

UNIFIED DEVELOPMENT ORDINANCE

UDO Attachment 2

**EXHIBIT B to Zoning Amendment:  
Special Area Standards for Streets and Sidewalks for the Planned Village Development (PVD) Overlay Zone District  
Township of Logan, Gloucester County, New Jersey**

(Application to be submitted to NJ DCA and Site Improvement Advisory Board under RSIS, N.J.A.C. 5:21-3.5, for approval of special area standards)

Standard Type	Street Type							
	Commercial Street A	Commercial Street B	Parkway	Free-Flow Residential Street	Slow Residential Street	Yield Residential Street	Drive	Alley
R-O-W Width	72'	60'	72'	56'	52'	46'	39'	22'
Traffic Lanes	2 in 23'	2 in 22'	2 in 11' each	2 in 20'	2 in 16'	1, shared in 12'-19'	2 in 20'	1 in 12'
Parking	Both sides, striped	Both sides, striped	Both sides, not striped	Both sides, striped	Both sides, not striped	Both sides, not striped	One-side striped	Not allowed
Curb Type	Vertical	Vertical	Vertical	Vertical	Vertical	Vertical	Vertical one side	None
Curb Radius	10'-15'	10'-15'	10'-15'	10'-15'	15'	5'	15'	N/A
Sidewalk Width	12'	12'	5'	4' min.	4' min.	4' min.	5'	N/A
Planter Width	In wells	In wells	7'-9'	6'-9'	6'-9'	6'-9'	7' and variable	N/A
Planter Type	Continuous	Continuous	Continuous	Continuous	Continuous	Continuous	Continuous and random	Between garages
Planting	20'-30' on center	20'-30' on center	30'-40' on center	30'-40' on center	30'-40' on center	30'-40' on center	30'-40' on one side, random other on center	N/A
Maximum Grade	8%	8%	10%	12%	12%	12%	12%	15%
Maximum Grade of Secondary Street within 50' of Intersection*	5%	5%	5%	5%	5%	5%	5%	5%
Minimum Center-Line Radius	166'	89'	166'	89'	50'	50'	89'	22'
Minimum Tangent Between Reverse Curves	0'	0'	0'	0'	0'	0'	0'	0'

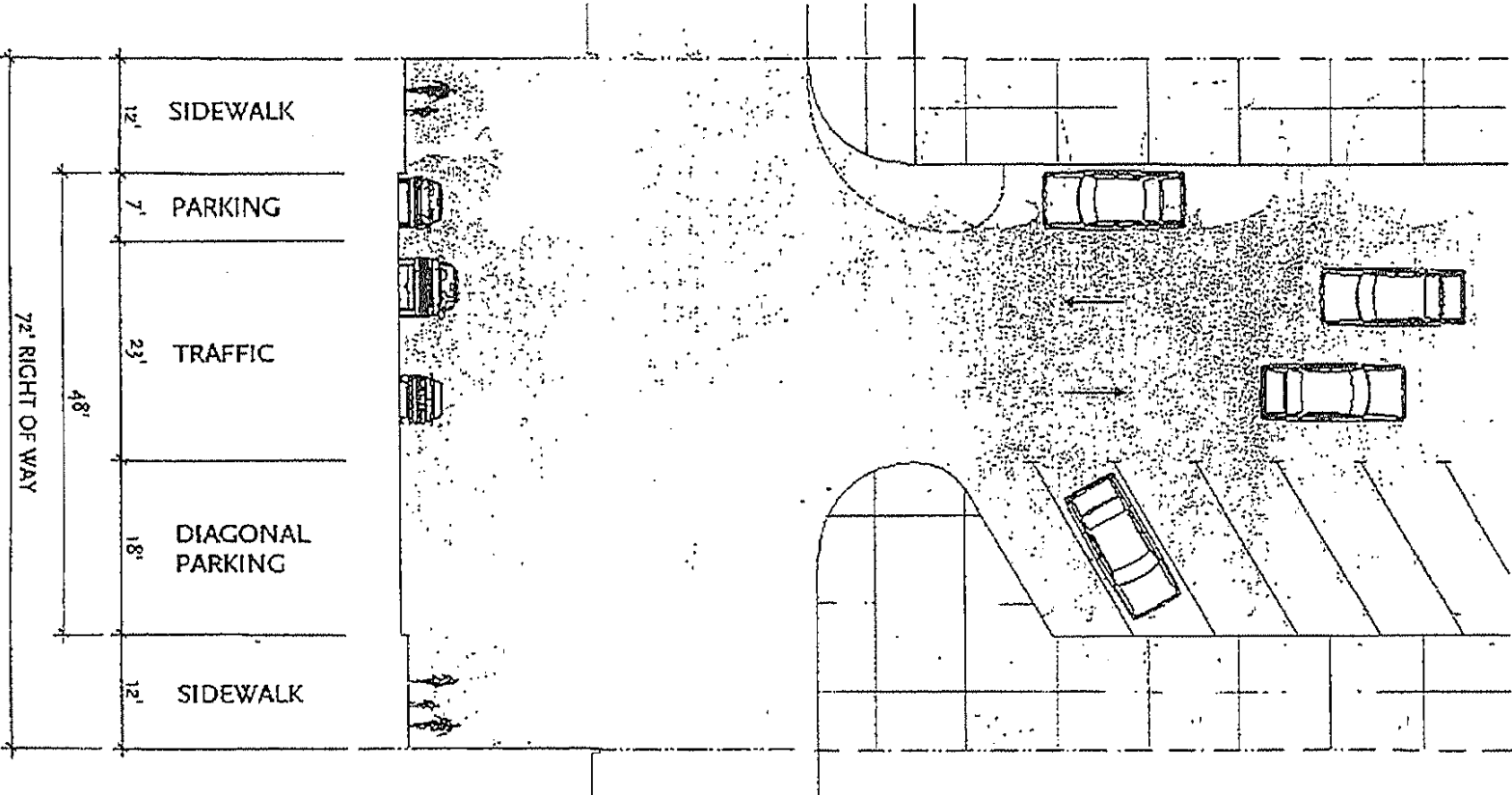
\* As measured from the nearest right-of-way line.

\*\* Curb radii shall be calculated by determining a design vehicle for each respective intersection (for residential streets, typically a SU-30 or the fire truck equipment typically used for the respective service area) then determining the wheel tracking of said vehicle, allowing full spillover into adjacent lanes, and allowing removal of parking lanes where parking would otherwise be allowed, and then using the smallest curb radius within the specified range which accommodates the design vehicle.

\*\*\* Minimum centerline radii are based on ITE (Institute of Transportation Engineers). Traditional Neighborhood Development - Street Design Guidelines, June 1997, for the respective design speeds.

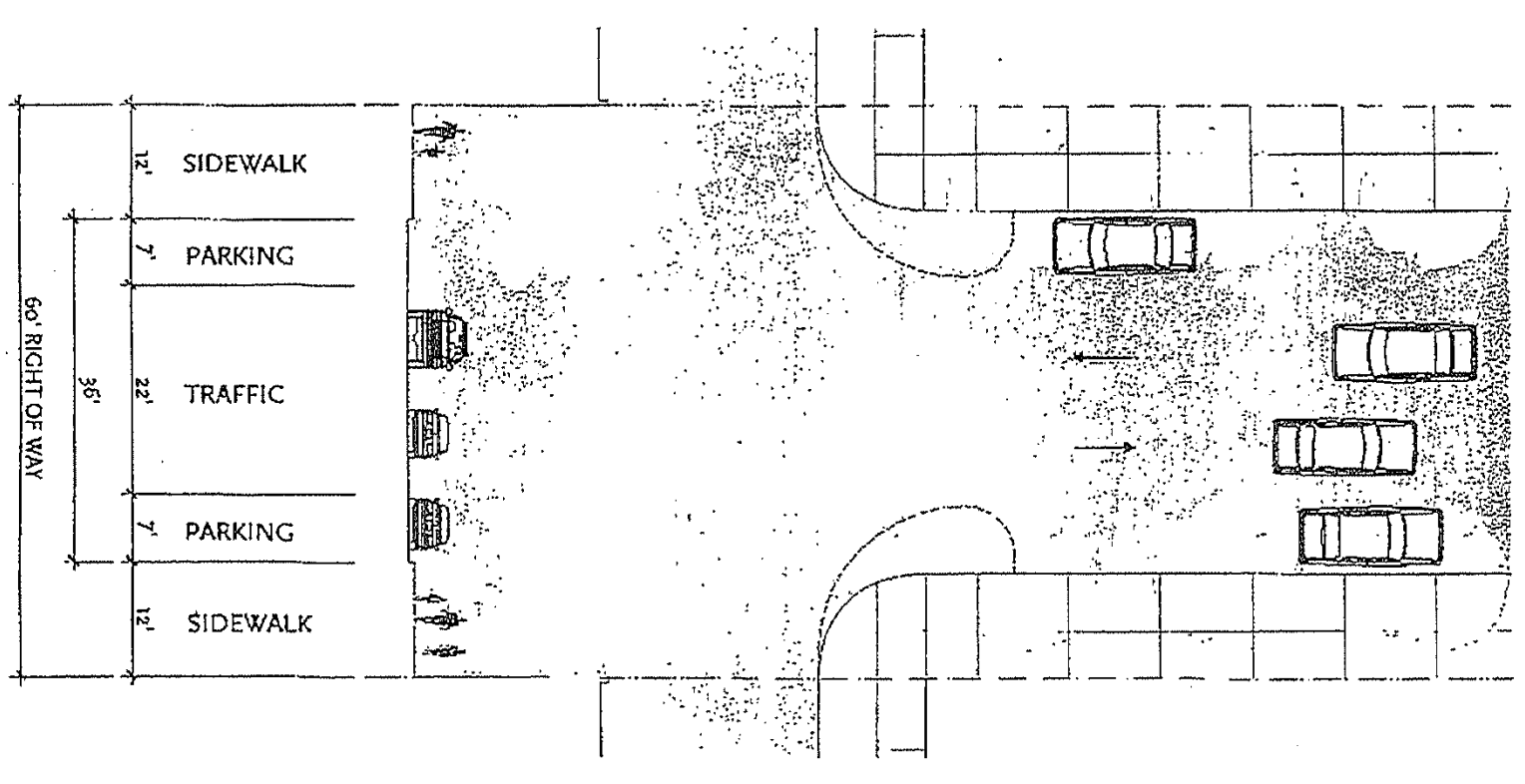
LOGAN CODE

Commercial Street A



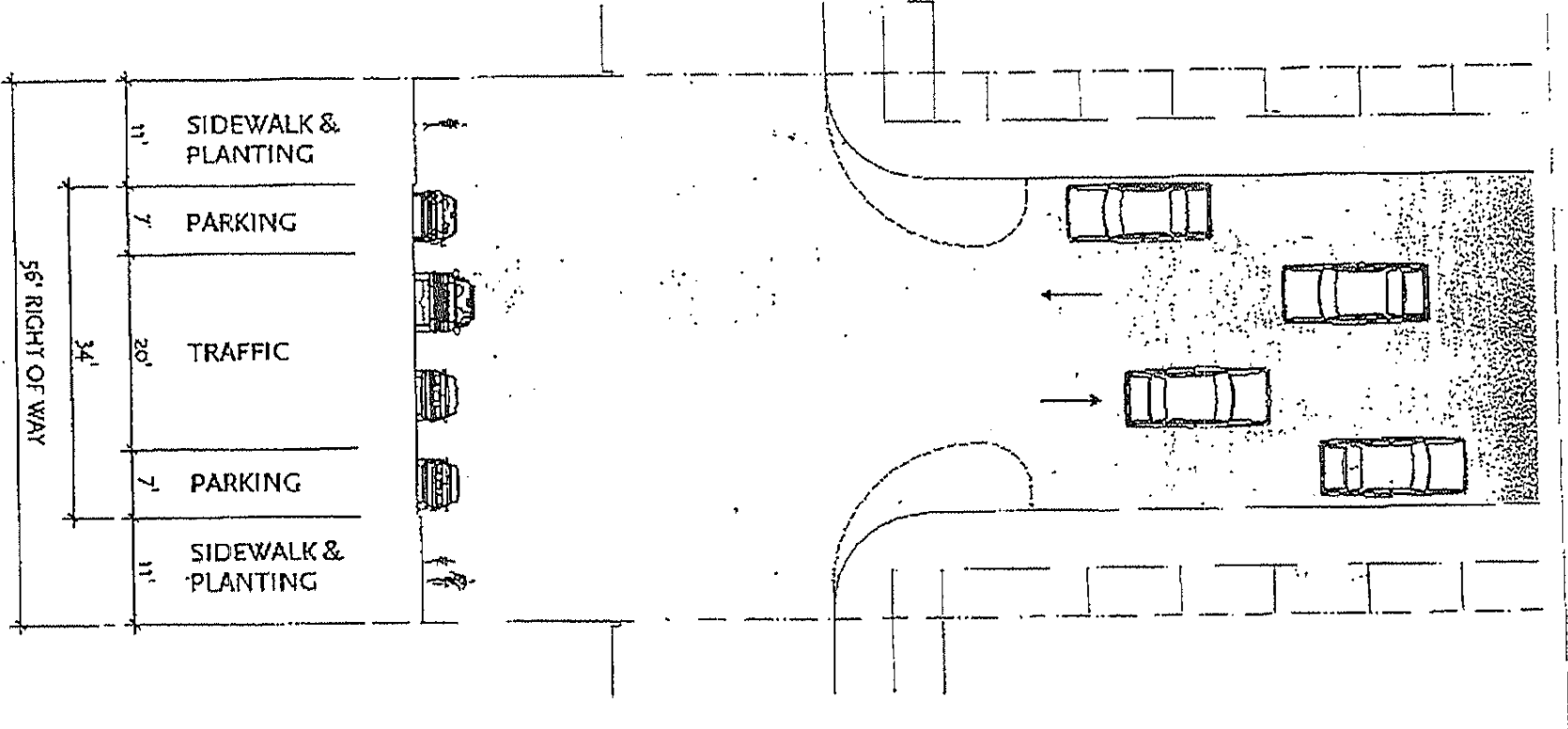
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Commercial Street B



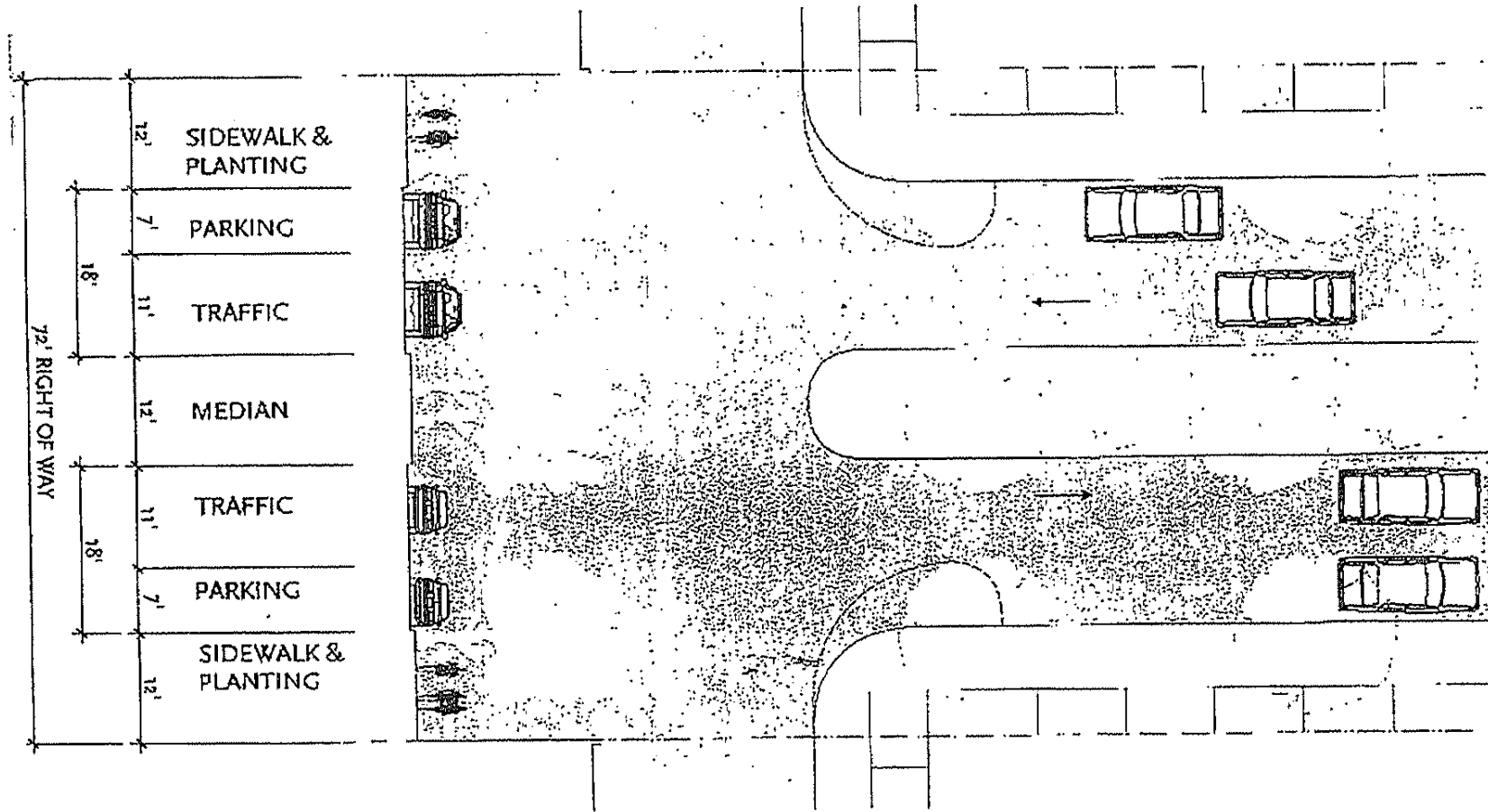
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Free-Flow Residential Street



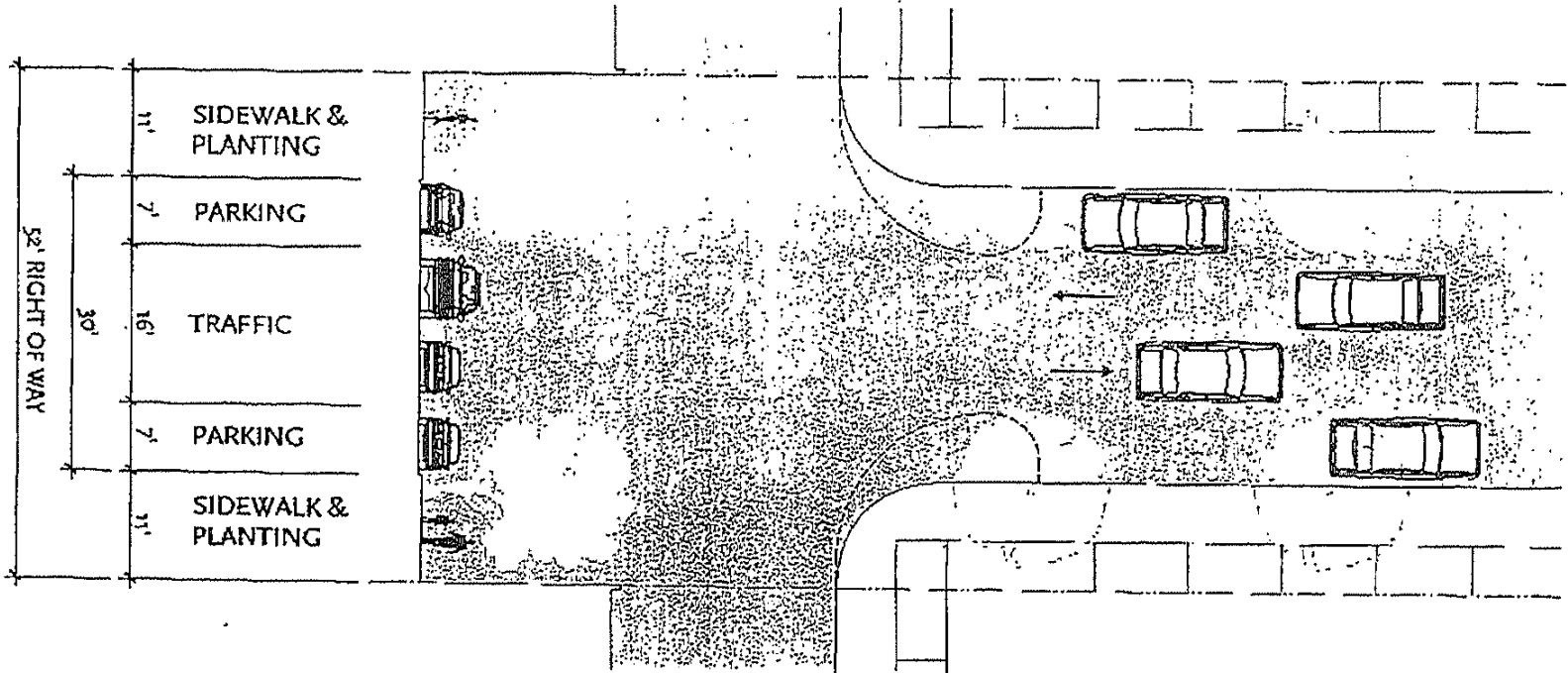
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Parkway



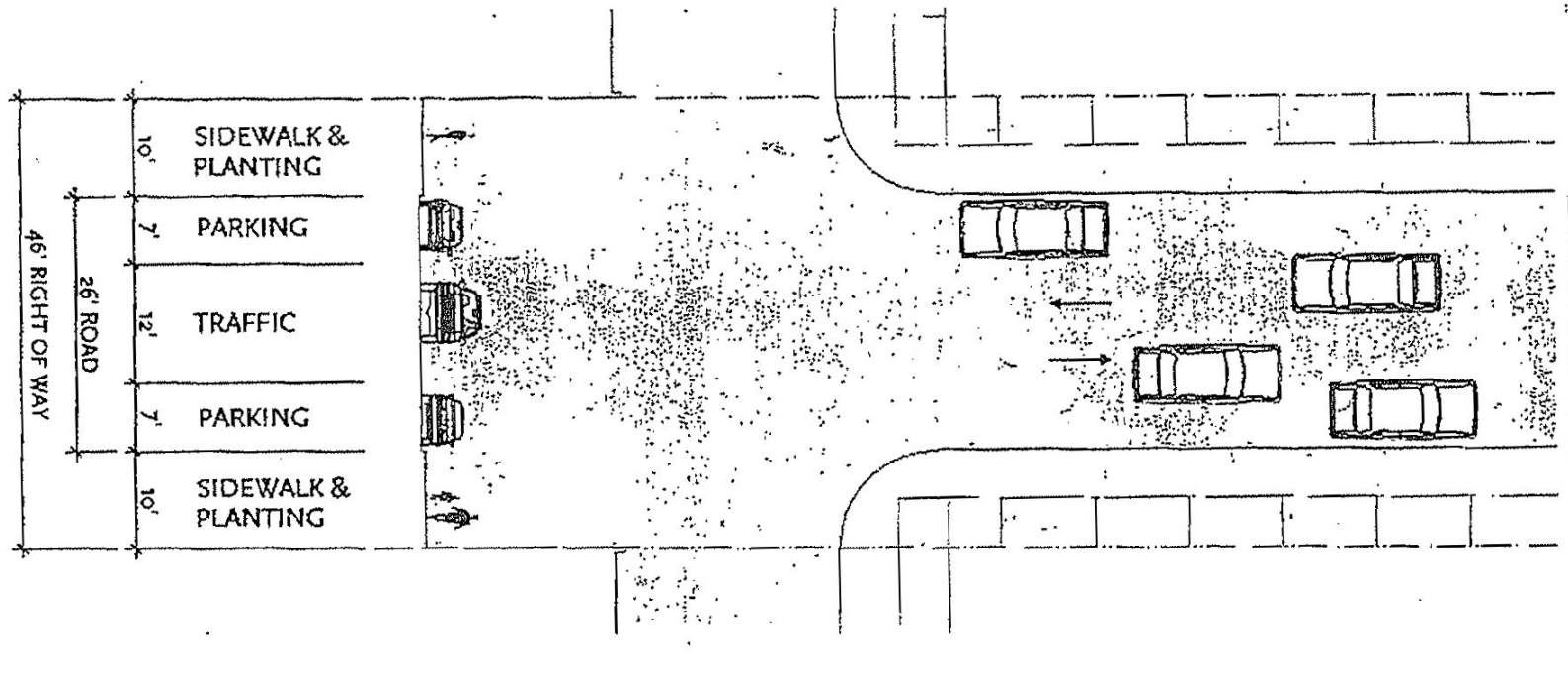
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Slow Residential Street



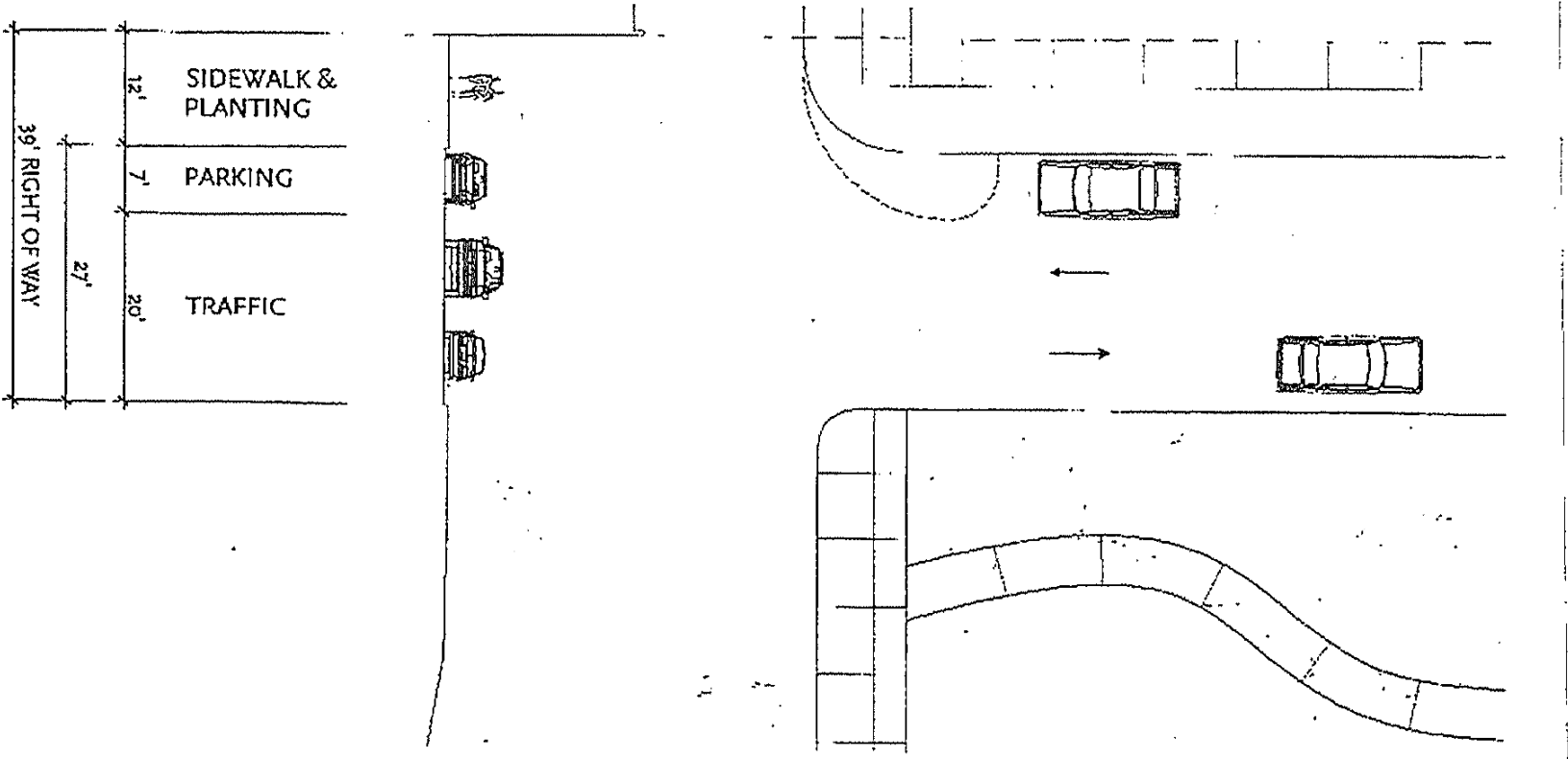
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Yield Residential Street



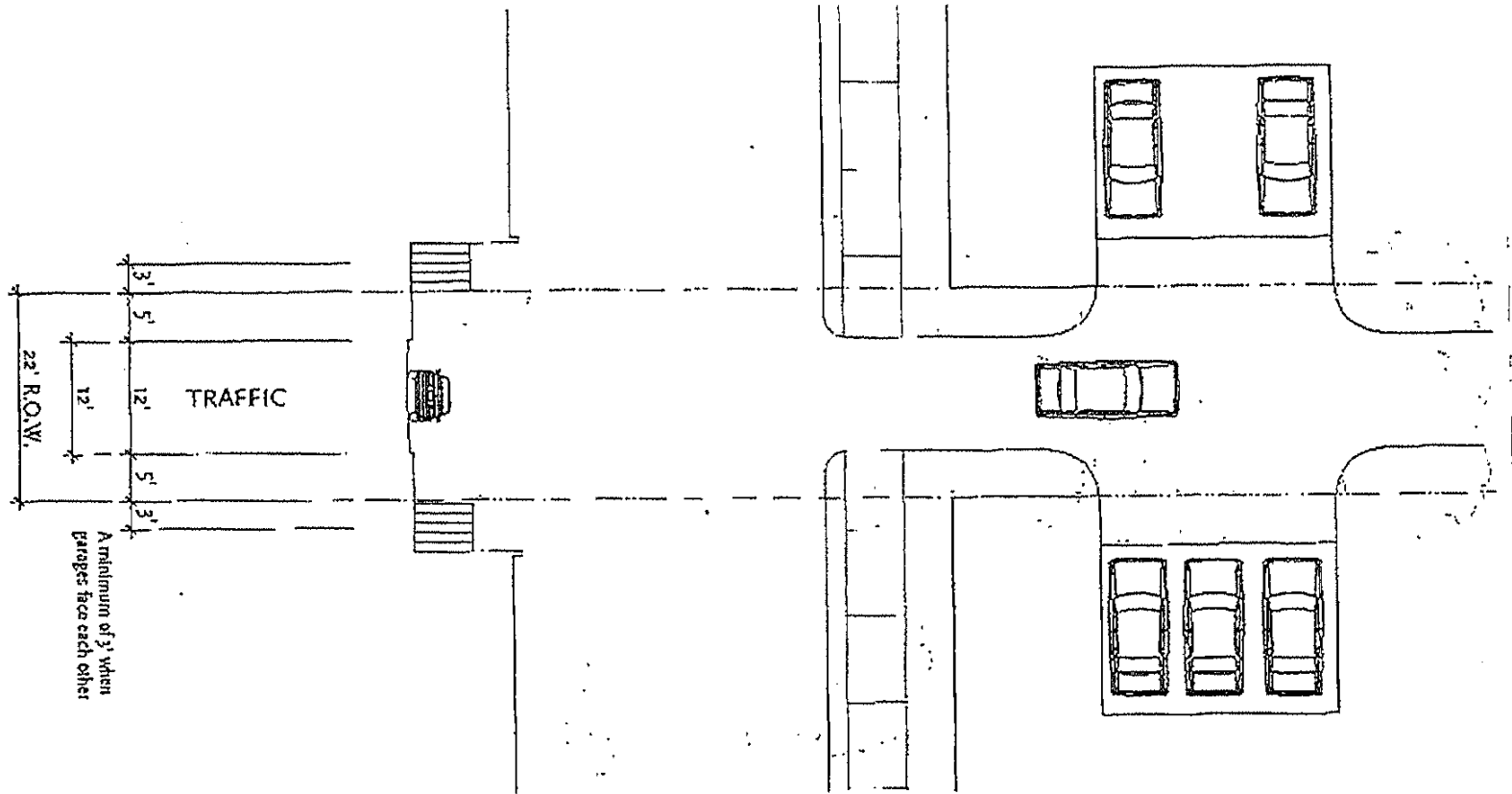
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Drive



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Alley



A minimum of 3' when  
garages face each other