

**ARTICLE II**

**DEFINITIONS**

201 DEFINITIONS

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201.4 Specific Terms

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Enterprise Park Development: A unified, harmonious grouping of buildings, internal circulation and other coordinated infrastructure, amenities and services planned and designed as an integrated unit creating a campus-like setting, primarily for one (1) or more permitted business and other nonresidential establishments.

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Truck Terminal: A use involving a large variety of materials, including materials owned by numerous corporations, being transported to a site to be unloaded and reloaded onto vehicles that are primarily tractor-trailers. A truck terminal shall not include a use that primarily involves distribution of individually addressed packages weighing an average of less than 70 pounds each when delivered in vehicles smaller than tractor-trailers.

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**ARTICLE III**

**ZONING MAP AND ZONING DISTRICTS**

302 CLASSES OF DISTRICTS

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EOO - Enterprise Opportunity Overlay District

**ARTICLE IX**

**OVERLAY DISTRICT REGULATIONS**

**901 EOO – ENTERPRISE OPPORTUNITY OVERLAY DISTRICT**

**901.1 Purpose**

The purpose of the Enterprise Opportunity Overlay District is to:

- a. Recognize PA Routes 61 (SR 0061) and 443 (SR 0443) as important transportation and enterprise development corridors in the Township;
- b. Support reinvestment, revitalization and overall enhancement of certain land around and along PA Routes 61/443 via infill, replacement and redevelopment opportunities on previously developed or underutilized land;
- c. Implement certain elements of the Township Comprehensive Plan by:
  1. Expanding the tax base and create jobs by encouraging the growth of commerce and industry in designated areas throughout the community;
  2. Retaining, expanding, and enhancing existing industry and business, to assure their continued presence and growth in the Township;
  3. Promoting the creation of new businesses and related services that serve the Township;
- d. Encourage a unified, harmonious grouping of buildings, internal circulation and other coordinated infrastructure, amenities and services, planned and designed as an integrated unit creating a campus-like setting, primarily for one (1) or more permitted business and other nonresidential establishments around and along PA Routes 61/443; and
- e. Provide an optional set of standards that help to encourage innovation and promote flexibility, economy, and ingenuity in development (i.e., infill, replacement and redevelopment) which generally is consistent with the applicable provisions of the Pennsylvania Municipalities Planning Code, including Article VI (specifically §§ 603(c)(5), 603(c)(6), 605(2)(i), 605(2)(vii) and 605(3)) and the Township Comprehensive Plan.

**901.2 General Provisions**

- a. Optional Overlay District Concept – The Enterprise Opportunity Overlay District shall be an optional overlay district providing alternative use and development options to be employed at the discretion of the applicant for certain land as depicted on the Official Zoning Map.
- b. Applicability and Exemptions

1. All provisions of this Ordinance shall apply to the Enterprise Opportunity Overlay District, except where specific provisions herein Section 901:
  - a) Exempt certain projects, development or uses from specific provisions of other sections of this Ordinance; or
  - b) Differ from specific provisions of other sections of this Ordinance.

In either case, the provisions herein Section 901 shall control.

2. Specific Exemptions – Notwithstanding the limitations of:
  - a) Section 501.3, more than one (1) structure or building housing a permitted or permissible principal use may be used or erected, and more than one (1) principal use may be established, on a single lot, provided that the area, bulk and dimensional requirements of this Article shall be met for the lot;
  - b) Section 501.7, where an underlying zoning district boundary line divides a lot in single or joint ownership of record at the time such line is adopted, the regulations of Section 901 shall apply to the portions of such lot in the Enterprise Opportunity Overlay District;
  - c) Section 507, the applicable regulations for signs in the General Commercial and Industrial Districts set forth in Sections 507.2.d and 507.4 and elsewhere in this Ordinance shall apply to and control signs in the Enterprise Opportunity Overlay District; and
  - d) Section 508.1.b, shared parking shall be permitted for uses in the Enterprise Opportunity Overlay District.

### 901.3 Permitted Uses

- a. Enterprise Park Development is permitted by right subject to the following:
  1. General Requirements
    - a) The minimum gross area of a tract eligible for an Enterprise Park Development shall be 20,000 square feet.
    - b) An Enterprise Park Development shall be located adjacent to or accessible from an arterial or collector street as identified in the Township Comprehensive Plan or a street improved or constructed to such standards.

- c) Public or centralized sewage disposal and water supply systems shall be required to serve the Enterprise Park Development.
2. Overall Concept Plan – If the Enterprise Park Development is to be developed in phases, the preliminary land development plan that is submitted for such development shall include as a sheet an overall concept or master plan for the Enterprise Park Development demonstrating:
- a) The feasibility of complying with the applicable requirements of Section 901 and the applicable standards of the Township Subdivision and Land Development Ordinance;
  - b) That all uses will be developed in a single unified plan, with a duly coordinated system of access, circulation, and other infrastructure, amenities and services;
  - c) The type of uses proposed in different parts of the development, provided that it is not necessary to identify specific tenants or end users, and provided that the type of activity is described;
  - d) The approximate sizes and dimensions of buildings and locations of parking and landscaped areas, provided that the detailed design of specific lots and buildings may be deferred until individual buildings and uses are approved;
  - e) How the development will be coordinated with access, utilities and infrastructure outside of the development; and
  - f) The anticipated buildout of the development, including any phasing and estimated timeframes.
3. Permitted Uses – The following uses are permitted by right in an Enterprise Park Development:
- a) Retail stores or shops for the conducting of any retail business;
  - b) Business, professional, or government offices and office buildings;
  - c) Banks, saving and loan associations;
  - d) Bowling alleys;
  - e) Restaurants, cafes, taverns, or other places serving food and beverages;
  - f) Theatres or motion picture theatres, except drive-ins;

- g) Hotels, motels;
- h) Billboards / Directional Information Signs subject to provisions of Section 507.4;
- i) Communication towers and antennas per Section 509;
- j) Gasoline service stations;
- k) Car washes;
- l) Parking facilities;
- m) Funeral homes;
- n) Hospitals;
- o) Lodges or clubs;
- p) Churches or similar places of worship;
- q) Public schools, parochial schools, institutions of higher education, private schools;
- r) Public libraries, police, fire stations, or other public buildings owned and operated by the Township;
- s) Convalescent homes;
- t) Heavy commercial uses, which shall be carried on in a completely enclosed building, except for off-street parking and loading facilities, including retail sales, wholesale business, storage and warehousing establishments, delivery and distribution centers, mechanical and vehicle equipment repair establishments and dry cleaning and dyeing plants;
- u) Heavy commercial uses which do not required complete enclosure in a building include building materials, new and used machinery storage and sales, vehicle and trailer sales and storage, farm equipment and construction machinery establishments;
- v) General industrial uses which include the storage, manufacture, assembly, fabrication, packing, testing or other handling of products from raw materials and from other previously prepared materials;
- w) The parking or storage of trailers; and
- x) Any other use as determined by the Zoning Officer to be of the same general characteristic as the permitted uses, but excluding any use listed as prohibited in Section 901.3.a.4;

- y) Any accessory use, building or structure provided such is clearly incidental to the principal use, including but not limited to:
  - i. Off-street parking and loading areas pursuant to the provisions of Section 508; and
  - ii. Signs pursuant to the provisions of Section 507.
- 4. Prohibited Uses – The following uses are not permitted in an Enterprise Park Development:
  - a) Junk yards as regulated in Section 505;
  - b) Solid waste disposal facilities as regulated in Section 512; and
  - c) Truck terminals.
- 5. Traffic Impact Study – Unless otherwise required by the Pennsylvania Department of Transportation (PennDOT) regulations or requirements, the applicant shall provide a Traffic Impact Study (TIS) in accordance with the following standards.
  - a) The TIS shall be prepared by a registered professional traffic engineer or transportation planner with verifiable experience in preparing such studies.
  - b) The TIS shall be prepared in accordance with the Institute of Transportation Engineers' (ITE) recommended methodology and PennDOT regulations and requirements.
  - c) The basic calculation and analytical methods and assumptions used in the TIS shall be clearly stated in the TIS.
  - d) Prior to initiation of the TIS, the applicant's traffic engineer/transportation planner shall meet with the Township Engineer to establish:
    - i. Study Area – The study area for the TIS shall be based on engineering criteria and an understanding of existing traffic conditions at the site. It shall represent that area likely to be affected by the development, where roadway users are likely to experience a change in the existing level of service.
    - ii. The times of day and times of year to conduct traffic counts – To the greatest extent possible, traffic counts should be performed at times of day and times of year during which the highest traffic volume

is anticipated.

- e) TIS Contents – The TIS shall contain the following elements:
- i. The study area boundary and identification of the streets included within the study area.
  - ii. Existing land uses, approved and recorded subdivision and land developments, and subdivisions and land developments proposed but not yet approved and recorded in the study area that are agreed upon by the applicant, the applicant’s traffic engineer/transportation planner, and the Township Engineer as having bearing on the development’s likely impact.
  - iii. A description of the proposed development and its proposed access and the surrounding street system. If a development is proposed to occur in stages, each stage shall be described and considered in the TIS. If the applicant owns other lands within the study area, reasonable assumptions shall be made about how that land can be expected to be developed and shall be considered.
  - iv. Daily and Peak Hour(s) Traffic Volumes – Schematic diagrams depicting daily and peak hour(s) traffic volumes shall be presented for streets within the study area. Turning movement and main-line volumes shall be presented for the three (3) peak-hour conditions (A.M., P.M. and site generated). However, only main-line volumes are required to reflect daily traffic volumes. The source and/or method of computation for all traffic volumes shall be included.
  - v. The locations of all accidents reportable to the State Police within the study area during a recent two (2) year period shall be noted.
  - vi. Expected Traffic Generation – The TIS shall include an estimate of the number of tractor trailer trips and an estimate of the number of other vehicle trips expected to be generated by the use and any future stages during the A.M. and P.M. peak hours. Such estimates shall be based upon the latest published estimates of the ITE, or its successor entity, unless



the applicant provides the Township with estimates and supporting documentation based upon actual traffic counts of closely similar developments in Pennsylvania. Schematic diagrams depicting projected future daily and peak-hour(s) traffic volumes shall be presented for the streets within the study area. Projected turning movement and main-line volumes shall be presented for the three (3) peak-hour conditions (A.M., P.M. and site generated). The source and/or method of computation for all projected traffic volumes shall be included.

- vii. Projected Effects – The TIS shall take into account not only the development proposed by the applicant, but also other uses and developments that have received building permits or preliminary subdivision or land development approval from a municipality. The TIS shall project A.M. and P.M. peak hour traffic volumes and levels of service on impacted intersections and streets. If the traffic generation by the development would be more than 50% greater during any hour other than the A.M. or P.M. peak hour on adjacent streets, the TIS shall analyze both the peak hours for the development and for adjacent streets.
- viii. Levels of Service – The TIS shall include the existing and anticipated levels of service (A, B, C, D, E, or F), for key traffic movements, including turning movements, along with a description of typical operating conditions at each level of service, following the standards of PennDOT.
- ix. The direction of approach for site-generated traffic for the appropriate time periods.
- x. Analysis of any heavily traveled intersections at entrances to the development and other major unsignalized intersections in the study area to determine whether a traffic signal is warranted by PennDOT criteria. Existing traffic signals that are significantly impacted shall be studied to determine whether they are in need of upgrading.
- xi. Recommended Improvements – A description of the location, nature and extent of proposed transportation improvements.

- xii. The TIS may take into account traffic improvements which are clearly funded and will occur within the next two (2) years. The TIS shall include suggestions for how each congested or hazardous intersection in the study area should be improved to reduce the hazard or congestion, and a rough estimate of the cost of that improvement.
  - f) Completion of Improvements – Any transportation improvements that are required as a condition of any approval under this Ordinance or the Township Subdivision and Land Development Ordinance for the occupancy of any building shall be constructed prior to issuance of a certificate of occupancy for such building.
6. Area, Bulk and Dimensional Standards
- a) Minimum Lot Standards
    - i. Area: 20,000 sq. ft.
    - ii. Width: 50 feet
  - b) Minimum Yard Standards
    - i. Front Yard: 25 feet
    - ii. Each Side Yard: 25 feet
    - iii. Rear Yard: 25 feet
  - c) Maximum Coverage and Height Standards
    - i. Maximum Building Coverage: 50%
    - ii. Maximum Building Height: 110 feet
    - iii. Maximum Lot Coverage: 80%
7. Site Layout and Design Standards – It is the intent of the following to provide a set of layout and design standards that will result in unified, harmonious and high-quality building and development without inhibiting the imaginative work of applicants. These layout and design standards tend to minimize the large-scale visual impact of buildings and help to create a complex of visually attractive buildings. Applicants are encouraged to explore the creative possibilities on individual sites while generally seeking to maintain building and development consistency with the basic patterns and elements throughout the Enterprise Park Development.

- a) Parking– In lieu of the method of calculating the required minimum number of off-street parking spaces as set forth in Section 508.1.a, the applicant may calculate the parking demand based on the most recent version of the ITE Parking Generation Manual or another acceptable standard, including studies from a previous project with similar parking requirements. Uses not specifically listed in the most recent version of the ITE Parking Generation Manual or another acceptable standard shall comply with the requirements for the most similar use listed in the applicable publication, unless the applicant proves, to the satisfaction of the Zoning Officer, that an alternative standard should be used for that use.
- b) Loading
  - i. Each loading space and the needed maneuvering area shall be located entirely on the lot being served and be located outside of required buffer areas and street rights-of-way.
  - ii. Each loading space shall have sufficient maneuvering room to avoid conflicts with passenger vehicle parking and traffic movements within and outside of the lot. No site shall be designed or used in such a manner that it creates a safety hazard, public nuisance or an impediment to traffic off the lot.
- c) Access and Parking
  - i. Entrance access driveways shall be clearly visible and intuitively located to first-time visitors.
  - ii. Conflict between business and service vehicles, and passenger vehicles shall be minimized to the extent practical and feasible.
  - iii. Where gates, guard shacks or checkpoints are proposed at the entrance(s) to any lot, adequate queuing space shall be provided within the boundaries of such lot so as to prevent stacking of vehicles on or along public streets.
- d) Fire Lanes – Fire lanes shall be provided where required by state or federal regulations or other local ordinances. The specific locations of these lanes are subject to review by the Township Fire Marshal (or other duly designated emergency services official serving the Township).

e) Perimeter Buffering and Landscape Screening

i. For purposes of this section, a buffer yard is defined as a strip of land that separates one (1) use or lot from another.

ii. When the Enterprise Park Development perimeter adjoins a lot developed with a dwelling unit or in the R-A, R-1, R-2 or EP Zoning Districts:

[A] There shall be a perimeter buffer yard with a width of not less than 50 feet provided along such adjoining lot line. Landscape screening shall be provided in accordance with Section 901.3.a.7.e)iv.

[B] In instances where a street or access driveway is located less than 50 feet from such adjoining lot line, the perimeter buffer yard distance and landscape screening requirements of Section 901.3.a.7.e)iv shall be permitted to be reduced by 50%, and to the extent necessary, located on the side of the street or access driveway opposite such adjoining lot line

iii. The perimeter buffer yard may overlap and be a part of a minimum required setback and yard area, provided the requirement for each is met.

iv. The perimeter buffer yard shall not be occupied by any building, structure, parking, storage or any use or activity other than open space, approved pedestrian pathways or other authorized encroachment.

v. The outer edge of the perimeter buffer yard shall include landscape screening in accordance with the following:

[A] Proposed Vegetation

[1] One (1) large evergreen tree per 25 linear feet of perimeter buffer yard. The size of large evergreen trees shall be a minimum of six (6) feet in height at the time of planting. Narrow/upright evergreen species may also be used within buffers at a ratio of 3:1 (narrow

species: large evergreen). No more than 25% of total required large evergreen species can be substituted with narrow/upright species.

- [2] One (1) canopy (shade) tree per 75 linear feet of perimeter buffer yard. The size of canopy (shade) trees shall be a minimum of two (2) inch caliper DBH at the time of planting.
- [3] One (1) ornamental/flowering tree per 50 linear feet of perimeter buffer yard. The size of ornamental/flowering trees shall be a minimum of six (6) feet in height for multi-stemmed varieties, or of two (2) inch caliper DBH at the time of planting for single-stemmed varieties.
- [4] Five (5) shrubs per 25 linear feet of buffer. The size of shrubs shall be a minimum of three (3) feet in height at the time of planting and fully branched. Shrubs shall be a combination of evergreen and deciduous species, with a minimum of 50% being evergreen.
- [5] Proposed plant material to be installed within the perimeter buffer yard shall meet the following requirements:
  - [a] Not be identified on the most current Pennsylvania Department of Conservation and Natural Resources invasive species or watch lists;
  - [b] Be hardy within United States Department of Agriculture hardiness Zone 6b or 7a;
  - [c] Shall be arranged in groupings to allow for ease of

maintenance and to provide a naturalized appearance;

[d] Shall provide a diversity in plant species, such that no one (1) species accounts for more than 25% of each plant type;

[e] The plantings shall be arranged to provide a complete visual screen at least ten (10) feet in height, measured in addition to the height of any required berm, within three (3) years.

[f] Proposed plantings shall be reviewed and approved by the Township.

[B] Existing Vegetation

[1] Existing vegetation shall be preserved and included as part of the required landscape screening to the maximum extent possible.

[2] Preserved existing vegetation is permitted to count toward required landscape screening if it achieves about the same degree of screening as described in Section 901.3.a.7.e)v.[A].

[C] Berms – Berms are permitted in the perimeter buffer yard as part of the landscape screening in accordance with the following:

[1] The berm shall average a minimum of five (5) feet in height above the adjacent average ground level (disregarding any drainage channel) on the outside of the berm.

[2] The berm shall not have one (1) completely continuous height, but instead shall vary in height by at least

one (1) feet but not more than two (2) feet in places.

- [3] The berm shall have a maximum side slope of three horizontal to one vertical (3:1).
- [4] The berm shall be covered by a well-maintained all season natural ground cover, such as grass.
- [5] Required screening plantings shall be arranged on the outside and top of the berm.
- [6] Berms are permitted to count toward required landscape screening if it achieves about the same degree of screening as described in Section 901.3.a.7.e)v.[A]

f) Landscaping Requirements – Any part of a lot which is not used for structures, loading areas, parking spaces and aisles, sidewalks and designated storage areas shall be provided with an all-season, well-maintained vegetative groundcover, such as trees, shrubs and grass.

g) Exterior Lighting – The applicant shall provide a lighting plan in accordance with the following standards. All exterior lighting fixtures shall comply with the following:

- i. Intensity of illumination of exterior lighting shall be based on intensities and uniformity ratios in accordance with the current recommended practices of the "Illuminating Engineering Society of North America (IESNA) Lighting Handbook," latest edition.
- ii. The maximum intensity of illumination of exterior lighting anywhere on the site is five (5) footcandles.
- iii. All exterior lighting fixtures shall be arranged to prevent glare in excess of footcandle limits at lot lines set forth below.

[A] All exterior lighting fixtures shall be LED fixtures.

[B] All exterior lighting shall be aimed, located, designed, fitted and maintained so as not to

present a hazard to drivers or pedestrians by impairing their ability to safely traverse (disabling glare), and so as not to create a nuisance by projecting or reflecting light onto a neighboring use or property (light trespass and nuisance glare) in excess of the footcandle limits set forth below.

- [C] All exterior lighting shall be directed downward and inward towards the site and all lenses or bulbs shall be fully recessed or shielded with no light emitted above 90°.
- [D] All lighting under overhangs shall be completely recessed full cutoff fixtures aimed straight down and shielded in such a manner that the lowest opaque edge of the fixture shall be below the light source.
- [E] Floodlights or spotlights, when permitted, shall be so installed and aimed that they do not project their output into the window of a neighboring residence, an adjacent use, skyward or onto a public street.
- [F] Except at a driveway connecting to a public street where the illumination shall not exceed five (5) footcandles, the maximum illumination off-site at grade level shall be:
  - [1] Zero footcandle at any lot line adjoining a lot developed with a dwelling unit or included in the R-A, R-1, R-2 or EP Zoning Districts; and
  - [2] One (1) footcandle at any other lot line.
- [G] Vegetation screens shall not be employed to serve as the primary means for controlling glare. Rather, glare control shall be achieved primarily through the use of such means as full cutoff fixtures, shields and baffles, and appropriate application of mounting height, wattage, aiming angle, fixture placement, etc.
- [H] The maximum height of exterior wall mounted fixtures shall be 25 feet and the maximum



height of pole mounted fixtures shall be 35 feet.

- iv. Damaged, destroyed or inoperable light fixtures shall be replaced with the same, or substantially the same lighting fixture components in a timely manner.
- v. Exterior lighting (including streetlights owned by private entities) shall be maintained in good working order in a manner consistent with the originally approved lighting plan.
- vi. Controls shall be provided on the exterior lighting that shall automatically extinguish all lighting when sufficient daylight is available using a control device or system such as a photoelectric switch, astronomic time switch or equivalent functions from a programmable lighting controller, building automation system or lighting energy management system.

[A] Automatic lighting controls are not required for lighting under overhangs or lighting for steps, walkways, building entrances and similar conditions.

[B] Automatic lighting reduction shall be considered in the lighting design. Total exterior lighting lumens shall be reduced by at least 30% or extinguished, where practicable and permitted under IESNA standards, as activity levels decline.

8. Modifications – Consistent with Sections 603(c)(5) and 605(3) of the Pennsylvania Municipalities Planning Code, the Board of Supervisors may, by conditional use approval, permit the modification of the standards of the Enterprise Park Development regulations set forth in Section 901.3.a and elsewhere in this Ordinance in order to encourage the use of innovative design. An applicant desiring to obtain such modification(s) shall, when making application for conditional use approval, submit a written request identifying the modifications and justifications therefor. Such requests for modification(s) shall be subject to the following standards:

- a) The modification is generally consistent with the applicable elements of the:

- (a) Purpose of the Enterprise Opportunity Overlay District;
  - (b) Purpose of this Ordinance; and
  - (c) Township Comprehensive Plan.
- b) The modification will not result in any danger to the public health and safety, nor adversely impact adjoining properties or future inhabitants of the proposed development.
  - c) The modification will allow for equal or better results and represents the minimum amount of relief necessary to ensure compliance with the applicable standard.