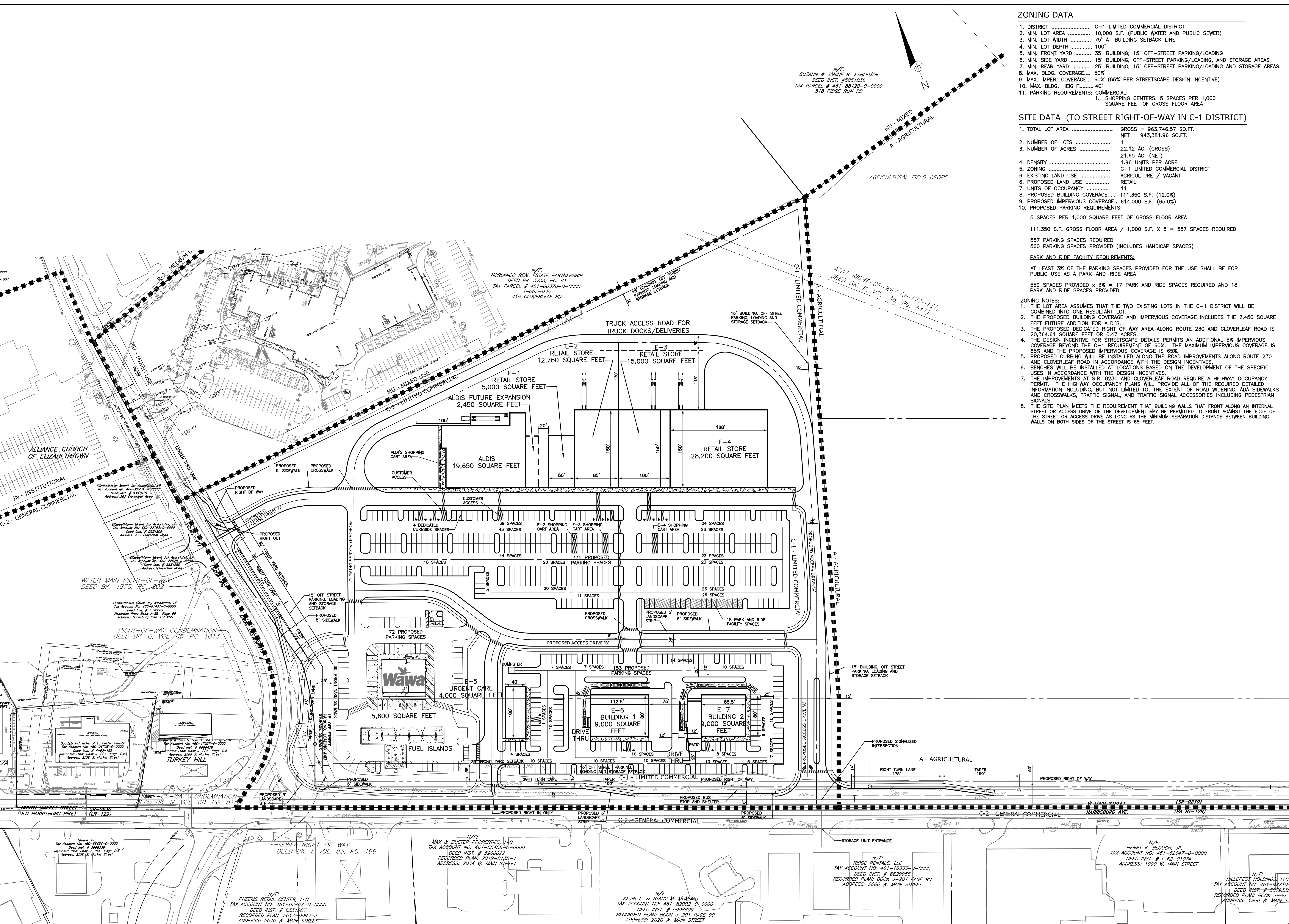


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REFERENCES: 4939-50  
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### ZONING DATA

- 1. DISTRICT ..... C-1 LIMITED COMMERCIAL DISTRICT
- 2. MIN. LOT AREA ..... 10,000 S.F. (PUBLIC WATER AND PUBLIC SEWER)
- 3. MIN. LOT WIDTH ..... 75' AT BUILDING SETBACK LINE
- 4. MIN. LOT DEPTH ..... 100'
- 5. MIN. FRONT YARD ..... 35' BUILDING; 15' OFF-STREET PARKING/LOADING
- 6. MIN. SIDE YARD ..... 15' BUILDING; OFF-STREET PARKING/LOADING, AND STORAGE AREAS
- 7. MIN. REAR YARD ..... 25' BUILDING; 15' OFF-STREET PARKING/LOADING AND STORAGE AREAS
- 8. MAX. BLDG. COVERAGE ..... 50%
- 9. MAX. IMPER. COVERAGE ..... 60% (65% PER STREETSCAPE DESIGN INCENTIVE)
- 10. MAX. BLDG. HEIGHT ..... 40'
- 11. PARKING REQUIREMENTS: COMMERCIAL:
  - 1. SHOPPING CENTERS: 5 SPACES PER 1,000 SQUARE FEET OF GROSS FLOOR AREA

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

- 1. TOTAL LOT AREA ..... GROSS = 963,746.57 SQ.FT.  
NET = 943,381.96 SQ.FT.
- 2. NUMBER OF LOTS ..... 1
- 3. NUMBER OF ACRES ..... 22.12 AC. (GROSS)  
21.65 AC. (NET)
- 4. DENSITY ..... 1.96 UNITS PER ACRE
- 5. ZONING ..... C-1 LIMITED COMMERCIAL DISTRICT
- 6. EXISTING LAND USE ..... AGRICULTURE / VACANT
- 7. PROPOSED LAND USE ..... RETAIL
- 8. PROPOSED BUILDING COVERAGE ..... 111,350 S.F. (12.0%)
- 9. PROPOSED IMPERVIOUS COVERAGE ..... 614,000 S.F. (65.0%)
- 10. PROPOSED PARKING REQUIREMENTS:
  - 5 SPACES PER 1,000 SQUARE FEET OF GROSS FLOOR AREA
  - 111,350 S.F. GROSS FLOOR AREA / 1,000 S.F. X 5 = 557 SPACES REQUIRED
  - 557 PARKING SPACES REQUIRED
  - 560 PARKING SPACES PROVIDED (INCLUDES HANDICAP SPACES)
- PARK AND RIDE FACILITY REQUIREMENTS:
  - AT LEAST 3% OF THE PARKING SPACES PROVIDED FOR THE USE SHALL BE FOR PUBLIC USE AS A PARK-AND-RIDE AREA
  - 559 SPACES PROVIDED X 3% = 17 PARK AND RIDE SPACES REQUIRED AND 18 PARK AND RIDE SPACES PROVIDED

### ZONING NOTES:

- 1. THE LOT AREA ASSUMES THAT THE TWO EXISTING LOTS IN THE C-1 DISTRICT WILL BE COMBINED INTO ONE RESULTANT LOT.
- 2. THE PROPOSED BUILDING COVERAGE AND IMPERVIOUS COVERAGE INCLUDES THE 2,450 SQUARE FEET FUTURE ADDITION FOR ALDIS.
- 3. THE PROPOSED DEDICATED RIGHT OF WAY AREA ALONG ROUTE 230 AND CLOVERLEAF ROAD IS 20,364.61 SQUARE FEET OR 0.47 ACRES.
- 4. THE DESIGN INCENTIVE FOR STREETSCAPE DETAILS PERMITS AN ADDITIONAL 5% IMPERVIOUS COVERAGE BEYOND THE C-1 REQUIREMENT OF 60%. THE MAXIMUM IMPERVIOUS COVERAGE IS 65% AND THE PROPOSED IMPERVIOUS COVERAGE IS 65%.
- 5. PROPOSED CURBING WILL BE INSTALLED ALONG THE ROAD IMPROVEMENTS ALONG ROUTE 230 AND CLOVERLEAF ROAD IN ACCORDANCE WITH THE DESIGN INCENTIVES.
- 6. BENCHES WILL BE INSTALLED AT LOCATIONS BASED ON THE DEVELOPMENT OF THE SPECIFIC USES IN ACCORDANCE WITH THE DESIGN INCENTIVES.
- 7. THE IMPROVEMENTS AT S.R. 0230 AND CLOVERLEAF ROAD REQUIRE A HIGHWAY OCCUPANCY PERMIT. THE HIGHWAY OCCUPANCY PLANS WILL PROVIDE ALL OF THE REQUIRED DETAILED INFORMATION INCLUDING, BUT NOT LIMITED TO, THE EXTENT OF ROAD WIDENING, ADA SIDEWALKS AND CROSSWALKS, TRAFFIC SIGNAL, AND TRAFFIC SIGNAL ACCESSORIES INCLUDING PEDESTRIAN SIGNALS.
- 8. THE SITE PLAN MEETS THE REQUIREMENT THAT BUILDING WALLS THAT FRONT ALONG AN INTERNAL STREET OR ACCESS DRIVE OF THE DEVELOPMENT MAY BE PERMITTED TO FRONT AGAINST THE EDGE OF THE STREET OR ACCESS DRIVE AS LONG AS THE MINIMUM SEPARATION DISTANCE BETWEEN BUILDING WALLS ON BOTH SIDES OF THE STREET IS 65 FEET.

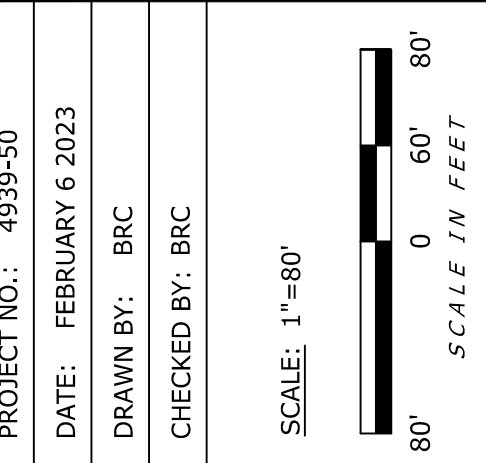
OWNERS: TRACT 1 AND TRACT 2	NAME: ELIZABETHTOWN MOUNT JOY ASSOCIATES, LP
ADDRESS: 1000 GERMANTOWN RD SUITE A-2	PLYMOUTH MEETING, PA 19462
SOURCE OF TITLE: DEED INST. # 5160060	LANC. CO. TAX ACCT.: 461-41855-0-0000

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

OWNERS: TRACT 1 AND TRACT 2	NAME: ELIZABETHTOWN MOUNT JOY ASSOCIATES, LP
ADDRESS: 1000 GERMANTOWN RD SUITE A-2	PLYMOUTH MEETING, PA 19462
SOURCE OF TITLE: DEED INST. # 5160061	LANC. CO. TAX ACCT.: 461-95417-0-0000

PROJECT NO.:	4939-50
DATE:	FEBRUARY 6, 2023
DRAWN BY:	BRC
CHECKED BY:	BRC
SCALE:	1"=80'
SCALE IN FEET:	80' 0 60' 80'

<b>PROPOSED SITE PLAN</b>	
FOR	
<b>MOUNT JOY TOWN CENTER</b>	
<b>PENMARK MANAGEMENT COMPANY</b>	
MOUNT JOY TOWNSHIP LANCASTER COUNTY, PENNSYLVANIA	
DRAWING #:	CG-2991A
SHEET #:	1 OF 3



PROJECT NO.:	4939-50
DATE:	FEBRUARY 6, 2023
DRAWN BY:	BRC
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SCALE:	1"=80'
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MOUNT JOY TOWNSHIP LANCASTER COUNTY, PENNSYLVANIA	
DRAWING #:	CG-2991A
SHEET #:	1 OF 3



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### [2] Design Resources

#### Basic Bus Stop Elements

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

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

Building Better Bus Stops Resource Guide Quick Reference [pcta.net/pages/betterbusstops](https://pcta.net/pages/betterbusstops)

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

##### CONSTRUCTION OF BUS STOP AND CONCRETE PAD FOR SHELTER

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

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

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

##### CONSTRUCTION OF BOARDING AND ALIGHTING AREA

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

##### ADA STANDARDS AND GUIDELINES

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

##### Boarding and Alighting Area

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

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

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

##### Connections

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

##### Bus Shelters

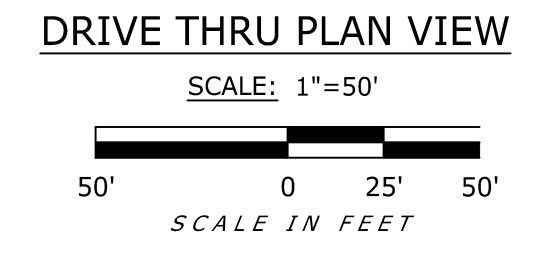
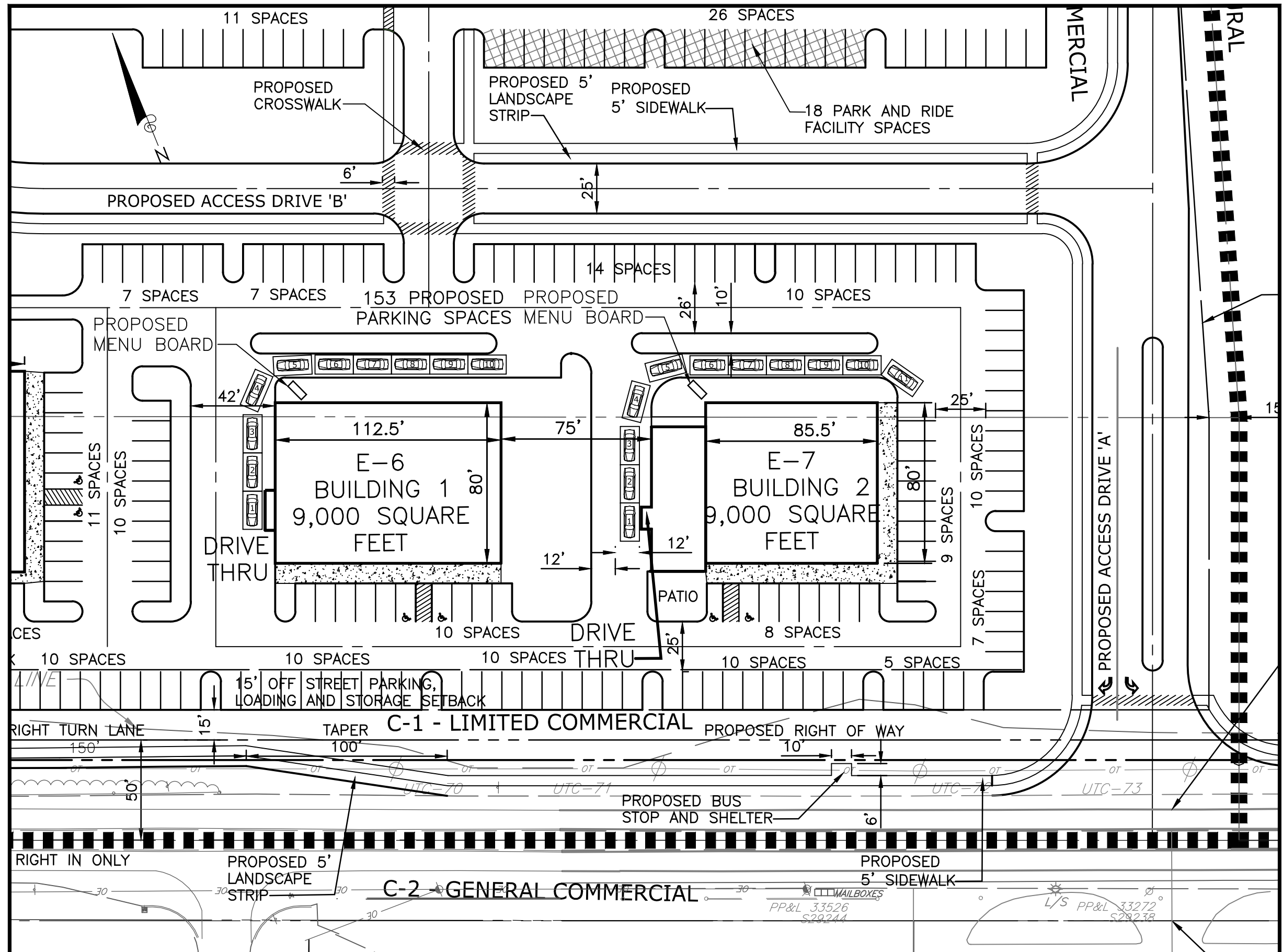
The bus shelter shall be connected by an accessible route complying with ADA standards to the bus stop boarding and alighting area.

Clear floor space of  $\geq 30$  inches by  $\geq 48$  inches entirely within the shelter.

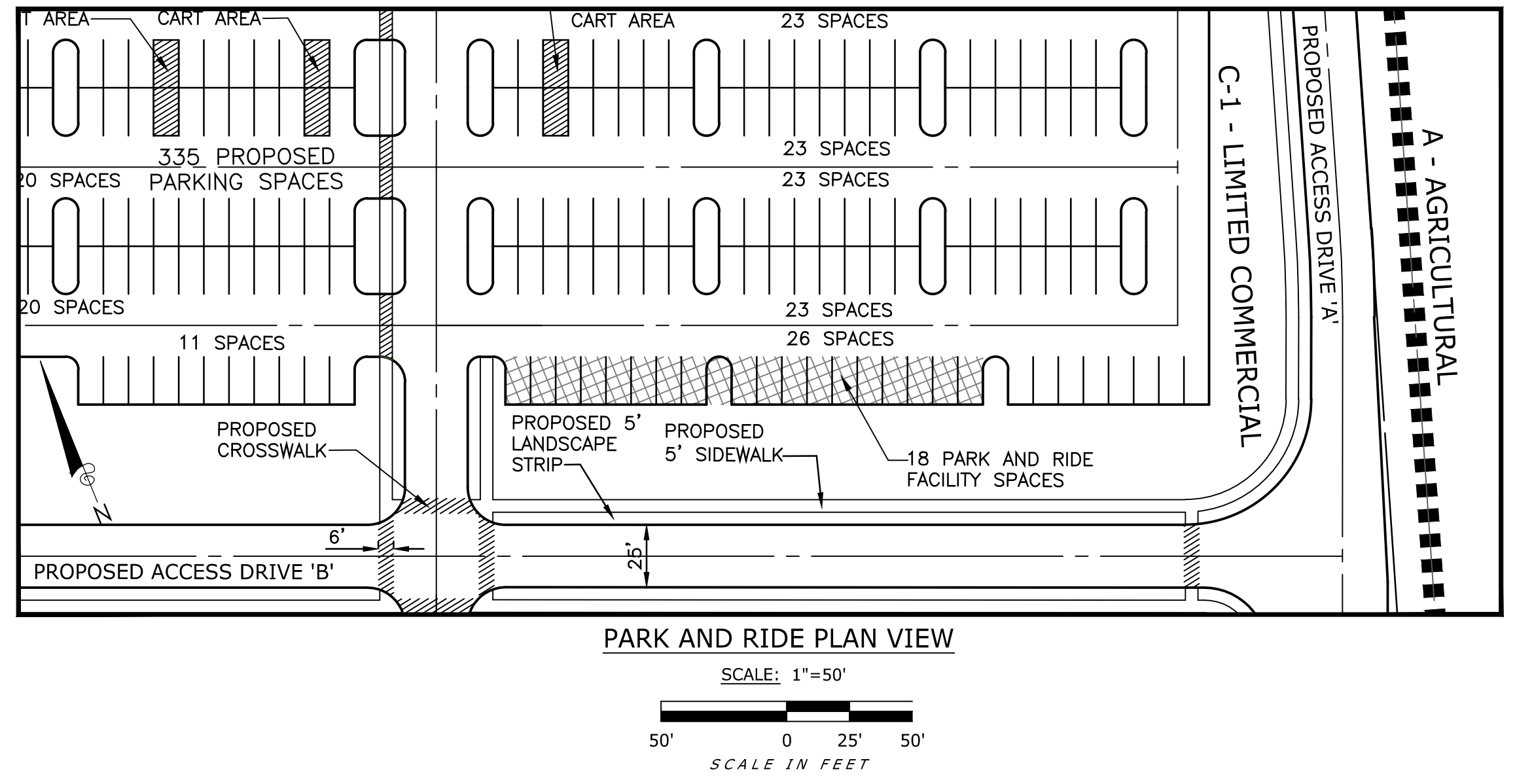
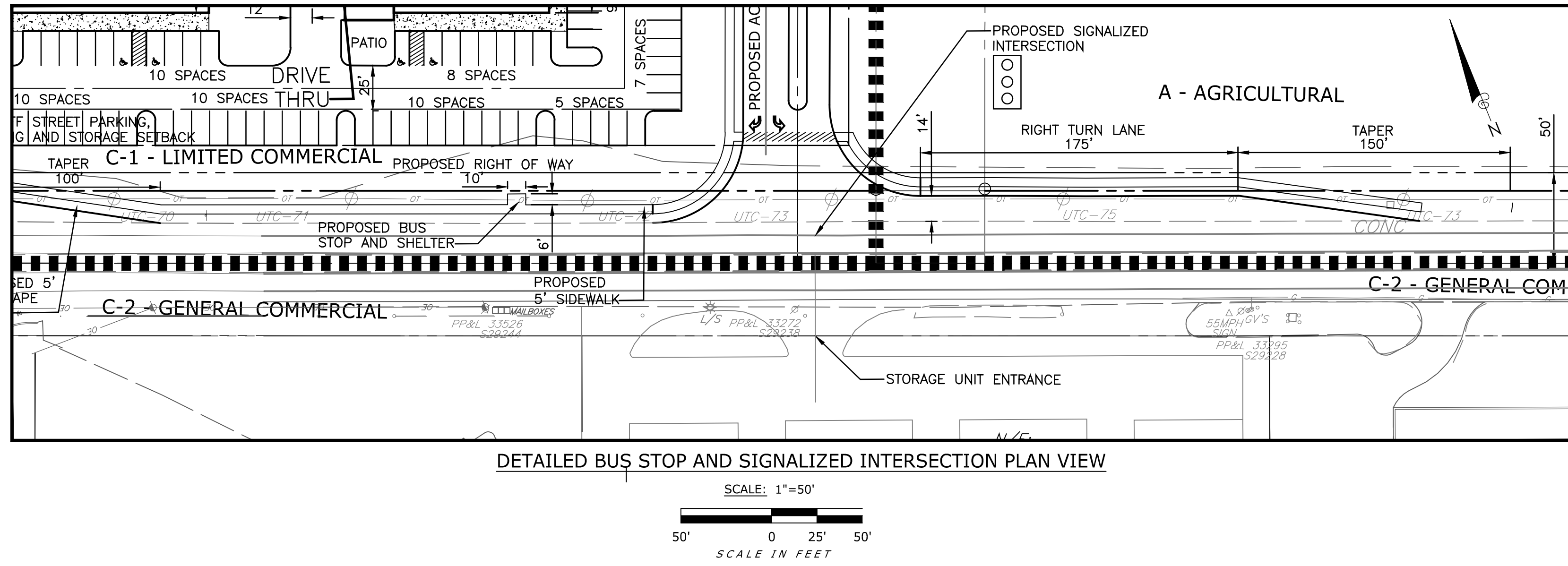
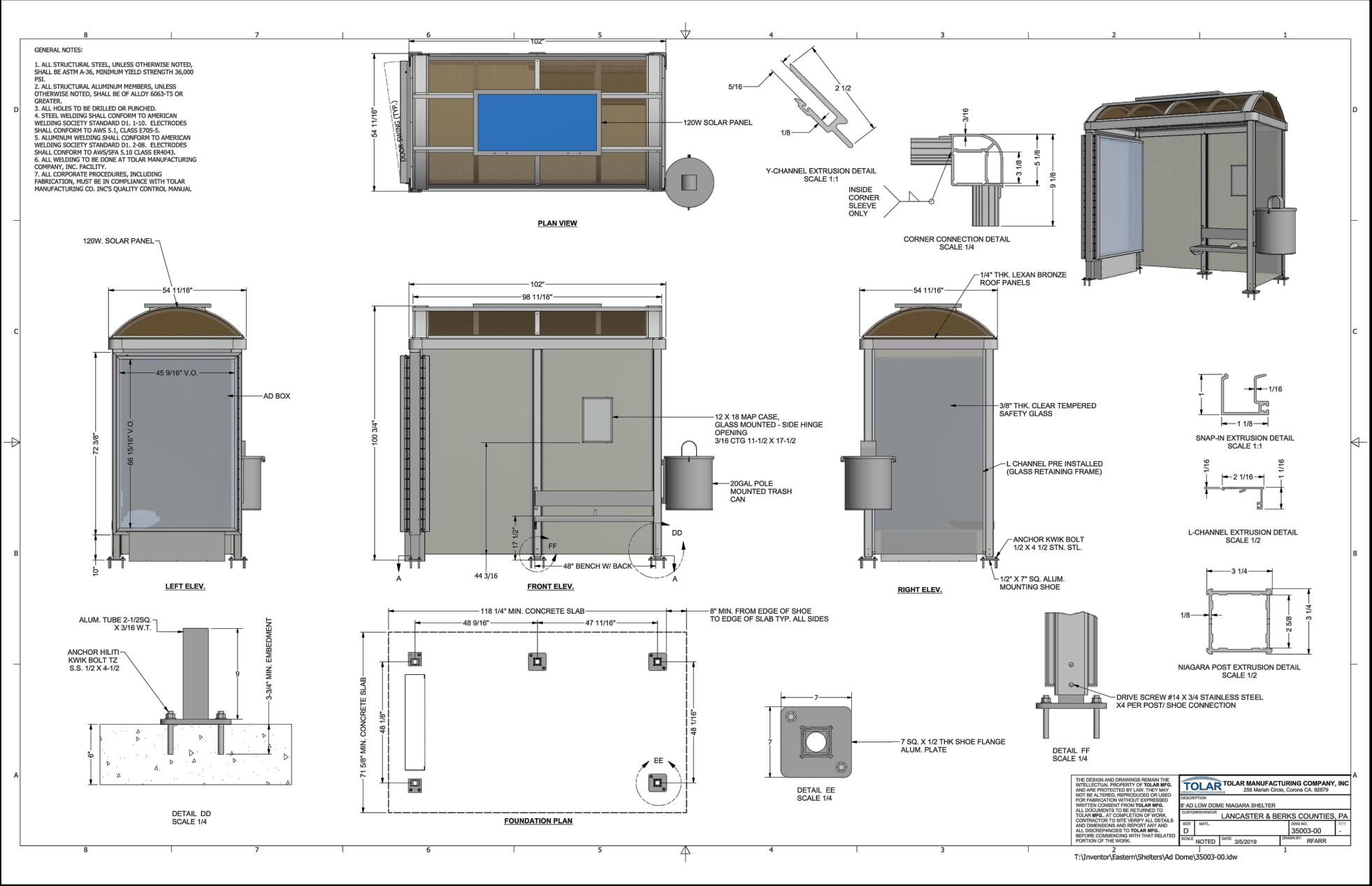
One side of the clear floor space shall adjoin an accessible route.

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

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



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



NO.	REVISIONS	DATE

OWNERS: TRACT 1 AND TRACT 2  
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ADDRESS: 1000 GERMANTOWN RD SUITE A - 2  
PLYMOUTH MEETING, PA 19462

SOURCE OF TITLE: DEED INST. # 5160060  
LANC. CO. TAX ACCT.: 461-41555-0-0000

NAME: ELIZABETHTOWN MOUNT JOY ASSOCIATES, LP  
ADDRESS: 1000 GERMANTOWN RD SUITE A - 2  
PLYMOUTH MEETING, PA 19462

SOURCE OF TITLE: DEED INST. # 5160061  
LANC. CO. TAX ACCT.: 461-95417-0-0000

OWNERS: PREMISE 'A' AND PREMISE 'B'  
NAME: ELIZABETHTOWN ASSOCIATES  
ADDRESS: 1000 GERMANTOWN RD SUITE A - 2  
PLYMOUTH MEETING, PA 19462

SOURCE OF TITLE: DEED BK. U. VOL. 71, PG. 21  
LANC. CO. TAX ACCT.: 461-00486-0-0000

NAME: ELIZABETHTOWN ASSOCIATES  
ADDRESS: 1000 GERMANTOWN RD SUITE A - 2  
PLYMOUTH MEETING, PA 19462

SOURCE OF TITLE: DEED BK. U. VOL. 71, PG. 21  
LANC. CO. TAX ACCT.: 461-82176-0-0000

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

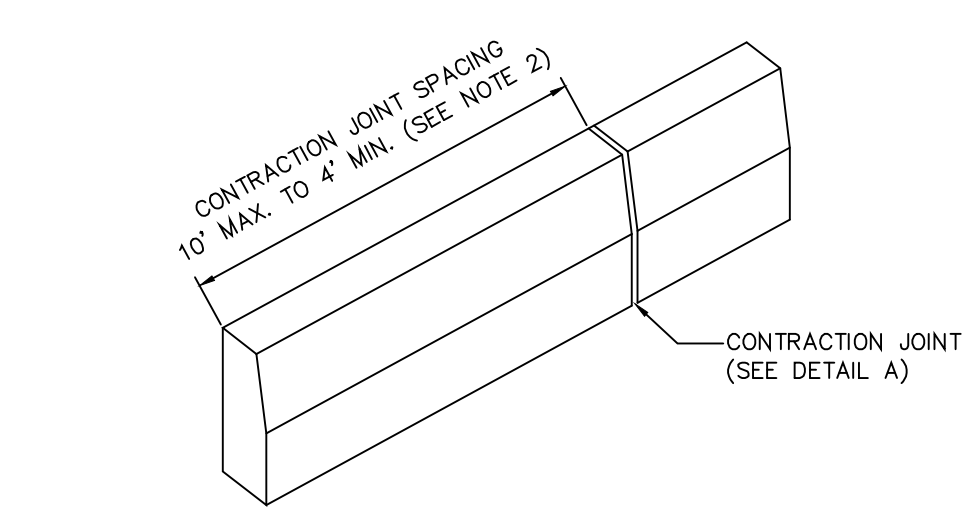
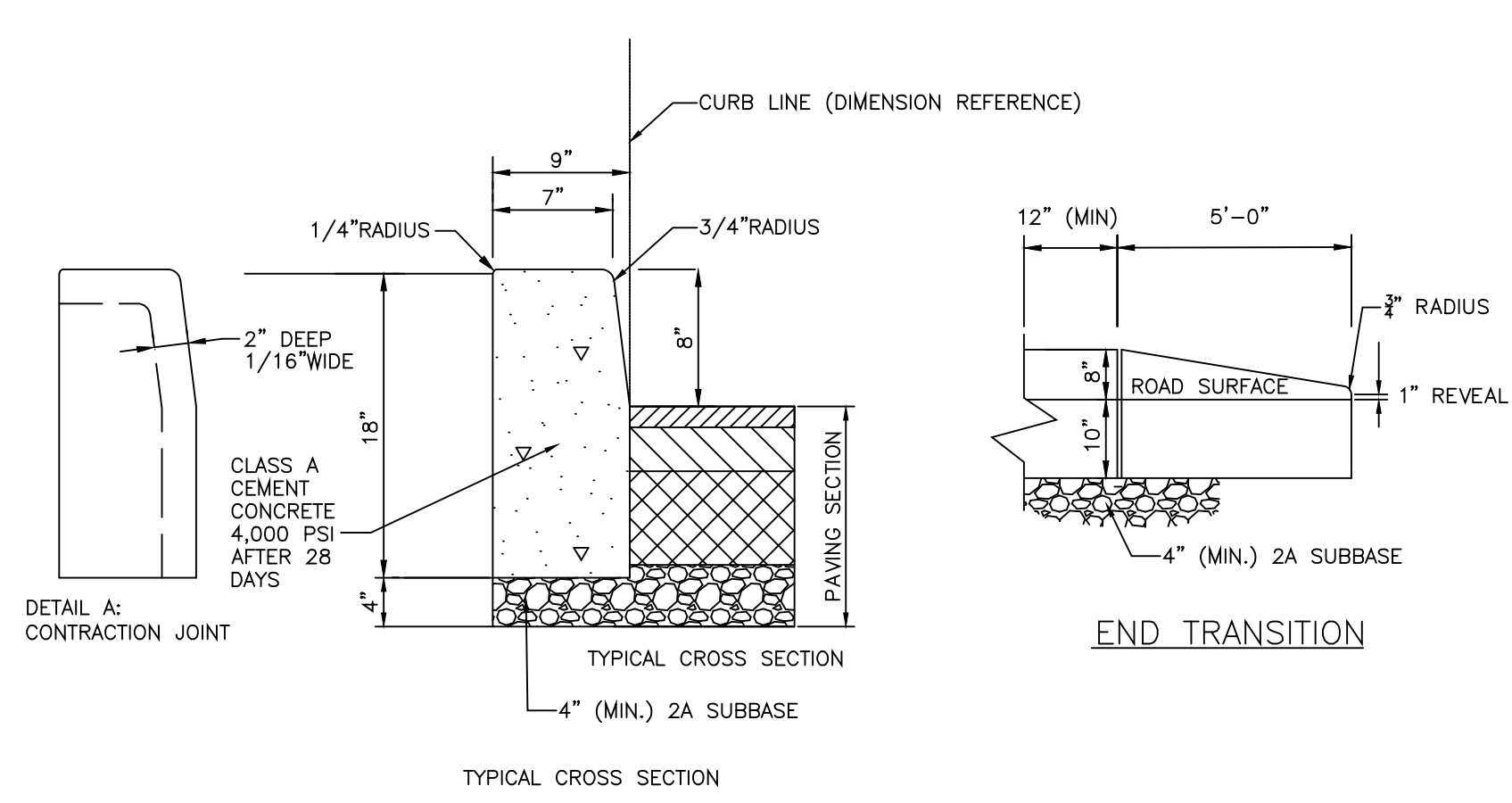
**djohn**  
Associates, Inc.

Surveyors - Engineers - Landscape Architects

PROJECT NO.: 4939-50  
DATE: FEBRUARY 6, 2023  
DRAWN BY: BRC  
CHECKED BY: BRC  
SCALE: AS NOTED

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





8" PLAIN CONCRETE CURB DETAIL  
NOT TO SCALE

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

**GENERAL NOTES:**  
 a. Zoning Code  
 i. Concrete curbs shall be provided along the edge of a street cartway. If a new or existing street divides the development tract, concrete curbs shall be provided on both sides of the road.  
 ii. All curbs shall be in accordance with Township specifications.  
 b. Township Specifications  
 i. Concrete curbs shall be provided for all subdivisions and land developments along street frontages, access drives, and along the edge of any landscaped portions of a parking facility. For developments located outside the designated growth area, curbing shall not be required along all street frontages, access drives and along the edge of any landscaped portion of a parking facility, unless the Township Engineer determines it is necessary for stormwater management and control purposes. Concrete curbs may be required by the Township in subdivisions and land developments outside the designated growth area in the following locations:  
 1. Along the radius of each corner of all street intersections.  
 2. Along the radii of all access drive intersections with a street, which shall contain a minimum of a five-foot taper at the end of the radii.  
 3. Along streets where sidewalks exist or are proposed.  
 ii. Construction standards.  
 1. All curbs shall be constructed in accordance with the specifications located in Appendix No. 16[3] and the most current editions of PennDOT Publication Form 408, Specifications, and PennDOT Publication No. 72, Standards for Roadway Construction, and in accordance with any regulations adopted by the state or federal government concerning handicapped accessibility.  
 2. Supplementing Appendix No. 16 and PennDOT specifications and standards, the following construction and repair practices shall be followed:  
 a. Construction of driveway and pedestrian ramps shall be consistent with the design standards set forth in PennDOT Publication No. 72 for curb ramps. Pedestrian ramp locations will be where directed by the Township Engineer.  
 b. Vertical curbs shall be installed unless the Township Engineer, for cause shown, permits the use of slant curbs. Cost shall not be considered cause warranting use of slant curbs.  
 iii. Curbing shall be designed to provide a ramp cut at each intersection of a vehicular travelway, at the principal entrances to buildings which front on parking lots, and at all crosswalks.  
 iv. Any transition between curbing types shall be at the discretion of the Township and shall be subject to final approval by the Township Engineer.  
 v. Curb construction shall meet all applicable standards of the latest edition of the Americans with Disabilities Act (ADA)

NO.	REVISIONS	DATE

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