



Mount Joy Town Center

W. Main St. (Route 230), Mount Joy, Pennsylvania, 17552

Transportation Details and Design Incentives

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Bus Stops

Zoning Code Requirements

§ 135-256, C, 3

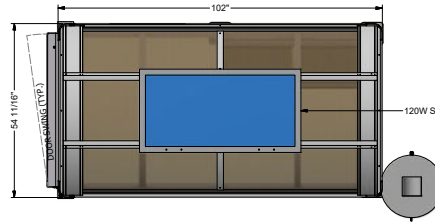
A retail store or shopping center in excess of 50,000 square feet of gross floor area shall provide an improved bus stop which shall be conveniently accessible for patrons who would travel to and from the site by bus. Such bus stop shall include a shelter, seating, a waste receptacle, and at least one shade tree. The location of the required bus stop shall be reviewed by and be acceptable to the Red Rose Transit Authority. If service is currently unavailable along the subject property, the applicant shall provide a cash escrow fund in lieu of constructing the bus shelter or enter into an agreement with the Township to install such bus shelter at the time bus routes are added or changed to provide access to the retail or shopping center use; such agreement shall be recorded at the Lancaster Recorder of Deeds Office, shall be referenced on the land development plan and shall be in a form acceptable to the Township Solicitor. An easement area shall be designated on the plans for the future location of the bus stop. The easement area shall be reviewed and be acceptable to the Red Rose Transit Authority.

Bus Stops

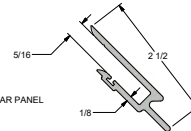
Cut Sheet

GENERAL NOTES:

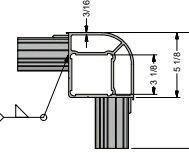
1. ALL STRUCTURAL STEEL, UNLESS OTHERWISE NOTED, SHALL BE ASTM A-36, MINIMUM YIELD STRENGTH 36,000 PSI.
2. ALL STRUCTURAL ALUMINUM MEMBERS, UNLESS OTHERWISE NOTED, SHALL BE OF ALLOY 6063-T5 OR GREATER.
3. ALL HOLES TO BE DRILLED OR PUNCHED.
4. STEEL WELDING SHALL CONFORM TO AMERICAN WELDING SOCIETY STANDARD D1. 1-10. ELECTRODES SHALL CONFORM TO AWS 5.1, CLASS E70C5.
5. ALUMINUM WELDING SHALL CONFORM TO AMERICAN WELDING SOCIETY STANDARD D1. 2-90. ELECTRODES SHALL CONFORM TO AWS/SAF 5.10 CLASS EN403.
6. ALL WELDING TO BE DONE AT TOLAR MANUFACTURING COMPANY, INC. FACILITY.
7. ALL CORPORATE PROCEDURES, INCLUDING FABRICATION, MUST BE IN COMPLIANCE WITH TOLAR MANUFACTURING CO. INC'S QUALITY CONTROL MANUAL.



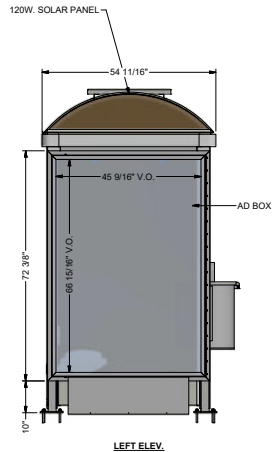
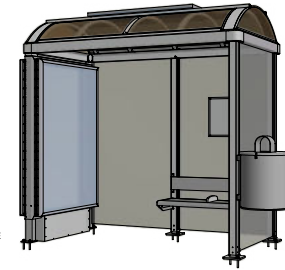
PLAN VIEW



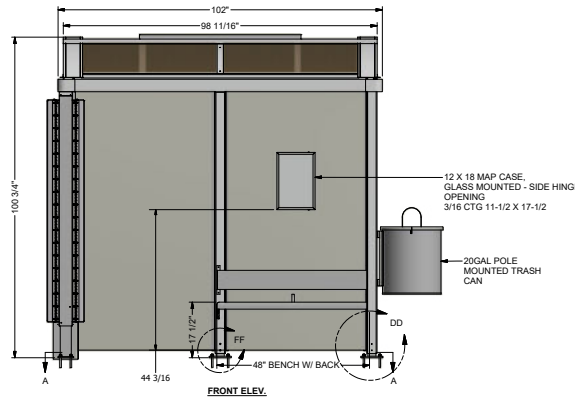
Y-CHANNEL EXTRUSION DETAIL SCALE 1:1



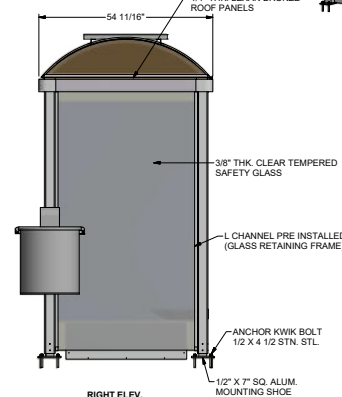
CORNER CONNECTION DETAIL SCALE 1/4



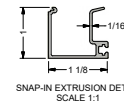
LEFT ELEV.



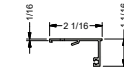
FRONT ELEV.



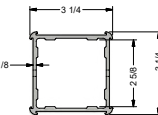
RIGHT ELEV.



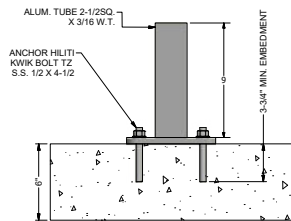
SNAP-IN EXTRUSION DETAIL SCALE 1:1



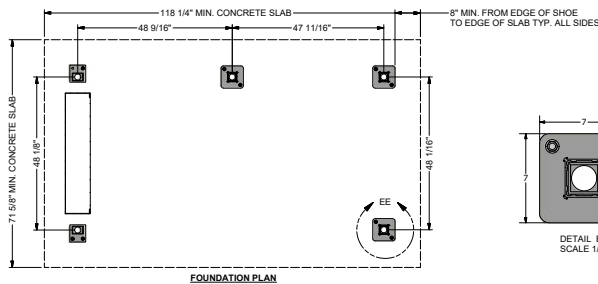
L-CHANNEL EXTRUSION DETAIL SCALE 1/2



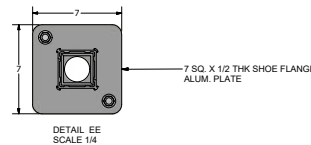
NIAGARA POST EXTRUSION DETAIL SCALE 1/2



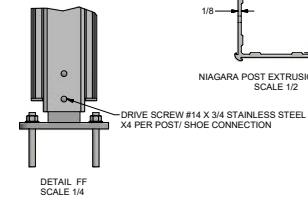
DETAIL DD SCALE 1/4



FOUNDATION PLAN



DETAIL EE SCALE 1/4



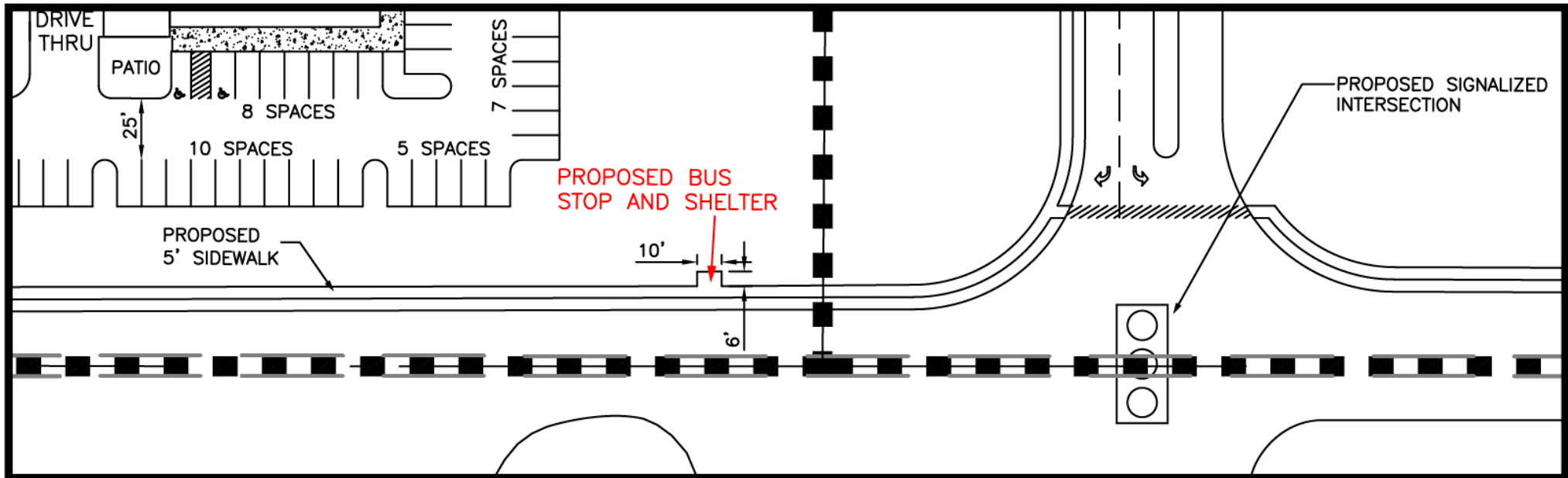
DETAIL FF SCALE 1/4

THE DESIGN AND DRAWINGS REMAIN THE INTELLECTUAL PROPERTY OF TOLAR MFG. AND ARE PREPARED TO BE USED FOR FABRICATION WITHOUT EXPRESS WRITTEN CONSENT FROM TOLAR MFG. ALL DOCUMENTS TO BE RETURNED TO TOLAR MFG. AT COMPLETION OF WORK. AND DIMENSIONS AND REPORT ANY AND ALL DISCREPANCIES TO TOLAR MFG. BEFORE COMMENCING WITH THAT RELATED PORTION OF THE WORK.

| | |
|---|---------------------------------|
| TOLAR MANUFACTURING COMPANY, INC. 558 MARKET CIRCLE, CHESTER, PA. 19380 | |
| DESIGN FOR | RFADLOW DOME NIAGARA SHELTER |
| PROJECT | LANCASTER & BERKS COUNTIES, PA. |
| DATE | 3/5/2019 |
| SCALE | AS SHOWN |
| PROJECT NO. | 35003-00 |
| DATE NOTED | 3/5/2019 |
| BY | RFARR |

Bus Stops

Location



DETAILED BUS STOP PLAN VIEW



Drawn by: BRC at D.C. Gohn Associates, Inc.

Bus Stops

Elements

[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.



1 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

2 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

3 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

4 Accessible Route



- Desirable minimum width of 4' with a required minimum clear width of 3'

5 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'

6 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

7 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

8 Safety Buffer

- Buffer distance between the end of the bus stop zone and a crosswalk, intersection, or driveway

Landscaping / Stormwater

- Locate trees, landscape, and stormwater management features to ensure they do not obstruct access for pedestrians or visibility

Bus Stops

Construction

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. For 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.
- ¾ 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.

Bus Stops

ADA Standards and Guidelines

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 ≥ 30 inches by ≥ 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 ≥ 36 inches for front approach or length ≥ 60 inches for parallel approach.
- For the clear floor space, the surface shall be stable, firm and slip resistant and no changes in level $> \frac{1}{4}$ inch.

Bus Stops

Transit Authority Letter



45 Erick Road, Lancaster, PA 17601-3111 ■ Phone: 717-397-5613

24 February 2023

Craig T. Edwards, Esquire
Pennmark Management Company, Inc.
1000 Germantown Pike, Suite A-2
Plymouth Meeting, PA 19462

Re: New Bus Stop potential - Mt. Joy TWP PA (RT 230)

Dear Mr. Edwards,

Thank you for contacting South Central Transit Authority/SCTA about a new bus stop at the proposed shopping center along PA230 in Mount Joy Township.

SCTA supports the installation of a bus stop and bus shelter at this site in a location and manner that meets our specifications. We look forward to working with you as the land development plan moves through the municipal approval process so that the appropriate location for the bus stop and shelter can be determined.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Ahlskog", is written over a light blue horizontal line.

Lauri P. Ahlskog, AICP
Manager of Transit Planning & Compliance

Bus Stops

Examples



Park and Ride

Zoning Code Requirements

§ 135-256, C, 4

Any retail store or shopping center in excess of 50,000 square feet of gross floor area that is located within one mile of a Route 283 interchange shall integrate a portion of the required off-street parking spaces for public use as a park-and-ride facility. The facility shall be readily identifiable and conveniently accessible to passing motorists. At least 3% of the parking spaces provided for the use shall be for public use as a park-and-ride area. The Zoning Hearing Board may permit the required number of parking spaces to be provided for public use as a park-and-ride area to be reduced by special exception in accordance with the following criteria:

- a. The applicant shall provide evidence, prepared by a traffic engineer, justifying the proposed reduced number of park-and-ride spaces, which shall include a study of the number of vehicles currently utilizing areas in the vicinity of the Route 283 interchange closest to the proposed retail store or shopping center as de facto park-and-ride facilities.
- b. Any such proposal for a reduced number of park-and-ride spaces shall consider, in addition to the existing utilization of de facto park-and-ride facilities, the annual traffic growth rate recommended by PennDOT's Bureau of Planning and Research for the adjacent roadway currently utilized as a de facto park-and-ride in determining the appropriate number of spaces.

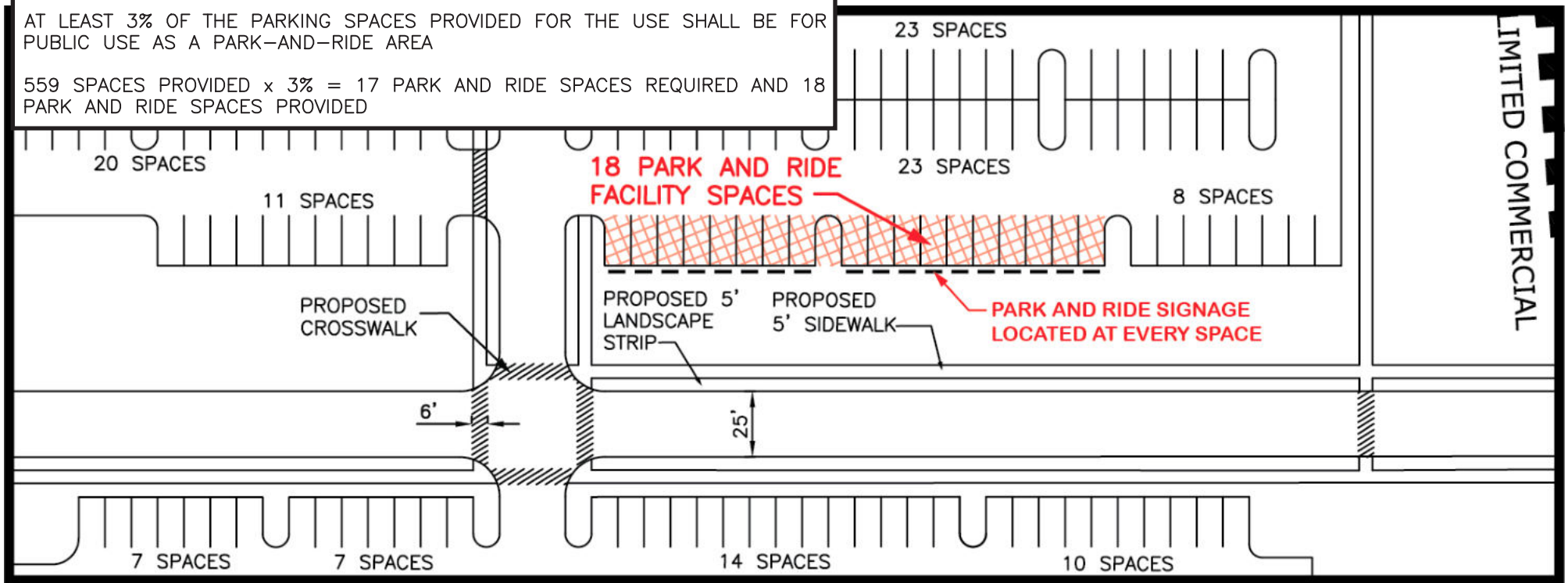
Park and Ride

Location

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 \times 3% = 17 PARK AND RIDE SPACES REQUIRED AND 18 PARK AND RIDE SPACES PROVIDED



PARK AND RIDE PLAN VIEW



Drawn by: BRC at D.C. Gohn Associates, Inc.

Park and Ride

Signage



Building Design

Zoning Code Requirements

§ 135-256, D, 1

All retail stores and shopping centers shall be constructed in accordance with an overall plan and shall be designed as a single architectural style with appropriate landscaping. Retail stores and shopping centers that are located in the C-1 District shall contain an architectural style that is reminiscent of the residential and rural areas of the Township which are located in close proximity to the C-1 Zoning District. A "Commercial Village" style of development shall be utilized to the greatest extent possible in the C-1 District.

Building Design

Commercial Village Rendering



Drawn by: Joe Turnowchyk at Hex 9 Architects

Architectural

Zoning Code Requirements

§ 135-256, D, 2

Whenever an individual building of 30,000 square feet of gross leasable floor area or greater on the ground floor is proposed, the applicant shall provide for all of the following building design elements:

- a. The building shall not have a flat roof, unless it has a parapet wall screening all mechanical equipment from public view along streets and sidewalks; and
- b. The length of the façade of any new building which exceeds 32 feet in length shall have vertical design elements, such as pilasters, columns, piers, or recesses or projections of one to four feet, so that no new vertical bay or section of a building façade exceeds 32 continuous feet in length

Drive-through Facilities

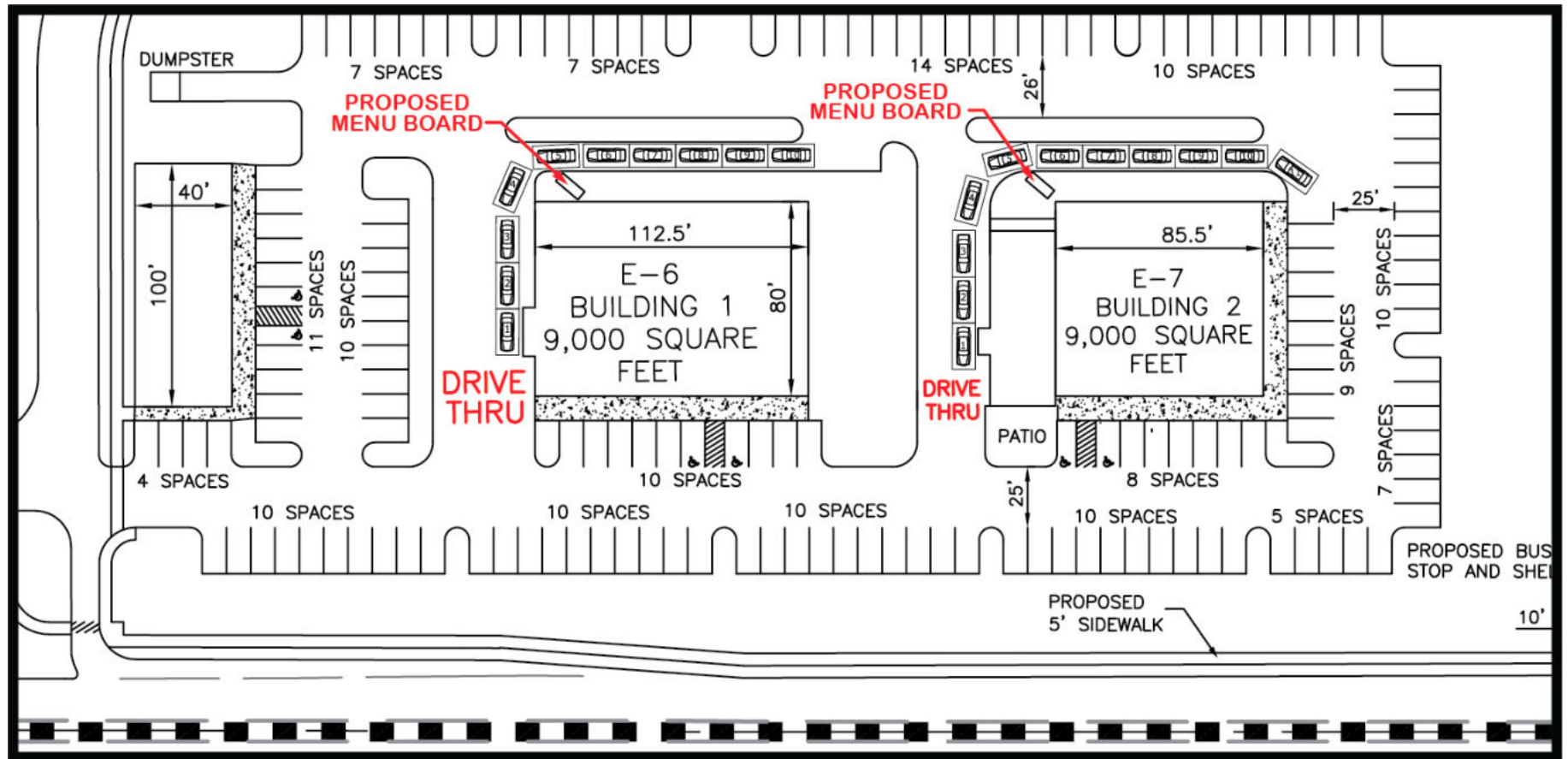
Zoning Code Requirements

§ 135-255

- A. The minimum lot size shall be one acre.
- B. 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.
- C. 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.
- D. 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.
- E. Any outdoor microphone and speaker system shall be so designed that sound shall not be transmitted to adjoining properties.
- F. Location.
 - 1. Drive-through windows designed to be on the rear- or side-facing wall of a building are permitted.
 - 2. 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:
 - a. A landscape strip and screen that is a minimum of 10 feet wide shall be planted and shall include evergreen trees, hedges, or shrubs. The landscape strip and screen shall be installed, maintained and contain such materials as required by § 135-299. Notwithstanding the requirements in § 135-299C(2), the screening shall be arranged so as to block the ground-level views between grade and a height of three feet.
 - b. An applicant shall be required to submit the proposed building's front face wall elevation as part of the special exception application, which elevation shall identify the proposed architectural detail and the number of proposed drive-through windows.

Drive-through Facilities

Location



DRIVE THRU PLAN VIEW



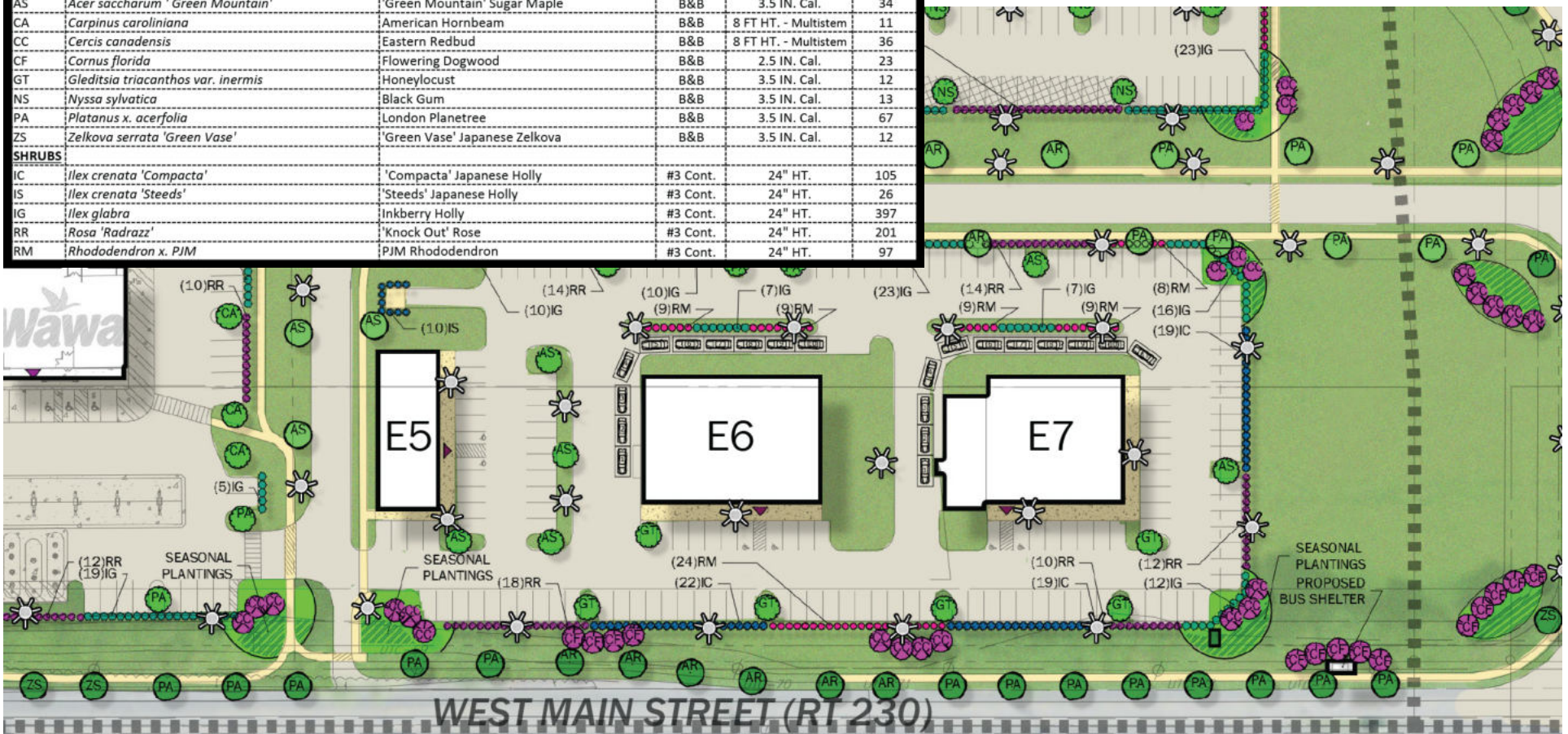
Drawn by: BRC at D.C. Gohn Associates, Inc.

Drive-through Facilities

Landscaping Plan

| Plant Schedule | | | | | |
|--------------------|--|-------------------------------|----------|----------------------|----------|
| Symbol | Botanical Name | Common Name | Cont. | Min. Size | Quantity |
| SHADE TREES | | | | | |
| AR | <i>Acer rubrum</i> | Red Maple | B&B | 3.5 IN. Cal. | 31 |
| AS | <i>Acer saccharum</i> 'Green Mountain' | 'Green Mountain' Sugar Maple | B&B | 3.5 IN. Cal. | 34 |
| CA | <i>Carpinus caroliniana</i> | American Hornbeam | B&B | 8 FT HT. - Multistem | 11 |
| CC | <i>Cercis canadensis</i> | Eastern Redbud | B&B | 8 FT HT. - Multistem | 36 |
| CF | <i>Cornus florida</i> | Flowering Dogwood | B&B | 2.5 IN. Cal. | 23 |
| GT | <i>Gleditsia triacanthos</i> var. <i>inermis</i> | Honeylocust | B&B | 3.5 IN. Cal. | 12 |
| NS | <i>Nyssa sylvatica</i> | Black Gum | B&B | 3.5 IN. Cal. | 13 |
| PA | <i>Platanus x. acerfolia</i> | London Planetree | B&B | 3.5 IN. Cal. | 67 |
| ZS | <i>Zelkova serrata</i> 'Green Vase' | 'Green Vase' Japanese Zelkova | B&B | 3.5 IN. Cal. | 12 |
| SHRUBS | | | | | |
| IC | <i>Ilex crenata</i> 'Compacta' | 'Compacta' Japanese Holly | #3 Cont. | 24" HT. | 105 |
| IS | <i>Ilex crenata</i> 'Steeds' | 'Steeds' Japanese Holly | #3 Cont. | 24" HT. | 26 |
| IG | <i>Ilex glabra</i> | Inkberry Holly | #3 Cont. | 24" HT. | 397 |
| RR | <i>Rosa</i> 'Radrazz' | 'Knock Out' Rose | #3 Cont. | 24" HT. | 201 |
| RM | <i>Rhododendron</i> x. <i>PJM</i> | PJM Rhododendron | #3 Cont. | 24" HT. | 97 |

Drawn by: Wes Beers at Seidel Planning & Design



Resources

- **D.C. Gohn Associates, Inc**
 - Brian R. Cooley- Civil Engineer
 - Mount Joy, PA
 - www.dcgohn.com
 - 717-653-5308
- **Hex 9 Architects**
 - Joe Turnowchyk- Architect
 - Lititz, PA
 - www.hex9architects.com
 - 717-442-9034
- **Independence Lighting**
 - Kyler Lazor- Lighting Engineer
 - Exton, PA
 - www.independencelighting.com
 - 484-883-5933
- **Penmark Management Company**
 -
 - Plymouth Meeting, PA
 - www.penmarkproperties.com
 - 610-272-6500
- **Seidel Planning & Design**
 - Wes Beers- Landscape Architect
 - Pottstown, PA
 - www.seidelplanning.com
 - 610-323-8752
- **South Central Transit Authority**
 - Lauri Ahlskog- Manager of Transit Planning & Compliance
 - Lancaster, PA
 - www.sctapa.com
 - 717-947-7294