

AN ORDINANCE OF THE TOWNSHIP OF UPPER BERN, BERKS COUNTY, PENNSYLVANIA, AMENDING ARTICLE V - DESIGN STANDARDS, SECTION 5.54, DRIVEWAYS AND OFF-STREET PARKING, OF THE SUBDIVISION AND LAND DEVELOPMENT ORDINANCE FOR THE TOWNSHIP OF UPPER BERN.

BE IT ENACTED by the Supervisors of Upper Bern Township, Berks County, Pennsylvania, and it is hereby enacted and ordained by the authority of the Township, as follows:

SECTION 1. That Section 5.4, Driveways and Off-Street Parking of Article V - Design Standards, of the Subdivision and Land Development Ordinance for the Township of Upper Bern, Berks County, Pennsylvania, shall be and is hereby amended by repealing Sections 5.541 through 5.549 and replacing said Sections with the following Sections:

5.541 Driveways

- A. No driveways shall be located, designed and/or constructed so as to create a drainage or sedimentation problem on an adjacent property or street. All driveways shall be so constructed and maintained that the materials of which the driveways are made will not wash or be deposited upon public roads.
- B. Driveways serving single family residential dwelling units shall have a minimum width of ten (10) feet and a maximum width of thirty-six (36) feet. All such driveways shall not exceed fifteen (15) percent

in grade. Driveways exceeding seven (7) percent in grade shall be paved.

C. New or proposed adjoining residential driveways and residential driveways with more than one (1) vehicular access point to a public road are only permitted if approved by the Township.

D. Driveways serving multi-family residential dwelling units and non-residential developments shall have a minimum width of twelve (12) feet for one way traffic and a minimum width of twenty four (24) feet for two way traffic. All such driveways shall not exceed ten (10) percent in grade and shall be paved.

E. For all new or proposed driveways, the area between the edge of the cartway and the ultimate right-of-way line shall not exceed five (5) percent in grade and shall be paved.

F. All driveways shall be located, designed and constructed so as to provide optimum sight distance at their intersection with the street.

G. Clear sight triangles shall be provided at all proposed driveway intersections. The minimum distance of such triangles shall be fifty (50) feet measured in each direction from the point of intersection of the center lines of the driveways and from a point twenty (20) feet behind the edge of the cartway of the

intersecting street. Within such triangles, no vision-obstructing object shall be permitted which exceeds a height of thirty (30) inches above the elevation of the intersecting streets.

H. All proposed driveway intersections shall have sufficient horizontal Safe Sight Distance in order to provide a safe and convenient point of ingress and egress. Horizontal Safe Sight Distances shall be measured in each direction from a vehicle located on the driveway ten feet back of the pavement edge. The minimum horizontal Safe Sight Distances shall be based on the functional classification, speed limit and grade of the intersecting street, utilizing the latest standards of the Commonwealth of Pennsylvania, Pennsylvania Code Title 67. Transportation (Chapter 441).

I. Driveway entrances shall not intersect streets at angles of less than sixty (60) degrees or more than one hundred twenty (120) degrees.

J. Driveways shall not be located within sixty (60) feet of the point of intersection with the nearest street right-of-way lines.

K. In order to provide a safe and convenient point of ingress and egress, driveway entrances should be rounded with a minimum radius of five (5) feet.

L. All proposed driveways and related improvements shall be located, designed and constructed in order to control stormwater runoff, prevent sedimentation of public roads, maintain the structural stability and preserve the lateral support of public roads, maintain the existing drainage patterns of the area and prevent undue traffic hazards.

M. The intersection of all proposed driveways with the cartway edge shall be designed and constructed by use of either a drainage swale or pipe, as determined by the Township Engineer. If a drainage swale is to be utilized, it shall slope from the cartway at a minimum grade of five (5) percent for a minimum of eight (8) feet from the cartway edge. If a drainage pipe is to be utilized, the size of the pipe shall be determined by drainage computations using a ten (10) year storm frequency. All drainage pipes shall have a minimum diameter of fifteen (15) inches, and shall meet the Township's requirements for stormsewer pipe.

N. If required by the Planning Commission, the developer shall prepare a typical cross-section and/or profile for each driveway located within the subdivision or land development. The profiles shall demonstrate how problems associated with slope and drainage are to be overcome.

O. The Pennsylvania Department of Transportation shall review all Plans when access is proposed onto a state road or when encroachment is proposed within a state right-of-way. All applicable permits shall be approved by the Pennsylvania Department of Transportation prior to municipal approval and proof of such approval shall be submitted to the Township Zoning Officer. The Highway Occupancy Permit Number shall be noted on the Plan.

P. All driveways shall be maintained by the property owner in such a manner so as not to interfere with the functional design and location of the driveway and any public road. The property owner shall construct and maintain the driveway so that daily traffic entering onto and from the public road does not damage or deteriorate the public road system.

Q. No paving shall be required for farm lanes leading to property solely used for agricultural purposes.

5.542 Off-Street Parking

A. All proposed off-street parking shall be located, designed and constructed so as not to create a drainage or sedimentation problem on any adjacent property or street.

B. Parking areas accommodating fifty (50) vehicles or more shall be designed with an internal collector road

which shall access no parking space directly, but shall shuttle vehicular traffic from the parking lot aisles to the public road.

C. Where required by the Planning Commission, parking areas shall be designed to include a pedestrian circulation system to enhance safety and minimize conflicts between pedestrians and vehicles.

D. Parking areas shall be designed such that parked vehicles shall not interfere with pedestrian and emergency access to buildings.

E. Developments containing dead-end parking areas shall provide adequate areas into which emergency vehicles (fire and ambulance) can safely maneuver. It shall be the developer's responsibility to contact the regional fire company and ambulance association to determine if the proposed design presents an emergency access problem. The developer shall provide letters of endorsement from all such entities prior to municipal approval.

F. If required by the Township and/or Pennsylvania Department of Transportation, the interconnection of parking areas of adjoining properties may be required for access management.

G. Section 511 of the Upper Bern Township Zoning Ordinance provides additional standards and

specifications for off-street parking facilities. The provisions of this Ordinance shall be in addition to, and shall in no way revoke, amend, alter or supersede the provisions of Section 511 of the Upper Bern Township Zoning Ordinance. It is the intention of the Supervisors that this Ordinance and the Upper Bern Township Zoning Ordinance be read in conjunction with each other. In the event that any Sections of either Ordinance are found to be in conflict with the other, then and in that event, the provisions deemed most restrictive shall apply.

SECTION 2. All other provisions of the Upper Bern Township Subdivision and Land Development Ordinance as herein amended are ratified and confirmed.

Enacted and Ordained this 2 day of Sept 1992,
1992.

UPPER BERN TOWNSHIP

By: _____

Tom Rantella

John Messner

Attest: [Signature]
Secretary