applicant warrant the Planning Commission to grant an extension whish shall not exceed two (2) additional periods of ninety (90) days.

(4) The recording of the Final Plat shall not constitute grounds for assessment increases until such time as lots are sold or improvements are installed on the land included within the subject plat.

B. Plat Void of Revised After Approval

No change, erasures, modifications, or revisions shall be made on any Subdivision Plat after final approval has been given by the Borough Council and endorsed in writing on the Plat, unless the said Plat is first resubmitted to the Planning Commission and the Commission recommends and the Borough Council approves any modifications. In the event that any such Subdivision Plat is recorded without complying with this requirement, the Plat shall be considered null and void, and the Borough Council shall institute proceedings to have the Plat stricken from the records of the County Recorder of Deeds.

C. Effect of Final Plat Approval on Official Map

Upon recording of a Final Plat, all streets and public grounds on the Final Plat shall be and become part of the Borough's Official Map without public hearing.

SECTION 1100. CONDITIONS OF ACCEPTANCE

A. Public Acceptance of Streets

The approval of the Borough Council of a Final Plat shall not be deemed to constitute or be evidence of any acceptance by the Borough of any street, easement, or other open space shown on such Subdivision Plat. Proposed public street can only be accepted by Borough Council via an Offer of Irrevocable Dedication.

SECTION 1200. FEES

At the time of submission of plans for review and approval by the Planning Commission, the subdivider shall pay the Borough fees in accordance with resolution passed by Borough Council identifying the adopted fee structure. All fees for which the Borough seeks reimbursement shall be certified by the Borough Secretary to the applicant at the time when the Borough is in a position to finally approve any application or plat. Such review fees

ARTICLE V

DESIGN STANDARDS AND REQUIRED IMPROVEMENTS

EAST BERLIN BOROUGH, ADAMS COUNTY, PA
SUBDIVISION AND LAND DEVELOPMENT ORDINANCE

ARTICLE V
DESIGN STANDARDS AND REQUIRED IMPROVEMENTS

CROSS REFERENCES

Borough Codified Ordinances
Zoning Ordinance—Chapter 70 Borough Codified Ordinances, Ordinance 73-1 as amended

In considering applications for subdivision of land, the Planning Commission shall be guided by the standards set forth hereinafter. The said standards shall be considered to be minimum requirements and shall be waived by the Commission only under circumstances set forth in Article III herein. Detailed design criteria associated with required improvements is specified in the Borough's Design Criteria for Land Development. Please refer to this document for specifications and detailed design standards applicable to improvements.

SECTION 100. GENERAL

Each subdivision and land development shall be designed and constructed in such a manner that it will:

A. Conform to applicable Comprehensive Plan, Official Map, Zoning Ordinance and other Borough, County and State regulations.

B. Be of such character that the land and buildings can be used safely without danger to health or peril from fire, flood, storm runoff, disease or other menace.

C. Preserve natural and historic areas, buildings and landmarks where possible and where considered worthy of preserving by the Planning Commission, with public access to such where appropriate.

D. Properly relate in appearance and function, with the surrounding natural and built environment.

E. Conform to the minimum specifications for all improvements, in accordance with applicable Borough, County, State and other agency specifications and regulations.

F. Provide and dedicate without charge such reasonable easements as the Borough Council may require for electric and telephone poles, wires, and appurtenances thereto, for gas pipes and for drainage pipes, ditches, and structures, and other public works facilities, together with the right to enter upon the adjoining land for purposes of construction, maintenance, repair, operation, and removal of such facilities. Such easements and rights of access shall be clearly indicated and dedicated upon the plans of the subdivision as recorded.

   The acceptance of such easements by the Borough shall not in any way require it to exercise the privileges so granted, but failure to exercise such privileges shall not void its rights thereto. Drainage easements may be required along natural water drainage routes for sanitary and/or stormwater sewers.

SECTION 200. STREET LAYOUT

A. Width, Location, and Construction

Streets shall be of sufficient width, suitably located, and adequately constructed to conform with the Comprehensive Plan, and to accommodate the prospective traffic and afford access for fire fighting, snow removal and other road maintenance equipment. The arrangement of streets shall be coordinated so as to cause no undue hardship of streets shall be coordinated so as to cause no undue hardship to adjoining properties and shall be coordinated so as to compose a convenient system.

B. Arrangement

The arrangement of street in the subdivision shall provide for the continuation of principal streets of adjoining subdivisions, and for proper projection of principal streets into adjoining properties which are not yet subdivided, in order to make possible necessary fire protection, movement of traffic and the construction or extension, presently or when later required, of needed utilities and public services such as sewers, water and drainage facilities. Where, in the opinion of the Planning Commission, topographic or other conditions make such continuance undesirable or impracticable, the above conditions may be modified.

C. Reserve Strips Prohibited

Reserve strips of land, which might be used to control access from the proposed subdivision to any neighboring property, or to any land within the subdivision itself shall be prohibited.

D. Minor or Local Streets

Minor or local street shall be so laid out that their use by through traffic will be discouraged.

E. Special Treatment Along Major Arterial Streets

When a subdivision abuts or contains an existing or proposed major arterial street, the Commission may require marginal access streets, reverse frontage with screen planting contained in a non-access reservation along the rear property line, deep lots with rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

F. Provision for Future Re-subdivision

Where a tract is subdivided into lots substantially larger than the minimum size required in the zoning district in which a subdivision is located, the Commission may require that streets and lots be laid out so as to permit future re-division in accordance with the requirements contained in these regulations.

G. Dead-end Streets

The creation of dead-end or loop residential streets will be encouraged wherever the Commission finds that such type of development will not interfere with normal traffic circulation in the area. In the case of dead-end streets, where needed or desirable, the Commission may require the reservation of a twenty (20) foot wide easement to provide for continuation of pedestrian traffic and utilities to the next street. Subdivision containing twenty (20) lots or more shall have at least two street connections with existing public streets, or streets shown on the Official Map, if such exists, or streets on an approved Subdivision Plat for which a bond has been filed.

H. Block Size

Blocks shall not be less than 400 feet nor more than 1200 feet in length. In general, no block width shall be less than twice the normal lot depth. In blocks exceeding 800 feet in length, the Planning Commission may require the reservation of a twenty (20) foot wide easement through the block to provide for the crossing of underground utilities and pedestrian traffic where needed or desirable and may further specify, at its discretion, that a four (4) foot wide paved foot path be included. Double frontage lots are to be avoided and generally will not be permitted unless the lots are a minimum of 200 feet deep. An exception may be permitted where the rear yards of double frontage lots abut arterial or collector highways and the fronts of the lots are served by minor or local streets.

I. Intersections

Multiple intersections involving the junction of more than two streets shall not be permitted. Street intersections shall be at right angles for a distance of 100 feet wherever possible, and intersections of less than 70 degrees (measured at the centerline of the streets) shall not be permitted.

Intersecting streets shall not enter the same side of major traffic streets at intervals of less than 800 feet. Minor streets which enter a major traffic street from opposite sides should be directly opposite to each other; or if necessary, they may be separated by at least 125 feet between centerlines measured along the centerline of the major traffic street.

Maximum grade within any intersection shall not exceed three (3) percent, and approaches to any intersection shall follow a straight course within 100 feet of the intersection.

J. Relation to Topography

The street plan of a proposed subdivision shall bear a logical relationship to the topography of the property, and all streets shall be arranged so as to obtain as many of the building sites as possible at or above grade of the streets. Grades of streets shall conform as clearly as possible to the original topography.

K. Other Required Streets

Where a subdivision borders on or contains a railroad right-of-way or limited access highway right-of-way, the Planning Commission may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land (as for park purposes in residential districts, or for commercial or industrial purposes in appropriate districts). Such distances shall also be determined with due regard for the requirements of approach grades and future grade separations.

SECTION 300. STREET DESIGN

A. Widths

Streets shall have the following widths when not indicated on the Comprehensive Plan or Official Map, the classification of streets shall be determined by the Planning Commission.

Street Classification	Minimum Right-of-Way	Minimum Pavement
Major Arterial Streets	66 feet	40 feet
Collector Streets	60 feet	32 feet
Local Streets	50 feet	24 feet

New streets laid out to continue existing streets shall not be less than the width of the existing street unless a specific exemption is granted by the Borough Council.

B. Improvements and Utilities

Streets shall be graded and improved with pavements, curbs and gutters, sidewalks, storm drainage facilities, water mains, sewers, street lights and signs, street trees, and fire hydrants, except where waivers may be requested, and the Planning Commission may waive, subject to appropriate conditions, such improvements as it considers may be omitted without jeopardy to the public health, safety and general welfare. Pedestrian easements shall be improvements shall be approved as to design and specifications by the Borough Engineer.

(1) **Fire Hydrants** – Fire hydrants shall be installed within 600' of all existing and proposed structures, measured by way of accessible streets. Installation of fire hydrants shall be in conformity with requirements of standard thread and nut of the Fire Company providing service in the location of the subdivision.

(2) **Street Lighting Facilities** – Lighting facilities shall be in conformance with the lighting system of the Borough. Such lighting standards and fixtures shall be installed after approval by the appropriate power company and the authorized inspector of the Borough.

C. Utilities in Streets

The Planning Commission shall require that underground utilities be placed in the street right-of-way between the paved roadway and street line to simplify location and repair of lines when they require attention. The subdivider shall install underground service connections to the property line of each lot within the subdivision for such required utilities before the streets is paved.

D. Utility Easements

Where topography is such as to make impractical the inclusion of utilities within the street rights-of-way, perpetual unobstructed easements at least twenty (20) feet in width shall be otherwise provided with satisfactory access to the street. Wherever possible, easements shall be continuous from block to block and shall present as few irregularities as possible. Such easements shall be cleared and graded where required.

E. Grades

Grades of all streets shall conform in general to the terrain, and shall not be less than one-half (1/2) nor more than six (6) percent for major arterial or collector streets, or ten (10) percent for minor streets in residential zones, but in no case more than three (3) percent within fifty (50) feet of any intersection.

F. Changes in Grade

All changes in grade shall be connected by vertical curves of such length and radius as meet with the approval of the Borough Engineer so that clear visibility shall be provided for a safe distance.

G. Curve Radii at Street Intersection

Edge of street pavement, or curb line, and related right-of-way line shall be rounded according to the following schedule of minimum radii:

(1) For intersections of an alley and a street the radius shall be eight (8) feet.

(2) For intersections of minor or collector streets, the radius shall be twenty (20) feet.

(3) For intersections of major arterial or streets with substantial traffic, the radius shall be thirty (30) feet.

In zones where buildings are permitted to abut the right-of-way line, a diagonal cutoff may be employed, provided sidewalk width and corner visibility are unimpaired.

H. Steep Grades and Curves: Visibility at Intersections

There shall be provided and maintained at all intersections a clear sight triangle with a line of sight between points one hundred (100) feet from the intersection of the street center lines. No building or other obstruction over three and one-half (3½) feet in height that would obscure the vision of a motorist shall be permitted within these areas. Proper sight distance shall be provided with respect to both horizontal and vertical road alignments. The sight distance shall conform to the requirements of the Pennsylvania Code, Title 67, Transportation, Chapter 441, as amended and or renumbered, from time to time. Refer to the Pennsylvania Code when measuring sight distance.

I. Horizontal Curves, Sight Distances and Road Crown

In general, street lines within a block, deflecting from each other at any one point by more than ten (10) degrees, shall be connected with a curve, the radius of which for the centerline of street shall not be less than 400 feet on major arterial, 200 feet on collector streets and 100 feet on minor streets. Proper super-elevation shall be provided on major arterials for curves of less than 600 feet radius. Clear sigh distance along the center lines of minor streets shall be maintained at not less than 150 feet, along collector streets at not less than 250 feet, and along a major arterial at not less than 450 feet. The slope of the crown on residential service and neighborhood feeder streets shall be more than one-eighth inch per foot and less than one-third inch per foot. Where drainage is provided in the center of the cartway, slopes of the same ratio shall be provided. Cross-sectional slopes for secondary and major streets shall be as required by the State Department of Transportation.

J. Dead-end Streets (Cul-de-sacs)

Where dead-end streets are designed to be so permanently, they should, in general, not exceed 500 feet in length, and shall terminate in a circular turn-around having a minimum right-of-way radius of 60 feet and pavement radius of 50 feet. At the end of temporary dead-end streets a temporary turn-around with a pavement radius of 50 feet shall be provided unless the Planning Commission approves an alternate arrangement.

K. Watercourses

Where a watercourse separates a proposed street from abutting property, provision shall be made for access to all lots by means of culverts or other structures of design approved by the Borough Engineer.

Where a subdivision is traversed by a watercourse, drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way as required by the Borough Engineer, and in no case less than twenty (20) feet in width.

L. Service Streets or Loading Space in Commercial Development

Paved rear service streets of not less than twenty (20) feet in width, or in lieu thereof, an adequate off-street loading space, suitably surfaced, shall be provided in connection with lots designed for commercial use.

M. Free Flow of Vehicular Traffic Abutting Commercial Property

In front of areas zoned and designed for commercial use, or where a change of zoning to a zone which permits commercial use is contemplated, the street width shall be increased by such amount on each side as my be deemed necessary by the Planning Commission to assure the free flow of through traffic without interference by parked or parking vehicles, and to provided adequate and safe parking space for such commercial or business district.

N. Sidewalks

Sidewalks not less than four (4) feet wide shall be constructed in accordance with specifications of the Borough as follows:

(1) For continuation of existing sidewalks.

(2) Where the development includes dwellings other than single-family.

(3) Where the average lot width is 80 feet or less at the building line.

(4) Where access to community facilities and the like is considered necessary by the Borough.

Sidewalks shall be located within the street right-of-way, one foot from the property line, and in all cases separated from the cartway line by a planted strip.

O. Curbs

Curbs not less than six (6) inches above the water table, shall be constructed of concrete in accordance with specifications of the Borough as follows:

(1) For continuation of existing curbs.

(2) Where the development includes dwellings other than single-family dwellings.

(3) Where the average lot width is 80 feet or less at the building line.

P. Gutters

In those sections where curbs are not used, stabilized shoulders at least six (6) feet wide shall be provided where required as part of the surface drainage system, constructed to prevent erosion of the adjacent land.

SECTION 400. STREET NAMES

A. Type of Name

All street names shown on a Preliminary Plat or Subdivision Plat shall be approved by the Planning Commission. In general, streets shall have names and not numbers or letters.

B. Names to be Substantially Different

Proposed street names shall be substantially different so as not to be confused in sound or spelling with present names except that streets that join or are in alignment with streets of an abutting or neighboring property shall bear the same name. Generally, no street should change direction by more than 90 degrees without a change in street name.

C. Property Numbers

Property numbers shall be assigned to each lot by the Borough.

D. Coordination with Post Master

All proposed street names and addresses should be reviewed by the Post Master to ensure that deliverable addresses are proposed prior to final approval/assignment by the Borough.

SECTION 500. LOTS

A. Buildable Lots

The lot arrangement shall be such that in constructing a building in compliance with the Zoning Ordinance, there will be no foreseeable difficulties for reasons of topography or other natural conditions. Lots should not be of such depth as to encourage the later creation of a second building lot at the front or rear.

B. Lot Size

Minimum lot size, setbacks and other requirements shall be governed by the Zoning Ordinance.

C. Side Lines

All side lines of lots shall be at right angles to straight street liens and radial to curved lines, unless a variance from this rule will give a better street or lot plan.

D. Corner Lots

In general, corner lots should be larger than interior lots to provide for proper building setback from each street and provide a desirable building site.

E. Driveway Access

Driveway access and grades shall conform to specifications of the Borough Driveway Ordinance, if one exists. Driveway grades between the street and the setback line shall not exceed ten (10) percent.

F. Access from Private Streets

Access from private streets shall be deemed acceptable only if such streets are designed and improved in accordance with these regulations.

SECTION 600. MONUMENTS AND MARKERS

Monuments and markers must be placed so that the scored or marked point coincide exactly with the point of intersection of the lines that will be marked with a monument. They must be set so that the top of the monument or marker is level with the finished grade of the surrounding ground. Monuments must be marked on top with a copper or brass plate or dowel set in concrete.

A. Monuments shall be set:

(1) At the intersections of all right-of-way lines.

(2) At the intersection of lines forming angles in the boundaries of the subdivision.

(3) At the intersection of lines bounding areas proposed for dedication and easement.

(4) At such intermediate points as may be required by the Borough Engineer.

Monuments shall be six (6) inches square an four (4) inches in diameter, thirty (30) inches long and made of concrete, stone, or by setting a four (4) inch cast iron or steel pipe filled with concrete.

B. Markers shall be set:

At all corners except those that are marked with monuments, prior to the time the lot is offered for sale. Markers shall be three-quarters (3/4) of an inch square or three-quarters (3/4) of an inch in diameter, fifteen (15) inches long. Markers shall be made of iron pipes or iron or steel bars.