

# 9<sup>th</sup> Inning: Appendices



## Appendix 3-3 Draft AMA Legislation

### BAMM Plan Draft “Access Management Area” (AMA)

#### A. PURPOSE

SR X is a major and significant corridor in the BAMM Area that helps to define local community identity, and serves as a major thoroughfare in central Butler County area. An Access Management Area (AMA) is proposed for SR X to impose additional and unique development standards and requirements to coordinate land development with other jurisdictions and levels of government. The purpose of the SR X AMA is to promote quality development, stable property values, orderly development, and efficient and safe movement of traffic, including the implementation of access management strategies, throughout the SR X AMA.

#### B. SR X AREA BOUNDARIES

The boundaries of the SR X AMA are shown on the Official Zoning Map. These boundaries include the area within parallel lines running one thousand feet (1,000 ft.) on both sides of the SR X right-of-way limits, or the entire depth of those parcels that have frontage on SR X, whichever is the greater distance. This AMA extends from a point where the centerline of the SR X right-of-way intersects with the centerline of \_\_\_\_\_ to the centerline of \_\_\_\_\_. (Describe the boundaries of the AMA)

#### C. CORRIDOR PLAN

A separately adopted corridor plan may be prepared by the BAMM municipality (individually, or in cooperation with other BAMM Plan partners) to provide additional guidance for public and private decision-making. This corridor plan should be based on recommendations made in the BAMM Plan for this AMA. Elements potentially included in such a plan include a build-out scenario, possible intersection configurations, signalization alternatives, potential access road alignments, traffic control measures, future land use concepts, coordinated signage alternatives and landscaping designs. Implementation of this corridor plan shall be achieved through the enforcement of the site plan review process.

#### D. PERMITTED USES

All uses that are permitted in the underlying zoning district(s) shall apply in this AMA, unless specifically prohibited below.

#### E. CONDITIONALLY PERMITTED USES

All uses that are conditionally permitted in the underlying zoning district(s) shall apply in this AMA, unless specifically prohibited below.

#### F. ACCESSORY BUILDINGS AND USES

All accessory buildings and accessory uses that are permitted in the underlying zoning district(s) are permitted within this AMA, unless specifically prohibited below.

#### G. PROHIBITED USES

Because of the unique character, location, environment, and/or existing or neighboring land uses in or near this AMA, the following land uses are prohibited: (List any uses permitted in the underlying zoning that would be prohibited, if any.) Examples could include: Sexually-oriented businesses, auction market, automobile/truck repair garage, auto wrecking/salvage/junk yard/ boat storage, single or multi-



## 9<sup>th</sup> Inning: Appendices

family dwellings, flea market, manufactured home sales or parks, truck transport terminal, used car sales not in conjunction with new car sales, landfills, kennels, billboards, contractors storage yards.

### H. REVIEW AND APPROVAL PROCEDURES

All requirements contained in this AMA shall be enforced as part of the site plan review process as specified in \_\_\_\_\_ and /or as part of the zoning certificate/ permit process as specified in \_\_\_\_\_. (Include specific references to municipal zoning or site plan review codes.)

### I. DEVELOPMENT STANDARDS

Specific development standards for the SR X AMA replace and/or supplement development standards within the underlying zoning district. Where the requirements of the SR X AMA conflict or contradict requirements in the underlying zoning district, the stricter of the two shall apply.

1) Minimum Lot Width: No lot may be created with a lot width that is less than 250 feet.

2) Required Front Yard: The required front yard shall be 75 feet. Additionally, because SR X may be widened at certain locations, no building may be located closer than 175 feet to the centerline of the SR X right-of-way.

3) Other Required Yards: In cases where a lot has a front, side or rear lot line abutting a publicly-dedicated access road parallel or perpendicular to SR X, the minimum front yard shall be 50 feet.

4) Landscape Strip: A landscape strip or landscape design with plantings is required along the full length of the lot line that abuts a public right-of-way to highlight architectural features or screen or soften undesirable views. The landscaping requirements of the underlying zoning district apply, in addition to the following:

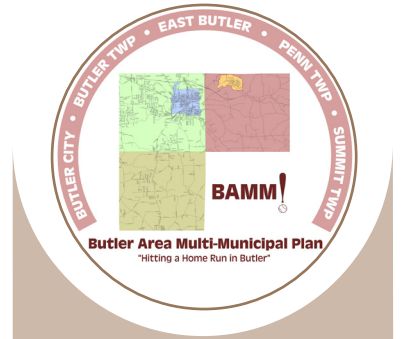
a) A landscaping or buffer strip of not less than 30 feet in width (measured from the right-of-way toward the opposite lot line) shall be provided.

b) This landscape strip shall be used only for landscaping treatments, permitted signage, underground utilities, and driveways that are generally perpendicular to the right-of-way line. In the case of a corner lot, landscape strips shall be provided along both road frontages. However, where a front, side or rear lot line abuts an access road parallel or perpendicular to SR X, the width of the landscape strip may be reduced to 10 feet.

c) This landscape strip shall be mounded with varying slopes, alignments and contours provided slopes that do not exceed three to one (3:1). Gently sloping crests shall be provided. Mounding shall not screen the view of vehicles entering or exiting a parking area or driveway.

d) Plant materials in the landscape strip shall include at least one, three inch caliper tree every 40 feet of linear road frontage, and random shrub plantings and/or ornamental plant materials.

# 9<sup>th</sup> Inning: Appendices



e) All approved landing to be provided on the building site shall be completed within six (6) months from the date of occupancy of the building site.

5) Signage: Freestanding signs shall be limited to monument signs. All other sign standards shall be equivalent to those established in \_\_\_\_\_ for signs located in the applicable underlying zoning district, except that monument style signs shall not exceed 8 feet in height, 14 feet in width, 80 square feet in sign area (excluding area of support structure) and the sign face shall be perpendicular to the main road.

- a) No ground sign shall be closer than ten feet (10 ft.) from the right-of-way line.
- b) The maximum height for any ground mounted sign is eight feet (8 ft.) above grade.
- c) A monument sign shall be constructed of materials compatible with the façade of the building in which the identified use is located, or compatible with the landscaping of the parcel on which the sign is located.

6) Utilities: New utilities shall be underground whenever possible. Grade level mechanical equipment shall be screened from adjoining residential parcels and from rights-of-way.

7) Outside Storage: All outside storage areas shall employ screening and/or fencing which shall be included in the approvals for site and landscaping plans. Outside storage areas shall be confined to approved locations, kept in an organized and orderly manner, with no growing or noxious weeds permitted.

No materials, supplies, equipment, finished or semi-finished products or articles of any nature shall be stored or permitted to remain on any building site outside the building without proper permanent screening, other than in designated storage areas and approval in writing by the Planning Commission. No material storage of any kind shall be placed or located within any public utility easement or right-of-way.

8) Exterior Lighting. All exterior lighting shall be positioned in such a way to avoid light spillage or glare onto adjoining residential properties or public roadways.

9) Overhead Doors. Overhead doors and loading docks shall be located on the sides or rear of any buildings unless the Planning commission approves plans for construction on the front. Landscaping shall be utilized to screen the views of overhead doors and/or loading docks from public rights-of-way and adjacent lots.

## J. ACCESS CONTROL

To preserve and maintain efficient traffic movement, direct permitted access to SR X shall be in accordance with the recommendations in the BAMM Plan (or specific Corridor Plan). All access permits should be reviewed and approved by \_\_\_\_\_.

The approval of access as part of the site plan review process shall be based on the goal of reducing the total number of driveways along SR X. A site plan for property in the SR X AMA shall address access issues raised by a traffic impact study, any applicable corridor plans, and in terms of general requirements of the Municipal Zoning Resolution. The following specific requirements shall also be considered:



## 9<sup>th</sup> Inning: Appendices

1) Planned Major Intersections: Major intersections are planned at the following SR X locations:

a) (Note any planned intersections here.)

2) Access Drives/Roads: The preferred type of access to a lot with frontage on SR X is a rear drive access drive, located in the rear of a property and connecting to adjoining parcels. Where a rear access drive is not feasible, a front access drive to connect adjoining parcels shall be considered. An access drive shall be publicly dedicated right-of-way, constructed at the owner's expense and built to Butler County Standards. To the greatest extent practical, direct access to SR X should be limited to right-in and right-out driveways, or temporary, two-way drives that will be closed when a surrounding property develops and an access road is provided in the future. The distance between SR X and the access drive shall be determined by the PA Department of Transportation or the Butler County Engineer; subject to the jurisdictional authority of the roadway. The access drive shall be constructed before any occupancy or use is permitted. A bond, escrow or other assurance shall be required by an appropriate authority for the completion of the access drives/roads. Where access drives/roads are not appropriate, driveway sharing and/or cross access between parking areas of the adjacent parcels shall be substituted.

3) A Traffic Impact Study prepared by a qualified professional engineer may be required at the developer's expense. The study should investigate the feasibility and benefits of improvements, such as traffic signals, turn lanes, and driveway movement limitations to protect the safety and welfare of the traveling public. The Traffic Impact Study shall include the following elements:

- a) A description of the site and study area.
- b) Anticipated development of adjacent parcels.
- c) Trip generation and distribution, including a description of all assumptions used to generate findings of trip distributions.
- d) Traffic assignment resulting from the development.
- e) Projected future traffic volumes.
- f) An assessment of the impact that would result from driveway alternatives.
- g) Recommendation for site access and transportation improvements needed to maintain traffic flow within and past the site at an acceptable and safe level of service.
- h) An evaluation of the effects that the proposed development will have on the level of service and roadway capacity.