

## Development Design Regulation Recommendations

The following recommendations concern the Township Land Development and or Subdivision Ordinance. Some of these were identified as part of the last reexamination or have been included as per current Planning Board recommendation:

1. Amend the HC District to include a sliding FAR scale similar to that permitted in the Business Park District. Higher FAR's will be permitted for larger sites, the degree of increase to be defined during ordinance development.
2. An ordinance needs to be created to regulate the development of steep slopes no the disturbance of steep slope areas. Steep slopes should be identified as V~ part of any application for development and limitations should be placed on the amount of disturbance, if any, allowed as part of any site plan or subdivision, as it pertains to steep slope areas.
3. The sign regulations of the Township need to be reexamined. The Planning Board has identified a need to limit the number and size of signs permitted in conjunction with nonresidential development. Permitted signage also needs to be established for the BP and the PO/R zones. Better control of permitted signage was a recommendation contained in the Route 12/Barbertown Study and the signage design recommendations found in this study should also be incorporated into the ordinance.
4. Develop a co-location ordinance to require new wireless communication providers to locate required antenna on the existing towers, where possible. In addition, explore the possibility of identifying Township sites which may be used for future transmission facilities.
5. The Board of Adjustment has experienced many variance requests concerning the addition of decks to the side and rear of homes which encroach into the minimum side and rear yards. This situation should be examined as to the~ possibility of amending the ordinance to increase required setbacks for principal buildings or to make some limited encroachment permissible for patios or decks, provided these are not enclosed and therefore part of the principal structure. Increased rear and side setbacks may also help reduce potential conflicts with adjacent agricultural parcels.
6. The ordinance should be further reviewed as to the permitted height of accessory and principal uses, including the method of measuring these heights. Also, the ordinance should be amended to require that accessory -%ructures only be constructed after principal structures have been constructed, or simultaneously with the construction of principal structures.
7. Where not already included in the land development or subdivision ordinance, the design standards for development adopted in the Route 12/Barbertown Plan should be incorporated into the land development and/or subdivision ordinance. Unless otherwise modified, there should be substantial consistency between the Master Plan and the Zoning Ordinance.
8. The required buffer area separating residential use from nonresidential use should be increased to 100 feet in the Business Park 'zone to be consistent with the required buffer in the Highway Commercial zone. The Business Park buffer is only 50 feet and, as an industrial zone, this district has the potential for generating greater development intensity and potential conflict with abutting residential uses. This would also present little relative imposition due to the larger lot sizes promoted in the district. This change was recommended by the Board of Adjustment in their 1996 annual report.
9. The preferred location of on-site parking in the various nonresidential zones should be defined. The location of parking has a significant impact on the visual quality of sites and on strip commercial character. The location of parking may also impact adjacent land uses. For example, parking in the front yard in the PO/R zone is not recommended since this area is to maintain a residentially scaled appearance with nonresidential development compatible with existing and permitted residential development. Also, related to parking, a minimum distance of parking to right-of-way and lot lines is needed to provide area for required landscape planting currently required by the ordinance. There is currently no required setback for parking areas related to the street right-of-way or property lines.

10. Reduce the minimum required parking stall size from 10 feet by 20 feet to 9 feet by 18 feet. This is a modern standard currently employed by most municipalities which has the added benefit of reducing potential impervious cover and related stormwater run-off. Also, the Board has identified a need to reduce the required number of parking stalls for auto service station use.

11. Due to the large size **and** depth of some lots fronting on Route 12 and the desire to keep commercial use located in the area adjacent to the highway, the current zoning places a few lots in this area into both a commercial and a residential district. The ordinance should be amended to permit residential driveways and / or roads through the commercially zoned parcels located along the highway frontage to access residentially zoned portions of these lots to the rear which do not have alternate access. There are situations along Route 12 where this is the only access available.

12. A stream corridor buffer area should be required along all streams. The width of the buffer may vary depending on the classification of the waterway, however, a conservation buffer should be provided to prevent disturbance adjacent to these corridors, reduce potential stream erosion, protect water quality and recharge, and to help protect the natural greenway areas formed by these stream corridors.

13. Groundwater availability continues to be an important issue. Further efforts should be undertaken to monitor stream flow, water draw-down and impacts of development on groundwater recharge areas. Consistent with the policy recommendations found in the 1993 Route 1~/Barbertown Study, the site plan submission checklist should be amended to require that nonresidential development applicants provide information regarding anticipated water consumption and wastewater discharge requirements. This information could also be used to assess compatibility with the Wastewater Management Plan.

14. The submission requirements for subdivision and site plan in general should be examined and amended as needed to ensure adequate information is-being provided and is being provided in a format conducive to review by the Board and Board consultants. For example, additional environmental information Kingwood Township may be requested, such as that regarding steep slopes. The Board has also noted that site plan and subdivision key maps need to be provided in a manner coordinated with plans provided for review.

15. The Board has identified the need to develop an escrow fee ordinance to allow for conceptual / informal review of site plans and subdivisions. Concept review should be strongly encouraged as this would result in better designed developments while reducing potential conflict between developers and the reviewing Board. The Board has also identified a need to review and revise the escrow fees charged for site plan review.

16. Continue to update local ordinances as required under the Municipal Land Use Law as amended to date.

17. Amend -the ordinance to allow shared access to a common entrance in association with flag lot development.

18. Investigate regulations by the Township of pump tests. Test results should be provided to the Township Board of Health before a certificate of occupancy is awarded.

19. Examine the potential for regulations governing the use of sludge as an agricultural fertilizer.