

**CHAPTER 21****RESIDENTIAL SITE IMPROVEMENT STANDARDS****Authority**

N.J.S.A. 40:55D-40.4.

**Source and Effective Date**

R.1997 d.5, effective January 6, 1997 (operative June 3, 1997).  
See: 28 N.J.R. 2671(a), 28 N.J.R. 3491(a), 29 N.J.R. 159(a).

**Executive Order No. 66(1978) Expiration Date**

Chapter 21, Residential Site Improvement Standards, expires on January 6, 2002.

**Chapter Historical Note**

Chapter 21, Uniform Standards Code for Mobile Homes, was adopted pursuant to authority of N.J.S.A. 52:2D-25.1 et seq. and was filed and became effective December 7, 1972, as R.1972 d.248. See: 4 N.J.R. 260(f), 5 N.J.R. 7(a). Chapter 21 was amended by R.1974 d.275, effective January 1, 1975. See: 6 N.J.R. 343(a), 6 N.J.R. 427(b); and R.1975 d.166, effective July 1, 1975. See: 7 N.J.R. 200(a), 7 N.J.R. 306(a). Chapter 21, Uniform Standards Code for Mobile Homes, was repealed by R.1982 d.7, effective February 1, 1982. See: 13 N.J.R. 717(a), 14 N.J.R. 142(a).

Chapter 21, Residential Site Improvement Standards, was adopted as R.1997 d.5, effective January 6, 1997 (operative June 3, 1997). See: Source and Effective Date.

Petition for Rulemaking. See: 32 N.J.R. 2621(b).

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**SUBCHAPTER 1. GENERAL GUIDELINES****Subchapter Historical Note**

The name of Subchapter 1, General Provisions, was changed to General Guidelines by Administrative Correction. See: 29 N.J.R. 2816(a).

**5:21-1.1 Title; division into subchapters**

(a) These rules shall be known as the "New Jersey Residential Site Improvement Standards" and are referred to herein as "the rules."

(b) This chapter consists of the following subchapters:

1. "General Provisions," which may be cited throughout the rules as N.J.A.C. 5:21-1 and when referred to in subchapter 1 of this chapter, may be cited as "this subchapter."

2. "Application and Review Procedures," which may be cited throughout the rules as N.J.A.C. 5:21-2 and when referred to in subchapter 2 of this chapter, may be referred to as "this subchapter."

3. "Exceptions, Waivers, and Special Area Standards," which may be cited throughout these rules as N.J.A.C. 5:21-3 and when referred to in subchapter 3 of this chapter, may be referred to as "this subchapter."

4. "Streets and Parking," which may be cited throughout these rules as N.J.A.C. 5:21-4 and when referred to in subchapter 4 of this chapter, may be referred to as "this subchapter."

5. "Water Supply," which may be cited throughout these rules as N.J.A.C. 5:21-5 and when referred to in subchapter 5 of this chapter, may be referred to as "this subchapter."

6. "Sanitary Sewers," which may be cited throughout these rules as N.J.A.C. 5:21-6 and when referred to in subchapter 6 of this chapter, may be referred to as "this subchapter."

7. "Stormwater Management," which may be cited throughout these rules as N.J.A.C. 5:21-7 and when referred to in subchapter 7 of this chapter, may be referred to as "this subchapter."

8. "Referenced Standards," which may be cited throughout these rules as N.J.A.C. 5:21-8 and referred to in subchapter 8 of this chapter, may be referred to as "this subchapter."

### 5:21-1.2 Authority

These rules are promulgated by the Commissioner of the Department of Community Affairs pursuant to the authority of P.L. 1993, c.32 (N.J.S.A. 40:55D-40.1 et seq.)

### 5:21-1.3 Intent and purpose

(a) It is the intent and purpose of these rules:

1. To reduce the multiplicity of standards for residential subdivisions and site improvements which currently exists in this State in order to eliminate unnecessary increases in the cost of housing where there are noncommensurate gains in the protection of public health and safety;

2. To avoid unnecessary cost in the construction process, and to provide site improvement standards that are both sound and cost effective;

3. To ensure predictability in the site improvement standards applicable to residential construction;

4. To provide for development reviews of residential projects that are based, to the greatest extent possible, upon sound objective site improvement standards rather than upon discretionary design standards;

5. To streamline the development approval process and improve the efficiency of the application process by providing a uniform set of technical site improvement standards for land development;

6. To provide the widest possible range of design freedom and promote diversity through performance-oriented site improvement standards; and

7. To separate the policy-making aspects of development review from the making of technical determinations.

### 5:21-1.4 Definitions and abbreviations

The following words, terms, and abbreviations, when used in this chapter, shall have the following meanings, unless the context clearly indicates otherwise. Where a word or term is defined in this chapter and the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.), then the definition of that word or term found in the Municipal Land Use Law shall govern. Words and terms found in the Municipal Land Use Law, and defined here for convenience, have been designated by the use of "(MLUL)" following their meaning.

"AASHTO" means American Association of State Highway and Transportation Officials.

"ABS" means acrylonitrile-butadiene-styrene.

"ACI" means American Concrete Institute.

"Administrative Officer" means the clerk of the municipality, unless a different municipal official or officials are designated by ordinance or statute. (MLUL).

"ADT" (see average daily traffic.)

"Aggressive Soils" means soils which may be corrosive to metallic pipe or tubing.

"Aisle" means the traveled way by which cars enter and depart parking spaces.

"Alley" means a service road that provides a secondary means of access to lots.

"ANSI" means American National Standards Institute.

"Applicant" means a developer submitting an application for development. (MLUL).

"Application For Development" means the application form and all accompanying documents required by ordinance for approval of a subdivision plat, site plan, planned development, conditional use, zoning variance, or direction of the issuance of a permit pursuant to the Municipal Land Use Law. (MLUL).

2. Designated special improvement districts pursuant to  
N.J.S.A. 40:56-65 et seq.;

3. Designated historic districts pursuant to N.J.S.A. 40:55D-65.1;

4. Municipalities in the Metropolitan Planning Area (Planning Area 1), and Regional Centers, villages, hamlets, or other Centers identified by the State Development and Redevelopment Plan or designated by the State Planning Commission;

5. Infill areas in urban settings;

6. Planned unit and planned unit residential developments, and residential clusters pursuant to N.J.S.A. 40:55D-39;

7. Areas where environmental systems such as watersheds may require special environmental controls;

8. Designated scenic corridors, pursuant to the Intermodal Surface Transportation Efficiency Act or other similar State or local initiatives; and

9. Rural preservation areas including, but not limited to, designated Agricultural Development Areas, pursuant to N.J.S.A. 4:1C, and in support of the rural preservation policies of the State Development and Redevelopment Plan.

(c) The Site Improvement Advisory Board shall consider at its regular or specially-scheduled public meetings special area standards submitted for approval by or on behalf of a municipality or municipalities. The following procedures shall govern the review of special area standards submitted for approval:

1. Upon receipt of an application for approval of special area standards conforming to (e) below, the Department of Community Affairs, on behalf of the Board, shall prepare and file with the Office of Administrative Law, for publication in the New Jersey Register, a notice of receipt of the application, including a summary of its contents. Any such notice shall conform to the requirements applicable to petitions for rules set forth at N.J.A.C. 5:2-2. The notice shall indicate the time and place of any meeting that is to be held to consider the application and shall also indicate the address and telephone number at which persons may contact the Department in order to be placed on lists that the Department shall use to keep interested persons informed as to the status of any specific application or of special area standards applications generally.

i. The application shall be accompanied by proof of publication by the municipality, in its official newspaper, of either a copy of the application or a summary of its contents. If the municipality does not publish the full text of the application, it shall include in the published notice a statement that interested persons may review a copy of the application that is on file in the office of the municipal clerk, and may purchase copies of the application in accordance with the New Jersey Right-to-Know law, N.J.S.A. 47:1A-1.1 et seq.,

and that information concerning the date of any meeting at which the application will be considered will be available in the office of the municipal clerk once that determination has been made.

2. Upon receipt of an application for approval of special area standards, the Department, with the concurrence of the chairperson of the Board, shall refer the application to the appropriate Board committee. The committee shall consider the application at a meeting held at least 15 days following publication of notice of the application in the New Jersey Register. Notice of such meeting shall be sent to the municipal clerk and to all known parties in interest. The committee shall recommend such action to the Board as it may deem appropriate.

3. A notice of the action recommended by the committee, including the text of any recommended special area standards, shall be forwarded by the Department to the Office of Administrative Law for publication in the New Jersey Register as a public notice. The notice, copies of which shall be sent to the municipal clerk and to all known parties in interest, shall include the time and place of the meeting of the Board at which the application and the committee's recommendations thereon shall be considered.

i. Upon receipt of the notice, the municipality shall publish a copy of the notice in its official newspaper.

4. Prior to making a decision on any application for special area standards, the Board shall hold a public hearing at which all interested persons shall be given an opportunity to testify and to present their views, both orally and in writing. A taped record shall be made of all statements made at the hearing, which record shall be made available by the Department to interested persons upon request. At the conclusion of the hearing, the Board shall either take action on the application or schedule the matter for further consideration at its next meeting. Any Board decision shall be by formal resolution. Notice of any Board decision shall be published in the New Jersey Register.

5. The Board and any of its committees shall meet at least monthly when any application for approval of special area standards is ripe for action before them.

(d) The Site Improvement Advisory Board shall review special area standards submitted for approval if:

1. The special area is delineated on the zoning map, adopted redevelopment plan, special improvement district ordinance, Center designation petition, or other duly authorized ordinance of the municipality or municipalities;

2. The special area is incorporated into the municipality's master plan;

3. Site improvement standards for use in the special area are consistent with the purposes of this chapter,

deviations from the standards are identified, and a rationale is provided for each such deviation; and

4. Site improvement standards for use in the special area are set forth in an ordinance or draft ordinance that has been referred to the Board for approval by resolution of the municipal governing body. Municipalities may submit their existing codes and plans to satisfy these requirements; provided, however, that no ordinance setting forth special area standards shall be effective unless and until it is approved by the Board.

(e) The application of the municipality for Site Improvement Advisory Board approval of its special area standards shall consist of:

1. A resolution of the governing body as described in (b) above;
2. The standards;
3. A copy of the ordinance, or of the draft ordinance and supporting resolution, adopting the standards;
4. An identification and narrative rationale for the deviations from the standards of this chapter; and
5. Any maps, exhibits, or supporting documentation.

(f) Developers, nonprofit groups, and other agencies may submit applications for special area status on behalf of the municipalities if duly authorized by the municipal governing body.

(g) The Site Improvement Advisory Board's decision on municipal special area standards shall be rendered in writing.

(h) The Site Improvement Advisory Board shall incorporate into its annual review of this chapter a review of approved municipal special area standards and shall recommend to the Commissioner any appropriate changes in the rules (see N.J.S.A. 40:55D-40.4(d)).

(i) The Site Improvement Advisory Board may approve or deny, in whole or in part, special area standards submitted for consideration by a municipality or municipalities.

(j) The Site Improvement Advisory Board's review is limited in scope to those areas within its purview pursuant to N.J.S.A. 40:55D-40.4, that is streets, off-street parking, water supply, sanitary sewers, and stormwater management in the context of residential development.

(k) The Board's review of a municipal special area standards ordinance shall be based on the following criteria. Standards set forth in an ordinance submitted for review by the Board:

1. Shall be consistent with the intent of the Site Improvement Standards Act,
2. Shall be reasonable and not unduly burdensome,
3. Shall meet the needs of public health and safety, and
4. Shall take into account existing infrastructure and surrounding development possibility.

(l) A developer whose application is complete on or before the date of approval of a special area standard shall have the option of complying with that standard or complying with the standard in effect prior to the date of approval of the special area standard.

Petition for Rulemaking: Notice of Receipt of a Petition for Rulemaking.

See: 29 N.J.R. 3900(a).

Amended by R.1998 d.400, effective August 3, 1998.

See: 30 N.J.R. 755(a), 30 N.J.R. 2861(b).

In (c), rewrote the introductory paragraph and added new 1 through 5; in (d), rewrote 4; in (e), inserted "or of the draft ordinance and supporting resolution" preceding "adopting the standards;" in 3; and added a new (l).

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).

Rewrote (e)1.

Public Notice: Special area standards.

See: 33 N.J.R. 130(a).

Public Notice: Special area standards.

See: 33 N.J.R. 897(a).

### 5:21-3.6 Agreement to exceed standards

(a) A standard set forth in these rules may be exceeded when both the developer and the municipal approving authority agree that such exceeding of a standard is desirable under the specific circumstances of a proposed residential development.

(b) Any agreement between developer and municipal approving authority to exceed a standard set forth in these rules shall be placed in writing by the developer.

(c) The developer shall transmit forthwith to the Department notification of each agreement with a municipal approving authority to exceed any of the standards set forth in these rules.

(d) The Department shall review each agreement between a developer and a municipal approving authority wherein they mutually agree to exceed a standard otherwise set forth in the Residential Site Improvement Standards. Each such agreement shall be reviewed for consistency with the intent and purpose of the Act and these rules.

(e) The Department shall apprise the Site Improvement Advisory Board periodically of all agreements to exceed the standards, together with a summary of the review described in (d) above for each such agreement.

### 5:21-3.7 Public meetings

All meetings of the Board and of its committees shall be conducted in accordance with the Open Public Meetings Act, N.J.S.A. 10:4-6 et seq. The Department shall provide copies of meeting schedules, in accordance with N.J.S.A. 10:4-19, to any persons requesting such copies. Any such copies shall include a summary of the matters to be discussed at the meeting. Requests for such copies may be sent to the Secretary of the Site Improvement Advisory Board, Division of Codes and Standards, PO Box 802, Trenton, NJ 08625-0802.

New Rule, R.1998 d.400, effective August 3, 1998.  
See: 30 N.J.R. 755(a), 30 N.J.R. 2861(b).

## SUBCHAPTER 4. STREETS AND PARKING

### 5:21-4.1 Street hierarchy

(a) Streets shall be classified in a hierarchy with design tailored to function. The street hierarchy definitions contained within this section are applicable only to local residential streets and are not to be considered related to the U.S. Department of Transportation, Federal Highway Administration's Functional Classification of Highways.

(b) The street hierarchy system shall be defined by road function and average daily traffic (ADT), calculated by trip generation rates from the current edition of "*Trip Generation*" by the Institute of Transportation Engineers, as indicated in Table 4.1 below. Trip generation rates from other sources may be used if the applicant demonstrates to the appropriate approving authority that these sources better reflect local conditions. In addition, the applicant shall investigate the opportunities for, and availability of, transit facilities and, if appropriate, consider their impact(s) on motor vehicle traffic trip generation rates per dwelling unit.

(c) Each residential street shall be classified and designed to meet the standards for one of the street types defined in Table 4.2 below. The entire length of the street need not be designed based on the highest ADT where the ADT varies along the street's length. However, each street segment between intersections shall be designed based on the highest ADT served in that segment.

(d) The municipality and the developer shall determine the highest order street required to be used in a given residential development, considering all of the following:

1. The size of the development (number and type of units). For example, using size to determine the highest order of street required, a development of up to 150 single-family detached units would not require any minor collectors or streets of a higher order;
2. The actual or potential development of adjacent sites (whether there is likely to be traffic passing through from neighboring developments). A "potential" development means a development having approvals granted, applications pending, or undergoing preliminary review; and
3. The streets proposed for that area, if any, as contained in the municipal master plan.

TABLE 4.1  
AVERAGE DAILY MOTOR VEHICLE  
TRAFFIC TRIP GENERATION  
PER DWELLING UNIT

Land use	Peak rate
Single-family detached housing	10.1

Land use	Peak rate
Townhouse	5.9
Low-rise apartment	7.2
Mid-rise apartment	5.5
High-rise apartment	5.0
Mobile home park	5.0
Retirement community	2.8
Recreational homes (owner occupied)	3.2

Note: The trip generation rates listed are guidelines only. The actual use of trip generation rates is derived by the use of regression analysis and should be computed only by professionals proficient in the use of the ITE Manual. The "Land Use" definitions are based on the ITE Manual with slight modifications to address inconsistencies contained within the ITE Manual.

Source: Institute of Transportation Engineers, Trip Generation (Washington, D.C.: ITE, 1982), 3rd Edition. The table was updated with data from the 6th Edition of the manual published by ITE in 1997. The peak ADT rates take into consideration Saturday and Sunday rates, as well as weekday rates.

### DEFINITIONS

Land use	Definition
Single-family detached housing	Any single-family detached home on an individual lot.
Townhouse	Attached multiple-family dwelling units where the only separation between units is vertical.
Apartment	A dwelling unit located within the same building with at least three other dwelling units.
Low-rise apartment	Apartments in buildings that have one or two levels (floors).
Mid-rise apartment	Apartments in buildings that have more than two levels (floors) and less than ten levels.
High-rise apartment	Apartments in buildings with ten or more levels (floors).
Mobile home park	Generally trailers shipped, sited and installed on permanent foundations and in areas that typically have community facilities, such as recreation rooms, swimming pools, and laundry facilities.
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

Street type	Description	Average daily traffic (maximum)
Residential Access <sup>‡</sup>	<p>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.</p> <p><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.</p>	1,500 <sup>†</sup>
Residential Neighborhood <sup>‡</sup>	<p>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.</p> <p><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.</p>	
Minor Collector	<p>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.</p> <p>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.</p>	3,500
Major Collector	<p>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.</p>	7,500
Special Purpose Streets		
Rural	<p>A rural street is one where density is one dwelling unit per acre or lower, AND the road primarily serves as access to abutting building lots, AND there is no on-street parking, AND lot-to-street access is designed so vehicles do not back out of lots onto the street.</p>	500
Rural residential lane	<p>A street serving a very low-density area (maximum of one dwelling unit per two acres). The maximum ADT level limits the number of single-family units on this road to 20.</p>	200
Alley	<p>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. ADT level shall not exceed that of a residential access street.</p>	500
Cul-de-sac	<p>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 insure freedom of continued emergency access by lanes on one side shall not be considered part of a cul-de-sac. Streets serving multi-family developments with a single means of ingress and egress and with shared parking facilities shall not be included within the definition of cul-de-sac.</p>	250

Street type	Description	Average daily traffic (maximum)
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.	
Parking loop	A street with non-parallel parking that provides circulation and direct vehicle access to parking from the travel lane.	

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".

#### Intensity Dwelling Units per Gross Acre<sup>†</sup>

Low Less than or equal to 4

Medium More than 4 and less than or equal to 8

High More than 8

Note:

<sup>†</sup>In determining the intensity of development, the gross acreage shall not include dedicated common open space or other such areas restricted from future development.

(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.

### 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 intensity of development.

(b) Intensity of development shall be based on dwelling units per gross acre as follows:

TABLE 4.3  
CARTWAY AND RIGHT-OF-WAY WIDTHS

Street type <sup>a</sup>	Total avg daily traffic	Traveled way	No. of parking lanes <sup>b</sup>	Parking lane width	Cartway width	Curb or shoulder <sup>h</sup>	Sidewalk or graded area <sup>j</sup>	Right-of-way width <sup>i</sup>
Residential								
Access	1,500 <sup>†</sup>							
Low intensity	†(loop-750 each half)	20 ft	1	8 ft	28 ft	none	1SW 1GA	50 ft
Medium		20 ft	1	8 ft	28 ft	curb	2 SW	50 ft
High (on-street parking)		20 ft	1	8 ft	28 ft	curb	2 SW	50 ft
High (off-street parking)		20 ft	0	0 ft	20 ft	none	2 SW	50 ft
Neighborhood (all intensities)	1,500	14 ft	2	16 ft	30 ft <sup>c</sup>	curb	2 SW	50 ft
Minor								
Collector <sup>m</sup>	3,500							
Low intensity <sup>d</sup> with no parking		20 ft	0	0 ft	20 ft	none	1 SW 1GA	50 ft
Low with one parking lane		20 ft	1	8 ft	28 ft	curb	1 SW 1 GA	50 ft



Medium and High intensity								
With one parking lane		20 ft	1	8 ft	28 ft	curb	2 SW	50 ft
With two parking lanes		20 ft	2	16 ft	36 ft	curb	2 SW	60 ft
With off-street parking		22 ft	0	0 ft	22 ft	curb or shoulder	2 SW	50 ft
Major Collector <sup>m</sup>								
	7,500							
Low intensity		24 ft	0	0 ft	24 ft	none	2 SW	50 ft
Medium and High		24 ft	0	0 ft	24 ft	curb or shoulder	2 SW	50 ft if curb, 54 ft if shoulder
Special Purpose Streets								
Rural street <sup>k</sup>	500	20 ft	0	0 ft	20 ft	none	2 GA	40 ft
Rural lane <sup>k</sup>	200	18 ft	0	0 ft	18 ft	none	2 GA	40 ft
Alley (one way)					9 ft			11 ft
Alley (two way)		18 ft	0	0 ft	18 ft	none	2 GA	22 ft
Cul-de-sac (stem) <sup>e</sup>	250							
Marginal access street <sup>f</sup>								
Divided street <sup>g</sup>								
Parking loop								
One-side parking		24 ft	1	18 ft		curb		44 ft
Two-side parking		24 ft	2	36 ft		curb		62 ft

## NOTES:

<sup>a</sup>See Table 4.2 for definitions of street hierarchy and N.J.A.C. 5:21-4.2 for definitions of low, medium, and high intensity of development.

<sup>b</sup>Parking lane refers to parallel parking; except in the case of parking loop, which is perpendicular parking.

<sup>c</sup>The 30 foot cartway would accommodate two eight foot parking lanes and one 14 foot moving lane.

<sup>d</sup>20 foot minor collector cartways are permitted only when there is no direct building lot access to or from the street in question.

<sup>e</sup>Cartway and right-of-way widths of cul-de-sac stems and right-of-way requirements should conform to the applicable street type. Cul-de-sacs shall provide for a cartway turning radius of 40 feet and a right-of-way line eight feet beyond the edge of cartway.

<sup>f</sup>Cartway and right-of-way widths of marginal access streets and right-of-way requirements should conform to standards of either residential access or minor collector streets, as dictated by average daily traffic. If the classification is a minor collector requiring a 36 foot cartway, cartway width may be reduced to 28 feet since frontage is restricted to one side of the street.

<sup>g</sup>Cartway widths of divided streets should conform to standards of street classification, as dictated by anticipated average daily traffic, and be applied to aggregate dimensions of two street segments.

<sup>h</sup>See N.J.A.C. 5:21-4.3(c) for additional requirements.

<sup>i</sup>Right-of-way width applies only to streets proposed for dedication as shown on approved plans.<sup>1</sup>

<sup>j</sup>See N.J.A.C. 5:21-4.5(b) for additional requirements.

<sup>k</sup>Rural streets and rural lanes are permitted only within developments which do not exceed an average daily traffic count of 500 and 200 respectively.

<sup>l</sup>An additional 10 foot effective right-of-way on each side of the cartway shall be provided when sidewalks are required.

<sup>m</sup>Municipalities may require additional cartway width for major or minor collectors which are part of a designated bicycle route as indicated in the circulation part of the municipal master plan to make them consistent with the AASHTO guidelines for bicycle compatible streets.

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 Table 4.3, combined Medium and High Intensity Street Types, changed Parking Loop Right-of-Way Widths, rewrote Note e, added "as shown on approved plans" at the end of Note i, and added Note l. 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).

In (b), substituted "8" for "15" under Dwelling Units per Gross Acre; inserted (e); and in Table 4.3, inserted footnote "m" and all references thereto in the body of the table.

Public Notice: Special area standards.

See: 33 N.J.R. 897(a).

## 5:21-4.3 Curbs or curbs and gutters

(a) Curbs or curbs and gutters shall be used for drainage purposes, safety, and delineation and protection of pavement edge. Where, based on stormwater management system design, there is determined to be a problem with runoff, curbs or curbs and gutters shall be used.

(b) Curb requirements shall vary according to street hierarchy and intensity of development, in accordance with the requirements set forth in Table 4.3 in N.J.A.C. 5:21-4.2. Generally, curbs shall be required on streets with on-street parking.

(c) Where curbing is not required, edge definition and stabilization shall be furnished for safety reasons, and to prevent pavement unraveling. Curbing may be required for: stormwater management, road stabilization, delineation of parking areas, 10 feet on each side of drainage inlets, intersections, corners, and tight radii.

(d) Curb requirements may be waived by the appropriate municipal approving agency, and shoulders and/or drainage swales used when it can be shown that: shoulders are required by CAFRA; soil and/or topography make the use of shoulders and/or drainage swales preferable; and/or the community desires to preserve its rural character by using shoulders and/or drainage swales instead of curbs. In cases of medium development intensity, the curbing requirement may be waived where front setbacks exceed 40 feet and it can be demonstrated that sufficient on-site parking exists.

(e) A municipality may designate a curb type by ordinance. Where curb type is not established by municipal ordinance, flexibility regarding curb type shall be permitted as long as the curb type accommodates the system of drainage proposed. Generally, curbs should be constructed of concrete or granite block. Curbing materials shall accommodate the purposes set forth in (c) above.

(f) Curbs shall be constructed according to the specifications set forth in N.J.A.C. 5:21-4.17.

(g) Curbing shall be designed to provide a curb ramp in compliance with the Americans with Disabilities Act or the Barrier Free Subcode of the New Jersey Uniform Construction Code (N.J.A.C. 5:23-7) at street intersections, as applicable.

(h) Where curbs and gutters are used and where the street is part of a designated bike route as indicated in the bicycle circulation part of the municipal master plan, the municipality may require that the cartway width be increased by one foot on each side of a street that uses a curb and gutter.

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).

Added (h).

#### 5:21-4.4 Shoulders

(a) Shoulders should be used instead of curbs when:

1. Shoulders are required by CAFRA;
2. Soil and/or topography make the use of shoulders preferable; and/or
3. To preserve rural character.

(b) Shoulders shall be provided in accordance with the requirements in Table 4.3 in N.J.A.C. 5:21-4.2.

(c) Shoulders shall be four feet wide, except for minor collector streets of high intensity with off-street parking, which shall be six feet wide on each side for all streets, and major collector streets of medium and high intensity, which shall be eight feet wide on each side for all streets. Shoulders shall be located within the right-of-way as shown in the following street illustrations.

(d) Shoulders shall be constructed of materials such as stabilized earth, gravel, crushed stone, bituminous treatment, or other forms of pavement which provide for vehicle load support. Shoulders along major collectors and shoulders along streets that are part of a designated bike path as indicated in the bicycle circulation portion of the municipal master plan shall be paved with asphalt pavement.

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).

Rewrote (c).

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).

In (a) and (a)2, deleted "and/or drainage swales" preceding "preferable"; and in (d), inserted the last sentence.

#### 5:21-4.5 Sidewalks and graded areas

(a) Sidewalks and/or graded areas shall be required, depending on road classification and intensity of development, in accordance with the requirements set forth in Table 4.3 in N.J.A.C. 5:21-4.2.

(b) Sidewalks shall be provided where graded areas are specified in Table 4.3 when the conditions described in (b)1 or 2 below exist:

1. The net density of the development or project exceeds one dwelling unit per acre; and
  - i. The development or project is located within 2,500 feet of a train station, public or school bus route;
  - ii. The development or project is located within 2,500 feet of an existing recreational, business or retail use or a site where such use is permitted by existing zoning; or
  - iii. Where the proposed streets connect to or extend existing streets which have sidewalks on both sides; or
2. The net density of the development exceeds .5 dwelling unit per acre and the development is located within two miles of a school.

(c) Notwithstanding (b)1 and 2 above, sidewalks shall only be required on one side of rural streets or rural lanes and shall not be required in alleys.

(d) Sidewalks shall be placed parallel to the street, as shown in the street profile figures, unless an exception has been permitted to preserve topographical or natural features, or if required to provide visual interest, or unless the applicant shows that an alternative pedestrian system pro-

vides safe and convenient circulation (for example, in planned development).

(e) Pedestrian-way easements at least 10-feet wide may be required by the municipal approving authority through the center of blocks more than 600-feet long. In providing circulation or access to schools, playgrounds, shopping, adjoining residential areas, or other community facilities, the municipality shall consider and may require pedestrian-way easements.

(f) Sidewalk width shall be four feet; wider widths may be necessary near pedestrian generators and employment centers. Where sidewalks abut the curb and cars overhang the sidewalk, widths shall be six feet. In high-density residential areas when sidewalks abut the curb, a sidewalk/graded area of at least six feet in width shall be required.

(g) Sidewalks and graded areas shall be constructed according to the specifications set forth in N.J.A.C. 5:21-4.18.

#### ILLUSTRATIONS OF STREET LAYOUTS FOLLOW:

Note: The individual components shown in the non-travel-way portion of the right-of-way such as utility areas, sidewalks, and graded areas are indicated for illustrative purposes only. Municipalities may vary the placement and dimensions of these individual items, depending on utility company requirements and local practice and preferences. In addition, items such as shade trees may be accommodated within the total right-of-way widths indicated for each street type. Several street types are not illustrated because of the limited or various, as the case may be, design possibilities.