

December 22, 2015



Land Use Assumptions Report

Mount Joy Township, Lancaster County PA

Prepared by Justin S. Evans, AICP, Community Development Director

159 Merts Drive—Elizabethtown, PA 17022

T: 717.367.8917 E: justin@mtjoytwp.org

CONTENTS

Introduction 2

Legal Basis	2
Local Context	2

Existing Conditions 3

Population	3
Land Use and Zoning	4
Building Permit Data	6
Transportation Network	8
Roadways	8
Non-vehicular Circulation	9

Projected Conditions 9

Developable Lands	9
Approved/Pending Developments	10
Projected Land Development	10

Application of Results 13

Conclusion	13
------------	----

Figures

- Figure 1 – Location Map
- Figure 2 – Zoning Map
- Figure 3 – Transportation Network
- Figure 4 – Projected Land Development



Introduction

Legal Basis

This Land Use Assumptions Report (LUAR) is prepared in accordance with Article V-A of the Pennsylvania Municipalities Planning Code (MPC). §§501-A through 506-A of the MPC were added on December 19, 1990, via Act 209 of 1990 and later amended by Act 68 of 2000. The MPC authorizes municipalities within the Commonwealth to enact, amend, and repeal impact fee ordinances and to charge impact fees to cover the cost of off-site road improvements necessitated by new land development.

Recent development trends, population projections, and local land use policy have been used in this report to evaluate a likely build-out scenario for the 2014-2024 ten-year planning horizon. The key purpose of the LUAR is to help develop traffic projections used in the Roadway Sufficiency Analysis and the Capital Improvements Plan, which will support an amendment of Mount Joy Township's Traffic Impact Fee that was originally established in 2004. Local impact fee legislation is contained within Chapter 125 of the Code of Ordinances of the Township of Mount Joy.

The LUAR satisfies the following required components of such a report as stipulated in §504-A(c)(2) of the MPC:

- (i) Describe the existing land uses within the designated area or areas and the highways, roads or streets incorporated therein.
- (ii) To the extent possible, reflect projected changes in land uses, densities of residential development, and intensities of nonresidential development and population growth rates which may affect the level of traffic within the designated area or areas over a period of at least the next five years. These projections shall be based on an analysis of population growth rates during the prior five-year period, current zoning regulations, approved subdivision and land developments, and the future land use plan contained in the adopted municipal comprehensive plan. It may also refer to all professionally produced studies and reports pertaining to the municipality regarding such items as demographics, parks and recreation, economic development and any other study deemed appropriate by the municipality.

Mount Joy Township is located within a county that has created a county planning agency. Therefore, a draft of the LUAR dated August 26, 2015 was forwarded to the Lancaster County Planning Commission on August 27, 2015 for a 30-day comment period as required by the MPC. In addition, a copy of the draft LUAR was forwarded to all the contiguous municipalities and the Elizabethtown and Donegal School Districts for their review and comment.

Local Context

Mount Joy Township is located in Lancaster County and is bordered by South Londonderry Township, Lebanon County to the north, Rapho Township to the east, Mount Joy Borough and East Donegal Township to the south, and Elizabethtown Borough and West Donegal, Conewago, and Londonderry Townships to the west. Figure 1 shows its location within the region. The Township last updated its Comprehensive Plan in April 2010 as a regional plan, which established the Elizabethtown and Donegal Urban Growth Areas as set forth by the Lancaster County Comprehensive Plan.



The MPC requires the delineation of a Transportation Service Area(s) for the adoption of the Capital Improvements Plan. A Transportation Service Area is defined in §502-A as:

“A geographically defined portion of the municipality not to exceed seven square miles of area which, pursuant to the comprehensive plan and applicable district zoning regulations, has an aggregation of sites with development potential creating the need for transportation improvements within such area to be funded by impact fees. No area may be included in more than one transportation service area.”

The Transportation Service Area delineated in the Capital Improvements Plan encompasses Mount Joy Township’s portions of the Elizabethtown and Donegal Urban Growth Areas (UGAs), and can be found in Figure 2. Effectively all impactful non-agricultural growth is expected to be located in the Transportation Service Area.

Existing Conditions

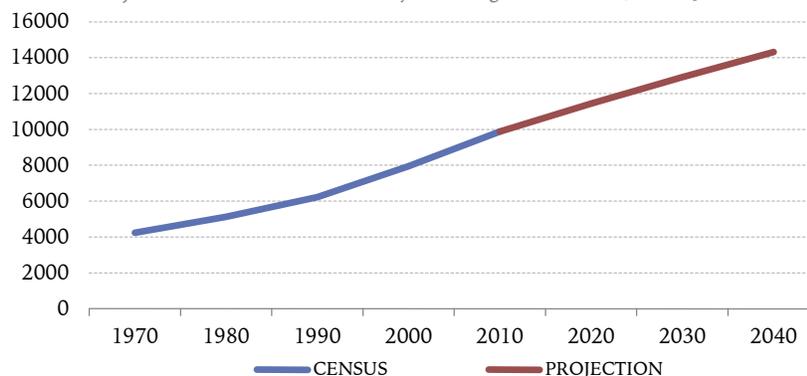
Population

Table 1 shows actual population growth in the Township since 1970 and projections up to the year 2040 by decade. The total population of Mount Joy Township increased by 1,929 people (+24%) from 2000 to 2010 and added 4,745 people (+93%) in the three decades between 1980 and 2010. The Lancaster County Planning Commission (LCPC) has prepared population projections through the years 2020, 2030, and 2040 for the county and each of its municipalities. LCPC estimates that the population could increase by approximately 4,446 people between 2010 and 2040. Since projections are based upon past data, these population estimates were likely influenced by the scale of development that has taken place in recent decades within the Elizabethtown and Donegal UGAs.

TABLE 1
TOWNSHIP POPULATION CHANGE AND PROJECTIONS

YEAR	POPULATION	10-YEAR NET INCREASE	10-YEAR % INCREASE
1970	4,228	---	---
1980	5,128	900	21%
1990	6,227	1,099	21%
2000	7,944	1,717	28%
2010	9,873	1,929	24%
2020*	11,445	1,572	16%
2030*	12,924	1,479	13%
2040*	14,319	1,395	11%

*Projection from Lancaster County Planning Commission, dated June 2012





According to the *U.S. Census Bureau American Fact Finder* data, the estimated population of Mount Joy Township on July 1, 2012 was 10,206. Based on this data, Mount Joy Township has experienced approximately 21 percent of increase expected from 2010 to 2020 within the first two years of the projection. The Census Bureau-estimated population growth appears to be on pace with the LCPC projection shown in Table 1.

Land Use and Zoning

The Township's Zoning Ordinance was readopted in May 2012 and last revised in June 2015. The Township is zoned into twelve districts as shown in Figure 2. The following is an overview of the district purpose statements, and is accompanied by Table 3 that provides permitted densities and maximum permitted building coverages that affect the intensity of development:

Agricultural (A) is intended to preserve agricultural areas and discourage housing near agricultural areas. The majority of the land area outside of the Designated Growth Area is zoned Agricultural.

Rural (R) is intended for low-density development and not planned for public water or sewage services. This district also is used as a holding area for land inside the Designated Growth Area that does not have the infrastructure to support higher intensity development in accordance with the Comprehensive Plan.

Open Space and Conservation (OS) is intended for limited uses that are consistent with protecting sensitive natural resources.

Low-Density Residential (R-1) is intended to provide residential neighborhoods that primarily include single family detached dwelling units at a low density.

Medium-Density Residential District (R-2) is intended for residential neighborhoods with a mix of housing types at a medium density.

High-Density Residential District (R-3) is intended for residential neighborhoods with a mix of housing types at the highest densities permitted in the Township.

Limited Commercial District (C-1) is intended for smaller commercial uses in areas that have traffic capacity limitations, lack of public sewer and water availability, contain significant natural features or are close to residential and/or agricultural areas. Office uses are also permitted in the C-1 District.

General Commercial District (C-2) is intended for a wide range of commercial uses that provide safe and efficient traffic flow and are compatible with neighboring uses. Office uses are also permitted in the C-2 District.

Mixed Use District (MU) is intended to permit coordinated development that includes a mixture of retail, cultural, service, office, residential and institutional uses in a single structure or complex of related structures within the Urban Growth Area. The district also promotes a neighborhood character and pedestrian accessibility.

General Industrial District (GI) is intended for a wide range of industrial uses and complementary commercial uses. A coordinated interior road system and control of nuisances and hazards are encouraged.

Light Industrial District (LI) is intended for a wide range of industrial uses while avoiding heavy industrial uses that are likely to cause nuisances and hazards.

Institutional District (IN) is intended for a harmonious pattern of institutional development that can mutually benefit the Township and various types of institutional uses existing in the Township.



TABLE 2
ZONING DISTRICT PERMITTED HOUSING TYPES AND BUILDING INTENSITY

ZONING DISTRICT	HOUSING TYPES PERMITTED IN DISTRICT				PERMITTED MAXIMUM	
	SINGLE-FAMILY DETACHED	SINGLE-FAMILY SEMIDETACHED	APARTMENTS	TOWNHOUSES	RESIDENTIAL DENSITY*	BUILDING COVERAGE
AGRICULTURAL (A)	X					20%
RURAL (R)	X				1.00	25%
OPEN SPACE & CONSERVATION (OS)	X				0.50	20%
LOW-DENSITY RESIDENTIAL (R-1)	X				2.18	25%
MEDIUM-DENSITY RESIDENTIAL (R-2)	X	X	X	X	4.36	25%
HIGH-DENSITY RESIDENTIAL (R-3)	X	X	X	X	4.36	25%
LIMITED COMMERCIAL (C-1)						50%
GENERAL COMMERCIAL (C-2)						50%
MIXED USE (MU)	X	X	X	X	4.36	**
GENERAL INDUSTRIAL (GI)						60%
LIGHT INDUSTRIAL (LI)						60%
INSTITUTIONAL (IN)						40%

*Derived from smallest permitted minimum lot size in district as a function of units per acre

**Nonresidential = 50%, residential = 25%

Mount Joy Township is approximately 28 square miles in size. Roughly 78% of the Township is zoned agricultural, 9% residential, 2% industrial, and 5% commercial/mixed use. It should be noted that limited residential uses are also permitted in the Agricultural District. Table 3 lists the acreage contained within each zoning district, as well as the percentage of those acres that are built out. Approximately 18% of all land in Mount Joy Township is occupied, as is nearly two-thirds of residentially-zoned land.

TABLE 3
EXISTING ZONING & BUILT AREAS

ZONING DISTRICT	TOTAL ACRES IN DISTRICT	% OF TOWNSHIP AREA IN DISTRICT	% OF DISTRICT BUILT
AGRICULTURAL (A)	13,915	77.8	11.1
RURAL (R)	660	3.7	19.2
OPEN SPACE & CONSERVATION (OS)	267	1.5	9.7
LOW-DENSITY RESIDENTIAL (R-1)	185	1.0	63.8
MEDIUM-DENSITY RESIDENTIAL (R-2)	1,109	6.2	61.3
HIGH-DENSITY RESIDENTIAL (R-3)	180	1.0	88.3
LIMITED COMMERCIAL (C-1)	108	0.6	18.5
GENERAL COMMERCIAL (C-2)	256	1.4	60.6
MIXED USE (MU)	480	2.7	30.4
GENERAL INDUSTRIAL (GI)	81	0.5	3.7
LIGHT INDUSTRIAL (LI)	275	1.5	48.0
INSTITUTIONAL (IN)	362	2.0	17.4
TOTAL	17,875	100.0%	17.8% (of Twp.)

Source: Lancaster County Planning Commission, Mount Joy Township



Building Permit Data

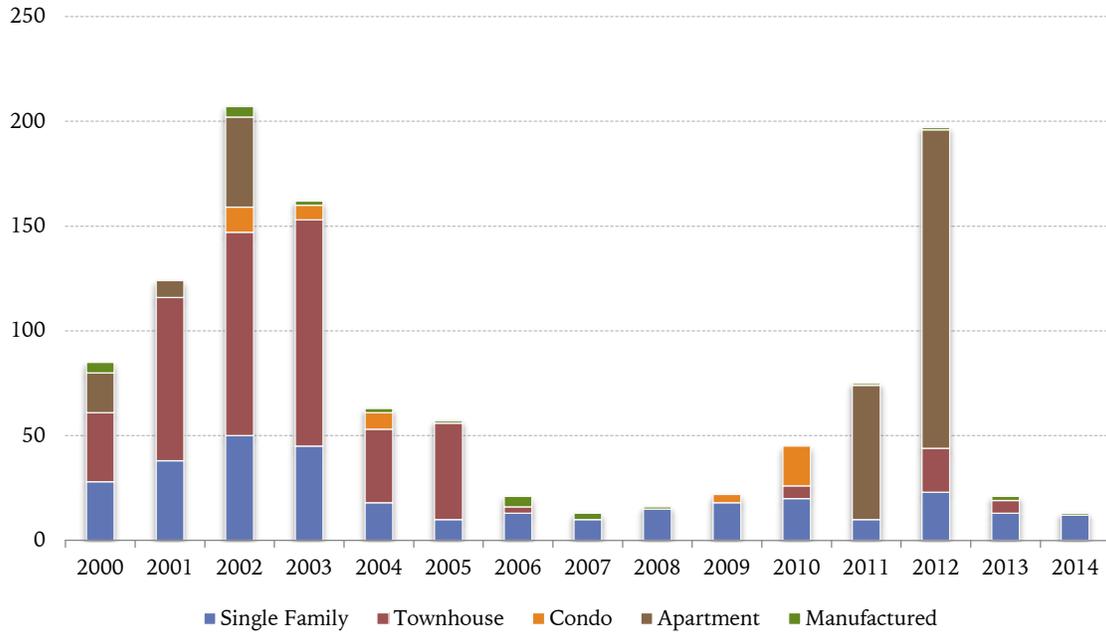
Table 4 shows that a total of 1,129 residential building permits were issued by Mount Joy Township between the years 2000 and 2014 at an average of 75 permits per year. There was a noticeable spike in residential permits in the early 2000s following the lifting of a moratorium when additional sewer capacity became available. The growth of single-family dwelling units has remained the steadiest, ranging between 10 and 50 units per year. Aside from the spike in 2001-2003, the number of single family residential permits has ranged between 10 and 28 units per year.

The number of townhouse and apartment units built in the past 15 years shows much more variance. Several townhouse developments were approved in the late 1990s which were subsequently constructed during the spike in 2001-2003. Since 2006, the only new townhouses developed have been in Timber Ridge (6) and Rock Hall (27) along Hershey Road.

With the change in economic conditions resulting from the 2008 recession, there has been a shift from owner-occupied dwellings to rental dwellings. This is exemplified by 216 apartment unit permits issued in 2011 and 2012, which are attributed to the Featherton Crossing and Shady Oak communities.

TABLE 4
RESIDENTIAL BUILDING PERMITS

YEAR	SINGLE FAMILY	TOWN HOUSE	CONDO	APARTMENTS	MANUF. DWELLING	RESIDENTIAL BUILDING PERMITS
2000	28	33	0	19	5	85
2001	38	78	0	8	0	124
2002	50	97	12	43	5	207
2003	45	108	7	0	2	162
2004	18	35	8	0	2	63
2005	10	46	0	0	1	57
2006	13	3	0	0	5	21
2007	10	0	0	0	3	13
2008	15	0	0	0	1	16
2009	18	0	4	0	0	22
2010	20	6	19	0	0	45
2011	10	0	0	64	1	75
2012	23	21	0	152	1	197
2013	13	6	0	0	2	21
2014	12	0	0	0	1	13



**TABLE 5
COMMERCIAL/INDUSTRIAL BUILDING PERMITS**

YEAR	RESIDENTIAL BUILDING PERMITS	COMMERCIAL/INDUSTRIAL BUILDING PERMITS
2000	85	8
2001	124	12
2002	207	10
2003	162	7
2004	63	2
2005	57	2
2006	21	3
2007	13	3
2008	16	5
2009	22	4
2010	45	3
2011	75	6
2012	197	6
2013	21	10
2014	13	4

Source: Mount Joy Township; includes only permits for new construction

Table 5 shows that an average of 75 residential and 6 commercial/industrial building permits were issued by the Township annually between 2000 and 2014. In the recent five-year period of 2010-2014, an average of 70 residential and 6 commercial/industrial permits were issued per year.



Transportation Network

Roadways

The transportation network within Mount Joy Township services local, regional, and county traffic patterns. Approximately 110 miles of township & state roads provide access to local communities and businesses. About nine miles of state roads provide travel corridors between Mount Joy Borough, Elizabethtown Borough, Hershey, and developing communities within East and West Donegal Townships. Finally, roughly eight miles of limited access expressway links Dauphin and Lancaster Counties. Figure 3 illustrates the transportation network according to functional classification, as listed below:

Expressways:

- ▲ PA 283 (SR 0283)

Arterials:

- ▲ Cloverleaf Road (SR 4025) from Mount Pleasant Road to SR 0230
- ▲ Hershey Road/North Hanover Street (SR 0743)
- ▲ Merts Drive (T-833)
- ▲ South Market Street/West Main Street (SR 0230)

Collectors:

- ▲ Anchor Road (SR 4018)
- ▲ Beverly Road (T-871)
- ▲ Buckingham Boulevard (T-333)
- ▲ Campus Road (T-316)
- ▲ Colebrook Road (SR 4025)
- ▲ Cloverleaf Road (T-335) from Mount Pleasant Road to Milton Grove Road
- ▲ College Avenue (T-319)
- ▲ Elizabethtown Road (SR 4008)
- ▲ Fairview Road (SR 4035)
- ▲ Greentree Road (T-320)
- ▲ Harrisburg Avenue (SR 4018)
- ▲ Koser Road (T-871 & T-318)
- ▲ Milton Grove Road (SR 4014, SR 4025 & T-326)
- ▲ Mount Gretna Road (SR 0241)
- ▲ Mount Pleasant Road (SR 4010 & T-350)
- ▲ Old Hershey Road (T-749) from Veterans Drive to Township Line
- ▲ Ridge Road (T-855)
- ▲ Ridge Run Road (T-316)
- ▲ Ridge View Road (T-318) from Ridge Road to Mount Gretna Road
- ▲ Schwanger Road (T-843) from Campus Road to Ridge Run Road
- ▲ Sheaffer Road (T-843 & T-888)
- ▲ Snyder Road (SR 4017)
- ▲ Sunnyburn Road (SR 4039)
- ▲ Veterans Drive (T-301)

Local Roads: All other roads are classified as Local Roads.



Non-vehicular Circulation

Non-vehicular transportation infrastructure is generally located within the recently-developed areas of the Township, specifically in residential neighborhoods. As sites within the UGA build out or are redeveloped, the Subdivision and Land Development Ordinance requires installation of sidewalks, trails, and/or other applicable infrastructure to accompany any roadway improvements. Non-vehicular circulation is important to the viability of the community since it promotes healthy recreation choices, enables safe alternative modes of transportation for users of various abilities and socio-economic characteristics, and has the potential to reduce vehicular trips on already-congested roadways.

Although many of the Township's neighborhoods are served by sidewalks or trails, it is a community objective to pursue viable connections between commercial areas like downtown Elizabethtown, parks and recreational facilities, local schools, and Elizabethtown College. These connections strengthen the regional multimodal network that includes the Elizabethtown Amtrak station, Red Rose Transit bus route #18, and park-and-ride facilities near Route 283. Mount Joy Township has adopted a Recreational Facilities plan as part of the Official Map, which designates key trail routes that link parks, publicly-accessible natural areas, and downtowns with established and growing residential areas.

Projected Conditions

Developable Lands

The amount of developable land in the Township was analyzed by the LCPC. The analysis utilized parcel data from the Lancaster County Geographic Information System cross referenced with the tax assessment office's land use code for the primary use of the property. Only areas within the UGA were included in the analysis, which excludes nearly all of the Agricultural District.

Because of the Township's effective agricultural zoning standards, the subdivision of residential lots and creation of new principal non-agricultural lots or uses within the Agricultural District is limited. Such low-density land development is unlikely to generate significant impacts to the capacity of the adjacent roadway system in these areas within the next ten years. It can also be argued that agricultural lands zoned as such are developed. This perspective is based on the standpoint that the economic production of these properties makes them more industrial in nature rather than purely vacant.

Land use codes for residential, commercial, industrial, and institutional uses are considered to be built-out. Those indicating agricultural, woodland, or other open space are considered vacant, developable land. Areas characterized as unbuildable are those with steep slopes (25% and greater), cemeteries, parks and conservation lands, flood hazard areas, and wetlands. Unbuildable areas in and around the growth area are displayed in Figure 4 for reference, and Table 6 shows the amount of land that could reasonably be developed in each zoning district.



TABLE 6
DEVELOPABLE LAND IN THE URBAN GROWTH AREA

Table with 4 columns: ZONING DISTRICT, TOTAL ACRES, DEVELOPABLE/ OPEN ACRES, % OF TOTAL DEVELOPABLE AREA. Rows include Agricultural (A), Rural (R), Low-Density Residential (R-1), Medium-Density Residential (R-2), High-Density Residential (R-3), Limited Commercial (C-1), General Commercial (C-2), Mixed Use (MU), Light Industrial (LI)*, Institutional (IN), and a TOTAL row.

Source: Lancaster County Planning Commission

*Does not include the potential LI District expansion area around Cloverleaf Road

**Figure reflects the percentage of total acres in the UGA that are developable/open

As shown in Table 6, the most developable land within the Township’s UGA is found in the Medium Density Residential and Mixed Use Districts, which contain 332 and 274 acres, respectively. These areas comprise 40% of the developable land in the UGA. The Limited Commercial and General Commercial Districts combine for a total of 127 developable acres (8.4%), while the UGA portion of the Light Industrial District contains only about 21 acres. It is expected that the Agricultural and Rural-zoned lands (30.9% combined) will be developed at some point beyond the current ten-year planning horizon due to their location and the need for public utility extensions to facilitate large-scale land development.

Approved/Pending Developments

According to the MPC, land development applications filed with the Township prior to the advertisement of its notice of intent to adopt a transportation impact fee ordinance are not subject to the assessment of an impact fee. Table 7 shows the remaining land development filed with the Township prior to the advertisement of the original notice of intent. The remaining unbuilt lots in the Honeysuckle Court development are not subject to a transportation impact fee.

TABLE 7
EXEMPTED PRE-TIF ORDINANCE DEVELOPMENTS

Table with 4 columns: DEVELOPMENT, SIZE, LOCATION, REMAINING UNITS. Row: HONEYSUCKLE COURT, 16 single-family detached, Bear Creek Road, 4

Source: Mount Joy Township

Projected Land Development

Mount Joy Township’s population is expected to increase by 1,572 people from 2010-2020, and another 1,479 from 2020-2030 according to the LCPC projections. For the 2014-2024 planning period that the LUAR addresses,



the projected population growth is inferred to be 1,526 (i.e., half of the projections for each of the 2010 and 2020 decades). It is estimated that approximately 569 residential dwelling units will be needed to accommodate this population increase based on the Township’s household size of 2.68 people per dwelling¹. Table 4 shows that 351 new dwellings were constructed in the first half of this decade (70 units/year), which is higher than the expected rate going forward (57 units/year).

The methodology used to project the development yield of a tract in terms of the number of dwelling units, square footage of non-residential building space, number of hotel rooms, etc. is based on two main approaches. Where concept plans, phasing plans, or other development layouts have been provided to the Township, the specified figures are used in Table 8. For all other sites where such an indication has not been made by the property owner, the Zoning Ordinance and an analysis of recent developments serve as the basis for yield projection.

Zoning district standards provide a general framework in the form of permitted land uses, residential densities, housing types, and building coverage ratios on each of the developable tracts. Blending zoning standards and observations of recently-approved and built land developments results in the assumptions shown in Table 8 below. These assumptions have been applied to those tracts without a conceptual or approved plan, and the resultant development yields are denoted by brackets in Table 9.

**TABLE 8
DEVELOPMENT YIELD ASSUMPTION PARAMETERS**

ANTICIPATED LAND USE	ANTICIPATED DEVELOPMENT TYPE	ASSUMPTION TO APPLY
RESIDENTIAL (R-1 LOW DENSITY)	Single-family detached dwellings	1.6 units/acre
RESIDENTIAL (R-2 MEDIUM DENSITY)	Mix of single-family dwellings (45%) & townhouses (55%)	3.5 units/acre
RESIDENTIAL (R-3 HIGH DENSITY)	Townhouses	5.0 units/acre
COMMERCIAL	General commercial	20% building footprint area to lot size proportion
INDUSTRIAL / WAREHOUSING	General industrial/warehousing	20% building footprint area to lot size proportion

Table 9 lists 23 sites on 689.6 acres that have a reasonable expectation to be developed within the next ten years. Full build-out of these lands would likely yield 952 new dwelling units on 291.3 acres, 1,184,500 s.f. of industrial/warehousing building space on 153.7 acres, and 1,050,642 s.f. of commercial building space accompanied by 123 hotel rooms on 244.6 acres. This is based on population growth and related housing demand projections, perceived growth pressures on the Township, and development plans that have been shared as concepts or formally submitted for approval.

Development yields are expressed as the number of residential units or gross floor area of non-residential buildings and are aggregated in Table 10. Sites for residential development are shaded yellow, commercial are shaded blue, and industrial/warehousing are shaded purple for ease of reference. For further granularity of this information, the rightmost column of Table 9 classifies whether the site will be developed in one of three estimated timeframes: within two years, between two and five years, or between six and ten years.

¹ 2009-2013 average, U.S. Census Bureau



**TABLE 9
PROJECTED LAND DEVELOPMENT**

MAP KEY	OWNER	LAND USE	LOCATION	LOT AREA	DEVELOPMENT YIELD**	EST. DEVELOPMENT TIMEFRAME
A-2	Franklin Greiner, Jr.	Manufacturing	2800 Mount Pleasant Road	28.8 ac	[215,000 s.f.]	6-10 yrs.
A-4	Ronald S. Keener	Warehousing	1304 Cloverleaf Road & 1314 Cloverleaf Road	14.5 ac.	19,500 s.f.	< 2 yrs.
A-5*	Emma Gish Trust	Warehousing	1135 Cloverleaf Road	50.8 ac	[450,000 s.f.]	6-10 yrs.
A-6*	Billy/Dorothy Baltozer	Warehousing	1465 Briarwood Lane	59.6 ac	[500,000 s.f.]	6-10 yrs.
B-1	Gerald A. Hackman	Commercial	1795 Sheaffer Road	17.5 ac	15,000 s.f. storage units 41,500 s.f. commercial	6-10 yrs.
B-2 & B-4 (part)	Melvin/Violet Hoffer	Commercial	1925 Sheaffer Road	54.9 ac	40,000 s.f. general office 10,000 s.f. gas/convenience 150,000 s.f. retail 6,000 s.f. drive-in bank 42,000 s.f. restaurant	2-5 yrs.
B-4 (part)	Melvin/Violet Hoffer	Residential	1925 Sheaffer Road	18.5 ac	65 single-family detached	2-5 yrs.
B-6	Doris Graham	Residential	1319 Bear Creek Road	38.7 ac	[62 single-family detached]	6-10 yrs.
B-10	Daniel H. Raffensperger	Residential	2360 Sheaffer Road (south)	42.7 ac	72 single-family detached	6-10 yrs.
B-11	Forino Co.	Residential	Featherton Crossing	58.1 ac	98 duplexes 1 single family detached 140 apartments	< 2 yrs.
B-14	Duane L. Hernley/ Gerald Horst	Residential	Westbrooke IV	76.9 ac	17 townhouse 138 duplex 109 single-family detached	2-5 yrs.
B-15	Elizabethtown Properties	Hotel	Merts Drive – Lot 4	2.2 ac	40 rooms	2-5 yrs.
B-19	Duane Hernley	Commercial	2095 S. Market Street	20.9 ac	25,000 s.f.	2-5 yrs.
B-23	Melvin/Violet Hoffer	Residential	1754 Sheaffer Road	23.9 ac	[46 duplex] [38 single family]	6-10 yrs.
B-24	Forino Co.	Commercial	Featherton Crossing – Phase V	28.8 ac	13,000 s.f. general office 6,500 s.f. gas/convenience 21,500 s.f. retail 2,500 s.f. drive-in bank 5,000 s.f. child care/day care 7,400 s.f. fast food restaurant	2-5 yrs.
C-3	Elizabethtown Assoc/ Elizabethtown Mount Joy Associates	Commercial	Penmark (4 lots)	55.4 ac	400,000 s.f.	6-10 yrs.
D-2	Elizabethtown Regional Sewer Authority	Residential	112 Colebrook Road	4.8 ac	9,120 s.f. municipal building 5 single-family detached 8 duplex	< 2 yrs.



MAP KEY	OWNER	LAND USE	LOCATION	LOT AREA	DEVELOPMENT YIELD**	EST. DEVELOPMENT TIMEFRAME
D-4	Jyotsna Jivani	Commercial	2050 W. Main Street	0.7 ac	1,000 s.f. credit union 1,050 s.f. retail 1,424 s.f. restaurant	< 2 yrs.
D-6	Jeffrey/Kathryn Witman	Residential	Harrisburg Ave. – vacant lot	12.6 ac	[63 townhomes]	6-10 yrs.
D-7	Jeffrey/Kathryn Witman	Residential	1349 Harrisburg Avenue	17.7 ac	[89 townhomes]	6-10 yrs.
E-1	H. Kenneth Myhre	Commercial	Route 743 & PA 283 (SE)	26.0 ac	83-room hotel 3,890 s.f. fast-food restaurant (2) 3,500 s.f. drive-in banks 92,500 s.f. retail 6,489 s.f. convenience store with 14 vehicle fuel pumps	2-5 yrs.
E-2 & E-3	H. Kenneth Myhre Blaine/Carolyn Miller	Commercial	Route 743 & PA 283 (SW)	27.3 ac	142,769 s.f. retail	2-5 yrs.
F-5	Sweigart Partnership	Commercial	191 Ridgeview Road S	8.3 ac	2 vehicle fuel pumps	< 2 yrs.

*Properties not currently zoned for development, but under consideration of an industrial area expansion.

** Development yields contained within brackets are a result of assumptions rather than figures provided by the applicant/developer.

**TABLE 10
SUMMARY OF PROJECTED LAND DEVELOPMENT**

LAND USE	ACRES	DEVELOPMENT YIELD	DEVELOPMENT YIELD, BY ESTIMATED TIMEFRAME		
			< 2 YRS.	2-5 YRS.	6-10 YRS.
Residential	291.3	951 dwelling units	252 units	329 units	371 units
Commercial	242.0	1,050,642 s.f. 16 vehicle fuel pumps 123 hotel rooms	12,594 s.f. 2 fuel pumps	581,548 s.f. 14 fuel pumps 123 hotel rooms	456,500 s.f.
Industrial/Warehousing	153.7	1,184,500 s.f.	19,500 s.f.		1,165,000 s.f.

Application of Results

Conclusion

The findings of the Land Use Assumptions Report are essential in the development of the Roadway Sufficiency Analysis, which will determine the improvements needed within Mount Joy Township’s Transportation Service Area. The projected amount of vehicular trips resulting from the developments detailed in this report will be integrated into the analysis. Improvements will be programmed for funding and implementation in the Capital Improvements Plan and accompanied by construction cost estimates. The portion of these costs that are legally attributable to the anticipated developments are one of two values used to calculate the updated Traffic Impact Fee.

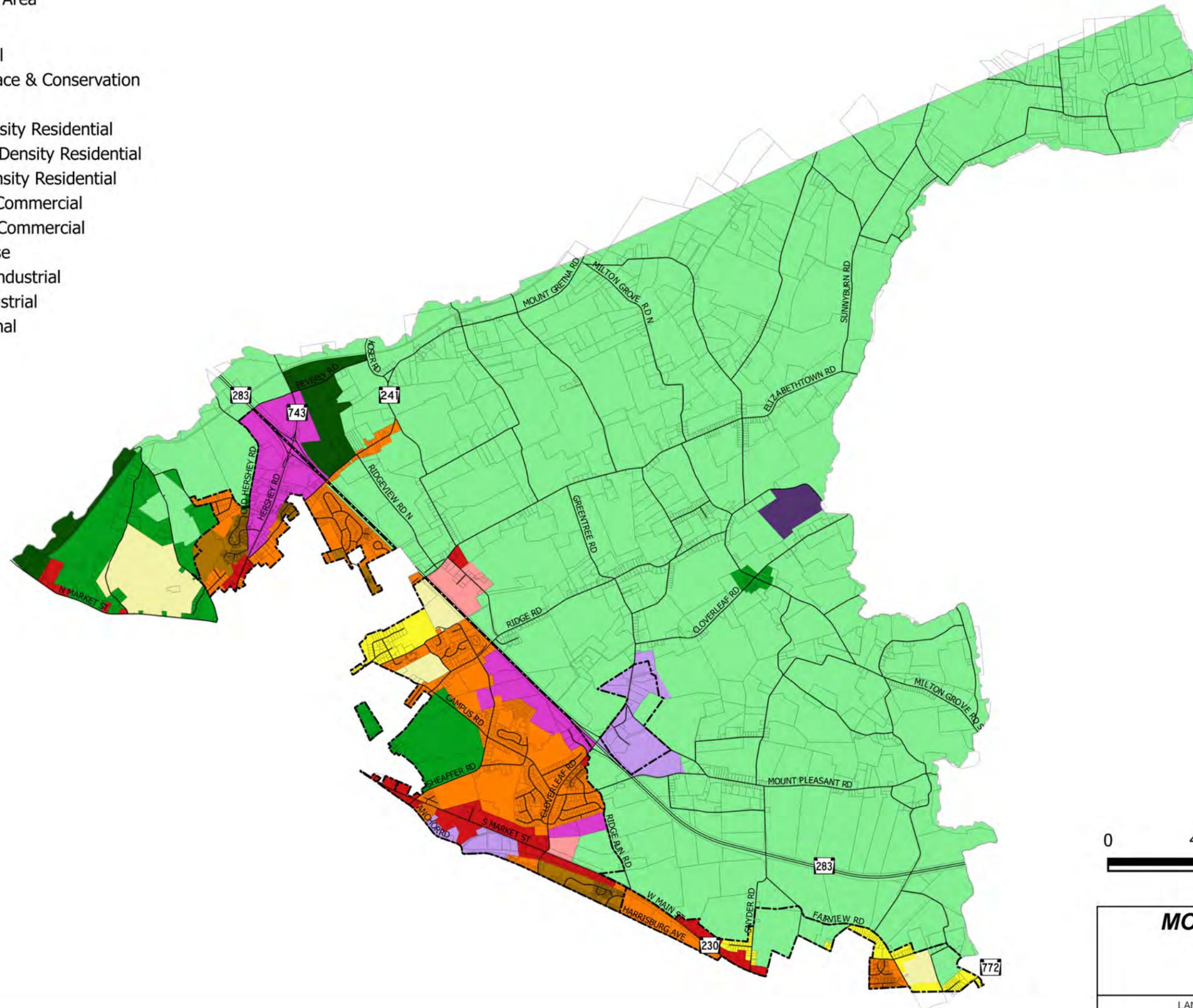


The number of P.M. peak hour trips generated by the development sites is the second value in the Traffic Impact Fee calculation. 16 of the 23 development sites' yields are based on concept or development plans created by the landowners/developers and are considerably representative of what build-out will actually be. For the other seven sites, the Mount Joy Township Traffic Impact Fee Advisory Committee considered relevant data to apply general assumptions derived from thorough analysis. Collective decision making based on this analysis was preferable to a reliance on macro population projections for the purpose of determining these outcomes. This created more solid information that will inform the Roadway Sufficiency Analysis that will culminate in the updated Capital Improvements Plan and Traffic Impact Fee.

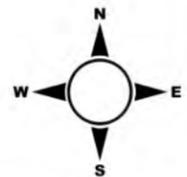
Urban Growth Area

Zoning Districts

- A - Agricultural
- OS - Open Space & Conservation
- R - Rural
- R-1 - Low Density Residential
- R-2 - Medium Density Residential
- R-3 - High Density Residential
- C-1 - Limited Commercial
- C-2 - General Commercial
- MU - Mixed Use
- GI - General Industrial
- LI - Light Industrial
- IN - Institutional



0 4200 8400 feet



MOUNT JOY TOWNSHIP

159 MERTS DRIVE
ELIZABETHTOWN, PA 17022
(717) 367-8917

WWW.MTJOYTWP.ORG

LAND USE ASSUMPTIONS REPORT - FIGURE 2

ZONING MAP - AS AMENDED THROUGH MAY 18, 2015

Transportation Service Area

Road Classification

- Expressway
- Arterial
- Collector
- Local



0 4200 8400 feet



MOUNT JOY TOWNSHIP

159 MERTS DRIVE
ELIZABETHTOWN, PA 17022
(717) 367-8917

WWW.MTJOYTWP.ORG

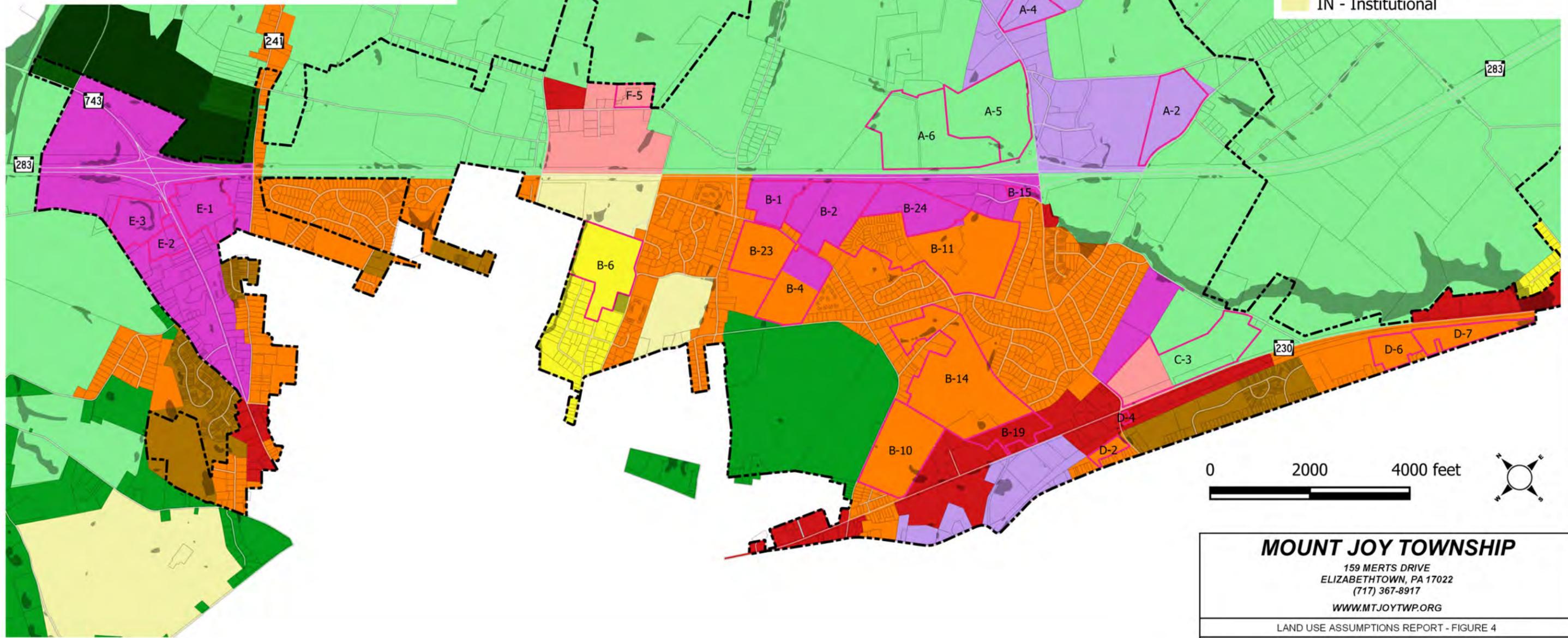
LAND USE ASSUMPTIONS REPORT - FIGURE 3

TRANSPORTATION NETWORK - OCTOBER 2015

Enlargement Area



- Unbuildable Area
- Transportation Service Area
- Zoning Districts
- A - Agricultural
- OS - Open Space & Conservation
- R - Rural
- R-1 - Low Density Residential
- R-2 - Medium Density Residential
- R-3 - High Density Residential
- C-1 - Limited Commercial
- C-2 - General Commercial
- MU - Mixed Use
- GI - General Industrial
- LI - Light Industrial
- IN - Institutional



MOUNT JOY TOWNSHIP
 159 MERTS DRIVE
 ELIZABETHTOWN, PA 17022
 (717) 367-8917
 WWW.MTJOYTWP.ORG

LAND USE ASSUMPTIONS REPORT - FIGURE 4
 PROJECTED LAND DEVELOPMENT - OCTOBER 2015