

## SECTION 17 MAJOR SUBDIVISIONS

A. **General** - Major subdivisions should conform to: design standards which will provide save and efficient access to the neighborhood street and highway system; related the design of the subdivision to the natural topography and existing vegetative cover of the site; contribute to the harmonious development of the municipality and enhance the public welfare of the community.

### B. Streets

1. All streets within major subdivisions shall be designed to serve a specific function and shall be classified by the reviewing board in terms of their projected use according to the following classification system:

- a. **Primary Arterial Road** - Primary arterial roads are designed to serve primarily regional traffic movements (more than 15,000 vehicles/day).
- b. **Secondary Arterial Road** - Minor or secondary arterials are intended to connect with and augment the major arterial system and provide for trips of moderate length at a lower speed and a lesser volume (5,000 - 15,000 vehicles/day).
- c. **Collector Street** - Collector streets are designed to serve as traffic channels between minor streets and the arterial road system (1,000 - 5,000 vehicles/day). No lots shall have direct access to a collector street.
- d. **Residential Sub-collector** - A street within a residential community, which collects traffic from local streets and directs it to higher order streets outside the development (500 - 1,000 vehicles/day).
- e. **Local Street** (including cul-de-sacs and marginal access streets) local or minor streets are designed and intended to provide access to adjacent properties and are not intended to carry through-traffic (less than 500 vehicles/day).

**SECTION 17 MAJOR SUBDIVISIONS (Cont'd)**

2. Right-of-way widths for the above designated street classifications shall be:
  - a. Primary Arterial - 100 ft.;
  - b. Secondary Arterial - 90 ft.;
  - c. Collector - 60 ft. to 80 ft.;
  - d. Sub-collector - 60 ft.;
  - e. Minor street - 50 ft.
  
3. Pavement widths, median strips and paved shoulder requirements on all proposed streets shall conform to the requirements of the municipal engineer.
  
4. All roads shall conform to the design standards as set forth in the following chart.

**ROAD DESIGN STANDARDS**

STANDARDS	LOCAL STREET	SUB-COLLECTOR	SECONDARY	ARTERIAL
Design Speed (MPH)	35	40	50	55
Minimum Centerline Radius	150	300	500	1200
Minimum Centerline Grade (%)	0.5	0.5	0.5	0.5
Maximum Centerline Grade (%)	4.0	4.0	4.0	4.0
Maximum Curve Super-Elevation (%)	8.0	8.0	8.0	8.0
Minimum Corner Sight Distance (ft.)	350	400	500	550

SECTION 17 MAJOR SUBDIVISIONS (Cont'd)

5. Local or minor streets shall be so designed as to discourage through-traffic.
6. Subdivisions abutting arterial streets shall provide a marginal service road or reverse frontage lots with planted buffer strips, or such other means of separation of through - and local traffic, as the reviewing board may determine appropriate.
7. The right-of-way for internal roads and alleys in commercial and industrial development shall be determined on an individual basis by the reviewing board and shall, in all cases, be of sufficient width and design to safely accommodate expected traffic movements and parking and loading needs.
8. No subdivisions showing reserve strips controlling access to streets shall be approved, except where the control and disposal of land comprising such strips has been placed in the hands of city council, under conditions stipulated or approved by the reviewing board.
9. Subdivisions that adjoin or include existing streets, which do not conform to widths as shown on the master plan or official map, or the street width requirements of this ordinance, shall dedicate additional width along either one or both sides of said road. If the subdivision is along one side only, one-half of the required extra width shall be dedicated.
10. Street intersections shall be at as nearly right angles as is possible and, in no case, shall they be less than sixty degrees (60°). Block corners at intersections shall be rounded at the curb line, with a radius of not less than 20 feet.
11. Streets shall not intersect another street with an offset of less than 200 feet, intersecting either on the same side and/or opposite side of the major street.
12. A tangent of a length approved by the municipal engineer shall be introduced between reverse curves on arterial and collector streets.

SECTION 17 MAJOR SUBDIVISIONS (Cont'd)

13. Dead-end streets shall not be longer than 600 feet and shall provide a turn-around at the closed end, with a radius of not less than 50 feet at the curb line tangent, wherever practicable, to the right side of the street. If a dead-end street is temporary, a similar turn-around shall be provided, together with provision for future extension of the street and reversion of any excess right-of-way to adjoining properties.
14. No street shall have a name which will duplicate, or so nearly duplicate, as to be confused with the names of existing streets in either the municipality or an adjoining municipality. The continuation of an existing street shall have the same name.
15. Final approval of a plat shall not be construed as the acceptance of a street or other public improvement dedicated to public use.
16. In the case of local streets within a development where the reviewing board determines that the length of the street and the nature of adjacent uses warrants a reduction in the width of the paved surface, the width may be reduced below the paved width required in this ordinance, but, in no case, shall the paved width of a local street be less than 26 feet.
17. Grades of streets shall not exceed four percent (4%). No street shall have a minimum grade of less than one-half of one percent (0.5%).
18. Driveways, curbs, sidewalks, drainage structures under drives, maintenance of graded swales behind the edge of road or curb line shall be the responsibility of the homeowner's association, after final acceptance by the municipal engineer.
19. Sight triangle easements shall be shown on final plats.

SECTION 17 MAJOR SUBDIVISIONS (Cont'd)

20. All designs to be in accordance with:
  - a. "A Policy on Geometric Design of Highways and Streets", American Association of State Highway Transportation Officials (AASHTO), 1990 or latest revision.
  - b. "Transportation and Traffic Engineering Handbook", Institute of Transportation Engineers, 1982 or latest revision.
  - c. "Transportation and Land Development", Institute of Transportation Engineers, 1988 or latest revision.
  - d. When adopted the "New Jersey Uniform Residential Site Improvement Standards" New Jersey Department of Community Affairs.

C. Blocks

1. Block length and width or acreage within bounding roads shall be such as to accommodate the size of lots required in the area by the zoning ordinance and to provide for the convenient access, circulation and safety of street traffic.
2. In blocks over 1,000 feet long, pedestrian crosswalks may be required in those locations deemed necessary by the reviewing board. Such walkways shall be 10 feet wide and be straight from street to street.
3. For commercial, multi-family housing or industrial use, block size shall be sufficient to meet all area and yard requirements for such use.

SECTION 17 MAJOR SUBDIVISIONS (Cont'd)

D. Lots

1. The size, shape and orientation of lots shall be appropriate for the location of the subdivision and for the type of development and use contemplated. Only one (1) single family detached dwelling unit shall be located on any individual lot, unless otherwise allowed in the zone in which the lot is located.
2. Lot dimensions and area shall not be less than the requirements of the zone in which the lot is located.
3. Insofar as is practical, side lot lines shall be at right angles to straight streets and radial to curved streets.
4. Where extra width has been dedicated for the widening of existing streets to conform to master plan proposal, lots shall begin at such extra width lines and, in any event, all setbacks shall be measured from such extra width lines.
5. Where there is a question as to the suitability of a lot or lots for the intended use, due to factors such as flood conditions or similar circumstances, the approving authority may, after adequate investigation, withhold approval of such lots.

E. Public Use and Service Areas

1. In large scale developments, easements along rear property lines or elsewhere for utility installations may be required. Such easements shall be at least 15 feet wide and located in consultation with the companies or municipal departments concerned.

The requirement of off-site and off-tract services and improvements or a reasonable contribution thereto shall be required in the interest of sound and harmonious neighborhood and community development.

2. Where a subdivision is traversed by a water course, drainageway, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of such water course and such further width or construction or both as will be adequate for the purpose.
3. Natural features such as trees, hilltops and views shall be preserved whenever possible in designing any subdivision containing such features.

**SECTION 17 MAJOR SUBDIVISIONS** (Cont'd)

**4. Recreation and open space.**

- a. In order to provide for the safety and the general welfare of the public, all subdivisions, which will result in five (5) or more dwelling units, shall set aside no less than fifteen percent (15%) of the total area of the subdivision for off-street recreation and/or play areas. This fifteen percent (15%) shall not include easement or right-of-way areas. The location, form and design of such areas shall be approved by the approving authority. The area specifically designated for recreational purposes shall be fully usable for that purpose and shall have all improvements required by this ordinance.

Wherever possible, recreational sites should be located adjacent to school sites. In the case of large subdivisions, consideration should be given to decentralizing several smaller recreational areas throughout the development. The method of preserving such areas for recreational open space, whether by easement, deed restriction, dedication, homeowner association type or other means, shall be approved by the approving authority.

- b. In the selection of the location of such open spaces, consideration shall be given to the preservation of natural features.
- c. In special circumstances where the subdivision will result in not less than five (5) nor more than ten (10) dwelling units and where, due to the size, location and design requirements of the subdivision, it is not feasible in the opinion of the approving authority to set aside such area or areas for open space, the applicant shall make a payment in lieu of the provision of such open space land to the City. Such payments shall be placed in a special recreational open space land fund to be utilized solely for the purchase of public recreational open space. The amount of the payment shall be equal in size and character to the land, which would otherwise be provided within the subdivision itself, in compliance with the regulations of this ordinance.

**F. Environmental Concerns**

1. No development on wetlands shall be authorized, unless such development is consistent with the requirements of the New Jersey Department of Environmental Protection, the U.S. Army Corps of Engineers and all other appropriate regulatory agencies.
2. The reviewing board shall require a soil erosion and sediment control plan and permit from the soil conservation district prior to final approval.

SECTION 17 MAJOR SUBDIVISIONS (Cont'd)

3. Subdivision development shall not result in the unnecessary removal of existing topsoil. Topsoil removed from street installation areas shall be stockpiled for use on subdivision lots in any case where areas to be developed for residential uses do not have a substantial existing topsoil cover.
4. Care shall be taken in subdivision and site plan design and review to encourage maximum retention of desirable existing vegetation on the site.
5. In any industrial, commercial or multi-family dwelling subdivision, or in the case of any conventional single-family major subdivision, provision shall be made for on-site detention and/or ground infiltration of any additional surface run-off which would be created by the proposed development. Such facilities shall comply with the provisions of Section 28 of this Article.

G. Curbs and Gutters

Curbs and gutters shall be installed in accordance with the provisions specified by Section 20 of this Article and by the municipal engineer.

H. Drainage Structures

Drainage structures shall be installed in accordance with the standards and provisions of Section 29 of this Article and by the municipal engineer.