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January 30, 2025

Mr. Benjamin Craddock, P.E.
Lancaster Civil Engineering
P.O. Box 8972
Lancaster, PA. 17604

**RE: Sheetz (Veterans Drive)
Land Development Submission Review #1
Mount Joy Township, Lancaster County
RGS Project No. 2024A84-019**

Dear Mr. Craddock:

This letter is respectfully submitted in response to the above-referenced Plan Review, as prepared by Christopher Lincoln, P.E., TPD, for Sheetz/Mt. Joy Veterans Drive, dated December 18, 2024. We offer the following revisions, additions, or responses to the comments and recommendations:

Comment #1

An off-street loading space, as required by Zoning §135-346, is not shown on the plan. The designated loading space needs to be shown and if the loading area will impact on-site circulation of vehicles, a note needs to be added to the plan that all deliveries will take place during off-peak hours. In addition, TPD does not support delivery trucks utilizing the area under the fueling canopy as shown on the plan “Food Truck Turning Movement – Option 3”.

Response #1

An off-street loading area has been added to the plan with the note stating that all deliveries will take place during off-peak hours.

Comment #2

The applicant has requested a modification of the requirement for improvements to existing streets along the site frontage (widening, curb, sidewalk) as it relates to the installation of curbing along Veterans Drive. However, the required improvements are also not shown on the plan along the other street frontages of the site. Additional clarification and justification needs to be provided for why the required improvements are not proposed to be constructed (§119-52.J(3)(a), §119-53.B(2), §119-53.C).

Response #2

See additional justification within the modification letter dated 1/24/2025.

Comment #3

The applicant has requested a modification of the requirement to provide a minimum 35-foot radius at the access drive intersection with Veterans Drive. Additional clarification and justification needs to be provided for why the requirements cannot be met with the proposed site (§119.52.K(4), §119.52.S(3)(c)).

Response #3

See additional justification within the modification letter dated 1/24/2025.

Comment #4

The applicant has requested a modification of the requirement to provide a minimum of 200 feet of separation from street intersections. However, the justification provided does not appear to relate to the request. Additional information needs to be provided (§119-52.S(3)(d)).

Response #4

See additional justification within the modification letter dated 1/24/2025.

Comment #5

The proposed pedestrian crossing on Old Hershey Road needs to be relocated further along the access drive radius to reduce the crossing distance and increase pedestrian visibility to drivers. In addition, ADA compliant curb ramps need to be provided. Furthermore, the applicant needs to clarify the width of the proposed crosswalk. The crosswalk on the plan does not appear to match the width proposed in the crosswalk detail.

Response #5

The proposed pedestrian crossing on Old Hershey Road has been relocated further along the radius to reduce the crossing distance and increase pedestrian visibility to drivers. ADA compliant curb ramps have been added as well. The proposed crosswalk detail has been revised to match the width of the proposed crosswalk shown on the plan.

Comment #6

Truck turning plans need to be provided to demonstrate that a trash truck can adequately maneuver to the necessary areas of the site.

Response #6

See attached truck turning plan demonstrating that a trash truck can adequately maneuver the site.

Comment #7

Truck turning plans need to be provided to demonstrate that fire trucks can adequately maneuver around the site.

Response #7

See attached truck turning plan demonstrating that a fire truck can adequately maneuver the site.

Comment #8

Additional information needs to be provided on the sight distance data shown on the plans. The applicant needs to clarify if the “actual” distances listed were measured and the proposed access drives only meet the minimums in all locations.

Response #8

The site distance data shown on the plans has been revised to reflect the actual distances provided by TRG within the TIS submission dated 11/10/2024.

Thank you for your assistance with this review process. Please contact our office with any questions or comments you may have.

Sincerely,

RGS ASSOCIATES, INC.

William C. Briegel Jr

**Billy Briegel
Site Designer**



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January 24, 2025

Kim Kaufman
Township Manager
Mount Joy Township
8853 Elizabethtown Road
Elizabethtown, Pennsylvania 17022

**RE: Sheetz – Elizabethtown, PA (Veterans Drive)
Modification Request
Mount Joy Township
RGS Project No: 2024A84-019**

Dear Mr. Kaufman:

RGS Associates, on behalf of Sheetz, Inc., respectfully requests the following modifications associated with the Preliminary/Final Plan:

Subdivision and Land Development Ordinance

1. SECTION 119-25.C(2): PRELIMINARY PLAN

Requirement:

Preliminary land development plan. The preliminary land development plan is to be filed whenever land development approval is sought unless a minor land development plan may be properly submitted.

Proposed Relief:

We are requesting a waiver of the preliminary plan requirement to process the land development plan for this project as a Preliminary/Final Plan.

Justification:

All plan requirements for both Preliminary Plan and Final Plan will be provided on one plan. Both the preliminary and final plans would appear virtually the same; there is no phasing proposed and a Final Plan would provide equal results to providing separate Preliminary and Final Plans. Lastly, no subdivision or public streets are proposed.

2. SECTION 119-52.J.3.A – IMPROVEMENTS OF EXISTING STREETS AND INTERSECTIONS, CURBING OF EXISTING STREETS

Requirement:

In cases where a subdivision or land development abuts an existing Township and/or state street, the street shall be improved to the ultimate width in accordance with Subsection J or as indicated on the Township Official Map, whichever is greater, and additional right-of-way shall be provided,

concrete curbing and sidewalk, and any other street improvements that are required by this chapter, shall be constructed.

Proposed Relief:

The proposed plan requests a deferral of sidewalk and vertical curbing along Veterans Drive, Old Hershey Road, and Hershey Road frontages.

Justification:

Regarding the deferral of sidewalk along the frontages of Veterans Drive, Old Hershey Road, and Hershey Road, there is no existing sidewalk along adjoining lots that would connect pedestrian traffic from the site to these pathways. The only existing sidewalk located near the site is on the opposite side of Old Hershey Road which we provide a connection to via a proposed crosswalk and sidewalk that allows pedestrians to travel from the residential uses to the site. Veterans Drive does not currently have existing infrastructure that supports pedestrian movement. There are no existing sidewalks or pathways where pedestrians can use to access the site. Proposing sidewalk along the street frontage of Veterans Drive is a safety concern as the sidewalk would direct people to a State Route with heavy vehicular traffic. Also, on the northeastern portion of the site there is an existing wetland which prevents infrastructure within the wetland buffer. A sidewalk along this frontage would not be possible as the wetlands area would prevent the sidewalk from extending to the Veterans Drive and Hershey Road intersection. Lastly, Hershey Road is a state route (SR 743) and has a posted speed limit sign of 45 mph. Proposing a sidewalk along this street frontage poses major safety concerns given the roadway speed rating. In addition, there are no existing sidewalks along Hershey Road to connect pedestrian movement to.

Regarding the deferral of vertical curbing along the frontages of Veterans Drive, Old Hershey Road, and Hershey Road there is no existing vertical curbing that would connect to the proposed vertical curbing as all three street frontages do not have any curbing.

3. SECTION 119-52.K(4) – CARTWAY EDGE TANGENTIAL ARC RADIUS

Requirement:

The cartway edge at street intersections shall be rounded by a tangential arc with a minimum radius of 25 feet for local streets or alleys and 35 feet for intersections involving collector and arterial streets.

Proposed Relief:

The proposed plan requests a modification to implement radii at 14.5' in radius at Veterans Drive.

Justification:

The existing access drive connection to Veterans Drive has curb radii of 15 feet that was shown on the previously approved land development plan titled "Final Land Development Plan for Vita, Inc." which was constructed. The proposed access drive maintains the same general location of the existing access drive and proposes radii of 14.5 feet that is similar to the existing condition. An attached exhibit titled "2025-1-24 – Modification Request Exhibits" shows the radii

requirement of 35 feet and how it would extend the drive deep into the site causing the proposed development to be unfeasible. Also, the 35-foot radii would cause the ingress and egress of the access drive to be extremely wide as shown on the exhibit. The lot proposed for redevelopment is an existing, narrow condition. The lot is not created by the applicant. The existing depth of the lot does not allow for a 35' radius without drastically affecting the reasonable development of the property.

4. SECTION 119-52.S.3.(D) – ACCESS DRIVE SEPARATION WITHIN 200' OF INTERSECTION OF STREETS

Requirement:

Access drives shall be separated by 200 feet from any other access drive intersection with a street and any other intersections of two streets.

Proposed Relief:

The proposed plan requests a modification to permit a minimum separation of 108 feet along Veterans Drive and 158 feet along Old Hershey Road.

Justification:

In the existing conditions there are two (2) access drives that currently do not meet the minimum separation requirement of 200 feet from any other access drive intersection with a street and any other intersections of two streets. The existing access drive along Veterans Drive is currently separated from the access drive on the opposite side of the roadway by roughly 86 feet. The existing access drive along Old Hershey Road is currently separated from the intersection of Old Hershey Road and Rockwood Drive by roughly 141 feet. In the proposed conditions, the separation distances for both access drives increase but not to the extent that satisfies the 200-foot requirement. The proposed access drive along Veterans Drive proposes a separation distance of 108 feet and the proposed access drive along Old Hershey Road proposed a separation distance of 158 feet. The existing and proposed dimensions can be seen in the attached exhibit titled "2025-1-24 - Modification Request Exhibits." The site itself also limits the location of the access drives on both Veterans Drive and Old Hershey Road. For Veterans Drive, there is an existing Wetland on the northeastern side of the site and the western side of the site there is a parcel on the corner of the intersection of Veterans Drive and Old Hershey Road that is not owned by the applicant. For Old Hershey Road there is minimal frontage where an access drive can be proposed.

5. SECTION 119-53.B.1: SIDEWALKS ALONG EXISTING STREETS

Requirement:

Paved sidewalks shall be provided along the frontage of existing streets and on both sides of a new street and access drive that serve all subdivisions and land developments, with the exception to those subdivisions or land developments located outside the adopted designated growth area, as indicated in the Township Comprehensive Plan. The Township may require sidewalks outside the designated growth area if the subdivision or land development is located.

Proposed Relief:

The proposed plan requests a waiver to not implement the sidewalk along Old Hershey Road, both sides of Veterans Drive, and along Hershey Road.

Justification:

The existing site currently has one designated walkway and striping that connects pedestrian traffic from the site to the residential uses along Old Hershey Road via a striped pavement walkway and a striped crosswalk. In the land development plan we are maintaining this access through proposing a sidewalk in the same location as the existing walkway with a proposed crosswalk to allow for pedestrian access to Old Hershey Road.

For Veterans Drive there is no existing sidewalk along the access drive or frontage to provide access to the site. There is no sidewalk on the opposite side of the street either or along the frontage where a possible connection could be made. Proposing sidewalk along the access drive would not support pedestrian movement as there is no connecting pathways or sidewalk where the pedestrians can go. Also, Veterans Drive is connected to a state road where there are no crosswalks or sidewalks. Proposing a sidewalk along the access drive connecting to Veterans Drive would create a safety hazard to the pedestrians as they would be directed straight to the roadway.

Hershey Road is a state route (SR 743) and has a posted speed limit sign of 45 mph. Proposing a sidewalk along this street frontage poses major safety concerns given the roadway speed rating. In addition, there are no existing sidewalks along Hershey Road to connect pedestrian movement to or nearby infrastructure that would support pedestrian travel.

6. SECTION 119.53.B(4)(A): SIDEWALK CONSTRUCTION STANDARDS

Requirement:

Paved sidewalks shall be constructed in accordance with Appendix No. 16 and PennDOT Publication 408, Specifications, and PennDOT Publication 72, Standards for Roadway Construction, and in accordance with any regulations adopted by the state or federal government concerning handicapped accessibility.

Proposed Relief:

The proposed plan requests a modification to allow the sidewalk to be a minimum of four feet wide.

Justification:

The lot proposed for redevelopment is an existing, narrow condition. The lot is not created by the applicant. The existing depth of the lot does not allow for a wider sidewalk due to minimum internal drive aisle widths, or without reducing the lot driveway radius. On the southern side the sidewalk the landscape strip will not allow sidewalk within it per the ordinance requirements. On the northern side of the sidewalk the access drive cannot be shifted due to the drive aisle widths being 25' on each side of the canopy which is the requirement. The canopy also cannot be shifted due to the Sheetz Standards for the location relationship between the canopy and the building. Lastly, the shift of the canopy to the north would in turn create smaller radii for the curbs of the access drive connecting to Veterans Drive.

7. SECTION 119-53.B(10): GRASS PLANTING STRIP

Requirement:

A minimum of a four-foot-wide grass planting strip shall be provided between the back of the curb and the edge of the sidewalk.

Proposed Relief:

The proposed plan requests a waiver to not implement the four-foot wide grass planting strip between the back of curb and the edge of sidewalk along the proposed sidewalk along the access drive from Old Hershey Road.

Justification:

The existing site does not have a four-foot wide grass planting strip along the sidewalk from the access drive from Old Hershey Road. In the proposed condition, the sidewalk cannot incorporate the four-foot wide grass planting strip as the sidewalk cannot move north or south from the current location. The lot proposed for redevelopment is an existing, narrow condition. The lot is not created by the applicant. The existing depth of the lot does not allow for a four-foot grass planting strip due to minimum internal drive aisle widths, or without reducing the lot driveway radius. On the southern side the sidewalk the landscape strip will not allow sidewalk within it per the ordinance requirements. On the northern side of the sidewalk the access drive cannot be shifted due to the drive aisle widths being 25' on each side of the canopy which is the requirement. The canopy also cannot be shifted due to the Sheetz Standards for the location relationship between the canopy and the building. Lastly, the shift of the canopy to the north would in turn create smaller radii for the curbs of the access drive connecting to Veterans Drive.

8. SECTION 119-53.C(2): VERTICAL CURB DIMENSIONS

Requirement:

Vertical curbs shall be constructed in accordance with the specifications located in Appendix 16 and the most current editions of PennDOT Publication form 408, Specifications, and PennDOT Publication No. 72, Standards for Roadway Construction, and in accordance with any regulations adopted by the state or federal government concerning handicapped accessibility. Appendix 16 requires vertical curbing to be eight (8) inches wide and eight (8) inches tall in its reveal.

Proposed Relief:

We are proposing a vertical curb with 6" height in its reveal.

Justification:

The six-inch height for the proposed curbing is a Sheetz Standard for site construction as the curb height is imperative to prevent vehicular damage caused by taller curb heights within the parking lot. The curb will still have the ultimate 18" height as specified by the ordinance. Lastly, the curbing is not being proposed for any new public streets and will be privately maintained.

Stormwater Management Ordinance

1. SECTION 113-32.A(1)(C) – LOADING RATIOS

Requirement:

The maximum loading ratio for volume control facilities in Karst areas shall be 3:1 impervious drainage area to infiltration area and 5:1 total drainage area to infiltration area. The maximum loading ratio for volume control facilities in non-Karst areas shall be 5:1 impervious drainage area to infiltration area and 8:1 total drainage area to infiltration area. A higher ratio may be approved by the Township if justification is provided. Hydraulic depth may be used as an alternative to an area-based loading ratio if the design hydraulic depth is shown to be less than the depth that could result from the maximum area loading ratio.

Proposed Relief:

We are requesting a modification/waiver of the requirement to allow loading ratios greater than required.

Justification:

The project site is an existing commercial development and is not underlain by karst geology. Due to the proposed use of commercial with fueling stations, infiltration related stormwater management facilities were located in the area farthest from those fuel areas which provided for a limited footprint available.

Additionally, the facility is designed in an “offline” configuration with a diversion structure to limit the amount of flow to the underground stormwater BMP. While the total drainage area to the diversion structure may be greater than the 5:1\8:1 loading ratio, the tributary volume\rate of stormwater is reduced to 3.0 cfs and not the total 2 year storm peak rate. We believe this meets the intent of the ordinance section to limit potential overloading of the facility.

A site-specific geotechnical evaluation of the site established adequate infiltration rates, and no specific concerns related to overloading or susceptibility to long term failure of infiltration practices. Furthermore, the current PA DEP standard evaluation, instructions, and worksheets have removed all references to loading ratios. The design is consistent with all current PA DEP standards.

2. SECTION 113-37.C – CONVEYANCE PIPE DIAMETER

Requirement:

Within the Conveyance Facility Design Criteria there are pipe design requirements for the minimum pipe diameter to be 8 inches within non-vehicular loading and 15 inches within vehicular loading that is outside of the public street right-of-way.

Proposed Relief:

We are requesting a modification of this section due to the proposed roof drain pipes being 6” in diameter and being located within grass cover as well as certain sections that connect into the main conveyance system being underneath pavement with vehicular loading. Also, the modification includes the 12” diameter pipe associated with the diversion manhole.

Justification:

Due to the building and fuel canopy roof surface runoff that must be captured roof drains must be installed and connected to the main stem of the conveyance system. Based on the specifications regarding the 6” N-12 WT IB Pipe detailed by ADS, Inc. the structural strength is sufficient to support the loads demonstrated in vehicular loading. The referenced ADS specifications are included within this submission package. In addition, roof drain capacity calculations have been provided in the PCSM report on Page 160-161 to demonstrate that the pipes have capacity to convey the flow to the main stem of the conveyance system. The 12” diameter pipe associated with the diversion manhole is sized based on the diversion calculation shown on Page 134 of the PCSM Report. Along with the abovementioned justifications, the entirety of the conveyance system is privately owned and maintained.

3. SECTION 113-42.D: PLAN SCALE

Requirement:

Drawings or maps of the project area shall be drawn at one inch equals 50 feet or larger scale (i.e., one inch equals 40 feet, one inch equals 30 feet, etc.), and shall be submitted on twenty-four-inch-by-thirty-six-inch sheets.

Proposed Relief:

To provide a plan scale of 1” = 80’ and 1” = 200’ on drainage area maps and offsite discharge map.

Justification:

The purpose of the drainage area maps and offsite discharge map is to provide context and orientation for the drainage areas pertaining to the project site, and show the offsite flowpath of the discharge from the site. To provide sheets per the ordinance requirement would not capture the overall drainage areas on a single sheet making it cumbersome to understand the information.

January 24, 2025
Mount Joy Township
Sheetz – Elizabethtown, PA (Veterans Drive) Final Plan Modifications
Page 8

We request that these modifications be discussed at the next available Mount Joy Township Planning Commission meeting.

Thank you for your assistance with this review process.
Sincerely,

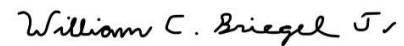
RGS ASSOCIATES, INC.



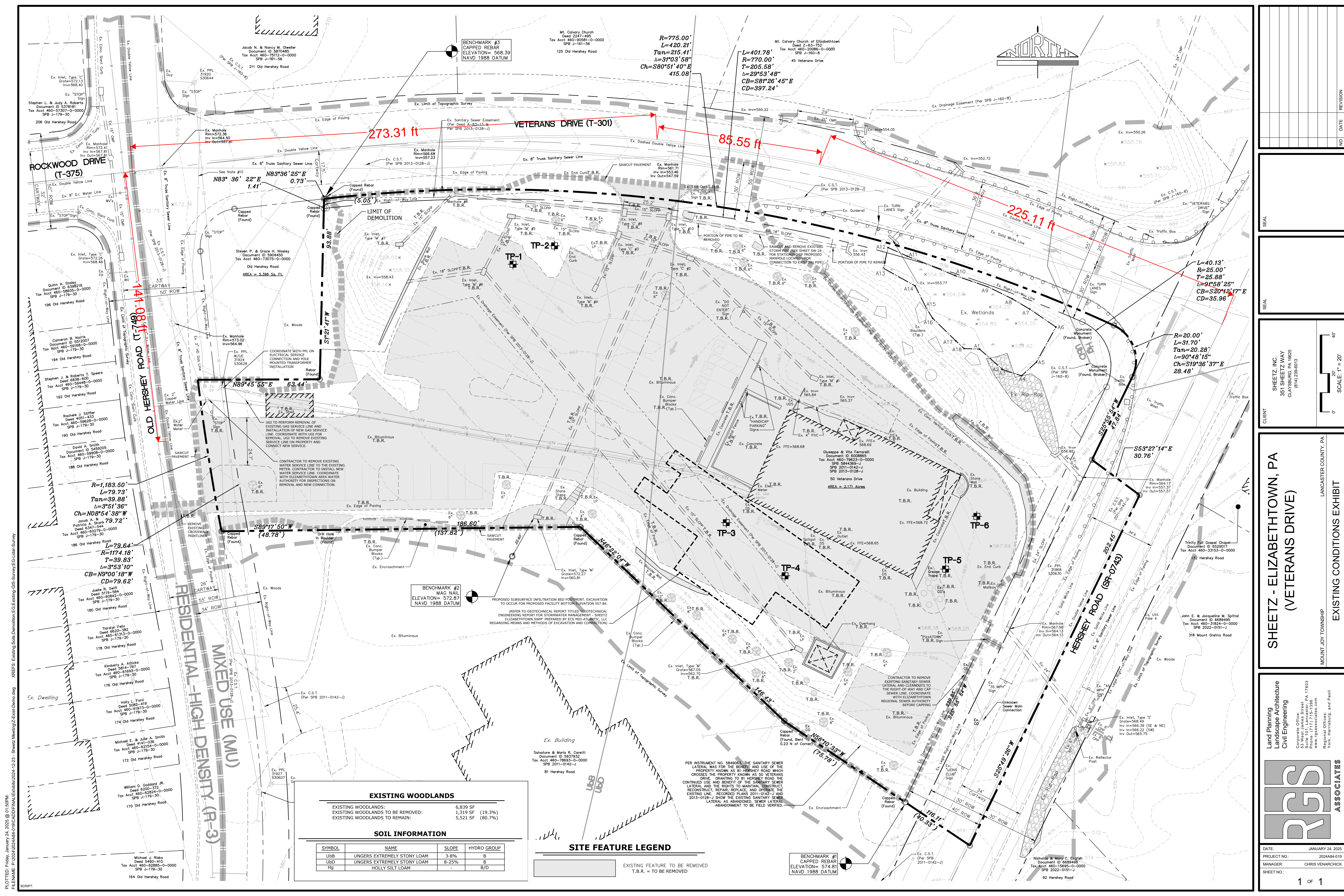
Chris Venarchick, RLA
Principal

Cc: Jessica Strittmatter, Sheetz
Ben Craddock, PE, Lancaster Civil

RGS ASSOCIATES, INC.



Billy Briegel
Site Designer



EXISTING WOODLANDS

EXISTING WOODLANDS TO BE REMOVED:	6,839 SF
EXISTING WOODLANDS TO REMAIN:	1,319 SF (19.3%)
EXISTING WOODLANDS TO REMAIN:	5,521 SF (80.7%)

SOIL INFORMATION

SYMBOL	NAME	SLOPE	HYDRO GROUP
Ubb	UNGERS EXTREMELY STONY LOAM	3-8%	B
Ubd	UNGERS EXTREMELY STONY LOAM	8-25%	B
Hg	HOLLY SILT LOAM		B/D

SITE FEATURE LEGEND

	EXISTING FEATURE TO BE REMOVED
	T.B.R. = TO BE REMOVED

NO.	DATE	REVISION

SEAL

SEAL

CLIENT

SHEETZ, INC.
351 SHEETZ WAY
CLAYSBURG, PA 16825
(814) 239-8013

MOUNT JOY TOWNSHIP

EXISTING CONDITIONS EXHIBIT

LANCASTER COUNTY, PA

Land Planning
Landscape Architecture
Civil Engineering

RGS ASSOCIATES

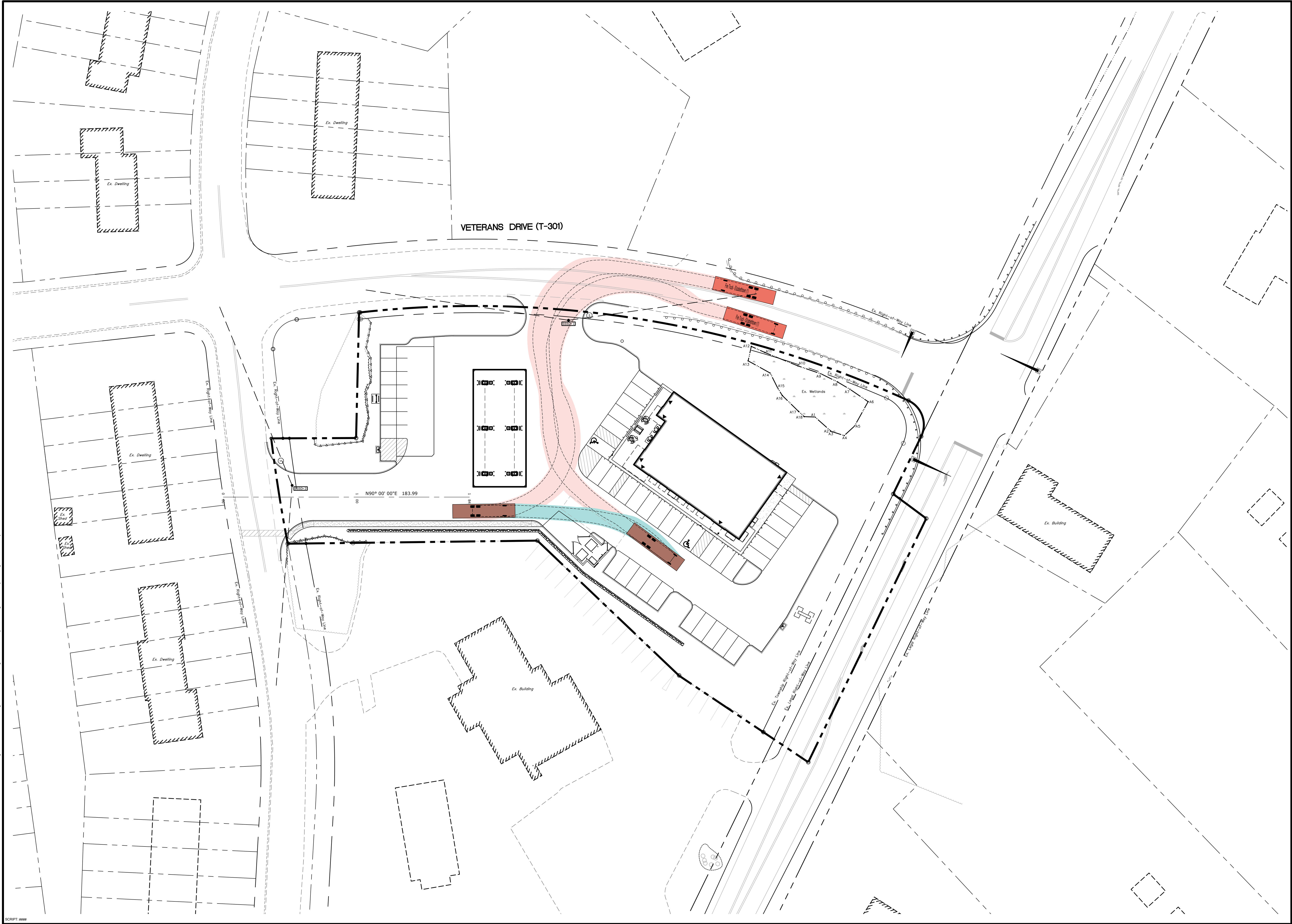
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Regional Offices:
York, Harrisburg, and Pottsville

DATE: JANUARY 24, 2025
PROJECT NO.: 2024A8-019
MANAGER: CHRIS VERNARCHICK
SHEET NO.: 1 OF 1

PLOTTED: Thursday, January 30, 2025 @ 11:53AM
 FILENAME: P:\2024\2024A484-019\CADD\FINAL\Exhibits\2024-11-22 - Truck Turning Movements/Layout/Existing/GIS/Survey/Existing/Demolition/Layout-HOP

SCRIPT: ###



RGAS ASSOCIATES Land Planning Landscape Architecture Civil Engineering 53 West James Street, PA 17603 Tel: 717.855.4400 221 W. Philadelphia Street, PA 19106 Suite 100E, York, PA 17401 PO Box 33970 Camp Hill, PA 17001 E-mail: info@rgasassociates.com www.rgasassociates.com	SHEETZ 351 SHEETZ WAY CLAYSBURG, PA 16625 (814) 238-8013	ELIZABETHTOWN, PA - VETERANS DRIVE FIRE TRUCK TURNING MOVEMENT - OPTION 1 MOUNT JOY TOWNSHIP LANCASTER COUNTY, PA	CLIENT SHEETZ 351 SHEETZ WAY CLAYSBURG, PA 16625 (814) 238-8013	SEAL SEAL SCALE 0' 30' 60' 1" = 30'
DATE: JANUARY 30, 2025 PROJECT NO.: 2024A484-019 MANAGER: CHRIS VENARCHICK SHEET NO.:	NO. DATE REVISION			

LAW OFFICES

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OF COUNSEL

WILLIAM C. CROSSWELL
RANDALL K. MILLER

December 9, 2024

VIA EMAIL

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

Re: Final Land Development Plan for Sheetz-Elizabethtown PA (Veterans Drive)
Our File No. 10221-1

Dear Justin:

I have reviewed the Final Land Development Plan for Sheetz-Elizabethtown PA (Veterans Drive) (the "Sheetz Plan"). The Plan proposes the redevelopment of an existing lot containing slightly over two acres located at the southwest corner of the intersection of Hershey Road (SR 0743) and Veterans Drive (the "Property"). The letter from Chris Venarchick of RGS indicates that Sheetz, Inc. ("Sheetz") obtained the necessary special exception to establish a motor vehicle fueling facility and an extension of the time within which to obtain permits and completed construction.

The Property was the subject of prior recorded plans and agreements. The Final Land Development Plan for Vita, Inc. was recorded at Document No. 2013-0128-J (the "2013 Plan"). The Guiseppe Ferrarelli and Vita Ferrarelli ("Landowners") entered into an Agreement Providing for Grant of Conservation Easement relating to the wetlands dated January 14, 2013, recorded at Document No. 6054888. The Sheetz Plan shows the conservation easement but references only the 2013 Plan. The recording reference of the Agreement Providing for Grant of Conservation Easement should be included on the Sheetz Plan.

The Sheetz Plan proposes extensive storm water management facilities. The Landowners and the Township entered into a Storm Water Management Agreement and Declaration of Easement dated January 14, 2013, recorded at Document No. 6054855. Because the storm water management facilities will be changed by the Sheetz Plan, there must be a Storm Water Management Agreement for the Sheetz Plan. That Storm Water Management Agreement can state that the Storm Water Management Agreement recorded at Document No. 6054855 has no further force or effect.

Justin S. Evans, AICP, Community Development Director/Zoning Officer
December 9, 2024
Page 2

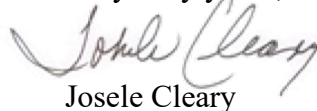
Sheet SW-28 of the Sheetz Plan has operation and maintenance requirements for the various storm water management facilities. RGS must prepare an exhibit, no larger than 8½ inches by 11 inches, of the operation and maintenance requirements in a readable font. A reduced copy of the plan sheet is not acceptable.

RGS has requested waivers of certain requirements of the Subdivision and Land Development Ordinance (“SALDO”) relating to widening and the installation of curb and sidewalk. The Township and Landowners entered into a Road Improvements Agreement to defer those improvements dated January 14, 2013, recorded at Document No. 6054885 in the Office of the Recorder of Deeds. We recommend that if the Planning Commission will not require that those improvements be constructed now, there be a new Deferred Improvements Agreement relating to all improvements which are required by the SALDO but not proposed by the Sheetz Plan. That improvement could also state that the Road Improvements Agreement recorded at Document No. 6054885 is superseded by the new Deferred Improvements Agreement.

The Storm Water Management Agreement and the Deferred Improvements Agreement should be recorded before the Sheetz Plan is released for recording. Sheetz is now the equitable owner of the Property. Because the Property is an existing lot, Sheetz may take title to it before the Sheetz Plan is released for recording or when the Sheetz Plan is recorded. Counsel for Sheetz should inform us when Sheetz will take title. If Sheetz will not take title until the Sheetz Plan is recorded, Landowners will have to be parties to the Storm Water Management Agreement and to the Deferred Improvements Agreement.

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

Very truly yours,



Josele Cleary

JC:sle
MUNI\10221-1(7)\241209\71

cc: Kimberly Kaufman, Township Manager (via email)
Patricia J. Bailey, Secretary (via email)
Benjamin S. Craddock, P.E. (via email)
Chris Venarchick, RLA (via email)



2500 East High Street, Suite 650, Pottstown, PA 19464
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February 19, 2025

Mr. Benjamin Craddock, P.E.

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

RE: Sheetz (Veterans Drive)

Land Development Plan Submission Review #2

Mount Joy Township, Lancaster County, PA

TPD No. MJTO.00079

Dear Mr. Craddock:

As requested, TPD Inc. has completed a review of the following information prepared by RGS Associates, Inc. related to the above referenced project:

- Modification Request Letter dated January 24, 2025;
- Response to Comments Letter dated January 30, 2025;
- Final Land Development Plans dated November 22, 2024, last revised January 24, 2025;
- Trash Truck Turning Movement Plans dated January 30, 2025; and,
- Fire Truck Turning Movement Plans dated January 30, 2025.

Based on our review, all outstanding TPD comments have been addressed.

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

Sincerely,

TPD

A handwritten signature in blue ink that reads "Christopher C. Lincoln".

Christopher C. Lincoln, P.E.
Senior Project Manager
CLincoln@TPDinc.com

February 20, 2025

Kim Kaufman
Township Manager
Mount Joy Township
8853 Elizabethtown Road
Elizabethtown, PA 17022

Via email: kkaufman@mtjoytwp.org

Re: Sheetz – Elizabethtown, PA (Veterans Drive)
Preliminary/Final Land Development Plan
Township Permit No. 24-22-FLDP
LCEC Project No: 25-169



LANCASTER CIVIL

★ ★ *engineering company* ★ ★
p.o. box 8972, lancaster, pa 17604-8972
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Dear Mr. Kaufman,

We have received a preliminary/final land development plan submission from RGS Associates, Inc. for the above-referenced project. The submission consisted of the following documents:

- Submission cover letter dated January 24, 2025
- Modification request letter dated January 24, 2025
- Preliminary/Final Land Development Plan revised January 24, 2025
- Post Construction Stormwater Management Plan revised January 24, 2025
- Erosion and Sediment Control Plan revised January 10, 2025
- Lighting plan revised January 16, 2025
- Existing Conditions Exhibit dated January 24, 2025
- Stormwater Management Report revised January 24, 2025
- Geotechnical Engineering Report for Stormwater Management dated January 8, 2025
- Wetland Investigation (including PNDI) dated June 11, 2024
- Elizabethtown Area Water Authority Water Service Capacity Request letter dated May 10, 2024
- Elizabethtown Regional Sewer Authority Service Capacity Request letter dated May 10, 2024
- ADS product information
- Sewer and Water Feasibility Report dated January 20, 2025
- Emergency service correspondence
- Zoning Hearing Board Decision dated November 6, 2024
- Opinion of Probable Cost revised January 24, 2025

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

Zoning Ordinance

1. At a Zoning Hearing Board meeting on November 6, 2024, the Board granted the following:

- a. Special Exception per Section 135-143.D to allow a vehicular fueling station in the MU District
 - b. Variance from Section 135-383.B(7) to extend the approval of the special exception for an additional year
2. All areas within the perimeter of the parking shall be counted (i.e. access drives, aisles, islands, and curbed areas) (135-299.D(2)(a)).
3. Slopes greater than 15% shall be shown on the plans, as well as a differentiation of slopes between 15% and 25% and those greater than 25% (135-305.A). The existing conditions plan shall meet this requirement.
4. The filling, grading, or excavating of riparian corridors is prohibited (135-306.D(8)). The proposed grading within the existing riparian corridor does not meet this requirement.
5. All dumpsters shall provide a self-latching door or gate (135-325.D(1)).
6. The proposed loading space appears to conflict with the proposed internal parking areas shown on the plans (135-346.A). Adequate documentation shall be provided that demonstrates that vehicles can access the parking spaces near the loading space when the loading space is occupied.
7. All off-street loading areas shall be surrounded by a fifteen-foot-wide landscape strip (135-346.C). The landscape strip shall include a combination of vegetative and elements (135-299.B(2)).

Subdivision and Land Development Ordinance

8. The plan should be submitted as a preliminary land development plan (119-25.C(2)). The applicant has requested a waiver of this requirement.
Waiver response: The applicant proposes to process this as a preliminary/final plan which includes both preliminary and final plan requirements. This project is not phased and construction of public improvements is not scheduled to begin prior to plan recordation, therefore I have no objection to this modification.
9. The plans shall be signed and sealed by a registered engineer, surveyor or landscape architect (119-31.A(5)).
10. Existing features (e.g. access drive widths, etc.) within 200 feet of the subject tract shall be shown on the plans (119-31.C(3) & 113-43.I(5)).
11. Either a copy of the PennDOT HOP shall be provided prior to plan recording, or a certificate in accordance with Appendix No. 1 shall be added to the plan (119-31.D(8)).
12. Bearings and distances shall be provided for the existing right-of-way (119-35.D(1)). The "Ex. Legal Right-of-Way Line" shall meet this requirement.
13. All certificates shall be executed prior to final plan approval (119-35.E).
14. Written notice shall be provided from the DEP that approval of the sewer planning module has been granted or notice from the Department that such approval is not required (119-35.E(2)(a) & 119-60.A).
15. Written notices from the fire department that will serve as the primary responders for the land development shall be submitted indicating that the building layout is satisfactory and will not present any obstacles or other problems for emergency responders to the land development (119-35.E.(2)(h)).

16. Legal descriptions for easements to be dedicated to the Township, including but not limited to, drainage easements, shall be provided (119-35.E(4)(a)).
17. A Stormwater Management Agreement and Declaration of Easement in a form acceptable to the Township Solicitor shall be executed and recorded (119-35.E(4)(c), 119-56.E & 113-62).
18. A land development agreement in a form acceptable to the Township Solicitor shall be executed (119-35.E(4)(f)).
19. Financial security shall be provided prior to final plan approval. The Opinion of Probable Costs shall include costs for bumper posts. The total costs of subsurface infiltration bed (i.e. BMP-001) shall be confirmed (it appears the cost of BMP 001 are significantly lower than typical costs for StormTech underground structures) (119-41 & 113-60).
20. The frontage along Old Hershey Road (a local street), Veterans Drive (a collector street), and Hershey Road/S.R. 0743 (an arterial street) shall be improved in accordance with 119-52.J or as indicated on the Township Official Map, whichever is greater. Concrete curbing and sidewalk shall be constructed (119-52.J(3)(a) & 119-53.B(2) / 119-53.C). The applicant has requested a deferral of providing vertical curbing and sidewalk along Veterans Drive, Old Hershey Road, and Hershey Road.

Deferral response: There is existing sidewalk along Old Hershey Road across the right-of-way from the subject tract; however, there is no existing sidewalk along Veterans Drive, Old Hershey Road, and Hershey Road (S.R. 0743) on adjoining properties. The subject tract proposes a sidewalk with curb ramp along the access drive intersecting Old Hershey Road, and a crosswalk is proposed on Old Hershey Road to connect to the sidewalk fronting on the 186 Old Hershey Road tract. The designer describes safety and environmental concerns (i.e. wetlands on NE portion of site) for not providing sidewalk on the subject tract along Veterans Drive, Hershey Road, and Old Hershey Road. There is no existing vertical curbing along the frontages of the adjoining properties of Veterans Drive, Old Hershey Road, and Hershey Road. Based on these considerations I have no objections to a deferral of these requirements with the condition a deferral agreement be executed in a form acceptable to the Township Solicitor.

21. If the Township determines that the road improvements required by 119-52.J(3)(a) are not feasible at the time of development, the developer shall deposit funds with the Township in the amount of 110% of the cost of improvements, or the applicant shall enter into an agreement that would defer road improvements to a time the Township would deem such road improvements as feasible (119-52.J(3)(d)).
22. The developer shall take all necessary action to obtain PennDOT permits and/or approvals to install the necessary improvements to the state roadway (119-52.J(3)(e)).
23. The cartway edge at the intersection of the proposed access drive and Veterans Drive (a collector street) shall be rounded with a radius of 35' (119-52.K(4)). The applicant has requested a waiver of this requirement.

Waiver response: The proposed access drive curb radii of 14.5 feet is similar to the existing access drive curb radii of 15 feet. The engineer has also provided truck turning movements indicating that the proposed radii are adequate for the proposed use. Based on these considerations, I have no objections to a waiver of this requirement.

24. Access drives shall be separated by 200 feet from access drive and street intersections (119-52.S(3)(d)). The applicant has requested a waiver of this requirement

Waiver response: The two proposed access drives do not meet the 200 feet separation distance requirement. The proposed access drive intersecting Old Hershey Road has a 158 feet separation from Veterans Drive. The proposed access drive intersecting Veterans Drive has a separation distance of 108 feet to the access drive serving the “Mt. Calvary Church of Elizabethtown” property; however, a 200 feet separation distance to the Hershey Road and Old Hershey Road intersections is provided. It is not possible to provide a 200 feet separation distance for the proposed access drives and the separation distance is further limited by existing wetlands and the existing lot width. The new access drives are proposed to be at the same location as the existing access drives. Based on these considerations, I have no objections to a waiver of this requirement.

25. Sidewalks shall be provided along both sides of the proposed access drives (119-53.B(1)). The applicant has requested a waiver of this requirement.

Waiver response: The subject tract proposes a sidewalk with curb ramp along the southern side of the access drive intersecting Old Hershey Road; however, no sidewalk is proposed along the northern side of this access drive or along the access drive intersecting Veterans Drive. There are no existing or proposed sidewalks along Veterans Drive that would connect to sidewalks along that access drive. Moreover, a sidewalk along the northern side of the Old Hershey Road access drive would direct pedestrians into an area of heavy vehicle traffic. Based on these considerations I have no objections to a waiver or deferral of this requirement if the sidewalks along the street frontage are also waived or deferred.

26. Sidewalks shall be a minimum of five feet wide per Appendix No. 16 (119-53.B(4)(a)). The applicant has requested a waiver of this requirement.

Waiver response: The plan currently proposes a sidewalk width of four (4) feet along the access drive onto Old Hershey Road. The waiver request indicates that the sidewalk width along the access drive cannot be increased without reducing the required 25' aisle width; however, that requirement is related to aisle widths between 90-degree parking spaces and is not applicable to the access drive. It appears that there is sufficient room to increase the sidewalk width by one foot and also maintain the required width of twenty feet for the access drive. Based on these considerations, I am unable to support a waiver of this requirement.

27. A minimum of a four-foot-wide grass planting strip shall be provided between the back of the curb and the edge of the sidewalk (119-53.B(10)). The applicant has requested a waiver of this requirement.

Waiver response: The waiver request states that shifting the access drive four (4) feet to the north to provide the required grass strip is not feasible; however, in my opinion, this appears to be a feasible option and should be explored further. Based on these considerations, I am unable to support a waiver of this requirement at this time.

28. The depth of the 2B stone subbase shown in the Depressed Curb detail shall be 4” (119-53.C(2)(a)).

29. An 8” reveal is required for the vertical curbing (119-53.C(2)(a)). The applicant has requested a waiver of this requirement.

Waiver response: A six inch reveal is proposed for the curbing within the development. The designer indicates a six inch reveal within the parking lot will prevent vehicular damage versus an eight inch reveal and that the curbing will be entirely private;

however, portions of the proposed curbing are within the Township right-of-way. In addition, the total height of the proposed curb is 18", which meets the ordinance requirement. Based on these conditions, I have no objections to a waiver of this requirement with the condition an eight inch reveal is provided for the curbing along the proposed sidewalk to increase safety for pedestrians.

30. Any action taken on waiver requests, dates, and any conditions of approval shall be added to the cover sheet (119-91.C & 113-96).

Stormwater Management Ordinance

31. Evidence of NPDES and E&S permit approval by the Lancaster County Conservation District shall be provided (113-31.D, 113-45.B & 113-45.C).
32. It appears additional E&S controls are needed downslope of the disturbance west of the proposed rock construction entrance (113-31.E & 113-43.K).
33. The stabilized infiltration rate is to be determined within the same soil horizon as the bottom of the infiltration facility (113-31.L(2)(a)). The test elevation of test location IT-04 shown in the geotechnical engineering report does not meet this requirement. (The January 8, 2024 letter from ECS Mid-Atlantic addresses the determination of the limiting zone but does not address the infiltration rate).
34. Loading ratio calculations shall be provided (113-32.A.(2)(c)). The applicant has requested a waiver of this requirement; however, since no loading ratio calculations have been provided, I am not able to offer a response to the waiver request at this time.
35. The predevelopment runoff rate for Pre-B drainage area should account for the presence of the existing basin and outlet structure (113-33.B). The response letter indicates that the impact of the existing basin is de minimis; however, some documentation shall be provided to justify this conclusion. We note that the capacity of the existing basin is approximately 9,500 cf and the 2 years storm volume for the Pre-B drainage area is 9,946 cf.
36. Conveyance facilities that direct runoff to the infiltration beds shall be designed for the 100-year storm (113-34.G(3) & 113-37.C(5)(a)). The store roof leaders shall meet this requirement.
37. The minimum diameter for a pipe that experiences vehicular loading is 15 inches (113-37.C(1)(a)[4]). The applicant has requested a waiver of this requirement.
Waiver response: The designer is proposing 6" roof leaders and a 12" pipe from Manhole MH-A12 to MH-A13 in areas that experience vehicular loading. The proposed cover for all conveyance pipes meets the manufacturer's specifications. The 12" pipe is designed for the diverted flow from Manhole MH-A12. The designer indicates that the roof leaders have the required capacity; however the store roof leaders are not designed for the one-hundred year storm which is the ordinance requirement. In addition, the pipes will be privately owned and maintained. Based upon these considerations, I have no objections to a waiver of this requirement with the condition that calculations be provided showing the store roof leaders have capacity for the 100-year storm.
38. The landowner shall execute the final documents prior to final plan approval (113-41.B).
39. Plan sheets shall be shown at a scale 50 feet to the inch or larger (113-42.D). The applicant has requested a waiver of this requirement for the pre- and post- development drainage area maps.

Waiver response: The drainage area plan sheets are intended to show the entire drainage areas, including the study points and offsite drainage. The majority of the plan sheets, including existing conditions, layout, grading, easements, etc., are drawn at a scale that is adequate to properly show the required features and improvements. Based on these considerations, I have no objections to a waiver of this requirement.

40. The applicant shall confirm how the three, southernmost StormTech chambers will receive stormwater runoff (119-43.J(5)).
41. The slope of the diversion outflow pipe (0%) shown in the Typical Diversion Structure detail is inconsistent with the slope of the conveyance pipe (10.00%) in the MH-A12 to MH-A13 vertical profile (119-43.J(5)).
42. Since a PennDOT Highway Occupancy Permit is required for the proposed pavement widening and stormwater discharge onto the State road, the permit(s) shall be part of the SWM site plan and must be obtained prior to unconditional SWM site plan approval (113-45.C).
43. An operation and maintenance (O&M) agreement shall be provided and recorded with the final plan (113-62).

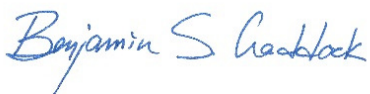
Traffic

44. The proposed development is located within the Transportation Service Area established for the Mount Joy Township Traffic Impact Fee Ordinance. Therefore, the development shall be assessed a traffic impact fee based on the number of new P.M. peak hour trips generated by the development. Based on the number of P.M. peak hour trips from the Traffic Impact Study revised November 2024, the calculation of this fee would be as follows:

$$84 \text{ new P.M. peak hour trips} \times \$1,766 / \text{new P.M. peak hour trip} = \$148,344$$

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

Sincerely,



Benjamin S. Craddock, PE, President

LANCASTER CIVIL

cc: Jackie Wilbern, Township Zoning Officer (via email)
Justin Evans, Assistant Zoning Officer (via email)
Patricia Bailey, Township Secretary (via email)
Josele Cleary, Esquire, Township Solicitor (via email)
Renee Addleman, Planner, LCPC (via email)
Christopher Lincoln, PE, Traffic Planning & Design (via email)
Del Becker, PE, EAWA (via email)
Steve Rettew, ERSA (via email)
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Billy Briegel, EIT, RGS Associates Inc. (via email)
Ryan Anthony, Sheetz (via email)