

SPRINGFIELD TOWNSHIP, MERCER COUNTY

AMENDMENT 2 –2007 TO THE

Subdivision and Land Development ORDINANCE 9-1994

WHEREAS, the Board of Supervisors of Springfield Township Mercer County have adopted a Subdivision and Land Development Ordinance # 9-1994 to guarantee that the streets in and bordering each subdivision or land development are coordinated with the municipal circulation system and are of such widths, grades, locations and construction as to accommodate anticipated traffic and facilitate emergency service access; and

WHEREAS, the Springfield Township Planning Commission has prepared an amendment to address access management to insure effective and efficient access to and through streets and roads to accommodate anticipated traffic and facilitate emergency service access, and

WHEREAS, the Mercer County Regional Planning Commission has reviewed the amendment and provided favorable comments; and

WHEREAS, the Township has held a public hearing as required by the Municipalities Planning Code as amended, to consider comments and testimony regarding this amendment;

BE IT THEREFORE RESOLVED, that the Springfield Township Supervisors adopt the following amendment to the Springfield Township Subdivision and Land Development Ordinance # 9-1994.

NOW, THEREFORE, BE IT RESOLVED, by the Springfield Township Board of Supervisors, Mercer County that the Subdivision and Land Development Ordinance # 9-1994 is amended on this 4th day of September, 2007.

502.2.

c. Where a subdivision or land development abuts or contains an existing street of inadequate right-of-way width, additional right-of-way width shall be dedicated to conform to the standards set by the Township or to implement a traffic impact study consistent with Article VI of this ordinance. Where a subdivision or land development abuts or contains an existing street of inadequate cartway width, the developer may be required to widen and/or reconstruct the cartway to meet current municipal standards or implement the traffic impact study findings.

d. An upgrade of an existing road to another, higher classification may be required where consistent with street classification and ADT detailed in the following sections

502.3. Street Classification

Street Type	Daily Traffic Volume (ADT)
Private	0 - 40
Cul-de-Sac	0 - 250
Local	0 – 750
Collector	750+

502.4. Trip Generation Rates

Type of Development	Anticipated ADT/unit
Single-Family Residential	10 per lot
Multiple-Family Residential	8 per dwelling unit
General Office Commercial	24 per 1,000 square feet of gross floor area
Shopping/Retail	83 per 1,000 square feet of gross floor area
Restaurants with Drive- Through Lanes	685 per 1,000 square feet of gross floor area
Other Restaurants	97 per 1,000 square feet of gross floor area
Convenience Stores Gasoline Service Stations	756 per 1,000 square feet of gross floor area
General Industrial	7 per 1,000 square feet of gross floor area
General Institutional	79 per 1,000 square feet of gross floor area

The developer may submit additional trip generation data for more specific developments.

502.5.Cul-de-Sac Streets

- a. The total traffic volume on a cul-de-sac street shall not exceed two hundred and fifty (250) ADT.
- b. Cul-de-sacs, permanently designed as such, shall not exceed one-thousand feet (1,000') in length, unless topography factors justify a greater distance or whereby intersecting side streets provide additional access to this cul-de-sac street.
- c. Cul-de-sacs shall be provided at the closed end with a turnaround having a minimum radius to the outer cartway edge or curb line of forty feet (40').
- d. No islands or center landscaping shall be permitted in cul-de-sac streets or within the Cul-de-sac.
- e. Unless future extension is clearly impractical or undesirable, the turnaround right-of-way shall be placed adjacent to property line and right-of-way of the same width as the street shall be carried to the property line such a way as to permit future extension of the street into the adjoining tract.

502.8.a Access Management

1. To assist in the implementation of section 501 5 b of this ordinance, the following standards shall be employed along arterial or collector roads in the township where significant commercial development has occurred. These standards are adopted to ensure that Route 208 and associated collector roads in commercial areas can accommodate traffic smoothly and efficiently. These standards apply to:

All of Pine Road

All of Factory Shops Blvd,

All of Oakley Kelly Blvd,

Pa. Rt. 208 from the Pine Road intersection westward to the intersection with Old Ash Road,

Tower Road from Veterans Road southward to Wrays Drive,

Pa. 258 (Butler Pike) from Pa. Rt. 208 southward to the Liberty Township Line,

Pa. 258 (Butler Pike) from Pa. Rt. 208 northward to Old Ash Road,

Veterans Road from Pa. Route 208 southward to Old Ash Road,

Old Ash Road from Veterans Road northward to Pa Rt. 208 and,

Old Ash Road from Pa Rt 208 northward to Pa Rt. 258.

2. Access Roads, Driveways and Local Streets: All lots are limited to one (1) access point or connection either to Route 208 or any local or collector road intersecting Route 208. Additional access points shall only be permitted where the developer can present a traffic study illustrating how the additional access point meets PennDOT requirements or will objectively be shown to improve traffic flow and safety. All new access roads, driveways or local streets must conform to the performance standards of this Article.

Where access roads, driveways and new local streets access a principal road that has another public road, street or parking area for more than ten (10) vehicles on the opposite side of said

principal road, the point of access shall be coordinated to directly coincide with the pre-existing access point.

3. New access roads, driveways and new local streets shall provide turn lanes based upon anticipated average daily traffic (ADT).

ADT	Turn Lanes Required
Less than 100 Vehicles	None required
100 to 500 Vehicles	One turn required, the direction of which shall be based upon principal anticipated flow direction. Normally this would be towards the next intersection with a higher traffic count.
500+ Vehicles	Turn lanes as warranted by Township Engineer

Turn Lanes may also be required to mitigate Level of Service Deficiencies as identified in a traffic impact study as required under Article VI of this ordinance.

4. Connection Spacing: New access roads, driveways and new local streets shall maximize distance from all previous connections on the same side of a principal road, based upon the following:

Road	Minimum Access Spacing
Pa 208	300 Feet
Alternative Minimum for Non-Conforming Lots along Pa. Rt. 208	150 Feet
All other Roads Per this section	150 Feet
Alternative Minimum for Non-Conforming Lots	75 Feet

5. Corner Clearance: New corner lots created after the effective date of this Ordinance shall provide minimum front yard setbacks and minimum lot width for the district in which the lot is located on both streets in which the lot fronts. Access drives shall be placed to maintain maximum distance from the intersection. No access drive shall be nearer than one hundred (100) feet from an intersection, and shall be placed on the road with the lowest traffic count.

6. Parking Lots, Joint and Cross Access: Private cross access easements may be required across any lot fronting on an existing street in order to minimize the number of access points and facilitate access between and across individual lots. Parking lots or parking areas designed for greater than fifty (50) vehicles or of a surface area

greater than forty thousand (40,000) square feet which directly accesses a principal road shall be subject to the following standards:

- ii. A continuous service drive or cross-access corridor right-of-way shall be reserved.
- iii. An agreement is presented allowing neighboring properties to utilize this cross access or service drive to access existing roads.
- iv. If abutting properties are already developed, present a plan for shared access with such properties.
- v. The number of required parking spaces may be reduced by fifteen percent (15%) if shared pedestrian access between abutting developments is provided.
- vi. Parking lots shall be designed to use DEP's Best Management Practices to minimize stormwater runoff.
- vii. Parking lot frontage shall be curbed or utilize a landscaped buffer at least five (5) feet in width to prevent access by any means other than designated access points.

- 5. Driveway Throat Length: Driveway throat length shall be consistent with the following table:

Size of Development	Minimum Driveway Throat Length
100,000+ Square Feet of Gross floor area	200 Feet
25,000-99,999 Square Feet of Gross Floor Area	80 Feet
Less than 25,000 Square Feet	30 Feet

**ARTICLE VI
TRAFFIC IMPACT STUDIES**

601 Traffic Impact Studies

Purpose.

To allow the Township to determine the safety and congestion impacts, and related costs, of proposed major traffic generating uses.

To require that applicants respond with reasonable proposals to resolve the negative traffic impacts that their proposed uses will cause on the public.

To recognize that sufficient Federal, State and Township funds are not available to resolve traffic problems caused by private development.

To assist in carrying out Sections 503(2)(ii) and 503(3) of the Pennsylvania Municipalities Planning Code as amended.

To ensure that streets bordering a subdivision or land development are coordinated and of such widths and grades and in such locations as deemed necessary to accommodate prospective traffic and to facilitate fire protection.

To ensure that the access into and out of subdivisions and land developments is reasonably safe.

1. Administration

The full cost of the traffic study shall be borne by the applicant.

The traffic study shall be reviewed by the Township's consulting Traffic Engineer, the cost of which shall also be borne by the applicant. The applicant shall provide the appropriate escrow, to ensure the payment of the costs of such traffic study review.

The project manager for any traffic impact report shall be a Pennsylvania registered professional engineer with expertise in the preparation of traffic impact studies.

The Township shall require such onsite traffic improvements to be provided by the applicant, as the Township deems appropriate, in light of the traffic impact study as a specific condition of preliminary plan approval for all land developments and/or subdivisions for which a study has been required. The study shall identify improvements/facilities to be installed or actions to be undertaken by the applicant.

Joint traffic studies between different applicants are acceptable and are strongly encouraged.

The Township will ensure that its own selected consulting Traffic Engineer for any project does not have a prior professional relationship with the applicant of the land development or subdivision plan or a prior professional relationship with the Traffic Engineer that prepared the traffic study for the applicant.

2. Abbreviated Study

The following abbreviated traffic impact study shall be required as part of the preliminary plan submission when the proposed project will generate at least 50 new vehicle trips in the peak direction (inbound or outbound) during the site's peak traffic hour. The basis for trip generation estimates will be the latest edition of the Institute for Transportation Engineers (ITE) Trip Generation Manual. Development of a project in stages, or on a piecemeal basis, will not avoid this requirement. The trips expected to be produced by the ultimate build-out of the development will be the basis for such study. However, even if a development generates less than 50 peak hour trips, it is not totally excluded from the adequacy requirements of these guidelines unless site traffic generation is anticipated to be de minimus (less than 5 peak hour trips).

A written, abbreviated traffic study, and where appropriate, a traffic calming and access management analysis shall be submitted at the time of preliminary plan application and shall include:

- a. Projected peak AM, PM, and/or Saturday traffic volumes of the development,
- b. Projected ADT (average daily trips) of the development,
- c. Current ADT and peak hour volumes of streets adjacent to any access drives,
- d. LOS (level of service) of existing and proposed access drives
- e. Modal split of services (categories of vehicles) entering the site,
- f. Proposed sight distances at access drives, and
- g. Existing and proposed pedestrian paths from streets and within the site to entrances of all buildings.
- h. The study shall identify improvements/facilities to be installed or actions to be undertaken by the applicant to ensure the following:
 - i. LOS C or higher overall for all new access drives,
 - ii. No reduction in the levels of service for existing access drives, except that LOS D shall be permitted during the AM and PM peak hour. If an applicant cannot meet this requirement an analysis shall be completed to show that all reasonable options have been considered to create the most efficient access possible.
 - iii. Sight distances for all access drives intersecting with all streets shall meet Township and/or PennDOT requirements as applicable.

3. Full Traffic Impact Study

For residential or non residential developments generating 50 or more new vehicle trips in the peak direction (inbound or outbound) during the site's peak traffic hour, where current traffic problems exist in the local area, such as congested intersections in the vicinity of Pa 208 and the I 79 exits, a written, full traffic study, and, where appropriate, traffic calming and access management measures shall be submitted at the time of preliminary plan application. The study area shall include all public streets and intersections within a radius of 1,600 feet of an access drive to the site, unless the Township's consulting Traffic Engineer determine that another study area shall be more appropriate.

- a. The full traffic study shall include, at a minimum, the following:
 - i. Current ADT and peak hour volumes of all streets,
 - ii. Current LOS of all intersections,
 - iii. Projected ADT and peak hour volumes of all streets without the development,
 - iv. Projected LOS of all intersections without the development,
 - v. Site traffic generation, including projected ADT and peak hour volumes of the development, Development of a project in stages, or on a

piecemeal basis, must create a realistic assumption expected to be produced by the ultimate build-out of the development.

- vi. Site traffic distribution,
- vii. Site traffic assignment,
- viii. Projected ADT and peak hour volumes of all streets and intersections within the development,
- ix. Projected LOS of all intersections within the development, including all existing and proposed access drives,
- x. An assessment of the change in roadway operating conditions resulting from the development traffic,
- xi. Modal split of vehicles entering the site,
- xii. Proposed sight distances at access drives,
- xiii. Existing and proposed pedestrian paths from streets and within the site to entrances of all buildings

b. The study shall identify improvements/facilities to be installed or actions to be undertaken by the applicant to ensure the following:

- i. LOS C or higher overall for all new access driveways,
- ii. No reduction in the levels of service for existing access driveways, except that LOS D shall be permitted during the AM and PM peak hour. If an applicant cannot meet this requirement an analysis shall be completed to show that all reasonable options have been considered to create the most efficient access possible.
- iii. No reduction in the levels of service of intersections within the study area as a result of the development; however, if the intersection already has an LOS F, no reduction in the intersection delay shall occur;
- iv. Sight distances for all access drives intersecting with all rights-of-way shall meet Township and/or PennDOT requirements as applicable.