

APPLICATION FOR CONDITIONAL USE PERMIT  
SOUTHAMPTON TOWNSHIP, FRANKLIN COUNTY, PENNSYLVANIA

Fee Received : \_\_\_\_\_

Application No: \_\_\_\_\_

By: \_\_\_\_\_

Date Received : \_\_\_\_\_

Notices : \_\_\_\_\_

Date Publication : \_\_\_\_\_

\_\_\_\_\_

Date of Hearing : \_\_\_\_\_

\_\_\_\_\_

Date of Action : \_\_\_\_\_

\_\_\_\_\_

Action : \_\_\_\_\_

.....  
Application is hereby made to the Board of Supervisors for a Conditional Use Permit in conformity with Article 39, Section 1102, Subsection F, Paragraph 1-6 of the Zoning Ordinance and any amendments thereto for the following described work :

1. Name of : \_\_\_\_\_ Address : \_\_\_\_\_ Phone # ; \_\_\_\_\_

Applicant Matrix Shippensburg Lots 11 and 12, LLC, 3 Centre Drive, Monroe, NJ 08831 (732) 521-2900

Lessee TBD

Owner (Equitable) Matrix Shippensburg Lots 11 and 12, LLC, 3 Centre Drive, Monroe, NJ 08831 (732) 521-2900

Owner (Legal) David F. Coover, et. al., 16 South Washington Street, Shippensburg, PA 17257

Attorney Kurt E. Williams, Salzman Hughes, P.C., 354 Alexander Spring Rd., Ste. 1, Carlisle, PA 17015 (717) 249-6333

Architect TBD

Engineer Scott B. Bert, PE, Herbert, Rowland & Grubic, Inc., 207 Grant Street, Chambersburg, PA 17201 (717) 263-2070

Contractor TBD

2. The subject property is located as follows :

UPI 21-0N14.-148.-000000

0 United Drive

Part of UPI 21-0N14.-073.-000000

0 Mainsville Road

South of Interstate 81 and west of Mainsville Road in the United Business Park.

3. The subject property is situated in a Highway Commercial/Light Industry (C-I) Zoning District. A small portion of UPI 21-0N14.-073.-000000 is located in the Low Density Residential (R-1) District.

4. Existing use of land and/or building is Vacant / Undeveloped

5. The applicant requests a Conditional Use Permit for the use of the property above for a Distribution Center / Warehouse as provided under

the provisions of Article 39, Section 1102.F. of the Zoning Ordinance,

and in support thereof submits the following documents :

- a) A certificate of ownership
- b) A completed Building Permit Application – N/A
- c) A completed Preliminary Subdivision Plat Application – N/A
- d) A proposed Site Development Plan
- e) A Vicinity Map
- f) Subdivision Water and Sewage report – N/A
- g) Soil Percolation Test Report – N/A
- h) Other (specify) Prior Subdivision Plan; Trip Generation Assessment

6. The applicant alleges that the proposed Conditional Use :

a) Would be in harmony with the character of the neighborhood because  
See attached narrative  
\_\_\_\_\_  
\_\_\_\_\_

b) and that it would not be detrimental to the property or persons in the neighborhood because  
See attached narrative  
\_\_\_\_\_  
\_\_\_\_\_

7. In addition to meeting the standards prescribed by the Zoning Ordinance, the applicant will provide See attached narrative

\_\_\_\_\_ in order that the public convenience and welfare will be further served.

Applicant 

Date May 31, 2022

Nothing in the application shall relieve the owner or his agent, the developer or the applicant from the necessity of obtaining Subdivision or land Development plan approval in accordance with township subdivision and land development ordinance, if applicable.

Referral to :	Date	Approved	Disapproved
Franklin County Planning Commission	_____	_____	_____
Southampton Township Planning Commission	_____	_____	_____
Township Engineer	_____	_____	_____
Other Agency (Specify)	_____	_____	_____
Municipality	_____	_____	_____
Person (Specify)	_____	_____	_____

# **Conditional Use Narrative**

## **INTRODUCTION**

Matrix Shippensburg Lots 11 and 12, LLC (“Matrix”) (hereinafter the “Applicant”), respectfully requests conditional use approval for a 900,000 square foot warehouse facility and accessory trailer parking lots in the United Business Park, located at the eastern terminus of United Drive at the Exit 24 interchange along Route I-81 in the United Business Park (the “Application”).

Matrix is the fee simple owner of tax parcel 21-0N14.-148.-000000, an 86.995-acre parcel known as Lots 11 and 12 within the United Business Park. Matrix is also the equitable owner of tax parcel 21-0N14.-073.-000000, a 42-acre parcel adjacent to the United Business Park (the “Coover Parcel”). The individual parcels share a common boundary line. For purposes of this Application, tax parcel 21-0N14.-148.-000000 and the Coover Parcel (tax parcel 21-0N14.-073.-000000), collectively, comprise the property (the “Property”).

The Property is approximately 107.812 acres and is mostly located within the Highway Commercial/Light Industrial (C-I) District, with a small frontage portion located within the Low Density Residential (R-1) District. Distribution and logistics centers and warehousing establishments are permitted as a conditional use in the Highway Commercial/Light Industrial zone pursuant to §39-1102.F. of the Southampton Township Zoning Ordinance (the “Ordinance”).

This Narrative incorporates by reference the Conditional Use Plan, pages 1-5 that accompany the Application (the “Site Plan”).

## **PROPOSED BUILDING**

The Applicant seeks to combine the 86.995 acres +/- from Lots 11 and 12 with the 20.817 acres +/- from the adjacent Coover Parcel to construct a 900,000 SF warehouse facility on a combined 107.812 acres.

The proposed building will have access to an extended United Drive. There will be access to the proposed building from Olde Scotland Road (SR 696) and Mainsville Road (SR 1005) via

United Drive. A new PennDOT HOP will be required where United Drive connects to Mainsville Road. As can be seen below, all bulk and area requirements of the Ordinance have been met:

	Required	Provided
Minimum Lot Area	2 acres	<b>107.812 acres</b>
Minimum Lot Width	250 feet	<b>1,500 feet</b>
Minimum Front Yard	50 feet	<b>Minimum of 50 Feet</b>
Minimum Side Yards	30 feet	<b>Minimum of 30 Feet</b>
Minimum Rear Yard	50 feet	<b>Minimum of 50 Feet</b>
Maximum Building Height	65 feet	<b>65 feet</b>
Maximum Building Coverage	50%	<b>+/- 20%</b>
Maximum Impervious Coverage	80%	<b>+/- 39%</b>

**Highway Commercial/Light Industrial District (C-I)**

§39-1100. Purpose

Consistent with the general purposes of This Ordinance, the specific purpose of this Part is:

- A. To encourage the construction on and continued use of land for commercial and industrial purposes.
- B. To prohibit any use which would substantially interfere with the development, continuation or expansion of commercial and industrial uses in the District.
- C. To establish reasonable standards for buildings and other structures, the area and dimensions of yards and other opens space, and to provide for facilities and operation of business and industry to minimize air pollution, noise, glare, heat, vibration, fire, safety hazards, etc.

§39-1102. Conditional Uses

F. Distribution and logistics centers, rail and/or truck terminals, warehousing, and drop lots or drop and hook lots.

- 1. These uses shall be considered industrial for the purposes of regulating performance standards, screening and buffer zones.

**Noted.**

- 2. The proposed facility shall demonstrate compliance with the landscaping, screening and buffer requirements set forth in §31-908 of the Township Subdivision and Land Development Ordinance and with any modification(s) of requirements granted thereto by the Township Board of Supervisors.

**See attached EXHIBIT A (the "Site Plan"). Pursuant to §31-302 of the Township Subdivision and Land Development Ordinance, Applicant is requesting one modification from the buffer requirements set forth in §31-908.C on the east end of the Property for the portion of the Property that borders tax parcel 21-0N14K-001.-000000. Specifically, §31-908.C requires a 200-foot buffer zone when adjoining a residential use or district. In this specific area, the Low Density Residential District extends westward and follows the property line of tax parcel 21-0N14K-001.-000000. Because of the peculiar conditions created by the unique district boundary line in this area, the literal enforcement of the §31-908.C for this specific area would exact undue**

**hardship upon the Applicant. Such modification is reasonable and will not be contrary to the public interest, and the purpose of the Township Subdivision and Land Development Ordinance will be observed, because an existing wooded area on tax parcel 21-0N14K-001.-000000 provides an existing buffer between the proposed use and the dwelling on tax parcel 21-0N14K-001.-000000. Furthermore, the Applicant will provide a retaining wall with 8' high solid fence to provide additional screening.**

**In all other respects, the landscaping, screening and buffer shall satisfy all requirements of the Township Subdivision and Land Development Ordinance and conditions required by the Board of Supervisors.**

3. Access to the property shall be provided via an arterial street or collector street as designated in the Township Comprehensive Plan, or via an existing or proposed street improved in accordance with heavy-duty truck design and construction standards approved by the Board of Supervisors.

**The Property will be accessed primarily from United Drive, which will be extended from its current terminus to Mainsville Road as part of this project. The extended United Drive will be constructed in accordance with heavy duty truck design and construction standards approved by the Board of Supervisors.**

4. Any gates or other barriers used at the entrance to the facility shall be set back and arranged accordingly to prevent vehicle backups onto adjoining roads during peak arrival periods for the facility and peak travel times for the road(s).

**See attached Site Plan.**

5. Proposed facilities shall demonstrate in narrative form compliance with all applicable requirements of Pennsylvania's Diesel-Powered Motor Vehicle Idling Act (35 P.S. 4601, Act 124 of 2008, as amended) including, but not limited to, signage and stationary idle reduction technology. A note shall be placed on the land development plan indicating the applicant's understanding of the Act and its agreement to comply with all applicable requirements and to meet the applicable standards at all times.

**The required signage will be included on the land development plan, which will also include the note concerning the Applicant's understanding of, and agreement to comply with all statutory requirements.**

6. The following supporting documentation shall be submitted by the applicant for review as part of the conditional use application:
  - a. A note shall be placed on the land development plan indicating the applicant's understanding of the Township's industrial performance standards (i.e. drainage, electricity, glare, radioactivity, vibration, fire and explosion hazards, traffic control, storage of explosives, storage of flammable substances, waste disposal, noise, odor, dust, fumes, vapor, gas, and smoke) as outlined in §39-1103 of the Township Zoning

- Ordinance and other applicable sections of the Township Code, and its agreement to meet the applicable standards at all times.
- b. The applicant shall submit a traffic impact study prepared in accordance with §31-808 of the Township Subdivision and Land Development Ordinance.
  - c. The applicant shall submit a detailed description of the preparedness, prevention and contingency plans and procedures to be utilized onsite in dealing with fuel spills and hazardous materials releases should they occur on the premises.
  - d. A narrative identifying, as applicable and at a minimum, the nature of the on-site activities and operations, the responsible individuals or entities and their contact information, the hours of operation, the number of shifts and the total number of employees on each shift.
  - e. Proposed building elevations along with line-of-sight diagrams/profiles from occupied structures in each direction, as applicable.

**Noted and included. A PPC plan will be prepared and submitted to the Township when an end-user is publicly identified. Elevations will be supplied at the time of hearing.**

**A trip generation assessment addressing proposed traffic counts, road capacities, circulation patterns and other considerations is attached. A full traffic impact study was previously performed for the United Business Park. The attached Traffic Generation Assessment confirms traffic volumes that are consistent with the previous study. Therefore, a new traffic impact study is not necessary at this time.**

#### §39-1103. Industrial Performance Standards

All proposed Industrial uses, with the exception of surface mining, shall meet or exceed all of the following requirements. Surface mining operations shall be governed by the prevailing applicable performance standard requirements of the Pennsylvania Department of Environmental Protection and the requirements of §39-1002 of This Ordinance.

##### A. Buffer Zones

All buffer zones shall be established in accordance with the design requirements of §31-908.3 of the Township Subdivision and Land Development Ordinance.

**See attached Site Plan. As discussed above, Applicant is requesting one modification from the buffer requirements set forth in §31-908.C on the east end of the Property for the portion of the Property that borders tax parcel 21-0N14K-001.-000000. In all other respects, the buffer zones shall satisfy all requirements of the Township Subdivision and Land Development Ordinance and any conditions required by the Board of Supervisors.**

##### B. Drainage

No storm water or natural drainage which originates on the property or water generated by the activity, *e.g.* air conditioners, swimming pools, shall be diverted across property lines unless transported in an approved or existing drainage system.

**There are multiple on-site storm water infiltration basins proposed so that no such storm water or natural drainage will be diverted across property lines in a manner that is not approved.**

C. Electricity

Electric or electronic equipment shall be shielded so there is no interference with any radio or television reception at the lot line or beyond as the result of the operation of such equipment.

**All electric or electronic equipment shall be mitigated so as to not interfere with any outside radio or television reception.**

D. Glare

No use shall produce a strong dazzling light or a reflection of a strong dazzling light or glare beyond its lot lines. Exterior lighting shall be shielded, buffered, and directed so that glare will not become a nuisance to adjoining properties, adjoining districts, or streets.

**Exterior lighting plans will be submitted with Land Development Plan application. Exterior lighting will be designed in accordance with Township ordinance.**

E. Radioactivity

Any proposed activity in this District shall not emit any dangerous radioactivity at any point on the site.

**There will be no dangerous radioactivity emitted from the Property as a result of the proposed use.**

F. Vibration

There shall be no vibration which is discernible to the human sense of feeling beyond the immediate site on which such use is conducted.

**There will be no vibration discernible to humans emanating from the site.**

G. Fire and Explosion Hazard

All activities shall be carried out in buildings, structures and improvements which conform to the standards of the National Board of Fire Underwriters. Furthermore, protection against fire and explosion shall be upon the advice of the Franklin County Fire Marshal and the local fire company service the area of the site.

**Noted.**



## H. Traffic Control

All design traffic volumes shall be determined by accepted procedures of the Pennsylvania Department of Transportation. The design hourly volume and the average annual daily traffic count data shall be used as a basis for computation. Geometric design features shall be consistent with the design speeds and capacities of streets serving the site. Minimum stopping, turning and passing sight distances shall be determined. Grades, alignments, lanes, slopes, clearance, and other street standards shall be consistent with the Southampton Township Subdivision and Land Development Ordinance. Traffic control devices (signs, signals, pavement markings, etc.) shall be consistent with the Manual on Uniform Traffic Control Devices, American Association of State Highway Officials in cooperation with the Pennsylvania Department of Transportation. Anticipated traffic generation shall not exceed the design volume of the street or streets serving the site and surrounding area, unless appropriate provisions to upgrade and to construct necessary street provisions consistent with the Township street specifications.

### **Noted.**

## I. Storage of Explosives or Flammable Substances and Waste Disposal

1. No highly flammable or explosive liquids, solids or gases shall be stored in bulk above the ground except in structures according to Commonwealth and Federal Specifications.
2. All outdoor storage facilities for fuel shall be enclosed by an approved safety fence to prevent access thereto by unauthorized individuals.
3. All materials or wastes which might cause fumes, constitute a fire hazard, or attract rodents or insects may only be stored in enclosed buildings or containers which are adequate to eliminate such hazards.
4. No materials, fuels, wastes, or flammable substances may be deposited or stored on a lot in such a manner as to allow them to be transferred off the lot by natural causes or forces. No substances, including but not limited to gasoline, alcohol, oil, waste oil, and chemicals which can contaminate a stream or water source unusable or undesirable as a source of water supply, recreation or which will destroy or damage aquatic life shall be stored in such a location so that it could be introduced into the said stream or water course by natural causes or forces, or by rupture of storage containers or accidental discharge.

**Storage of explosives or flammable substances, if any, will be in accordance with Commonwealth and Federal specifications.**

J. Noise Control

The sound level of any use within this District shall not exceed, at any point along the boundary of the lot on which the use is to be undertaken, Federal standards of recommended decibel levels in the designated octave banks, except for emergency alarm system. Sound levels shall be projected in accordance with similar or identical operations or uses and shall be measured with a sound level meter and associated octave bank analyzer manufactured according to standards prescribed by the American Standards Association. Measurements shall be made using the same measuring system which may now or hereafter be utilized by the United States Government for this purpose.

**It is not anticipated that the use on the site will produce any sounds in excess of the Federal standards.**

K. Odor Control

There shall be no emission of odorous gases or other odorous material of any nature in such quantities as to be offensive to the average individual at any point on or beyond the lot boundary line within which the industrial operation is situated. Identical operations or processes may be compared to determine compliance with this subsection. This subsection shall not apply to the storage or application of manure by agricultural operations in this District.

**No emissions of offensive odorous gases or materials are anticipated from the proposed use.**

L. Dust, Fumes, Vapor and Gas Control

The emission of dust, dirt, flyash, fumes, vapors, or gases which can cause any damage to human health, to animals or to vegetation or other forms of property, or which can cause soiling or staining of persons or property at any point beyond the lot line of the use creating such emission is hereby prohibited. No emission of liquid or solid particulate from any chimney or stack or otherwise shall exceed .03 grains per cubic foot of the covering gas at any point beyond the lot line of the use creating the emission. Identical processes or facilities may be compared to determine compliance with this subsection. For measurement for the amount of particles discharge as set forth above, measurement procedures shall follow those then employed by the Pennsylvania Department of Environmental protection for similar or identical measurements.

**No emissions of dust, dirt, fly ash, fumes, vapors, or gases in excess of allowable limits is anticipated from the proposed use.**

M. Smoke Control

No smoke shall be emitted from any chimney or from any other source which has a visible gray opacity greater than number one (1) on the Ringlemann Smoke Chart as published by the U.S. Bureau of Mines, as amended to the time of the application for Land Use Permit. Identical operations or processed may be compacted to determine compliance with this subsection.

**No smoke shall be emitted from any source within the site which has a visible gray opacity greater than number one (1) on the Ringlemann Smoke Chart.**

N. Liquid and Solid Wastes

No operation shall discharge wastes of any kind into a surface water or a groundwater source. All methods of waste disposal shall be approved by the Pennsylvania Department of Environmental Protection. Evidence of such approval shall be provided.

**No waste shall be discharged into a surface water or groundwater source. All waste shall be discharged in a manner approved by the Pennsylvania Department of Environmental Protection. Evidence shall be provided as required.**

§39- 1104. Minimum Area and Density Requirements

- A. All buildings including accessory buildings shall not cover more than fifty (50%) percent of the area of the lot. No less than ten (10%) percent of the lot area shall be covered with lawns and landscaping.

**The proposed building on the Property will cover approximately 20% of the Property and lawns and landscaping will cover approximately 39% of the Property, subject to changes as may be required by other regulatory agencies.**

- B. Proposed commercial or industrial uses or a mix of commercial/industrial uses shall be on land of sufficient area to accommodate the physical structure(s) when complying with off-street parking regulations and any other applicable regulations of This Ordinance, and the following dimensional requirements:

	Required	Provided
Minimum Lot Area	2 acres	<b>107.812 acres</b>
Minimum Lot Width	250 feet	<b>1,500 feet</b>
Minimum Front Yard	50 feet	<b>Minimum of 50 Feet</b>
Minimum Side Yards	30 feet	<b>Minimum of 30 Feet</b>
Minimum Rear Yard	50 feet	<b>Minimum of 50 Feet</b>
Maximum Building Height	65 feet	<b>65 feet</b>
Maximum Building Coverage	50%	<b>+/-20%</b>
Maximum Impervious Coverage	80%	<b>+/-39%</b>

§39-1201. Compliance

- A. Objectives.

On application, and after a public hearing and the receipt of recommendations by the Township Planning Commission, and after all required subdivision or land development

plan approvals, the Supervisors may authorize the issuance of land use permits for any of the Conditional Uses permitted by This Ordinance. In approving any such use, the Supervisors shall take into consideration the public health, safety, and welfare, the comfort and convenience of the public in general and of the residents of the immediate neighborhood in particular, and may prescribe appropriate conditions and safeguards as may be required in order that the result of its actions may, to the maximum extent possible, further the expressed intent of this Ordinance and the accomplishment of the following objectives in particular.

1. That all proposed structures, equipment, or material shall be readily accessible for fire and police protection.

**All proposed structures, equipment and materials shall be readily accessible for fire and police protection via the proposed extension of United Drive with access from Olde Scotland Road and Mainsville Road.**

2. That the proposed use shall be of such location, size and character that, in general, it will be in harmony with the appropriate and orderly development of the District in which it is proposed to be situated and will not be detrimental to the orderly development of adjacent properties in accordance with the zoning classification of such properties.

**The proposed use shall be in harmony with the appropriate and orderly development of the District. The use is located entirely within the Township's Highway Commercial/Light Industrial District and is bordered to the west by similar uses in the United Business Park in the same Highway Commercial/Light Industrial District. To the east are several residential uses in the R-1 District which will be appropriately screened and separated with a landscaped buffer so as not to affect the character of the neighborhood.**

3. That, in addition to the above, in the case of any use located in, or directly adjacent to, a Residential District; or existing residential uses:

- a. The location and size of such use, the nature and intensity of operations involved in or conducted in connection therewith, its site layout and its relation to access streets shall be such that both pedestrian and vehicular traffic to and from the use and the assembly of persons in connection therewith will not be hazardous or inconvenient to, or incongruous with, said Residential District or existing residential uses or conflict with the normal traffic of the neighborhood; and

**Both pedestrian and vehicular traffic to and from the proposed warehouse establishment will not be hazardous, inconvenient, nor incongruous with the abutting residential uses. All access to the warehouse uses shall be from United Drive.**

- b. The location and height of buildings, the location, nature and height of walls and fences, and the nature and extent of landscaping on the site shall be such that the use will not hinder or discourage the appropriate developments and use of adjacent land and buildings.

**The building is situated on the Property such that it will not hinder or discourage the appropriate development and use of adjacent land and buildings. Subject to the requested modification from the buffer requirements of §31-908.C on the east end of the Property for the portion of the Property that borders tax parcel 21-0N14K-001.-000000, discussed above, the building will stay within the permissible limits of the Ordinance and the proposed screening between the buildings and the residential uses will not discourage or hinder any further development or the use and enjoyment of the residential properties.**

- 4. That the proposed use shall be designed, constructed and used in such a manner so as not to create any dangerous, injurious, noxious, or otherwise objectionable fire, explosive, or other hazard; noise, or vibration; smoke dust, odor or other form of pollution; heat, cold, dampness, electromagnetic or other substance, condition or element in such a manner or in such an amount as to adversely affect the reasonable use of the surrounding area on adjoining premises.

**Will comply.**

Additionally, special consideration should be given to assure that the following performance standard regulations are met:

- a. An application for a land use permit or certificate of occupancy for an industrial use subject to Conditional Use procedures shall include a plan for the proposed construction and a description of the proposed machinery, operations, and products and specifications for the mechanisms and techniques to be used in restricting the emission of dangerous and objectionable elements. The applicant shall also file, with such plans and specifications, an affidavit acknowledging the understanding of any conditions or safeguards as may be required by the Township and stating his agreement to conform with the same at all times. No applicant shall be required to reveal any secret process and any information will be treated as confidential.

**See attached Site Plan. No emission of dangerous or objectionable elements is anticipated. Affidavit will be provided upon request of the Township.**

- b. All activities involving, and all storage of, inflammable and explosive materials shall be provided at any point with adequate safety devices against

the hazard of fire and explosion, and adequate fire-fighting and fire suppression equipment and devices standard in the industry. The relevant provisions of State and Local laws and regulations shall also apply.

**Will comply. Storage of inflammable and explosive materials, if any, will be provided with adequate safety devices in accordance with State and local laws.**

- c. The maximum sound level of any use shall not exceed, at any point along the boundary of the lot on which the use is to be undertaken, Federal standards of recommended decibel levels in the designated octave banks, except for emergency alarm system. Sound levels shall be measured with a sound level meter and associated octave bank analyzer manufactured according to standards prescribed by the American Standards Association. Measurements shall be made using the same measuring system which may now or hereafter be utilized by the United States Government for this purpose.

**It is not anticipated that the use on the Property will produce any sounds in excess of the Federal standards.**

- d. All activities involving the use of ground or surface waters, or impacting on said waters shall provide the Township with usage estimates and appropriate hydrogeological and engineering analyses as may be required by the Board to review the proposed Conditional Use.

**Stormwater will be controlled through the use of multiple carefully situated storm water basins. The project will utilize public water and sewer utilities.**

- e. There shall be no emission of odorous gases or other odorous material of any nature in such quantities as to be offensive to the average individual at any point on or beyond the lot boundary line within which the industrial operation is situated. This subsection shall not apply to the storage or application of manure by agricultural operations in this District.

**No emissions of offensive odorous gases or materials are anticipated from the proposed use.**

- f. The emission of dust, dirt, flyash, fumes, vapors, or gases which can cause any damage to human health, to animals or to vegetation or other forms of property, or which can cause soiling or staining of persons or property at any point beyond the lot line of the use creating such emission is hereby

prohibited. No emission of liquid or solid particulate from any chimney or stack or otherwise shall exceed .03 grains per cubic foot of the covering gas at any point beyond the lot line of the use creating the emission. For measurement for the amount of particles discharge as set forth above, measurement procedures shall follow those then employed by the Pennsylvania Department of Environmental protection for similar or identical measurements.

**No emissions of dust, dirt, flyash, fumes, vapors, or gases in excess of allowable limits is anticipated from the proposed use.**

- g. No smoke shall be emitted from any chimney or from any other source which has a visible gray opacity greater than number one (1) on the Ringlemann Smoke Chart as published by the U.S. Bureau of Mines, as amended to the time of the application.

**No smoke shall be emitted from any source within the site which has a visible gray opacity greater than number one (1) on the Ringlemann Smoke Chart.**

- h. No operation shall discharge wastes of any kind into a surface water or a groundwater source. All methods of waste disposal shall be approved by the Pennsylvania Department of Environmental Protection. Evidence of such approval shall be provided.

No materials, fuels, wastes, or flammable substances may be deposited or stored on a lot in such a manner as to allow them to be transferred off the lot by natural causes or forces. No substances including, but not limited to, gasoline, oil, waste oil, or chemicals which can contaminate a stream or water course, or render such stream or water course unusable or undesirable as a source of water supply or damage aquatic life, shall be stored in such a location so that it could be introduced into the said stream or water course by natural causes or forces, or by rupture of storage containers or accidental discharge.

**All waste shall be disposed of in a manner approved by the Pennsylvania Department of Environmental Protection. No materials, fuels, wastes, or flammable substances will be stored in such a manner that it would be possible for the same to be transferred off the Property through natural means.**

- i. No storm water or natural drainage which originates on the property or water generated by the activity, shall be diverted across property lines unless transported in an approved or existing drainage system.  
**There are multiple on-site storm water infiltration basins proposed so that no such storm water or natural drainage will be diverted across property lines in a manner that is not approved.**

- j. Electric or electronic equipment shall be shielded so there is no interference with any radio or television reception at the lot line or beyond as the result of the operation of such equipment.

**All electric or electronic equipment shall be mitigated so as to not interfere with any outside radio or television reception.**

- k. No use shall produce a strong dazzling light or a reflection of a strong dazzling light or glare beyond its lot lines. Exterior lighting shall be shielded, buffered, and directed so that glare will not become a nuisance to adjoining properties, adjoining districts, or streets.

**Exterior lighting plans will be submitted with Land Development Plan application. Exterior lighting will be designed in accordance with Township ordinances.**

- l. Any proposed activity in this District shall not emit any dangerous radioactivity at any point of the site.

**There will be no dangerous radioactivity emitted from the Property as a result of the proposed warehouse establishment.**

- m. There shall be no vibration which is discernible to the human sense of feeling beyond the immediate site on which such use is conducted.

**There will be no vibration discernible to humans emanating from the site.**

- n. All activities shall be carried out in buildings, structures and improvements which conform to the standards of the National Board of Fire Underwriters. Furthermore, protection against fire and explosion shall be upon the advice of the County Fire Marshal and the local fire company serving the area of the site.

**Noted.**



B. Application

Each application of a Conditional Use shall be accompanied by a proposed plan showing:

1. All property dimensions, existing locations of all buildings, structures, rights-of-way, easements, driveways, off-street parking facilities; utility lines, poles and appurtenances; entrances and exits on the site, and within one hundred (100') feet of the property; proposed locations and dimensions of proposed buildings, structures, walkways, buffer zones, parking areas, loading areas, storage areas, signs, sanitary sewer facilities, stormwater management facilities, water supply, waste disposal provisions, curbs, landscaping, exterior lighting, existing and proposed physical features such as water bodies, water courses, grades, woods, trees, soils, rock outcrops, subsurface formations, ecological habitats, vistas; all adjoining properties and uses within two hundred (200') feet of the site to include their historical, architectural and archaeological significance.

**See attached Site Plan and applicable index.**

2. Statement explaining the suitability of the site for development, and its compatibility and demand for the intended use of the type proposed in the particular location proposed; furthermore, its accessibility and availability of community facilities and services should be included, as well as the proposed project's impact on the Township Comprehensive Plan, planned capital improvements or proposed development regulations.

**This particular Property is ideal for the proposed warehouse establishments because it is located in an Industrial District, immediately off of the I-81 interchange. This is an “infill” type project, where existing undeveloped lots within the industrial park are being developed in a manner consistent with surrounding and adjacent lots. There is an increasing demand for warehousing facilities in and around the central Pennsylvania area, especially along the I-81 corridor because of the central location to major cities in the eastern United States and the immediate access to a major interstate connecting those cities.**

**The 900,000 square foot warehouse will add long-term and short-term jobs to the Township. Moreover, there is already access to public water and sewer from the site.**

**The Township, in its Comprehensive Plan, has set a goal to encourage appropriate economic development in the form of industrial development while preserving and enhancing the quality of the living environment. This**

**warehousing facility will promote job creation for residents of the Township while encouraging the development of vacant land along the Exit 24 corridor.**

3. Description of existing and proposed machinery, processes and products.

**The proposed use generally utilizes material handling equipment such as forklifts and conveyors to store and distribute products. Products stored are generally finished consumer products. Some light assembly may occur.**

4. Specifications for the mechanisms and techniques used or to be used in restricting emission of any dangerous and objectionable elements, and in measurement of the potential emission if any is anticipated.

**Dangerous and objectionable elements are not anticipated to be stored on the Property. Applicant will provide specifications for any mechanisms and techniques used to restrict emissions if the need arises.**

5. Inventory and analysis of water quantity requirements and water yields and quality; traffic counts, road capacities, circulation patterns and considerations; market information; and, any other data that may be required.

**A trip generation assessment addressing proposed traffic counts, road capacities, circulation patterns and other considerations is attached. A full traffic impact study was previously performed for the United Business Park. The attached Traffic Generation Assessment confirms traffic volumes that are consistent with the previous study. Therefore, a new traffic impact study is not necessary at this time. Shippensburg Borough Authority (“SBA”) determines water demand based on the area of the warehouses and accessory office space, which will be constructed to suit the specific needs of a user.**

6. Designation of applicable Local, Commonwealth, and Federal approvals and permits required, and compliance with same.

**Applicant will obtain all required Federal, State and Local approvals. Such approvals may include Federal NPDES, Township Land Development, Building Permits, and Township Use and Occupancy approval.**

Applicant reserves the rights to modify, amend, and/or add to this Application at any time before the close of the conditional use hearing, including supplementing the Application through testimony and exhibits at the hearing.

UPI No. 21-0N14.-148.-000000  
Part of UPI No. 21-0N14.-080.-000000  
Lots Nos. 11-12 – United Drive  
Shippensburg, PA 17257

When Recorded Return To:  
First American Title Insurance Company  
National Commercial Services  
2 Liberty Place, 50 S. 16th St., Suite 2600  
Philadelphia, PA 19102 1084041  
File No. NCS - \_\_\_\_\_

**THIS SPECIAL WARRANTY DEED**

MADE the 19<sup>th</sup> day of April, 2022.

BETWEEN

**CUMBERLAND VALLEY REGIONAL DEVELOPMENT CORPORATION**, a Pennsylvania non-profit corporation, having its office at 100 Lincoln Way East, Suite A, Chambersburg, Franklin County, Pennsylvania, hereinafter called GRANTOR,

AND

**MATRIX SHIPPENSBURG LOTS 11 AND 12, LLC**, a Pennsylvania limited liability company, having its office at c/o Matrix Realty, Inc., Forsgate Drive, CN 4000, Cranbury, New Jersey 08512, hereinafter called GRANTEE,

**WITNESSETH**, that in consideration of **SEVEN MILLION DOLLARS (\$7,000,000.00)** in hand paid, the receipt whereof is hereby acknowledged, the said Grantor hereby grants and conveys to said Grantee,

**ALL** that certain parcel of land situated in Southampton Township, Franklin County, Commonwealth of Pennsylvania, being further bounded and described in the legal description attached to this Deed as Exhibit "A" and incorporated herein by reference:

**BEING** the residue (labelled as Lots No. 11 and 12) as described on a Subdivision of Land for Cumberland Valley Development Regional Corporation located in Southampton Township, Franklin County, Pennsylvania prepared by Dennis E. Black Engineering, Incorporated, dated March 5, 2020, recorded in Franklin County, Pa., as Instrument No. 202009910 and also as surveyed by HRG on a ALTA/NSPS Land Title Survey for Residual Lands of CVRDC Future Lots 11 and 12, dated 11/30/2021, as revised.

**BEING** part of the same real estate which Cumberland Valley Regional Development Corporation by deed dated August 3, 2016, recorded August 4, 2016, in Franklin County, Pa., as Instrument No. 201614593, conveyed to Cumberland

SHARPE & SHARPE, LLP  
ATTORNEYS AT LAW  
257 Lincoln Way East  
Chambersburg, PA 17201  
(717) 263-8447

Valley Regional Development Corporation.

**SUBJECT** only to (i) any and all easements and encumbrances of record as of September 29, 2021, other than liens and encumbrances which Grantor is obligated to remove pursuant to the Agreement of Sale between Grantor and Grantee and (ii) facts disclosed on the ALTA/NSPS Land Title Survey Plan identified above.

**TOGETHER** with all and singular the improvements, ways, streets, alleys, driveways, waters, water-courses, rights, liberties, privileges, hereditaments and appurtenances, whatsoever unto the hereby granted premises belonging, or in any wise appertaining, and the reversions and remainders, rents, issues, and profits thereof; and all the estate, right, title, interest, property, claim and demand whatsoever, of Grantor, as well as at law as in equity, of, in, and to the above described premises.

**TO HAVE AND TO HOLD** the said lots or pieces of ground above described, with the buildings and improvements thereon erected, if any, hereditaments and premises hereby granted, or mentioned and intended so to be, with the appurtenances, unto the Grantee, its successors and assigns, to and for the only proper use and behoof of the Grantee, its successors and assigns forever.

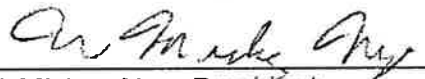
**AND** the said Grantor covenants that Grantor will warrant specially the property hereby conveyed.

**IN WITNESS WHEREOF**, said Grantor has caused these presents to be signed by its President and duly attested by its Secretary, the day and year first above written.

**ATTEST/WITNESS:**

**CUMBERLAND VALLEY REGIONAL DEVELOPMENT CORPORATION**

  
\_\_\_\_\_

By:   
\_\_\_\_\_ W. Mickey Nye, President

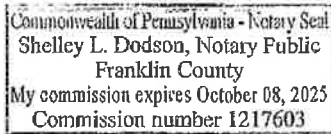
**COMMONWEALTH OF PENNSYLVANIA**

**:SS.**

**COUNTY OF FRANKLIN**

On this, the 19th day of April, 2022, before me, the undersigned officer, personally appeared W. Mickey Nye, who acknowledged himself to be President of Cumberland Valley Regional Development Corporation, and in that capacity, being authorized to do so, executed the foregoing instrument for the purposes therein contained by signing the name of the Corporation by himself as President.

**IN WITNESS WHEREOF**, I have hereunto set my hand and official seal.



*Shelley L. Dodson*  
Notary Public

I hereby certify that Grantee's precise residence and post office address is:

c/o Matrix Realty, Inc., Forsgate Drive, CN 4000  
Cranbury, New Jersey 08512

Matrix Shippensburg Lots 11 and 12, LLC  
By: Matrix Development Group Associates,  
LLC,  
its Sole Member  
By: Taylor/Epstein Investment Fund, LLC,  
its Manager

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Name: Donald M. Epstein  
Title: Manager

SHARPE & SHARPE, LLP  
ATTORNEYS AT LAW  
257 Lincoln Way East  
Chambersburg, PA 17201  
(717) 263-8447

ACTIVE.135663377.07

**COMMONWEALTH OF PENNSYLVANIA**

**:SS.**

**COUNTY OF FRANKLIN**

On this, the \_\_\_\_\_ day of \_\_\_\_\_, 2022, before me, the undersigned officer, personally appeared W. Mickey Nye, who acknowledged himself to be President of Cumberland Valley Regional Development Corporation, and in that capacity, being authorized to do so, executed the foregoing instrument for the purposes therein contained by signing the name of the Corporation by himself as President.

**IN WITNESS WHEREOF**, I have hereunto set my hand and official seal.

\_\_\_\_\_  
Notary Public

I hereby certify that Grantee's precise residence and post office address is:

c/o Matrix Realty, Inc., Forsgate Drive, CN 4000  
Cranbury, New Jersey 08512

Matrix Shippensburg Lots 11 and 12, LLC  
By: Matrix Development Group Associates,  
LLC,  
its Sole Member  
By: Taylor/Epstein Investment Fund, LLC,  
its Manager

Date: 4-28-22

By: \_\_\_\_\_  
Name: Donald M. Epstein  
Title: Manager

**EXHIBIT "A"**

**ALL THAT CERTAIN** lot or tract of land situate in the Township of Southampton, County of Franklin and Commonwealth of Pennsylvania, being known as Future Lot #11 and Future Lot #12, as shown on a certain plan entitled Subdivision of Land for Cumberland Valley Regional Development Corporation, as recorded in the Office of the Recorder of Deeds of Franklin County, Pennsylvania in Instrument No. 202009910.

**ALSO DESCRIBED AS:**

**ALL THAT CERTAIN** tract of land situate south of I-81 in Southampton Township, Franklin County, Commonwealth of Pennsylvania, as shown on a plan titled "ALTA/NSPS Land Title Survey Plan For Matrix Shippensburg I, LP", prepared by Herbert, Rowland & Grubic, Inc., dated November 30<sup>th</sup>, 2021 said tract of land being more bounded and described as follows:

**BEGINNING** at a point on the southern right-of-way of I-81 and at lands now or formerly of Chambersburg Area Development Corporation; **THENCE** along said right-of-way line the following two (2) courses:

1. North 58 degrees 12 minutes 23 seconds East, a distance of 25.27 feet to an iron pin (found);
2. North 53 degrees 51 minutes 39 seconds East, a distance of 227.05 feet to an iron pin (found) to lands now or formerly of David F. Coover;

**THENCE** along said lands the following two (2) courses:

1. North 84 degrees 29 minutes 20 seconds East, a distance of 135.30 feet to an iron pin (found);
2. On a curve to the right having a radius of 5,744.60 feet, an arc length of 68.67 feet and a chord bearing of North 23 degrees 24 minutes 35 seconds West, a distance of 68.67 feet to the southern right-of-way line of I-81;

**THENCE** along said right-of-way line North 55 degrees 46 minutes 12 seconds East, a distance of 30.58 feet to an Rebar (found) at lands now or formerly of David F. Coover; **THENCE** along said lands the following two (2) courses:

1. On a curve to the left having a radius of 5,714.60 feet, an arc length of 85.78 feet and a chord bearing of South 23 degrees 26 minutes 17 seconds East, a distance of 85.78 feet to an iron pin (found);
2. North 87 degrees 17 minutes 39 seconds East, a distance of 1,063.02 feet to the iron pipe (found) to lands now or formerly of John D. Cook;

**THENCE** along said lands the following two (2) courses:

1. South 15 degrees 01 minutes 46 seconds East, a distance of 204.44 feet to an iron pipe (found);

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2. North 86 degrees 42 minutes 38 seconds East, a distance of 309.96 feet to an iron pipe (found) at lands now or formerly of Barbara A. Goff and Anthony Mazariegos;

THENCE along said lands of Anthony Mazariegos and lands now or formerly of John P. Gehres and Harold W. Kurtz, Sr. South 15 degrees 19 minutes 40 seconds East, a distance of 383.88 feet to an iron pin (found) lands now or formerly of Mary Ann Mowery; THENCE along said lands the following five (5) courses:

1. South 74 degrees 57 minutes 18 seconds West, a distance of 51.00 feet to an iron pin (found);
2. South 15 degrees 17 minutes 37 seconds East, a distance of 88.70 feet to an iron pipe (found);
3. South 85 degrees 46 minutes 00 seconds West, a distance of 262.82 feet to an iron pipe (found);
4. South 16 degrees 22 minutes 24 seconds East, a distance of 79.24 feet to an iron pipe (found);
5. South 88 degrees 34 minutes 47 seconds East, a distance of 305.73 feet to an iron pin (found) at lands now or formerly of Christine A. Heagy;

THENCE along said lands of Christine A. Heagy South 09 degrees 39 minutes 32 seconds East, a distance of 161.32 feet to an iron pin (found) at lands now or formerly of Julie L. Myers; THENCE along said lands the following two (2) courses:

1. South 09 degrees 57 minutes 25 seconds East, a distance of 174.08 feet to an iron pin (found);
2. North 79 degrees 45 minutes 57 seconds East, a distance of 165.06 feet to a railroad spike (found) in the centerline of Mainsville Road (S.R. 1005);

THENCE along said centerline South 09 degrees 54 minutes 38 seconds East, a distance of 124.17 feet to a railroad spike (found) to lands now or formerly of Michael J. Golden III; THENCE along said lands of Michael J. Golden III and lands now or formerly of Homer C. Parson the following two (2) courses:

1. South 79 degrees 42 minutes 32 seconds West, a distance of 165.00 feet to an iron pin (found);
2. South 09 degrees 57 minutes 04 seconds East, a distance of 250.00 feet to an iron pipe (found) to lands now or formerly of Larry J. Kirby;

THENCE along said lands of Larry J. Kirby and lands now or formerly of Kevin M. Bigler and Drew M. Stouffer South 10 degrees 21 minutes 20 seconds East, a distance of 401.62 feet to an iron pipe (found) at lands now or formerly of Terry L. Wisner; THENCE along said lands or formerly of Terry L. Wisner the following two (2) courses:

1. South 82 degrees 19 minutes 13 seconds West, a distance of 137.34 feet to iron pin (found);
2. South 10 degrees 27 minutes 01 seconds East, a distance of 385.11 feet to an iron pipe (found) at lands now or formerly of Frances J. Burkholder;

THENCE along said lands the following two (2) courses:

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1. South 80 degrees 33 minutes 27 seconds West, a distance of 80.69 feet to an iron pin (found);
2. South 10 degrees 31 minutes 58 seconds East, a distance of 29.04 feet to an iron pin (found) to lands now or formerly of Seth R. Coldsmith;

THENCE along said lands of Seth R. Coldsmith and lands now or formerly of Phillip Lavery, Toby L. Boher, Rachel J. Diehl, Matthew D. Utter and Kacie Meyers the following two (2) courses:

1. South 80 degrees 18 minutes 17 seconds West, a distance of 559.18 feet to an iron pin (found);
2. South 24 degrees 38 minutes 59 seconds East, a distance of 176.85 feet to a railroad spike (found in White Church RD (T-614);

THENCE in and along said road the following five (5) courses:

1. South 73 degrees 42 minutes 36 seconds West, a distance of 35.18 feet to a railroad spike (found);
2. On a curve to the left having a radius of 217.93 feet, an arc length of 116.61 feet and a chord bearing of South 58 degrees 22 minutes 50 seconds West, a distance of 115.23 feet to a mag nail (found);
3. South 43 degrees 03 minutes 04 seconds West, a distance of 73.08 feet to a mag nail (found);
4. On a curve to the left having a radius of 380.00 feet, an arc length of 184.69 feet and a chord bearing of South 29 degrees 07 minutes 39 seconds West, a distance of 182.88 feet to a railroad spike (found);
5. South 15 degrees 12 minutes 13 seconds West, a distance of 326.94 feet to a railroad spike (found) at lands now or formerly of Larry A. Wadel;

THENCE along said lands North 65 degrees 59 minutes 26 seconds West, a distance of 229.86 feet to the iron pin (found) to lands now or formerly of Matrix Shippensburg II, LP; THENCE along said lands and with Furnace Run the following forty-six (46) courses:

1. North 33 degrees 45 minutes 12 seconds East, a distance of 65.69 feet;
2. North 00 degrees 48 minutes 54 seconds East, a distance of 23.59 feet;
3. North 33 degrees 28 minutes 42 seconds West, a distance of 74.55 feet;
4. North 18 degrees 58 minutes 15 seconds West, a distance of 35.81 feet;
5. North 24 degrees 24 minutes 47 seconds West, a distance of 34.05 feet;
6. North 37 degrees 39 minutes 45 seconds West, a distance of 78.33 feet;
7. North 71 degrees 06 minutes 43 seconds West, a distance of 23.24 feet;
8. North 62 degrees 04 minutes 50 seconds West, a distance of 40.86 feet;
9. North 48 degrees 04 minutes 34 seconds West, a distance of 53.56 feet;
10. North 44 degrees 29 minutes 25 seconds West, a distance of 53.18 feet;
11. North 40 degrees 28 minutes 11 seconds West, a distance of 17.79 feet;
12. North 26 degrees 43 minutes 07 seconds West, a distance of 10.08 feet;
13. North 03 degrees 28 minutes 25 seconds East, a distance of 10.98 feet;
14. North 27 degrees 14 minutes 25 seconds East, a distance of 4.14 feet;
15. North 66 degrees 14 minutes 48 seconds East, a distance of 12.87 feet;

16. North 89 degrees 02 minutes 41 seconds East, a distance of 9.88 feet;
17. North 43 degrees 13 minutes 11 seconds East, a distance of 16.19 feet;
18. North 24 degrees 55 minutes 14 seconds East, a distance of 17.06 feet;
19. North 22 degrees 34 minutes 22 seconds East, a distance of 25.54 feet;
20. North 16 degrees 40 minutes 10 seconds East, a distance of 32.45 feet;
21. North 00 degrees 39 minutes 32 seconds East, a distance of 58.82 feet;
22. North 17 degrees 44 minutes 10 seconds East, a distance of 62.60 feet;
23. North 34 degrees 08 minutes 37 seconds East, a distance of 49.28 feet;
24. North 22 degrees 37 minutes 49 seconds East, a distance of 76.14 feet;
25. North 15 degrees 33 minutes 58 seconds East, a distance of 169.04 feet;
26. North 02 degrees 11 minutes 52 seconds East, a distance of 112.13 feet;
27. North 15 degrees 09 minutes 53 seconds West, a distance of 94.00 feet;
28. North 00 degrees 37 minutes 15 seconds East, a distance of 100.74 feet;
29. North 08 degrees 01 minutes 30 seconds West, a distance of 68.19 feet;
30. North 27 degrees 46 minutes 12 seconds West, a distance of 49.37 feet;
31. North 67 degrees 19 minutes 57 seconds West, a distance of 54.91 feet;
32. North 45 degrees 43 minutes 54 seconds West, a distance of 52.83 feet;
33. North 77 degrees 13 minutes 35 seconds West, a distance of 95.54 feet;
34. North 47 degrees 03 minutes 07 seconds West, a distance of 70.46 feet;
35. North 21 degrees 01 minutes 26 seconds West, a distance of 59.51 feet;
36. North 59 degrees 29 minutes 08 seconds West, a distance of 61.12 feet;
37. North 52 degrees 51 minutes 18 seconds West, a distance of 65.29 feet;
38. North 41 degrees 21 minutes 32 seconds West, a distance of 142.95 feet;
39. North 00 degrees 06 minutes 24 seconds East, a distance of 68.20 feet;
40. North 19 degrees 41 minutes 14 seconds East, a distance of 74.86 feet;
41. North 15 degrees 11 minutes 54 seconds West, a distance of 41.14 feet;
42. North 06 degrees 24 minutes 18 seconds East, a distance of 22.18 feet;
43. North 39 degrees 00 minutes 48 seconds West, a distance of 43.68 feet;
44. North 31 degrees 41 minutes 06 seconds West, a distance of 51.81 feet;
45. On a curve to the left having a radius of 570.00 feet, an arc length of 528.01 feet and a chord bearing of South 75 degrees 38 minutes 46 seconds West, a distance of 509.33 feet;
46. South 49 degrees 06 minutes 31 seconds West, a distance of 43.03 feet to the eastern terminus of United Drive as shown on Inst. No. 202009910; THENCE by said drive North 40 degrees 53 minutes 29 seconds West, a distance of 60.00 feet to lands now or formerly of Chambersburg Area Development Corporation (Deed Inst. 202024918) being Lot 10 as shown on Inst. No. 202009910;

THENCE along said lands the following three (3) courses:

1. North 49 degrees 06 minutes 31 seconds East, a distance of 43.03 feet;
2. On a curve to the right having a radius of 900.81 feet, an arc length of 251.33 feet and a chord bearing of North 57 degrees 06 minutes 31 seconds East, a distance of 250.51 feet;
3. North 65 degrees 06 minutes 31 seconds East, a distance of 444.49 feet to a point in Furnace Run;

THENCE with said lands and with Furnace Run the following five (5) courses:

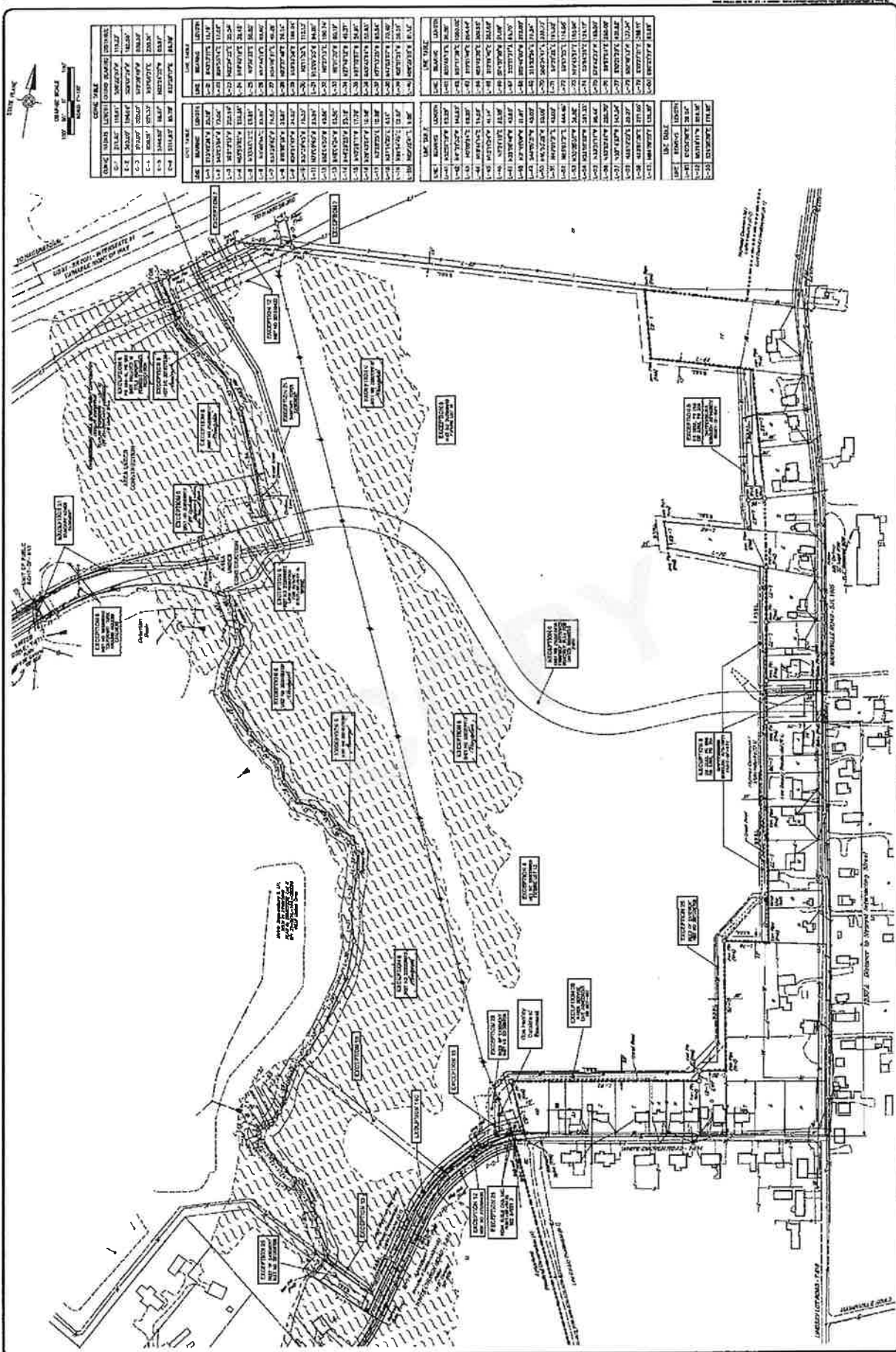
1. North 33 degrees 35 minutes 35 seconds West, a distance of 39.82 feet;
2. North 22 degrees 05 minutes 55 seconds West, a distance of 307.33 feet;
3. North 33 degrees 31 minutes 11 seconds West, a distance of 90.44 feet;
4. North 53 degrees 20 minutes 41 seconds West, a distance of 220.70 feet;
5. North 30 degrees 14 minutes 57 seconds West, a distance of 147.94 feet to the **POINT OF BEGINNING.**

Containing 86.995 Acres

COPY

SHARPE & SHARPE, LLP  
ATTORNEYS AT LAW  
257 Lincoln Way East  
Chambersburg, PA 17201  
(717) 263-8447

ACTIVE.135663377.05



CROSS TABLE		LONG TABLE	
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**HRG**  
 HERRINGTON & RICHARDS GROUP  
 A PROFESSIONAL CORPORATION

100 COMMONS WAY  
 SUITE 200  
 CHARLOTTE, NC 28202  
 (704) 366-1000  
 www.hrg.com

**ALTAIERS LAND TITLE SURVEY PLAN**  
 FOR  
**MATRIX SHIPPENSBURG, LP**  
 68400 FORSGATE DRIVE  
 CHARLTON, MA 01812

PROJECT NO. 2022-001

DATE: 08/15/2022  
 DRAWN BY: J. B. BROWN  
 CHECKED BY: J. B. BROWN

SCALE: 1" = 100'  
 SHEET NO. 2 OF 5





COUNTY OF FRANKLIN
RECORDER OF DEEDS
Linda Miller, Recorder
272 N. Second Street, Suite 205
Chambersburg, PA 17201
Phone: (717) 261-3872

\* RETURN DOCUMENT TO:
FIRST AMERICAN TITLE
INSURANCE COMPANY - NCS
PHILADELPHIA
TWO LIBERTY PLACE, SUITE
2600
PHILADELPHIA, PA 19102

Instrument Number - 202210521
Recorded On 5/2/2022 At 3:22:36 PM

- \* Instrument Type - DEED
Invoice Number - 262220 User ID - JRH
\* Grantor - CUMBERLAND VALLEY REGIONAL DEVELOPMENT CORPORATION
\* Grantee - MATRIX SHIPPENSBURG LOTS 11 AND 12 LLC

\* FEES

Table with 2 columns: Fee Name, Amount. Includes STATE TRANSFER TAX \$70,000.00, STATE WRIT TAX \$0.50, STATE JCS/ACCESS TO JUSTICE \$40.25, COUNTY RECORDING FEE \$67.00, AFFORDABLE HOUSING \$11.05, AFFORDABLE HOUSING \$1.95, COUNTY IMPROVEMENT FEE \$2.00, ROD IMPROVEMENT FEE \$3.00, SHIPPENSBURG AREA \$35,000.00, SCHOOL DIST REAL TAX SOUTHAMPTON \$35,000.00, TOWNSHIP, TOTAL PAID \$140,125.75

This is a certification page
DO NOT DETACH
This page is now part
of this legal document.

Franklin County UPI Verification
UPI Verified On May 2, 2022 By TP

I hereby CERTIFY that this document is
recorded in the Recorder of Deeds Office
of Franklin County, Pennsylvania.

Linda Miller (handwritten signature)

Linda Miller
Recorder of Deeds



\* - Information denoted by an asterisk may change during
the verification process and may not be reflected on this page.

## AGREEMENT FOR PURCHASE AND SALE OF REAL ESTATE

**THIS AGREEMENT FOR PURCHASE AND SALE OF REAL ESTATE** ("Agreement") is made this 31<sup>st</sup> day of May, 2022 (the "Effective Date") by and between **W. CRIST COOVER, DANIEL A. COOVER AND DAVID F. COOVER**, each an individual, with a mailing address of 16 South Washington Street, Shippensburg, PA 17257 (collectively, "Seller") and **MATRIX SHIPPENSBURG LOT 11 AND 12, LLC**, a Pennsylvania limited liability company, or its assignee/designee, having a mailing address of CN 4000, Forsgate Drive, Cranbury, NJ 08512 ("Purchaser").

**WHEREAS**, Seller is the fee simple owner of real property and improvements located in the Township of Southampton, County of Franklin and Commonwealth of Pennsylvania, (and having Franklin County Tax Parcel No. 21-0N14.-073.-000000), as more particularly described on Exhibit A attached hereto (the "Parent Tract");

**WHEREAS**, Purchaser desires to subdivide +/- 20 acres from the aforementioned Parent Tract and consolidate it with other lands of Purchaser adjacent to the Parent Tract (the "Adjacent Property") in connection with the development of an approximately 900,000 square foot warehouse development;

**WHEREAS**, the final land areas to be purchased will be determined based on the Subdivision Plan (as hereinafter defined) prepared by Purchaser (such final land areas, the "Property");

**WHEREAS**, a concept plan reflecting the delineation of the Property is attached hereto as Exhibit B (the "Concept Plan"). For the avoidance of doubt, the Property consists of the entire portion of the Parent Tract that is located to the west of Mainsville Road and to the south of Interstate 81 as shown on the Concept Plan; and

**WHEREAS**, Seller desires to sell the Property to Purchaser and Purchaser desires to purchase all of Seller's rights, title and interest in the Property from Seller for the price and under the other terms and conditions set forth herein.

**NOW THEREFORE**, in consideration of the mutual covenants contained herein, in reliance upon the representations and warranties contained herein, and subject to the conditions contained herein, the parties hereto, intending to be legally bound hereby, agree as follows:

1. **PURCHASE AND SALE OF PROPERTY.** Upon and subject to the following terms, covenants and conditions, Seller agrees to sell and convey to Purchaser and Purchaser agrees to purchase and acquire from Seller all of Seller's right, title and interest in and to the Property together with all of Seller's interest in all buildings, structures, improvements and real estate fixtures situated on and affixed to such real property so as to be a part thereof and all related easements, rights-of-way, licenses, privileges and appurtenances.

IN WITNESS WHEREOF, the undersigned, intending to be legally bound hereby, have executed this Agreement as of the day and year first above written.

**SELLER:**

By: W. Crist Coover  
W. Crist Coover

By: Daniel A. Coover  
Daniel A. Coover

By: David F. Coover  
David F. Coover

**PURCHASER:**

**MATRIX SHIPPENSBURG LOT 11  
AND 12, LLC**

By: Taylor/Epstein Investment Fund,  
L.L.C., its Manager

By: [Signature]  
Name: Donald M. Epstein  
Title: Manager

Agreement of Title Company

Title Company hereby agrees to hold and disburse the Down Payment in accordance with the terms of Exhibit C of this Agreement.

**TITLE INSURER:**

**FIRST AMERICAN TITLE  
INSURANCE COMPANY**

By: \_\_\_\_\_  
Name:  
Title:



IN WITNESS WHEREOF, the undersigned, intending to be legally bound hereby, have executed this Agreement as of the day and year first above written.

**SELLER:**

By: W. Crist Coover  
W. Crist Coover

By: Daniella Coover  
Daniel A. Coover

By: David F. Coover  
David F. Coover

**PURCHASER:**

**MATRIX SHIPPENSBURG LOT 11  
AND 12, LLC**

By: Taylor/Epstein Investment Fund,  
L.L.C., its Manager

By: \_\_\_\_\_  
Name: Donald M. Epstein  
Title: Manager

Agreement of Title Company

Title Company hereby agrees to hold and disburse the Down Payment in accordance with the terms of Exhibit C of this Agreement.

**TITLE INSURER:**

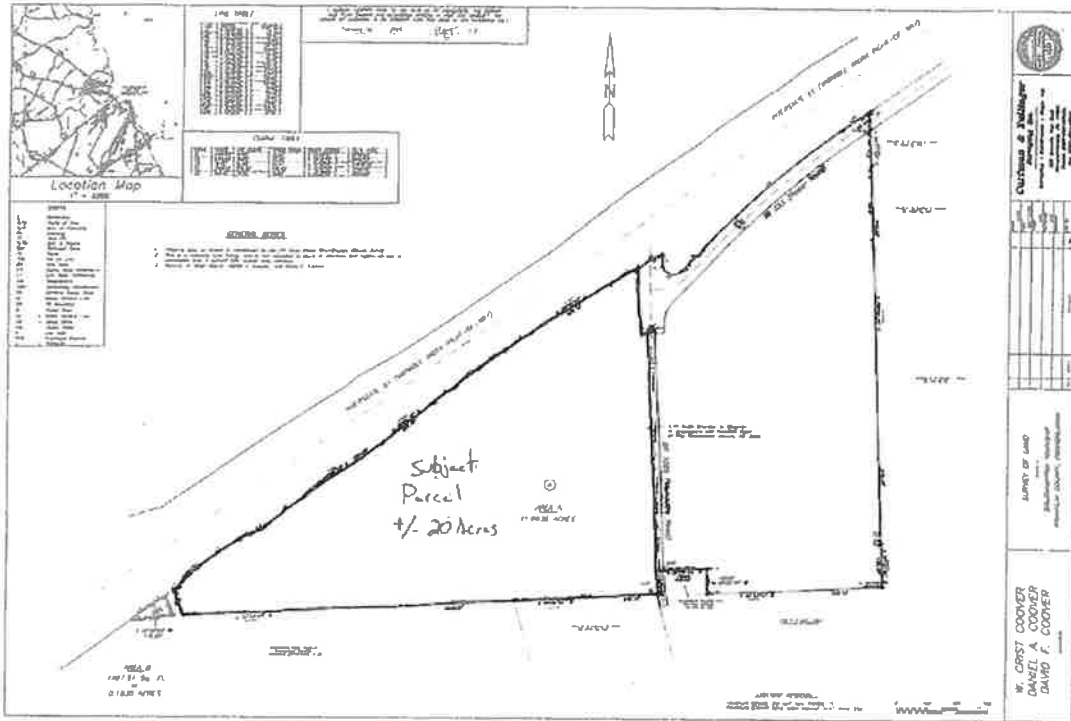
**FIRST AMERICAN TITLE  
INSURANCE COMPANY**

By: Alan M. Gottlieb  
Name: Alan M. Gottlieb  
Title: Vice President & Special Counsel

---

**EXHIBIT A**  
**LEGAL DESCRIPTION OF PARENT TRACT**  
**INTENTIONALLY BLANK**

# EXHIBIT B CONCEPT PLAN









COUNTY OF FRANKLIN  
RECORDER OF DEEDS  
Linda Miller, Recorder  
Courthouse 157 Lincoln Way East  
Chambersburg, PA 17201  
Phone: (717) 261-3872

\* RETURN DOCUMENT TO:  
DENNIS E BLACK ENGINEERING  
INC

Instrument Number - 202009910  
Recorded On 5/28/2020 At 3:25:10 PM

\* Instrument Type - PLAN - PLOT

Invoice Number - 214689      User ID - JRH

\* Total Pages - 3

\* Grantor - CUMBERLAND VALLEY REGIONAL DEVELOPMENT CORPORATION

\* Grantee - CUMBERLAND VALLEY REGIONAL DEVELOPMENT CORPORATION

\* FEEs

COUNTY RECORDING FEE	\$80.00
COUNTY IMPROVEMENT FEE	\$2.00
ROD IMPROVEMENT FEE	\$3.00
TOTAL PAID	\$85.00

This is a certification page

**DO NOT DETACH**

This page is now part  
of this legal document.

COPY

Franklin County UPI Verification  
UPI Verified On May 28, 2020 By BMS

I hereby CERTIFY that this document is  
recorded in the Recorder of Deeds Office  
of Franklin County, Pennsylvania.

Linda Miller  
Recorder of Deeds



\* - Information denoted by an asterisk may change during  
the verification process and may not be reflected on this page.



369 East Park Drive  
 Harrisburg, PA 17111  
 717.564.1121  
 www.hrg-inc.com



June 1, 2022

Southampton Board of Supervisors  
 Southampton Township, Franklin County  
 705 Municipal Drive  
 Shippensburg, Pennsylvania 17257

**Re: Trip Generation Assessment  
 Matrix Shippensburg Lots 11 & 12**

Dear Supervisors:

Matrix Shippensburg Lots 11 and 12, LLC is planning to construct warehousing on Lots 11 and 12 of the United Business Park. These parcels were previously studied in the Traffic Impact Study (TIS) completed for the overall United Business Park development. Herbert, Rowland, and Grubic, Inc. (HRG) has prepared a trip generation assessment that compares the traffic volumes at the intersection of Route 696 and United Drive/ I-81 NB Off-Ramp from this approved United Business Park TIS to the currently projected traffic volumes. Several individual parcels have already been developed or approved for development; this assessment considers traffic from those parcels in addition to the proposed Lot 11/12 Warehouse.

**Trip Generation Comparison**

Table 1 below shows the projected intersection volumes at Route 696 and United Drive/ I-81 NB Off-Ramp (including the traffic volumes from the proposed 900,000 SF warehouse on Lots 11 and 12) compared to the volumes from the approved United Business Park TIS.

<b>Table 1 - Total Projected Traffic Volumes</b>								
Time Period	* Total Intersection Volumes for Sheetz, Matrix Lot 6 & Lot 7 Manufacturing	** Projected Volumes for Lot 8 of the United Business Park	** Projected Volumes for Lot 10 of the United Business Park	*** Projected Volumes for Revised Lot 1A & 1B- Matrix Realty	**** Projected Volumes for Lots 11 & 12 Matrix Realty	Total Projected Intersection Volumes for Sheetz and Lots 1A/1B/6/7/8/10/11/12	Projected Intersection Volumes from United Business Park TIS	Percent Difference
AM Peak Hour	597	78	62	330	132	1,199	1,260	-5%
PM Peak Hour	963	81	67	337	134	1,582	1,597	-1%

**Note:** Traffic projections include all development constructed, approved or proposed along United Drive  
 \* Existing count volumes completed while Sheetz, Lot 6 and Lot 7 were operational in February 2022. Counts were also completed at the 3 construction entrances along United Drive. The EBR and NBL movements at the construction entrances were subtracted from the total intersection volume at Route 696 and United Drive/I-81 NB Off-Ramp.  
 \*\* Trip generation based on Trip Generation Assessment prepared by Grove Miller for Lot 10, attached.  
 \*\*\* Trip generation based on ITE Trip Generation Manual, 10<sup>th</sup> Edition, using Land Use 150 based on square feet.  
 \*\*\*\* Trip generation based on ITE Trip Generation Manual, 11<sup>th</sup> Edition, using Land Use 150 based on square feet.

**It is shown on the table above that both the AM and PM peak hour trips are anticipated to remain under what was projected in the United Business Park TIS.** This table assumes that all United Business Park traffic will utilize the Route 696/United Drive intersection.

### **Mainsville Road Connection**

Though not required for this development, the Township has requested that United Drive be extended to Mainsville Road. Once the proposed connection from the United Business Park to Mainsville Road (SR 1005) is constructed, total volumes at the Route 696/United Drive intersection will be impacted, as follows:

- Some northbound and southbound through volumes will reroute to use United Drive as a cut-through road. This will re-allocate the existing traffic from Route 696 onto United Drive but will not affect the total volumes at this intersection.
- Vehicles that are currently accessing the I-81 interchange from the north along Route 696 may re-route along Mainsville Road/United Drive to access the interchange, particular vehicles originating along Mainsville Road and/or Peiper Road. Based on traffic counts at surrounding roadways and intersections, it is estimated that 18 vehicles would re-route during the AM peak hour and 17 vehicles during the PM peak hour. This would increase the volume at the Route 696/United Drive intersection by 18 vehicles during the AM peak hour and 17 vehicles during the PM peak hour.
- Traffic from the United Business Park (existing development, previously-approved buildings and proposed Lots 11/12 Warehouse) will now have the ability to access the site without using the Route 696/United Drive intersection. Assuming 10% of site traffic uses the Mainsville Road access instead of the Route 696 access, traffic volumes at the Route 696/United Drive intersection would decrease by approximately 70 vehicles in the AM peak hour and 90 vehicles during the PM peak hour.

With the extension of United Drive to Mainsville Road, the intersection of Route 696/United Drive is projected to have a net decrease in total traffic, primarily due to development traffic having direct access to Mainsville Road without using Route 696. **The intersection is projected to experience a net decrease of approximately 50 vehicles in the AM peak hour and 70 vehicles in the PM peak hour.** Accordingly, traffic volumes at the intersection would be substantially below the threshold analyzed in the original United Business Park TIS.

### **Emergency Access Driveway**

Consideration was given to the provision of an emergency access for the Lot11/12 Warehouse development. Primary access for the site is provided via the Route 696/United Drive intersection, with secondary access from the United Drive/Mainsville Road intersection. The warehouse will have two separate driveways along United Drive. With the redundancy of access locations, there is no location where a single roadway/driveway blockage would preclude access to/from the warehouse; accordingly, a separate emergency access is not necessary. Access is proposed solely from the two driveways along United Drive, which will extend from Route 696 to Mainsville Road.

Please feel free to reach out with any questions.

Sincerely,

HERBERT, ROWLAND & GRUBIC, INC.



Eric J. Stump, PE, PTOE

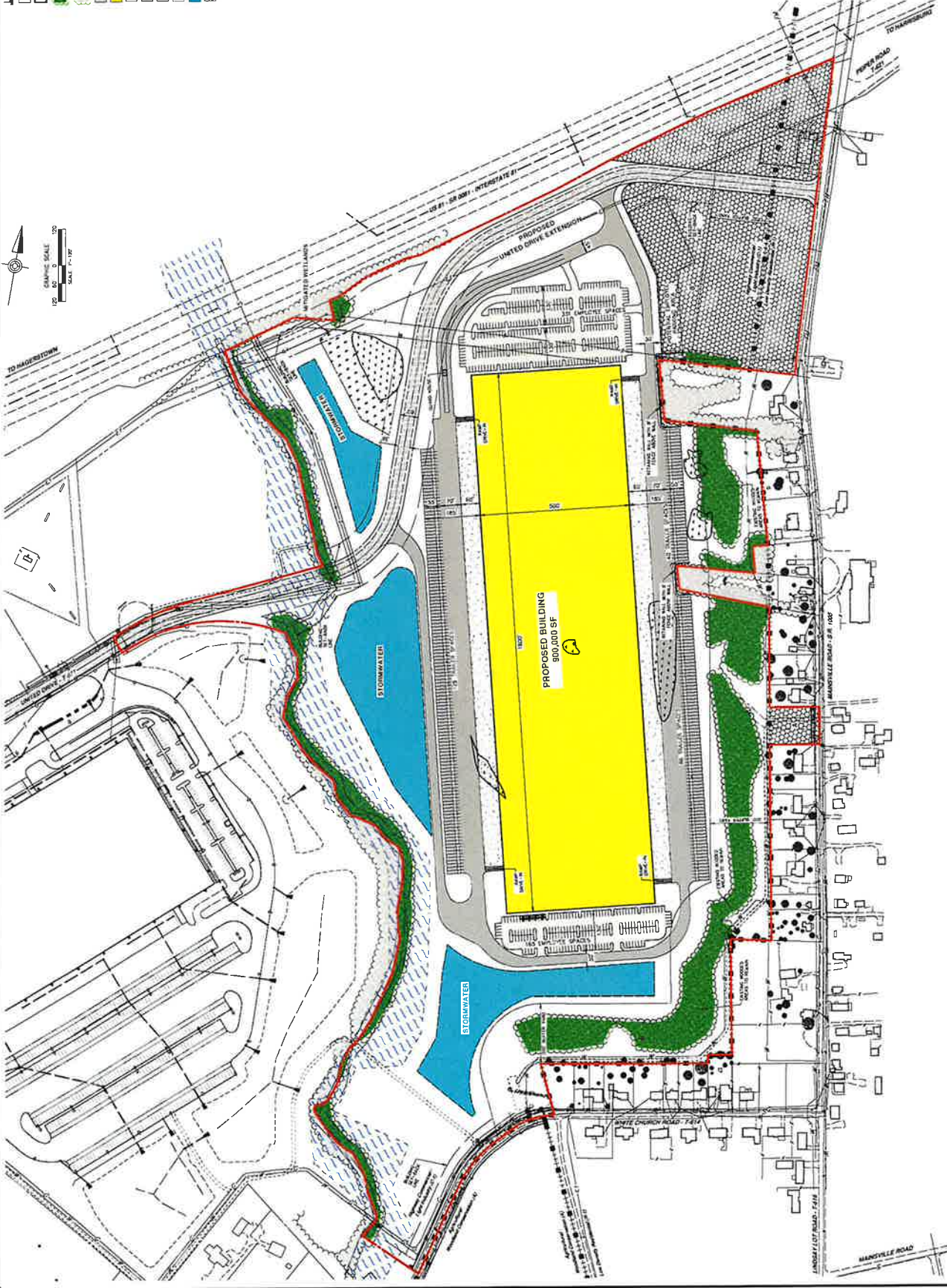
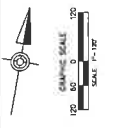
Team Leader | Transportation

ZRY/EJS

R007448.0435



- LEGEND**
- 1:1000 PLAN
  - ZONING #1 LAND
  - EXISTING WOODS AREAS TO REMAIN (ON PROPERTY)
  - EXISTING WOODS AREAS TO REMAIN (OFF PROPERTY)
  - PUBLIC ROADWAY
  - WALKING
  - CONCRETE PAVING
  - HEAVY DUTY PAVING
  - LIGHT DUTY PAVING
  - BUFFER YARD
  - STORMWATER BANK
  - STORMWATER BASIN
  - USE AREAS MAY BE DOWNGRADED FROM THE DISTRICT USE OR THIS CONCEPTUAL USE APPROVAL
  - AREA A - 10,838 SF = 0.41 ACRES
  - AREA B - 10,260 SF = 0.37 ACRES
  - AREA C - 14,827 SF = 0.53 ACRES



PROJECT NO. - 15B	DATE - 10/22/23
REVISION - 001	SHEET NO. - 2
DATE - 10/22/23	OF - 5
PROJECT NO. - 15B	PROJECT NAME - CU2-1

CONCEPTUAL SITE PLAN  
FOR  
MATRIX SHIPPENSBURG LOTS 11 AND 12, LLC  
SOUTHAMPTON, TENNESSEE

MATRIX SHIPPENSBURG LOTS 11 AND 12, LLC  
CN4000 FORSGATE DRIVE  
CRANFORD, NJ 08512  
732-321-2000/HRG

**HRG**  
ARCHITECTURE & ENGINEERING  
AN AMEC-FOSTER WHEELER COMPANY

207 Great Lane  
Cranford, NJ 08512  
732-321-2000  
Anyting@hr.com  
www.hrg.com

REVISION	DATE	BY







www.TSTData.com  
184 Baker Rd

Franklin County, PA  
Olde Scotland Rd & United  
Dr/I81 NB Off Ramp  
Wednesday, February 16, 2022  
Location: 40.013767, -77.53432

Coatesville, Pennsylvania, United States 19320  
610-466-1469  
Serving Transportation Professionals Since 1995

Count Name: Olde Scotland Rd  
& United Dr/I-81 NB Off Ramp  
Site Code:  
Start Date: 02/16/2022  
Page No: 3

### Turning Movement Peak Hour Data (7:15 AM)

Start Time	I-81 NB Off Ramp Eastbound						United Dr Westbound						Olde Scotland Rd Northbound						Olde Scotland Rd Southbound						Int. Total
	Left	Thru	Right	Right on Red	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total		
7:15 AM	59	11	1	4	0	75	0	6	5	0	0	11	34	1	0	0	0	35	8	9	0	0	17	138	
7:30 AM	75	13	4	2	0	94	1	14	7	0	0	22	35	0	0	0	0	35	17	14	0	0	31	182	
7:45 AM	78	5	4	4	0	91	0	13	7	0	0	20	35	0	2	0	0	37	12	13	0	0	25	173	
8:00 AM	45	4	1	4	0	54	1	13	9	0	0	23	31	0	0	0	0	31	10	13	0	0	23	131	
<b>Total</b>	<b>257</b>	<b>33</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>314</b>	<b>2</b>	<b>46</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>135</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>47</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>624</b>	
Approach %	81.8	10.5	3.2	4.5	-	-	2.6	60.5	36.8	0.0	-	-	97.8	0.7	1.4	0.0	-	-	49.0	51.0	0.0	-	-	-	
Total %	41.2	5.3	1.6	2.2	-	50.3	0.3	7.4	4.5	0.0	-	12.2	21.6	0.2	0.3	0.0	-	22.1	7.5	7.9	0.0	-	15.4	-	
PHF	0.824	0.635	0.625	0.875	-	0.835	0.500	0.821	0.778	0.000	-	0.826	0.964	0.250	0.250	0.000	-	0.932	0.691	0.875	0.000	-	0.774	0.857	
Lights	234	29	7	7	-	277	1	25	18	0	-	44	126	0	2	0	-	128	39	36	0	-	75	524	
% Lights	91.1	87.9	70.0	50.0	-	88.2	50.0	54.3	64.3	-	-	57.9	93.3	0.0	100.0	-	-	92.8	83.0	73.5	-	-	78.1	84.0	
Buses	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	-	1	2	
% Buses	0.4	0.0	0.0	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	2.0	-	-	1.0	0.3	
Trucks	22	4	3	7	-	36	1	21	10	0	-	32	9	1	0	0	-	10	8	12	0	-	20	98	
% Trucks	8.6	12.1	30.0	50.0	-	11.5	50.0	45.7	35.7	-	-	42.1	6.7	100.0	0.0	-	-	7.2	17.0	24.5	-	-	20.8	15.7	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Note: Construction traffic from the current warehouse construction used this intersection during the count. The construction access were counted to determine 19 entering and 8 exiting construction vehicles during the AM Peak Hour. The raw count data has been adjusted to account for this traffic. 624-27=597 total vehicles at the intersection during the AM Peak Hour.



www.TSTData.com  
184 Baker Rd

Coatesville, Pennsylvania, United States 19320  
610-466-1469  
Serving Transportation Professionals Since 1995

Franklin County, PA  
Olde Scotland Rd & United  
Dr/I81 NB Off Ramp  
Wednesday, February 16, 2022  
Location: 40.013767, -77.53432

Count Name: Olde Scotland Rd  
& United Dr/I-81 NB Off Ramp  
Site Code:  
Start Date: 02/16/2022  
Page No: 5

### Turning Movement Peak Hour Data (3:30 PM)

Start Time	I-81 NB Off Ramp Eastbound						United Dr Westbound						Olde Scotland Rd Northbound						Olde Scotland Rd Southbound						Int. Total
	Left	Thru	Right	Right on Red	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total		
3:30 PM	89	19	8	4	0	120	9	41	26	0	0	76	33	2	0	0	0	35	23	25	0	0	48	279	
3:45 PM	93	35	9	6	0	143	0	20	9	0	0	29	38	0	0	0	0	38	18	29	0	0	47	257	
4:00 PM	78	12	12	7	0	109	4	14	28	0	0	46	38	1	0	0	0	39	21	22	0	0	43	237	
4:15 PM	91	8	5	3	0	107	5	39	14	0	0	58	44	1	1	0	0	46	19	19	0	0	38	249	
<b>Total</b>	<b>351</b>	<b>74</b>	<b>34</b>	<b>20</b>	<b>0</b>	<b>479</b>	<b>18</b>	<b>114</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>209</b>	<b>153</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>158</b>	<b>81</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>176</b>	<b>1022</b>	
Approach %	73.3	15.4	7.1	4.2	-	-	8.6	54.5	36.8	0.0	-	-	96.8	2.5	0.6	0.0	-	-	46.0	54.0	0.0	-	-	-	
Total %	34.3	7.2	3.3	2.0	-	46.9	1.8	11.2	7.5	0.0	-	20.5	15.0	0.4	0.1	0.0	-	15.5	7.9	9.3	0.0	-	-	17.2	
PHF	0.944	0.529	0.708	0.714	-	0.837	0.500	0.695	0.688	0.000	-	0.688	0.869	0.500	0.250	0.000	-	0.859	0.880	0.819	0.000	-	-	0.917	
Lights	324	71	27	20	-	442	16	100	72	0	-	188	146	4	1	0	-	151	67	86	0	-	-	153	
% Lights	92.3	95.9	79.4	100.0	-	92.3	88.9	87.7	93.5	-	-	90.0	95.4	100.0	100.0	-	-	95.6	82.7	90.5	-	-	-	86.9	
Buses	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	2	0	0	-	-	2	
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.7	0.0	0.0	-	-	0.6	2.5	0.0	-	-	-	1.1	
Trucks	27	3	7	0	-	37	2	14	5	0	-	21	6	0	0	0	-	6	12	9	0	-	-	21	
% Trucks	7.7	4.1	20.6	0.0	-	7.7	11.1	12.3	6.5	-	-	10.0	3.9	0.0	0.0	-	-	3.8	14.8	9.5	-	-	-	11.9	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Note: Construction traffic from the current warehouse construction used this intersection during the count. The construction access were counted to determine 5 entering and 54 exiting construction vehicles during the PM Peak Hour. The raw count data has been adjusted to account for this traffic. 1022-59=963 total vehicles at the intersection during the PM Peak Hour.









<b>Construction Vehicle Volumes</b>				
	7:15 - 8:15 AM		3:30 - 4:30 PM	
	Enter	Exit	Enter	Exit
West Construction Entrance	15	4	5	48
Center Construction Entrance	0	0	0	1
East Construction Entrance	4	4	0	5
<b>Total</b>	<b>19</b>	<b>8</b>	<b>5</b>	<b>54</b>

<b>Route 696 &amp; I-81 NB Off Ramp/United Dr Volumes</b>				
Movement	AM Peak Hour	AM % of Enter/Exit	PM Peak Hour	PM % of Enter/Exit
EBT	33	33/83 = <b>40%</b>	74	76/160 = <b>46%</b>
NBR	3	3/83 = <b>3%</b>	5	5/160 = <b>3%</b>
SBL	47	47/83 = <b>57%</b>	81	81/160 = <b>51%</b>
<b>Total Entering</b>	<b>83</b>	-	<b>160</b>	-
WBL	2	2/76 = <b>3%</b>	18	18/209 = <b>9%</b>
WBR	74	74/76 = <b>97%</b>	191	191/209 = <b>91%</b>
<b>Total Exiting</b>	<b>76</b>	-	<b>209</b>	-

<b>Construction Vehicles Trip Distribution</b>		
Movement	AM Peak Hour	PM Peak Hour
EBT	19*40% = <b>7</b>	5*46% = <b>2</b>
NBR	19*3% = <b>1</b>	5*3% = <b>0</b>
SBL	19*57% = <b>11</b>	5*51% = <b>3</b>
WBL	8*3% = <b>0</b>	54*9% = <b>5</b>
WBR	8*97% = <b>8</b>	54*91% = <b>49</b>

<b>Route 696 &amp; I-81 NB Off Ramp/United Dr Volumes Excluding Construction Vehicles</b>		
Movement	AM Peak Hour	PM Peak Hour
EBT	33-7 = <b><u>26</u></b>	74-2 = <b><u>72</u></b>
NBR	3-1 = <b><u>2</u></b>	5-0 = <b><u>5</u></b>
SBL	47-11 = <b><u>36</u></b>	81-3 = <b><u>78</u></b>
WBL	2-0 = <b><u>2</u></b>	18-5 = <b><u>13</u></b>
WBR	74-8 = <b><u>66</u></b>	191-49 = <b><u>142</u></b>



**GREGORY E. CREASY, P.E.**, Principal Traffic Engineer  
**JAY E. STATES, P.E.**, Principal Traffic Engineer

4800 Linglestown Road, Suite 307  
Harrisburg, PA 17112  
Telephone: (717) 545-3636  
www.grovemiller.com

June 11, 2020

Stephen Christian  
Executive Director  
Chambersburg Area Development Corporation  
100 Lincoln Way East, Suite A  
Chambersburg, PA 17201

Re: Trip Generation Assessment  
Lot 10 - United Business Park  
Southampton Township, Franklin County

Dear Mr. Christian:

Grove Miller Engineering, Inc. has prepared a trip generation assessment for the proposed Lot 10 manufacturing facility within United Business Park. United Business Park is located east of Interstate 81 at Exit 24 in Southampton Township, Franklin County. This letter report has been prepared to document the trip generation potential of the proposed manufacturing facility with respect to the trip generation projections used in the Traffic Impact Studies (TIS) for United Business Park.

**Proposed Site Land Use**

The proposed Lot 10 manufacturing facility is located within the United Business Park Site. The proposed manufacturing facility will be 100,000 square feet in building size. Access to the manufacturing facility will be via two (2) driveways onto United Drive. Trip generation calculation worksheets are attached.

**Previous Traffic Impact Studies**

Updated peak hour traffic counts were conducted at the intersection of Olde Scotland Road/I-81 Northbound Ramp/United Drive in November 2019. The traffic counts were conducted to establish a new baseline for traffic volume projections for United Business Park. When the traffic counts were performed, the Sheetz Convenience Store, United Business Park Lot 6 (Matrix), and United Business Park Lot 7 (manufacturing) were operational.

In addition, Trip Generation Assessment Letter Reports were submitted for Matrix - Lot 1 (dated October 16, 2015), Lot 7 Manufacturing (August 11, 2016), and Lot 8

warehouse (July 31, 2019). Table 1, which is attached, provides a summary of the projected traffic volumes at the intersection of Olde Scotland Road/I-81 Northbound Ramp/United Drive during the AM and PM peak hours.

### Opinions

- The Lot 10 manufacturing facility has the potential to generate 62 trips during the AM peak hour, and 67 trips during the PM peak hour.
- Projected traffic volumes at the intersection of Olde Scotland Road/I-81 Northbound Ramp/United Drive with the Sheetz Convenience Store, Lot 6, Lot 7, Lot 1, Lot 8, and the proposed Lot 10 manufacturing facility are less than the projected traffic volumes accounted for in the Traffic Impact Study for United Business Park.
- The traffic analyses and improvement recommendations documented in the Traffic Impact Study for United Business Park remain valid.

Please give me a call if you have questions relative to the materials provided herein, or if you need anything additional.

Sincerely,



Gregory E. Creasy, P.E.  
Senior Traffic Engineer

### Attachments

GEC/me  
FILE: E:\March 19\_2020 Backup\764\_02\corres\trip generation letter lot 10.wpd

Table 1. United Drive Traffic Volume Summary:  
Intersection of Olde Scotland Road/I-81 Northbound Ramp/United Drive

Time Period	Existing Count Volumes w/ Sheetz, Lot 6 (Matrix), & Lot 7 (Manufacturing) Operational	Additional Intersection Volumes for Lot 1 Warehouse	Additional Intersection Volumes for Lot 8 Warehouse	Additional Intersection Volumes for Lot 10 Manufacturing	Projected Intersection Volumes with Sheetz and Lots 1, 6, 7, 8, & 10	Projected Intersection Volumes from United Business Park TIS	Percent Difference
AM Peak Hour	720	183	78	62	1,043	1,260	-17%
PM Peak Hour	952	190	84	67	1,293	1,597	-19%

Note: Existing count volumes include trips entering and exiting United Drive during the peak hour.

**AM Peak - Trip Distribution and Assignment (2924 KSF)**

JOB NAME: Matrix Property TIS  
 JOB NUMBER: 7448.0433  
 ANALYST: JBL  
 DATE: 08/05/20

NEW TRIPS (ENTER):	289
NEW TRIPS (EXIT):	87
NEW TRIPS (TOTAL):	376

TOTAL TRUCKS = .02*1000 SQ FT AREA	58		
NEW CAR TRIPS (ENTER):	259	TRUCKS TRIPS (ENTER):	30
NEW CAR TRIPS (EXIT):	59	TRUCK TRIPS (EXIT):	28
NEW CAR TRIPS (TOTAL):	318	TRUCK TRIPS (TOTAL):	58

INTERSECTION #1: Route 696 and I-81 NB Off Ramp / United Business Park Dwy  
 INTERSECTION #2: Route 696 and I-81 NB On Ramp  
 INTERSECTION #3: Route 696 and I-81 SB On Ramp / I-81 SB Off Ramp  
 INTERSECTION #4: Route 696 and Private Dwy

INTERSECTION	MOVEMENT	NEW CAR DISTRIBUTION (INBOUND)	NEW CAR DISTRIBUTION (OUTBOUND)	NEW CAR TRIPS	TRUCK TRIP DISTRIBUTION (INBOUND)	TRUCK TRIP DISTRIBUTION (OUTBOUND)	NEW TRUCK TRIPS	TOTAL SITE TRIPS
INTERSECTION #1 Route 696 and I-81 NB Off Ramp / United Business Park Dwy	EBL	0%	0%	0	0%	0%	0	0
	EBT	17%	0%	44	15%	0%	5	49
	EBR	8%	0%	21	25%	0%	8	29
	WBL	0%	0%	0	0%	0%	0	0
	WBT	0%	0%	0	0%	0%	0	0
	WBR	0%	59%	35	0%	38%	11	46
	NBL	0%	0%	0	0%	0%	0	0
	NBT	0%	26%	15	0%	62%	17	32
	NBR	0%	0%	0	0%	0%	0	0
	SBL	42%	0%	109	23%	0%	7	116
	SBT	18%	0%	47	37%	0%	11	58
SBR	0%	0%	0	0%	0%	0	0	
OVERALL		85%	85%	271	100%	100%	59	330
INTERSECTION #2: Route 696 and I-81 NB On Ramp	EBL	0%	0%	0	0%	0%	0	0
	EBT	0%	0%	0	0%	0%	0	0
	EBR	0%	0%	0	0%	0%	0	0
	WBL	0%	0%	0	0%	0%	0	0
	WBT	0%	0%	0	0%	0%	0	0
	WBR	0%	0%	0	0%	0%	0	0
	NBL	0%	0%	0	0%	0%	0	0
	NBT	0%	60%	35	0%	60%	17	52
	NBR	0%	25%	15	0%	40%	11	26
	SBL	0%	0%	0	0%	0%	0	0
	SBT	60%	0%	155	40%	0%	12	167
SBR	0%	0%	0	0%	0%	0	0	
OVERALL		60%	85%	205	40%	100%	40	245
INTERSECTION #3: Route 696 and I-81 SB On Ramp / I-81 SB Off Ramp	EBL	0%	0%	0	0%	0%	0	0
	EBT	0%	0%	0	0%	0%	0	0
	EBR	0%	0%	0	0%	0%	0	0
	WBL	25%	0%	65	40%	0%	12	77
	WBT	0%	0%	0	0%	0%	0	0
	WBR	0%	0%	0	0%	0%	0	0
	NBL	0%	25%	15	0%	60%	17	32
	NBT	0%	35%	21	0%	0%	0	21
	NBR	0%	0%	0	0%	0%	0	0
	SBL	0%	0%	0	0%	0%	0	0
	SBT	35%	0%	91	0%	0%	0	91
SBR	0%	0%	0	0%	0%	0	0	
OVERALL		60%	60%	192	40%	60%	29	221
INTERSECTION #4: Route 696 and Private Dwy	EBL	0%	0%	0	0%	0%	0	0
	EBT	0%	0%	0	0%	0%	0	0
	EBR	0%	0%	0	0%	0%	0	0
	WBL	0%	15%	9	0%	0%	0	9
	WBT	0%	0%	0	0%	0%	0	0
	WBR	0%	26%	15	0%	62%	17	32
	NBL	0%	0%	0	0%	0%	0	0
	NBT	0%	0%	0	0%	0%	0	0
	NBR	15%	0%	39	0%	0%	0	39
	SBL	26%	0%	67	62%	0%	19	86
	SBT	0%	0%	0	0%	0%	0	0
SBR	0%	0%	0	0%	0%	0	0	
OVERALL		41%	41%	130	62%	62%	36	166

**PM Peak - Trip Distribution and Assignment (2924 KSF)**

JOB NAME: Matrix Property TIS  
 JOB NUMBER: 7448\_0433  
 ANALYST: JBL  
 DATE: 08/05/20

NEW TRIPS (ENTER):	102
NEW TRIPS (EXIT):	277
NEW TRIPS (TOTAL):	379

TOTAL TRUCKS = .03*1000 SQ FT AREA		88
NEW CAR TRIPS (ENTER):	56	TRUCKS TRIPS (ENTER): 46
NEW CAR TRIPS (EXIT):	235	TRUCK TRIPS (EXIT): 42
NEW CAR TRIPS (TOTAL):	291	TRUCK TRIPS (TOTAL): 88

INTERSECTION #1: Route 696 and I-81 NB Off Ramp / United Business Park Dwy  
 INTERSECTION #2: Route 696 and I-81 NB On Ramp  
 INTERSECTION #3: Route 696 and I-81 SB On Ramp / I-81 SB Off Ramp  
 INTERSECTION #4: Route 696 and Private Dwy

INTERSECTION	MOVEMENT	NEW CAR DISTRIBUTION (INBOUND)	NEW CAR DISTRIBUTION (OUTBOUND)	NEW CAR TRIPS	TRUCK TRIP DISTRIBUTION (INBOUND)	TRUCK TRIP DISTRIBUTION (OUTBOUND)	NEW TRUCK TRIPS	TOTAL SITE TRIPS
INTERSECTION #1: Route 696 and I-81 NB Off Ramp / United Business Park Dwy	EBL	0%	0%	0	0%	0%	0	0
	EBT	17%	0%	10	15%	0%	7	17
	EBR	8%	0%	4	25%	0%	12	16
	WBL	0%	0%	0	0%	0%	0	0
	WBT	0%	0%	0	0%	0%	0	0
	WBR	0%	59%	139	0%	38%	16	155
	NBL	0%	0%	0	0%	0%	0	0
	NBT	0%	26%	61	0%	62%	26	87
	NBR	0%	0%	0	0%	0%	0	0
	SBL	42%	0%	24	23%	0%	11	35
	SBT	18%	0%	10	37%	0%	17	27
	SBR	0%	0%	0	0%	0%	0	0
OVERALL		85%	85%	248	100%	100%	89	337
INTERSECTION #2: Route 696 and I-81 NB On Ramp	EBL	0%	0%	0	0%	0%	0	0
	EBT	0%	0%	0	0%	0%	0	0
	EBR	0%	0%	0	0%	0%	0	0
	WBL	0%	0%	0	0%	0%	0	0
	WBT	0%	0%	0	0%	0%	0	0
	WBR	0%	0%	0	0%	0%	0	0
	NBL	0%	0%	0	0%	0%	0	0
	NBT	0%	60%	141	0%	60%	25	166
	NBR	0%	25%	59	0%	40%	17	76
	SBL	0%	0%	0	0%	0%	0	0
	SBT	60%	0%	34	40%	0%	18	52
	SBR	0%	0%	0	0%	0%	0	0
OVERALL		60%	85%	234	40%	100%	60	294
INTERSECTION #3: Route 696 and I-81 SB On Ramp / I-81 SB Off Ramp	EBL	0%	0%	0	0%	0%	0	0
	EBT	0%	0%	0	0%	0%	0	0
	EBR	0%	0%	0	0%	0%	0	0
	WBL	25%	0%	14	40%	0%	18	32
	WBT	0%	0%	0	0%	0%	0	0
	WBR	0%	0%	0	0%	0%	0	0
	NBL	0%	25%	59	0%	60%	25	84
	NBT	0%	35%	82	0%	0%	0	82
	NBR	0%	0%	0	0%	0%	0	0
	SBL	0%	0%	0	0%	0%	0	0
	SBT	35%	0%	20	0%	0%	0	20
	SBR	0%	0%	0	0%	0%	0	0
OVERALL		60%	60%	175	40%	60%	43	218
INTERSECTION #4: Route 696 and Private Dwy	EBL	0%	0%	0	0%	0%	0	0
	EBT	0%	0%	0	0%	0%	0	0
	EBR	0%	0%	0	0%	0%	0	0
	WBL	0%	15%	35	0%	0%	0	35
	WBT	0%	0%	0	0%	0%	0	0
	WBR	0%	26%	61	0%	62%	26	87
	NBL	0%	0%	0	0%	0%	0	0
	NBT	0%	0%	0	0%	0%	0	0
	NBR	15%	0%	8	0%	0%	0	8
	SBL	26%	0%	15	62%	0%	29	44
	SBT	0%	0%	0	0%	0%	0	0
	SBR	0%	0%	0	0%	0%	0	0
OVERALL		41%	41%	119	62%	62%	55	174

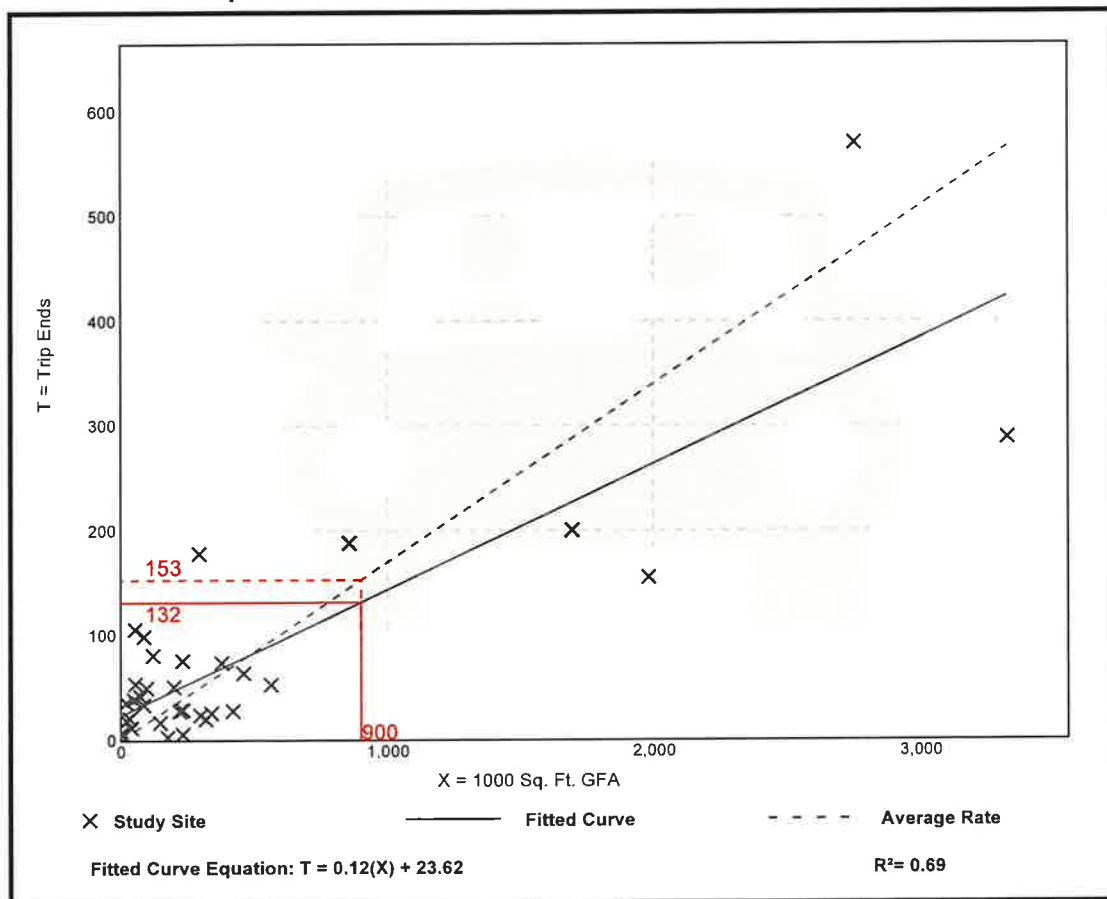
## Warehousing (150)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 36  
 Avg. 1000 Sq. Ft. GFA: 448  
 Directional Distribution: 77% entering, 23% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

### Data Plot and Equation



Trip Gen Manual, 11th Edition

● Institute of Transportation Engineers

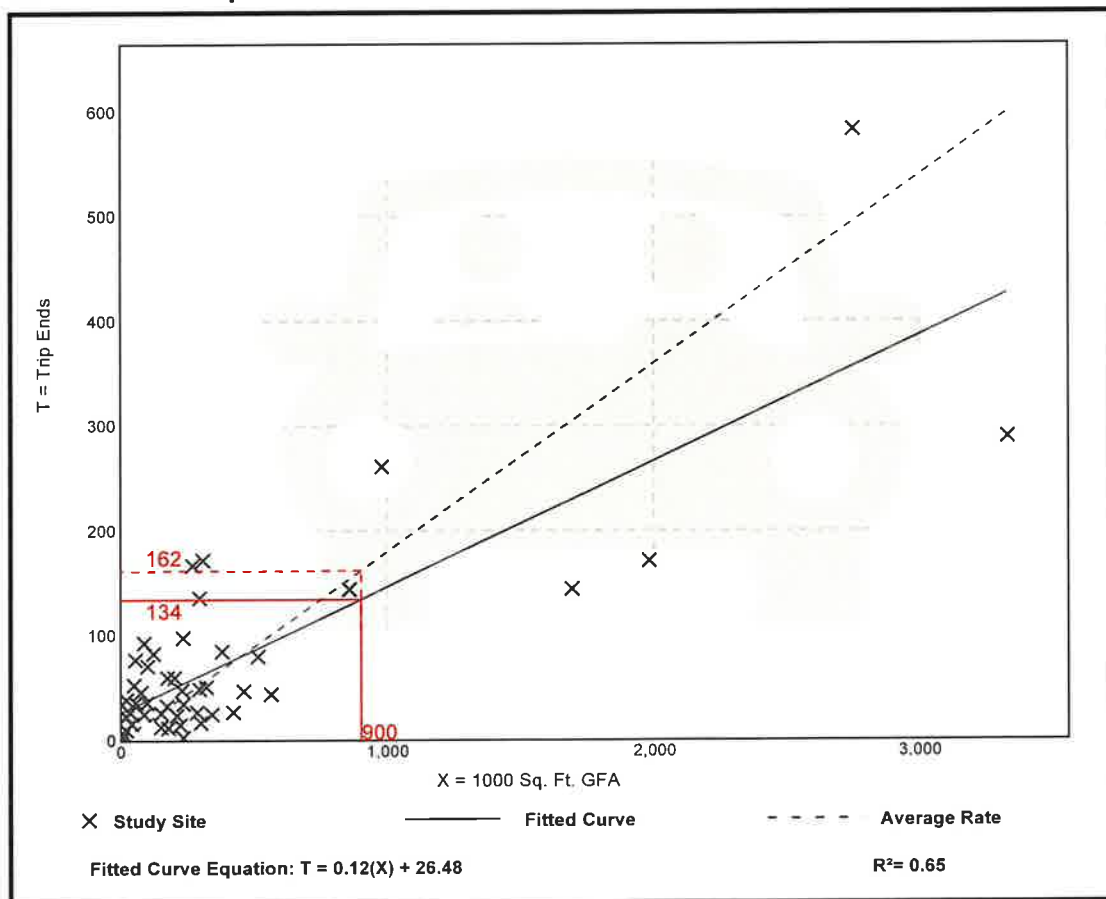
## Warehousing (150)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 49  
 Avg. 1000 Sq. Ft. GFA: 400  
 Directional Distribution: 28% entering, 72% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

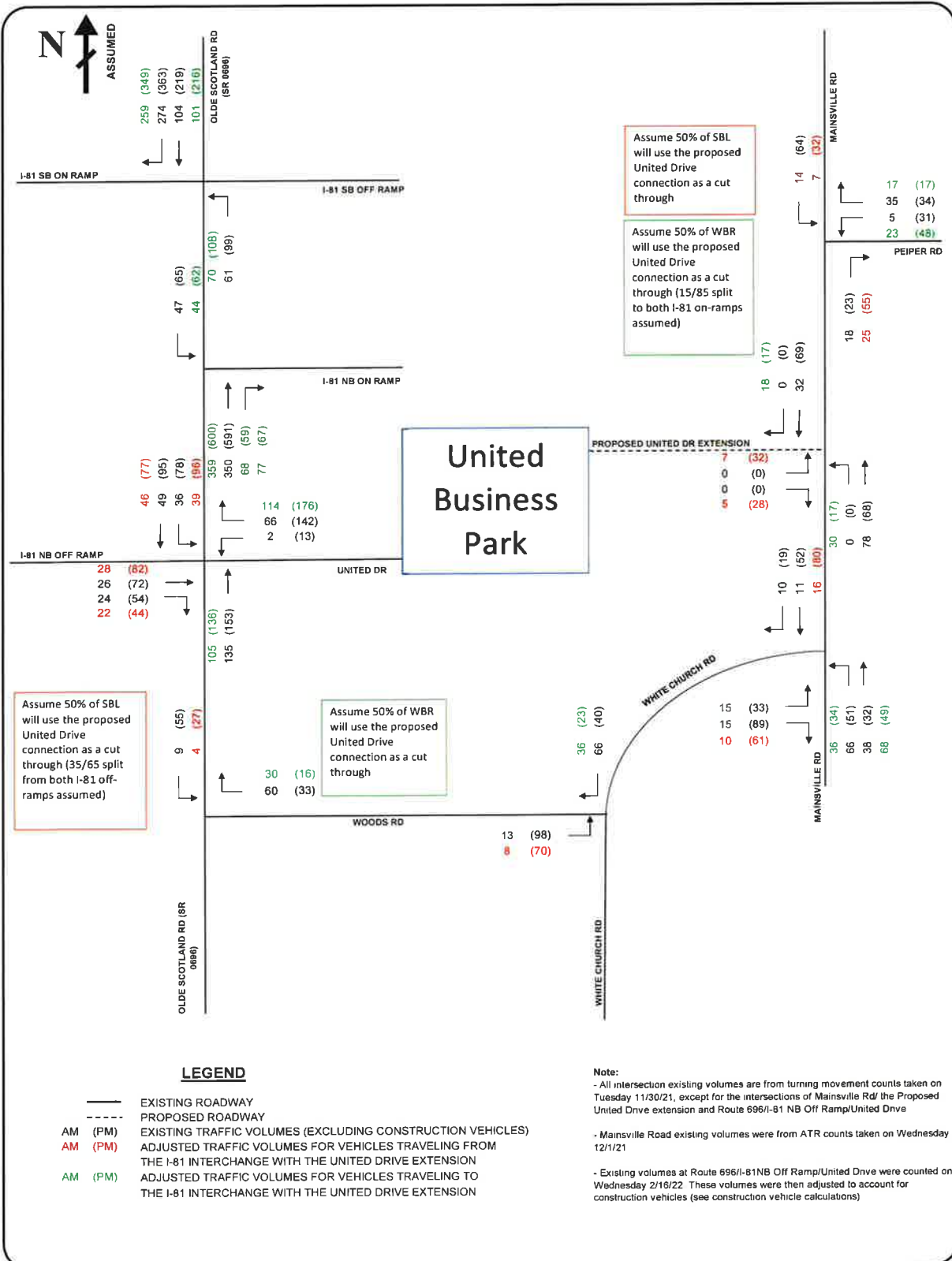
Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

### Data Plot and Equation



*Trip Gen Manual, 11th Edition*

● Institute of Transportation Engineers



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369 East Park Drive  
 Harrisburg, PA 17111  
 Ph: (717) 564-1121  
 Fax (717) 564-1158  
 www.hrg-inc.com

**Matrix Lots 11 & 12 Projected Distributions**  
 (Redistribution of Existing Non-UBP Traffic)

PROJ # - 7448 0435  
 PROJ MGR - EJS  
 DESIGN - ZRY  
 CHECKED - JBL  
 SCALE - N/A  
 DATE - 3/14/22

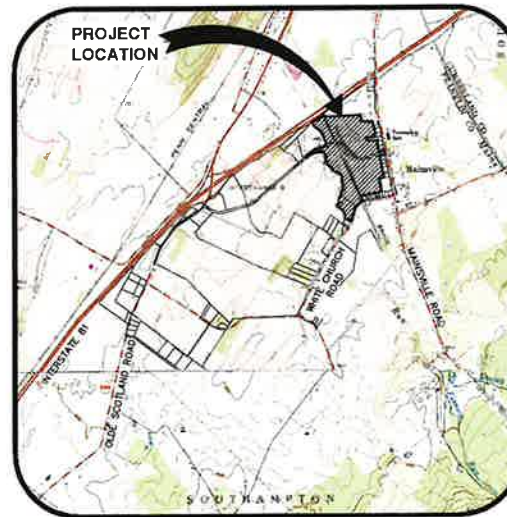
SHEET NO  
**1**  
 DRAWING NO  
 1 OF 1



# CONDITIONAL USE PLAN - OPTION 2 FOR MATRIX SHIPPENSBURG LOTS 11 AND 12, LLC SOUTHAMPTON TOWNSHIP, FRANKLIN COUNTY, PENNSYLVANIA MAY 25, 2022

## GENERAL NOTES

1. PURPOSE OF THIS PLAN  
THE PURPOSE OF THIS PLAN IS TO ILLUSTRATE THE PROPOSED USES ON THE SUBJECT SITE WHICH INVOLVE A WAREHOUSING/DISTRIBUTION USE. PURSUANT TO ARTICLE X OF THE SOUTHAMPTON TOWNSHIP ZONING ORDINANCE #17-002 AND/OR 20-001, PROVIDED THAT THE PROPOSED DISTRIBUTION AND LOGISTICS CENTER IS PERMITTED AS A CONDITIONAL USE, THIS PLAN MAY BE PHASED, ALTERED AS A RESULT OF FEDERAL AND/OR STATE APPROVALS AND/OR PERMITS WHICH ARE REQUIRED FOR THE INTENDED USES.
2. PERMITTED AND CONDITIONAL USES  
THE BUILDINGS SHOWN ON THIS PLAN MAY BE ANY USE AS DESCRIBED IN THE SOUTHAMPTON TOWNSHIP ZONING ORDINANCE #17-002 AND ALL APPLICABLE AMENDMENTS TO THIS ZONING ORDINANCE AS OF THE FILING DATE OF THIS CONDITIONAL USE APPLICATION.
3. BUILDING SIZE / LOCATION  
THE ACTUAL SIZE AND/OR LOCATION OF BUILDINGS MAY BE CHANGED PROVIDED THAT THE TOTAL BUILDING COVERAGE DOES NOT EXCEED SIZE OF THE LOT AREA. IN ADDITION, THE FORESAID CHANGES SHALL NOT BE DEEMED TO BE SUBSTANTIAL CHANGES FOR PURPOSES OF THIS CONDITIONAL USE APPLICATION AND ANY OTHER SUBSEQUENT SUBDIVISION AND/OR LAND DEVELOPMENT PLANS SUBMITTED IN FURTHERANCE OF THIS CONDITIONAL USE APPLICATION. USES MAY BE RECONSIDERED SUCH THAT THE MAXIMUM BUILDING COVERAGE DOES NOT EXCEED SIZE OF THE TOTAL LOT AREA IN ACCORDANCE WITH APPLICABLE SOUTHAMPTON TOWNSHIP ZONING ORDINANCE #17-002.
4. PARKING CONSIDERATION  
THE PARKING AS SHOWN MAY BE MODIFIED AS REQUIRED BY ACTUAL USERS. PARKING SHALL BE IN ACCORDANCE WITH SOUTHAMPTON TOWNSHIP ZONING ORDINANCE #17-002 SECTION 304 AND ANY APPLICABLE AMENDMENTS TO THIS ZONING ORDINANCE WHICH EXIST AS OF THE FILING DATE.
5. IMPERVIOUS COVERAGE  
THE AMOUNT OF IMPERVIOUS COVERAGE SHOWN ON THIS PLAN MAY BE REDUCED OR RECONSIDERED. SUCH COVERAGE SHALL NOT EXCEED THE TOTAL IMPERVIOUS COVERAGE AND BUILDING COVERAGE SHALL NOT EXCEED SIZE CONSISTENT WITH APPLICABLE SOUTHAMPTON TOWNSHIP ZONING ORDINANCE #17-002. SUCH RECONSIDERATION SHALL NOT BE DEEMED TO BE SUBSTANTIAL CHANGES FOR PURPOSES OF THE CONDITIONAL USE APPLICATION AND/OR ANY SUBDIVISION OR LAND DEVELOPMENT PLANS SUBMITTED IN FURTHERANCE OF THE CONDITIONAL USE APPLICATION.
6. ACCESS ROADS  
ACCESS TO THE PROPERTY WILL BE PROVIDED BY TWO ACCESS POINTS FROM EXTENSION OF UNITED DRIVE TO MARSHVILLE ROAD.
7. IMPLEMENTATION AND PHASING SCHEDULE  
THE APPLICANT SHALL HAVE UP TO THREE (3) YEARS FROM THE DATE OF THE APPROVAL OF THIS CONDITIONAL USE APPLICATION TO SUBMIT SUBDIVISION AND/OR LAND DEVELOPMENT PLANS IN FURTHERANCE OF THIS CONDITIONAL USE APPLICATION AND THE PHASING SCHEDULE BELOW:  
A. YEARS 0-1 - PREPARATION AND SUBMITTAL OF SUBDIVISION AND/OR LAND DEVELOPMENT PLANS.  
B. YEARS 1-10 - DEVELOPMENT OF METAL/COMMERCIAL/WAREHOUSING AND DISTRIBUTION USES.  
THE PHASING SCHEDULE SHALL HEREBY BE INCORPORATED INTO THE CONDITIONAL USE APPROVAL AND ANY CHANGES TO THE ZONING ORDINANCE OR SUBDIVISION AND LAND DEVELOPMENT ORDINANCE OR OTHER MUNICIPAL ORDINANCE ADOPTED AFTER THE DATE OF SUBMITTAL OF THIS CONDITIONAL USE APPLICATION SHALL NOT APPLY TO ANY SUBDIVISION AND/OR LAND DEVELOPMENT PLANS SUBMITTED BY THE APPLICANT IN FURTHERANCE OF THIS CONDITIONAL USE APPLICATION AND SHALL NOT APPLY DURING THE TEN (10) YEAR PHASING SCHEDULE AND/OR THE PERIODS AS PROVIDED BY ACTS 16 AND 87.  
THE SEQUENCE OF PHASED DEVELOPMENT PURSUANT TO THE PHASING SCHEDULE MAY BE ALTERED BY THE APPLICANT BASED UPON MARKET DEMANDS AND/OR FUTURE ECONOMIC FEASIBILITY. AN AMENDED PHASING SCHEDULE WILL BE SUBMITTED TO SOUTHAMPTON TOWNSHIP IF SUCH ALTERATION IS DEEMED NECESSARY BY THE APPLICANT.
8. SCREENING, LANDSCAPING, CURBS AND EXTERIOR LIGHTING  
SCREENING, LANDSCAPING, CURBS AND EXTERIOR LIGHTING WILL BE SHOWN ON LAND DEVELOPMENT PLANS IN ACCORDANCE WITH APPLICABLE SOUTHAMPTON TOWNSHIP SUBDIVISION AND LAND DEVELOPMENT ORDINANCE REQUIREMENTS AND IN ACCORDANCE WITH SOUTHAMPTON TOWNSHIP ZONING ORDINANCE #17-002, SUBJECT TO ANY MODIFICATION THAT MAY BE APPROVED BY THE BOE.



**LOCATION MAP  
SHIPPENSBURG AND SCOTLAND QUADRANGLE**  
SCALE: 1" = 2,000'

### OWNER/DEVELOPER

MATRIX SHIPPENSBURG LOTS 11 AND 12, LLC  
FORSYTHE DRIVE, CH4000  
CRANBURY, NJ 08512

### CONTACT PERSON

DAVID THOMAS, VP INDUSTRIAL DEVELOPMENT  
MATRIX SHIPPENSBURG LOTS 11 AND 12, LLC  
FORSYTHE DRIVE, CH4000  
CRANBURY, NJ 08512  
PHONE: 732-521-2900  
EMAIL: DTHOMAS@MATRIXCOMPANIES.COM

### SITE LOCATION

UNITED DRIVE EXTENDED  
SHIPPENSBURG, PA 17257

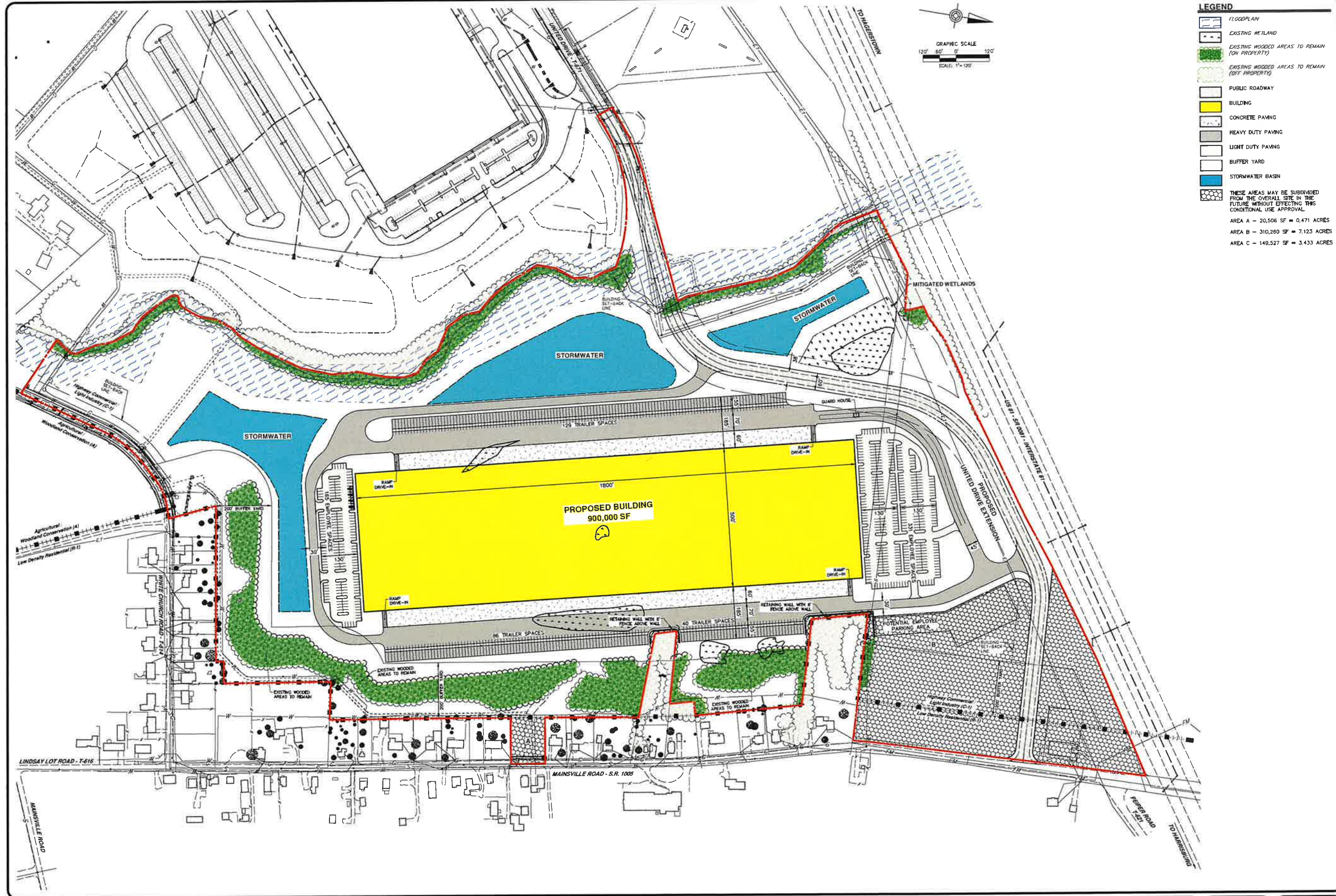
## SITE NOTES:

1. MINIMUM LOT AREA: 2 ACRES
2. EXISTING / PROPOSED LOT AREA: 107.812 ACRES (4,696,290 SF)  
LOT 11: 104.879 ACRES  
UNITED DRIVE EXTENDED R/W: 2.933 ACRES
3. MAXIMUM BUILDING HEIGHT: 65 FEET
4. MAXIMUM BUILDING COVERAGE: 50%
5. PROPOSED BUILDING COVERAGE:  
TOTAL (LOT 11 AND ROW): 19.2% (900,000 SF)  
LOT 11 ONLY: 19.7% (900,000 SF)
6. MAXIMUM LOT COVERAGE: 60%
7. PROPOSED LOT COVERAGE:  
TOTAL (LOT 11 AND ROW): 43.4% (2,036,782 SF)  
LOT 11 ONLY: 38.5% (1,911,800 SF)
8. MINIMUM LOT WIDTH: 250 FEET
9. PROPOSED LOT WIDTH: 1,500 FEET
10. MINIMUM BUILDING SETBACKS:  
FRONT: 50 FEET  
SIDE: 30 FEET  
REAR: 50 FEET
11. SETBACKS FOR ADJOINING RESIDENTIAL USE OR ZONE  
COMMERCIAL / INDUSTRIAL BUILDINGS, STRUCTURES, OFF-STREET PARKING LOTS, LOADING AREAS AND OUTDOOR STORAGE AREAS: 200 FEET\*  
\* LESS THAN 200' WHERE REQUESTED FOR MODIFICATION OF SALDO SECTION 31-908.C.
12. PARKING REQUIRED: 1 SPACE FOR EACH EMPLOYEE ON AN AVERAGE WORKING SHIFT, PLUS CUSTOMER PARKING AS DETERMINED BY THE COMMISSION. (SECTION 304.A)  
PARKING PROVIDED:  
VEHICULAR SPACES: 496  
TRAILER SPACES: 255

### SHEET LIST TABLE

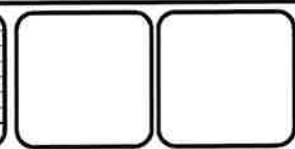
SHEET NUMBER	SHEET DESCRIPTION	SHEET TITLE
1	CV	COVER SHEET
2	CU1-1	CONCEPTUAL SITE PLAN
3	CU1-2	LINE OF SIGHT PLAN
4	CU1-3	LINE OF SIGHT PROFILES
5	EC	EXISTING CONDITIONS PLAN





- LEGEND**
- FLOODPLAIN
  - EXISTING WETLAND
  - EXISTING WOODED AREAS TO REMAIN (ON PROPERTY)
  - EXISTING WOODED AREAS TO REMAIN (OFF PROPERTY)
  - PUBLIC ROADWAY
  - BUILDING
  - CONCRETE PAVING
  - HEAVY DUTY PAVING
  - LIGHT DUTY PAVING
  - BUFFER YARD
  - STORMWATER BASIN
- THESE AREAS MAY BE SUBDIVIDED FROM THE OVERALL SITE IN THE FUTURE WITHOUT EFFECTING THIS CONDITIONAL USE APPROVAL.
- AREA A - 20,506 SF = 0.471 ACRES
  - AREA B - 310,280 SF = 7.123 ACRES
  - AREA C - 149,527 SF = 3.433 ACRES

NO.	REVISION	DATE	BY



**HRG**  
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 Chambersburg, PA 17201  
 (717) 263-2070  
 hr@hrg-inc.com  
 www.hrg-inc.com

MATRIX SHIPPENSBURG LOTS 11 AND 12, LLC  
 CN4000 FORSGATE DRIVE  
 CRANBURY, NJ 08512

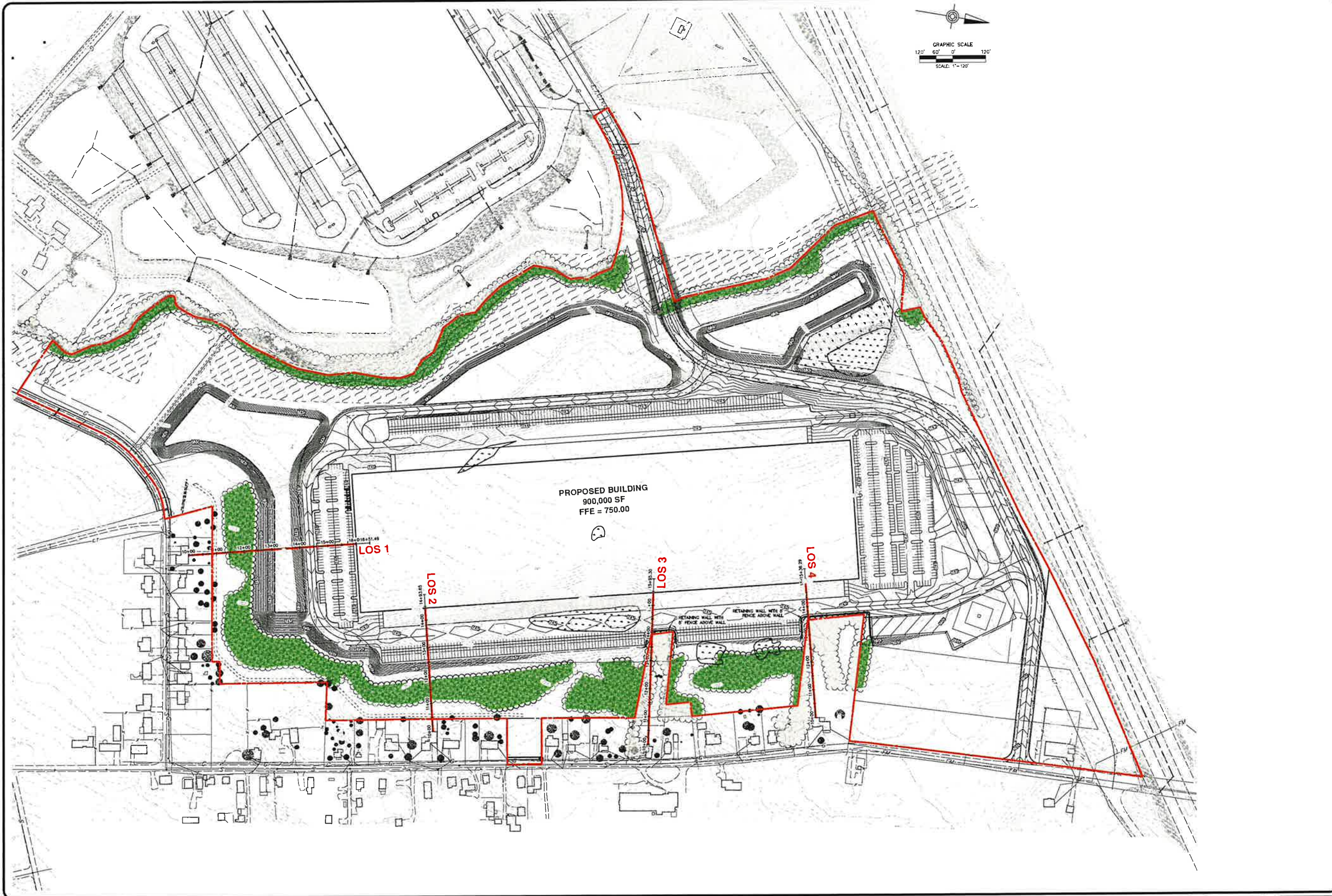
732-521-2900 OFFICE

CONCEPTUAL SITE PLAN  
 FOR  
 MATRIX SHIPPENSBURG LOTS 11 AND 12, LLC

SOUTHAMPTON TOWNSHIP      FRANKLIN COUNTY      PENNSYLVANIA

PROJ. MGR. - SBB	DRAWING NO.
DESIGN - SBB	<b>CU2-1</b>
CADD - TLB	SHEET NO.
CHECKED - SBB	2 OF 5
SCALE - AS SHOWN	PROJECT R007448.04.35
DATE - 2022.05.25	





NO.	REVISION	DATE	BY



**HRG**  
 207 Grant Street  
 Chambersburg, PA 17201  
 (717) 263-2070  
 hrghrg@hrg-inc.com  
 www.hrg-inc.com  
 AN EMPLOYEE-OWNED COMPANY

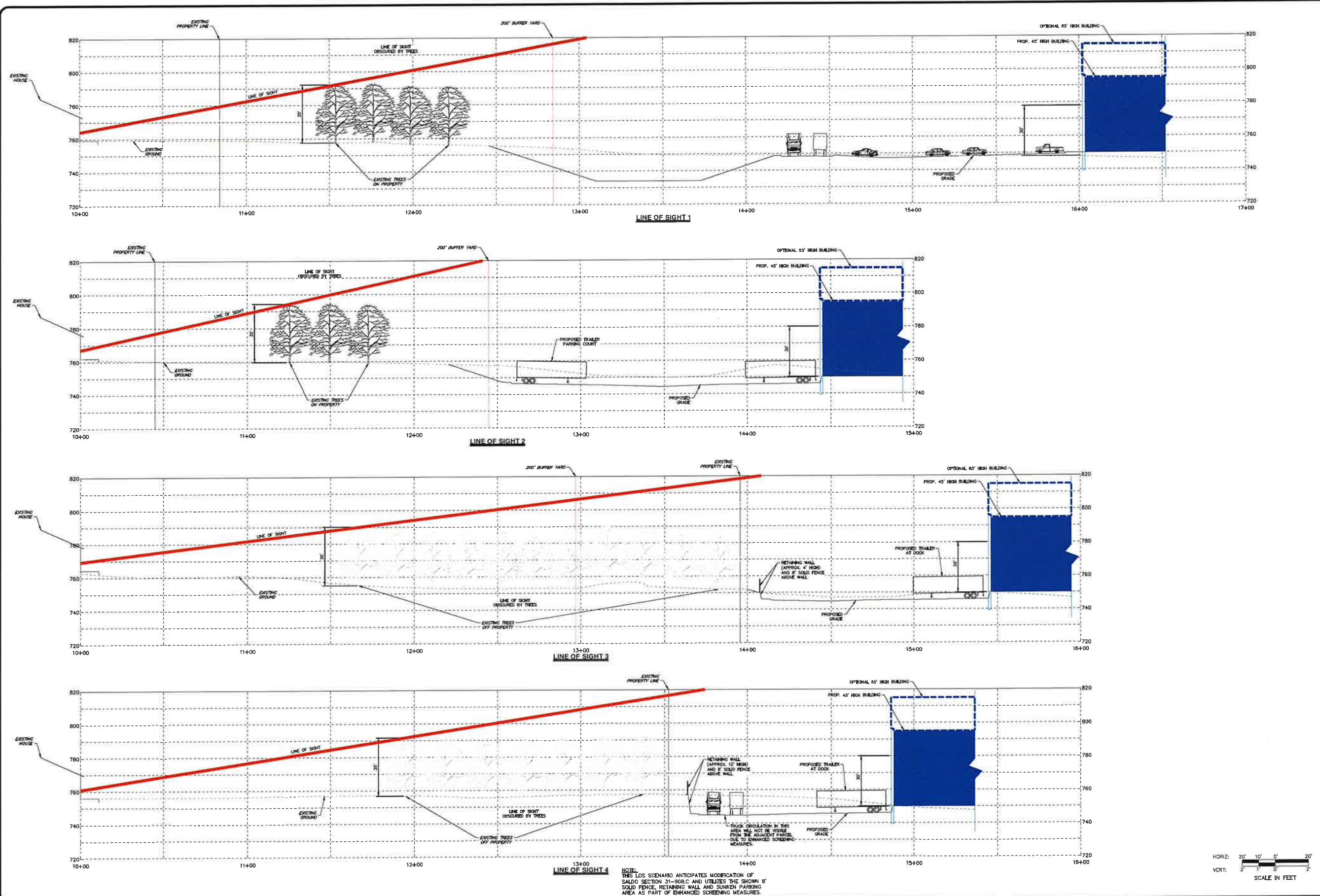
MATRIX SHIPPENSBURG LOTS 11 AND 12, LLC  
 CN4000 FORSGATE DRIVE  
 CRANBURY, NJ 08512  
 732-521-2900 OFFICE

GRADING PLAN  
 FOR  
 MATRIX SHIPPENSBURG LOTS 11 AND 12, LLC  
 SOUTHAMPTON TOWNSHIP      FRANKLIN COUNTY      PENNSYLVANIA

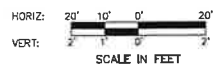
PROJ. MGR. - SBB
DESIGN - SBB
CADD - TLB
CHECKED - SBB
SCALE - AS SHOWN
DATE - 2022.05.25

DRAWING NO.	<b>CU2-2</b>
SHEET NO.	3 OF 5
PROJECT	R007448 0435





NOTE: THIS LOS SCENARIO ANTICIPATES MODIFICATION OF SALDO SECTION 31-908.C AND UTILIZES THE SHOWN 6' SOLID FENCE, RETAINING WALL AND SUNKEN PARKING AREA AS PART OF ENHANCED SCREENING MEASURES.



NO.	REVISION	DATE	BY



**HRG**  
 THE HUBBARD GROUP OF COMPANIES, INC.  
 Engineering & Related Services  
 AN EMPLOYEE-OWNED COMPANY

207 Grant Street  
 Chambersburg, PA 17201  
 (717) 263-2070  
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MATRIX SHIPPENSBURG LOTS 11 AND 12, LLC  
 CN4000 FORSGATE DRIVE  
 CRANBURY, NJ 08512

732-521-2900 OFFICE

LINE OF SIGHT PROFILES  
 FOR  
 MATRIX SHIPPENSBURG LOTS 11 AND 12, LLC

SOUTHAMPTON TOWNSHIP      FRANKLIN COUNTY      PENNSYLVANIA

PROJ. MGR. - SBB	DRAWING NO.
DESIGN - SBB	<b>CU2-3</b>
CADD - TLB	SHEET NO.
CHECKED - SBB	4 OF 5
SCALE - AS SHOWN	PROJECT R007448-0435
DATE - 2022.05.25	



**LEGEND**

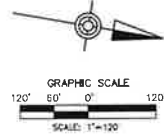
- ⊙ Monument
- ⊙ Properly Corner
- ⊙ Iron Pipe
- ⊙ Iron Pin
- ⊙ Benchmark
- Property Line
- Legal Right-of-Way Line
- Setback Line
- Zoning Boundaries
- Soil Boundaries
- Floodplain
- Existing Contour Major
- Existing Contour Minor
- Lot A Design Contour Major
- Lot A Design Contour Minor
- Existing Stream Line
- Existing Ground Elevation
- Existing Shrub
- Existing Coniferous Tree
- Existing Deciduous Tree
- Tree/Brush Line
- Shrub Row
- Existing Edge of Road
- Existing Edge of Gravel
- Existing Guide Rail
- Existing Fence
- Existing Fence Post
- ⊙ Existing Sign
- ⊙ Existing Flag Pole
- ⊙ Existing Lamp Post
- ⊙ Existing Mailbox
- ⊙ Existing Above Ground Telephone Line
- ⊙ Existing Utility Pole
- ⊙ Existing Above Ground Electric and Telephone Line
- ⊙ Existing Above Ground Electric Line
- ⊙ Existing Above Ground Electric and Cable TV Line
- ⊙ Existing Guy Wire
- ⊙ Existing Electrical Box
- ⊙ Existing Gas Line
- ⊙ Existing Sanitary Sewer Line
- ⊙ Existing Storm Sewer Line
- ⊙ Existing Sanitary Sewer Manhole
- ⊙ Existing Cleanout
- ⊙ Existing Water Line
- ⊙ Existing Water Valve
- ⊙ Existing Fire Hydrant
- ⊙ Existing Water Meter

**SOIL LEGEND**

- M-A - MURKILL GRAVELLY LOAM, 3 TO 8 PERCENT SLOPES
- P-0 - POPE SILT LOAM, 0 TO 3 PERCENT SLOPES
- W - WATER

**SENSITIVE NATURAL RESOURCES LEGEND**

- Floodplain
- Woodlands

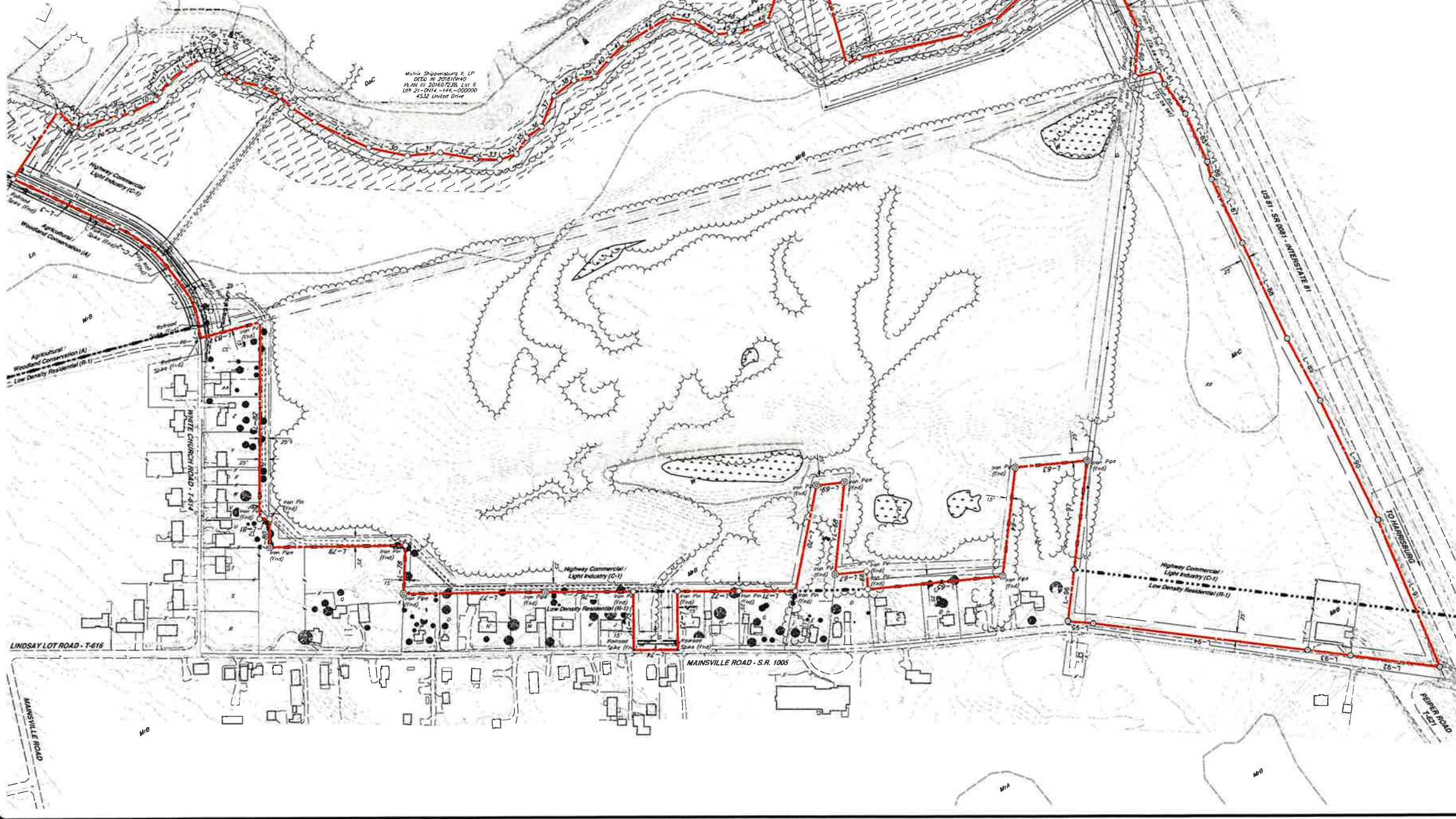


CURVE TABLE				
CURVE	RADIUS	LENGTH	CHORD BEARING	DISTANCE
C-1	217.83'	116.61'	S58°22'50"W	115.23'
C-2	380.00'	184.69'	S29°07'39"W	182.88'
C-3	570.00'	528.01'	S79°38'46"W	509.33'
C-4	900.81'	251.33'	N57°08'31"E	250.51'
C-5	5744.60'	68.67'	N23°24'35"W	68.67'

LINE TABLE			LINE TABLE		
LINE	BEARING	LENGTH	LINE	BEARING	LENGTH
L-1	S73°42'36"W	35.18'	L-21	N43°13'11"E	16.98'
L-2	S43°03'04"W	73.08'	L-22	N24°55'14"E	17.06'
L-3	S15°21'13"W	326.94'	L-23	N22°34'22"E	25.54'
L-4	N65°59'26"W	229.86'	L-24	N16°40'10"E	32.45'
L-5	N33°45'12"E	65.69'	L-25	N0°39'32"E	58.82'
L-6	N0°48'54"E	23.59'	L-26	N17°44'10"E	62.60'
L-7	N33°28'42"W	74.55'	L-27	N34°08'37"E	48.28'
L-8	N18°58'15"W	35.81'	L-28	N22°37'49"E	76.14'
L-9	N24°24'47"W	34.05'	L-29	N15°33'58"E	169.04'
L-10	N37°39'45"W	78.33'	L-30	N21°15'22"E	112.13'
L-11	N71°06'43"W	23.24'	L-31	N15°09'53"W	94.00'
L-12	N62°04'50"W	40.88'	L-32	N0°37'15"E	100.74'
L-13	N48°04'34"W	53.56'	L-33	N8°01'30"W	68.19'
L-14	N44°28'25"W	53.18'	L-34	N27°46'12"W	49.37'
L-15	N40°28'11"W	17.79'	L-35	N67°19'57"W	54.91'
L-16	N26°43'07"W	10.08'	L-36	N45°43'54"W	52.83'
L-17	N3°28'25"E	10.98'	L-37	N77°13'35"W	95.54'
L-18	N27°14'25"E	4.14'	L-38	N47°03'07"W	70.46'
L-19	N66°14'48"E	12.87'	L-39	N21°01'28"W	58.51'
L-20	N89°02'41"E	9.88'	L-40	N59°29'08"W	61.12'

LINE TABLE			LINE TABLE		
LINE	BEARING	LENGTH	LINE	BEARING	LENGTH
L-41	N52°51'18"W	65.29'	L-61	N55°46'12"E	41.53'
L-42	N41°21'32"W	142.95'	L-62	S15°01'46"E	204.44'
L-43	N0°06'24"E	68.20'	L-63	N86°42'38"E	309.96'
L-44	N19°41'14"E	74.86'	L-64	S15°19'40"E	383.86'
L-45	N15°11'54"W	41.14'	L-65	S74°57'18"W	51.00'
L-46	N6°24'18"E	22.18'	L-66	S15°17'37"E	88.70'
L-47	N39°00'48"W	43.68'	L-67	S85°46'00"W	262.82'
L-48	N31°41'06"W	51.81'	L-68	S16°22'24"E	79.24'
L-49	S49°06'31"W	43.03'	L-69	S88°34'47"E	305.73'
L-50	N40°53'29"W	60.00'	L-70	S9°39'32"E	161.32'
L-51	N49°06'31"E	43.03'	L-71	S9°57'25"E	174.08'
L-52	N65°06'31"E	444.49'	L-72	N79°45'57"E	165.06'
L-53	N33°35'35"W	39.82'	L-73	S9°54'38"E	124.17'
L-54	N22°05'55"W	307.33'	L-74	S76°42'32"W	165.00'
L-55	N33°31'11"W	90.44'	L-75	S9°57'04"E	250.00'
L-56	N53°20'41"W	220.70'	L-76	S10°21'20"E	401.62'
L-57	N301°4'57"W	147.94'	L-77	S82°19'13"W	137.34'
L-58	N58°12'23"E	25.27'	L-78	S10°27'01"E	385.11'
L-59	N53°51'39"E	227.05'	L-79	S80°33'27"W	80.68'
L-60	N84°29'20"E	135.30'			

LINE TABLE		
LINE	BEARING	LENGTH
L-81	S10°31'58"E	29.04'
L-82	S80°18'17"W	539.16'
L-83	S24°38'59"E	176.85'
L-84	N44°27'36"E	101.98'
L-85	N55°46'12"E	150.00'
L-86	N67°04'47"E	50.99'
L-87	N54°20'16"E	200.06'
L-88	N54°48'54"E	300.04'
L-89	N52°03'24"E	200.42'
L-90	N54°20'22"E	376.27'
L-91	N57°28'42"E	452.11'
L-92	S20°53'E	253.58'
L-93	S2°39'46"E	122.74'
L-94	S2°36'14"E	614.51'
L-95	S4°53'28"E	72.41'
L-96	S87°01'11"W	146.73'
L-97	S86°49'46"W	211.42'



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EXISTING CONDITIONS PLAN  
 FOR  
 MATRIX SHIPPENSBURG LOTS 11 AND 12, LLC  
 SOUTHAMPTON TOWNSHIP FRANKLIN COUNTY PENNSYLVANIA

PROJ MGR - SBB  
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DRAWING NO.  
**EC**  
 SHEET NO.  
 5 OF 5  
 PROJECT R007448.0435