

**TOWNSHIP OF WAYNE
SCHUYLKILL COUNTY, PENNSYLVANIA**

ORDINANCE NO. 2015-3

AN ORDINANCE OF THE TOWNSHIP OF WAYNE, SCHUYLKILL COUNTY, PENNSYLVANIA, AMENDING THE WAYNE TOWNSHIP SUBDIVISION AND LAND DEVELOPMENT ORDINANCE, TO REVISE AND CLARIFY REQUIREMENTS FOR CUL-DE-SAC STREETS AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Board of Supervisors of Wayne Township have previously enacted Ordinance 1972-1, as amended, known as the Wayne Township Subdivision and Land Development Ordinance; and

WHEREAS, the Board of Supervisors believe that the provisions of the Ordinance regarding cul-de-sac streets should be revised and clarified; and

WHEREAS, a public hearing was held on the proposed amendment in accordance with the requirements of Section 505 of the Pennsylvania Municipalities Planning Code, 53 P.S. §10505.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED by the Board of Supervisors of Wayne Township, Schuylkill County, Pennsylvania, and it is hereby enacted and ordained as follows:

A. Section 502.10 of Ordinance No. 1972-1 is amended and restated to read as follows:

“502.10 Cul-de-Sac Streets

a. Dead-end streets are prohibited unless designed as a cul-de-sac street and, to the extent practical, provide for future access to adjoining properties. Where practical, minor streets shall be designed as “loop roads” so that all abutting lots shall have two (2) directions of access.

b. Any street designed for future access to an adjoining property or to a future authorized stage of development, shall be provided with a temporary all-weather turn-around, within the subdivision/land development. The turn-around shall include the required permanent right-of-way for a cul-de-sac. The subdivision shall also contain an ultimate right-of-way for the future extension of the street.

A temporary stub or dead-end street resulting from phasing of a development shall include a cul-de-sac conforming to the dimensional requirements of this section.

c. In areas where site topography and/or tract configuration prohibit the design of “loop roads”, under certain circumstances the Board of Supervisors may, at their sole discretion, allow the use of cul-de-sac streets. The number of cul-de-sac streets within a subdivision shall be limited to no more than necessary to serve the area having topographic or tract configuration constraints. Cul-de-sac streets, permanently designed as such, shall be a minimum of 250 feet and a maximum of 500 feet in length, measured from the paved end of the turnaround to the edge of paving of the intersecting street and shall not furnish access to more than twenty (20) dwelling units except where ridge lines, steep

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valleys or other physical features allow no alternative road system. Cul-de-sac lengths may be increased where a permanent easement for emergency vehicle exit is provided and maintained from the end of the cul-de-sac to another street.

d. Unless future extension is clearly impractical or undesirable, the turnaround right-of-way shall be placed adjacent to or near the tract boundary with sufficient additional right-of-way width provided along or to the boundary line to permit extension of the street at full width.

Lots including an ultimate right-of-way shall have their setback lines established from that right-of-way, and no permanent improvements on the lots shall be constructed within the ultimate right-of-way.

The deed for each lot impacted by the ultimate right-of-way shall contain a reservation of the right-of-way for future dedication to the Township, without further action by the lot owner. Such reservation shall be deemed a covenant running with the land, and shall be included in all subsequent deeds for the effected real estate.

e. All cul-de-sac streets, whether permanently or temporarily designed as such, shall be provided at the closed end with a fully paved turnaround. The minimum radius of the pavement edge or curb line shall be fifty (50) feet, and the minimum radius of the right-of-way line shall be sixty (60) feet.

f. Drainage of cul-de-sac streets shall preferably be towards the open end. If drainage is towards the closed end, it shall be conducted away in a piped storm sewer, to the extent practical.

g. The centerline grade on a cul-de-sac street shall not exceed ten (10%) percent, and the centerline grade of the turn-around shall not exceed five (5%) percent.

h. On-street parking within a turn-around shall be prohibited.

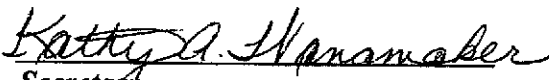
i. All permitted cul-de-sacs, whether designed to be permanent or temporary, shall be provided with a snow easement of a size and location acceptable to the Board of Supervisors. A snow easement location at the open end of the cul-de-sac is preferred to permit ease of snow plowing.”

B. This Ordinance shall become effective five (5) days after its adoption.

ENACTED AND ORDAINED this 21st day of January, 2015, by the Board of Supervisors of Wayne Township, in lawful session duly assembled.

ATTEST:

**BOARD OF SUPERVISORS OF THE
TOWNSHIP OF WAYNE**


Secretary


Chairman