LOWER PAXTON TOWNSHIP
BOARD OF SUPERVISORS
TUESDAY, JULY 21, 2020 - 7:00 PM,
425 PRINCE STREET, LOWER PAXTON, PA

CALL TO ORDER - CHAIRMAN HENRY

PLEDGE OF ALLEGIANCE

APPROVAL OF MINUTES

PUBLIC COMMENT

CHAIRMAN & BOARD MEMBERS' COMMENTS

MANAGER'S REPORT

OLD BUSINESS

NEW BUSINESS

ACTION ON APPLICATION FOR PAYMENT # 2 FROM PENNSY SUPPLY FOR THE 2020 LOWER PAXTON TOWNSHIP PAVING PROJECT - Mr. Gotshall

ACTION ON ORDINANCE 20-07; AMENDING THE LOWER PAXTON TOWNSHIP ZONING ORDINANCE TO CREATE A TOWNE CENTER (TC) ZONING DISTRICT - Mr. Gotshall

SUBDIVISION AND LAND DEVELOPMENT

PAYMENT OF BILLS - LOWER PAXTON TOWNSHIP & LOWER PAXTON TOWNSHIP AUTHORITY

ANNOUNCEMENTS

ADJOURN

NEXT BOARD MEETING (Business Meeting), TUESDAY, AUGUST 4, 2020; 7:00 P.M.

HRG
Herbert, Rowland & Grubic, Inc.
Engineering & Related Services
AN EMPLOYEE-OWNED COMPANY

369 East Park Drive
Harrisburg, PA 17111
717.564.1121
FAX 717.564.1158
www.hrg-inc.com

July 1, 2020

Board of Supervisors
Lower Paxton Township
425 Prince Street
Harrisburg, Pennsylvania 17109

Re: Application for Payment No. 2
2020 Lower Paxton Township Paving Project
Lower Paxton Township, Dauphin County, PA

Dear Supervisors:

Enclosed please find four (4) copies of Application for Payment No. 2 for the above-referenced project as submitted by Pennsy Supply, Inc.

Based on our review of the application and our field observations, we recommend payment to the contractor in the amount of **$339,267.24**.

Also, enclosed for your records are copies of the Weekly Payroll Certifications for Public Works Project as submitted by the Contractor.

Upon approval, please keep one (1) of the copies for your records and return three (3) to our office.

If you have any questions or require further information, please feel free to contact me.

Sincerely,

**Herbert, Rowland & Grubic, Inc.**

Jason R. Hinz

Jason R. Hinz, P.E.
Group Manager | Civil

JRH/LB
000184.0543
P:\0001\000184_0543\Admin\CA-CO\08 - Applications for Payment\AFP 02\03 RECOM\2020 07 01 AFP#2_Regular AFP Recom Letter.docx

c: Jeff Kline (via email)
Brad Gotshall (via email)
Frank Smith (via email)
Eric Lincoln (via email)

HRG
Herbert, Rowland & Grubic, Inc.
Engineering & Related Services
AN EMPLOYEE-OWNED COMPANY

# Contractor's Application for Payment No. 2

| | | |
|---|---|---|
| | Application Period: 6/6/2020 - 6/30/2020 | Application Date: 7/1/2020 |
| To (Owner): **Lower Paxton Township** | From (Contractor): **Pennsy Supply, Inc.** | Via (Engineer): **Herbert, Rowland & Grubic, Inc.** |
| Project: **2020 Lower Paxton Township Paving Project** | Contract: **2020 Lower Paxton Township Paving Project** | |
| Owner's Contract No.: | Contractor's Project No.: | Engineer's Project No.: **R000184.0543** |

**Application For Payment**

**Change Order Summary**

| Approved Change Orders | | |
|---|---|---|
| Number | Additions | Deductions |
| 1 | $132,401.30 | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| TOTALS | $132,401.30 | |
| NET CHANGE BY CHANGE ORDERS | **$132,401.30** | |

| | | |
|---|---|---|
| **1. ORIGINAL CONTRACT PRICE** | $ | **$693,537.35** |
| **2. Net change by Change Orders** | $ | **$132,401.30** |
| **3. Current Contract Price (Line 1 ± 2)** | $ | **$825,938.65** |
| **4. TOTAL COMPLETED AND STORED TO DATE (Column F total on Progress Estimates)** | $ | **$823,905.51** |
| **5. RETAINAGE:** | | |
| **a. 5%** X $823,905.51 **Work Completed** | $ | **$41,195.28** |
| **b.** X _____ **Stored Material** | $ | |
| **c. Total Retainage (Line 5.a + Line 5.b)** | $ | **$41,195.28** |
| **6. AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5.c)** | $ | **$782,710.24** |
| **7. LESS PREVIOUS PAYMENTS (Line 6 from prior Application)** | $ | **$443,443.00** |
| **8. AMOUNT DUE THIS APPLICATION** | $ | **$339,267.24** |
| **9. BALANCE TO FINISH, PLUS RETAINAGE (Column G total on Progress Estimates + Line 5.c above)** | $ | **$43,228.41** |

**Contractor's Certification**

The undersigned Contractor certifies, to the best of its knowledge, the following:

1) All previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with the Work covered by prior Applications for Payment;
2) Title to all Work, materials and equipment incorporated in said Work, or otherwise listed in or covered by this Application for Payment, will pass to Owner at time of payment free and clear of all Liens, security interests, and encumbrances (except such as are covered by a bond acceptable to Owner indemnifying Owner against any such Liens, security interest, or encumbrances); and
3) All the Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective.

**Contractor Signature**

By: Frank P. Smith, Jr. Date: 6/30/20

Payment of: $ 339,267.24
(Line 8 or other - attach explanation of the other amount)

is recommended by: Jason R. Hinny (Engineer) 7/1/2020 (Date)

Payment of: $ _____
(Line 8 or other - attach explanation of the other amount)

is approved by: _____ (Owner) _____ (Date)

Approved by: _____ Funding or Financing Entity (if applicable) _____ (Date)


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## Progress Estimate - Unit Price Work

## Contractor's Application

| For (Contract): | 2020 Lower Paxton Township Paving Project | Application Number: | 2 |
|---|---|---|---|
| Application Period: | 6/6/2020 - 6/30/2020 | Application Date: | 7/1/2020 |

| A | | | | | B | C | C | D | D | E | F | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Item | | Contract Information | | | | | | | | | | | |
| Bid Item No. | Description | Item Quantity | Units | Unit Price | Total Value of Bid Item ($) | Quantity Installed This Period | Quantity Previously Installed | Value of Work Installed This Period | Value of Work Installed to Date | Materials Presently Stored (not in C) | Total Completed and Stored to Date (D + E) | % (F / B) | Balance to Finish (B - F) |
| **Lyters Lane - Page Road to Conway Road** | | | | | | | | | | | | | |
| HRG20-100-001 | MOBILIZATION | 1 | LS | $8,125.00 | $8,125.00 | 0.2 | 0.6 | $1,625.00 | $6,500.00 | | $6,500.00 | 80.0% | $1,625.00 |
| HRG20-100-002 | MAINTENANCE AND PROTECTION OF TRAFFIC | 1 | LS | $15,600.00 | $15,600.00 | 0.8 | 0.1 | $12,480.00 | $14,040.00 | | $14,040.00 | 90.0% | $1,560.00 |
| HRG20-400-001 | MILLING, 0" TO 3" DEPTH | 47 | SY | $20.00 | $940.00 | 166.66 | | $3,333.20 | $3,333.20 | | $3,333.20 | 354.6% | -$2,393.20 |
| HRG20-400-115 | SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, 0.3 TO <3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-G | 18766 | SY | $7.95 | $149,189.70 | 19960.84 | | $158,688.68 | $158,688.68 | | $158,688.68 | 106.4% | -$9,498.98 |
| HRG20-400-118 | SUPERPAVE ASPHALT MIXTURE DESIGN, LEVELING COURSE, PG 64S-22, 0.3 TO <3 MILLION ESALS, 9.5 MM MIX | 961 | TN | $84.50 | $81,204.50 | 23.04 | 1032.94 | $1,946.88 | $89,230.31 | | $89,230.31 | 109.9% | -$8,025.81 |
| HRG20-400-175 | PAVEMENT MEMBRANE FABRIC | 16432 | SY | $2.20 | $36,150.40 | 17250 | | $37,950.00 | $37,950.00 | | $37,950.00 | 105.0% | -$1,799.60 |
| HRG20-400-177 | BASE REPAIR | 130 | SY | $120.00 | $15,600.00 | | | | | | | | $15,600.00 |
| HRG20-400-193 | PAVEMENT MARKINGS, 4" DOUBLE YELLOW, WATERBORNE | 6345 | LF | $0.26 | $1,649.70 | 6325 | | $1,644.50 | $1,644.50 | | $1,644.50 | 99.7% | $5.20 |
| HRG20-400-194 | PAVEMENT MARKINGS, 4" WHITE, WATERBORNE | 11360 | LF | $0.13 | $1,476.80 | 11289 | | $1,467.57 | $1,467.57 | | $1,467.57 | 99.4% | $9.23 |
| HRG20-400-199 | PAVEMENT MARKINGS, 24" STOPBAR- THERMOPLASTIC | 1 | EA | $215.00 | $215.00 | 2 | | $430.00 | $430.00 | | $430.00 | 200.0% | -$215.00 |
| HRG20-900-001 | SANITARY SEWER MANHOLE ADJUSTMENT, TYPE A | 13 | EA | $4,350.00 | $56,550.00 | 11 | | $47,850.00 | $47,850.00 | | $47,850.00 | 84.6% | $8,700.00 |
| HRG20-900-002 | SANITARY SEWER MANHOLE ADJUSTMENT, TYPE B | 1 | EA | $1,240.00 | $1,240.00 | 1 | | $1,240.00 | $1,240.00 | | $1,240.00 | 100.0% | |
| | **Lyters Lane - Page Road to Conway Road Sub-Total** | | | | **$367,941.10** | | | **$268,655.83** | **$362,374.26** | | **$362,374.26** | **98%** | **$5,566.84** |
| **Saint George Drive/Compton Drive - Parkway East to Municipal Line** | | | | | | | | | | | | | |
| HRG20-100-001 | MOBILIZATION | 1 | LS | $5,600.00 | $5,600.00 | 0.2 | 0.6 | $1,120.00 | $4,480.00 | | $4,480.00 | 80.0% | $1,120.00 |
| HRG20-100-002 | MAINTENANCE AND PROTECTION OF TRAFFIC | 1 | LS | $3,715.00 | $3,715.00 | 0.8 | 0.1 | $2,972.00 | $3,343.50 | | $3,343.50 | 90.0% | $371.50 |
| HRG20-400-117 | SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, 0.3 TO <3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L | 9990 | SY | $7.95 | $79,420.50 | | 10439.39 | | $82,993.15 | | $82,993.15 | 104.5% | -$3,572.65 |
| HRG20-400-118 | SUPERPAVE ASPHALT MIXTURE DESIGN, LEVELING COURSE, PG 64S-22, 0.3 TO <3 MILLION ESALS, 9.5 MM MIX | 543 | TN | $85.50 | $46,426.50 | | 730.13 | | $62,426.12 | | $62,426.12 | 134.5% | -$15,999.62 |
| HRG20-400-175 | PAVEMENT MEMBRANE FABRIC | 9990 | SY | $2.20 | $21,978.00 | | 10439.39 | | $22,966.66 | | $22,966.66 | 104.5% | -$988.66 |
| HRG20-400-176 | SUBGRADE REPAIR | 100 | CY | $135.00 | $13,500.00 | | 26.88 | | $3,628.80 | | $3,628.80 | 26.9% | $9,871.20 |
| HRG20-400-177 | BASE REPAIR | 1113 | SY | $69.00 | $76,797.00 | | 1803.8 | | $124,462.20 | | $124,462.20 | 162.1% | -$47,665.20 |
| HRG20-400-193 | PAVEMENT MARKINGS, 4" DOUBLE YELLOW, WATERBORNE | 4085 | LF | $0.26 | $1,062.10 | | 4056 | | $1,054.56 | | $1,054.56 | 99.3% | $7.54 |
| HRG20-400-194 | PAVEMENT MARKINGS, 4" WHITE, WATERBORNE | 8170 | LF | $0.13 | $1,062.10 | | 8129 | | $1,056.77 | | $1,056.77 | 99.5% | $5.33 |
| | **Saint George Drive/Compton Drive - Parkway East to Municipal Line Sub-Total** | | | | **$249,561.20** | | | **$4,092.00** | **$306,411.75** | | **$306,411.75** | **123%** | **-$56,850.55** |
| **Nora Avenue/Clearview Avenue/Lyters Lane West of Page Road** | | | | | | | | | | | | | |
| HRG20-100-001 | MOBILIZATION | 1 | LS | $1,830.00 | $1,830.00 | 0.8 | | $1,464.00 | $1,464.00 | | $1,464.00 | 80.0% | $366.00 |
| HRG20-100-002 | MAINTENANCE AND PROTECTION OF TRAFFIC | 1 | LS | $1,300.00 | $1,300.00 | 0.9 | | $1,170.00 | $1,170.00 | | $1,170.00 | 90.0% | $130.00 |
| HRG20-400-117 | SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, 0.3 TO <3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L | 4809 | SY | $8.45 | $40,636.05 | 4780 | | $40,391.00 | $40,391.00 | | $40,391.00 | 99.4% | $245.05 |
| HRG20-400-118 | SUPERPAVE ASPHALT MIXTURE DESIGN, LEVELING COURSE, PG 64S-22, 0.3 TO <3 MILLION ESALS, 9.5 MM MIX | 261 | TN | $86.00 | $22,446.00 | 310.53 | | $26,705.58 | $26,705.58 | | $26,705.58 | 119.0% | -$4,259.58 |
| HRG20-400-175 | PAVEMENT MEMBRANE FABRIC | 4465 | SY | $2.20 | $9,823.00 | 4780 | | $10,516.00 | $10,516.00 | | $10,516.00 | 107.1% | -$693.00 |
| | **Nora Avenue/Clearview Avenue/Lyters Lane West of Page Road Sub-Total** | | | | **$76,035.05** | | | **$80,246.58** | **$80,246.58** | | **$80,246.58** | **106%** | **-$4,211.53** |


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## Progress Estimate - Unit Price Work

## Contractor's Application

| For (Contract): | 2020 Lower Paxton Township Paving Project | Application Number: | 2 |
|---|---|---|---|
| Application Period: | 6/6/2020 - 6/30/2020 | Application Date: | 7/1/2020 |

| A | | | | | B | C | C | D | D | E | F | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Item | | Contract Information | | | | | | | | | | | |
| Bid Item No. | Description | Item Quantity | Units | Unit Price | Total Value of Bid Item ($) | Quantity Installed This Period | Quantity Previously Installed | Value of Work Installed This Period | Value of Work Installed to Date | Materials Presently Stored (not in C) | Total Completed and Stored to Date (D + E) | % (F / B) | Balance to Finish (B - F) |
| **CO - 01: Parkway East - Lingelstown Road to St. George Drive** | | | | | | | | | | | | | |
| HRG20-100-001 | MOBILIZATION | 1 | LS | $4,645.00 | $4,645.00 | 0.2 | 0.6 | $929.00 | $3,716.00 | | $3,716.00 | 80.0% | $929.00 |
| HRG20-100-002 | MAINTENANCE AND PROTECTION OF TRAFFIC | 1 | LS | $4,000.00 | $4,000.00 | 0.8 | 0.1 | $3,200.00 | $3,600.00 | | $3,600.00 | 90.0% | $400.00 |
| HRG20-400-117 | SUPERPAVE ASPHALT MIXTURE DESIGN, WEARING COURSE, PG 64S-22, 0.3 TO <3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L | 5040 | SY | $7.95 | $40,068.00 | | 4564.73 | | $36,289.60 | | $36,289.60 | 90.6% | $3,778.40 |
| HRG20-400-118 | SUPERPAVE ASPHALT MIXTURE DESIGN, LEVELING COURSE, PG 64S-22, 0.3 TO <3 MILLION ESALS, 9.5 MM MIX | 273 | TN | $85.50 | $23,341.50 | | 236.8 | | $20,246.40 | | $20,246.40 | 86.7% | $3,095.10 |
| HRG20-400-175 | PAVEMENT MEMBRANE FABRIC | 5040 | SY | $2.20 | $11,088.00 | | 4564.73 | | $10,042.41 | | $10,042.41 | 90.6% | $1,045.59 |
| HRG20-400-176 | SUBGRADE REPAIR | 100 | CY | $135.00 | $13,500.00 | | | | | | | | $13,500.00 |
| HRG20-400-177 | BASE REPAIR | 504 | SY | $69.00 | $34,776.00 | | | | | | | | $34,776.00 |
| HRG20-400-193 | PAVEMENT MARKINGS, 4" DOUBLE YELLOW, WATERBORNE | 1890 | LF | $0.26 | $491.40 | | 1873 | | $486.98 | | $486.98 | 99.1% | $4.42 |
| HRG20-400-194 | PAVEMENT MARKINGS, 4" WHITE, WATERBORNE | 3780 | LF | $0.13 | $491.40 | | 3781 | | $491.53 | | $491.53 | 100.0% | -$0.13 |
| | **CO - 01: Parkway East - Lingelstown Road to St. George Drive Sub-Total** | | | | **$132,401.30** | | | **$4,129.00** | **$74,872.92** | | **$74,872.92** | **57%** | **$57,528.38** |
| | **Totals** | | | | **$825,938.65** | | | **$357,123.41** | **$823,905.51** | | **$823,905.51** | **99.8%** | **$2,033.14** |


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## Stored Material Summary

## Contractor's Application

| For (Contract): | 2020 Lower Paxton Township Paving Project | Application Number: | 2 |
|---|---|---|---|
| Application Period: | 6/6/2020 - 6/30/2020 | Application Date: | 44013 |

| A | | B | C | | D | | E | | F | | G |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Stored Previously | | | | Incorporated in Work | | |
| Bid Item No. | Supplier Invoice No. | Submittal No. (with Specification Section No.) | Storage Location | Description of Materials or Equipment Stored | Date Placed into Storage (Month/Year) | Amount ($) | Amount Stored this Month ($) | Subtotal Amount Completed and Stored to Date (D + E) | Date (Month/ Year) | Amount ($) | Materials Remaining in Storage ($) (D + E - F) |
| | | | | | | | | | | | |
| | | | | **Totals** | | | | | | | |


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ORDINANCE NO. 20-_____

AN ORDINANCE OF LOWER PAXTON TOWNSHIP,
DAUPHIN COUNTY, PENNSYLVANIA, AMENDING, MODIFYING
AND CHANGING THE LOWER PAXTON TOWNSHIP
ZONING ORDINANCE TO CREATE A TOWNE CENTER (TC) ZONING DISTRICT

BE IT ORDAINED by the Board of Supervisors of Lower Paxton Township, Dauphin County, Pennsylvania, as follows:

SECTION 1: Section 203-301.A of the Lower Paxton Township Zoning Ordinance (the "Zoning Ordinance") is hereby amended to add TC Towne Center to the list of designated zoning districts.

## ARTICLE III
## Districts

**§ 203-301. Designation of districts and purposes.**

A. For the purpose of this chapter, Lower Paxton Township is hereby divided into the following zoning districts, with the following abbreviations:

| | |
|---|---|
| CO | Conservation |
| AR | Agricultural Residential |
| R-1 | Residential - Low Density |
| R-2 | Residential - Medium Density |
| R-3 | Residential - Medium High Density |
| R-C | Residential Cluster |
| V | Village |
| CN | Commercial – Neighborhood |
| CG | Commercial – General |
| ON | Office – Neighborhood |
| BC | Business Campus |
| LI | Light Industrial |
| GI | General Industrial |
| IN | Institutional |
| TND | Traditional Neighborhood Development Overlay District |
| OSD | Open Space Development Overlay District |
| TC | Towne Centre |

SECTION 2: Section 203-301.D of the Zoning Ordinance is hereby amended to add paragraph 17, which provides as follows:

(17) TC Towne Centre District. The provisions of § 203-321.A. shall apply.

SECTION 3: A new Section 203-321, TOWNE CENTER (TC) District is hereby added to the Zoning Ordinance, and provides as follows:

## §203-321. TOWNE CENTRE (TC) DISTRICT

321.A. Intent.

The primary purpose of the Towne Centre (TC) zone is to create walkable, livable, and attractive mixed- use development centers of a sustainable density to create a sense of place. Specifically, the Towne Centre zone is intended to blend residential, commercial, cultural, institutional, and/or entertainment uses, where those functions are physically and functionally integrated and:

1. Allow market-driven growth in places that are most conducive to accommodating additional activity.
2. Encourage economic development through the creation of a mix of uses within existing commercial centers.
3. Provide housing development.
4. Promote a walkable community with pedestrian-oriented buildings and open space.
5. Promote street-level activity with attractive first-floor retail, dining and personal service and other compatible uses to support the needs of local employees and residents.
6. Create and support lively, human-scaled activity areas and gathering places for the community by encouraging civic uses, plazas, and a mix of uses.
7. Ensure that new development is consistent with and enhances the internal and external streetscapes.
8. Promote the adaptive reuse of existing buildings.
9. Encourage the redevelopment of underutilized or obsolete industrial or commercial property.
10. Encourage a high level of architectural detail, aesthetically pleasing signage and functional site design through the utilization of design guidelines.

321.B. Uses.

1. Permitted Uses.

A lot and/or building may be used for one or more of the following by-right permitted uses:

a. Office, entertainment, institutional and related uses, as listed below:
   (1) Professional, administrative, and business offices.
   (2) Financial institutions, excluding drive-through facilities.
   (3) Hotels provided the building or part of a building so used is a minimum of five (5) stories in height, convention centers, meeting space, and banquet facilities.
   (4) Galleries and museums.
   (5) Theaters.
   (6) Schools and day care centers.
   (7) Government administrative uses, post offices, community centers, and libraries.

b. Retail, restaurant, and related uses, as listed below:
   (1) Retail commercial sales, excluding drive-through facilities.
   (2) Personal service businesses.
   (3) Restaurants and other food or beverage establishments including those that offer entertainment experiences but excluding drive through facilities.
   (4) Studios for dance, music, fitness, art, or photography.
   (5) Indoor sports facilities, racquet sports, and health club.

c. Apartment and condominium units provided all dwelling units are located on the second floor and above except as conditionally permitted in section 321.B.2. and further provided that the building or part of a building so used is a minimum of four (4) stories in height

d. Parks, open space uses, and plazas.

e. Structured parking, in accordance with section 321.E.3.b. Multi-story parking decks are encouraged.

f. Accessory uses to a principal use, including surface parking lots.

2. Conditional Uses.

A lot and/or building may be used for one or more of the following conditional uses, in conjunction with a permitted use, provided conditional use approval is received in accordance with the requirements of section 203-117 of this chapter and all standards of the TC District are met:

a. Apartment and condominium dwelling units on the first floor, provided:
   (1) The units are not located on a block or across the street from a block that is primarily comprised of existing or proposed retail and related uses, as listed in section 321.B.1.b., on the first floor.

b. Townhouses provided:
   (1) They are not located on a block or across the street from a block that is primarily comprised of existing or proposed retail and related uses, as listed in section 321.B.1.b., on the first floor.
   (2) The townhouses are not located on a collector or higher classification street.

c. Transit facilities, provided buildings over 1,000 square feet in size incorporate ground floor retail and related uses, as listed in section 321.B.1.a. and b., along at least fifty percent (50%) of the front facade(s) of the building.

d. Temporary surface parking lots as a principal use, provided the parking lot is not located on the principal retail street of the development and an alternative permitted use is shown on the ap- proved Master Plan for the development.

3. Prohibited Uses.

The following uses, as well as any use not specifically permitted, are prohibited:

a. Drive-through window or facilities.
b. Automobile or other vehicle sales, service, or repair establishments.
c. Gasoline service station and filling station.
d. Self-service storage facilities.
e. Adult entertainment uses.
f. Single-family detached homes.
g. Tattoo parlors.
h. Medical marijuana facilities.
i. Bowling alleys unless a part of an adult amusement arcade.

321.C. Mixed Use, Master Plan, and General Requirements

1. Mix Requirements.
   a. Developments shall meet the following mix of uses requirements, depending on the size of the property at the time the property was zoned TC:

| **Land Use Group** | **Tracts greater than 10 acres in size** | | **Tracts of 1 to 10 acres in size** | **Tracts of less than 1 acre in size** |
|---|---|---|---|---|
| | Minimum Percent of Building Floor Area | Maximum Percent of Building Floor Area | | |
| Group 1: Office, entertainment, institutional, and related uses, as listed in section 321.B.1.a. | 5% | 70 % | Developments shall include at least two of the land use groups listed in the first column of this table, with each of the required groups comprising at least 10% of the development's total building floor area. In addition, retail, restaurant, and related uses (Group 2 uses) may not comprise more than 35% of the development's total building floor area. | No mixing requirement. Developments can consist of one or many uses |
| Group 2: Retail, restaurant, and related uses, as listed in Section 321.B.1.b. | 5% | 70 % | | |
| Group 3: Residential, as listed in sections 321.B.1. c. or 321.B.2. a. and b. | 20% | 70 % | | |

b. Usable open space and plaza uses shall comprise at least five percent (5%) of the net tract area of all TC developments.

***Illustration of Mix of Uses***

2. Master Plan. Before any use is approved or any lot is subdivided, all properties proposed for TC development shall be developed in accordance with an overall single master plan that has been approved by the Township Board of Supervisors after review and recommendation of the Township Planning Commission. Master plans shall be submitted as part of or prior to a preliminary plan submission for a TC development. Consistent with final plan approvals, individual portions of the TC may be owned and constructed by different entities, provided there is compliance with the overall master plan and any phasing plan.

   a. Master plans shall meet the following requirements:

   (1) Master plans shall be prepared when any property, existing at the time of adoption of this ordinance, is initially proposed for subdivision or land development. Subdivided properties that are intended to be developed at a later date shall be subject to this initial master plan.

   (2) Master plans shall show land uses, proposed buildings, existing buildings that will remain post-development, proposed streets, existing streets that will remain post-development, cartway widths, approximate lot lines and dimensions, common open spaces, plaza areas, major pedestrian and bicycle pathways, parking areas, major detention basins and proposed types of housing and commercial uses. Master plans are not required to include the same level of engineering detail as a preliminary subdivision plan.

   (3) Master plans must show coordinated vehicle access from all adjacent land owned, equitably owned or otherwise controlled by the applicant and be fully coordinated with any existing, proposed or approved development on adjacent land, including providing for pedestrian and bicycle access to adjacent tracts.

   (4) Landscaped open space and plaza areas shall be strategically placed within the TC.

   (5) Pedestrian and motor vehicle routes shall be laid out to create a sense of place and a main streetscape.

   (6) Master plans shall include sufficient information to accurately show existing conditions and the proposed layout of the mixed uses, open spaces, plazas and streets. Master plans shall demonstrate that the mix requirements of Section 321.C.1.a. have been met.

   b. The municipal governing body may require changes in the master plan in order to meet the legislative intent and other standards of the TC District. Development of property may be done in phases; however, any proposed subdivision or land development of a property or portion of a property must be consistent with the master plan. If a proposed subdivision or land development is not consistent with the master plan, the master plan as a whole may be revised, provided the following requirements are met:

(1) The master plan complies with all TC requirements, including the mix requirements of Section 321.C.1.a.

(2) All owners of land within the original master plan development area, whose property is affected by the revised master plan, approve the revisions to the master plan that affect their properties.

(3) The revised master plan is approved by the Township Board of Supervisors after review and recommendation of the Township Planning Commission.

c. After any modifications, the master plan shall become part of the approved preliminary plan under the Subdivision and Land Development Ordinance. Once preliminary plan approval is granted for the TC development, then submission may be made for final plan approval under the Subdivision and Land Development Ordinance, and uses allowed by this section may occur as permitted by right uses. Changes to the master plan may occur, provided there is compliance with Township Ordinances. The Township may require that a revised preliminary subdivision or land development plan be submitted and approved if there are substantial changes from the previously approved preliminary plan.

d. Stormwater calculations, construction details, erosion and sedimentation control plans, profiles and similar engineering details are not required at the master plan stage.

3. Other Plan Requirements. Applicants submitting preliminary and final plans shall also submit architectural drawings, such as elevations, perspective drawings, axonometrics, and cross-sections, that demonstrate compliance with the standards in the TC District.

4. Utilities. All development in the TC District shall be served by public sewer and public water. All utilities, including cable, telephone, and FIOS, unless separate regulation by the Pennsylvania Public Utility requires otherwise, shall be underground.

5. Ownership. Any land area proposed for development shall be in one ownership or shall be subject to a joint application filed by every owner of the land area proposed for development, under single direction, using one overall master plan and complying with all requirements of the TC District.
6. Ownership and Perpetual Maintenance of Common Open Space, Plaza Areas, and Other Facilities. The proposed ownership and perpetual maintenance of common open space, plaza areas and other common facilities shall be described in the final land development plan and approved by the Township Board of Supervisors.

7. Off street parking shall be provided in accordance with Chapter 203 Article VI unless otherwise provided for in this section.
8. Signs shall meet the requirements of Chapter 203 Article VII.

9. Landscaping, street trees, streetscaping, and buffers shall be provided in accordance with Lower Paxton Township Subdivision and Land Development Ordinance (Chapter 180 Article V.) unless otherwise provided for in this section.

321.D. Dimensional Requirements

All lots within TC developments shall meet the following dimensional requirements:

1. Lot Area Requirements.

    a. Minimum Net Lot Area for all apartments and non-residential uses: no minimum lot size; however all lots must be consistent with the master plan.

    b. Minimum Net Lot Area for townhouses: 2,000 square feet

2. Lot Width Requirements.

    a. Minimum Lot Width for all apartments and non-residential uses: no minimum lot width; however all lots must be consistent with the master plan.

    b. Minimum Lot Width for townhouses: 20 feet

3. Building Setback from the edge of street curblines:

    a. When no plaza is between the building and the street:

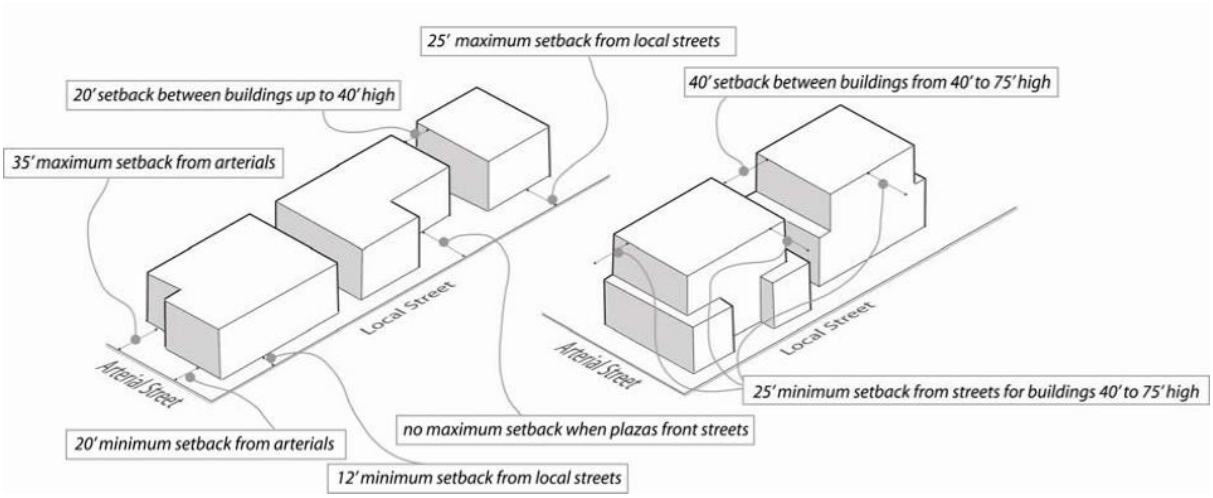
        (1) Minimum Building Setback from Street Curblines, portions of buildings up to 40 feet in height, provided buildings are not located within the street legal right-of-way line:
            i. Arterial Streets: 20 feet
            ii. All Other Streets: 12 feet

        (2) Minimum Building Setback from Street Curblines, any portions of buildings from 40 to 75 feet in height: 25 feet.

        (3) Maximum Building Setback from Street Curblines for 60% or more of the front façade of the ground floor level of buildings (these standards do not apply to structured parking garages):
            i. Arterial Streets: 35 feet
            ii. All Other Streets: 25 feet

    b. Where a plaza is between the building and the street, the Minimum and Maximum Building Setback from Street Curblines shall be the depth of the plaza.

***Illustration of Building Setbacks***




4. Minimum Building Setback from property lines not abutting streets:

    a. Portions of buildings sharing a party wall: 0 feet.

    b. Portions of buildings not sharing a party wall, up to 40 feet in height: 10 feet.

    c. Portions of buildings not sharing a party wall, from 40 to 75 feet in height: 20 feet.

5. Minimum setback between any portions of separate buildings not sharing a party wall:

    a. Portions of buildings up to 40 feet in height: 20 feet.

    b. Portions of buildings from 40 to 75 feet in height: 40 feet.

6. Minimum building and parking setback from abutting residential properties that are not part of the proposed Towne Center: 40 feet

7. Minimum surface parking area setback from street ultimate right-of-way lines and property lines: 10 feet

8. Maximum Building Height: 125 feet or 10 stories, whichever is less.

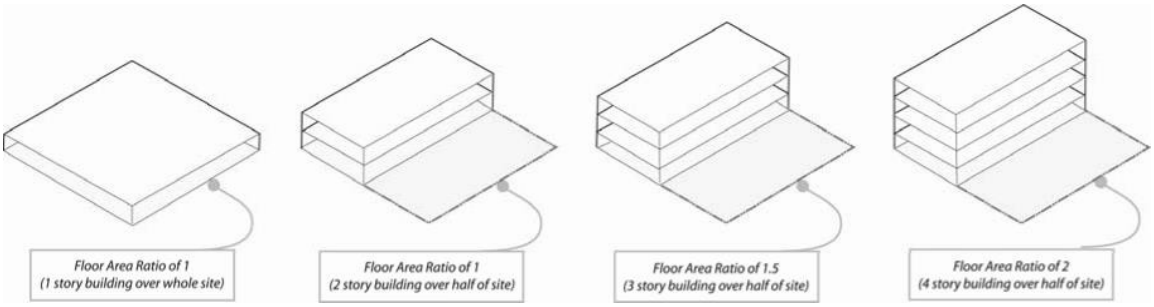
9. Maximum Impervious Coverage: 85% unless the TC development is a redevelopment of an existing tract in which case the impervious coverage maximum shall be no greater than exists pre-development.

10. Floor Area Ratio.

a. Maximum Floor Area Ratio (FAR) with no bonus: 1.5.

b. Maximum Floor Area Ratio with bonuses, as described in 321.F.: 3.

***Illustration of Floor Area Ratio***




321.E. Design Standards

All development within the TC District shall comply with the following design standards:

1. General Layout and Street Pattern.

The following general layout and street pattern requirements shall be shown on the Master Plan:

a. Various land uses shall be laid out and spaced to make walking from one land use to any other land uses as easy as possible.

b. Retail uses shall be located as physically close to as many of the following on and off-site features as possible: existing retail areas, transit stops, existing collector or higher classification streets, and proposed plaza areas.

c. Single-use residential buildings, when proposed, shall be located and designed to provide a transition between abutting off-site residential zoning districts, when they exist, and the nonresidential uses in the TC district.

d. TC developments shall be laid out with streets, in accordance with the following standards:

(1) Streets shall be laid out to create blocks, and blocks shall not exceed 1000 feet in length before being interrupted by a street intersection, unless the reuse of existing buildings longer than 1000 feet or the presence of unique barriers, such as a creek or a grade-separated highway, preclude the creation of a street intersection. In such cases, blocks shall be as small as feasible. Alley and driveway intersections shall not be used to meet the block length requirement.

(2) All proposed buildings, except structured parking garages, must be located within a certain distance of a street, as shown in Section 321.D.3., Building Setback from the edge of street curblines. Buildings do not have to meet these standards from alleys or driveways.

(3) Streets shall be interconnected with each other and with streets on abutting properties in a grid or modified grid pattern.

(4) Streets shall be extended to abutting properties in logical locations, as determined by the municipal governing body. When warranted by unique circumstances, the municipal governing body may allow driveways to be used instead of streets for these connections, provided access for the driveway is guaranteed to the abutting property.

(5) On tracts of ten (10) acres or more, new streets within an TC development shall have a street connectivity index of 1.40 or more. The street connectivity index shall be computed by dividing the number of new street links (defined as street segments between intersections and/ or cul-de-sac heads) by the number of new street intersections/permanent cul-de-sac heads.

e. At least every 500 linear feet, blocks shall include public pedestrian connections through the block between generally parallel streets, unless the reuse of existing buildings longer than 500 feet or the presence of unique barriers, such as a creek or grade-separated highway, preclude the creation of a pedestrian connection.

f. Developments shall be designed to support existing and/or future public transportation service through the provision of transit shelters, public transportation pick-up areas, roads and driveways designed to handle the weight and length of a forty-foot bus, and other similar features.

g. On tracts next to public transportation stations and/or on tracts of twenty (20) acres or more, the layout of uses and buildings shall be designed to encourage pedestrian access to the existing or future public transportation service.

2. Building Design Standards

a. Building Orientation and Entrances.

(1) Front facades of buildings shall be oriented towards existing and proposed streets, with an everyday entrance in the front façade. Buildings with multiple front facades shall have entrances in each front façade, corner entrances, or, if permitted by the municipal governing body, entrances in only some of the front facades.

(2) All primary building entrances shall be accentuated. Permitted entrance accents may include: recessed, protruding, canopy, portico, or overhang.

(3) Loading doors, service doors, and loading docks shall not be located in any façade facing a street or any portion of a façade within 35 feet of a street.

b. Walls and Windows.

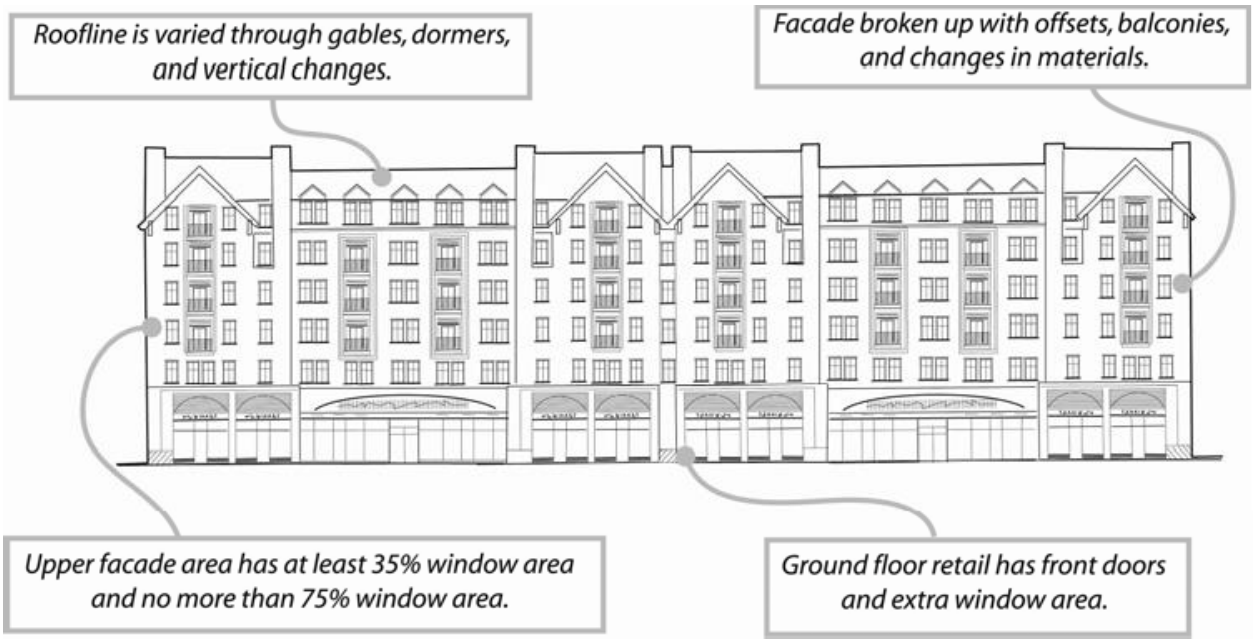
(1) Blank walls shall not be permitted along any exterior wall facing a street or passenger train station. Walls in these locations shall comprise a minimum of 35 percent window area and a maximum of 75 percent window area, with windows interspersed across the façade.

(2) Ground floor facades of retail, restaurant, and related uses facing a street or passenger train station shall comprise a minimum of 50 percent clear window area, with windows providing views of display areas or the inside of the building. These ground floor windows shall begin between 12 to 24 inches above ground level and shall end above 86 inches above ground level.

(3) Smoked, reflective, or black glass in windows is prohibited.

(4) Walls or portions of walls where windows are not provided shall have architectural treatments designed to break up the bulk of the wall, including at least four of the following treatments: masonry but not flat concrete block; concrete or masonry plinth at the base of the wall; belt courses of a different texture or color; projecting cornice; projecting metal canopy; decorative tilework; trellis containing planting; medallions; opaque or translucent glass; artwork; vertical/ horizontal articulation; lighting fixtures; or a similar architectural element not listed above, as approved by the municipal governing body.

***Illustration of Facade Requirements***




(5) Rear and side facades shall have colors and materials that are similar to the front façade and shall blend with structures within the development. Any development with more than one building on the site shall have a common and coherent architectural theme throughout the development.

c. Roofs.

(1) Building ridgelines or roof planes facing a street, parking area, or walking area must be interrupted at least once every one hundred (100) feet by the inclusion of at least two of the following: a gable, a dormer, a vertical change of five (5) feet or more, a tower, a dome, a barrel vault, a projecting cornice, an articulated parapet of five (5) feet or more, or the inclusion of a similar architectural feature.

(2) Buildings shall use parapets or mansard type roof styles to conceal flat roofs, elevator

and stair shafts, large vents, and rooftop equipment such as HVAC units along all roof edges.

d. Building Massing.

(1) Buildings shall be designed to achieve a fine-grained texture by dividing large facades into the appearance of several sections or smaller buildings to avoid the appearance of a large, monotonous building mass.

(2) Buildings must have at least a 3 foot break in depth in all front facades for every one hundred
(100) feet of continuous façade. Such breaks may be met through the use of bay windows, porches, porticos, building extensions, building recesses, balconies, towers, and other architectural treatments.

(3) In addition to the required 3 foot break, building facades of two hundred (200) feet or more facing a street, surface parking lot, passenger train station, or walking area shall include design elements that will break up the façade, such as awnings, porches, canopies, towers, balconies, bays, gables, changes in materials, changes in façade treatments, etc.

3. Parking Design Standards.

a. Surface Parking.

(1) Surface parking lots shall be located to the rear of principal buildings or to the side. Surface parking shall not be located between a building and a street.

(2) Surface parking shall not extend more than 70 feet in width along any street without being interrupted with a principal building.

(3) Parking lots visible from a street shall be continuously screened by a 3-foot-high wall/fence or hedge. Parking lots adjacent to a residential use shall be continuously screened by a 6- foot high wall/fence or hedge. Screening shall also include street trees.

(4) Surface parking lots within a block in a TC development shall be interconnected by access driveways.

(5) Each lot created within an TC development shall provide cross-access easements for its parking areas and access driveways guaranteeing access to adjacent lots within the same block that are zoned TC. Interconnections shall be logically placed and easily identifiable to ensure convenient traffic flow.

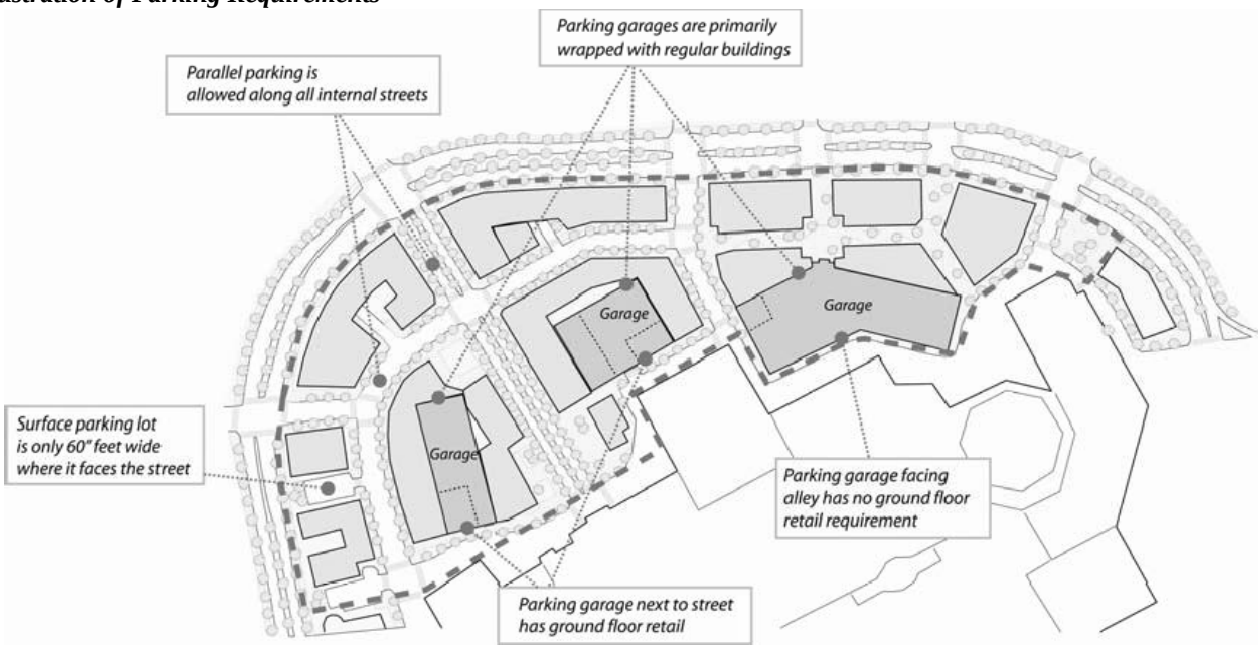
b. Structured Parking.

(1) Except for their pedestrian and vehicular entrances, structured parking garages, or structured parking within a principal building, that is located within fifty (50) feet of a street curbline at street level shall have office, entertainment, institutional, apartment lobby, retail, restaurant, or a related use in occupied space along 70% of the first floor of the structured parking that faces the street.

(2) Structured parking shall have design treatments such as colonnades, arcades, awnings, landscaping, street furniture, and other public amenities to create the appearance of an occupied building. Blank walls are not permitted.

(3) Cars shall be generally visually screened from the street through features such as grills, lattices, mock windows, louvers, false facades, etc.. Such screening shall be in keeping with the rest of the building's architectural style and materials.

***Illustration of Parking Requirements***




c. Access to Off-Street Parking. When feasible, vehicular access to off-street parking facilities shall be from a street, alley, or driveway that has no retail or related uses facing this street or alley. When this is not feasible, access shall be located as far from retail or related uses' front facades as possible.

4. Pedestrian Design Standards.

a. Sidewalks, with a minimum unimpeded width of 8 feet, are required along all street frontages with Retail, Restaurant, and Related Uses. Sidewalks with a minimum width of 6 feet are required along all street frontages with other uses.

b. Sidewalks are required to connect the street frontage to all front building entrances, parking areas, plazas, and any other destination that generates pedestrian traffic. Sidewalks shall connect to existing sidewalks on abutting tracts and other nearby pedestrian destination points and transit stops.

5. Open Space and Plaza Design Standards.

a. Required open space areas shall only consist of plazas, central greens, playing fields, playing courts, playgrounds, trails, greenways with trails, pedestrian malls, promenades, picnic areas, and other similar types of usable, public space, designed in accordance with the Lower Paxton Township Subdivision and Land Development Ordinance.

b. Required open space areas shall be designed as focal points within the development and shall make public access as easy and straightforward as possible. Public access shall be guaranteed to all required open space through a deed restriction or other means acceptable to the municipal governing body.

c. Plazas shall meet the following requirements:

(1) TC developments shall provide 1 square foot of plaza area for every 40 square feet of gross building floor area; however, TC developments with less than one hundred thousand (100,000) square feet of gross floor area are not required to provide any plaza area. Because of limits on the maximum size of plazas, more than one plaza area may be required in larger developments.

(2) Individual plazas shall be no smaller than 2,500 square feet and no larger than 40,000 square feet.

(3) Plazas shall be surrounded on all sides by either streets or the front facades of buildings. Perpendicular or angled parking spaces shall not abut plazas. When streets abut a plaza, the opposite side of the street from the plaza shall have building front facades rather than parking lots or open space facing the plaza.

(4) At least 25%, but no more than 80%, of the plaza shall be landscaped with trees, shrubs, and mixed plantings with year round interest.

(5) Plazas shall be centrally located within the TC development and easily and conveniently accessible from all residential and non-residential buildings. Plazas shall be integral to the development and designed as a focal point for the TC development.

***Illustration of Plaza Designs***

(6) The plaza shall not be used for parking, loading, or vehicular access, except emergency and maintenance vehicular access.

(7) Plazas shall include a defining central element, such as a large fountain, sculpture, gazebo, pond, or similar feature. They shall also be improved with a variety of other amenities, such as small fountains, public art, shade trees, trash containers, benches, decorative pedestrian lights, trellises, and/or other similar features. These improvements shall be provided in locations and amounts that are acceptable to the municipal governing body.

6. Lighting Standards.

a. Adequate lighting for pedestrians and vehicles shall be provided in all areas open to the public.

b. Lighting shall be shielded to meet the following requirements:

(1) No light shall shine directly from a light source onto the ground, into the

windows, or onto improvements of an abutting property, although incidental light may be permitted to fall on abutting property. Such incidental lighting shall not exceed one-half an ISO foot candle at ground level on the abutting property.

(2) No light, except street lights, shall shine directly onto public roads.

c. Where the abutting property is residentially zoned and used, lighting shall meet the following requirements:

(1) Light fixtures shall be directed towards the proposed development and away from the abutting property.

(2) The light source itself must not be visible from the abutting residential property.

(3) Light fixtures shall be set back at least twenty (20) feet from the property line.

(4) Light fixtures located within the building setback area that adjoins a residentially zoned and used property shall be no more than ten (10) feet in height.

d. No parking lot lighting standard or building fixture designed to illuminate the ground shall exceed eighteen (18) feet in height from grade level, and no pedestrian lighting standard shall exceed fourteen (14) feet in height from grade level.

7. Refuse Area Design Standards.

a. The storage of refuse shall be provided inside the building(s) or within an outdoor area enclosed by either walls or opaque fencing at least 6 feet in height. Any refuse area outside of the building shall be designed to be architecturally compatible with the building(s) and shall not be located in the front of the building.

8. Screening Design Standards.

a. All wall-mounted or ground-mounted mechanical, electrical, communication, and service equipment, including satellite dishes and vent pipes shall be screened from public view by parapets, walls, fences, landscaping, or other approved means.

b. Service and loading areas must be visually screened from streets and pedestrian ways and must be located to the side or rear of buildings.

9. Outdoor Dining Design Standards.

a. Outdoor dining areas shall not impede pedestrian traffic flow. A minimum pathway of at least 5 feet free of obstacles shall be maintained.

b. Advertising or promotional features shall be limited to umbrellas, a menu board, and canopies.

10. Outdoor Storage. Outdoor storage is not permitted.

321.F. Bonus Provisions

1. TC developments with at least 15% of the development's commercial building floor area providing experiential commerce shall receive a FAR bonus of .5.
2. TC developments which contain a regional attraction shall receive a FAR bonus of 1.

3. TC developments which construct a structured parking facility containing parking for 100 or more vehicles shall receive a FAR bonus of 1.25.

4. TC developments with eighty percent (80%) green buildings, in accordance with one of the following definitions, shall receive a FAR bonus of .5:

    a. Green buildings shall include buildings that meet the silver or higher designation in the Leadership in Energy and Environmental Design (LEED) program, as determined by the Green Building Certification Institute.

    b. Green buildings shall include buildings that meet any national, generally-accepted certification that is equivalent to the LEED silver or higher designation.

321.G. Parking Standards

1. Parking Ratios. Any building or structure erected, altered, or used and any lot used or occupied for any of the following purposes shall be provided with the maximum or minimum (specific to the use) number of parking spaces set forth below, except as adjusted for shared parking or on-street parking.

| **Use** | **Minimum Requirement** | **Maximum Requirement** |
|---|---|---|
| Retail commercial sales, excluding drive through facilities | | 2 spaces/1000 Square Feet (SF) Gross Floor Area (GFA) |
| Restaurants and other food or beverage establishments, excluding drive through facilities | 1 per 2 seats, or 5 spaces for a use without customer seats. Plus 1 for each 1.1 employee | |
| Professional, administrative, and/or business offices | | 2 spaces/1000 SF GFA |
| Convention centers, meeting facilities, banquet halls | | 1 space per every 4 persons of seating |

| | | |
|---|---|---|
| | | capacity |
| Banks or financial institutions, excluding drive through facilities | | 2 spaces/1000 SF GFA |
| Hotels | | 1 space/room (plus 50% of restaurant requirement if applicable) |
| Bed and breakfast facilities | | 1 space/room (plus 50% of restaurant requirement if applicable) |
| Museums | | 1 space per 450 square feet of gross floor area |
| Theaters | | 1 space/4 seats max occupancy |
| Schools | | 1/7 students design capacity |
| Day care centers | | 1/5 students design capacity |
| Post offices | | 1 space per 450 square feet of gross floor area |
| Community centers | | 1 space/4 seats max occupancy |
| Libraries | | 1 space/4 seats max occupancy |
| Personal service businesses | | 2 spaces/1000 SF GFA |
| Studios or galleries for dance, music, fitness, art, or photography | | 1 per 4 persons of maximum capacity of all facilities |
| Bowling alley / Racquet sports / Health club | | 1 per 4 persons of maximum capacity of all facilities |
| Transit facilities | | 1 space per 3 employees on the largest shift |
| Apartment units | 1.5 space per unit | |
| Townhouses | 1.25 spaces per unit | |

2. Exception for parking spaces located above or below ground. Any parking located in a facility (Parking Structure) which is located above or below grade is not subject to restrictions or provisions identified in the minimum or maximum parking ratio requirements.

3. The Township Supervisors may allow installation of additional parking spaces when there is evidence of a continued overflow of parking as installed by the applicant. Evidence may consist of, and not limited to, the following: provide information that the employees and/or patrons will utilize public transportation services or other modes of transportation, which are not related to the use of automobile, documentation of observations or surveys of actual parking situations of same uses at similar locations, etc.

4. Shared Parking.

   a. The parking spaces required in the above standards may be reduced when two or more establishments share the same parking area, whether on the same lot or on abutting lots, subject to the following conditions:

      (1) That some portion of the shared off-street parking area lies within 1000 feet of an entrance, regularly used by patrons, into the buildings served by the shared parking facilities.

      (2) That access and parking easements are prepared and recorded for each property affected by the shared parking.

      (3) All shared parking shall consider safety, accessibility and convenience for the pedestrian traveling between the points of destinations.

5. On-Street Parking. On-street parking spaces within a development may be counted towards the amount of required parking.

321.H. Streetscaping Standards

1. Sidewalks and Crosswalks.

   a. Sidewalks are required along all street frontages, alleys, and internal driveways. Sidewalks along alleys may be waived if an applicant can demonstrate that these areas are not anticipated to have pedestrians. Sidewalks shall meet the following width requirements:

      (1) In areas that predominantly consist of retail, restaurant, and related uses on the ground floor of buildings, sidewalks shall have a minimum unimpeded width of 8 feet.

      (2) In all other areas, sidewalks shall have a minimum unimpeded width of 6 feet.

   b. Sidewalks shall be constructed of durable, attractive materials like brick, stone, or high quality concrete accented with pavers. Sidewalk materials shall be continued across curb cuts when possible.

   c. Arterial streets shall be separated from sidewalks by a 6-foot wide landscaped strip, decorative verge area, or expanded sidewalk area, so as to allow for street trees and to buffer pedestrians from automobile traffic. All other streets shall be separated from sidewalks by a 4-foot wide landscaped strip, decorative verge area, or expanded sidewalk area.

   d. Sidewalks shall be required to connect the street frontage to all front building

entrances, parking areas, plazas, other usable open space areas, and any other destination that generates pedestrian traffic. Sidewalks shall connect to existing sidewalks on abutting tracts and other nearby pedestrian destinations and/or transit facilities.

e. All sidewalks shall have accessibility ramps and shall comply with the regulations of the Americans with Disabilities Act.

f. Crosswalks not more than 10 feet and not less than 6 feet wide shall be required at all street intersections and wherever necessary to provide safe pedestrian access to buildings, open space areas, and public transit facilities.

g. Crosswalks shall be constructed of inlaid thermal plastic, patterned surface dressing, or stone/brick/concrete pavers that make them easy to view and distinguish from the rest of the roadway. Crosswalk borders shall be highlighted with white lines at least 6 inches in width. Minor streets within the development may have painted white crosswalks.

2. Traffic Calming Devices.

a. Curb extensions/bulb-outs.

(1) Curb extensions/bulb-outs narrow the street cartway at intersections and mid-block locations to make pedestrian crossings shorter and/or reduce the perceived width of long, straight streets.

(2) Curb extensions/bump-outs shall extend at least 6 feet from the rest of the curbline into the street.

(3) Curb extensions/bump-outs shall be at least 15 feet in length.

(4) Curb extensions/bump-outs must leave at least 20 feet of cartway for travel lanes on arterial streets, and 18 feet of cartway on all other streets.

b. Raised median islands.

(1) Raised median islands are narrow islands between travel lanes that are designed with breaks in landscaping and curbing for pedestrians.

(2) Raised median islands shall be at least 6 feet wide; however, the municipal governing body may allow this width to be reduced to 4 feet when existing street cartway and sidewalk widths warrant a narrower width.

(3) Raised median islands shall be a minimum of 20 feet in length; however, the municipal governing body may allow this length to be reduced to 12 feet when a longer length would interfere with a driveway.

(4) Portions of raised median islands not used for sidewalk area shall be landscaped.

c. Traffic circles.

(1) Traffic circles are raised islands located in the center of an unsignalized intersection.

(2) Traffic circles shall be designed to give vehicles adequate turning radii within the intersection, with all traffic negotiating the circle and circulating in a counterclockwise direction.

(3) The diameter of traffic circles may not be less than 13 feet.

(4) At least 16 feet of street width must be located between the traffic circle and the closest curbline.

(5) Traffic circles shall be designed with mountable curbs.

(6) Traffic circles shall be landscaped.

(7) A plaza may be contained within a traffic circle.

d. Speed humps.

1. Speed humps are raised, elongated surfaces on the roadway designed to slow traffic.

2. Speed humps shall be 3 to 4 inches in height.

3. Speed humps shall be at least 14 feet in length.

4. Speed humps shall be constructed across the cartway, from curb to curb.

5. Speed humps shall have a parabolic cross section.

6. Speed humps are only allowed on local streets with a grade of less than 8%. They are not permitted on collector or arterial streets.

e. Speed tables.

(1) Speed tables are raised, flat topped surfaces on roadways, often built with brick or other textured materials on the flat section.

(2) Speed tables shall be 3 to 4 inches in height.

(3) Speed tables shall have a total length of 22 feet, with 6 foot ramps on each end and a flat 10 foot section in the middle.

(4) Speed tables shall be built from curb to curb.

(5) Speed tables shall not be installed on arterial streets.

f. Raised crosswalks.

(1) Raised crosswalks are marked and elevated pedestrian areas that are an extension of the sidewalk at mid-block locations or intersections.

(2) Raised crosswalks shall be 3 to 6 inches in height.

(3) The ramps on each side of the crosswalk shall have a grade of 4% to 8%.

(4) The flat area of the crosswalk shall be at least 10 feet in width.

(5) Raised crosswalks shall be installed curb to curb.

(6) Raised crosswalks shall not be installed on arterial streets.

g. Raised intersections.

(1) Raised intersections are intersections, including crosswalks, that are raised above the street cartway level.

(2) Raised intersections shall be 3 to 6 inches in height.

(3) The ramps on each side of the raised intersection shall have a grade of 4% to 8%.

(4) Raised intersections shall cover the whole intersection, including crosswalk areas.

(5) Raised intersections shall not be installed on arterial streets.

3. Street Furniture and Streetscape Elements.

a. Street furniture shall be provided and include (though not limited to) benches, trash and recycling receptacles, planters, and bike racks. Street furniture shall be decorative, functional, and properly scaled to the space.

b. Street furniture shall be provided to the (municipal governing body's) specifications on style and/or color, and shall be given final approval by the (municipal governing body).

c. Street furniture shall be properly maintained by the property owner and be constructed of durable materials such as cast iron, aluminum, stainless steel, or similar materials.

d. All furniture and streetscape items shall be offset from the curb by a minimum of 1.5 feet to avoid car door obstruction. Furniture intended for seating shall be set back from the curb by a minimum of five feet from arterial roads without on-street parking.

e. A minimum of five linear feet of seating, such as a bench or a cluster of chairs, shall be provided for every 1,000 square feet of plaza area on public or private land. Areas seating at least 4 people at a time shall be provided at the rate of one per block face, outside of plaza areas.

f. Between two and four paired trash and recycling receptacles shall be placed along each block face with more than 40,000 square feet of commercial uses; one pair at each end of the block and additional receptacles spaced evenly between. A minimum of one additional trash receptacle shall be provided for each 5,000 square feet of public open space.

g. Sidewalk mounted trash receptacles shall have at least three feet clear on all sides from any standing object including, but not limited to, parking meters, lights, and sign posts.

h. One drinking fountain shall be provided for each 10,000 square feet of usable public open space.

i. Freestanding planters and protective devices, such as bollards, shall be installed between sidewalks and adjacent vehicular traffic to help shape the pedestrian environment.

j. All new retail and office development shall provide a minimum of one bicycle parking rack per 20,000 square feet of gross floor area or fraction thereof. A minimum of one bicycle parking rack shall be provided for every 10,000 square feet of public open space.

k. Bicycle racks shall be located in highly visible, well-lit areas near building entrances; bicycle parking areas shall not obstruct walkways. Bicycle parking may be provided within a building, but the location must be easily accessible for bicyclists. Establishments that provide internal bicycle parking may also want to consider providing lockers and shower facilities to encourage employees to bike to work.

4. Site and Streetscape Lighting

a. Applications for development in the TC District shall include a lighting plan.

b. Lighting that is oriented for vehicles shall be generally spaced at 100’ - 120’ on center in a staggered pattern.

c. Pedestrian-oriented streetlights shall be provided and spaced at 40’ - 60’ on center, paired across the street or, 80’ - 120’ on center in a staggered pattern. They should be centered on a line 20 inches from the face of curb.

d. With approval from the Board of Supervisors these spacing guidelines may be modified to meet minimum safety standards and provide a logical rhythm or cadence.

Minor adjustments may be necessary to avoid utilities, vaults, and other conditions.

e. Public areas and open spaces shall be lit for safety and ease of visibility.

f. Lighting fixtures and luminaries, both pole-mounted and building-mounted, shall be consistent and/or compatible with any existing light fixtures, and the Board of Supervisors shall have final approval over the style and placement of all lighting fixtures.

g. Light fixtures shall be constructed of durable, attractive materials and be easy to maintain. Light poles be constructed of durable materials such as cast iron, aluminum, stainless steel, or similar materials.

h. Where the abutting property is residentially zoned or used, nonresidential uses shall direct light fixtures toward the proposed development and shield the residential properties from direct lighting or glare. The light source itself must not be visible from the abutting residential property.

i. No streamers or festoon lighting, comprising a group of incandescent light bulbs, shall be hung or strung on a building or any other structure.

j. No flashing or intermittent or moving lights, including lights on signs, shall be permitted.

321.I. Usable Open Space Standards

The following requirements apply to all proposed usable open space in Towne Centre developments.

1. General Usable Open Space Standards.

a. Usable open space areas shall be focal points of the community and key public assets. These areas must be visible and accessible from a public walkway or sidewalk, and shall not be in utility areas, stormwater management areas, or behind buildings.

b. At the discretion of the Township, stormwater management ponds may be used as usable open space areas when these ponds (when permanently containing water) function as a focal point such as by installation of a fountain centered in the pond and equal in height to one-half the diameter of the pond or greater.

c. Usable open space areas shall be located within 200 feet of an adequate parking area for the open space area or within 200 feet of a public street.

d. Usable open space areas shall connect to outdoor cafes, restaurants or building entrances and have maximum direct sunlight. Necessary shade shall be provided by trees, canopies, trellises, building walls or tables with umbrellas.

e. Usable open space areas shall be generally flat and unconstrained, and at-grade with sidewalks whenever possible. At most, a three-foot differential between the sidewalk and the space may be allowed for physical definition of space.

f. Trails, paths, and sidewalks shall be clearly marked and separated from vehicular travel ways and shall connect to the sidewalk system.

g. No parking, loading or vehicular access is allowed in or on the open space, other than

for emergency or maintenance vehicles.

h. The applicant must submit a maintenance plan describing how improvements will be managed and maintained. The responsibility for maintenance shall rest with the owner of the property.

i. Usable open space areas shall be deed restricted to permanently preserve the area and to guarantee permanent public access.

2. Specific Open Space Standards.

   a. Central Greens.

   b. Buildings abutting central greens shall have entrances facing the central greens.

   c. Central greens shall be surrounded on all sides by either streets or the front facades of buildings, with at least 45% of its perimeter surrounded by public streets.

   d. Central greens shall contain both open grassed-areas and more formally landscaped areas, as well as pedestrian facilities, such as sidewalks, paths, benches, or gazebos. At least sixty percent of any central green shall be landscaped with trees, vines, shrubs and seasonal flowers, as well as lawn area around these features.

   e. Central greens shall also include central public amenities, such as (but not limited to) a water feature, fountain, gazebo, bandshell, sculpture, play sculpture, etc..

   f. Central greens shall be at least 10,000 square feet in size but no greater than 40,000 square feet.

3. Trails or Greenways with Trails.

   a. To the maximum extent feasible, trails and greenways with trails shall be installed in areas where significant natural and scenic resources exist on a site.

   b. Trails shall be located in prominent areas with visual interest. The primary portion of trails and area of greenways shall not be constructed along private yards (unless separated by a fence and/or safety buffer), public or private streets or rights of way, parking areas and driveways, or stormwater detention facilities.

   c. Trails or greenways with trails must be at least a half a mile in length, must directly connect with an existing trail that is at least half a mile in length, or must provide a critical link in a future trail shown in the municipality's Open Space Plan. Trails or greenways shall also directly connect with the development's retail area via a sidewalk connection or pathway.

   d. Trails that are multiuse shall be at least 10 feet wide with an aggregate 6-foot wide shoulder and shall be constructed of macadam or a similar quality material. Pathways shall be at least 5 feet wide. The entire trail corridor shall be a minimum of thirty (30) feet in width.

e. A corridor up to 30 feet wide containing the trail or greenway with trail shall be considered usable open space and shall count toward fulfilling the requirements of the TC District.

4. Picnic Areas.

a. Picnic areas shall be located adjacent to playground areas, trails, greenways with trails, playing fields, playing courts, and scenic resources at appropriate and convenient spots.

b. Picnic areas shall be used only during daylight hours; no lighting shall be installed.

c. At least 2 picnic tables shall be provided for each picnic area.

d. Adequate refuse and recycling containers shall be provided.

e. Shelters and/or shade trees and other landscaping shall be provided at all picnic areas.

f. Two trees of at least two-inch caliper shall be provided for every 1,000 square feet of picnic area.

g. Gazebo or picnic-type shelters may be used in addition to, but not in exchange for, any landscaping requirements.

h. Picnic areas shall be at least 3,000 square feet in size, and at least 30 feet wide.

i. Picnic tables shall be set back at least 10 feet from lot lines, 10 feet from the ultimate right-of- way of local access streets, and 25 feet from the ultimate right-of-way of collector or arterial streets.

5. Playgrounds.

a. Playgrounds shall include structured play equipment designed for the use and enjoyment of children.

b. Playgrounds shall be used only during daylight hours; no lighting shall be installed.

c. Sitting areas, including benches, shall be provided for the convenience of persons supervising children.

d. Two trees of at least two-inch caliper shall be provided for every 1,000 square feet of playground area; gazebo or picnic-type shelters may be used instead of half the required shade trees.

e. When a playground is placed adjacent to playing fields, practical measures, such as fencing and orientation of facilities, shall be used to reduce hazards, especially from balls, Frisbees, or other flying objects.

f. Playgrounds shall be at least 2,500 square feet in size (within any fenced areas) and 35 feet wide.

g. Playground equipment shall be set back at least 10 feet from lot lines, 10 feet from the ultimate right-of-way of local access streets, and 100 feet from the ultimate right-of-way of collector or arterial streets.

h. Playgrounds shall be located within residential areas, and shall be easily visible from the street.

6. Playing Fields.

a. Playing fields shall be used only during daylight hours; no lighting shall be installed.

b. Playing fields shall consist of a lawn area, unobstructed by trees, shrubs, benches, and other playground equipment. Applicants shall locate trees and shrubs at the perimeter of playing fields to define their limits, enhance their appearance, and filter noise that may be generated by any activities.

c. Playing fields shall be gently sloped, not less than 1 percent nor more than 3 percent grade, and shall be well drained so as to be suitable for use in good weather.

d. Playing fields may be fenced and sitting areas may be provided along the perimeter if desired by the applicant.

e. Playing fields shall be at least 8,000 square feet in size with a minimum width of 80 feet.

f. The minimum setbacks to the edge of a playing field shall be at least 50 feet from any dwelling unit. The minimum setback from the ultimate right-of-way of streets shall be 25 feet from local access streets, and 50 feet from collector or arterial streets.

g. Playing fields shall be located in residential areas or near the edges of an TC development.

7. Playing Courts.

a. Playing courts shall be constructed in accordance with specifications approved by the municipal engineer, and shall be oriented in a north-south direction.

b. Minimum dimensional standards shall be as follows:

(1) For court areas of standard size:

(i) Tennis courts shall be a minimum of 60 feet x 120 feet.

(ii) Basketball courts shall be a minimum of 70 feet x 104 feet.

(2) These standards can be divided accordingly to allow for half-court areas.

(3) Minimum setbacks to the edge of paving:

(i) From any dwelling unit: 50 feet.

(ii) From the ultimate right-of-way of streets: 25 feet from local access streets, 50 feet from collector or arterial streets.

(iii) From any lot line: 15 feet.

c. Tennis courts shall be fenced around the entire perimeter with minimum ten foot high fencing.

d. Basketball courts shall be fenced with minimum six foot high fencing under the following conditions:

(1) When the edge of the pavement is less than 30 feet from a lot line, that edge shall be fenced.

(2) When the edge of the pavement is less than 30 feet from an area sloping steeply downward from the court, the edge shall be fenced.

e. Lighting may be provided for nighttime use of courts, so arranged that no glare affects abutting residences on nearby streets, on a demand-activated basis, until no later than 10:00 pm.

f. Landscaping shall be provided along the exterior perimeter of the playing courts, outside of the fenced-in area if applicable. Up to 50 percent of the landscaped area may be planted with shrubs, and one tree of at least two-inch caliper shall be planted for every 200 square feet of planting area. In addition to any required trees and shrubs, all of the landscaped area shall be covered with grass, organic mulch, or live groundcover.

g. Playing courts shall be placed at convenient locations within residential and/or retail areas, and may be used as a transitional use between more naturalized open space areas.

8. Pedestrian Malls or Promenades.

a. Pedestrian malls or promenades shall be developed within the equivalent of a street right-of- way, with a minimum 50 foot right-of-way width. Buildings shall be set back from the right-of- way area the same distance as from a street. The pedestrian mall shall intersect a public street in the same manner that a street would.

b. Except for landscaping, pedestrian paving shall cover the entire right of way. Paving shall be enhanced, decorative paving and not asphalt.

c. Paving sections shall be designed to accommodate emergency as well as delivery vehicles. Necessary clear zones shall also be kept so that vehicles may access the buildings. Deliveries shall be restricted to hours when the pedestrian mall is not open to the public.

d. Loading dock entries shall not face onto pedestrian malls.

e. Seating areas, which may include benches or seats grouped around or attached to a table, must be provided along each block face at a rate of five linear seat of seating for each 300 linear feet of pedestrian mall.

f. Landscaping shall be provided throughout pedestrian malls or promenades and shall comprise at least 25% of the pedestrian area. Up to 50 percent of the landscaped area may be planted with shrubs or flowers in planters and pots. Additionally, one tree of at least two- inch caliper shall be planted for every 500 square feet of planting area. In addition to any required trees and shrubs, the landscaped area shall be covered with grass, organic mulch, or live groundcover where appropriate.

g. Between two and four paired trash and recycling receptacles shall be placed along each block face with more than 40,000 square feet of building area.

321.J. Definitions

As used in this Section 321 the following words shall have the following meaning:

ACCESSORY BUILDING - A subordinate structure, the use of which is incidental to that of the principal building, but is located on the same site as the principal building.

ALLEY - A narrow pedestrian or automobile lane that provides access to the rear of lots and/or buildings, and may provide access to structured parking.

ARCADE - An area contiguous to a street or plaza that is open and unobstructed to a height of not less than 12 feet and that is accessible to the public at all times. Any portion of an arcade occupied by building columns, landscaping, statuary, pools, or fountains shall be considered part of the arcade for the purpose of computing floor area.

AWNING - A roof-like cover, often of fabric, metal, or glass, designed and intended for protection from the weather or as a decorative embellishment, and which projects from a wall or roof of a structure over a window, walk, door, or the like.

BALCONY - A projecting platform that is open, roofless, surrounded by a railing, and which is suspended or cantilevered from, or supported solely by, the principal structure.

BARREL VAULT - A semi-cylindrical roof shape which extends an arch over a space.

BAY - A compartment projecting outward from the wall of a building and containing a window or windows.

BLOCK - A unit of land surrounded on all sides by streets or other transportation or utility rights-of-way, or by physical barriers to continued development such as bodies of water or public open spaces.

BUILDING - A structure that has a roof and walls, including structured parking, and stands permanently in one place.

CANOPY - A roof-like structure, including an awning, that projects from a wall of a building over a door, entrance, or window; or a freestanding or projecting cover above an outdoor service area, such as at a gasoline service station.

CENTRAL GREEN - A centrally-located open space area available for unstructured recreation, its landscaping consisting of grassy areas and trees.

COLONNADE - a sequence of architectural columns.

DORMER - A window vertical in a roof or the roofed structure containing such a window.

DRIVEWAY - A privately maintained vehicular access way on residential or commercial

properties.

EXPERIENTIAL COMMERCE - (1) The use of ambience, emotion, sound, and/or hands-on activity to combine shopping and entertainment opportunities as an anchor for customers to produce a perceived or actual added value from their use of the product or service and time in the retail space; (2) The bringing together of retailing, entertainment, music and/or leisure in a combination of physical, functional, operational and psychological elements to produce physical and emotional sensations during their time in the space; or (3) Offering consumers a chance to buy an experience that is personally encountered, undergone, or lived through rather than just an object or service (the consumer buys a memory).

General examples may include, but are not limited to:

- Interactive art
- Live music
- Virtual reality environments
- Cafés and lounges
- Large interactive video display walls

Industry specific examples may include, but are not limited to:

- Arts and crafts and hobby shops that offer more than occasional classes in activities such as quilting, knitting, model making, paper art, etc.

- Home improvement stores that offer “do-it-yourself” classes and/or have interactive displays where consumers can personally test tools in real-world applications prior to purchase.

- Appliance stores that offer cooking classes or allow shoppers to try out a cooktop, dishwasher or washing machine in the store prior to purchase.

- Grocery stores that have incorporated food courts, buffets and wine bars where consumers can enjoy a meal or a drink and a social experience during shopping.

- Sporting goods stores that incorporate, golf and tennis simulators, etc. that enable shoppers to "test drive" equipment.

- Outdoor outfitters that offer climbing walls, lectures, classes and travel adventures.

- Clothing retailers with high-tech fitting rooms that enable shoppers to see what an item of clothing would look like in different sizes, colors, styles.

FLOOR AREA RATIO - The total building square footage (building area), excluding any structured parking facilities, divided by the site size square footage (site area).

FRONT FAÇADE - Those portions of a building's exterior elevation which face and are most closely parallel to any abutting street.

GABLE - The generally triangular portion of a wall between the edges of a sloping roof.

GREENWAY - An open space conservation area that provides passive recreational opportunities and may have pedestrian and/or bicycle trails

GROUND FLOOR FAÇADE - Those portions of a façade which face and are most closely parallel to the floor that is most closely above or on the same plane as the sidewalk.

MANSARD - A roof with two angles of slope, the lower portion of which is steeper, has an angle greater than 45 degrees, and derives part of its support from the building wall.

MASTER PLAN - A zoning plan to demonstrate use and design compliance for a tract as a whole, to be used as sub-areas of the tract are developed.

MULTIUSE TRAIL - A trail that permits more than one type of user group at a time, creating a two-way shared use area. The trail is constructed of a hard paved surface or hard compacted cinder to facilitate wheeled and pedestrian trail traffic.

PARTY WALL - A wall common to but dividing contiguous buildings; such a wall contains no openings and extends from its footing below the finished ground grade to the height of the exterior surface of the roof.

PATH - A temporary or permanent area that is normally dirt or cinder although some paths are asphalt or concrete. A path typically indicates the common route taken by pedestrians between two locations.

PARAPET - That portion of a wall which extends above the roofline.

PEDESTRIAN MALL - An area of street-like proportions given over entirely to pedestrian traffic, where the need for a vehicular right-of-way is not great and vehicular traffic can be routed elsewhere.

PEDESTRIAN ORIENTED - An area designed with an emphasis primarily on sidewalks and other passageways to allow for ease of walking, rather than on auto access and parking areas.

PICNIC AREA - A centrally located space sufficient for two or more picnic tables with the option of a roofed overhead shelter.

PLAYGROUND - A publicly accessible area developed with structured play apparatuses for active play and recreation.

PLAYING COURT - A recreational area with one or more structured playing fields or courts for competitive sports, such as, basketball, or tennis.

PLAYING FIELD - A grassy recreational area for recreational activity.

PLAZA - An open space that may be landscaped, or paved, typically surrounded by buildings or streets and used for passive recreation and relaxation.

PORCH - A covered but unenclosed projection from a front, rear, or side wall of a building that may or may not use columns or other ground supports for structural purposes.

PORTICO - A porch that leads to the entrance of a building, or extends as a colonnade, with a roofed structure over a walkway, supported by columns or enclosed by walls.

PRINCIPAL BUILDING - A building, or buildings, in which the principal use of the lot is situated.

STORY - A complete horizontal section of a building, having one continuous or practically continuous floor.

STREET - A publicly-accessible thoroughfare that provides the principal means of access for vehicular traffic to abutting property.

STREET CONNECTIVITY INDEX - a numerical measurement used to quantify how well a roadway network connects destinations.

STREETSCAPING - Improvements that may either abut or be contained within a public or private street right-of-way or accessway that may contain sidewalks, street furniture, landscaping, street lighting, trees, and similar features.

STRUCTURED PARKING - A structure or portion thereof composed of one or more levels or floors used primarily for the parking or storage of motor vehicles. Structured parking may be totally below grade (as in an underground parking garage) or either partially or entirely above grade with those levels being either open or enclosed.

STRUCTURED PARKING GARAGE - A partially or entirely above grade structure of two or more floors with the primary purpose of providing parking for motor vehicles. This term encompasses both commercial parking facilities as well as private parking structures. Structured parking garages may be designed to have commercial space on the ground floor.

SURFACE PARKING - Parking or storage areas for motor vehicles that are entirely at street grade and not enclosed by a building. This includes both on-street and off-street parking.

SURFACE PARKING LOT - A specific off-street area, at street grade, for the parking or storage of motor vehicles.

TRAIL - A pathway that is open to the public and is designed for and used by pedestrians and bicyclists.

TRANSIT FACILITY - An area designated as a waiting, pick-up, or drop-off area for bus and/or train riders.

TOTAL BUILDING FLOOR AREA - The total square footage of all habitable area of a building, not including covered outdoor space, as measured from the outside of all exterior walls and supporting columns.

USABLE OPEN SPACE - Land or water areas that are suitable and retained for use as active or passive recreation areas.

WORKFORCE HOUSING UNITS - Housing, both for-sale and rental units, built to be afforded by households making no more than 100 percent of the area median income.

321.K. Repealer
In the event of a conflict or discrepancy between any provision in this Section 321 and any other provision of any other Lower Paxton Township Ordinance, including but not limited to the Lower Paxton Township Zoning Ordinance or Lower Paxton Township Subdivision and Land Development Ordinance, then the provisions of this Section 321 shall govern.

SECTION 4: The provisions of this Ordinance shall be severable, and if any of its provisions shall be held to be unconstitutional, illegal or invalid, such unconstitutionality, illegality or invalidity shall not affect the validity of any remaining provisions of this Ordinance. It is hereby declared to be the legislative intent that this Ordinance would have been adopted and enacted as if such unconstitutional, illegal or invalid provision had not been included therein.

SECTION 5: In all other respects, the Zoning Ordinance shall remain as heretofore enacted, ordained and amended.

SECTION 6: Any ordinances or parts of ordinances inconsistent herewith are hereby repealed.

DULY ENACTED AND ORDAINED INTO LAW as Ordinance No. 20-____ this _____ day of _____, 2020 by the Board of Supervisors of Lower Paxton Township.

ATTEST:

BOARD OF SUPERVISORS
LOWER PAXTON TOWNSHIP

_____
Township Secretary

By: _____
Chairman