

**BOARD OF SUPERVISORS
LOWER SALFORD TOWNSHIP**

MONTGOMERY COUNTY, PENNSYLVANIA

ORDINANCE NO. 2020-03

“Amendments to Subdivision and Land Development and Zoning Ordinances”

AN ORDINANCE AMENDING THE CODE OF THE TOWNSHIP OF LOWER SALFORD, PART II (GENERAL LEGISLATION), CHAPTER 142 (SUBDIVISION AND LAND DEVELOPMENT) TO REPEAL AND REPLACE EXISTING ARTICLE I (GENERAL PROVISIONS); ARTICLE II (DEFINITIONS AND WORD USAGE); ARTICLE III (PLAN FILING, PROCESSING, AND REVIEW); ARTICLE IV (DESIGN STANDARDS), ARTICLE V (IMPROVEMENT CONSTRUCTION REQUIREMENTS); ARTICLE VI (MOBILE HOME STANDARDS); ARTICLE VII (ADMINISTRATION); AND ARTICLE XII (TRAFFIC IMPACT STUDIES); AND FURTHER AMENDING PART II (GENERAL LEGISLATION), CHAPTER 164 (ZONING), ARTICLE III (DEFINITIONS), SECTION 164-5 (DEFINITIONS AND WORD USAGE) TO ADD THE FOLLOWING NEW DEFINED TERMS: “ACCESS STRIP”; “IMPERVIOUS COVERAGE”; “IMPERVIOUS SURFACE”; AND “LOT WIDTH”.

The Board of Supervisors of Lower Salford Township does hereby **ENACT** and **ORDAIN**:

SECTION I. - Amendment to Code

The Code of the Township of Lower Salford, Part II (General Legislation), Chapter 142 (Subdivision and Land Development) is hereby amended to repeal existing Articles I (General Provisions), II (Definitions and Word Usage), III (Plan Filing, Processing, and Review), IV (Design Standards), V (Improvement Construction Requirements), VI (Mobile Home Standards), VII (Administration) and XII (Traffic Impact Studies) and replace the same with the new Articles attached hereto as Exhibit “A”

SECTION II. - Amendment to Code

The Code of the Township of Lower Salford, Part II (General Legislation), Chapter 164 (Zoning), Article III (Definitions), Section 164-5 (Definitions and Word Usage) is hereby amended to add the following defined terms:

ACCESS STRIP - A piece of land which provides physical access to, and from legal road frontage for a lot, but which does not comply with the minimum lot width regulations of this ordinance. Access strips provide access to "flag," "rear," or "interior" lots. Access strips have a minimum width of 25 feet, and may be wider, depending on the situation.

IMPERVIOUS COVERAGE - The ratio of the area of all portions of a lot covered in any way so as to not allow the ground beneath to absorb water at the natural rate of sodded land, to the developable area of the lot.

IMPERVIOUS SURFACE - A portion of a lot covered in any way so as to not allow the ground beneath to absorb water at the natural rate of sodded land.

LOT WIDTH - The horizontal distance between side lot lines, measured at the building line, parallel or concentric to the ultimate right-of-way line. For a corner lot, lot width shall be measured parallel or concentric to the ultimate right-of-way line of the higher classification of street, where applicable.

SECTION III. - Severability

The provisions of this Ordinance are intended to be severable, and if any section, sentence, clause, part or provision hereof shall be held illegal, invalid or unconstitutional by any court of competent jurisdiction, such decision of the court shall not affect or impair the remaining sections, sentences, clauses, parts or provisions of this Ordinance. It is hereby declared to be the intent of the Board that this Ordinance would have been adopted even if such illegal, invalid or unconstitutional section, sentence, clause, part or provision had not been included herein.

SECTION IV. - Failure to Enforce not a Waiver

The failure of the Township to enforce any provision of this Ordinance shall not constitute a waiver by the Township of its rights of future enforcement hereunder.

SECTION V. - Effective Date

This Ordinance shall take effect and be in force from and after its approval as required by the law.

SECTION VI. - Repealer


All other ordinances and resolutions or parts thereof insofar as they are inconsistent with this Ordinance are hereby repealed.

ORDAINED AND ENACTED by the Board of Supervisors of Lower Salford Township, Montgomery County, Pennsylvania, this 4th day of November, 2020.

LOWER SALFORD TOWNSHIP

By: 

Douglas A. Gifford, Chairman,
Board of Supervisors

Attest: 

Joseph S. Czajkowski, Township Manager/Secretary

EXHIBIT "A"

Subdivision and Land Development Ordinance

Articles I – VII and XII

Lower Salford Township SALDO

Article I: General Provisions

§142-1. Title.

This chapter shall be known and may be cited as the "Lower Salford Township Subdivision and Land Development Ordinance."

§142-2. Statutory Authority.

This chapter has been enacted in conformance with the provisions of Act 247 of 1968, the Pennsylvania Municipalities Planning Code, as amended.

§142-3. Contents.

This chapter contains regulations which include but are not limited to the following:

- A. Provisions for the submittal and processing of plats for subdivisions and land developments, and specifications for such plats, including provisions for tentative sketch, preliminary and final plan processing and approvals and for processing of final approval by stages or sections of development.
- B. Provisions governing the standards by which streets shall be graded and improved and walkways, curbs, gutters, streetlights, fire hydrants, water, sewage and storm drainage facilities and other improvements shall be installed as conditions precedent to formal approval of plats.
- C. Design standards and guidelines for the overall layout, configuration, and placement of lots, roads, open space, parks, public facilities and other physical improvements on property to promote orderly development compatible with the Indian Valley Regional Comprehensive Plan.

§142-4. Purposes.

The following are the purposes of this chapter:

- A. To ensure the overall health, safety, and general welfare of the residents of Lower Salford Township.
- B. To ensure that development within the Township will be orderly, efficient, integrated and harmonious.
- C. To ensure that the layout and arrangement of subdivisions or land developments shall conform to the Indian Valley Regional Comprehensive Plan and to any regulations, maps, studies and reports adopted in furtherance thereof.

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- D. To ensure that streets in and bordering a subdivision or land development shall be coordinated and be of such design and in such locations as deemed necessary to accommodate prospective traffic and parking and to facilitate fire protection and other emergency services.
- E. To require adequate, appropriately located easements or rights-of-way for utilities and storm drainage facilities.
- F. To ensure that any lands offered for dedication or otherwise reserved for use as public or common grounds shall be of suitable size, configuration and topographical character for their designated uses.
- G. To ensure conformance of subdivision and land development proposals with the availability of municipal services and public facilities, and the coordination of intermunicipal programs.
- H. To preserve lands subject to inundation or flooding from subdivision or land development which would endanger life or property or further aggravate or increase the existing flooding or inundation conditions.
- I. To encourage and promote flexibility, economy and ingenuity in the layout and design of subdivisions and land developments, including provisions authorizing the Township to modify the requirements of this chapter in accordance with concepts and practices consistent with the modern and evolving, generally accepted principles of site planning and land development.
- J. To provide equitable and expeditious handling of all subdivision and land development proposals by providing uniform procedures and standards.
- K. To encourage subdivision and land development in accordance with principles and practices which conserve energy, both during and after construction, and which encourage the use of alternative energy sources by methods such as, but not limited to, the layout of the proposal and the siting of buildings.
- L. To provide adequate open space lands and recreation facilities.
- M. To preserve and protect natural resources and to prevent pollution of air and water so as to maintain the quality of life within the Township and adjacent lands.
- N. To maintain the character and the social and economic stability of the Township and to encourage the orderly and beneficial development of the community.
- O. To provide for the buffering of certain types of land uses to minimize their impact upon their surroundings.

§142-5. Interpretation; conflict with other provisions.

The provisions of this chapter shall be the minimum requirements to meet the above-stated purposes. Where the provisions of this chapter impose greater restrictions than those of any other statute, ordinance or regulations, then the provisions of this chapter shall prevail, unless specifically preempted by a state or federal statute. Where the provisions of any other statute, ordinance or regulations impose greater restrictions than those of this chapter, the provisions of such statute, ordinance or regulations shall take precedence.

§142-6. Compliance required; construal of provisions.

- A. The Board of Supervisors shall, with the recommendation of the Planning Commission, review and act upon as appropriate all subdivision and land development plans as defined below and in Article II of this ordinance which are located entirely or in part of Lower Salford Township.
- B. Subdivision of a lot or construction, opening or dedication of a street. No subdivision or land development of any lot, tract or parcel of land shall be made, and no street, alley, sanitary sewer, storm drain, water main, gas, oil or electric line or other improvements in connection therewith shall be laid out, constructed or dedicated for public use or travel or for the common use of occupants of a building abutting thereon except in strict accordance with this chapter.
- C. Sale of lots, issuance of building permits or erection of buildings. No lot in a subdivision or land development may be sold, and no permit to erect, alter or repair any building upon land in a subdivision or land development will be issued unless and until a subdivision and/or land development plan has been approved, and where required, recorded and until the required improvements in connection therewith have either been constructed or guaranteed for construction in the form of a bond, escrow or other means approved by the Board of Supervisors under the advice of the Township Engineer and Solicitor, in accordance with the laws of the Commonwealth of Pennsylvania.
- D. Condominiums. No provision of this chapter shall be construed to prohibit condominium ownership as permitted by the applicable enabling legislation of the Commonwealth of Pennsylvania.

§142-7. Waiver of Requirements.

The Board of Supervisors may grant a modification of the requirements of this ordinance, through a waiver, in accordance with the standards and criteria set forth in the Pennsylvania Municipalities Planning Code. All requests for modifications shall be provided in writing and be part of the application for subdivision and/or land development. In the written request for a modification, the applicant shall:

- 1) State the grounds and facts on which the request is based, and, if applicable demonstrate that an alternative standard can provide equal or better results;
- 2) List the provision(s) of the Ordinance involved; and

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3) State the minimum modification necessary.

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Article II: Definitions and Word Usage

§142-9. Word Usage.

For purposes of this chapter, certain words shall be interpreted as follows:

- A. Words used in the present tense include the future.
- B. The singular number includes the plural, and the plural includes the singular.
- C. The phrase "used for" includes "arranged for," "designed for," "intended for," "maintained for" and "occupied for."
- D. The word "person" includes an individual, corporation, partnership, incorporated association and/or any other entity.
- E. The words "include" or "including" shall not limit the term to the specified examples, but are intended to extend the meaning to all other instances of like kind and character.
- F. The word "building" shall always be construed as if followed by the words "or part thereof."
- G. The word "may" is permissive, and the words "shall", "must" and "will" are always mandatory.
- H. The words "he" or "she" or "they" are to be used interchangeably with the word person.
- I. The word "street" includes road, way, roadway, throughway, highway, avenue, lane, boulevard, or expressway.
- J. The word "stream" includes watercourse, creek or river, and, where referenced, a seasonal or intermittent stream and any other similar body of moving water.
- K. The names of organizations including government agencies shall be construed to include their successors.

§142-10. Definitions.

- A. Words and terms used in this chapter shall have the meanings given in this article. Unless expressly stated otherwise, any pertinent word or term not a part of this listing but vital to the interpretation of this chapter shall be construed to have its legal definition or, in absence of a legal definition, its meaning as commonly accepted by practitioners, including civil engineers, surveyors, architects, landscape architects and planners.
- B. As used in this chapter, the following terms shall have the meanings indicated:

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ACCEPTED ENGINEERING PRACTICE

That engineering practice which conforms to accepted principles, tests or standards of nationally recognized technical, scientific and/or engineering authorities.

ACCESS DRIVE

A privately owned, constructed, and maintained vehicular access from a public or private right-of-way to off-street parking or loading spaces.

ACCESS STRIP

See §164-5 "Definitions and word usage" of the Lower Salford Township Zoning Ordinance.

ACCESSORY STRUCTURE

See §164-5 "Definitions and word usage" of the Lower Salford Township Zoning Ordinance.

ACCESSORY USE

See §164-5 "Definitions and word usage" of the Lower Salford Township Zoning Ordinance.

AISLE

The traveled way by which vehicles enter and depart parking spaces.

ALLEY

A privately-owned right-of-way, on which no new dwellings, stores or other principal buildings are intended to front, serving, in most cases, as the secondary means of access to two or more properties whose principal frontage is some other street.

ANCHORING (MOBILE HOME)

The fastening of a mobile home to its mobile home stand in order to prevent upset or damage due to wind, erosion, flooding or other natural forces.

APPLICANT

A person who has filed an application for approval of subdivision, land development plans, variance, special exception, or conditional use, including his/her heirs, successors, agents and assigns. This term also includes landowner, developer, builder and/or other persons responsible for the plans and construction of buildings and/or other improvements on any parcel of land.

APPLICATION FOR DEVELOPMENT

See §107 "Definitions" of the Pennsylvania Municipalities Planning Code.

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BASE FLOOD

See definition under "floodplain-related terms."

BLOCK

A unit of land bounded by streets or a combination of streets and public land, railroad rights-of-way, waterways, or any other barrier to development.

BOARD OF SUPERVISORS

The elected governing body of the Lower Salford Township; also referred to as the "Supervisors" or the "Board."

BUFFER

See §164-5 "Definitions and word usage" of the Lower Salford Township Zoning Ordinance.

BUILDING

Any structure, whether built conventionally or in a manner generally referred to as "mobile," "modular" or "manufactured" and having enclosed walls and roof permanently affixed to, and located on the land intended for supporting a use or occupancy.

BUILDING ENVELOPE

The area of a lot within which a principal building may be erected. This area is defined by the limits of the minimum front, side and rear yard areas and encompasses the area of the lot not found in the yard areas, legal rights-of-way, or other areas defined in the zoning ordinance.

CALIPER

Diameter of a tree's trunk in inches, measured 12 inches above the ground. Caliper of trees is a standard measurement used in the grading of nursery stock.

CARTWAY

The improved portion of a street, highway, alley or driveway intended for vehicular use, not including the shoulders.

COMMON ELEMENTS

Any part of a development used jointly by the occupants of the development, including but not limited to open space, recreation facilities, roadways, parking areas, storage buildings, landscaped areas, drainage easements, maintenance facilities, and any utilities that service more than one unit, such as sewer and water facilities.

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COMMON OPEN SPACE

A parcel or parcels of land or a combination of land and water within a development site designed and intended for the use or enjoyment of residents of a development, not including streets, off-street parking areas and areas set aside for public facilities; also referred to as "open space"; may be public or private. Common open space shall not be part of individual residential lots, and shall be substantially free of structures but may contain recreational facilities for park users or historic buildings as are shown in the approved development plan.

COMMUNICATIONS EQUIPMENT BUILDING

An unmanned building or building addition containing communications equipment required for the operation of communications antennas and covering an area on the ground not greater than 250 square feet.

COMMUNICATIONS TOWER

A structure other than a building, such as a monopole, a self-supporting tower or a guyed tower, designed and used to support communications antennas.

COMPREHENSIVE PLAN

The current, officially adopted Comprehensive Plan for the Indian Valley Region, adopted by Lower Salford Township, and all amendments thereto, including maps, charts, and/or descriptive matter, indicating recommendations for the continuing development of the township and including all elements required by the Pennsylvania Municipalities Planning Code.

CONSTRUCTION

The construction, reconstruction, renovation, repair, extension, expansion, alteration or relocation of a building or structure, including the placement of mobile homes.

CONTIGUOUS PROPERTIES

Properties sharing a common boundary. Properties on opposite sides of a public right-of-way shall not be considered contiguous.

CROSSWALK

An improved area for pedestrian travel across a street connecting two blocks or parking areas.

CUL-DE-SAC

A local street with only one outlet and having an appropriate terminus for the safe and convenient reversal of traffic.

CURBLINE

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The outermost edge of a cartway, equivalent to the edge of paving where curbs are not utilized.

CUT

An excavation; the difference between a point on the original ground and a designated point of lower elevation on the final grade; also, the material removed in an excavation.

DBH or dbh

Diameter at breast height; a measure of trunk diameter in inches, taken at 4 1/2 feet above the ground. Dbh measurement is applied to existing trees.

DEVELOPMENT

Any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, the placement of mobile homes, streets and other paving, utilities, mining, dredging, filling, grading, excavation or drilling operations and the subdivision of land.

DEVELOPMENT PLAN

See Section 107 "Definitions" of the Pennsylvania Municipalities Planning Code.

DISTURBED AREA

An area where vegetation has been removed and/or soil has been exposed, graded, or removed.

DRIVEWAY

A private lane providing for vehicular and pedestrian access between a public or private street and a parking area within a lot or property.

DWELLING UNIT

One or more rooms designed, occupied, or intended for occupancy as a separate living quarter with cooking, sleeping, and sanitary facilities for the exclusive use of a single occupant, multiple occupants, or a family maintaining a household.

EASEMENT

A right-of-way or other right granted by a property owner for the use of a designated part of his/her property for public, quasi-public or private purposes, including, but not limited to, utilities, stormwater, watershed management purposes, drainageways and access.

ELEVATION

A vertical distance above or below a fixed reference level; or a flat scale drawing of the front, rear, or side of a building.

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ENGINEER

A professional engineer, licensed and registered as such in the Commonwealth of Pennsylvania and competent in profession as established under the Pennsylvania Engineer, Land Surveyor, and Geologist Registration Act.

ESCROW

A deposit of cash, or other acceptable form of financial security, with the Township or escrow agent to secure the promise to perform some future act.

EQUIVALENT RIGHT-OF-WAY

A theoretical right-of-way dimension calculated from the center line of designated private internal roads, the width of which corresponds to that of public roads performing the same function.

EXCAVATION

Any act by which natural materials are dug into, cut, quarried, uncovered, removed, displaced, relocated or bulldozed, as well as the conditions resulting therefrom.

EXISTING CONDITION

The dominant land cover during the five (5) year period immediately preceding a proposed regulated activity.

FILL

Any act by which natural materials are 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, as well as the conditions resulting therefrom.

FINANCIAL SECURITY

A letter of credit, surety bond, certified check, or cash escrow provided by the applicant to secure its promises regarding Required or Public improvements associated with an approved subdivision or land development.

FLOODPLAIN-RELATED TERMS

See §164-5 "Definitions and word usage" of the Lower Salford Township Zoning Ordinance.

FRONTAGE

The length of the lot line abutting a street right-of-way and ordinarily regarded as the front of the lot.

FLAG LOT

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See "Lot, Rear"

GRADE

The slope of a street, parcel of land, utility lines, drainageways, etc., specified in percent and shown on plans as required herein.

GROUND COVER

Low-growing plant materials planted in a manner to provide continuous plant cover of the ground surface; lawn, ivy and other low plant materials are included. Non-plant ground cover may also include bark or wood chips, gravel and stone, provided that they are maintained as a continuous pervious cover.

GUARANTEE, MAINTENANCE

Financial security which may be required from the developer by the Township after final acceptance by the Township of improvements installed by the developer. Such security may include irrevocable letter of credit, cash escrow account or surety bond with a bonding company or commonwealth or federally chartered financial institution and typically held for a time period of 18 months.

GUARANTEE, PERFORMANCE

Financial security which may be required from the developer by the Township in lieu of the requirement that certain improvements be made before the Township approves a developer's subdivision or land development plan. Such security may include irrevocable letter of credit, escrow account or surety bond with a bonding company or commonwealth or federally chartered financial institution as further specified in this ordinance.

HEIGHT OF BUILDING

See §164-5 "Definitions and word usage" of the Lower Salford Township Zoning Ordinance.

HITCH

A device which is part of the frame or attached to the frame of a mobile home and connects it to a power source for the purpose of transporting the unit.

IMPACT FEE

A fee imposed on a development to help finance the cost of new improvements or services. Impact fees do not include the dedication of rights-of-way or easements for such new facilities or construction of such improvements.

IMPERVIOUS COVERAGE

See §164-5 "Definitions and word usage" of the Lower Salford Township Zoning Ordinance.

IMPERVIOUS SURFACE

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See §164-5 “Definitions and word usage” of the Lower Salford Township Zoning Ordinance.

IMPOUNDMENT

A body of water, such as a pond, confined by dam, dike, floodgate, or other barrier.

IMPROVEMENTS

Any addition to, or alteration of a lot, tract, or parcel of land or any structure thereon, that requires the issuance of a permit from the Township (such as a building or grading permit) including, but not limited to, land development, construction or expansion of a building or other structure, land division, street construction, drilling, and site alteration such as embankments, dredging, grubbing, grading, landscaping, paving, parking or storage facilities, excavation, filling, stockpiling, or clearing.

IMPROVEMENTS, REQUIRED OR PUBLIC

The physical additions, installations and changes required by this Chapter (Subdivision and Land Development) and/or required as a condition of preliminary, final or preliminary/final approval of a plan to render land suitable for the use proposed, including but not limited to streets, curbs, sidewalks, utilities, grading, drainage facilities, street lights, paving, line striping, signage, open space delineation, shade trees and landscaping.

IMPROVEMENTS, DEDICATED

Improvements, including but not limited to those contained in the definition of “Required or Public Improvements,” that are intended for dedication to the Township, or other municipal body or authority, either in fee or in easement.

LAND DEVELOPMENT

See §107 “Definitions” of the Pennsylvania Municipalities Planning Code.

LANDOWNER

See §107 “Definitions” of the Pennsylvania Municipalities Planning Code.

LOT

A tract, parcel or unit of land held by a landowner and/or intended for use, development, lease or transfer of ownership and for which a deed description is recorded or is intended to be recorded at the office of Recorder of Deeds for Montgomery County.

LOT AREA

See Section 164-5 “Definitions and word usage” of the Lower Salford Township Zoning Ordinance.

LOT, REAR

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A lot which conforms in all respects to the dimensional requirements of the zoning district in which it is located, except that the only road frontage and access is limited to an access strip. This definition does not include the commonly used wedge-shaped lots located on a cul-de-sac turnaround. Also known as "flag" or "interior" lot.

LOT LINE

See §164-5 "Definitions and word usage" of the Lower Salford Township Zoning Ordinance.

LOT WIDTH

See §164-5 "Definitions and word usage" of the Lower Salford Township Zoning Ordinance.

MATURE TREE

Any tree eight inches or more in diameter at breast height (dbh), whether standing alone, in tree masses or in woodlands.

MOBILE HOME

See Section 107 "Definitions" of the Pennsylvania Municipalities Planning Code.

MOBILE HOME LOT

See §107 "Definitions" of the Pennsylvania Municipalities Planning Code.

MOBILE HOME PARK

See §107 "Definitions" of the Pennsylvania Municipalities Planning Code.

MOBILE HOME STAND

That part of an individual lot which has been reserved and prepared for the placement of the mobile home.

MOUNTABLE CURB

A low curb with an obtuse slope designed for vehicular crossing without discomfort or damage.

NATURAL FEATURE

A component of a lot existing or maintained as part of the natural environment and having ecological value in contributing beneficially to, among other things, air and water quality, erosion control, groundwater recharge, noise abatement, visual amenities, growth of wildlife, human recreation, reduction of climatic stress and energy costs.

OPEN SPACE

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Public or private lands designated for the active or passive use and enjoyment of residents of a development and/or the general public, which may incorporate natural features such as woodlands, streams, or meadows, and includes state, county or township parks, trails, and other recreational facilities.

PARK

Any area which is predominantly open space and is used principally for active or passive recreation.

PENNSYLVANIA MUNICIPALITIES PLANNING CODE

The Municipalities Planning Code, originally enacted as Act 247 of 1968, which establishes the basic authority for the exercise of municipal land controls in Pennsylvania. All subsequent amendments are included. Abbreviated as "MPC" or "Act 247", 53 P.S. §10101, *et seq.*

PLAN

A graphic representation of a proposal for subdivision and/or land development, including necessary written notes, prepared by a licensed engineer or surveyor using Accepted Engineering Practices.

PRINCIPAL BUILDING

See §164-5 "Definitions and word usage" of the Lower Salford Township Zoning Ordinance.

PUBLIC HEARING

See §107 "Definitions" of the Pennsylvania Municipalities Planning Code.

PUBLIC MEETING

See §107 "Definitions" of the Pennsylvania Municipalities Planning Code.

REVERSE FRONTAGE LOTTING

Lotting which extends between two streets of differing classifications, with vehicular access provided from the lesser street, in order to promote traffic flow and safety on the greater street.

RIGHT-OF-WAY

A strip of land over which are provided rights for various purposes, including vehicular access and travel, storm drainage and utilities; also see "street rights-of-way."

SEWAGE FACILITIES PLAN

A comprehensive plan for the provision of adequate sewage facilities which was adopted by the township and approved by the Department of Environmental Protection under the Pennsylvania Sewage Facilities Act (Act 537).

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SEWER CONNECTION

The sewer connection consists of all pipes, fittings and appurtenances from the drain outlet of the mobile home to the inlet of the corresponding sewer riser pipe.

SEWER RISER PIPE

The sewer riser pipe is that portion of the sewer lateral which extends vertically to the ground elevation and terminates at each mobile home space.

SHARED-USE PATH

A designated land corridor containing an improved route designed for nonmotorized travel that provides recreational, aesthetic, alternate transportation, or education opportunities for people of all ages and abilities. Also known as a "Trail", "Community Path" or "Bike Trail."

SIGHT DISTANCE, STOPPING

The distance of unobstructed view along the center line of a street from the driver's eye height of 3.5 feet to the furthest visible point six inches above the street surface.

SIGHT TRIANGLE

A triangular-shaped portion of land established at street intersections in which nothing shall be erected, placed, planted, or allowed to grow in such a manner as to limit or obstruct the site distance of motorists entering or leaving the intersection and which further meets the standards set out in §142-33 of the Lower Salford Township Code.

SKIRTS

Panels specifically designed for the purpose of screening the underside of a mobile home by forming an extension of the vertical exterior walls of the mobile home and covering the entire distance between the bottom of the exterior walls and the ground elevation below.

SOIL SURVEY

The Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture Web Soil Survey (available online at <http://websoilsurvey.nrcs.usda.gov/>).

SPECIMEN TREE

Any tree, except undesirable trees identified in §142-43.H. of the Lower Salford Township Code, 24 inches or more in diameter at breast height (dbh).

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STORMWATER MANAGEMENT FACILITY

Any structure, swale, basin, amended soils, landscaping or other feature, natural or man-made, that, due to its condition, design, or construction, conveys, diverts, filters, recharges, infiltrates, stores, or otherwise controls or manages stormwater runoff.

STORMWATER BASIN

A structure which provides for the storage and controlled release of stormwater runoff during and after a storm. Also referred to as a sediment, retention, or detention basin.

STORMWATER RUNOFF

Water from rainfall or melting snow in a watershed that does not infiltrate into the ground and which flows over the ground surface.

STREET LINE

The dividing line between a lot and the right-of-way of a street.

STREET RIGHTS-OF-WAY

Rights-of-way for street purposes are defined as follows:

(1) LEGAL RIGHT-OF-WAY

The street right-of-way legally in the public domain at the time a plan is submitted.

(2) ULTIMATE RIGHT-OF-WAY

The street right-of-way projected as necessary for adequate handling of anticipated maximum traffic volumes, according to the Ultimate Right-of-Way Map incorporated in the Lower Salford Highway Map. The ultimate right-of-way is the legal right-of-way where it has been offered for dedication and accepted by the Township.

(3) EQUIVALENT RIGHT-OF-WAY

A street right-of-way required to be reserved where private streets are permitted. The width shall be determined by the street's function, in accordance with the street classifications contained in this chapter.

STREET or ROAD

Any way which serves to access and provide for transportation between multiple properties, whether under public or private ownership, and used or intended to be use by vehicular traffic or pedestrians including street, avenue, boulevard, road, highway, freeway, parkway, lane, alley, viaduct, or other similar facilities.

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STRUCTURE

Any form or permanent arrangement of building material involving the necessity of providing proper support, bracing, tying, anchoring or other protection against the forces of the elements; also see "building" definition.

SUBDIVISION

See §107 "Definitions" of the Pennsylvania Municipalities Planning Code.

SURVEYOR

A land surveyor, licensed and registered as such in the Commonwealth of Pennsylvania.

TOPSOIL

The original upper layer of soil material which is usually darker and more fertile than subsoil.

TRAFFIC IMPACT FEE

For definitions related to the Traffic Impact Fee, see §142-144: Definitions.

TRAFFIC IMPACT STUDY

A technical evaluation of the traffic impacts associated with a proposed subdivision or land development.

TRAIL

See "Shared-Use Path."

TRIP

A single or one-way vehicle movement to or from a property or study area. "Trips" can be added together to calculate the total number of vehicles expected to enter or leave a specific land use or site over a designated period of time.

ULTIMATE RIGHT-OF-WAY LINE

The dividing line between a lot and the outside limit of a street ultimate right-of-way.

VISUAL SCREEN

A barrier whose purpose is to obscure a view; generally comprised of plant materials suitable for the purpose.

WATER CONNECTION

The water connection consists of all pipes, fittings and appurtenances from the water-riser pipe to the water inlet pipe of the distribution system within the mobile home.

WATERCOURSE

A place intended or used for the directed surface flow of water, including permanent and intermittent streams, brooks, creeks, channels, ditches, swales and rivers.

WATER-RISER PIPE

The water-riser pipe is that portion of the water service pipe which extends vertically to the ground elevation and terminates at a designated point at each mobile home lot.

WATER SURVEY

An inventory of the source, quantity, yield and use of groundwater and surface water resources for the whole Township or a portion of the Township.

WETLAND

Those areas that are inundated and saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions; includes swamps, marshes, bogs and similar areas. Wetland areas demonstrate hydric characteristics of soils, vegetation, and/or water table as specified by the U.S. Army Corps of Engineers and the Pennsylvania Department of Environmental Protection and development in "wetlands" is regulated by the U.S. Army Corps of Engineers and the Pennsylvania Department of Environmental Protection. Identification of "wetlands" should be based upon the "1987 Corps of Engineers Wetlands Delineation Manual".

YARD

An open, unoccupied space on the same lot with a building or other structure or use, open and unobstructed from the ground to the sky.

(1) FRONT YARD

A yard extending the full width of the lot along the front lot line and extending in depth from the front lot line to the nearest point of any structure on the lot.

(2) REAR YARD

A yard extending the full width of the lot along the rear lot line and extending in depth from the rear lot line to the nearest point of any structure on the lot.

(3) SIDE YARD

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A yard extending the full depth of the lot along a side lot line and extending in width from such side lot line to the nearest point of any structure on the lot.

YARD LINE

A line which locates and delineates the minimum yard setback requirements, measured from the appropriate property lines.

ZONING OFFICER

The person or agency appointed by the township to administer and enforce the provisions of the Zoning Ordinance. The term "Zoning Officer" shall also include any duly appointed staff or assistants.

ARTICLE III—Plan Filing, Processing, and Review

§142-11 Applicability

The standards, requirements, and procedures contained in this Article shall govern the filing and processing of all applications for subdivision and/or land developments in the Township of Lower Salford.

§142-12 Types of Plans.

All applications for subdivision and/or land development shall be classified as Sketch Plans, Preliminary Plans, Final Plans, or Minor Plans, as further regulated herein. Figure 3.1 graphically presents the general plan processing procedure.

A. Sketch Plans.

- (1) The Township of Lower Salford strongly recommends that applicants submit a pre-application Sketch Plan in accordance with the requirements of §142-13, Sketch Plan Requirements and §142-14, Sketch Plan Review Procedure.
- (2) When only a portion of a property is proposed as a currently active proposal, Applicants are required to submit sketch plans for the remainder of the site as a part of the preliminary plan submission. The sketch plan shall show how the immediate proposal can fit logically into an overall plan for the entire site.

B. Preliminary Plans. A Preliminary Plan is required to be filed for all proposals for subdivision and/or land development in accordance with the requirements of §142-15, Preliminary Plan Requirements and §142-16, Preliminary Plan Review Procedure.

C. Final Plans. A Final Plan is required to be filed for all proposals for subdivision and/or land development in accordance with the requirements of §142-17, Final Plan Requirements, and §142-18, Final Plan Review Procedure.

D. Minor Plans. Applications which qualify as Minor Plans may be submitted for concurrent Preliminary and Final Plan processing and approval, in accordance with the standards and requirements of §142-20 Minor Plan Filing Requirements and Review Procedure.

Figure 3.1. Subdivision and Land Development Process

**Subdivision and/or Land Development
Plan Review Procedure**

Minor Plan Review Procedure

Sketch Plan - §142-14
(strongly encouraged)

- Plan submission 30 days prior to Planning Commission meeting
- Planning Commission review

Minor Plan - §142-20

- Plan submission 30 days prior to Planning Commission meeting
- 90 day review period from date of first Planning Commission meeting after submission of plan (or extension), unless otherwise required by the MPC
- Planning Commission review and recommendation
- Review by outside agencies (PADEP, MCCD, PADOT, sewer authority, etc.)
- Board of Supervisors Approval/Denial/Approval Subject to Conditions of Preliminary/Final Plan



Preliminary Plan - §142-16

- Plan submission 30 days prior to Planning Commission meeting
- 90 day review period from date of first Planning Commission meeting after submission of plan (or extension), unless otherwise required by the MPC
- Planning Commission review and recommendation
- Review by outside agencies (PADEP, MCCD, PADOT, sewer authority, etc.)
- Board of Supervisors Approval/Denial/Approval Subject to Conditions of Preliminary Plan



Final Plan - §142-18

- Plan submission 30 days prior to Planning Commission meeting
- 90 day review period from date of first Planning Commission acceptance meeting after submission of plan (or extension), unless otherwise required by the MPC
- Review by outside agencies (as necessary)
- Board of Supervisors Disapproval/Approval of Final Plan

§142-13 Sketch Plan Requirements

A. Purposes. The purposes served by a Sketch Plan are as follows:

- (1) To inform the Township of Lower Salford of an applicant's intent to subdivide and/or develop a property, and graphically show the concepts and extent of the proposal.
- (2) To allow the Township of Lower Salford to provide advice and guidance to an applicant so that:
 - (a) Overall layout and circulation issues can be resolved prior to preparation of Preliminary Plans.
 - (b) The Preliminary Plan approval process may then be able to proceed more efficiently.
- (3) To present a plan for the entire tract of land depicting how such tract may be further subdivided or developed, in cases where only a portion of a property is currently under an active proposal.
 - (a) This plan shall show a logical and efficient pattern of roads, lots, and/or buildings, as appropriate for the type of plan proposed, and shall not be acceptable if it proposes lotting or development that would adversely impact floodplain, steep slopes, or other important site features.
 - (b) A sketch plan may be shown on the Preliminary Plan for the subject site in the form of a reduced-scale inset drawing, although larger scale drawings are encouraged for review and discussion purposes.
- (4) Sketch plans shall have no legal standing with regard to the formal plan approval process mandated by the Pennsylvania Municipalities Planning Code, but are recommended and will be considered as a tool for discussion and guidance regarding future development issues.

B. Sketch Plan Information. A Sketch Plan should be drawn legibly and to scale of not greater than 1:200, but it need not be a precisely surveyed or engineered plan, and it should show the following information:

- (1) The entire tract boundary, total acreage, and acreage of each lot.
- (2) Existing and proposed streets, lots, buildings, approximate building envelopes and other Improvements.
- (3) Significant physical features such as floodplain, steep slopes, woodlands, and existing structures.
- (4) Contour lines at five and ten foot intervals, based on U.S.G.S. datum.

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- (5) Approximate locations for stormwater control facilities, if necessary.
 - (6) Location plan showing the relationship of the subject tract to the surrounding road network and major physical features.
 - (7) North point and scale.
 - (8) Name and address of the owner.
 - (9) Zoning district information.
 - (10) Name and address of the engineer, surveyor, or architect, if applicable.
 - (11) Any additional information which the applicant believes will help explain the proposal.
- C. The applicant may also choose to submit alternative sketch plans, provided that the applicant submits an additional land development application and fee to the Township.

§142-14. Sketch Plan Review Procedure

The Planning Commission shall review sketch plans in accordance with the criteria contained in this ordinance and with other applicable ordinances. The commission members shall discuss the plan with the applicant and advise them as promptly as possible of the extent to which the proposed subdivision or land development conforms to the Indian Valley Regional Comprehensive Plan and relevant standards of this ordinance, and will discuss possible plan modifications that would increase its degree of conformity.

- A. If the applicant chooses to submit a Sketch Plan, the applicant shall submit the number of sketch plans required by the Township as stated in the Township Filing Requirements, on file at the Township Office and available online. The applicant shall also submit a digital copy of the plan set to the Assistant Township Manager via email.
- B. The applicant shall make a request to the Lower Salford Township Manager to be scheduled on the meeting agenda of the Lower Salford Township Planning Commission for presentation and discussion of the Sketch Plan, provided the plan is received thirty (30) days prior to the next Lower Salford Township Planning Commission meeting. If the plan is received less than thirty (30) days before the next Planning Commission meeting the Sketch Plan may have to be placed on the following Planning Commission meeting agenda, if deemed necessary by the Township Manager.

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- C. Aspects of the sketch plan that shall be specifically evaluated, with input from Township Staff, Township Planning Commission and the Montgomery County Planning Commission, include, but are not limited to:
- (1) The location of all areas proposed for disturbance (streets, foundations, yards, septic disposal systems, stormwater management areas etc.) with respect to notable features of natural or cultural significance as identified on the applicant's plan.
 - (2) The potential for street connections with existing streets, other proposed streets, or potential developments on adjoining parcels.
 - (3) The location of proposed access points along the existing road network.
 - (4) The general location and extent of open space, preserved land, and trail system.
 - (5) The location and extent and configuration of buildings, parking lots, and common areas in multifamily and commercial developments.
 - (6) The proposed building density and impervious coverage.
 - (7) The compatibility of the proposal with respect to the objectives and policy recommendations of the Indian Valley Comprehensive Plan, the Lower Salford Township Open Space Plan, and other pertinent Township plans and studies.
 - (8) Consistency with the Zoning Ordinance.
- D. The Township Planning Commission may make suggestions and recommendations to the applicant during the meeting at which the plan is discussed. The suggestions and recommendations need not be presented in writing to the applicant, however, they should be summarized in the minutes of the Township Planning Commission for reference.
- (1) Recommendations regarding noncompliance with Township ordinance requirements and/or planning policies must be implemented by the applicant in the form of plan revisions.
- E. When the Township and applicant have resolved the major concepts involved in the proposal, the applicant should proceed to preliminary plan submission.

§142-15. Preliminary Plan Requirements.

This Section contains the requirements for Preliminary Plans for subdivisions and/or land developments in terms of Drafting Standards, Basic Information, Existing Features, and Proposed Features.

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A. Drafting Standards. Plans shall be professionally prepared in compliance with the following:

- (1) The plan shall be drawn to a standard engineering scale not exceeding one-hundred (100) feet to the inch.
- (2) Sheet size shall be 24" X 36", appropriately related to the scale of the drawing.
- (3) All sheets shall be the same size, and be numbered relative to the total number of sheets (i.e., 1 of 5, etc.)
- (4) Where two or more sheets are needed to show the entire tract, a reduced scale key plan shall be provided to show how the sheets fit together. Match lines shall be shown.
- (5) A reduced scale plan of the entire site at a scale greater than one-hundred (100) feet to one (1) inch may be required in cases where it would facilitate the review and approval process. Applicants are encouraged to submit such plans in cases where they are not required.
- (6) Property lines shall be drawn and labeled in conformance with the act of May 23, 1945 (P.L. 913, No. 367), known as the "Engineer, Surveyor, and Geologists Registration Act," and accepted surveying and civil engineering practices, including dimensions shown in feet and decimal fractions thereof, and bearings shown in degrees, minutes, and seconds.
 - (a) Tract boundary lines shall be the heaviest property lines.
 - (b) Proposed lot lines shall be the next heaviest.
 - (c) Possible future lots, if shown, shall be the lightest line weight, and may be shown as dashed lines.
 - (d) Property lines to be eliminated where two (2) or more lots are proposed to be joined in common deed should be properly noted and depicted on the boundary to be removed.

B. Basic Information. All Preliminary Plans shall show the following basic information:

- (1) Name of the subdivision or land development.
- (2) Name, address, email, and phone number of applicant.
- (3) Name, address, email, and phone number of the firm which prepared the plan and professional seal of the individual certifying its accuracy and compliance with applicable standards.

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- (4) Date of preparation of the plan and a descriptive list of revisions to the plan, and the revision dates.
- (5) North point and scale displayed in graphic and written form.
- (6) Location plan showing the relationship of the subject tract to the surrounding road network, adjacent properties, and major physical features.
- (7) The entire tract boundary with bearings and distances and total tract acreage.
- (8) A list of the basic dimensional and density requirements of the applicable zoning district, compared to the applicant's proposal.
- (9) Zoning classification(s) of all lands abutting the proposal.
- (10) Names of all current owners of immediately adjacent lands.
- (11) A statement showing:
 - (a) Number of acres under proposal (net and gross acreage should be indicated in accordance with the zoning ordinance).
 - (b) Number of lots and/or dwelling units and total building area. If existing buildings are to be reused, the building area should be expressed as existing building area and proposed building area.
 - (c) Linear feet of new streets.
 - (d) Linear feet of streets to be widened.
- (12) Description of variances or special exceptions, conditions of their approval, and the dates they were granted, if any.
- (13) Description and depiction of the location (if applicable) of any easements and deed restrictions, including conservation and environmental, or other covenants affecting development of the tract. This information should contain the name of the easement holder or parties in the covenant agreement and a reference to their deed and page book recording location.
- (14) The requirements of any other local ordinance which may affect the proposal.
- (15) Name and address of the owner of record

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- (16) Tax parcel number(s) of all parcels being subdivided or developed.
 - (17) Deed book and page numbers for all parcels being subdivided or developed.
 - (18) A note shall be shown on the plan which states "Preliminary Plan - Not to be Recorded."
 - (19) The plan shall bear an adequate legend to indicate clearly which features are existing and which are proposed, and include a description of all symbols used.
 - (20) Description of any waivers requested or expected to be necessary.
- C. Existing Features Plan. Within the tract proposed for subdivision and/or land development, and within one-hundred (100) feet of the tract boundaries, the following information shall be shown on the Preliminary Plan:
- (1) Streets bordering or crossing the tract, including:
 - (a) Locations.
 - (b) Names.
 - (c) Rights-of-way.
 - [1] Legal.
 - [2] Ultimate.
 - (d) Cartway widths.
 - (e) Surface conditions.
 - (f) Location of curbs and sidewalks.
 - (2) Water resources, including:
 - (a) Lakes and ponds.
 - (b) Wetlands, swamps, or marshes.
 - (c) Watercourses and springs.
 - (d) Existing well locations - in use, capped, and abandoned

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- (e) Floodplain areas, as defined by FEMA and/or the Lower Salford Township Floodplain Regulations.

(3) Sanitary Sewers, including:

- (a) Pipe locations.
- (b) Pipe sizes and materials.
- (c) Direction of flow.
- (d) Gradient of flow.
- (e) Manholes.
- (f) Invert Elevations.
- (g) Septic systems and drain fields.

(4) Storm sewers, including:

- (a) Pipe locations.
- (b) Pipe sizes and materials.
- (c) Direction of flow.
- (d) Gradient of flow.
- (e) Inlets, catch basins, and manholes.
- (f) Invert elevations.

(5) Other existing stormwater and/or erosion control facilities, including:

- (a) Basins.
- (b) Swales.
- (c) Diffusion devices.

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- (d) Velocity controls.
- (e) Related technical data for those facilities.
- (6) Other natural features, including:
 - (a) Location, size, species, and condition of trees eight (8) inches in diameter (dbh) or greater.
 - (b) Outer limits of woodlands and a general description of their types, sizes, and conditions.
 - (c) Locations and limits of geologic features which may affect the locations of proposed streets or buildings, including:
 - [1] Rock outcroppings.
 - [2] Quarries.
 - [3] Ravines
 - [4] Sink holes.
- (7) Soil types, including:
 - (a) Mapped limits.
 - (b) Names.
 - (c) Significant limitations, such as high water table or shallow bedrock.
- (8) Contour information including:
 - (a) Contours at a vertical interval of two (2) feet, accurately drawn from photogrammetric or on-site survey data for the entire site area, and for an area extending one-hundred (100) feet beyond the tract boundaries.
 - (b) Areas with slopes of fifteen (15%) percent or greater should be adequately depicted, as determined from the contours shown on the plan.
- (9) Other man-made features, including:

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- (a) Location, size, character, and configuration of existing buildings or structures, driveways, parking lots or any type of paved surface, labeled "To Remain" or "To Be Removed" as applicable.
- (b) Location and description of existing buildings and other structures less than one-hundred (100) feet beyond the tract boundaries; or a legible aerial showing all features within one-hundred (100) feet of the tract boundaries. If an aerial is used it must be less than five (5) years old and show all recent development adjacent to the tract boundary.
- (c) Location, size, type, and ownership of utilities, both above and below ground, with notes to describe:
 - [1] Easement or right-of-way dimensions.
 - [2] Additional setback or development restrictions imposed by the utility company or other regulations.
 - [3] Specific type of product transported with pipelines.

D. Proposed Features and Lotting Plan. Within the tract proposed for subdivision and/or land development, the following information shall be shown on the Preliminary Plan:

- (1) Subdivision and/or Land Development Layout
 - (a) Proposed streets, alleys, driveways, and parking areas, including:
 - [1] Names or other identification.
 - [2] Right-of-way widths and lines.
 - [3] Cartway widths.
 - [4] Centerline courses, distances, and curve data.
 - [5] Curb lines.
 - [6] Radii at intersections.
 - [7] Street location tie-ins to nearest intersection by courses and distances.
 - [8] Capacity of parking areas.

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- [9] Sight distance at proposed intersections with existing streets.
- [10] Location and type of all traffic control signs, signals, and devices proposed to be installed.
- [11] Rights of way or easements proposed for drainage.
- [12] Plan of street lighting indicating location and type of fixtures to be installed.
- (b) Layout and dimensions of all lots, including the net and gross lot area as defined within the zoning ordinance.
- (c) All building setback lines (including existing buildings to be used).
- (d) All parking setback lines, where applicable.
- (e) Proposed sidewalk or other walkway locations.
- (f) Proposed buildings, including:
 - [1] Locations.
 - [2] Configurations.
 - [3] Sizes (ground level floor area, total floor area, number of stories, and height).
 - [4] Total building coverage (square feet and percentage of site).
 - [5] Locations, configuration, and types of accessory structures.
 - [6] Ground floor elevations.
- (g) Common use areas, including:
 - [1] Open Space Areas.
 - [a] Locations.
 - [b] Configurations.
 - [c] Size.

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- [d] Use and management of common area.
- [e] Proposed ownership of common area
- [2] Recreation facilities.
 - [a] Locations, configuration, and size.
 - [b] Types of facilities.
 - [c] Proposed ownership.
- [3] Parking, driveway, or road areas when privately owned for common use.
- [4] Walkways or pathways.
- [5] Notes regarding offers of dedication or retention in private ownership, as applicable.
- (h) Areas reserved for future uses, including:
 - [1] Road extensions.
 - [2] Stormwater management facilities.
 - [3] Additional subdivision or land development in sketch form, in accordance with the requirements of §142-13, Sketch Plan Submission Requirements, and in accordance with the intent of §142-14, Sketch Plan Review Procedure.
 - [4] Explanatory notes for such future uses.
- (i) Outdoor use area, including:
 - [1] Service and loading docks and areas.
 - [2] Outdoor sales yards and vehicle storage.
 - [3] Dumpster, trash or recycling area.
- (j) Impervious Coverage Area Calculations
- (k) Proposed Landscaping Plan including:

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- [1] Existing vegetation to be removed.
 - [2] Existing vegetation to be preserved, including method of protecting existing vegetation.
 - [3] A plan of proposed plantings showing the locations of street trees, parking lot landscaping, stormwater facilities landscaping, and any required buffer areas.
 - [4] Proposed planting schedule showing all landscape requirements, and plantings proposed to meet these requirements, including the number, location, and species and sizes of plantings. Latin and common names should be included for all plantings.
 - [5] Calculation showing the number of replacement trees that are required, based on the number of mature trees and specimen trees that are not preserved.
 - [6] Information in the form of notes or specifications concerning seeding, sodding, groundcover, mulching, etc.
 - [7] Existing and proposed contours including related landscape features such as mounding and water features.
-
- [8] Other planting areas such as managed meadow or other naturalized settings.
- (l) Proposed Outdoor Lighting Plan. Proposed fixtures roadways, parking lots, and other public areas.
- [1] A detailed ten-foot grid showing the horizontal maintained foot candle levels at grade, to the boundary of the site or past the boundary until the illumination values reach 0.0 foot candles.
 - [2] The minimum and average, and maximum maintained illumination levels for the areas being illuminated to demonstrate compliance with lighting requirements in the Township.
 - [3] Description of existing and proposed equipment including;
 - [a] The mounted height from the lowest point of the fixture to the finished grade.
 - [b] Fixture mounting equipment
 - [c] Light shielding angle and device for shielding.
 - [d] Light standard or pole height and type of material.

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(2) Grading and Drainage Plan. The following information shall be shown on the Preliminary Plan:

(a) Proposed contours for the entire site.

(b) Approximate limits of site disturbance, including a clear delineation of existing vegetation including trees, hedge rows, wooded areas, scrub growth, meadow, and actively farmed land:

[1] To be removed.

[2] To be preserved including method of preservation.

(c) Stormwater management and erosion control and sedimentation facilities, including:

[1] Basins.

[2] Swales.

[3] Diffusion devices.

[4] Velocity controls.

[5] Pipe locations.

[6] Pipe sizes and materials.

[7] Direction of flow.

[8] Gradient of flow.

[9] Inlets, catch basins, and manholes.

[10] Invert elevations.

[11] Design calculations for these facilities shall be submitted in report form with a note on the plan referencing the report.

(3) Infrastructure Plan

(a) Sanitary sewer line locations, clearly identifying the following:

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- [1] Pipe sizes and materials.
 - [2] Direction of flow.
 - [3] Gradient of flow.
 - [4] Manholes.
 - [5] Invert and rim elevations.
- (b) Sanitary sewage pumping stations.
- [1] Dimensions and material of pumping station.
 - [2] Pump type.
 - [3] Float and alarm elevations.
 - [4] **Electrical equipment.**
 - [5] Force main material, location, size and tie-in.
- (c) Approved on-site disposal locations and other locations where soil tests were performed.
- (d) Sewage treatment plant locations.
- (e) Water supply facilities, including:
- [1] Central water supply lines.
 - [2] Pipe sizes and materials.
 - [3] Fire hydrant locations.
 - [4] Well locations when on lot, including the 100-foot radius clear zone separating wells from sewage disposal locations.
-
- (f) Finished floor elevations of proposed buildings.

(4) Cross Sections, Profiles, and Preliminary Structural Designs. The following shall be provided:

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- (a) Cross section and centerline profile for each proposed or widened cartway, and cross sections of driveways and parking areas shown on the Preliminary Plan including:
 - [1] Road centerline grades and vertical curvature including road centerline elevations shown at horizontal intervals of twenty-five (25) feet along vertical curves and 50 feet for straight grades.
 - [2] Profiles and invert elevations for sanitary sewers, water mains, storm drains, and all other utilities, including locations of manholes, inlets, and catch basins.
 - [a] Location, size, and type of line with stations.
 - [b] Slope between manholes or inlets.
 - [c] Location of laterals or water services including fire hydrants, valves, tees and fittings.
 - [d] Existing and proposed ground surface with elevation of rim/grate and invert elevations.
 - [e] Location, size, depth, and type of material of all other utilities in the vicinity of the pipe.
- (b) Preliminary design of any bridges, culverts, or other structures and appurtenances which may be required.
- (c) Cross-section (Streets)
 - [1] Right of way and cartway width.
 - [2] Type, thickness, and crown of paving.
 - [3] Type and size of curb.
 - [4] Grading of sidewalk area.
 - [5] Location, width, type and thickness of sidewalks.
 - [6] Grading of stormwater swale adjacent to cartway.
 - [7] Typical location of sewers and utilities, street trees, street lights and other improvements along roads.

(d) Cross-section (driveways/parking spaces)

[1] Pavement width.

[2] Type, thickness and slope of paving.

[3] Type and size of curb, if required.

(5) Supporting Information.

(a) A copy of all restrictions or covenants, if any, under which lots are to be sold.

(b) Copy of the last recorded subdivision or land development plan pertaining to the site.

(c) Traffic impact or water resources impact statement if applicable.

(d) A plan for the ownership, maintenance, and management of open space areas.

(e) Reports or letters regarding availability of sewer and water facilities.

(f) Copies of letters and permit applications to all reviewing agencies.

(g) Stormwater calculations and reports.

(h) Wetlands delineation study, if applicable.

(6) Additional Plans. Other plans as required to comply with this Ordinance or other provisions in the Lower Salford Township Zoning Ordinance.

§142-16. Preliminary Plan Filing and Review Procedure.

The procedure contained in this Section shall regulate the review of Preliminary Plans for subdivision and land development.

A. The applicant shall submit the number of preliminary plans required by the Township as stated in the Township Filing Requirements, on file at the Township Office and available online. The applicant shall also submit a digital copy of the plan set to the Township via email.

B. Plans must be accompanied by:

(1) Lower Salford Township filing fees, in accordance with the fee schedule adopted by the Board of Supervisors in effect at the time of the application.

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- (2) Montgomery County Planning Commission review fee.
- (3) Completed Township application and administrative forms.
- C. The Township Secretary or Zoning Officer will conduct a cursory review of the submitted application including administrative forms, Preliminary Plans, and other required studies and reports to ensure that the submission appears to be complete, and will then stamp the plans with the plan submission date.
- D. The Preliminary Plan shall be placed on the agenda of the next regularly scheduled meeting of the Lower Salford Township Planning Commission following the plan submission date, provided that plans are filed at least thirty (30) days prior to the meeting date.
- E. The Township Secretary or Zoning Officer shall distribute copies of the plan to the following for review and recommendations:
 - (1) Lower Salford Township Planning Commission.
 - (2) Lower Salford Township Board of Supervisors.
 - (3) Township Engineer.
 - (4) Township Traffic Engineer.
 - (5) Montgomery County Planning Commission, along with the required review fee and completed review request form.
 - (6) Township staff including: Solicitor, other Township boards or officials, sewer and/or water authorities, and/or other technical consultants as needed.
- F. Upon completion of its review of the Preliminary Plan, which should include consideration of the timely recommendations of the Township Engineer, Montgomery County Planning Commission, and other technical advisors when requested, the Township Planning Commission shall issue a letter stating its recommendations to the Board of Supervisors.
- G. The Board of Supervisors shall have a ninety (90) day time period to act on the plan unless the applicant has agreed in writing to an extension of the time period.
 - (1) The ninety (90) day time period shall be measured from the date of the next regularly scheduled Planning Commission meeting following the plan submission date.

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- (2) If the next regularly scheduled Township Planning Commission meeting occurs more than 30 days following the plan submission date, then the ninety-day time period shall be measured from the 30th day following the plan submission date.
 - (3) If an extension of the ninety (90) day time period is applied, it shall be measured from the expiration of the original ninety (90) day period.
- H. The Board of Supervisors shall consider the Preliminary Plan application at one or more of its public meetings during the 90 day time period, and/or extension thereof if applicable, and shall render a decision on the plan following receipt of the recommendations of the Township Planning Commission, Township Engineer, Montgomery County Planning Commission, and/or other technical advisors and consultants.
- (1) Provided, in accordance with the Pennsylvania Municipalities Planning Code, that the Board of Supervisors shall not approve an application until the Montgomery County Planning Commission report of its recommendations is received, or until the expiration of 30 days from the date the application was forwarded to the County.
 - (2) The applicant or appropriate representatives are encouraged to be present at all public meetings at which the plan is to be discussed and should be prepared to provide a presentation of the proposed plan utilizing paper display maps or digital projected images.
 - (3) In accordance with the policies of the Montgomery County Planning Commission, the date the application was forwarded to the county shall be considered to be:
 - (a) The date noted on the Township's request for review, or
 - (b) Two days prior to the county's receipt of the request if no date is noted on the request, except that in no instance will the date be earlier than 5 days prior to the County's receipt of the request.
- I. Procedure for Decision by the Board of Supervisors. The Board of Supervisors shall, by resolution, deny, approve or approve with conditions a Preliminary Plan, and notice of such decision shall be communicated to the applicant, in accordance with the requirements of the Pennsylvania Municipalities Planning Code.

§142-17. Final Plan Requirements

All Final Plans for subdivisions and/or land developments shall consist of four basic parts, the Improvement Construction Plan, the Record Plan, the Easements, Covenants, and Rights-of-Way Plan, and the Post-Construction Stormwater Management Plan, and shall comply with the requirements of

this Section. Information on the Final Plans should reflect the approved Preliminary Plans and any conditions made in the approval of them.

A. Improvement Construction Plan.

- (1) Drafting Standards. The same standards shall be required for an Improvements Construction Plan as for a Preliminary Plan, except that the horizontal scale of the plan and profile shall not exceed fifty (50) feet to the inch and the vertical scale of the plan shall be 2, 4, or 5 feet to the inch, whichever is most appropriate.
- (2) Information to be Shown. The plan shall contain sufficient information needed for the construction of the proposed streets, or any portion thereof, including all appurtenances, sewers and utilities, as shown on the approved Preliminary Plan. This information shall include:
 - (a) Horizontal Plan. The horizontal plan shall show details of the horizontal layout as follows:
 - [1] Information shown on the approved Preliminary Plan.
 - [2] The beginning and end of proposed immediate and future construction.
 - [3] Stations corresponding to those shown on the profiles.
 - [4] The curb elevation at tangent points of horizontal curves, at road or alley intersections, and at the projected intersections of the curb lines.
 - [5] The location and size of sanitary sewers and lateral connections and water mains with distances between manholes, gas, electric and other utility pipes or conduits and of storm drains, inlets and manholes.
 - [6] The location, type, and size of curbs and all paving widths.
 - [7] The location of fire hydrants and street lights.
 - (b) Profiles. The profiles shall show details as follows:
 - [1] Profiles and elevations of the ground along the centerlines of proposed streets.
 - [2] Profiles of sanitary sewers with a profile over the sewer of the existing and finished ground surface showing manhole locations beginning at the lowest manhole.

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[3] Profiles of storm drains showing catch basins, inlet, and manhole locations, swales, ditches, or related features.

[4] Profiles of water mains.

(c) Cross Sections. The cross section for each classification of street shall comply with the Township's standards and specifications as minimum requirements. It shall show a typical cross section across the road with details of grading and construction as follows:

[1] The ultimate right-of-way width and the location and width of the cartway.

[2] The type, depth, and crown of paving.

[3] The type and size of curb.

[4] When sidewalks are required, grading of the sidewalk area should be carried to the full width of the ultimate right-of-way.

[5] The location, width, type and depth of sidewalks, when required.

[6] The typical locations, size, and depths of sewers and utilities.

[7] Proposed grading to the ultimate right-of-way line.

(d) Construction Detail Drawings. Drawings in sufficient detail shall be provided for all site improvements.

(e) Additional Information. The following additional information shall be submitted with the Final Plan.

[1] All required Local, State, and Federal Permits shall be submitted. These permits may include: Montgomery County, PADOT, or Township road access permits; PADEP permits for drainage, stream alteration, wetlands encroachment, water quality discharge, dams, erosion, and sedimentation control, air pollution, or sanitary sewage facilities.

[2] The following statements shall be required on the Final Plan:

[a] "The Approved Improvement Construction Plan, a copy of which may be inspected at the Township Office, has been made a part of the Approved Final Plan."

[b] "For access to a highway under the jurisdiction of PADOT, a highway occupancy permit is required, pursuant to Section 420 of the act of June 1, 1945 (P.L. 1242, No.

428) known as the "State Highway Law." Access to the State highway shall be only as authorized by the highway occupancy permit."

- [3] All engineering calculations which support the proposed Improvements such as drainage calculations, sanitary facility design calculations, or structural calculations.
- [4] Certification of inspection and satisfactory functioning of any on-lot sewage disposal system which will remain in use, in accord with current industry, DEP, or County Health Department standards.
- [5] Developments utilizing public water or sewer facilities should provide proof that those services will be provided.
- [6] Sewage facilities plan approval from PADEP.
- [7] Approval of the erosion and sediment control plan from the Conservation District, if required.

B. Record Plan.

- (1) Drafting Standards. The same standards shall be required for a Record Plan as for a Preliminary Plan, and in addition, for recording purposes, the plans shall be placed on 24" X 36" sheets. All lettering and lines should be drawn to be legible if the plan is reduced to half size.
- (2) Information to be Shown. The plan must show sufficient detail of the land development or subdivision. The plan that is recorded should not be the cover sheet of the plan submission. The plan, which includes all portions of an approved Preliminary Plan, shall also show:
 - (a) Basic Information, as required for a Preliminary Plan, as described in §142-15.C.
 - (b) Courses and distances sufficient for the legal description of all the lines shown on the plan. The error of closure shall not be greater than 1 part in 5,000.
 - (c) Names or identification of the following:
 - [1] Abutting owners.
 - [2] All dimensional and technical descriptions of roads.
 - [3] Easements.
 - [4] Rights-of-way.

[5] Open space, recreation, and/or other common use areas.

[6] Other Required Improvements.

[7] For land development plans, all additional information pertinent to the location and construction of site Improvements, including buildings, walks, parking, driveways, and other related facilities.

[8] Parcel identification number.

[9] Montgomery County Planning Commission file number.

(d) All lots deeded to the ultimate right-of-way so that a single deed may be drawn to the appropriate body having jurisdiction for the dedication of streets by the applicant.

(e) Evidence that the plans are in conformance with the zoning ordinance and other applicable Township ordinances and regulations. In any instance where such plans do not conform, evidence shall be presented that an exception, waiver, or variance has been officially authorized.

(f) The location, material, and size of all existing and proposed monuments or pins with reference to them.

(g) Building setback lines with distances from the ultimate right-of-way line, and property lines.

(h) Appropriate notes and conditions governing the use or development of the proposed property including all waivers and variances granted with any conditions and the date granted, as well as the date for any conditional use approval or special exception.

C. Certifications. When approved, the Record Plan must show:

(1) The signature and seal of the registered Engineer and Surveyor certifying that the plan represents his/her work; that the monuments shown thereon exist as located; that the dimensional and geodetic details are correct and that the survey has been prepared in accordance with the "Pennsylvania Engineer, Land Surveyor, and Geologists Registration Law," PL 913, No. 367.

(2) The notarized signature of the owner certifying ownership of the property and intent to record the plan.

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- (3) The signature of the Township Secretary, certifying that the Board of Supervisors approved the Final Plan on the date shown.
 - (a) Spaces shall be provided for the signatures of Board of Supervisors members whose signatures are required.
 - (b) Space shall be provided for the signature of the Township Engineer and Chairman of the Township Planning Commission.
- (4) A blank space or appropriate certification language shall be provided for the stamp and seal of the Montgomery County Planning Commission, located along the right-hand edge of the plan, measuring three and one-half (3 ½) inches wide and two and one-half (2 ½) inches tall.

D. Declaration of easements and restrictions.

- (1) Simultaneously with the execution and the delivery of the final plan and all other agreements required by the Township and its Solicitor in connection with any subdivision or land development final approval, the owner and/or developer of the subject property shall execute and deliver to the Township, in properly recordable form, all easements, covenants and restrictions (whether previously recorded or newly created on the approved plan) affecting the use or enjoyment of one or more individual lots within the subdivision or land development, including without limitation, the following types of easements, covenants and restrictions:
 - (a) Waterline easements.
 - (b) Sewer line easements.
 - (c) Pedestrian trail easements.
 - (d) Equestrian trail easements.
 - (e) Bike trail easements.
 - (f) Stormwater management easements.
 - (g) Stormwater detention basin easements.
 - (h) Wetlands.
 - (i) Floodplains.
 - (j) Emergency vehicle access easements.

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- (k) Conservation easements.
- (l) All other applicable easements, covenants and restrictions not listed above.
- (2) Such declaration shall specifically and reasonably describe the type or nature of any easement, covenant or restriction on the approved plan as well as identify, by lot number, the property or properties affected thereby. Such declaration shall further specify that additional information about such easements, covenants or restrictions can be obtained from the original documents or the recorded subdivision or land development plans. Such declaration shall be recorded by the Township at the owner's or developer's cost. In the event of any conflict between the content of the plan and the content of the declaration, the content of the plan shall prevail.
- (3) If acceptable to the Township Solicitor, the grant of the required easements, covenants and/or restrictions by the owner and/or applicant may be combined in one or more easement agreements

§142-18. Final Plan Filing and Review Procedure.

Final Plans shall be filed and reviewed in accordance with the procedure contained in this Section.

- A. The applicant shall submit the number of final plans required by the Township as stated in the Township Filing Requirements, on file at the Township Office. The applicant shall also submit a digital copy of the plan set to the Township via email.
- B. The plan submission date will be stamped on the plan and the application for approval of the Final Plan shall be placed on the agenda of the next regularly scheduled meeting of the Township Planning Commission meeting following the Plan Filing Date provided that plans are received at least thirty (30) days prior to the meeting date. If the plan is received less than thirty (30) days prior to the next Planning Commission meeting, the plan may be placed on the agenda of the following month's Planning Commission meeting, if deemed necessary by the Township Manager.
- C. The Township Secretary shall distribute copies of the plan to the following for review and recommendations:
 - (1) Township Planning Commission.
 - (2) Board of Supervisors
 - (3) Township Engineer.
 - (4) Township Solicitor, Zoning Officer, other Township boards or officials, sewer and/or water authorities, and/or other technical consultants as needed.

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- D. The Board of Supervisors shall consider a Final Plan application at one or more of its public meetings during the 90 day time period, and/or any extension thereof, and shall render a decision on the Final Plan following receipt of recommendations of the Township Planning Commission, Township Engineer, and/or other technical advisors or consultants.
- E. Procedure for Decision by the Board of Supervisors. The Board of Supervisors shall, by resolution, deny, approve or approve with conditions a Final Plan, and notice of such decision shall be communicated to the applicant, in accordance with the requirements of the Pennsylvania Municipalities Planning Code.
- F. A final plan for an application that has not been previously granted preliminary plan approval may be granted concurrent preliminary and final plan approvals, in compliance with the following:
 - (1) The final plan complies with both the preliminary and final plan submission requirements, §§ 142-15 and 142-17 herein.
 - (2) The final plan is submitted and processed in compliance with § 142-16, Preliminary plan submission and review procedure.
 - (3) The final plan complies with this Section 142-18.
- G. After the Final Plan is approved, the applicant shall present copies of the plan for signature by the Township Secretary and Board of Supervisors, including the affixing of the Official Township Seal. The number and types of copies shall be determined by the Township Filing Requirements, on file at the Township Office.

§142-19. Recording the Final Plan.

- A. Within ninety (90) days following Final Plan approval or ninety (90) days following the delivery of the signed plans to the applicant by the Township or following completion of conditions imposed for such approval, the Township shall record the Final Plan in the Office of the Recorder of Deeds of Montgomery County. The Township may waive this ninety (90) day period in its sole discretion.
- B. In accordance with the Pennsylvania Municipalities Planning Code, whenever Final Plan approval is required by the Township, the Recorder of Deeds shall not accept any plan for recording unless it contains the official approval of the Board of Supervisors and certification of review by the Montgomery County Planning Commission.
- C. Prior to recording, the approved plan shall be presented to the Montgomery County Planning Commission for its stamp and seal, with one paper copy given to the County Planning Commission for its files.

§142-20. Minor Plan Filing Requirements and Review Procedure.

Minor Plans may only be submitted and processed for Lot Line Adjustments, Simple Conveyances, Minor Subdivisions, Mortgage Subdivisions, or Minor Land Developments as characterized herein, in accordance with the standards and requirements in this Section.

A. Standards for Qualification as a Minor Plan Submission.

(1) Lot Line Adjustment.

- (a) A proposal between two abutting, existing, legally approved and recorded lots.
- (b) A common lot line is proposed to be adjusted in terms of its location or configuration or eliminated.
- (c) The land area of each lot may be different after adjustment, but the total lot area of the 2 lots will be unchanged.
- (d) No alteration will occur to the perimeter boundary lines of the 2 lots.
- (e) Neither lot shall violate the applicable dimensional requirements of the zoning ordinance as a result of the lot line adjustment.
- (f) Possible reasons for lot line adjustments include, but are not necessarily limited to:
 - [1] Correcting errors regarding locations of existing Improvements (e.g. if the driveway for Lot #1 is located on Lot #2);
 - [2] Relating the line to definitive physical characteristics (e.g. to adjust the line to run along an existing hedgerow);
 - [3] Preferences of the landowners involved.

(2) Simple Conveyance.

- (a) A proposal between two abutting, existing, legally approved and recorded lots.
- (b) A portion of one lot is being divided off to be conveyed to the owner of the abutting lot.
- (c) The land area of each lot will be different after conveyance, but the total lot area of the two lots will be unchanged.

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- (d) The lot from which the land is being conveyed must be suitable in terms of the applicable dimensional requirements of the zoning ordinance, so that after conveyance, it will remain in compliance with those requirements.
- (e) The land area being conveyed need not satisfy any of the dimensional requirements applicable to lotting in the district in which it is located, nor the street frontage requirements of the zoning ordinance, provided that it shall be deed restricted to the extent that it may not be transferred independently, but must be transferred together with the lot to which it is being functionally added by the process of simple conveyance.

(3) Minor Subdivision.

- (a) A subdivision proposal which would divide one existing lot into not greater than 2 lots, each of which will comply with the applicable dimensional requirements of the zoning district in which the existing lot is located.
- (b) The existing lot has sufficient frontage on an existing, improved public street to satisfy the applicable Township requirements for lot frontage and access to a public street for all proposed lots.
- (c) The existing lot has not been a part of an approved subdivision proposal during the five (5) years previous to the current application.
- (d) The subdivision will not require new road construction, road improvements, or the extension of existing public utility lines.
- (e) The proposal will not involve significant stormwater and/or erosion control issues, as determined by the Township Engineer.
- (f) Disqualification. The Board of Supervisors may require standard Preliminary Plan submission in place of a Minor Plan when conditions warrant it, at the advice of the Planning Commission or Engineer.

(4) Mortgage Subdivision

- (a) A subdivision established for the sole purpose of granting separate and distinct mortgages on each parcel within a commonly managed and maintained land development. The individual parcels created as a result of the mortgage subdivision may not individually meet the required yard setbacks, ground cover, limitations, or other bulk and area requirements of the zoning district in which the property is situated provided that the applicant documents to the satisfaction of the Township the following:

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- [1] The responsibility for the construction, control, and maintenance of development shall be carried at by an entity irrespective of parcels to be established through the mortgage subdivision.
- [2] Irrevocable cross easements shall be established in favor of all parcels created through the mortgage subdivision within the land development as respect to the use, control, and maintenance for the facilities and areas to be used in common so that each parcel becomes an integral of the land development.
- [3] Declaration that the interest of any mortgagee and that of any transferee of the mortgage property upon any default of the mortgage, shall be subject to the obligations and responsibilities as to the facilities and areas to be used in common and the requirements of the cross easements so that such a mortgagee or transferee, in the event of such default or transfer of title to the property, shall be bound thereby.

In the event of a subdivision for mortgage purposes, the entire area included within the plan shall continue to be treated by the Township as a single parcel for the purposes of maintaining compliance with the Township zoning ordinance.

B. Plans for lot line adjustment, simple conveyance, mortgage subdivision, and minor subdivision shall comply with the following submission requirements:

(1) Drafting standards:

- (a) The plan shall be drawn to a standard engineering scale not exceeding 100 feet to the inch.
- (b) Sheet size shall be 24 inches by 36 inches, appropriately related to the scale of the drawing; only one sheet shall be permitted.
- (c) Property lines shall be drawn and labeled in conformance with accepted surveying and civil engineering practices, including dimensions shown in feet and decimals and bearings shown in degrees, minutes and seconds.

(2) Basic information to be shown on the plan:

- (a) The name and address of the applicant.
- (b) The name and address of any other property owner involved in the proposal.
- (c) The name and address and professional seal of the individual or firm that prepared the plan.

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- (d) The date of preparation of the plan and a descriptive list of revisions to the plan and the revision dates.
 - (e) The North point and scale.
 - (f) A location plan showing the relationship of the subject tract to the surrounding road network and major physical features.
 - (g) The entire boundary lines of all lots involved in the proposal, with bearings and distances and lot areas.
 - (h) A list of the basic dimensional requirements of the applicable zoning district.
 - (i) A legend sufficient to indicate clearly between existing and proposed conditions.
 - (j) Notes sufficient to describe what is being proposed and which land areas are to be transferred as a result of the proposal.
 - (k) Existing and proposed easements.
- (3) Existing and proposed features to be shown on the plan:
- (a) For lot line adjustments:
 - [1] The lot line proposed to be adjusted, as it currently exists, shown as a dashed line, labeled "Lot Line to be Removed."
 - [2] The lot line as it is proposed to be after adjustment, drawn using the standard lot line delineation at a heavier line weight than the other lot lines, and labeled "Proposed New Lot Line."
 - [3] Any existing physical features of the site which are involved in the decision to adjust the line.
 - [4] Any existing and/or proposed features which will be directly affected by the lot line adjustment.
 - [5] Areas subject to deed restrictions or easements.
 - (b) For simple conveyances:
 - [1] The land area to be conveyed, drawn in a manner which makes it readily identifiable.

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- [a] The lot lines defining this area shall be drawn using the standard lot line delineation at a heavier line weight than the other lot lines.
 - [b] This area shall be labeled "This area to be Conveyed to (name)."
 - [2] The area of the parcel being conveyed.
 - [3] The areas of the previously existing lots and their areas following conveyance.
 - [4] Any existing and/or proposed site features which will be directly affected by the conveyance.
 - [5] Areas subject to deed restrictions or easements.
- (c) For minor subdivisions:

[1] Existing features:

-
- [a] Streets bordering or crossing the tract, showing names, right-of-way and cartway widths and surface conditions.
 - [b] Approximate locations of sanitary and/or storm sewer lines and water supply lines.
 - [c] Location of all watercourses and limits of any flood-prone areas (data from soil survey and/ or FEMA studies.)
 - [d] Contours obtained from United States Geological Survey maps.
 - [e] Location and description of existing buildings and other structures, labeled "To Remain" or "To be Removed" as applicable, and location and description of existing buildings and other structures less than 50 feet beyond the tract boundaries.
 - [f] Outer limits of tree masses.
 - [g] Locations of any natural or man-made features which may affect the developability of the land, such as quarries, marshlands, etc., within the property and up to 50 feet beyond the tract boundaries.
 - [h] Locations and descriptions of major utilities, such as pipelines and electric transmission lines, both above and below ground, with a note describing additional setback or development restrictions required in their regard.
-

[i] Areas subject to deed restrictions or easements.

[2] Proposed features:

[a] Layout and dimensions of both lots, including net lot areas.

[b] All building setback lines.

[c] Locations of on-site water supply and sewage disposal, if applicable.

[d] Driveway locations.

C. Submission Review Procedure

- (1) All Minor Plans shall be considered to be Preliminary Plans for the purposes of submission for review and approval, and shall comply with the requirements of §142-17, Preliminary Plan Review Procedure.
- (2) When a Minor Plan qualifies for approval, or for approval subject to conditions, in accordance with §142-20.A, herein, the Minor Plan may be granted concurrent Preliminary and Final Plan approvals, provided that the plan includes the Final Plan Certifications required by §142-17.C herein, and complies with §142-18.C, herein.
- (3) A Minor Plan is not required to include an Improvements Construction Plan or a Record Plan as required by §142-17.B and §142-17.C, herein, however a plan shall still be recorded with the Montgomery County Recorder of Deeds.
- (4) A Minor Plan which will require access to a State highway shall provide the "highway access" statement on the plan, as required by §142-17.A(2)(e)(2)(b).

§142-23. Other Approvals.

The applicant is responsible for making the appropriate applications for various federal, state, county, and municipality permits or other approvals from governments or private utilities or service providers. These should be sought in a timely manner that fits into the overall plan review and approval process described in this Article. To the extent that the applicant is required to modify the plan as a result of permits or other approvals, the applicant is still required to comply fully with the Township Subdivision and Land Development and Zoning Codes.

ARTICLE IV—Design Standards

§142-26 General Standards.

The following principles, standards, and design requirements shall be used in the evaluation of all subdivision and land development proposals. Other design requirements as established in the Zoning Ordinance or other municipal ordinances shall be used in addition to the following:

- A. All portions of a tract shall be designated as to their use, such as lots, roads, open space, parking areas, etc.
- B. Whenever possible, applicants shall preserve scenic areas, historic sites, other community assets and landmarks and natural amenities such as trees and waterways.
- C. Plans shall be designed to avoid excessive disturbance of vegetation and movement of earth.
- D. Development and disturbance of floodplain land areas shall be governed by additional standards contained in this chapter and all chapters of the Township Code.
- E. Sidewalks, shared-use paths, curbs, and storm sewers shall be installed along all existing and proposed public and private streets, common driveways, common parking areas, open space corridors, and trail easements except when this requirement is waived at the discretion of the Supervisors, after review by the Township Planning Commission and Engineer. Engineering design and construction standards shall be those contained in the Township Engineering standards.
- F. The Board of Supervisors may request that development features exceed these standards if conditions so warrant.

§142-27 Waivers.

The standards in this article are the minimum requirements used to judge the adequacy of subdivision and land development proposals.

- A. If strict application of these requirements would be unreasonable, the applicant may request in writing that a waiver be granted by the Board of Supervisors.
- B. The Township Planning Commission may, in such cases, recommend reasonable modifications to the Board of Supervisors.
- C. The Board of Supervisors may, upon written request from the applicant, modify or adjust the standards of this chapter, in accordance with the standards and criteria set forth in the Pennsylvania Municipalities Planning Code, to permit reasonable utilization of property in substantial

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conformance with the objectives of the regulations and the public interest. All requests for a modification shall:

- (1) Be in writing and part of an application for subdivision and/or land development;
- (2) State the grounds and facts of unreasonableness or hardship on which the request is based;
- (3) List the provision(s) of the chapter involved; and
- (4) State the minimum modification necessary.

§142-28 General Requirements for New and Existing Streets.

All new streets and extensions and widenings of existing streets shall:

- A. Be offered for dedication to the Township or any authority having jurisdiction over the street at the time of plan approval. The Township may accept or refuse dedication of any street.
- B. Conform to the circulation element of the Township Comprehensive Plan, as amended, Township Ultimate Right-of-Way Map and county or state highway plans, and be designed to conform to existing streets.
- C. Provide appropriate access between abutting tracts of land for immediate or future use.
- D. Create a road hierarchy among interior subdivision and land development streets and exterior streets to ensure proper through-traffic flow, local access and internal traffic distribution and flow.
- E. Be related closely to existing topography to assure reasonable grades, alignment and drainage, appropriate access to lots and to minimize regrading and removal of vegetation.
- F. Be designed to continue existing streets at equal or greater right-of-way and cartway width, as recommended by the Township Engineer and Planning Commission.
- G. Comply with PennDOT safety standards, unless as specifically required otherwise by this Article.

§142-29 Street Classifications.

Every street, road, or highway within the Township shall be classified by its function, and shall be subject to the requirements for its classification as contained in this Article. These classifications are based on the Montgomery County Comprehensive Plan and the Indian Valley Regional Comprehensive Plan which incorporates current standards established by the American Association of State Highway and Transportation Officials (AASHTO), and used by the Pennsylvania Department of Transportation

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(PennDOT). Street classifications are intended to provide appropriate standards for each road, as well as to coordinate street functions and improvements among neighboring municipalities, the region, and the state. The street classifications are as follows, which are illustrated in The Lower Salford Road Classification Map (See Appendix A), while the design standards are summarized in Figure 4.1: Road Design Standards.

- A. Expressways. These highways carry the largest traffic volume and are multi-lane divided highways with fully controlled access provided only at grade separated interchanges. Expressways serve high volumes of traffic at high speeds while providing high levels of safety and efficiency. The typical posted speed is fifty-five (55) miles per hour or higher.

- B. Arterials. Arterial roads provide a high degree of mobility in order to better serve trips of longer length. Since access to abutting property is not their major function, access controls are desirable to enhance mobility. They are further classified as follows:
 - (1) Principal Arterials. Principal Arterials generally provide between two (2) and four (4) lanes of travel depending upon traffic volume and land use density.

 - (2) Minor Arterials. Minor Arterials interconnect with and augment Principal Arterials in serving major activity centers. They typically accommodate trips between seven (7) and twenty-five (25) miles in length. They are spaced at intervals consistent with population density and carry vehicles within or between several municipalities of the county. Lastly, they link other communities not connected by principal arterials and provide key connections between roads of higher classification.

- C. Collectors. Collector roads serve a dual function of providing a mix of accessibility and mobility. They typically serve trips of up to ten (10) miles in length and channel or distribute traffic to or from a road of a higher classification. They are further sub classified as Major and Minor Collectors.
 - (1) Major Collectors: These types of roads provide a combination of mobility and access with a priority on mobility. Ideally access is partially controlled with preference given to through traffic. Access is permitted with at grade intersections and major access driveways of selected land uses such as a retail or employment center. Few if any individual driveways should be permitted off of major collectors. Major collectors may accommodate trips within and between neighboring municipalities and may serve as the major road through large industrial complexes or office parks or provide key connections between roads of higher classification.

 - (2) Minor Collectors: Minor collectors provide a combination of access and mobility with more emphasis on access. They allow more access to abutting properties with little or no restriction. Individual driveway access is permitted. Generally minor collectors accommodate trips only within a small segment of a municipality. They are spaced at intervals to collect traffic from local

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roads and neighborhoods and channel it to major collectors and arterials. Finally minor collectors may serve as a major road through a residential neighborhood.

D. Local Roads. Local roads and streets have relatively short trip lengths, generally not exceeding one mile. Because property access is their main function, there is little need for mobility or high operating speeds. Through traffic is discouraged from using local roads. Local roads are to be designed to link adjacent neighborhoods and to provide a link between individual properties and the collector road network.

(1) Residential Streets. New streets or extensions of existing streets in residential developments function primarily to provide vehicular access and street frontage for each lot. Parking on both sides may occur on residential streets unless driveways take access on them or the development otherwise provides significant off street public parking which is convenient to all the proposed houses.

E. Alleys: Alleys are smaller service roads which provide a secondary access to lots and buildings. They shall not be more than 750' feet in length and shall have a paved cartway of eighteen (18) feet. Alley widths may be reduced to fourteen (14) feet when limited to one-way traffic. Alleys shall intersect on both ends with a street or another alley. The township will not accept dedication of any alley.

Figure 4.1: Road Design Standards

Functional Classification	Ultimate Right of Way (ft.)	Minimum Travel Lane Width (ft.) ¹	Minimum Paved Shoulder/ Bicycle Lane Width (ft.)	OR	Minimum Parking Lane Width (ft.)	Border Area	
						Grass Strip (ft.)	Sidewalk (ft.)
Principal Arterial	100	12	8		Not Permitted	5	5
Minor Arterial	80	11	8		Not Permitted	5	5
Major Collector	60	11	6		8	4	5
Minor Collector	50	10	5		8	4	5
Local Road/Residential Street	50 ²	10	5		8	4	5
Alley	NA	18 ³	NA		NA	NA	NA

¹ On streets and alleys where the travel lane is next to a curb, an additional 2 feet of travel lane is necessary.

² On Residential streets where parking is on both sides, the Ultimate Right of Way shall be 58 ft.

³ Alley widths may be reduced to 14 feet when limited to one-way traffic.

§142-30 Street Alignment.

Sight distance, horizontal and vertical curvature, superelevation and maximum and minimum street grades shall conform with those found in Figure 4.1 and Figure 4.2 of this document. The Board of Supervisors may allow the applicant to use the standards contained in the most recent edition of A Policy on Geometric Design of Highways and Streets, published by the American Association of State

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Highway Transportation Officials, or current PennDOT standards if the Township Engineer agrees that those guidelines are more appropriate in a given situation. In addition, the following standards and guidelines shall be complied with:

- A. Long radius, gentle curves are encouraged rather than shorter radius curves connected by tangents.
- B. Curve-tangent relationships shall follow accepted engineering guidelines for safety and efficiency. For example, minimum radius curves shall not be used at the ends of long tangents.
- C. Street grades shall be measured along the center line in accordance with the following:
 - (1) The minimum grade for all streets shall be one (1%) percent.
 - (2) The maximum grades for local streets shall be ten (10%) percent.
 - (3) The maximum grades shall be five (5%) percent for arterial and collector roadways.
 - (4) Curve-grade combinations shall follow accepted engineering guidelines for safety and efficiency. For example, minimum-radius horizontal curves will not be permitted in combination with maximum grades.

At all approaches to intersections, street grades shall not exceed four (4%) percent for a minimum distance of 50 feet from the intersection of curblines or edges of cartways.

§142-31 Street Intersection Design and Spacing

All street intersections shall be governed by the standards of this section.

- A. Number of streets. Not more than two streets shall intersect at the same point.
- B. Three-way/four-way intersections. Three-way or T-intersections shall be used instead of four-way intersections unless the four-way intersection can be justified in terms of necessary and desirable traffic movements.
- C. Angle of intersections.
 - (1) All intersection approaches shall be designed at right angles unless sufficient reason exists to justify a lesser angle. However, no angle shall be less than seventy-five (75°) degrees for intersections with primary arterials or secondary arterials or seventy (70°) degrees for intersections between local access streets, measured at the center-lines of the intersections.

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- (2) Where angled intersections are used, it is preferable to design them so that the heavier traffic flow will make the turn which is greater than ninety (90°), degrees rather than the turn which is less than ninety (90°) degrees.
- D. Corrective changes to existing intersections. When existing streets intersect at odd angles or have more than four approaches, the applicant shall make corrective changes to bring the intersection into compliance with this chapter, as required by the Supervisors, who shall first seek the advice of the Township Engineer and Planning Commission and other technical advisors or agencies, as appropriate. For state and county highways, corrective changes shall comply with the requirements of the appropriate agency.
 - E. Waiver of corrective changes. The Supervisors may waive the above requirements for corrective changes under one or more of the following conditions:
 - (1) When changes made on the applicant's land will not improve the intersections deficiencies.
 - (2) When other road improvements are already planned which would correct the problem without changes required of the applicant.
 - (3) When not required by PennDOT where the intersections are under their jurisdiction.
 - F. Radii of Pavement at Intersections. Street intersections shall be rounded with tangential arcs at pavement edge (curbline) as indicated in Figure 4.2. The values presented are minimum values and the actual utilized is to be verified based upon the largest firetruck or emergency vehicle utilized by the Township or by the largest design vehicle anticipated to use a site, whichever is greater, which will be verified with truck turning templates for all movements.
 - G. All radii specified herein must be increased if fire trucks or other emergency vehicles would have difficulty with ingress or egress as determined by the Township Fire Marshall. Any increase in radii shall be reviewed by the Township Engineer. The applicant is required to provide turning templates based on the largest firetruck or emergency vehicle utilized by the Township or by the largest design vehicle anticipated to use a site, whichever is greater, for all turning movements at an intersection.
 - H. Single-access street intersections.
 - (1) Intersections with single access streets shall be designed with the single access street extending as a side street from the through street, rather than have a through street extend through an intersection to terminate as a single access street.

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- (2) Four-way intersections may be created using two permanent single access streets intersecting directly opposite one another along a through street, when the through street is a local access street.
- I. Approaches to intersections. Approaches to intersections shall follow a straight course for a minimum of fifty feet (50') for local access streets. All other streets shall follow a straight course in accordance with accepted engineering standards, but in no case less than fifty (50') feet.
- J. All intersections shall provide minimum safe stopping sight distance in compliance with AASHTO and PennDOT standards. For standards regarding clear sight triangles and safe sight distances see §142.33.
- K. Street intersection spacing shall be in compliance with the regulations contained in this section, measured from centerline to centerline.
 - (1) The spacing listed in Figure 4.2 shall be considered minimum spacing. Where greater spacing is required in compliance with current AASHTO or PennDOT standards, the greater spacing distances shall be applied, as determined by the Township Engineer.

- (2) Offset Intersections. In any case where the centerlines of street intersections are, or would be, within one hundred and fifty (150') feet of each other, they shall be made to coincide by relocating the street within the applicant's land, unless additional problems of sight distance or other safety-related problems would be created.
- L. Vertical curve length. Vertical curve lengths shall be designed based upon the roadway design speed to meet the required sight distance criteria for vertical and sag curves based on acceptable criteria as outlined in PennDOT's Design Manual 2 (DM2) and/or AASHTO
- M. Horizontal curve radius. Horizontal curve radius shall be designed based on the roadway design speed criteria as outlined in PennDOT's Design Manual 2 (DM2) and/or AASHTO. Combinations with the minimum radius horizontal curve and the maximum grade will not be approved.
- N. Traffic islands shall be constructed with a mountable curb.

Figure 4.2: Street Alignment and Intersection Standards

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Functional Classification	Intersection Spacing (ft.)	Corner Radius (ft.)
Principal Arterials	800	50
Minor Arterials	800	35
Major Collector	600	35
Minor Collector	400	25
Local Roads/Residential Streets	200	25
Alleys	N/A	15

§142-32 Single Access Street Standards.

Single-access streets shall only be permitted when a through street or a temporary cul-de-sac street are infeasible. The Township Board of Supervisors may require applicants to extend proposed single-access street(s) to existing public roads or to the edge of property lines. Additionally, an emergency access is required for single access streets. The emergency access drive shall be a minimum of ten (10') feet wide with bollards / chain at either end. The emergency access drive shall be paved and designed to the satisfaction of the Township Fire Marshall. In addition, the Township Board of Supervisors may require applicants to redesign proposed single-access cul-de-sac street(s) into single-access loop streets.

- A. Any street which is served by only one intersection with a through street shall be considered a single-access street, regardless of the street's configuration within the proposed subdivision or land development. Included in this classification of streets are:
 - (1) Cul-de-sac streets (temporary and permanent).
 - (2) Multiple cul-de-sac streets.
 - (3) Single-access loop streets.
 - (4) Stub streets.
- B. Single-access streets shall be subject to the requirements for their classification of street, notwithstanding their single-access status.
 - (1) Permanent cul-de-sac streets:
 - (a) Shall only be permitted if the Township Board of Supervisors determines that a more desirable street layout, such as through streets, temporary cul-de-sac or single-access loop streets, is infeasible.

(b) Shall be permanently closed at one end with a paved turnaround. The design of the turnaround for a specific location shall be determined by the Board of Supervisors with the recommendation of the Planning Commission.

[1] When the turnaround has a landscaped island, the circular vehicular turnaround shall be comprised of a twenty-six (26') foot wide curbed and paved cartway with an inside radius of sixty (60') feet and an outside radius of eighty-six (86') feet, within a right-of-way with an inside radius of fifty (50') feet and outside radius of ninety-six (96') feet. The fifty (50') foot landscaped island shall meet the following requirements:

[a] The landscaped island shall be owned and maintained by a homeowners' association. The bylaws of the homeowners' association, and all documents governing ownership, maintenance and use restrictions for common facilities, shall be submitted to and approved by the Township Board of Supervisors, in consultation with the Township Solicitor. Alternative methods of ownership and/or maintenance of the landscaped islands may be allowed by the Board of Supervisors.

[b] Landscaped islands shall meet the landscape requirements of §142-42 of this chapter.

[2] When the turnaround does not have an island, the outer paved radius shall be forty-two (42) feet within a right-of-way with an outside radius of fifty-two (52') feet.

(c) Shall be a minimum of two hundred and fifty (250') feet in length and shall not exceed seven hundred and fifty (750') feet in length unless approved by the Supervisors when warranted by special conditions.

[1] Measurement of the length shall be made from the edge of pavement of the through street to the most distant point on the edge of pavement of the turnaround, measured along the cul-de-sac street's center line.

[2] Special conditions may include but not be limited to:

[a] Extreme topographical restrictions (slopes, floodplains, etc.).

[b] Oddly shaped tract configuration.

[c] Lack of alternative outlets.

(d) Shall be served by an appropriately located emergency access-way when required by the Supervisors.

(2) Temporary cul-de-sac streets:

- (a) May be temporarily closed at one end, with the intent to extend the street onto the abutting tract upon its development.
- (b) Shall be built to the tract boundary line at a location and grade that are logical for extension onto the abutting tract, but shall be a minimum of 250 feet and shall not exceed 750 feet in length, unless approved by the Supervisors when warranted by special conditions, as in Subsection B(1)(c)[2] herein.
- (c) Shall not be extended as a cul-de-sac street, but shall be connected to another through street, unless approved by the Supervisors when warranted by special conditions as in Subsection B(1)(c)[2] herein.
- (d) Shall form a logical step in the circulation pattern of the area in which it is located.
- (e) Shall be provided with a vehicular turnaround at the closed end, abutting the tract boundary, with a paving radius of at least forty-two (42') feet.
 - [1] Construction shall meet the same requirements as for a permanent cul-de-sac turnaround.
 - [2] Those portions of the turnaround extending beyond the street right-of-way shall be located on temporary access easements, valid only until the road is extended.
 - [3] Upon extension of the street, the full rights and responsibilities for the area of the temporary easements shall revert to the owners of the lots on which they were located.
- (f) The developer responsible for extension of the street shall also be responsible for the following:
 - [1] Removal of all curbing and paving of the temporary turnaround beyond the width of the street's cartway.
 - [2] Installation of new sidewalk, curbing and cartway paving to complete the street connection.
 - [3] Extension of utilities as necessary.
 - [4] Repair of any Improvements damaged in this process.

[5] Grading, installation and/or restoration of lawn areas where affected by this removal and construction process.

(3) Multiple cul-de-sac streets:

- (a) Are single-access streets which terminate in more than one vehicular turnaround.
- (b) Shall only be permitted if the Township Board of Supervisors determines that a more desirable street layout, such as through streets, temporary culs-de-sac, or single-access loop streets, is infeasible.
- (c) May be permitted where the length of cul-de-sac is at least two hundred and fifty (250') feet and less than seven hundred and fifty (750') feet measured from the through street intersection to each turnaround.
- (d) May be permitted to exceed the seven hundred and fifty (750') feet limit when approved by the Supervisors when warranted by special conditions, as in Subsection B(1)(c)[1] and [2] herein, or when qualified as a temporary cul-de-sac as regulated in Subsection B(2) herein.
- (e) Shall be served by an appropriately located and designed emergency accessway when required by the Supervisors.

(4) Single-access loop streets:

- (a) Are single-access streets which do not terminate in a vehicular turnaround, but instead loop back to intersect with themselves.
- (b) Shall only be permitted if the Township Board of Supervisors determines that a more desirable street layout, such as through streets or temporary culs-de-sac, is infeasible.
- (c) When permitted, shall meet the following requirements:
 - [1] Shall not, under any circumstances, exceed two thousand (2,000') feet in length, measured from the intersection with the through street, along the entire center line around to its intersection with itself.
 - [2] Shall not contain or serve more than forty-five (45) residential lots or dwelling units.
 - [3] Shall be required to be served by an appropriately located and designed emergency accessway when required by the Supervisors.

(5) Stub streets:

- (a) Shall be provided in appropriate locations for vehicular access to abutting undeveloped lands when required by the Supervisors, upon advice of the Township Planning Commission and Engineer.
- (b) Shall not be longer than:
 - [1] The depth of one building lot abutting the street; or
 - [2] The width of two building lots abutting the street.
- (c) Shall be provided with a vehicular turnaround.
- (d) Shall be constructed to the property line in accordance with the standards of this chapter applicable to the classification of streets it will be upon extension.

§142-33 Clear Sight Triangles and Safe Sight Distances.

Clear sight triangles shall be required to be maintained along all approaches to all street intersections, and all intersections of driveways with streets, in compliance with the standards herein.

- A. Clear sight triangles shall be measured in each direction along street and non-residential driveway center lines, from their point of intersection in accordance with Figure 4.2.
- B. Where differing classifications of streets intersect, the higher classification of street shall determine the dimensions used.
- C. For residential driveways, the sight distances, referenced in current PennDOT standards shall apply.

Figure 4.3: Clear Sight Triangle Standards

Functional Classification	Clear Sight Triangle (ft.)
Principal Arterials	300
Minor Arterials	200
Major Collector	150
Minor Collector	100
Local Roads/Residential Streets	75
Alleys	50

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D. Within the area of clear sight triangles, obstructions to visibility shall not be permitted within the following ranges of height:

- (1) For all streets, between two and a half (2 ½') feet and twelve (12') feet above the edge of paving.
- (2) Any plant materials placed within clear sight triangles shall be properly maintained to continually comply with the height restrictions herein. If not properly maintained, the Township reserves the right to trim or remove the plant materials, upon due notice to the property owner.
- (3) Exceptions may be made by the Board of Supervisors to permit the following items in a clear sight triangle:
 - (a) One private sign or lamppost, provided that the post does not exceed one foot square or diameter, and that the sign or lamp itself is above the top height limitation.
 - (b) One shade tree, provided that, as the tree matures, its lower branches will be removed within the restricted height ranges.
 - (c) Existing shade trees, provided that the lower branches are removed within the restricted height ranges and that the size, number and arrangement does not impede adequate visibility. The Board of Supervisors may require removal of one or more trees as necessary to provide adequate visibility.
- (4) Where street or driveway grades drop off from an intersection, the Supervisors may modify these requirements as necessary to improve visibility at the intersection.

§142-34 Driveway Intersections With Streets.

Driveway intersections with streets shall be subject to the PennDOT and Township permit process for State Road and the Township's permit process for Township Roads along with the additional requirements of this chapter.

A. Driveway intersections with streets:

- (1) Shall provide adequate safe stopping sight distance in compliance with the current American Association of State Highway and Transportation Officials (AASHTO) or PennDOT standards.
- (2) Where the minimum safe stopping sight distance line of sight extends over the applicant's property line and outside the legal right of way, the applicant shall relocate the driveway

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intersection to a position where the line of sight is within the legal right-of-way line and the applicant's property.

(3) Shall not cause or contribute to:

(a) Hazards to the free movement of normal street traffic.

(b) Traffic congestion on the street.

(c) Interference with the design, maintenance and/or drainage of the street.

(4) Shall be designed and constructed in compliance with current PennDOT standards, unless Township standards are more restrictive.

(5) The Township may require widening, acceleration lanes, deceleration lanes or other requirements if deemed necessary by the Township Engineer on any Township, County or State Road.

B. In order to facilitate safe and efficient access between streets and driveways, the number of driveways permitted to serve individual parcels of land shall be kept to the minimum needed to adequately serve the parcel in question.

(1) Properties with frontages of one hundred (100') feet or less may be permitted not more than one driveway intersection with a street.

(2) Not more than two driveway intersections with the same street may be permitted for any parcel of land unless anticipated traffic volumes warrant more than two and then only when supported by a traffic study prepared by a professional engineer registered in PA.

C. Driveway intersections serving individual parcels of land may be prohibited by the Board of Supervisors where such intersections would create congestion, interference and/or hazards to traffic flow and safety by reason of street grades, land forms, vegetation, frequency of driveway intersections, limited sight distances and/or high speed traffic flow. In such cases, the Board of Supervisors may permit reasonable alternative forms of vehicular access to the parcel of land by means of:

(1) Marginal access streets or driveways.

(2) Shared driveways.

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- (3) Reverse frontage lotting.
 - (4) Other means which are legally and technically suitable in the opinions of the Township Solicitor and Engineer.
- D. Where driveway intersections are prohibited by the Board of Supervisors and alternative forms of vehicular access would cause an undue burden upon an applicant, the Board of Supervisors may permit an alternative interim access solution in compliance with the following:
- (1) It is the safest feasible alternative, acceptable to the Township Engineer and/or current PennDOT standards.
 - (2) Suitable provisions are made for a preferable permanent access solution, consistent with Subsection C above, including legal agreements to enable implementation of the permanent solution.
- E. Distance from street intersections. Driveways shall be located as far from street intersections as is reasonably possible, and not less than the following distances:
- (1) Individual residential lots: seventy-five (75') feet.
 - (2) Multifamily residential and nonresidential: one hundred and fifty (150') feet.
- F. Choice of streets. When streets of different classes are involved, the driveway shall provide access to the street of lesser classification unless this requirement is waived by the Board of Supervisors for reasons of sight distance, incompatibility of traffic, grading, drainage or other major reasons.
- G. Stopping areas. Regardless of the driveway classification, all driveways shall be provided with a stopping area within which the grade shall not exceed six (6%) percent. The stopping area shall be measured as follows:
- (1) The length of stopping area shall be a minimum of twenty (20') feet or the length of the longest vehicles anticipated to use the driveway, whichever is greater.
 - (2) Stopping areas shall be measured from the ultimate right-of-way line for all streets.
- H. Maximum Grade for Driveways.
- (1) Residential driveways shall not exceed four (4%) percent grade within the ultimate right-of-way or 20 feet from the edge of the street cartway, whichever is greater. The maximum driveway

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slope beyond the leveling area of four percent (4%) shall be a maximum of fifteen (15%) percent grade.

- (2) All other driveways shall not exceed four (4%) percent grade within the ultimate right-of-way or 20 feet from the edge of the street cartway, whichever is greater. The maximum driveway slope beyond the leveling area of four (4%) percent shall be a maximum of eight (8%) percent grade.
- I. All residential driveways must be paved unless they exceed one hundred and fifty (150') feet in length. Driveways which exceed one hundred and fifty (150') feet in length will be required to be paved within the ultimate right-of-way or for the first twenty (20') feet away from the edge of the street cartway, whichever is greater. See §142-35.A(4).
- J. Turnaround Areas. All residential driveways provided along arterial and collector roads must provide a separate turnaround area to prevent vehicles from backing out to the road or backing into the driveway from the road.
- K. Minimum Widths for Driveways.
 1. Single residential driveways shall be a minimum of ten (10') feet wide.
 2. Multi-family residential driveways shall be a minimum of eighteen (18') feet wide.

§142-35 Parking and Related Internal Driveways.

Parking and related internal driveways shall be governed by the following regulations:

- A. General.
 - (1) Off-street parking facilities shall be provided in compliance with the parking requirements of the Zoning Ordinance and the regulations contained herein.
 - (2) Angled or perpendicular parking shall not be permitted along public or private streets, except where specifically permitted by this chapter or other ordinances.
 - (3) The terms "parking lot," "parking area" and "parking" are interchangeable. "Parking" includes the driveway which provides direct access to the parking spaces.
 - (4) All parking areas and driveways into and out of said parking areas shall be paved, unless otherwise noted in this chapter, and all paving shall be installed in accordance with the Township engineering standards. Driveways and parking areas of single-family detached homes with driveways of one hundred and fifty (150') feet or more in length, measured perpendicularly or radially from the edge of the street cartway, must be paved for at least twenty (20') feet, measured from the edge of the street cartway, while the remaining driveway and parking area can either be paved or consist of gravel.

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(5) Perpendicular parking spaces shall be at least nine (9') feet wide and eighteen (18') feet long, except in parking lots that service retail areas or restaurants, in which case parking spaces shall be at least ten (10') feet wide and twenty (20') feet long.

(a) Where vehicles may overhang a planting strip, at the discretion of the Board of Supervisors, a one-foot widening of the planting strip shall permit a one-foot reduction of parking space length. Bumper stops and/or curbs shall be provided which allow the parked vehicle to extend at least one (1) foot over the edge of the pavement.

(b) Handicapped parking stall dimensions shall be in accordance with standards developed under the Americans with Disabilities Act (ADA), as amended.

(6) Parallel parking spaces shall be at least 8 feet wide and twenty-two (22') feet long.

B. All parking lots.

(1) Parking shall not be permitted along driveways which serve as the entrance(s) or exit(s) to parking areas with a capacity of fifty (50) cars or more.

(2) Parking areas shall not be located closer than fifteen (15') feet to any tract boundary line or from any ultimate right-of-way line. These setback areas shall be landscaped in accordance with the requirements of §142-42 Landscape Requirements.

(3) Where the edge of a parking area is located close to a street, driveway or other parking area and the provisions of Subsection B(2) above do not apply, a minimum separation of ten (10') feet shall be provided from the parking area to the ultimate right-of-way. This spacing shall consist of raised landscaped area, preferably curbed, with planting in conformance with § 142-42 herein.

(4) Dead-end parking areas shall be discouraged when the required parking capacity can be accommodated in a layout that permits more convenient vehicular movements. However, extraneous through-traffic flow should be avoided.

(a) Up to 30 parking spaces may also be located in a dead-ended parking area if there is no more desirable alternative feasible, and sufficient backup areas provided for the end stalls.

(b) More than 30 parking spaces may be located in a dead-ended parking area only if a turnaround area is provided at the closed end, suitable for passenger car turning. The turnaround area may be circular, T or Y shaped or other configuration acceptable to the Board of Supervisors.

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- (5) Parking spaces designed for the exclusive use by disabled persons shall be installed in all parking lots as close and convenient to the building entrances as is reasonable. The specific number and locations of handicapped stalls shall be in conformance with the Americans with Disabilities Act (ADA).
- (6) Provisions for pedestrian safety within a parking lot shall be required by providing sidewalks, delineated crosswalks, traffic calming devices, and other measures, including appropriate lighting, as determined by the Board of Supervisors.
- (7) Innovative stormwater management controls such as rain gardens are encouraged in parking lot design.

C. Sidewalks, Curbs and Storm Sewers in Parking Lots.

- (1) Sidewalks, curbs and storm sewers shall be installed along all existing and proposed common parking areas.
- (2) All sidewalks shall be a minimum of five (5') feet wide.
- (3) In areas of the parking lot where parked cars extend over the sidewalk, an additional two (2') feet of sidewalk width shall be required.
- (4) The Board of Supervisors may require additional sidewalk width in areas where higher volumes of pedestrian traffic are anticipated.

D. Residential parking lots.

- (1) Parallel rows of parking spaces, which are not separated by a driveway, shall be separated by a raised and/or curbed planting strip, a minimum of ten (10') feet wide, landscaped in accordance with §142-42 herein.
- (2) A single row of parking spaces located parallel to and between two driveways shall be separated from one of the driveways by a raised and/or curbed planting strip, a minimum of five feet wide, landscaped in accordance with §142-42 herein.
- (3) Parking lots shall be divided into sections of not more than twenty (20) cars each, with the sections separated by raised and/or curbed planting island, a minimum of ten (10') feet wide, landscaped in accordance with §142-42 herein.
- (4) The entire parking lot perimeter shall be landscaped in compliance with §142-42 herein.

E. Nonresidential parking lots.

- (1) Parking lots with a capacity of fifteen (15) to one hundred (100) cars shall require a curbed planting strip, a minimum of 10 feet wide, landscaped in accordance with §142-42 herein, around the entire perimeter except where buildings, driveways and walkways are located.
- (2) Nonresidential parking lots for more than one hundred (100) cars shall be divided into sections by curbed planting strips and planting islands in accordance with the following regulations:
 - (a) Planting strips shall be placed parallel to the rows of parking in the following locations:
 - [1] Between main access (entrance - exit) driveways and rows of parking spaces.
 - [2] Between other major driveways and rows of parking spaces (service drives, general internal circulation).
 - [3] Within large parking areas at intervals of not more than four rows of parking stalls.
 - [4] Refer to Appendix B (*Previously referred to as Figure iv-2, this illustration of a potential parking lot configuration will be updated by MCPC once the final standards are approved*) for an illustration of appropriate locations and use of these planting strips.
 - (b) All planting strips shall be a minimum of fifteen (15') feet wide and shall run the length of the parking row. All planting strips shall meet the landscaping requirements of §142-42.D of this chapter.
 - (c) Planting islands shall be placed in the following locations:
 - [1] At the ends of parking rows in order to separate parking stalls from driveways.
 - [2] Within parking rows so that there are no more than fifteen (15) parking stalls in a row without a planting island.
 - (d) All planting islands shall be a minimum of ten (10') feet by twenty (20') feet in area and shall meet the landscaping requirements of § 142-42.D of this chapter.
 - (e) Adequate sight distance must be available at the ends of planting strips.

- (3) Shared Access. When required by the Board of Supervisors, applicants shall create agreements for shared vehicular access as the preferred means of reducing the total number of curb cuts for traffic safety and congestion reasons.
 - (a) Non-residential lots shall provide cross-access easements for parking areas and driveways guaranteeing access to adjacent lots. Interconnections shall be logically placed and easily identifiable to ensure convenient traffic flow.
 - (b) When two (2) or more abutting lots share an access driveway, the driveway shall be designed as the main access to those lots, and one or more existing access driveways should then be closed.
 - (c) Where development of three or more adjoining parcels consolidates vehicular access into one shared driveway, that driveway shall be designed to local street standards, except that a 50 foot right-of-way is not required.
 - (d) Shared access may be located entirely on one lot or be split among a common lot line.
 - (e) Access easement and maintenance agreements or other suitable legal mechanisms shall be provided, in a form acceptable to the Board of Supervisors in consultation with the Township Solicitor.
 - (f) Liability safeguards for all property owners and lessees served by the shared access shall be guaranteed to the satisfaction of the Board of Supervisors in consultation with the Township Solicitor.
- (4) The specific purposes to be served by these requirements are to:
 - (a) Add visual character and improve the appearance of large parking areas by reducing their massiveness.
 - (b) Provide shade for parked cars and reduce heat islands, stormwater run-off, and air pollution.
 - (c) Improve vehicular and pedestrian safety by reducing random vehicular flow across parking areas.
 - (d) Reduce the amount and improve the quality of stormwater runoff by providing pervious, landscaped areas within parking lots.

- (e) To permit a high level of visibility for those uses for which visibility is an important factor.
- (f) To facilitate snow removal and storm drainage and to conserve energy in construction and resurfacing operations, by laying out the paving surface with minimal obstructions.

§142-36 Driveways within Sites Proposed for Development.

The following requirements apply to driveways within sites proposed for land development as well as other sites proposed for development which will provide parking capacity for fifty (50) or more cars:

- A. A smooth transition shall be provided between the driveway section required for access to a public street and the driveway(s) required for internal site circulation.
- B. Main access driveways (entrance - exit) and service driveways handling large trucks shall be a minimum paved width of thirty (30') feet, with one lane in each direction or larger if required by current PennDOT standards governing the volume of traffic anticipated.
- C. Access driveways for cars and other small vehicles which are clearly secondary in importance may be reduced to twenty-four (24') feet in paved width, unless otherwise required by current PennDOT standards governing the volume of traffic anticipated. A minimum through length of fifty (50') feet shall be provided for all access driveways intersecting with arterials and collectors.
- D. Interior store front driveway in shopping centers shall be a minimum paved width of thirty-two (32') feet, to allow one lane in each direction and a dropoff/pickup lane along the sidewalks.
- E. Driveways and drive aisles along other nonresidential buildings shall be a minimum paved width of twenty-four (24') feet, except where a dropoff/pickup lane is proposed, the width shall be thirty-two (32') feet.
- F. Parking aisles shall be a minimum of twenty-four (24') feet wide with two-way traffic flow for convenience and efficiency.
- G. One-way driveways and/or parking at less than right angles may be permitted only when:
 - (1) Right-angled parking and two-way driveways are not feasible because of site characteristics; or
 - (2) Proven by the applicant to be superior for the particular development proposal.
 - (3) The width of the one-way driveway shall be a minimum of eighteen (18') feet.
- H. Wherever feasible, internal circulation driveways shall extend from access drives in locations which permit and encourage entering traffic to turn and enter the parking aisles without first traveling along a building-front driveway. This feature is intended to reduce the volume of vehicular traffic along a building-front driveway to make it safer for pedestrian traffic. Refer to Appendix B

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(Previously referred to as IV-2, this illustration of a potential parking lot configuration will be updated by MCPC once final standards are approved). for an illustration of this concept.

§142-37 Blocks.

The length, width and shape of blocks shall be guided by the following:

- A. The ideal block length measured along the building frontages is eight hundred (800') feet. The minimum block length shall be three hundred (300') feet and the maximum block length shall be one thousand five hundred (1,500') feet unless the zoning ordinance specifies different minimum/maximum dimensional requirements.
- B. Blocks shall be two (2) lots in depth when the lots are laid out back to back according to the requirements of the Zoning Ordinance. When reverse lots are used, the block width shall be in accordance with the reverse frontage lot standards (142-38.E & §142-38.F).
- C. Respect for existing natural features which may constrain subdivision or land development.
- D. Blocks shall be designed to continue the adjacent area's existing street pattern and to provide efficient, convenient and safe pedestrian and vehicular circulation.
- E. Suitability of lotting pattern and building sites created by the blocks.

§142-38 Lots.

- A. Lots shall meet or exceed the minimum area and width requirements of the Zoning Ordinance and be generally sufficient in size and shape to adequately accommodate the development or use proposed for it. Lots that contain natural restrictions such as wetlands, water bodies, steep slopes, or other features shall be made large enough to provide suitable area for the intended use of the lot without requiring encroachment upon natural amenities. Lots with existing or planned Public or Required Improvements such as fuel pipe lines, underground utility easements, stormwater detention basins, high voltage power lines, or other facilities shall be sized to allow suitable room for the intended use of the lot without requiring encroachment on the public facilities or easements.
- B. Deep, narrow lots and wide, shallow lots are to be avoided, except that lots for attached dwelling units may receive special consideration. The depth of a lot for a single family detached home shall not exceed two and one half (2.5) times its width at the building line. Every lot shall contain a building envelope suitable for the type(s) of development proposed.
- C. Every lot shall have a minimum of twenty-five (25) feet of frontage as measured at the legal and ultimate public street right-of-way line or at the equivalent right-of-way line of a public, private, or common street. Sufficient frontage is the minimum width required to site a driveway into the

property in accordance with the design requirements in this section, the Township Zoning Ordinance, and other appropriate state, federal, and local regulations. Corner lots will meet lot frontage requirements on two streets.

- D. Lot lines shall be drawn parallel, concentric, at right angles or radial to the right-of-way line whenever feasible and not otherwise justifiable by existing, permanent, natural or man-made features. Where possible, lot lines shall coincide with abutting lot lines and lot lines across streets. Generally, lot corners of several lots should coincide.
- E. Reverse frontage lots may be used as an alternative to marginal access streets or normal lotting when the lots abut a major collector street or street of a higher classification, or has natural conditions along one street that prevents safe access. When reverse frontage lots are used, an additional twenty five (25) feet shall be added to the minimum rear yard setback abutting a major collector street or street of a higher classification, to provide a landscaped buffer area in the rear yard in accordance with the reverse frontage lot standards of §142-38.F, below.
- F. Rear lots, as defined herein, may be permitted by the Board of Supervisors, in accordance with the following standards and criteria:

(1) Purposes of rear lotting shall be as follows:

- (a) To preserve existing farmland and/or rural appearance and character by locating new development remote from existing road frontage, especially when new development can be screened from view by intervening topographic features such as hills and/or wooded areas.
- (b) To permit reasonable subdivision of land which is physically constrained by unusual configuration of the tract or limited road frontage, and which could not be subdivided in a desirable manner using conventional streets and lotting patterns.
- (c) To permit an alternative to the use of local access streets where such streets cannot be justified in terms of the number of lots served, volumes of traffic generated and/or the need to extend, supplement or otherwise support or reinforce an established road pattern or traffic circulation plan for the area surrounding the proposed subdivision.

[1] As an interim alternative where future subdivision will result in appropriate street construction.

[2] As a permanent alternative.

-
- (2) Parts of a rear lot.** Rear lots shall be comprised of two parts, the access strip and the body of the lot, in compliance with the following standards:

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- (a) The access strip shall be a minimum of twenty-five (25') feet wide for its entire length, including that portion which abuts a public street right-of-way for access.
 - (b) When necessary or desirable for grading, drainage or preservation of natural features, such as trees, the access strip shall be widened beyond the twenty-five-foot minimum as necessary. Fifty feet is suggested as a maximum width.
 - (c) When the body of the rear lot is capable of being further subdivided into additional lots, the minimum width for its access strip shall be fifty (50') feet, for future use as a road right-of-way, unless further subdivision is prohibited by a deed restriction or other legal instrument approved by the Township Solicitor.
 - (d) The access strip shall be a fee-simple part of the rear lot and shall not be a separate parcel or easement. This portion of the lot shall not be used for any purpose other than the location of an access driveway. Vehicle parking, sewage disposal systems, and the development of any structures shall be specifically prohibited in the access strip.
 - (e) The body of a rear lot shall comply with all the minimum dimensional requirements of the zoning district in which it is located. The area of the access strip shall not be counted toward the minimum lot area requirement.
 - (f) The front yard of the rear lot shall be parallel to the frontage street. In the event the access strip is proposed for a future road, a second front yard for the purpose of establishing setbacks shall be measured from the potential access road.
 - (g) All minimum setback requirements in the applicable zoning ordinance shall be increased by twenty-five percent (25%) in rear lots.
- (3) Review factors. In reviewing applications for rear lots, the following factors will be considered by the Board of Supervisors, Planning Commission, and Engineer:
- (a) The amount of road frontage and configuration of the property being subdivided.
 - (b) The sizes and number of lots proposed, including both the total number of lots and the number of rear lots.
 - (c) The type and character of road which the tract abuts.
 - (d) The topography of the parcel being subdivided, with an emphasis on trees and slopes.

- (e) The physical characteristics of the surrounding area and whether or not the subdivision site is distinguishable from it:
 - [1] Its physical characteristics and whether or not the subdivision site is distinguishable from it.
 - [2] Its planned future character, that is, whether it is in or abutting a growth area or in an area planned for agricultural or other rural uses.
- (f) The development status of the surrounding sites.
- (g) The visual character preferred for the tract; that is, whether it's better to see a lot of houses butting the road or to hide some in rear areas to reduce the perceivable density of development.
- (h) Whether rear lots would set an undesirable precedent for nearby sites.
- (i) The economic impact of requiring road construction as compared to using rear lots.

- (j) The visual and physical impacts of road construction as compared to the use of access strips.
- (4) Design standards for rear lots.
 - (a) The length of the access strip shall be kept to a minimum.
 - [1] As a guide, the preferred length is approximately equal to the depth of one lot which complies with the minimum lot width and area requirements of the district in which it is located.
 - [2] No access strip shall exceed two times the lot depth described in Subsection F(4)(a)[1] above, unless the primary purposes of the additional length are to preserve farmland or other land for preservation of agriculture or rural character, by locating new development remote from road frontage.
 - (b) The location of the access strip shall be logical relative to the body of the rear lot, surrounding property configurations and natural features of the land, and it shall intersect the public street at a safe, visible location.

 - (c) Turns greater than sixty (60°) degrees shall be avoided in access strips.

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- [1] It may be necessary to widen the access strip at such sharp turns to accommodate grading, drainage or tree preservation.
- (d) Driveways serving access strips shall comply with the Township's Engineering Standards for drainage and cartway, from the edge of road pavement to a distance of fifty (50') feet beyond the ultimate right-of-way line of the road.
 - (e) Truck turning templates shall be provided to verify emergency vehicle access to/from these lots.
 - (f) When two access strips abut they shall share a common access point and driveway from the edge of pavement to a distance of fifty (50') feet beyond the ultimate right-of-way line of the road, from which point either one common driveway or two individual driveways may continue. The shared portion shall be a minimum of eighteen (18') feet wide.
 - (g) When more than two access strips would abut one another, the Board of Supervisors may require the use of a public street, instead of a driveway, in accordance with the standards of this chapter.
 - (h) If a private rural lane is not used instead of multiple access strips, only one common driveway shall be permitted, with appropriate cross-easements, to serve the multiple access strips. Such a common driveway shall be constructed in compliance with the Township's Engineering Standards.
 - (i) Access points to rear lots, whether single or paired, shall be separated by at least 300 feet as measured along the right of way line. Separation distance shall be measure from the center point of the nearest access strips unless specific driveway access points have been clearly established.
 - (j) No more than one (1) "tier" of rear lots shall be permitted on a tract. In other words, a rear lot may not be located behind another rear lot.
 - (k) In a subdivision of five (5) or more lots, the ratio between flag lots proposed and full width lots proposed shall not exceed 1:5.
 - (l) Rear lots are not permitted at the bulb or turn-around of a cul-de-sac street.
 - (m) Rear lots are not permitted to gain access from a single access street.

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- (n) The access strip must serve as the primary access point for the lot unless a common driveway or access is gained through an easement at a safer and less environmentally damaging location.
- (5) Provisions for future roads. The Board of Supervisors may permit the use of rear lots where one or more access strips are intended to serve as a right-of-way for a road which will serve future lotting. The following regulations shall apply:
 - (a) Legal guaranties shall be provided to assure future use of any access strip proposed for future use as a road, subject to approval of the Township Solicitor.
 - (b) The road shall be constructed or financially guaranteed at the applicant's expense, in compliance with Township standards.
 - (c) Access strips legally and financially guaranteed for future use as roads may comprise the legal and physical access to otherwise landlocked residual parcels only if the access is irrevocably guaranteed.
 - (d) An overall tentative sketch plan shall be submitted as part of the proposed subdivision to show how the rear lotting and reservation of access strips for future roads forms a logical and appropriate first phase in subdivision of the entire tract and/or how it will allow interconnection with adjacent tracts.
 - (e) When the road is constructed, any access strips which are no longer needed shall revert to the owners of the abutting lots, in accordance with the terms agreed to as part of the original preliminary plan approval which created the access strips.

§142-39 Grading.

- A. Minimal Grading: Grading shall be limited to the minimum amount of disturbance of soil or natural topography.
- B. All permanent and temporary cutting, filling, grading, regrading and/or other forms of earth-moving activities shall be known as "grading" and shall be conducted only in compliance with the Township's engineering standards and the following requirements:
 - (1) All grading shall be set back from property lines a minimum of five (5') feet, or a sufficient distance to prevent any adverse effects on adjacent properties.
 - (2) No permanent excavation shall be made with a cut face steeper in slope than four (4) horizontal to one (1) vertical. For steeper slopes, a soils report prepared by a qualified engineer or

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geologist experienced in performing such studies and registered in the Commonwealth of Pennsylvania shall be prepared to document the soil stability.

- (3) Wherever grading will increase the volume or velocity of stormwater flow toward a property line the applicant shall install and maintain drainage facilities sufficient to prevent adverse effects on the adjoining property, in compliance with the Township's engineering standards. The construction and operation of these drainage facilities shall not cause any adverse effects on abutting properties.
- (4) Along property lines, where grading creates an abrupt drop-off from the abutting property, in contrast to a previously existing gradual change, the applicant shall be required to install a fence or other suitable protective barrier.
- (5) A permit shall be required for grading operations. Permits shall be issued by the Zoning Office upon recommendation of the Township Engineer for each tract, lot, parcel or site which comprises a separate operation, unrelated to or not contiguous with nearby grading proposed for performed by the applicant. A permit shall not be required in the following situations, however:
 - (a) For an excavation which does not exceed twenty (20) cubic yards total material removed.
 - (b) For a fill which does not exceed twenty (20) cubic yards of materials deposited.
 - (c) For an excavation below finished grade for basements and footings for a single-family detached or two-family dwelling, swimming pool or underground structure authorized by building permits, excavation for a driveway for a single-family detached or two-family dwelling, or the regrading of such excavated materials into the site from which they were excavated.
- (6) A site-grading plan shall be required for all minor and major subdivision and/or land development plans as part of the preliminary plan application. The Township Engineer may require a site-grading plan for other proposals where the effects of grading may be a concern.

§142-40 Engineering Standards.

The items listed below shall be designed, constructed, developed, installed and/or maintained in conformance with the Township Engineering Standards and as referenced in the Township Standard details, which will be promulgated from time to time by resolution of the Board of Supervisors:

- A. Street and driveway paving.
- B. Curbing, sidewalks and storm drainage related to or needed for streets and driveways.

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- C. Intersection radii for both curbs and rights-of-way.
- D. Erosion and sediment control.
- E. Stormwater runoff at other drainage facilities.
- F. Utilities.
- G. Sanitary sewer facilities.
- H. Public or centralized water supply.
- I. Fire hydrants.
- J. Bridges, culverts, dams and/or other structures related to watercourses.
- K. All other items related to subdivision and/or land development for which it is reasonable and prudent to require compliance with accepted engineering principles and practices.

§142-41 Sidewalks, Border Areas, Curbs, Storm Sewers, and Shared-Use Paths.

Sidewalks, curbs and storm sewers shall be installed along all existing and proposed public and private streets and common driveways. Shared-use paths shall be installed along proposed public and private streets, common driveways, common parking areas, open space corridors and trail easements when needed to connect the development with the Township's community path network, as shown in Lower Salford's 2006 Open Space Plan, or current edition, or to continue this network through the development; the Board of Supervisors shall determine whether a shared-use path is necessary. Engineering design and construction standards shall be those contained in the Township engineering standards. Shared-use paths shall also comply with the American Association of State Highway and Transportation Officials (AASHTO) standards for bicycle facilities.

- A. Regardless of the small size of a land development or subdivision proposal, sidewalks, curbs, storm sewers and shared-use paths shall be required wherever they fill a gap in an existing network.
- B. If for any reason an interim waiver of these requirements is made, a sufficient guarantee shall be posted for the eventual installation of these items, subject to approval by the Supervisors, in consultation with the Township Engineer and Solicitor, in accordance with §142-55 .

- C. Sidewalk and Shared-Use Path Design and Layout

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- (1) Sidewalk and border area widths are to follow the guidelines set forth in Figure 4.1 Road Design Standards.
- (2) ADA compliant ramps are considered a part of of sidewalks and shared use paths.
- (3) The border area shall exist between the curb line or edge of cartway and the sidewalk.
 - (a) Border areas between a sidewalk and the curb may contain street lights, trees, benches, public use trash receptacles, mailboxes, or newspaper boxes. No obstacle in the border area may reduce the required sidewalk width for use by pedestrians.
 - (b) Border areas shall be maintained as a grass strip between the sidewalk and the curb. If grass is impractical at the site, brick pavers or similar surface may be used at the discretion of the Board of Supervisors upon the recommendation of the Township Planning Commission and Engineer. In this case, a wider sidewalk may be necessary in place of a border area to create a safer pedestrian environment.
- (4) The Board of Supervisors may require additional sidewalk width in areas where higher volumes of pedestrian traffic are anticipated.
- (5) Sidewalks shall be located a minimum of four (4') feet from the curbline or edge of cartway, but shall not extend beyond the right-of-way line of public streets or equivalent right-of-way line of private streets and shall not interfere with monuments or pins at lot corners.
- (6) All sidewalks shall be a minimum of five (5') feet wide.
- (7) Additional sidewalks shall be required where deemed necessary by the Supervisors to provide access to schools, churches, parks, community facilities and commercial or employment centers and to provide necessary pedestrian circulation within land development and/or subdivisions where otherwise required sidewalks would not be sufficient for public safety and convenience. Such additional sidewalks may be constructed of alternative materials, in compliance with the Township engineering standards.
- (8) Sidewalks and shared-use paths shall be designed to facilitate access and use by the handicapped, in compliance with current ADA, PennDOT and Township engineering standards.
- (9) Driveway crossings shall be designed in compliance with current ADA, PennDOT and Township engineering standards.

- (10) Shared-use path cartways shall be at least eight feet in width, although the Supervisors may require additional width where needed.
- (11) When shared-use paths are next to roads, driveways or parking areas, they shall be separated from the curb or edge of the shoulder by a planted strip of grass that is at least five feet in width.
- (12) All shared-use paths shall have a right-of-way that is twenty-five (25') feet in width. Shared-use paths shall be located within this right-of-way, no closer than five feet from the edge of the right-of-way.
- (13) All shared-use path rights-of-way shall be offered for dedication to the Township. If the Township does not accept the offer of dedication, a twenty-five-foot wide access and maintenance easement shall be provided along the length of a shared-use path.
- (14) When a subdivision or land development includes an existing or a proposed shared-use path with public access as delineated in the 2006 Open Space Plan, or current edition, or more recent revision thereof, the applicant shall make a provision for the continued recreational use of the path subject to alterations of the course of the path within the boundaries of the development under the following conditions:
- (a) The points at which the shared-use path enters and exits the tract shall remain unchanged.
 - (b) The proposed alteration will not diminish the path design and function.
 - (c) Where an existing path runs coincidentally with the paved road intended for use by motorized vehicles, landscaping and other physical structures shall be used to increase the separation between the path and the road.
- (15) No shared-use path shall be designed with the intent to accommodate motorized vehicles except for emergency or maintenance access.

§142-42 Landscape Regulations.

The following landscape regulations shall be illustrated on a landscape plan prepared and sealed by a registered landscape architect in the State of Pennsylvania.

A. Legislative intent.

- (1) Article 1, Section 27, of the Constitution of the Commonwealth of Pennsylvania states that people have a right to clean air, pure water and to the preservation of the natural, scenic, historic and aesthetic values of the environment. It is the intent of these landscape planting

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requirements to protect this right by conserving existing vegetation and/or requiring new plant material in critical areas of land developments.

- (2) Specifically, it is the intent of these landscape planting requirements to conserve existing healthy plant communities, such as woodlands, and to require new landscape plantings in critical areas of new developments in order to:
 - (a) Reduce soil erosion and protect surface water quality by minimizing stripping of existing woodlands or tree masses.
 - (b) Reduce stormwater runoff velocity and volume by providing planting areas where stormwater can infiltrate.
 - (c) Improve air quality by conserving existing or creating new plantings, which produce oxygen and remove carbon dioxide from the atmosphere.
 - (d) Provide animal habitat.
 - (e) Provide wind breaks, shade and the other microclimate benefits of trees and landscape plantings.
 - (f) Conserve historically, culturally or environmentally important landscapes such as wooded hillsides, scenic views or aesthetic natural areas.
 - (g) Preserve and enhance property values through the implementation of good landscape architectural standards.
 - (h) Provide planted buffers between land developments which act to visually integrate a development into the existing landscape.
 - (i) Provide planted and architectural visual screens around visually obtrusive site elements within development.
 - (j) Enhance the aesthetic appearance of the community and provide privacy and beauty.
 - (k) Conserve energy by moderating solar radiation and providing shade.
 - (l) Improve the environment for pedestrians along streets, parking lots and other pedestrian areas.

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(m) Aesthetically improve stormwater management facilities, such as detention basins, without impairing function.

B. Preservation of existing trees. The following tree preservation standards shall apply to all subdivisions and land developments, except minor plan submissions, as allowed by §142-20.

(1) Proposed status of existing trees. Each mature tree on the site shall be designated "preserved" or "not preserved" in accordance with the following criteria:

(a) All subdivisions and land developments shall be laid out in such a manner as to minimize the removal of healthy trees and shrubs on the site. Special consideration shall be given to major specimen trees.

(b) It shall be incumbent on the applicant to prove that vegetation removal is minimized. If challenged by Lower Salford Township, the applicant shall produce evidence such as written documents or plans certified by a registered landscape architect or other qualified professional showing that no alternative layouts are possible and that no alternative clearing or grading plan would reduce the loss of mature trees, tree masses and woodlands.

(c) A mature tree shall be considered "preserved" only if it meets all of the following criteria:

[1] The outermost branches of the tree(s) are at least five feet from any proposed buildings, structures, paving, parking, utilities (overhead or underground) and proposed changes in grade or drainage, such as excavations, mounding or impoundments.

[2] The trunks of the tree(s) are at least twenty (20') feet from any proposed buildings, structures, paving, parking, utilities (overhead or underground) and proposed changes in grade or drainage, such as excavations, mounding or impoundments.

[3] The trees are clear of any proposed sight triangles and do not, by their location or apparent health, pose any undue threat to the health, safety and welfare of the community.

(d) Mature trees that do not fit the above criteria shall be designated "not preserved."

(2) Protection of existing vegetation. Existing vegetation designated "preserved," in accordance with § 142-42B(1)(c) above, as part of the landscaping of a subdivision or land development shall be identified in the field prior to any clearing. At all times during the construction on any site, all trees to be retained within 25 feet of a construction area shall be protected by four-foot-high barrier fencing or equal, staked every 10 feet, erected a minimum of five feet outside the dripline of trees facing construction areas and a minimum of 20 feet from tree trunks. The

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barrier shall be placed to prevent disturbance to or compaction of soil inside the barrier and shall remain until construction is complete. No regrading, trenching, stockpiling of building material or topsoil or compaction of the soil and roots by motor vehicles shall be permitted.

- (3) Hydrology. Alteration of existing drainage patterns and water supply for the protected vegetation shall be minimized.
 - (4) Transplanting existing plant material. Specimen trees or individual trees from woodlands or tree masses designated "not preserved" are encouraged to be transplanted from one area of the site to another. Transplanted trees must conform to the requirements of §142-42.I and §142-43 of this chapter.
- C. Replacement of trees destroyed by development. The following tree replacement standards shall apply to all subdivisions and land developments, except minor plan submissions, as allowed by §142-20:
- (1) Non-specimen trees eight inches or more in dbh.
 - (a) All trees eight (8") inches or more in dbh that do not qualify as specimen trees shall be designated on a plan. The total dbh width of all these trees shall be calculated.
 - (b) Up to 25 (25%) percent of the total dbh width of non-specimen trees with a dbh of eight (8") inches or more may be removed without the requirement to provide replacement trees. Trees identified as "not preserved" shall be considered as removed trees.
 - (c) When site work involves the removal of more than twenty-five (25%) percent of the dbh width of such trees, one caliper inch of replacement shade tree width shall be provided for each dbh inch of "not preserved" tree width in excess of the permitted twenty-five (25%) percent removal.
 - (2) Specimen trees, which are defined as any tree, except undesirable trees identified in §142-43.H., which are 24" or more in diameter at breast height (dbh)
 - (a) All specimen trees shall be designated on a plan, and the total dbh width of these trees shall be calculated.
 - (b) Two caliper inches of replacement shade tree width shall be provided for each dbh inch of "not preserved" specimen tree width.
 - (3) Replacement trees shall be selected from the shade tree plant list in §142-42, and all replacement trees shall meet the requirements of §142-42.I.

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- (4) Replacement trees shall be required in addition to any trees or shrubs required for street trees, screens, buffers, parking lot landscaping and any other required landscaping.
- (5) Replacement trees shall be planted on the lot or tract where trees were removed. At the discretion of the Township Board of Supervisors, the required replacement trees may be planted on lands owned by the Township.

D. Parking lot landscaping.

- (1) Parking lots shall be effectively landscaped with trees and shrubs to reduce the visual impact of glare, headlights and parking lot lights; to delineate driving lanes; and to define rows of parking. Furthermore, parking lots shall be adequately landscaped to provide shade in order to reduce the amount of reflected heat and to improve the aesthetics of parking lots.
- (2) Planting islands and planting strips required by §142-35 of this chapter shall meet the following planting requirements:
 - (a) Planting islands shall be a minimum of ten (10') feet by twenty (20') feet in area, underlain by soil (not base course material); mounded at no more than a 4 to 1 slope, nor less than a 12 to 1 slope; and protected by curbing or bollards. Each planting island shall contain one shade tree plus shrubs and/or groundcover to cover the entire area, selected from the plant lists in §142-43.
 - (b) All planting strips shall be a minimum of fifteen (15') feet wide. Strips shall run the length of the parking row, underlain by soil, mounded at no more than a 4 to 1 slope, nor less than a 12 to 1 slope, and shall be protected by curbs, wheel stops or bollards. Planting strips shall contain plantings of street-type shade trees at intervals of thirty (30') feet to forty (40') feet, plus a significant mix of shrubs and groundcovers to cover the entire area at maturity, selected from the plant lists in §142-43.
 - (c) The placement of light standards shall be coordinated with the landscape plan to avoid a conflict with the effectiveness of light fixtures.
- (3) All parking lots shall be screened from public roads and from adjacent properties as required in §142-42.G., herein.

E. Street trees.

- (1) Street trees shall be required:

- (a) Along all existing streets when they abut or lie within the proposed subdivision or land development.
 - (b) Along all proposed streets.
 - (c) Along access driveways that serve five or more residential dwelling units.
 - (d) Along access driveways that serve two or more nonresidential properties.
 - (e) Along access driveways that serve parking lots with 100 or more parking spaces.
 - (f) Along major walkways through parking lots and between nonresidential buildings, as required by the Board of Supervisors.
- (2) The street tree requirement may be waived by the governing body where existing vegetation is considered sufficient.
- (3) Street trees shall meet the following standards:
- (a) Trees along streets shall be planted a minimum distance of five feet and a maximum distance of fifteen (15') feet outside the ultimate right-of-way line. However, in certain cases, as follows, the Board of Supervisors may permit trees to be planted within the ultimate right-of-way:
 - [1] In areas, such as existing villages, where front yards may be located within the ultimate right-of-way.
 - [2] In cases where closely spaced rows of street trees may be desirable and future street widening is considered unlikely.
 - [3] Where there are existing trees along the road, new trees should supplement them.
 - (b) In nonresidential developments, trees shall be located within a planting area within the front yard setback, at least ten feet (10') in width, planted in grass or groundcover. In areas where wider sidewalks are desirable, or space is limited, tree-planting pits may be used.
 - (c) Trees shall be located so as not to interfere with the installation and maintenance of sidewalks and utilities. Trees shall be planted a minimum distance of three feet from curbs and sidewalks, twelve feet from overhead utilities and six (6) feet from underground utilities.

- (d) Trees shall be planted at a rate of at least one (1) tree per forty (40) linear feet of street/driveway frontage or fraction thereof. Trees shall be distributed along the entire frontage of the property, although they need not be evenly spaced.
- F. Above-ground stormwater management areas and associated facilities. Landscaping shall be required in and around all above-ground stormwater management areas according to the following:
- (1) All areas of stormwater management basins, including basin floors, side slopes, berms, impoundment structures or other earth structures, shall be planted with suitable vegetation such as naturalized meadow plantings or lawn grass specifically suited for stormwater basins. Trees and shrubs may be planted in the basin when required and approved by the Board of Supervisors. Plants shall be selected from the lists in §142-43.
 - (a) Trees and shrubs shall be planted around stormwater basins given they do not interfere in the proper function of the basin and no trees are planted on or within thirty (30') feet of an impoundment structure, emergency spillway or dam. A minimum planting of two trees and ten (10) shrubs per one hundred (100) linear feet of basin perimeter shall be planted around the basin.
 - (b) Naturalized ground cover plant species, such as wildflowers, meadows and nonaggressive grasses specifically designed for the permanently wet, intermittently wet and usually dry areas of stormwater basins, shall be seeded in the floors and slopes of the basin given:
 - [1] The plantings provide a satisfactory continuous cover to all areas of the basin.
 - [2] The plantings do not interfere in the safe and efficient function of the basin as determined by the Township Engineer.
 - (c) Lawn grass areas may be sodded or hydroseeded to minimize erosion during the establishment period. Once established, these turfgrass areas shall be maintained at a height of not more than six inches.
 - (2) All stormwater basins and other stormwater management facilities shall comply with the Lower Salford engineering standards, adopted from time to time by resolution of the Board of Supervisors; shall incorporate best management practices as outlined in the Pennsylvania Stormwater Best Management Practices Manual, PaDEP, December 2006, as amended, or equivalent generally accepted technical resource; and shall meet one or more of the design options listed below. Any stormwater option chosen for a specific site shall be appropriate for that site and shall be approved by the Township Board of Supervisors.

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- (a) Option 1. Underground storage and/or underground seepage beds when soil conditions will allow.
- (b) Option 2. Wet ponds and other facilities designed to retain water year round, provided that such facilities meet the following requirements.
 - [1] The maximum slope of earthen detention basin embankments and other graded areas does not exceed 4 to 1.
 - [2] The minimum permanent pool level is high enough to allow sufficient depth throughout the year to reduce the growth of unwanted vegetation and mosquitoes.
 - [3] The pond is of sufficient size to allow the appropriate aquatic community needed to maintain a healthy pond ecology.
 - [4] An outlet structure is designed to allow complete drainage of the pond for maintenance purposes.
 - [5] The design of a detention facility with a permanent pool includes a determination of the proposed site's ability to support a viable permanent pool. The design must account for such factors as the required rate and quality of dry weather inflow, the quality of stormwater inflow, seasonal and longer-term variations in groundwater table and effects of expected pollutant loadings. The Pennsylvania Fish Commission and Montgomery County Conservation District should be consulted during the design of these facilities.
- (c) Option 3. Stormwater wetland basins, provided that the following requirements are met:
 - [1] The maximum slope of earthen detention basin embankments and other graded areas does not exceed 4 to 1.
 - [2] Wetland areas within stormwater wetland basins are designed in accordance with the Handbook of Constructed Wetlands, Volumes 1 and 5, United States Department Of Agriculture, 1995, as updated, or equivalent generally accepted technical resource.
- (d) Option 4. Naturalized detention basins, provided that such facilities meet the following requirements:
 - [1] The maximum slope of earthen detention basin embankments and other graded areas does not exceed 4 to 1.

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- [2] The detention basin is very free-form and curvilinear in shape so that from most edges of the basin, the whole basin will not be in view. When the natural topography lends itself to straight-sided detention basins, the basin shall contain an island or peninsula planted with trees which is large enough and appropriately placed to reduce the perceived size of the detention basin. As an alternative, naturalized detention basins may be created by constructing berms to dam up stormwater in a natural depression or valley, provided that the topography and natural vegetation in the remainder of the basin is left in its natural condition.
- [3] Naturalized planting materials, such as wildflowers and nonaggressive, warm-season meadow grasses, which tolerate wet, intermittently wet and usually dry areas of the basin are planted throughout the basin. Trees and shrubs may be planted in the basin where they will not interfere with the function of the basin.
- [4] Final determination of whether a basin qualifies as naturalized shall be made by the Board of Supervisors, under the advice of the Township Planning Commission and the Township Engineer.

(e) Option 5. Detention basins, provided that the maximum slope of earthen detention basin embankments and other graded areas shall be 5 to 1.

- (3) Stormwater management areas shall be screened from adjacent properties using buffer plantings according to §142-42.G, herein.
- (4) The Municipality will make the final determination on the continuing operation and maintenance responsibilities prior to final approval of the stormwater management site plan. The Municipality reserves the right to accept or reject the O&M responsibility for any or all portions of the stormwater controls and BMPs.

G. Buffers and screens.

- (1) All subdivisions and land developments shall be landscaped with the following two components:
 - (a) Property line buffers that integrate new development into its surroundings and separate incompatible land uses.
 - (b) Site element screens that act to minimize or eliminate views to obtrusive site elements.
- (2) The following requirements are minimum standards; additional plant material, berms or architectural elements may be included in the plan at the applicant's discretion. When, in the opinion of the Township Board of Supervisors, there is not adequate space between the property line and site elements for both the property line buffer planting and the site element

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screen, only the more intensive of the two shall be required, with the recommendation of the Township Planning Commission.

- (3) Where in the opinion of the Board of Supervisors there is an overlap of buffer and screen landscape requirements, the applicant may provide the more restrictive planting requirement, in lieu of both, with the recommendation of the Township Planning Commission.

(4) Property line buffer requirements

- (a) Property line buffers shall be required for the types of development listed below and as otherwise specified in the Lower Salford Zoning Ordinance. Property line buffers shall not be required for any type of development located in the Township's Village Commercial District.

[1] All nonresidential development.

[2] All multifamily and single-family attached development.

[3] All single-family detached cluster development.

[4] All mobile home parks.

[5] Active recreation facilities.

- (b) The quantity and type of plant material required shall be determined by the intensity of the proposed land use and the adjacent existing, or permitted land use if vacant, according to Figure 4.4: Intensity of Required Property Line Buffers.

Figure 4.4: Intensity of Required Property Line Buffers

Proposed Use	Existing Land Use (or permitted land use when undeveloped)			
	Office/Institutional and Recreation	Commercial/ Industrial	Multifamily/ Single- Family Attached/ Mobile Home Park	Single-Family Detached
Office/Institutional	Low	Low	Medium	High
Commercial/Industrial	Medium	Low	High	High
Multifamily/Single-Family Attached/Mobile Home Park/ Clustered Single-Family Detached Dwellings	Low	Medium	Low	Medium

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Active Recreation	Low	None	Low	Low
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(c) An on-site investigation by the applicant shall determine the adjacent land uses along each property boundary. In the case of vacant land, the uses permitted by the existing zoning shall be used to determine the buffer type. If more than one type of use is permitted on a site, the use that would require the highest intensity buffer shall be used to determine the buffer type. The existing or zoned uses shall be noted on the plan. Lower Salford Township shall have final approval of interpretation of existing and permitted land uses.

(d) Buffer area location and dimensions.

[1] A buffer area of not less than fifteen (15) feet in width shall be established along all property lines, unless otherwise specified in the Zoning Ordinance.

[2] The buffer area may be included within the front, side or rear yard setback.

[3] The buffer area shall be a continuous pervious planting bed consisting of trees and shrubs, grass or groundcover.

[4] Parking and related aisles/driveways are not permitted in the buffer area.

[5] Site element screens are permitted in the buffer area.

[6] Stormwater management areas are permitted in the buffer area, provided that the visual screening requirements of the buffer is met.

(e) Plant material quantities and types. For every 100 linear feet of property line to be buffered, the following minimum quantities and types of plant material shall be required, based on the standards in §142-42.G(4)(b):

[1] Low intensity: one canopy tree; two ornamental trees; two evergreen trees. [NOTE: In the low-intensity buffer, one evergreen tree may be substituted for one of the required ornamental trees, at the applicant's discretion.]

[2] Medium intensity: two canopy trees; two ornamental trees; five evergreen trees; five shrubs.

[3] High intensity: eight evergreen trees; two ornamental trees; two canopy trees.

(f) Design criteria.

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- [1] The required plant material shall be distributed over the entire length and width of the buffer area.
 - [2] Buffer plant material may be arranged symmetrically (formal) or asymmetrically (informal) and may be grouped to form plant clusters. However, informal groupings that reflect the natural character of the region are encouraged.
 - [3] Plants shall be spaced to provide optimum growing conditions.
 - [4] All plant materials shall meet the requirements of §142-42.I.
 - [5] Buffer plants shall be selected from the lists in §142-43.
 - [6] All landscape berm toes shall be a minimum distance of 10 feet from the neighboring property line or the edge of the ultimate right-of-way.
- (g) Existing healthy trees, shrubs or woodlands may be substituted for part or all of the required plant material at the discretion of the Board of Supervisors. The minimum quantities and/or visual effect of the existing vegetation shall be equal to or exceed that of the required buffer.
- (h) Existing topographic conditions, such as embankments or berms, in conjunction with existing vegetation, may be substituted for part or all of the required property line buffers at the discretion of the governing body. The minimum visual effect shall be equal to or exceed that of the required buffer or screen.
- (5) Site element screens.
- (a) Site element screens shall be required in all proposed land developments and subdivisions around the following site elements:
- [1] Parking lots of 10 or more stalls.
 - [2] Dumpsters, trash disposal or recycling areas.
 - [3] Service or loading docks.
 - [4] Outdoor sales or storage.
 - [5] Vehicle storage.

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[6] Single-family attached rear yards facing streets.

[7] Multifamily rear yards facing streets.

[8] Single-family detached rear yards facing streets.

[9] Active recreation facilities.

[10] Above-ground stormwater management areas.

[11] Sewage treatment plants and pump stations.

- (b) The type of site element screen required shall be determined by the site element and the adjacent land use, according to Figure 4.4: Table of Types of Required Site Element Screens. In cases where more than one type of site element screen is allowed, the required site element screen type may be determined by Board of Supervisors, with the recommendation of the Township Planning Commission.

Figure 4.5 Types of Required Site Element Screens

Proposed Site Element	Existing Adjacent Land Use (or permitted land use when undeveloped)			
	Office or Institutional	Commercial or Industrial	Residential	All Existing and Proposed Roads
Parking lots, 10 stalls or greater	None	None	Types 1 or 6	Types 1, 7 or 9
Dumpster, trash or recycling area	Types 4 or 8	Types 3 or 4	Types 4 or 8	Types 4 or 8
Service and loading docks	Types 2 or 5	None	Types 2 or 5	Types 2 or 5
Outdoor sales or storage yard and vehicle storage	Type 1	Type 1	Type 1	Type 1
Attached residential or multifamily rear yards	None	None	None	Type 6
Single-family detached rear yards	None	None	None	Type 6
Active recreation facilities	None	None	Type 7	None
Detention basins	Type 6	None	Type 1 or 6	None
Sewage treatment plants and pump stations	Types 1 or 8	None	Types 1 or 8	Types 1 or 8

- (c) An on-site investigation by the applicant shall determine the adjacent land uses along each property boundary. In the case of vacant land, the uses permitted by the existing zoning shall be used to determine the screen type. If more than one type of use is permitted on a site, the use that would require the highest intensity site element screen shall be used to determine the screen type. The existing or zoned uses shall be noted on the plan. Lower Salford Township shall have final approval of interpretation of existing and permitted land uses.
- (d) Site elements not included in the above list that have similar visual impact shall be screened in accordance with requirements for the most similar elements as determined by the Lower Salford Board of Supervisors.
- (e) Screen location. The site element screen shall be placed between the site element and property lines, existing or proposed public streets and common use areas within a site and shall be designed to block views to the maximum extent possible. The screen shall be located as close as possible to the site element and shall surround the element without impeding function or encroaching on sight triangles.
- (f) Screen types and design criteria. The following types of screens shall be used where specified in Figure 4.4: Table of Types of Required Site Element Screens:
 - [1] Screen Type No. 1: evergreen or deciduous shrubs. Shrubs shall be placed three feet on center in a minimum five-foot-wide bed surrounding the site element and arranged to provide a continuous hedge-like screen up to a minimum height of 3 1/2 feet at maturity. Shrubs may be clipped to form a hedge or left in their natural habit.
 - [2] Screen Type No. 2: double row of evergreen trees. A double row of evergreen trees shall be placed 10 feet on center and offset 10 feet to provide a continuous screen at a minimum height of 12 feet at maturity.
 - [3] Screen Type No. 3: opaque fence. A six-foot opaque fence surrounding the site element on at least three sides, with vines planted eight inches on center.
 - [4] Screen Type No. 4: opaque fence with ornamental trees and shrubs. A six-foot opaque fence surrounding the site element on at least three sides with additional plantings at the minimum rate of three shrubs and two ornamental trees or large shrubs for each 10 linear feet of proposed fence, arranged formally or informally next to the fence.
 - [5] Screen Type No. 5: architectural extension of the building. An eight-foot minimum height architectural extension of the building (such as a wing wall) shall enclose service

or loading docks. The building materials and style of the extension shall be consistent with the main building.

- [6] Screen Type No. 6: berm with ornamental trees. A two- to three-foot-high continuous curvilinear berm with ornamental trees at the rate of one tree for every 20 feet, clustered or arranged informally. There shall be no plantings on top of the berm. The maximum slope of the berm shall be 3 to 1. All landscape berm toes shall be a minimum distance of 10 feet from the neighboring property line or the edge of the ultimate right-of-way.
- [7] Screen Type No. 7: a two- to three-foot-high continuous curvilinear berm with grass alone. The maximum slope of the berm shall be 3 to 1. All landscape berm toes shall be a minimum distance of 10 feet from the neighboring property line or the edge of the ultimate right-of-way.
- [8] Screen Type No. 8: evergreen hedge. An evergreen hedge (such as arborvitae, chamaecyparis, etc.), minimum height at planting of six-foot plants, three feet on center maximum.
- [9] Screen Type No. 9: low wall. A wall of brick or stone (not concrete block), at least 50% opaque, no less than three and no more than four feet in height.

- (g) Screen plants shall be selected from the lists in §142-43.
- (h) Existing healthy trees, shrubs or woodlands may be substituted for part or all of the required plant material at the discretion of the Board of Supervisors. The minimum quantities and/or visual effect of the existing vegetation shall be equal to or exceed that of the required buffer.
- (i) Existing topographic conditions, such as embankments or berms, may be substituted for part or all of the required property line buffers at the discretion of the Board of Supervisors. The minimum visual effect shall be equal to or exceed that of the required screen.
- (j) The applicant may propose the use of alternative screen types or changes in plant materials or designs which fulfill the intent of this chapter, with the approval of the Board of Supervisors.

H. Cul-de-sac landscaped island requirements. Landscaped islands located at the closed end of culs-de-sac shall meet the following requirements:

- (1) When feasible, healthy trees and shrubs shall be preserved within landscaped islands.

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- (2) In portions of landscaped islands not covered by preserved trees or shrubs, each of the following types and amounts of landscaping shall be provided:
 - (a) One canopy tree, selected from the list in §142-43, for every 1,000 square feet of cul-de-sac island area.
 - (b) One evergreen tree, selected from the list in §142-43, for every 1,200 square feet of cul-de-sac island area.
 - (c) One shrub or small tree, selected from the list in §142-43, for every 300 square feet of cul-de-sac island area.
 - (d) Low-growing shrubs and ground covers, selected from the list in §142-43, covering at least 2,000 square feet of portions of the island not covered by trees or shrubs. When islands have more than 2,000 square feet of area not covered by trees or shrubs, the portions in excess of 2,000 square feet may be covered with grass rather than low-growing shrubs and ground covers.
- (3) To promote diversity, up to 50% of the required canopy trees may be replaced at the ratio of either two flowering trees, one evergreen tree or 10 shrubs for each canopy tree.
- (4) Detention basins and other stormwater impounding areas may not be located in cul-de-sac landscaped islands.
- I. Plant materials specifications, maintenance and guarantee. The following standards shall apply to all plant materials or transplanted trees as required under this chapter.
 - (1) General requirements.
 - (a) The location, dimensions and spacing of required plantings shall be adequate for their proper growth and maintenance, taking into account the sizes of such plantings at maturity and their present and future environmental requirements, such as wind, soil, moisture and sunlight.
 - (b) Plantings shall be selected and located where they will not contribute to conditions hazardous to public safety. Such locations include, but are not limited to, public street rights-of-way, underground and aboveground utilities, and sight triangle areas required for unobstructed views at street intersections.
 - (c) A variety of tree species is required as follows, based on the total number of trees proposed to be planted on a site:

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Proposed Number of Trees	Min. # of Tree Species	Max. % of Any One Species
0 to 5	1	100%
6 to 15	2	50%
16 to 30	3	40%
31 to 50	4	30%
51+	6	20%

(2) Plant specifications.

- (a) All plants shall meet the minimum standards for health, form and root condition as outlined in the American Association of Nurserymen (AAN) Standards.
- (b) All plant material shall be hardy within the USDA Hardiness Zone 6 applicable to Montgomery County, Pennsylvania.
- (c) Canopy trees, also called "shade trees," shall reach a minimum height and spread of 30 feet at maturity as determined by the AAN Standards and shall be deciduous. New trees shall have a minimum caliper of three (3") inches at planting.
- (d) Ornamental trees or large shrubs shall reach a typical minimum height of 15 feet at maturity, based on AAN Standards. Trees and shrubs may be deciduous or evergreen and shall have a distinctive ornamental character such as showy flowers, fruit, habit, foliage or bark. New ornamental trees shall have a minimum height of six (6) feet or minimum caliper of one and a half (1 ½") inches. New large shrubs shall have a minimum height of two and a half (2 ½") to three feet at time of planting.
- (e) Small shrubs may be evergreen or deciduous and shall have a minimum height at maturity of four feet based on AAN Standards. New shrubs shall have a minimum height of eighteen (18) inches at time of planting.
- (f) Evergreen trees shall reach a typical minimum height of twenty (20') feet at maturity based on AAN Standards for that species and shall remain evergreen throughout the year. New evergreens shall have a minimum height at planting of six (6') feet.

(3) Maintenance.

- (a) Required plant material shall be maintained for the life of the project to achieve the required visual effect of the buffer or screen. It shall be the ultimate responsibility of

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successive property owners to ensure that the required plantings are properly maintained. Dead or diseased plant material shall be removed or treated promptly by the property owner and replaced at the next growing season.

- (b) Safety. All sight triangles shall remain clear, and any plant material that could endanger safety such as unstable limbs shall be removed and the plant material replaced if necessary. It shall be the responsibility of the property owner to maintain all plantings and architectural elements to ensure a safe environment.
 - (c) Maintenance guidelines for the plantings are encouraged to be published by the planting plan designer, to be used by grounds maintenance personnel to ensure that the design's buffering and screening concepts are continued.
- (4) Landscape bond.
- (a) In developments with proposed public streets, any tree or shrub, including "preserved" trees, that dies within eighteen (18) months of street dedication shall be replaced by the developer. Any tree or shrub that within eighteen (18) months of street dedication or replanting is deemed, in the opinion of Lower Salford Township, not to have survived or not to have grown in a manner characteristic of its type, shall be replaced. Substitutions for certain species of plants may be made only when approved by the Township.
 - (b) In developments with no new public streets, any tree or shrub, including "preserved" trees, that dies within eighteen (18) months of planting shall be replaced by the developer. Any tree or shrub that within eighteen (18) months of planting or replanting is deemed, in the opinion of Lower Salford Township, not to have survived or not to have grown in a manner characteristic of its type, shall be replaced. Substitutions for certain species of plants may be made only when approved by the Township.
 - (c) The developer shall deposit with the municipality a sum of money in the form of cash, certified check, letter of credit or bond equal to a minimum of fifteen (15%) percent of the total landscaping costs to cover the cost of replacing, purchasing planting, and maintaining all dead, dying, defective or diseased plant material for a period of 18 months.

§142-43 List of Acceptable Plant Materials.

(See separate attached list titled "Planting List")

§142-44 Preservation of Natural or Historic Features.

The design of subdivisions and land developments shall be done in a manner which would preserve desirable natural and/or historic features of a site wherever reasonably possible. Included in such features would be the following:

- A. Scenic areas or views.
- B. Historic structures or sites.
- C. Trees eight inches or more in diameter at breast height.
- D. Woodlands, tree masses, hedgerows or other significant plant materials.

§142-45 Site Stabilization.

All graded or disturbed areas of the site shall be stabilized as quickly as possible by seeding or planting on slopes of less than ten (10%) percent and shall be stabilized by sodding on slopes between 10% and 20% and planted in ground cover on slopes of 20% or more.

§142-46 Protection of Preserved Features.

Items preserved under §142-44 above shall be protected during all phases of construction by fencing or other means from the effects of construction equipment operation, grading and any other activity which could endanger the preserved items.

§142-47 Community Facilities.

- A. The Board of Supervisors shall determine the need for additional community facilities to serve the proposed subdivision or land development.
- B. Where identified in the Indian Valley Regional Comprehensive Plan, or otherwise deemed essential by the Board of Supervisors upon consideration of the particular type of development proposed, and especially in large-scale residential developments, the Board of Supervisors may seek the dedication or reservation of such areas or sites of an extent and location suitable to the needs created by the development for schools, parks, roads, emergency services, and other facilities to service the community.
- C. Areas provided or reserved for such community facilities shall be adequate to provide for building sites, related activity areas, landscaping, and off-street parking as appropriate to the use proposed.

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§142-48 Open Space.

- A. Applicants shall provide open space including appropriate recreation facilities and trails in accordance to the Lower Salford Township Open Space Plan and the Township Zoning Ordinance.
- B. Ownership and Maintenance of Common Open Space and Facilities. Ownership and maintenance of common open space and other common facilities shall be provided in accordance with the regulations in §164-22.G of the Lower Salford Township Code.
- C. Open space shall protect the environmental, scenic, historical, and cultural features of the Township.
- D. Open Space Criteria. Open space preserved in fulfillment of the requirements of this Article shall be in accordance with the following standards and principles.
 - (1) Open space shall be consistent with the plans and proposals outlined in the Township's adopted Open Space Plan. The Board of Supervisors shall review the consistency of the proposed open space with the recommendation of the Township Planning Commission.
 - (2) Open space shall connect to permanently preserved land on abutting property, if possible, including provisions for access ways for general public use to permit residents safe and easy access to open space.
 - (3) Open space shall have frontage on a public or private road or easement capable of providing suitable grade for access to the open space from the roads for maintenance vehicles and equipment traffic.
 - (4) Open space may include land within utility corridors only if the utility companies having legal rights to these corridors do not prohibit their use for such purposes.
 - (5) Open space shall have the physical characteristics capable of serving the purposes intended for such areas including recreational use.
 - (6) Open space shall be visible from dwelling units and roadways.
 - (7) Open space shall protect environmentally sensitive and/or aesthetic features and be landscaped to provide sufficient screening or buffer areas to minimize any negative impacts from or upon adjacent development.
- E. Open Space Designation. All land held for open space shall be so designated on the plans. The plans shall contain the following statement for lands in categories (1), (2), (3)(8) below: "Open space

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land may not be separately sold, nor shall such land be further developed or subdivided." All plans shall further designate the use of open space, the type of maintenance to be provided and a planting plan or schedule. In designating use and maintenance, the following classes may be used.

- (1) Natural Area. Land which is left predominately in a natural condition and managed to protect significant natural resources in accordance with a natural areas management plan.
- (2) Farmland. Land which will be used to grow agricultural crops or for the pasturing of farm animals maintained in accordance with the Soil and Water Conservation Plan as approved by the Montgomery County Conservation District.
- (3) Lawn. A grass area with or without trees which may be used by the residents for a variety of informal purposes and which shall be mowed regularly to ensure a neat and orderly appearance.
- (4) Recreation Area. An area designated for a specific recreational use including, but not limited to, tennis, athletic fields and tot lots. Such areas shall be maintained so as to avoid creating a hazard or nuisance and shall perpetuate the proposed use.
- (5) Garden Area. An area designated for community vegetable plots.
- (6) Park. A small area designated for use for a variety of outdoor activities. It may include lawn areas, decorative plantings, seating areas, or walking paths.
- (7) Public Plaza. An area in an urban or village center designated as a meeting place for community residents. May include gazebos, information stands, seating areas, decorative plantings, fountains, or other similar elements.

§142-49 Recreation Impact Fees.

- A. Fees for residential development. The applicant for any new residential subdivision or land development shall be required to pay a recreation impact fee in the amount as established by Resolution by the Board of Supervisors.
- B. Permitted uses of fees. The recreation impact fees collected under this section shall be held in an account designated for expenditure on parks and recreational facilities and may be used for, but are not limited to, the acquisition of public open space, development of public recreation facilities, landscaping of public open space and related legal, engineering, construction document preparation and engineering and design fees.
- C. Timing of fees. Fees required under this section shall be due and payable at the time of building permit application.

§142-50 Proposals with Existing Buildings.

- A. No proposal will be approved with a property line extending through any portion of an existing building, except where that property line follows a party wall separating semidetached or attached units, in accordance with the Township Zoning Ordinance.
- B. When existing buildings are retained:
- (1) Minimum building setbacks shall be met or exceeded, in respect to all new lot lines created, for the district in which the buildings are located, even if this results in a lot area or dimensions in excess of the otherwise applicable minimums.
 - (2) Building setbacks in excess of the applicable minimums are encouraged, in respect to all new lot lines created, when the height and/or bulk of the existing building significantly exceeds that of proposed, abutting development. For tall buildings, a setback equal to the height of the building is suggested as a minimum. For proportionally wide or deep buildings, a setback equal to 1/2 the width or depth of the building is suggested as a minimum.
 - (3) Run-down buildings shall be rehabilitated on the exterior to conform in quality to surrounding new development.
 - (4) Structurally deficient buildings shall be rehabilitated in conformance with the Township's building code and BOCA Property Maintenance Code.
 - (5) Additions to retained buildings shall conform in all respects to the requirements of the Zoning Ordinance applicable to the district in which the building is located and shall be in harmony with the character, design, building materials and other architectural features of the building.
 - (6) Historical or culturally significant buildings shall retain their respective characters, to the greatest extent practical.
 - (7) New buildings abutting the retained building shall reflect their respective characters, to the greatest extent practical.
 - (8) In nonresidential districts retained buildings shall be provided with adequate parking, service and landscaped areas in accordance with the Zoning Ordinance provisions for the intended use. If the applicant cannot specify the intended use, then the most land consumptive provisions shall be applied, to ensure sufficient land area for uses permitted in that district.

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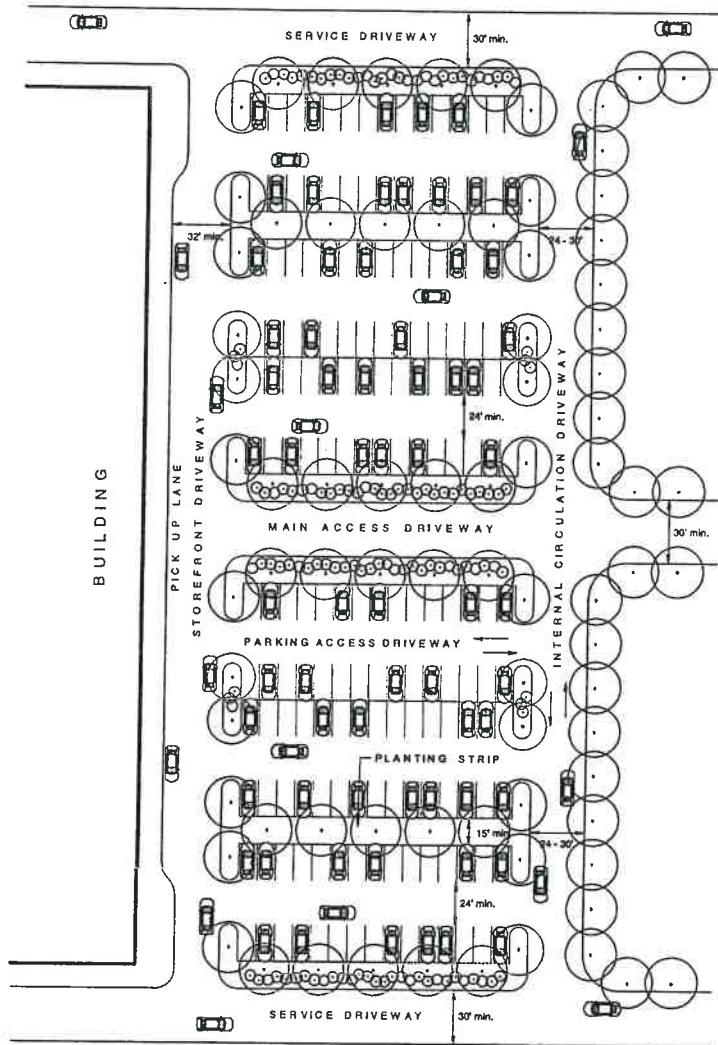
(9) The building setback lines, existing and proposed buildings, driveways, parking areas, walks and other similar information shall be shown on the plan, with a note added describing the buildings and their intended purposes.

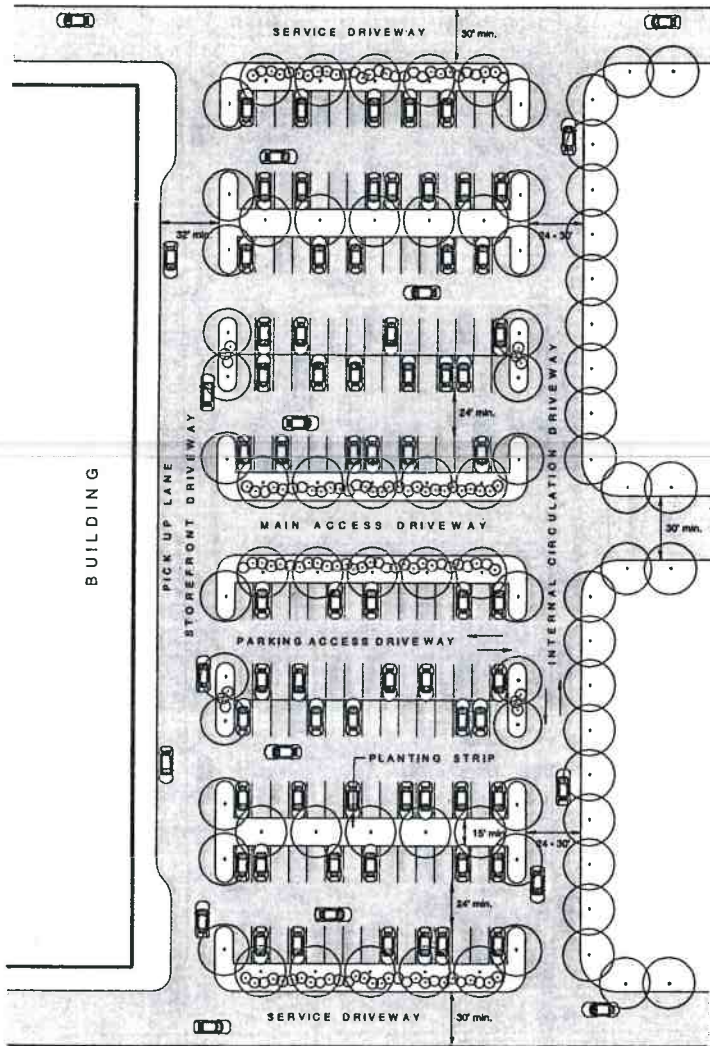
(10) No plan approval will be granted to a subdivision or a land development unless and until the above requirements are complied with to the satisfaction of the Township Supervisors.

C. When existing buildings will be removed:

(1) The plan must show the location and include a brief description of the building(s) to be removed.

(2) Plan approval will be granted upon written agreement to the expeditious removal of buildings intended for removal, in conformance with all applicable State and Township requirements and procedures regarding demolition of buildings and disposition of the reusable parts and/or disposal of the rubble. If the building will not be removed immediately, a financial guaranty must be posed for its removal, in compliance with §142-55 herein.





Planting List

The lists in this section shall be used for all planting required by the Township. Alternative plant materials may be used with the approval of the Board of Supervisors, provided that the plants are suitable for their intended purpose and location. The Township shall re-evaluate the tree species list with each planting proposal to determine whether any planting species will not be permitted based on their identification by DCNR, Penn State Extension and the USDA as host plants invasive insects.

A. Shade or canopy trees

1. Suitable for street trees and curbed parking lot islands or planting strips. Minimum mature height: 30 feet.

Scientific Name	Common Name
<i>Acer campestre</i>	Hedge Maple
<i>Acer x freemanii</i>	Hybrid Maple
<i>Acer rubrum</i>	Red Maple (native)
<i>Celtis occidentalis</i>	Hackberry (native)
<i>Cladastris lutea</i>	Yellowwood (native)
<i>Ginkgo biloba</i> 'Princeton Sentry'	Ginkgo (male only)
<i>Gleditsia triacanthos inermis</i>	Thornless honeylocust
<i>Liquidamber styraciflua</i>	Sweet gum (native)
<i>Nyssa sylvatica</i>	Black Gum (native)
<i>Quercus acustissima</i>	Sawtooth Oak
<i>Quercus bicolor</i>	Swamp white oak (native)
<i>Quercus borealis</i>	North red oak (native)
<i>Quercus coccinea</i>	Scarlet oak (native)
<i>Quercus imbricaria</i>	Shingle oak (native)
<i>Quercus palustris</i>	Pin Oak (native)
<i>Quercus phellos</i>	Willow oak (native)
<i>Quercus rubra</i>	Red oak (native)
<i>Sophora japonica</i>	Japanese pagodatree
<i>Tilia americana</i>	American linden (native)
<i>Tilia cordata</i>	Little leaf linden
<i>Tilia tomentosa</i>	Silver linden
<i>Ulmus Americana</i> 'Princeton'	Princeton American Elm
<i>Ulmus Americana</i> 'Valley Forge'	Valley Forge American Elm
<i>Zelkova serrata</i>	Japanese zelkova

2. Suitable for property line buffers, hedgerows and non-vehicular use areas. Minimum mature height: 30 feet.

Scientific Name	Common Name
<i>Acer campestre</i>	Hedge Maple
<i>Acer rubrum</i>	Red Maple (native)
<i>Acer saccharinum</i>	Silver maple (native)
<i>Acer saccharum</i>	Sugar maple (native)
<i>Betula nigra</i>	River birch (native)
<i>Celtis occidentalis</i>	Hackberry (native)
<i>Cladastris lutea</i>	Yellowwood (native)
<i>Fagus grandifolia</i>	American beech (native)
<i>Fagus sylvatica</i>	European beech
<i>Gleditsia triacanthos inermis</i>	Thornless honeylocust
<i>Koelreuteria paniculata</i>	Golden rain tree
<i>Liquidamber styraciflua</i>	Sweet gum (native)
<i>Liriodendron tulipifera</i>	Tuliptree (native)
<i>Metasequoia glyptostroboides</i>	Dawn redwood
<i>Nyssa sylvatica</i>	Black Gum (native)
<i>Ostrya virginiana</i>	Hop hornbeam (native)
<i>Plantanus acerifolia</i>	London plane
<i>Platanus occidentalis</i>	Sycamore (native)
<i>Quercus alba</i>	White oak (native)
<i>Quercus bicolor</i>	Swamp white oak (native)
<i>Quercus borealis</i>	North red oak (native)
<i>Quercus coccinea</i>	Scarlet oak (native)
<i>Quercus imbricaria</i>	Shingle oak (native)
<i>Quercus palustris</i>	Pin oak (native)
<i>Quercus phellos</i>	Willow oak (native)
<i>Quercus ruba</i>	Red oak (native)
<i>Quercus vellutina</i>	Black oak (native)
<i>Sassafras albidum</i>	Sassafras (native)
<i>Tilia americana</i>	American linden (native)
<i>Tilia cordata</i>	Little leaf linden
<i>Tilia tomentosa</i>	Silver linden
<i>Ulmus Americana 'Princeton'</i>	Princeton American Elm
<i>Ulmus Americana 'Valley Forge'</i>	Valley Forge American Elm

3. Suitable for stormwater bioretention and detention basins.

Scientific Name	Common Name
Acer rubrum	Red maple
Acer rubrum 'Red Sunset'	Red Sunset Maple
Acer rubrum 'October Glory'	October Glory Red Maple
Acer saccharinum	Silver maple
Acer saccharum	Sugar Maple
Betula alleghaniensis	Yellow Birch
Betula nigra	River birch
Betula nigra 'Heritage'	Heritage River birch
Celtis occidentalis	Common hackberry
Crataegus viridis 'Winter King'	Winter King Hawthorn
Liquidambar styraciflua	Sweet gum
Liriodendron tulipifera	Tulip poplar
Metasequoia glyptostroboides	Dawn Redwood
Nyssa sylvatica	Black gum
Platanus occidentalis	Sycamore
Prunus serrotina	Black cherry
Quercus alba	White oak
Quercus phellos	Willow oak
Quercus bicolor	Swamp white oak
Quercus palustris	Pin oak
Quercus shumardi	Shumard oak
Sassafras albidum	Sassafras
Taxodium distichum	Bald cypress

B. Ornamental trees

1. Suitable for property line buffers, hedgerows or site element screens. Minimum mature height: 15 feet.

Scientific Name	Common Name
Amelanchier canadensis	Serviceberry (native)
Amelanchier canadensis 'Autumn Brilliance'	Autumn Brilliance Serviceberry
Amelanchier canadensis 'Princess Diana'	Princess Diana Serviceberry
Carpinus carolinia	Ironwood (native)
Cercis Canadensis	Redbud (native)
Chlonanthus virginicus	Fringetree (native)
Cornus florida	Flowering dogwood (native)

Scientific Name

Cornus florida 'Appalachian Spring'
 Cornus kousa chinensis
 Cornus kousa x C. florida 'Rutban Aurora'
 Cornus kousa x C. florida 'Rutlan Ruth Ellen'
 Cornus mas
 Crataegus cv. 'Toba'
 Crataegus phaenopyrum
 Crataegus viridis 'Winter King'
 Halesia carolinia
 Hammamelis virginiana
 Koelreuteria paniculata
 Magnolia soulangeana
 Magnolia stellata
 Magnolia virginiana
 Malus sp.
 Oxydendrum arboreum
 Prunus sargentii
 Prunus serrulata cv. Kwanzan
 Styrax japonica
 Syringa amerenis japonica

Common Name

Appalachian Spring Dogwood
 Chinese kousa dogwood
 Rutgers Hybrid Aurora Dogwood
 Rutgers Hybrid Ruth Ellen Dogwood
 Comeliancherry dogwood
 Toba hawthorn
 Washington hawthorn
 Winter King hawthorn
 Silverbells (native)
 Witch hazel (native)
 Golden raintree
 Saucer magnolia
 Star magnolia
 Sweetbay magnolia (native)
 Crabapple species
 Sourwood (native)
 Sargent cherry
 Kwanzan cherry
 Japanese snowbell
 Japanese tree lilac

2. Suitable for stormwater bioretention and detention facilities.

Scientific Name

Amelanchier canadensis
 Amelanchier x grandiflora 'Autumn Brilliance'
 Amelanchier laevis
 Carpinus carolinia
 Chionanthus virginicus
 Magnolia virginiana
 Ostrya virginiana
 Salix caprea
 Salix discolor

Common Name

Serviceberry
 Autumn Brilliance Serviceberry
 Allegheny Serviceberry
 Ironwood
 Fringetree
 Sweetbay magnolia
 Hop hornbeam
 Willow sp.
 Pussy willow Sp.

C. Evergreen Trees

1. Suitable for property line buffers, site element screens, and cul-de-sac islands. Minimum mature height: 20 feet.

Scientific Name	Common Name
<i>Abies concolor</i>	White fir
<i>Ilex opaca</i>	American holly (native)
<i>Picea abies</i>	Norway spruce
<i>Picea glauca</i>	White spruce
<i>Picea omorika</i>	Siberian spruce
<i>Picea pungens</i>	Colorado spruce
<i>Pinus strobus</i>	White pine (native)
<i>Pinus thunbergii</i>	Japanese black pine
<i>Pseudotsuga menziesii</i>	Douglas fir

2. Suitable for stormwater bioretention and detention facilities

Scientific Name	Common Name
<i>Chamaecyparis thyoides</i>	Atlantic white cedar
<i>Juniperus virginiana</i>	Eastern red cedar
<i>Thuja occidentalis</i> cv. <i>nigra</i>	Arborvitae

D. Shrubs

1. Large deciduous shrubs suitable for use in property line buffers, hedgerows or site element screen. Minimum mature height: 15 feet.

Scientific Name	Common Name
<i>Aronia arbutifolia</i>	Black chokeberry (native)
<i>Calycanthus floridus</i>	Sweetshrub (native)
<i>Cephalanthus occidentalis</i>	Buttonbush (native)
<i>Clethra alnifolia</i>	Summersweet (native)
<i>Cornus sericea</i>	Redosier dogwood (native)
<i>Enkianthus campanulatus</i>	Redvien enkianthus
<i>Forsythia</i> sp.	Forsythia
<i>Fothergilla major</i>	Large fothergilla (native)
<i>Ilex verticillata</i>	Winterberry (native)
<i>Lindera benzoin</i>	Spicebush (native)
<i>Lonicera fragrantissima</i>	Winter honeysuckle

Scientific Name	Common Name
<i>Myrica pennsylvanica</i>	Bayberry (native)
<i>Philadelphus coronaris</i>	Mockorange
<i>Physocarpus opulifolius</i>	Common ninebark
<i>Rhus glabra</i>	Smooth sumac (native)
<i>Rhus typhina</i>	Staghorn sumac (native)
<i>Sambucus canadensis</i>	Elderberry (native)
<i>Spiraea nipponica</i>	Snow mound spirea
<i>Vaccinium corymbosum</i>	Blueberry (native)
<i>Viburnum lentago</i>	Nannyberry (native)
<i>Viburnum prunifolium</i>	Black haw (native)
<i>Viburnum opulus</i>	European cranberrybush

2. Deciduous or evergreen shrubs suitable for clipped hedges in property line buffers, hedgerows or site element screens. Minimum mature height: 4 feet.

Scientific Name	Common Name
<i>Acanthopanax pentaphyllum</i>	Five leaf aralia
<i>Aronia arbutifolia</i>	Black chokeberry (native)
<i>Callicarpa americana</i>	American beautyberry
<i>Comus mas</i>	Corneliancherry dogwood
<i>Cotoneaster salicifolia</i>	Willowleaf cotoneaster
<i>Euonymus fortuneii vegetus sarcoxie</i>	Bic, leaf wintercreeper
<i>Ilex crenata compacta</i>	Compact Japanese holly
<i>Ilex glabra</i>	Inkberry (native)
<i>Ilex crenata hetzi</i>	Hetz holly
<i>Juniperus chinensis glauca hetzi</i>	Hetz blue juniper
<i>Juniperus chinensis pfitzeriana compacta</i>	Compact pfitzer juniper
<i>Lonicera fragrantissima</i>	Winter honeysuckle
<i>Philadelphus lemoinei</i>	Mockorange
<i>Ribes alpinum</i>	Currant
<i>Taxus baccata</i>	English yew
<i>Taxus x media brownii</i>	Brown's yew
<i>Taxus canadensis</i>	Canada yew
<i>Taxus x media "Densiformis"</i>	Dense yew
<i>Taxus x media "Hatfieldi"</i>	Hatfield yew
<i>Viburnum dentatum</i>	Arrow wood (native)
<i>Viburnum lentago</i>	Nannyberry (native)
<i>Viburnum nudum 'Brandywine'</i>	Brandywine Possumhaw
<i>Viburnum nudum 'Winterthur'</i>	Winterthur Possumhaw

Scientific Name

Viburnum opulus
 Viburnum prunifolium
 Viburnum trilobum
 Thuja occidentalis

Common Name

European Cranberry bush
 Black haw (native)
 American cranberry (native)
 American arborvitae (native)

3. Evergreen shrubs suitable for site element screens and hedgerows. Minimum mature height: 4 feet.

Scientific Name

Azalea, evergreen varieties; must reach three-foot height
 Ilex crenata "Hetzi"
 Ilex glabra
 Ilex meserveae (varieties)
 Juniperus chinensis "Hetzi Glauca"
 Juniperus virginiana
 Kalmia latifolia and cultivars
 Leucothoe fontanessiana
 Pieris floribunda
 Pieris japonica
 Rhododendron sp.
 Taxus Sp.
 Thuja Sp.
 Viburnum rhytidophyllum

Common Name

Azalea
 Japanese holly
 Inkberry (native)
 Blue holl(s)
 Hetz blue juniper
 Eastern red cedar (native)
 Mountain laurel (native)
 Leucothoe
 Mountain andromeda (native)
 Japanese pieris
 Various Lg. rhododendrons
 Yew
 Arborvitae
 Leatherleaf viburum

4. Deciduous or evergreen shrubs suitable for stormwater bioretention facilities and absorbent parking lot islands.

Scientific Name

Alnus serrulata
 Aronia arbutifolia
 Aronia melanocarpa
 Callicarpa americana
 Calycanthus floridus
 Cephalanthus occidentalis
 Clethra alnifolia
 Comptonia peregrina
 Cornus arnonum
 Cornus racemosa
 Cornus sericea
 Hydrangea arborescens

Common Name

Smooth alder
 Red chokeberry
 Black chokeberry
 American beautyberry
 Sweetshrub
 Buttonbush
 Summersweet
 Sweet fern
 Silky dogwood
 Gray dogwood
 Redosier dogwood
 Smooth hydrangea

Scientific Name

Hypericum densiflorum
 Ilex decidua
 Ilex glabra
 Ilex verticillata
 Itea virginiana
 Juniperus virginiana
 Lindera benzoin
 Myrica cerifera
 Myrica pensylvanica
 Rhododendron atlanticum
 Rhododendron nudiflorum
 Rhododendron viscosum
 Rhus aromatica
 Sambucus canadensis
 Sambucus racemosa
 Spirea latifolia
 Viburnum cassanoides
 Viburnum dentatum
 Viburnum lentago
 Viburnum nudum
 Viburnum prunifolium
 Viburnum trilobum

Common Name

Bushy St. John's Wort
 Possumhaw
 Inkberry
 Winterberry
 Virginia sweetspire
 Eastern redcedar
 Spicebush
 Southern bayberry
 Northern bayberry
 Coast azalea
 Pinxterbloom azalea
 Swamp azalea
 Fragrant sumac
 Elderberry
 Red elderberry
 Meadowsweet
 Witherod
 Arrowwood
 Nannyberry
 Smooth withrod viburnum
 Blackhaw
 American cranberrybush

5. Deciduous/evergreen shrubs suitable for planting in curbed parking area planting islands and planting strips.

Scientific Name

Berberis thunbergii atropurpurea
 Berberis thunbergii "Crimson Pygmy"
 Cotoneaster apiculata
 Cotoneaster horizontalis
 Deutzia araccilla "Nikko"
 Euonymus alatus
 Hypericum patulum 'Hidcote'
 Ilex glabra
 Juniperus chinensis "Pfitzeriana Compacta"
 Juniperus chinensis sargentii
 Juniperus squamata "Blue Star"
 Myrica pennsylvanica

Common Name

Red barberry
 Crimson pygmy barberry
 Cranberry cotoneaster
 Rockspray cotoneaster
 Dwarf Nikko deutzia
 Winged euonymus, burning bush
 Goldencup St. Johnswort
 Common inkberry
 Compact Pfitzer juniper
 Sargent juniper
 Blue star juniper
 Northern bayberry

Scientific Name	Common Name
<i>Rhus aromatica</i> 'Gro-Low'	Gro-Low Sumac
<i>Spiraea bumalda</i> 'Anthony Waterer'	Anthony Waterer spirea
<i>Spiraea nipponica</i> 'Snowmound'	Snowmound spirea
<i>Taxus media densiformis</i>	Dense yew
<i>Viburnum dentatum</i>	Arrowwood

E. Ground cover plants suitable for planting in parking area planting islands and planting strips.

Scientific Name	Common Name
<i>Cotoneaster dammeri</i> "Coral Beauty"	Coral beauty cotoneaster
<i>Cotoneaster dammeri</i> "Skogsholmen"	Skogsholmen cotoneaster
<i>Cotoneaster salicifolia repandens</i>	Willowleaf cotoneaster
<i>Euonymus fortunei</i> "Coloratus"	Purple wintercreeper
<i>Juniperus conferta</i> "Blue Pacific"	Blue Pacific shore juniper
<i>Juniperus horizontalis</i> "Bar Harbor"	Bar Harbor juniper
<i>Juniperus hor.</i> "Plumosa Compacta"	Compact andorra juniper
<i>Juniperus sabina tarnariscifolia</i>	Tam juniper
<i>Liriope muscari</i> "Big Blue"	Big Blue lilyturf

F. Herbaceous perennials suitable for stormwater bioretention facilities.

Scientific Name	Common Name
<i>Acorus calamus</i>	Sweetflag
<i>Agastache foeniculum</i>	Anise hyssop
<i>Amsonia hubrichtii</i>	Three-leaf bluestar
<i>Andropogon virginicus</i>	Broomsedge
<i>Aquilegia canadensis</i>	Wild columbine
<i>Aselepias incarnata</i>	Swamp milkweed
<i>Asclepias tuberosa</i>	Butterflyweed
<i>Aster novae angliae</i>	New England aster
<i>Aster novae-belgii</i>	New York aster
<i>Bidens cernua</i>	Nodding beggarticks
<i>Caltha palustris</i>	Marsh marigold
<i>Chelone glabra</i>	White turtlehead
<i>Chelone lyonii</i>	Pink turtlehead
<i>Chrysanthemum leucanthemum</i>	Ox-Eye daisy
<i>Echinacea purpurea</i>	Purple cornflower

Scientific Name

Eupatorium dubium
 Eupatorium fistulosum
 Filipendula rubra
 Helenium autumnale
 Helianthus angustifolius
 Helianthus decapetalus
 Hemerocallis sp.
 Hesperis matronalis
 Hibiscus mosheutos
 Iris pseudocaris
 Iris vericolor
 Lilium superbum
 Liatris spicata
 Lobelia cardinalis
 Lobelia syphilitica
 Monarda didyma
 Panicum virgatum

Common Name

Joe Pye weed
 Hollow Joe Pye weed
 Queen of the Prairie
 Common sneezeweed
 Narrow leaf sunflower
 Ten-petaled sunflower
 Day lily
 Dames rocket
 Rose mallow
 Yellow iris
 Blue flag
 Meadow lily
 Blazing star
 Cardinal flower
 Blue lobelia
 Bee balm
 Switchgrass

Phalaris arundinaceae

Pycnanthemum tenuifolium
 Rudbeckia sp.
 Scirpus acustus
 Solidago canadensis
 Solidago rigida
 Solidago rugosa
 Solidago sempervirens
 Spartina alternifolia
 Tradescantia ohiensis
 Typha angustifolia
 Typha latifolia
 Vernonia noveboracensis

Canary reed grass

Slender mountain mint
 Black-eyed susan
 Hard stem bullrush
 Common goldenrod
 Stiff goldenrod
 Rough or wrinkleleaf goldenrod
 Seaside goldenrod
 Cordgrass
 Spiderwort
 Narrowleaf cattail
 Common cattail
 New York iron weed

G. Invasive Species. Plantings on the DCNR Invasive Plant List or on the DCNR "Watch List", as most recently amended, shall not be planted.

H. Undesirable species for determining if a tree is a specimen tree

Scientific Name

Acer platanoides
 Acer saccharinum
 Catalpa speciosa

Common Name

Norway maple
 Silver maple
 Northern catalpa

Scientific Name

Moms alba
Murus rabra
Populus deltoids
Populas nigra 'Italic'
Populas tremuloides
Prunus Serotina
Robinia pseudoacacia
Salix niga

Common Name

Mulberry
Red mulberry
Cottonwood
Lombardy poplar
Quaking aspen
Black cherry
Black locust
Black willow

i. The township will re-evaluate 142-35 each planting proposal to determine if there are any current landscape species that will not be permitted, based on current invasive insects.

ARTICLE V—Improvement Construction Requirements

§142-53 Applicability.

The requirements of this article shall apply to all applicants submitting a final plan for subdivision or land development in Lower Salford Township. Before the Final Plan is signed and made ready for recording or prior to the issuance of any permits needed for construction or occupancy of any subdivision or land development, all applicants are required to complete to the satisfaction of the Lower Salford Township Board of Supervisors or ensure the completion of all Required Improvements in manner set forth in this Article and in the Lower Salford Township Administrative Guidelines for Subdivision and Land Development Proposals.

§142-54 Completion of Improvements or guaranty required.

No final plan shall be approved until the applicant has either:

A. Completed all of the Required Improvements identified by the Board of Supervisors for final plan approval, in compliance with the requirements of this chapter and the Pennsylvania Municipalities Planning Code; or

B. Provided a proper financial guaranty in a manner acceptable to the Township for the Required Improvements, in compliance with the Pennsylvania Municipalities Planning Code.

- (1) The work completed or guaranteed shall be in strict accordance with the approved plans and the requirements of this chapter.
- (2) No lot in a subdivision may be sold, and no permit to erect, alter or repair any building upon land in a subdivision or land development will be issued unless and until a subdivision and/or land development plan has been approved, and where required, recorded and until the Required Improvements have either been completed or guaranteed for completion as required herein.
- (3) The applicant shall also guarantee that no lot will be sold or building constructed in any floodplain area except in compliance with the floodplain management requirements of this chapter, the Township's Zoning Ordinance and the Township's building code.

§142-55 Financial security.

A. Guarantee for completion of Required Improvements. In lieu of the completion of the Required Improvements for final plan approval, the applicant shall provide to the Township financial security in a form which shall be subject to approval by the Township Solicitor, in compliance with the applicable requirements of the Pennsylvania Municipalities Planning Code.

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- B. As certain sections of the required installations are completed, the Board of Supervisors may release all or portions of the financial security as approved by the Township Engineer when requested by the developer in accordance with the Pennsylvania Municipalities Planning Code.

§142-56 Reimbursement of inspection and consultant fees.

- A. The applicant shall post with the Township, simultaneously with the posting of the financial security, a cash escrow in the amount of 10% of the estimated construction costs of the Required Improvements required to be built under the improvement construction plan, or such other amount as may be determined to be appropriate by the Township Engineer, to reimburse the Township for reasonable and necessary expenses incurred by the Township for the following:
- (1) The services of the Township Engineer, including inspection of and reports about the plans, Required Improvements and all costs for other engineering and professional certification as deemed necessary.
 - (2) The services of the Township Solicitor for legal services incidental to the preliminary and final approval of plans of each subdivision or development, or section thereof, and specifically including, but not limited to, the review of all plans, correspondence and permits; the preparation of subdivision and escrow agreements, easements, covenants and deeds; the attendance at any meetings with the Supervisors, the Planning Commission, the Township Engineer, the developer or the developer's representatives in connection with the development either before or after approval and specifically including problems which may develop during the construction of a subdivision or land development; and any telephone conferences in connection with any of the above.
 - (3) The services of any other Township consultants.
 - (4) The actual costs of all drainage, water and/or material tests.
 - (5) Fifty dollars per hour for each hour or portion thereof that the Township Building Inspector is engaged on the work.
 - (6) Legal fees, advertising and other costs involved in the dedication of streets and Dedicated Improvements to the Township.
 - (7) Costs of recording the plans, agreements and any other administrative fees incurred as a part of the development
- B. The aforementioned cash escrow shall be deposited by the Township in a bank account , and the Township may draw upon the escrow as necessary to reimburse itself for the fees and costs set forth in this Section. Simultaneously with each such draw from the escrow by the Township, the

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Township shall send the developer/applicant an invoice (marked "paid") for the amount drawn, specifying the particular fee, cost or expense for which the Township has drawn payment or reimbursement. The developer/applicant shall at no time permit the cash escrow required by this subsection to be reduced below an amount reasonably estimated by the Township Engineer to be necessary to reimburse the Township for the remaining fees, costs and expenses which the Township is reasonably likely to incur prior to the completion of the subdivision or land development. Within 10 days of the developer's receipt of notice from the Township that the balance of the escrow required by this Section is deemed inadequate to cover the reasonable costs and expenses likely to be incurred by the Township, the developer/applicant shall post such additional monies as have been specified in the notice. Subject to the dispute resolution procedure set forth in the Pennsylvania Municipalities Planning Code, as amended from time to time, the refusal to post such monies shall entitle the Township to withhold any requested inspections or permits until such time as the escrow has been increased as requested by the Township.

- C. Upon completion and approval of all Required Improvements, acceptance of all Dedicated Improvements and the expiration of any applicable maintenance periods, any portion of the cash escrow which remains shall be returned to the developer along with any accumulated interest.
- D. The provisions of this Section may be modified by any land development agreement entered into between the Township and the developer/applicant.

§142-57 Inspections.

A. Notice.

- (1) The Township Engineer shall be notified 48 hours in advance of the commencement of any construction or installation operation in order that provision may be made for inspection by the Township.
- (2) Construction and installation operations shall also be subject to inspection by Township officials during the progress of the work. The applicant, developer or builder shall pay for all inspections.

B. Improvement specifications. All required road improvements shall be constructed in accordance with the applicable provisions of the Pennsylvania Department of Transportation, Form 408, as amended, including the latest revisions and other applicable regulations. All other Required Improvements shall be constructed in accordance with approved specifications.

- (1) Specifications. The specifications will be furnished to the applicant by the Township. If any of the specifications are unavailable at the Township office, the Township Engineer shall provide the applicable specifications.

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- (2) Sample of materials. During or after construction of any Required Improvement, if the Township requires a sample of materials, said sample shall be furnished by the appropriate contractor, in a form specified by the Township Engineer.
- C. Delivery slips. Copies of all delivery slips for materials used in the construction of any storm sewers, sanitary sewers, roads, curbs, sidewalks or any other facility within a Township right-of-way or easement or in areas proposed for future dedication to the Township shall be supplied to the Township.

§142-58 Conditions of acceptance.

- A. Conditions. The Township shall have no obligation to accept the dedication of any street or other Dedicated Improvement unless:
- (1) The Dedicated Improvements, utility mains and laterals and monuments shown on the approved plan or plans have been constructed to meet all requirements, are free of defects or deterioration and are properly functioning.
 - (2) It is established to the satisfaction of the Board of Supervisors that there is a need for the dedication of Improvements.
- B. Acceptance. The Township shall have no responsibility with respect to any street or other improvement, notwithstanding the use of the same by the public, unless the street or other improvement is accepted by an ordinance or resolution adopted by the Board of Supervisors.
- C. Offer of dedication.
- (1) The applicant shall submit a written offer of dedication to the Township for the streets or other Dedicated Improvements, including the following:
 - (a) A deed of dedication covering the Dedicated Improvements.
 - (b) A copy of a title insurance policy establishing the applicant's clear title to the property.
 - (2) The items required in Subsection C(1) above shall be submitted to the Township Engineer and Solicitor for their review and recommendations.
 - (3) The Board of Supervisors may accept dedication of the streets or other Dedicated Improvements by passing a resolution to that effect.

§142-59 Guaranty of completed improvements.

When the Required Improvements are certified as complete by the Township Engineer, the Board shall require posting of financial security by the applicant to secure the structural integrity and functioning of the Required Improvements in accordance with the design and specifications as depicted on the approved final plan and the applicable provisions of the Pennsylvania Municipalities Planning Code.

§142-60 Private maintenance of improvements.

Where the maintenance of Improvements is to be the responsibility of individual lot owners, a homeowners' association or similar entity, or an organization capable of carrying out maintenance responsibilities, the Board of Supervisors shall require that maintenance responsibilities be set forth in perpetual covenants or deed restrictions binding on the landowners' successors in interest, and may further require that an initial maintenance fund be established in a reasonable manner.

ARTICLE VI—Mobile Home Regulations

§142-63 Applicability.

- A. Individual mobile homes. Individual mobile homes may be erected on any lot where the use is permitted, provided that compliance is made with zoning requirements and all sections of this chapter which apply to subdivisions and development of single-family detached dwellings, and applicable local, state or federal building codes.
- B. Mobile home parks or developments. The provisions of this article shall be followed in the construction or alteration of all mobile home parks. These provisions are in addition to other applicable regulations of this chapter. Compliance with the Township Zoning Ordinance is required.

§142-64 Site design.

The following regulations shall apply to mobile home parks or developments:

- A. Arrangement of structure and facilities. The tract, including mobile home stands, patios, other dwellings and structures and all tract improvements shall be organized in relation to topography, the shape of the plot and common facilities. Special attention shall be given to new mobile home designs and to common appurtenances that are available.
- B. Adaption to tract assets. Each mobile home unit or other dwelling or structure shall be fitted to the terrain with a minimum disturbance of the land and a minimum elevation difference between the floor level of the unit and the ground elevation under it. Existing trees and shrubs, rock formation, streams, floodplains, steep slopes and other natural features of the tract shall be preserved to the maximum extent practical. Favorable views shall be emphasized by the plan.
- C. Courts and spaces. Groups or clusters of units, so placed as to create interior spaces and courtyards, shall be incorporated whenever feasible.
- D. Orientation. Mobile homes are encouraged to be arranged in a variety of orientations and are strongly encouraged to have many units with their long sides facing the street rather than their ends, in order to provide variety and interest.
- E. Street layout. Street patterns unrelated to the topography of the site are to be avoided.
- F. Roadways.
 - 1) Standards. All Township standards for the construction of streets contained in this chapter shall be adhered to for all public streets in and abutting mobile home developments. In those developments wherein the streets are to be maintained as private internal roadways, owned and maintained by the mobile home park operator or owned and maintained in common by the residents/owners of the individual lots, the standards shall be as follows:
 - a) Right-of-way. There shall be an equivalent right-of-way, as defined herein, reserved along those streets which are designed to function as feeder or collector streets, and which

connect major exterior roadways, form major loops, traverse the development or provide major or important access to adjacent parcels. No equivalent right-of-way is required on other streets. On those streets where an equivalent right-of-way is required, parallel parking may be permitted, but perpendicular or angle parking is not permitted.

- b) Pavement. Pavement width of all residential streets serving as access to mobile home lots shall be not less than twenty-six (26) feet, except that this may be reduced to not less than 20 feet on a street serving as access to no more than ten (10) mobile home lots where parking is prohibited along the road and off-street visitor parking is provided in common areas within 300 feet of all dwelling units at a rate of 0.3 space per mobile home.
 - c) Grades. Gradients on all residential streets shall not exceed ten (10%) percent.
 - d) Cul-de-sac. A paved turnaround area with a minimum radius of forty (40) feet shall be provided at the closed end of any cul-de-sac road serving as a sole access to four or more mobile home lots. No permanently closed cul-de-sac street shall exceed five-hundred (500) feet in length or serve as the only access to more than twenty (20) mobile home lots.
 - e) Mobile home roadways must comply with any Township street design standard not modified by this Subsection F
- 2) Access limitations. Mobile home lots may have direct access only onto streets internal to the development. Direct access from a mobile home lot shall not be permitted onto the streets surrounding the mobile home park.
- 3) Conversions. Any road built as a private road and later proposed for conversion to a public road shall be brought up to the applicable standards for public streets prior to being ordained as a public way, unless this requirement is waived by the Board of Supervisors subsequent to determining that compliance with the requirement would have a negative effect on the mobile home park.

G. Pedestrian circulation.

- 1) General requirements. All mobile home developments shall provide safe, convenient, all-season pedestrian walkways of adequate width for intended use, durable and convenient to maintain between individual mobile homes, mobile home development, all-community facilities provided for the residents and off-site pedestrian traffic generators, such as schools, bus stops, commercial centers, etc. These pedestrian walkways may parallel vehicular roadways, where they shall only be required on one side, or they may form a separate but coordinated system away from streets. Walkways must be provided wherever pedestrian traffic is concentrated and where school children congregate, but may be waived elsewhere if the applicant successfully demonstrates a lack of need.
- 2) Common walk system. Where a common walk system is provided and maintained between locations, such common walks shall have a minimum width of five feet. Where these walks parallel roadways they shall be separated from the road pavement by a distance of at least four feet.

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- 3) Individual walks. All dwellings shall be connected to common walks or to streets or to driveways or parking spaces connecting to a paved street. Such individual walks shall have a minimum width of three feet.

H. Parking.

- 1) Spaces required. Two paved off-street parking spaces shall be provided for each dwelling on the same lot therewith. Parking for any commercial or other nonresidential use shall follow the requirements otherwise applicable for such uses.
- 2) Common parking areas.
 - a) Aisle width. Where common parking facilities are to be used, no parking aisle will be less than 22 feet in width.
 - b) All parking areas shall conform to §142-35 herein.

§142-65 Common open space.

In addition to any requirements of the Township Zoning Ordinance, the following regulations shall also apply:

A. Arrangement and recreation.

- 1) Arrangement. The common space shall be designed as a contiguous area unless the applicant demonstrates to the satisfaction of the Board of Supervisors that two or more separate areas would be preferable. The open space shall also have easily identifiable pedestrian and visual accessibility to all residents of the mobile home park, although all units do not have to abut the common open space.
- 2) Recreation. Recreation areas and facilities shall be provided to meet the anticipated needs of the residents of the mobile home park. Not less than 25% of the required open space area exclusive of lands within the required buffers shall be devoted to recreation. Recreation areas should be of a size, shape and topography that is conducive to active and passive recreation.

B. Buffers.

- 1) General requirements. Along all exterior property boundary lines a permanent buffer shall be provided in accordance with §142-42.G, herein.
- 2) Existing buffers. In cases where the property line of a mobile home development occurs along natural features which function as buffers, including but not limited to mature vegetation, significant grade changes or stream valleys which are likely to be permanently preserved, buffering may be waived along that property line upon approval of the Board of Supervisors upon recommendation of the Township Planning Commission.

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- 3) Buffer landscape plan. A landscaping plan shall be submitted in accordance with Article IV of this ordinance, with the final plans showing all pertinent information, including the location, size and species of all individual trees and shrubs to be preserved or planted or alternately the general characteristics of existing vegetation masses which are to be preserved.
- C. Drainage considerations. The standards and requirements contained in Article IV herein shall be complied with.

§142-66 Common elements.

- A. Ownership. Common open space and roadways shall be offered for dedication to the Township for mobile home parks or open for public use through easements or other appropriate means in any mobile home park where all lots will be sold or where the Board of Supervisors determines those facilities to be appropriate additions to the open space and/or circulation systems of the Township. In all other cases, these and other common elements may be retained in private ownership or may be owned jointly by the residents of the development.
- B. Maintenance. Prior to development plan approval, provisions acceptance to the Board of Supervisors and Township Solicitor for the maintenance of all common elements which will not be owned and maintained by a governmental agency shall be established.

~~C. Service building. The structure or structures containing the management office and other common facilities shall be conveniently located for the use intended.~~

§142-67 Utilities.

- A. Water supply.
- 1) General requirements. An adequate supply for domestic, auxiliary and fire-fighting uses shall be provided for all uses included in the mobile home development, including service buildings and accessory facilities, in accordance with the Township Zoning Ordinance.
 - 2) Water distribution system. All water piping, fixtures and other equipment shall be constructed and maintained in accordance with state and local regulations as well as those of the servicing utility.
 - 3) Individual water-riser pipes and connection.
 - a) Individual water-riser pipes shall be located within the confined areas of the mobile home stand at a point where the water connection will approximate a vertical position, thereby ensuring the shortest water connection possible and decreasing susceptibility to water pipe freezing.

- b) The water-riser pipe shall have a minimum inside diameter consistent with the standards of the servicing public utility, or in lack thereof, of the Township Engineer, and terminate at least four inches above the ground surface. The water outlet shall be provided with a cap when a mobile home does not occupy the lot.
 - c) Adequate provisions shall be made to prevent freezing of service lines, valves and riser pipes and to protect risers from heaving and thawing actions of the ground during freezing weather. Surface drainage shall be diverted from the location of the riser pipe.
 - 4) Fire protection. All mobile home developments shall be provided with fire hydrants to meet the specifications of the Middle States Department Association of Fire Underwriters. In addition, those hydrants shall be in sufficient numbers to be within 600 feet of all existing and proposed mobile homes and other dwellings and structures, measured by way of accessible streets or common areas.
- B. Sewage disposal.
- 1) General requirements. An adequate and safe sewerage system shall be provided in all mobile home developments for conveying and disposing of sewage from dwellings, service buildings and accessory facilities in accordance with the state requirements.
 - 2) Sewer system. All sewer lines shall be located in trenches of sufficient depth to be free of breakage from traffic or other movements and shall be separated from the water supply system. The system shall be constructed and maintained in accordance with all state regulations, as well as those of the servicing utility.
 - 3) Individual sewer connections.
 - a) Each mobile home stand shall be provided with a sewer riser pipe consistent with the standards of the servicing utility. The sewer riser pipe shall be so located on each stand that the sewer connection to the mobile home drain outlet will approximate a vertical position.
 - b) The sewer connection shall have an inside diameter and slope as required by the servicing utility. All joints shall be watertight.
 - c) All material used for sewer connections shall be semirigid, corrosive resistant, nonabsorbent and durable. The inner surface shall be smooth.
 - d) Provision shall be made for plugging the sewer riser pipe when a mobile home does not occupy the lot. Surface drainage shall be diverted away from the riser. The rim of the riser pipe shall extend at least 1/2 inch above ground elevation.

- C. Underground utilities. All electric, natural gas, telephone and any other utility lines shall be placed underground in all mobile home parks and each shall have the necessary shutoff valves and other safety requirements normally associated with safe operations. All utility connections shall be appropriately capped for safety purposes whenever a mobile home stand is not occupied.

§142-68 Permits, licenses, fees and inspections.

A. Permits required.

- 1) Mobile home structures. In all mobile home developments, building plans of every model of mobile home proposed for development shall be submitted for review of conformance to the latest edition of the Manufactured Home Construction and Safety Standards. Plans shall be sealed with the manufacturer's certification that each building plan meets all federal construction and safety standards in force at that time.
- 2) Lots for sale. In those mobile home developments wherein some or all of the mobile home lots will be sold individually (whether totally fee simple, fee simple with a homeowners association, condominium or cooperative), no lot to be conveyed shall be developed or mobile home or other structure placed or constructed thereon until the subdivision and/or land development plan has been properly approved and the proper building and construction permits have been issued to the lot in accordance with standard procedures for any building activity in the Township. No mobile home or other structure shall be occupied until a valid occupancy permit has been issued by the Township.
- 3) Lots for lease. In those mobile home developments wherein some or all of the mobile home lots will be leased, the following regulations shall apply to the entire development exclusive of the lots being sold individually:
 - a) Initial permits. It shall be unlawful for any person or group to construct, alter, extend or operate a mobile home development unless and until that person or group obtains:
 - (1) A valid permit issued by the Pennsylvania Department of Environmental Resources, in the name of the operator, for a special construction, alteration or extension proposed.
 - (2) Valid permit(s) authorizing construction of initial occupancy issued by the Township Zoning Officer in the name of the operator. All permits for water supply and sewage systems shall have been obtained.
 - (3) Compliance with all other requirements contained herein.
 - (4) Final approval of the application by the Board of Supervisors.

- b) Annual licenses. In addition to the initial permits, the operator of a mobile home development with lots for lease shall apply to the Pennsylvania Department of Environmental Resources and to the Township Zoning Officer on or before the first day of each year for an annual license to continue operation of the mobile home park. The Zoning Officer shall issue the annual license upon satisfactory proof that the park continues to meet the standards prescribed by the state agencies having jurisdiction and the standards of this article and other applicable ordinances. The license so issued shall be valid for one year from the date of issuance.

B. Fees.

- 1) Fees for the initial application and preliminary and final approvals of any mobile home development shall be prescribed by regulations of the Board of Supervisors.
- 2) The fee for the annual license required for mobile home developments having lots for lease shall be prescribed by regulations of the Board of Supervisors and shall be submitted to the Zoning Officer with the application for the annual license.

C. Inspection.

- 1) Upon notification to the licensee, manager or person in charge of a mobile home park or development, with lots for lease, the Building Inspector or Zoning Officer may inspect a mobile home development after due notice to determine compliance with this article.
- 2) Upon receipt of the application for annual license and before issuing such annual license, the Zoning Officer or other designated representative of the Township shall make an inspection of the mobile home park to determine compliance with this article and other applicable ordinances. The Zoning Officer or other representative shall thereafter notify the licensee of any instances of noncompliance and shall not issue the annual license until the licensee has corrected all such violations.

- D. Modular and mobile home inspections. The applicant or developer shall inform the Township of the delivery date of a modular and/or mobile home. The Township Building/Code Enforcement Officer shall inspect the modular or mobile home upon its arrival at the site prior to installation, to determine if it meets the Standards for the Installation of Mobile Homes (ANSI/NFPA) publication No. 501A of 2013, or as last revised. The Township Building/Code Enforcement Officer shall also inspect a modular home after its installation and prior to occupancy by residents, in order to determine its compliance with installation instruction outlined in the Building System Approval Report, which shall be provided by the applicant or developer.

§142-69 Additional requirements.

- A. Mobile home stands. A concrete pad, properly graded, placed and compacted so as to be durable and adequate for the support of the maximum anticipated loads during all seasons shall be used for all mobile homes.
 - B. Anchoring. Every mobile home placed within a mobile home development shall be anchored to the mobile home stand where it is located prior to the unit being occupied or used in any other way or the expiration of seven days from the date that it was delivered to the site, whichever occurs first. The anchoring system shall be designed to resist a minimum wind velocity of 90 miles per hour.
 - C. Stability. All mobile homes placed within a mobile home development shall, prior to occupancy or other use, be affixed to their mobile home stands in such a way so as to prevent tilting of the unit. No mobile home shall permanently rest on the wheels used to transport the unit.
 - D. Skirts. All mobile homes placed within a mobile home development shall, prior to occupancy or other use, have skirts installed for protection of the utility connections.
 - E. Hitch. The hitch or tow bar attached to a mobile home for transport purposes shall be removed and remain removed from the mobile home when it is placed on its mobile home stand.
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Article VII: Administration

Section 142-72. General administration.

All provisions of this chapter shall be administered by the Board of Supervisors or its officially designated representatives. All matters relating to this chapter shall be submitted to the Township Secretary, who shall handle the matter in accordance with current Township policies, procedures and guidelines established by the Board of Supervisors.

Section 142-73. Records.

The Township shall keep a public record of its correspondence, findings, recommendations and actions relating to plans filed for review, in accordance with the policies, procedures and guidelines established by the Board of Supervisors and Planning Commission.

Section 142-74. Fees and costs.

- A. No application for preliminary or final plan approval shall be considered as submitted until the fees and/or escrow deposit, as set forth below, shall have been paid.
- B. The Board of Supervisors shall adopt and amend by resolution a schedule of fees, payable by the applicant to the Township, for the filing of preliminary and final plans.
- C. The Board of Supervisors shall adopt and amend by resolution a schedule of escrow deposits and fees to be paid by the applicant to the Township at the time of filing of an application, sufficient to pay all Township expenditures anticipated in the course of its review and disposition of plans. The applicant shall execute and submit with its application a contract for professional services to be provided by the Township to the applicant setting forth the terms and conditions of the use of the escrow deposit established by the applicant.
 - 1) Costs incurred by the Township in excess of the escrowed amount shall be paid by the applicant prior to the granting of approvals or permits.
 - 2) If costs incurred by the Township are less than the escrowed amount, the difference shall be refunded to the applicant following disposition of the plans.
- D. Township expenditures subject to escrow as in Subsection C above include but are not limited to the following:
 - 1) Engineering and other technical services such as plan review and construction inspections performed by engineers, traffic engineers, landscape architects, geologists, planners, and other professionals during the plan review.
 - 2) Materials and facilities tests.

- 3) Services of the Township Solicitor in reviewing and/or preparing documents related to the plan reviews, plan approval and recording final plans.
- 4) Actual costs of recording.
- 5) An administration charge of fifteen (15%) percent of the total costs described in the previous four subsections.

Section 142-75. Violations and penalties.

A. Preventative Remedies.

- 1) In addition to other remedies, the Township may institute and maintain appropriate actions by law or in equity to restrain, to correct or abate violations, to prevent unlawful construction, to recover damages and to prevent illegal occupancy of a building, structure or premises.
- 2) 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 to this Chapter. As an additional condition for the issuance of any such permit or approval, the Township may require compliance with the conditions that would have been applicable to the property at which time the applicant acquired an interest in such real property.

- B. Enforcement Remedies.** Any person, partnership, or corporation who or which has violated the provisions of this Chapter shall, upon being found liable therefore in a civil enforcement proceeding commenced by the Township, pay a judgment of not more than \$500 plus all court costs, including the reasonable attorney fees incurred by the Township as a result thereof. If timely appealed, no judgment shall commence or be imposed, levied, or be payable until the date of the determination of a violation by the district justice. If the defendant neither pays nor timely appeals the judgment, the Township may enforce the judgment pursuant to the applicable rules of civil procedure. Each day that a violation continues shall constitute a separate violation, unless the district justice determining that there has been a violation further determines that there was a good faith basis for the person, partnership, or corporation violating the Ordinance to have believed that there was no such violation, in which event there shall be deemed to have been only one such violation until the fifth day following the date of the determination of a violation by the district justice and thereafter each day that a violation continues shall constitute a separate violation. All fines collected for such violations shall be paid to the Township.

Section 142-76. Amendments.

The Board of Supervisors may, from time to time, amend, supplement, change, modify or repeal this chapter by proceeding in accordance with the Pennsylvania Municipalities Planning Code.

Section 142-77. Referral to Planning Commission.

All proposed amendments before adoption shall be referred to the Township Planning Commission and the Montgomery County Planning Commission at least 30 days prior to the public hearing, for recommendation and report, which shall be advisory.

Section 142-78. Validity.

Should any section of this Chapter be declared to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the Chapter as a whole or any other part thereof.

Section 142-79. Repealer.

All ordinances and parts of ordinances inconsistent herewith are repealed upon the legally effective date of this Chapter.

Article XII: Traffic Impact Studies

§142-137 Purpose.

A traffic impact study shall enable the Township to assess the likely traffic impact of a proposed development on the various components of the transportation system. The requirements of this article are separate from, but function together with, the Act 209 (Transportation Impact Fee) Ordinance and Transportation Capital Improvement Program adopted by the Township. The study shall:

- A. Address the safe and efficient circulation of vehicles and pedestrians on the site;
- B. Identify the impacts of traffic generated by development at the site's accesses to public roads within the Township;
- C. Provide appropriate mitigation for safe and efficient movement of vehicles and pedestrians on a site and at a site's access to public roads within the Township; and
- D. Identify the impact of the development on the surrounding roadway network in order to ensure that the necessary improvements are made to the surrounding roadway network, which shall be at the discretion of the Board of Supervisors.

§142-138 Applicability.

- A. Traffic impact studies shall be required, as established by this article, for all preliminary subdivision and land development applications when a residential land development is projected to yield 25 or more new building lots or when land development is projected to generate 200 new ADT (average daily trips), or 20 or more new peak-hour trips, as established in the most recent edition of the Institute of Transportation Engineers (ITE) publication, Trip Generation Manual.
- B. Separate applicability standards may be established, as applicable, in the Township Zoning Ordinance related to conditional uses, special exceptions, or any request for rezoning.

§142-139 Study waiver.

The Board of Supervisors may waive the requirements of a traffic impact study based on the unique circumstances of a project and/or the advice of the Township Engineer and/or Traffic Engineer.

§142-140 Joint studies.

When two or more developments are located in the same influence area, the Board of Supervisors may request a joint traffic study. The cost of the joint study shall be shared among the applicants, and the study will include a fair-share cost estimate of any recommended off-site roadway and/or intersection improvements, as well as an assessment of each development's access(es).

§142-141 Preparation.

The traffic impact study shall be prepared under the supervision of a professional engineer with previous traffic study experience in the preparation of traffic impact studies. The professional engineer must be currently registered in the State of Pennsylvania, and preferably possess a Professional Traffic Operations Engineer certificate. All studies must be signed and sealed by the selected professional engineer.

§ 142-142 Review.

The developer shall reimburse the Township for reasonable fees and expenses incurred by the Township to review any traffic impact study and/or plans related to the proposed development when submitted as part of a land development application, conditional use application, special exception application, or other request for zoning.

§142-143 Time of submission.

The traffic impact study shall be submitted to the Township as part of the preliminary subdivision and land development application. The submission of the preliminary subdivision and/or land development plan application shall be deemed incomplete if the required traffic impact study is not included with the submission. Similarly, if required as part of a zoning application, the traffic impact study shall also be submitted and the application deemed incomplete if the required traffic study is not included in the submission.

§142-144 Definitions.

The following terms or phrases shall have the meanings indicated when used in this article:

ACT 209 TRANSPORTATION IMPACT FEE ORDINANCE TERMS

The Act 209 Transportation Impact Fee Ordinance has requirements separate from, but related to, the requirements of this article. This article references the following specific elements of the Act 209 Ordinance:

A. LAND USE ASSUMPTIONS REPORT

The current adopted development plan for the transportation service area(s) which forms the basis of the transportation impact fee(s).

B. TRANSPORTATION CAPITAL IMPROVEMENT PLAN

The current adopted transportation capital improvement program of the Township, containing both future nondevelopment and development capital improvements identified in the Township's Roadway Sufficiency Analysis Report.

C. TRANSPORTATION IMPACT FEE(S)

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The current adopted fee(s) imposed by the Township in each transportation service area, based upon new trips generated by the development during the weekday afternoon peak hour, to fund transportation capital improvements necessitated by, and attributable to, new development, which are specifically identified in the Township's Transportation Capital Improvement Plan.

TRANSPORTATION SERVICE AREA(S)

Geographically defined portions of the Township, not exceeding seven square miles in area.

LEVELS OF SERVICE

As defined by the Highway Capacity Manual, levels of service, ranging from A to F, measures the operational conditions within a traffic stream in terms of such factors as speed, travel time, delay, freedom to maneuver, traffic interruptions, comfort, and convenience.

MAJOR INTERSECTIONS

All combinations of intersections of state highway with state highway, or with Township roadways classified as collector roads or higher.

MAJOR ROADWAYS

~~All designated state highways within the Township, plus Township roadways, with the classification of collector road or higher.~~

NEW TRIPS

Two-way trips added to the roadway network surrounding the site. New trips are calculated as total trips generated by the development net of pass-by trips (trips already on the roadway network) to the development.

QUEUE ANALYSIS

An analysis that identifies the maximum stacking of vehicles in each traffic lane, measured in feet. The analysis shall utilize a methodology acceptable to the Township and the Pennsylvania Department of Transportation.

STUDY AREA

The study area shall be the area of land, and specific roadways and intersections, within the Township that are likely to be affected by the development (from a traffic standpoint) in the reasonable opinion of the Township.

TRIP GENERATION

The total count of trips to and from the subject development per unit of land use (i.e., dwelling unit, square footage, etc.) as established by the most recent edition of ITE's Trip Generation Manual. For land

uses not listed in this publication, or for those land uses with limited available trip generation data, the selected consultant preparing the study shall seek guidance from the Township prior to completion of the study. For applications involving an expansion or relocation of an existing facility, actual trip generation characteristics of the existing land use may be utilized, as appropriate, and subject to acceptance by the Township. Other local sources of trip generation data may be acceptable, subject to the approval of the Township.

VOLUME/CAPACITY ANALYSIS

An analysis that compares the volume of a traffic facility to its capacity. The methodology for the analysis shall adhere to the most recent edition of the Highway Capacity Manual, or other methodology acceptable to the Township and the Pennsylvania Department of Transportation (PennDOT).

§ 142-145. Scope of study area.

Prior to the initiation of the traffic study, the applicant shall receive approval of the scope of the study area from the Township. As part of the scoping request, the applicant shall provide a preliminary trip generation table for the proposed study peak hours along with a map illustrating the proposed study intersections for inclusion. The minimum requirements of the scope of the traffic study area potentially affected by the proposed development (inclusive of specific roadways and intersections) are as follows:

- A. Development driveways (accesses). All existing and proposed driveways (accesses) for the development intersecting public Township and PennDOT roadways, plus adjacent roadways, intersections, and driveways, on adjacent properties, which may be directly affected by vehicular and pedestrian traffic from the development.
- B. Expansion of the study area is required for the following conditions:
 - 1) Nonresidential developments with significant deviation in density, intensity, or trip generation from the Land Use Assumptions Report. If the Township determines that the applicant's development falls in this category, the scope of study area shall minimally include all major roadways and intersections within the transportation service area where the development is located, which accommodates 10% or more of development traffic.
 - 2) Any development which generates more than 1,000 new peak-hour trips. If the Township determines that the applicant's development falls in this category, the scope of study area shall include all major roadways and intersections within a one-mile radius where the development is located, but within the municipal boundaries of the Township, which will accommodate 10% or more of development traffic.
- C. The time periods for analyses shall include the weekday morning and weekday afternoon commuter peak hours at a minimum for all development projects. For all commercial retail uses and/or other

special uses, the time periods shall also include the weekday midday and/or Saturday midday peak hour, if deemed applicable by the township.

§142-146. Voluntary traffic impact study.

At any time, an applicant for a proposed development may prepare and submit a traffic study to substantiate its opinion that the development's trip generation is different than that established by the Township for purposes of determining the development's transportation impact fee, in accordance with its adopted Act 209 Ordinance; or to justify allocation of its impact fee to specific projects contained in the Township's adopted Capital Improvement Plan, or to otherwise implement transportation capital improvements not contained in the adopted Capital Improvement Plan. The approval by the Board of Supervisors is required for the use of any impact fees for projects not identified in the adopted Capital Improvement Plan.

§142-147. PennDOT Traffic Impact Study.

Nothing in this article shall relieve the applicant, with regard to a proposed development which will access a state highway within the Township, from complying with PennDOT's Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permits. The applicant must coordinate the scope of any traffic study required by the Township and PennDOT, so that such studies are concurrently submitted for review.

§142-148. Contents of traffic impact study.

A traffic impact study shall contain, but not be limited to the following:

- A. Executive summary. A brief (maximum two pages) executive summary shall be provided, summarizing the traffic impact study's findings, conclusions, and recommendations.
- B. Site and project description. This description shall identify the site, proposed land use(s), the surrounding area, and the transportation setting, including:
 - 1) A description of the size, location, proposed land uses, construction staging, and completion date of the proposed development. Also, the description shall include the characteristics of site users with respect to their transportation characteristics and needs, including typical peak periods of travel, use of other travel modes, and vehicle composition.
 - 2) The existing and proposed uses of the site shall be identified in terms of zoning classification.
 - 3) A complete description of access and circulation for the development, including, but not limited to, locations of access points and methods of traffic control.
 - 4) Description of the adjacent external roadway system within the study area. Major intersections in the study area shall be identified and illustrated, as applicable.

- 5) All existing and proposed public transportation services and facilities within the study area and the surrounding area shall be documented. The nearest public transportation system shall also be identified.
 - 6) A description of all internal roadways, existing and proposed parking facilities, and traffic control devices on all internal roads and intersections shall be provided.
 - 7) A complete description of the pedestrian/bicycle environment both internal to the site, as well as within 1,000 feet of the site, measured from the boundary of the parcel, shall be documented.
 - 8) All future committed or proposed roadway and intersection improvements within the study area shall be noted. The responsible party and anticipated project schedule shall be identified for each future improvement. Projects on the Township's adopted Transportation Capital Improvement Plan should not be listed unless the Township has indicated that the improvements will be in place before the proposed build-out year of the development.
- C. Existing traffic conditions. Existing traffic conditions shall be documented for all major roadways and intersections established as part of the approved study area, and shall be based on the following:
- 1) Existing peak-hour turning movement traffic volumes and pedestrian count data shall be recorded at all study area intersections, and shall encompass both the peak highway and development hours. Daily traffic volumes on the major study roadways shall be documented in the report. The report shall provide figures illustrating the peak-hour turning movement traffic volumes, and documentation regarding all traffic counts, as well as any adjustments to the counts due to seasonal variations or balancing between intersections.
 - 2) A volume/capacity analysis based on existing traffic volumes shall be performed during the peak highway and development hours for all study roadways and intersections. The level-of-service results of the volume/capacity analysis shall be presented graphically.
 - 3) A summarization of the most recent crash data for a minimum of three full calendar years within the study area shall be provided, at select locations at the discretion of the Township. The applicant should contact the Township regarding this requirement, as it will be determined on a case-by-case basis. Because of confidentiality and liability issues related to the crash analysis, this information must be provided in a separate letter and cannot be referenced or included in the study.
- D. Future conditions without the proposed development. An evaluation of the anticipated future traffic volumes, and the ability of the roadway network to accommodate area traffic without the proposed development, shall be provided for the approved study area roadways and intersections. The

analysis shall be completed for each study peak hour for the development completion year (design year) and any interim years if development phases are proposed. This evaluation shall include the following:

- 1) Peak-hour traffic volumes shall be projected for the design year(s) based on traffic growth information compiled by PennDOT, DVPRC, or the County for the Township. Projected traffic volumes shall also include anticipated traffic growth associated with other significant area proposed developments which will be completed, or partially completed, by the design year(s), or developments under construction. All assumptions and methodologies utilized to forecast the future traffic volumes shall be clearly documented. Figures shall be provided in the report illustrating the peak-hour turning movement traffic volumes for this future condition, and trip generation, distribution, and assignment assumptions shall be provided as well for other area development projects within the study area.
 - 2) A volume/capacity analysis based on future without-development traffic volumes shall be performed during the peak highway and development hours for all study roadways and intersections. The level-of-service results shall be presented graphically.
 - 3) Roadway and intersection improvements committed to implementation by others prior to the design year(s) shall be included in the future without-development analysis. The selected consultant shall seek guidance from the Township in determining the appropriateness of future roadway and intersection improvements, especially those in the Township's Transportation Capital Improvement Program.
- E. Development trip generation. Estimates of vehicle trips generated by the proposed development shall be completed for the design year(s) peak highway and development hours, and on a daily basis. A table should be provided which clearly identifies total trips and total new trips. Pass-by trip and internalization assumptions, as applicable, should be clearly identified and discussed. All relevant calculations of these trips shall be documented. Current versions of ITE's Trip Generation Manual and Trip Generation Handbook should be utilized, if appropriate to the development's land uses. Trip generation estimates based upon alternative sources (e.g., local counts of similar uses) should be clearly documented; including reasons for their use versus use of ITE published data. If the development will be completed in phases, development trip generation should be provided by phase. Necessary improvements shall be made prior to development. However, the Township, at its discretion, may instead require necessary improvements to be provided as the phases occur to ensure impacts are addressed with each phase.
- F. Development traffic distribution and assignment. Traffic volumes generated by the proposed development shall be distributed and assigned throughout the study area for each of the study peak hours. Documentation of all assumptions used in the distribution and assignment of traffic shall be provided.

- G. Future conditions with the proposed development and no improvements. In order to assess the magnitude of the proposed development's impact on the off-site study area intersections and roadways, as well as the site access(es), an analysis shall be completed for the design year(s) with development of the site and no improvements.
- 1) Daily and peak hour traffic volumes shall be projected for the design year(s). Projected traffic volumes shall be calculated by adding the assigned development trip generation to the future traffic volumes with development on the study roadway and intersection network, including the site access(es). Figures shall be provided in the report illustrating the resultant peak-hour traffic volumes with the proposed development with proposed improvements, including all turning movements.
 - 2) A volume/capacity analysis based on future with-development traffic volumes with proposed improvements shall be performed during the peak highway and development hours for all study roadways and intersections including the site access(es). The level-of-service results shall be presented graphically.
 - 3) A queuing analysis (maximum or 95th percentile queues) shall be performed during the peak highway and development hours for each study intersection, including the site access(es). The results of the queuing analysis shall be presented graphically, and the available storage lengths for all existing and proposed intersection approach lanes shall be identified to determine the adequacy of these facilities to accommodate the anticipated future vehicular traffic queues.
 - 4) All movements at all site accesses shall function at Levels-of-Service D or better with future with-development traffic volumes. If signalized, the intersection(s) overall shall also function at Level-of-Service D or better.
- H. Mitigation criteria. Based on the results of the future conditions with the proposed development and no improvements, the need for mitigation improvements will then be evaluated further based upon the following criteria:
- 1) Intersections and/or roadways involving state highways. At all state highways and intersections involving state highways, the need for mitigation will be based on PennDOT's criteria as contained in their Policies and Procedures for Transportation Impact Studies Related to Highway Occupancy Permits and shall follow PennDOT's mitigation policy.
 - 2) Township-maintained intersections and/or roadways. Improvements at study area intersections and/or roadways, other than the proposed site access(es), shall be presented for future with-development traffic volumes as noted below:

- a) If the future without-development conditions function at LOS D or better overall and on all individual lane groups, then the future with development conditions shall be mitigated to operate at Level-of-Service D or better overall and on all movements.
 - b) If future without-development conditions function at Level-of-Service E overall or on any individual lane groups, then improvements shall be identified such that future with-development Level-of-Service conditions will be no worse than Level-of-Service E.
 - c) If future without-development Level-of-Service conditions are F, future with development Level-of-Service F conditions shall have no greater volume/capacity ratios and delays than future without-development conditions.
 - d) If the existing storage lengths or spacing between intersections is inadequate to accommodate the anticipated vehicular queue with development of the site, then appropriate mitigation measures shall be provided.
- i. Proposed improvements. A description of improvements proposed to remedy and otherwise mitigate traffic deficiencies and traffic impacts, as established by the analyses, shall be provided as follows:
- 1) The description of improvements shall describe their location, nature, and schedule, as well as the party responsible for the improvements. The listing of recommended improvements shall include improvements both internal and external to the site, as appropriate.
 - 2) All design recommendations shall be consistent with the design requirements of Lower Salford Township and/or the guidelines of PennDOT, as appropriate, including the following:
 - a) Available safe-stopping sight distance measurements shall be performed for each access, and recommendations shall be provided for any access location that does not provide sufficient sight distance in accordance with the applicable requirements, which may include relocation of the proposed access, specific traffic controls, provision of separate turn lanes, roadway geometric improvements, or turning restrictions;
 - b) The necessity for auxiliary turn lanes at each site access intersection shall be identified based on the current design guidelines of the Pennsylvania Department of Transportation; and
 - c) All access points and pedestrian crossings shall be examined as to the need for, and feasibility of, installing traffic signals or other traffic control devices, pursuant to the guidelines and traffic signal warrants of PennDOT.

- J. Future conditions with the proposed development and recommended improvements. A description of the adequacy of the study area roadways and intersections to accommodate future traffic with development of the site with proposed improvements shall be provided. The analysis shall be completed for each study peak hour for the development completion year, and any interim years, if development phases are proposed. The evaluation shall include the following for any study area intersections and/or roadways where mitigation is required:
- 1) A volume/capacity analysis based on future with-development traffic volumes with proposed improvements shall be performed during the peak highway and development hours for all study roadways and intersections including the site access(es). The level-of-service results shall be presented graphically.
 - 2) A queuing analysis (maximum or 95th percentile queues) shall be performed during the peak highway and development hours for each study intersection, including the site access(es). The results of the queuing analysis shall be presented graphically, and the available storage lengths for all existing and proposed intersection approach lanes shall be identified to determine the adequacy of these facilities to accommodate the anticipated future vehicular traffic queues.
- K. Conclusions and recommendations. This last report section shall include a matrix comparing levels of service on each study roadway, site access intersection, and other study intersections, if appropriate, for each of the following: existing conditions, future conditions without development, and future conditions with development, showing levels of service both without and with improvements. If the development is to be phased, all interim future conditions should be summarized. A summary of all recommended improvements should also be provided, including the party responsible for each. Appropriate summaries should be provided indicating that all future vehicular queues can be provided within existing intersection approach lane limits or with the future improvements to be provided by the applicant or others.

