



TRAFFIC PLANNING AND DESIGN, INC.

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## MEETING SUMMARY

**Project:** **Mount Joy Warehouse Park**  
Mount Joy Township, Lancaster County, PA

**Date:** Thursday, October 27, 2022 (1:30 pm)

**Subject:** Transportation Impact Study (TIS) Scoping Meeting

**Venue:** Via Microsoft Teams Screenshare Call, Hosted by PennDOT

**Participants:** Eric Kinard, PennDOT  
Dean Noles, PennDOT  
Bill Warden, PennDOT  
Nicholas Jones, PennDOT  
Justin Evans, Mount Joy Township  
Jeremy Bittinger, Landworks Civil Design, LLC  
Joe Peters, Panattoni Development Company, Inc.  
Jarred Neal, Traffic Planning and Design, Inc. (TPD)  
Drake Lenker, TPD

**TPD Job #:** PANA.00001

**Preparer:** Drake Lenker – TPD

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### Introductions and Project Discussion

1. Eric Kinard of PennDOT hosted the Teams Meeting and introductions were made. PennDOT issued a TIS scope application review letter prior to the meeting which is attached for reference.
2. Jarred Neal and Joe Peters summarized the proposed site plan and access configurations.
  - » The site is located on the eastern side of Cloverleaf Road (SR 4025) on the northern and southern sides of Route 283.
  - » Panottoni is proposing to construct four (4) warehouse buildings totaling approximately 2,700,880 s.f. at full build-out as follows: Building 1322 (1,006,880 s.f.) with access proposed via one (1) full-movement driveway to Cloverleaf Road (SR 4025); Building 2843 (1,006,880 s.f.) and Building 2843 (364,560 s.f.) with access proposed via two (2) full-movement driveways to Mt. Pleasant Road (SR 4010); Building 1311 (322,560 s.f.) with access proposed via one (1) full-movement driveways to Schwanger Road and one gated emergency access to Schwanger Road. A proposed local road connection will be created with the development from Steel Way that will be extended to Mount Pleasant Road.

- » Preliminary analysis and truck turning templates were completed and reviewed regarding the intersection of Cloverleaf Road & Mount Pleasant Road. Based on the finding of the truck evaluation it was determined any improvements to this intersection would require substantial right-of-way acquisition and that it would be better to route trucks through the existing industrial area of Steel Way. Further, the Township already has right of way for a connection from Steel Way to Mount Pleasant Road. TPD distributed trip generation of heavy vehicle traffic to connect to Steel Way for a safer access point to Cloverleaf Road.
- » Upon full 2025 build-out, the proposed warehouse development is expected to generate 417 new vehicle-trips during the weekday A.M peak hour and 429 new vehicle-trips during the weekday P.M peak hour. Brief discussions of trip generation occurred further discussion the total trips, passenger vehicles, and truck traffic.
- » Trip distributions were calculated using a gravity model based on where workers who are employed in the Township reside.
- » Discussion regarding the overall study area:
  - Cloverleaf Road (SR 4025) & Mt. Pleasant Road (SR 4010);
  - Cloverleaf Road (SR 4025) & Steel Way;
  - Cloverleaf Road (SR 4025) & Route 283 West Ramps;
  - Cloverleaf Road (SR 4025) & Route 283 East Ramps;
  - Cloverleaf Road (SR 4025) & Merts Drive;
  - Cloverleaf Road (SR 4025) & Schwanger Road;
  - Main Street (SR 0230) & Cloverleaf Road/Colebrook Road (SR 4025);
  - Cloverleaf Road (SR 4025) & Proposed Building 1322 Driveway;
  - Mt. Pleasant Road (SR 4010) & Proposed Building 2843 Western Driveway;
  - Mt. Pleasant Road (SR 4010) & Proposed Building 2843 Eastern Driveway;
  - Schwanger Road & Proposed Building 1311 Driveway;
  - Cloverleaf Road (SR 4025)/Andrew Drive (signalized);
  - Mt Pleasant Road (SR 4010)/Schwanger Road (unsignalized).
- » Analysis periods and peak hour times were discussed and confirmed. Average Weekday, AM, and PM peak hours will be analyzed for the opening 2025 build-out year as well as the 2030 design year.
- » Eric Kinard questioned if the zoning was in place for the project to move forward. Justin Evans stated that zoning documentation has been submitted to the Township. Joe Peters added initial petition of the zoning has been submitted. He acknowledged the risk of proceeding with the Traffic Study prior to zoning being in place however noted it was essential as the roadway improvements will likely be the critical path for this project and need to be started as soon as possible.
- » Jarred Neal discussed the preliminary work that was necessary for an early 2024 submission for the TIS. Jarred noted that an extensive traffic study due diligence and concept plans were already completed for this project to prepare for this meeting as well as other meetings with the County and Township.
- » Jarred shared history over the last 15 years of TPD working Mount Joy Township with potential State Route 283 interchange roadway improvements. Failing level of service and queue issues from Route 283 Ramps have been the most problematic. Jarred indicated a number of conceptual plans were

evaluated over the years. These plans consisted of split interchange improvements, relocating the interchange ramps and other significant roadway improvements that all required the replacement of the Route 283 bridges. Jarred shared the level of services issues at the interchange will continue without roadway improvements.

- » A Single Point Urban Interchange improvements was contemplated; however, due to the bridge replacement associated with this improvement, costs made this not a viable improvement. A Diverging Diamond Interchange improvements also had additional/similar concerns. Jarred shared that a roundabout analysis seemed to be the most effective roadway improvement for this area. A conceptual plan with two roundabouts at the location of the interchange ramps were analyzed. Based on the traffic analysis this scenario could be implemented without the need to replace the two Route 283 bridges spanning Cloverleaf Road. Given this result, this scenario has been determined to be the most viable option. Since the roundabouts will have a significant impact on the existing (unofficial) Park-and-Ride and the PennDOT Maintenance shed, Panattoni plans on purchasing land to construct a new maintenance shed and create an official park-and-ride. Jarred also shared a proposed roundabout at Schwanger Road and Cloverleaf. Jarred noted that initially a channelized right turn lane was proposed as this location, this was being implemented to accommodate the heavy southbound right turning traffic to access Elizabethtown College. However, based on prior discussions with the County, it was recommended to implement an improvement that would not only mitigate the traffic congestion but also improvement pedestrian and bicycle mobility. Jarred took this feedback to the developer and they acknowledge the require of the County and indicated they would proceed with a roundabout at this location rather than the signalized intersection with a channelized right turn lane. Kinard did ask if any truck turning simulations were completed to evaluate the heavy vehicle traffic turns through the proposed roundabouts. Jarred indicated when the conceptual roundabout plans were prepared they were based on truck turning templates and a fastest path analysis. Jarred noted the concept plan does show truck aprons that will be required to accommodate WB-67s. Kinard indicated he appreciated the time the applicant has spent evaluating the project and indicated he hopes the Department can work with the developer to implement the proposed roadway improvements and move the project forward.
- » Eric Kinard wanted to clarify proposed site driveways and the internal connection between warehouses 1322 and 2843 buildings. Jarred shared the proposed connection between the two warehouse parcels will be for emergency purpose only. Joe Peters indicated the proposed warehouses are being built on speculation as no end user has been identified at this time. Due to different tenants leasing the warehouses there is not proposed to be a connection between the parcels other than the proposed emergency connection.
- » Eric Kinard asked about site frontage improvements and suggested a potential change to the site circulation to limit the need for lengthy frontage improvements. Again, Joe indicated the two buildings will likely be leased by different end users and the need for two access points to accommodate trucks at the west and east end of the proposed site would be needed. Joe acknowledged this would then require Mount Pleasant to be improved along the frontage to accommodate the heavy vehicle traffic.
- » Jeremy Bittinger stated some warehouses can be demised to allow for multiple tenants splitting docking positions per side of building. Access all depends on how the building will be leased to determine standards. The majority of Panattoni capital partners, would prefer the option to have to have their own access. Jarred shared with his engineering judgment no turn lanes will be warranted along Mt. Pleasant Road, however, will be analyzed with the study.
- » Eric Kinard requested if tenants are identified during the traffic study phase of this project that the type of warehouse user be used in the TIS to more accurately represent the style of warehousing proposed. Kinard also mentioned the department is okay with LUC# 150 for trip generation.

- » Justin Evans shared Mount Joy Township had concerns with heavy vehicle/truck restriction at Mt Pleasant Road & Schwanger Road. Jarred agreed to analyze the intersection for safety and geometry concerns. Jarred indicated that minimal level of service issues will be identified at that intersection however needed truck restrictions will be reviewed and taken into consideration as part of the traffic impact study and roadway design.
- » The development team and Township plan to work together to install truck restrictions and other adequate signage along local corridors. Jarred requested for the Township's letter to further review signage proposal that was previously submitted to PennDOT.
- » Nearby developments were discussed and a request was made to the Township for any other nearby developments that are proposed in the area.
- » Jarred Neal confirmed that trip distributions associated with area code 17022 would be further reviewed and resubmitted to PennDOT for approval.
- » Eric Kinard requested for local/regional police department non-reportable crash analysis in the study area.
- » Bill Warden stated the local roadways will be Township improvements and shall be in the name of the Township. All stormwater work will also be in the name of the Township.
- » Eric Kinard questioned if Jarred ever worked with any development involving PennDOT properties/storage sheds. Bill Warden mentioned to reach out to PennDOT roadway department to discuss the process. Warden questioned if there was an alternate site proposed for PennDOT storage shed. Jarred indicated, Panattoni currently has the parcel of land directly to the north of the shed under option to purchase, the land will be subdivided and dedicated to PennDOT in order to construct the maintenance shed and Park-and-Ride as shown on attachment Concept D1 (orange outline).
- » Nick Jones requested the project team be sure to coordinate with all utilities in the area of the project.
- » Eric Kinard requested for Jarred Neal to send him an email to confirm the location of the department CCTV cameras located in the area of the Route 283 / Cloverleaf Road interchange.
- » Joe Peters and the development team at Panattoni look forward with working with all parties.
- » Dean Noles, requested meeting minutes (5-7 days), attach scope in the study, bookmarked appendices, include Mount Joy Township & Lancaster County Planning Commission project correspondence, and provide appropriate site visit photos/documentations within the study.

## Review and Discussion of PennDOT TIS Scoping Application Comments

PennDOT's TIS Scope Application Comment Sheet was then discussed at length. For the discussion below, the PennDOT comments are shown in *italics*, with meeting discussion/action items shown in **bold type**.

### Scope Application Comments

(1.) *LOCATION OF PROPOSED DEVELOPMENT: No comment.*

(2.) *DESCRIPTION OF PROPOSED DEVELOPMENT:*

1. *Please note the current zoning for each development parcel and whether the proposed development is a permitted use based on the current zoning. The site plan appears to note the proposed zoning is different from the existing and therefore clarify if this zoning change has already occurred and provide documentation for any zoning approvals required by the municipality.*

**Noted. TPD will provide documentation during the HOP application process.**

2. *Per Ch. 441.7(e), not more than two driveways will be permitted for a non-residential development, and if the property frontage exceeds 600 feet, the permit may authorize an additional driveway. The number of accesses to Mt. Pleasant Road (SR 4010) should be limited to two accesses or clear justification provided. Also, one of the two proposed accesses should be aligned opposite the proposed Steel Way connection to Mt. Pleasant Road (SR 4010), which should be clearly shown on the site plan. Currently the site plan does not show the potential Steel Way connection or the third potential access noted in the scoping application.*

**Noted, Mt. Pleasant Road (SR 4010) driveways were reviewed and agreed upon during the scoping meeting to remain as revised per the meeting conversations. Jarred Neal noted one access will be directly opposite the Steel Way connection and the other access approximately ¼ mile east. Further, the northernmost driveway accessing Schwanger Road will be updated to show a gated emergency access. An updated site plan will be provided with the resubmission.**

3. *Clarify interconnection between warehouse facilities (Mt Pleasant and Cloverleaf parcels), which may impact trip distribution.*

**The only connection proposed between warehouses 1322 and 2843 will be an emergency access.**

4. *Ensure that the travel lane and shoulder widths are in accordance with PennDOT's Resurfacing, Restoration and Rehabilitation (3-R) Design Criteria found in PennDOT Publication 13M, Design Manual Part 2. With the projected development trips to be added to this state route, it is anticipated that the required lane plus shoulder width may need to be increased along the site frontage.*

**Noted, the HOP roadway improvements will be based on 3R criteria.**

(3.) *DEVELOPMENT SCHEDULE AND STAGING: No comment.*

(4.) *TRIP GENERATION:*

5. *Please verify if the end user for the site is known. It should be noted that LU 150 Warehouse was applied, but other warehouse/industrial land uses may lead to more conservative trip generation estimates, if one of these specific land uses is under consideration. Please clarify, and consider applying the higher, more conservative trip generation estimate for the proposed development, as applicable.*

**Noted and agreed upon, if the clients of the warehouse buildings become known prior to full TIS trip generation will be modified to reflect the specific user type rather than ITE 150, as necessary.**

6. *If the applicant proceeds with the included trip generation based on ITE Land Use Code 150 (Warehousing), the TIS must state that the facility will not be developed into another industrial land use, as other industrial land uses may generate higher traffic volumes than LUC 150. A condition may be added to the highway occupancy permit which notes trip generation estimates based on LUC 150 and that revised traffic analyses and potential additional mitigation will be required should the site land use change to another industrial land use, regardless of any change in driveway classification.*

**Noted, see response to comment 5 above.**

(5.) *TRANSPORTATION IMPACT STUDY REQUIRED? No comment.*

(6.) *TRAFFIC IMPACT ASSESSMENT REQUIRED? No comment.*

(7.) *TIS STUDY AREA:*

7. *The study area should be expanded in accordance with ITE's Transportation Impact Analyses for Site Development Table 2-3. As a development with 200 to 500 peak-hour trips, all signalized intersections*

within 0.5 miles of a property line and all major unsignalized access within 0.25 miles of a property line of the site should be considered, such as:

- a. Cloverleaf Road (SR 4025)/Andrew Drive (signalized)
- b. Mt Pleasant Road (SR 4010)/Schwanger Road (unsignalized)

**The study area will be updated accordingly.**

(8.) STUDY AREA TYPE: No comment.

(9.) TIS ANALYSIS PERIODS AND TIMES: No comment.

(10.) TRAFFIC ADJUSTMENT FACTORS: No comment.

(11.) OTHER PROJECTS WITHIN STUDY AREA TO BE ADDED TO BASE TRAFFIC:

8. Review documentation and acceptance from Mount Joy Township and the MPO, as necessary, for the scope should be provided. Confirm with the municipality if there are any adjacent developments within the study area that should be added to the base traffic (i.e., Pennmark Management Dev., Westbrooke Expansion, Westmount Residential Dev., General RV Center Dev., etc.). Include documentation of correspondence within the study.

**TPD will include background developments identified by the Department/Township.**

(12.) TRIP DISTRIBUTION AND ASSIGNMENT:

9. Considering the residential areas within zipcode 17022 in relation to this site and shortest travel path, consider reallocating a portion of passenger car traffic currently assumed to use PA 283 to/from the west to Schwanger Road and Main Street (SR 0230) westbound. Justification for the assumption must be provided, although PA 283 may be an option for some, the current assumption appears high.

**As discussed throughout the meeting, trip distributions will be review and updated, as necessary.**

10. As there are multiple driveways serving the site, the driveway assignment methodology provided must be clarified regarding the current assumptions and revised as applicable, such as:

a. Trucks are currently noted to all access the Mt. Pleasant Road Warehouse parcels via Steel Way in lieu of Mt. Pleasant Road directly from Cloverleaf Road, when it would be preferable to eliminate the Steel Way access to Cloverleaf Road due to proximity to the interchange allowing room for future improvements there, as well as reducing the number of accesses to Cloverleaf Road.

b. Modifications are anticipated in response to the above comments on interconnection between parcels and re-evaluation of some zip codes.

**As discussed during the meeting, capacity analysis and truck turning templates were completed to evaluate the intersection of Mt. Pleasant Road directly from Cloverleaf Road. Given the geometric constraints of the existing intersection and the limited right of way available due to adjacent properties not owned by the applicant it was determined direction trucks to Steel Way and providing a connection not Mount Pleasant Road would be the preferable option.**

(13.) Approval of Data Collection Elements and Methodologies:

11. Please update for all additional study area intersections. Verify if additional traffic volume balancing is needed when considering the additional intersections as well as the traffic counts already noted as yet to be completed. Also, ensure that all traffic counts conducted in years prior to 2022 are adjusted applying the appropriate PennDOT growth rate for a consistent "existing condition" year.

**TPD acknowledged this requirement in the scoping meeting as noted above and will include if necessary.**

**(14.) CAPACITY/LOS ANALYSIS:**

*12. Please update all additional study are intersections.*

**TPD acknowledged this requirement in the scoping meeting as noted above and will update as necessary.**

**(15.) ROADWAY IMPROVEMENTS/MODIFICATIONS BY OTHERS TO BE INCLUDED: No comment.**

**(16.) OTHER NEEDED ANALYSES:**

*13. The applicant should also contact the municipality/local police department for input regarding non-reportable crashes at the study intersections/roadway segments.*

**Noted, TPD will reach out to Lancaster Area Regional Police department.**

Distribution: Meeting Participants

Attachments: PennDOT TIS Scope Review

Roadway Improvement Concept Plans

**Draft Scope Application Cycle 1 Comment Sheet**

COUNTY:	Lancaster	MUNICIPALITY:	Mount Joy Township
JOB NAME:	Mt Joy Warehouse Park	PREPARED BY:	TPD, Inc.
APPLICANT:	Panattoni Development Company, Inc.	REVIEW BY:	PennDOT/McM

**Please incorporate these comments into the revised Scope Application and resubmit:**

**Scope Application Comments:**

- (1) LOCATION OF PROPOSED DEVELOPMENT:** No comment.
- (2) DESCRIPTION OF PROPOSED DEVELOPMENT:**
  - 1. Please note the current zoning for each development parcel and whether the proposed development is a permitted use based on the current zoning. The site plan appears to note the proposed zoning is different from the existing and therefore clarify if this zoning change has already occurred and provide documentation for any zoning approvals required by the municipality.
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  - 3. Clarify interconnection between warehouse facilities (Mt Pleasant and Cloverleaf parcels), which may impact trip distribution.
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- (3) DEVELOPMENT SCHEDULE AND STAGING:** No comment.
- (4) TRIP GENERATION:**
  - 5. Please verify if the end user for the site is known. It should be noted that LU 150 Warehouse was applied, but other warehouse/industrial land uses may lead to more conservative trip generation estimates, if one of these specific land uses is under consideration. Please clarify, and consider applying the higher, more conservative trip generation estimate for the proposed development, as applicable.
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- (5) TRANSPORTATION IMPACT STUDY REQUIRED?** No comment.
- (6) TRAFFIC IMPACT ASSESSMENT REQUIRED?** No comment.
- (7) TIS STUDY AREA:**
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**(8) STUDY AREA TYPE:** No comment.

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**(10) TRAFFIC ADJUSTMENT FACTORS:** No comment.

**(11) OTHER PROJECTS WITHIN STUDY AREA TO BE ADDED TO BASE TRAFFIC:**

8. Review documentation and acceptance from Mount Joy Township and the MPO, as necessary, for the scope should be provided. Confirm with the municipality if there are any adjacent developments within the study area that should be added to the base traffic (i.e., Pennmark Management Dev., Westbrooke Expansion, Westmount Residential Dev., General RV Center Dev., etc.). Include documentation of correspondence within the study.

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  - b. Modifications are anticipated in response to the above comments on interconnection between parcels and re-evaluation of some zip codes.

**(13) APPROVAL OF DATA COLLECTION ELEMENTS AND METHODOLOGIES:**

11. Please update for all additional study intersections. Verify if additional traffic volume balancing is needed when considering the additional intersections as well as the traffic counts already noted as yet to be completed. Also, ensure that all traffic counts conducted in years prior to 2022 are adjusted applying the appropriate PennDOT growth rate for a consistent “existing condition” year.

**(14) CAPACITY/LOS ANALYSIS:**









12. Please update for all additional study intersections.

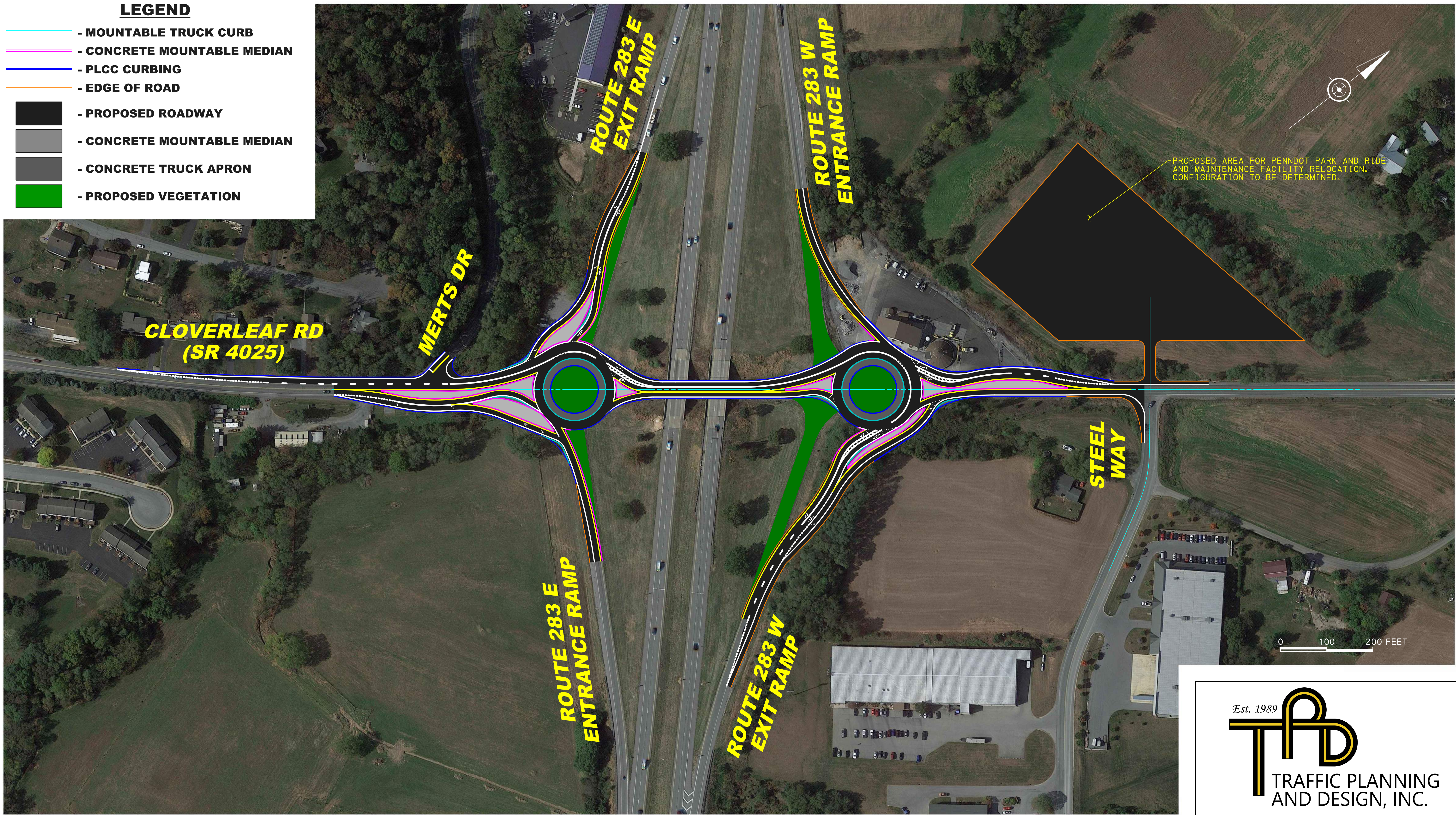
**(15) ROADWAY IMPROVEMENTS/MODIFICATIONS BY OTHERS TO BE INCLUDED:** No comments.

**(16) OTHER NEEDED ANALYSES:**

13. The applicant should also contact the municipality for input regarding non-reportable crashes.

**LEGEND**

-  - MOUNTABLE TRUCK CURB
-  - CONCRETE MOUNTABLE MEDIAN
-  - PLCC CURBING
-  - EDGE OF ROAD
-  - PROPOSED ROADWAY
-  - CONCRETE MOUNTABLE MEDIAN
-  - CONCRETE TRUCK APRON
-  - PROPOSED VEGETATION



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**CONCEPT PLAN NOTES**

• THESE NOTES ARE AN INTEGRAL PART OF THIS CONCEPT PLAN. THIS CONCEPT PLAN HAS BEEN PREPARED AT CLIENT'S REQUEST, IS CONCEPTUAL AND PRELIMINARY IN NATURE, AND SHALL NOT BE USED FOR PURPOSES OF CONSTRUCTION OR ANY OTHER USE. THIS PLAN IS SUBJECT TO CHANGE AND REFINEMENT AS THE DESIGN IS FURTHER DEVELOPED AND REVIEWED BY MUNICIPALITIES, AGENCIES, AND OTHERS.

• ENGINEER DOES NOT MAKE ANY REPRESENTATION REGARDING THE ACCURACY OF THE INFORMATION CONTAINED HEREIN AND ACCEPTS NO LIABILITY FOR THE INFORMATION CONTAINED HEREIN.

• CLIENT MUST OBTAIN WRITTEN APPROVAL FROM PREPARER PRIOR TO RELEASE OF THIS PLAN TO ANY THIRD PARTY. ANY OTHER USE BY A THIRD PARTY IS STRICTLY PROHIBITED.

• THIS CONCEPT PLAN IS BASED ON UNVERIFIED SURVEY/MAPPING INFORMATION PROVIDED TO PREPARER BY OTHERS. FINAL PROJECT DESIGN SHALL BE BASED ON ACTUAL SURVEY PREPARED UNDER THE SUPERVISION AND CONTROL OF A PROFESSIONAL LICENSED SURVEYOR.

• ANY RIGHT-OF-WAY LINES OR PROPERTY LINES DEPICTED ON THIS PLAN ARE UNVERIFIED AND MUST BE CONFIRMED BY A PROFESSIONAL LICENSED SURVEYOR. EVEN IF NOT DEPICTED HEREIN, RIGHT-OF-WAY OR EASEMENT ACQUISITIONS MAY BE NECESSARY AS PART OF THIS PROJECT. FINAL RIGHT-OF-WAY OR EASEMENT ACQUISITIONS SHALL BE BASED ON ENGINEERED AND APPROVED PLANS.

• ANY UTILITY FACILITIES DEPICTED ON THIS PLAN ARE UNVERIFIED AND MUST BE CONFIRMED THROUGH SURVEY AND UTILITY RESEARCH. SUBSURFACE UTILITY ENGINEERING MAY BE NECESSARY TO ACCURATELY LOCATE UNDERGROUND UTILITY FACILITIES. EVEN IF NOT DEPICTED HEREIN, UTILITY RELOCATIONS MAY BE NECESSARY AS PART OF THIS PROJECT. UTILITY RELOCATIONS SHALL BE BASED ON ENGINEERED AND APPROVED PLANS.


• ANY ENVIRONMENTAL RESOURCES DEPICTED ON THIS PLAN ARE UNVERIFIED AND MUST BE CONFIRMED THROUGH RESEARCH, FIELD SURVEYS, AND STUDIES. EVEN IF NOT DEPICTED HEREIN, ENVIRONMENTAL RESOURCES MAY BE IMPACTED AS PART OF THIS PROJECT. THIS CONCEPT PLAN DOES NOT PURPORT TO CONSIDER ALL ENVIRONMENTAL RESOURCE IMPACTS THAT MAY BE REQUIRED DUE TO ANY PROPOSED IMPROVEMENTS.

• ANY ROADWAY STRUCTURES (E.G. BRIDGES, CULVERTS, RETAINING WALLS) DEPICTED ON THIS PLAN ARE UNVERIFIED AND MUST BE CONFIRMED THROUGH RESEARCH, FIELD SURVEYS, AND STUDIES. EVEN IF NOT DEPICTED HEREIN, ROADWAY STRUCTURES MAY BE IMPACTED AS PART OF THIS PROJECT. THIS CONCEPT PLAN DOES NOT PURPORT TO CONSIDER ALL IMPACTS TO ROADWAY STRUCTURES THAT MAY BE REQUIRED DUE TO ANY PROPOSED IMPROVEMENTS.

• ALTHOUGH NOT NECESSARILY DEPICTED ON THIS CONCEPT PLAN, DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS MAY BE NECESSARY IN ORDER TO IMPLEMENT ANY PROPOSED IMPROVEMENTS.

• ALL DOCUMENTS, DESIGNS, DRAWINGS AND SPECIFICATIONS ("INSTRUMENTS OF SERVICE") PREPARED SPECIFICALLY FOR THIS PROJECT BY PREPARER ("ENGINEER") ARE NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR USE BY CLIENT OR ANYONE ELSE ON FURTHER DEVELOPMENT OF THE PROJECT OR ON ANY OTHER PROJECT. IN ACCEPTING AND UTILIZING INSTRUMENTS OF SERVICE, OR ANY FORM OF ELECTRONIC MEDIA GENERATED AND PROVIDED BY ENGINEER WITH RESPECT TO THIS PROJECT, ANY REUSE OR MODIFICATION OF INSTRUMENTS OF SERVICE WITHOUT WRITTEN CONSENT BY ENGINEER FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO ENGINEER. CLIENT AGREES TO WAIVE ALL CLAIMS AGAINST ENGINEER RESULTING IN ANY WAY FROM ANY UNAUTHORIZED CHANGES OR REUSE OF INSTRUMENTS OF SERVICE BY ANYONE OTHER THAN ENGINEER. IN ADDITION, CLIENT AGREES, TO THE FULLEST EXTENT PERMITTED BY LAW, TO INDEMNIFY, DEFEND AND HOLD ENGINEER HARMLESS FROM ANY DAMAGE, LIABILITY, OR COST, INCLUDING REASONABLE ATTORNEYS' FEES AND COSTS OF DEFENSE, ARISING FROM ANY UNAUTHORIZED REUSE OR CHANGES TO INSTRUMENTS OF SERVICE.

Est. 1989



**TRAFFIC PLANNING AND DESIGN, INC.**

www.TrafficPD.com | 1.877.873.9739 | TPD@TrafficPD.com









DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	LANCASTER	4025	--	1 OF 4

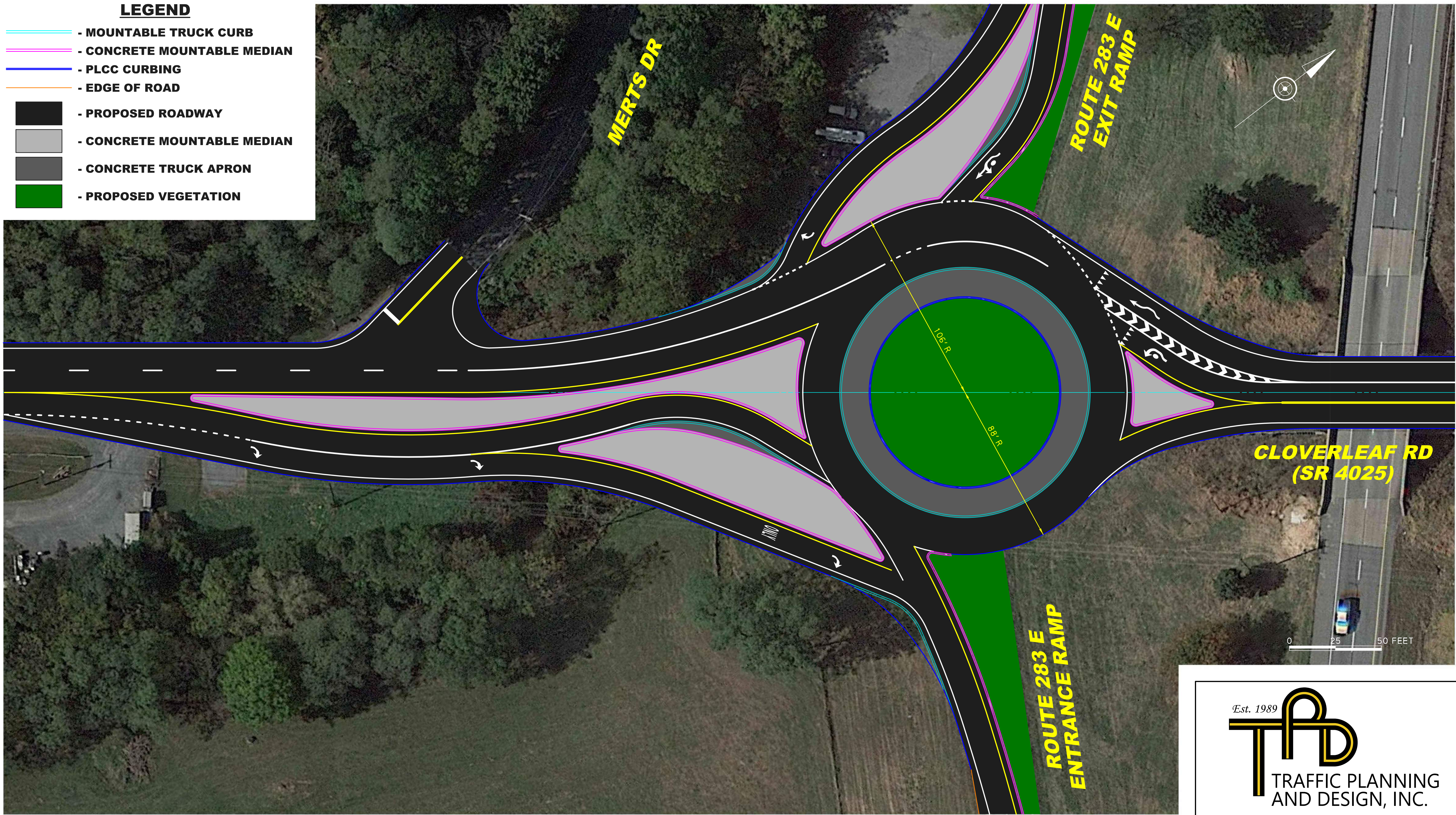
MT. JOY TOWNSHIP

**CONCEPT PLAN**

08/05/2022

**LEGEND**

-  - MOUNTABLE TRUCK CURB
-  - CONCRETE MOUNTABLE MEDIAN
-  - PLCC CURBING
-  - EDGE OF ROAD
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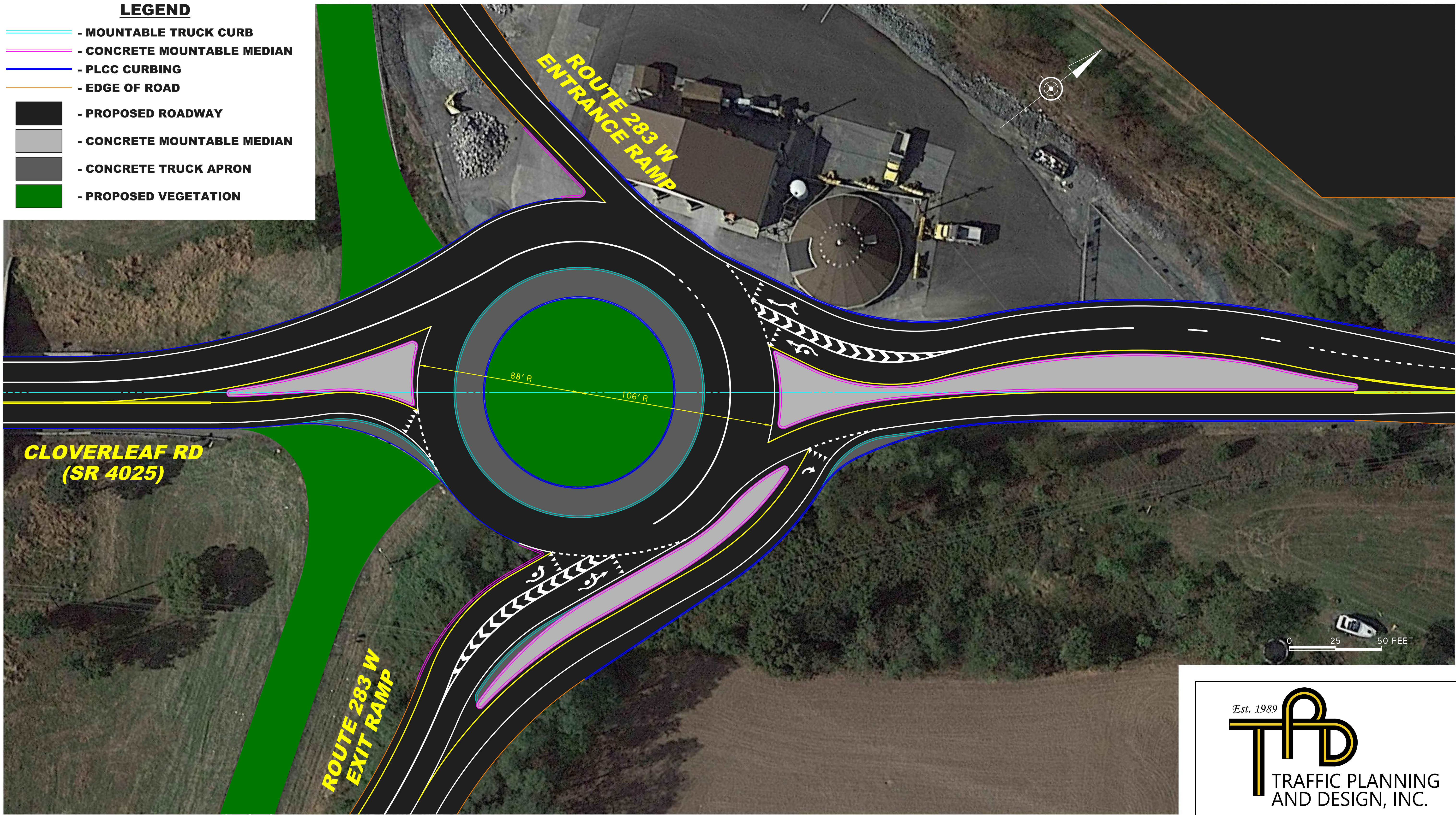
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	LANCASTER	4025	--	2 OF 4

**CONCEPT PLAN**

08/05/2022

**LEGEND**

-  - MOUNTABLE TRUCK CURB
-  - CONCRETE MOUNTABLE MEDIAN
-  - PLCC CURBING
-  - EDGE OF ROAD
-  - PROPOSED ROADWAY
-  - CONCRETE MOUNTABLE MEDIAN
-  - CONCRETE TRUCK APRON
-  - PROPOSED VEGETATION



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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	LANCASTER	4025	--	3 OF 4

MT. JOY TOWNSHIP

**CONCEPT PLAN**

08/05/2022

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**CLOVERLEAF RD  
(SR 4025)**

**STEEL  
WAY**

0 25 50 FEET

**LEGEND**

- MOUNTABLE TRUCK CURB
- CONCRETE MOUNTABLE MEDIAN
- PLCC CURBING
- EDGE OF ROAD
- PROPOSED ROADWAY
- CONCRETE MOUNTABLE MEDIAN
- CONCRETE TRUCK APRON
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	LANCASTER	4025	--	4 OF 4









MT. JOY TOWNSHIP

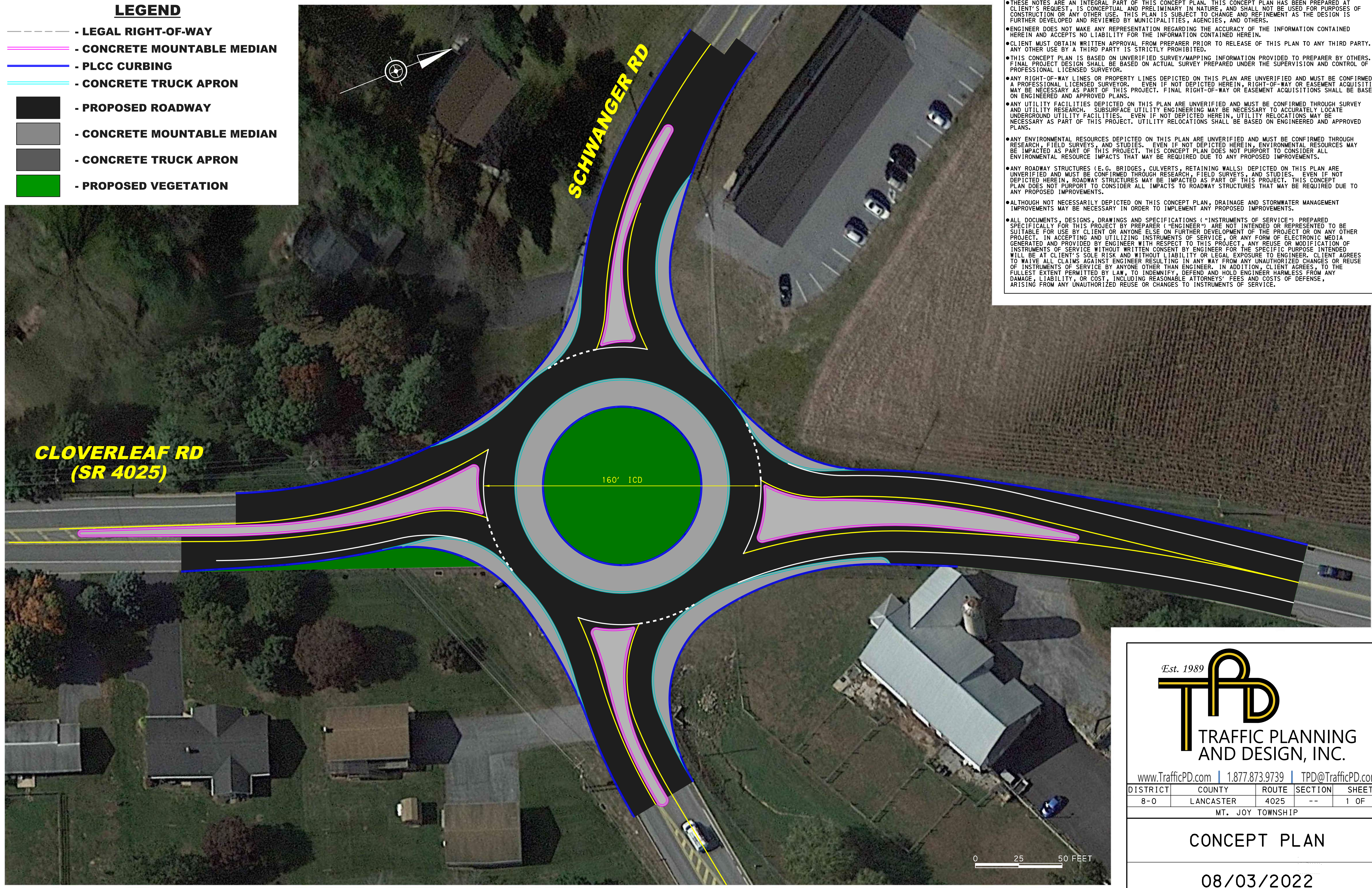
**CONCEPT PLAN**

08/05/2022

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**LEGEND**

-  - LEGAL RIGHT-OF-WAY
-  - CONCRETE MOUNTABLE MEDIAN
-  - PLCC CURBING
-  - CONCRETE TRUCK APRON
-  - PROPOSED ROADWAY
-  - CONCRETE MOUNTABLE MEDIAN
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**TRAFFIC PLANNING  
AND DESIGN, INC.**

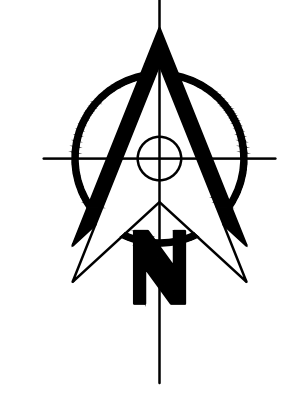
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	LANCASTER	4025	--	1 OF 1

MT. JOY TOWNSHIP

**CONCEPT PLAN**

**08/03/2022**



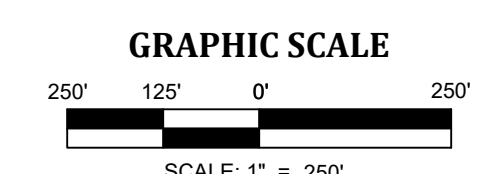
**ZONING DATA**

EXISTING ZONING DISTRICT(S):	LI - LIGHT INDUSTRIAL DISTRICT A - AGRICULTURAL DISTRICT
PROPOSED ZONING DISTRICT:	GI - GENERAL INDUSTRIAL DISTRICT
EXISTING USE:	AGRICULTURAL
PROPOSED USE:	WAREHOUSING
EXISTING LOT AREA:	1311: 34.24± ACRES 2843: 109.92± ACRES 1322: 105.01± ACRES
MIN. LOT AREA:	15,000 S.F.
MIN. LOT DEPTH:	100 FT.
MIN. LOT WIDTH AT BUILDING SETBACK:	75 FT.
MAX. BUILDING HEIGHT:	35 FT.
MAX. IMPERVIOUS COVERAGE:	70%
MAX. BUILDING COVERAGE:	60%
MINIMUM YARD REQUIREMENTS:	FRONT: 40 FT. SIDE: 15 FT.* *MIN. 30 FT. SIDE AND REAR YARD WHEN ADJACENT TO A RESIDENTIAL DISTRICT OR USE
MINIMUM PARKING SETBACK:	FRONT: 15 FT. SIDE: 15 FT.* REAR: 15 FT.* *MIN. 80 FT. SIDE AND REAR YARD WHEN ADJACENT TO A RESIDENTIAL DISTRICT OR USE

**SITE DATA**

1311 SCHWANGER ROAD:	322,560 S.F. (360 FT. X 896 FT.) 176 EMPLOYEE PARKING SPACES 94 TRAILER PARKING SPACES ±46 DOCK POSITIONS
2843 MOUNT PLEASANT ROAD:	BUILDING 1: 1,006,880 S.F. (620 FT. X 1,624 FT.) 476 EMPLOYEE PARKING SPACES 212 TRAILER PARKING SPACES ±154 DOCK POSITIONS  BUILDING 2: 364,560 S.F. (310 FT. X 1,176 FT.) 224 EMPLOYEE PARKING SPACES 80 TRAILER PARKING SPACES ±83 DOCK POSITIONS
1322 CLOVERLEAF ROAD:	1,006,880 S.F. (620 FT. X 1,624 FT.) 528 EMPLOYEE PARKING SPACES 212 TRAILER PARKING SPACES ±154 DOCK POSITIONS
TOTAL BUILDING AREA:	2,700,880 S.F.

**CONCEPTUAL  
GENERAL INDUSTRIAL  
SITE PLAN  
FOR  
PANATTONI  
MOUNT JOY TOWNSHIP, LANCASTER COUNTY, PENNSYLVANIA**



**LANDWORKS  
CIVIL DESIGN, LLC**  
land development consultants

1195 VIRGINIA AVENUE  
p (717) 395-7629  
YORK, PA 17403  
www.landworksllc.com

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