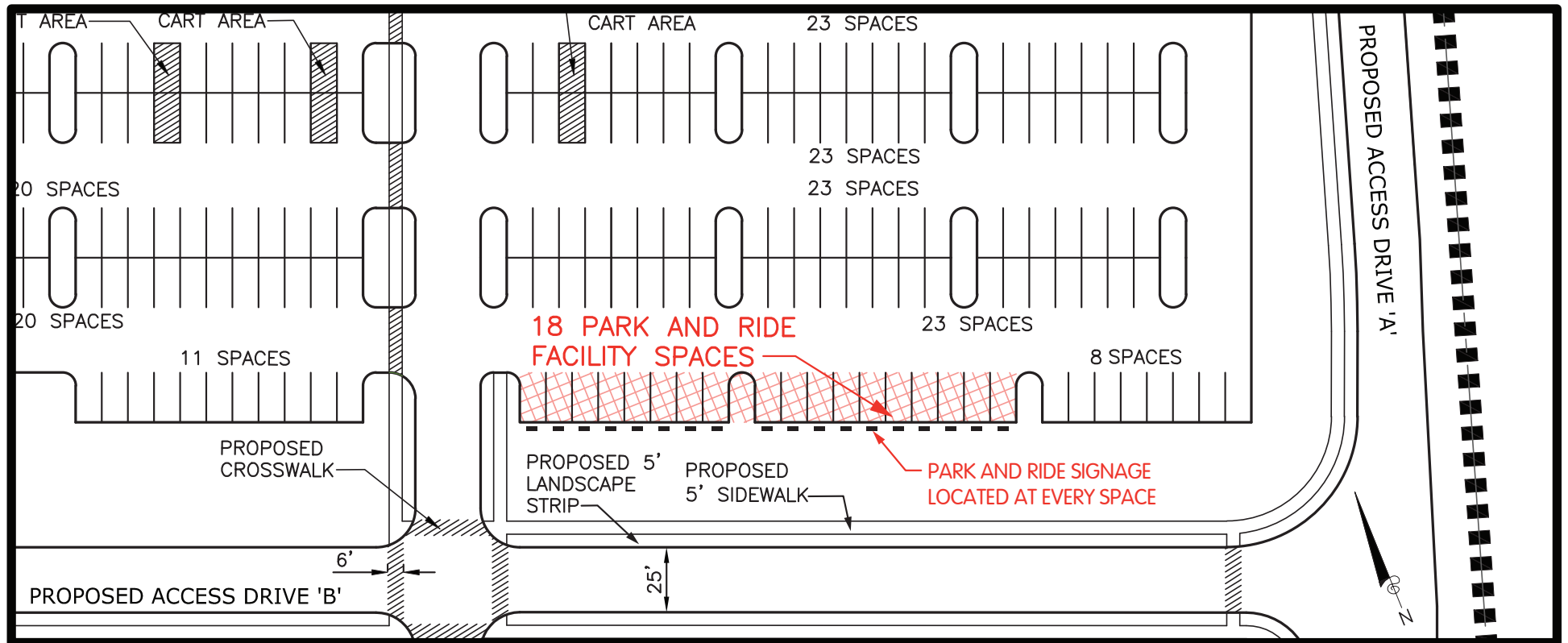
Zoning Code Requirements

Any retail store or shopping center in excess of 50,000 square feet of gross floor area that is located within one mile of a Route 283 interchange shall integrate a portion of the required off-street parking spaces for public use as a park-and-ride facility. The facility shall be readily identifiable and conveniently accessible to passing motorists. At least 3% of the parking spaces provided for the use shall be for public use as a park-and-ride area. The Zoning Hearing Board may permit the required number of parking spaces to be provided for public use as a park-and-ride area to be reduced by special exception in accordance with the following criteria:

- a. The applicant shall provide evidence, prepared by a traffic engineer, justifying the proposed reduced number of park-and-ride spaces, which shall include a study of the number of vehicles currently utilizing areas in the vicinity of the Route 283 interchange closest to the proposed retail store or shopping center as de facto park-and-ride facilities.
- b. Any such proposal for a reduced number of park-and-ride spaces shall consider, in addition to the existing utilization of de facto park-and-ride facilities, the annual traffic growth rate recommended by PennDOT's Bureau of Planning and Research for the adjacent roadway currently utilized as a de facto park-and-ride in determining the appropriate number of spaces.

Park and Ride

Location



PARK AND RIDE PLAN VIEW



Drawn by: BRC at D.C. Gohn Associates, Inc.

Park and Ride

Signage



Building Design

Zoning Code Requirements

All retail stores and shopping centers shall be constructed in accordance with an overall plan and shall be designed as a single architectural style with appropriate landscaping. Retail stores and shopping centers that are located in the C-1 District shall contain an architectural style that is reminiscent of the residential and rural areas of the Township which are located in close proximity to the C-1 Zoning District. A "Commercial Village" style of development shall be utilized to the greatest extent possible in the C-1 District.

Building Design

Commercial Village Sketch



Architectural

Zoning Code Requirements

Whenever an individual building of 30,000 square feet of gross leasable floor area or greater on the ground floor is proposed, the applicant shall provide for all of the following building design elements:

- a. The building shall not have a flat roof, unless it has a parapet wall screening all mechanical equipment from public view along streets and sidewalks; and
- b. The length of the façade of any new building which exceeds 32 feet in length shall have vertical design elements, such as pilasters, columns, piers, or recesses or projections of one to four feet, so that no new vertical bay or section of a building façade exceeds 32 continuous feet in length

Architectural

Cross Section

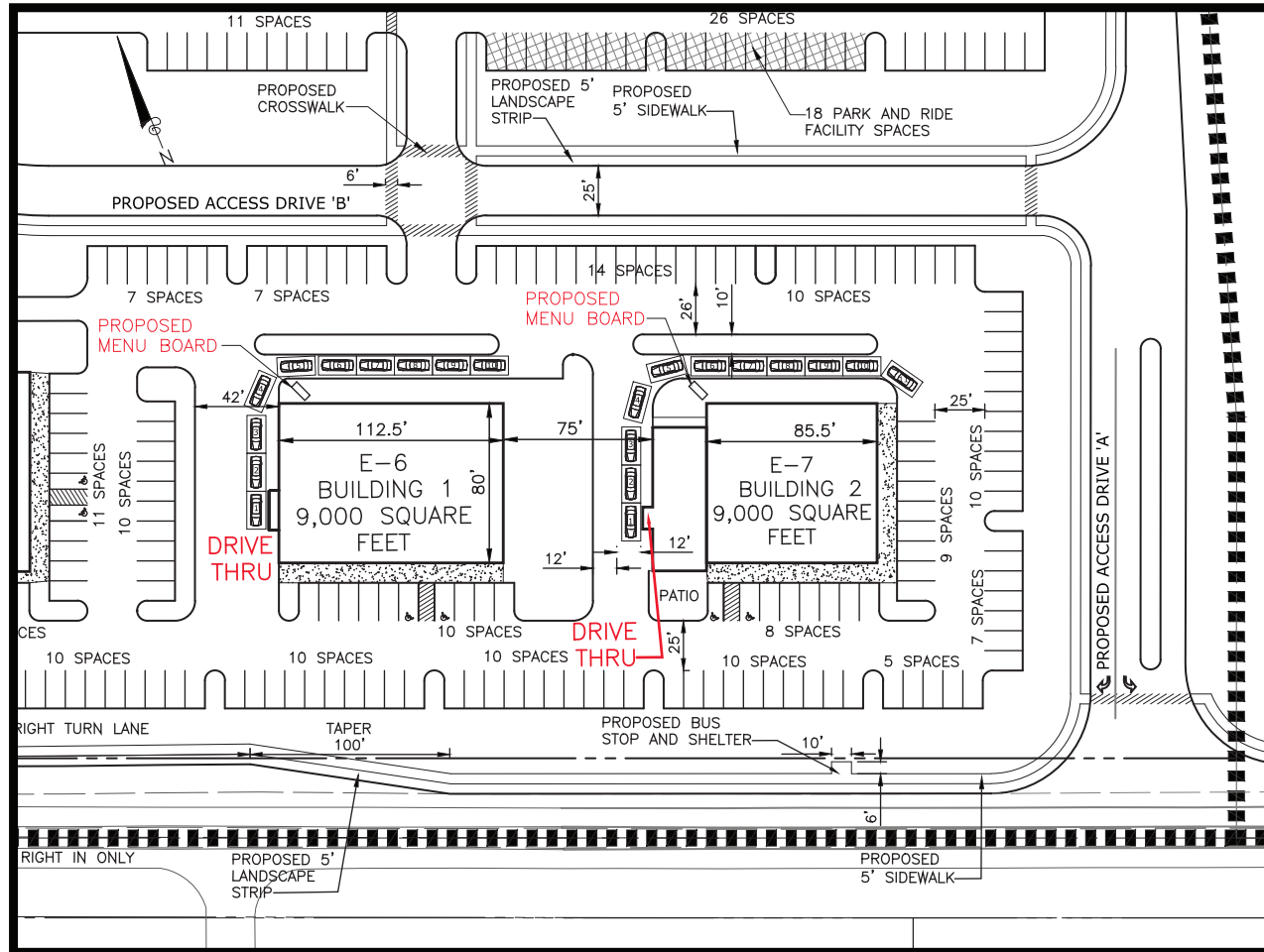
Drive-through facilities

Zoning Code Requirements

- A. The minimum lot size shall be one acre.
- B. A vehicle stacking lane area shall be provided which shall have stacking room for at least six vehicles for restaurant uses and at least three vehicles for retail and financial institutions.
- C. Vehicle stacking lanes shall be separated from other vehicle circulation lanes and parking areas and the stacking area shall not be counted towards the required parking.
- D. Vehicle stacking lanes shall be set back at least 15 feet from the ultimate street right-of-way and shall not be located within a required yard setback.
- E. Any outdoor microphone and speaker system shall be so designed that sound shall not be transmitted to adjoining properties.
- F. Location.
 - 1. Drive-through windows designed to be on the rear- or side-facing wall of a building are permitted.
 - 2. The Zoning Hearing Board may permit drive-through windows on the front-facing wall of a building by special exception, in accordance with the following criteria:
 - a. A landscape strip and screen that is a minimum of 10 feet wide shall be planted and shall include evergreen trees, hedges, or shrubs. The landscape strip and screen shall be installed, maintained and contain such materials as required by § 135-299. Notwithstanding the requirements in § 135-299C(2), the screening shall be arranged so as to block the ground-level views between grade and a height of three feet.
 - b. An applicant shall be required to submit the proposed building's front face wall elevation as part of the special exception application, which elevation shall identify the proposed architectural detail and the number of proposed drive-through windows.

Drive-through facilities

Location



DRIVE THRU PLAN VIEW



Drawn by: BRC at D.C. Gohn Associates, Inc.

Drive-through facilities

Landscaping

EXHIBIT “G”

Streetscape Details

Mount Joy Town Center

W. Main St. (Route 230), Mount Joy, Pennsylvania, 17552
Design Incentives for Shopping Centers- Streetscape Details

Sheet Index

Sheet Number

Sheet Title

2	Sheet Index
3 - 6	A. Sidewalks
7 - 10	B. Planting Strips
11 - 14	C. Curbs
15 - 18	D. Pedestrian Crosswalks
19 - 22	E. Ornamental Streetlights
23 - 26	F. Benches
27 - 29	G. Building Setbacks

A. Sidewalks

Zoning Code Requirements

A. Sidewalks

1. Sidewalks shall be provided parallel to the street right-of-way. If a new street is proposed that divides the subject property, or the developer owns an adjacent lot across an existing street from the subject property, sidewalks shall be constructed on both sides of the street.
2. All sidewalks that provide access to storefronts shall be at least eight feet in width; all other sidewalks shall be a minimum width of five feet in width. Outdoor seating for cafes should be limited to patios or plazas or otherwise situated that a four-foot clearance width on sidewalks will be provided.
3. All sidewalks shall be constructed of either brick, stone, precast ornamental concrete pavers, poured-in-place concrete, or patterned poured concrete.
4. When constructed of poured-in-place concrete, control joints shall be provided at intervals no greater than 36 inches. All concrete sidewalk surfaces shall be divided across their width into at least two sections formed by control joints. The primary surface of concrete shall have a broom finish and an area two inches in width, parallel to the control joints, shall have a smooth-troweled finish.

A. Sidewalks

Description

Sidewalks separated from the roadway are the preferred accommodation for pedestrians. Sidewalks provide many benefits including safety, mobility, and healthier communities.

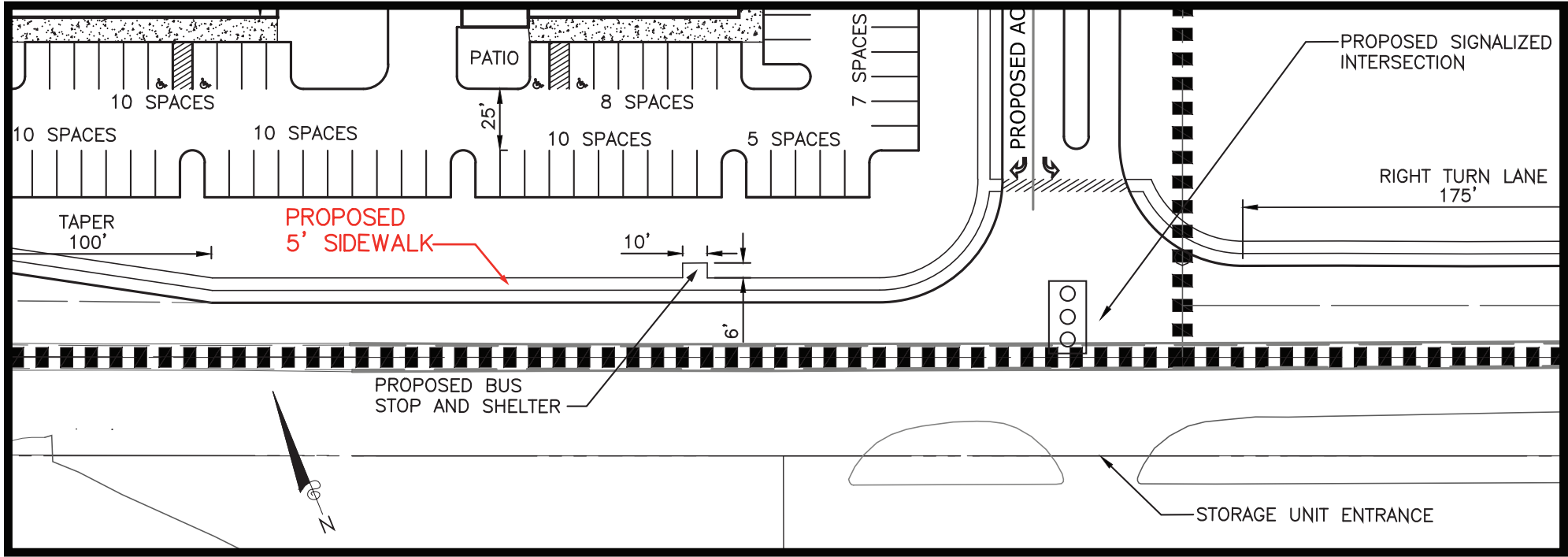
In addition to reducing walking along roadway crashes, sidewalks reduce other pedestrian crashes. Roadways without sidewalks are more than twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street. By providing sidewalks on both sides of the street, numerous mid-block crossing crashes can be eliminated.

By providing facilities that are more comfortable, we can increase the number of trips made by walking, particularly in areas with mixed land uses. Moreover, we can better serve our local populations. Many people cannot drive a car and rely on walking and public transit for transportation. Children, older adults, and people with disabilities are a substantial portion of the population — up to 37 percent in some states. Other people might choose to walk if they had better accommodations. Providing sidewalks, widened paved shoulders, or stabilized shoulders — particularly when providing access to transit and schools — can increase the transportation options for these individuals. Additionally, by moving pedestrians off the travel lanes, motorists' operations are improved and capacity is increased.

Research also indicates that people will walk for recreational purposes if a facility is provided. Recreational walking is one of the easiest ways to get the recommended allotment of exercise each day.

A. Sidewalks

Details



DETAILED SIDEWALK PLAN VIEW



Drawn by: BRC at D.C. Gohn Associates, Inc.

A. Sidewalks

Examples



Just an example, not exact look

B. Planting Strips

Zoning Code Requirements

- B. Planting strips. Planting strips shall be provided parallel to the street right-of-way between the required concrete curb and sidewalk. Planting strips shall be a minimum of five feet wide and shall include a variety of seasonal plantings and street trees in accordance with the following requirements:
1. Street trees shall be provided at regular intervals along the street right-of-way, including any internal streets and access drives to the development.
 2. One street tree shall be provided for every 50 linear feet of lot frontage abutting each side of a right-of-way.
 3. Street trees, at the time of planting, shall be no less than three to 3 1/2 inches in caliper and shall be in accordance with the latest edition of the American Standard for Nursery Stock of the American Association of Nurserymen.
 4. All street trees shall be one of the following species or cultivars:
 - a. *Acer rubrum* - Red Maple.
 - b. *Acer Saccharum* "Green Mountain" - Green Mountain Sugar Maple.
 - c. *Acer Saccharum* "Legacy" - Legacy Sugar Maple.
 - d. *Fraxinus pennsylvanica* "Newport" - Newport Green Ash.
 - e. *Fraxinus pennsylvanica* "Patmore" - Patmore Green Ash.
 - f. *Gleditsia tricanthos inermis* - Thornless Common Honeylocust.
 - g. *Platanus x acerifolia* - London Planetree.
 - h. *Quercus imbricaria* - Shingle Oak.
 - i. *Quercus phellos* - Willow Oak.
 - j. *Quercus rubra* - Northern Red Oak.
 - k. *Tilia codata* - Littleleaf Linden.
 - l. *Tilia tomentosa* - Silver Linden.
 - m. *Ulmus parvifolia* - Lacebark Elm.
 - n. *Zelkova serrata* - Japanese Zelkova.

B. Planting Strips

Description

Planting strips encourage, enhance and soften the streetscape, to provide a buffer between vehicles and pedestrians.

Traffic calming—and driver calming

Trees and plants help with safe road design. They're proven to slow average driving speeds. A row of trees can also provide a clear distinction between pedestrian zones and drive lanes, creating a visual wall that helps keep drivers on the roadway. Trees also impact the lives of drivers, even those just passing through an area.

Physical health

Trees create walk appeal. Where space is beautiful and safe, people are more likely to be active, including walking or riding a bicycle. In this way, trees encourage healthy lifestyles.

Mental health

Several studies show that tree canopy creates lower rates of psychological distress. People are happier and less likely to have depression when connected to nature. This lower stress is evident in decreases in blood pressure and cortisol.

Beauty

Healthy trees are aesthetically pleasing. They create variations in color, texture, and height in the visual landscape. Their beauty can also be a tourist draw. Trees also help promote regional biodiversity. Birds, butterflies, squirrels, chipmunks, and other local fauna require the habitat and sanctuary provided by trees.

B. Planting Strips

Details

B. Planting Strips

Examples



Gleditsia tricanthos inermis - Thornless
Common Honeylocust



Platanus x acerifolia - London Planetree



Acer Rubrum - Red Maple



Zelkova serrata - Japanese Zelkova

C. Curbs

Zoning Code Requirements

C. Curbs.

1. Concrete curbs shall be provided along the edge of a street cartway. If a new or existing street divides the development tract, concrete curbs shall be provided on both sides of the road.
2. All curbs shall be in accordance with Township specifications.

C. Curbs

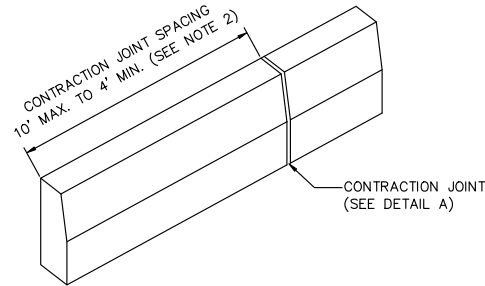
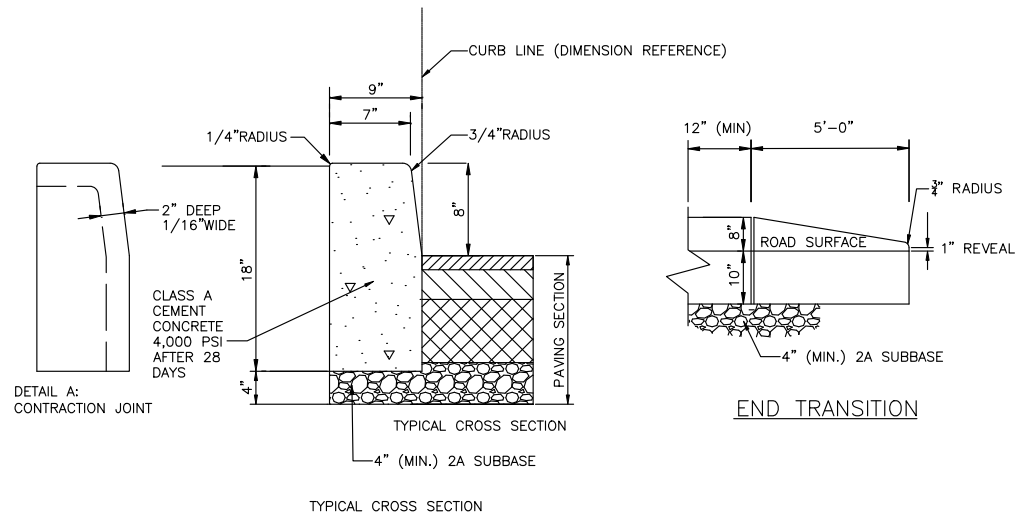
Description

A road curb is an edge where a raised sidewalk meets the roadway or a street. The origin of curbs can be traced back to the 18th century when curbs were primarily constructed for aesthetic appeal. However, gradually as they began to be used as a safety measure, city planners began incorporating the construction of curbs to manage road traffic and pedestrians effectively.

Curbs serve different purposes to pedestrians and drivers. Firstly, they enable the separation of road and roadside, both for walkers and drivers. For drivers, this serves as a driving and parking guideline. For walkers, it serves as a safe area to walk. They assist in channeling motor vehicle traffic and making drivers aware of the pedestrians, making for an effective safety measure, especially in cities like Toronto, which are full of vehicles and pedestrians. From a structural point of view, curbs provide support to the pavement edge making it safer and easier, promoting accessibility. However, it's said that a high-speed vehicle that hits a curb is likely to turn towards the sidewalk rather than the opposite. This is why curbs are not present on high-speed roads or rural roads. In colder and rainy cities, curbs help to direct the flow of rainwater and snow towards drains, which allows the roads to decongest water. And, there is an underlying aesthetic reason as curbs make the road appear more fine finished.

C. Curbs

Details



CONSTRUCTION NOTES:

1. MATERIALS AND CONSTRUCTION SHALL MEET THE REQUIREMENTS OF PUBLICATION 408, SECTION 630.
2. PLACE 3/4 INCH PREMOLDED EXPANSION JOINT FILLER MATERIAL AT STRUCTURES AND AT THE END OF THE WORK DAY. CUT MATERIAL TO CONFORM TO AREA ADJACENT TO CURB OR TO CONFORM TO CROSS SECTIONAL AREA OF CURB.
3. SPACERS/JOINTS SHOULD BE ASPHALT, NOT CARDBOARD FILLER.
4. ALL VERTICAL CURBING SHALL BE MACHINE-FORMED. THE REQUIRED HEIGHT FOR HAND-FORMED CURB IS 24.
5. EXPANSIONS JOINTS ARE REQUIRED EVERY 60 FEET AND 10 FEET ON EITHER SIDE OF STRUCTURES, IN ADDITION TO ON EITHER SIDE OF STRUCTURES AND AT THE END OF EACH DAY'S WORK.

PROPOSED CURBING WILL BE INSTALLED ALONG THE ROAD IMPROVEMENTS ALONG ROUTE 230 AND CLOVERLEAF ROAD IN ACCORDANCE WITH THE DESIGN INCENTIVES.

8" PLAIN CONCRETE CURB DETAIL

Drawn by: BRC at D.C. Gohn Associates, Inc.

C. Curbs

Examples



D. Pedestrian Crosswalks

Zoning Code Requirements

D. Pedestrian crosswalks

1. Pedestrian crosswalks shall be provided at the following locations:
 - a. All new street intersections.
 - b. At any location where a bicycle path, walking trail or other pedestrian way crosses a street, access drive or other vehicular way.
2. Pedestrian crosswalks shall be no less than six feet in width.
3. Pedestrian crosswalks shall conform to PennDOT specifications.
4. If the pedestrian crosswalk is at an intersection controlled by a traffic signal, pedestrian signals shall be installed and maintained to help ensure pedestrian safety.

D. Pedestrian Crosswalks

Description

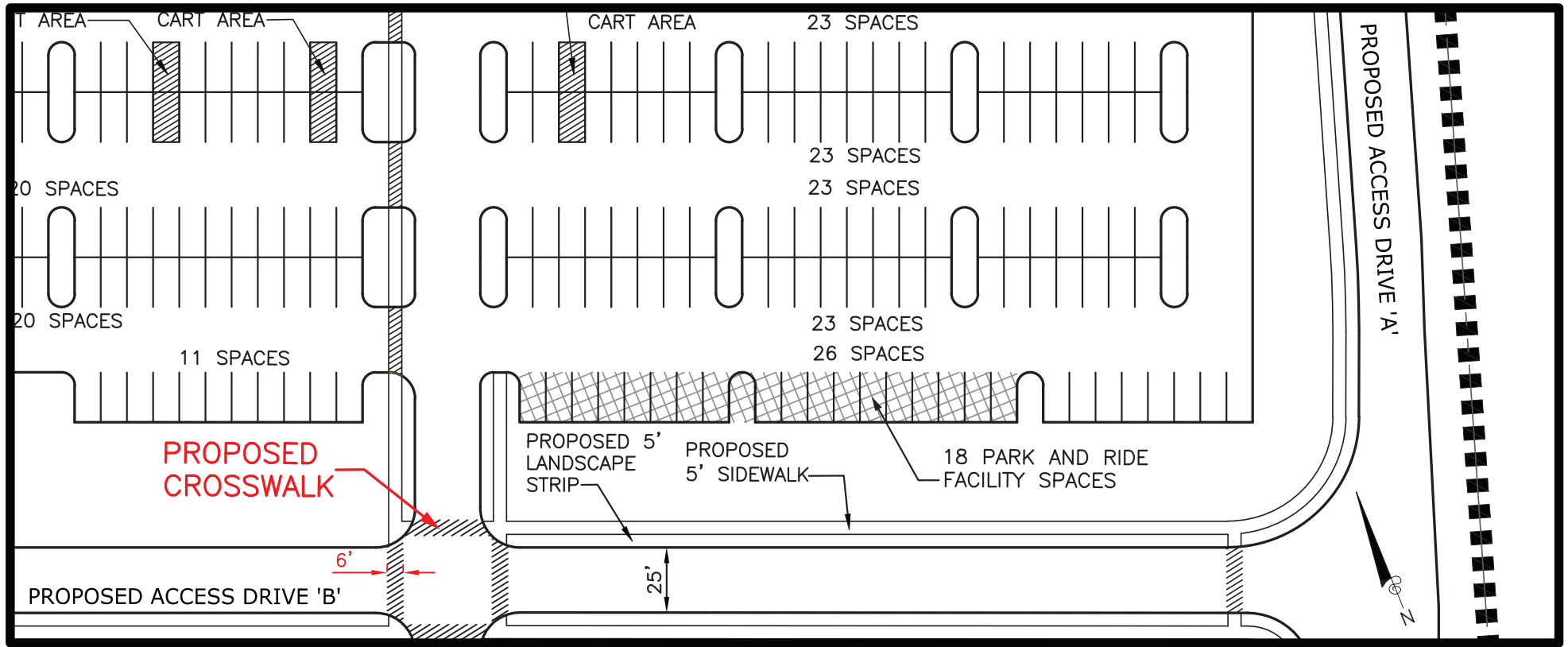
Crosswalks can be a significant way to improve pedestrian safety and make it easier to cross the roadway. Walking is an important means of transportation, and pedestrians should be able to use the system safely and without unreasonable delay. Why is it important to mark crosswalks appropriately? Although pedestrian-vehicle crashes are relatively rare, the risk of injury is high — and at speeds of 30 mph or more, severe injury is almost a certainty. Crosswalks are typically found at:

- Traffic signals and stop signs. Marked crosswalks are used to direct pedestrians to the proper crossing location and prevent motor vehicle traffic from blocking the pedestrian path.
- School Zones. At unannounced locations, marked crosswalks are used to designate the safest locations for school children to cross.

Crosswalks are marked at other uncontrolled locations (where neither stop signs nor signals are in place) when studies show that the number of lanes, traffic volume, pedestrians, and speeds make the use of marked crosswalks desirable for pedestrian safety and mobility.

D. Pedestrian Crosswalks

Details



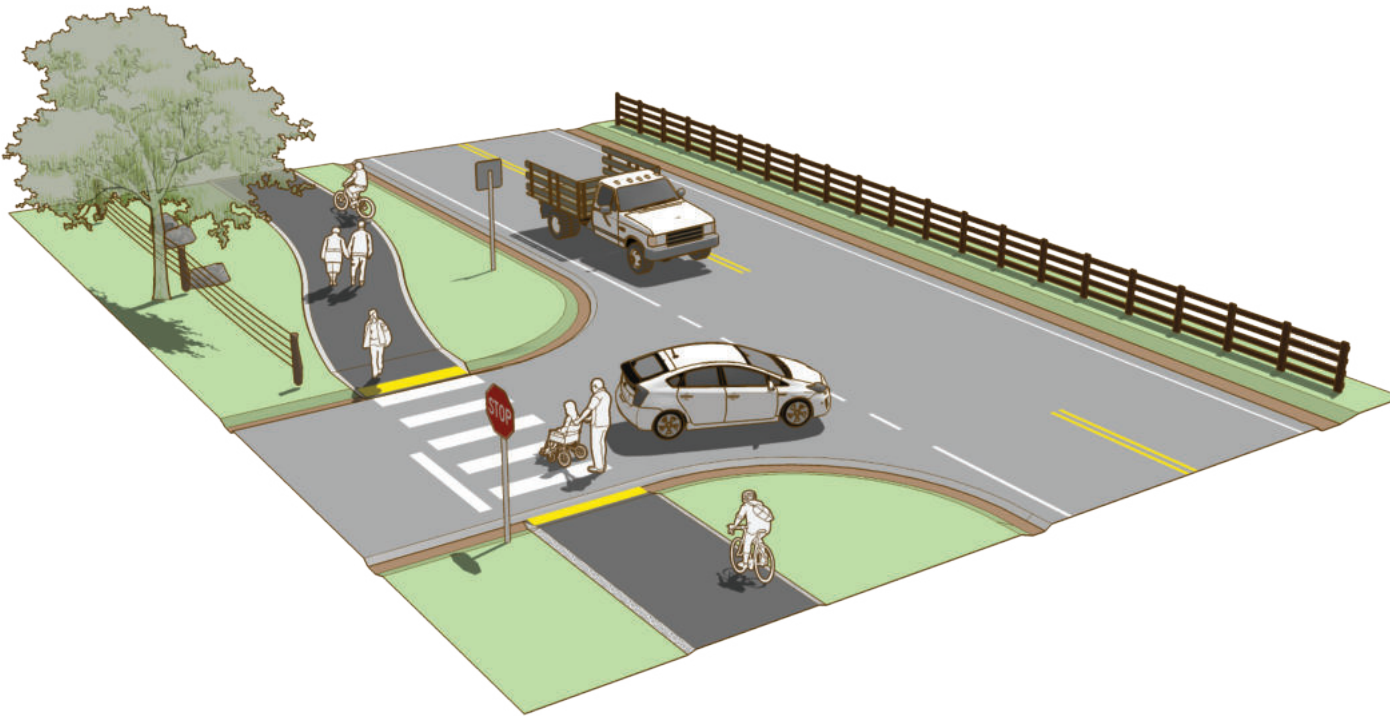
DETAILED CROSSWALK PLAN VIEW



Drawn by: BRC at D.C. Gohn Associates, Inc.

D. Pedestrian Crosswalks

Examples



E. Ornamental Streetlights

Zoning Code Requirements

- E. Pedestrian-scaled, ornamental streetlights along new streets and access ways.
1. Pedestrian-scaled, ornamental streetlights shall be provided at regular intervals along both sides of any internal street, access drive and pedestrian walkways within the proposed development.
 2. One pedestrian-scaled, ornamental streetlight shall be provided for every 100 to 150 linear feet of parcel frontage abutting each side of a right-of-way.
 3. Pedestrian-scaled, ornamental streetlights, when installed, shall be no taller than 20 feet measured from the mounting surface to the top of the fixture.
 4. Pedestrian-scaled, ornamental streetlights, when installed, shall be at least 12 feet in height measured from the mounting surface to the top of the fixture.
 5. Pedestrian-scaled, ornamental streetlights fixtures shall be Spring City Electrical Manufacturing Company, Villa model, or approved equal.
 6. Pedestrian-scaled, ornamental streetlights shall have a matte black finish.

E. Ornamental Streetlights

Description

A street light or street lamp is a raised source of light often mounted on a lamp column or pole either on the side of the road or within the median, or suspended on a wire above the road to provide illumination. Street lighting can provide safety benefits at midblock and intersection locations and can also improve safety for pedestrians, particularly at crossing points.

The addition of midblock street lighting increases safety by making road features such as road alignment, curbs, footpaths, street furniture, surface condition, other road users, and objects that may be on the road visible to both vehicular and pedestrian traffic.

Providing street lighting at intersection locations can reduce night-time crashes by making the intersection features visible to both vehicular and pedestrian traffic. Lighting intersections can also aid navigation and helps drivers to see the intersecting road, turning vehicles, traffic queues, and other road users. It is recommended that at least one luminaire should be provided on each of the intersecting roads to help traffic approaching from the side roads identify the intersection.

Improving the lighting at pedestrian crossings will help to make both the crossing and the pedestrians using the crossing, visible to approaching motorists. The addition of street lights at pedestrian crossing locations may also assist pedestrians to locate safe crossing points and detect potential night-time hazards. This treatment has shown to reduce the number of pedestrian crashes, and improved lighting can also help to discourage street crime.

E. Ornamental Streetlights

Details

E. Ornamental Streetlights

Examples

F. Benches

Zoning Code Requirements

F. Benches. Benches shall be provided along all streets and pedestrian walkways that are adjacent to storefronts and are intended to increase pedestrian activity and enhance the character of the town center development. One bench shall be provided for every 200 feet of linear street or pedestrian way that provides access to storefronts in the development. Benches need not be evenly distributed throughout the development.

F. Benches

Description

Benches are a decorative and useful addition to any outdoor area, whether it's outside your business or in a community area. Benches come in an array of designs to fit various spaces and needs. There are many considerations when looking into commercial benches for your space.

Benches give your customers or patrons a place to sit while they're waiting for someone, or just to relax and enjoy the outdoors. These products make a space more inviting and encourage people to congregate there. Add one to a bus stop, in front of your business or organization, and in downtown or public areas. They are perfect additions to areas where people do a lot of walking, such as an outdoor shopping center or a community garden.

They offer so much more than a place to just sit down. Benches allow people of all abilities and ages to spend more time outdoors, boosting physical and mental health and connecting them to their community through shared public spaces. Adding benches to commercial districts and city squares allow generations to intermingle, both young families and seniors can participate in a shared public space regardless of age or mobility loss, either through disability or temporary injury. As our population ages, benches will become even more important to help break increasingly daunting trips to the grocery store or to other retail spaces into smaller, more manageable journeys.

F. Benches

Details

F. Benches

Examples



G. Building Setbacks

Zoning Code Requirements

G. Building setbacks from streets. Building walls that front along an internal street or access drive of the development may be permitted to front against the edge of the street or access drive as long as the minimum separation distance between building walls on both sides of the street is 65 feet.

G. Building Setbacks

Description

Property setbacks help everyone live comfortably. Consider them the breathing space of a space. If you've ever envisioned building your dream home, odds are you never pictured it right on the property line. That's because whether you realize it or not, you're used to the invisible property setbacks that exist around most dwellings.

Property setbacks can be anything from the space in your front yard and the distance between the sidewalk and your property line, to the side area between houses. There are even setbacks measured in the size of a parking spot to ensure each car has "breathing room" to open and close its doors.

Better services – having space between houses and streets, etc., ensures that in the case of a fire or other emergencies, a first responder vehicle can get to you in a pinch.

Better lighting – A no-brainer, but property setbacks ensure that you have plenty of space around your dwelling to bring in natural light and better visual access.

Better landscape – Even in big city buildings, you'll see a green space with shrubbery or a fountain in front of your doctor's office. This makes the space more inviting and give a sense of ease. So the next time you admire the beautiful landscape in front of that office building, thank a property setback for that.

Property setbacks help ensure buildings don't fall over on each other in case of a natural disaster, like an earthquake or fire. They encourage outdoor activities in public areas and help keep the sanity of society by giving people enough room to roam.

G. Building Setbacks

Details

Brian R. Cooley at D.C. Gohn Associates, Inc.

THIS SECTION OF THE DESIGN INCENTIVES IS MET. THE PLAN DOES NOT HAVE THIS DESIGN CRITERIA AS THERE ARE NO BUILDINGS ON BOTH SIDES OF A STREET, DIRECTLY ACROSS FROM EACHOTHER.

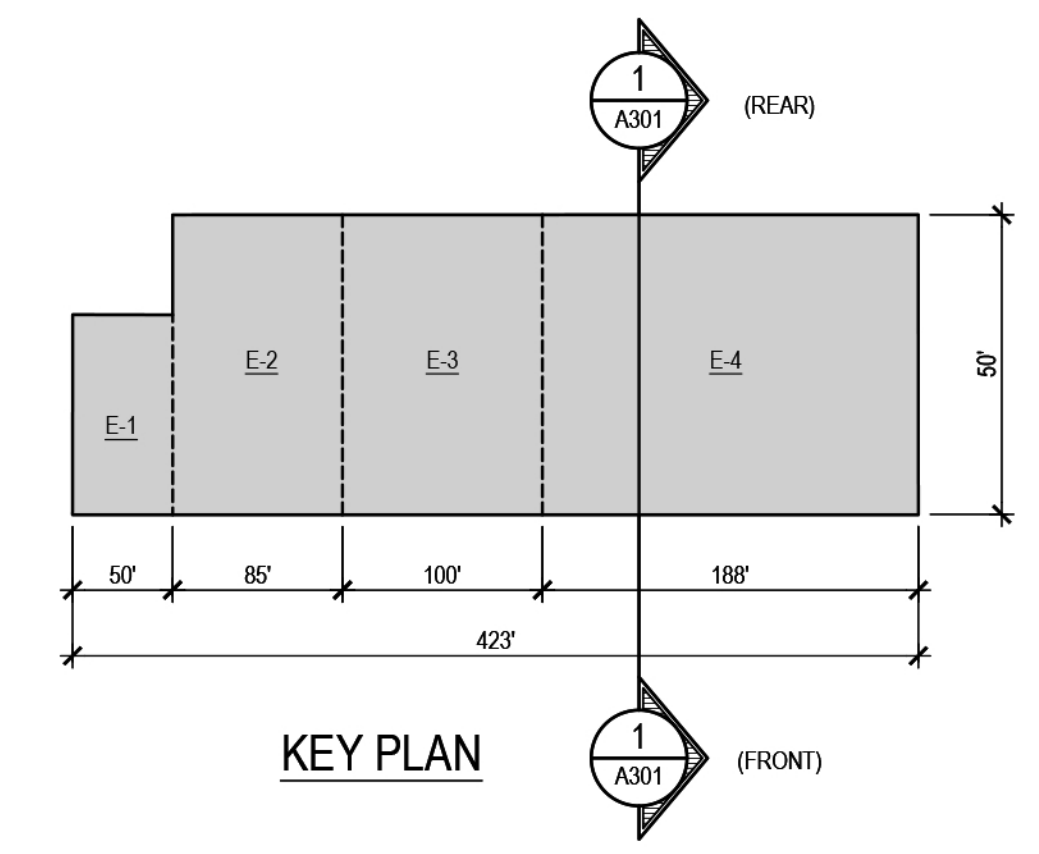
THE SITE PLAN MEETS THE REQUIREMENT THAT BUILDING WALLS THAT FRONT ALONG AN INTERNAL STREET OR ACCESS DRIVE OF THE DEVELOPMENT MAY BE PERMITTED TO FRONT AGAINST THE EDGE OF THE STREET OR ACCESS DRVIVE AS LONG AS THE MINIMUM SEPARATION DISTANCE BETWEEN BUILDUING WALLS ON BOTH SIDES OF THE STREET IS 65 FEET.

EXHIBIT “H”

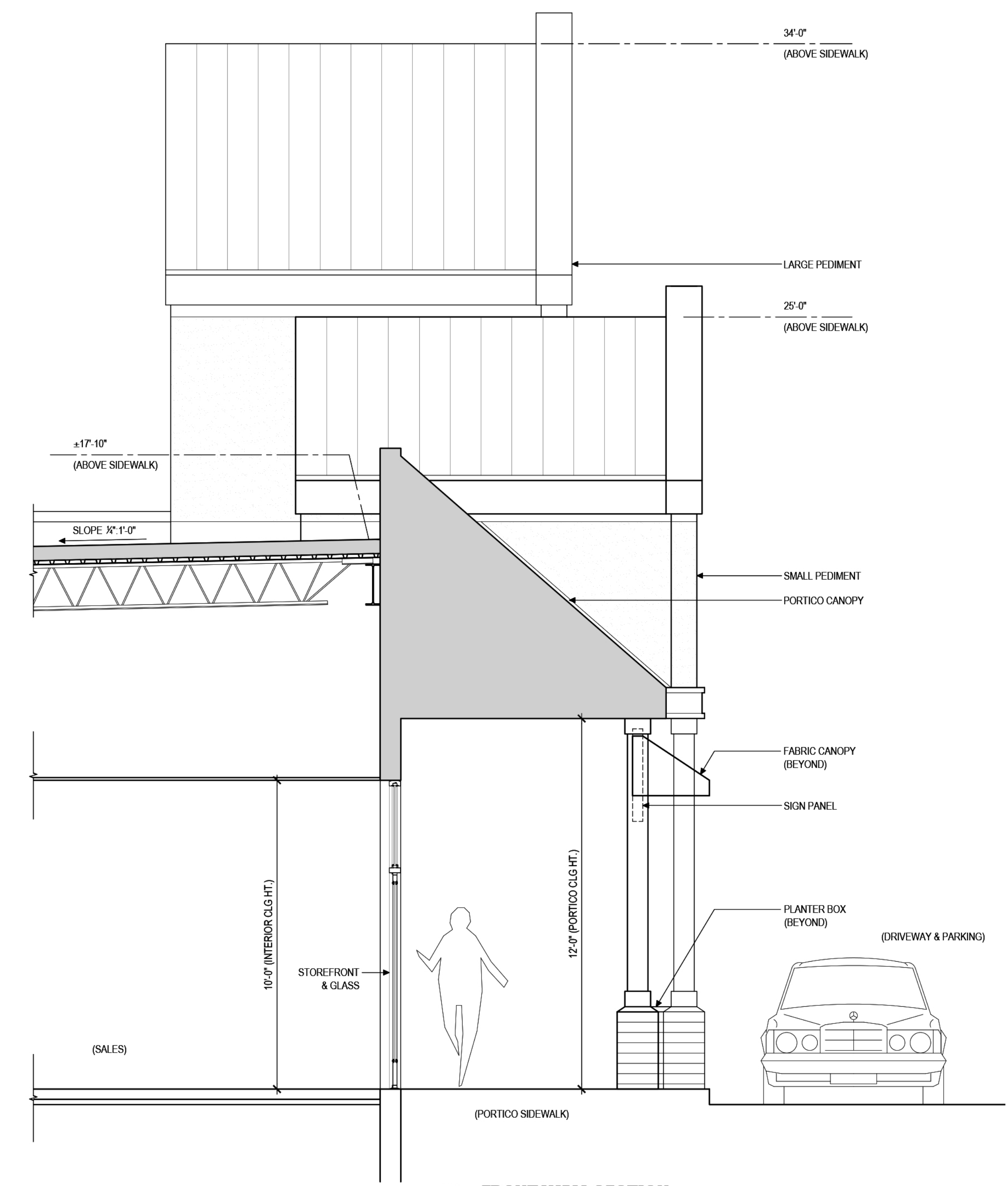
Architectural Rendering



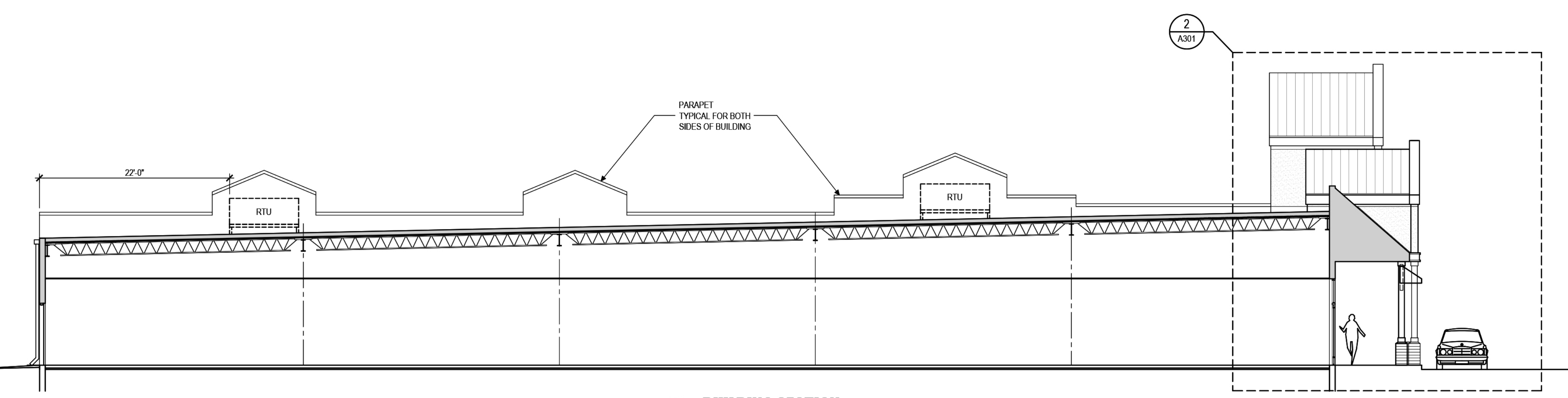
SCHEMATIC BUILDING RENDITION
SCALE: NTS



KEY PLAN



2 FRONT WALL SECTION
SCALE: 3/8"=1'-0"



1 BUILDING SECTION
SCALE: 1/8"=1'-0"

