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April 30, 2026

Re: **Response to Comments
Zoning Hearing Application Documents
Greiner Industrial Park
LCEC Project No: 25-209**

In response to the Lancaster Civil comments letter, dated April 9, 2026, and with reference to the above, we offer the following **responses in bold** for consideration:

Zoning Ordinance:

Comment 1: The property is located within the Light Industrial District. A special exception is required for the proposed industrial uses on Proposed Lots #1 and 2 for a building area to exceed 50,000 square feet (135-163.B).

Response 1: Acknowledged. No response required.

Comment 2: A special exception is required for the proposed industrial uses involving uses not referenced in Zoning Ordinance Section 135-162.E (135-163.C).

Response 2: Acknowledged. No response required.

Comment 3: A special exception is required for the proposed industrial park use on Proposed Lot #2 (135-163.E).

Response 3: Acknowledged. No response required.

Comment 4: The minimum lot area shown in the Zoning Information table shall be corrected (135-165.B(1)(c)).

Response 4: The minimum required lot area is 15,000 SF for Light Industrial and the Site Plan complies. The Zoning Information table has been updated accordingly on the Site Plan Markup Exhibit.

Comment 5: The minimum lot width shown in the Zoning Information table shall be corrected (135-165.C(2)).

Response 5: The minimum required lot width is 75 feet for Light Industrial and the Site Plan complies. The Zoning Information table has been updated accordingly on the Site Plan Markup Exhibit.

Comment 6: The minimum lot depth requirement shall be added to the Zoning Information table (135-165.D).

Response 6: The minimum required lot depth is 125 feet for Light Industrial and the Site Plan complies. The Zoning Information table has been updated accordingly on the Site Plan Markup Exhibit.

Comment 7: The minimum setback requirement for off-street parking, outdoor storage areas, and

loading areas shall be added to the Zoning Information table (135-165.E(1)(c), (2), & (3)).

Response 7: The minimum setback requirement for off-street parking, outdoor storage areas, and loading areas is 15 feet for Light Industrial and the Site Plan complies. The Zoning Information table has been updated accordingly on the Site Plan Markup Exhibit.

Comment 8: The minimum residential eighty-foot (80) setback is only applicable to the minimum side and rear yard setback requirements. The Zoning Information table shall be updated to reflect this requirement (135-165.E(4)).

Response 8: The front yard setback double asterisk in the Zoning Information table has been removed accordingly on the Site Plan Markup Exhibit since the Light Industrial requirement is 40 feet, and the Site Plan complies. The required setback for all property lines in an Industrial Park is 75 feet and therefore, this setback remains for the front yard of Lot 2, and the Site Plan complies.

Comment 9: A minimum height of five (5) feet and minimum caliper of 2.5" is required for trees within the residential buffer strip (135-166.A(1)). The heights and calipers of the trees used in the buffer strip shown in the Plant Schedule on Sheet 1 of the Landscaping Plan shall be provided for each tree.

Response 9: Proposed heights for evergreen trees and/or caliper specifications for deciduous trees were provided in the Size & Root column on the Plant Schedule depicted on the Landscaping Plan. All evergreen trees that are part of this buffer strip are called out in the Plant Schedule to be at least 6-7' in height at planting, thus meeting the 5' ordinance requirement. All required deciduous trees that are part of this buffer strip are called out in the Plant Schedule to be a minimum caliper of 2.5", thus meeting the 2.5" minimum caliper ordinance requirement.

Comment 10: At least 70% of the total floor area of the industrial park shall be utilized for industrial uses (135-237.C). A note stating this requirement shall be added to the Site Plan for proposed Lot #2.

Response 10: Acknowledged. General Note #16 stating this requirement has been added to the General Notes on the Site Plan Markup Exhibit.

Comment 11: For interior roadways, street trees set on forty-foot centers shall be provided (135-137.G). The interior roadway shall meet this requirement at the retaining wall west of Building #2 on Proposed Lot 2.

Response 11: Street trees for the subject internal roadway were provided 40' on center along the northern side of the internal roadway to meet this requirement which is actually Section 135-237.G. The subject ordinance section does not specify providing street trees on both sides of the internal roadway; however, we also provided street trees 40' on center along the southern side of the internal roadway within the 15' buffer strip with the exception of along the subject retaining wall. The Owner is willing to provide a few additional street trees along the front of said retaining wall and the Landscape Architect will present a separate exhibit depicting these additional trees.

Comment 12: All required landscaping strips shall be delineated and dimensioned on the plans so

that the calculations provided in the Landscaping Requirements notes on the Cover Sheet of the Landscaping Plan can be verified and to confirm the minimum 15' width requirement has been provided (135-299.D(1)).

Response 12: The subject landscaping strips are labeled on the Landscaping Plan with a 15' width; however, after a discussion with the Township Engineer, lengths in linear feet will be added to these labels on the Landscaping Plan in order to confirm the total dimension / area of the required strip. The Landscaping Plan complies with this requirement.

Comment 13: A maximum of 15 consecutive spaces shall be provided between interior landscaping for the parking lot south of Building #1 and the parking lot east of Building #3 (135-299.D(2)(a)).

Response 13: The ordinance sections states "Such interior landscaping may be used, for example, at the end of parking space rows and to break up rows of parking spaces at least every 15 parking spaces, and to help visually define travel lanes through or next to the parking lot." As such, we do not believe it is required to have interior landscaping every 15 parking spaces within a parking lot and both of these referenced parking lots comply with the 5% interior landscaping requirement; however, the Owner is willing to shrink some of the current proposed islands and provide islands every 15 spaces per the Site Plan Markup Exhibit if the Township prefers it. The total parking for Buildings #1 & 3 would remain the same.

Comment 14: The number of trees provided in the parking lot for Building 1 South shown on Sheet 1 of the Landscaping Plan is inconsistent with the number of trees shown within the interior landscaping on the plans (135-299.D(2)(a)).

Response 14: Acknowledged. This is a typo error only in the parking lot landscaping chart for Building 1 South and it will be updated accordingly to match the plan which provides 15 trees. The Landscaping Plan complies with the ordinance requirements for this parking lot.

Comment 15: All areas, including access drives, within the perimeter of the parking lot shall be included in the interior landscaping requirement calculations (135-299.D(2)(a)).

Response 15: The ordinance section requires all parking spaces and access drives, aisles, islands and curbed areas within the perimeter of the parking lot to be included in the interior landscaping requirement calculations. Access drives located outside of the perimeter of the parking lot have not been included in the calculations as depicted on the Landscaping Plans. As such, the Landscape Plan complies with this requirement; however, the Landscape Architect will prepare some additional interior landscaping calculations to mirror similar areas provided by the Township Engineer.

Comment 16: The applicant shall enter into a recordable agreement with the Township providing for the permanent maintenance of the riparian corridor, in a form acceptable to the Township Solicitor (135-306.F).

Response 16: Acknowledged. This agreement will be a requirement as part of the Land Development process.

Comment 17: A 25-foot buffer surrounding the wetlands boundary shall be conserved (135-307.B).

Response 17: All existing wetlands located on the subject property will be impacted as part of the proposed project which will require a Chapter 105 Permit during the Land Development process. As such, no wetland buffers are required to be depicted.

Comment 18: The applicant shall enter into a recordable agreement with the Township providing for the permanent maintenance of the wetland area, in a form acceptable to the Township Solicitor (135-307.E).

Response 18: All existing wetlands located on the subject property will be impacted as part of the proposed project which will require a Chapter 105 Permit during the Land Development process. As such, no wetland buffers are required to be depicted and therefore, an agreement is not required.

Comment 19: All walls shall be located outside any legal easement, unless the holder of the easement notifies the Township in writing that it has granted permission for the retaining wall to be located within the easement (135-315.A(1)).

Response 19: Acknowledged. The Township will be notified in writing if any retaining walls are located within any legal easement that is being proposed as part of the project.

Comment 20: In order to reduce the number of new driveways on collector roads, the developer shall either provide vehicular access from a service road at the rear of the parcels (135-326.A(1)) or provide shared vehicular access that makes use of only one shared access drive onto collector roads (135-326.A(2)).

Response 20: Each proposed lot is being provided with one (1) shared access driveway that provides only one (1) driveway onto a collector road. As such, the Site Plan complies with this requirement. Additionally, the Subdivision and Land Development Ordinance requires a secondary access driveway for purposes of emergency services.

Comment 21: The "Number of Parking Spaces Provided" shown on Sheet 1 of the Site Plan for Building 2 is inconsistent with the number of parking spaces shown on the plans (135-343). The label for the parking spaces adjacent to the Concrete Plaza of Building 1 is ten (10); however, there are nine (9) spaces shown on the plans.

Response 21: Acknowledged. This is a typo error only in the plan labels for the subject parking lot and the parking chart total of 319 spaces for Building #1 is correct. The Site Plan complies with the ordinance parking requirements.

Comment 22: Adequate documentation shall be submitted that demonstrates that the proposed off-street loading areas will not interfere with the free movement of vehicles through internal parking areas, walkways, and access drives (135-346.A). Sufficient documentation may include turning exhibits portraying the movement of the largest vehicle that would have access to the site.

Response 22: The proposed off-street loading areas are the truck courts adjacent to the buildings which will not interfere with the free movement of vehicles through internal parking areas, walkways and access driveways. Additionally, a Truck Turning Plan depicting the turning movements of these trucks throughout the site was submitted with the application.

Comment 23: The peak traffic generated by the development shall be accommodated in a safe and efficient manner or improvements made in order to effect the same (135-383.8(2)). A complete review of the applicant's Traffic Impact Study has been provided by the Transportation Resource Group (TRG) dated March 18, 2026.

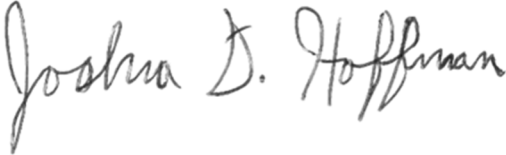
The traffic analysis relies upon the implementation of the transportation improvements identified in the Township's Act 209 Capital Improvement Plan (see comment #12 of the TRG letter); however, the applicant is not proposing to construct any of these improvements, except perhaps on a "voluntary" basis. As such, the conclusion of the study that the development can be accommodated "with implementation of the recommendations of this report" is incomplete, since safe and efficient operations are contingent upon both the study's recommended improvements and the assumed Act 209 improvements. In order to reduce the number of new driveways on collector roads, the developer shall either provide vehicular access from a service road at the rear of the parcels (135-326.A(1)) or provide shared vehicular access that makes use of only one shared access drive onto collector roads (135-326.A(2)).

Response 23: The project's Traffic Engineer, Traffic Planning and Design, Inc., will provide a response to this comment.

If you have any additional comments or questions or require any further information in this regard, please feel free to contact me at (717) 803-3063 or josh.hoffman@kimley-horn.com. Thank you.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Joshua D. Hoffman, P.E.
Project Manager