

SECTION 18 SITE PLANS - DESIGN STANDARDS

- A. General - In reviewing any site plan, the reviewing board shall review the individual requirements of the zone, and the following:
1. **Building and Structure Design** - Critical consideration shall be given to building materials, use of color and texture, massing, and building or structure height and shape, as they relate to site conditions to harmonize with the historic character of neighboring buildings or structures.
 2. **Circulation** - The layout of the site with respect to the arrangement, width and alignment of driveways and walkways, as they provide for pedestrian traffic, both within and external to the site, including providing or maintaining accessibility to public waterways.
 3. **Parking and Loading** - The amount, location and arrangement of spaces proposed for automobile parking and for the loading and unloading of goods and materials, both with relation to the use intended to be served, as well as efficient and safe interconnection with the public circulation system.
 4. **Landscaping** - The arrangement of landscape elements and the appropriateness, variety and compatibility of selected plant materials, as they contribute to an adequate and pleasing landscape design and/or screening system, as well as the compatibility of the landscape plan with adjacent properties and the neighborhood.
 5. **Orientation and Siting** - In the case of freestanding buildings or structures, and depending on individual site characteristics, consideration shall be given to positioning that provides a desirable visual composition, avoids blocking natural vistas and provides desirable space enclosures as well as solar orientation.
 6. **Site Utilities** - The location and adequacy of waterlines and sanitary sewer facilities (subject to the approval of the appropriate utility agencies) and the nature, adequacy and safety of surface drainage systems, as they relate to the intended site development and to the surrounding area; the positioning, adequacy and design of overhead and underground electric, telephone and gas lines and other structures.
 7. **Accessory Features** - The aesthetic quality and harmony of the architectural design of proposed signs, exterior architectural features, displays, service areas, walls, fences, lighting, decorations, street and public area furnishings and such other features, as they affect the aesthetic quality of the buildings, property and neighborhood.

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8. **Environmental Protection** - Critical attention should be given to preserving the landscape in its natural state insofar as possible and to improving the existing site conditions according to high standards of conservation and environmental protection, in keeping with the surrounding natural setting. The development plan should demonstrate the avoidance of unnecessary alteration of existing topography or the removal of vegetation. The proposed development shall otherwise respect the established natural conditions of the site and its surroundings. For all development, provisions shall be made for the on-site retention 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.
 9. **Performance Standards** - In reviewing the site plan for any use subject to performance, the reviewing board shall condition its approval on both initial and continued compliance with such standards.
- B. **Parking Lot and Driveway Standards** - The arrangement, nature, size and construction of any required on-site, off-site or off-tract improvements, including streets, curbs and gutters, sidewalks, street signs and shade trees, water and sewer system, and topsoil protection measures shall conform to any applicable design standards promulgated by the municipal engineer. In addition, required site improvements shall conform to design standards which shall include, but not necessarily be limited to, the following:
1. **Parking and Loading Areas** - Off-street parking and loading spaces of such size and number as are consistent with good planning standards and in compliance with any prevailing requirements or supplementary regulations contained in Article VI, Note 9 of this ordinance shall be required in connection with and convenient to uses projected for the site development, in accordance with the following:
 - a. **Access:** All required off-street parking and loading facilities shall be furnished with the necessary pedestrian passageways and vehicular maneuvering area and driveways providing efficient access either directly or indirectly to a public street.

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- b. Entrances and exits for all required parking and loading facilities shall be located not less than 50 ft. from the driveway edge nearest the R.O.W. line of an intersecting public street, or near railroad rights-of-way; and the arrangement of off-street parking areas providing space for more than two (2) vehicles, in the case of a minor or private street for any vehicles in the case of a collector, primary or arterial street, shall be such that no vehicle would have occasion to back into a public street. No off-street loading area shall be so located that a vehicle would be required to back into a street.
 - c. Parking lots shall be designed in compliance with the parking design criteria set forth in Article VI, Note 9.
2. Driveways - A driveway opening on state, county and other agency's jurisdictional roadway shall comply with standards set forth by that agency. Any site plan proposing private driveway openings shall comply with the following:
- a. **Spacing:** The number of driveways provided from a site directly to any public street or road should comply with the following:

<u>Width of Site Frontage</u>	<u>Number of Driveways</u>
150 or less	1
Between 151' - 300'	2
Over 300'	To be specified by reviewing board on advice of municipal engineer.

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b. **Location:**. All entrance and exit driveways to or from a public street or road shall be so located as to afford maximum safety to traffic on the road. Where a site occupies the corner of two intersecting streets or roads, no driveway entrance or exit shall be located within 50 ft. of the tangent of the existing or proposed curb radius of the intersection. No entrance or exit driveway shall be located on the following portions of any collector or arterial road:

1. on a traffic circle;
2. on a ramp of an interchange;
3. within 30 ft of the beginning of any ramp or other portion of an interchange;
4. on any portion of such road where the grade has been changed to accommodate an interchange;
5. on an acceleration or deceleration lane or opposite a left turn lane;
6. within 200 feet of an existing driveway on another lot (except single family residential driveways).

In cases where two (2) or more driveways connect a single site to any one public street or road, a minimum clear distance of 200 ft., measured along the right-of-way line, shall separate the closer edges of any two (2) driveways.

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- c. **Sight Distance:** Any exit driveway or driveway land shall be so designated in profile and grading and shall be so located as to permit the following maximum sight distance, measured in each direction, along any abutting municipal, county or state road (the measurement shall be from the driver's seat of a vehicle standing on that portion of the exit driveway which is immediately outside the edge of the road right-of-way line):

<u>Allowable Speed on Road (MPH)</u>	<u>Required Sight Distance (in Feet)</u>
25	150
30	200
35	250
40	250 - 300
45	250 - 400
50	450 - 500

- d. **Driveway Dimensions:** The dimension of driveways shall be designed to adequately accommodate the volume and character of vehicles anticipated to be attracted daily onto the land development for which a site plan is prepared.

<u>One-Way Operation Driveway¹ Width (in feet)</u>		<u>Two-Way Operation Driveway¹ Width (in feet)</u>
Multi-family		
Residential	18	25
Office	18	25
Retail	20	25 ²
Industrial	20	30

¹ All driveways shall be 5 ft. wider at the curbline into the right-of-way line, therein tapering on a straight line over at least 50 ft.

²Frontage aisles shall be 30 ft. wide.

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- e. **Intersections:** Driveways used for two-way operation shall intersect any collector or arterial road at any angle as near 90 degrees as site conditions will permit and, in no case, less than 60 degrees. Driveways used by vehicles in one (1) direction of travel (right turn only) may form an angle smaller than 60 degrees, but not less than 45 degrees, but only with a collector or arterial road when acceleration and deceleration lanes are provided.
- f. **Grades:** Any vertical curve on a driveway shall be flat enough to prevent the dragging of any vehicle undercarriage. All driveway profiles and grades shall be submitted to and approved by the City engineer. Should a sidewalk be so located, with respect to the curb at a driveway opening, that vehicle undercarriage is likely to drag, the sidewalk involved should be adequately depressed or elevated to avoid such a result.
- g. **Acceleration/Deceleration Lanes:** Where access to a parking area is anticipated to have 100 automobile right turns in any one hour, or 25 articulating vehicle right turns in any one hour, a deceleration lane 13 ft. x 200 ft. shall be provided. Acceleration lanes are only allowed on divided highways and must meet AASHTO design requirements.
- h. **Pavement Specifications:** The pavement design for all driveways is to meet the requirements of the intersecting road for the full distance within the right-of-way and extending 10 feet beyond into the subject parcel.

Minimum parking lot and driveway paving specifications are as follows:

<u>Truck Areas</u>	<u>Cars Only Areas</u>	
2"	2"	FABC Mix I-5 per NJDOT Sec 404
4"	2"	Bit. Stab. Base Mix I-2 per NJDOT Sec 304
6"	4"	Soil Aggregate Mix I-5 NJDOT Sec 301

A minimum of one (1) CBR result is required for each site plan. If appropriate paving design calculations (per the Asphalt Institute) and corresponding CBR test results are submitted, a reduction in the minimum required pavement section will be considered, if justified

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- i. **Length of Entrance Driveway:** the length of the driveway, measured from the street right-of-way line to the first parking stall or cross aisle in the parking lot, shall be as follows:

PARKING LOT SIZE	DISTANCE REQUIRED
1 - 39 spaces	20 feet
40 - 99 spaces	40 feet
100 - 299 spaces	60 feet
300 or more spaces	60 feet + 20 feet for each additional 100 spaces, divided by the number of driveways

C. Site Improvement Standards

1. **Refuse and Recyclable Materials** - Refuse and recyclable materials depositories shall not be exposed to public view and shall be non-polluting, covered from weather and secure from vandalism. Compactor units shall afford completely sealed operation and efficient access by collection vehicles.
2. **Additional Design Criteria for Planned Developments** - In addition to complying with the design requirements and standards listed above, the requirements contained in this ordinance relating to contemplated improvements, or in connection with specific uses, as specified in the other articles of this ordinance, site plans for planned development of any kind also shall be subject to the following:
 - a. **The Open Space and Recreation Plan:** Detailing the distribution, size and extent of recreational development in the project.

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- b. **Energy Conservation:** Innovative design for energy conservation shall be encouraged. The location and citing of buildings or structures, which may not conform strictly with other standards contained herein, shall be permitted when the reviewing board finds that such deviation will not endanger the health, safety or welfare of the occupants in the buildings or its surroundings. In this context, energy conservation shall mean reduced consumption of natural or artificial fuels or energy.

- c. **Staging Requirements:** Information on the phasing of the project shall also be submitted.