

**FRANKLIN TOWNSHIP
YORK COUNTY, PENNSYLVANIA**

ORDINANCE NO. 2024-1

**AN ORDINANCE AMENDING THE FRANKLIN TOWNSHIP ZONING ORDINANCE
(ORDINANCE NO. 2006-1, AS AMENDED) TO DEFINE AND REGULATE
WAREHOUSES, DISTRIBUTION AND FULFILLMENT CENTERS, TRUCK AND
MOTOR FREIGHT TERMINALS, TRUCK STOPS AND TRUCK TERMINALS,
ENVIRONMENTALLY SENSITIVE RECEPTORS, LIGHT MANUFACTURING,
MANUFACTURING, AND WHOLESALE TRADE ESTABLISHMENTS**

BE IT ENACTED AND ORDAINED by the Board of Supervisors in and for the Township of Franklin, York County, Pennsylvania, and it is hereby enacted and ordained by the authority of the same as follows:

SECTION 1: The following terms and definitions are hereby added to the Definitions at Subsection 111.C of the Franklin Township Zoning Ordinance (Ordinance No. 2006-1, as amended) (hereafter “Zoning Ordinance”), which shall be placed where alphabetically appropriate amongst the other definitions:

DISTRIBUTION / FULFILLMENT CENTER – A freight movement (logistics) facility that stores finished goods before they are picked and packed to fulfill orders directly to the consumer or retail locations. Materials within a distribution / fulfillment center are usually stored short-term. Office space associated with each warehouse building may be included.

ENVIRONMENTALLY SENSITIVE RECEPTOR: Schools, preschools, child care or daycare centers, in-home daycares, health facilities such as hospitals, long term care facilities, retirement

and nursing homes, community centers, places of worship, playgrounds, parks (excluding trails), campgrounds, prisons, dormitories, and any residence where such residence is not located on a parcel with an existing industrial, commercial, or unpermitted use as determined by the zoning officer.

TRUCK STOP OR TRUCK TERMINAL: A building or group of buildings on the same lot used for the purpose of parking, storage, and incidental repairs and maintenance of primarily tractor-trailers and/or commercial vehicles. A truck terminal may include accessory uses if they are closely related to the principal use: repair, washing, refueling, charging, and maintenance facilities for vehicles using the terminal, administrative uses for the terminal and amenities.

WAREHOUSE - A building or group of buildings primarily used for the long-term indoor storage, transfer, and distribution of materials that have been manufactured, assembled, or harvested, or are being stored for manufacture, assembly, or processing, by the owners of the warehouse. Office space associated with each warehouse building may be included. Materials within a warehouse are usually supplied to manufacturers or wholesalers rather than directly to consumers.

SECTION 2: The definitions of the following terms at Subsection 111.C of the Zoning Ordinance are hereby amended to read in their entirety as follows:

LIGHT MANUFACTURING - A process whereby substances, raw materials, and/or semi-finished materials are chemically, mechanically, or otherwise transformed to goods and products

that have some economic value. The total square footage of impervious surfaces (building, parking, etc.) shall not exceed 25,000 square feet or truck trips shall be limited to a maximum of four (4) trucks per day; otherwise the use shall be considered manufacturing.

MANUFACTURING - A process whereby substances, raw materials, and/or semi-finished materials are chemically, mechanically, or otherwise transformed to goods and products that have some economic value. Warehouse requirements shall apply. Activity constituting a no-impact home-based business, home occupation, or agriculture operation is excluded from the definition of manufacturing.

WHOLESALE TRADE ESTABLISHMENTS — An establishment or place of business primarily engaged in selling merchandise to retailers; industrial, commercial, institutional, or professional business users; to other wholesalers; or acting as agents or brokers and buy merchandise for, or selling, merchandise to, such individuals or companies. Warehouse requirements shall apply.

SECTION 3: Subsection 200.C.22 of the Zoning Ordinance is hereby amended to read in its entirety as follows:

22. Unless further specified, the following conditional uses shall have a minimum lot size of two (2) acres:
 - a. Industrial uses involving manufacturing, processing, packaging, production, repair or testing of materials, goods or products, including those industries performing conversion, assembly or non-toxic chemical operations (433)
 - b. Intensive commercial and industrial uses (433)
 - c. Principal waste handling facilities (443)
 - d. Sanitary landfill, incinerator, recycling stations, recycled materials collection and processing (452)

- e. Small scale warehousing and distribution centers (459) - minimum lot area of ten (10) acres
- f. Truck stop or truck terminal (461) - minimum lot area of four (4) acres
- g. Warehousing, distribution centers, and wholesale trade establishments (463) - minimum lot area of twenty-five (25) acres
- h. Power generator companies
- i. Light manufacturing

SECTION 4: Section 459 of the Zoning Ordinance is hereby replaced in its entirety with the following text:

459. Small Scale Warehousing and Distribution Centers.

Small scale warehousing and distribution centers are permitted in the Industrial District "I" as a Conditional Use. The following design criteria shall apply:

- A. Small scale warehousing and distribution facilities shall be no larger than seventy-five thousand (75,000) square feet in total size.
- B. The subject property shall have a minimum lot area of ten (10) acres and minimum lot width at road frontage of three hundred (300) feet. A maximum lot coverage of 75% shall be permitted.
- C. The applicant shall provide a detailed description of the proposed use and nature of the on-site activities and operations, hours of operation, number of employees, the types of materials stored, the frequency of distribution and restocking, the duration period of storage of materials.
- D. The truck stop or terminal shall have direct access to an arterial roadway or major collector road with the route to the arterial road having adequate structural and

geometrical characteristics as determined by the Township Engineer to handle the anticipated future truck traffic.

1. The use shall provide sufficiently long stacking lanes and on-site loading/unloading areas, so that trucks waiting to be loaded/unloaded will not back up onto public roads. No parking areas or loading/unloading areas shall be permitted within seventy-five (75) feet of any public street right-of-way line.
2. Vehicular access shall be so arranged as to minimize danger and congestion along adjoining roads and to avoid the creation of nuisances to nearby properties. Access drives used by trucks shall only intersect with arterial or collector roads or new streets that are proposed, designed, and constructed to serve the distribution / fulfillment center and/or warehouse. No portion of the route shall include a street of lesser designation.
3. Access driveways shall be a minimum of twenty-eight (28) feet, as measured at the street right-of-way line (unless a different width is required by PADOT as part of the highway occupancy permit process), and a maximum of forty (40) feet wide, as measured at the throat of the access drive. All access drives onto the same road shall be set back at least one hundred fifty (150) feet from one another, as measured from closest points of cartway edges.
4. Any gates or other barriers used at the entrance to parking areas shall be set back and arranged to prevent vehicle backups onto adjoining roads during peak arrival periods.
5. Access shall utilize curbing and appropriate stormwater controls.

- E. A detailed front yard AND front entrance landscaping plan shall be provided to the Township with final land development plan submission.
- F. A Seventy five-foot (75') buffer yard for the entire perimeter of the development shall be retained for the development.
 - 1. Within the required buffer yard, a forty-foot-wide landscape screen is required.
- G. Buffer Yard green space shall be one hundred fifty (150) feet along adjoining lands containing a residential use or zone or open space zone.
 - 1. Within the required buffer yard, a fifty-foot-wide landscape screen is required.
- H. Stormwater management facilities may be located within the green space but not within the required landscape screen.
- I. Buildings, parking areas, staging areas and loading/unloading areas on the subject property shall be located no closer than two hundred (200) feet from an environmentally sensitive receptor.
- J. A traffic impact study ("TIS") shall be prepared by a professional traffic engineer in accordance with the standards set forth in the Subdivision and Land Development Ordinance for a TIS, regardless of the estimated number of trips (i.e. the "thresholds of applicability" set forth in the SALDO shall not need met before preparation of a TIS is required). The TIS shall clearly delineate the proposed use (i.e. warehouse OR distribution / fulfillment center).
In addition to requirements of SALDO 4.103, the TIS shall include:

1. Truck and automobile analysis to project and break out different vehicle trips throughout the entire day (not just the peak hours) to illustrate the full potential traffic generation of the site.
 2. Recent data about existing accident levels at the above intersections categorized by accident type for each intersection.
 3. Description of the street improvements that will be required in order to avoid problems of traffic congestion and traffic safety.
 4. Descriptions of any actions proposed or offered by the applicant to alleviate the impact of the proposed development on the transportation network.
 5. Any improvements necessary to maintain an adequate level of service on all abutting intersections and streets.
- K. All transportation improvements must be reviewed by the appointed Township Engineer. The Township reserves the right to engage an outside transportation engineering consulting firm for additional review and recommendation.
- L. All transportation improvements must be constructed as part of the first phase of the development plan.
- M. Prior to conditional use approval, the applicant shall establish and submit for approval to the Township, a truck routing plan to and from the state highway system. The plan shall describe proposed truck routing to and from the facility to designated truck routes that avoids passing a residential use or zone, and/or any property containing an environmentally sensitive receptor to the greatest extent possible. The plan shall include measures, such as signage and pavement markings, queuing analysis and enforcement, for preventing truck queuing,

circling, stopping, and parking on public streets. The facility operator shall be responsible for enforcement of the plan. The governing body shall have discretion to determine if changes to the plan are necessary including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.

N. Applicant shall demonstrate compliance with Section 316.A, Performance Standards.

1. The applicant shall provide a detailed description of the methods for disposal of any surplus or damaged materials. In addition, the applicant shall furnish evidence that the disposal of materials will be accomplished in a manner that complies with state and federal regulations.

2. The applicant shall provide a detailed description of any environmental impacts that are likely to be generated (e.g., odor, noise, smoke, dust, litter, glare, wastewater, stormwater, solid waste, etc.) and specific measures employed to mitigate or eliminate any negative impacts. The applicant shall further furnish evidence that the impacts generated by the proposed use comply with applicable laws, MS4 requirements and township ordinances.

O. The applicant shall be required to submit qualified expert evidence of the methods that will be used to assure that the proposed use will not contribute materially to air pollution and will comply with all applicable Federal Environmental Protection Agency air quality standards. Test data must be furnished by the applicant addressing Particulate Matter 2.5 (total weight of particles in the air that are less than 2.5 microns in size) levels taken within thirty (30) days of application by a certified independent air-testing firm during peak use periods of the day. If at any time, a facility is not in compliance with the

National Ambient Air Quality Standard (NAASQS) for PM 2.5, as established by the EPA and as amended by EPA regulations from time to time, facility owners will furnish the Board of Supervisors a plan within sixty (60) days for reducing PM 2.5 emissions to acceptable levels. Upon furnishing such plan, the terminal will have ninety (90) days to provide evidence that satisfactory PM 2.5 levels have been reached, or it will be found in violation of this chapter. Upon approval of a conditional use, owners must provide PM 2.5 data on a quarterly basis as sampled by a certified independent air-testing firm during peak use periods of the day at locations every two hundred (200) feet around the perimeter of the warehouse and at a distance of seventy-five (75) feet from the warehouse building.

- P. Outdoor vehicle service, and/or repair activities, storage of unlicensed and/or uninspected vehicles, and/or demolition or junking of vehicles and machinery shall be prohibited.
- Q. The parking, storage, staging and/or loading/unloading of vehicles associated with the use shall be confined to the subject property; no satellite parking, storage, staging and/or loading lots or areas shall be permitted.
- R. Lighting requirements in Article 3, Section 316 apply. In addition, site lighting shall be equipped with motion sensors so that lights turn off or dim at least 50% after sundown when no motion is detected for ten minutes.
- S. Tractor-trailer parking spaces shall be reserved for outbound trucks which are required to layover or rest due to federal hours of service regulations. The number of spaces shall be a minimum of 10% of the proposed loading docks. Such spaces must be made available to tractor-trailers during and/or after the facility's operating hours as necessary.

- T. Provide alternative power units or idle reduction technologies and require diesel-powered motor vehicles located on site to use these options for power, heating, and air conditioning.
- U. Every building containing a loading dock shall have amenities for the truck drivers/operators of the vehicles using the facility in addition to any similar amenities provided to on-site employees.
 - 1. Each amenity shall include, at a minimum, a suitable lounge for drivers/operators containing not less than five (5) seats, a four-seat table, restroom facilities, including at least three sinks, stalls, etc., per restroom, and dispensing machines or other facilities to provide food and beverages.
 - 2. At least one amenity shall be provided for every thirty (30) truck loading/unloading docks of the use.

SECTION 5: Section 461 of the Zoning Ordinance is hereby replaced in its entirety with the following text:

461. Truck Stops or Truck Terminals.

Truck Stops and Truck Terminals are permitted in the Industrial District "I" as a Conditional Use. The following design criteria shall apply:

- A. A Truck Stop or Truck Terminal that exceeds twenty-five thousand (25,000) square feet in gross floor area shall be required to satisfy the requirements of warehouse.
- B. The applicant shall provide a detailed description of the proposed use and nature of the on-site activities and operations, hours of operation, number of employees.

- C. The subject property shall have a minimum lot area of four (4) acres and a minimum lot width at road frontage of three hundred (300) feet. A maximum lot coverage of 75% shall be permitted.
- D. The truck stop or terminal shall have direct access to an arterial roadway or road having adequate structural and geometrical characteristics as determined by the Township Engineer to handle the anticipated future truck traffic.
1. The use shall provide sufficiently long stacking lanes and adequate parking and staging areas so that trucks will not back up onto public roads. No parking areas shall be permitted within fifty (50) feet of any public street right-of-way line.
 2. Vehicular access shall be arranged so as to minimize danger and congestion along adjoining roads and to avoid the creation of nuisances to nearby properties. Access drives used by trucks shall only intersect with arterial or collector roads or new streets that are proposed, designed, and constructed to serve the facility. No portion of the route shall include a street of lesser designation.
 3. Access driveways shall be a minimum of twenty-eight (28) feet, as measured at the street right-of-way line (unless a different width is required by PADOT as part of the highway occupancy permit process), and a maximum of forty (40) feet wide, as measured at the throat of the access drive. All access drives onto the same road shall be set back at least one hundred fifty (150) feet from one another, as measured from closest points of cartway edges.
 4. Any gates or other barriers used at the entrance to parking areas shall be set back and arranged to prevent vehicle backups onto adjoining roads during peak arrival periods.

5. Access shall utilize curbing and appropriate stormwater controls.
- E. Buildings, access drives, parking areas, and staging areas on the subject property shall be located no closer than three hundred (300) feet from an environmentally sensitive receptor. Outdoor vehicle service, and/or repair activities, and/or demolition or junking of vehicles and machinery shall be prohibited.
1. Wash bays shall be set back at least three hundred (300) feet and at least one hundred (100) feet from any street right-of-way line.
 2. All accessory facilities (including, but not limited to, air compressors, fuel pump islands, kiosks) shall be set back least three hundred (300) feet and at least fifty (50) feet from any street right-of-way line. Unless the fuel pump islands are set back a minimum of two hundred (200) feet from the street line, they shall be designed so that, when fueling, trucks must be parallel to the street.
- F. A one-hundred-foot (100') buffer yard for the entire perimeter of the development shall be retained for the development.
1. Within the required buffer yard, a forty-foot-wide landscape screen is required.
- G. A buffer yard shall be one hundred fifty (150) feet along adjoining lands containing a residential use or zone or open space zone.
1. Within the required buffer yard, a fifty-foot-wide landscape screen is required.
 2. Stormwater management facilities may be located within the green space but not within the required landscape screen.

- H. The parking, storage, repair, and/or staging of vehicles associated with the use shall be confined to the subject property; no satellite parking, storage, staging and/or loading lots or areas shall be permitted.
- I. Lighting requirements in Article 3, Section 316 apply. In addition, site lighting shall be equipped with motion sensors so that lights turn off or dim at least 50% after sundown when no motion is detected for ten minutes.
- J. A traffic impact study (“TIS”) shall be prepared by a professional traffic engineer in accordance with the standards set forth in the Subdivision and Land Development Ordinance for a TIS, regardless of the estimated number of trips (i.e. the “thresholds of applicability” set forth in the SALDO shall not need met before preparation of a TIS is required). In addition to requirements of SALDO 4.103, the TIS shall include truck and automobile analysis to project and break out different vehicle trips throughout the entire day (not just the peak hours) to illustrate the full potential traffic generation of the site.
- K. All transportation improvements must be constructed as part of the first phase of the development plan.
- L. Prior to conditional use approval, the applicant shall establish and submit for approval to the Township, a truck routing plan to and from the state highway system. The plan shall describe proposed truck routing to and from the facility to designated truck routes that avoids passing an environmentally sensitive receptor to the greatest extent possible. The plan shall include measures, such as signage and pavement markings, queuing analysis and enforcement, for preventing truck queuing, circling, stopping, and parking on public streets. The facility operator shall be responsible for enforcement of the plan. The

governing body shall have discretion to determine if changes to the plan are necessary including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.

M. Applicant shall demonstrate compliance with Section 316.A, Performance Standards.

1. The applicant shall provide a detailed description of the methods for disposal of any surplus or damaged materials. In addition, the applicant shall furnish evidence that the disposal of materials will be accomplished in a manner that complies with state and federal regulations.

2. The applicant shall provide a detailed description of any environmental impacts that are likely to be generated (e.g., odor, noise, smoke, dust, litter, glare, wastewater, stormwater, solid waste, etc.) and specific measures employed to mitigate or eliminate any negative impacts. The applicant shall further furnish evidence that the impacts generated by the proposed use comply with applicable laws, MS4 requirements and township ordinances.

N. The applicant shall be required to submit qualified expert evidence of the methods that will be used to assure that the proposed use will not contribute materially to air pollution and will comply with all applicable Federal Environmental Protection Agency air quality standards. Test data must be furnished by the applicant addressing Particulate Matter 2.5 (total weight of particles in the air that are less than 2.5 microns in size) levels taken within thirty (30) days of application by a certified independent air-testing firm during peak use periods of the day. If at any time, a facility is not in compliance with the National Ambient Air Quality Standard (NAASQS) for PM 2.5, as established by the

EPA and as amended by EPA regulations from time to time, facility owners will furnish the Board of Supervisors a plan within sixty (60) days for reducing PM 2.5 emissions to acceptable levels. Upon furnishing such plan, the terminal will have ninety (90) days to provide evidence that satisfactory PM 2.5 levels have been reached, or it will be found in violation of this chapter. Upon approval of a conditional use, owners must provide PM 2.5 data on a quarterly basis as sampled by a certified independent air-testing firm during peak use periods of the day at locations every two hundred (200) feet around the perimeter of the warehouse and at a distance of seventy-five (75) feet from the warehouse building.

- O. Provide alternative power units or idle reduction technologies and require diesel-powered motor vehicles located on site to use these options for power, heating, and air conditioning.

SECTION 6: Section 463 of the Zoning Ordinance is hereby replaced in its entirety with the following text:

463. Warehousing, Distribution Centers, and Wholesale Trade Establishments.

Warehousing, distribution, and wholesale trade establishments having a gross floor area of seventy-five thousand (75,000) square feet or more when permitted are permitted in the Industrial District "I" as a Conditional Use. The following design criteria shall apply:

- A. The subject property shall have a minimum lot area of twenty-five (25) acres and a minimum lot width at road frontage of three hundred (300) feet. A maximum lot coverage of 75% shall be permitted.

- B. The applicant shall provide a detailed description of the proposed use in each of the following topics:
1. The nature of the on-site activities and operations, the types of materials stored, the frequency of distribution and restocking, the duration period of storage of materials and the methods for disposal of any surplus or damaged materials. In addition, the applicant shall furnish evidence that the disposal of materials will be accomplished in a manner that complies with State and Federal regulations.
 2. The general scale of the operation in terms of its market area, specific floor space requirements for each activity, the total number of employees on each shift, and an overall needed site size.
 3. Any environmental impacts that are likely to be generated (e.g., noise, smoke, dust, litter, glare, vibration, electrical disturbance, wastewater, storm water, solid waste, etc.) and specific measures employed to mitigate or eliminate any negative impacts. The applicant shall further furnish evidence that the impacts generated by the proposed use fall within acceptable levels as regulated by applicable laws and ordinances.
 4. The front facade, yard, and entrance landscaping plan (side of building facing the access roadway)
- C. A one hundred foot (100') buffer yard for the entire perimeter of the development shall be retained for the development.
1. Within the required buffer yard, a forty-foot-wide landscape screen is required.

- D. Buffer yard green space shall be one hundred fifty (150) feet along adjoining lands containing a residential use or zone or open space zone.
1. Within the required buffer yard, an eighty-foot-wide landscape screen is required.
- E. Stormwater management facilities may be located within the green space but not within the required landscape screen.
- F. Buildings, parking areas, staging areas and loading/unloading areas on the subject property shall be located no closer than three hundred (300) feet from an environmentally sensitive receptor.
- G. A traffic impact study ("TIS") shall be prepared by a professional traffic engineer in accordance with the standards set forth in the Subdivision and Land Development Ordinance for a TIS, regardless of the estimated number of trips (i.e. the "thresholds of applicability" set forth in the SALDO shall not need met before preparation of a TIS is required). The TIS shall clearly delineate the proposed use (i.e. warehouse OR distribution / fulfillment center OR wholesale trade establishment). In addition to requirements of SALDO 4.103, the TIS shall include:
1. Truck and automobile analysis to project and break out different vehicle trips throughout the entire day (not just the peak hours) to illustrate the full potential traffic generation of the site.
 2. Recent data about existing accident levels at the above intersections categorized by accident type for each intersection.
 3. Description of the street improvements that will be required in order to avoid problems of traffic congestion and traffic safety.

4. Descriptions of any actions proposed or offered by the applicant to alleviate the impact of the proposed development on the transportation network.
 5. Any improvements necessary to maintain an adequate level of service on all abutting intersections and streets.
- H. All transportation improvements must be reviewed by the appointed Township Engineer. The Township reserves the right to engage an outside transportation engineering consulting firm for additional review and recommendation.
- I. All transportation improvements must be constructed as part of the first phase of the development plan.
- J. Prior to conditional use approval, the applicant shall establish and submit for approval to the Township, a truck routing plan to and from the state highway system. The plan shall describe proposed truck routing to and from the facility to designated truck routes that avoids passing environmentally sensitive receptors to the greatest extent possible. The plan shall include measures, such as signage and pavement markings, queuing analysis and enforcement, for preventing truck queuing, circling, stopping, and parking on public streets. The facility operator shall be responsible for enforcement of the plan. The governing body shall have discretion to determine if changes to the plan are necessary including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.
- K. The truck stop or terminal shall have direct access to an arterial roadway or major collector road with the route to the arterial road having adequate structural and geometrical characteristics as determined by the Township Engineer to handle the anticipated future truck traffic.

1. The use shall provide sufficiently long stacking lanes and on-site loading/unloading areas, so that trucks waiting to be loaded/unloaded will not back up onto public roads. No parking areas or loading/unloading areas shall be permitted within one hundred (100) feet of any public street right-of-way line.
 2. Vehicular access shall be arranged so as to minimize danger and congestion along adjoining roads and to avoid the creation of nuisances to nearby properties. Access drives used by trucks shall only intersect with arterial or collector roads or new streets that are proposed, designed, and constructed to serve the distribution / fulfillment center or warehouse. No portion of the route shall include a street of lesser designation.
 3. Access driveways shall be a minimum of twenty-eight (28) feet, as measured at the street right-of-way line (unless a different width is required by PADOT as part of the highway occupancy permit process), and a maximum of forty (40) feet wide, as measured at the throat of the access drive. All access drives onto the same road shall be set back at least one hundred fifty (150) feet from one another, as measured from closest points of cartway edges.
 4. Any gates or other barriers used at the entrance to parking areas shall be set back and arranged to prevent vehicle backups onto adjoining roads during peak arrival periods.
 5. Access shall utilize curbing and appropriate stormwater controls.
- L. Applicant shall demonstrate compliance with Section 316.A, Performance Standards.

1. The applicant shall provide a detailed description of the methods for disposal of any surplus or damaged materials. In addition, the applicant shall furnish evidence that the disposal of materials will be accomplished in a manner that complies with state and federal regulations.
 2. The applicant shall provide a detailed description of any environmental impacts that are likely to be generated (e.g., odor, noise, smoke, dust, litter, glare, wastewater, stormwater, solid waste, etc.) and specific measures employed to mitigate or eliminate any negative impacts. The applicant shall further furnish evidence that the impacts generated by the proposed use comply with applicable laws, MS4 requirements and township ordinances.
- M. The applicant shall be required to submit qualified expert evidence of the methods that will be used to assure that the proposed use will not contribute materially to air pollution and will comply with all applicable Federal Environmental Protection Agency air quality standards. Test data must be furnished by the applicant addressing Particulate Matter 2.5 (total weight of particles in the air that are less than 2.5 microns in size) levels taken within thirty (30) days of application by a certified independent air-testing firm during peak use periods of the day. If at any time, a facility is not in compliance with the National Ambient Air Quality Standard (NAASQS) for PM 2.5, as established by the EPA and as amended by EPA regulations from time to time, facility owners will furnish the Board of Supervisors a plan within sixty (60) days for reducing PM 2.5 emissions to acceptable levels. Upon furnishing such plan, the terminal will have ninety (90) days to provide evidence that satisfactory PM 2.5 levels have been reached, or it will be found in

violation of this chapter. Upon approval of a conditional use, owners must provide PM 2.5 data on a quarterly basis as sampled by a certified independent air-testing firm during peak use periods of the day at locations every two hundred (200) feet around the perimeter of the warehouse and at a distance of seventy-five (75) feet from the warehouse building.

- N. Outdoor vehicle service, and/or repair activities, storage of unlicensed and/or uninspected vehicles, and/or demolition or junking of vehicles and machinery shall be prohibited.
- O. The parking, storage, staging and/or loading/unloading of vehicles associated with the use shall be confined to the subject property; no satellite parking, storage, staging and/or loading lots or areas shall be permitted.
- P. Lighting requirements in Article 3, Section 316 apply. In addition, site lighting shall be equipped with motion sensors so that lights turn off or dim at least 50% after sundown when no motion is detected for ten minutes.
- Q. Tractor-trailer parking spaces shall be reserved for outbound trucks which are required to layover or rest due to federal hours of service regulations. The number of spaces shall be a minimum of 10% of the proposed loading docks. Such spaces must be made available to tractor-trailers during and/or after the facility's operating hours as necessary.
- R. Provide alternative power units or idle reduction technologies and require diesel-powered motor vehicles located on site to use these options for power, heating, and air conditioning.

S. Every building containing a loading dock shall have amenities for the truck drivers/operators of the vehicles using the facility in addition to any similar amenities provided to on-site employees.

1. Each amenity shall include, at a minimum, a suitable lounge for drivers/operators containing not less than five (5) seats, a four-seat table, restroom facilities, including at least three sinks, stalls, etc., per restroom, and dispensing machines or other facilities to provide food and beverages.
2. At least one amenity shall be provided for every thirty (30) truck loading/unloading docks of the use.

SECTION 7: If any sentence, clause, phrase or section of this Ordinance is for any reason found to be unconstitutional, illegal or invalid, such unconstitutionality, illegality or invalidity shall not affect or impair any of the remaining provisions, sentences, clauses, phrases, sections or parts of this Ordinance. It is hereby declared as the intention of the Board of Supervisors of this Township that this Ordinance would have been adopted had such unconstitutional, illegal or invalid provision, sentence, clause, phrase, section or part thereof not been included therein.

SECTION 8: Any other ordinance or parts thereof inconsistent with this Ordinance be and are hereby expressly repealed. Notwithstanding the foregoing statement, no substantive text of any ordinance or part thereof shall be repealed simply by virtue of this Ordinance's renumbering of the sections, subsections, or subparts of the Zoning Ordinance; rather, the substantive provisions

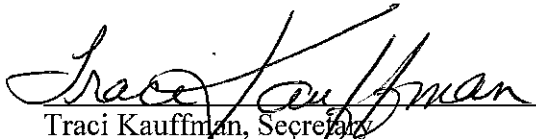
previously adopted shall be read as having always been numbered as they now are by this amending Ordinance.

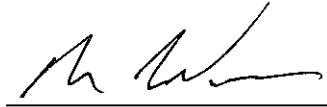
SECTION 9: This Ordinance shall take immediate effect.

ENACTED AND ORDAINED this 2nd day of January, 2024.

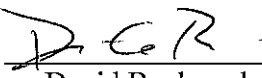
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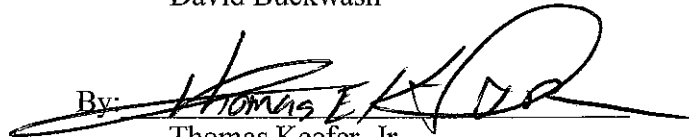
**FRANKLIN TOWNSHIP
BOARD OF SUPERVISORS**

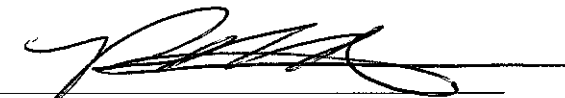

Traci Kauffman, Secretary

By:  Chairman
Mark Wenrich, Chairman

By: 
Duane Anthony

By: 
David Buckwash

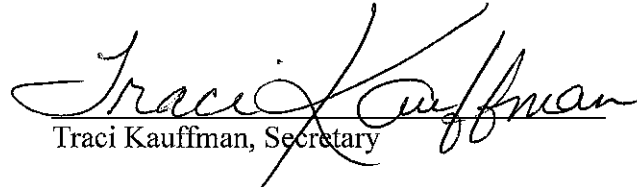
By: 
Thomas Keefer, Jr.

By: 
Paula Kostick

CERTIFICATE

I, the undersigned, Secretary of the Township of Franklin, York County, Pennsylvania (the "Township"), certify that: the foregoing is a true and correct copy of an Ordinance of the Board of Supervisors of the Township (the "Board"), which was duly enacted by affirmative vote of a majority of the members of the Board at a meeting held on January 2, 2024; said Ordinance has been duly recorded in the Ordinance Book of the Township; said Ordinance has been duly published as required by law; and said Ordinance remains in effect, unaltered and unamended, as of the date of this Certificate.

IN WITNESS WHEREOF, I set my hand and affix the official seal of the Township, this
2nd day of January, 2024.


Traci Kauffman, Secretary

(SEAL)