

NEW JERSEY ADMINISTRATIVE CODE
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*** This file includes all Regulations adopted and published through the ***
*** New Jersey Register, Vol. 45, No. 14, July 15, 2013 ***

TITLE 5. COMMUNITY AFFAIRS
CHAPTER 21. RESIDENTIAL SITE IMPROVEMENT STANDARDS

N.J.A.C. 5:21 (2013)

supplied with electric and telephone service from those overhead lines, but the service connections from the utilities' overhead lines shall be installed underground.

(c) Overhead lines may be permitted as an exception by the municipal approving authority in areas of severe geological conditions. The placement and alignment of the poles shall be designed to lessen the visual impact of overhead lines.

§ 5:21-4.13 Street and traffic signs

(a) Design and placement of traffic signs included in "Manual on Uniform Traffic Control Devices for Streets and Highways" shall follow the requirements specified in "Manual on Uniform Traffic Control Devices for Streets and Highways," published by the U.S. Department of Transportation and adopted by the N.J. Department of Transportation.

(b) At least two street name signs shall be placed at each four-way street intersection and one at each "T" intersection. Signs shall be placed so as not to obstruct sight distances and under light standards, if present, so that they are clearly visible. The design of street name signs should be: consistent, of a style appropriate to the community, of a uniform size and color, and erected in accordance with local standards.

(c) At signalized intersections, street signs shall be located on the overhead arm supporting the traffic signal, or otherwise suitably suspended over the intersection. Roadway clearance shall be a minimum of 15 feet from the bottom of any sign or supporting equipment and the top of the paved surface.

§ 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

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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

PARKING REQUIREMENTS FOR

RESIDENTIAL LAND USES <a>

Housing unit type/size 	Parking requirement per dwelling unit
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Single-Family Detached

2 Bedroom	1.5
3 Bedroom	2.0
4 Bedroom	2.5 <c>
5 Bedroom	3.0
Two Family (Duplex)	"Single-Family Detached" values shall apply to each unit

Garden Apartment

1 Bedroom	1.8
2 Bedroom	2.0 <c>

Planning for Transit-Friendly Land Use

A Handbook for New Jersey Communities



NJ TRANSIT



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NJ TRANSIT has consistently taken the position that its land use activities directly related to mass transit services are immune from municipal land use regulation under the doctrine of sovereign immunity. Nothing herein, whether stated expressly or by implication, is intended to be a waiver or modification of that position, nor should it be so construed. Anything contained herein, inconsistent with that position, is unintentional.

can increase both transit ridership and store revenues by combining potential markets. These parking facilities could be interspersed throughout the station area, in locations convenient to both the station and local businesses.

This integration provides for the possibility that parking will be used during off-peak transit hours by local users. **Physically Integrate Parking** Provide well-designed parking integrated and dispersed within the station setting.

Parking should be designed so as not to overwhelm the station area. Providing separate access to each parking area reduces rush-hour congestion. Distinctions should be made between commuter permit parking, daily parking, and short-term parking.

Establish Maximum Parking Requirements

Limit the supply of parking in non-residential areas where transit exists to encourage the use of transit. Large amounts of non-commuter parking in close proximity to transit facilities discourages transit use.

Parking requirements for commercial office uses typically range from 3 to 4.5 spaces per 1,000 square feet of gross floor area, and for

large retail establishments from 4 to 5 spaces per square foot of gross leasable land. These maximum requirements should be reduced in accordance with the Station Area Parking Reduction Schedule, below which follows. These reductions are based on progressive new standards which reflect the importance of a linkage between land use planning and transit planning.

Specify the Location of Surface Parking Lots
To alleviate visual impact and to prevent pedestrians from having to walk through lots to access a building's main entry, locate parking lots to the rear or sides of buildings. With parking lots located to the rear or side of buildings, the traditional community fabric of streetwall buildings can be preserved. Buildings directly adjoining the sidewalk

STATION AREA PARKING REDUCTION SCHEDULE

	Approximate Percent Reduction*		
	Office Use	Non-Residential (non-office) Use	Résidential Use
Transit Corridor	10%	5% - 10%	5% - 10%
Station Influence Area	5% - 15%	5% - 10%	15% - 20%
Transit Node	5% - 25%	10% - 15%	25% - 30%
Multi-Modal Transit Hub	60%	25%	60%

Transit Corridor

An area within a 1/4 mile radius of a bus or light rail route with headways of 15 minutes or less during peak periods.

Station Influence Area

An area approximately within a one - two mile radius of a station, such as the stations on the Morris and Essex Lines.

Transit Node

An area within a 1/4 mile of a fixed guideway station, such as the Summit Station, (light rail, commuter, or rapid transit).

Multi-Modal Transit Hub

An area within a 1/4 mile of a multi-modal downtown transit station. At "Multi-Modal Transit Hubs", (such as Newark, Jersey City, Hoboken, or Atlantic City) parking may also be reduced by as much as 60% for non-residential, non-office uses, reflecting the proximity and high use of transit systems.

*Variable ranges reflect density of land use; i.e., reductions may be at lower end of range in less dense locations.