

**TOWNSHIP OF FAIRFIELD
LYCOMING COUNTY, PENNSYLVANIA**

ORDINANCE NO. 2021-01Z

**AN ORDINANCE AMENDING AND REVISING
THE ZONING ORDINANCE OF FAIRFIELD TOWNSHIP**

BE IT ORDAINED AND RESOLVED, following proper public notice and public hearing, it is hereby ordained and resolved by the Board of Supervisors of the Township of Fairfield, County of Lycoming, Commonwealth of Pennsylvania, as follows:

SHORT TITLE

This Ordinance shall be known as the 2021 Amendment to Zoning Ordinance of Fairfield Township and shall be incorporated into the Fairfield Township Ordinance of 2007, as revised, with the following corresponding text amendments.

LEGISLATIVE INTENT

The Board of Supervisors of Fairfield Township has determined that the text amendments proposed herein are consistent with the 2005 Montoursville-Muncy Multi-Municipal Comprehensive Plan, adopted by the Board on December 30, 2004 (“2005 Comprehensive Plan”), and the 2017 Multi-Municipal Comprehensive Plan Review and Implementation Strategy, Montoursville-Muncy Planning Area, Lycoming County, Pennsylvania as adopted by the Board on November 6, 2017 (“2017 Comprehensive Plan”) including the recognition of addressing potential traffic congestion issues along Fairfield Road and evolving development within the I-180 Corridor within Fairfield Township. More specifically, the intent of this Amendment is to coordinate development and avoid land use conflicts within the I-180 Corridor within Fairfield Township as identified as a Key Implication in the 2017 Comprehensive Plan. The amendments contained herein will assist with avoiding potentially incompatible uses within

the C Commercial District and directs larger scale trucking terminal, warehousing, distribution and storage uses into the I Industrial District.

TEXT AMENDMENTS

1. ADD to Definitions, Article 2, the following language and definitions:

A. ADD the following language to Section 2.1: “If a term is not defined by this Ordinance, but is defined in the Township Subdivision and Land Development Ordinance (SALDO), then such SALDO definition shall apply. If a term is not defined by either ordinance, the term shall have its plain and ordinary meaning, within the context of the provision. A standard reference dictionary may be consulted by the Zoning Officer.”

B. ADD the following definition of “Distribution Center” to Section 2.2 – A use involving a large variety of materials, including materials owned by a single business or different businesses, being transported to a site to be unloaded and reloaded onto vehicles that are primarily tractor-trailers. The use includes the processing of materials so as to sort out which materials are to be transported to different locations, and the loading and unloading of such materials. This term shall not include a truck terminal.

C. ADD the following definition of “Self-Service Storage Facility” to Section 2.2 – “A structure intended for lease for the sole purpose of storing household goods, motor vehicles, or recreational equipment.”

D. ADD the following definition of “Truck Terminal” to Section 2.2 – “A commercial facility which provides refueling, rest area, day or overnight truck

parking, food, truck maintenance services and other services for the commercial freight and truck industry and associated drivers.”

E. ADD the following definition of “Warehouse” to Section 2.2. – “A building used primarily for the storage of goods and materials awaiting sale on another lot or location.”

2 Amend Section 5.5.2 to DELETE “Truck Terminal” in Section 5.2.2.12 as a conditional use within the C General Commercial District.

3. Amend Section 6.2.3 to ADD “Truck Terminal” as a conditional use in the I Industrial District.

4. Amend Section 6.2.3 to ADD “Distribution Center” as a conditional use in the I Industrial District.

5. Amend Section 5.2.2. to DELETE “Warehouse” as defined hereinabove as a conditional use in C Commercial District.

6. Amend Section 5.2.2 and Section 6.2.3 to ADD “Warehouse, Accessory to a Permitted Principal Use (Subject to Supplemental Use Regulations in Section [#])” as a conditional use in the C Commercial District and the I Industrial District.

7. Amend Section 5.2.2 and Section 6.2.3 to ADD “Self-Service Storage Facilities (Subject to Supplemental Use Regulations in Section [#])” as a conditional use in the C Commercial District and the I Industrial District.

8. ADD to Supplemental Controls, Article 12, the following additional supplemental control:

Section 12.20. Trucking Terminal, Warehousing, Distribution Center or Storage as a Principal Use.

(1). As a condition of conditional use approval, the Board of Supervisors may require additional earth berming, setbacks, landscaping and lighting controls as they determine to be necessary to provide compatibility with adjacent dwellings. These measures shall be designed to minimum glare, noise, soot, dust, air pollutants and other nuisances upon dwellings.

(2). The subject property shall have vehicle access to a collector or arterial street, without using a local residential street.

(3). The facility shall provide sufficiently long stacking lanes and on-site loading and unloading areas, so that trucks waiting to be loaded and unloaded will not back up onto a public road.

(4). Any gates or other barriers shall be set back and arranged to prevent vehicle backups onto adjacent streets during peak arrival periods.

(5). Major truck repair and truck fueling shall not be allowed unless the uses are separately approved and the requirements for each use are met.

Accessory forklift repair is allowed within a completely enclosed building.

(6). The outdoor storage of unlicensed motor vehicles is prohibited.

(7). Any outdoor loudspeaker system shall be designed and operated so that the noise is not heard at residential properties.

(8). The operator of the facility shall enforce State limits on truck idling. See Act 124 of 2008.

(9). If the property will be abutting or across a road from an existing dwelling or a residential district, then the following planting requirements shall apply in place of other Township requirements along that side of the property.

The buffering shall achieve a minimum opacity of 80% in both the winter and the summer. The plantings shall include staggered rows of plantings including fast-growing evergreen trees with an average spacing of 10 feet apart on center and deciduous trees with an average spacing of 25 feet apart on center. The deciduous trees shall be a species with a minimum mature height of 20 feet. A minimum of 75 percent of the plantings shall be evergreens.

(10). If the property will be abutting or across the road from an existing dwelling or residential district, mechanical operations shall not begin until 7:00 a.m. and shall cease by 9:00 p.m.

(11). A minimal setback of 300 feet shall apply from a residential district or adjoining residential use, unless a stricter requirement is established by another provision of this Ordinance or as a condition of conditional use approval. A truck terminal, distribution center, storage or warehouse use of more than 100,000 square feet of building floor area in a building or in total on a lot, shall be limited to the I Industrial District. Storage or warehouse uses accessory to a principal use in a particular zoning district are a conditional use provided same are not more than 100,000 square feet of building floor area in a building or in total on a lot.

9. ADD to Supplemental Controls, Article 12, the following additional supplemental control:

Section 12.21. Traffic Impact Studies.

A. Uses requiring a Traffic Study. At the time of any required preliminary plan submittal for any of the following uses under the Subdivision and Land

Development Ordinance, or when required by the Township Engineer or Zoning Officer at the time for any application for a conditional use or special exception for any of the following uses, the applicant shall submit a traffic study and written report:

- (1). More than 30 dwelling units.
- (2). More than 20,000 square feet of total floor area of commercial space.
- (3). More than 30,000 square feet of office space.
- (4). Any truck terminal, warehouse, distribution center or self-service storage use.
- (5). More than 60,000 square feet of industrial space.
- (6). More than 30,000 square feet of institutional space.
- (7). Any use or combination of uses that would generate results greater than 1,500 trips per day.

B. Scope of Traffic Study. A traffic study shall meet all of the following requirements and procedures.

(1). Costs. The full costs of completing the study and of a review by the Township Engineer or other Township representative shall be borne by the applicant.

(2). Selection of engineer. The Township Engineer shall provide a list of four or more persons or firms that are qualified traffic engineers or traffic planners. The applicant shall select one of the persons or firms from this list.

(3). Study area. Prior to initiation of the traffic study, the traffic engineer or planner shall meet with the Township Engineer to establish the area to

be studied. This area shall be limited to streets and intersections within a maximum of 1/4 mile of the proposed project boundaries, except for a use projected to generate more than 3,000 trips per day which shall have a maximum study area of one mile from the project boundaries.

(4). Joint studies. Joint traffic studies between different applicants are strongly encouraged. If a recent and relevant study is available, that information may be used, if applicable, as a basis for this required study.

(5). Fees. In place of individual traffic studies, the Board of Supervisors may require that an applicant provide a fee in lieu of a study. This fee shall only be used toward the costs of traffic studies sponsored by the Township. Any such fee shall be established by resolution or ordinance of the Board of Supervisors.

(6). Project description. Any study shall include a description of the proposed development, its proposed access and the surrounding street system. If a development is proposed to occur in stages, each stage shall be described and taken into account in the study. If the applicant owns other lands within the study area, reasonable assumptions shall be made about how that land can be expected to be developed and shall be taken into account.

(7). Existing traffic conditions. The traffic volumes and service levels during the a.m. and p.m. peak hours shall be presented for all streets and intersections in the study area that can reasonably be expected to be significantly impacted. Traffic volumes shall be based upon actual counts that occurred within the prior two years and not upon state estimates. The locations of all accidents

reportable to the state police within the study area during a recent two-year period shall be noted.

(8). Expected traffic generation. The study shall include an estimate of the number of trips expected to be generated by the use and any future stages during the a.m. and p.m. peak hours. Such estimates shall be based upon the latest published estimates of the Institute of Transportation Engineers or its successor entity.

(9). Projected effects. The study shall take into account not only the use proposed by the applicant, but also other uses and developments that have received building permits or preliminary subdivision or land development approval from a municipality. The study shall project a.m. and p.m. peak hour traffic volumes and levels of service on impacted intersections and streets. If the traffic generation by the development would be more than 30% greater during any hour other than the a.m. or p.m. peak hours on adjacent streets, the study shall analyze both the peak hours for the development and for adjacent streets. The study shall project what directions the traffic generated will head towards.

(10). Levels of service. The study shall use the description of the levels of service (A, B, C, D, E and F) for streets and highways established by the United States Department of Transportation.

(11). Signal warrants. Heavily traveled intersections at entrances to the development and other major unsignalized intersections in the study area shall be studied to determine whether a traffic signal is warranted by PennDOT criteria.

(12). Needed improvements. The study may take into account traffic improvements which are clearly funded and will occur within the next two years. The study shall include suggestions for how each congested or hazardous intersection in the study area should be improved to reduce the hazard or congestion, along with a rough estimate of the cost of that improvement.

(13). Applicant's response. The applicant shall respond to the traffic study with proposals on what traffic improvements, right-of-way dedications or commitments of financing for specific projects the applicant proposes to commit to resolve the negative traffic impacts of the proposed development. Such improvements or financing may be staged in relation to the stages of the development. The applicant may also agree to commit towards the long-term support of a program to reduce peak-hour traffic by private vehicles through programs such as van pooling, support of mass transit or staggered work hours, in place of certain structural improvements.

10. ADD to Supplemental Controls, Article 12, the following additional supplemental control:

Section 12.22. Self-Service Storage Facilities. In districts where permitted, self-service storage facilities may be established, subject to the following regulations.

(1). Parking on the property shall be located in driving/parking lanes located adjacent to the storage buildings. These multi-use lanes shall be at least 26 feet wide where storage cubicles open onto one side of the lane only, and at least 30 feet wide when cubicles open onto both sides of the lane.

(2). Required parking spaces are intended for renter use and shall not be rented as or used for vehicle storage.

(3). Additional external storage area may be provided for the storage of privately owned licensed and registered motor vehicles, travel trailers and/or boats. These storage areas shall not be located in the front yard and shall be screened along adjoining residentially zoned land and public streets.

(4). External storage areas shall not be used for vehicles that are partially dismantled, wrecked, or inoperative.

(5). All storage except as permitted in Section [#] (pertaining to permitted outdoor storage) shall be kept within an enclosed building.

(6). Doors for any self-service storage facility shall be oriented to face away from any existing residential uses and residentially zoned property.

(7). Self-service storage facilities are to be used for the "static" storage of property. The following uses are prohibited at a self-service storage facility site:

(a). Auctions.

(b). Commercial wholesale sales.

(c). Commercial retail sales.

(d). Garage sales.

(e). Servicing and repair of motor vehicles, trailers, boats, lawn mowers, appliances or other similar equipment.

(f). Operation of power tools, spray painting equipment, table saws, lathes, compressors, kilns, compressors, and similar equipment.

(g). All self-service storage facilities shall be surrounded by a fence at least six feet in height and screened in accordance with Section [#].

(h). All outdoor lighting shall be sufficient to discourage vandalism and theft. Direction, intensity and glare of lights shall be controlled by the lighting technique utilized.

EFFECTIVE DATE

This Ordinance shall become effective five (5) days after enactment or as otherwise established by operation of law.

REPEALER

All ordinances or parts of ordinances inconsistent with this Ordinance are hereby repealed insofar as they may be inconsistent herewith.

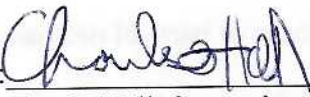


ENACTED AND ORDAINED this 5th day of April, 2021:

**FAIRFIELD TOWNSHIP
BOARD OF SUPERVISORS**

By: 
Grant P. Hetler, Chairman

By: 
Jeremy P. Harris, Vice-Chairman

By: 
Charles S. Hall, Supervisor

ATTEST:

By: 
Jody L. Johnson, Secretary

