

<u>Land use</u>	<u>Definition</u>	<u>Land use</u>	<u>Definition</u>
Retirement community	Residential units similar to apartments and condominiums usually restricted to adults or senior citizens, and located in self-contained villages. Special services such as medical, dining, and retail facilities may be available.	Recreational home	Dwellings usually located in a resort containing local services and complete recreational facilities. These are often second homes used by the owner or rented on a seasonal basis.

TABLE 4.2  
RESIDENTIAL STREET HIERARCHY DEFINITIONS

<u>RESIDENTIAL STREET HIERARCHY DEFINITIONS</u>	<u>Description</u>	<u>Average daily traffic (maximum)</u>
<u>Street type</u> Residential Access <sup>†</sup>	Lowest order, other than rural street type, of residential streets Provides frontage for access to lots and carries traffic with destination or origin on the street itself. Designed to carry the least amount of traffic at the lowest speed. All, or the maximum number of housing units, shall front on this class of street. <sup>†</sup> Residential access streets of “loop” configuration, that is, two ways out, should be designed so no section conveys an ADT greater than 1500. Each half of a loop street may be classified as a single residential access street, but the total traffic volume generated on the loop street should not exceed 1500 ADT, nor should it exceed 750 ADT at any point of traffic concentration.	1,500 <sup>†</sup>
Residential Neighborhood <sup>‡</sup>	A type of residential access street conforming to traditional subdivision street design, and providing access to building lots fronting on a street and parking on both sides of street. <sup>‡</sup> Applicant may choose either the RESIDENTIAL ACCESS or the RESIDENTIAL NEIGHBORHOOD street type for new streets. See section 4.8(b) for specific right-of-way and cartway width requirements for new streets that are a continuation of an existing street.	
Minor Collector	Middle order of residential street. Provides frontage for access to lots and carries traffic of adjoining residential access streets. Designed to carry somewhat higher traffic volumes than lower-order streets such as rural and residential access streets, with traffic limited to motorists having origin or destination within the immediate neighborhood. Is not intended to carry regional traffic. Each half of a loop-configured minor collector may be classified as a single minor collector street, but the total traffic volume conveyed on the loop should not exceed 3,500 ADT, nor should it exceed 1750 ADT at any point of traffic concentration.	3,500
Major Collector	Highest order of residential streets. Conducts and distributes traffic between lower-order residential streets and higher-order streets—arterials and expressways. Carries the largest volume of traffic at higher speeds. Function is to promote free traffic flow; therefore, parking should be prohibited and direct access to homes from this level of street should be avoided. Collectors should be designed so they cannot be used as shortcuts by non-neighborhood traffic.	7,500
Special Purpose Streets		
Rural street	A rural street is a street that serves dwellings on lots that are one acre or greater, AND primarily serves as access to abutting building lots, AND has no on-street parking, AND has lot-to-street access designed so vehicles do not back out of lots onto the street. Rural streets shall only connect to rural streets, rural lanes, or mixed-use collectors. However, a rural street shall not connect two mixed-use collectors.	500
Rural lane	A rural lane is a street that serves dwellings on lots that are two acres or greater, AND primarily serves as access to abutting building lots, AND has no on-street parking, AND has lot-to-street access designed so vehicles do not have to back out of lots onto the street. Rural lanes shall only connect to rural streets, rural lanes, or mixed-use collectors. However, a rural lane shall not connect two mixed-use collectors.	200

Street type	Description	Average daily traffic (maximum)
Alley	A service road that provides a secondary means of access to lots. On same level as residential access street, but different standards apply. No parking shall be permitted; alleys should be designed to discourage through traffic.	500
Cul-de-sac <sup>1</sup>	A street with a single means of ingress and egress and having a turnaround, the design of which may vary. A divided-type entrance roadway to at least the first cross street, with median of sufficient width to ensure freedom of continued emergency access by lanes on one side, shall not be considered part of a cul-de-sac. Parking lots with a single means of ingress and egress shall not be included within the definition of cul-de-sac.	250
Marginal access street	A service street that runs parallel to a higher-order street and provides access to abutting properties and separation from through traffic. May be designed as residential access street or minor collector, according to anticipated daily traffic.	1,500 (residential access total) 3,500 (minor collector total)
Divided street	Municipalities may require streets to be divided to provide alternate emergency access, protect the environment, or avoid grade changes. Design standards should be applied to the combined dimensions of the two street segments, as required by the street class.	
Multifamily access cul-de-sac	A street with a single means of ingress and egress, which serves multifamily development, that provides a means for vehicles to turn around.	1,000
Multifamily court	A street with a single means of ingress and egress, which serves multifamily development, that does not provide a means for vehicles to turn around. The length of multifamily courts is limited to 300 feet.	Note <sup>2</sup>

Notes:

<sup>1</sup> Streets serving multifamily developments with a single means of ingress and egress shall be classified as multifamily access cul-de-sacs.

<sup>2</sup> There is no ADT limit for multifamily courts specified because the length of the court will effectively limit the ADT to acceptable levels.

Administrative correction.  
 See: 29 N.J.R. 1296(a).  
 Amended by R.1999 d.374, effective November 1, 1999 (operative May 1, 2000).  
 See: 31 N.J.R. 477(a), 31 N.J.R. 3259(a).  
 In (c), added a second sentence; and in Table 4.2, added a third sentence in the Cul-de-sac Description, and substituted a reference to non-parallel parking for a reference to perpendicular parking in the Parking Loop Description.  
 Administrative correction.  
 See: 32 N.J.R. 684(b).  
 Amended by R.2000 d.480, effective December 4, 2000 (operative June 3, 2001).  
 See: 32 N.J.R. 2670(b), 32 N.J.R. 4277(a).  
 Rewrote Table 4.1 and in Table 4.2, rewrote the description of "Rural residential lane".  
 Amended by R.2002 d.399, effective December 16, 2002.  
 See: 34 N.J.R. 2615(a), 34 N.J.R. 4412(a).  
 In Table 4.1, inserted "Trip General" preceding "manual" in the second sentence of footnote 1, and added footnote 2; rewrote Table 4.2.  
 Public Notice: Notice regarding the Publication of two Notices of Adoption in the December 16, 2002 New Jersey Register.  
 See: 34 N.J.R. 4343(a), 4412(a), 35 N.J.R. 219(b).  
 Amended by R.2005 d.56, effective February 7, 2005.  
 See: 36 N.J.R. 4025(a), 37 N.J.R. 481(c).  
 Amended by R.2006 d.47, effective February 6, 2006.

See: 37 N.J.R. 3878(a), 38 N.J.R. 925(a).  
 In Table 4.2, deleted "ADT level shall not exceed that of a residential access street." from description of alley.

5:21-4.2 Cartway width

(a) Cartway width for each street classification shall be determined by parking and curbing requirements that are based on the intensity of development served by that street.

(b) Intensity of development shall be based on the number of dwelling units per gross acre of land served by a particular street, excluding the acreage of dedicated common open space or other areas restricted from future development, as follows:

Intensity	Dwelling Units per Gross Acre
Low	Less than or equal to 4
Medium	More than 4 and less than or equal to 8
High	More than 8

(c) Cartway widths for each street classification are as shown in Table 4.3 below.

(d) Cartway width also shall consider possible limitations imposed by sight distances, climate, terrain, and maintenance needs.

(e) Municipalities may require additional cartway width for major or minor collectors which are part of a designated bike route as indicated in the bicycle circulation part of the municipal master plan to make them consistent with the AASHTO guidelines for bicycle-compatible streets.