

**ORDINANCE OF THE TOWNSHIP OF DEPTFORD
AMENDING THE UNIFIED DEVELOPMENT
ORDINANCE OF THE TOWNSHIP OF DEPTFORD TO
REVISE OFF-STREET PARKING STANDARDS**

WHEREAS, the Township Council of the Township of Deptford, a municipal corporation in the County of Gloucester, State of New Jersey, finds that an amendment to the Unified Development Ordinance of the Township of Deptford to modernize its standards for off-street parking is appropriate and will guide the development of property in a manner which will promote the public health, safety, morals, and general welfare pursuant to the purposes of *N.J.S.A. 40:55D-2*.

WHEREAS, the Planning Board of the Township of Deptford has adopted a Master Plan that comprehensively provides for the appropriate use, regulation and development of lands in the municipality under *N.J.S.A. 40:55D-28*; and

WHEREAS, the Municipal Land Use Law at *N.J.S.A. 40:55D-62a* requires substantial consistency of the provisions regulating zoning and land use with the adopted Master Plan; and

WHEREAS, the Planning Board has determined that the revisions and amendments to the Unified Development Ordinance are consistent with relevant policies in the Master Plan, represent sound land use regulation and therefore favorably recommends to the Township Council that the regulations be so amended; and

WHEREAS, this amendment does not involve a classification or boundary change to a zoning district requiring individual public notice.

NOW, THEREFORE, BE IT ORDAINED, by the Mayor and Township Council of the Township of Deptford, in the County of Gloucester, State of New Jersey, as follows:

Section 1. Section 6, Definitions, of the Unified Development Ordinance of the Township of Deptford shall be revised to add or modify the following definitions:

RESTAURANT, FAST-FOOD: A public eating facility where patrons purchase food while within the physical premises of the restaurant or from a drive-thru window, which is obtained by self-service or from an employee of the establishment over a counter, for consumption either within the establishment or away from the premises.

Section 2. Section 27, Off-Street Parking, of the Unified Development Ordinance of the Township of Deptford shall be revised in its entirety to read as follows:

§ 27 Off-Street Parking and Circulation

A. General regulations.

1. All sites within the Township shall be provided with adequate parking facilities for residents, visitors, employees and customers, including but not limited to parking spaces, access ways, driveways, drive aisles, internal parking lot collectors, loading areas, parking bays, parking garages and pedestrian walkways sufficient to ensure the safe and efficient movement of people, vehicles, and goods; and adequate storage of vehicles and bicycles.
 2. The provisions of this Section shall be complied with each time a use or structure is expanded or changed to a use that requires a greater number of parking spaces.
 3. All required parking spaces and facilities shall be located on the same lot or parcel as the structure or use it shall serve except, in the case of commercial and institutional uses, parking facilities may be provided on other lots or parcels within a radius of five hundred (500) feet from the boundary of the lot containing the principal use necessitating the parking facilities, provided that the parking facilities are subject to a deed restriction or other enforceable covenant or agreement, binding each owner, its successors and assigns to maintain the required number of spaces available and required facilities throughout the life of such use. The location of the off-site parking shall be within the same zoning district as the principal use. Such off-site parking shall be in addition to the parking required for any principal use on the off-site parking lot parcel unless the Board of Jurisdiction approves a shared parking arrangement. Such parking shall be considered an allowed exception to sub-paragraph -4, hereinbelow.
 4. No parking facility shall be permitted as the principal use of a lot unless the zoning district in which it is located specifically allows the facility as a principal or conditional use.
 5. No site plan or subdivision shall be approved where parked vehicles block or obstruct sidewalks or walkways and no parking shall be permitted on other areas not intended, designed and/or approved for such parking.
 6. Any deviation from the dimensional standards within this Section shall be considered as design exceptions under the meaning of N.J.S.A. 40:55D-51. Other deviations shall be considered variances requiring adequate public notice and proofs for approval.
- B. Required Minimum Off-Street Parking by Use. For residential developments, off-street parking shall be provided as required in *N.J.A.C. 5:21-1*. For nonresidential developments, the parking standards established in Table 27.1 shall apply. Decimals resulting from the following calculations shall be rounded up to the next highest whole number. The term "GLA" shall refer to "gross leasable area" and "GFA" shall refer to "gross floor area".

Table 27.1 - Required Minimum Off-Street Parking by Use.

Parking Generator	Off-Street Parking Spaces Required
Assisted Living Facility, Congregate Care Facilities and Comprehensive Personal Care Home	1.5 for every three beds
Automobile Sales: On a lot less than two acres On a lot of two acres or greater	5 plus 1 per employee 10 plus 1 per employee
Automotive Service Station: Motor Fuel Sales only w/Repair Services Automotive Car Wash	2 per pump island 4 per service bay and 1 per employee 1 per employee and 1 per vacuum
Auto Body Shop	8 per service bay and paint booth
Bar or tavern	1 per 2 seats
Bowling Alley	4 per bowling lane
Call Center	1 per workstation
Child (Day) Care Center Family Day Care Home	1 per 5 students, minimum 15 spaces 2
College or University	1 per 3 students
Conference Center (Largest Assembly Space) and Banquet Halls	10 per 1,000 sq. ft.
Convenience Store	8 per 1,000 sq. ft. GFA
Data Processing Center	1 per 1,000 sq. ft. GFA
Farm Stand	5
Financial Institutions	1 per 300 sq. ft. GFA
Fitness Clubs, Gyms, Wellness Centers	5 per 1,000 sq. ft. GLA
Fulfillment Center	1.75 per 1,000 sq. ft. GFA
Funeral Home	1 per 150 sq. ft. GFA, minimum 35 spaces
Furniture, Antiques, Paint, Wallcovering, Flooring or Carpet Store	1 per 600 sq. ft. GLA
Garden Centers	3 per 1,000 sq. ft. of display area
Home Occupations	1 per employee
Hospital, In Patient	7 per bed
Hospital, Out Patient; other Health Care Facility	5.5 per operating or treatment room
Hotel and Inn	1.1 per guest room
House of Worship	1 per 3 seats (each 21" of pew = 1 seat)

Parking Generator	Off-Street Parking Spaces Required
Manufacturing, Assembly and Food Processing	1 per 800 sq. ft. GFA
Nursing Home, Rehabilitation Center	1 per every 2 beds
Offices, General	3.5 per 1,000 sq. ft. GFA
Offices, Medical or Dental; Clinic; Veterinarian	4.5 per 1,000 sq. ft. GFA
Recreation, Outdoor	20 per sports field; 5 per playground
Restaurant	1 per two (2) seats
Fast Food w/drive-thru	1 per 200 sq. ft. GFA
Fast Food w/o drive-thru	1 per 150 sq. ft. GFA
Roller or ice rink	5 per 1,000 sq. ft. of rink area
Retail (not otherwise listed)	1 per 300 sq. ft. GFA
Retail, Discount Store; Home Improvement Center; Warehouse Club	4.5 per 1,000 sf. GFA
Schools: Elementary and Intermediate	2 per classroom; but not less than 1 per teacher and staff
Secondary	2.5 per classroom; but not less than 1 per teacher and staff
Self-Storage Facility	8 or 0.5 per building, whichever is greater
Shopping Center	4 per 1,000 sq. ft. GLA
Theater, movie	1 per 4 seats
Theater, performing arts	1 per 3 seats
Warehousing and Distribution	1 per 5,000 sq. ft. GFA
Wholesale Business or Trade	2 per 1,000 sq. ft. of GFA

1. For any other building or use not specified in Table 27.1, adequate parking shall be determined by the Board of Jurisdiction during the application process.
2. Where a permitted use of land includes more than one category of parking generation, the parking requirement shall be the sum of the individual uses calculated separately, unless a shared parking arrangement is approved by the Board of Jurisdiction.
3. Alternative off-street parking generator standards and on-street parking may be accepted by the Board if an applicant demonstrates that another standard better reflects local conditions or there is available parking on-street that may satisfy some or all of the minimum required parking.

4. Shared parking. Where an applicant persuasively demonstrates that two or more parking generators have complementary parking demand peaks, the approving authority may permit up to a fifty percent (50%) reduction in the total required number of parking spaces. Example: office and movie theatre uses have complementary peak parking needs.

C. Accessible Parking Spaces.

1. Every parking lot shall provide accessible spaces that are barrier free calculated according to the following table. Decimals resulting from the calculation shall be rounded up to the next highest whole number. The number of required accessible spaces shall count towards the total required minimum parking spaces.

Table 27.2 - Required Minimum Accessible Parking by Use.

Total Parking Spaces	Required Accessible Parking Spaces
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1,000	Two percent (2%) of total
1,001+	20 plus 1 for each 100 (or fraction thereof) over 1,000

2. For every eight accessible parking spaces, or fraction thereof, at least one shall be a van accessible parking space.
3. Accessible spaces shall be located in close proximity to principal uses (see Table 27.4) and shall provide barrier free access to the building or structure. Where multiple principal uses are to be served by a common parking lot, accessible spaces shall be distributed proportionately through the parking lot.
4. Each accessible parking space shall be marked with an R7-8 sign as prescribed by the Manual of Uniform Traffic Control Devices and shall display the international symbol of accessibility. Beneath the R7-8 sign, each accessible parking space shall also be marked with an R7-8P sign, as required by N.J.S.A. 39:4-198 (as it may be amended or superseded), containing the wording, PENALTY, \$250 FIRST OFFENSE, SUBSEQUENT OFFENSES \$250 MINIMUM AND/OR UP TO 90 DAYS COMMUNITY SERVICE, TOW AWAY ZONE.

5. Additional Barrier Free specifications shall be as required in N.J.A.C. 5:23-7.
6. Where a conflict arises between the requirements of this sub-section and N.J.A.C. 5:23-7, the rules of the administrative code shall prevail.

D. Parking Space Dimensions.

1. Dimensions. Table 27.3, Minimum Parking Space Sizes, shall apply to all parking areas:

Table 27.3. Minimum Parking Space Sizes.

Use or Type	Parking Space Size in Feet
Residential	9' x 18'
Commercial, excepting retail uses	9' x 18'
Retail uses	
Uses with shopping carts	10' x 18'
Other retail uses	9' x 18'
Governmental and institutional	9' x 18'
Accessible Barrier Free	
Van accessible	8' x 18' with 8' loading aisle
Other accessible	8' x 18' with 5' loading aisle
Parallel	8.5' x 22'
Bus	10' x 40'
Box van; Light truck and trailer combination	10' x 35'
Tractor-trailer	12' x 65'

2. Notwithstanding the parking space sizes in Table 27.3, each parking space shall be adequate in area and dimension to accommodate the exterior extremities of the vehicles designed to use the space.

E. Parking Lot Design Standards and Additional Specifications.

1. General requirements.
 - a. No off-street parking space shall be accessed directly from a public street, private street or right-of-way easement, excepting single family detached, single family semi-detached and townhouse uses on residential access or residential sub-collector streets. Every off-street parking space shall be provided with direct access to a street by means of an aisle way, driveway or similar paved, dustless, all weather surface.

- b. Off-street parking areas shall be so designated to permit all vehicles to turn around on the site in order to prevent the necessity of any vehicles backing onto a public street from such site excepting single family detached, single family semi-detached and townhouse uses abutting a residential access street or residential sub-collector. Where a single family detached, single family semi-detached or townhouse dwelling abuts a higher order street, no exception shall apply. Under such circumstance, a half-circle driveway, T-shaped driveway, turnaround, or other design acceptable to the Township Engineer shall be required.
- c. All entrance and exit driveways shall be located to maximize safety to both motorists and pedestrians, provide for safe and convenient ingress and egress to and from the site, and to minimize conflict with the flow of traffic on adjacent and nearby streets.
- d. Internal collector drives. Parking lots in excess of 250 spaces shall be designed with internal collector drives to collect and distribute vehicles from access driveways to parking aisles. Internal collector drives shall not provide direct access to parking spaces.
- e. No required off-street parking space including parking aisles, stacking lanes or maneuvering space shall be located within an existing or proposed public or private right-of-way, or right-of-way easement.
- f. Parking spaces shall not be stacked one behind another without direct vehicular access, with the exception of vehicle inventory for new and used automobiles sales, and storage of vehicles for repair or impoundment, or a residential driveway for single family detached, single family semi-detached and townhouse uses.

2. Pedestrian circulation.

- a. All barrier free accessible parking spaces shall be connected to the use or structure which it is intended to serve by means of a path system or sidewalk meeting ADA standards. A system of sidewalks and/or walkways shall be provided within parking lots of thirty (30) or more spaces to provide effective internal pedestrian circulation between vehicular parking spaces and building entrance(s).
- b. Any parking lot located in a front yard shall be connected to the street sidewalk by the means of a pedestrian path. A sidewalk connecting the street sidewalk or other path system that is parallel to the public or private road to the front entrance shall be provided.
- c. Walking distance. Off-street parking spaces shall be oriented to and within a reasonable walking distance of the building(s) they are designed to serve as indicated in Table 27.4, Maximum Walking Distance:

Table 27.4 Maximum Walking Distance

Use/User/Type	Maximum Distance
Barrier Free	100 ft.
Age-restricted housing	150 ft.
Other housing	250 ft.
Guests and visitors	400 ft.
Shoppers	600 ft.
Employees	1,000 ft.

3. Access drive length. Access drives connecting parking lots to streets shall be designed to avoid direct access to parking spaces or to their intersection with any internal parking lot collector driveway. The minimum length of the access drive measured from the curblin e or edge of paving of the abutting cartway shall be based on the total number of parking spaces to which the drive provides access, as indicated in Table 27.5, Minimum Access Drive Length:

Table 27.5 Minimum Access Drive Length

Total Number of Parking Spaces	Minimum Length of Drive
39 or less	25 ft.
40 to 99	50 ft.
100 to 249	75 ft.
250 or greater	100 ft.

4. Minimum parking aisle width. The width of a parking aisle shall be as indicated in Table 27.6. For designs where the angle of parking differs for the two parking bays sharing a parking aisle, the larger width shall prevail.

Table 27.6 Minimum Parking Aisle Width

Angle of Parking	One-Way Aisle	Two-Way Aisle
90°	22 feet	24 feet
60°	18 feet	24 feet
45°	15 feet	24 feet
Parallel	12 feet	24 feet

5. Clear sight distance. Clear sight distances for intersecting driveways and streets, and intersecting parking lot collectors, shall meet the standards of the American Association of State and Transportation Officials (AASHTO).
6. Slope. Driveways and parking lots shall be designed to meet the following minimum and maximum slopes:
 - a. The slope across any parking space shall not exceed five percent (5.0%) through the long axis or two percent (2.0%) through the short axis.
 - b. All parking areas shall have a minimum slope of one and one-half percent (1.5%) over land and seventy-five hundredths of a percent (0.75%) in a curbed gutter line.
 - c. All driveways shall have a minimum slope of one and one-half percent (1.5%) pitched towards the roadway. A maximum slope of eight percent (8%) for non-residential and multi-family uses and ten percent (10%) for other residential uses shall be permitted provided that a leveling area with a maximum slope of four percent (4%) is located for the first twenty (20) feet at the roadway and at the garage or carport.
7. Driveway apron. A paved or concrete driveway apron of sufficient compressive and tensile strength for its intended function shall be required.
8. Other dimensional requirements.
 - a. No parking space, aisle-way, or driveway (other than entrance and exit drives) may be located within twenty (20) feet of a public street or a perimeter property line. Individual zoning district regulations may prescribe greater or lesser setbacks from public streets or property lines and in such instances those standards shall prevail.
 - b. The center line of any driveway shall be set back from the street line of an intersecting street at least seventy-five (75) feet or one-half (1/2) the lot frontage, whichever is greater, except that in no case shall the setback distance be required to exceed two hundred (200) feet.
 - c. Where a site occupies a corner of two intersecting streets, no driveway entrance or exit shall be located within sixty (60) feet of the point of tangency of the existing or proposed curb radius of that site.
 - d. Driveway angle.
 - 1) Two-way operation. Driveways used for two-way travel shall intersect a public or private road at an angle as near to 90° as site conditions shall permit and in no case shall such angle of intersection be less than 75°.

- 2) One-way operation. Driveways used by vehicles in one direction of travel (right turn only) shall not form an angle smaller than 60° with a road, unless acceleration and deceleration lanes are provided.
 - 3) The intersection of parking aisles with internal collector drives should be at 90° and in no case shall be less than 75°.
- e. Where a development fronts on a principal, major or minor arterial or a major collector, no more than one point of access and egress to the site shall be permitted per street frontage except where the lot or tract frontage exceeds five hundred (500) feet or more or is intended for an automobile service use. In such instances, the following separation distances shall apply:
- 1) On lots or tracts with frontage on a single street greater than five hundred (500) feet, two (2) driveway intersections shall be permitted to such right-of-way, provided that the centerlines of the two driveways are separated by a minimum of two hundred fifty (250) feet. When such single street frontage is greater than one thousand (1,000) feet, three (3) driveway intersections shall be permitted to the right-of-way. Driveway centerlines shall be separated a minimum of three hundred (300) feet in such circumstance.
 - 2) For automobile service stations, two driveway entrances and exits shall be permitted on one street frontage, and a total of three per site, provided that the centerlines of the driveways shall be at least seventy-five (75) feet distant from each other.
- f. The required maximum and minimum driveway dimensions are indicated in Table 27.7. Driveways serving large volumes of daily traffic or traffic with more than fifteen percent (15%) truck traffic shall be required to utilize high to maximum dimensions.

Table 27.7 Driveway Widths

Use	One-Way Travel	Two-Way Travel
Less than 3 Dwellings	9 to 12 feet	N/A
3-10 Dwellings	10 to 22 feet	15 to 25 feet
More than 10 Dwellings	15 to 25 feet	20 to 35 feet
Non-Residential	15 to 30 feet	25 to 35 feet

- g. No part of any driveway leading to a non-residential or mixed non-residential and residential use shall be located within a minimum of twenty (20) feet of a side or rear property line, excepting where driveways are shared between one or more adjacent properties. For residential uses, no driveway shall be located within five (5) feet of the side or rear property line unless part of a shared driveway with the adjacent property.
 - h. No parking shall be allowed within five (5) feet of any building, excepting residential driveways leading to private garages or carports. Greater parking setbacks may be required in individual zoning districts.
 - i. Continuous open driveways accessing single family detached, single family semi-detached and townhouse dwellings shall not exceed twenty (20) feet at the curblineline or edge of cartway, as the case may be, and the width of the driveway on the lot shall not exceed sixteen (16) feet within twenty (20) feet of the right-of-way line.
9. Traffic control and delineation. All parking areas shall be painted to delineate parking stalls, barrier lines, lane lines, directional arrows, stop lines, fire lanes and other striping as may be required to insure safe and convenient traffic circulation. Such signs and markings shall be in conformance with the Manual on Uniform Traffic Control Devices unless waived by the Board or Township Engineers. All parking spaces shall be marked by painted lines, each at least four (4) inches in width and extending along the full length of the front and both sides of the space unless otherwise delineated by curbing. The painted line strip shall be centered between two adjacent spaces and half the width of the painted strip may be included within the required size of the parking space. Regular parking lot spaces shall be delineated with white paint, barrier free accessible spaces shall be delineated with blue paint and fire zone no parking areas with yellow paint. Thermoplastic paint is recommended but not required.
 10. Shopping cart collection corrals. Commercial uses which utilize shopping carts, hand trucks, or other means of handling goods by customers shall provide areas for the collection of such carts. Collection points should be more heavily distributed in the one-third of parking closest to the building. One such collection point shall be required for each four rows of parking. Collection points shall have a minimum capacity for 20 carts. Collection points shall be signed with an incidental sign (see §30.I.5).
 11. Vehicle overhang. Where sidewalks occur in parking areas, parked vehicles shall not overhang or extend over the sidewalk unless an additional two (2) feet in width of the sidewalk is provided to accommodate such overhang.
 12. Car stops. In general, car stops shall not be permitted unless waived by the Township or Board Engineer.
 13. Tree retention. Parking facilities shall be designed to minimize the removal of

any tree eight (8) inches in caliper or larger.

F. Storm Water Management and Drainage. The design of storm water drainage for parking facilities shall address water quality, flooding and groundwater recharge and shall incorporate the use of non-structural stormwater strategies to the maximum extent practical, in accordance with the rules of the NJ Department of Environmental Protection. Where disturbance in existing parking lots exceeds one thousand (1,000) sf. and the storm water system does not meet the current standards for water quality, an applicant shall provide a means of improving conditions acceptable to the Township or Board Engineer. Examples include, but are not limited to, rain gardens, structures to limit TSS concentrations, bio-swales, and infiltration basins. All parking and loading areas shall be designed to minimize impervious surfaces by use of permeable materials where appropriate.

G. Parking Lot Lighting.

1. All parking areas, appurtenant passageways and driveways serving commercial, institutional and industrial uses shall be illuminated adequately during the hours between sunset and sunrise when the use is in operation for motorists and pedestrians in accordance with Table 27.8.

Table 27.8 Minimum Illumination for Surface Parking

Activity Type	Vehicular Traffic Foot-candles	Pedestrian Safety Foot-candles	Pedestrian Security Foot-candles
Low activity	0.5	0.2	0.8
Medium activity	1.0	0.6	2.0
High activity and driveway/street intersections	2.0	0.9	4.0

Examples. Examples of low activity include apartment complexes and recreational use parking lots. Examples of medium activity include offices, manufacturing and assembly parking lots, and institutional uses such as schools and houses of worship. Examples of high activity include retail parking lots, truck loading areas (if used during nighttime hours), and uses with ATM machines.

2. Lighting shall be provided by fixtures with a mounting height not more than twenty-seven and a half (27.5) feet above parking lot grade (allowing a 25-foot tall pole with fixture and 2.5-foot tall footer) or the height of the building, whichever is less, measured from the ground level to the centerline of the light source.

3. Any other outdoor lighting, including but not limited to, building and sidewalk illumination, driveways with no adjacent parking, signs and ornamental lighting, shall be depicted on the lighting plan in sufficient detail to allow a determination of the effects upon adjacent properties, traffic safety and overhead sky glow to minimize undesirable off-premises effects. Lighting shall not be directed to shine into building windows, or onto streets and driveways so as to interfere with or distract the visual acuity of motorists.
 4. Maximum lighting controls. The ratio of average illumination, measured in foot-candles, to minimum illumination as required in Table 27.8, shall not exceed 4:1. The maximum illumination provided on any site shall not exceed the minimum illumination by more than a ratio of 10:1.
 5. Color temperature. Lighting element color temperature shall be between 2200° and 4000° Kelvin with a design preference within the range of 2800° to 3400°K.
- H. Pedestrian Way Illumination. Minimum pedestrian way illumination shall be as required in Table 27.9.

Table 27.9 Pedestrian Way Illumination Requirements.

Walkway and Bikeway Classifications	MINIMUM AVERAGE LEVEL	AVERAGE LEVELS FOR SPECIAL PEDESTRIAN SAFETY	
	Foot-candles	Mounting Heights (9 to 15 feet) Foot-candles	Mounting Heights (15 to 25 feet) Foot-candles
<i>Street Sidewalk</i>			
Commercial areas	0.9	2.0	4.0
Intermediate areas	0.6	1.0	2.0
Residential areas	0.2	0.4	0.8
<i>Internal Sidewalks and Pedestrian Pathways Distant from Roadways</i>			
Park, walkways and bikeways	0.5	0.6	1.0
Pedestrian tunnels	4.0	5.0	-
Pedestrian overpasses	0.3	0.4	-
Pedestrian stairways	0.6	0.8	-

Example: A pedestrian crosswalk of an internal collector driveway in a shopping center constitutes an area of special pedestrian safety.

I. Parking Lot Construction Details.

1. Paving standards. Each parking space, parking aisle, drive aisle, driveway and loading zone shall be constructed of either a bituminous or Portland cement concrete surface, laid over a compacted gravel or crushed stone base course in accordance with the following standards:
 - a. Bituminous concrete, standard. Parking areas and driveways not experiencing heavy traffic or truck traffic shall be constructed of two (2) inches of Hot Mix Asphalt (HMA) 9.5M64 surface course on top of four (4) inches of HMA 12.5M64 base course on top of six (6) inches of soil aggregate base course, dense graded aggregate, over undisturbed sub-grade or sub-grade 95% compacted to ASTM D-1557. Between the surface and base courses, a bituminous tack coat at a rate of 0.04 gallons per square yard shall be applied.
 - b. Bituminous concrete, heavy duty. Areas of ingress or egress, loading and unloading, major circulation aisles and other areas likely to experience similar heavy traffic or truck traffic are to be constructed as indicated in sub-paragraph –a above with the exception that the base course shall be increased to a depth of six (6) inches and paved with HMA 19M64.
 - c. Portland cement concrete, standard. Parking areas and driveways not experiencing heavy traffic or truck traffic shall be constructed of six (6) inches of air entrained 4,000 psi Portland cement concrete (at a 28-day cure time period) with 6" x 6" W4.0 x W4.0 welded wire reinforcement mesh over six (6) inches of dense graded aggregate over undisturbed sub-grade or sub-grade 95% compacted to ASTM D-1557.
 - d. Portland cement concrete, heavy duty. Areas of ingress or egress, loading and unloading, major circulation aisles and other areas likely to experience similar heavy traffic or truck traffic are to be constructed as indicated in sub-paragraph –c above with the exception that the concrete and the dense graded aggregate shall be increased to a depth of eight (8) inches, each.
 - e. Where permeable paving for storm water management purposes is proposed, the Township or Board Engineer shall review and approve the specification to used.
2. Sub-grade conditions. Where the subgrade conditions of proposed parking and loading are wet, contain unacceptable levels of organic matter or of such a nature that surfacing would be inadvisable without first improving the subgrade, the areas shall be excavated to a suitable depth below the proposed finished grade and filled with a subgrade material designed to mitigate the adverse conditions, as determined by the Township Engineer. Where required by the Township

Engineer, a system of underdrains, or an alternate solution approved by the Township Engineer, shall be constructed beneath the surface of the parking area and connected to a suitable drain. After the sub-base material has been properly placed and compacted, and proof rolled with a 10-ton, three-wheel steel roller, the parking area surfacing material, as described in paragraph -1, hereinabove, shall be applied.

3. **Curbing.** Curbing shall meet the specifications in §26.D and shall be installed along each driveway and around each traffic island unless the installation of such curbing would impede barrier free accessibility or the implementation of best management practices for storm water management. Where driveway curbing intersects a public street, the radius of the curb shall join a depressed section of curbing delineating the separation of the driveway and public cartway.

Section 3. Repealer. All Ordinances or parts of Ordinances inconsistent with this Ordinance are hereby repealed to the extent of such inconsistency only.

Section 4. Interpretation. If the terms of this Ordinance shall be in conflict with those of another Ordinance, the provision which imposes the greater restriction or limitation shall control.

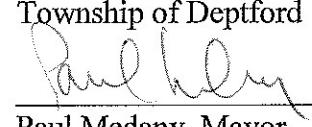
Section 5. Severability. If any section, part of any section, or clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional, such decision shall not affect the remaining provisions of this Ordinance. The governing body of the Township of Deptford declares that it would have passed the Ordinance and each section and subsection thereof, irrespective of the fact that any one or more of the subsections, sentences, clauses or phrases may be declared unconstitutional or invalid.

Section 6. Effective Date. This Ordinance shall take effect immediately upon passage, transmittal to the Gloucester County Planning Board, and publication according to law.

ATTEST:


Dina L. Zawadski, Township Clerk, RMC, CMC

Township of Deptford


Paul Medany, Mayor

CERTIFICATION

The foregoing Ordinance was introduced at a Work Session Meeting of Township Council of the Township of Deptford held on the 25th day of February, 2019 and will be considered for final passage and adoption at a Work Session Meeting of Township Council at which time any person interested therein will be given an opportunity to be heard. Said meeting to be held on the 18th day of March, 2019 at the Municipal Building, 1011 Cooper Street, Deptford, New Jersey.

Dina L. Zawadski

Dina L. Zawadski, Township Clerk, RMC, CMC

RECORD OF VOTE -- Introduction O.5.19					RECORD OF VOTE -- Adoption O.5.19				
Council Member	Yes	No	Abstain	Absent	Council Member	Yes	No	Abstain	Absent
Medany	✓				Medany	✓			
Hufnell	✓				Hufnell	✓			
Barnshaw	✓				Barnshaw				✓
Lamb	✓				Lamb	✓			
Love	✓				Love	✓			
Schocklin	✓				Schocklin	✓			
Scott				✓	Scott				✓

