



MOUNT JOY TOWNSHIP

LANCASTER COUNTY, PENNSYLVANIA

Application for Consideration of a Subdivision and/or Land Development Plan

For Mount Joy Township Use Only:

M.J.T.P.C. File No.:	25-10-FLDP	Date of Receipt/Filing:	June 25, 2025
School District:	Donegal	<input checked="" type="checkbox"/> Elizabethtown	

The undersigned hereby applies for approval under Chapter 119, Subdivision and Land Development, of the Code of the Township of Mount Joy for the Plan submitted herewith and described below:

Plan & Project Information

Plan Name: Preliminary/Final Subdivision and Land Development Plan for Sloan's Norlanco Pharmacy			
Plan No.:	5139-20	Plan Date:	June 23, 2025
Location:	Adjacent to Eagle Parkway		
Property Owner:	Duane Hernley		
Owner Address:	101 Sparrow Lane Elizabethtown, PA 17552		
Telephone No.:			
E-mail:			
Deed Reference:	20246790985	Tax Parcel No.:	460-79145-0-0000
Plan Type:	<input type="checkbox"/> Sketch	<input type="checkbox"/> Preliminary	<input checked="" type="checkbox"/> Final
	<input type="checkbox"/> Lot Line Change	<input type="checkbox"/> Minor Agricultural or Land Development	
Description:	Construct a new pharmacy, access drives, parking lots, stormwater facilities, utilities, sidewalks, and other site improvements.		
Zoning District:	C-2 General Commercial		
Is a zoning change necessary?	<input type="checkbox"/> No	If yes, please specify:	
Is/was a zoning variance, special exception, or conditional use approval necessary?	<input type="checkbox"/> N/A	If yes, attach ZHB decision.	
Total Acreage:			
Name of applicant (if other than owner):	Jacob Zuch LLC		
Address:	428 Cloverleaf Road Elizabethtown, PA 17022		
Telephone No.:	717-653-6888		
E-mail:	rxpert101@aol.com		
Firm which prepared plan:	DC Gohn Associates		
Address:	32 Mount Joy Street Mount Joy, PA 17552		
Phone No.:	717-653-5308		
Person responsible for plan:	Brian R. Cooley		
E-mail:	bcooley@dcgothn.com		

♦ SUPERVISORS ♦ PARK & RECREATION BOARD ♦ PLANNING COMMISSION ♦ ZONING HEARING BOARD

8853 ELIZABETHTOWN ROAD, ELIZABETHTOWN, PA 17022

PHONE (717) 367-8917 -FAX (717) 367-9208

www.mtjoytp.org

Proposed Lots and Units

	# of Lots	# of Units		# of Lots	# of Units
Total #	2		Mixed Use		
Agricultural			Single Family Detached		
Commercial	1		Multifamily (attached-sale)		
Industrial			Multifamily (attached-rental)		
Institutional			Other: Vacant	1	
Total Square Feet of Ground Floor Area (building footprint):			6,279		
Total Square Feet of Existing Structures (all floors):			0		
Total Square Feet of Proposed Structures (all floors):			6,279		
Total Square Feet (or Acres) of Proposed Parkland/Other Public Use:			0		
Linear feet of new street:			0		
Identify all street(s) not proposed for dedication:			All access drives are private		

Type of water supply proposed:

<input checked="" type="checkbox"/>	Public (Live)	<input type="checkbox"/>	Community
<input type="checkbox"/>	Public (Capped)	<input type="checkbox"/>	Individual

Type of sanitary sewage disposal proposed:

<input checked="" type="checkbox"/>	Public (Live)	<input type="checkbox"/>	Community
<input type="checkbox"/>	Public (Capped)	<input type="checkbox"/>	Individual

The undersigned hereby represents that, to the best of his knowledge and belief, all information listed above is true, correct and complete.

Jacob M Sherk
Signature of Landowner of Applicant

06/23/2025
Date



Surveyors - Engineers - Landscape Architects

25-10-FLDP

RECEIVED

Jun 25 2025

MOUNT JOY TOWNSHIP

June 23, 2025

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

SUBJECT: Sloan's Norlanco Pharmacy
Preliminary/Final Subdivision and Land Development Plan Modification
Requests
DCG Project Number **5139-20**

Dear Mr. Kaufman:

On behalf of Sloan's Norlanco Pharmacy, we are requesting the following modifications from the Subdivision and Land Development Ordinance, Traffic Ordinance, and Stormwater Management Ordinance.

Subdivision and Land Development Ordinance

1. Section 119-32.C.(2) – Traffic Study

We request relief from the requirement to provide a traffic study for nonresidential developments with buildings containing in excess of 1,000 square feet of usable space. The alternate is a traffic generation assessment.

The existing pharmacy with the drive thru is located at the existing Norlanco medical facility. The new location is 0.80 miles from the existing location. Since the new location is near the existing location and the existing customer base is already established and will continue to do business at the new location, the increase in new traffic is negligible. The proposed site is situated on a newly constructed street associated with the neighboring subdivision and the access to Route 230 is via a new PennDOT entrance.

2. Section 119-32.C.(6) – Fee In Lieu Of Contribution

We request relief from the requirement that if the applicant believes that the preparation of the traffic study is not warranted, a contribution in lieu of a traffic study may be provided. The estimated contribution shall be \$1.50 per square foot of usable building floor area. The request is to not provide the contribution of \$1.50 per square foot of usable building floor area.

The existing pharmacy with the drive thru is located at the existing Norlanco medical facility. The new location is 0.80 miles from the existing location. The new location is near the existing location and the existing customer base is already established and will

continue to do business at the new location. The existing building square footage is 4,000 square feet and the proposed building square footage is 6,380 square feet. The existing building is part of a larger medical complex and the current size is based on the maximum leasable area. The larger building size provides additional storage of medical devices and items which customers routinely pick up and additional counter space for prescription sorting. The increase in building size will not directly increase the customer base and increase the number of trips per day. There is no increase in employees.

3. Section 119-52.K.(4) – Radius of Cartway Edge

We request relief from the requirement that the cartway edge radius shall be 35 feet at the intersection of the proposed access drive and Eagle Parkway since Eagle Parkway is designated as an arterial street. The proposed radius is 25 feet at the intersection.

The 25 foot radius is able to accommodate a garbage truck which is the largest vehicle to access the site. The majority of traffic to the site is customers with typical vehicles such as cars, passenger trucks, and SUV's. The access drive width meets the ordinance requirements and provides two way access at the intersection.

4. Section 119-52.J.(3)(a) – Improvement of Existing Streets

We request relief from the requirement to improve existing streets where land development abuts an existing 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 curb and sidewalk, and any other street improvements shall be constructed. The Township Official Map includes the construction of a second eastbound/westbound through lane, concrete curbing, and sidewalks along Route 230. The request is not to install the required street improvements.

The proposed lot will have frontage in two locations along Route 230. The first is 53.83 lineal feet of frontage which includes a portion of the entrance to Century Spouting. The property line and right of way are 60 feet from the centerline of Route 230. There are no proposed improvements associated with this project along Route 230 which would impact any future widening. The installation of curb would impede the existing entrance to Century Spouting. There is no sidewalk along the adjacent properties and the short section of sidewalk would not connect to any existing sidewalk system. The site access is via Eagle Parkway.

The second frontage is 28.52 lineal feet at the intersection of Eagle Parkway and Route 230. There is existing sidewalk and curb along the radius returns of the intersection which was part of the PennDOT improvements.

5. Section 119-53.B(1) – Sidewalks

We request relief from the requirement that sidewalks are required on both sides of a new street and access drive. The alternate is to provide one sidewalk connection from the sidewalk associated with Eagle Parkway to the new building.

The subdivision plans for Westbrook IV – Phase 1 include a sidewalk along the western side of Eagle Parkway. There is a proposed sidewalk from the parking area and building which provides a connection to the sidewalk. The sidewalk location provides access to the crosswalk and main sidewalk directly to the building.

6. Section 119-53.C(1) – Curbs

We request relief of the requirement that concrete curb shall be provided for all land developments along street frontage, access drives and along the edges of any landscaped portion of the parking facility.

The request is to not install curbing in certain areas of the parking lot and access drives. There is proposed curbing along the landscape island between the drive thru and 7 parking spaces, along the drive thru and landscape island adjacent to the handicap spaces, and along the radius returns of the new access drive connection to Eagle Parkway. The curbing in these areas provides vehicular safety for the parking lot, landscape areas, and building drive thru. There is no proposed curb along the parking lot and sidewalk for the main entrance. The pharmacy has elderly customers which will utilize these spaces to access the pharmacy. The curbing will create a tripping hazard and an unsafe condition. There are concrete wheel stops along the parking spaces.

There is no curbing along the outer perimeter of the parking lot and access drives. These areas are adjacent to grass areas. These areas will sheet flow stormwater to the proposed stormwater facilities. Curbing will not be required to direct stormwater.

7. Section 119-62.B – Trails

We request relief from the requirement to provide a trail with a minimum width of 6 feet along Route 230 which is shown on the Official Map and alternately, a 10 foot wide asphalt trail be constructed in lieu of a concrete sidewalk. The request is not to install the trail.

The proposed lot will have frontage in two locations along Route 230. The first is 53.83 lineal feet of frontage which includes a portion of the entrance to Century Spouting. There is no sidewalk or trail along the adjacent properties and the short section of sidewalk or trail would not connect to any existing sidewalk or trail system. The site access is via Eagle Parkway.

The second frontage is 28.52 lineal feet at the intersection of Eagle Parkway and Route 230. There is existing sidewalk and curb along the radius returns of the intersection which was part of the PennDOT improvements.

Traffic Impact Fee Ordinance:

1. Section 125 – Traffic Impact Fee

We request relief from the requirement to provide the traffic impact fee for the pm peak hour trips which requires \$1,000 per each pm peak trip.

The proposed development has direct access to Eagle Parkway which was recently installed as part of the Westbrook development. The street is designed as an arterial street with a

cartway width of 40 feet with curb and sidewalk on both sides of the street. In addition, Eagle Parkway has direct access to Route 230. The current pharmacy location utilizes Cloverleaf Road and Route 230 which are similar classifications. The existing streets have adequate capacity for the proposed pharmacy.

Stormwater Management Ordinance

1. Section 113-32.A.2.(c) – Loading Ratios

We request relief from the requirement that 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.

Bioretention Basin 1 impervious drainage area loading ratio is 7.0:1 and the total drainage area loading ratio is 13.5:1. Bioretention Basin 1 is designed to capture on site impervious and grass areas from the proposed improvements. In addition, the basin captures an off site area.

Bioretention Basin 2 impervious drainage area loading ratio is 4.0:1 and the total drainage area loading ratio is 8.6:1. Bioretention Basin 2 is designed to capture on site impervious and grass areas from the proposed improvements. In addition, the basin captures an off site area.

The bioretention basins are designed to manage the net increase in the two year storm volume through the MRC Design and detain stormwater rate for all the designs storms. The location of the infiltration basins are downstream of the proposed improvements and are designed to capture the new impervious and the disturbed areas. The 2:1 slope in the interior of the basins maximizes the storage area of the bioretention basins which minimizes the loading ratios. There is amended soil which provides additional water quality capacity. There is internal water storage within the amended soils which provides for a slow release for the MRC Design and provides additional storage capacity.

The geotechnical report indicated that Bioretention Basin 1 infiltration rate is 0.00 inches per hour and Bioretention Basin 2 infiltration rate is 0.10 inches per hour. Since the infiltration rate for Basin 1 is less than the minimum 0.10 inches per hour and the rate is 0.00 inches per hour, the MRC Design is used. The infiltration rate for the two test pits for Basin 2 were 0.00 inches per hour and 0.17 inches per hour. While the recommended rate in the report is 0.10 inches per hour, the MRC Design is used. Each bioretention basin is designed to manage the two year volume increase through the MRC Design. The design consists of internal water storage within the amended soils area, an underdrain with an upturn elbow which provides for slow release of stormwater. Bioretention Basin 1 contains an emergency spillway and outlet structure for larger storm events and Bioretention Basin 2 contains an inlet grate elevation and outlet structure for larger storm events.

2. Section 113-32.D – Dewatering Time

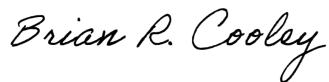
We request relief from the requirement that storage facilities, including normally dry, open-top facilities, shall completely drain the volume control storage over a period of time not less than 24 hours and not more than 72 hours from the end of the design storm.

Based on the bioretention basins utilizing the MRC Design and the very low to zero infiltration rates, the required 24-72 hour dewatering time is not met. The MRC spreadsheets indicate 15 hours dewatering for Basin 1 and 9 hours for Basin 2. The dewatering times are provided for the 2 year routing in Appendix E of the PCSM Report and indicate when the routing reaches 0.00 cfs discharge for the entire duration of the 2 year storm event.

We respectfully request your consideration of the requested modifications.

Sincerely,

D. C. Gohn Associates, Inc.



Brian R. Cooley
Staff Landscape Architect

Cc: Sloan's Norlanco Pharmacy
Lancaster Civil
Josele Clearly, Esquire
File



3020 Columbia Avenue, Lancaster, PA 17603 • Phone: (800) 738-8395
E-mail: rettew@rettew.com • Web site: rettew.com

We answer to you.

February 21, 2025

Mr. Brian R. Cooley, ASLA
D.C. Gohn Associates, Inc.
32 Mount Joy Street
P.O. Box 128
Mount Joy, PA 17552-0128

Engineers

Environmental
Consultants

Surveyors

Landscape
Architects

Safety
Consultants

RE: **Trip Generation Assessment – Sloan’s Pharmacy – Eagle Parkway**
Mount Joy Township, Lancaster County, PA
RETTEW Project No. 0414303307

Dear Brian:

RETTEW Associates, Inc. is pleased to submit this trip generation assessment pertaining to the relocation of the existing Sloan’s Norlanco Pharmacy located at 428 Cloverleaf Road to a new location located along Eagle Parkway in Mount Joy Township, Lancaster County, PA. The purpose of this letter is to provide a sense of the trip generation characteristics associated with the proposed development of the new store. Our analyses and findings are summarized below.

INTRODUCTION

The proposed new pharmacy will be located along the western side of Eagle Parkway approximately 400’ north of South Market Street (SR 0230). The proposed development will include a 6,280 SF pharmacy with a drive-thru lane. The subject lot is approximately 1.801 acres, vacant, and located in a C-2 General Commercial zoning district, with the proposed use as an allowed use. The project is proposed to be designed, approved, and constructed in one (1) phase. Occupancy is proposed to take place towards the end of 2025 or early 2026.

Access to the site will be provided from a new full access unsignalized driveway located along Eagle Parkway, approximately 400’ north of the centerline of South Market Street.

The existing 4,300 SF pharmacy with drive-thru, located at the Penn Medicine Norlanco site will be closed and relocated to the new location along Eagle Parkway. The distance between the two (2) locations is approximately 0.8 miles.

TRIP GENERATION

The trip generation equations for this assessment were obtained from the *Trip Generation Manual*, 11th Edition, 2021, an Institute of Transportation Engineers (ITE) Informational Report. The data is categorized by Land Use Codes, with total vehicular trips for a given land use calculated using an independent variable and statistically generated equations. For the proposed project, Land Use Code 881 (Pharmacy/Drugstore with Drive-Thru) from *Trip Generation Manual* was selected to calculate the number of site-generated trips during an average weekday, the weekday A.M. peak hour, and the weekday P.M. peak hours.

Based on the information provided in the *Trip Generation Manual*, not all trips generated by commercial uses are “new” trips to the roadway network. In addition to the new trips, there are pass-by trips, which are trips drawn from the passing traffic stream that do not add traffic to the adjacent roadway network. The P.M. peak hour pass-by trip percentage of 49% for the proposed new pharmacy with drive-thru was utilized as specified in the ITE *Trip Generation Manual*, 11th Edition.

Table 1 below shows the trip equations and directional percentages for the analyzed time periods.

Table 1 - Trip Generation Rates				
Land Use	Time Period	Land Use Variable / Rate	Entering	Exiting
Pharmacy/Drugstore with Drive-Thru (ITE Code 881)	A.M. Peak Hour	$(T) = 3.74 (X)$	52%	48%
	P.M. Peak Hour	$(T) = 10.25 (X)$	50%	50%
	Weekday ADT	$\ln (T) = 0.74 \ln (X) + 5.32$	50%	50%

T = number of site-generated vehicular trips X = independent variable (1,000 SF of gross floor area)

Table 2 summarizes the trip generation program for the existing pharmacy and the proposed new pharmacy for an average weekday, weekday A.M., and weekday P.M. peak hours.

Table 2 – Trip Generation Program								
Land Use / Size		A.M. Peak Hour			P.M. Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Pharmacy/Drugstore with Drive-Thru	Existing 4,000 SF	8	8	16	22	22	44	602
	- 49% Pass-By Trips	~	~	~	-11	-11	-22	~
	“New Trips”	8	8	16	11	11	22	602
	Proposed 6,380 SF	12	11	23	32	32	64	796
	- 49% Pass-By Trips	~	~	~	-16	-16	-32	~
	“New Trips”	12	11	23	16	16	32	796
Difference	Net “New Trips”	+4	+3	+7	+5	+5	+10	+194
	Net “Total Trips”				+10	+10	+20	

Based on the trip generation analysis summarized in **Table 2**, the proposed 6,380 SF pharmacy with drive-thru will generate approximately 796 daily trips on an average weekday. Of that total, approximately 23 “new” trips will occur during the weekday A.M. peak hour and approximately 32 “new” trips will occur during the weekday P.M. peak hour.

Note that since this project involves the relocation of the existing business approximately 0.8 miles from its current location and the store’s customer base is already established and will continue to patronize the pharmacy at its new location, the increase in “new traffic” in the area, in our opinion, will be negligible. As shown in **Table 2**, the net increase in “new” peak hour traffic would be approximately 7 “new” A.M. peak hour trips and approximately 10 “new” P.M. peak hour trips.

Details of the trip generation calculations are attached to this report.

ORDINANCE REVIEW

In accordance with the current Mount Joy Township Ordinances; Chapter 119 - Subdivision and Land Development, Article IV – Information to be Included on or with Plans, Section 119-32.C.(2). The requirements for a traffic impact study are as follows:

When required. Applications for all residential developments or subdivisions containing 20 or more dwelling units or residential lots and all nonresidential developments (with the exception of agricultural development) with buildings containing in excess of 1,000 square feet of usable space shall provide studies and reports in accordance with the requirements of this section.


Based on the size of the building and the ordinance requirements, a traffic impact study would be required. However, based on the justification provided previously in the Trip Generation section, the net difference of the new trip generation in the general vicinity is very minor and in our engineering opinion, would not warrant the need for any further traffic analyses.

CONCLUSIONS

- Based on the proposed development of the 6,380 SF pharmacy with drive-thru, it will generate approximately 796 daily trips on an average weekday. Of that total, approximately 23 “new” trips will occur during the weekday A.M. peak hour and approximately 32 “new” trips will occur during the weekday P.M. peak hour.
- Since this project involves the relocation of the existing business approximately 0.8 miles from its current location and the store’s customer base is already established and will continue to patronize the pharmacy at its new location, the increase in “new traffic” in the area, in our opinion, will be negligible. The net increase in peak hour traffic would be approximately 7 “new” AM peak hour trips and approximately 10 “new” PM peak hour trips.
- Based on the ordinance requirements, a traffic impact study would be required. However, based on the justification provided in this assessment, the net difference of the new trips generated in the general vicinity will be very minor and in our engineering opinion, would not warrant the need for any further traffic analyses.
- It is our opinion that the proposed development of the relocated pharmacy will not adversely impact the adjacent roadway network.

If you have questions or require additional information, please contact me at jschick@rettew.com or 717-205-2262.

Sincerely,



John M. Schick
Senior Project Manager
jschick@rettew.com

Enclosure

Sloan's PharmacyScenario Name: **Proposed 6,250 SF Store**

User Group:

Dev. phase:

No. of Years to Project

Traffic :

Analyst Note:

Warning:

VEHICLE TRIPS

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
881 - Pharmacy/Drugstore with Drive-Through Window Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	6.28	Weekday	Best Fit (LOG)	398	398	796
					$\ln(T) = 0.74 \ln(X) + 5.32$	50%	50%	
				Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	12	11	23
					3.74	52%	48%	
				Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	32	32	64
					10.25	50%	50%	

Sloan's Pharmacy

Scenario Name: Existing 4,300 SF Store

User Group:

Dev. phase:

No. of Years to Project

Analyst Note:

Traffic :

Warning:

VEHICLE TRIPS

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
881 - Pharmacy/Drugstore with Drive-Through Window Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	4.3	Weekday	Best Fit (LOG)	301	301	602
					$\ln(T) = 0.74 \ln(X) + 5.32$	50%	50%	
				Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average	8	8	16
					3.74	52%	48%	
				Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	22	22	44
					10.25	50%	50%	

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

[illegible]

ANTHONY P. SCHIMANECK
JOSELE CLEARY
ROBERT E. SISKI
JASON M. HESS

LAW OFFICES
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(1971 - 2021)

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717-733-2313

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

OF COUNSEL
WILLIAM C. CROSSWELL
RANDALL K. MILLER

June 30, 2025

VIA EMAIL

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

Re: Preliminary/Final Subdivision and Land Development Plan for Sloan's Norlanco
Pharmacy
Our File No. 10221-1

Dear Kim:

I have been provided with a copy of the Preliminary/Final Subdivision and Land Development Plan for Sloan's Norlanco Pharmacy (the "2025 Plan") by D. C. Gohn Associates, Inc. ("D. C. Gohn"). The Plan proposes to subdivide what was created as Lot 2 on the Preliminary/Final Subdivision Plan for Duane Hernley recorded at Document No. 2024-0360-J in the Office of the Recorder of Deeds (the "2024 Plan") and develop what the 2025 Plan identifies as Lot 1 with a building for a pharmacy with a drive-through facility and associated off-street parking, circulation, and storm water management. This letter will set forth comments on the 2025 Plan.

The land on the 2025 Plan is currently owned of record by Duane Hernley. After the 2024 Plan was recorded, the Assessment Office assigned the lot a new Tax Account Number, and Mr. Hernley recorded new deeds for the two lots created by the 2024 Plan. The 2025 Plan must be updated to identify the Lancaster County Tax Account Number as 460-80911-0-0000 and the recording reference for Mr. Hernley's deed as Document No. 20250011687.

There must be a Storm Water Management Agreement and Declaration of Easement for the 2025 Plan. All of the storm water management facilities will be located on Lot 1, so the Storm Water Management Agreement can apply only to Lot 1. It must be recorded before the 2025 Plan is released for recording, so Mr. Hernley must be a party to the Storm Water Management Agreement. The 2025 Plan indicates that the equitable owner of the land is Jacob Zuch, LLC ("Equitable Owner"). I have verified on the Corporation Bureau website that Equitable Owner is a legal entity. Equitable Owner can also be a party to the Storm Water Management Agreement.

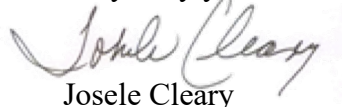
Kimberly Kaufman, Township Manager
June 30, 2025
Page 2

Sheet 17 of the 2025 Plan contains operation and maintenance notes for the storm water management facilities. Those provisions will have to be included in the Storm Water Management Agreement. Please let me know if I should prepare the necessary Storm Water Management Agreement.

Lot 1 will contain approximately 54 feet of frontage along South Market Street (SR 0230). The 2025 Plan does not propose any improvements along the South Market Street frontage. The Township should consider a Deferred Improvements Agreement for the 2025 Plan to address the installation of sidewalk along the South Market Street frontage or a trail. The Township should also consider the right-of-way along Route 230. The final Subdivision, Land Development & Lot Add-On Plan for Westbrooke IV, Phase 1 recorded at Document No. 2023-0080-J (the "2023 Plan") at Sheet 7 showed an area of proposed right-of-way along Route 230 from what is now Lot 2 on the 2024 Plan and proposed to be created and developed as Lot 1 on the 2025 Plan. I did look at the website of the Office of the Recorder of Deeds, and the documents recorded in conjunction with the 2023 Plan did not include a conveyance of that area of right-of-way to either the Township or the Pennsylvania Department of Transportation ("PennDOT"). It would be reasonable to have Mr. Hernley execute a deed of easement in the PennDOT form to convey that area to the Township. If there is a future project to improve Route 230, the Township would then be able to convey that area to PennDOT. D. C. Gohn should prepare a legal description for that area, and I can use that legal description for the deed of easement.

If you have any questions concerning these comments, please contact me. I will be out of the office for vacation beginning on Wednesday, July 2. I will return on July 9.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Josele Cleary", is written over a light blue rectangular background.

Josele Cleary

JC:sle
MUNI\10221-1(7)\250627\71

cc: Benjamin S. Craddock, P.E. (via email)
Patricia J. Bailey, Township Secretary (via email)
Joseph Price, Community Development Director/Zoning Officer (via email)
Brian R. Cooley, Landscape Architect (via email)

July 24, 2025

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

Via email: kkaufman@mtjoytwp.org



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

Re: Sloan's Norlanco Pharmacy
Preliminary/Final Subdivision and Land Development Plan
Township Permit No. 25-04-SLDP
LCEC Project No: 25-189

Dear Mr. Kaufman,

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

- Cover letter dated June 23, 2025
- Modification letter dated June 23, 2025
- Preliminary/Final Subdivision and Land Development Plans dated June 23, 2025
- PCSM Report dated June 23, 2025
- Geotechnical Engineering Report dated April 29, 2025
- Water and Sewer Feasibility Report dated June 23, 2025
- Trip Generation Assessment letter dated February 21, 2025
- Vehicular Turning Plan dated June 23, 2025
- Email Correspondence re: MRC Design dated June 10, 2025
- PNDI Receipt dated May 1, 2025
- Wetland Investigation dated June 2, 2025
- Basin Embankment Evaluation dated June 24, 2025

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

Zoning Ordinance

1. An exterior lighting plan shall be submitted (if exterior lighting is proposed) (135-298.D).
2. The proposed landscaping trees for the landscape strip shall be evenly distributed along all yards (135-299.A). The landscape strip calculations in the "Landscape Strip Requirements" on Sheet 6 of the plans shall be revised to include the fifteen foot landscape strip along the Eagle Parkway frontage.
3. A differentiation of slopes between 15% and 25% and slopes greater than 25% shall be provided on the plans (135-305.A).

4. The applicant shall demonstrate that the proposed nonresidential use is compliant with the arterial road access management requirements found in Section 135-326.A(2). Consideration should be given to providing a shared access drive with the remaining lands.

Subdivision and Land Development Ordinance

5. This project was processed as a sketch plan, therefore it has the right to proceed as a preliminary/final plan (119-27.B).
6. The plans shall be signed and sealed by a registered engineer, surveyor or landscape architect (119-31.A(5)).
7. The total acreage of the entire existing tract shall be provided on the plans (119-31.B(6)).
8. The sources of title, deed, book, page, and tax parcel identification number shown for the subject tract on Sheet 2 of the plans shall be corrected (119-31.B(10)).
9. The width of the existing right-of-way for South Market Street (S.R. 0230) adjacent to Eagle Parkway shall be shown on the plans (119-31.C(3)(a)).
10. The Lot Areas on the Site Data tables should distinguish between net and gross lot area for both lots (119-31.D(9)).
11. The plans shall indicate when the lot line markers to be set (119-31.D(14)(a) & 119-57.D).
12. Certification shall be provided from the public water and sewer provider that capacity exists to accommodate the proposed development (119-32.A(2)(a)[3] & 119-32.A(2)(b)[4]).
13. A PDNI search shall be provided (119-32.B.4(c)[4]).
14. A traffic impact study is required since the development is a nonresidential development with buildings containing in excess of 1,000 square feet of usable space (119-32.C(2)). The applicant has requested a waiver of this requirement.

Waiver response: The proposed pharmacy location is located within 0.8 miles of the existing pharmacy location. The applicant has provided a traffic generation assessment showing that there are 10 additional P.M. peak hour trips expected at the new location compared to the current location. Based on this consideration, I have no objection to a waiver of the traffic impact study.

15. A contribution in lieu of the preparation of a traffic study shall be provided (119-32.C(2)). The applicant has requested a waiver of this requirement.

Waiver response: The contribution in lieu of a traffic study is intended to “defray the costs of improvements which would be recommended by such studies.” Since the number of new trips generated by this development is very unlikely to require improvements, I have no specific engineering objections to a waiver of this requirement; however, I consider this a policy decision.

16. The width of the proposed access drive shall be dimensioned (119-35.D(2)).
17. All certificates shall be executed prior to final plan approval (119-35.E).
18. 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).

19. Written notice shall be provided from the public water provider's engineer and the public sewer provider's engineer that all proposed improvements have been designed to the standards of the Township, the public water provided and/or the public sewer provider (119-35.E(2)(e)). The written notice shall also confirm that financial guarantees for the public water and/or sewer improvements have been received.
20. Written notices from the emergency service providers that will serve as the primary responders for the land development shall be submitted indicating that the building layout is satisfactory and will not present any obstacles or other problems for emergency responders to the land development (119-35.E.(2)(h)).
21. Legal descriptions for easements to be dedicated to the Township shall be provided (119-35.E(4)(a)).
22. 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).
23. A land development agreement in a form acceptable to the Township Solicitor shall be executed (119-35.E(4)(f)).
24. A construction cost estimate and financial security shall be provided (119-41 & 113-60).
25. The frontage along South Market Street (SR 230) shall be improved in accordance with 119-52.J or as indicated on the Township Official Map, whichever is greater. Improvements shall include curbing, sidewalk, trail, and cartway widening along the entire front of the street (119-52.J(3)(a) & 119-53.B(2) / 119-53.C, 119-62.B). The applicant has requested a waiver of this requirement.

Waiver response: The adjoining properties are not developed with sidewalk, curbing, widening, or pedestrian/bicycle pathway. In addition, the width of the lot along S. Market Street is approximately fifty-four feet near the existing access drive and twenty-nine feet at the Eagle Parkway/S. Market Street intersection; therefore, constructing improvements at this location would not provide a meaningful improvement for Township residents. 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.
26. 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)). The improvements for this section of West Main Street includes the construction of an additional through lane, which would not be able to function properly until such a lane would be constructed for a longer distance than just the applicant's frontage. Therefore, it does not seem feasible to construct the improvements at this time and a deferred road improvements agreement would be an acceptable alternative.
27. Construction details shall be provided for the proposed stop signs and paving markings (i.e. directional arrows, ADA markings, stop bar) (119-52.G(7)).
28. Horizontal alignment data shall be provided for the proposed access drive (119-52.I).
29. The cartway edge at the intersection of the proposed access drive and Eagle Parkway Drive (an arterial street) shall be rounded with a radius of 35' (119-52.K(4)). The applicant has requested a modification of this requirement.

Modification response: The proposed radius is 25 feet at the intersection of the proposed access drive and Eagle Parkway and most of the traffic to the site is passenger vehicles (i.e. cars, trucks, SUVs). Truck turning movements show that a 25 feet radius can accommodate the largest truck accessing the site (i.e. garbage truck). The proposed access drive width is consistent with ordinance requirements for two-way traffic. Based on these considerations, I have no objections to a waiver of this requirement; provided that it is demonstrated that the proposed radii can accommodate emergency vehicles.

30. Deeds to lots which contain clear sight triangles shall provide that no structure, landscaping or grading shall be erected, installed or performed within the area of the clear sight triangle which would obscure the vision of motorists (119-52.L).
31. A vertical profile shall be provided for the proposed access drive (119-52.S(3)).
32. A vertical profile, horizontal alignment information and a cross section detail shall be provided for the proposed access drive (119-52.S(3)).
33. The applicant shall address the traffic engineering comments provided by Traffic Planning and Design dated July 24, 2025 (119-52.S(4)(c)).
34. Evidence shall be provided that the proposed loading areas for deliveries are adequate in size and can be used without blocking or interfering with internal circulation (119-52.S(6)).
35. The parking spaces adjacent to the concrete sidewalk shall include a wheel stop to prevent overhang of parked vehicles into the sidewalk, or a four foot separation shall be provided (119-53.A(3)).
36. The radii for all horizontal curves within the parking areas shall be dimensioned (119-53.A(4)). Not less than a two-foot radius of curvature shall be permitted.
37. 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 Final Subdivision, Land Development, and Lot Add-On Plan for Westbrooke IV- Phase 1 recorded as Instrument #2023-0080-J shows sidewalk along the western side of Eagle Parkway of proposed Lot 1 (i.e. the subject tract). A sidewalk is proposed to provide pedestrian access between the Eagle Parkway sidewalk and the proposed pharmacy. Based on these considerations, I have no objections to a waiver of this requirement.

38. The detectable warning surfaces shall be provided across the full width of the proposed curb ramp as per Note 13 in PennDOT Publication 72, RC-67M, Sheet 1 (119-53.B(4)(a)).
39. Curb ramp details shall be provided (119-53.B(4)(b)).
40. A crosswalk detail shall be provided (119-53.(B)(8)).
41. Concrete curbs shall be provided along the access drive and along the edge of any landscaped portions of a parking facility (119-53.C(1)). The applicant has requested a waiver of this requirement.

Waiver response: Concrete curb is proposed at various locations throughout the development. The applicant indicates that the proposed curbing provides safety for pedestrian traffic in these areas. In addition, the applicant states that curbing provides an obstacle for elderly customers of the proposed pharmacy, so wheel stops are proposed as an alternative to curbing. Finally, stormwater runoff from the impervious areas which do not have curbing will sheet flow to the stormwater facilities. Based on these considerations, I have no objections to a waiver of this requirement with the condition

curbing be provided along the eastern side of the access drive nearest to Eagle Parkway since there is a crosswalk in that location.

42. The vertical curb detail should include the 2B stone subbase and 3/16" wide contraction joints per Appendix No. 16 (119-53.C(2)(a)). Note 2 referenced in the construction joint spacing section shall be revised (Note 2 does not refer to construction joints). The location of 10" curb reveal in Note 6 of the detail shall be shown on the plans.
43. A note shall be added to the plans stating that the curbs shall be constructed in accordance with Appendix 16, 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 (119-53.C(2)(a)).
44. The length of the curb taper in the "End Transition" section of the 8" Plain Concrete Curb Detail shall be seven feet (119-53.C(2)(a)).
45. The distance between the 8" vertical curb and 10" Type C inlet top shall be specified in the Type C-Inlet Vertical Curb Transition (119-53.C(2)(a)).
46. The deeds shall contain the requirement that nothing shall be placed, planted, set or put within an easement that would adversely affect the function of the easement or conflict with the easement agreement (119-56.B).
47. Requirements for the drainage easements shall be included in all deeds for lots which contain an easement. The applicant shall be responsible for completing a declaration of easement and stormwater management agreement in a form that is acceptable to the Township Solicitor (119-56.E).
48. Drainage easements shall be a minimum of 30 feet wide (119-56.E & 113-31.Q).
49. Conservation easements shall be provided surrounding the limits of riparian corridors, wetlands, floodplains, mature forests and other environmentally sensitive areas as defined by Chapter 135, Zoning (119-56.H).
50. The proposed lot line markers along the right-of-way shall be labeled on the plan or included in the legend (119-57.A).
51. Three monuments shall be spaced around the proposed project, with at least two of the monuments places as consecutive corners along the street right-of-way (119-57.B). An additional concrete monument shall be provided to meet this requirement.
52. A note shall be provided on the plan indicating when the monuments and markers are to be set (119-57.H).
53. Provide a landscape plan note indicating that the top of the main order root shall be planted no lower than one or two inches into the soil (119-59.B(1)).
54. Provide a landscape plan note that staking and wiring of trees shall be removed within one year of planting (119-59.B(3)).
55. Provide a landscape plan note indicating that all required landscape plants shall be maintained and guaranteed for a length of 18 months from the date of planting. No more than 1/3 of the tree or shrub shall be damaged or dead without replacement. Replacement plants shall conform to all requirements of this section and shall be maintained after replanting for an additional 18 months (119-59.C).
56. Any action taken on waiver requests, dates, and any conditions of approval shall be added to the cover sheet (119-91.C).

Stormwater Management Ordinance

57. 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).
58. Erosion and sediment control BMP's shall be provided (113-31.E & 113-43.K).
59. The plans shall incorporate the recommendations included on pages 14 and 15 of the geotechnical engineering report (113-31.L(1)).
60. The "Storage Volume" values that are shown in the Structural BMP Volume Credits table are inconsistent with the calculated storage volumes shown in the Basin Storage/Elevation Input worksheets for Basins 1 and 2 (113-32.A(1)).
61. The "Volume Routed to SCM (CF)" for SCM No. 2 shown in the Structural BMP Volume Credits table shall only include volume routed to SCMs from disturbed areas (113-32.A(1)).
62. The Total Earth Disturbance (1.26 AC) shown in the General Information worksheet is inconsistent with the limit of disturbance scaled off Sheet 8 of the plans (~1.51 AC) (113-32.A(1)).
63. The "Area" of the Pre- and Post-Conditions shown in the "Volume Management" worksheet for POI 002 are inconsistent with the "On-Site" areas shown in the runoff coefficient calculations (113-32.A(1)).
64. The "Total Volume Routed to SCM" shown in the Managed Release Concept (MRC) Spreadsheet worksheet is inconsistent with the "Volume Routed to SCM" value for SCM No. 1 in the Structural SCM Volume Credits table (113-32.A(1)).
65. The "Area" of the open space land use in the Managed Release Concept (MRC) Spreadsheet worksheet for SCM ID 2 is inconsistent with the total area of "Grass" shown in the Post Development Drainage Area runoff coefficient calculations (113-32.A(1)). A modification is being requested for the loading ratio requirements; however since the proposed Bioretention Basins 1 and 2 are not infiltration facilities and do not have infiltration areas, a modification of this requirement is not necessary. The modification request letter shall be updated accordingly. (113-32.A.(2)(c)).
66. Storage facilities shall completely drain the volume control storage over a period of not more than 72 hours from the end of the design storm (113-32.D). The applicant has requested a modification of this requirement.

Modification response: The applicant indicates that the dewatering requirement is not met at for Bioretention Basins 1 and 2; however, dewatering calculations have not been provided for the volume control storage. Dewatering calculations shall be provided before an opinion on this modification can be offered.
67. The volume control storage which will be used for rate control is that storage which is available within 24 hours (from the end of the design storm) based on the stabilized infiltration rate (113-32.E.(2)). Evidence shall be provided that this requirement has been met for Bioretention Basins 1 and 2.
68. A separate pre/post-development analysis shall be provided for the discharge point at the MLN Properties, LLC property boundary (113-33).
69. Stormwater runoff from a development site to an adjacent property shall flow directly into a natural drainageway, watercourse, or into an existing storm sewer system, or onto adjacent properties in a manner similar to the runoff characteristics of the predevelopment

flow (113-34.B). The current design redirects drainage onto adjacent “MLN Properties, LLC” property.

70. Stormwater flows onto adjacent property shall not be altered without written notification of the adjacent property owner(s) by the applicant. Copies of all such notifications shall be included in the SWM site plan submissions (113-34.C). A drainage easement burdening the adjacent property may need to be acquired for the discharge from the proposed swale/grading at the “MLN Properties, LLC” property line unless the designer can show that stormwater flows are not altered from the pre-development condition.
71. The data used to determine the rainfall intensity from NOAA Atlas 14 data or PennDOT Publication 584, PennDOT Drainage Manual, shall be provided (113-35.D).
72. Justification shall be provided for the proposed 45’ length for sheet flow for the pre-development time of concentration, which is not conservative. The existing contours do not show an area of shallow concentrated flow (113-35.H.(2)(a)).
73. The maximum interior side slope for aboveground storage facilities 2’ to 8’ in depth is 3:1 (113-37.A(1)(a)[2]). Bioretention Basin 2 shall meet this requirement.
74. Anti-seep collars are required for Bioretention Basin 2 (113-37.A(1)(b)[2]).
75. The embankments for Bioretention Basin 2 shall be constructed with an impervious core/key trench meeting the requirements of the ordinance (113-37.A.(3)(a)).
76. An emergency spillway shall be provided for the proposed Bioretention Basin 2 (113-37.A.(6)(a)). An inlet is not an acceptable emergency spillway.
77. One foot of pipe cover shall be provided to the stone subgrade in vehicular areas outside the right of way (113-37.C(1)(a)[3]).
78. The minimum diameter for a pipe that experiences vehicular loading is 15 inches (113-37.C(1)(a)[4]).
79. The trench detail shall specify the required Class 2 backfill material and the widths of the 2A aggregate and 1B aggregate bedding (113-37.C(3)(a)).
80. A note shall be added to the plan to specify that the backfill material shall be free of large (not exceeding six inches in any dimension), objectionable, or detritus material. Select non-aggregate material should be indigenous to the surrounding soil material for non-vehicular areas (113-37.C.(3)(a)).
81. Corner entry of pipes into inlets shall not be permitted (113-37.C(4)(a)). The pipe from Inlet I-A2 to Inlet I-A1 shall meet this requirement.
82. Inlets greater than five feet in depth shall be equipped with ladder rungs (113-37.C(4)(f)). The Type C-Inlet detail shall specify this requirement.
83. The landowner shall execute the final documents prior to final plan approval (113-41.B).
84. The SWM site plan shall include a statement, signed by the landowner, acknowledging the SWM facilities to be permanent fixtures that cannot be altered or removed unless a revised plan is approved by the Township (113-43.D).
85. A note identifying any recorded stormwater management agreements affecting the subject property (or that none exist) shall be included on the plans (113-43.I(6)).
86. The proposed sewer and water lines between Downspout DS-10 and Inlet I-B1 shall be shown on the DS7 to EW-B vertical profile (113-43.J(5)).

87. The top of berm elevation for Bioretention Basin 2 shown in Table 10 of the PCSM Report is inconsistent with the top of berm elevation shown on the plans (113-43.J(5)).
88. Note 4 on the Type D-W Headwall with Trash Rack detail shall be corrected (113-43.J(5)).
89. The diameter of "Stage 1" orifice shown in the Outlet Structure Configuration for: Bioretention Basin 1 Outlet Structure" worksheet and the diameter of "Stage 2" orifice shown in the "Outlet Structure Configuration for: Bioretention Basin 1" worksheet are inconsistent with diameter shown on the plans (113-43.J(5)).
90. The inlet spread for numerous inlets shown in the "Inlet Report" in the PCSM Report shows "Inf.00". This should be investigated (113-43.J(5)).
91. The locations of the upturned elbow in Bioretention Basins 1 and 2 shall be clearly and consistently identified in the vertical profiles. In addition, we recommend the upturned elbows be clearly shown on the bioretention basin construction details (or alternatively, labeled clearly on the vertical profiles). (113-43.J(5)).
92. Storm Drainage Note 20 on Sheet 7 of the plans shall include the offsite impervious areas shown on Post Development Drainage Areas worksheet in the PCSM Report (113-44.F).
93. An operation and maintenance (O&M) agreement shall be provided (113-62).

Traffic

94. The proposed development is located within the Transportation Service Area established for the Mount Joy Township Transportation 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 11th Edition of the ITE Trip Generation Manual, the calculation of this fee would be as follows:

$$32 \text{ new P.M. peak hour trips} \times \$1,766/\text{new P.M. peak hour trip} = \$56,512$$

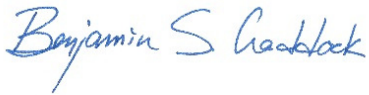
The impact fee is payable at the time of building permit issuance.

The applicant has requested a waiver of this requirement.

Waiver response: It should first be noted that waiving the Transportation Impact Fee is the solely under the purview of the Township Board of Supervisors (125-11). The Planning Commission may make a recommendation to the Board of Supervisors, but they are not compelled to do so. The waiver request states that the proposed development abuts existing streets that have adequate capacity for the proposed pharmacy. I do not disagree with this assessment; however, the Transportation Impact Fee is intended to fund transportation capital improvements within the transportation service area, not the area immediately adjacent to the development. Since the applicant presumably does not intend to restrict the use of the current property once the new location is developed, it is reasonable to assume that the new development will result in the addition of 32 P.M. peak hour trips to the Township's transportation system. Based on these considerations, I am not able to support a waiver of this requirement.

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,

A handwritten signature in blue ink that reads "Benjamin S. Craddock". The signature is written in a cursive, flowing style.

Benjamin S. Craddock, PE, President

LANCASTER CIVIL

cc: Justin Evans, Assistant Zoning Officer (via email)
Patricia Bailey, Township Secretary / Assistant Zoning Officer (via email)
Josele Cleary, Esquire, Township Solicitor (via email)
Christopher Lincoln, PE, Traffic Planning & Design (via email)
Brian Cooley, RLA, DC Gohn Associates, Inc. (via email)
Todd Smeigh, PE, DC Gohn Associates, Inc. (via email)
Austin Calaman, EAWA (via email)
Michele Powl, EAWA (via email)
Steve Rettew, ERSA (via email)
Abraham King, RETTEW (via email)
Renee Addleman, Planner, LCPC (via email)



July 24, 2025

Mr. Benjamin Craddock, P.E.

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

RE: Sloan's Pharmacy

Preliminary/Final Plan Submission Review #1

Mount Joy Township, Lancaster County, PA

TPD No. MJTO.00083

Dear Mr. Craddock:

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

- Preliminary/Final Plan prepared by D.C. Gohn Associates, Inc. dated June 23, 2025;
- Truck Turning Plan prepared by D.C. Gohn Associates, Inc. dated June 23, 2025;
- Modification Request letter prepared by D.C. Gohn Associates, Inc. dated June 23, 2025; and,
- Trip Generation Assessment Letter prepared by Rettew Associates, Inc. dated February 21, 2025.

Based on our review, we offer the following comments:

1. The applicant has requested a waiver of the requirement to provide a traffic study in accordance with §119-32.C.(2). In the alternative, the applicant has provided a trip generation assessment of the proposed site. It is TPD's opinion that the information provided in lieu of a traffic study is sufficient for the proposed site.
2. The applicant has requested a waiver of the requirement to contribute a fee in lieu of a traffic study in accordance with §119-32.C.(6). Based on the ordinance intent of the fee in lieu contribution, a waiver could be justified, at the Township's discretion.
3. The applicant has requested a waiver of the requirements to provide improvements to existing streets along the site frontage on South Market Street (S.R. 0230) in accordance with §119-52.J.(3)(a). The proposed site has two segments of frontage along South Market Street that are approximately 54 feet and 29 feet in length, respectively. The Township should consider a deferral of the required improvements until such time that the Township determines the improvements are needed.

4. The applicant has requested a waiver of the requirement to provide a minimum cartway edge radius of 35-feet the access drive intersection with Eagle Parkway in accordance with §119-52.K.(4). Additional turning plans need to be provided for the largest fire truck and delivery vehicle anticipated to access the site before TPD can provide input on the requested waiver.
5. The applicant has requested a waiver of the requirement to provide sidewalk along the site frontage on Eagle Parkway and within the site in accordance with §119-53.B(1). The plan shows sidewalk along the site frontage on Eagle Parkway as existing (as approved as part of the Westbrook IV - Phase 1 development). However, that sidewalk has not been constructed. The applicant needs to coordinate with the developer of the Westbrook development to determine the timing of the installation of that sidewalk and provide additional information to the Township. As the sidewalk is already proposed on an approved and recorded plan, TPD concurs with the requested waiver.
6. The applicant has requested a waiver of the requirement to provide concrete curb along all street frontage, access drives, and along the edges of any landscaped portion of the parking facility. In the alternative, the applicant proposes to provide concrete curb only at select locations within the parking lot. TPD recommends that the proposed curbing at the access drive be extended along the east side of the aisle between the access drive and the parking area in front of the building to better protect pedestrians in the vicinity of the proposed crosswalk. If the Township determines that the proposed curbing is sufficient, TPD recommends the use of ASTM-F3016 compliant bollards where perpendicular parking is located adjacent to the building to improve safety. Vehicle crashes into storefronts, commercial buildings, and pedestrian areas occur an average of 60 times per day throughout the United States. Installation of compliant bollards will increase safety over the proposed wheel stops.
7. The applicant needs to confirm whether any traffic counts were conducted at the existing pharmacy location to demonstrate the trip generation characteristics specific to the existing and proposed pharmacy facilities.
8. A truck turning plan has been provided for a trash truck and passenger vehicles. However, additional plans need to be provided to demonstrate that the largest fire truck and delivery vehicles anticipated to access the site can adequately circulate the site.
9. The applicant needs to demonstrate that the largest anticipated delivery vehicle utilizing the loading space at the back of the building with not impact the function of the drive-thru lane.
10. The applicant has requested a waiver of the requirement to pay a traffic impact fee based on the number of new P.M. peak hour trips the proposed site generates. The Township's traffic impact fee is based on the results of the Township's Roadway Sufficiency Analysis and Capital Improvements Plan which determines the impact fee based on the total cost of all improvements within the study area. This fee can be charged for new development

that occurs within that study area, as provided by Article V-A of the Pennsylvania Municipalities Planning Code (MPC). The fee is not based on improvements that may be required by a specific development, but rather provides a mechanism for the Township to fund improvement projects needed to improve the overall operations of the roadway network affected by new development. Therefore, TPD does not support a waiver of the traffic impact fee. Based on the trip generation information submitted, the fee calculation is as follows:

32 new P.M. peak hour trips x \$1,766.00 per new P.M. peak hour trip = \$56,512.00

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

Sincerely,

TPD



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