Chapter 22

Ferguson Township

Subdivision and Land Development

DRAFT

October 18, 2018

Table of Contents

PART 1 1
GENERAL PROVISIONS 1
§22-101. Short Title. 1
§22-102. Authority. 1
§22-103. Purpose. 1
§22-104. Establishment of Controls. 2
§22-105. Modifications and Waivers. 3
PART 2 5
DEFINITIONS 5
§22-201. Language Interpretations: 5
§22-202. Definitions. 6
PART 3 17
PLAN REVIEW PROCEDURES 17
§22-301. General. 17
§22-302. Preapplication Conference. 17
§22-303. Review of the Preliminary Plan. 17
§22-304. Review of the Final Plan. 20
§22-305. Record Plan. 23
§22-306. Minor Subdivisions. 23
§22-307. Lot Consolidation. 24
§22-308. Development Review Notice Signs. 25
§22-309. Public Signs. 26
PART 4 29
PLAN REQUIREMENTS 29
§22-401. Preliminary Plan Contents and Review. 29
§22-402. Final Plan Contents and Review. 35
§22-403. Record Plan Contents. 35
PART 5 37
DESIGN AND IMPROVEMENT STANDARDS 37
§22-501. General. 37
§22-502. Streets. 38
§22-503. Blocks. 49
§22-504. Lots and Parcels. 49
§22-505. Sanitary Sewage Disposal. 51
§22-506. Water Supply 52

§22-507. Easements. 54
§22-508. Markers. 55
§22-509. Street Trees. 55
§22-510. Erosion and Grading Control. 55
§22-511. Stormwater Management. 56
§22-512. Sidewalks. 56
§22-513. Public Use and Service Areas. 57
PART 5A 61
DESIGN STANDARDS FOR DEVELOPMENT IN THE TERRACED STREETSCAPE DISTRICT 61
§22-501A. Intent. 61
§22-502A. Purpose. 61
§22-503A. Statutory Authority. 61
§22-504A. Goals. 62
§22-505A. Context. 62
§22-506A. Design Principles. 62
§22-507A. Synergy. 63
§22-508A. Density. 63
§22-509A. Streetscape Design Standards. 63
§22-510A. Building Design and Facade Considerations. 67
§22-511A. Building Massing and Composition. 68
§22-512A. Articulation of Facades. 68
§22-513A. Storefront Design. 72
§22-514A. Corner Building Sites. 73
§22-515A. Parking Structures and Incentives. 74
§22-516A. Exterior Materials. 76
§22-517A. Color Selection. 76
§22-518A. Signage. 77
§22-519A. Lighting. 77
PART 5B 79
DESIGN STANDARDS FOR DEVELOPMENT IN THE TRADITIONAL TOWN DEVELOPMENT 79
§22-501B. Design Standards 79
PART 5C 91
OFF-STREET PARKING AND LOADING 91
§22-501C. Off-Street Parking and Loading Regulations. 91
§22-502C. Bicycle Parking Regulations: 100

PART 6 107
ADMINISTRATION AND ENFORCEMENT 107
§22-601. General Provisions. 107
§22-602. Penalties. 107
§22-603. Amendments. 107
PART 7 109
OFFICIAL MAP ORDINANCE 109
§22-701. General Provisions. 109
§22-702. Establishment of Controls. 109
§22-703. Effect of Controls. 111
§22-704. Adoption and Amendment. 112
§22-705. Violations, Sanctions and Appeals. 112
PART 8 115
ENFORCEMENT REMEDIES 115
§22-801. Violations. 115
§22-802. Preventative Remedies. 115
PART 9 117
VALIDITY AND REPEALER 117
§22-901. Validity. 117
§22-902. Repealer. 117
§22-903. The Ferguson Township Zoning Ordinance. 117

PART 1

GENERAL PROVISIONS

§22-101. Short Title.

This Chapter shall be known, and may be cited, as the "Township of Ferguson Subdivision and Land Development Regulations" Ordinance No. _____.

§22-102. Authority.

This Chapter is enacted and ordained under the grant of powers by the General Assembly of the Commonwealth of Pennsylvania, "The Pennsylvania Municipalities Planning Code" Act 247 as reenacted and amended.

§22-103. Purpose.

This Chapter is enacted for the following purposes:

A. Assuring sites suitable for building purposes and human habitation.

B. Providing for the harmonious development of the Township so as to be generally consistent with the 2013 Centre Region Comprehensive Plan.

C. Coordinating the proposed development with existing development within the Township.

D. Encouraging adequate open spaces for proper traffic flows, recreation, light and air and for proper distribution of population, thereby creating conditions favorable to the health, safety, morals and general welfare of the citizens.

E. Protecting the character and social and economic stability of the Township and to encourage the orderly and beneficial development of the Township.

F. Protecting and conserving the value of land throughout the Township, the value of buildings and improvements upon the land and to minimize the conflicts among the uses of land and buildings.

G. Guiding public and private policy and action in order to provide adequate and efficient transportation, water supply, sewage, schools, parks, playgrounds, recreation and other public requirements and facilities.

H. Providing the most beneficial relationship between the uses of land and buildings and the circulation of traffic within the Township, having particular regard to the avoidance of congestion in the streets and highways and the pedestrian traffic movements appropriate to the various uses of land and buildings, and providing for the proper location and width of streets and building lines.

I. Establishing reasonable standards of design and procedures for subdivision and re-subdivision in order to further the orderly layout and use and/or reuse of land; and insuring proper legal descriptions and monumenting of subdivided land.

J. Promoting and fostering the community development goals and objectives including quality infill, redevelopment and/or adaptive reuse.

K. Ensuring that public facilities are available and will have a sufficient capacity to serve the proposed subdivision.

L. Preventing the pollution of air, streams and ponds; assuring the adequacy of drainage facilities; safeguarding the water table; and encouraging the wise use and management of natural resources in order to preserve the community and value of the land.

M. Preserving the natural characteristics and topography of the Township and ensuring appropriate development with regard to these natural features.

N. Providing for open spaces through efficient design and layout of the land.

O. Ensuring that documents prepared as part of land ownership transfer fully and accurately describe the parcel of land being subdivided and new parcels thus created.

§22-104. Establishment of Controls.

In their interpretation and application, the regulations set by this Chapter shall be held to be the minimum requirements adopted for the promotion of the purposes of this Chapter.

A. Types of Control. This Chapter contains regulations governing the following: submission procedures for the review and disposition of subdivision and land development plans; graphic and written information to be contained on, or filed with, such plans; and, regulations governing the design and installation of required improvements, the layout and arrangement of lots and blocks, the reservation of land for public use, and methods of handling storm drainage and erosion and sedimentation.

B. New Subdivisions and Land Developments. No subdivision or land development of any lot, tract, or parcel of land shall be made, no street, sanitary sewer, storm sewer, water main, or other improvements in connection therewith shall be laid out, constructed, opened, or dedicated for public use or travel, or for the common use of occupants of buildings abutting thereon, except in accordance with the provisions of this Chapter.

   This Chapter shall apply to all plans submitted for initial approval of a subdivision or land development after the date of enactment of this Chapter.

C. Existing Subdivisions and Land Developments.

   1. Any preliminary plan approved within 5 years prior to the date of enactment of this Chapter shall be entitled to final plan approval, within 5 years of the date of approval of the said preliminary plan, according to the terms of said plan.

   2. Any plan submitted for preliminary plan approval prior to the date of enactment of this Chapter shall be reviewed under the terms of the prior enacted Township Subdivision and Land Development Ordinance.

   3. This Chapter shall apply to any subdivision or land development which occurred without obtaining approval required under this or previous subdivision ordinances of this municipality.

   4. The provisions of this Chapter governing the design and installation of improvements shall apply to any unbuilt portion of a subdivision or land development for which a preliminary or final plan was approved more than 5 years prior to the date of the enactment of this Chapter. Where final plan approval was preceded by preliminary plan approval, the 5-year period shall be counted from the date of the preliminary plan approval.

D. Relationship with Other Restrictions.

1. The provisions of this Chapter are not intended to interfere with, abrogate, or annul other rules, regulations, or ordinances, provided that where this Chapter imposes a greater restriction than that imposed by such other rules, easements, covenants, restrictions, regulations, or ordinances, the provisions of this Chapter shall control, except that:

2. For any development governed by Ord. ___, "The Township of Ferguson Planned Residential Development Ordinance," where a provision of this Chapter conflicts with a provision or provisions of Ord. ___, the provisions(s) of Ord. ___ shall control.

E. Exceptions.

This Chapter shall not apply to any subdivision or land development exempted by the Pennsylvania Municipalities Planning Code or other laws of the Commonwealth of Pennsylvania, or to the design and installation of improvements for developments governed by Ord. 46, "The Township of Ferguson Mobile Home Park Ordinance," or to property wholly or partially owned and/or controlled by the Township of Ferguson.

§22-105. Modifications and Waivers.

A. Where the Applicant shows to the satisfaction of the Township that the literal compliance with any mandatory provision of these regulations and causes undue hardship to the Applicant because of peculiar conditions pertaining to the particular property, the Township may grant a modification or waiver to one or more provisions of this Chapter. Such modification or waiver, however, shall not have the effect of nullifying the intent and/or purpose of this Chapter.

B. In granting any modification, the Township may impose such conditions as will substantially secure the objectives of the standards and requirements of this Chapter.

C. All requests for modifications or waivers of any standard and/or requirement contained in this Chapter shall be made in accordance with the following procedure:

1. The request shall be made in writing and shall accompany the application. The request shall include:

a) A full description of the unreasonableness or hardship on which the request is based, and any, peculiar circumstances.

b) A full description of the alternative standard proposed to provide equal or better results.

c) The section(s) of this Chapter that are requested to be modified and the minimum modification necessary to relieve the hardship.

2. The request for modification shall be reviewed by the Planning Commission to determine compliance with the requirements in subsection C.1, above, and shall provide its recommendation for action to the Township Board of Supervisors.

3. The Township Board of Supervisors, after receipt and review of the Planning Commission recommendation, shall complete its own review and shall grant or reject the required modification.

4. If the modification is granted, a note shall appear on the final plan for recordation.
5. The Township shall keep a written record of all action on all requests for modifications.

PART 2

DEFINITIONS

§22-201. Language Interpretations:

For the purposes of this Chapter, certain terms and words used herein shall be interpreted as follows:

A. Words used in the present tense include the future tense; the singular number includes the plural, and the plural number includes the singular; words are gender neutral.

B. The word "includes" or "including" shall not limit the term to the specific example, but is intended to extend its meaning to all other instances of like kind and character.

C. The word "person" includes an individual, firm, association, organization, partnership, trust, company, corporation, or any other similar entity.

D. The words "shall" and "must" are mandatory; the words "may" and "should" are permissive.

E. The words "used" or "occupied" include the words "intended, designed, maintained, or arranged to be used or occupied."

F. The word “land” shall include water surface.

G. The word “Supervisor” shall mean the elected members of the Township Board of Supervisors of Ferguson Township, Pennsylvania.

H. The phrase “Board Member” shall mean the members of the Zoning Hearing Board of Ferguson Township, Pennsylvania.

I. The word “Manager” shall mean the Township Manager of Ferguson Township, Pennsylvania.

J. Any reference to the Township Manager, Planning Commission, Township Engineer or other administrative official of Ferguson Township, Pennsylvania, shall include their designees.

Abbreviations.

ADA	Americans with Disabilities Act
ASTM	American Society for Testing and Materials
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHA	Federal Housing Administration
HOP	Highway Occupancy Permit
HVAC	Heating, Ventilating, and Air Conditioning
MPC	Municipalities Planning Code
NFPA	National Fire Protection Association
NPDES	National Pollutant Discharge Elimination System
PADEP	Pennsylvania Department of Environmental Protection

PennDOT	Pennsylvania Department of Transportation
PUC	Pennsylvania Public Utility Commission
SALDO	Subdivision and Land Development Ordinance

§22-202. Definitions.

Unless a contrary intention clearly appears, the following words and phrases shall have the meaning given in this section. All words and terms not defined herein shall be used with a meaning of standard usage. All words and terms not defined herein shall be used with a meaning of standard usage as defined in Merriam Webster's Collegiate Dictionary, Eleventh Edition.

Acreage of Property – the area contained within the perimeter boundary of a lot.

Amendment – any change or revision of the text of this Chapter.

Applicant – a subdivider, landowner, or developer, as hereinafter defined, who has filed an "Application for Subdivision or Land Development," including his heirs, successors, and assigns.

Application for Development – every application, whether preliminary or final, required to be filed and approved prior to start of construction or development including, but not limited to, an application for a building permit and an application for the approval of a development plan.

Average Daily Traffic (ADT) – Average Daily Traffic is the total volume during a given time-period (in whole days greater than 1 day and less than 1 year) divided by the number of days in that time-period. For new residential streets and driveways, the expected ADT is determined by using the Trip Generation Rates table found in the current ITE Trip Generation Manual. [Ord. 820]

Bicycle Parking Space – A physical space that is a minimum of [2.5] feet in width by [6] feet in length with a vertical clearance of at least (7) feet that allows for the parking of one bicycle, and if located outside, is hard surfaced and well drained.

Bike Locker – A lockable enclosure consistent with industry standards that:

A. Can hold one bicycle;
B. Is made of durable material;
C. Is designed to fully protect the bicycle against rain, snow, ice, high winds;
D. Provides secure protection from theft;
E. Opens sufficiently to allow bicyclists easy access; and
F. Is of a character and color that adds aesthetically to the immediate environment.

Bike Rack – A device consistent with industry standards that:

A. Is capable of supporting a bicycle in a stable position;
B. Is made of durable materials;
C. Is no less than thirty-six (36) inches tall (from base to top of rack) and no less than (1.5) feet in length;
D. Permits the securing of the bicycle frame and one wheel with a U-shaped lock; and
E. Is of a character and color that adds aesthetically to the immediate environment.

Bikeway – any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Block – an area bounded by streets, right-of-ways, streams or other similar natural features.

Board of Supervisors – the governing body of the Township of Ferguson, Centre County, Pennsylvania.

Boulevard Type Entrance – any entrance with two distinct travel lanes which are separated by a median which is a minimum of 10 feet wide.

Building – A structure, including any part thereof, having a roof and used for the shelter or enclosure of persons or property.

Cartway – the portion of a street right-of-way designed or intended for vehicular use.

Centerline – a line running parallel to and equidistant from both sides of a street.

Centre Regional Planning Agency – See Planning Agency.

Centre Regional Planning Commission – See Planning Agency.

Clear Sight Triangle – an area of unobstructed vision at the intersection of two (2) streets or the intersection of a driveway with a street, intended to allow the operators of vehicles approaching simultaneously to see each other in time to prevent a collision.

Community Sewage Systems – any system for the collection of sewage or industrial wastes of a liquid nature from two or more lots, and the treatment and/or disposal of the sewage or industrial waste on one or more of the lots or at any other site other than a Public Sanitary Sewer System.

Community Water System – any public or private water system that serves more than 15 homes or 25 residents.

Comprehensive Plan – the 2013 Centre Region Comprehensive Plan, as amended.

Condominium – a lot or portion of a lot where portion(s) of which are designated for separate ownership and the remainder of which is designated for common ownership solely controlled by the owners of the said portions.

County – the County of Centre, Commonwealth of Pennsylvania.

Crosswalk – a publicly or privately owned right-of-way for pedestrian use extending from a street into a block or across a block to another street.

Cul-de-sac – any roadway with a single means of entry and exit. The cul-de-sac has two parts: the stem and turnaround. The cul-de-sac is measured from the end of the turnaround to the point where the stem intersects with a roadway that has two means of entry and exit.

Curb Return – a curved curb connecting the tangents of two intersecting curbs of streets or driveways.

Cut – the difference between a point on the original ground and designated point of lower elevation on the final grade; an excavation.

Dedication – the conveyance of land or objects to some public use, made by the owner, and accepted for such use by or on behalf of the public by a municipality, school district, or public authority. The Township may or may not accept the offer of dedication.

Department of Environmental Protection (PADEP) – the Department of Environmental Protection in the state of Pennsylvania, its bureaus, divisions, departments and/or agencies, as may from time to time be established, or such Department or Departments as may in the future succeed it.

Detention Basin – an elevated area at which surface water runoff is temporarily stored pending its release at a controlled rate.

Developer – any landowner, agent of such landowner, or tenant with the permission of such landowner, who makes or causes to be made a subdivision of land or a land development.

Development Plan – the provisions for development of land including a planned residential development, a plat of subdivision, all covenants relating to use, location and bulk of buildings and other structures, intensity of use or density of development, streets, driveways, sidewalks and parking facilities, common open space, and public facilities. The phrase "provisions of development plan," when used in this Chapter, shall mean the written and graphic materials referred to in this definition.

Direct Access – a method or route to gain access to a public street. Lots must abut the right-of-way of a public street or have access to a public street via private street(s) that meet the criteria for subdivision on a private street.

Drainage – the removal of surface water or groundwater from land by drains, grading, or other means, and includes control of runoff to minimize erosion and sedimentation during and after construction or development.

Drainage Facility – any ditch, gutter, culvert, storm sewer, or other structure designed, intended, or constructed for the purpose of carrying, diverting, or controlling surface water or groundwater.

Driveway – a vehicular accessway from a street into a lot.

Dwelling Unit – more than one (1) habitable room containing permanent heating, sanitary, sleeping, cooking and eating facilities used or intended to be used as living quarters for a single household or family.

Easement – a grant of one (1) or more property rights for a portion of land by the landowner to and/or for the use by the public, a corporation, or another person or entity.

Elevation – height, in feet, of a point on the ground above sea level or above existing soil level

Engineer – an individual licensed and registered to engage in the practice of engineering in Pennsylvania. A professional engineer may not practice land surveying unless licensed as set forth in P.L. 534, No. 230; however, a professional engineer may perform engineering land surveys.

Erosion and Sedimentation – erosion, the process by which the land surface and/or subsurface is worn away by the action of natural elements; sedimentation, the process by which mineral or organic matter is accumulated or deposited by the movement of wind and water, or by gravity.

Excavation – an act by which earth, sand, gravel, rock or any other similar material is dug into, cut, quarried, uncovered, removed, displaced, relocated, or bulldozed and shall include the conditions resulting therefrom.

Fill – any act by which earth, sand, gravel, rock or any other similar material is placed, pushed, dumped, pulled, transported, or moved to a new location above the natural surface of the ground or on top of the stripped surface; the difference in elevation between a point on the original ground and a designated point of higher elevation of the final grade; the material used to make fill.

Financial Security – cash or irrevocable letters of credit and restrictive or escrow accounts in a lending institution which is Federally or Commonwealth chartered, used for the purpose of guaranteeing the expense of completion of improvements for a plan or a plat, or a bond with a bonding company acceptable to the Township.

Fire Apparatus Access Road – a road that provides fire apparatus access from a fire station to a facility, building or portion thereof. This is a general term inclusive of all other terms such as "fire lane," "public street," "private street," "parking lot lane" and "access roadway."

Fire Chief – the chief of the Alpha Fire Company or a duly authorized representative.

Fire Department Connection – any hose connection utilized by the fire department to supply water to a built-in fire protection system.

Fire Flow – the flow rate of a water supply, measured at 20 pounds per square inch (psi) residual pressure that is available for firefighting.

Floodplain – Areas subject to inundation by a specified percent-annual-chance flood event generally determined using approximate methodologies.

Governing Body – the Board of Supervisors, Centre County, Commonwealth of Pennsylvania.

Grade – the slope of ground, street, or other public way, specified in percentage of change in elevation per horizontal distance; the act of altering the topography of undisturbed land.

Gross Floor Area (GFA) – the sum total of the floor areas of all floors of a building as measured from the exterior walls, inclusive of hallways, restrooms and other space ancillary to the proposed use.

Improvements – a construction or installation including, but not limited to, of any of the following: streets, gutters, culverts, sidewalks, storm sewers, fiber optic cable, water drainage facilities, utilities (gas, electric, telephone services), water system, fire hydrants, sanitary sewers, septic tanks, street signs, street lights and including cuts and/or fills.

In-Street Bicycle Parking – A portion of a vehicle parking lane or other area on a roadway that is set aside for the parking of bicycles.

Land Development – any of the following activities: (1) the improvement of one lot or two or more

contiguous lots, tracts or parcels of land for any purpose involving: (i) a group of two or more residential or nonresidential buildings, whether proposed initially or cumulatively, or a single nonresidential building on a lot or lots regardless of the number of occupants or tenure; or (ii) the division or allocation of land or space, whether initially or cumulatively, between or among two or more existing or prospective occupants by means of, or for the purpose of, streets, common areas, leaseholds, condominiums, building groups or other features; (2) a subdivision of land; or (3) development in accordance with §503(1.1) of the Municipalities Planning Code, as amended.

Landowner – the legal or beneficial owner or owners of land including the holder of an option or contract to purchase (whether or not such option or contract is subject to any condition), a leasee if he is authorized under the lease to exercise the rights of the landowner, or other person having a proprietary interest in the land.

Licensed Engineer/Land Surveyor – licensed professional engineer or land surveyor registered by the Commonwealth of Pennsylvania.

Long-Term Bicycle Parking – Bicycle parking that is primarily intended for bicyclists who need bicycle parking for more than 3 hours and is fully protected from the weather.

Long-Term Bicycle Parking Space – A Bicycle Parking Space that provides Long-Term Bicycle Parking.

Lot – a designated parcel, tract or area of land established by a plat or otherwise as permitted by law and to be used, developed or built upon as a unit.

Lot Area – the area contained within the lot lines of a single lot, excluding space within all public streets and plotted streets, but including the area contained in any easement, and generally expressed in terms of acres or square feet.

Lot Consolidation – the act of joining two or more contiguous lots, held in the same ownership, previously separated by subdivision into a single lot or tract of land by elimination of the common boundaries of such lots.

Lot Corner – a lot at the junction of and adjoining two (2) or more intersecting streets or at the point of abrupt change of a single street, where the interior angle is less than one hundred thirty-five (135) degrees or the radius of the street line is less than ten (10) feet.

Lot, Double or Reverse Frontage – a lot with front and rear street frontage; a lot extending between, and having frontage on, an arterial and minor street.

Lot, Interior – a lot other than a corner lot with only one (1) frontage on a street.

Lot Line – a line generally established by metes and bounds, which, when combined with other lot lines, delineates a lot; a boundary line of a lot; includes property line.

Major Renovation – Any physical improvement of an existing building or structure, excluding single-family dwellings and multi-family dwellings with 4 or fewer units, that requires a building permit and has an estimated construction cost equal to or exceeding [$250,000], excluding cost of (1) compliance with accessibility requirements for individuals with disabilities under governing federal, state, or local law, and (2) seismic or other structural safety retrofit.

Marker – a metal pipe or pin of at least one half (1/2) inch diameter (preferred three-fourths (3/4) inch or seven-eighths (7/8) inch and at least twenty-four (24) inches in length (preferred thirty (30) inches to thirty-six (36) inches) which shall be used for survey purposes.

Master Plan – a plan for future development of a park prepared by a consultant selected by the Township or a plan of said term as permissible by the processes of the Township Zoning Ordinance. The master plan will identify the improvements that will be installed.

Monument – a stone or concrete monument with a flat top at least four (4) inches in diameter or square, containing a copper or brass dowel (plug), and at least twenty-four (24) inches in length (preferred thirty (30) inches to thirty-six (36) inches. The bottom, sides or radius shall be at least two (2) inches greater than the top, to minimize movements caused by front which shall be used for survey purposes.

Municipal – of or for the Township of Ferguson, unless specifically in reference to another municipality.

National Fire Protection Association (NFPA) – This organization is a national association established for the purpose of proposing standards that reduce the opportunity for injury or death from fire.

Net Floor Area (GFA) – the sum total of the floor areas of all floors of a building as measured from the exterior walls, not including hallways, restrooms and other space ancillary to the proposed use.

New Development – Any construction of a new building or facility that requires a building permit, excluding single-family dwellings and multi-family dwellings with 4 or less units

North Point – an arrow on a plan depicting true north.

Off-Street Loading Space – A space not located within any street right-of-way used by motor vehicles for the temporary storage of trucks and other commercial vehicles while loading and unloading merchandise or materials.

Off-Street Parking Space – A space not located within any street right-of-way used by motor vehicles for the temporary storage of one motor vehicle.

Official Map – the map established by the Township of Ferguson pursuant to an ordinance.

Open Space – a parcel or parcels of land incorporated within a subdivision that is used for passive and unorganized play areas and is owned by the homeowners association. This land may include floodplain, wetlands, steep slopes, stormwater basins and drainage areas. The land set aside as open space may not be used towards calculating the parkland requirements of the subdivision.

Owner – the legal or beneficial owner or owners of land including the holder of an option or contract to purchase (whether or not such option or contract is subject to any condition), a lessee if the person is authorized under the lease to exercise the rights of the owner, or other persons having a proprietary interest in the land, shall be deemed to be an owner for the purposes of this Chapter; landowner.

Parcel – (see Lot)

Parking Bay – A row of parking spaces abutting one another along the length of each space.

Parking Lot – A facility providing off-street parking space for five or more motor vehicles.

Parking: On-Lot – the number of parking spaces required by the municipal zoning ordinance to be provided off-street for each dwelling unit. These spaces are intended to serve the normal daily parking needs of the dwelling unit occupants.

Parking, Spillover – the number of parking spaces necessary in addition to those required by this Section to provide for service vehicles and visitors. In calculating the number of spaces required, whether provided on-lot, on-street, or in common parking areas, the number of spaces to be provided in the specific location shall be rounded up to the nearest whole space.

Parks or Parkland – a parcel or parcels of land designed and intended for the use or enjoyment of the residents of a subdivision or nearby residential areas, and such land must be dedicated to the Township for use as a park. Such land may not include wetlands, steep slopes, stormwater detention basins or drainage areas.

Perimeter Boundary – see "Lot Line."

Person – an individual(s), partnership(s), co-partnership(s), association(s), corporation(s), limited liability company(ies), limited liability partnership(s), and any and all other entities.

Plan (Final) – the complete and exact subdivision plan prepared for official recording and as required by this Chapter.

Plan (Preliminary) – a general development plan prepared in lesser detail than the final plan, indicating the approximate proposed layout of a subdivision as a basis for consideration prior to preparation of the final plan.

Plan (Record) – a final plan prepared for recording.

Planned Residential Development – an area of land, controlled by a landowner, to be developed as a single entity for a number of dwelling units, or combination of residential and nonresidential uses, the development plan for which does not correspond in lot size, bulk, type of dwelling, or use, density, or intensity, lot coverage and required open space to the regulations established in any one district created, from time to time, under the provisions of the Township of Ferguson zoning ordinance.

Planning Agency – Centre Regional Planning Agency and its Designee, Centre Regional Planning Commission, as permissible as a regional planning agency defined by the Pennsylvania Municipalities Planning Code.

Planning Commission – the Ferguson Township Planning Commission, Township of Ferguson, Centre County, Pennsylvania

Planning Commission, County – Centre County Planning Commission, Centre County, Pennsylvania.

Plat – a complete and exact map or plan of a subdivision or land development (and including, all required supplementary data), in lesser detail than a final plat, showing approximate proposed street and lot layout as a basis for consideration prior to preparation of a final plat.

Private Street – a street which existed prior to January 10, 1989, which was not offered or accepted for dedication to public use.

Public Grounds – public grounds include:

A. Parks, playgrounds, trails, paths and other recreation areas and other public areas.

B. Sites for schools, sewage treatment, refuse disposal and other publicly owned or operated facilities.

C. Publicly owned or operated scenic and historic sites.

Public Hearing – a formal meeting held pursuant to public notice by the Township Board of Supervisors or Planning Commission, intended to inform and obtain public comment, prior to taking action in accordance with the Pennsylvania Municipalities Planning Code, Act 247, as amended.

Public Meeting – a forum held pursuant to notice under the act of July 3, 1986 (P.L. 388, No. 84, known as the "Sunshine Act."

Public Notice – a notice published once each week for two (2) successive weeks in a newspaper of general circulation in the Township. Such notice shall state the time and place of the hearing and the particular nature of the matter to be considered at the hearing. The first publication shall not be more than thirty (30) days and the second publication shall not be less than seven (7) days from the date of the hearing.

Public Sanitary Sewer System – a system for the collection of sewage or industrial wastes of a liquid nature from two or more lots, and the treatment and/or disposal of the sewage or industrial waste at a site owned, leased or managed by a municipality or an authority.

Renewable energy source – any method, process or substance whose supply is rejuvenated through natural processes and, subject to those natural processes, remains relatively constant, including, but not limited to, biomass conversion, geothermal energy, solar and wind energy and hydroelectric energy and excluding those sources of energy used in the fission and fusion processes.

Reserve Strip – a parcel of ground in separate (sometimes public) ownership separating a street from the adjacent properties, or from another street.

Right-of-way – an area of land that is legally described for the public or private provision of access.

Runoff – the surface water discharge or rate of discharge of a given area or watershed after a fall of rain or snow, that does not enter the soil but runs off the surface of the land.

Sanitary Sewage Disposal, Onsite – any structure designed to biochemically treat sanitary sewage within the boundaries of an individual lot, or tract of lots.

Sanitary Sewage Disposal (Private) – a sanitary sewage collection system managed and operated under private auspices, in which sewage is carried from individual lots by a system of pipes, to a central treatment and disposal plant, generally serving a neighborhood area.

Sanitary Sewage Disposal (Public) – a sanitary sewage collection system, managed and operated a public agency, in which sewage is carried from individual lots by a system of pipes to a central treatment and disposal plant.

Sedimentation – the process by which mineral or organic matter is accumulated or deposited by the movement of wind and water, or by gravity. Once this matter is deposited (or remains suspended in water), it is considered sediment.

Seed – to plant an area of ground with grass or similar vegetative ground cover.

Setback or Building Line – the line within a lot defining the required minimum setback distance between any structure and the adjacent street line or between any structure and a side and/or rear lot line.

Short-Term Bicycle Parking – Bicycle parking primarily intended for bicyclists who need bicycle parking for 3 hours or less.

Short-Term Bicycle Parking Space – A Bicycle Parking Space that provides Short-Term Bicycle Parking

Shoulder – the portion of a roadway (cartway) between the curb or gutter and the travelway intended for emergency and parking use.

Sight Distance – the length of cartway visible to the driver of a motor vehicle at any given point in the cartway when the view is unobstructed by traffic.

Slope – the face of an embankment or cut section; any ground whose surface makes an angle with the plane of the horizon. Slope is expressed in a percentage based upon vertical difference in feet/one hundred (100) feet of horizontal distance.

Spillover Parking – See Parking, Spillover.

Steep Slope – land whose slope (surfaces at an angle to the plane of the horizon) is 25% or more a vertical difference of 25 feet or more per 100 feet of horizontal distance.

Stormwater Management Site Plan – the plan prepared by the developer or his representative indicating how stormwater runoff will be managed at the development site in accordance with Chapter 26, Part 1. Stormwater management site plan may be designated as SWM site plan. The contents of the SWM site plan are established in Chapter 26, Part 1, Subpart D, “Stormwater Management Site Plan Requirements,” §26-403, “Plan Submission.”

Street – includes street, avenue, boulevard, road, highway, freeway, parkway, lane, alley, viaduct and any other ways used or intended to be used by vehicular traffic or pedestrians whether public or private. Streets are further classified according to the functions they perform. See also §22-502.D.

Streets Classification Map – a map, adopted by resolution of the governing body of the municipality, classifying existing streets with the municipality.

Structure – any man-made object that has an ascertainable stationary location on or in land or water, whether or not affixed to the land.

Structured Parking (Parking Structure, Parking Garage, or Parking Deck) – A building (or part thereof) which is designed specifically to be for automobile parking and where there are a number of floors or levels on which parking takes place.

Subdivider – see "developer."

Subdivision - the division or redivision of a lot, tract or parcel of land by any means into two or more

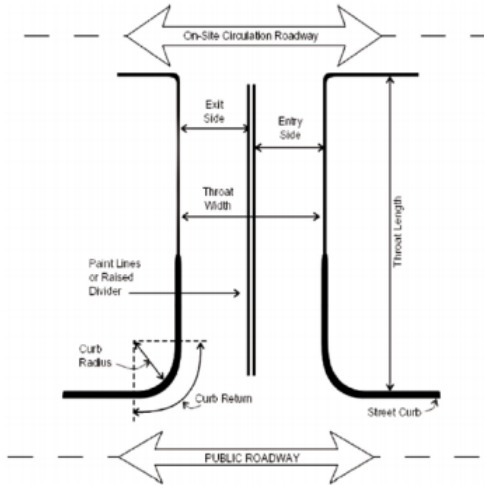
lots, tracts, parcels or other divisions of land including changes in existing lot lines for the purpose, whether immediate or future, of lease, partition by the court for distribution to heirs or devisees, transfer of ownership or building or lot development: Provided, however, That the subdivision by lease of land for agricultural purposes into parcels of more than ten acres, not involving any new street or easement of access or any residential dwelling, shall be exempted.

Surveyor – a surveyor registered by the Commonwealth of Pennsylvania.

Swale – a low lying stretch of land which gather, or carries, surface water runoff.

Throat – As pertaining to the length and width dimensions of a driveway.

Diagram Displaying Driveway Throat Length, Width, and Radius



Source: TRB Access Management Manual, 2003.

Township – the Township of Ferguson, Centre County, Commonwealth of Pennsylvania.

Tract – (see Lot)

Traditional Neighborhood Development – an area of land typically developed for a compatible mixture of residential units for various income levels and nonresidential commercial and workplace uses, including some structures that provide for a mix of uses within the same building. Residences, shops, offices, workplaces, public buildings, and parks are interwoven within the neighborhood so that all are within relatively close proximity to each other. Traditional neighborhood development is relatively compact and oriented toward pedestrian activity. It has an identifiable center and a discernible edge. The center of the neighborhood is in the form of a public park, commons, plaza, square or prominent intersection of two or more major streets. Generally, there is a hierarchy of streets laid out with an interconnected network of streets and blocks that provides multiple routes from origins to destinations and are appropriately designed to serve the needs of pedestrians and vehicles equally.

True to Variety – a guarantee from a nursery that each shade tree ordered is healthy and true to name.

Walkway – a right-of-way intended to furnish access across a block from one street to another.

Watercourse – a permanent stream; intermittent stream; river; brook; creek; or a channel or ditch for water whether natural or manmade.

Wetland – any area defined as a wetland by the Federal Manual for Identifying and Delineating Jurisdictional Wetlands.

Yard – An unoccupied space, open to the sky, extending from the lot line to a structure. The size of a required yard shall be measured as the shortest distance between the structure and lot line.

Front Yard – An open space area extending along the full width of a lot parallel to the front property line or adjacent street right-of-way line, whichever is the closer to the property, which area is unoccupied and obstructed from the ground up, except for such intrusions as are expressly permitted by this Chapter.

Side Yard – An open space area extending along the side of a lot parallel to the side lot line, which area shall extend from the front yard area to the rear yard area, except that in the absence of a rear or front yard area the side yard area shall extend the full length of the lot.

Rear Yard – An open space area extending across the full width of a lot parallel to the rear property line or adjacent street right-of-way line, whichever is closer to the property, which area is unoccupied and unobstructed from the ground up, except for such intrusions as are expressly permitted by this Chapter.

Buffer Yard – An open space inclusive of vegetation and designed to provide an area of separation between different districts or uses.

PART 3

PLAN REVIEW PROCEDURES

§22-301. General.

Proposed subdivision and land development plans shall be reviewed by the Township Planning Commission and the Centre County Planning Commission, or its designated agent, and shall be approved or not approved by the Board of Supervisors in accordance with the procedures specified in this Chapter. Following the recommended Preapplication Conference for Sketch Plan review, plans may be presented in two stages, preliminary and final, or simultaneously as a preliminary/final plan. If a plan is presented in one stage as a preliminary/final plan then the plan must meet both the preliminary plan requirements and final plan requirements as if the plan were presented in two stages.

§22-302. Preapplication Conference.

A. A potential applicant for subdivision or land development, all or part of which is situate in the Township, may request a preapplication conference with the Planning Commission and/or Township staff for the purpose of discussing or reviewing such proposed subdivision or land development.

B. The preapplication conference is strongly urged but shall not be mandatory and shall not be regarded as formal application for subdivision or land development. The filing of any report, sketch plan, plat, or map prior to or at such conference shall not constitute submission of a plan or application for land development or subdivision.

C. Any report, sketch plan, plat, or map to be considered by the Planning Commission at such conference shall be provided by the potential applicant in ten copies and the Township Department of Planning and Zoning shall distribute a copy of the same to the Township Planning Commission and the Centre Regional Planning Commission for informational purposes only.

D. The Planning Commission may, at its sole discretion, make, or refuse to make, recommendations as the result of the pre-application conference. Any recommendations made by the Planning Commission at or in response to the pre-application conference shall not be binding upon the Planning Commission in its review of the plan after formal application.

§22-303. Review of the Preliminary Plan.

A. All applications for approval of subdivision and land development plans shall commence with the official submission of a plan and all required supplementary data to the Township Department of Planning and Zoning. All applications for preliminary review of a plan shall be acted upon by the Township within such time limits as established by the Pennsylvania Municipalities Planning Code. At any time during the review process the applicant may substitute an amended plan for that originally submitted solely for the purpose of correcting the original plan to the extent necessary to meet the requirements of this Chapter. In the event that the applicant submits an amended plan to the Township, the owner or agent of the subject lot(s) must provide the Township with a written 90-day time extension in a form to be supplied by the Township to review the plan. The 90 days will be measured from the date the revised plan is submitted to the Township. See §22-303.F.4

B. A plan shall be deemed to have been submitted for preliminary review when the applicant has furnished to the Township Department of Planning and Zoning the following documents:

1. One copy of a completed "Application for Subdivision or Land Development," plus payment of all application and escrow fees.

2. Ten (10) black (or blue) on white full-size prints, fourteen (14) 11x17 copies and one (1) digital copy of the plan which shall fully comply with the provisions of this Chapter.

3. A copy of the completed "Planning Module for Land Development" as required by the Pa. Department of Environmental Protection; if an on-site sewage facility is planned, soil log and percolation test data shall be included for each lot; and one fully completed copy of the "Subdivision Sewage Disposal Report."

4. Two (2) prints of the required street cross-section drawings and street profiles.

5. Two (2) copies of all other information and plans required by this Chapter but not included on the documents listed above.

C. Upon receipt of the above, the Township Department of Planning and Zoning shall forward immediately one (1) copy of the plan to Reviewing Agencies: The Township Solicitor; Centre Regional Planning Commission, and Centre County Planning Commission; the Township Engineer; and, the Alpha Fire Company Chief. All written comments from Reviewing Agencies are requested to be delivered to the Township within 14 days of receipt from the Township.

D. Review by the Township Planning Commission.

1. At their next regular meeting, provided such application was made at least 28 days prior to the meeting, or at a special meeting called for that purpose after receipt of the plan, the Planning Commission may review the plan to determine its conformance to the provisions contained in these regulations.

2. The Planning Commission shall notify the Board of Supervisors in writing of any recommended action, changes, or modifications to the plan after such decision is made, provided that the Planning Commission shall make such recommendations within 45 days after the beginning of the 90-day review period stipulated above. If review by the Township Planning Commission results in an unfavorable recommendation because the requirements of this Chapter have not been met, notification to the Board of Supervisors should specify the defects found in the plan and describe the requirements which have not been met and should cite the provisions of this Chapter from which such defects or requirements originate.

E. Review by the County Planning Commission or its Designee (Centre Regional Planning Commission). A copy of the plan shall be forwarded to the Centre County Planning Commission for review. The County Planning Commission or its designated agent may review the plan to determine its conformance to the provisions contained in these regulations. The Board of Supervisors shall take no official action on such application until the County report is received or until expiration of thirty (30) days from the date the plan was forwarded to the County, whichever comes first.

F. Review by the Board of Supervisors.

1. Upon receipt of the recommendations of the Planning Commission, the plan shall be placed upon the agenda of the Board of Supervisors for review at their next regularly scheduled public meeting or, at the Board of Supervisors discretion, at a special public meeting to be held for the purpose.

2. The Board of Supervisors shall review the plan and the written reports thereon of the Township Planning Commission and the Centre County Planning Commission or its designee to determine if the plan meets the provisions contained in these regulations. Before acting on any plan, the Board of Supervisors may hold a public hearing thereon after public notice. Prior to final review of a plan for which offsite sewer or water service is proposed, the Board of Supervisors may require, as condition of preliminary approval, that the applicant furnish written confirmation from the appropriate bodies that such service is and will be made available to the site under review.

3. The decision of the Board of Supervisors shall be in writing and shall be communicated to the applicant personally or mailed to him at his last known address not later than fifteen (15) days following the decision.

    a. If the plan receives preliminary approval by the Board of Supervisors and all fees are paid, the action of the Board of Supervisors shall be noted, together with the date of action and signature of the Chairman and Secretary, on two copies of the plan. One copy of the plan shall be given to the applicant, while the other copy shall be retained in the Township files. After the signatures are obtained, the applicant may immediately begin to lay out all lots, parcels, blocks, easements, and rights-of-way, and construct all streets, sanitary sewage disposal systems, water supply systems, storm drainage facilities, and monuments in accordance with the approved plan, but no parcel or lot may be conveyed or recorded until after final approval of the plan.

    b. If the plan is not approved, the decision shall specify the defects found in the plan and describe the requirements which have not been met and shall, in each case, cite the provisions of this Chapter from which such defects or requirements originate.

4. Failure of the Board of Supervisors to render a decision and communicate it to the applicant within the time and in the manner required herein shall be deemed an approval of the plan in terms as presented unless the applicant has agreed in writing to an extension of time or change in the prescribed manner of presentation of communication of the decision, in which case, failure to meet the extended time or change in manner of presentation of communication shall have like effect.

5. The Board of Supervisors may grant preliminary approval of a plan with or without conditions. If the Board of Supervisors desires to attach conditions to the plan, it shall include the conditions in the motion of acceptance and include a period of time of not more than 10 days within which the applicant can either accept all of the conditions imposed by the Board of Supervisors or reject any or all of the conditions. In the event that the applicant rejects any or all of the conditions or does not respond or notify the Board of Supervisors of applicant's decision to accept or reject the conditions, then the conditions shall be deemed to be rejected by the applicant. In the event that any or all of the conditions are rejected by the applicant, then the approval of the plan by the Board of Supervisors shall be automatically rescinded. The conditions imposed by the Board of Supervisors shall be delivered in writing to the applicant, at its address given with the preliminary plan, by first-class mail, postage prepaid, within 4 days of the vote on the plan by the Board of Supervisors if the applicant does not accept all of the conditions attached to the plan by the Board of Supervisors.

§22-304. Review of the Final Plan.

A. A plan shall be officially submitted to the Township Department of Planning and Zoning for final Township review after all improvements indicated on the plan receiving preliminary approval have been installed or, in lieu of the completion of the improvements, after deposit with the Township of a corporate bond or other security acceptable to the Board of Supervisors in accordance with this Chapter. All plans which have received preliminary approval shall be entitled to final approval in accordance with the terms of the approved preliminary application for a period of five (5) years from the date of the preliminary approval.

B. All applications for final approval of a plan shall be acted upon by the Township within such time limits as established in this Chapter, provided that the Board of Supervisors shall render its decision and communicate it to the applicant not later than 90 days after the date of the next regular meeting of the Planning Commission following the date the application is filed or after a final order of court remanding an application, provided that should the said next regular meeting occur more than 30 days following the filing of the application or the final order of the court, the said 90-day period shall be measured from the thirtieth (30^{th}) day following the day the application was filed. The plan shall conform to that which received preliminary approval by the Board of Supervisors, including all conditions and modifications attached thereto.

   1. In the case where subdivision and land development is projected over a period of years, the Board of Supervisors and the developer shall enter into a written agreement specifying the sequence of development of sections or stages and any other such requirements or guarantees as are applicable to that particular development.

   2. Final official submission of the plan to the Board of Supervisors shall consist of ten (10) black (or blue) on white prints of the plan, which shall fully comply with the regulations and the conditions for which the plan received preliminary approval, plus financial surety specified in this Chapter, all offers of dedication and deeds of easements to the Township and all other required documents.

C. Review by the Board of Supervisors.

   1. Upon receipt of a complete plan, the Township Department of Planning and Zoning shall forward one (1) copy of the plan to: The Township Solicitor; the Centre Regional and Centre County Planning Commissions; the Township Engineer; and, the Alpha Fire Company Chief.

   2. The final review of the plan shall be conducted by the Board of Supervisors in the same manner as prescribed for preliminary review of the plan specified in §22-303.F, except that final review shall be limited to determining if (a) the plan conforms to the plan which received preliminary approval, including all conditions and modifications required by the Board of Supervisors and (b) the requirements for final plan review have been met.

   3. As a component of approval, the applicant shall permit the Township Engineer to make periodic site inspections of such nature and extent as is necessary to ensure that the required improvements are being installed and constructed in conformity with the design standards contained herein or otherwise specified in the preliminary approval of the plan.

      If the applicant has completed all of the required improvements, he shall notify the Board of Supervisors in writing, by certified or registered mail, of the completion of the improvements and shall send a copy thereof to the Township. The Board of Supervisors hereby directs and authorizes the Township to make a final inspection of all the aforesaid improvements after receipt of such notice. The Township Staff shall file a written report with the Board of

Supervisors and shall promptly mail a copy of the same to the applicant by certified or registered mail. The report shall be made and mailed within thirty (30) days after receipt. The report shall be detailed and shall indicate approval or rejection of said improvement, either in whole or in part, and if the improvements or any portion thereof shall not be approved or shall be rejected by the Township, the report shall contain a statement of the reasons for such non-approval or rejection. For subdivisions and land developments served by off-site sewer and water service, Township Staff shall coordinate said review with that of the appropriate authorities and/or companies providing such service to ensure that the provisions of this Chapter are met.

a) The Township Staff shall notify the applicant in writing by certified or registered mail of action taken with relation to the improvements.

b) If the Township fails to comply with the time limitation provisions contained herein, all improvements will be deemed to have been approved and the applicant shall be released from all liability, pursuant to its performance guaranty bond or other security agreement.

c) If the Township shall not approve or shall reject any portion of the said improvements , the applicant shall proceed to complete the same and, upon completion, the same procedure of notification, as outlined herein, shall be followed.

D. Corporate Bonds and Maintenance Guarantees.

1. In lieu of the completion of any improvements required as a condition for final approval of the plan, the Board of Supervisors shall require deposit of a corporate bond or other form of financial security, prior to approval of the plan, in an amount sufficient to cover the costs of any improvements which may be required. Such financial security may include, among others, a lending institution letter of credit or a restrictive or escrow account in a lending institution. Such bond, or other security, shall provide for, and secure to the public, the completion of any improvements which may be required within a stated period which shall not be longer than 5 years from the date the plan received preliminary approval. The amount of financial security to be posted for the completion of the required improvements shall be equal to 110% of the cost of completion of the improvements to be estimated as of 90 days following the date scheduled for completion. The basis for determination of cost of the improvements shall take into account and be based upon the estimated costs as would be experienced by the Township if it were to bid and complete the project subject to the restrictions of the Home Rule Charter, any prevailing wage requirements or other material and labor requirements on the Township. Each year, the Board of Supervisors may adjust the amount of financial security required by comparing the actual costs of improvements which have been completed and the estimated costs for the completion of the remaining improvements as of the expiration of 90 days after either the original date scheduled for completion or a rescheduled date of completion. Subsequent to such adjustment, the Board of Supervisors may require the applicant to post additional security in order to assure that the financial security equals 110%. Any additional securities shall be posted by the applicant in accordance with the Municipalities Planning Code and this Part. In determining the adjustment annually, the Board of Supervisors shall take into account the restrictions contained above. The amount of financial security required shall be based upon an estimate of the cost of completion of the required improvements submitted by the applicant and prepared by a professional engineer licensed in the Commonwealth of Pennsylvania and certified by such engineer to be a fair and reasonable estimate of such cost.

2. Upon final approval of the plan, if requested by the applicant and in order to facilitate financing, the Board of Supervisors shall furnish the applicant with a signed copy of a resolution indicating final approval of the plan contingent upon the applicant obtaining satisfactory financial security. The final plan shall not be signed nor recorded until the appropriate financial security is supplied to the Township. In such case, the motion passing the final approval of the plan shall be contingent upon receipt of satisfactory financial security within 90 days of the date of the motion (unless a written extension is granted by the Board of Supervisors). In the event that satisfactory financial security is not provided within the said 90 days or within the time granted by written extension by the Board of Supervisors, then the motion granting the contingent approval shall expire and shall be deemed to be revoked, and the contingency of the motion granting final approval of the plan shall be deemed to be not satisfied.

3. Upon written application signed by the obligor and surety of a performance guarantee in a form approved by the Board of Supervisors, the governing body may at their discretion extend said period provided that satisfactory security for the completion of the improvements within the extended time is provided, or when the improvements have been partially completed reduce proportionally the amount of the bond or other form of security by formal resolution.

4. In the event that any improvements which may have been required in accordance with the finally approved plan have not been installed, the Board of Supervisors may enforce any corporate bond or other security by appropriate legal and equitable remedies. If the proceeds of such bond or other security are insufficient to pay the cost of installing or making repairs or corrections to all the improvements covered by the said security, the Board of Supervisors may install part of such improvements in all or part of the subdivision or land development or cause the same to be installed and may institute appropriate legal or equitable action to recover the monies necessary to complete the remainder of the improvements. All the proceeds, whether resulting from the security or from any legal or equitable action brought against the applicant, or both, shall be used solely for the installation of the improvements covered by such security, and not for any other municipal purpose.

5. Release from the bond or other security shall be granted by the Board of Supervisors contingent upon review and report by the Township Engineer in accordance with procedures outlined in subsection .C, above.

6. Prior to final approval of a plan by the Township, the Board of Supervisors may require the applicant to deliver to the Township Secretary a maintenance guarantee in an amount of not less than 15% of the estimate of the cost of all required improvements, guaranteeing that the applicant shall maintain all such improvements in good condition for a period of 1 year after completion of construction and installation of all such improvements.

E. Payment of Review and Professional Consultant's Fees. Prior to final approval of a plan by the Board of Supervisors, the applicant shall pay all review fees, including fees for professional consultants and engineers for review and reports which were requested by the Township, either in the normal course of review or as a result of a problem or issue arising out of the normal review. All fees to be paid shall be based upon a schedule established by resolution by the Board of Supervisors.

F. Conditions to Final Approval of a Plan. The Board of Supervisors may grant final approval of a plan with or without conditions. If the Board of Supervisors desires to attach conditions to a plan, it shall include the conditions in the motion of acceptance and include a period of time of not more than 10 days within which the applicant can either accept all of the conditions imposed by the Board of Supervisors or reject any or all of the conditions. In the event that the applicant rejects

any or all of the conditions or does not respond or notify the Board of Supervisors of applicant's decision to accept or reject the conditions, then the conditions shall be deemed to be rejected by the applicant. In the event that any or all of the conditions are rejected by the applicant then the approval of the plan by the Board of Supervisors shall be automatically rescinded. The conditions imposed by the Board of Supervisors shall be delivered in writing to the applicant, at its address given with the final plan, by first-class mail, postage prepaid, within 4 days of the vote on the plan by the Board of Supervisors. The Board of Supervisors may render a decision disapproving the plan, which decision will be the decision of the Board of Supervisors if the applicant does not accept all of the conditions attached to the plan by the Board of Supervisors.

G. Prior to receiving final signature, all subdivision and land development plans must be submitted to the Township in digital format. The data shall be in a format readily compatible (i.e., without conversion) with the Township's Geographical Information System (GIS) software and shall provide a true and complete display of the subdivision or land development plan, in correct geographic location, configured in appropriate layers as specified by the Township.

§22-305. Record Plan.

After completion of the procedures required by this Part and after final approval of a plan by the Board of Supervisors, all endorsements shall be so indicated on the approved plan and on as many other copies of the plan as may be desired by the Township. Upon approval and signing of the plan by the Board of Supervisors as required by the Municipalities Planning Code, the record plan and the plan containing the approval signatures shall be recorded in the Office of the Recorder of Deeds of Centre County by the applicant within 90 days of such approval and signing. Such recording shall be otherwise in conformity with §513 of the Municipalities Planning Code, as amended. Within 10 days after the Recorder of Deeds has properly recorded the plan, a copy of such, including the endorsement of the Recorder of Deeds, shall be forwarded by the applicant to the Township Secretary.

§22-306. Minor Subdivisions.

A. Applicants are required to apply for and receive a minor land development approval from the Township in accordance with the following criteria:

1. Recommendations and Approvals.

   a) Application requirements as shown on the Subdivision and/or Land Development Requirements Table shall be submitted for all Minor Land Developments.

   b) The Township Staff shall review and forward an Application to the Planning Commission regarding Minor Land Development. Township Staff comment resulting from said review shall accompany the Application forwarded.

   c) The Planning Commission shall recommend Application approval, approval subject to conditions, or denial to the Township Board of Supervisors regarding Minor Subdivision and/or Land Development.

   d) The Township Board of Commissioners shall be responsible for approving or denying minor land developments.

2. Conferences. A pre-application conference is highly recommended with the Township prior to the submission of a final application.

3. Applicants are required to provide an escrow fee for plan review and legal opinion of the Township Solicitor.

§22-307. Lot Consolidation.

Any person who desires to consolidate lots shall be required to consolidate such lots in the manner set forth herein. No lots may be consolidated unless the legal or equitable title of all such lots is held in common ownership. No lot consolidation shall be permitted which would, by reason thereof, create a violation or nonconformity of the Zoning Ordinance [Chapter 27]. No lot consolidation shall be permitted unless and until all persons having any proprietary interest in any of the land comprising the lots to be consolidated have consented, in writing, to such consolidation and presented a required affidavit with proposed deed language. The term "proprietary interest" shall include, but not limited to, legal or beneficial owner, optionee, purchaser, lessee and mortgagee.

A. Procedures and Data.

1. Any person wishing to consolidate lots shall furnish to the Township Zoning Administrator the following:

   a) A written application, under oath, requesting such lot consolidation and setting forth the nature of the proprietary interest, and the identity of all persons having a proprietary interest in the lots to be consolidated.

   b) The consent, in writing, acknowledging all persons having a proprietary interest in the lots to be consolidated.

   c) A perimeter metes and bounds description of the consolidated area, including a document or deed of conveyance, describing the area as consolidated, which shall be recorded in office of the Recorder of Deeds of Centre County within 90 days of final approval of the lot consolidation.

   d) One reproducible drawing, with a scale not less than 1 inch equals

   e) 100 feet (1" = 100'), which shall show the following:

      1.) Bearings and distance of all property lines to remain.

      2.) All property lines to be removed.

      3.) Location, purpose and width of all easements.

      4.) Location, size and type of all utilities on and adjacent to the site.

      5.) Minimum building setback lines.

      6.) Location and use of all existing structures.

      7.) North point and scale.

      8.) Appropriate space for signature of the Zoning Administrator and the Recorder of Deeds of Centre County.

      9.) Signature and seal of a professional land surveyor, as affixed to a statement as follows:

      "I, _____, a Professional Land Surveyor, in the Commonwealth of Pennsylvania, do hereby certify that the plan correctly represents the tract of land shown."

2. The Township Zoning Administrator shall have the right to request additional information and/or evidence relative to those persons having any proprietary interest in the lots to be consolidated, including copies of documents.

3. Upon receipt of an application for lot consolidation and other required materials, the Zoning Administrator shall refer such material to the Township Engineer for review and comment.

4. The Zoning Administrator shall contact the applicant, by certified mail, and inform the applicant of any omissions in the application. The applicant shall make any necessary revisions before approval.

5. Upon determining that an application for lot consolidation complies with all ordinance requirements, the Township Zoning Administrator shall approve the same, in writing.

6. All lot consolidations shall be permanently retained in a separate file for such purposes in the office of Ferguson Township, including the original application, consent and a copy of the original plan or plans.

7. After final approval, the applicant shall record the plan and the document or deed of conveyance in the Office of the Recorder of Deeds of Centre County within 90 days of the date of final approval and shall furnish the Zoning Administrator with a copy of such plan and document or deed of conveyance with the recording data thereon.

8. The Zoning Administrator shall submit to the Secretary of the Township, the Secretary of the Planning Commission and to the Director of the Centre Regional Planning Commission a report, in writing, listing all applications for lot consolidation approved by him in the proceeding 30 calendar days. Said report shall include, but not be limited to, the address, ownership and number of lots for all approved lot consolidation applications.

B. Effect of Lot Consolidation. After approval of any lot consolidation, the resulting single lot from such consolidation shall be thereafter a single lot and may not be thereafter replotted or resubdivided without following procedures of the subdivision and land development Chapter of Ferguson Township.

§22-308. Development Review Notice Signs.

A. Intent. The intent of this provision is to provide notice to adjacent property owners and the general public of a pending subdivision, site plan, land development plan or PRD development or final plan review by the Township. The sign will have the phone number of the Township so that persons may call to inquire about the status of a pending development review. With this type of notification, the Township hopes to involve interested parties and obtain input earlier in the plan review process.

B. Notice Requirement. The applicant or applicant's agent (hereinafter referred to as applicant) shall be responsible for placement of a development review notice sign on the affected property in accordance with the following regulations:

1. Timing. Within 10 days of submitting a subdivision, land development, or PRD plan to the Township, the applicant shall place a development review sign on the property in accordance with the location requirements below.

2. Location. One sign shall be placed every 1,000 feet, or portion thereof, along each side of the property which abuts a public right-of-way. The sign shall be placed near the property line, but

not within the right-of-way. The sign shall be placed so it does not impede traffic visibility, but can be seen by passing motorists and pedestrians within the public right-of-way.

3. Proof. Upon placement of the sign and within 10 days of submitting a subdivision, or land development plan, the applicant shall submit a "certificate of installation" to the Township which identifies the following information:

   a) Date of development review notice sign installation.

   b) Sketch of development review notice sign placement.

   c) Signed statement by the applicant certifying that the sign(s) was placed in accordance with Township standards. The plan will not be placed on the Planning Commission agenda until proof that the sign has been posted has been received by the Township.

4. Sign Rental. A development review notice sign, post and anchor may be rented from the Township for a nonrefundable fee in accordance with the Township's fee schedule. The applicant also has the option of having signs made in accordance with the sign design standards set forth below.

5. Sign Removal. A development review notice sign shall be removed from the property within 7 days of receiving conditional plan approval from the Board of Supervisors. If a sign is rented from the Township, an original approved plan with signatures will not be released until the rental sign, post and anchor are returned to the Township in good condition. If the sign is supplied by the applicant or applicant's agent, an original approved plan with signatures will not be released until the sign is removed from the property as verified by the Zoning Administrator.

6. Sign Design. The development review sign shall be 30 inches wide, 48 inches high and shall have the following wording in 3 and 4-inch lettering: DEVELOPMENT PROPOSAL UNDER REVIEW, (TOWNSHIP LOGO) FERGUSON TOWNSHIP, CALL 238-4651 (see attached exhibit for specifications). The sign shall be made of aluminum with white reflective sheeting and the lettering and logo shall be royal blue.

7. Sign Mounting. The sign shall be mounted so that the bottom of the sign is between 5 and 6 feet from ground level. The sign may be mounted on a 4 lb lap-splice post with standard anchor or on a 4-inch by 4-inch wood post. If using a wood post, the post must be buried a minimum of 30 inches in the ground. If the area where a sign must be mounted is a hard surface and a post cannot be placed in the ground, the applicant or applicant's agent shall confer with the Township Zoning Administrator to determine a feasible way to post the sign and meet the intent of this Section. The sign, when mounted, shall not be obstructed by landscaping.

8. Mapping. The Township shall be responsible for keeping an up-to-date map of the development proposals under review. This map shall be on display and available for review on the Township website. The map shall identify the location, name and type of development proposal under review.

§22-309. Public Signs.

A. Intent. The intent of this provision is to provide notice to adjacent property owners and the general public of a pending right of way or land acquisition by the Township for a public facility such as a

roadway, bikeway, trail, park or structure. The sign will have the phone number of the Township so that persons may call to inquire about the status of the acquisition. With this type of notification, the Township hopes to involve interested parties and obtain input earlier in the plan review process.

B. Notice Requirement. Township staff shall be responsible for placement of a public sign on the affected property in accordance with the following regulations:

1. Timing. A public sign shall be posted on the affected property a minimum of 7 days prior to the meeting when the Board of Supervisors will vote on the proposed right of way or land acquisition. The sign shall be posted on the property in accordance with the location requirements below.

2. Location. One sign shall be posted at the beginning and terminus of the project area and at appropriate intersecting locations where the sign will be informative to the general public. The sign shall be placed so it does not impede traffic visibility, but can be seen by passing motorists and pedestrians within the public right-of-way.

2. Sign Design. The public sign shall be 30 inches wide, 48 inches high and shall have the following wording in 3 and 4-inch lettering: TOWNSHIP PROJECT PROPOSED, (TOWNSHIP LOGO) FERGUSON TOWNSHIP, CALL 238-4651 (see attached exhibit for specifications). The sign shall be made of aluminum with white reflective sheeting and the lettering and logo shall be royal blue.
3.
4. Sign Mounting. The sign shall be mounted so that the bottom of the sign is between 5 and 6 feet from ground level. The sign may be mounted on a 4 lb lap- splice post with standard anchor or on a 4 inch by 4 inch wood post. If using a wood post, the post must be buried a minimum of 30 inches in the ground. The sign, when mounted, shall not be obstructed by landscaping.

5. Mapping. The Township shall be responsible for keeping an up-to-date map of the right of way or land acquisitions under review. This map shall be available for review on the Township website. The map shall identify the location, name and type of acquisition under review.

This page intentionally left blank

PART 4

PLAN REQUIREMENTS

§22-401. Preliminary Plan Contents and Review

A. All plans submitted for preliminary review shall be drawn to a scale of one inch equals 50 feet or larger (one inch equals 50 feet) and contain the following information:

1. Requirements for Subdivision and Land Development Plans.

a) General Data.

1.) Graphic scale.

2.) Day, month, year plan prepared and revised.

3.) Names of abutting property owners and their deed book and page numbers.

4.) Key map at a scale of 1 inch equals 400 feet showing streets, roads, buildings and motor vehicle access within 1000 feet from the exterior boundary of the lot.

5.) The name of the proposed development, the identification by Centre County Tax Map Parcel Number and the name and address of the legal owner of the property (and equitable owner, if any), proof of ownership and the individual or firm preparing the site plan. To the extent that the owner is not an individual or a group of individuals, but rather is an entity, the entity shall be required to disclose the name of all individuals possessing an ownership interest in the entity. The aforesaid disclosure requirement shall not apply to publicly traded corporations nor to entities owned by more than ten individuals.

6.) North Point (specified as true or magnetic).

7.) Total size of the property, and each lot and/or area(s) to be leased. (h) The proposed use of the property.

8.) Location of the existing and proposed front, side and rear yard setback area(s) as required by the applicable zoning district.

9.) A stormwater management site plan as required by the Ferguson Township Stormwater Management Ordinance [Chapter 26, Part 1].

10.) Soil erosion and sedimentation control plan in accordance with 25 Pa. Code §102, Erosion Control.

11.) A statement of general utility information and information required by Act 172 of 1986, 73 P.S. §176 et seq., as amended.

12.) The location, face area and height of signs as regulated by the Sign Regulations [Chapter 19, Part 1].

b) Existing Features.

1.) Perimeter boundaries of the total property, showing bearings to the nearest minute and distances to the nearest hundredths of a foot, except that tract boundaries are not required for residual parcels of more than ten acres when used for agricultural purposes and not involving any new street or easement of access, provided the general location of the perimeter boundary of such land is shown on the key map.

2.) Zoning district, as stipulated in the Township Zoning Ordinance [Chapter 27].

3.) Natural Features.

(i) Sinkholes, watercourses, and tree masses.

(ii) Floodplain wetlands and steep slopes as defined by the Township Zoning Ordinance [Chapter 27].

(iii) A statement of existing soil types.

(iv) Topographic contour lines at vertical intervals of 2 feet for land with average undisturbed slope of 4% or less, and at intervals of 5 feet for land with average natural slopes exceeding 4%, including source of topographic data. Areas to be dedicated as public park lands shall have topographic contour lines at vertical intervals of 1 foot.

4.) Manmade features in or within 50 feet of the property, including but not limited to: (1) sewer lines; (2) all existing and proposed water lines within and adjacent to the proposed subdivision or land development; (3) electrical lines and poles; (4) culverts and bridges; (5) Railroads; (6) buildings; (7) streets, including right-of-way and cartway widths, and approximate grades.

c) Proposed Development.

1.) Location and width of rights-of-way and cartways.

2.) Proposed street names.

3.) Typical street cross-section showing materials for base and surfacing and method of construction.

4.) Profiles along centerline of each proposed street, showing finished grade a scale of 1 inch equal 50 feet horizontal and 1 inch equals 5 feet vertical.

5.) Radius of horizontal curves.

6.) Length of tangents between reverse curves.

7.) Curb radii at intersections.

8.) Vegetation to be planted between curb or shoulder and right-of- way line.

9.) Curbs and gutters, location, cross-section and typical design.

(i) Topographic contour lines for proposed finished grades within rights-of-way at specified intervals.

10.) Perimeter boundaries of each lot with distances to hundreds of a foot and bearing to 1 minute, determined by accurate survey in the field, balanced and closed with an error of closure not to exceed 1 foot in 2,000 and dimensions and bearings of right-of-way lines and easements including radii of curves and areas and delta angles of all curves.

11.) For plans with access onto a State Highway the following note shall be placed on the plan: A highway occupancy permit is required pursuant to §420 of the Act of June 1, 1945 (P.L. 1242, No. 428), known as the "State Highway Law," before driveway access to a State Highway is permitted.

12.) Sidewalks, including location, width, grades and ramps for handicapped.

13.) Mid-block walkways as required.

14.) Location of street lights.

15.) Proposed lot numbers.

16.) Proposed street address and address for each unit if applicable.

17.) Utility, drainage and other easements.

18.) Location and species of street trees within street rights-of-way.

19.) Location and pipe diameter (I.D.) of sewer and water mains and laterals to each lot; location of soil log holes or onsite sewage systems plus a statement indicating the type of onsite systems permitted for each soil log hole as specified in the approved plan module.

20.) Subdivision plans of four parcels or less and changes to existing subdivisions which impact four parcels or less are exempt from the following requirements.

a) The applicant shall contact the applicable community water system to obtain fire flow rates for the water system serving the proposed subdivision or land development. These flow rates shall be provided as a note on the plan submitted to the municipality.

b) The location, construction detail and ownership information of any water storage system shall be provided in the plan detail sheets. (Approved design specifications for underground storage tanks may be obtained from the Centre Region Fire Administrator.)

c) Details for all existing and proposed fire apparatus access routes.

d) Details for all existing and proposed fire department connections.

e) The plan shall provide a note indicating if any structure within the proposed development will have a built-in fire suppression system, including but not limited to automatic fire sprinkler systems.

(i) Questions relating to fire protection issues and meetings with Fire

(ii) Chiefs shall be coordinated through the Centre Region Fire Administrator.

21.)Land to be reserved or dedicated for public use including the required notes.

22.)Phasing schedule.

d) Signature.

1.) Space for approval signatures by the Chairman and Secretary of the Planning Commission including date of such approval.

2.) Space for approval signatures by the Chairman and Secretary of the Board of Supervisors including date of such approval.

3.) [Reserved].

4.) [Reserved].

5.) [Reserved].

6.) Township Engineer; Engineering Certification.

I, , have reviewed and hereby certify that the plan meets all engineering design standards and criteria of the Ferguson Township Code of Ordinances.

e) Property Owners Association. In any subdivision or land development in which there is property, being a fee simple interest, easement interest, or license interest, which will not be owned exclusively by an owner of one (1) lot, and which is also not dedicated to and accepted by the Township, including, but not limited to, stormwater detention basins, stormwater easements, easements and rights-of-way for access (other than those dedicated to the Township, or those private streets for which an agreement exists pursuant to this Chapter, lot frontage and access), planting mounds, open space or parkland, (other than those dedicated to the Township) ("common area improvements") and other amenities and improvements which benefit the subdivision, then the following requirements must be fulfilled:

1.) A property owners (or homeowners) association must be created, which association shall be obligated to maintain the common area improvements.

2.) The property owners (or homeowners) association must have as a minimum requirement:

(i) All owners of lots are automatically members of the association.

(ii) All owners of lots must be assessed by the association for the maintenance of the common area improvements to be determined on an equitable basis.

3.) Each subdivider shall submit to the Township, along with the proposed subdivision plan, the following items:

(i) Proposed articles of incorporation and registry statement for the property owners (or homeowners) association.

(ii) Proposed declaration of protective covenants describing the common area improvements and membership and voting rights in the association, property rights in the common areas and covenants for maintenance assessments.

(iii) Proposed Bylaws of the property owner (or homeowners) association.

(iv) Proposed language to be included in the deeds of conveyance of lots in the subdivision, requiring each lot owner to become a member of the association and to be subject to the obligations of membership in the association.

4.) The subdivider shall provide an affidavit setting forth the subdivider's obligation to create the corporation, to record the declaration of protective covenants prior to conveyance of the first lot out of the subdivision, to include in the deed of each purchaser a requirement that the purchaser join the association and be obligated to contribute towards the maintenance of the common area improvements through the association.

2. Requirements for Subdivision Plans Only.

a) General Data.

1.) If a plan shows or intends a single-family detached dwelling in the Rural Agricultural District as a primary use, then there shall be a note on the plan in the following context:

"Owner recognizes and acknowledges that one single-family detached dwelling is permitted on a lot of a minimum size of 1 acre in the Rural Agricultural District as a primary use for every 50 acres of land which is in use other than as a single-family detached dwelling. The land which is the subject of this plan constitutes acres. There are(is) a total of single-family detached dwelling lots shown. Therefore, upon any further subdivision of any lands contained in this plan, there may be no more than additional single family detached dwelling lots created."

b) Signature.

1.) Signature of a licensed land surveyor certifying the accuracy of the plan.

2.) Signed, notarized statement by the owner certifying ownership of the property and acknowledging all offers of dedication of lands and/or facilities to the Township, and acknowledging that the owner will be responsible for maintenance of lands and/or facilities until they are completed and accepted for dedication by the Township.

c) Offer of Dedication.

I/We, the owner(s) of the Real Estate shown and described herein, certify that I/we have laid off, plotted and subdivided, and that all proposed streets, rights-of-way and easements not heretofore dedicated are hereby approved for public use.

d) Certification of Ownership.

A certification of ownership, acknowledgment of plan and offer of dedication shall be lettered on the plan and shall be duly acknowledged and approved by the owner(s) of the property before an officer authorized to take acknowledgment of deeds.

e) Professional Land Surveyor Certification.

I, , a Professional Land Surveyor in the Commonwealth of Pennsylvania, do hereby certify that the plan correctly represents the tract of land shown.

Further, the professional licensed land surveyor shall affix his seal to the plan.

3. Requirements for Land Development Plans Only.

a) Proposed Development.

1.) Date of the application for a zoning permit.

2.) All existing and proposed structures, showing location and a statement of the ground floor area, any retail and service floor areas and the height of each. A floor plan showing all floors in all buildings must also be provided.

3.) A list of the square footage of each use in a building and/or the number of each type of unit and the number of bedrooms for each unit.

4.) All existing and proposed points of motor vehicle access to the property.

5.) All existing and proposed parking, loading spaces and parking lots. A statement of the surfacing material to be used and the calculations used to determine the number of required parking spaces.

6.) Fire lanes shall be shown in accordance with the Fire Lane Regulations [Chapter 7, Part 1].

7.) The location, intensity and light pattern produced of all outdoor light fixtures. When new or proposed lighting is to be provided on site, a lighting plan must be submitted in accordance with the Outdoor Lighting Ordinance [Chapter 4].

8.) When a land development plan requires the installation of landscaping subject to the requirements of this Chapter, a landscaping plan shall be submitted along with the site or land development plan.

9.) The location of all buffer yards required by this Part.

10.) A statement of the existing building coverages, proposed building coverages and maximum building coverages (as allowed by the applicable zoning district), and a statement of the existing impervious coverages, proposed impervious coverages and maximum impervious coverages (as allowed by the applicable zoning district).

11.) Two sections through the site showing buildings, light fixtures and standards; one section to be from side yard to side yard, and the other section to be from front yard to rear yard.

12.) The following certification by the applicant's professional licensed engineer or registered landscape architect:

I, , hereby certify that this land development meets all design requirements of the Subdivision and Land Development Ordinance, Zoning Ordinance and all other applicable Chapters of the Ferguson Township Code.

Further, the professional licensed engineer or registered landscape architect shall affix his seal to the plan.

(i) Signed, notarized statement by the owner certifying ownership of the property.

§22-402. Final Plan Contents and Review.

Plans submitted for final review shall include all information required in §22-401 plus the following:

A. Final perimeter boundaries of each lot with distances to hundreds of a foot and bearings to one minute, determined by accurate survey in the field, balanced and closed with an error of closure not to exceed 1 foot in 2,000.

B. Location and elevation of installed monuments and markers.

C. Final dimensions and bearings of right-of-way lines and easements including radii of curves and arcs and delta angles of all curves.

D. Final house numbers and lot numbers as approved by the Township.

E. The final plan shall be accompanied by the following supplementary data, in addition to that required in §22-302:

1. All offers of dedication and covenants governing the reservation and maintenance of undedicated open space, which shall bear the certificate of approval of the Township Solicitor as to their legal sufficiency.

2. Such private deed restrictions, including anti-lot reduction clauses and building setback agreements, as may be imposed upon the property as a condition to sale, together with a statement of any restrictions previously imposed which may affect the title to the land being subdivided.

§22-403. Record Plan Contents.

All Record Plans shall be clear and legibly drawn to scale on a reproducible tracing of linen or dimensionally stable film. All Record Plans shall contain the following information, such being an exact replica of corresponding information found on the plan receiving final approval. Additional information from such plan may also be included on the Record Plan as the applicant so desires, provided that under no circumstances may information shown on the Record Plan be at variance or conflict with the plan as finally approved.

A. All data required in §§22-401.

B. Perimeter boundaries required in §22-402.A.

C. Total acreage of property.

D. Zoning district, as stipulated by the Township Zoning Ordinance [Chapter 27].

E. Floodplains and steep slopes.

F. Location and width of street rights-of-way.

G. Approved street names.

H. Lot lines.

I. Walkways.

J. Yard setback lines as required by the Township Zoning Chapter.

K. Approved house and lot numbers.

L. Utility and drainage easements.

M. Lands reserved or dedicated for public use.

N. Location and elevation of monuments and markers.

O. Completed signature blocks as required by this Chapter

P. All existing and proposed structures

Q. The following statement: "This Record Plan conforms with the plan receiving final approval by the Ferguson Township Board of Supervisors on _____. All improvements are or will be installed in accordance with such plan in a manner and time so specified therein."

PART 5

DESIGN AND IMPROVEMENT STANDARDS

§22-501. General.

A. Design and Improvements. The design and physical improvements to the property being subdivided shall be provided, constructed, and installed by the developer as shown on the approved plan in accordance with the requirements of this Chapter. If any provisions of this Chapter are found to be unreasonable and cause undue and unnecessary hardship as they apply to his proposed subdivision, the Board of Supervisors may waive or vary the strict terms of such provisions. The criteria for the Board of Supervisors to apply in determining whether to waive or vary the strict applications of a provision are the following and shall be considered in their totality:

1. That there exist special physical circumstances or conditions which render the strict application of the requirements as undue or unnecessary hardship.

2. That the hardship created cannot be ameliorated by a reasonable change in plans.

3. That the unnecessary or undue hardship has not been created by the applicant.

4. That the waiver or varying of the strict terms of this Chapter will not have the effect of nullifying the intent and purpose of this Chapter.

5. That the property cannot be reasonably developed without the waiver or the varying of the strict terms of the Chapter.

6. That the waiver or varying of the strict terms of this Chapter will represent the minimum deviation that will afford relief and will represent the least modification possible of the regulations in issue.

B. Land Requirements.

1. All portions of a tract being subdivided shall be taken up in lots, streets, public lands or other proposed uses so that remnants and landlocked areas shall not be created.

2. Reserve strips preventing access to lots, public rights-of-way, public lands, or adjacent private lands are prohibited.

3. Wherever possible, applicants shall preserve trees, groves, waterways, scenic points, identified spots of heritage and other community assets and landmarks.

4. Subdivisions and land developments shall be laid out to avoid the necessity for excessive cut or fill.

5. Land which the Board of Supervisors finds to be unsuitable for subdivision building purposes due to flooding, improper drainage, steep slopes, rock formations, adverse earth formations or topography, utility easements, or other features which will reasonably be harmful to the safety, health, and general welfare of the present or future inhabitants of the subdivision and/or its surrounding areas, shall not be subdivided or developed unless adequate methods are formulated by the applicant and approved by the Board of Supervisors upon recommendation

of the municipal planning commission and Engineer, to solve the problems created by the unsuitable land conditions. Such land shall be set aside for uses that shall not involve such a danger or incorporated into other suitable lots.

§22-502. Streets.

A. Purpose.

1. Objective. The purpose of these provisions is to establish appropriate standards for the design of streets that will (1) promote the safety and convenience of vehicular traffic, (2) protect the safety of neighborhood residents, (3) minimize the long term costs for the maintenance and repair of streets, (4) discourage crime in residential areas, (5) protect the residential qualities of neighborhoods by limiting traffic volume, traffic speed, noise and fumes, (6) encourage the efficient use of land, (7) minimize the cost of street construction and thereby restrain the rise in housing costs, and (8) minimize the construction of impervious surface thereby protecting the quantity and quality of the municipality's water resources.

2. Limitations. These provisions do not include standards for stormwater management or pedestrian circulation. Refer to appropriate ordinances for those standards.

B. Jurisdiction. These provisions shall be applicable to the design and construction of all new streets.

C. Relationship to Other Plans and Ordinances. The location of all streets shall conform to the Official Map or Comprehensive Plan adopted by the Township.

D. Functional Classification. Functional classification, the grouping of streets by the character of service they provide, was developed for transportation planning purposes. Comprehensive transportation planning, an integral part of total economic and social development, uses functional classification as an important planning tool. The emergence of functional classification as the predominant method of grouping streets is consistent with the policies contained herein. All or new existing public streets shall be classified in accordance with the following criteria by the Township Engineer:

1. Arterial - Identified as significant in terms of the nature and composition of travel it serves. Its importance is derived primarily from service provided to through travel, from service provided to major circulation movements within the area, and from service provided to rurally oriented traffic. Identified as streets with trip length and density suitable for statewide travel. Arterial streets are those that provide linkage of cities, towns, and other traffic generators that can attract travel over similarly long distances.

2. Collector - Collector streets provide access to arterial streets from other collectors or local access streets. A moderate level of mobility is expected. A collector street often carries local bus traffic and provides intra-community continuity but ideally does not penetrate identifiable neighborhoods. In the central business district, and in other areas of similar development and traffic density, the collector system may include the entire street grid.

3. Local - Local streets provide access to abutting properties and may also conduct traffic from local streets that intersect it. Each local street shall be designed so that no section of it will convey a traffic volume greater than 1,000 ADT. Each half of a loop local street may be regarded as a single local street and the total traffic volume conveyed on a loop street shall not exceed 1,000 ADT. Local streets shall be designed to exclude external through traffic which has neither origin nor destination on the local access.

4. Very Low Volume Local (VLV) – Very Low Volume Local (VLV) streets are similar to Local streets except that the maximum traffic volume on a VLV Local street shall be 400 ADT.

E. Design Standards for Streets.

1. All streets shall be designed in accordance with the following, except where standards contained within this Part differ:

   a) A policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, latest edition.

   b) Pennsylvania Department of Transportation Design Manual Part 2, Highway Design, Publication 13, latest edition.

   c) Highway Capacity Manual, Transportation Research Board, National Research Council, latest edition.

   d) Trip Generation, Institute of Transportation Engineers, latest edition.

   e) Chapter 21, "Streets and Sidewalks."

   f) Chapter 25, "Trees."

2. Street Connectivity Index

   a) All street networks shall be designed to provide a minimum Connectivity Index (CI) of 0.75 that is calculated as follows:

   b) CI equals the Number of Intersections divided by the Number of Intersections plus the Number of Cul-de-sacs.

   c) All development proposals shall be designed to provide at least two access locations to existing streets.

   d) Where a development proposal includes the construction of an arterial or collector street, those streets shall be completed prior to the remainder of the street network within the development.

3. Design Standards for Very Low Volume (VLV) Local Street.

   a) Cartway Width and Curbing. Cartway width and curb requirements shall be determined on the basis of the intensity of development proposed and the manner in which parking shall be as required by Chapter 21, "Streets and Sidewalks.".

   b) Moving Lanes. All VLV local streets shall provide at least two lanes.

   c) Engineering Criteria. All features of the geometric design of residential access streets that are not specified below shall meet a design speed of 25 miles per hour:

      1.) Minimum grade: 1% (Max. K = 167 for sag positive drainage).

      2.) Maximum grade: 10%

3.) Horizontal Curvature: Minimum centerline radius of 100 feet

4.) Minimum tangent length between reverse curves: 50 feet

5.) Stopping sight distances: 155 feet minimum (min K = 12 for crest and 26 for sag).

6.) Maximum grade within 50 feet of intersection: 5%

7.) Minimum street length: 250 linear feet

d) Cul-De-Sac Turnarounds. A cul-de-sac with a grass center island with the following dimensions: island radius = 32 feet, cartway width = 26 feet, cartway radius = 58 feet, right-of-way radius = 70 feet) shall be provided at the terminus of every permanent cul-de-sac. In no case shall a cul-de-sac exceed 750 feet in length.

4. Design Standards for Local Streets.

a) Cartway Width and Curbing. Cartway width and curb requirements shall be determined on the basis of the intensity of development proposed and the manner in which parking will be provided, as determined by Chapter 21, “Streets and Sidewalks.”.

b) Moving Lanes. All local streets shall be provided with two (2) continuous moving lanes within which no required parking is permitted.

c) Engineering Criteria. All features of the geometric design of local streets that are not specified below shall meet a design speed of 25 miles per hour:

1.) Minimum grade: 1% (Max K = 167 for sag positive drainage).

2.) Maximum grade: 8%.

3.) Horizontal curvature: minimum centerline radius of 100 feet.

4.) Minimum tangent length between reverse curves: 50 feet.

5.) Stopping sight distance: 155 feet (K=12 for crest and 26 for sag).

6.) Maximum grade within 50 feet of intersection: 5%.

7.) Minimum street length: 250 linear feet

d) Cul-De-Sac. Cul-de-sacs are not permitted on Local Streets.

5. Stub Streets.

a) Local and VLV Local stub streets may be permitted only within subsections of a phased development for which the proposed street extension in its entirety has been approved as part of an approved preliminary plan.

b) Collector Stub Streets. Collector stub streets may be permitted or may be required by the municipality provided that the future extension of the street is deemed desirable by the municipality or conforms to an adopted plan of the municipality.

c) Temporary Turnarounds. All stub streets shall be provided with a turnaround paved to an outside radius of 35 feet. No turnaround is required if the stub street provides access to four or less lots or housing units. In the latter case, a sign indicating a dead-end street shall be posted.

6. Half Streets. Half Streets are prohibited. The full right-of-way and cartway width of all classes of streets shall always be provided.

7. Intersections.

a) Corner Sight Distance (Clear Sight Triangle). Whenever a proposed street intersects an existing or proposed street with higher traffic volumes, the street with lower traffic volumes shall be made a stop street. The stop street shall also be designed to provide a minimum corner sight distance as specified in the AASHTO Green Book for public streets. Driveway sight distance shall not be used for public streets.

1.) The entire area of the clear sight triangle shall be designed to provide a continuous view of approaching vehicles within the clear sight triangle.

2.) The clear sight triangle shall be depicted and labeled on the plan.

3.) In determining the clear sight triangle; the distance to the stopped driver from the edge of the through street shall be 18 feet, and the stopped driver's eye height shall be at both 3.5 feet and 7.5 feet; and the distance from the center of the intersection to the approaching vehicle shall be 350 feet for Local and VLV Local streets. For collector and arterial streets contact Township Engineer.

For streets that have required on-street parking, the distance to the stopped driver from the edge of the through street may be reduced to 14.5 feet, and the distance from the center of the intersection to the approaching vehicle may be reduced to the minimum required stopping sight distance based upon street slope and design speed. No required on-street parking spaces shall be within the clear sight triangle.

4.) Street trees shall only be planted in the clear sight triangle with the approval of the Township Engineer after consultation with the Township Arborist. Trees must be of the variety that will not limit the continuous view of oncoming vehicles (small diameter tree at larger spacing with 7.5' clear understory).

b) Curb Radius. Minimum curb or edge of pavement radius shall be determined according to the specifications for the street of higher classification in the street system hierarchy, as specified below:

VLV Local:	15 feet
Local:	20 feet
Collector and Arterial:	As determined by the Township Engineer

c) Intersection Spacing

1.) Proposed streets which intersect opposite sides of another street (either existing or proposed) shall be laid out to intersect directly opposite each other.

2.) Minimum spacing between intersections measured from centerline to centerline shall be as specified below.

Major Road Type Intersected	Minimum Spacing (in feet)
Arterial	1000*
Collector	300
Local	125
* This is minimum. The actual spacing shall be determined by the Township Engineer based upon the traffic characteristics of the higher order street.	

d) Minimum Intersection Angle. Cartways shall intersect at a 90° angle for a minimum of 50 feet from the intersection.

e) Acceleration, deceleration and turning lanes (auxiliary lanes) may be required along existing and proposed streets as determined by a traffic impact study required by this part. All auxiliary lanes shall be designed in accordance with the results of the traffic impact study, AASHTO Green Book, and relevant PennDOT guidelines

8. Rights-Of-Way.

   a) Rights-of-Way. Minimum rights-of-way shall be provided as follows:

Road Type	Width
Arterial	90 feet
Collectors	70 feet
Local	60 feet or 50 feet with 5-foot sidewalk easement on both sides
VLV Local	60 feet or 50 feet with 5-foot sidewalk easement on both sides

   Increases in the road width for parking lanes, turning lanes, medians, etc., will require an increase in the right-of-way width equal to the additional road width. All rights of way widths shall be in 10-foot increments.

   b) Reduction in Right-of-way Width. The municipality may reduce the required right-of-way width for Local or VLV Local streets if all the following conditions are met:

      1.) The site is located within Zone District RA or RR.

      2.) The potential for future development will alter neither the street classification nor the design standards proposed. As a condition for varying the right-of-way requirements, the municipality may require deed restrictions or other binding agreements to insure no additional access to or use of the street.

      3.) In no instance shall a right-of-way width be less than 33 feet. In granting the reduced right-of-way width, it shall be determined that sufficient width will be available to provide for all of the following (unless separate right-of-way for them is being provided elsewhere to the satisfaction of the municipality, or they are clearly not required by the proposed development):

         Cartway Shoulders

         Utility easements

         Drainage features

         Pedestrian and/or bicycle paths

         Street trees or other planting strips

         Turning lanes

         Cut or fill slopes (The right-of-way shall extend 5 feet beyond the crest or toe of these slopes)

   c) Increase in Right-of-Way Width.

      1.) If proposed lots are large enough for further subdivision which may change the street classification in the future to a higher order street, the municipality may require that the right-of-way width for the higher order street be provided.

2.) In unusual circumstances, the provision of the elements listed in this section may require right-of-way widths in excess of the minimum established in other Sections.

9. Driveways.

a) Every building hereafter erected or moved shall be on a lot adjacent to a public street, or with motor vehicle access to an existing private street. The intent of the following regulations is to provide safe and convenient access for servicing, fire protection, traffic circulation and required off-street parking:

1.) On arterial streets, access for each lot shall be limited to not more than two driveways for the first 300 feet of frontage or fraction thereof and one driveway for each additional 300 feet of frontage. On all other streets, access shall be provided by not more than one driveway for the first 50 feet of frontage or fraction thereof and one driveway for each additional 50 feet of frontage.

2.) No driveway shall be closer to the side or rear property line than two feet, unless the two adjoining property owners mutually agree to a common driveway in such form and manner acceptable for recording in the Office of the Recorder of Deeds of Centre County, Pennsylvania, binding their heirs and assigns to the easement so created, or unless the two adjoining property owners agree that each may locate this driveway at the lot line joined to the driveway of the other.

3.) Driveways to corner lots or through lots shall gain access from the street of lower classification when the lot is bound by streets of two different classifications.

4.) All driveways shall be designed to comply with Chapter 21, “Streets and Sidewalks.”

b) Driveways to Single-Family and Two-Family Dwellings.

1.) Driveways to corner lots shall be located not less than 55 feet from point of intersect of the projection of the curb lines of the intersecting streets to the projection of the edge of driveway at the right of way. Driveways to corner lots shall gain access from the street of lower classification when a corner lot is bounded by streets of two different classifications.

2.) The following standards shall apply to the throat of the driveway:

(i) Minimum driveway width: 10 feet for single family and 16 feet for two-family.

(ii) Maximum driveway width: 20 feet for single family and 24 feet for two-family.

3.) A single common driveway serving no more than four dwelling units is permitted. A recorded shared use and maintenance agreement is required for the driveway to be permitted.

4.) Driveways may have radii that range from 0 feet to 5 feet. Therefore, the width of the driveway at the edge of the street/curb can range from 10 feet to 34 feet.

5.) If two driveways are proposed on the same lot, the distance between the driveways shall be at least 50 feet, measured between the inner edges of the driveway at the edge of the street/curb.

c) Driveways for Multi-Family, Office, Commercial or Industrial Development.

1.) All entrance drives serving four or less dwelling units may be designed to single family/two-family driveway standards above.

2.) All entrance drives serving more than 4 dwelling units and all other uses in this category shall be laid out to conform to the design, service, and access standards established in this Chapter for the classification of street based on expected ADT. [Ord. 820]

3.) If two driveways are proposed on the same lot, the distance between the driveways shall be at least 75 feet, measured between the inner edges of the driveway at the edge of the street/curb.

d) Driveways to Farm Uses.

1.) The throat width of the driveway shall be between 12 feet and 20 feet.

2.) The driveway radii shall be no less than 15 feet and no more than 35 feet. Therefore, the width of the driveway at the edge of the street/curb can range from 42 feet to 90 feet.

e) Driveway Density.

1.) Driveway density shall be calculated for all existing or proposed streets that are proposed by the developer to result in additional accesses as a result of the subdivision or land development plan. The driveway density calculation shall include all existing and proposed access along both sides of the street and shall be performed for each block of the street.

2.) Driveway density calculations for each street block shall be no more than the following:

(1) Arterial Street – 10 driveways/mile, or no more than currently exists if greater than 10.

(2) Collector Street

(i) if ADT < 2,000 vpd, then no more than 50 driveways/mile

(ii) if ADT 2,000 to 4,000 vpd, then no more than 20 driveways/mile

(iii) if ADT > 4,000 vpd, then no more than 10 driveways/mile

(3) Local and VLV Local – no restriction

10. Roadway Hazard Areas. Streets shall be laid out to avoid hazard areas such as floodplains, cliffs, steep slopes or large ravines. A secondary means of access which does not go back through the same hazard area shall be provided when one of the streets into a subdivision of more than 20 dwelling units crosses through a hazard area.

11. Signage and Signalization. The developer shall provide all necessary roadway signs and traffic signalization as may be required by the municipality, based upon municipal standards, state standards and a traffic impact study if required.

12. Construction Standards. All street and related improvements shall be constructed in accordance with Chapter 21, "Streets and Sidewalks."

13. Spillover Parking Ratio. The following chart and Township review comments shall be used to determine the number of spillover parking spaces required:

Housing Types	Spillover Parking Spaces Required Per Dwelling Unit (du)
Single family detached dwelling (1 du)	1
Single family semi-detached dwelling (2 du) duplex	1
Single family attached dwelling (3 or more du) - townhouse	1
Two family detached dwelling (2 du)	1 per bedroom*
Two family semi-detached dwelling (4 du)	1 per bedroom*
Two family attached dwelling (6 or more du)	1 per bedroom*
Multi-family detached dwelling (3 or more du)	1 per bedroom*
Multi-family semi-detached dwelling (6 or more du)	1 per bedroom*
Multi-family attached dwelling (9 or more du)	1 per bedroom*
* The number of bedrooms used for this calculation is the total number of bed- rooms minus one (except for one-bedroom apartments).	

14. Single family detached and single-family semi-detached dwelling units constructed on individual lots may meet the spillover parking requirements on their individual driveways. When multiple buildings are developed on one lot as unified development, the spillover parking requirements shall be provided in separate parking areas.

15. Spillover parking space dimensions shall be:

    9 feet X 18 feet if provide off-street
    24 feet X 8 feet if provided as parallel parking on-street

16. Traffic Impact Study. These regulations represent the minimum requirements and standards for preparation of a traffic impact study satisfying the reporting requirements of Ferguson

Township for any development, subdivision, expansion or change in use within the Township. Also specified are the traffic level of service standards and minimum requirements which must be satisfied for future development impacts.

a) Traffic Study Requirements. A Traffic Impact Study (TIS) shall be required as outlined below. The estimated number of trips shall be determined by either an analysis of similar uses through data collected by the Institute of Transportation Engineers or through studies of similar uses, whichever is deemed acceptable to the Township Engineer.

   1.) Any development, subdivision, expansion or change in use which will generate, on the average, 75 or more additional trips during any peak hour shall be required to have a TIS completed as part of the development.

   2.) When a TIS is prepared for a subdivision that does not propose development of the lots, the TIS may be required to be updated at the time of land development of the lots to address the specific type and size of development that differs from the original TIS assumptions.

   3.) The Township may require a traffic study for developments or changes in use generating less than 75 additional vehicles during peak hours in cases where known traffic deficiencies exist in the area of the proposed development or change in use.

   4.) The Township may waive the TIS requirement for an individual subdivision or development or change in use where said development or change in use was incorporated as part of a previous traffic impact study or studies by the Township or other government agencies.

   5.) The TIS shall only be valid for the duration of the development assumptions contained within the TIS. If a phased development occurs over a longer time than studied, a new TIS shall be required.

   6.) The TIS shall be completed consistent with criteria required by PennDOT.

b) Report Contents and Scope. Prior to performing a TIS, the Township must approve a scope of study specifying the study area, intersections, methodologies, and any special requirements. Prior to beginning the study, a TIS scoping meeting will be scheduled by the applicant to develop and review the scope of work. PennDOT will be invited to the meeting when appropriate (access to State Highway or potential traffic signal mitigation). The study shall include the following:

   1.) Description of the proposed project in terms of land use and magnitude.

   2.) An inventory and analysis of existing roadway and traffic conditions in the site environs including:

      (i) Roadway network and traffic control.

      (ii) Existing traffic volumes in terms of peak hours and average daily traffic (ADT), where specifically requested.

      (iii) Planned roadway improvements by others.

(i) Intersection levels of service by movement, approach, and total intersection.

(iv) Roadway levels of service (where requested).

(v) Other measures of roadway adequacy; i.e., lane widths, traffic signal warrants, vehicle delay studies, etc.

3.) Projected site-generated traffic volumes in terms of:

(i) Peak hours and ADT (by phase if required).

(ii) Approach/departure distribution including method of determination (It is recommended that this be approved prior to performing future traffic analyses).

(iii) Site traffic volumes in roadway.

4.) An analysis of future traffic conditions, with and without the proposed development, including:

(i) Future design year, or years with phasing, combined traffic volumes (site traffic plus future roadway traffic). Note: If the study is required for PennDOT review, the future design year shall be consistent with PennDOT requirements.

(ii) Intersection levels of service.

(iii) Roadway levels of service (where appropriate).

(iv) A pavement analysis of roadways which are projected to experience significant increases in ADT volumes (where appropriate).

(v) Other measures of roadway adequacy, i.e., lane width; traffic signal warrants; vehicle delay studies, etc.

5.) A description of future levels of service and their compliance with standards for traffic capacity of streets, intersections and driveways as outlined in subsection (c).

6.) A description and analysis of the proposed access plan and site plan.

(i) On-site circulation plan showing parking locations and dimension, loading access, circulation plan showing parking locations and dimension, loading access, circulation roadway and traffic control.

(ii) Driveway access plan showing location of driveways and new intersections including geometric conditions and traffic control.

7.) A qualitative analysis of Transportation demand management measures including transit, pedestrian and bicycles, as well as telecom- muting, flex-time, ridesharing, etc.

c) Standards for Traffic Capacity and Access. New or modified streets and intersections shall be designed for adequate traffic capacity defined as follows, unless approved by the Township Board of Supervisors. All reference to levels of service (LOS) shall be as defined by the Highway Capacity Manual, Special Report 209, published by the Transportation Research Board.

1.) Traffic capacity LOS shall be based upon a future design year which coincides with completion of the development and PennDOT requirements.

2.) New unsignalized intersections or driveways which intersect streets shall be designed for LOS C or better for each traffic movement.

3.) New or modified (adding an additional approach) signalized intersections shall be designed for LOS C or better for each movement.

4.) Existing intersections impacted by development traffic shall maintain a minimum LOS D for each movement.

5.) Streets shall be designed for a minimum LOS C.

6.) Sight distance at driveways and new intersections shall meet standards as specified in Section 502.3.G.

§22-503. Blocks.

A. Length. Blocks shall have a minimum length of 300 feet and a maximum length of 1500 feet.

B. Depth. Residential blocks shall be of sufficient depth to accommodate two tiers of lots, except:

1. Where reverse frontage lots are required along an arterial street.

2. Where prevented by the size, topographical conditions or other inherent conditions of property, in which case the Board of Supervisors may approve a single tier of lots.

C. Mid-block Walkways.

1. Mid-block walkways shall be required between adjacent streets in excess of 1,000 feet in length. Such walkways shall extend through the approximate center of the block.

2. Mid-block walkways shall have the right-of-way width of not less than 10 feet, a width of 5 feet and designed and constructed in accordance with Chapter 21 “Streets and Sidewalks” The entity to maintain the mid-block walkway shall be identified.

§22-504. Lots and Parcels.

A. General.

1. Lot Lines. Insofar as practical, side lot lines shall be at right angles to straight street lines or radial to curved street lines.

2. Municipal Boundaries. Where practical, lot lines shall follow municipal boundaries rather than cross them.

3. Residential Lot Depth. Generally, the depth of residential lots shall be not less than 1 nor more than 2 ½ times their width.

4. Lot Drainage. Lots shall be laid out so as to provide positive drainage away from all buildings

and individual lot drainage shall be coordinated with the general storm drainage plan for the area if adopted by the municipality.

B. Lot Frontage and Access.

1. Access to Public Streets. All lots shall have direct access to a public street or to a private street if it meets the requirements of this subsection.

a) Lots may be created in recorded subdivisions where private streets existed as of January 10, 1989.

b) Whenever a developer proposes to access a street that existed as of January 10, 1989, and was/is not offered for dedication to public use, the developer shall submit for the purposes of recording with the plan a copy of an agreement in a form and content acceptable to the Township. Said agreement shall include the Township as a party together with the developer, his heirs and assigns and all other property owners who access said existing private street and their heirs and assigns. The agreement shall establish the conditions under which said street(s) shall be maintained and the condition under which it may be later offered for dedication. Said agreement shall stipulate, among other things:

1.) That said street(s) shall be maintained, cleared of snow and ice, and remain passable at all times. The distribution of the cost of said maintenance for the private street among all adjacent property owners shall be set forth. The area of street to be maintained shall be from the nearest intersection of the private street(s) with the public street to the intersection with another street, or the end of the private street.

2.) That failure of the developer or other parties to the agreement to maintain the street in a passable condition at all times shall be sufficient reason for the Township to enter the street in an emergency to maintain, to clear snow and ice, and to make the street passable and, to bill the responsible parties for the cost of said work. If the parties fail to pay said charges, the Township may collect the charges through a municipal lien plus interest, costs and attorney fees. Forced maintenance by the Township under this Section shall not be construed as the Township's acceptance, or potential acceptance, of the street.

3.) That said street(s) shall conform to municipal specifications with respect to design construction standards and right-of-way at the time of the offer of dedication or when surety is posted in an amount approved by the Township for the improvements to the street to bring it into conformance with the municipal specifications in effect on the date of the dedication.

4.) That agreement by the owners of 60% of the front footage thereon shall be binding on the owners of the remaining lots with respect to offering the private street for public dedication.

5.) That at any intersection of the private street with a public street, a sign no larger than 2 square feet shall be erected and maintained by the developer that states "This is a private street and isthe end of Township road maintenance."

c) Private Streets Offered for Public Dedication. Upon receipt of a petition of the owners of 60% of the front footage of the private street, the Board of Supervisors may authorize the acceptance of said street provided:

1.) That the right-of-way, for the classification of street as determined by the Township Engineer, is dedicated and deeded to the Township.

2.) That the street is constructed pursuant to the currently adopted street standards.

3.) That the street has a logical beginning and end; no mid-block streets may be offered for dedication.

4.) That complete construction drawings per the Township's standards for public streets, which are sealed by a licensed civil engineer, shall be provided to the Township.

d) A note shall be placed on the subdivision plan indicating that the street is private and shall refer to the Deed Book and Page where the agreement is recorded.

e) Any newly created lot(s) shall have a provision placed in the deed of conveyance that the access for said lot(s) is via a private street and subject to the agreement recorded in Deed Book , Page .

2. Double or Reverse Frontage. Double or reverse frontage lots shall be avoided except where required to prevent direct access to arterial streets, or to overcome specific disadvantages of topography or orientation.

3. Arterial Streets. Where a lot abuts an arterial street and an existing local and/or collector street, access shall be from the local or collector street only. Where this Chapter requires installation of a local, marginal access, or other type of street parallel to an arterial street, all lots abutting such local, marginal access, or other type shall derive access solely therefrom.

C. Zoning Requirements. Lot dimensions and areas shall be not less than specified by the provisions of the Township Zoning Chapter, unless a variance is first granted under provisions of said Chapter. No parcel may be subdivided which will create a non-conforming lot or building setback. No parcel may be subdivided which would require, for building purposes, encroachment into flood plains or steep slopes in order to meet other requirements of the Zoning Chapter.

§22-505. Sanitary Sewage Disposal.

A. Off-Site Systems.

1. A. Public Sanitary Sewer. All lots located within the designated sewer service area of the current Centre Region Sewage Facilities Plan, as revised, shall connect to the public sanitary sewer system when deemed feasible, permitted, and/or required by the appropriate sewer authority. If sewer service is not presently available to lots in the service area, capped sewers shall be installed for future connection unless off-site service is specifically exempted by revision to the plan. All components of the system shall be designed and constructed in accordance with the standards of the applicable sewer authority.

2. Community Sewage Systems. Community sewage systems (package treatment plant or subsurface disposal) shall be required for subdivisions or land developments outside the sewer service area when such include ten or more lots with a median lot size of less than one acre. The design of the system shall be approved by the Sewage Enforcement Officer. An agreement guaranteeing maintenance of the systems shall be prepared by the applicant subject to approval by the Board of Supervisors. Such agreement shall be noted in the deed for each connecting lot

and shall specify the responsibilities of each property owner for the proper functioning and maintenance of the system.

B. On-Site Systems. All lots which will not have off-site sewage disposal shall provide on-site systems approved by the Sewage Enforcement Officer, except for lots intended to remain undeveloped and so exempted by the Board of Supervisors. No lot may be subdivided unless so exempted or found suitable for an approved system.

§22-506. Water Supply.

A. All water supply systems shall meet applicable State and/or local water authority/company standards.

1. All lots located within the designated water service area of the current Centre Region Sewage Facilities Plan, as revised, shall connect to public water authority/company mains when such is feasible and/or permitted by the appropriate water authority/company. All water mains and laterals shall meet the design and installation specifications of said water authority/company.

2. Fire hydrants shall be provided in accordance with this Section for the protection of buildings or portions of buildings. Fire hydrants shall be provided along required fire apparatus access roads and adjacent to public streets along the route of travel for fire apparatus.

3. Existing fire hydrants on public streets may be considered available. Existing fire hydrants on adjacent private properties shall not be considered available.

4. The minimum fire flow requirements for developments of one- and two- family dwellings with front, side and rear yard setback requirements of 15 feet or greater and building separations of 30 feet or greater, shall be 750 gallons per minute.

5. The minimum fire flow requirements for developments of one- and two- family dwellings with any setback requirement of less than15 feet or building separations less than 30 feet shall be 1,000 gallons per minute.

6. The minimum fire flow requirements for developments of other than one- and two-family dwellings shall be determined using the Needed Fire Flow method described in the Fire Suppression Rating Schedule published by the Insurance Services Office, Inc. (ISO).

7. The spacing between fire hydrants shall not exceed 1,000 feet in developments of one- and two-family dwellings and shall not exceed 600 feet in developments of other development types as measured along the centerline of fire apparatus access roads. With the exception of one- and two-family dwellings the distance to any building or structure shall not exceed 300 feet.

8. If the needed fire flow is not provided in developments served by a community water system, all dwellings and occupied structures shall be provided with an approved automatic fire sprinkler system installed in accordance with the applicable NFPA standard.

a) Exception: The fire chief is authorized to accept a deficiency of up to 10% of the required fire flow where existing fire hydrants provide all or a portion of the required fire flow. (Written notice of the deficiency and approval shall be noted on the plan.)

b) Exception: Subdivisions and land developments located outside of the Regional Growth

Boundary and served by a community water system may utilize water storage systems, as described in subsection .2, to meet the water supply requirements.

B. Water System Areas.

1. The minimum water supply requirements for developments of one- and two-family dwellings shall be a 4000 gallon approved water storage source located along required fire apparatus access roads. The spacing between the 4000 gallon water storage sources shall not exceed 1,500 feet as measured along the center line of fire apparatus access roads. The distance from the closest lot line to a 4000 gallon water storage source shall not exceed 750 feet as measured along the center line of fire apparatus access roads.

2. Maintenance, replacement and repair of the water storage container shall be the responsibility of the Township. The Township shall collect sufficient funding to maintain, replace and repair the water storage container through an assessment levied by resolution on a front-foot basis. Funds collected shall be placed in a separate account within the hydrant fund for each development. The Township may require by resolution an initial fee to be collected from the developer for each underground water storage tank as an initial payment toward the depreciation costs to replace the water storage tank.

3. The minimum water supply requirements for developments other than one- and two-family dwellings, shall be determined using NFPA Standard 1142, "Water Supplies for Suburban and Rural Fire Fighting."

4. If the needed water supply is not provided in developments outside of the community water system areas, all dwellings and occupied structures shall be provided with an approved automatic fire sprinkler system installed in accordance with the applicable NFPA standard.

C. Fire Apparatus Access.

1. Facilities, buildings, or portions of buildings hereafter constructed in subdivisions or land developments approved after the effective date of this Section shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus. An exception shall be granted for private roads or driveways that serve four or less dwellings.

2. The paved cartway width for all public streets shall meet municipal standards. Minimum paved cartway width for fire apparatus access roads that are curbed shall be 20 feet. The minimum paved cartway width for fire apparatus access roads that are non-curbed shall be 18 feet and the adjacent berms must be stabilized and mud-free.

3. The maximum length of dead-end fire apparatus access roads (cul-de-sacs) shall not exceed 750 feet.

   a) Exception(s):

      1.) The length of dead-end fire apparatus access roads (cul-de-sacs) may be extended to 1500 feet if all structures on the access road are provided with an approved automatic fire sprinkler system installed in accordance with the applicable NFPA standard and the municipality provides a modification from the 750-foot regulation.

2.) Phased developments with an approved master plan may contain dead-end fire apparatus access roads exceeding 750 feet, provided that additional phases correct the deficiency.

4. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with turnaround provisions in accordance with municipal standards.

5. Single access developments must be provided with a boulevard type entrance. The boulevard entrance shall extend to the interior of the subdivision and have distinct travel lanes with a minimum width of 12 feet each.

§22-507. Easements.

A. Utility Easements. In subdivisions containing five or more lots, all electric, telephone, and cable television utility lines shall be placed underground. All utilities shall be installed in a manner which will allow safe and ready access for the installation and maintenance of other utilities.

1. Utility easements outside street rights-of-way shall be a minimum of 15 feet in width or as otherwise determined by the appropriate utility company, except that easements lying parallel and abutting street rights-of-way may be reduced to a minimum width of 7 ½ feet. All other easements outside street rights-of-way shall be centered on or adjacent to rear or side lot lines where feasible.

2. Lines connecting utility service to each lot shall be installed in accordance with the standards of the utility company providing such service.

B. Drainage Easements. Where a subdivision or land development is or will be traversed by a drainage way there shall be provided a drainage easement conforming with the line and width of such adequate to preserve unimpeded flow of natural drainage or for the purpose of installing a stormwater sewer. The owner shall grade and seed the slopes of such after construction where necessary to prevent erosion and sedimentation and in a manner which will not adversely alter the functioning of the drainage way. Nothing shall be placed or planted within the drainage easement which will impede the flow of natural drainage.

1. No structures, trees, or shrubs shall be placed or planted within a drainage easement unless authorized by the Township.

C. Snow Stockpile Easement. At the end of any cul-de-sac street provide a 20-foot wide by 20-foot deep easement for plowing and placement of snow by public works equipment. The easement area shall be shown on any plan, and unobstructed by any feature such as a driveway, plantings or above-ground structures.

§22-508. Markers.

All markers required herein shall be accurately placed by a licensed land surveyor after final approval of the plan.

A. Markers.

1. Markers shall consist of iron pipes or steel bars 36 inches long and 1 inch in diameter.

2. Markers shall be set at all lot corners, at all changes in direction of lot lines (except curve arcs), and at the beginning and end of curved lot lines.

3. Markers shall be set at all corners and changes in direction of right of way lines, unless they coincide with property corners.

§22-509. Street Trees.

Street trees shall be planted by the developer, in a variety approved by the Township along all new streets in a subdivision. Street trees shall be planted on both sides of the street in accordance with Chapter 25, "Trees."

§22-510. Erosion and Grading Control.

A. Erosion and Sedimentation Control Plans. Whenever earthmoving activities are proposed for a subdivision or land development which requires preparation of an erosion and sedimentation control plan under the rules and regulations of the Pennsylvania Department of Environmental Protection, the Board of Supervisors shall require that a copy of such plan be submitted along with the plan submitted for preliminary approval. Review and approval of such erosion and sedimentation control plan by the Department of Environmental Protection, or its designated agent, shall, in such cases, be required for preliminary approval of the plan.

B. Grading.

1. Blocks and lots shall be graded to secure proper drainage away from buildings. Alterations to existing storm runoff patterns and amounts shall conform to provisions of the "Ferguson Township Stormwater Management Ordinance," [Chapter 26, Part 1].

2. No excavation shall be made resulting in a slope steeper than 3 horizontal to 1 vertical, except when all of the following criteria are met:

a) The excavation is located so that a line having a slope of 3:1 and passing through any portion of the proposed slope will intersect the existing ground inside the property lines of the property on which the excavation is proposed to be made and

b) The slope is located so that settlement, sliding, or erosion will not result in material being deposited on adjoining property by any means; and

c) The materials and methods used to finish such grading is sufficiently stable to sustain a slope of 1:1; and

d) A geotechnical report shall be prepared by a qualified geotechnical consultant and reviewed by the Township geotechnical consultant. The report shall identify all methods and materials used for such cut and fill operations and shall affirm that such deviation from

the slope standard will not result in erosion, sedimentation or injury to persons or damage to adjacent property.

3. In all cases, the edge of excavation or fill shall be a minimum of 5 feet from property lines of developed lots.

§22-511. Stormwater Management.

All subdivisions and land developments shall be planned in conformity with the provisions of Chapter 26, Part 1, "Ferguson Township Stormwater Management Ordinance." All required plans of said ordinance shall be completed and approved prior to preliminary approval of the subdivision or land development plan.

§22-512. Sidewalks.

A. Sidewalks shall be shown on all new preliminary and final subdivision plans, land development plans and surety posted upon final plan approval, in all districts, as required below:

1. In the C, OC, I and IRD Districts along both sides of all streets.

2. In the R-1, R1B, R-2, R-3, R-4, MHP, V, TSD, TTD, and PRD Districts along both sides of all streets.

3. In the RA, AR and FG Districts, no sidewalks shall be required.

4. In the RR zoning district, the Board of Supervisors will determine whether sidewalks are required or not.

5. Sidewalks are required along both sides of all private driveways serving more than three units unless a modification is granted by the Board of Supervisors.

6. When a property is to be subdivided into ten or more residential lots, or is to be developed with ten or more residential units, and the original parcel abuts a public bikeway, a connection to the bikeway must be provided. The connection may be a sidewalk or a bikeway.

7. When a property is to be subdivided into five or more non-residential lots, and the original parcel abuts a public bikeway, a connection to the bikeway must be provided. The connection may be a sidewalk or a bikeway.

8. All non-residential and multi-family residential uses shall provide a separate pedestrian walkway connecting the primary building entrance(s) to the nearest public sidewalk abutting the parcel. Parcels greater than 1 acre that have frontage on more than one street may be required to provide multiple connecting walkways.

B. Sidewalks shall be constructed according to Chapter 21 “Streets and Sidewalks” and shall be located along all property lines which abut streets. Sidewalks shall be constructed within the public right-of-way, unless the Board of Supervisors authorizes sidewalks to be constructed on private property immediately adjacent to the public right-of-way. In such case, the developer shall enter into an easement agreement in a form acceptable to the Board of Supervisors. The grant of easement shall be recorded contemporaneously with the recording of the final subdivision plan and/or land development plan. Said plan shall include a note referencing the existence of and recording information concerning the grant of easement.

C. Sidewalks crossings of streets shall be provided across both sides of intersecting streets. All

crossing shall have designed ramps to meet current ADA requirements and conform to PennDOT RC Standards and Chapter 21 "Streets and Sidewalks". Ramps shall be constructed by the developer at the time of street construction.

§22-513. Public Use and Service Areas.

A. Public Spaces.

1. In reviewing subdivision plans, the Township Planning Commission, Board of Supervisors and Township staff shall consider whether community facilities, including schools in the area, are adequate to serve the needs of the additional dwellings proposed by the subdivision, and shall make such report thereon as its deems necessary in the public interest, to the State College Area School Board.

2. Developers shall give earnest consideration to the desirability of providing or reserving areas for facilities normally required in residential neighborhoods, including churches, libraries, schools and other public buildings; parks, play- grounds and playfields. Area provided or reserved for such community facilities should be adequate to provide for building sites, landscaping and off-street parking as appropriate to the use proposed. Prior to the preparation of plans, developers of large tracts should review minimum standards for suitability and desirability of various community facilities applicable to the tract being subdivided with the Township staff, the staff of the Centre Region Parks and Recreation Department and the Ferguson Township Planning Commission.

3. Unity. It is desirable for the intended parkland to be in several well-placed, adequately sized areas within the Township, so that it can accommodate the anticipated uses, rather than to have numerous useless small pieces. Unless the proposed parkland is 4 acres or larger, or can be combined with another piece of parkland for a minimum of 4 acres, the Township should consider requiring fee- in-lieu of parkland. The Centre Region Parks and Recreation Department policy on acceptance of maintenance of parkland requires parks to be equal to or larger than 4 acres.

B. Parks, Open Space and Recreational Facilities.

1. The purpose of this Section is to ensure that adequate parks and recreational facilities are provided to meet the needs of residents as these needs are generated by new subdivision and land development activity.

2. The provisions of this Section shall apply to all developments with either single or multiple family dwellings.

   a) Established lots for agriculture within the RA or RR Zoning Districts will not be assessed a fee for any of the one or more dwelling units that could be established on the farm lot. However, should said lot(s) undergo further subdivision for any residential lots the appropriate fee shall be applied as a condition of approval at the time of any such subdivision.

   b) In mixed-use development and/or mixed-use structures, where a combination of residential and non-residential units is proposed, the fee-in-lieu will be applicable to all proposed residential units and shall be assessed as a condition of final plan approval.

   c) The amount of parkland to be dedicated in each development shall be determined based

upon the calculation identified within Township Fee Schedule or approved equivalent.

d) The developer shall place a note on each subdivision plan or land development plan which is subject to dedication of parkland that shall read as follows:

1.) "No more than [insert number] dwelling units may be constructed on the land which is the subject of this subdivision plan [land development plan] unless additional land is dedicated to the Township of Ferguson for parkland and/or the Board of Supervisors accepts an additional fee-in-lieu of dedication of parkland. The land shown on this plan as parkland, consisting of acres shall be deeded to Ferguson Township by a deed of general warranty, free and clear of all liens and encumbrances. Said land shall be available for Ferguson Township use consistent with its ordinances and regulations with no restriction, except that the purpose of the conveyance shall be for public park and recreation uses."

3. The Township will officially accept the parkland at the time of final plan approval provided the land meets the criteria set forth in paragraph .F. At such time, a general warranty deed free from all encumbrances shall be recorded for the dedicated land and it shall contain the following restrictive clause:

a) "This land was dedicated to the Township of Ferguson for perpetual public park purposes pursuant to the Township of Ferguson Subdivision Ordinance."

4. The Township or its designee shall be responsible for maintaining all dedicated and accepted areas. Formation of and cooperation with homeowners associations or similar organizations for purposes of maintenance shall be rquired, but the responsibility of seeing that the work is done shall remain with the Township.

5. The Board of Supervisors shall determine if the land is acceptable for dedication based on the following and any other relevant criteria:

a) Access. The dedicated land must be readily accessible to all development residents that it is intended to serve. The dedicated land shall abut a public street and shall have a minimum frontage of 50 feet or shall adjoin and become part of an already existing park area which is accessible from a public street. If appropriate, access to the park from other parts of the neighborhood shall be provided through 20-foot access easements with 10-foot wide paved walkways.

b) Location. The parkland shall be located, to the extent possible, so that it equally serves all residents of the development, but in all events the land shall be accessible to those it is designated to serve. In some instances, the Township may require that the parkland be placed in a location where it may be combined with existing parkland from an adjacent development. In determining the location, reference should be made to the Township's Recreation, Parks and Open Space Plan to determine if there are proposed parkland locations in the vicinity of the site.

c) Shape. The majority of the parkland shall have a length to width ratio of no more than 2½ to 1. The shape shall be suitable to accommodate those park activities appropriate to the location and needs of the residents. Yards, court areas, setbacks, and other open areas required by zoning and other regulations are not to be included as part of the acreage to be dedicated.

d) Soils, Floodplain and Stormwater Facility. Soil shall be suitable for the intended park uses. No parkland may be located on or within any drainage- way, wetland area, steep slope area or stormwater detention basin, with the exception that up to 25 percent of the total parkland may be located within a floodplain with approval of the Board of Supervisors.

e) Slope. The majority of the park shall have a slope of no more than 4 percent, and the average slope of the park, as measured perpendicular to the contour lines, shall not exceed 8 percent.

f) Size. The minimum parcel size shall be no less than 4 acres.

g) Utilities.

2.) The major piece(s) of dedicated land are to be accessible to, but not crossed above the surface by, a public street(s), telephone, power, fuel, water and sewer lines, etc. If any of these facilities are placed under- ground, no part of them or their supportive equipment shall protrude above ground level within an active play area. When parkland is to be dedicated to the Township, utilities such as water, sewer, and electric shall be extended to the parkland. The location of the utility extensions shall be approved by the Township.

6. Pedestrian and Bicycle Paths. Pedestrian and bicycle paths may be accepted as parkland if they meet all the following conditions:

a) The minimum width of the parkland right-of-way or easement shall be 20 feet.

b) The pedestrian and bicycle paths shall have logical beginning and ending points that provide appropriate means of access to a park or other facilities residents of the development are likely to use.

c) The cost of improving the pedestrian or bicycle path shall be paid by the developer in order to accommodate its intended use. This shall not be considered as a credit towards a fee-in-lieu of land dedication.

d) The provisions of subparagraphs, “Shape,” and, “Slope” must still be met by the development.

7. The developer shall be responsible for complying with the provisions of the Ferguson Township Stormwater Management Ordinance [Chapter 26, Part 1]. The stormwater management site plan submitted to the Township for the subject development must provide mechanisms to ensure effective stormwater management for the dedicated parkland property.

8. Fee in Lieu of Dedication.

a) The payment of fee-in-lieu of land dedication shall be in accordance with the requirements of Article V, §503(11) of the Pennsylvania Municipalities Planning Code (Act 247), as amended, 53 P.S. §10503(11). The fee-in-lieu of parkland shall be used to enhance public recreation areas which will directly or indirectly benefit future inhabitants of the development or subdivision providing the fee.

b) If it is determined that there is not land suitable for dedication, or that the subdivision is too small to allow for a suitable amount of land for dedication, or that it is not practical to

dedicate land, or that there already exists an adequate amount of parkland and recreational facilities, or the location of parkland within the proposed subdivision is not consistent with the adopted Ferguson Township Recreation Parks and Open Space Plan, a fee-in- lieu shall be considered by the developer. Such determination shall be made at the preliminary plan stage. The parkland fee per person shall be established by resolution of the Board of Supervisors.

c) After receiving the recommendation of Ferguson Township staff, the Centre Regional Planning Agency, the Ferguson Township Parks and Recreation Committee, and the Centre Region Parks and Recreation Department, the Ferguson Township Board of Supervisors may determine that a fee-in-lieu would be more beneficial to the Township residents than a land dedication for parkland. The following procedure shall be utilized to determine the appropriate fee-in-lieu:

1.) As part of the plan approval process, the Township Manager, under the direction of the Board of Supervisors, shall send written notice to the developer that the Board has determined a fee-in-lieu would be more beneficial to the Township's residents than the dedication of parkland.

2.) Neighborhood/Community Park Fee-in-Lieu. See Township Fee Schedule or approved equivalent for said calculation.

9. The Board of Supervisors may, at its option, and with the developer's agreement, require the dedication of some land and the payment of a fee-in-lieu of dedication for the balance. This will be determined based on existing parkland being located adjacent to the proposed subdivision or land development plan and the desire to expand the existing parkland.

10. The Board of Supervisors may establish by resolution a fee to be paid in addition to the dedication of land to fund the costs of preparing a park master plan or to update an existing park master plan.

PART 5A

DESIGN STANDARDS FOR DEVELOPMENT IN THE TERRACED STREETSCAPE DISTRICT

§22-501A. Intent.

A. The standards included in this Part are intended to establish guidelines for development activity in the area designated as the Terraced Streetscape Zoning District on the Township's Official Zoning Map. The district generally extends from the Township boundary on the east to Blue Course Drive on the west and from West Campus Drive on the north to Beaver Avenue on the south.

B. These guidelines are intended to aid the Township and property owners in making sensitive and appropriate decisions with regard to the built environment and quality of space within the district. Adherence to these design standards will ensure that development within the district is attractive and harmonious. It will also promote vitality and a pedestrian focused area that is distinguishable in character from the surrounding area.

§22-502A. Purpose.

A. Design guidelines provide a common basis for making decisions about design elements that affect individual properties as well as the overall character of the district. The guidelines are not intended to dictate solutions but rather provide general information to guide the Township and property owners in making decisions by providing appropriate choices for a variety of specific design issues. The guidelines are intended to inform the community and property owners of the policies and standards expected by the Township within the established district and to ensure quality development that enhances the character of the district.

B. The provisions of this Part also identify several design approaches that will enhance both the appearance and potential value of existing properties within the district and help to ensure that the desired character is established uniformly.

C. This Part will serve as a guide to the Township but will not necessarily dictate the final outcome. Each project has unique circumstances that will be considered and result in the Township applying the standards on a project by project basis; ensuring that the character of individual structures observes the fundamental standards of quality anticipated within the district.

§22-503A. Statutory Authority.

A. Pursuant to §708-A of the Pennsylvania Municipalities Planning Code, the written and graphic design guidelines included herein are established to assist applicants in the preparation of land development plans for projects within the Terraced Streetscape Zoning District. The design guidelines take effect only when a project is initiated by a property owner or tenant to alter an existing structure or to construct a new one. The guidelines do not require existing properties to initiate changes nor is there any deadline that forces existing properties into compliance or otherwise alters the non-conforming rights established in Chapter 27, §27-903.

B. Property owners, tenants, developers and architects are encouraged to use these guidelines as a starting point for all projects within the Terraced Streetscape District. These standards will assist them by providing a basic framework for planning of a project and serve as a reference as well as

regulatory manual. The Township will apply these provisions in the review and approval of development proposals and in the issuance of permits as a measure of the observance of the goals and intent of the district.

§22-504A. Goals.

A. The goal of the application of the design standards set forth herein is to shape and protect the character and appeal of the Terraced Streetscape District within the Township. These provisions are designed to ensure that all proposed new construction and renovation or expansion activity is consistent with the standards of quality as well as respect for the built environment within the district as it relates to appearance, scale and density.

B. Specific goals include:

1. To promote and improve the perception of the district.

2. To protect the desired appearance of the district.

3. To promote a sense of identify and place.

4. To prioritize and encourage pedestrian activity.

5. To convey a sense of human/pedestrian scale in common areas, streetscaped areas and public outdoor spaces.

6. To ensure development practices within the district meet the expected standards.

7. To attract a dynamic and diverse concentration of uses and to foster economic interaction among the mix of uses in the district.

§22-505A. Context.

A. Development projects within an urban or suburban setting are part of a larger context that requires that architects, developers, and approval authorities make decisions within the parameters of an established and diverse physical setting. Each project within the Terraced Streetscape District will ultimately become part of the larger neighborhood fabric. Buildings within the district should therefore be planned with the utmost consideration for adjacent structures and properties while exhibiting compliance with the principal goals of the district and thoughtfulness for the overall quality of place.

§22-506A. Design Principles.

A. Successful urban environments accommodate and foster multiple uses and activities while simultaneously addressing human scale and safety. These environments result from the cumulative effect of well-designed individual sites that are mindful of their context. Enjoyable and pleasant streetscapes, as well as walkable destinations combine to give a neighborhood its recognizable character. To accomplish this, proper zoning and architectural standards need to be applied.

B. Basic principles of project planning and site design within the Terraced Streetscape District include:

1. Promote a diversity of uses/occupancies.

2. Create functional pedestrian and public transit linkages.

3. Foster a distinctive identity that prioritizes high quality design and development.

4. Introduce landscaping and green space as much as is practical.

5. Foster intensity of development and compactness.

6. Ensure the perception of safety by way of proper lighting/sightline strategies.

§22-507A. Synergy.

A. The district is designed to encourage as much density and mix of occupancies as is practical. It is the synergy of diverse and complimentary uses that make a mixed- use neighborhood experientially rich and attractive. In such mixed use settings, the issues of identity, territoriality and privacy need to be addressed as do connectivity to public common areas, gathering spaces, public transit, and retail and service operations. Awareness of these issues and a balanced approach to the definition of space and the associated access is required.

B. Single development projects that integrate both commercial and residential components shall locate the commercial uses on the ground floor level, so as to encourage direct interface with pedestrians. Office functions may occupy upper stories above the first floor. Residential uses in a vertical mixed use structure however, may only occupy upper floors above the ground floor, and above any commercial uses.

§22-508A. Density.

A. The issue of proper density and compactness can be measured in several ways. Standards of density derived from national guidelines established by the Congress for New Urbanism will be used as a basis for proposed projects in the Terraced Streetscape District. Nonresidential development should achieve a density whereby the floor area ratio (FAR) for the site is 1.0 or greater. Any residential development within a vertical mixed use structure should achieve a minimum density of ten units/acre or higher. These recommended densities, when enhanced by proper attention to articulation and detail and integrated with the planned streetscape design, will lend themselves to a more urban and vibrant neighborhood along the West College Avenue corridor.

§22-509A. Streetscape Design Standards.

A. The West College Avenue Corridor is intended to be the center and focal point of the district. The corridor is conducive to density and mixed-use development and is intended to be accompanied by streetscape treatment that is pedestrian friendly and consistent with the following design requirements or any officially adopted Streetscape Plan:

1. Sidewalks shall be a minimum of 12 feet in depth from back of curb to building face along West College Avenue.

   a) Sidewalks shall be scored in patterns that modulate the scale of the sidewalk and may include a variety of dimensional sizes including square, rectangular or diagonal patterns at the applicant's discretion and in keeping with the intent of the design standards.

   b) All score lines shall utilize a twice tooled troweled edge on all pattern joints including construction and expansion joints. In the case of stamped or colored concrete, this

requirement may be modified at the discretion of the Board of Supervisors.

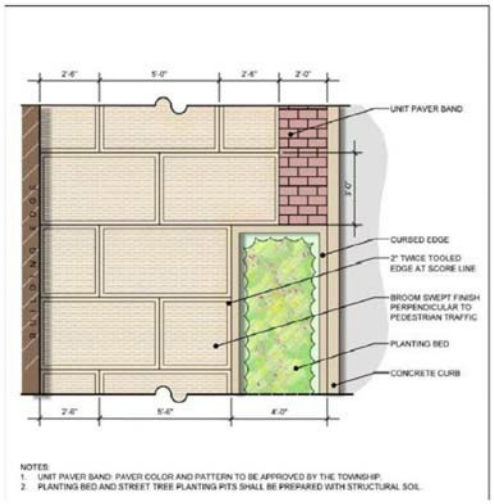
c) All curbs, sidewalks, handicapped ramps and crosswalks shall be designed and constructed in accordance with the latest official version of the Americans with Disabilities Act.

d) All proposed sidewalks, curbs, crosswalks shall be designed and constructed in accordance with the provisions and specifications established by the Township and specified herein or in an officially adopted Streetscape Plan.

2. A 2-foot wide minimum paver accent band shall be installed along the back of the curb line along all sidewalks on West College Avenue. The pavers shall be standard 4 inches x 8 inches brick size, red color. Pavers may be traditional clay brick or pressed concrete. Color and pattern of the paver field may include various size pavers and colors at the discretion of the applicant, subject to approval by the Board of Supervisors.

a) Decorative brick, concrete pavers or pavement treatments shall be considered as an integrated feature to properties on gateway corners in the Township, the main entrance of buildings, public plazas, pedestrian access areas and public roads as noted.

b) Street signs, regulatory signs, wayfinding signs, utility poles, street lighting, utility appurtenances and traffic signal poles are to be placed within the paver accent band unless otherwise required by ordinance or upon review by the Township Engineer.



3. Four-foot wide by 20-foot long minimum, planter beds shall be incorporated parallel to the curb line adjacent to West College Avenue. Measurement shall be from outside edge to outside edge of planting area.

a) Planters shall be spaced a minimum of 40 feet on center for the width of the proposed lot or length of the unit block where the site is located. The spacing and location may be adjusted dependent on site conditions, clear sight triangles and at the discretion of the Township Engineer and Board of Supervisors.

b) Planters may intersect the 2-foot side accent paver bans as noted above.

c) Planters shall be curbed with brick or pavers to match adjacent paver accent band or other materials consistent with the architecture of the proposed project. In no case shall the width and height of the raised curb exceed 6 inches in either direction. Planter edge may include a decorative metal fencing garden edge to accent and highlight the planting area. The fencing may be part of the raised curb or independent thereof. In no case shall the fencing exceed 24 inches in height.

d) Planters shall be backfilled with CU-Structural Soil® or approved equal for the full length and width of the planter to a depth of 3 feet where feasible or otherwise directed by the Township Engineer.

e) Planter areas shall be planted with a perennial, semi or evergreen ground cover as a year-round base planting. Planters shall also incorporate seasonal plantings to provide four season visual interest. The applicant shall provide a list of proposed seasonal plantings to be provided and maintained by the property owner and/or tenant. These may include but are not limited to tulips, impatiens, petunias, mums and ornamental kale. The use of ornamental grasses, perennials, and ornamental shrubs is also encouraged.

f) The planting plan for the accent planting beds shall be prepared and sealed by a Pennsylvania registered landscape architect.

g) Where feasible, applicants are encouraged to utilize and incorporate planter areas into the project's overall storm water management strategy as bio retention/water quality filter areas. The use of planter areas as a stormwater best management practice (BMP) will be subject to review and approval by the Township Engineer and must be consistent with the Town- ship's overall stormwater management plan and objectives for improving water quality and reducing runoff volumes.

4. Pedestrian scale, period style lighting standards shall be used along the West College Avenue street edge, immediately adjacent to the proposed project site. The horizontal spacing of the light fixtures shall be consistent with meeting required light levels established by Township ordinance.

a) Street lights shall utilize decorative, fluted or tapered poles with decorative base covers to match the style of pole.

b) Poles shall be cast iron, steel or aluminum, painted black.

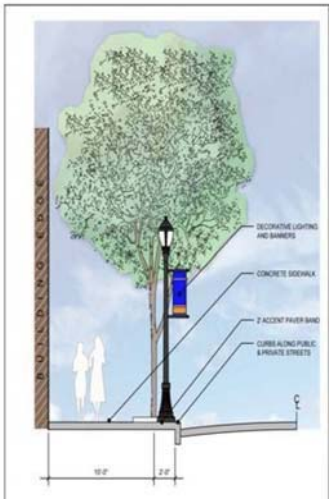
c) Poles shall be located within the proposed paver accent band.

d) Street light lamps shall Incorporate night sky friendly, energy efficient, full cut-off optics. The use of LED technology is encouraged.

e) Poles along West College Avenue shall incorporate banner brackets for upper and lower banner arms, to hang one banner, perpendicular to the street edge.

f) Poles along West College Avenue shall include provisions for two planter arms, one on each side of the pole, parallel to the street edge.

g) Poles along West College Avenue shall include provisions for one exterior rated duplex electrical outlet located immediately below the point of attachment between luminaire and pole.



5. A minimum of one street tree shall be planted in the center of each 4 foot by 20 foot accent planting bed. The selected species of tree shall be in accordance with Chapter 25, "Trees." Shrub varieties shall be included in a landscaping and planting plan prepared and sealed by a Pennsylvania registered landscape architect and approved by the Township Tree Commission. [Ord. 1006]

6. Each project with frontage on West College Avenue shall include the provision of site furnishings consistent with the intended creation of an inviting, safe and enjoyable pedestrian experience. These furnishings may include benches, trash and recycling receptacles, bike racks, bus shelters, and individual free standing planters.

   a) Site furnishings shall be constructed of non-biodegradable, vandal resistant materials such as cast iron, steel, aluminum, or recycled plastic components.

   b) Site furnishings shall be period style consistent with the overall character of the area or any officially adopted Streetscape Plan.

   c) Site furnishings shall be from a coordinated family of furnishings by the same manufacturer unless otherwise approved by the Township.

d) Benches shall be a minimum of 6 feet in length and shall incorporate a center armrest.

e) Trash receptacles shall be a minimum of 32-gallon capacity and shall utilize the smallest possible semi-covered top opening to prevent the deposition of large trash bags or household debris.

f) Recycling receptacles shall be provided and incorporated consistent with Centre Region refuse and recycling requirements.

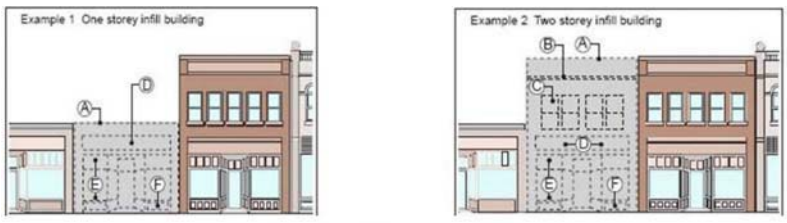
g) Benches and receptacles shall be grouped together along the street edge but not within the required accent paver band. Where feasible these groupings may occur between accent planting beds when two or more beds are included along the frontage of a project.

h) Bus shelters may be incorporated subject to the review and approval of CATA. The style of shelter shall be consistent with the overall site furnishings palette.

B. Streets perpendicular to the West College Avenue Corridor will also provide for a variety of uses but at a slightly reduced scale. The sidewalks and streetscape treatment along these streets will be correspondingly reduced in scale, with fixtures and landscape features more conducive to a side street location.

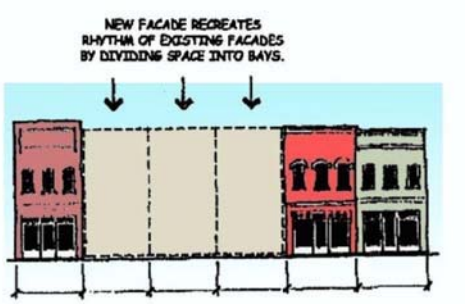
§22-510A. Building Design and Facade Considerations.

A. Issues of character, aesthetic contribution, scale, proportion and material quality shall all be evenly considered along with the traditional measures of zoning and code compliance when evaluating building design. To minimize subjectivity in the consideration of these elements, the following guidelines shall be considered.

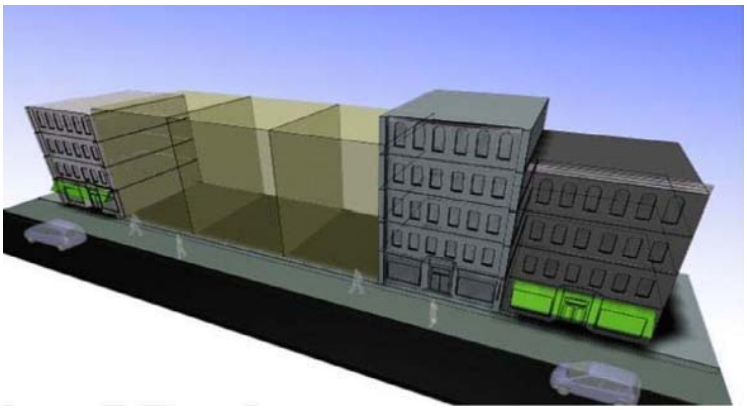


§22-511A. Building Massing and Composition.

A. Consideration toward scale and the transition of building height from one site to the next must be taken into account. While abrupt changes in scale between two adjacent properties are generally discouraged, articulation of the building to address relevant issues of scale combined with appropriate setbacks and landscaping can help soften these transitions. Graduated massing of building heights is preferred and should be accomplished In accordance with the provisions of the district as specified herein as well as in Chapter 27.



B. Larger infill development that respects massing and articulation becomes a harmonious part of the block.



C. Structures on West College Avenue are to be located on or near the street line as to engender a physical presence on the main thoroughfare and support a more pedestrian-centered focus. Parking areas in front of buildings are prohibited as are any other features that detract from pedestrian access to the front of the building. Building entrances shall be designed in such a manner as to be immediately recognizable, accessible and safe.

1. It is the intent of the district to create the greatest practical commercial density along the West College Avenue corridor. Commercial occupancies perform best when they are visible and easily accessible. Storefronts are to be designed to be as open and transparent as practical in accordance with the district regulations.

§22-512A. Articulation of Facades.

Development projects within the Terraced Streetscape District shall be mindful of the fact that well articulated building facades provide visual interest and enhance the experience of the neighborhood.

Whereas large unarticulated building masses can negate any sense of human scale within the block, large buildings that are sensible in their composition and reverent to the scale of pedestrians are generally more successful and appealing.

A. New buildings in the district shall observe some of the basic parameters of scale and proportion (see examples below). It is the intent of these regulations to ensure that no single building appear too diminutive as to defy the basic tenets of the district which requires that landowners maximize the volume and development potential of their site.

   1. Single-story building facades are required to convey a greater sense of height consistent with the scale of adjacent or surrounding multi-story structures through use of a parapet. All structures fronting on West College Avenue shall conform to the building height regulations of the district.

   2. All structures shall convey the greatest practical density and vibrancy by way of articulating multiple occupancy/tenancy through appropriate ground floor storefront design. This will enhance the pedestrian experience as well as improve the massing of larger commercial structures.

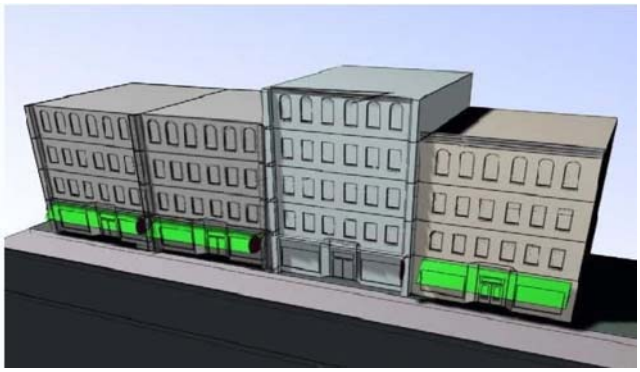
B. Streetscapes and building facade design in the district are required to execute the rhythm created by many individual facades and storefronts that relate to the scale of the pedestrian. A building's massing shall contribute positively to a pedestrian-friendly public realm. Long, unbroken walls are overwhelming and must be divided into rhythmic blocks bringing the design of the facade closer to a human scale.

C. Larger buildings are required to subdivide the appearance of their facades and storefronts, as to make them seem to be smaller, individual buildings. Articulation by means of material difference, color difference, and vertical/horizontal variation in alignment, recesses or projections are required to accomplish the appearance of individual facades.

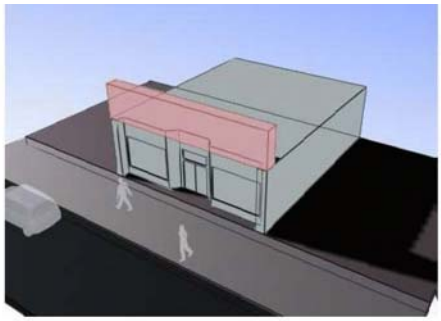
   1. The upper floors of multi-story buildings are required to provide a differentiation of color or

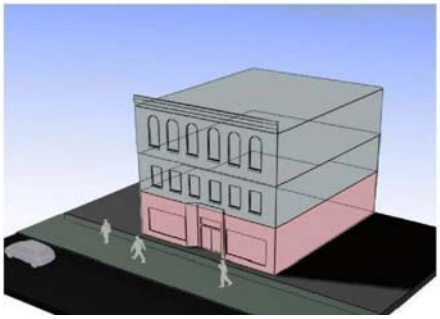
material to break up the facade massing of the building exterior.

2. Storefronts and facade treatment at ground level must be differentiated every 40 feet or less, to provide proper articulation at street level.

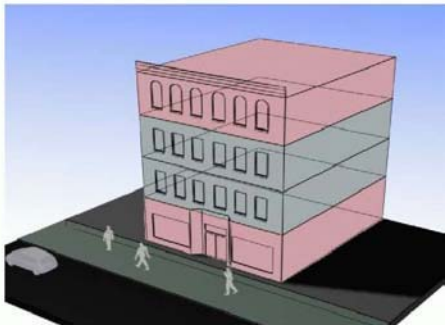


D. The ground floor of any multi-story building is required to be articulated from the stories above it. The appearance of a specialized and welcoming storefront, building entrance or any other pedestrian appropriate treatment is required to enhance the pedestrian street life generated in the district.



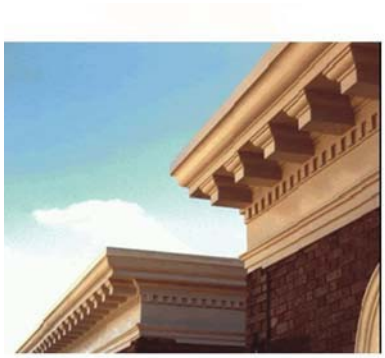
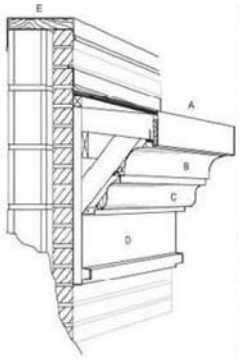


E. Where buildings of 55 feet or higher are proposed, In addition to articulating their ground floor, articulation of their upper most floor(s) must occur as well.



F. Facade treatment of multi-story buildings should also include appropriate consideration in the design of the top of the building. Roof lines for pitched roof structures should be articulated to subdivide the mass and appearance of the roof area toward the predominant facade. Strategies include the introduction of dormers, roofed vents, chimney stacks, or variation in finished rooflines.

G. Facade treatment for flat roofed buildings shall include parapets, built-up cornices or both, as appropriate to the architectural style of the proposed building. Building tops shall be visually interesting, and compliment the character of the building, as well as contributing positively to the character of the district.

H. Multi-story buildings, due to their size and presence, are encouraged to be creative in their use of massing, articulation and design. Developers of multi-story buildings shall consider their appearance from multiple vantage points.

(Ord. 374, 1/10/1989; as added by Ord. 943, 2/7/2011, §4)

§22-513A. Storefront Design.

Commercial occupancies at ground floor level, especially spaces intended for retail or restaurant uses, are required to incorporate standards for successful storefront design. Good storefront design integrates means of maximizing transparency and openness with durability and energy efficiency.

A. Storefronts need to be differentiated (every 40 feet max) from one another to create an attractive and visual interest for pedestrians. The surface area of storefronts in the district is required to be 50% (min) transparent (glass), to optimize public viewing. This will enhance the pedestrian experience.

B. Storefronts shall be constructed with durable finishes consistent with the expected high traffic/pedestrian environment. Consideration must also be given to lighting strategies so that both the storefront and the interior space behind it are well lit, and easily seen.

C. Avoid excessive visual clutter especially that produced by too much interior signage.

D. Outdoor signage shall fit the character and proportion of the building and enhance the architecture. Signage shall be clearly visible without dominating the building facade or obscuring architectural details.

E. Benches and other moveable objects such as bike racks or trash containers shall be coordinated with the building entrance so as not to obstruct sidewalk traffic or diminish the appearance of the facade.

F. Awnings may be utilized to add interest and aesthetic quality to the building and the streetscape. Awnings and canopies must be compatible with the building and windows in scale, proportion and color.

§22-514A. Corner Building Sites.

Corner buildings serve as landmarks within the district and, as a result, special consideration must be given to their design so that they address the intersection as well as complimenting other, adjacent buildings in the district.

A. Proposed corner buildings need to address the intersection they front through the inclusion of accentuating features such as towers, turrets, chamfers, canopies or recessed areaways to highlight their corner-most facades.

1. Building corners can be accentuated in a variety of ways. Employing novel geometries while utilizing the same color palette is a subtle approach while the introduction of more elaborate elements and accent materials and/or color result in a more predominant/more recognizable structure.

2. A common approach is to differentiate the bay of the building that is closest to the corner through the use of offsets, additional height, and differences in roof line, color or material. This will help to delineate and symbolically mark the intersection and physically note its importance.

3. The creation of additional “public space” on the corner can be achieved through the use of a recessed or chamfered entrance that broadens the common area and makes the space more usable. Porticos, colonnades, stoops and similar features fronting the corner further enhance the presence of the building and improve the visual character.

§22-515A. Parking Structures and Incentives.

Parking structures and elevated parking decks within the district need to exhibit sensitivity to scale and massing. These structures also need to relate to pedestrian scale and attempt to integrate with other structures in the broader environment by way of articulation and material usage. A key objective shall be to disguise the structure's function as car storage through the use of screening elements, spandrel panels or glazing systems in conjunction with good facade design strategies.

A. Design strategies that include locating stair wells and/or elevator towers on a corner or public access way improves the overall pedestrian interface with these structures while also improving their massing. These strategies also open the possibility of Improved articulation, fenestration, and use of materials for facade enhancement. Lighting can also be employed to further enhance and accent the structure; providing a visual focal point at night.

1. Material and/or color usage shall differentiate the ground and upper floors of the structure to improve the relationship with pedestrian scale and the streetscape.

2. Facades shall avoid the appearance of support columns unless combined with a screening system. Use of masonry, composite panels or E.I.F.S. systems will lend a sense of permanence and evoke the image of a conventional building rather than an open deck.

3. Metal or mesh screening systems can be used to obscure stored cars. These systems should also employ masonry or other suitable material so that the resulting facade does not appear out of character.

4. Glazing or curtain wall systems can also be used to screen cars and achieve the look of a more conventional building. Window walls or windows set in a backup wall can be detailed to create a more uniform and interesting appearance to the overall structure while concealing its use for parking.

B. Storefronts and leasable commercial space shall be incorporated into the ground floor plan of parking structures. The storefronts shall enhance the streets cape and conform to the design requirements of the Terraced Streetscape zoning.

C. Parking Incentives. The parking requirements for nonresidential development, or nonresidential uses within vertical mixed use structures as set forth herein, may be reduced by use of the following:

a. Provide additional landscaping and/or open space that is 20% greater than that required by this Chapter. Reduce total required parking spaces by 10%.

b. Provide and maintain at least 10% of the housing units as age- restricted units. Reduce total required parking spaces by 15%.

c. Provide and maintain at least 10% of the housing units as owner occupied workforce housing units. Reduce total required parking spaces by 15%.

The incentives may be mixed or matched, but no incentive may be used to obtain multiple bonuses. For example: A green roof may count toward additional impervious on a lot, or an extra story of structured parking, but not both.

§22-516A. Exterior Materials.

Buildings designed with authentic materials in a manner that evidences craftsmanship and detail lend a sense of authenticity and permanence to the buildings themselves. Authentic and permanent materials on building exteriors will provide visual continuity and discernable character to the zoning district.

A. Authentic materials such as brick, cast stone, limestone, concrete block and other conventional masonry products should be used. Exterior finish systems and proprietary panel systems can be employed to the extent that they complement the material quality of the building and surrounding structures and are used in combination with more permanent/natural materials (a synthetic or E.I.F.S. clad building with a masonry base detail for example).

§22-517A. Color Selection.

In general, it is recommended that the color palette selected for the building exterior not include exceptionally bright or overly colorful schemes. Subtle and complimentary color choices, such as more naturalistic or muted tones are suggested. However, vibrant colors can be used for accent and trim.

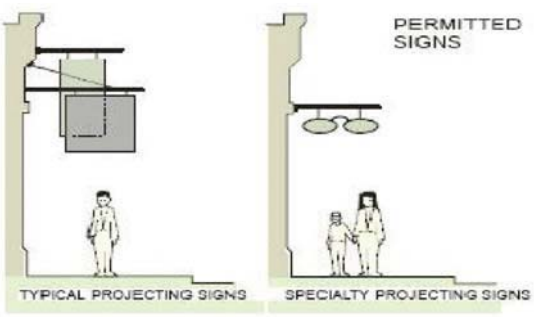
A. Painted strips or pronounced patterns on wall surfaces or large surface areas of brilliant color are distracting and shall be avoided.

§22-518A. Signage.

It is important that the nature of the signage employed by a business does not conflict with the character or goals of the district. Good sign design can both enhance the business and add a dimension of vibrancy and visual interest.

A. The following recommendations shall be considered:

1. Signs hung parallel to the business shall not overwhelm the storefront or architectural detail of the building.
2. Lighting shall not produce glare and automated signage shall not be permitted.
3. Signs should be designed to draw the attention of the pedestrian rather than motorists within the district. Projecting signage, hung perpendicular to the building is recommended.
4. Graphics should be clear and legible. Limited text or company colors/logos should be considered over a heavily stylized or cluttered and confusing sign face.



§22-519A. Lighting.

The lighting of buildings, entryways, building surfaces or landscape within the district is desirable. Exterior lighting will enliven the district and add a sense of vibrancy as well as enhancing the safety of the area. The use of energy efficient luminaires or LED lighting is encouraged.

A. Commercial facades in the district should utilize lighting in a creative and innovative manner to highlight their business. However, visually distracting and automated signage or moving lighting shall not be permitted.

B. Lighting that produces glare or impedes the vision of motorists or pedestrian traffic is prohibited. Surface mounted lighting must have fixtures that are aimed directly at the targeted facade or surface area and away from traffic.

C. The surface up-lighting of a building is allowed however, light spillage or glare onto adjacent buildings or properties is not permitted.

This page intentionally left blank

PART 5B

DESIGN STANDARDS FOR DEVELOPMENT IN THE TRADITIONAL TOWN DEVELOPMENT

§22-501B. Design Standards

A. Framework Plans.

1. Open-Space Network.

a. Standards.

1) Each applicant shall demonstrate the specific measures employed to achieve the design goals as enumerated in the TTD Design Manual through submission of an open space plan that depicts all proposed elements of open space including the design of any proposed public areas within the development which are intended to be included in the computation of required open space.

2) The following standards shall be applied to the open space network within a TTD or associated Mixed Residential Area:

(a) A minimum of 50% of the site proposed for development shall be devoted to useable common open space. Through the use of incentives offered in subsection .4.F, the amount of required useable common open space may be significantly reduced. However, in no case shall less than 25% of a site be devoted to the provision of usable common open space, including permitted percentages of public areas.

b. All common open space reserved shall be designed for one or more of the following uses:

1) Community green, square, or commons.

2) Community garden or park.

3) Streams, ponds and other natural or man-made bodies of water.

4) Playground or tot-lot.

5) Bikeway, greenway, trail or environmental corridor.

6) Active recreational facility.

7) Public space.

8) Conservation area/protected natural area which may include: woodlands, wildlife corridor(s), meadow, horticulture, or wetland that is incorporated into the design for stormwater management.

c. The regenerative percolation of stormwater runoff may, where appropriate, be permitted to be included in areas designated for open or public spaces. Additionally, facilities that are designed as permanent water features and are provided with associated walking or seating areas will be credited. However, stormwater management facilities such as detention basins

and swales shall only be permitted to be included to the extent that the open space exceeds the 25% required minimum, or through the use of one or more design incentives identified below.

d. In addition to responding to the unique conditions and environmental resources of the parcel(s), the open space provided on each site shall be responsive to the needs of the community as expressed in the Ferguson Township Recreation, Parks, and Open Space Plan and, to the extent feasible, shall provide useable play or recreation areas, or equipment, that is conveniently accessible to residents throughout the community.

e. The reservation of passive parkland which may include wooded sites, formal gardens, conservation areas, and open grass spaces may also be included. However, such facilities shall account for no more than 40% of the required common open space. Where the existence of adequate play or recreation areas within walking distance of a proposed TTD or associated Mixed Residential Area can be shown, the percentage of passive parkland permitted to be credited toward the total required common open space may be raised to as much as 55%.

f. Public space shall serve as a focal point and may comprise up to 10% of the useable common open space provided. Such areas shall be subject to the same maintenance criteria as identified by §27- 904.D.3(d)(21).

g. All common open space shall be publicly accessible either from a public street or public area, and/or from a pedestrian/bicycle network that links various playgrounds, parks, commons and greens to each other as well as to the developed portions of the site. Land designated as common open space shall be suitable for the purpose specified.

h. Each Traditional Town Development or associated Mixed Residential Area site that includes 50 or more dwelling units shall include at least one public square or green with a minimum size of 20,000 square feet. Other squares, greens, commons, or public areas of not less than 10,000 square feet in area shall be dispersed throughout the development. Each dwelling unit shall be situated so as to be located no more than 1,000 feet from a commons, square, green, or trail.

    1) Existing wooded areas shall be protected to prevent unnecessary destruction. At least 40% of the number of trees (minimum trunk caliper of 5 inches at 6 inches above ground) that exist at the time of the plan submission shall be maintained or replaced immediately following construction. Invasive species shall however be removed. Replacement trees shall be a minimum trunk caliper of 2 inches at a height of 6 inches above finished grade. The location of replacement trees shall be detailed on the landscaping plan required by the specific implementation plan criteria.

    2) No development shall involve uses, activities or improvements that would entail encroachment into, the regrading of, or the placement of fill in wetlands in violation of State or Federal regulations. Applicants must submit evidence to the Township that demonstrates that the site has been evaluated for the presence of wetlands and that, if wetlands are present on the site, that DEP and the U.S. Army Corps of Engineers have been contacted to evaluate the applicability of State and Federal wetland regulations. Full compliance with these regulatory agencies is expected and will be a condition of any approval granted by the Township.

3) Preservation of the required open space within the TTD and associated Mixed Residential Area shall be irrevocable. A metes and bounds description of the space to be preserved and limits on its use shall be recorded on the specific implementation plan, in any applicable homeowner covenants and on individual deeds when open space lands are not held entirely in common. Restriction on future development shall be established by a permanent and irrevocable instrument.

2. Transportation Network.

a. Standards.

1) Pattern and Hierarchy.

(a) Street Pattern. Street patterns shall form a network, with variations as needed for topographic, environmental, and other design considerations specific to the site.

(b) Cul-de-Sacs. The network shall allow for a variety of modes of transportation and create an interconnected system that limits the use of isolated cul-de-sacs. Streets with no vehicular outlet may be used only where connections are not possible due to topography, hydrology, or other special resource considerations.

i. Auto-courts, 'T' or 'Y' turnarounds and looped access roads shall be considered before determining that a cul-de-sac is the appropriate design solution.

ii. When a cul-de-sac is proposed to be incorporated into the design of a TTD or associated Mixed Residential Area, the application shall be accompanied by a written analysis of the merits of the design and evidence supporting why a network with through street connections is not a viable alternative.

(c) Mobility. The resultant system of streets shall provide adequate traffic capacity and connected bicycle and pedestrian routes, control but not exclude through traffic, and require that lot access be accomplished from streets of lower classification in order to promote safe and efficient mobility through the site.

(d) Public dedication. All streets shall be dedicated to the Township. Private streets are prohibited.

(e) Organization. Streets shall be organized according to hierarchy based on function, size, capacity and design speed. Streets and rights-of-way are, therefore, expected to differ in dimension. A design proposal that does not adequately address the provision of a street hierarchy will not have sufficient diversity to merit approval. Therefore, design consultants are urged to give proper consideration to this element of the plan.

(f) Design. The design of each street shall be tailored to function and anticipated capacity as measured by average daily trips (ADT). Each street shall be designed to meet the standards for one of the street types identified in Chapter 22. Changes in design along a corridor that are based on context shall be permitted. However, mid-block changes are not acceptable.

(g) Distribution. The applicant shall demonstrate that the distribution of traffic to the proposed street system will not exceed the ADT thresholds indicated for any

proposed street type for a design period of 10 years from the proposed date of completion and acceptance of the road.

(h) Ingress/Egress. The Township may disapprove any point of ingress or egress to any lot, tract, parcel, or development from any street when the proposed ingress or egress would create unsafe conditions, reduce the capacity of the adjoining street, or result in substandard circulation and impaired vehicle movement. In addition, street systems that do not adequately distinguish a hierarchy of design will not be approved.

(i) Motor Vehicle Connections.

(a) Interconnection. The design of streets within the Traditional Town Development and associated Mixed Residential Area shall foster interconnection to the greatest extent possible. This shall include connections to streets within the development, as well as to adjacent developed sites and to adjacent parcels that are zoned for development.

(b) Traffic Impact Study. All Traditional Town Development proposals and/or associated Mixed Residential Area sites shall submit a traffic impact study per the requirements of the Subdivision and Land Development Ordinance, and shall demonstrate conformance with the transit, pedestrian, and bicycle circulation provisions of this Chapter as well as the design requirements associated with hierarchy, connectivity, and the preservation of existing features of the site.

(c) Driveways. Driveway locations shall not interfere with the normal traffic movement or be inconsistent with the design, maintenance, and drainage of the street. Driveway access to lots shall always be provided to the street of lesser classification. The Township may require the joint or shared use of driveways to provide ingress and egress when such design would increase traffic and/or pedestrian safety by decreasing the potential for turning movements and associated conflicts.

(d) Curb Cuts. Curb cuts for access to residential lots shall be prohibited along collector and arterial streets. Curb cuts along these streets shall be limited to intersections with other streets or access to parking areas for commercial, civic, or multi-family residential uses.

(e) Alleys. The use of alleys in order to allow for an uninterrupted and pedestrian-friendly environment along public streets is permitted. Alleys shall provide appropriate space for rear access and shall be designed in accordance with Chapters 21 and 22.

(f) Townhouse Access. In general, townhouse dwelling units shall be access from the rear. However, in some instances, front entry garages may be provided for townhouse dwelling end units. No more than 50% of the overall number of townhouse dwelling units is permitted to utilize such front entry garages.

Other than as noted above, garages associated with townhouse or live/work units shall either be integral to the structure or oriented to the rear and accessed by a lane or alley.

(g) Three-way Intersections. Low volume streets may be designed to form three-way intersections. Such "T" 's are encouraged to be used for the creation of prominent focal points such as scenic views, important civic buildings, or public areas.

(h) Access to Existing Township Roads. All proposed development shall access an interior street network designed and constructed to serve development of the Traditional Town Development or associated Mixed Residential Area. No new lots shall be permitted direct access to existing Township or State roads.

2) Pedestrian/Bicycle Connections.

(a) Circulation System. A convenient, continuous pedestrian circulation system that minimizes the opportunity for pedestrian- motor-vehicle conflicts shall be provided throughout the site.

(b) Sidewalks. All public streets, except for alleys, shall be bordered by sidewalks on both sides. However, this shall not eliminate the need for consideration of greenways, trails, or other "off-street" pedestrian routes that would provide access and circulation through the site and to existing and proposed external development. Except for alleys, no case shall roadside shoulders or unpaved areas serve as pedestrian travel areas.

(c) Walkways. Where pedestrian access is established in locations other than along a public street, the width and material of the walkway shall be consistent with the intended function. The design of such areas shall be included as part of the open space plan required by subsection .3.A(1)(a). The maintenance of such areas shall rest with the entity responsible for the common open space.

(d) Pedestrian Travel Zone. Where serving predominantly retail or office uses, sidewalks may need to be wider than 5 feet. A pedestrian travel zone of at least 5 feet shall be provided in addition to areas of the sidewalk that serve as a building frontage zone and/or fixture/planting zone. See Design Manual (Appendix 27-A) for examples of acceptable design(s).

(e) Design Drainage grates, manhole covers, tree wells, hatches, vaults and other utility coverings should be located outside of pedestrian areas. However, where they are present, they shall not have openings greater than required by ADA and shall be mounted flush with the level of the surrounding sidewalk/walkway surface.

(f) Lighting. In mixed-use and/or multi-family residential areas, well-lit walkways shall connect building entrances to the adjacent public sidewalk and to associated parking areas. These walkways shall be a minimum of 5 feet in width.

A. All light posts and fixtures shall be pedestrian friendly as measured by scale and harshness of the light source. The level of lighting provided shall range between 0.5 and 2.0 footcandles dependent on the volume of both pedestrian and vehicular traffic and the location of the intersection or walkway. Pole heights for fixtures shall not exceed 14 feet.

(g) Vertical Clearance. All walkways shall include a minimum vertical clearance of 80 inches.

(h) Bicycle Circulation. Provisions for bicycle circulation shall be incorporated throughout each site. In addition, the connection and continuation of existing bicycle trails or existing bicycle routes through the site shall be required.

Where on-street bicycle circulation is to be provided, it shall be accommodated within the travel lane of all street classifications except Collector and Arterial. For Collector and Arterial streets, a separate Shared Use Path shall be constructed along one side of the street for use of pedestrians and bicycles. Where proposed, Shared Use Paths must be designed in accordance with AASHTO standards. Sidewalks shall not be designated as bicycle travel routes; however, Shared Use Paths may be used by pedestrians. Drainage grates along curbed streets shall be designed to be safe for crossing by bicycles.

(i) Bicycle Parking. Bicycle parking is required to be provided for all public or semi-public areas and for all non-residential or multifamily land uses. Bicycle parking spaces are to be located so as to be convenient to the structure or use for which they are provided and to be visible from at least one entrance. Lighting shall be provided for all such bicycle parking areas.

3) Transit Connections.

(a) Circulation Plan. A plan for transit circulation within and to each site shall be coordinated with the local transit authority and the planned location of such stops shall be delineated on plans submitted for Township approval. Stops shall be conveniently located and, where appropriate, provided with a shelter, seating and lighting.

Where transit stops are provided or a new bus stop/pull-off is warranted, no parking zones shall be designated for a minimum of 80 feet to allow for loading and unloading. Where deemed appropriate, bus pull-offs or acceleration lanes shall also be provided.

3. Utilities Network.

a. Intent. Compact development can be designed to use infrastructure more efficiently, resulting in lower costs per capita for the municipality. More users per linear foot of sewer and water main extensions, as well as lower costs for plowing, paving, and maintaining narrower, well-connected streets are intended to be achieved through the coordinated planning efforts required herein. Additionally, infrastructure that can be provided from a systems approach, without segregating design and regulation according to strict property boundaries improves connectivity and the overall function of streets, stormwater systems, open space, and other supporting infrastructure.

b. Design Goals.

1) To ensure the efficient extension of existing public infrastructure to serve Traditional Town Development in a coordinated and comprehensive manner.

2) To ensure the continued function of groundwater resources by coordinating drainage and stormwater management.

3) To guide the placement of utilities and other infrastructure in a manner that does not detract from the overall function and character of the community.

c. Standards.

1) Location. All utilities, both main and service lines shall be provided underground either within private easements or located within an alley right-of-way or public street right-of-way.

2) Integration of Stormwater Management Facilities. Infrastructure necessary for the management of stormwater on the site shall be incorporated into the design in a manner that reduces its visibility as a functional element and increases its value as an integrated component of the open space and or public space areas.

(a) Open Space Credit. The drainage system shall, where feasible, be developed as a landscape amenity such as a planted swale, grass median, or, where appropriately located and visually screened, rock beds. Such design may receive credit for open space in accordance with the provisions found in incentives, subsection .4.F(10).

3) Sewer and Water Service. All portions of any Traditional Town Development or associated Mixed Residential Area shall be served by public sewer and public water. Notice of capacity and intent to serve shall be provided prior to approval of any specific implementation plans.

4) Easements. When outside of right-of-way areas, easements for sanitary sewer facilities, stormwater drainage facilities, public or private utilities, or pedestrian access shall meet the following standards:

(a) Location. To the fullest extent possible, easements shall be adjacent to property lines.

(b) Conflicts. Nothing shall be placed, planted, set or put within the area of an easement that would adversely affect the function of the easement or conflict with the required easement agreement.

5) Screening. Year round screening of any utility apparatus appearing above the surface of the ground shall be required unless such apparatus is placed in a lane or alley. As a result, the placement of aboveground utility structures should be coordinated with the proposed landscape plans, to ensure that they are positioned away from key focal areas.

The visual impact of all rooftop mechanical equipment such as vents, exhaust hoods, and antennas (including satellite dishes and telecommunication facilities) shall be minimized by integrating or screening such appurtenances with the building design.

6) Ownership. The location of all existing and proposed utilities shall be delineated on the general master plan which shall be accompanied by a narrative designating which improvements are intended to be dedicated to and maintained by the Township, and which are to be owned and maintained by a property owner's association. In addition, any easements or restrictive covenants associated with such infrastructure shall be identified.

4. Blocks.

    a. Standards.

        1) Width. Block depth/width (houses back to back) shall range from 150 feet - 400 feet.

        2) Length. Block length (intersection to intersection) shall range from 300 feet - 800 feet.

        3) Perimeter. The maximum block perimeter shall be 2,000 linear feet. This will serve as the controlling dimension. No block shall exceed this dimension without an alley or pedestrian easement providing through access. Blocks above 1,500 linear feet shall also consider the inclusion of pedestrian easements or other non-vehicular elements to reduce the perceived walking distance between street intersections.

5. Parking, Parking Lots, Parking Structures.

    a. Standards.

        1) Separation Distance. On-street parking spaces shall not be located within 15 feet of a street, driveway, or access drive intersection. Additional separation distance may be necessary under certain circumstances to accommodate the required clear sight.

        2) Off-Street Parking. Where necessary to meet the applicable standards or to provide shared parking arrangements, off-street parking compounds may be provided on the lot containing the principal use which necessitates such vehicle storage. No more than 60% of the required parking for residential or non-residential uses shall be accommodated in this fashion.

        3) Distance. Where off-street parking is required, it may be located on-site or, if located within 1,500 feet of the use for which it is required, in off-street community or shared parking facilities/structures which are encouraged to be provided. Rear vehicular access to all parking facilities shall be provided in lieu of access from the primary street frontage.

        4) Number of Spaces. The total amount of parking provided (on and off-street) shall not exceed the amount required by Chapter 22. However, if all parking is accommodated with on-street spaces, this number may be reduced by 10%. Additionally, the provisions to reduce off-street parking spaces, as provided in Chapter 22 shall be applicable.

        5) Dimensions. Parking space and associated aisle dimensions for off-street parking shall be as specified by Chapter 22.

        6) Spillover. Any spillover parking required by this Chapter shall not be applicable to development within the TTD or associated Mixed Residential Area.

        7) Location and Access. When proposed, off-street parking facilities shall be accessed by alley or mid-block drives with spaces located underneath, or to the side or rear of the structures they are intended to serve. Exceptions include those residential lots approved for front access consistent with the provisions of subsection .3.B(1)(b)5), where front-entry garages are permitted to accommodate off-street parking, and where off- site parking is accommodated in parking structures.

8) Screening. If design dictates that off-street parking is to be located to the side of a building, the entire parking perimeter that fronts a street or adjacent property shall be screened with a combination of a low architectural wall or fencing and a continuous shrub and tree row that adequately screens the parking and defines the street edge.

   (a) Design. The design of such areas shall be included in the required landscape plan.

   (b) Bioretention. Designing such perimeter landscape areas to serve as bioretention facilities is encouraged.

   (c) Setback. The setback of an off-street parking area located to the side of a building shall be consistent with the adjacent buildings. In no instance shall the off-street parking area be located beyond the front building setback line of adjacent structures.

9) Size. The size and location of parking compounds shall not compromise the design or provision of pedestrian access.

10) Pedestrian Access. Parking areas shall include clearly defined and marked pedestrian walkways within (not simply around) the parking area, providing access to the entrances of establishments. Pedestrian access to the primary entrances of each structure shall be clearly distinguished from motor-vehicle entrances.

   (a) Material. This walkway shall be distinguished from driving surfaces through the use of special pavers, bricks, scored concrete, stamped concrete, or a raised surface.

   (b) Design. Parking area walkways shall be a minimum of 17 feet in width. This is to accommodate a 5-foot walkway bounded by two 6- foot planting strips planted with a continuous shrub or hedge row and shade trees planted alternately on each side of the sidewalk at a maximum ratio of 1 tree for every 45 feet.

   (c) Landscaping. Landscaping that defines pedestrian access and/or separates it from automobile routes elsewhere within the site is strongly encouraged. The use of such areas to contribute to the on- site reduction of stormwater runoff is appropriate.

11) Multi-Use Parking Requirements. All non-residential and multifamily uses shall adequately accommodate both handicap parking and bicycle parking. See subsection .4.E(1)(s) and §27-601.B(3) for appropriate standards.

12) Siting Criteria. Parking lots or structured parking facilities shall not abut street intersections or civic buildings, be adjacent to squares or parks, or occupy lots which terminate a vista.

13) Access to Adjacent Areas. Parking facilities shall not be permitted within side or rear setbacks unless formal arrangements have been made for the establishment of a common parking facility as specified in §27- 809.A.2(a). However, both pedestrian and vehicular access between adjacent off-street parking areas shall be designed such that these areas, when located on adjacent parcels, are connected in a manner that minimizes the need to return to a main street. If the adjacent parcel is undeveloped or

vacant, a connecting drive or street shall be extended to the lot line for access to future development.

14) Landscaping. Parking areas shall be suitably landscaped to minimize noise, glare, and other nuisance characteristics as well as enhance the environment and ecology of the site and surrounding area. At a minimum, all surface parking areas shall be landscaped in accordance with the provisions of §27-707.N.1 - .6.

15) Parking Structures. Parking structures provided for public or common use, and not affiliated with specific commercial or office uses in the TTD shall only be permitted where the ground floor is dedicated to commercial or office uses consistent with those permitted in the TTD.

    (a) Size. Such structures shall not exceed 50% of any given block.

    (b) Visibility. Parked vehicles shall not be visible from adjacent public space.

    (c) Architectural Elements. Parking structures shall conform to guidelines pertaining to architectural scaling elements and building materials.

    (d) Permitted Uses. Such structures may incorporate residential uses as well as retail development.

    (e) Density Bonuses. Density bonuses may be available in return for the provision of parking structures as provided in subsection.4.F(11).

    (f) Landscaping. Interior landscaping requirements are not applicable to structured parking whether underground or multi-story. However, exterior buffering or screening standards may be applicable to such facilities depending on their size, location, and proposed design.

16) Back-Up Area. All dead-end parking lots shall be designed to provide, when necessary, sufficient back-up area for all end stalls.

17) Circulation. Painted lines, arrows, and dividers shall be provided and maintained to control parking and, when necessary, to direct vehicular circulation.

18) Shared Parking. For mixed-use structures, a shared parking approach to the provision of off-street parking shall be permitted following the methodology described in the publication Shared Parking. (Urban Land Institute and Barton Aschman Associates, Inc., Urban Land Institute, 1984)

19) Bicycle Parking. Bicycle parking facilities shall be provided for all non-residential, mixed-use, and multi-family structures within the TTD and associated Mixed Residential Area in accordance with the following:

    (a) Visibility. Bicycle parking devices shall be convenient to the structure for which they are provided. They shall be visible from at least one entrance to the structure and shall be appropriately illuminated.

    (b) Location. Bicycle parking devices shall permit at least 2 feet of free space between any bicycle attached to the device and the edge of the curb or sidewalk. For areas where motor vehicles are permitted to park overhanging the curb or sidewalk, the distance shall be increased to 4 feet. Along driveways having no curb or sidewalk,

the minimum clearance shall be 3 feet between any bicycles attached to a parking device and the outside edge of the roadway and shoulder.

(c) Number. For residential uses, one bicycle parking space is required for each dwelling unit; for all other uses, one bicycle parking space is required for every 15 motor vehicle required parking spaces.

6. Design Incentives.

a. Intent. Designs which incorporate one or more of the following elements shall qualify for modifications of the design standards as specified herein. These may include reductions in open space dedication, increases in maximum lot size restrictions, reductions in landscaping, and/or increases in permitted lot coverage.

b. Additional Workforce Housing. For each unit of workforce housing provided in excess of the required 1:10 ratio, two dwelling units may be placed on lots of between 15,000 and 20,000 square feet. To qualify, both the workforce housing and the larger residential lots must be distributed in a manner that permits their integration within the community.

c. Rear Access. For every dwelling unit provided with rear access and/or a garage which is not oriented to the street, one required street tree may be eliminated. The total reduction shall not be permitted to result in an average of less than 1 tree for every 50 feet of road frontage.

d. Passive Recreation Improvements. When an improvement to passive recreational areas within the dedicated open space and/or to public areas is provided, a 2% decrease in the percentage of required open space will be considered. Qualified improvements shall include fountains, benches, trail surfacing, educational signage and/or additional landscaping. Each amenity provided will be considered separately; however, this incentive shall have a maximum total reduction of 10% of the required total.

e. Vertical Mixed-Use Structures. For each vertical mixed-use structure provided within the development, three dwelling units may be placed on lots between 20,000 and 43,560 square feet. This incentive is limited to allowing no more than 5% of the total number of residential lots to be increased in this manner. In addition, the larger residential lots must be distributed in a manner that permits their integration within the community.

f. LID and BMP. For either the use of low impact development techniques (LID) or the implementation of best management practices (BMP) as specified in the Act 167 Watershed Stormwater Management Plan and the use of pervious paving for all surface parking provided within the development, the maximum lot coverage permitted will be increased to 65%. However, the maximum impervious coverage standard shall not be increased above 85%.

g. Natural Building Techniques. The use of natural building techniques or materials for a minimum of 5% of the total dwelling units shall permit an increase in maximum lot coverage to 65%. However, the maximum impervious coverage standard shall not be increased above 85%.

h. Public Space. For every element of public space included in the design of any multi-family residential or non-residential structure proposed on the site, a 2% decrease in the percentage of required open space will be considered. Qualified public space would include

courtyards, seating areas, landscape or planting amenities, fountains, increased walkway width or special paving. Each amenity provided shall be considered separately; however, this incentive shall not permit an accumulated reduction in excess of 10% of the total.

i. Off-Street Pedestrian Improvements. Every improved trail, greenway, or other off-street pedestrian way that connects residential development to an open space element such as a playground, conservation area, active recreation facility or a civic or institutional use shall be qualified to receive a 2% decrease in the percentage of open space required. Multiple connections may be considered separately; however, this incentive shall not permit an accumulated reduction in excess of 10% of the total.

j. Stormwater Management Amenities. Where stormwater management facilities are designed as amenities to the development and aesthetically enhance the open space provided, a 5% reduction in the amount of required open space will be considered. Such enhancements might include the incorporation of walking paths, water features, and/or rain gardens. Such features can be considered separately; however, this incentive shall not permit an accumulated reduction in excess of 15% of the total.

k. Structured Parking. The maximum building square footage of non- residential units within structures can be doubled when all parking associated with the use(s) is located either underground or in a parking structure designed to serve one or more uses within a TTD. The maximum footprint of any building approved shall, however, not exceed 30,000 square feet. The maximum square footage for grocery stores may not be doubled in this manner.

l. On-Street Parking. Where the parking for a non-residential use is to be accommodated entirely on-street, the number of spaces required to be provided may be reduced by 10%.

PART 5C

OFF-STREET PARKING AND LOADING

§22-501C. Off-Street Parking and Loading Regulations.

Off-street parking and loading space shall be provided and maintained for each use and structure hereafter established, erected, altered or extended in accordance with the provisions of this Section.

A. General Regulations.

1. Use. All required off-street parking spaces shall be used solely for the parking of motor vehicles by residents, visitors, patrons or employees.

2. Location

a. All required parking spaces shall be located on the same lot as the use they serve, except that:

1) The owner of two or more abutting lots may locate the use on one lot and the parking space required for the use on another of his abutting lots.

2) Two or more abutting property owners may locate the parking space required for their uses on any of their lots if:

(a) The lot(s) providing the parking space abuts the lot(s) containing the use(s) it serves.

(b) All of the affected lots are in the same zoning district.

(c) Means of pedestrian access is provided from the parking space to the uses so that pedestrians are not required to traverse property owned by other than said property owners, except where public sidewalks may provide the access.

(d) That a lease, easement or other form of agreement be executed among said property owners assuring use of the required parking spaces are located on the same lot as the use they serve and recorded in the office for the recording of deeds of Centre County.

3. In all cases above, all parking shall be included in the application for a zoning permit.

a. All parking spaces and lots open to the sky (i.e., not in garages or carports) shall be located no closer than 2 feet from any property line, except for abutting property lines of two or more lots exercising the options for common parking stipulated in paragraph .A(1)(a) of this Section.

b. All covered parking spaces and lots, including garages and carports, shall not be located within any yard setback area, except when permitted as an accessory building.

c. No parking lots open to the sky shall be permitted within the front yard setback area, except in the General Commercial (C) District.

d. Parking of self-propelled motor vehicles (not including recreational vehicles) is prohibited on the lawn or in yard or in yard areas for all residential uses in all districts. This does not include the incidental parking of vehicles for washing or cleaning.

4. Existing Facilities. Parking spaces and lots serving structures and uses in existence at the date of the adoption of this Chapter shall not be subject to the requirements of this Section as long as the kind or extent of use is not changed; provided, that any parking facility now serving such structures or uses shall not in the future be reduced below such requirements, or if already below such requirements, be reduced further.

5. Change in Requirements. Whenever there is an alteration or extension of a use or structure which increases the parking requirements according to paragraph B, below, the total additional parking required for the alteration or extension shall be provided in accordance with the requirements of that paragraph.

6. Construction. All required off-street parking spaces and aisles shall be paved with an all-weather material. For spaces and aisles which are not part of a parking lot as herein defined, this may include gravel or other crushed stone. However, for parking lots, the paving material shall be limited to asphalt, concrete or similar hard surface material with all parking spaces designated with a 4-inch contrasting stripe painted the entire length of each space in accordance with the dimensional requirements stipulated in paragraph B, below. All required off-street parking spaces and aisles for private recreational areas shall be constructed with 6 inches of crushed and compacted stone. Private recreation areas shall be exempt from such other construction regulations.

B. Required Off-Street Parking Spaces. All uses and structures shall provide off-street parking spaces in an amount equal to, or greater than, the number listed below. The total number of parking spaces necessary for two or more uses on the same lot shall be the sum of that required for each use unless a shared parking arrangement is provided in accordance with the provisions of paragraph E. Shared parking spaces that are accessible by neighboring properties or uses may be permitted when use of the spaces does not occur during the same daily time period.

1. Dimensions. Each required off-street parking space shall be at least 9 feet wide and 18 feet long if set at an angle to the access aisle or 8 feet wide and 24 feet long if parallel to the access aisle.

2. Number of Computation. In computing the required number of spaces, all fractional numbers more than ½ shall be increased to the next highest integer. When computation is based on the number of employees, the number employed during the largest work shift shall be used. For retail and service parking calculations the gross floor area is that portion of the total floor area relegated to use by the customer and employees to consummate retail sales and services, including display areas, but not including office space and storage areas.

ZONING DISTRICTS LAND USES

		PRINCIPAL LAND USE	Minimum Required Parking
Residential	1	Single-family detached dwellings	2 per d.u.
	2	Single-family detached dwellings (1 for every X acres)	2 per d.u.
	3	Single-family detached dwellings, multiple buildings on single lot	2 per d.u.
	4	Two-Family attached dwellings	1.5 per d.u.
	5	Two-Family detached dwellings	1.5 per d.u.
	6	Two-Family semi-detached dwellings	1.5 per d.u.
	7	Multi-Family attached dwellings	1.5 per d.u.
	8	Multi-Family detached dwellings	1.5 per d.u.
	9	Multi-Family semi-detached dwellings	1.5 per d.u.
	10	Mobile Home Parks	2 per d.u.
	11	Model Homes	2 per d.u.
	12	Nursing and other convalescent homes	1 per each rooming unit
	13	Personal Care Homes, Large	1 per each rooming unit + 1 per ppeak hour employee
	14	Personal Care Homes, Small	1 per each rooming unit + 1 per ppeak hour employee
	15	Group Homes	1 per each rooming unit
	16	Low Impact Home-Based Businesses	NA
	17	No-Impact Home-Based Businesses	1 per employee

		PRINCIPAL LAND USE	Minimum Required Parking
Non-Residential	1	Administrative Office Buildings	1 per 250 sf NFA
	2	Adult Business Uses	1 for every 500 square feet of NFA
	3	Advanced Agricultural Research	NA
	4	Agriculture	NA
	5	Ambulance Services	2 per service vehicle + 1 per 350 sf NFA
	6	Light manufacturing, assembly, processing, production, fabrication	1 per 350 NFA (not including storage) + 1 per 1,000 sf outdoor operations
	7	Any use performed by the State Game Commission	NA
	8	Archery, pistol, shotgun and skeet ranges	1 space per target stand or shooting station
	9	Archival Libraries	1 per 750 sf NFA
	10	Auto wrecking, junk, and scrap establishments	1 per 5,000 sf of indoor and outdoor storage are + Office ratio,as applicable
	11	Automobile service stations and garages	1 per pump + 6 per repair/service bay + Retail ratio as applicable

ZONING DISTRICTS LAND USES CONTINUED

		PRINCIPAL LAND USE	Minimum Required Parking
Non-Residential	12	Bank and Financial Establishments	1 per 250 sf NFA
	13	Bed and Breakfasts	1.2 spaces per room
	14	Bird and Wildlife Sanctuaries/Fish Hatcheries	NA
	15	Bus Passenger stations	1 per 200 NFA or lot area sufficient to support program
	16	Business, professional and financial offices	1 per 250 sf NFA
	17	Boat/RV Storages	NA
	18	Camping grounds	1 per 2 sites
	19	Car washes	4 stall + 1 per vacuum unit as applicable
	20	Cideries	1 per 250 sf NFA
	21	Cemeteries	1 per 350 sf indoor public gathering space
	21	Child/Day Care Centers	1 per 350 NFA
	22	Communication Facilities	1 per building
	23	Communications Towers	1 per tower
	24	Community Gardens	1 space per 10 plots
	25	Community-Scale Solar	1 per operating/control station
	26	Conservation Areas	NA
	27	Convenience Food Stores	1 per 200 sf NFA
	28	Day/Overnight Camps	1 per 3 persons based on max. capacity of largest gathering area based on Centre Region Code office
	29	Eating and Drinking Establishments, sit down	1 per 50 sf NFA inside seating
	30	Eating and Drinking Establishments, takeout	1 per 100 sf of seating, standing, waiting area
	31	Essential Services	1 per employee + 1 per 2,500 sf of NFA
	32	Exhibit Halls and Museums[1]	1 per 500 sf GFA + 1 bus/van (> 10 occupants) space per 2,000 NFA
	33	Farm Cafés	1 per 50 sf NFA inside seating
	34	Farm Camps	NA
	35	Farm Markets	1 per 200 sf NFA
	36	Forestries	NA
	37	Freight and trucking terminals	1 per 2,000 sf NFA
	38	Game Farms	NA
	39	General Fish and Mammal Research	1 per 500 sf NFA
	40	General Soil, Irrigation and Biological Engineering Res	1 per 500 sf NFA
	41	General Soil, Irrigation and Water Research	1 per 500 sf NFA
	42	General Weather, Radio and Satellite Research	1 per 500 sf NFA
	43	Golf Courses	10 per hole
	44	Grocery Stores	1 per 200 sf NFA
	45	Health and athletic clubs	1 per 3 persons based on max. design capacity as permitted by the Centre Region Code Office

ZONING DISTRICTS LAND USES CONTINUED

	PRINCIPAL LAND USE		Minimum Required Parking
Non-Residential	46	Horse Riding Stables/Riding Academies	1 per 2 stalls + 1 per 4 persons based on max. design capacity of arena as permitted by the Centre Region Code Office
	47	Hotels and motels	1.2 spaces per room
	48	Hunting, Fishing, Trapping	NA
	49	Hunting, Fishing, and Gun Clubs	1 per 3 persons based on max. design capacity as permitted by the Centre Region Code Office
	50	Incinerators	NA
	51	Kennels	1 per 250 sf NFA office + 1 per 4 animal holding areas
	52	Laundromats	1 per 250 sf NFA office + 1 per 4 animal holding areas
	53	Mail-order Agencies	1 per 250 sf of NFA
	54	Manufacturing, processing or bulk storage of natural ga	NA
	55	Mining and Quarrying	1 per 250 sf of office use
	56	Mortuaries	1 per 3 seats based on max. capacity as permitted by Centre Region Code Administration
	57	Moving and storage parcel delivery and express transf	1 per 2,000 sf NFA
	58	Nature Education Centers	1 per 3 persons based on max. capacity of largest gathering area based on Centre Region Code office
	59	Places of Assembly	1 for every 4 seats in thelargest meeting room
	60	Personal Service Establishments	1 per 200 sf NFA or 2 per customer chair, whichever is greater
	61	Pet Care Services	3.5 spaces per 1,000 sf NFA
	62	Pet Stores	1 per 200 sf NFA
	63	Post Offices	1 per 200 sf NFA
	64	Potable water well pump station facilities[1]	1 per facility
	65	Printing Establishments	1 per peak hour employee
	66	Private Park and Outdoor Recreation Facilities	NA
	67	Public or Private Parking Garages[1]	1 per 250 sf of NFA
	68	Public or Private Conservation Areas[1]	NA
	69	Radio and Television Studios, excluding towers in exce	1 per 250 sf of NFA
	70	Retail Establishments, Agriculture Supported	1 per 500 sf NFA
	71	Retail Establishments, Value Added Agriculture	1 per 500 sf NFA
	72	Retail Establishments, General[1]	1 per 200 sf of NFA
	73	Seasonal Dwellings	2 per dwelling
	74	Self-Service Storage Facilities	1 for every 50 storage spaces, plus 1 for each full time staff

ZONING DISTRICTS LAND USES CONTINUED

		PRINCIPAL LAND USE	Minimum Required Parking
Non-Residential	75	Storage of passenger vehicles and light trucks	NA
	76	Studios for instruction of music, performing arts…	1 per 3 persons based on max. design capacity as permitted by the Centre Region Code Office
	77	Taxi and Limousine Services	2 per vehicle + 1 per 350 sf of NFA
	78	Telecommunications Switching Facilities	1 per 2,000 sf NFA
	79	Tourist Homes	1.2 spaces per room
	80	Treatment Centers	1 per 3 persons based on max. capacity of largest gathering area based on Centre Region Code office
	81	Tutoring and Study Centers	1 per 200 sf
	82	Traditional-scale Farm Structures	NA
	83	Non-Traditional-scale Farm Structures	NA
	84	Veterinary Offices/Clinics	1 per 200 sf of NFA
	85	Walking, hiking, bicycling and horseback riding trails	NA
	86	Water Wells	NA
	87	Wholesale Distribution, warehouses	1 per 2,000 sf NFA
	88	Wineries/Tasting Facilities	1 per 250 sf of NFA

*Sufficient delivery and pick-up area is to be provided such that streets and private/public roads are not congested nor hazardous as a result of the above uses.

3. Handicapped Parking. The size and number of these spaces shall be required as specified in the Township Building Code. The signage for each space must contain the handicapped symbol, state that violators will be towed or fined and the minimum and maximum fine.

4. GFA. GFA is gross floor area. For buildings with more than one use, the parking shall be calculated based on the GFA for each use.

C. Parking Lots. For the purposes of this Chapter, parking lots are defined as facilities providing off-street parking space for five or more motor vehicles. All parking lots shall meet the design and maintenance standards specified below. All applications for a zoning permit to use land, in whole or in part, as a parking lot as herein defined shall be accompanied by a land development plan as stipulated in Part 10 of this Chapter.

1. Dimensions. All parking spaces shall comply with the dimensions specified in this Chapter. The minimum dimensions of all aisles providing access to parking lot spaces shall be as follows:

Angle of Parking Space to Aisle (in degrees)	Aisle Width (in feet)	
	One Way	Two Way
Parallel	12	20
30 (150)	12	20
45 (135)	15	20
60 (120)	18	20
90	24	24

No portion of any parking space shall intrude into the required aisle width. For aisles providing access to parking spaces set at angles other than those specified above, the required aisle width shall be that of the nearest specified angle of parking. If equidistant from specified angles, the greatest aisle width of the two nearest angles shall apply.

2. Obstructions. Parking lots shall be designed to permit each motor vehicle to proceed to and from all unoccupied parking spaces without requiring the moving of any other parked motor vehicle.

3. Ingress and Egress. Entrance and exit driveways and aisles linking parking lots to public streets shall comply with the standards for motor vehicle access. Parking spaces shall be designed to prevent motor vehicles from backing onto a public street in order to leave the lot.

D. Loading Regulations. Space for the loading and unloading of vehicles shall be provided when required below. Each required space shall be at least 12 feet in width, 45 feet in length and have a vertical clearance of at least 14 feet. Spaces shall be located no closer than 10 feet from a public right-of-way and 5 feet from any other lot line and shall be paved with an all-weather material.

1. One off-street loading space is required for all nonresidential uses with a floor area of at least 5,000 square feet but less than 20,000 square feet or more, one additional space shall be provided for each additional 20,000 square feet or fraction thereof.

2. Required off-street parking spaces shall not be used for loading and unloading purposes except during hours when business operations are suspended.

3. All required loading and unloading spaces shall be located on the same property as the use they serve.

4. The provisions of subsections above, pertaining to off-street parking space shall also pertain to all required off- street loading and unloading spaces.

E. Provisions to Reduce Required Off-Street Parking Spaces. In an effort to reduce impervious coverage, traffic congestion and allow an increase in landscaped green space area and/or building size, the following shall be considered:

1. Shared parking spaces that are accessible by neighboring properties or uses may be permitted when use of the spaces does not occur during the same daily time period. The applicant must provide justification showing calculations of the peak parking use for the spaces that would have overlapping users, during their respective hours of operation. The hours of operation must show that sufficient spaces would be available for the shared parking purpose. As a result, the number of parking spaces could be reduced no more than one half of the total required for the particular use(s) participating in shared parking. Should the use change in the future, and its associated off-street parking, the parking must be provided as required or shared additional parking be pursued.

2. When increasing the passengers per vehicle to sites with high employment would decrease parking demand, relief in the required parking spaces may occur. The parking spaces may be reduced by a factor of 25% if the applicant for land development plan approval provides a transportation management program to utilize one or a combination of the following modes to reduce single occupant vehicles that is based on substantiated projections of reduction in demand:

    a. Shared ride/carpooling.

    b. Van pooling.

    c. Subscription bus service(s); CATA bus.

3. To qualify for the above, the applicant must provide evidence to the approval of the Board of Supervisors that:

    a. The applicant shall establish an approved carpooling program.

    b. Applicant will obtain or lease to qualified employees vans, buses or the high passenger-capacity vehicles, for the purpose of providing transportation of additional passengers (vanpooling).

    c. Applicant will operate or hire vans, buses or other high passenger- capacity vehicles to provide exclusive or non-exclusive commuter transportation of employees from residential areas, other transit terminals, such as park and ride.

    d. Applicant shall contribute to the public bus service to add routes, shelter, amenities or fare contribution that would be generated by those employees to utilize the bus service.

4. Additionally, programs to increase vanpooling and carpooling, are examples that follow:

    a. Applicant will employ working day policy known as flextime where employees are given some latitude on starting and quitting times.

    b. Applicant will provide adequate lunch facilities on the site.

    c. Applicant will provide preferential parking.

d. As a part of the request to reduce parking spaces, the applicant shall show to the satisfaction of the Board of Supervisors that the actions proposed shall reduce the parking demand by the amount requested.

5. At the option of the approval by the Board of Supervisors, a reduction of off-street parking spaces may be considered as follows that would pertain only to parking at the site fronting arterial and/or highway roads:

   a. The buffer yard in the front contains unique natural features as determined by the Board of Supervisors that may require an area to be wider than the minimum front buffer.

   b. The buffer yard in the front contains features that contribute to the community character of the Township as determined by the Board of Supervisors that may require an area to be wider than the minimum front buffer.

   c. The requirements of a corridor overlay zone that may provide for a wider than minimum buffer.

   d. Opportunities to preserve stands of existing trees using creative landscaping designs would be helpful to enhance the appearance of pedestrian areas, as well as breaking up the monotony of a large lot.

The Planning Commission may recommend and the Board of Supervisors may approve the reduction in off-street parking spaces associated with increasing the front buffer yard. The area removed from parking must be sufficient to provide the required parking. The area removed from parking may be returned to parking at a future date should the operator of the use experience a parking shortage based on demand after the use has been in operation for a period exceeding 2 years. The requirement of land development plan submission and approval must follow in order to return the area to parking.

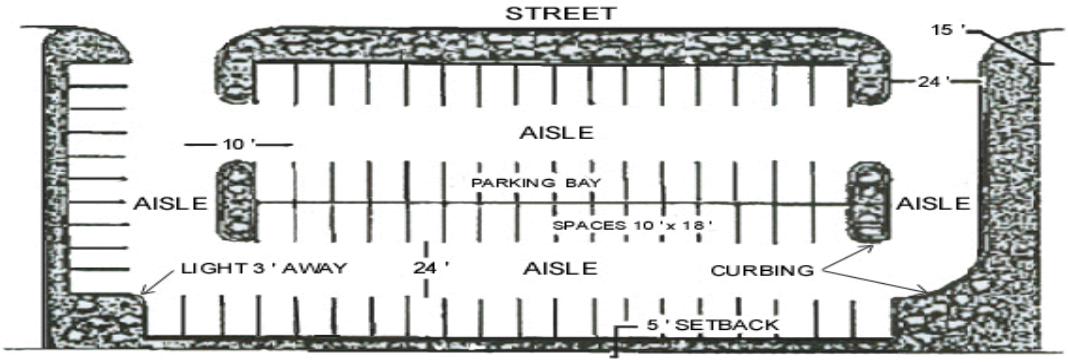
F. Parking for Vehicles for Sale or Rental and for Vehicle Storage. Motor vehicles, motorcycles, mobile homes, recreational vehicles, boats and marine craft, held for sale or rental, may be displayed or stored only in accordance with the terms of this subsection:

1. Motor vehicles, motorcycles, mobile homes, recreational vehicles, boats and marine craft held for sale or rental may be displayed or stored only on the lot of the principal place of business of the owner of the sale or rental business or on a separate lot, but only if the separate lot is used for no other purpose than the display or storage of said items. In all cases, such activity and use may occur only in the General Commercial District.

2. All areas used for such display or storage must be located in accordance with the setback requirements set forth in this Chapter for parking lots. All screening required of parking lots shall apply to display and storage parking areas.

3. Areas used for display or storage of said items must be constructed of an impervious surface, unless a pervious surface is approved by the Township Engineer and, in both cases, in accordance with the specifications of the Township Engineer.

4. Areas used for display or storage of said items may not be used in calculating required off-street parking.



5. No motor vehicle, motorcycle, mobile home, recreational vehicle, boat or marine craft may be displayed or stored in an area or manner other than set forth on an approved land development plan.

§22-502C. Bicycle Parking Regulations:

A. Short-Term and Long-Term Bicycle Parking Spaces shall be required for all New Development and Major Renovations.

1. Bicycle Parking Spaces Required:

a. Required Number of Bicycle Parking Spaces: All New Development and Major Renovations shall provide at least the number of Short-Term and Long-Term Bicycle Parking Spaces identified in the table in this subsection; however, the number shall not fall below a minimum of [2] Short-Term and [2] Long-Term Bicycle Parking Spaces, regardless of other provisions herein, except that multi-family dwellings that have private garages (or equivalent separate storage space for each unit) are not required to provide any Long-Term Bicycle Parking Spaces. Where the calculation of total required spaces results in a fractional number, the next highest whole number shall be used. Up to half of the required Short-Term Bicycle Parking Spaces may be replaced with Long-Term Bicycle Parking Spaces.

General Use Category	Specific Use	Number of Short-Term Bicycle Parking Spaces Required	Number of Long-Term Bicycle Parking Spaces Required
Residential	Multi-Family Dwelling with more than 4 units:		
	(a) *without* private garage or equivalent separate storage space for each unit	[.05] per bedroom *or* [1] per [20] units	[.5] per bedroom *or* [1-4] per [4] units
	(b) *with* private garage or equivalent separate storage space for each unit	[.05] per bedroom *or* [1] per [20] units	None

General Use Category	Specific Use	Number of Short-Term Bicycle Parking Spaces Required	Number of Long-Term Bicycle Parking Spaces Required
Commercial	Office Building	[1] per each [20,000] sq.ft. of floor area	[1-1.5] per [10,000] sq.ft. of floor area
	General Retail	[1] per each [5,000] sq.ft. of floor area	[1] per [10,000-12,000] sq.ft. of floor area
	Grocery	[1] per each [2,000] sq.ft. of floor area	[1] per [10,000-12,000] sq.ft. of floor area
	Restaurant	[1] per each [2,000] sq.ft. of floor area	[1] per [10,000-12,000] sq.ft. of floor area
	Parking Garage	[2] spaces	[1] per [20] motor vehicle spaces
	Outdoor Parking Lot	[1] per [20] motor vehicle spaces	[2] spaces
Civic	Non-assembly cultural (e.g., library, government buildings)	[1] per each [8,000 -10,000] sq. ft. of floor area	[1 -1.5] per each [10-20] employees
	Assembly (e.g., church, theater, stadiums, parks)	Spaces for [2-5] per cent of maximum expected daily attendance	[1- 1.5] per each [20] employees
	Schools (K-12)	[1] per each [20] students of planned capacity	[1] per each [10-20] employees and [1] per each [20] students of planned capacity for grades 6-12
	Colleges and Universities	[1] per each [10] students of planned capacity	[1] per each [10-20] employees and [1] per each [10] students of planned capacity *or* [1] per each [20,000] sq. feet of floor area, whichever is greater
Industrial	Manufacturing and Production, Agriculture	[2] spaces (Can be increased at discretion of Planning/Zoning Administrator)	[1] per 20 employees

b. If the New Development or Major Renovation is for a use not listed in the above table, the number of Bicycle Parking Spaces required shall be calculated on the basis of a similar use, as determined by the [Planning Director/Zoning Administrator].

c. If the Major Renovation has an estimated construction cost of between [$250,000] and [$1,000,000], excluding the cost of (1) compliance with accessibility requirements for individuals with disabilities under governing federal, state, or local law, and (2) seismic or other structural safety retrofit, the number of Bicycle Parking Spaces required by subsections §22-502.C.(A)-(B), shall be reduced by 50 percent; however, the minimum requirement of [2] short-term and [2] long-term bicycle parking spaces shall still apply.

2. Building Permits and Certificates of Occupancy:

    a. Prior to issuance of a building permit for New Development or a Major Renovation, the submitted plans must include specific provisions for bicycle parking that are consistent with the requirements of this Ordinance. No certificate of occupancy for said building permit shall issue at the conclusion of the project until [Jurisdiction] finds that the applicable provisions of this Ordinance have been complied with.

3. Exiting Bicycle Parking Affected by Construction:

    a. In the event that the [Jurisdiction] has authorized a permit holder to remove existing bicycle parking in the public right-of-way due to construction, the permit holder shall replace such bicycle parking no later than the date of completion of the construction. At least [7] days prior to removal of such bicycle parking, the permit holder shall post, in the immediate vicinity of the bicycle parking area, a weather-proof notice, with a minimum type size of [1] inch, specifying the date of removal. In the event that any bicycles remain parked on the date of the removal, such bicycles shall be stored for a reasonable period, not less than [45] days, and a conspicuous, weather-proof notice shall be placed as close as feasible to the site of the removed bicycle parking containing information as to how to retrieve a removed bicycle.

    b. If bicycle parking is likely to be removed, pursuant to this section, for more than [120] days, it shall, to the extent possible, be temporarily re-sited, in coordination with [insert appropriate department, such as Department of Public Works], to a location as close to the original site as feasible, pending completion of the construction. If the temporary site is not clearly visible from the original site, the permit holder shall post a conspicuous, weather-proof notice in the immediate vicinity of the original site informing bicyclists of the location of the temporary site.

4. Bicycle Parking Standards - General:

    a. All Bicycle Parking Spaces shall be:

        1) Well lit if accessible to the public or bicyclists after dark;

        2) Located to ensure significant visibility by the public and building users, except in the case of Long-Term Bicycle Parking that is located in secured areas;

        3) Accessible without climbing more than one step or going up or down a slope in excess of [12] percent, and via a route on the property that is designed to minimize conflicts with motor vehicles and pedestrians.

    b. All In-Street Bicycle Parking and Bicycle Parking Spaces located in a parking facility shall be:

        1) Clearly marked; and

        2) Separated from motor vehicles by some form of physical barrier (such as bollards, concrete or rubber curbing or pads, reflective wands, a wall, or a combination thereof) designed to adequately protect the safety of bicyclists and bicycles.

c. All Bike Racks shall be located at least [36] inches in all directions from any obstruction, including but not limited to other Bike Racks, walls, doors, posts, columns, or exterior or interior landscaping.

d. Unless Bicycle Parking Spaces are clearly visible from an entrance, a sign indicating their location shall be prominently displayed outside the main entrance to the building or facility, and additional signs shall be provided as necessary to ensure easy way finding. A "Bicycle Parking" sign shall also be displayed on or adjacent to any indoor room or area designated for bicycle parking. All outdoor signs required by this subsection [Section II, § 6(D)] shall be no smaller than [12] x [18] inches and utilize a type size of at least [2] inches. All indoor signs required by this subsection [Section II, § 6(D)] shall be no smaller than [8] x [10] inches and utilize a type size of at least [5/8] inch.

5. Additional Requirements Applicable to Short-Term Bicycle Parking Only:

All Short-Term Bicycle Parking Spaces shall contain Bike Racks and shall meet the following requirements, in addition to the requirements in [Section II, § 3] above:

a. Location:

1) Short-Term Bicycle Parking must be located either (a) within [50] feet of the main public entrance of the building or facility, or (b) no further than the nearest motor vehicle parking space to the main public entrance (excluding parking for individuals with disabilities), whichever is closer. If the New Development or Major Renovation contains multiple buildings or facilities, the required Short-Term Bicycle Parking shall be distributed to maximize convenience and use.

2) Short-Term Bicycle Parking Spaces may be located either (a) on-site or (b) in the public right-of-way (e.g., sidewalk or In-Street Bicycle Parking), provided that an encroachment permit is obtained for the installation and the installation meets all other requirements of [indicate the law governing encroachments on public rights-of-way]. If Bike Racks are located on public sidewalks, they must provide at least [5] feet of pedestrian clearance, and up to [6] feet where available, and be at least [2] feet from the curb.

b. Bike Rack Requirements:

1) Bike Racks used for Short-Term Bicycle Parking must be securely attached to concrete footings, a concrete sidewalk, or another comparably secure concrete surface, and made to withstand severe weather and permanent exposure to the elements.

6. Additional Requirements Applicable to Long-Term Bicycle Parking Only:

Long-Term Bicycle Parking shall be provided in either (1) Bike Lockers or (2) indoor rooms or areas specifically designated for bicycle parking (including designated areas of an indoor parking facility), and shall satisfy the following requirements, in addition to those set forth in [Section II, § 3] above:

a. Location: Long-Term Bicycle Parking may be located either on- or off-site. If located off-site, it shall be no more than [300 feet] from the main public entrance.

b. Requirements for Indoor Long-Term Bicycle Parking: Long-Term Bicycle Parking located in designated indoor rooms or areas shall contain Bike Racks or comparable devices. Such rooms shall be designed to maximize visibility of all portions of the room or designated area from the entrance. Supplemental security measures (such as limiting access to a designated indoor bike parking room to persons with a key, smart card, or code) are optional.

7. Motor Vehicle Parking Space Credits:

a. For every [6] Bicycle Parking Spaces provided, the number of required off-street motor vehicle parking spaces (excluding parking spaces for individuals with disabilities) on a site shall be reduced by [1] space.

b. To encourage the installation of showers at non-residential sites, the number of required off-street motor vehicle parking spaces for such sites shall be reduced as follows: A credit of [1] space shall be provided for the first shower installed, with additional off-street motor vehicle parking credits available at a rate of [1] space for each additional shower provided per [25] required Bicycle Parking Spaces. In order to claim these credits, which shall be in addition to the bicycle parking credits provided for in [Section II, § 9(A)], shower facilities must be readily available for use by all employees of the New Development or Major Renovation.

B. Bicycle Parking Requirements for Parking Facilities.

1. Purpose:

a. The purpose of this Section is to provide sufficient safe and convenient bicycle parking in parking facilities so as to encourage bicycling as a form of transportation, which in turn reduces traffic congestion, air pollution, wear and tear on roads, and use of fossil fuels, while fostering healthy physical activity.

2. Licensing Conditions:

a. As a condition of the issuance or renewal of a license required by the [Jurisdiction] for a parking facility, parking facilities shall provide [1] Bicycle Parking Space per each [20] vehicle parking spaces provided, with a minimum of [6] Bicycle Parking Spaces. Where the calculation of total required spaces results in a fractional number, the next highest whole number shall be used.

3. Location:

a. All Bicycle Parking Spaces required by this Section shall be located in an area, preferably on the ground floor, that (i) can be conveniently and safely accessed by bicycle and by foot in a way that minimizes conflicts with motor vehicles, (ii) is not isolated, and (iii) maximizes visibility by parking facility patrons and attendants. If the licensed parking facility has multiple entrances, the required Bicycle Parking Spaces may be spread out among the multiple entrances. Bicycle Parking Spaces shall be accessible without climbing more than one step or going up or down a slope in excess of [12] percent.

4. Bike Racks:

a. All Bicycle Parking Spaces required by this Section shall contain Bike Racks and shall be well lit if accessible to the public or bicyclists after dark or if in an interior or darkened

location. All Bike Racks shall also provide a clearance of at least [36] inches in all directions from any obstruction (including but not limited to other bike racks, walls, doors, posts, columns or landscaping), and shall be separated from vehicles by some form of physical barrier (such as bollards, concrete or rubber curbing or pads, reflective wands, a wall, or a combination thereof) designed to adequately protect the safety of bicyclists and bicycles. All Bike Racks located outdoors shall also be securely attached to concrete footings and made to withstand severe weather and permanent exposure to the elements.

5. Signage:

    a. Parking facilities shall also install prominent signs, no smaller than [12] x [18] inches and utilizing a type size of at least [2] inches, in or near each entrance that advertise the availability of bicycle parking, and the location, if it is not visible from the entrance.

6. Contractual Limits on Liability:

    a. This Section shall not interfere with the rights of a parking facility owner (or designee) to enter into agreements with facility users or take other lawful measures to limit the parking facility's liability to users, including bicycle users, with respect to parking in the parking facility, provided that such agreements or measures are otherwise in accordance with the requirements of [this Ordinance] and the law.

C. Bicycle Parking Requirements for Special Events Involving Street Closures.

1. Purpose:

    a. The purpose of this Section is to provide sufficient safe and convenient bicycle parking at special events involving street closures to encourage bicycling as a form of transportation, which in turn reduces traffic congestion, air pollution, wear and tear on roads, and use of fossil fuels, while fostering healthy physical activity.

2. Conditions on Street Closure Permits:

    a. As a condition of a permit for the closure of a street for a special event in which the daily number of participants is projected to be [1,000] or more, monitored bicycle parking shall be provided by the event sponsor (or a designee) for at least [1] % of expected daily participants beginning [½ hour] before and ending [½ hour] after the time of the event each day of the event.

3. Requirements for Monitored Parking:

    a. Monitored bicycle parking shall include the presence, at all times, of one attendant, or more as needed, to receive bicycles, dispense claim checks, return bicycles, and provide security for all bicycles.

4. Location:

    a. All monitored bicycle parking shall be located within [500] feet of at least one regular entrance or access point to the event.

5. Publicity and Signage:

    a. All publicity, including signs, for the event shall state the availability of monitored bicycle parking, its location, and cost, if any. All event maps shall include the location of monitored bicycle parking. If monitored bicycle parking is not within eyeshot of each entrance, signs shall be provided to ensure easy way finding.

6. Insurance Coverage and Fees:

    a. The event sponsor or designee must provide insurance coverage for the monitored bicycle parking in case of damaged or stolen bicycles, and may charge users a fee to cover the cost of providing the monitored parking.

D. Removal of Abandoned Bicycles.

1. Purpose:

    a. The purpose of this Section is to ensure the reasonably prompt removal of bicycles abandoned in Bicycle Parking Spaces so as to encourage bicycling as a form of transportation, which in turn reduces traffic congestion, air pollution, wear and tear on roads, and use of fossil fuels, while fostering healthy physical activity.

2. Definitions:

    a. The definitions set forth in [Section II, § 2] of this Ordinance shall apply to this Section , unless the context clearly requires otherwise.

3. Removal Requirements:

    a. On [a quarterly basis], owners of property (or a designee) subject to [§22-502C or §22-502D of this Ordinance] shall remove, from all Bicycle Parking Spaces associated with their property, including those located on the public right-of-way, bicycles that have been abandoned. A bicycle shall be deemed to be abandoned if it has not been removed after having been tagged with a notice of removal for [2] weeks for Short-Term Bicycle Parking Spaces or [4] weeks for Long-Term Bicycle Parking Spaces. However, a bicycle shall not be deemed to be abandoned if the bicyclist and property owner (or designee) have a written agreement regarding provision of long term storage covering the time period in question. Abandoned bicycles may be donated to non-profits that reuse bicycles or may be disposed of in any lawful manner.

PART 6

ADMINISTRATION AND ENFORCEMENT

§22-601. General Provisions.

The Township Board of Supervisors, or their duly appointed representatives, shall have the duty and authority for the administration and general enforcement of the provisions of this Chapter, as specified herein. Permits required by the Township for the erection or alteration of buildings, the installation of sewage disposal systems, or for other appurtenant improvements to, or use of, the land, shall not be issued by any municipal official unless in accordance with the procedures specified herein.

A. Fees. The Board of Supervisors may establish by resolution a schedule of fees and a collection procedure for review and inspection of all applications for approval of a subdivision or land development plan.

1. All such fees shall be payable to the Township.

2. No plan shall be considered as having been filed or accepted for review, inspection, or approval unless and until all fees are first paid in full.

3. No plan shall receive final signature until all outstanding fees have been paid in full.

§22-602. Penalties.

Any person, partnership, or corporation who or which being the owner or agent of any lot, tract or parcel of land shall lay out, construct, open or dedicate any street, sanitary sewer, storm sewer, water main or other improvements of occupants of buildings abutting thereon, or who sells, transfers or agrees or enters into an agreement to sell any land in a subdivision or land development whether by reference to or by other use of a plan of such subdivision or land development or erect any building thereon, unless and until a plan has been prepared and approved in full compliance with the provisions of this Chapter shall be subject to those penalties prescribed by the Pennsylvania Municipalities Planning Code, which penalties deem such misconduct a misdemeanor and provides for the imposition of fines and other penalties.

A. The Township may initiate and maintain civil action:

1. To obtain injunction relief against the owner or agency who attempts the improper sale or conveyance of land.

2. To set aside and invalidate any conveyances of land made prior to plan approval of any subdivision.

3. To enforce, at law or in equity, any of the provisions of this Chapter.

B. Nothing herein shall prevent the Township from taking such other action necessary to prevent or remedy any violation.

§22-603. Amendments.

Provisions of this Chapter may, from time to time, be amended through action of the Board of Supervisors in the manner provided by Article V of the Pennsylvania Municipalities Planning Code, as amended.

This page intentionally left blank.

PART 7

OFFICIAL MAP ORDINANCE

§22-701. General Provisions.

A. Short Title. This Part shall be known and may be cited as the "Ferguson Township Official Map Ordinance."

B. Authority. This Part is enacted and ordained under the grant of powers by the General Assembly of the Commonwealth of Pennsylvania, the Pennsylvania Municipalities Planning Code, Act of 1968, July 31, P.L. 805, as amended, 53 P.S. §10101 et seq.

C. Purpose. This Part is enacted for the purpose of serving and promoting the public health, safety, convenience and general welfare; to facilitate adequate provision of public streets and facilities; to improve traffic circulation; to provide for the recreational and open space needs of the community; to provide pedestrian ways and easements; to protect and enhance water resources; to provide for flood control basins, floodways and floodplains, stormwater management areas and drainage easements; and to facilitate the subdivision of land and the use of land and watercourses.

§22-702. Establishment of Controls.

A. Provisions of the Official Map Ordinance.

1. The Official Map, as enacted by this Part, and subsequently amended, shall identify the location of the lines of:

   a) Existing and proposed public streets, well sites, watercourses and public grounds, including widenings, narrowings, extensions, diminutions, openings or closings of same.

   b) Existing and proposed public parks, playgrounds and open space reservations.

   c) Pedestrian ways and easements.

   d) Railroad and transit rights-of-way and easements.

   e) Flood control basins, floodways and floodplains, stormwater management areas and drainage easements.

   f) Support facilities, easements and other properties held by public bodies undertaking the elements described in §301 of the Municipalities Planning Code.

2. At the time of enactment of this Part, all existing surveys designating the exact location of the lines of existing public street rights-of-way, watercourses and public grounds, including surveys prepared by government agencies or incorporated as part of final, recorded, subdivision and land development plans duly approved by the Board of Supervisors shall, by reference, be deemed an attachment to the Official Map for the purpose of so designating the exact location of said existing lines.

3. The Township, by amending ordinances, may make additions or modifications to the Official Map, or part thereof. For the purpose of initially preserving land on the Official Map, property records, aerial photography, photogrammetric mapping or other methods sufficient for identification, description and publication of the Official Map shall be sufficient. For the

acquisition of lands and easements, boundary descriptions by metes and bounds shall be made and sealed by a licensed surveyor. The Township may also vacate by ordinance any existing or proposed public street, watercourse or public ground contained in the Official Map, or part thereof.

4. Unless otherwise specified, all proposed public street rights-of-way and widening of existing public street rights-of-way shall meet the width requirements specified in the Subdivision and Land Development Ordinance, this Chapter, for the street classifications designated.

B. Incorporation of the Official Map. The Official Map, including all notations, references and other data shown thereon, is hereby incorporated by reference into this Part as if it were fully described herein.

1. Certification of the Official Map. The Official Map shall be identified by the signatures of the Board of Supervisors, attested by the Township Secretary, under the following words: "This is to certify that this is the Official Map of the Township of Ferguson referred to in §2 of Ordinance No. 456 of the Township of Ferguson, Centre County, Pennsylvania," together with the date of enactment of this Part. The Map shall be kept on file with the Township Manager. Following adoption of this Part and Official Map, or any amendment thereof, a copy of the same, verified by the Township Secretary, shall be submitted to the Recorder of Deeds of Centre County and shall be recorded within 60 days of the effective date of this Part or amendment thereof.

2. Changes in Official Map. If, in accordance with the provisions of this Part, changes are made to the location of lines designated existing or proposed public streets, watercourses or public grounds, such changes shall be entered promptly on said Map. All changes, except those resulting from subdivision and land development plans, as specified in §704, below, shall be certified by initialing of the Map by the Chairman of the Board of Supervisors, together with the amending ordinance number and date of enactment. Following adoption of the Ordinance and Official Map, or any amendment thereof, a copy of the same, verified by the Township Secretary, shall be submitted to the Recorder of Deeds of Centre County and shall be recorded within 60 days of the effective date of the Ordinance or amendment thereof.

3. Relationship with County Official Map. The adoption of an Official Map by the County shall not affect the Ferguson Township Official Map except that the County Official Map shall govern as to County streets and public grounds of the County in accordance with the Pennsylvania Municipalities Code.

4. Relationship with Adjacent Municipalities. If the Official Map, or amendment thereto, shows any streets or public lands intended to lead into any adjacent municipalities, a copy of said Official Map or amendment shall be forwarded to such adjacent municipality. The comments of the adjacent municipality shall be made to the Board of Supervisors of Ferguson Township within 45 days of such forwarding, and the proposed action by the Board of Supervisors shall not be taken until such comments are received; provided, however, if the adjacent municipality fails to provide comments within 45 days, the Board of Supervisors may proceed without the comments of the adjacent municipality. Upon adoption of the Official Map, or any amendment thereof, in which any street or public lands are intended to lead into an adjacent municipality, a certified copy of the Map and ordinance adopting it shall be forwarded within 30 days after adoption to the adjacent municipality.

§22-703. Effect of Controls.

A. Construction Within Mapped Streets, Watercourses or Public Grounds. For the purpose of preserving the integrity of the Official Map of the Township, no permit shall be issued for any building within the lines of any street, watercourse or public ground shown or laid out on the Official Map. No person shall recover any damages for the taking for public use of building or improvements constructed within the lines of any street, any watercourse or public ground after the same shall have been included in the Official Map, and any such building or improvement shall be removed at the expense of the owner. However, when the property of which the reserved location forms a part cannot yield a reasonable return to the owner unless a permit shall be granted, the owner may apply to the Board of Supervisors for the grant of a permit to build. Before granting any permit authorized in this Section, the Board of Supervisors may submit the application for a special encroachment permit to the Planning Commission and allow the Planning Commission 30 days for review and comment and shall give public notice and hold a public hearing at which all parties in interest shall have an opportunity to be heard. A refusal by the Board of Supervisors to grant the special encroachment permit applied for may be appealed by the applicant to the Zoning Hearing Board in the same manner and within the same time limitation as is provided in Article IX of the Municipalities Planning Code.

1. The Board of Supervisors may fix the time for which streets, watercourses and public grounds on the Official Map shall be deemed preserved for future taking or acquisition for public use.

2. The reservation for public grounds shall lapse and become void 1 year after an owner of such property has submitted a written notice to the Board of Supervisors announcing his intention to build, subdivide or otherwise develop the land covered by the reservation or has made formal application for an official permit to build a structure for private use, unless the Board of Supervisors shall have acquired such property before the end of the year.

3. The adoption of any street, street lines or other public lands pursuant to this Part, as part of the Official Map, shall not, in and of itself, constitute or be deemed to constitute the opening or establishment of any street nor the taking or acceptance of any land, nor shall it obligate the Township to improve or maintain any such street or land. The adoption of proposed watercourses or public grounds as part of the Official Map shall not, in and of itself, constitute or be deemed to constitute a taking or acceptance of any land by the Township.

B. Release of Damage Claims or Compensation. The Board of Supervisors may designate any of its agencies to negotiate with the owner of land under the following circumstances:

1. Whereon reservations are made.

2. Whereon releases of claims for damages or compensation for such reservation are required.

3. Whereon agreements indemnifying the Board of Supervisors or the Township from claims by others may be required.

Any releases or agreements when properly executed by the Board of Supervisors and the owner and recorded, shall be binding upon any successor in title.

§22-704. Adoption and Amendment.

A. Procedure.

1. Prior to the adoption of the Official Map or part thereof, or any amendments to the Official Map, The Board of Supervisors shall refer the proposed Official Map or part thereof, or amendment thereto, with an accompanying ordinance describing the proposed map, to the Planning Commission for review. The Planning Commission shall report its recommendations on said proposed Official Map and accompanying Ordinance, part thereof or amendment thereto, within 45 days unless an extension of time shall be agreed to by the Board of Supervisors. If, however, the Planning Commission fails to act within 45 days, the Board of Supervisors may proceed without its recommendations.

2. The County and adjacent municipalities may offer comments and recommendations during said 45-day period in accordance with §408 of the Municipalities Planning Code. Local authorities, park boards, environmental boards and similar public bodies may also offer comments and recommendations to the Board of Supervisors or Planning Commission if required by same during said 45-day review period. Before voting on the enactment of the proposed ordinance and Official map, or part thereof or amendment thereto, the Board of Supervisors shall hold a public hearing pursuant to public notice.

B. Amendment by Subdivision Plan. After adoption of the Official Map, or part thereof, all streets, watercourses and public grounds on final, recorded subdivision and land development plans which have been duly approved by the Board of Supervisors shall be deemed amendments to the Official Map. Notwithstanding any other terms of this Part, no public hearing need be held or notice given if the amendment of the Official Map is the result of the addition of a plan which has been duly approved by the Board of Supervisors.

§22-705. Violations, Sanctions and Appeals.

A. Notice of Violation.

1. Whenever any person, partnership or corporation shall have violated the terms of this Part, the Township Manager shall cause a written notice to be served upon the owner, applicant, developer, property manager or other person responsible for the property or the violation, directing him to comply with all the terms of this Part within 30 days; and, further, the Manager shall give notice to the owner, applicant, developer, property manager or other person responsible for the property or the violation that if the violation is not corrected, the Township may correct the same and charge the landowner or other persons responsible and the cost thereof plus penalties, as specified herein, for failure to comply.

2. Such notice shall be delivered by the United States Postal Service, first class, postage prepaid, or by certified or registered mail; or by personal service; or, if the property is occupied, by posting notice at a conspicuous place upon the affected property.

B. Sanctions for Failure to Comply.

1. The failure of any person, partnership or corporation to comply with this Part within the period stated in the notice by the Manager constitutes a violation with possible sanctions which may be as much as $500 dollars per day of each violation, plus court costs, including reasonable attorney's fees incurred by the Township as a result of prosecution of such violation. Each and every day of continued violation shall constitute a separate violation.

2. In the event that the owner, developer, occupant, applicant, property manager or other person responsible fails to comply with the terms of this Part within the time specified by the Manager, the Township may take any actions necessary to correct the violation. The costs for correction of the violation shall be in addition to any penalties for violation for failure to comply.

3. In addition to the sanctions, costs and penalties provided for by this Section, the Township may institute proceedings in courts of equity to prevent, restrain, correct or abate such building, structure or land, or to prevent, in or about such premises, any act, conduct, business or use constituting a violation.

C. Appeals. Any appeal from a decision or action of the Board of Supervisors or of any office or agency of the Township in matters pertaining to this Part shall be made in the same manner and within the same time limitation as is provided for zoning appeals in Article X of the Pennsylvania Municipalities Planning Code, as amended.

This page intentionally left blank.

PART 8

ENFORCEMENT REMEDIES

§22-801. Violations.

A. No subdivision or land development of any lot, tract or parcel of land shall be made, no street, sanitary sewer, storm sewer, water main or other improvements in connection therewith shall be laid out, constructed, opened or dedicated for public use or travel, or for the common use of occupants of buildings abutting thereon, except in accordance with this Ordinance. Per Pennsylvania Municipalities Planning Code Section 515.2 Jurisdiction, District Justices shall have initial jurisdiction in proceedings brought under this Section.

B. Any such person, partnership or corporation, including the members of such partnership or the officers of the corporation, or the agent of any of them, responsible in law or in fact for such violation, upon being found liable hereof in a civil enforcement proceeding commenced by Ferguson Township, must pay a judgment of not more than five (500) dollars plus all court costs, including reasonable attorney fees incurred by the Township as a result thereof. Each day that a violation continues shall be a separate violation.

C. No judgment shall commence or be imposed or payable until the District Justice having jurisdiction determines the date of violation.

D. If the defendant neither pays nor timely appeals the judgment, the Township shall enforce the judgment pursuant to the rules of civil procedure.

E. Nothing contained in this Section shall be construed or interpreted to grant to any person or entity other than the Township the right to commence any action for enforcement.

F. Any fines or judgments collected shall be deposited in the Township's General Fund.

§22-802. Preventative Remedies.

A. In addition to other remedies, the Township may institute and maintain appropriate actions by law or in equity to restrain, correct or abate violations or to prevent illegal occupancy of a building, structure or premises. A description by metes and bounds in the instrument of transfer or other documents used in the process of selling or transferring shall not exempt the seller or transferor from such penalties or from the remedies herein provided.

B. The Township may refuse to issue any permit, or grant any approval necessary to further improve or develop any real property which has been developed or which has resulted from a subdivision of real property in violation of this Chapter. This authority to deny such a permit or approval shall apply to any of the following Applicants:

1. The landowner of record at the time of such violation.

2. The vendee or lessee of the landowner of record at the time of such violation without regard as to whether such vendee or lessee had actual or constructive knowledge of the violation.

3. The current landowner of record who acquired the property subsequent to the time of violation without regard as to whether such current landowner had actual or constructive knowledge of the violation.

4. The vendee or lessee of the current landowner of record who acquired the property subsequent to the time of violation without regard as to whether such vendee or lessee had actual or constructive knowledge of the violation. As an additional condition for issuance of a permit or the granting of an approval to any such owner, current owner, vendee or lessee for the development of any such real property, the Township may require compliance with the conditions that would have been applicable to the property at the time the Applicant acquired an interest in such real property.

PART 9

VALIDITY AND REPEALER

§22-901. Validity.

A. Should any section, clause, provision or provision of this Chapter be declared by a court of competent jurisdiction to be invalid or unconstitutional, such decision shall not affect or impair the validity of any other section, clause, provision or portion of this Chapter.

B. It is hereby declared to be the intent of the Township Board of Supervisors that this Chapter would have been adopted by the Township had such invalid or unconstitutional provisions not been included herein, and the remaining portions of this Chapter shall remain in effect as though the portion declared invalid or unconstitutional had never been a part hereof.

C. Continuation. The modification or repeal of any prior ordinance, resolution or regulation by this ordinance amendment shall not annul or other relieve any party from any permit issued, condition imposed, approval granted, approval denied, order issued, or violation, penalty or other liability incurred pursuant to such affected ordinance, resolution or regulation.

§22-902. Repealer.

All resolutions, ordinances or amendments to ordinances, or parts of resolutions or ordinances inconsistent herewith, are hereby repealed as stated or deleted in their entirety in the prefatory paragraph of this ordinance amendment. Specifically, the prior subdivision ordinance shall be repealed in its entirety.

§22-903. The Ferguson Township Zoning Ordinance.

Nothing herein contained shall be interpreted to permit any waiver or modification of the restrictions or requirements of the Township's Zoning Ordinance, as amended.

Table 1: Standard Subdivision and / or Land Development Submission Requirements

Legend

Preliminary: Item is Required to be Submitted as part of a Preliminary Subdivision Application (Draft Recommendation)
Final: Item is Required to be Submitted as part of a Final Subdivision Application (Draft Recommendation)
♦ Item is Recommended for Submission prior to a Pre-Application Conference

			Lot Consolidation	Minor Subdivision	Major Subdivision	Land Development	Agriculture-Related Land Development
Applicability			The joining of two (2) or more lots. Lot correction.	Any subdivision of land located within the adopted regional growth boundary which does not require the extension or sewer or water mains or the construction of new streets.	Any subdivision of land located within the adopted regional growth boundary which requires the extension or sewer or water mains or the construction of new streets.	The Improvement of one lot or two or more contiguous lots, tracts or parcels of land other than for agriculture-related land development	Land Development including Non-research Agriculture, Agriculture-Supported and/or Value-Added Agriculture
				The subdivision of up to four (4) lots for development of single-family detached dwellings or farms/farm uses in the RA or RR zoning districts where the installation of streets, off-site or community water or waste water systems, storm water drainage facilities, curbs or sidewalks is not necessary.	The subdivision of more than four (4) lots	A group of two (2) or more residential or non-residential buildings, whether proposed initially or cumulatively, or a single nonresidential building on a lot or lots other than for agriculture-related land development	Non-public agricultural use up to 25,000 SF (business to farm type use) Public agriculture use <1,500 SF (farm to business and/or consumer)
							No subdivision involved.
I. Pre-Application Conference (Voluntary Only)							
Recommending Body				Planning Commission	Planning Commission	Planning Commission	Planning Commission
Submission Requirements							
	1	Report		♦	♦	♦	♦
	2	Sketch Plan		♦	♦	♦	♦
	3	Plat		♦	♦	♦	♦
	4	Map		♦	♦	♦	♦
II. Preliminary Plan Approval							
Review and Comment				Township Staff and Township Engineer	Township Staff and Township Engineer	Township Staff and Township Engineer	Township Staff and Township Engineer
Recommending Body				Planning Commission	Planning Commission	Planning Commission	
Approving Body				Board of Supervisors	Board of Supervisors	Board of Supervisors	Township Staff
Submission Requirements							
	General Data						
	1	Application Form & Fee		X	X	X	Only if including Non-traditional-scale Farm Structures
	2	General Property Information		X	X	X	
	3	Storm water Management Site Plan		X	X	X	
	4	Soil Erosion and Sedimentation Control Plan		X	X	X	
	5	General Utility Information		X	X	X	
	6	Sign Information		X	X	X	
	7	Single-Family Detached Dwelling Note and Calculation (if applicable)		X	X		
	Existing Features						
	8	Perimeter Boundaries		X	X	X	
	9	Zoning District		X	X	X	
	10	Natural Features		X	X	X	
	11	Manmade Features in proximity to property		X	X	X	
	Proposed Development						
	12	Right-of-Way and Cart way Information		X	X	X	
	13	Lot Perimeter Boundaries		X	X	X	
	14	State Highway Access Plans		X	X	X	
	15	Sidewalk Information		X	X	X	
	16	Sewage System Information		X	X	X	
	17	Fire Flow Water Rates			X	X	
	18	Water Storage System Information			X	X	
	19	Fire Apparatus Access Route Details			X	X	
	20	Fire Lanes, in accordance with Fire Lane Regulations				X	
	21	Fire Department Connection Details			X	X	

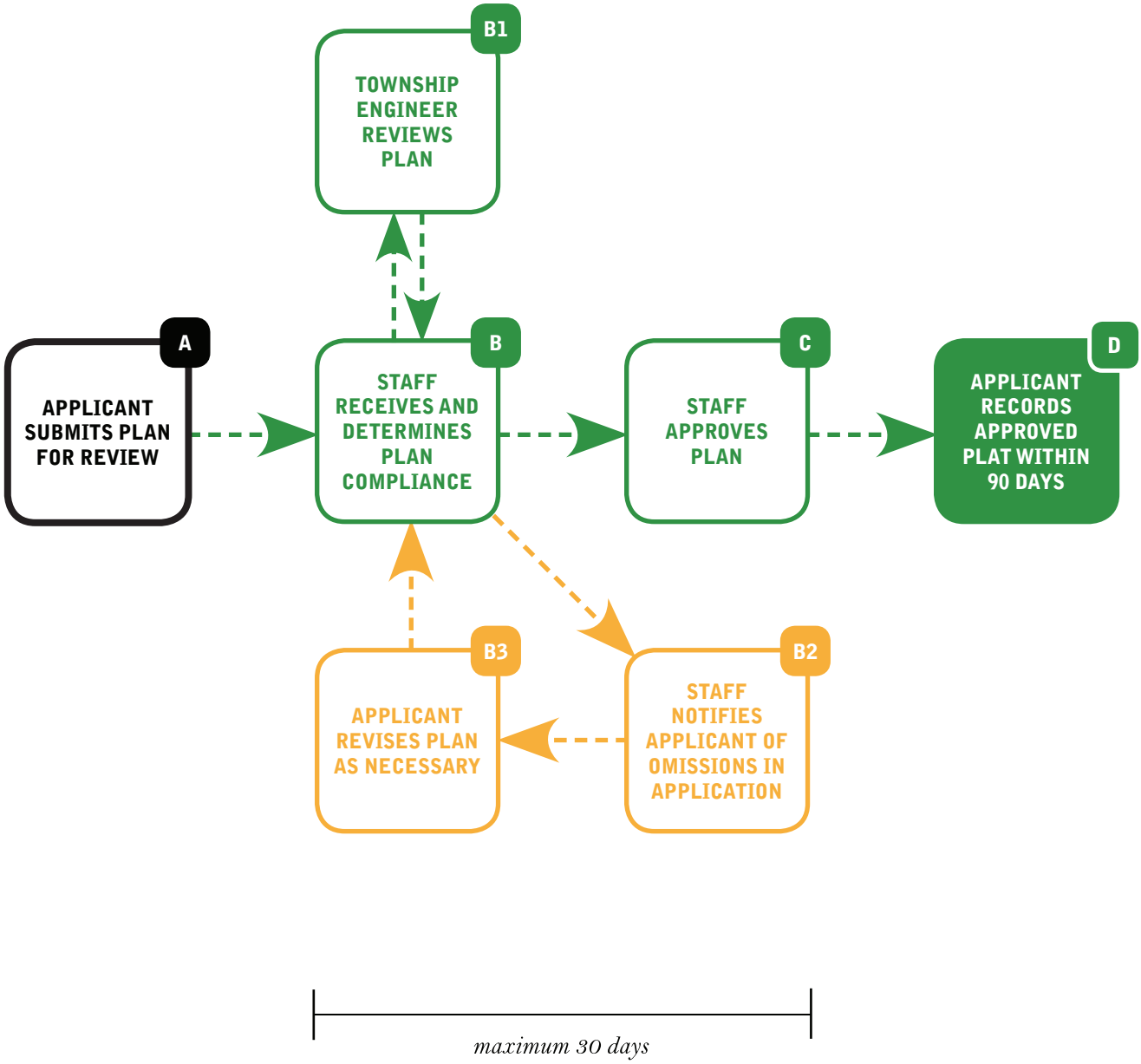
Table 1: Standard Subdivision and / or Land Development Submission Requirements

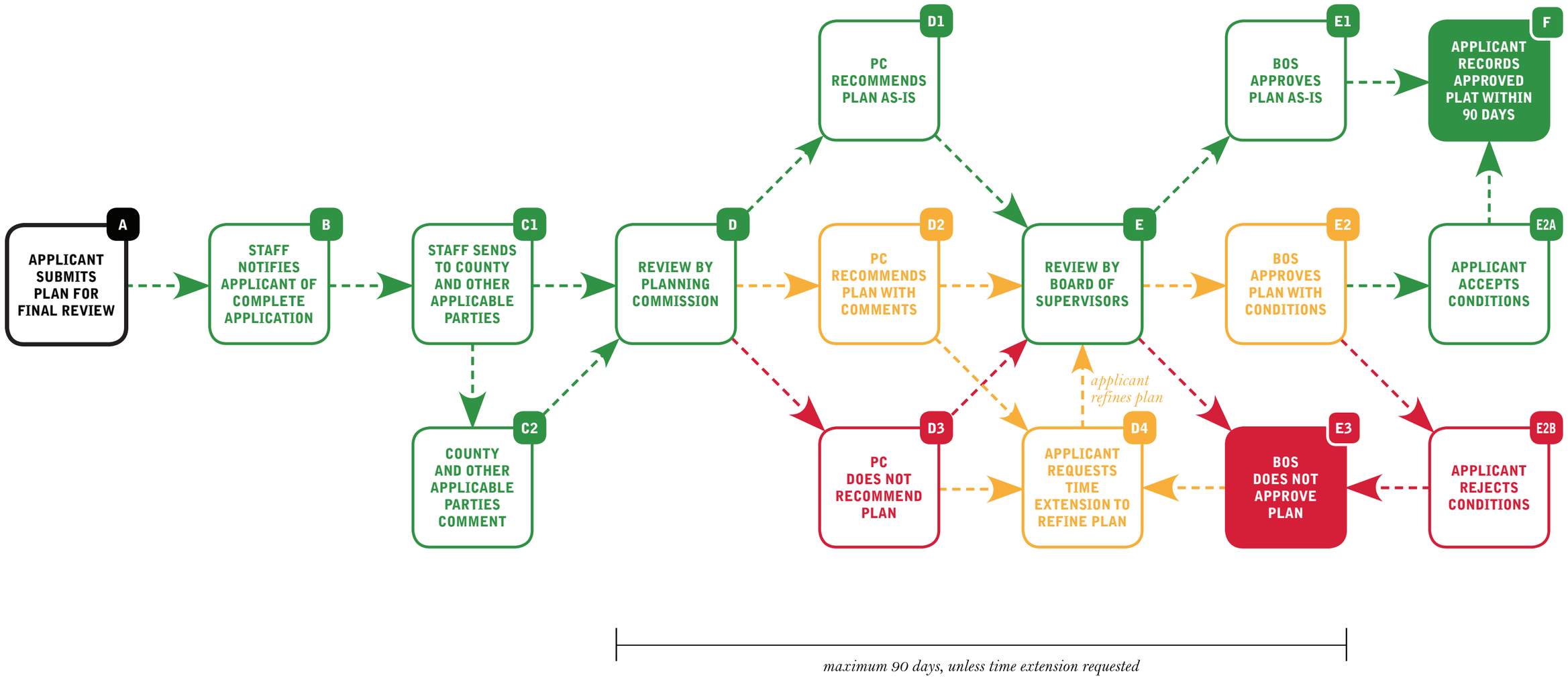
Legend

Preliminary: Item is Required to be Submitted as part of a Preliminary Subdivision Application (Draft Recommendation)
Final: Item is Required to be Submitted as part of a Final Subdivision Application (Draft Recommendation)
♦ Item is Recommended for Submission prior to a Pre-Application Conference

			Lot Consolidation	Minor Subdivision	Major Subdivision	Land Development	Agriculture-Related Land Development
	22	Built-in Fire Suppression System (indicated on the plan)		X	X	X	
	23	Land Dedicated for Public Use		X	X	X	
	24	Phasing Schedule		X	X	X	
	25	Date of Application for Zoning Permit				X	
	26	Diagram of all Existing and Proposed Structures				X	
	27	Site Diagram				X	Only if including Non-traditional-scale Farm Structures
	28	List of Square Footages, Unit Figures for each Building				X	
	29	Existing and Proposed Points of Motor Vehicle Access				X	
	30	Existing and Proposed Parking and Loading Spaces/Areas				X	
	31	Photometric Plan				X	
	32	Landscaping Plan (if applicable)				X	
	33	Buffer yard Diagram				X	
	34	Statements of Building Coverages and Impervious Surfaces				X	
	35	Cross Sections of Building and Light Fixtures				X	
	36	Engineer or Landscape Architect Certification				X	
	37	Notarized Ownership Statement				X	
	Signatures						
	38	Approval Signatures Spaces for Governing Body		X	X	X	
	39	Additional Signatures Required for Subdivisions		X	X		
	Property Owners Association (if applicable)						
	40	Fulfillment of Property Owner's Association Requirements		X	X	X	
III. Final Plan Approval							
Review and Comment			Township Staff and Township Engineer	Township Staff and Township Engineer	Township Staff and Township Engineer	Township Staff and Township Engineer	Township Staff and Township Engineer
Recommending Body				Planning Commission	Planning Commission	Planning Commission	
Approving Body			Township Staff	Board of Supervisors	Board of Supervisors	Board of Supervisors	Township Staff
Submission Requirements							
	1	Lot Consolidation Application Form & Fee	X	X	X	X	X
	2	General Property Information	X	X	X	X	X
	3	General Utility Information	X	X	X	X	X
	4	Proprietary Interest Consent Verification	X				
	5	Metes and Bounds Description	X				
	6	Final Perimeter Boundaries		X	X	X	
	7	Location and Elevation of Installed Monuments/Markers		X	X	X	
	8	Final Dimensions and Bearings of right-of-way lines and Easements		X	X	X	
	9	Final House Numbers and Lot Numbers		X	X	X	
	10	Dedication and Covenants related to Maintenance of Undedicated Open Space		X	X	X	
	11	Traffic Impact Study (if applicable)		X	X	X	
	12	Site Diagram					X
	13	Final Site Plan	X			X	Only if including Non-traditional-scale Farm Structures
	14	Record Plans		X	X	X	

APPROVAL PROCESS *for* LOT CONSOLIDATIONS AND CORRECTIONS





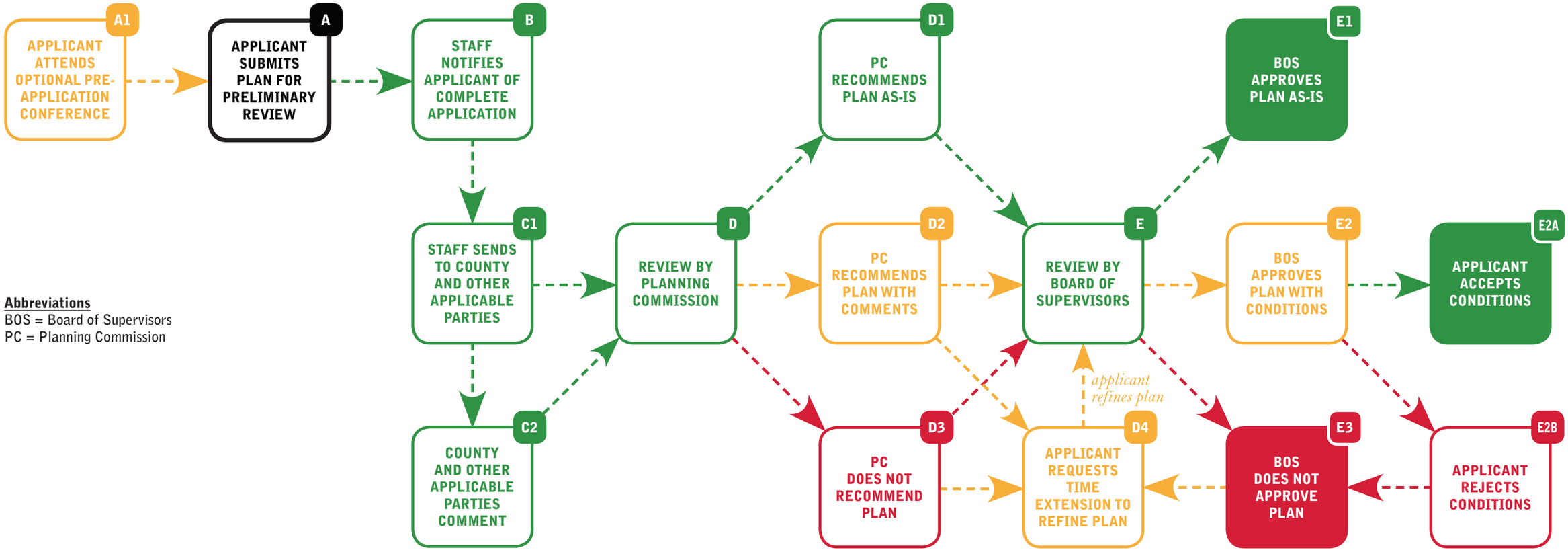
APPROVAL PROCESS *for* MINOR SUBDIVISIONS

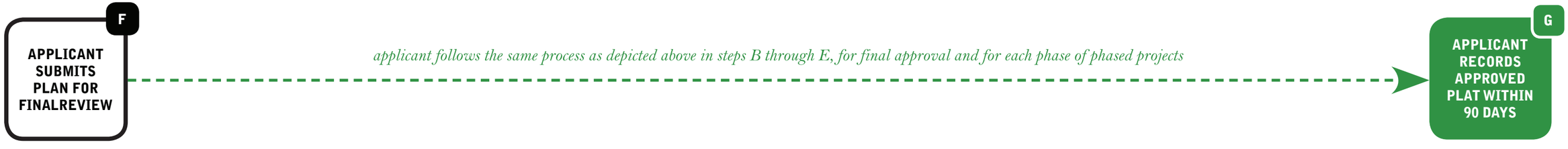
Abbreviations
BOS = Board of Supervisors
PC = Planning Commission

APPROVAL PROCESS *for* MAJOR SUBDIVISIONS & LAND DEVELOPMENTS

Preliminary Approval

maximum 90 days, unless time extension requested



Abbreviations
BOS = Board of Supervisors
PC = Planning Commission

Final Approval