Proposed Updates to NJ Residential Site Improvement Standards

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Outline

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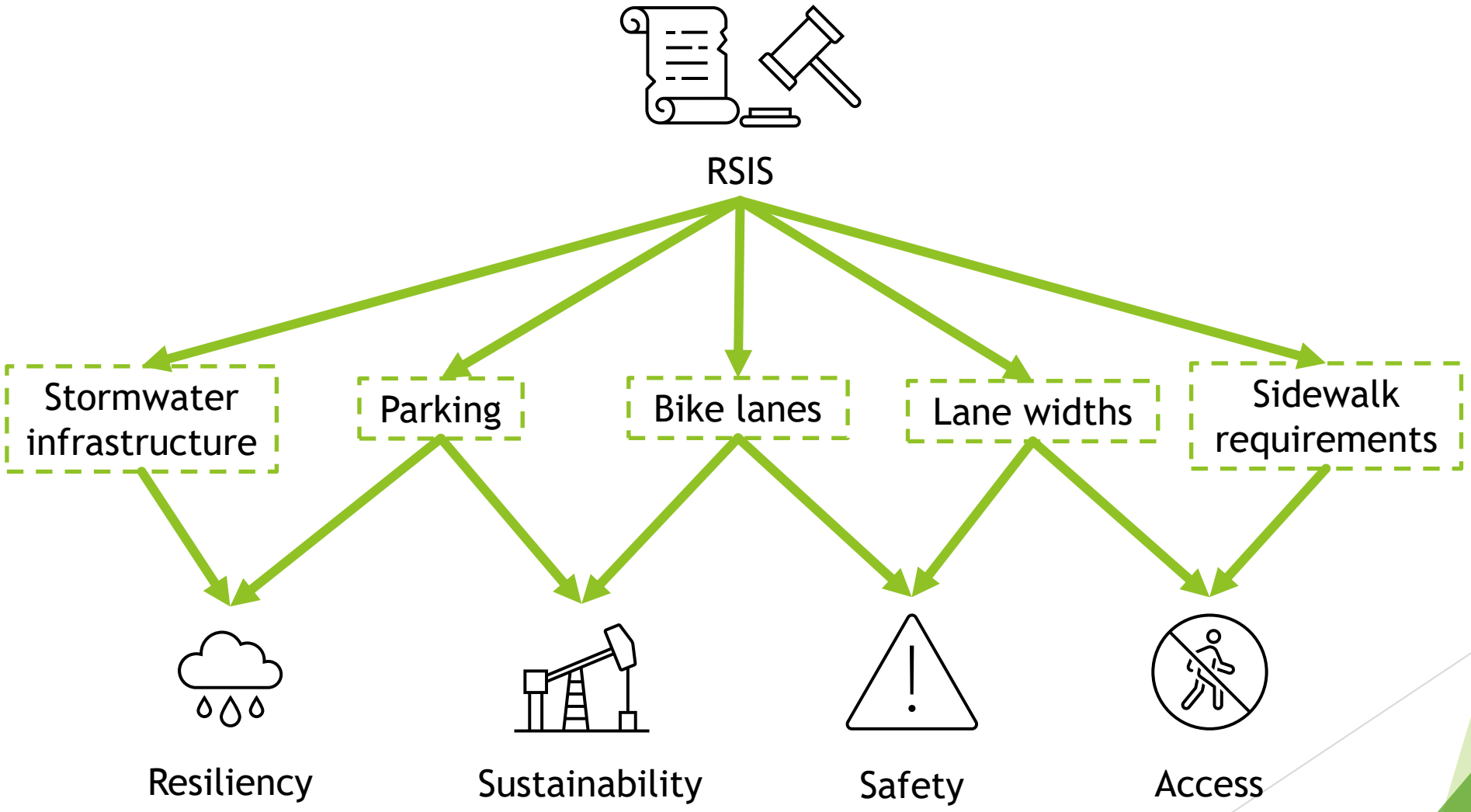
Next Steps

Background

What are Residential Site Improvement Standards (RSIS)?

- N.J.A.C. 5:21
  - New Jersey Administrative Code > Title 5. Community Affairs > Chapter 21. Residential Site Improvement Standards
- Statewide **requirements for *improvements made in connection with residential development***, including:
  - water supply
  - sanitary sewers
  - **streets and parking**
  - **stormwater management**
- Intended to:
  - Standardize requirements for residential subdivisions and site improvements
  - Avoid unnecessary residential construction costs
  - Streamline development application and approval processes
  - Separate policy decisions (of development review) from technical determinations

How does this impact me?



Affordable Housing Shortage

Administration

BRIEFING ROOM

President Biden Announces New Actions to Ease the Burden of Housing Costs

MAY 16, 2022 • STATEMENTS AND RELEASES

New Biden-Harris Administration Housing Supply Action Plan To Help Close the Housing Supply Gap in Five Years

Under the Plan, the Administration will:

- ***Reward jurisdictions that have reformed zoning and land-use policies*** with higher scores in certain federal grant processes, for the first time at scale.

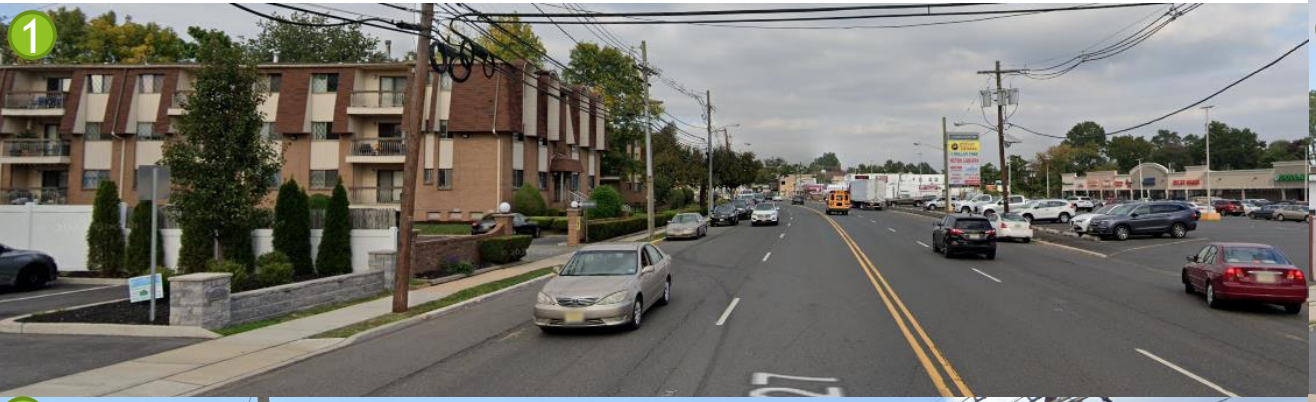
Providing Incentives for Land Use and Zoning Reform and Reducing Regulatory Barriers

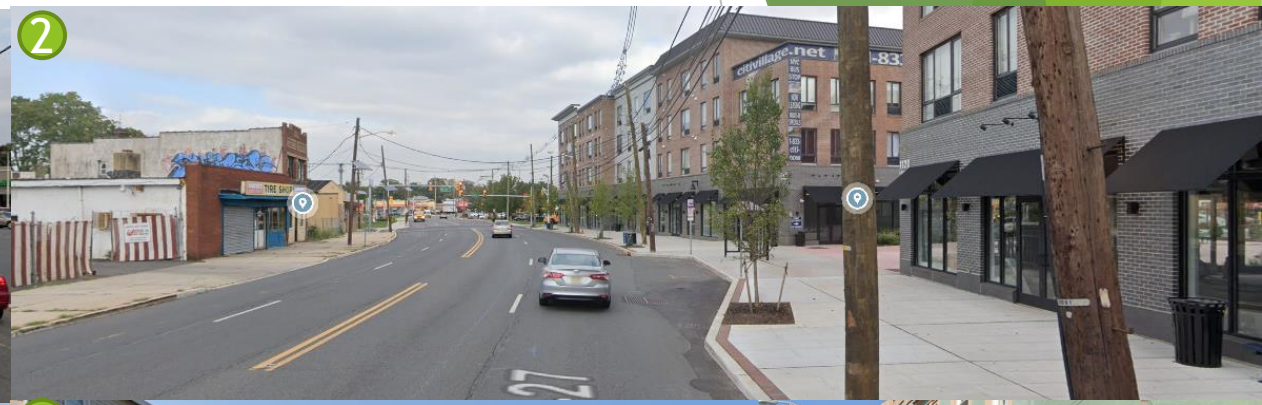
One of the most significant issues constraining housing supply and production is the lack of available and affordable land, which is in large part driven by **state and local zoning and land use laws and regulations that limit housing density**. Exclusionary land use and zoning policies constrain land use, artificially inflate prices, perpetuate historical patterns of segregation, keep workers in lower productivity regions, and limit economic growth. Reducing regulatory barriers to housing production has been a bipartisan ↗ cause in a number of states throughout the country. It's time for the same to be true in Congress, as well as in more states and local jurisdictions throughout the country.

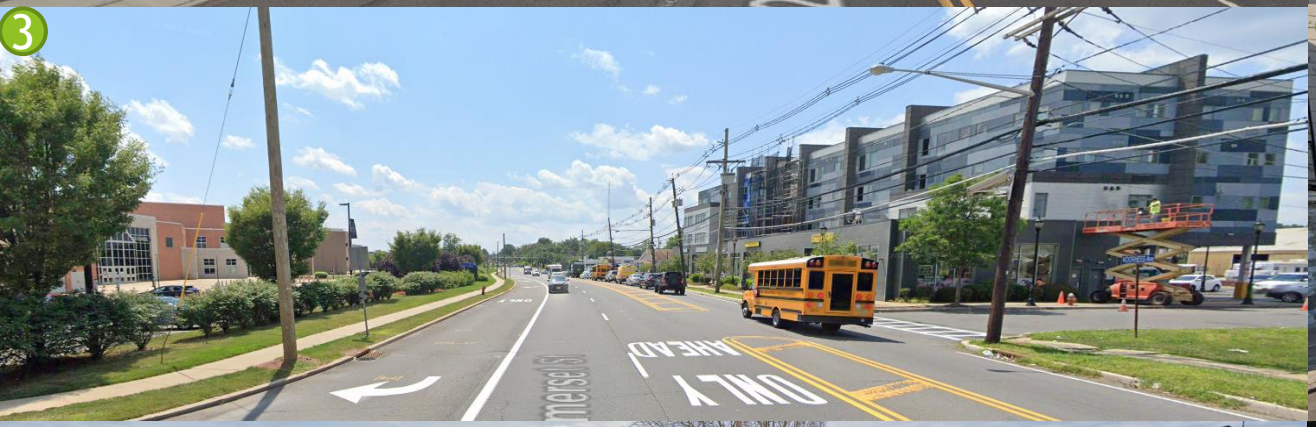
To that end, the Administration is taking the following *immediate steps*:

- **Leveraging transportation funding from the Bipartisan Infrastructure Law (BIL).** Earlier this year, the Administration began using federal transportation programs to encourage state and local governments to boost housing supply, where consistent with current statutory requirements. For example, this year, the U.S. Department of Transportation (DOT) released three funding applications for competitive grant programs totaling nearly $6 billion in funding that reward jurisdictions that have put in place land-use policies to promote density and rural main street revitalization with higher scores in the grant process. Today, the Administration is announcing that DOT will continue to include language **encouraging locally driven land use reform, density, rural main street revitalization, and transit-oriented development** in BIL and other transportation discretionary grant programs.

State highways are no exception



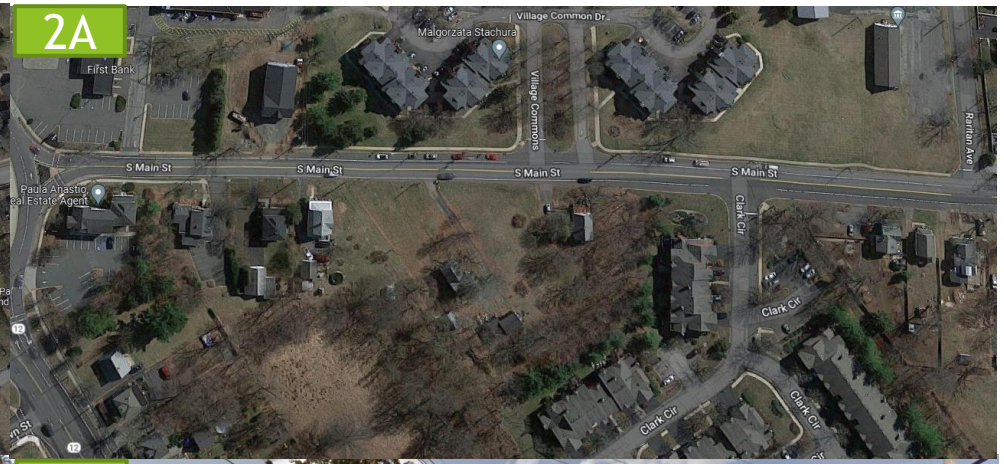




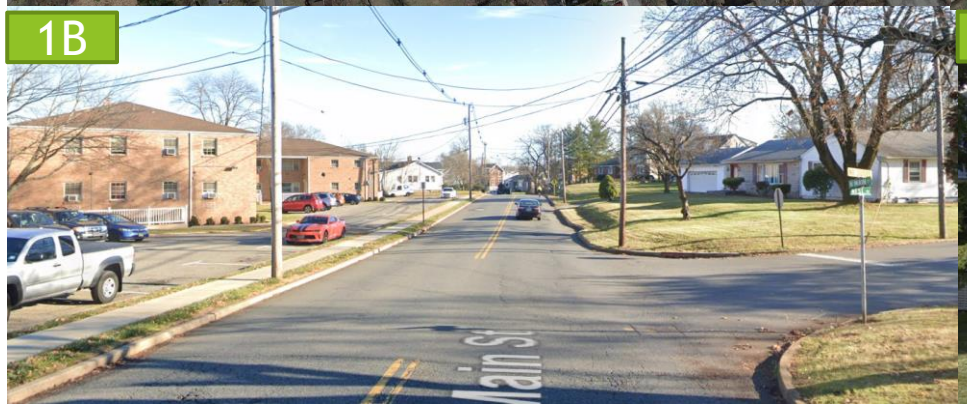
“Rural” areas are no exception

1A

2A



1B



2B

3

Flemington – pop. 4,523 (2020 Census)

Policy Connections

Safe Routes to School

- New Jersey School Zone Design Guide:
  - For children, sidewalks provide an essential environment for safe, independent mobility. Most sidewalks in New Jersey are constructed by landowners as part of the development process. The State's **Residential Site Improvement Standards (RSIS)** set forth sidewalk requirements for residential development in the state.
- E.g. - Bridgewater Township Pedestrian & Bicycle Travel Plan:
  - E. Model Policies & Best Practices: ***New Jersey Residential Improvement Standards***

New sidewalk. Image: VTC

Update Township ordinances to include RSIS sidewalk requirements. (Appendix E)

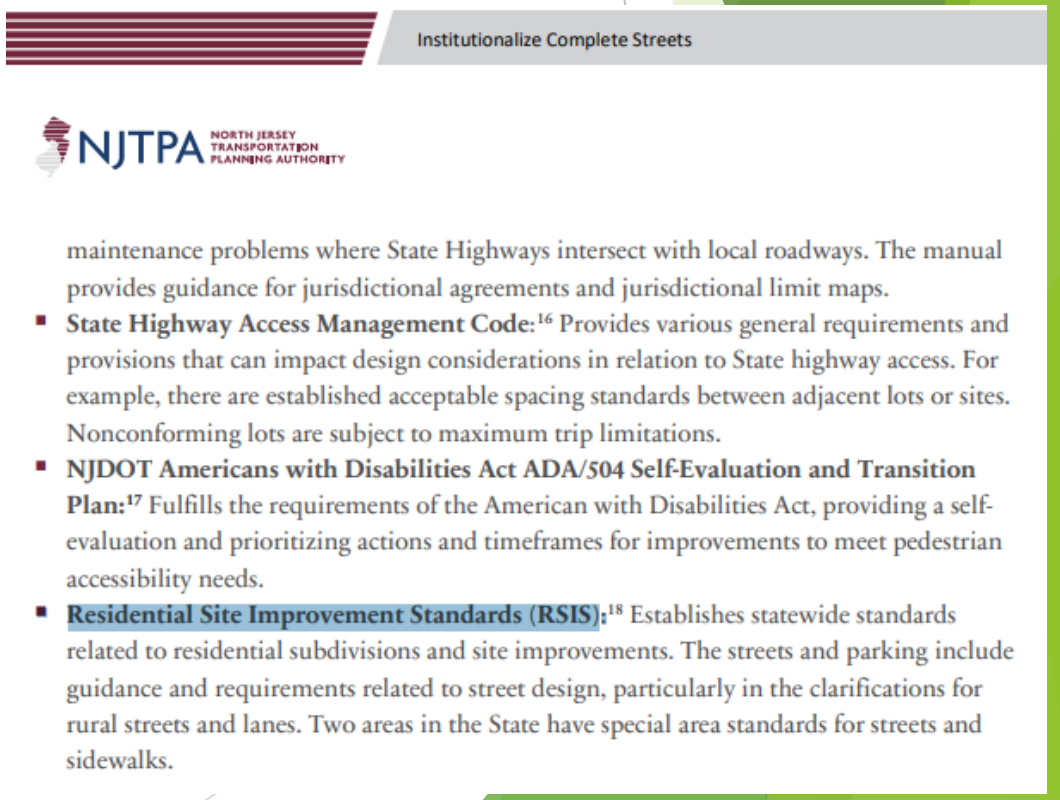
Policy Connections

Complete Streets

- Complete & Green Streets for All, Model Complete Streets Policy & Guide:
  - 6. Transportation Projects and Master and Capital Plans shall include…
    - Sidewalks
    - Lane width reductions
    - Bike lanes, protected bike lanes, bike parking
- NJTPA – Institutionalize Complete Streets, Implementation Brief (2021)
  - Potential Actions: **Residential Site Improvement Standards (RSIS)**

Model Complete Streets Policy

6. Transportation projects and Master and Capital Plans shall include, where appropriate, pedestrian and bicycle design elements and transit amenities, including but not limited to: curb extensions, sidewalks, radar feedback signs, pedestrian countdown signals, pedestrian refuge islands, road diets, lane width reductions, chicanes, roundabouts, bike lanes, protected bike lanes, bike parking, lighting, wayfinding, seating, trash receptacles, transit amenities, etc.



Institutionalize Complete Streets

NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

maintenance problems where State Highways intersect with local roadways. The manual provides guidance for jurisdictional agreements and jurisdictional limit maps.

- **State Highway Access Management Code:**[16] Provides various general requirements and provisions that can impact design considerations in relation to State highway access. For example, there are established acceptable spacing standards between adjacent lots or sites. Nonconforming lots are subject to maximum trip limitations.
- **NJDOT Americans with Disabilities Act ADA/504 Self-Evaluation and Transition Plan:**[17] Fulfills the requirements of the American with Disabilities Act, providing a self-evaluation and prioritizing actions and timeframes for improvements to meet pedestrian accessibility needs.
- **Residential Site Improvement Standards (RSIS):**[18] Establishes statewide standards related to residential subdivisions and site improvements. The streets and parking include guidance and requirements related to street design, particularly in the clarifications for rural streets and lanes. Two areas in the State have special area standards for streets and sidewalks.

Policy Connections

Strategic Highway Safety Plan

» Establish a task team to develop a strategy for updating Residential Site Improvement Standards. Review the state highway access code and identify opportunities to strengthen it to provide greater pedestrian and bicycle safety. Review the Municipal Land Use Law and provide recommendations to strengthen it to enhance pedestrian and bicycle safety.

Current Priorities

- Housing is expanding at a rapid pace. We should ensure that land use and safety are part of the development process
- As of now, RSIS are not aligned with current White House goals, but they continue to influence local ordinances and developments

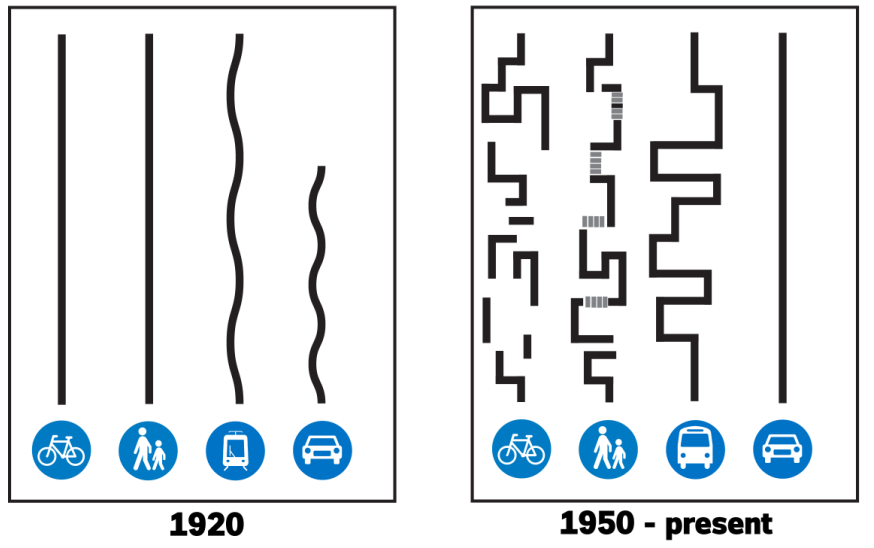
Active transportation helps us tackle the triple-crisis of **road safety, climate change, and inflation.**

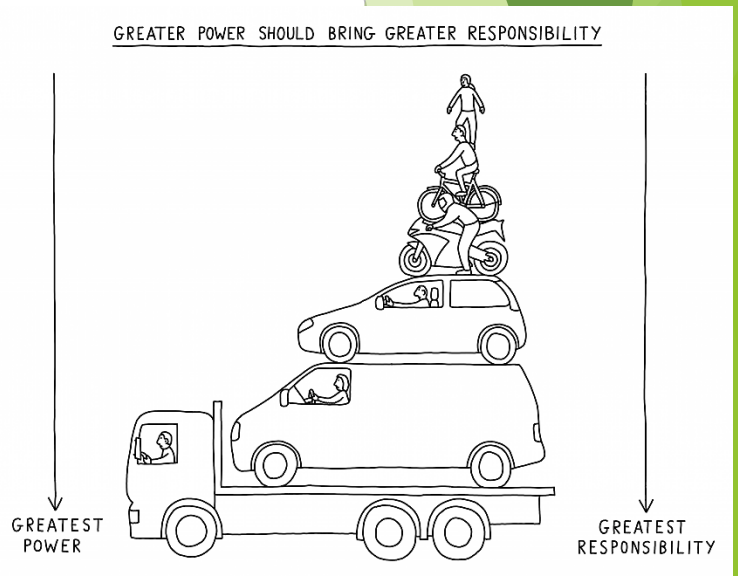
Currently, RSIS regulations do the *opposite* – continuing to require motor vehicle infrastructure and treating safe walking and biking infrastructure as non-essential

Approach

All Ages & Abilities Approach

- Emphasize the importance of continuity of road infrastructure
  - (e.g. "*Pay attention to how new bicycle and pedestrian infrastructure connects to existing paths. Discontinuous, inconsistent infrastructure make travel confusing, frustrating, and dangerous for all road users.*")
- Instead of a hierarchy of road function, propose a hierarchy of protection/prioritization for vulnerable road users
  - (e.g. pedestrian/wheelchair -> non-motorized vehicles -> transit -> freight/emergency -> personal vehicles)
  - Also redefine Circulation Element in NJ law to reference NJDOT's 2017 Complete Streets Design Guide (instead of the FHWA functional hierarchy (arterial, collector,…), which only includes vehicular circulation)
  - Connect to climate and safety goals
    - e.g. New Jersey Climate Change Resilience Strategy
    - e.g. Strategic Highway Safety Plan





All Ages & Abilities Approach

- Infrastructure should follow directly from motorized vehicle design-speed and volume (i.e. expected “road-stress”)
  - e.g. NACTO Guidelines

Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

Bicycle Infrastructure Design Standards

- Update references to recognize current design best-practice documents:
  1. NJDOT Complete Streets Guidelines (2017)
  2. NACTO Urban Bikeways Design Guide (2014)
  3. ~~*NJDOT Bicycle-Compatible Roadways and Bikeways Planning Design Guidelines (1996)*~~
  4. AASHTO Guide to Developing Bicycle Facilities *(2012?*) <- need to be included?*
     - Almost 10 years out-of-date, although currently being updated.
     - No strong connection between vehicle speed and protections for vulnerable users
     - Mentions conditions “such that bicyclists might be discouraged from riding on the roadway” but does not specify a speed or volume
     - Promotes the current status quo of minimal protection (sharrows/shared-lanes, “cross-over” intersections for right-turning vehicles, shoulder or door-zone bike-lanes)
     - No mention of protected intersections
     - <u>If can’t be avoided, maybe instead of 2012 it should say "the most recent" AASHTO guideline</u>

- Recognize/authorize the use of <u>municipal, county or regional plans or Complete Streets policies</u>, rather than only statewide requirements or municipal master plans.

Consistent Terminology

- Bicycle-related terms could be redefined or clarified.
  - As currently defined:
    - "bikeway" is the umbrella term for all bicycle-compatible ROWs
    - "bicycle-compatible roadway" is either sharrows or a bicycle boulevard (i.e. not a bike lane, but still specifically encouraging bikes).
    - "bicycle lane" is a painted bike lane
    - "bicycle path" is a separated or protected bike lane or trail
  - It is unclear if each of these infrastructure typologies need to be separately defined in the Definitions section.
  - Having multiple terms can lead to issues where the language omits a relevant option
    - (e.g. “Bicycle lanes, where provided…” vs. “bicycle lanes or bicycle paths, where provided…”)
  - A chart (such as the NACTO guidance chart shown previously) describing the appropriate design based on roadway characteristics would be sufficient.
- Also ensure roadway-related language is general enough to apply to all relevant streets, not just “collectors and arterials”

Specific Changes Proposed

§ 5:21-4.1 Street hierarchy

TABLE 4.1

AVERAGE DAILY MOTOR VEHICLE TRAFFIC TRIP GENERATION PER DWELLING UNIT[1]

Land use[2]	Peak rate
Single-family detached housing	10.1
Townhouse	5.9
Low-rise apartment	7.2
Mid-rise apartment	5.5
High-rise apartment	5.0
Mobile home park	5.0
Senior Adult Housing - Detached	3.7
Senior Adult Housing - Attached	3.5
Continuing Care Retirement Community, Congregate Care, Assisted Living, & Other Age-Restricted Housing	2.8
Recreational homes (owner occupied)	3.2

Notes:

[1] 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 Trip Generation manual. The "Land Use" definitions are based on the ITE manual with slight modifications to address inconsistencies contained within the ITE manual.

[2] For two-family dwellings (duplexes), apply the values for single-family dwellings to each unit.

Source: Institute of Transportation Engineers, Trip Generation (Washington, D.C.: ITE, 2003, 7th Edition. The peak ADT rates take into consideration Saturday and Sunday rates, as well as weekday rates.

- The rates in Table 4.1 do not account for the location-factor of a residential property, and completely neglect every other road user.

§ 5:21-4.1 Street hierarchy

N.J.A.C. 5:21-4.1

TABLE 4.2
RESIDENTIAL STREET HIERARCHY DEFINITIONS

Street type	Description	Average daily traffic (maximum)
Residential Access[‡]	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. [†] 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[†]
Residential Neighborhood[‡]	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. [‡] 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

- Similarly, the maximum ADT listed for each street type in Table 4.2 fails to consider non-motorized and pedestrian counts and fails to account for location.

N.J.A.C. 5:21-4.1

Street type	Description	Average daily traffic (maximum)
Alley	A service road that provides a secondary means of access to lots. On the 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[1]	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[2]

Notes:

[1] Streets serving multifamily developments with a single means of ingress and egress shall be classified as multifamily access cul-de-sacs.

[2] There is no ADT limit for multifamily courts specified because the length of the court will effectively limit the ADT to acceptable levels.

§ 5:21-4.2 Cartway width

- Once again this relies on motor vehicle traffic volumes rather than the type of traffic and sets unnecessarily wide roadway (cartway) lane widths that conflict with NACTO urban design guidelines.
- Multiple street types do not require sidewalks on both sides of the street. This relegates non-drivers to “second-class status” and locks in auto-dependency.

N.J.A.C. 5:21-4.2

TABLE 4.3

CARTWAY AND RIGHT-OF-WAY WIDTHS

Street type[a]	Total avg. daily traffic	Traveled way	No. of parking lanes[b]	Parking Lane width	Cartway width	Curb or shoulder[b]	Sidewalk or graded area[j]	Right-of-way width[k]
Residential access	1,500† †(loop—750 each half)							
a. Parallel parking								
Low intensity		21 feet	1	7 feet	28 feet	None	1 SW 1GA	50 feet
Medium intensity		21 feet	1	7 feet	28 feet	Curb	2 SW	50 feet
High intensity (on-street parking)		21 feet	1	7 feet	28 feet	Curb	2 SW	50 feet
b. Nonparallel parking (all intensities)								
One-side parking		24 feet	1	18 feet		Curb	2 SW[m]	54 feet
Two-side parking		24 feet	2	36 feet		Curb	2 SW[m]	72 feet
c. No parking								
High intensity (off-street parking)		20 feet	0	0 feet	20 feet	None	2 SW	50 feet
Neighborhood (all intensities)	1,500	16 feet	2	14 feet	30 feet[c]	Curb	2 SW	50 feet
Minor Collector[l]	3,500							
Low intensity[d] with no parking		20 feet	0	0 feet	20 feet	None	1 SW 1 GA	50 feet
Low intensity with one parking lane		21 feet	1	7 feet	28 feet	Curb	1 SW 1 GA	50 feet
Medium and High intensities								
With one parking lane		21 feet	1	7 feet	28 feet	Curb	2 SW	50 feet
With two parking lanes		22 feet	2	14 feet	36 feet	Curb	2 SW	60 feet
With off-street parking		22 feet	0	0 feet	22 feet	Curb or shoulder	2 SW	50 feet
Major Collector[l]	7,500							
Low intensity		24 feet	0	0 feet	24 feet	None	2 SW	50 feet
Medium and High intensities		24 feet	0	0 feet	24 feet	Curb or shoulder	2 SW	50 feet if curb, 54 feet if shoulder
Special Purpose Streets								
Rural street[h]	500	20 feet	0	0 feet	20 feet	None	2 GA	40 feet
Rural lane[h]	200	18 feet	0	0 feet	18 feet	None	2 GA	40 feet
Alley (one way)					9 feet			11 feet
Alley (two way)		18 feet	0	0 feet	18 feet	None	2 GA	22 feet
Cul-de-sac (stem)[e]	250							
Marginal access street[f]								
Divided street[g]								
Multifamily access cul-de-sac[m]	1,000							
Multifamily court[n]	Note[p]							

§ 5:21-4.2 Cartway width

(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.

l Municipalities may require additional 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.

- (e):
  - "Municipalities may require additional cartway width for ~~major or minor collectors~~ *streets* which are part of a designated ~~bicycle route~~ *bikeway* as indicated in the circulation part of the *regional, county, or* municipal master plan, *Complete Streets policy, or official map* to make them consistent with *recognized design guidelines, such as the State of New Jersey Complete Streets Design Guide (2017), National Association of City Transportation Officials Urban Bikeways Design Guide (2014), or* the *most recent* AASHTO guidelines for bicycle-compatible streets."
- Note l:
  - "Municipalities may require additional width for ~~major or minor collectors~~ *streets* which are part of a designated ~~bicycle route~~ *bikeway* as indicated in the circulation part of the *regional, county, or* municipal master plan, *Complete Streets policy, or official map* to make them consistent with *recognized design guidelines, such as the State of New Jersey Complete Streets Design Guide (2017), National Association of City Transportation Officials Urban Bikeways Design Guide (2014), or* the *most recent* AASHTO guidelines for bicycle-compatible streets."

§ 5:21-4.3 Curbs or curbs and gutters

(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.

- (h):
  - "Where curbs and gutters are used and where the street is part of a ~~designated bike route~~ *bikeway* as indicated in the bicycle circulation part of the *regional, county, or* municipal master plan, *Complete Streets policy, or official map*, 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."

§ 5:21-4.4 Shoulders

(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.

- (c) can be omitted; shoulder requirements and widths should be listed in a chart along with sidewalk requirements and widths.

- (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~~ *streets* and shoulders along streets that are part of a designated ~~bike path~~ *bikeway* as indicated in the bicycle circulation part of the *regional, county, or* municipal master plan, *Complete Streets policy, or official map* shall be paved with asphalt pavement."

§ 5:21-4.5 Sidewalks and graded areas

(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.

(g) 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.

- (c) should be eliminated.

- (g) requires 4-foot sidewalks as the default and requires 6-foot sidewalks in "high-density" residential areas but does not define the criteria for "high-density."
  - This likely results in many sidewalks which are not sufficiently wide for two wheelchairs to pass comfortably
  - (NACTO recommends a minimum sidewalk cross-section of 5 feet)

§ 5:21-4.6 Bikeways

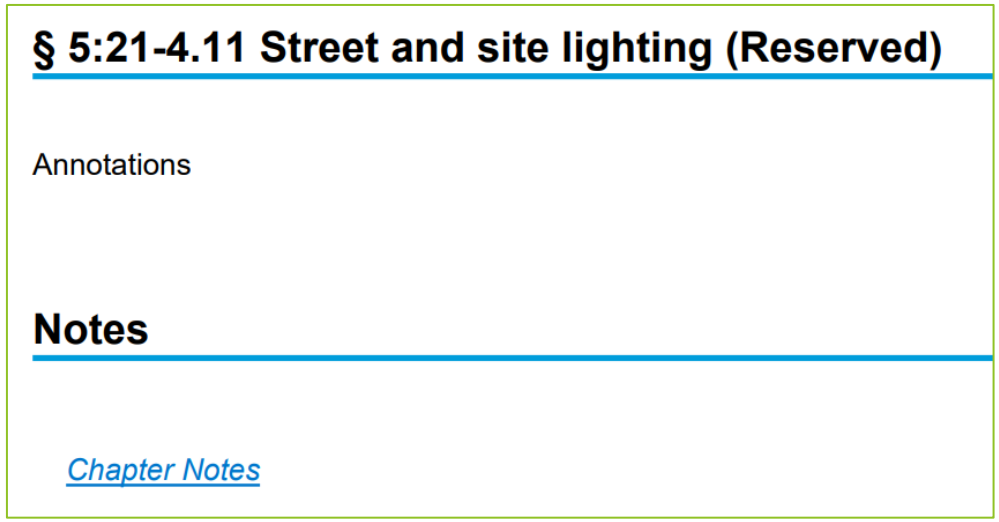
(a) Separate bicycle paths and lanes shall be required only if such paths and lanes have been specified as part of a municipality's adopted master plan and/or official map.

(b) Bicycle lanes, where provided, shall be placed in the outside lane of a roadway, adjacent to the curb or shoulder. When on-street parking is permitted, the bicycle lane shall be between the parking lane and the outer lane of moving vehicles. Lanes shall be delineated with markings, preferably striping. Raised reflectors or curbs shall not be used.

- (a):
  - "Separate bicycle paths and lanes shall be required ~~only~~ if such paths and lanes have been specified as part of a *regional, county, or* municipal master plan, *Complete Streets policy*, and/or official map."

- (b):
  - "Bicycle lanes, where provided, shall be placed in the outside lane of a roadway, adjacent to the curb or shoulder. When on-street parking is permitted, the bicycle lane shall be ~~between the parking lane and the outer lane of moving vehicles. Lanes shall be delineated with markings, preferably striping. Raised reflectors or curbs shall not be used.~~ *placed according to recognized design guidelines, such as the State of New Jersey Complete Streets Design Guide (2017), National Association of City Transportation Officials Urban Bikeways Design Guide (2014), or the most recent AASHTO guidelines for bicycle-compatible streets."*

§ 5:21-4.11 Street and site lighting (Reserved)



§ 5:21-4.11 Street and site lighting (Reserved)

Annotations

Notes

Chapter Notes

- This section is blank, but should include requirements for consistent and continuous pedestrian-scaled lighting on sidewalks and bikeways

§ 5:21-4.14 Parking: number of spaces

- This section should be eliminated.
- Developers may opt to construct off-street parking if market-conditions demand it, and municipalities may choose to include parking minimums in their zoning code, but it should not be required by a statewide regulation.

§ 5:21-4.14 Parking: number of spaces

(a) An adequate number of on-street and off-street parking spaces shall be required in all developments to accommodate residents and visitors. For projects containing dwelling units required by the New Jersey Uniform Construction Code's Barrier Free Subcode (*N.J.A.C. 5:23-7*) to be accessible, accessible parking spaces for people with disabilities shall be provided in accordance with the requirements of the Barrier Free Subcode and shall be considered part of the total number of required spaces.

(b) For residential developments, parking shall be provided, as set forth in Table 4.4 below. If applicant does not specify the number of bedrooms per unit, note "c" for each category in Table 4.4 shall apply for the parking requirement.

(c) Alternative parking standards to those shown in Table 4.4 shall be accepted if the applicant demonstrates these standards better reflect local conditions. Factors affecting minimum number of parking spaces include household characteristics, availability of mass transit, urban versus suburban location, and available off-site parking resources.

(d) Garage and driveway combinations shall be counted as follows:

1. Each garage car space shall be counted as 1.0 off-street parking space regardless of the dimensions of the driveway.

2. A one-car garage and driveway combination shall count as 2.0 off-street parking spaces, provided the driveway measures a minimum of 18 feet in length between the face of the garage door and the right-of-way.

3. A two-car garage and driveway combination shall count as 3.5 off-street parking spaces, provided a minimum parking width of 20 feet is provided for a minimum length of 18 feet as specified for a one-car garage and driveway combination.

(e) When housing is included in mixed-use development, a shared parking approach to the provision of parking shall be permitted.

(f) When, in the judgment of the local approving authority, on-street parking is available, then only that proportion of the parking requirement which is not available on the street shall be provided in off-street parking facilities. A length of 23 feet per on-street parking space shall be used in calculating the number of available on-street parking spaces.

TABLE 4.4

§ 5:21-4.18 Sidewalks and bikeways construction standards

(b) The following apply to bikeways:

1.The construction of bikeways shall conform to the New Jersey Department of Transportation Planning and Design Guidelines for Bicycle Compatible Roadways and Bikeways (November 1995) and the AASHTO Guide for the Development of Bicycle Facilities (1999), incorporated herein by reference.

2.Bicycle-safe drainage grates shall be used in the construction of all residential streets.

- (b) 1.
  - "The construction of bikeways shall conform to ~~the New Jersey Department of Transportation Planning and Design Guidelines for Bicycle Compatible Roadways and Bikeways (November 1995) and the AASHTO Guide for the Development of Bicycle Facilities (1999), incorporated herein by reference~~ *recognized design guidelines, such as the State of New Jersey Complete Streets Design Guide (2017), National Association of City Transportation Officials Urban Bikeways Design Guide (2014), or* the *most recent* AASHTO guidelines for bicycle-compatible streets."

§ 5:21-7.1 Stormwater management: scope

(a) Stormwater management measures meeting the requirements of this subchapter shall be provided for major developments. Stormwater management systems prepared by design engineers shall emphasize a natural, as opposed to an engineered, drainage strategy. To the maximum extent practicable, stormwater management standards shall be met by incorporating nonstructural stormwater management strategies into a design. Where more than one design or method may be used to comply with the rules, the choice of design approach and the methods used shall rest with the design engineer.

- (a) emphasizes a "natural, as opposed to an engineered, drainage strategy," and thus should also offer the option of green stormwater infrastructure (outlined in NACTO's 2017 Urban Street Stormwater Guide)
  - Specifically called for throughout NJDOT's 2019 Complete & Green Streets for All: Model Complete Streets Policy & Guide
  - Encouraged in NJDEP's 2021 NJ Climate Resilience Strategy under Strategy 2.3 – "Deploy Natural and Nature-based Solutions for Resilience."

§ 5:21-7.4 Inlets, catch basins, manholes, and outlets

(b) Design engineers shall use one of the following grate types for stormwater inlets:

1.The NJDOT bicycle-safe grate, as described in the NJDOT *Bicycle Compatible Roadways and Bikeways Planning Design Guidelines* (April 1996).

2.If there is no bicycle traffic, a grate where each individual clear space in that grate has an area of no more than seven square inches or is no greater than 0.5 inches across the smallest dimension.

3.Another grate design may be used provided that:

i.There will be no bicycle traffic and

ii. Runoff discharging through the inlet is routed through a trash rack that complies with *N.J.A.C. 5:21-7.8(d)*1ii.

- (b) 1. "The NJDOT bicycle-safe grate, as described in the ~~NJDOT Bicycle Compatible Roadways and Bikeways Planning Design Guidelines (April 1996)~~ *2017 State of New Jersey Complete Streets Design Guide*."

- (b) 2. and (b) 3. should be eliminated. Bicycle-safe grates should be required universally (as said in N.J.A.C. 5:21-4.18 (b) 2), whether there is observable "bicycle traffic" currently or not.

§ 5:21-8.1 Referenced standards

- Existing references should be updated to the most recent edition, and other best-practice design guidelines (listed previously) should be added.

- Examples:
  - AASHTO
    - 2012 Guide for the Development of Bicycle Facilities
  - NACTO
    - 2013 Urban Street Design Guide
    - 2014 Urban Bikeways Design Guide
    - 2016 Transit Street Design Guide
    - 2017 Urban Street Stormwater Guide
  - NJDOT
    - 2017 State of New Jersey Complete Streets Guidelines

§ 5:21-8.1 Referenced standards

(a) The following is a list of the standards referenced in this chapter. The standards are listed by the promulgating agency of the standard, the standard identification, the edition of the standard, the title of the standard, and the section(s) of this code that reference(s) the standard. The standards listed in this chapter are not adopted or to be used in their entirety unless the rules specifically so state. The use of the standards included in this chapter is limited to those specific areas of the standard for which this chapter directs the user to the standard. Designers and reviewers may agree to use more recent editions.

1.American Association of State Highway and Transportation Officials (AASHTO), Suite 249, 444 North Capitol Street, N.W., Washington, D.C. 20001. Tel. (202) 624-5800 or (800) 231-3475.

1999 Edition	AASHTO Guide for the Development of Bicycle Facilities	5:21-4.2(e) Table 4.3 5:21-4.18(b)

12. New Jersey Department of Transportation (NJDOT), PO Box 600, 1035 Parkway Avenue, Trenton, New Jersey 08625-0600. Tel. (609) 530-2000.

April 1996	Bicycle-Compatible Roadways and Bikeways Planning Design Guidelines	5:21-4.18(b)1 5:21-7.4(b)1

Next Steps

- There is a process through NJ Department of Community Affairs to submit proposed changes to the advisory board agenda.
- Champion within the RSIS board -
  - Janice Talley – Director of Montclair Planning & Community Development, Streets Committee Chair
- **Who** needs to be the one to propose the changes?
  - Developer? Municipality rep? Planner?
- **What** changes should be proposed? Draft wording?

For reference:

- NJ Dept Community Affairs – Residential Site Improvement Standards
  - https://www.nj.gov/dca/divisions/codes/offices/rsis.html