Middlesex Borough, New Jersey

Lincoln Boulevard Redevelopment Plan

Original Plan Prepared By:

A. Nelessen Associates, Inc.

2011 Revision Prepared By:

Ricciplanning

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Prepared for:

Middlesex Borough

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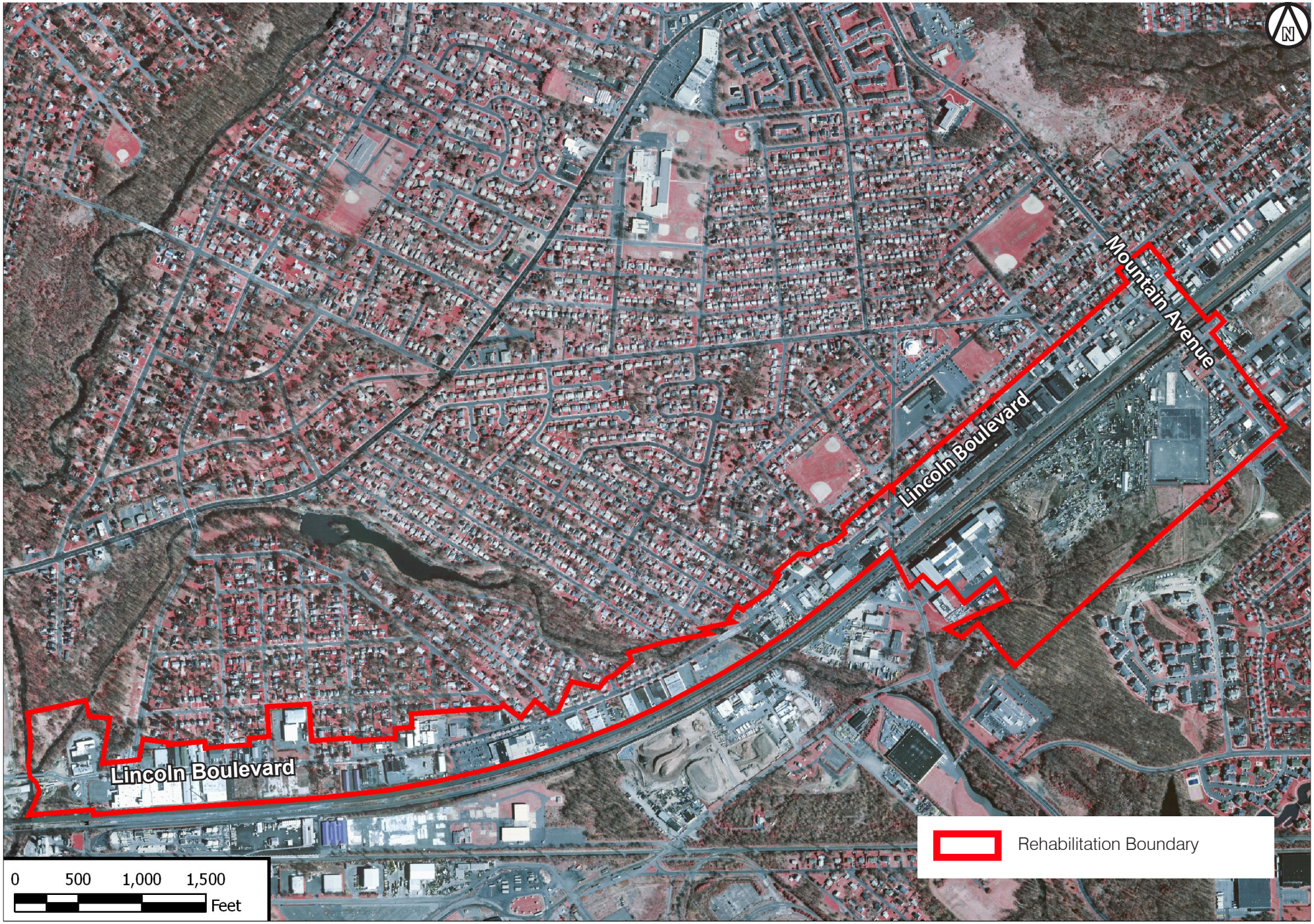
SECTION 1.0
DESCRIPTION OF THE PLAN


Mountain Avenue
Lincoln Boulevard
Lincoln Boulevard
Rehabilitation Boundary
0 500 1,000 1,500
Feet

This plan is the direct result of years of planning with the Middlesex Borough staff, council, planning board and community. In 2005, the Borough decided to move forward with a Community Visioning Process. This is a dynamic process wherein the community is involved in envisioning the future of a specific area of the municipality, namely the area along Lincoln Boulevard and Mountain Avenue. The process utilized five elements to ultimately create a Vision Plan: the Visual Preference Survey[tm], the Demographic and Policy Questionnaire, the Vision Translation Workshop, and the Professional Synthesis of all the data and finally a summary presentation to the community entitled "Did We Get It Right?"

After completing the Visioning Process in late 2005, the Borough recognized the growing opportunity along the Lincoln Boulevard Corridor. The Borough submitted for and received a Smart Growth Grant to proceed with an Area in Need of Rehabilitation declaration and a Redevelopment Plan for the Area in order to increase the quality of life and reinvent a once viable downtown in the Middlesex Borough.

The Lincoln Boulevard Rehabilitation Area has a gross area, including streets, of 191.7 acres. The Rehabilitation Area Boundary is shown on Exhibit 1.0. Lincoln Boulevard Rehabilitation Area will hereafter be referred to as the "Area". Exhibit 2.0 Block and Lot Map indicates the lots located within the rehabilitation area.

Within the Lincoln Boulevard Rehabilitation Area, are three (3) Focus Areas. The first Focus Area is located where Lincoln Boulevard and Mountain Avenue intersect and known hereafter as the "Town Center". The Town Center is approximately 21.5 acres gross. The second Focus Area is the Pathmark and the land adjacent to its lot and known hereafter as the "West Market". The West Market is approximately 16.7 acres gross. The third Focus Area is the gateway to Middlesex from Bound Brook and shall be referred to hereafter as "Gateway". The Gateway is approximately 17.4 acres gross.

The "Town Center", "West Market" and "Gateway" Focus boundary areas are shown on Lincoln Boulevard Rehabilitation Area – Focus Areas and Transitional Zones Exhibit 3.0. Exhibit 3.1, titled Focus Areas with Illustrative Plans, indicates the optimum plans for the area.

For each of these three areas, a specific Redevelopment Plan has been generated. The Focus Area concept and regulations is discussed in Section 5.2. The remaining areas within the larger Rehabilitation Area, outside of the Focus Areas will be hereby referred to as the "Transitional Zone."

Development requirements for the Transitional Zone are found elsewhere in the Plan.

Simulation of Intersection of Lincoln Boulevard and Mountain Avenue showing new infill on the right and a public square on the left

Simulation of Mountain Avenue North of Lincoln Boulevard converted into a Boulevard

The study area consists of the following tax blocks and lots:

Block 125, Lots 1, 3, 5, 8, 9A, 11A
Block 126, Lots 4B, 6, 7
Block 127, Lot 22
Block 128, Lots 1, 2
Block 129, Lots 3A, 3B, 4, 5
Block 132, Lots 1, 1A
Block 136, Lots 29, 30, 31, 32, 33
Block 140, Lots 1, 2, 3, 5, 6
Block 153, Lots 22, 23, 24, 25
Block 287, Lots 57
Block 295, Lots 31, 34, 37, 41, 43, 44, 47, 51, 55, 57, 60, 61
Block 313, Lots 1, 4A, 8, 10
Block 315, Lot 1
Block 316, Lots 1, 2
Block 318, Lots 38A, 43, 44, 45A, 48, 50
Block 319, Lots 13, 14, 18, 19, 23, 24, 26, 28, 30, 34, 36, 37, 38, 39, 45, 47
Block 325, Lot 1
Block 327, Lots 15A, 16
Block 328, Lots 18, 22
Block 333, Lots 23, 29, 29A
Block 333A, Lots 1, 2, 3
Block 333B, Lots 7, 8
Block 339, Lots 1, 13, 701, 702
Block 340, Lots 1, 6, 8, 11, 17, 20A, 24A, 29A, 37A, 50
Block 342, Lot 1
Block 343, Lot 1, 12, 13, 14, 14A, 15

Gateway (Focus Area)

Block 122, Lots 2, 3, 4A
Block 129, Lots 1, 2, 3A
Block 348, Lots 1, 2, 3
Block 349, Lots 1, 2, 3, 3A

West Market (Focus Area)

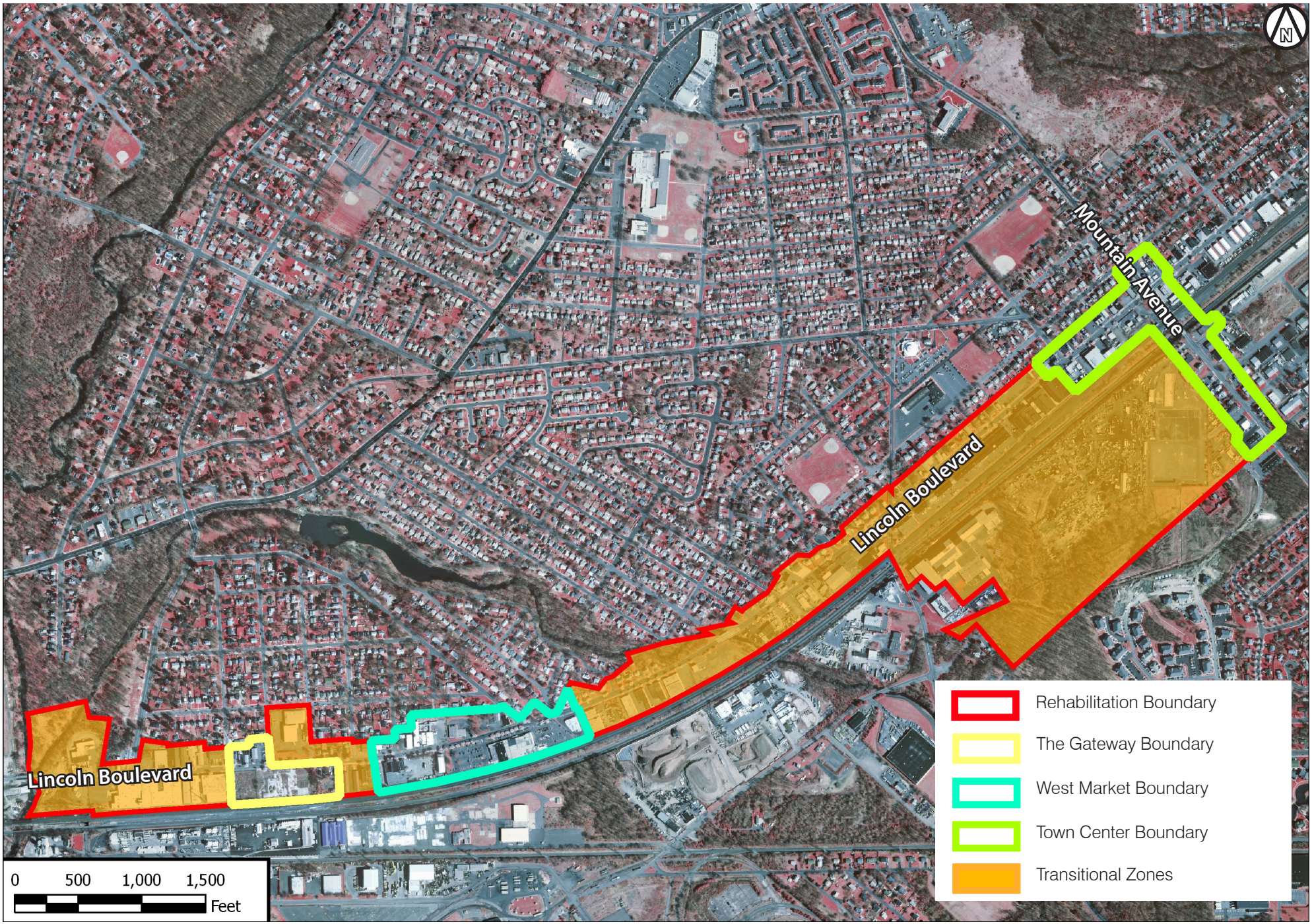
Block 141, Lots 1, 5
Block 144, Lot 1
Block 144A, Lot 1
Block 147, Lot 3
Block 149, Lots 1, 5
Block 150, Lot 70
Block 153, Lot 21
Block 349, Lots 1, 2, 3, 3A, 5, 6B, 7, 8,10, 10A, 10B, 10C

Town Center (Focus Area)

Block 285, Lots 1, 5, 33, 34, 35, 37, 39
Block 286, Lot 1
Block 287, Lots 1A, 2A
Block 289, Lots 1, 60
Block 291, Lots 1, 2, 3, 5, 60
Block 313, Lots 23, 27, 27A
Block 314, Lots 1, 3, 5, 9, 11, 14A, 18, 20, 23, 25, 27, 29, 29A, 31, 63
Block 316, Lots 6, 9, 10
Block 317, Lots 3, 7, 9, 10, 14
Block 318, Lots 1, 1A, 4A, 7, 10, 11, 13, 16, 19
Block 319, Lots 1, 6
Block 371A, Lot 5A

Note: Further clarification is needed for Block 342 Lot 1, Block 343 Lot 1, and Block 343 Lot 13.

Mountain Avenue
Lincoln Boulevard
Lincoln Boulevard
0285
0286
371A
0287
0289
0291
0314
0317
0319
0295
0316
0339
0315
333B
333A
0333
0343
0318
0328
0327
0342
0325
0136
0340
0153
0149
0150
0144
144A
0147
0132
0141
0140
0349
0122
0125
0126
0127
0128
0129
0348
Rehabilitation Boundary
0000 Block Numbers
0 500 1,000 1,500 2,000
Feet


Mountain Avenue
Lincoln Boulevard
Lincoln Boulevard
Rehabilitation Boundary
The Gateway Boundary
West Market Boundary
Town Center Boundary
Transitional Zones
0 500 1,000 1,500
Feet

SECTION 2.0

STATUTORY BASIS OF THE PLAN

The Plan has been prepared in furtherance of the Middlesex Borough Council determination on July 25, 2006, that the area meets the statutory criteria for designating an "Area in Need of Rehabilitation" pursuant to the Local Redevelopment and Housing Law, section 14 of P.L. 1992, c.79 (C.40A:12A-14). Council Resolution # 179-06. Analysis of the Area indicated that more than 50 percent of the housing stock was over 50 years old.

In order to declare an "Area in Need of Rehabilitation" the governing body needs to find that the area meets these criteria:

1. There is a significant portion of buildings that are in a substandard or deteriorating condition, and there is a continuing pattern of vacancy, abandonment or underutilization of properties in the area with a persistent incidence of property tax arrearage; OR

2. More than half of the housing stock in the delineated area is at least 50 years old, or a majority of the water and sewer infrastructure in the delineated area is at least 50 years old and is in need of repair or substantial maintenance; AND

3. A program of rehabilitation may be expected to prevent further deterioration and promote the overall development of the community.

The presence of an older housing stock and the need for rehabilitation to prevent continued deterioration described in Criteria 2 and 3 above and the overall development of the community are the primary reasons for the declaration.

SECTION 3.0
PURPOSE OF THE PLAN

The purpose of this Plan is to set forth the terms and conditions under which the Lincoln Boulevard Rehabilitation Area may be rehabilitated and/or redeveloped.

The basic townscape elements, including the design of the streets and circulation networks, the general massing of the buildings, and the location of major open space features, are illustrated in a form-based code. This is the newest and most appropriate type of code to assure the Borough that they can expect rehabilitation or redevelopment of superior quality and character and to assure the redeveloper that he or she can build and market a superior product that is financially feasible and will have a long term positive impact on the Middlesex Borough.

SECTION 4.0
GOALS OF THE PLAN

By adoption of this Lincoln Boulevard Redevelopment Plan, the Borough of Middlesex seeks to accomplish the following goals (not necessarily in hierarchical order):

A. To eliminate underutilization of the designated Area and to eliminate blighting influences.

B. To allow for more efficient use of land and to expand the Borough's tax base by encouraging high quality mixed-use development.

C. To expand the level of residential and commercial activity in the Lincoln Boulevard Rehabilitation Area, thereby increasing the potential for economic activity and job creation.

D. To maximize the participation of private developer(s) while minimizing the participation of the public sector.

E. To establish a pattern of rehabilitation and redevelopment to achieve the density and quality of housing to encourage mass transit opportunities within Middlesex.

F. To create a well planned development Area which will provide opportunities for multi-family residential, entertainment, recreation, permanent employment, commercial and/or retail facilities within an area that is currently underutilized but has the potential for sound development that will improve quality-of-life.

G. To provide a system of streets, sidewalks, crosswalks, paths and open spaces that encourages a safe, engaging and pedestrian-friendly experience.

H. To provide for the creation of places which promote citizen security, pedestrian activities and social interaction.

I. To enhance the positive visual character and safety of Lincoln Boulevard and Mountain Avenue through landscape and streetscape improvements.

J. To provide market-value housing and commercial and retail development through new construction of mixed-use buildings.

K. To encourage more people to take up permanent residence within the rehabilitation area.

L. Design buildings for modern, mixed-use housing that reflects the architectural design vocabulary of the Borough of Middlesex.

M. To create a series of walkable nodes or Focus Areas of activity along the Lincoln Boulevard Corridor.

N. Encourage mixed-use and live-work units to achieve a balance of jobs-to-housing within walking distance.

O. To encourage placement of buildings and construction techniques that will contribute to future sustainability and energy conservation.

P. To provide sufficient intensity and walkability and focus to facilitate a new train station.

The goals set forth above are intended to be broad, general policy statements. While it is possible that specific aspects of the plan may result in minor variations or deviations from these goals, it is intended that the overall result of the implementation of this plan will be consistent with the goals as set forth above.

SECTION 5.0
OVERVIEW

5.1 The Rehabilitation Area

Lincoln Boulevard has a diverse past and an opportunity to expand to a great future. The Lincoln Boulevard Rehabilitation Area will redefine the pattern of development along this important corridor and begin to reestablish a positive image of Middlesex Borough. The Lincoln Boulevard Rehabilitation Area fit the statutory criteria and was declared an "Area in Need of Rehabilitation." An "Area in Need of Redevelopment" designation was not pursued, although the Area may in fact meet the criteria for such. It should be noted that an "Area in Need of Rehabilitation" has many of the same powers as an "Area in Need of Redevelopment", with the major exception that the power of eminent domain may not be used.

The rehabilitation and redevelopment of Lincoln Boulevard and Mountain Avenue is part of a larger pattern of redevelopment in the region. Lincoln Boulevard is the "Main Street" of Middlesex, yet it currently lacks any true pedestrian realm and appeal. It is currently inhabited by a range of industrial, commercial, retail and residential usages. However, Lincoln Boulevard has the potential to be rehabilitated and redeveloped as a pedestrian-friendly, sustainable, and aesthetically pleasing street. This Plan recommends a transformation of Lincoln Boulevard into a traditional "Main Street" allowing a diverse range of local and regional retail, office and residential uses. Further, this Plan seeks to set forth a series of standards, illustrations, and recommendations to ensure the pattern of development is consistent with the image of Middlesex expressed in the Visual Preference Survey. The initial vision plan was generated through the Community Visioning Process conducted in 2005, and is contained in the referenced report titled "Middlesex Smart Future Vision Plan".

5.2 The Focus Areas

The Plan includes the entire Lincoln Boulevard Rehabilitation Area, however three Focus Areas that have been selected for the first phase of the plan. The rehabilitation and redevelopment of the entirety of Lincoln Boulevard and Mountain Avenue will be phased to minimize the impact of such change. The three Focus Areas were selected due to their importance to the community and their potential future role to establish a positive method of rehabilitation and redevelopment. This Plan shall serve as the new master plan for all development within the Focus Areas and shall thus be within the jurisdiction of the Planning Board.

The first Focus Area is the Town Center. The goal of the Town Center is to encourage rehabilitation and redevelopment with the idea of creating a true "center" for Middlesex. The Town Center is the current location of the Lincoln Monument, a focal point for the Borough. The Town Center also has the potential to act as transit hub, with possibilities of a train station and/or regional bus stop where the area had previously had a train station. The concept for the Town Center features a unique plaza, three to four-story mixed-use and residential buildings, live-work units, a rehabilitated park for the Lincoln monument, and a potential location for future train station and/or bus stop.

The second Focus Area within the Study Area is the West Market. West Market is near the existing Pathmark Supermarket that is currently the major supermarket in the Lincoln Boulevard Area within Middlesex. This Focus Area will become the major retail node on Lincoln Boulevard with the Pathmark Supermarket as its anchor. The redevelopment of this Focus Area is based on the creation of an economically viable "market" streetscape with an active pedestrian realm. Within the West Market it is recommended that a substantial retail base be established in addition to Pathmark to bring life to the street. To ensure a safe and active street life, a variety of building types with residential or office above the retail at grade is recommended.

The third Focus Area is The Gateway. The Gateway is essential to establishing the entry into the Lincoln Boulevard corridor. The Gateway is primarily residential because of the West Market and Town Center's retail focus.

The Gateway Focus Area largely comprises the former Chemray Chemical Company that burnt down approximately three decades ago. As of February 2011, the site remains vacant and contains environmental contamination. To encourage the remediation of this tract consistent with the 2007 Redevelopment Plan objectives, amendments to this Plan were undertaken in 2011. These amendments allow an increased building footprint as well as a fourth building story.

This increase in density and intensity of the tract requires that the development be limited to a maximum of 146 apartment-style units. Only one and two bedroom units shall be permitted, with the exception of providing a limited number of three-bedroom units to satisfy any state regulated affordable housing requirement. No more than 98 of these units may be two-bedroom units.

5.3 The Transitional Zones

The revitalization, rehabilitation and redevelopment of the entire corridor is important if Lincoln Boulevard is to become the "Main Street" of Middlesex Borough. Thus the Focus Areas are not the only areas of importance to the Plan. Areas within the Rehabilitation Area but not within the three Focus Areas are designated Transitional Zones.

Development within the Transitional Zones shall be governed by this plan and shall be according to one of following scenarios:

1. Development may occur within the Transitional Zone according to the zoning that existed immediately prior to the implementation of this Plan.

2. One or more contiguous properties with a frontage along Lincoln Boulevard of up to 200 feet seeking approval for development may develop in accordance with the following requirements:

   A. Permitted uses shall include residential and live-work as described in Section 8.2.

   B. Building regulations shall be in conformance with Building Types 1, 2, 3 and 4.

   C. Design standards shall conform to the Residential and Live-work standards (as applicable) outlined in Section 10.0.

   D. Parking requirements shall conform to the standards outlined in Section 11.0.

3. One or more contiguous properties with a frontage along Lincoln Boulevard of 200 feet or more seeking approval for development may ~~must~~ apply to the Planning Board to designate the area as a new Focus Area, which shall require the amendment of this Plan. The procedures for the amendment of this Plan are outlined in Section 13.3 of this Plan.

5.4 Focus Area Illustrative Plans

There are three specified illustrative plans, one for each Focus Area, included in this overall Plan: Gateway, West Market, and Town Center. The three illustrative plans exhibit the recommended building and parking locations and streetscapes for each of the three Focus Areas. The illustrative plans feature diverse and contiguous pedestrian realms, linear buildings "framing" Lincoln Boulevard, street trees and behind building parking courts or decks. See Exhibits 4.0, 5.0, and 6.0 for each Focus Area Illustrative Plan.

The illustrative exhibits presented are for graphical representation. If contradictions exist between the written part of this plan and the exhibits, the written portion shall govern.

These plans are illustrative and minor modifications to the layout and form are allowed. Major modifications to these plans will require an amendment to this plan.

5.5 Proposed Rehabilitation and Redevelopment Actions

In carrying out this Plan, developers and land owners, singly or in partnerships, are encouraged to undertake a variety of rehabilitation or redevelopment actions, including but not limited to:

A. Clearance or rehabilitation of all dilapidated and underutilized structures.

B. Acquisition and assembly of suitable parcels of land for the construction of the proposed uses set forth in this plan. These uses may include; retail, residential, offices, structural parking, religious facilities, and pedestrian walkways.

C. Improvement of streetscapes.

D. Construction of private buildings and other improvements appropriate to the purposes of this plan.

E. Improvement, revitalization and beautification of the Area.

F. Tax abatements limited to five (5) years.

The scope of this Plan as a rehabilitation plan specifically excludes the condemnation of private property for the purpose of redevelopment via the powers of eminent domain.

B Street
C Street
Lincoln Boulevard

Chestnut Street
Ashland Road
Existing Single-Family
House to Remain As-Is
E Street
Lincoln Boulevard
Pathmark to be
Rehabilitated

Lincoln Boulevard
Mountain View Avenue
N

SECTION 6.0
DEFINITIONS

Terms in this Redevelopment Plan shall be defined as indicated:

Area – Shall mean the Lincoln Boulevard Rehabilitation Area.

Build-to-line – A line parallel to the property line along which a minimum of 80% the primary facade of a building must be located.

Building Height – The vertical distance defined in terms of story height from the finished floor of the proposed building. Chimneys, mechanical equipment and architectural features serving no other functions except that of decoration shall be excluded for the purpose of taking heights.

Context – The particular combination of elements that create a specific habitat. Context includes building use, density, height and setback, and other elements of the intended habitat, including those of the private lot and building as well as those of the fronting public streetscape.

Corridor, Urban – A linear geographic area incorporating buildings, streets and the pedestrian realm in proper proportions to create a sense of street space.

Curb – The edge of the vehicular pavement detailed as a raised curb or flush to a swale. The curb usually incorporates the drainage system.

Density – The number of dwelling units within a standard measure of land area, usually given as units per acre. This plan does not regulate in terms of density.

Developable Area – The developable area is the designated area on the specific parcel or block that a building and accessory uses can be located.

Design Professional - A practicing urban designer that has experience with this plan, redevelopment plans in general and form-based zoning.

Design Speed – The velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High (above 35 MPH). Lane width is determined by desired design speed.

Encroachment – The distance beyond the build-to-line that certain building elements can protrude, expressed in feet.

Vertical Duplex – A type of multi-family unit which has two units, one unit above the other.

Horizontal Duplex – A type of multi-family unit which has two units attached by a common wall; one unit next to the other.

Elevation – The exterior walls of a building. An elevation drawing includes material, rendered window and door openings, height and façade details. See Façade.

Encroachment – The distance beyond the build-to-line that certain building element can protrude. The encroachment distance is typically expressed in feet. Typical encroachments may include porches, stoops, overhangs, bow and bay windows, etc.

Façade – Any vertical, exterior face or wall of a building, typically containing widows and doors.

Focus Area – Shall mean any one of the three (3) areas specified as "Town Center", "West Market" or "The Gateway" or other areas designated by the Planning Board.

Green Areas - Areas such as but not limited to courtyards, parks, balconies, roof tops, semi-public edge or parking lots referred to herein as being "green" shall be planted with grasses, bushes and trees to the greatest extent possible such as to ease stormwater runoff, create shaded areas, provide fresh air and inspire a natural aesthetic within the urban environment.

Green Roof – There are two types of green roofs. An "intensive" green roof allows for major plantings such as grasses, bushes and trees. Intensive green roofs require more structure and support than a standard roof. The second type of green roof is an "extensive" green roof. An extensive green roof allows only for low level and low maintenance plantings and requires little to no additional structure. Green roofs greatly reduce stormwater runoff, decrease the cost of heating and cooling, and provide an additional amenity for units.

Live-Work – A dwelling unit that contains a commercial component. The commercial component can be located anywhere within the unit but is typically located on the ground floor connected internally with a stair. The occupant of the live-work unit must both reside in the dwelling unit as well as use the commercial component as his or her primary place of employment. Other residential occupants can include an employee of the business.

Mandatory Standards – Sentence or phrases that include the following words: "must", "shall", "required" or "are specified."

Mixed Use – A mixed use structure is a building in which there is more than on use. Examples of mixed use are retail on the ground floor with housing above or retail on the ground floor with housing and offices above.

Plan – Shall mean this Lincoln Boulevard Redevelopment Plan.

Redevelopment (of a specific site or sites) – Means the clearance, replanning and construction of new buildings; the conservation and rehabilitation of any structure or improvement, the construction and provision for construction of residential, commercial, industrial, public or other structures and the grant or dedication of spaces as may be appropriate or necessary in the interest of the general welfare for streets, parks, playgrounds, or other public purposes, including recreational and other facilities incidental or appurtenant thereto, in accordance with the Development Plan.

Rehabilitation (of a specific site or sites) – Means an undertaking, by means of extensive repair, reconstruction, renovation or expansion of existing structures, with or without the introduction of new construction or the enlargement of existing structures, in any area that has been determined to be in need of rehabilitation or redevelopment, to eliminate substandard structural or housing conditions and arrest the deterioration of that area.

Semi-Public Edge (or Space) – The yard area in front of a residential unit defined by a low fence and/or gate through which a person must pass in order to gain access to the front primary entrance.

Setback – The required distance between the property line and the outer edge of the building wall, measured in feet.

Sidewalk – The paved layer of the public frontage dedicated exclusively to pedestrian activity.

Specific Plan – A plan that illustrates the location of proposed buildings, sidewalks, parking areas, access ways and landscaping.

Street – A throughway that has emphasis on both vehicular and pedestrian movements.

Streetwall – The elevations of buildings that when seen from the street or sidewalks form the space container.

Suggestive Standards – Sentences or phrases that include the following words: "recommended", "may", "suggests", "should."

Triplex - A type of multi-family unit which has three units in a single structure, typical above one another.

Yard, Front – An open and unoccupied (except for private walkways, steps, stoops, and driveways) space, unless occupied by a use as hereinafter specifically allowed, extending across the full width of the lot and lying between the front street property line and the nearest line of the building.

Yard, Side – An open and unoccupied space, unless occupied by a use as hereinafter specifically allowed, on the same lot with the building between the building and the side lot line, extending from the front yard to the rear yard.

Yard, Rear – A space unoccupied except by an ancillary building structure or use as hereinafter specifically allowed, extending across the full width of the lot between the rear line of any building, other than an ancillary building, and the rear-lot line.

SECTION 7.0
TRANSPORTATION PLAN

7.1 Concept Design

Streets are important public spaces. Streets have functional, aesthetic and perceptual characteristics that, when optimized and understood as a component of townscape, produce places with the highest value. It is from the street that the primary perception of place is formed. It is the organization of the street network, spaces, vistas and landmarks that allows easy, legible and understandable movement of both vehicles and pedestrians throughout the site. It is from the quality of streets that the perceived wealth and health of a community is determined, and thus, are a key factor in market appeal.

The Transportation Plans (see Exhibits 7.0 through 22.0) include the vehicular circulation plans for each of the focus areas, Exhibits 7.0, 8.0 and 9.0; the Street Section Location Maps and Street Sections for each of the focus areas, Exhibits 10 through 17; Walking Distance from Focus Area Exhibit 18; Walking Distance from the Proposed Transit Stop (Train Station), Exhibit 19.0; and the Pedestrian Circulation Plan for each Focus Area, Exhibits 20.0 through 22.0.

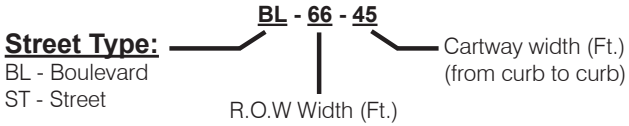
The street improvements identified in this section are expected to be a public/private venture with the developers contributing the costs for improvements to the sidewalk, bike paths, street trees, street lights, curbs and paving with the municipality providing improvements to municipal infrastructure as approved by the municipal engineer and standards set forth in this plan. Developers and property owners will be responsible for infrastructure hookups to buildings. If approved by Council the actual construction improvements can be funded by the RAD, which is described further in the Redevelopment Plan Implementation section of this report. (See Section 15.0)

7.2 Vehicular Circulation Plan

The new characteristics of Lincoln Boulevard and Mountain Avenue will be expressed in street sections for each of the Focus Areas. Exhibits 7.0, 8.0 and 9.0 identify the circulation pattern for each of the Focus Areas. Note that circulation in all parking areas, unless noted, is two-way. Exhibits 10.0, 12.0 and 14.0 show the location of the street sections along Lincoln Boulevard and Mountain Avenue. Exhibits 11.0, 13.0, 15.0, 16.0 and 17.0 illustrate the corresponding street section along Lincoln Boulevard and Mountain Avenue along with a corresponding table of characteristics.

Lincoln Boulevard will be transformed into a street with two travel lanes (one each direction), on street striped parallel parking with a bicycle lane on both sides. The speed limit will be restricted to 25 mph to encourage a "Main Street" affect. The recommended street improvements are generally confined to those areas that encompass the Focus Areas. In all other areas, the existing street section is to remain with improvements to the sidewalk, street landscaping and paving, unless new "focus area" designation is sought. At that time, the street standards set forth in this section shall apply.

All streets use the following graphic designation:



7.3 Pedestrian Circulation Plan

The signs of a successful streetscape are large numbers of people walking on the sidewalks, the type and quality of the walking experience and the landscape treatment of the pedestrian realm. Peak pedestrian travel time occurs during morning work trips, during lunch, on weekends and during evening dining hours.

People will walk if there are pleasant and engaging places to walk to and destinations on both ends of the walk. It is required that all sidewalks must be a minimum of 10 feet in width along retail or mixed-use frontages to allow for multiple pedestrians to interact on the sidewalk simultaneously, also encouraging more involvement with the local retail community.

It is recommended that commercial buildings be set back from the right of way an additional minimum of four (4) feet to a maximum of ten (10) feet beyond the R.O.W. line. Any property owner that complies with this recommendation will be allowed outdoor display areas or outdoor dining in those setbacks beyond the basic requirements.

Several traffic calming tools shall be implemented to increase pedestrian safety along Lincoln Boulevard and Mountain Avenue. Bulb-outs are required at intersections and, in some instances, in mid-block areas to allow for shorter crossing times, thus creating a safer way to cross the street. In addition, Lincoln Boulevard and Mountain Avenue will have a "green" center island median providing for shorter crossing distances and pedestrian refuge. The plan also shall incorporate paving patterns in intersections and crosswalks. For instance, the major intersection of Lincoln Boulevard and Mountain Avenue must be textured in the crosswalks as well as in the areas defined by the crosswalks.

The Pedestrian Circulation Plans (See Exhibits 20.0, 21.0 and 22.0) are designed to encourage walkability to retail shops and offices, to and from the potential transit hub, and to recreational/institutional uses. Exhibit 18.0 illustrates the walking times to the center of the various focus areas.

Minor modifications to the pedestrian circulation plans are allowed in the areas not along the major streets. Any derivation of street sidewalk standards, crosswalks or public plaza shall require an amendment of this plan.

7.4 Transit Plan

The Plan suggests the inclusion of a transit element in the Redevelopment Area. The plan currently recommends a new bus loop connecting Lincoln Boulevard, Mountain Avenue, Route 28 (Union Avenue) and Raritan Avenue. A major bus stop is recommended near the existing Lincoln Memorial with additional stops within five minute walking intervals along the entirety of the route.

In the future, a train station (Exhibit 19.0) should be developed in the Town Center Area to allow for greater mobility options for the Area and region. A train station previously existed on this site and with the recent and planned growth in the immediate vicinity, the rationalization for the reestablishment of the train station grows. Transit is essential to establishing a mobility plan suitable for the entire region given the goal of sustainability and the impending increase in costs of energy. An area within the Town Center Focus Area of the Plan must be set aside for the location of a future train station.

As the five minute to ten minute service area to the town center train stop is rehabilitated, developed, revitalized, and/or redeveloped to have more housing units, retail square footage and jobs, the greater the rationale to develop a plan of action for a train station in the Middlesex Borough. In the meantime, a bus service with appropriate headway that will connect all the nodes to the Bound Brook Station is required and should be a joint venture between the municipality, developers and NJ Transit. Bus stops should be designed to match the architectural standards of the Focus Areas and are required to be provided by developers.

The recommended bus loop will further enhance the ridership at the proposed new train station. Meanwhile, until the train station is built, the bus can connect to the Bound Brook Station.

7.5 Loading and Disposal Requirements

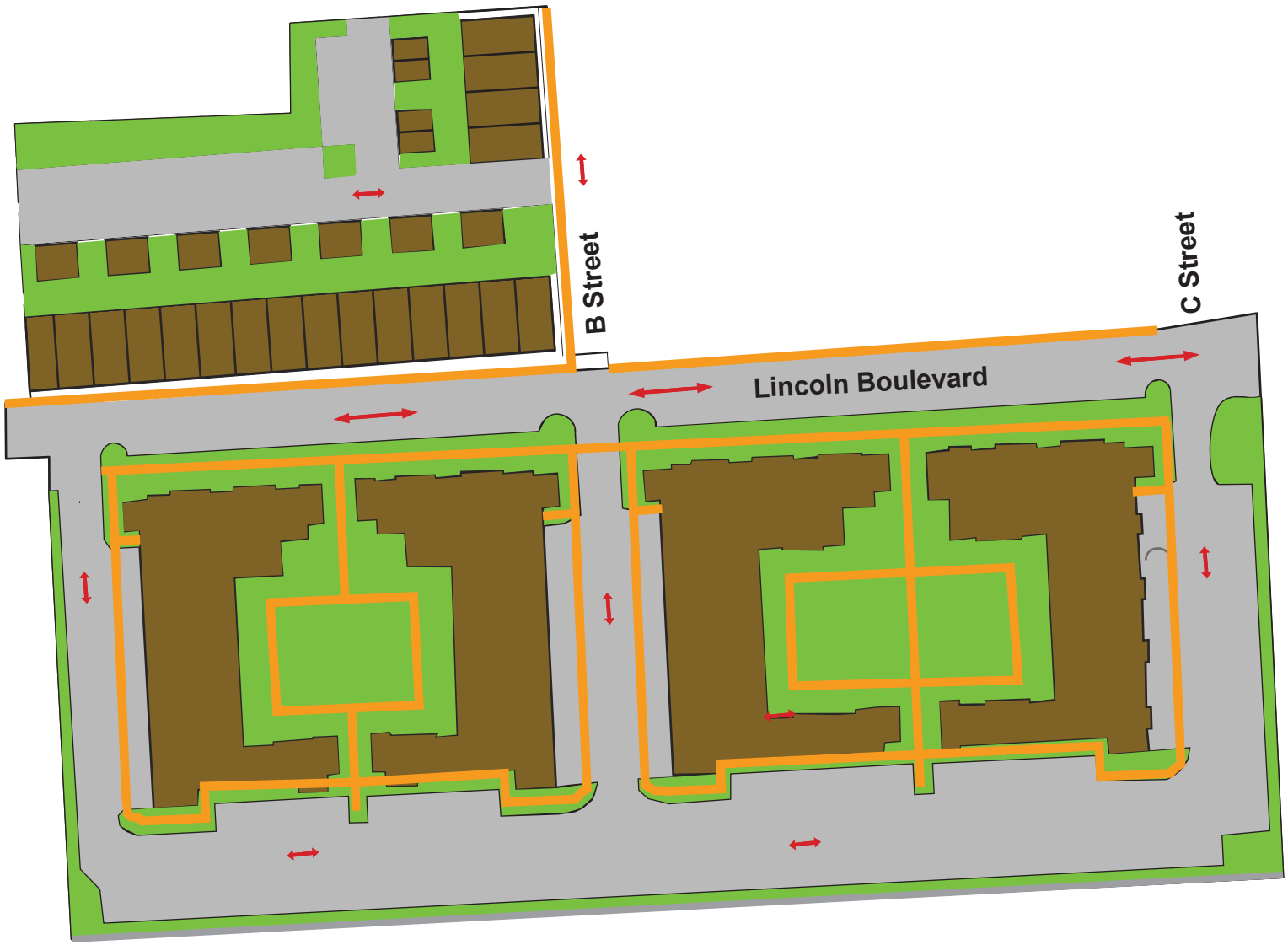
In order for the Plan to be successful it is necessary to restrict the locations of loading docks, garbage and recycling facilities. Because the Plan focuses on increasing the pedestrian realm and activity on the street, exposed loading and disposal facilities would lessen value. For those reasons there are three (3) stipulations:

A. Each building shall be designed so as to accommodate easy, safe, and sanitary access to garbage dumpsters and recyclable containers by residents and carters. Enclosed garbage and recycling facilities shall be provided with each building and be sized for expected users with proper ventilation.

B. All garbage and recycling shall be in the rear yards screened from view from the exterior of the building and passersby.

C. The exterior walls and roof should match the architectural character of the buildings.

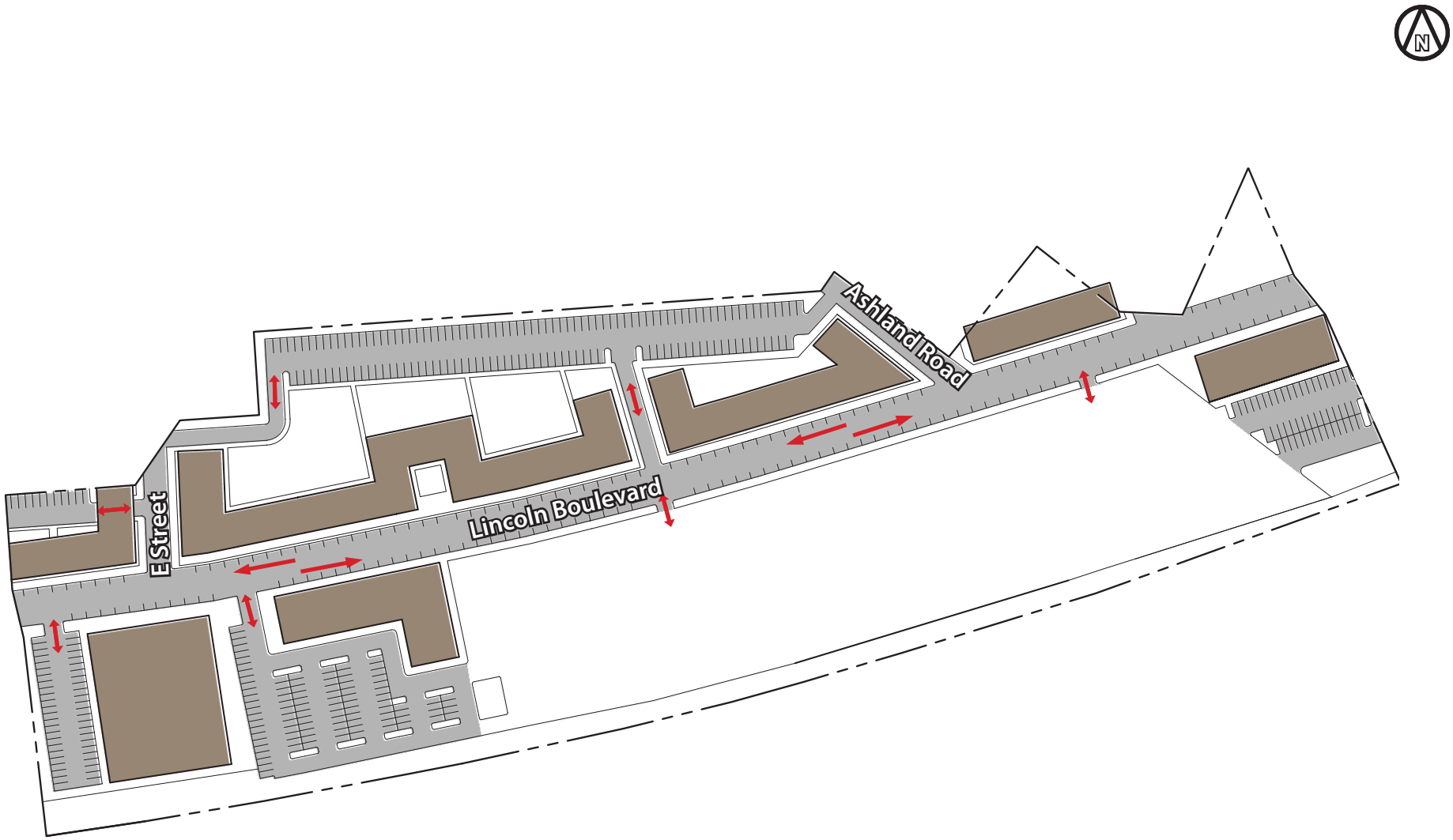
D. Specific locations within each block must be designated as loading and package drop-off areas. At these location the parallel parking shall be removed and substituted for a short term loading area. Minimum length shall be 30 feet and designated with appropriate sign, ground texture and/or striping.



Direction of Traffic

Ingress / Egress

This plan is for illustrative purposes. If contradictions exist between this Exhibit and the written portion of this Plan, the written Plan shall govern.

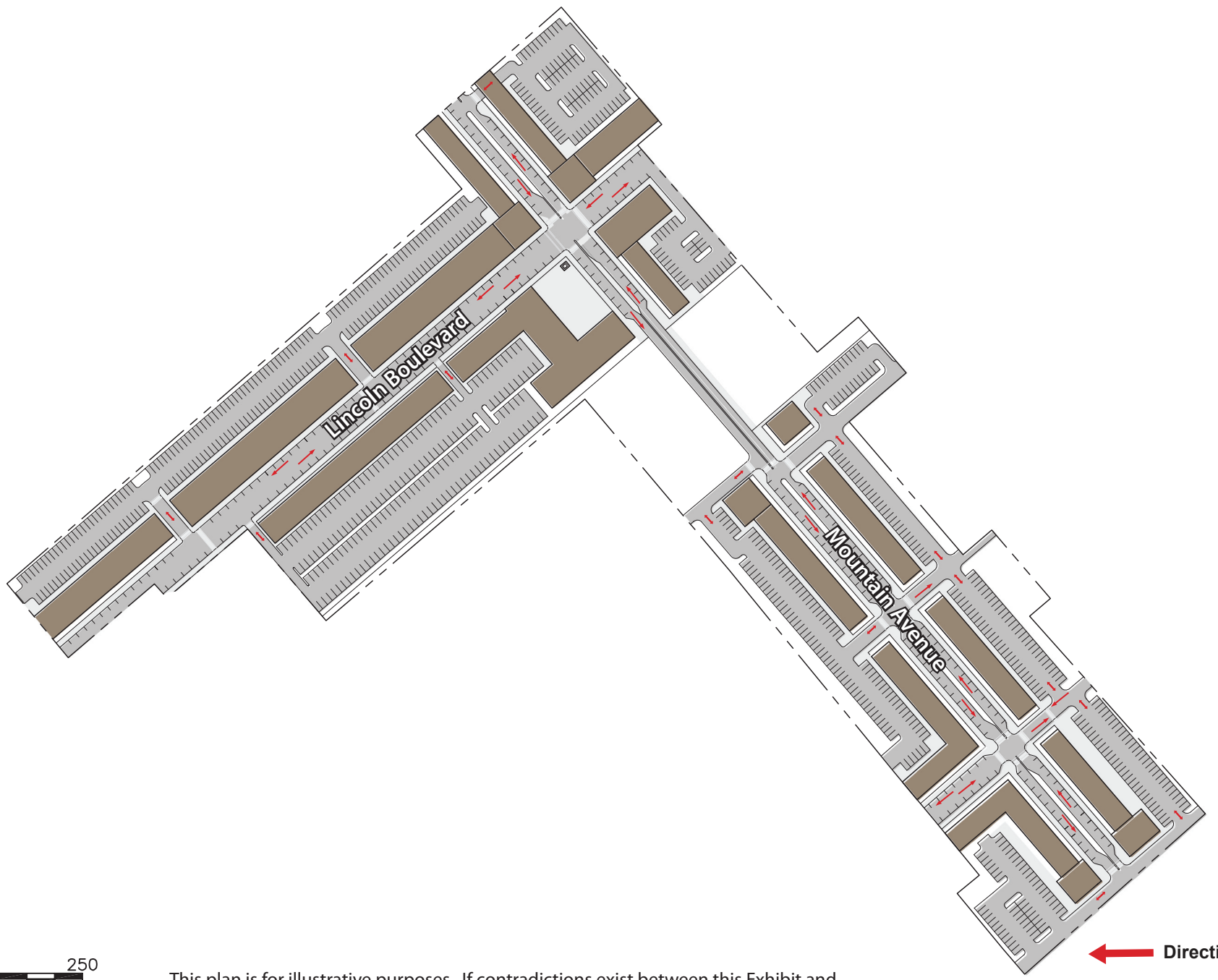


0 200
Scale in feet

This plan is for illustrative purposes. If contradictions exist between this Exhibit and the written portion of this Plan, the written Plan shall govern.

Direction of Traffic

Ingress / Egress



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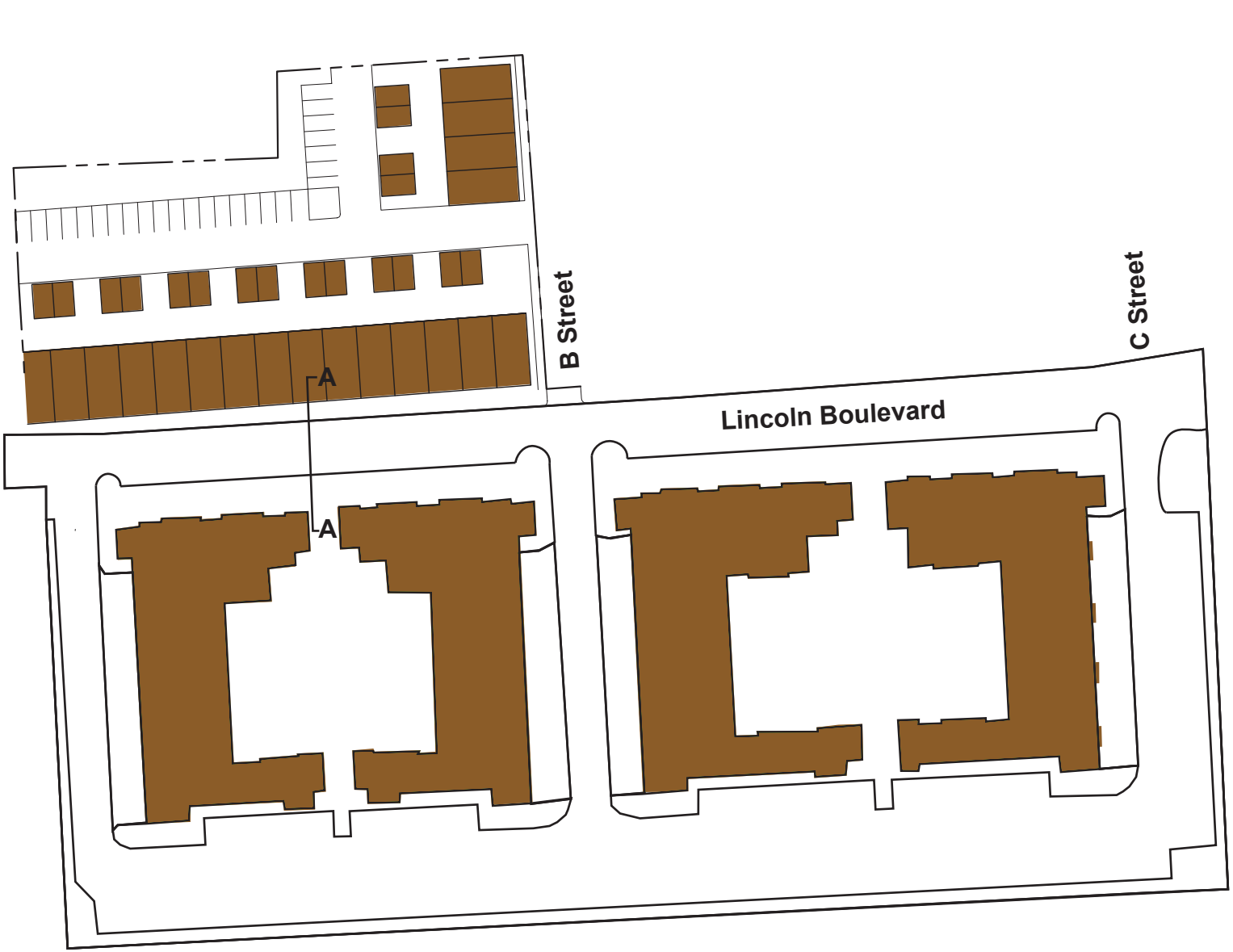
Scale in feet

This plan is for illustrative purposes. If contradictions exist between this Exhibit and the written portion of this Plan, the written Plan shall govern.

Direction of Traffic

Ingress / Egress



N.T.S.

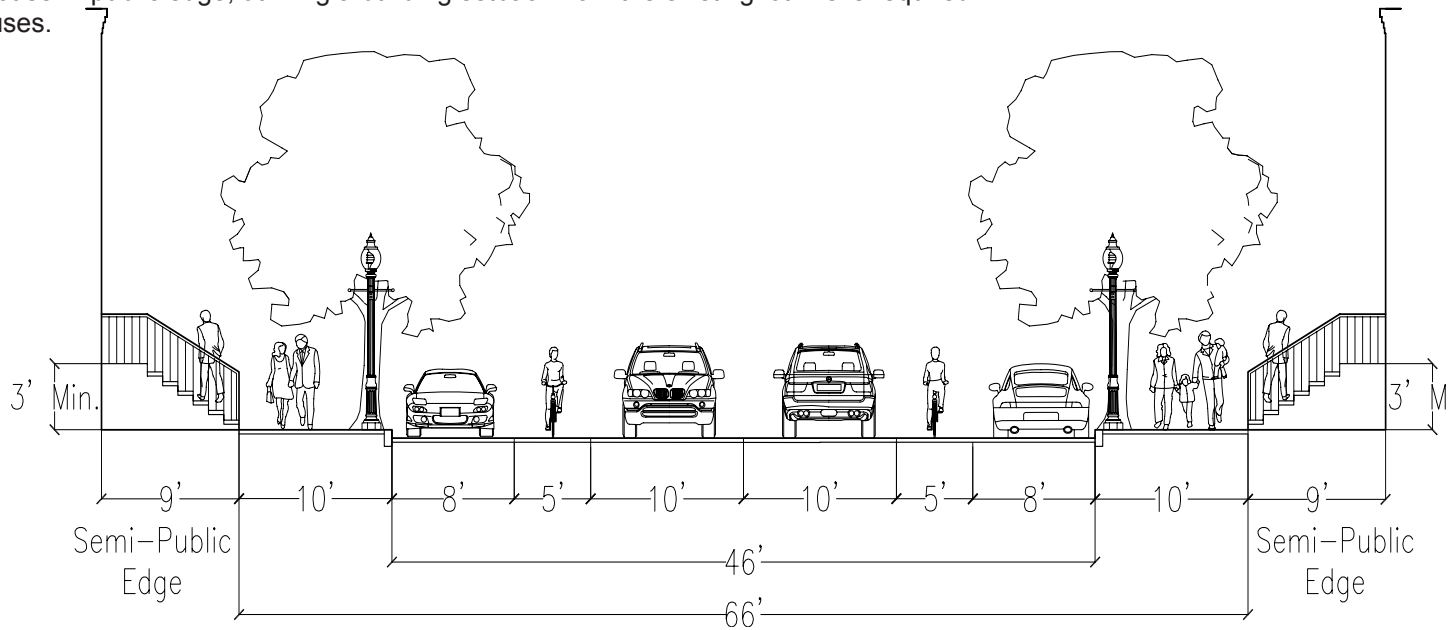
Section Cut Line

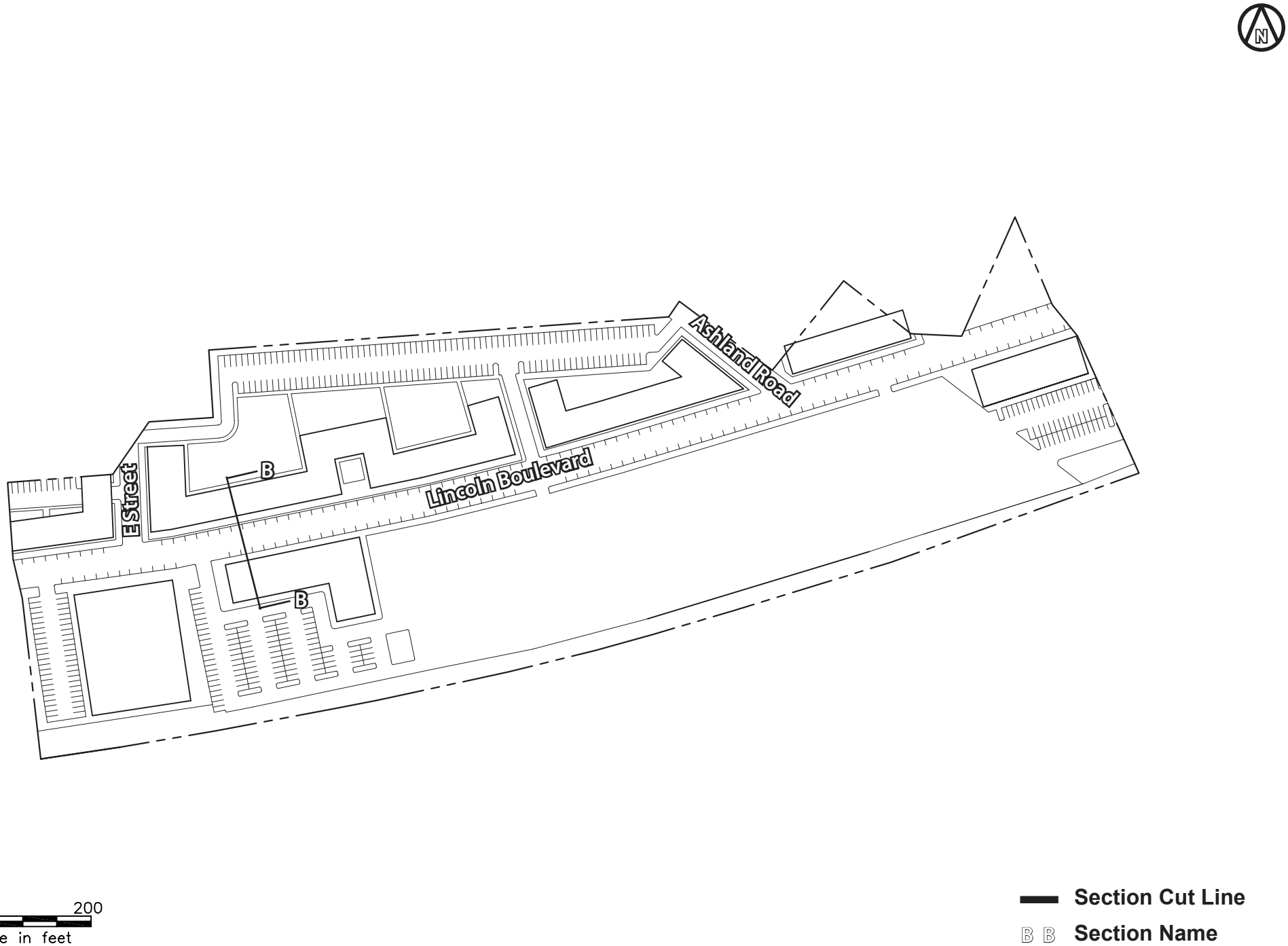
AA Section Name

BL : 66 : 46			
Traffic Lanes	2, One-Way Travel Lane Each Direction	Street Furniture	Benches, Refuse Cans
Parking Lanes	Both Sides (1)	Planter Width	4 Feet (4)
R.O.W. Width	66 Feet	Planter Type	Planting Well
Curb Radius	15 Feet	Tree Type	See Appendix 1.0
Vehicular Design Speed	25 mph	Tree Height	12 - 20 Feet with 6 Foot Clearance (3)
Pedestrian Crossing Time	14 seconds	Tree Spacing	18 - 25 Feet
Minimum Sidewalk Width	10 feet both sides	Notes	R.O.W. is same as existing at 66 Feet (see note 5)
Street Lighting (Height)	14 Feet above sidewalk (2)		

Notes:

(1) For Bicycle Plan See see Section 7.6
(2) See Section 10.6.2.b for spacing between lighting poles
(3) See 10.3 Open Space and Landscape Plan Design Requirements
(4) Planter area should be pervious pavement along entire length
(5) A five (5) foot semi-public edge, utilizing a building setback from the existing lot line is required for residential uses.

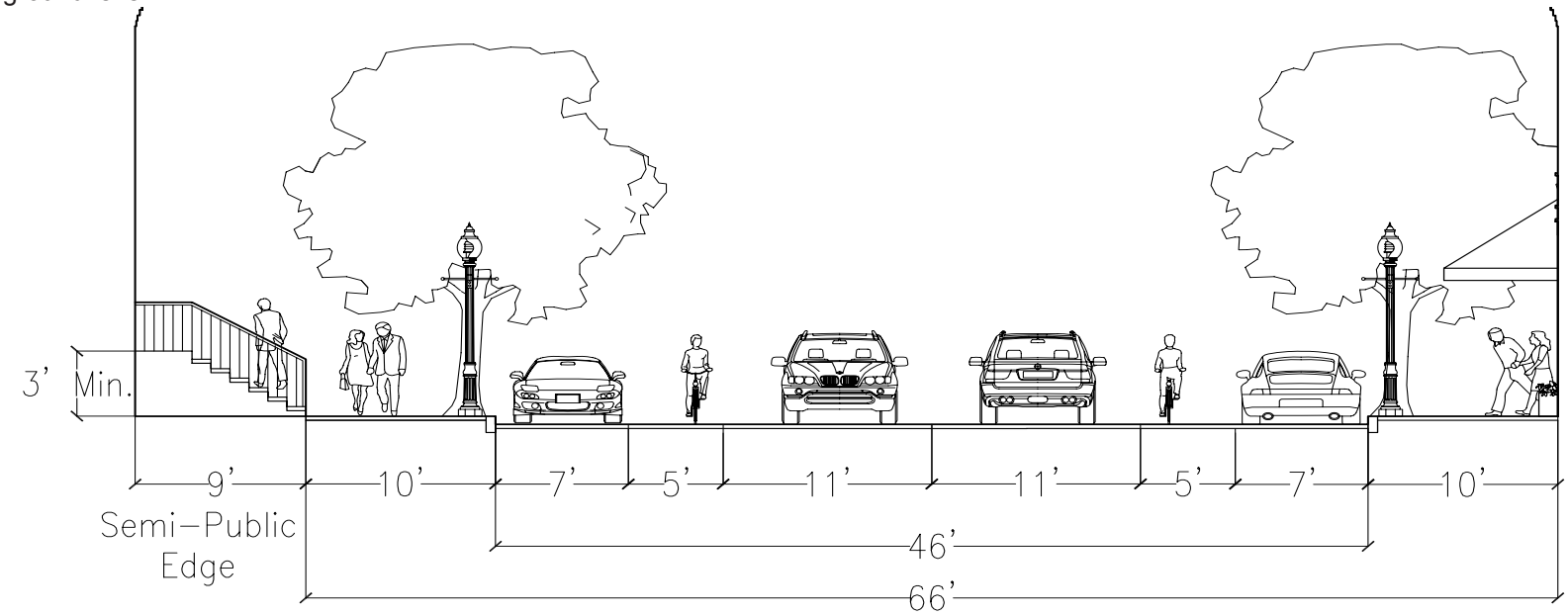


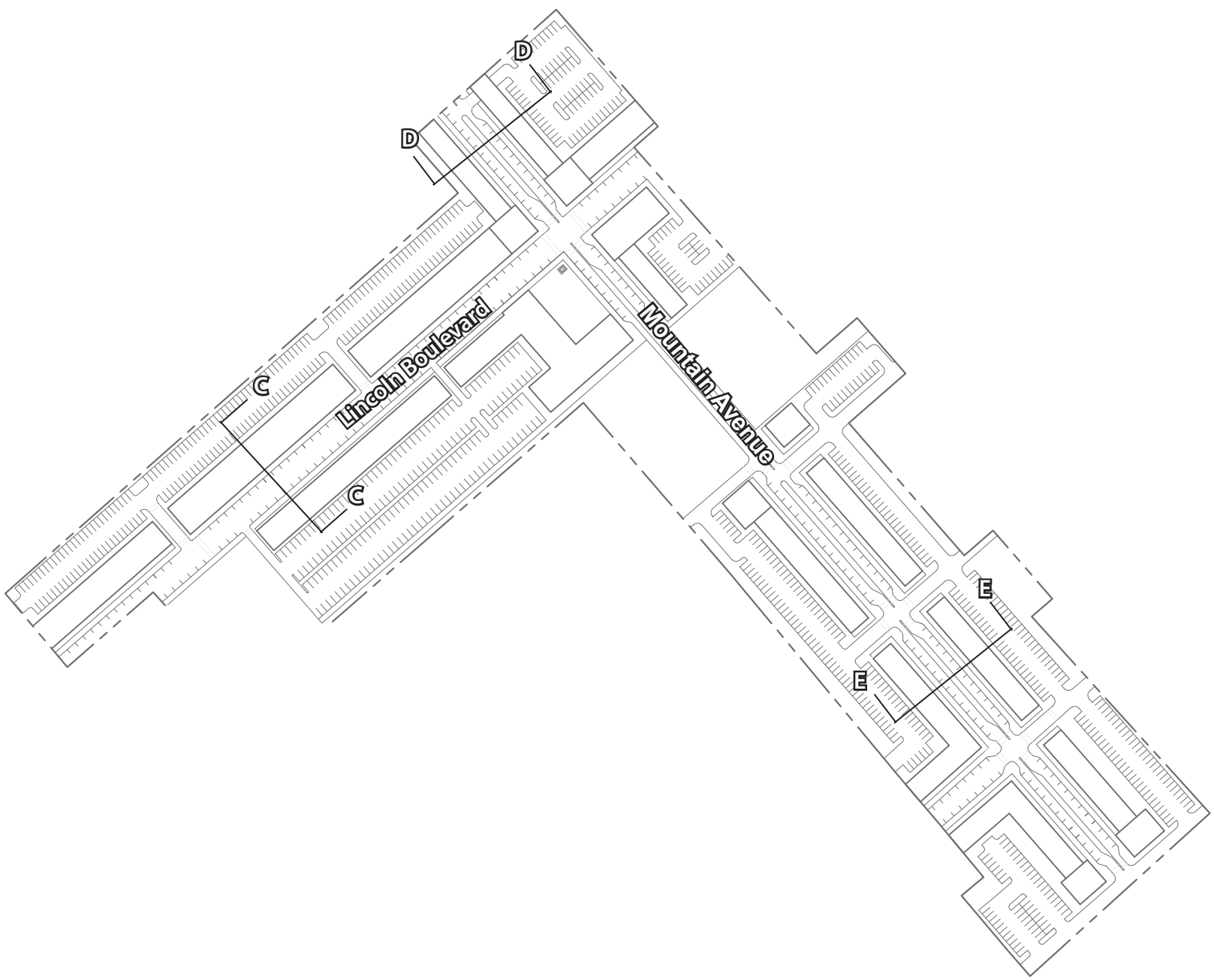

N
Ashland Road
Lincoln Boulevard
E Street
B
B
0
200
Scale in feet
Section Cut Line
B B
Section Name

BL : 66 : 46			
Traffic Lanes	2, 1 Travel Lane Each Direction	Street Furniture	Benches, Refuse Cans
Parking Lanes	Both Sides (1)	Planter Width	4 Feet
R.O.W. Width	66 Feet	Planter Type	Planting Well
Curb Radius	15 Feet	Tree Type	See Appendix 1.0
Vehicular Design Speed	25 mph	Tree Height	12 - 20 Feet with 6 Foot Clearance (3)
Pedestrian Crossing Time	14 seconds	Tree Spacing	18 - 25 Feet
Minimum Sidewalk Width	10 feet both sides	Notes	See Below (4)
Street Lighting	14 Feet (Sidewalk) (2)		

Notes:

(1) For Bicycle Plan See see Section 7.6
(2) See Section 10.6.2.b for spacing between lighting poles
(3) See 10.3 Open Space and Landscape Plan Design Requirements
(4) A nine (9) foot semi-public edge, utilizing a building setback from the existing lot line is required for residential uses. A four (4) foot (minimum) setback is recommended for retail or live/work and office, at ground level.





0 250
Scale in feet

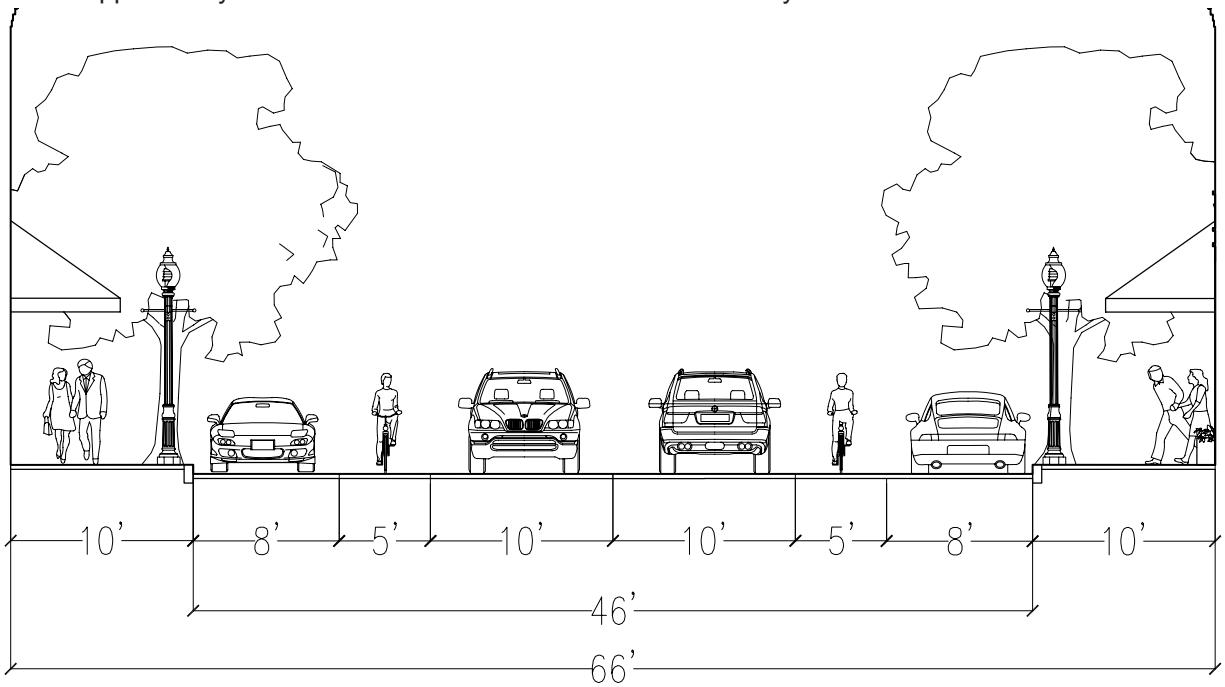
Section Cut Line

C C Section Name

BL : 66 : 46			
Traffic Lanes	2, 1 Travel Lane Each Direction	Street Furniture	Benches, Refuse Cans
Parking Lanes	Both Sides (1)	Planter Width	4 Feet
R.O.W. Width	66 Feet	Planter Type	Planting Well
Curb Radius	15 Feet	Tree Type	See Appendix 1.0
Vehicular Design Speed	25 mph	Tree Height	12 - 20 Feet with 6 Feet Clearance (3)
Pedestrian Crossing Time	14 seconds	Tree Spacing	18 - 25 Feet
Minimum Sidewalk Width	10 feet both sides	Notes	R.O.W. is same as existing at 66 Feet See Below (4)
Street Lighting	14 Feet (Sidewalk) (2)		

Notes:

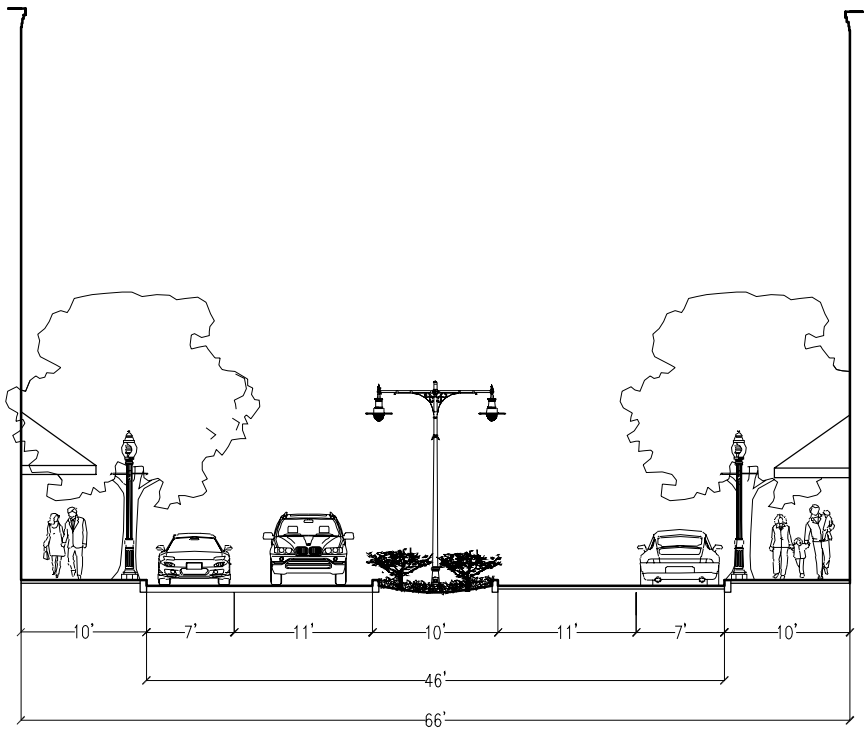
(1) For Bicycle Plan See see Section 7.6
(2) See Section 10.6.2.b for spacing between lighting poles
(3) See 10.3 Open Space and Landscape Plan Design Requirements
(4) A four (4) foot (minimum) to eight (8) foot (maximum) setback is recommended for retail, live/work and office at ground level.
(5) This typical street section has been approved by T&M Associates on behalf of Middlesex County.



BL : 66 : 46			
Traffic Lanes	2, 1 Travel Lane Each Direction	Street Furniture	Benches, Refuse Cans
Parking Lanes	Both Sides (1)	Planter Width	4 Feet
R.O.W. Width	66 Feet	Planter Type	Planting Well
Curb Radius	15 Feet	Tree Type	See Appendix 1.0
Vehicular Design Speed	25 mph	Tree Height	12 - 20 Feet with 6' Clearance (3)
Pedestrian Crossing Time	14 seconds	Tree Spacing	18 - 25 Feet
Minimum Sidewalk Width	10 feet both sides	Notes:	R.O.W. is same as existing at 66 Feet See Aside (4)
Street Lighting	12 Feet (Sidewalk) (2) 16 - 18 Feet (Median)		

Notes:

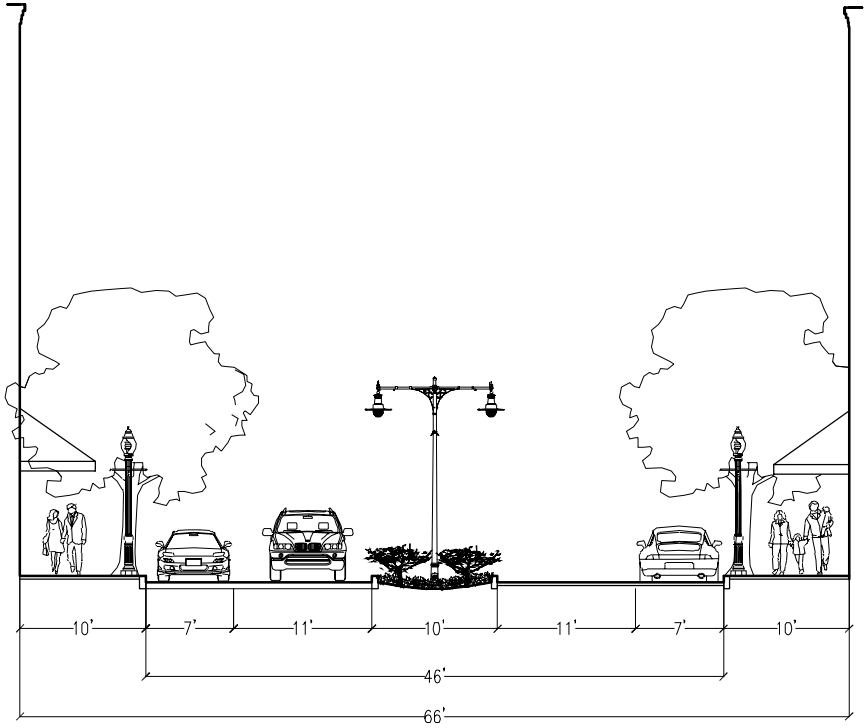
(1) For Bicycle Plan See see Section 7.6
(2) See Section 10.6.2.b for spacing between lighting poles
(3) See 10.3 Open Space and Landscape Plan Design Requirements
(4) A four (4) foot (minimum) to ten (10) foot (maximum) setback is recommended for retail, live/work and office at ground level.

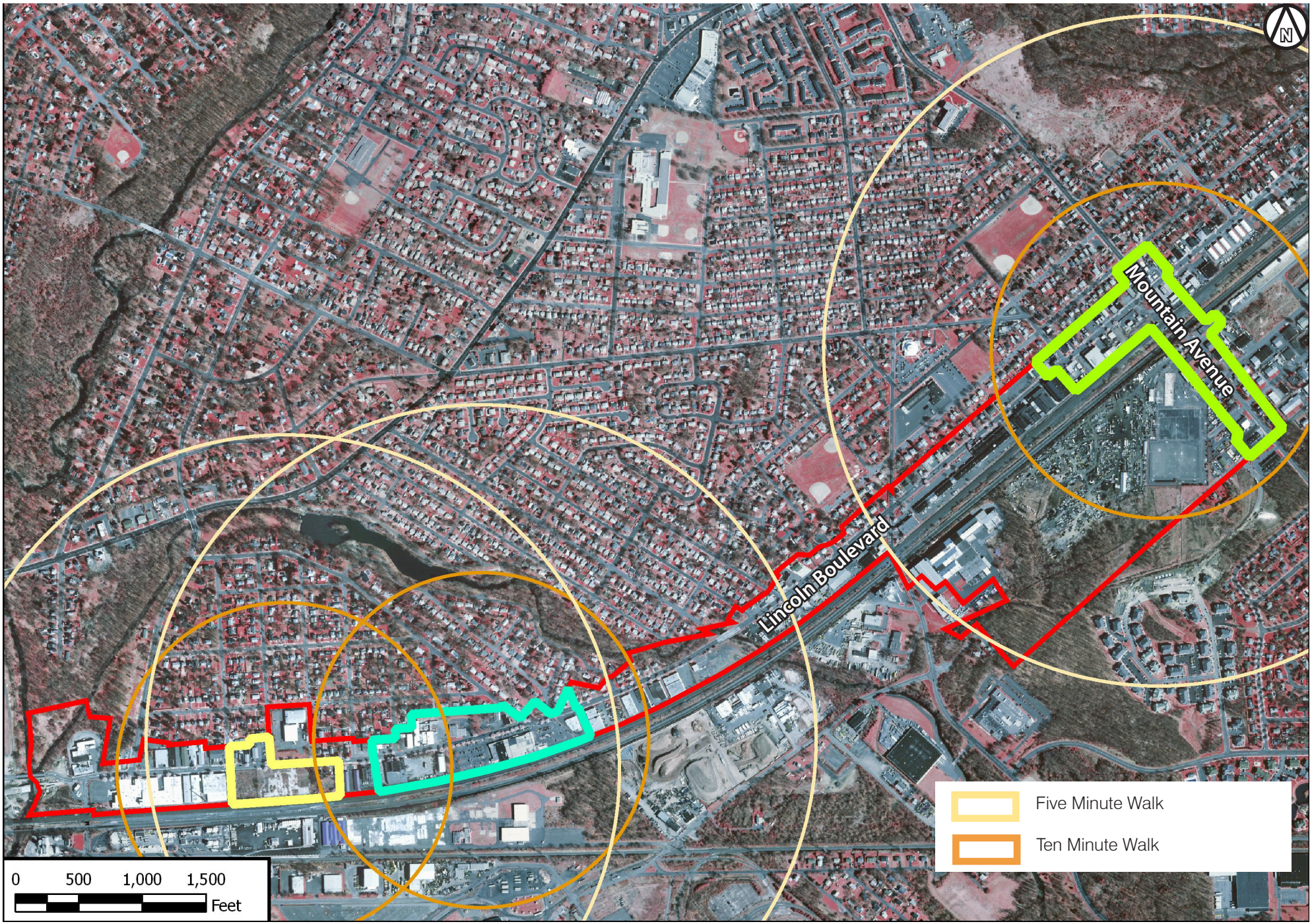


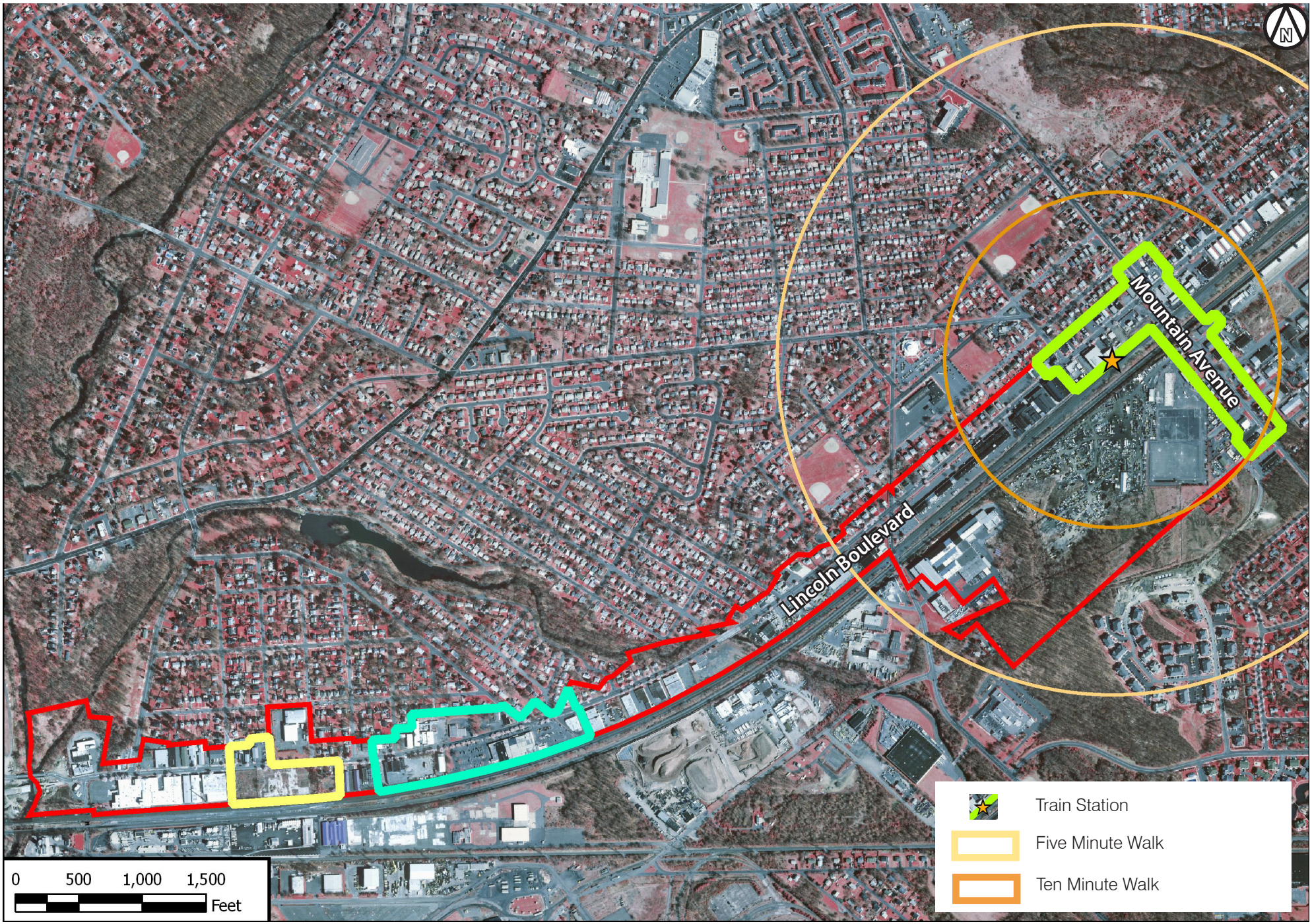
BL : 66 : 46			
Traffic Lanes	2, 1 Travel Lane Each Direction	Street Furniture	Benches, Refuse Cans
Parking Lanes	Both Sides (1)	Planter Width	4 Feet
R.O.W. Width	66 Feet	Planter Type	Planting Well
Curb Radius	15 Feet	Tree Type	See Appendix 1.0
Vehicular Design Speed	25 mph	Tree Height	12 - 20 Feet with 6 Foot Clearance (3)
Pedestrian Crossing Time	14 seconds	Tree Spacing	18 - 25 Feet
Minimum Sidewalk Width	10 feet both sides	Notes:	R.O.W. same as existing 66 Feet (4)
Street Lighting	12 Feet (Sidewalk) (2) 16 - 18 Feet (Median)		

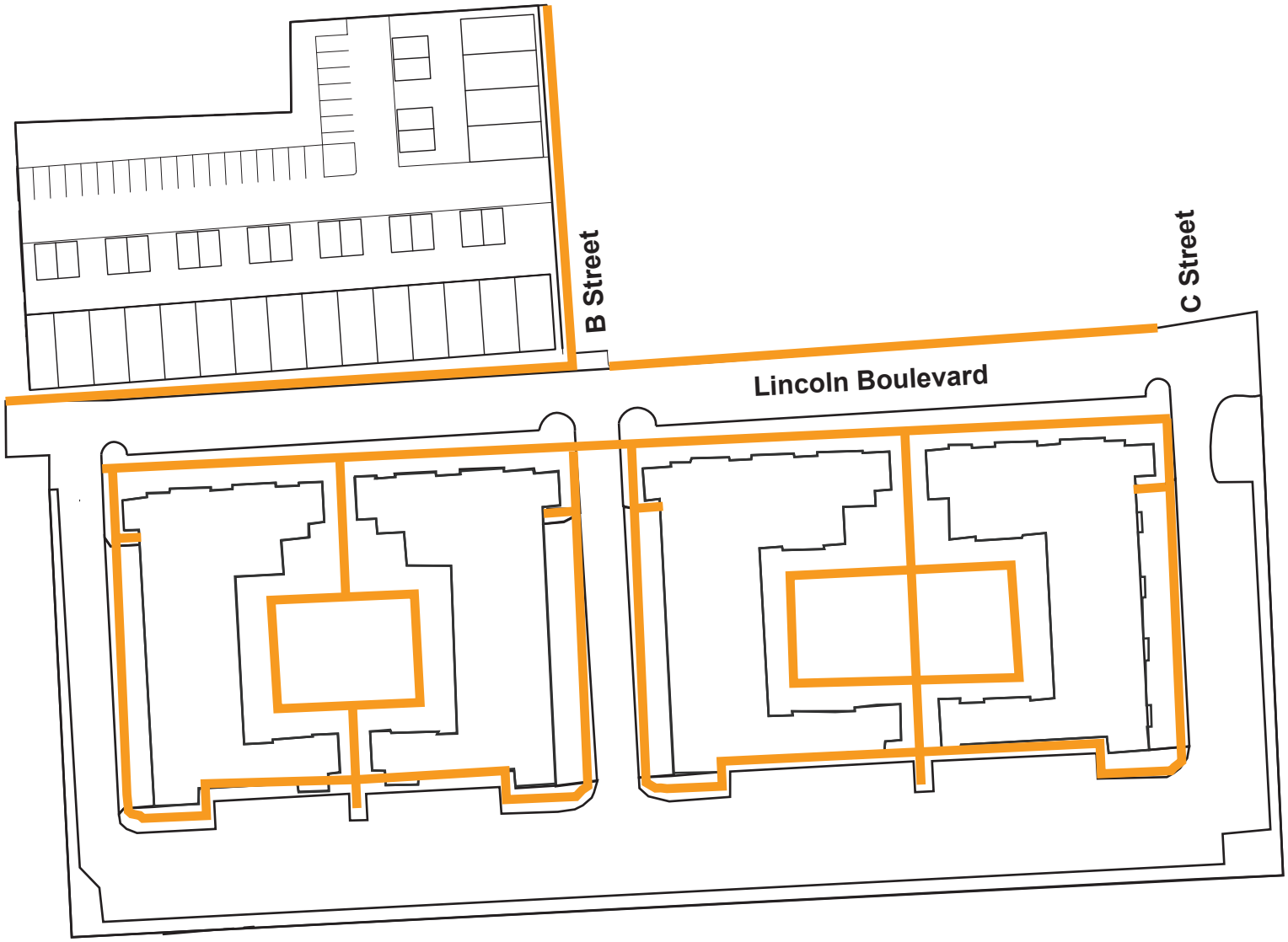
Notes:

(1) For Bicycle Plan See see Section 7.6
(2) See Section 10.6.2.b for spacing between lighting poles
(3) See 10.3 Open Space and Landscape Plan Design Requirements
(4) A four (4) foot (minimum) to ten (10) foot (maximum) setback is recommended for retail, live/work and office at ground level.




Mountain Avenue
Lincoln Boulevard
Five Minute Walk
Ten Minute Walk
0 500 1,000 1,500
Feet

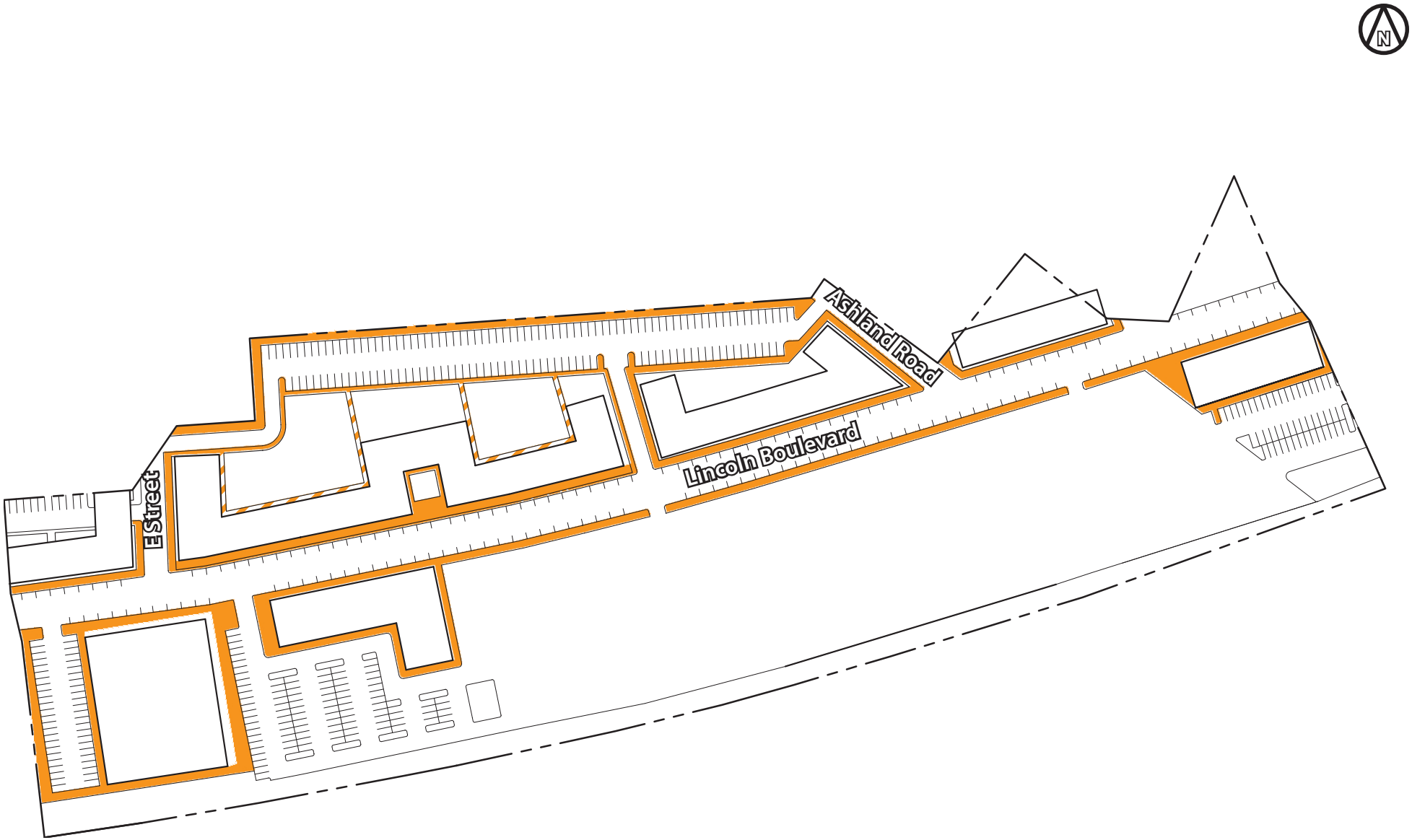

Mountain Avenue
Lincoln Boulevard
Train Station
Five Minute Walk
Ten Minute Walk
0 500 1,000 1,500
Feet



N.T.S.

This plan is for illustrates where new sidewalks are located. Optional locations can deviate from locations given. If contradictions exist between this Exhibit and the written portion of this plan, the written plan shall govern.

Sidewalk or Plaza

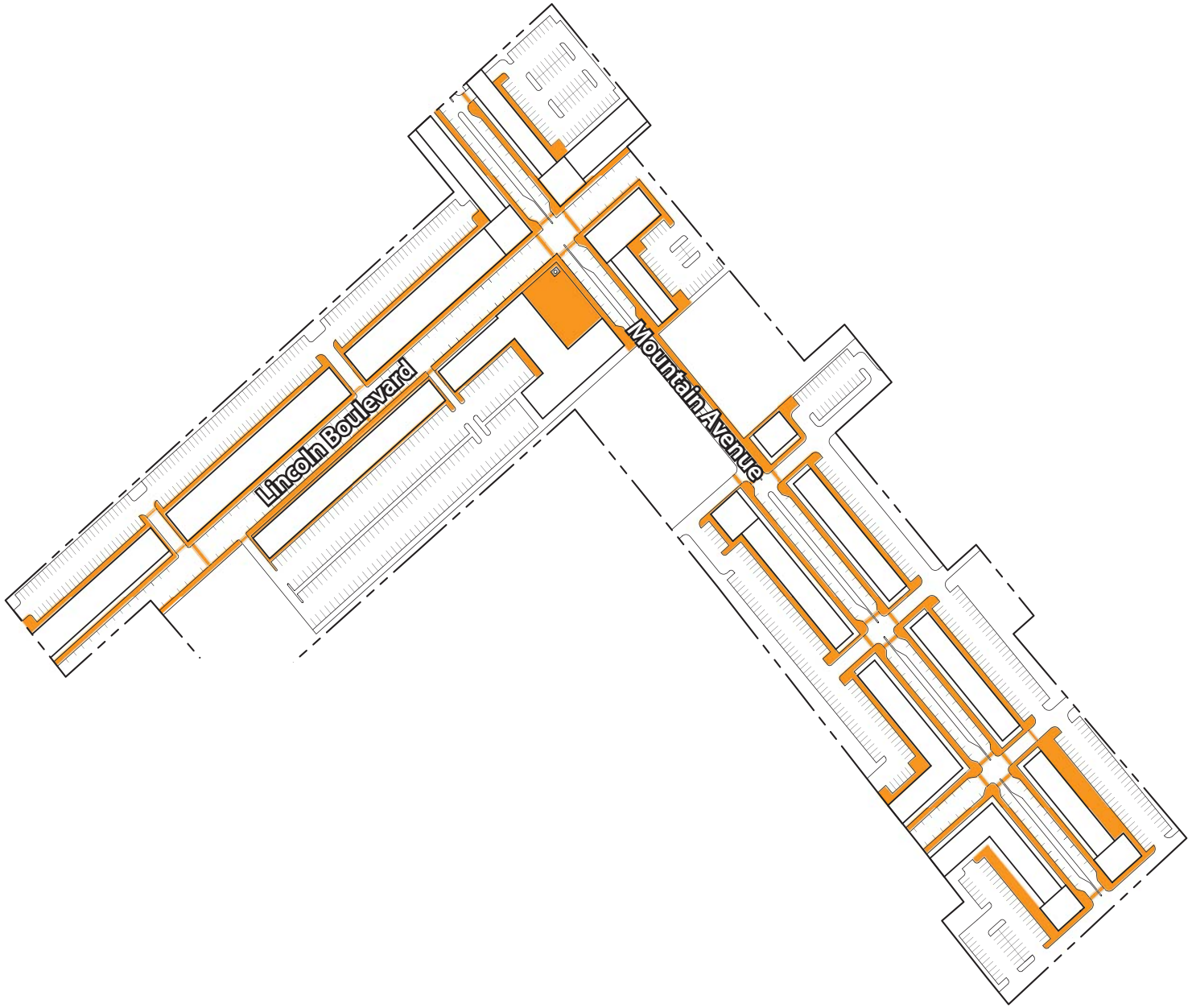


0 200
Scale in feet

This plan is for illustrates where new sidewalks are located. Optional locations can deviate from locations given. If contradictions exist between this Exhibit and the written portion of this plan, the written plan shall govern.

Optional location

Sidewalk or Plaza



0 250
Scale in feet

This plan is for illustrates where new sidewalks are located. Optional locations can deviate from locations given. If contradictions exist between this Exhibit and the written portion of this plan, the written plan shall govern.

Optional location

Sidewalk or Plaza

SECTION 8.0
LAND USE PLAN

8.1 General Requirements

In the event of any conflict or inconsistency between the provisions of this Plan and the provisions of the Middlesex Borough Zoning Regulations, this Plan shall govern in those areas specified as "focus areas." Areas outside the designated "focus areas" shall be governed by the existing zoning until such time that a specific focus area is designated. These new focus areas can only be designated within the approved Rehabilitation Area.

Specific application of the land use and development requirements of this Plan, as they affect existing uses will be as follows:

1. Existing uses that are nonconforming with the current zoning provisions will remain nonconforming unless they are expressly permitted in this Redevelopment Plan.

2. Existing principal or accessory uses of properties, permitted by the use provisions of the Land Use Regulations in effect for the Area immediately prior to the effective date of this Plan, but which are not listed as permitted uses in this Plan, will become prior nonconforming uses at the time this Plan is effective. At that time and thereafter, any modification or expansion of these prior non-conforming uses is prohibited and any new use, redevelopment or rehabilitation of such properties shall be subject to the provisions of this Plan.

8.2 Permitted Uses

Permitted uses for the focus areas are illustrated in Exhibits 23, 24 and 25. The uses indicated on these diagrams are defined as follows:

1. Offices: General and Professional offices, including, by way of example, but not limitation, general offices, doctors', dentists', lawyers' accountants' and architects' offices.

2. Retail: Stores, restaurants, and similar facilities including by way of example, but not limitation markets, stores, convenience stores, entertainment establishments, restaurants, cafes, bars, health and fitness clubs, clothing stores, banks.

3. Parking: A structure within the redevelopment area used for the parking of automobiles and primarily to support specified uses. Multi-use structures are recommended. Parking structures are subject to review for compliance to Design Standards.

4. Residential: Includes premises available for long-term human habitation by means of ownership or rental, but excluding premises offered for rental for periods of less than a month's duration; excludes all boarding houses and rooming houses.

5. Churches, temples and other religious institutions and any facilities including by way of example but not limitation, Sunday Schools, child care facilities, meeting areas, recreation areas and the like.

6. Mixed-use: A building that combines any two or more of the permitted uses within a single building. Additionally, there can be more than one principle building containing one or more principal uses on the same lot.

7. Live-work: Units that permit ground level light commercial activity including, by way of example, but not limitation, professional offices (doctor, dentist, lawyer, architect, publisher, and other professional services), workshops (mechanic, plumber, fabricators, general contractor), or artist studios. Permission to inhabit or work in live-work units is only permitted after review by Borough Planning Board to ensure that tenancy will not become a disturbance or distraction to the neighboring uses and providing that the owner or employee of such businesses live in such unit.

8.3 Interim Uses

The following shall be permitted interim uses in the Area. The duration during which such uses may remain in place shall be determined by the Middlesex Borough Planning Board.

1. Parks,

2. Surface parking facilities,

3. Any other use that will not encumber the property in any way as would hinder the ultimate development of the permanent permitted use.

4. Construction Staging Area.

8.4 Prohibited Uses

Any use not expressly permitted shall be prohibited within the Area. Existing uses that are prohibited under this Plan are permitted to remain as is. However, it is this Plan's assertion that any rehabilitation, redevelopment or development within the Area include only permitted uses. The following list includes examples of uses that are prohibited and is not intended to be exhaustive of all prohibited uses.

1. Drive-through commercial uses where patrons remain in automobiles.

2. Gas and service stations and car wash facilities.

3. Vending machines, except when located within buildings.

4. Commercial kennels and animal husbandry facilities.

5. Warehousing or distribution facilities.

6. Automotive sales, repair, or long-term storage.

7. Junk yards, recycling facilities, and outdoor storage.

8. Labor pool buildings, halfway houses, and food pantries.

9. Industrial and/or manufacturing operations.

10. Facilities producing adverse impacts on adjacent properties in general, usually as a result of odor, vibration, noise, pollution, or socioeconomic disruption.

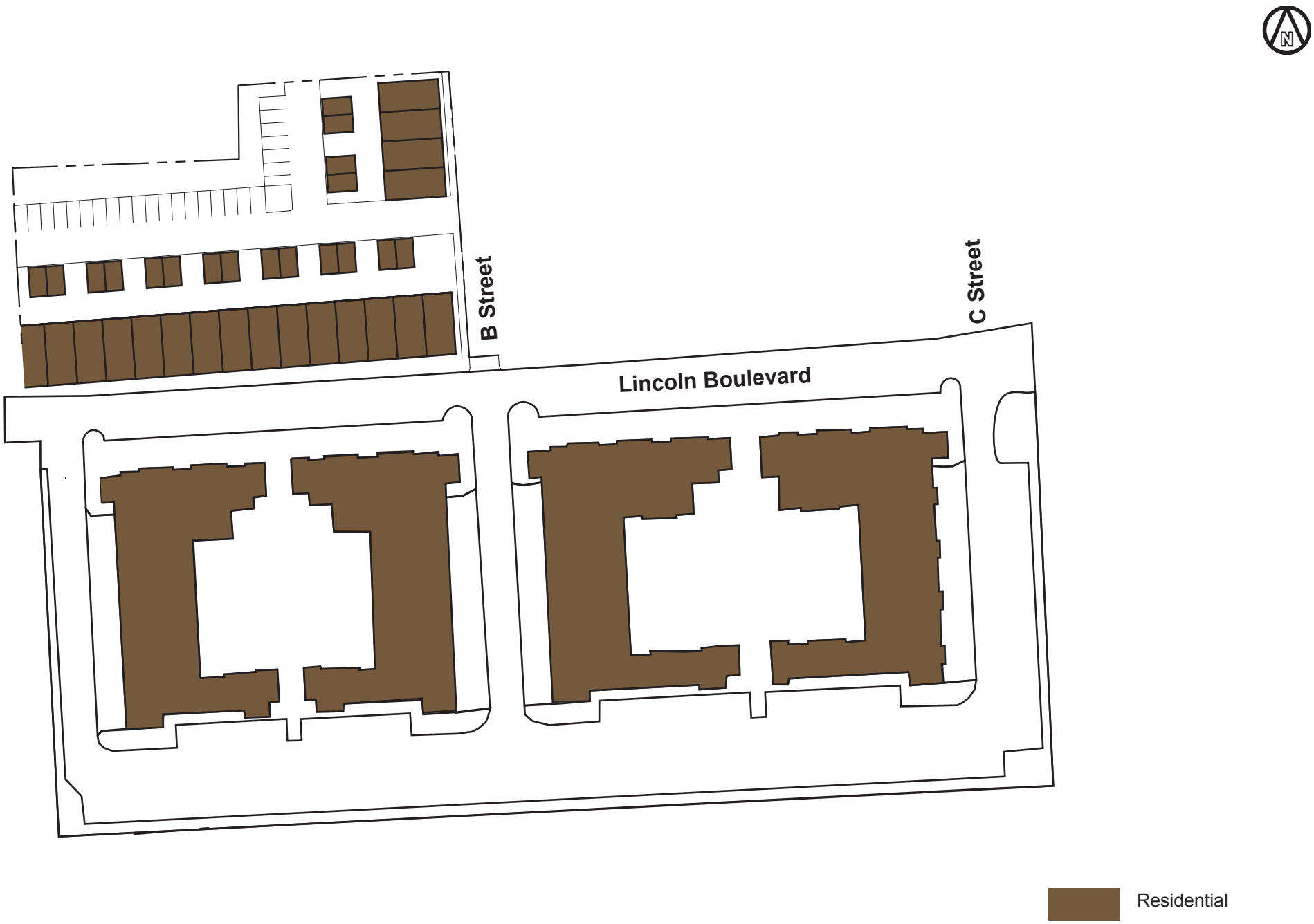
11. Structured parking facilities, except those required to meet the permitted parking requirements of permitted uses within the rehabilitation area.

12. Storage buildings and/or yards.

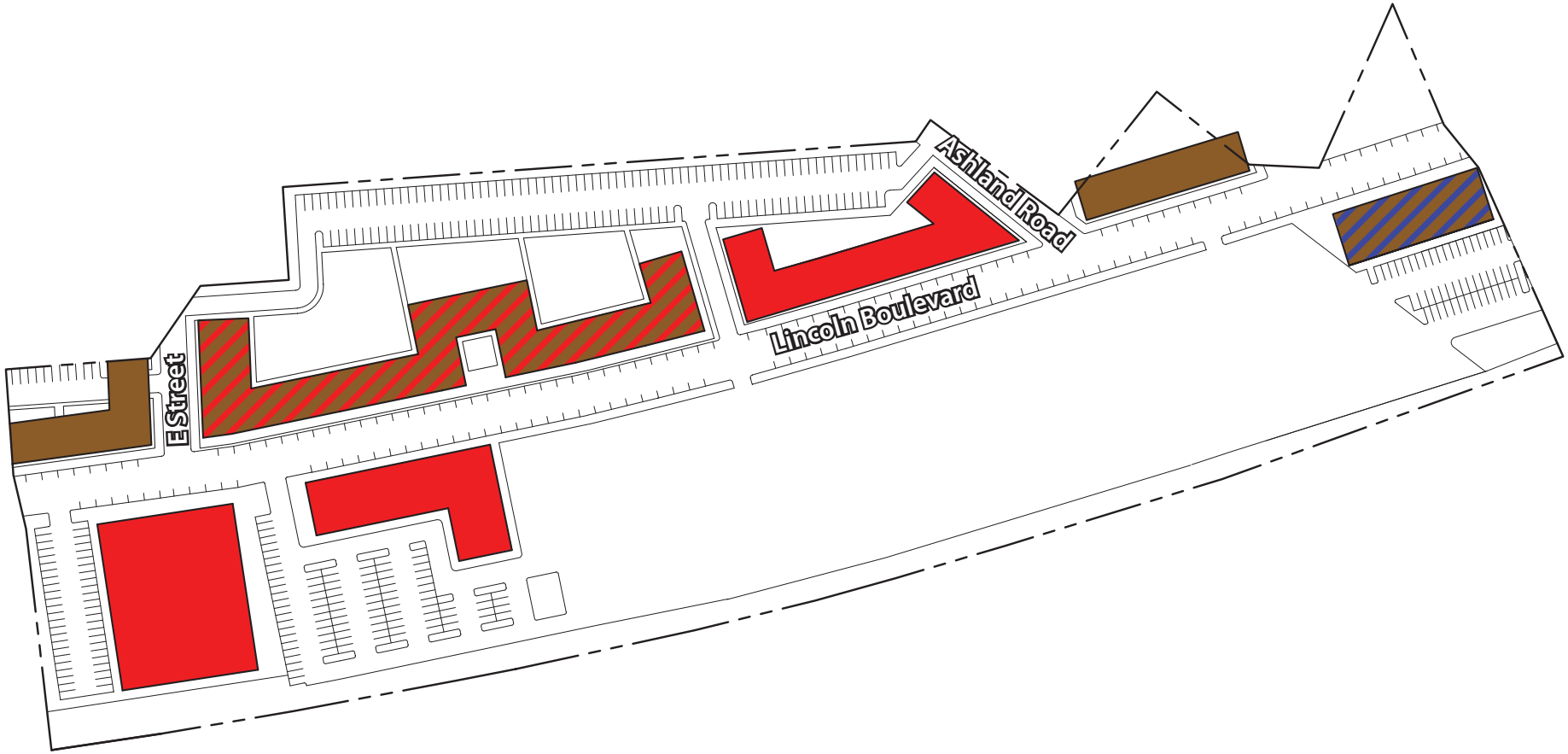
13. Sale or distribution of pornographic material.

8.5 Optional Uses

Optional uses are indicated on Exhibits 23.0, 24.0 and 25.0 with a striped pattern. The buildings that have multiple possible uses can be either use or a combination of the two uses as defined as in Section 8.2 Permitted Uses.



N.T.S.



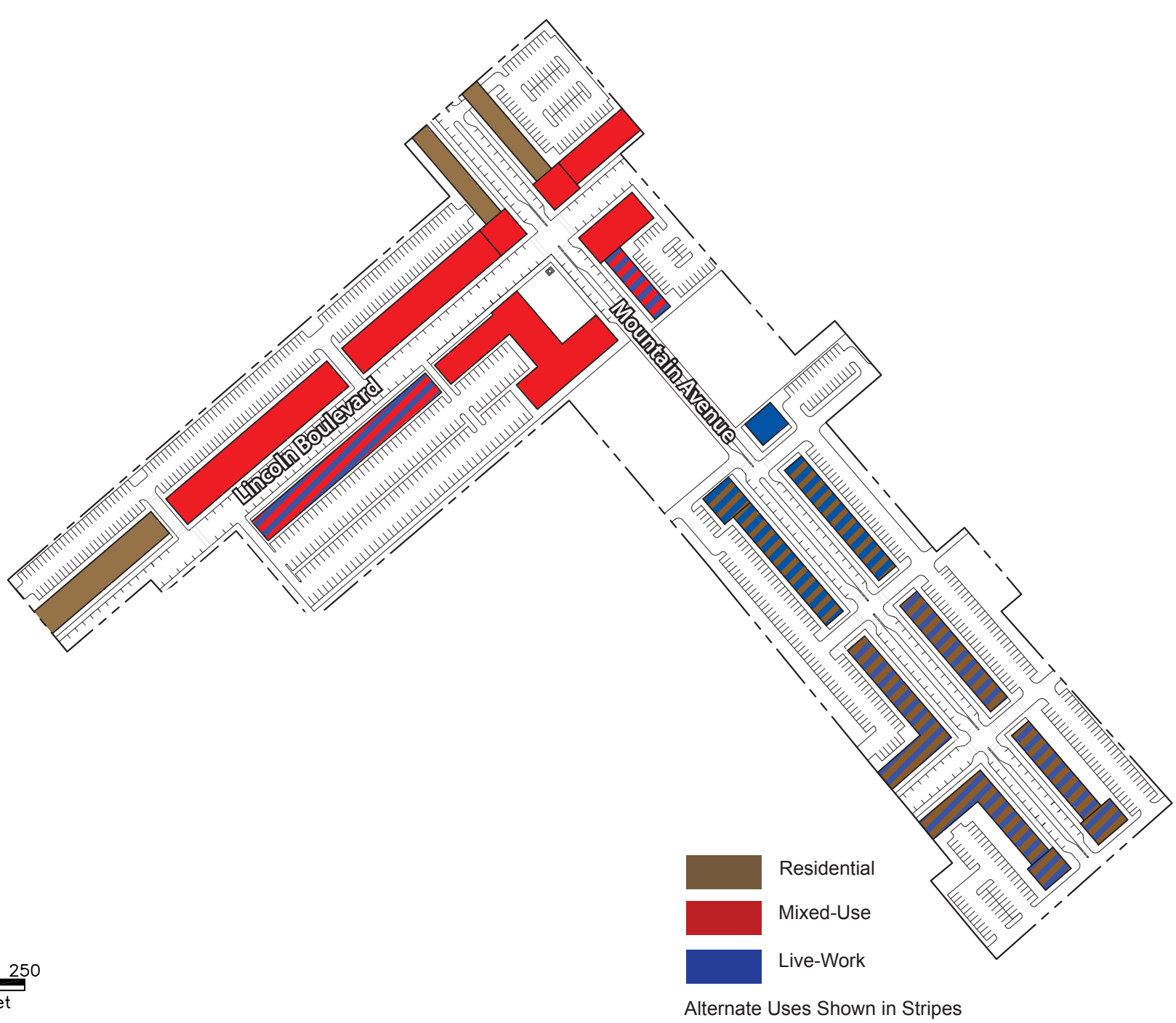
Residential

Mixed-Use

Live-Work

Alternate Uses Shown in Stripes

0 200
Scale in feet


Lincoln Boulevard
Mountain Avenue
Residential
Mixed-Use
Live-Work
Alternate Uses Shown in Stripes
0
250
Scale in feet

SECTION 9.0
BUILDING REGULATIONS

9.1 Developable Parcels

All parcels within the Lincoln Boulevard Rehabilitation Area are considered developable. However, for the purposes of this plan, the three (3) Focus Areas are considered the first parcels to be rehabilitated and redeveloped. Exhibits 26.0, 27.0 and 28.0 illustrate for the location and type of development for each Focus Area. Each building has been color coded and one or more associated building regulating diagrams assigned to each building. Building Regulating Diagrams are shown in Exhibits 29.0 through 38.0.

The development regulations for each parcel are based on a form-based type of regulation that helps determines the location, mass and character of the buildings. The basic regulations have sufficient flexibility for the architects to design great buildings and streetscapes while insuring the minimum level of appropriate urban design standards.

Included in the basic standards in this a form-based code are the developable area, build-to-lines, encroachments, setbacks and step backs, bulk, height, and identifiable building width regulations applied to the recommended street network.

9.1.1 Developable Area / Allowable Building Footprint

The developable area is defined as the allowable building footprint of the ground floor of the building. It is within this designated area, on a specific parcel, that the building can be located. The building can be smaller, but not larger than the designated footprint. The building footprints for each of the Focus Area buildings are shown on Exhibits 26.0 through 28.0

9.1.2 Building Types

There are ten (10) building types specified for the three focus areas. They are illustrated in Exhibits 29.0 to 38.0.

9.1.3 Build-to line

The built-to-line is the recommended location of the facade of a building which generally follows the property lines except where a plaza or specific setbacks are required. The build-to-line regulation assures that an appropriate street wall is formed. The build-to line is diagramed in Exhibits 29.0 through 38.0. These building types can have a four (4) to eight (8) foot set back from the R.O.W. line along Lincoln Boulevard in order to accommodate outdoor displays or dining expressly confined to those setback areas.

9.1.4 Setbacks

A setback is the horizontal distance between the property line and the outer edge of the building wall, expressed in feet. Setbacks are required as shown in the Building Regulating Diagrams. See Exhibits 29.0 through 38.0.

9.1.5 Identifiable Building Width

The Identifiable Building Width (IBW), Exhibit 46.0, is the distance between the terminal edges of a bay space or building reflected on the façade of a building. Each IBW should contain distinct materials, color, and/or window and door types with varying edge treatment to give each IBW a sense of individuality. To maximize the feel of a traditional "Main Street" the IBW spacings must vary between sixteen (16) and forty (40) feet. Mandating IBW spacing allows for unit articulation and a varying street façade giving larger buildings a feeling that they are many smaller ones. This is a fundamental urban design characteristic which must be respected.

If the architecture expressed along Lincoln Boulevard and Mountain Avenue is modern in nature rather than a more traditional style the IBW articulation may be slightly different. Modern buildings are typically larger with larger window/glass openings and new materials. To create a compatibility with the building rhythm of the traditional streetscape, the expression of the building must be apparent in the architectural articulation of the proposed buildings. In modern style buildings a minimum IBW width of twenty (20) and a maximum of fifty (50) feet is required. However, if there are instances for a component to exhibit a smaller width, such as a corner element such articulation is encouraged.

9.1.6 Encroachments

Encroachment is the distance beyond the build-to-line that certain building elements can protrude, expressed in feet. Building elements include, but are not limited to, overhangs, built out cornices, steps, porches, porticos, balconies, bow and boxed-out windows, chimneys, awnings, etc., and are more commonly allowed in upper levels of mixed-use buildings and in the semi-public area of residential structures. The number of feet of allowed encroachments is illustrated in the table associated with each Building Type Regulating Diagram. See Exhibits 29.0 through 38.0.

9.1.7 Height and Mass

The height and mass of the buildings are determined by a combination of the above design regulations, the developable area and the proposed height along with items specifically stated in the following sections of this Plan. For the purposes of establishing the appropriate visual spatial character that respects the Vision Plan, for each parcel within each Focus Area, the proposed buildings shall exhibit characteristics of height and mass that are consistent with the parameters set forth in this section, and specified for each parcel. Height is expressed in the number of stories with the range of feet per story from floor to floor to be determined on a building by building basis.

Typically the ground floors are higher (taller), the middle floors are lower and the top floors can be higher. The total number of stories is illustrated for each parcel within the Focus Areas.

To the extent that the development of any parcel is to be undertaken in phases, the portion of the total mass to be required or permitted applies to each phase. In no event

however, shall such determination permit development in any phase as would cause the entire parcel to be developed in a manner that is not consistent with the standards set forth in this section.

9.1.8 Corner Emphasis/Key Architectural Elements

Corners which are major architectural landmarks can have additional height or embellishments. Such expression can include projections, towers, roof forms, height increases or other architectural appurtenances appropriate to the scale and architectural expression and style selected. Major landmarks are located on the primary corners at the intersection of primary streets. The corner of Lincoln Boulevard and Mountain Avenue is the area that will serve as the center and should be the more elaborate landmark which could act as a gateway marker. In addition major embellishments are to be included on the indicated locations with The Gateway Focus Area. Minor landmarks are recommended on secondary corners along major streets. Major landmarks should be more prominent than minor landmarks. See Exhibits 39.0, 40.0 and 41.0. See Appendix 3.0 for visual examples of architectural elements.

9.1.9 Green Roofs and Terraces

Green roofs and green terraces are recommended but not required. Also termed eco-roofs, rooftop gardens, vegetated rooftops and sky gardens, green roofs go beyond the traditional rooftop gardens that utilize containers and planters to house vegetation and plantings. Instead, green roofs are comprised of an engineered roofing system that enables the growth of vegetation. The engineered rooftop is typically comprised of the following components: an insulation layer, a waterproof membrane, a root barrier, a drainage layer, a geotextile or filter mat and a growing medium.

The engineered roofing system allows for extensive plant cultivation over a significant portion of the roof enabling several benefits. Most notably, green roofs can improve local air quality, conserve energy by providing significant insulation for the building, reducing stormwater runoff via infiltration and evapotranspiration as well as reducing the urban heat island effect. The urban heat island effect occurs in urban and suburban environments, mainly during summer months, whereby the man-made materials such as steel, glass, concrete and asphalt that comprise the built environment absorb the solar energy of the sun and heat up. The heat absorbed effectively traps heat within the urban environment and keeps the local community at a higher temperature even into the evening after the sun goes down. The heat island effect can be experienced by anyone who goes from a large suburban parking lot to a shaded park on a hot summer day. The presence of plantings within the urban and suburban environment can dampen this effect.

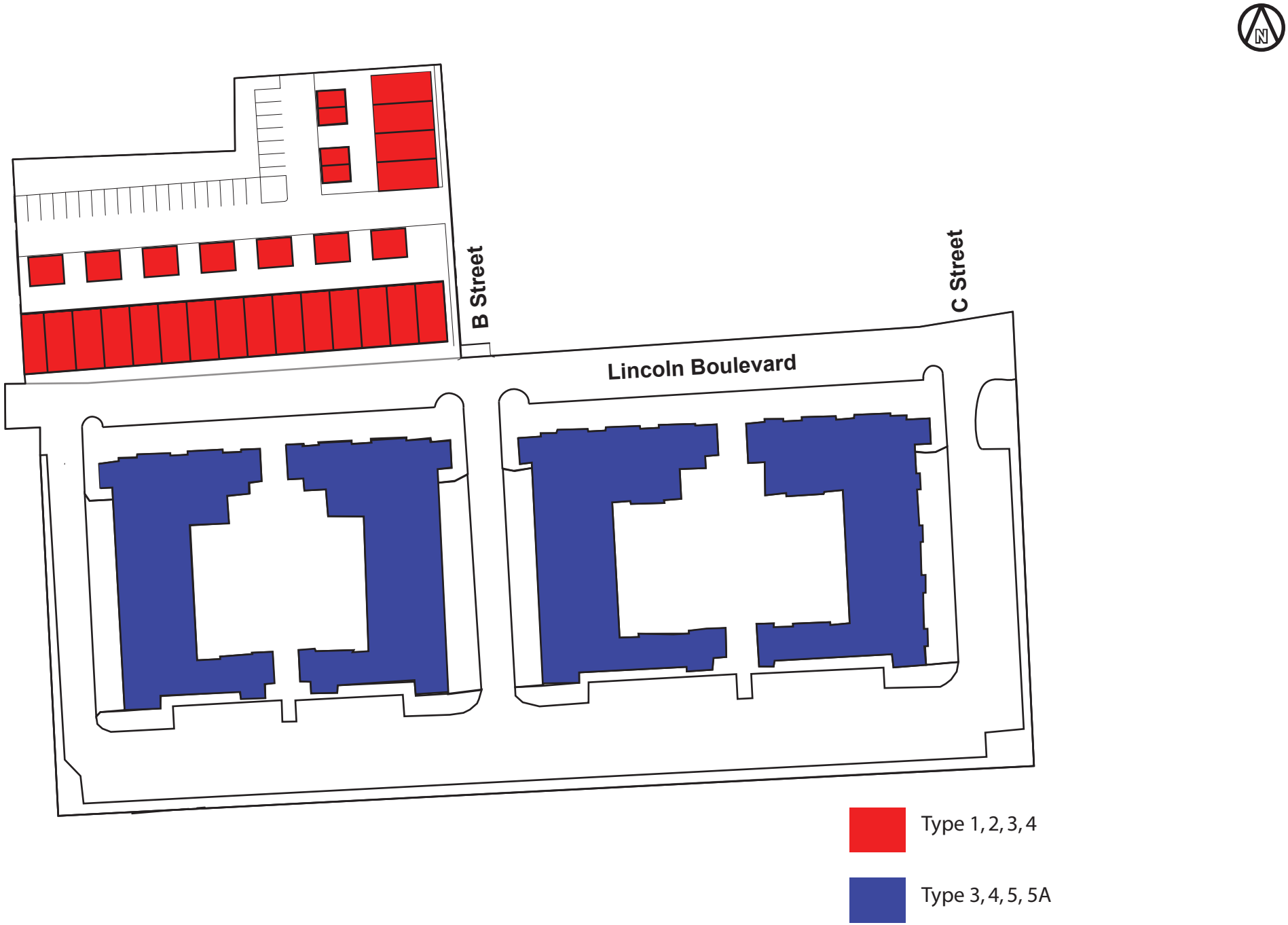
Green roofs can be found in two forms: intensive and extensive. Intensive green roofs are considerably more substantial in terms of the amount and type of vegetation supported and also in terms of cost and maintenance required. They can be thought of as true rooftop gardens. Intensive green roofs can support planting depths up to 8" but require higher load bearing structural roofs. Extensive green roofs are lighter and less expensive and support a less intensive vegetative cover. Extensive green roofs can be considered rooftop meadows versus rooftop gardens. They are covered with a grasses, sedums and wildflowers within a planting bed between 2" and 6". Maintenance is minimal and little irrigation is required beyond rainfall.

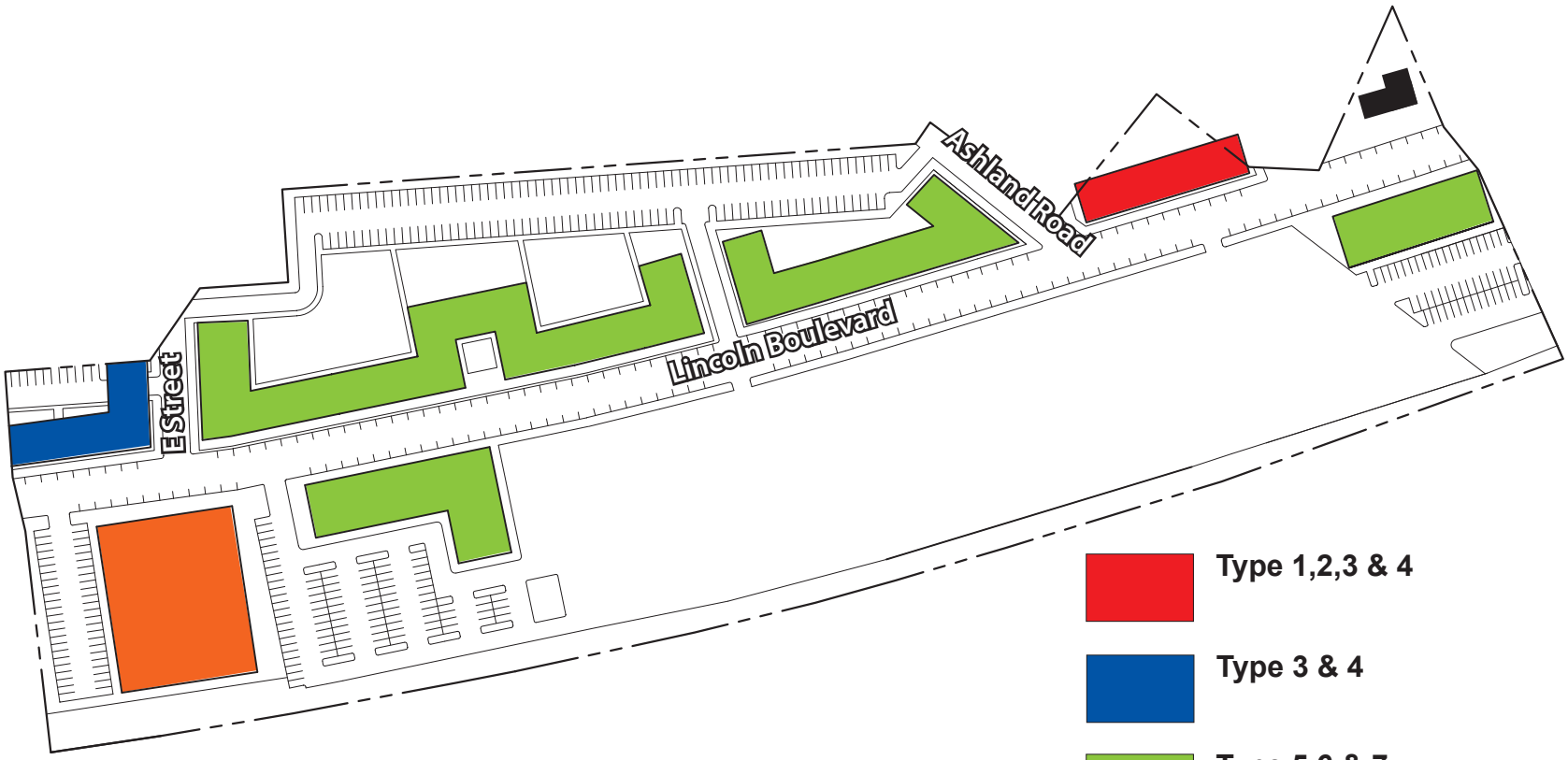
Currently, initiatives exist to promote the widespread use of green roofs. Further, several agencies and organizations exist to help educated and provide technical support to architects, designers and contractors seeking to build green roofs.

The benefits of green roofs to the local environment and community will be maximized if a comprehensive green roof policy is established as opposed to green roofs being implemented on a piecemeal basis. Ideally a green roof strategy should be incorporated into the Middlesex Stormwater Management Plan.

9.2 Exhibits of Building Regulations

There are ten (10) different building types within the Focus Areas of the Lincoln Boulevard Rehabilitation Area. The building types depict the relationships between developable area, build-to-lines, setbacks, IBWs and encroachments in cross-sections and program tables. The building types could also be applicable to the Transitional Zones. Each typology is explained in the Building Type Regulating Diagrams illustrated in Exhibits 29.0 through 38.0.


B Street
C Street
Lincoln Boulevard
Type 1, 2, 3, 4
Type 3, 4, 5, 5A



Type 1,2,3 & 4

Type 3 & 4

Type 5,6 & 7

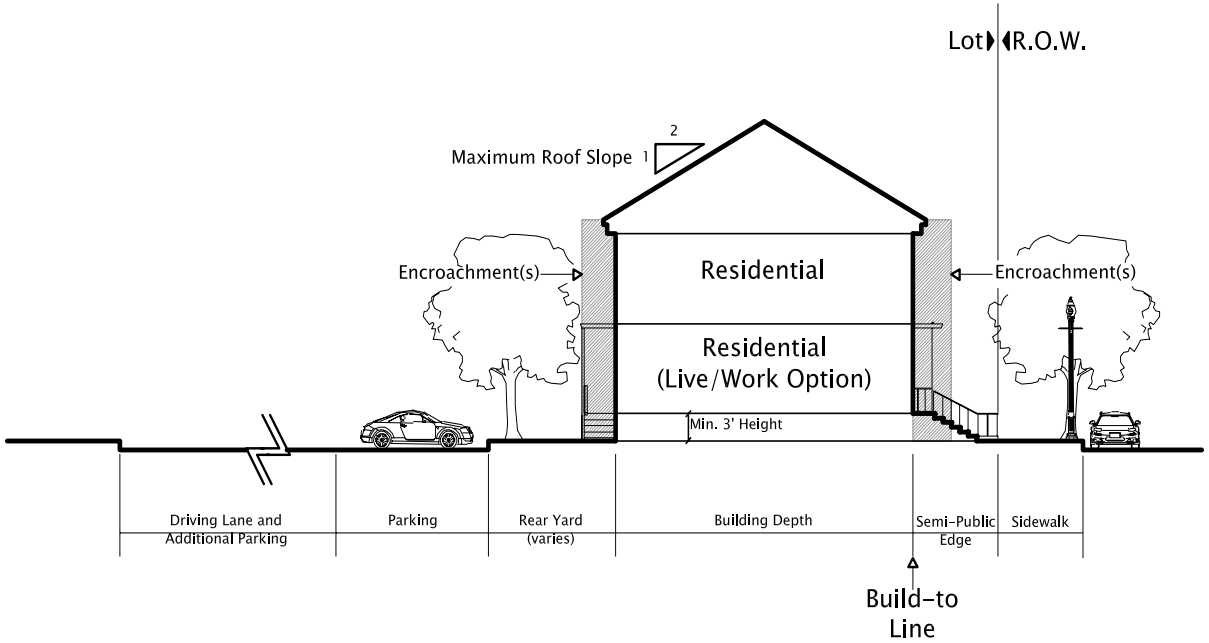
Existing building to be Rehabilitted to Mix-Use

Existing Single-Family House to remain

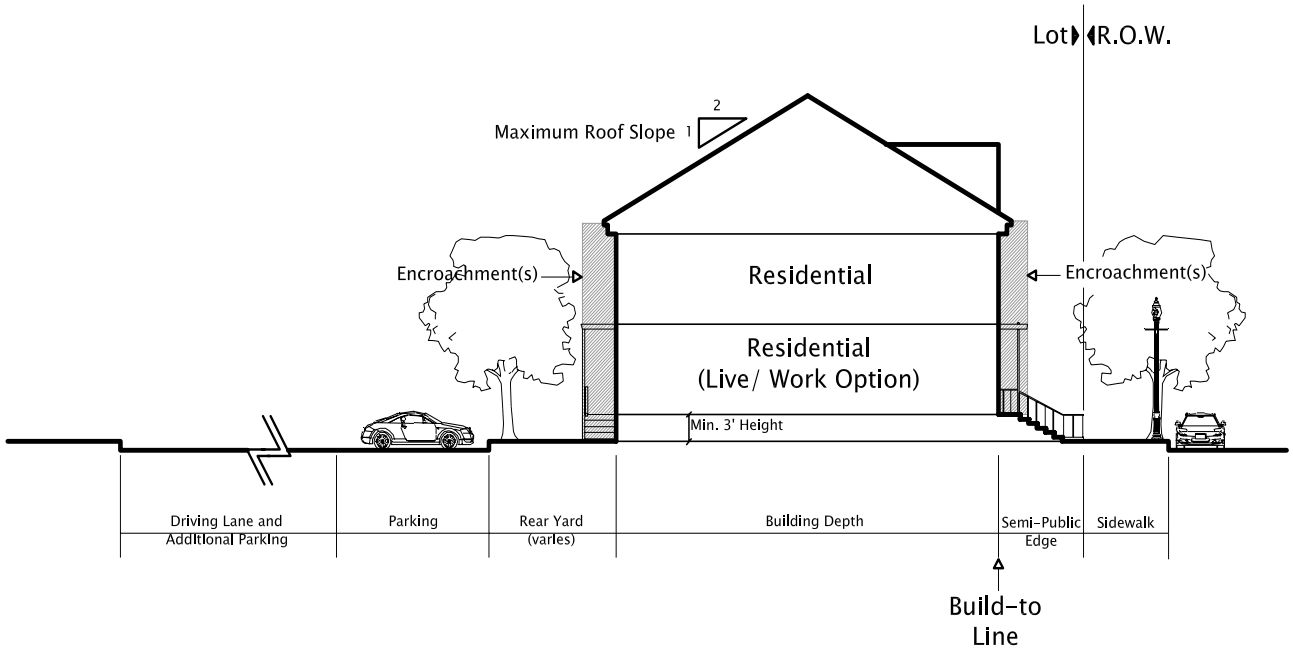
0 200
Scale in feet

0 250
Scale in feet

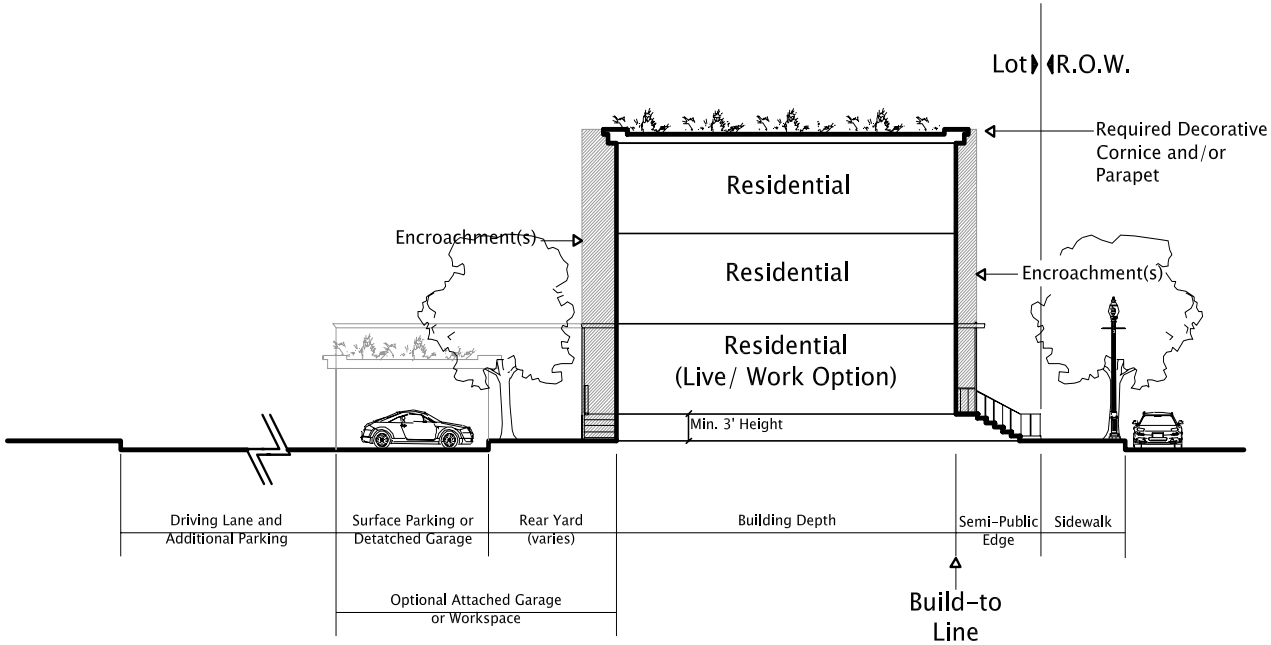
Townhouse - Two-Story			
Type	Townhouse	Building Depth	35 Feet Minimum
Building Setback / Semi-Public Edge	9 Feet	Maximum Encroachments	4 Feet
Sidewalk Width	10 Feet Minimum	Rear Yard	10 Feet Minimum
Max Height	2 Stories	Parking Location	Surface lot in rear or detached garage
Green Roof	n/a	Live-Work Option?	Yes



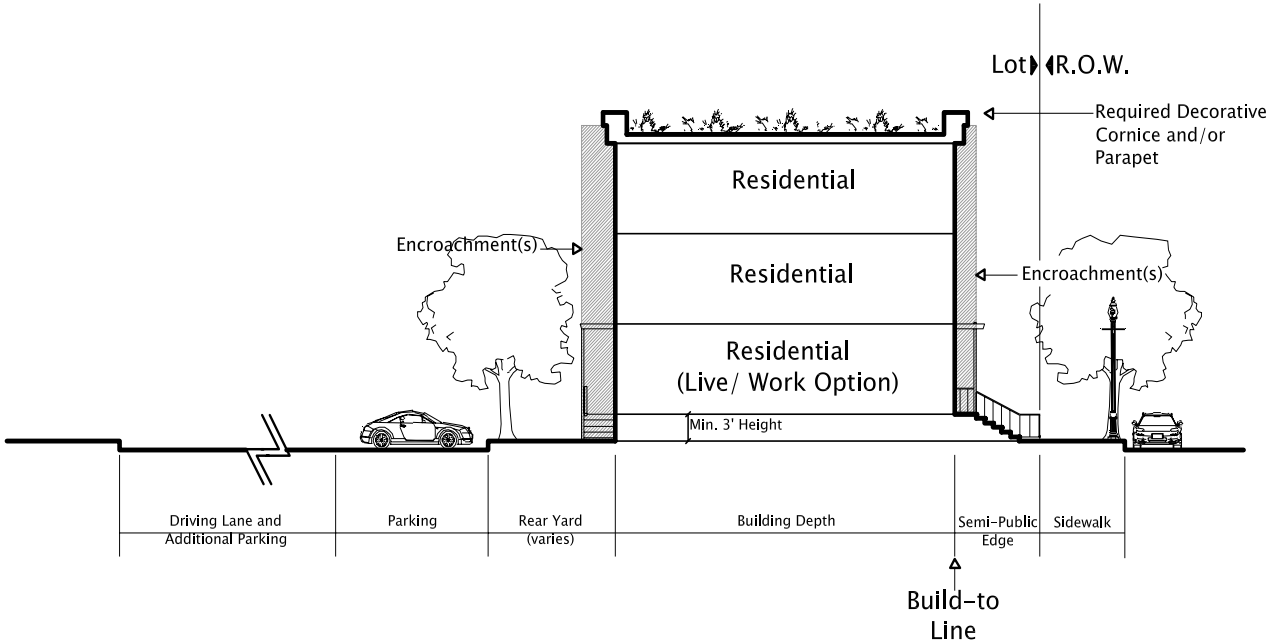
Duplex - Two-Story Pitched Roof			
Type	Townhouse	Building Depth	45 Feet Minimum
Building Setback / Semi-Public Edge	9 Feet	Maximum Encroachments	4 Feet
Sidewalk Width	10 Feet Minimum	Rear Yard	Minimum 10 Feet
Max Height	2 Stories	Parking Location	Surface lot in rear or detached garage
Green Roof	n/a	Live-Work Option?	Yes



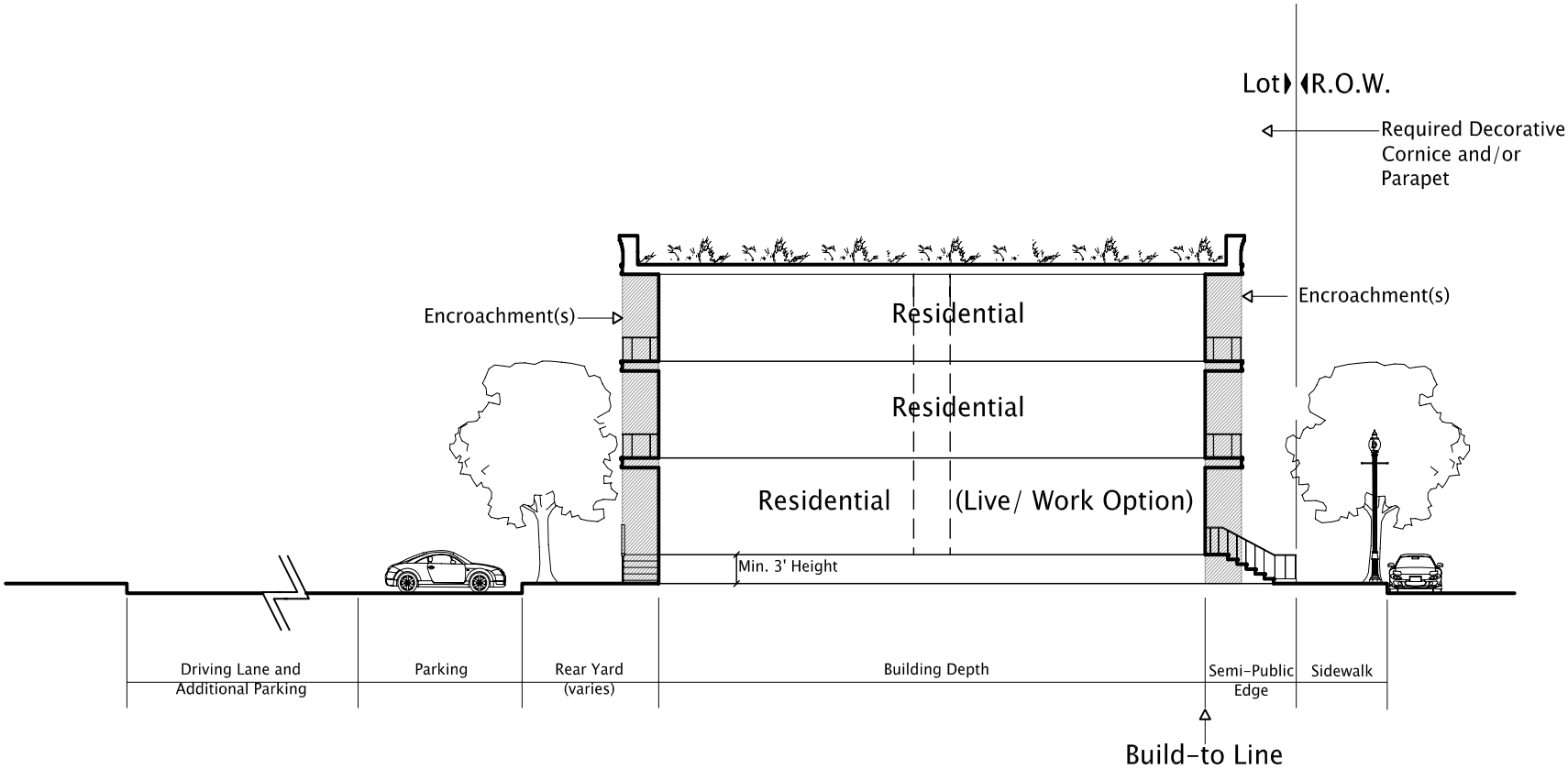
Townhouse - Three-Story (w/ Surface Parking)			
Type	Townhouse	Building Depth	40 Feet minimum
Building Setback / Semi-Public Edge	9 Feet	Maximum Encroachments	4 Feet
Sidewalk Width	10 Feet Minimum	Rear Yard	Minimum 10 Feet
Max Height	3 Stories	Parking Location	Surface lot in rear or detached garage
Green Roof	Recommended	Live-Work Option?	Yes



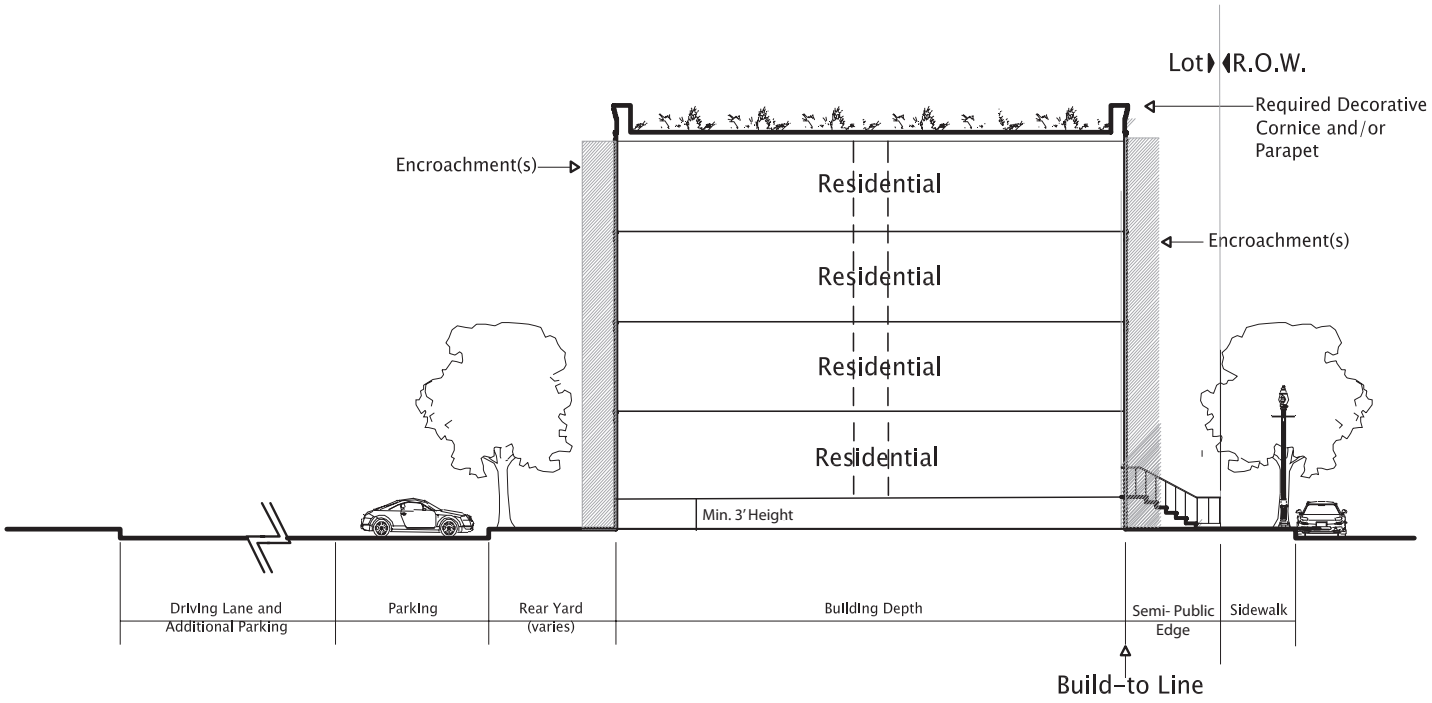
Triplex - Three-Story Flat Roof			
Type	Duplex	Building Depth	45 Feet minimum
Building Setback / Semi-Public Edge	9 Feet	Maximum Encroachments	4 Feet
Sidewalk Width	10 Feet Minimum	Rear Yard	Minimum 10 Feet
Max Height	3 Stories	Parking	Surface Lot in rear
Green Roof	Recommended	Live-Work Option?	Yes, on ground floor only



Apartment - Three-Story			
Type	Double Loaded Corridor	Building Depth	45 - 60 Feet
Building Setback / Semi-Public Edge	9 Feet	Maximum Encroachments	4 Feet
Sidewalk Width	10 Feet Minimum	Rear Yard	Minimum 10 Feet
Max Height	3 Stories	Parking Location	Surface Lot in rear
Green Roof	Recommended	Live-Work Option	Yes, street side unit

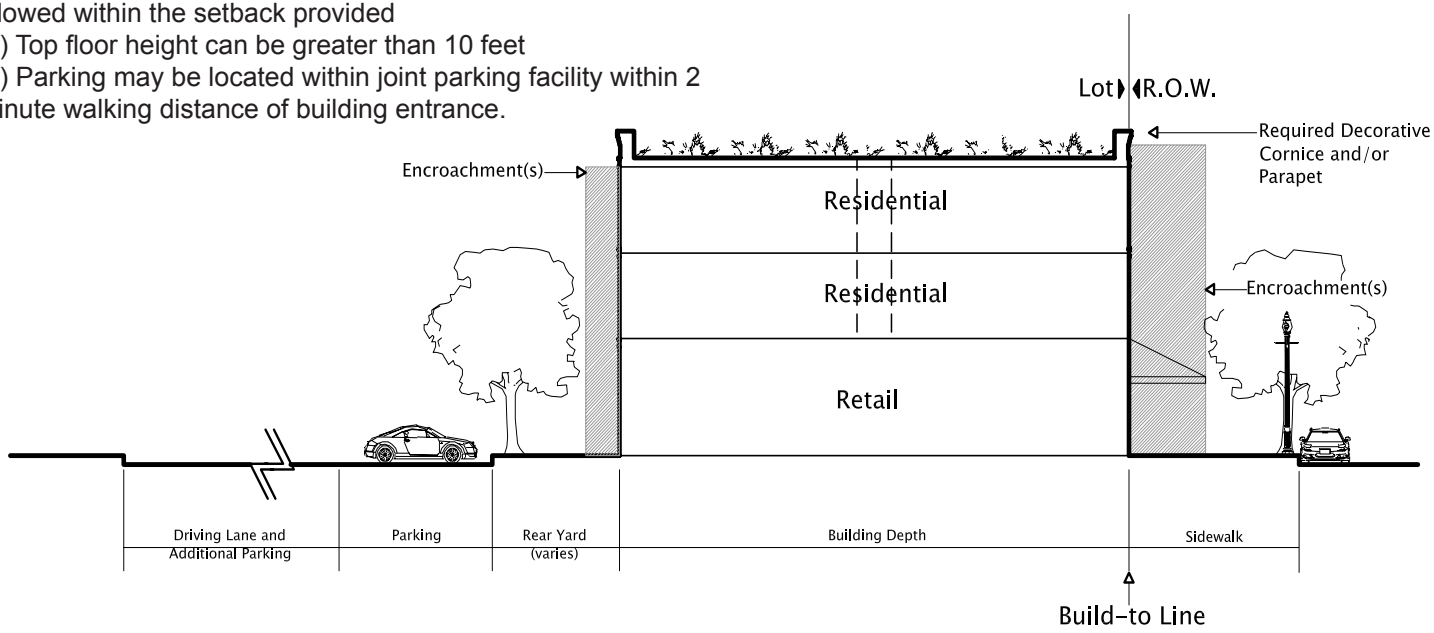


Apartment- Four-Story			
Type	Double Loaded Corridor	Building Depth	45 - 60 Feet
Building Setback / Semi-Public Edge	9 Feet	Maximum Encroachments	4 Feet
Sidewalk Width	10 Feet Minimum	Rear Yard	Minimum 10 Feet
Max Height	4 Stories / 49 Feet	Parking Location	Surface Lot in side and rear
Green Roof	Recommended	Live-Work Option?	No



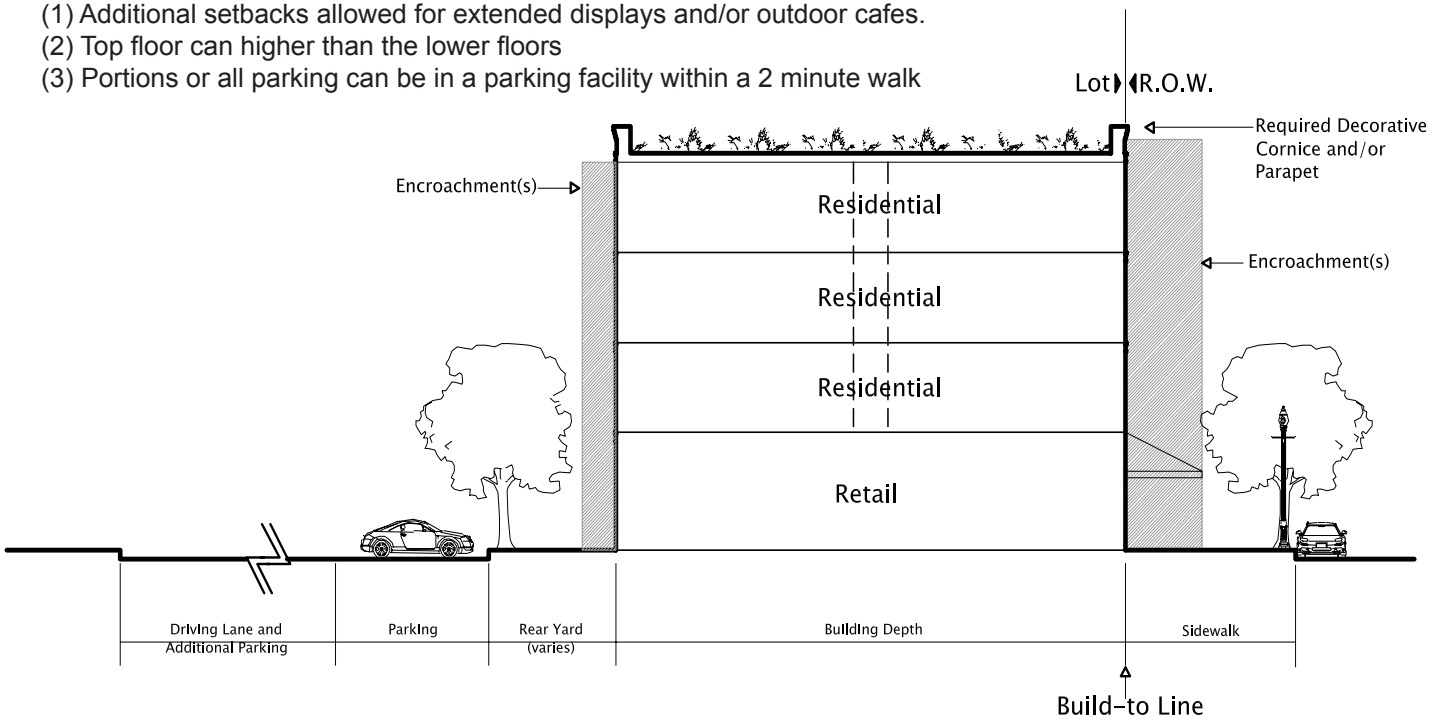
Mixed-Use - Three-Story			
Type	Double Loaded Corridor	Building Depth	45 - 60 Feet
Building Setback / Semi-Public Edge	4 - 8 Feet Optional Along Street Edge (1)	Maximum Encroachments	4 Feet (Awnings up to 6 Feet Maximum)
Sidewalk Width	10 Feet Minimum	Rear Yard	Minimum 10 Feet
Max Height	3 Stories (2)	Parking Location	Surface Lot in Rear (3)
Green Roof	Recommended	Live-Work Option?	No

(1) If setback is used, an outdoor cafe or outdoor display is allowed within the setback provided
(2) Top floor height can be greater than 10 feet
(3) Parking may be located within joint parking facility within 2 minute walking distance of building entrance.



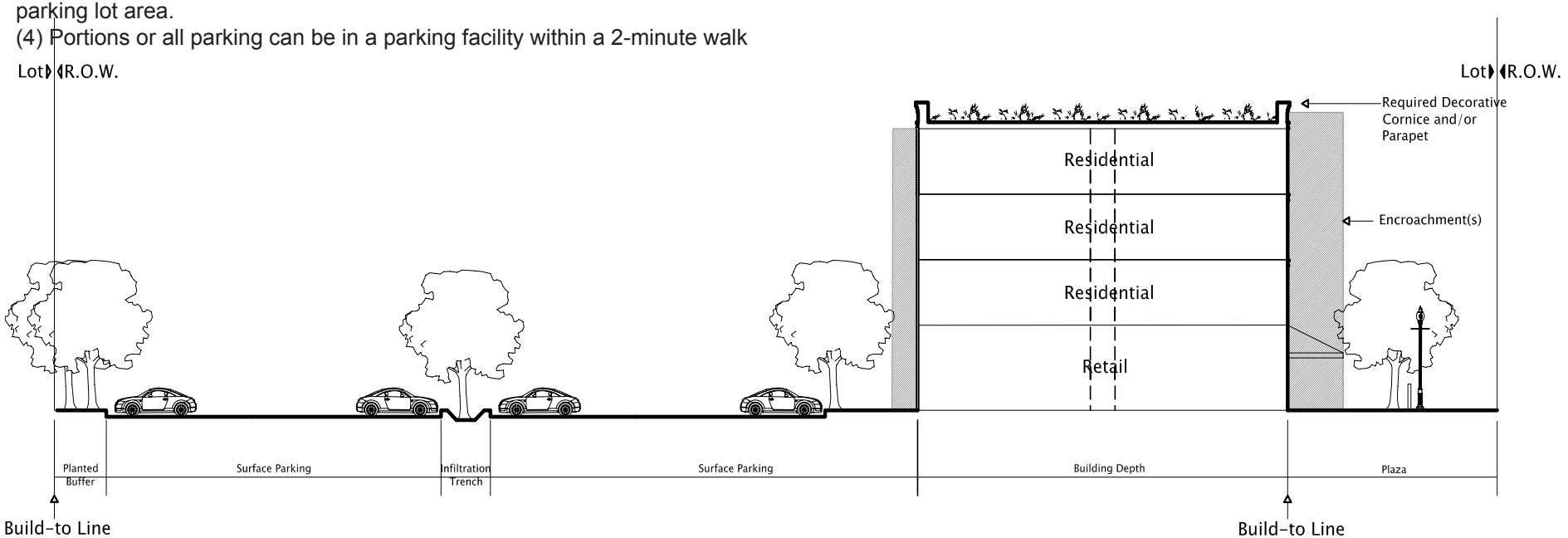
Mixed-Use - Four-Story			
Type	Double Loaded Corridor	Building Depth	45 (single loaded corridor on either side of building)
Building Setback / Semi-Public Edge	4 - 8 Feet Optional Along Street Edge (1)	Maximum Encroachments	4 Feet (Awnings up to 6 Feet Maximum)
Sidewalk Width	10 Feet Minimum	Rear Yard	Minimum 10 Feet
Max Height	4 Stories (2)	Parking Location	Surface Lot in rear (3)
Green Roof	Recommended	Live-Work Option?	No

(1) Additional setbacks allowed for extended displays and/or outdoor cafes.
(2) Top floor can higher than the lower floors
(3) Portions or all parking can be in a parking facility within a 2 minute walk



Mixed-Use with Open Parking			
Type	Mixed-Use	Building Depth	45 - 60 feet (3)
Building Setback / Semi-Public Edge	4 - 8 Feet Optional Along Street Edge (1)	Maximum Encroachments	4 Feet (Awnings up to 6 Feet Maximum)
Sidewalk Width	10 Feet Minimum	Rear Yard	n/a
Max Height	4 Stories (2)	Parking Location	Surface parking in the rear (4)
Green Roof	Recommended	Live-Work Option?	Yes

(1) Additional setbacks are allowed for extended displays and/or outdoor cafes are allowed.
(2) Top floor can higher than the lower floors
(3) As an option, building widths can be extended to sixty (60) feet if a structural parking level is constructed over all or a portion of the parking lot area.
(4) Portions or all parking can be in a parking facility within a 2-minute walk

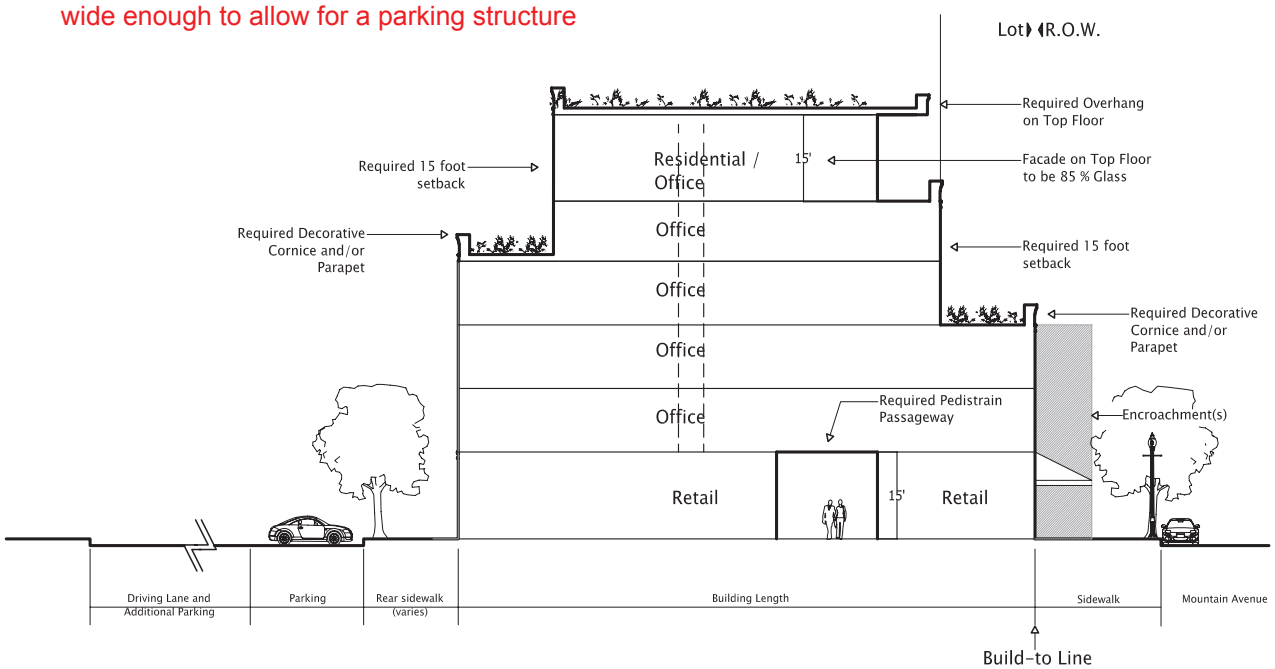


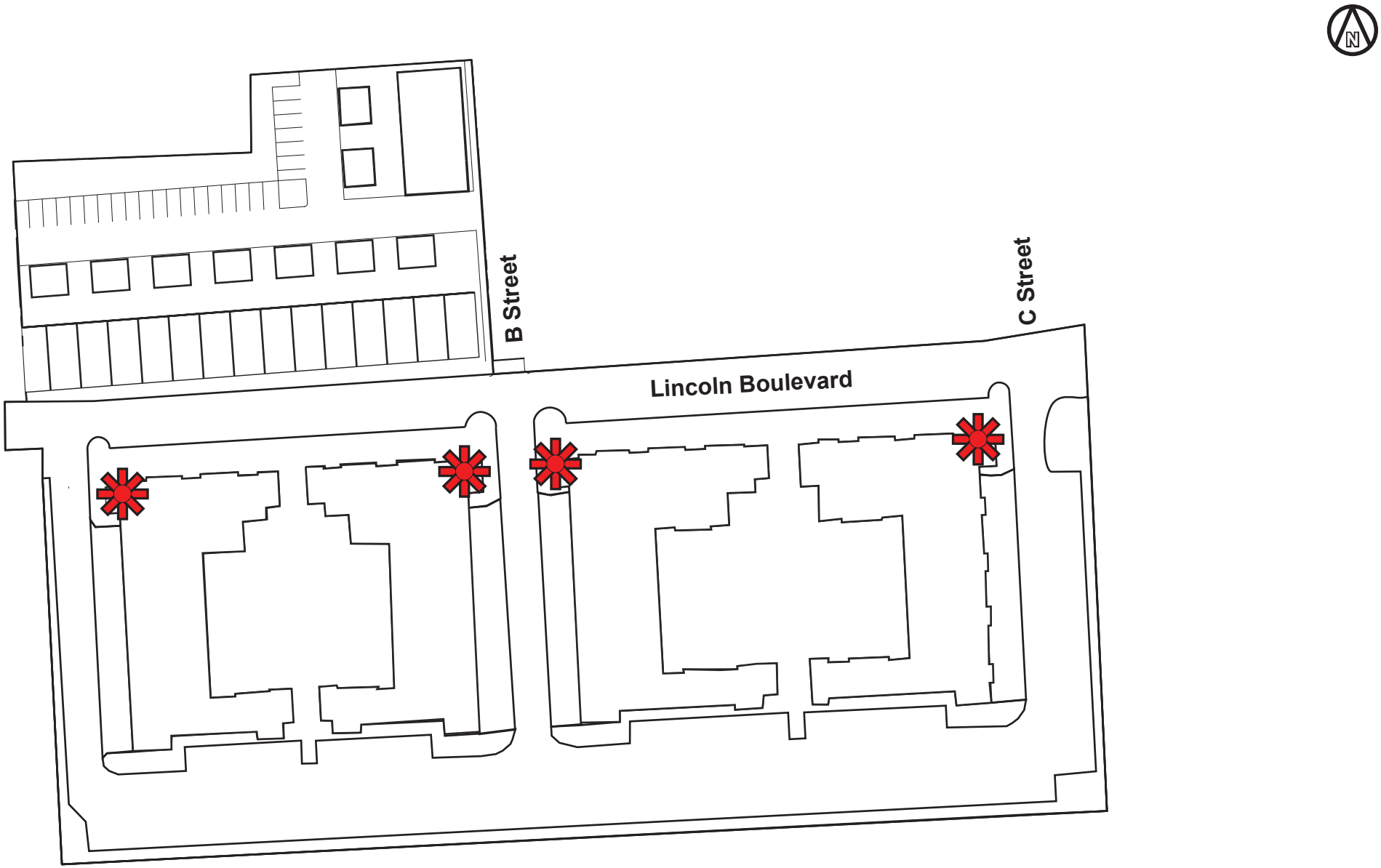
Exact plaza width to be determined by Rail R.O.W., however it is recommended to be at least 30 Feet from Rail R.O.W.

Mixed-Use			
Type	Mixed-Use	Building Depth	45 - 60 Feet
Building Setback / Semi-Public Edge	4 - 8 Feet Optional Along Street Edge	Maximum Encroachments	4 Feet (Awnings up to 6 Feet Maximum)
Sidewalk	10 Feet Minimum	Rear Yard	n/a
Max Height	6 Stories (2)	Parking Location	Surface parking (3)
Required setback on Mountain Ave.	15 feet Minimum at 3rd story 10 feet Minimum after 5th story	Live-Work Option?	No
Green Roof	Recommended	Floor Height Requirements	Ground floor 15 feet Top floor 15 feet
Facade Requirement	Top floor must be 85% glass	Roof Overhang	Required but must not extend beyond setback

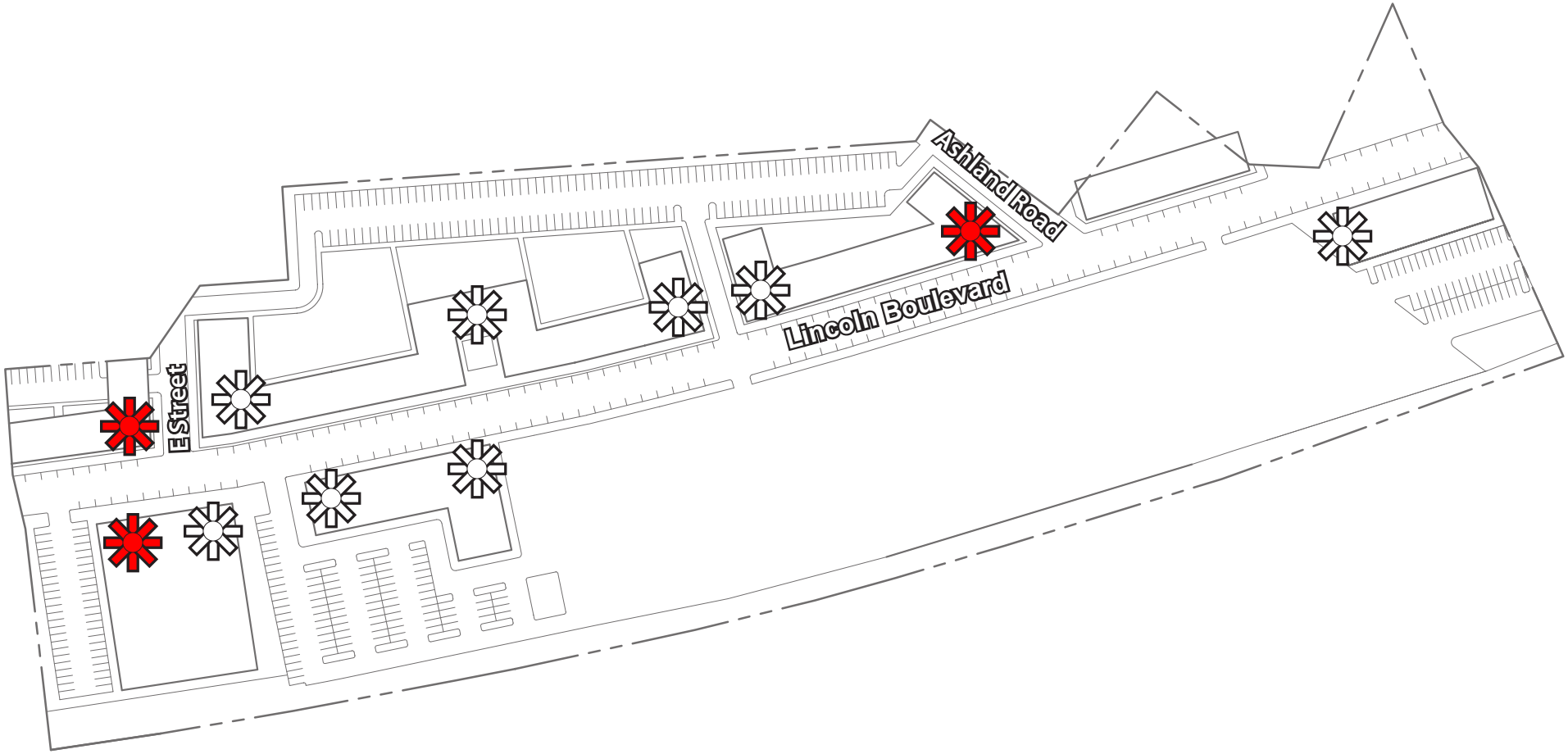
* REVISIONS IN RED
RECOMENDED BY PLANNING BOARD
08.22.2007

(1) Additional setbacks are allowed for extended displays and/or outdoor cafes are allowed.
(2) Top floor can higher than the lower floors
(3) Portions or all parking can be in a parking facility within a 2 minute walk or parking lot in town center is wide enough to allow for a parking structure




B Street
C Street
Lincoln Boulevard
Key Architectural Element (Major)

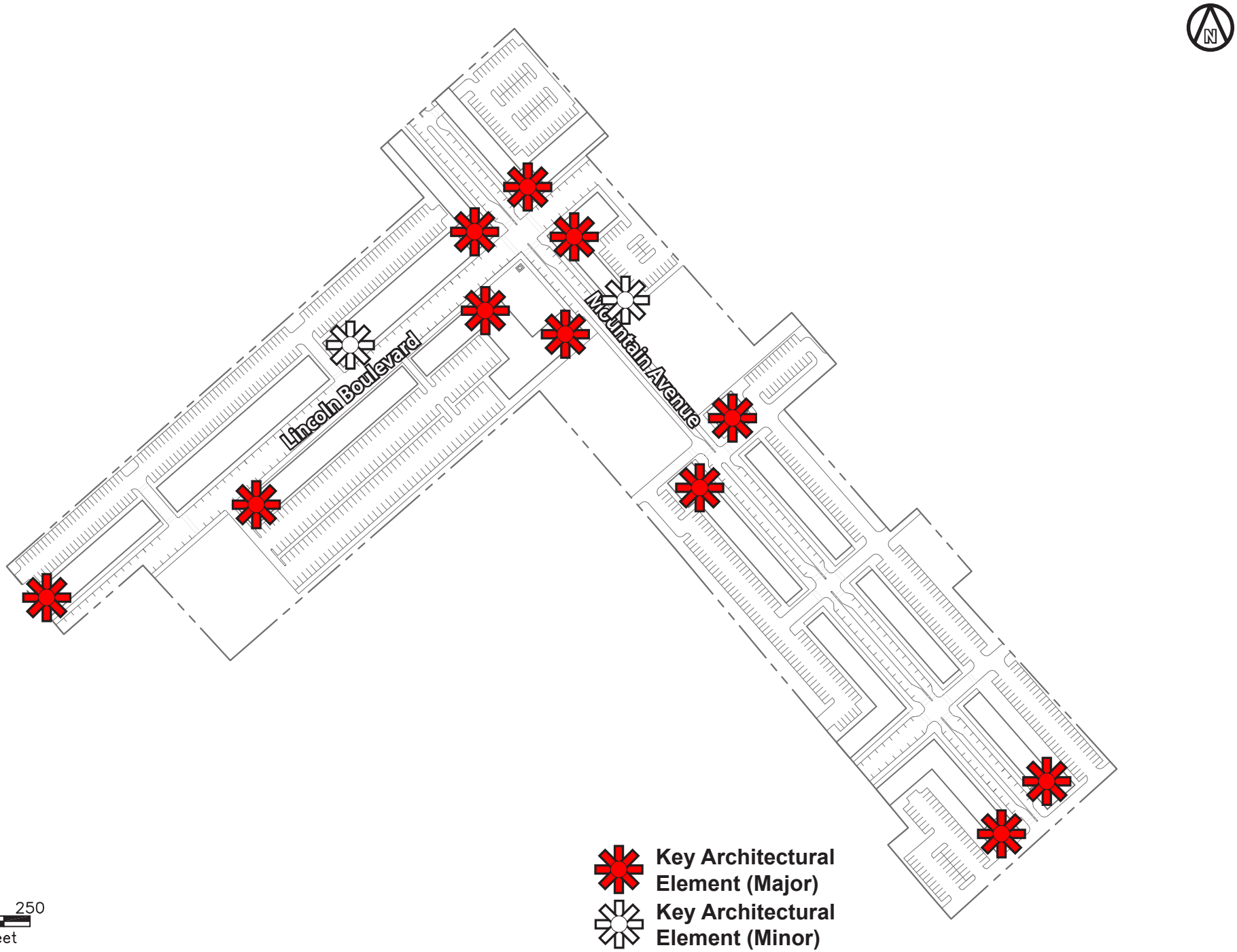
N.T.S.



0 200
Scale in feet

Key Architectural Element (Major)

Key Architectural Element (Minor)


Lincoln Boulevard
Mountain Avenue
Key Architectural Element (Major)
Key Architectural Element (Minor)
0
250
Scale in feet

SECTION 10.0
DESIGN STANDARDS

10.1 Required Architectural Standards

The following standards shall apply to all buildings to be constructed in the Area.

10.1.1 Building Frontages / Edge Type

Building frontages refer to the ground floor and the pedestrian realm treatment for the Area. Exhibits 43.0. 44.0, and 45.0 refer to the frontage type for each of the focus areas. Frontages on these exhibits indicate those areas required for residential, live-work, and retail frontages. Exhibits 23.0, 24.0, and 25.0 display the recommended architectural treatment for each particular site, and one of the four frontage types shown on Exhibit 42.0 may be applied to each land usage. They are labeled as the following:

42.1. Residential
42.2. Retail
42.3. Live-Work/Office
42.4. Residential - Walk Up

10.1.2 Residential

This section applies to those areas specified in the Land Use Plans as Residential and further illustrated in Exhibit 42.1 and 42.4.

1. The finished first floor of residential shall be a minimum of 2 feet and a maximum of 4 feet above the sidewalk grade, taking into consideration the average sidewalk grade along the front of the facade of the unit. Required handicap access to units is recommended in the back entrance closest to the parking areas designated as handicap since parking for units is in the rear of the building.

2. A semi-public space (the area between the edge of the sidewalk and the face of the building) must be provided. This space must be defined by a low decorative fence and/or a hedge, brick, or stone wall, no higher than three (3) feet tall. This area must be intensively landscaped. The entrance walkway from the sidewalk to the steps must be defined with a gate or decorative corner posts.

3. A stoop or covered stoop can extend up to 4 feet from the facade into the allowable encroachment area.

4. The semi-public border at the edge of the sidewalk must be a low wall or fence with a gate. If a fence is selected, it should be metal, either aluminum or steel. Wood or plastic picket-type fences are most appropriate for all duplex and multi-family units. With either a fence or wall, a gate is required that must have decorative posts.

5. If a main lobby providing access to multiple units is selected, it shall have access directly from sidewalk grade without steps. Interior stairways are allowed. A canvas marquee can be used to emphasize the entrance. Marquees can extend to the semi public edge or to the curb edge with permission from the Planning Board.

10.1.3 Retail

This section applies to those areas specified as Retail frontage. See Exhibit 42.2 for a diagram of specific features.

1. Entrances must be located at sidewalk grade level.

2. Awnings: Retractable awnings are highly recommended for retail frontage to a minimum distance of 4 feet to a maximum distance of 6 feet from the building façade.

3. All retail fronts shall provide a minimum of 80% glass area. Storefront windows must provide maximum exposure to window displays, the inside of restaurants, or to other types of ground floor uses.

4. Inset entrance at a minimum of 3 feet are required.

5. Angled display areas and floor to ceiling glass is highly recommended.

6. Shop fronts: The front of each store should be designed individually, with input from its tenant, rather than according to a repeated template

7. Signing must meet standards set forth in Sections 10.4 and 10.5.

10.1.4 Mixed Units

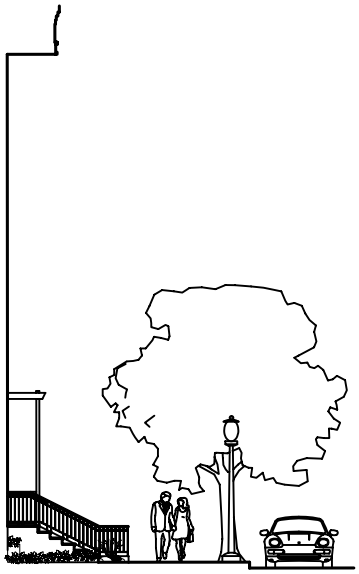
Mixed units with retail on the ground floor and housing or office above, can have a common entrance and lobby for the upper units or can have individual entrances for the residential units above each shop.

The façade treatment of the upper units in a mixed use building must be clearly articulated and differentiated from the lower level in the treatment of windows, balconies and material.

10.1.5 Live-Work

1. Live-work units are designed to allow for a variety of uses on the first floor with residential units above. There are some differences between live-work units and other mixed-use unit types. Live-work units are more like townhouses in that there is one occupant per building unit. Live-work units may range from two to three floors and are slightly larger than townhouses in depth and/or width. What distinguishes the live-work is either the owner of the business or an employee of such business must live in the unit.

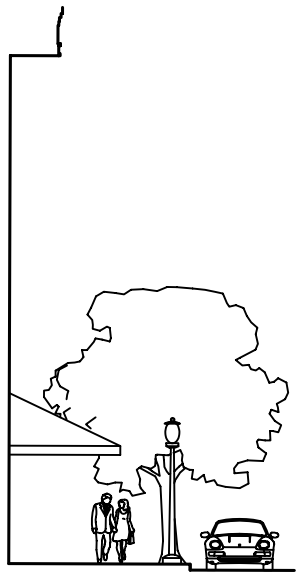
2. See Exhibit 42.3 for the live-work frontage type. Also see the Land Use Plans for live-work unit location.



Residential (Exhibit 42.1)

Residential frontages along streets must have the ground finished floor raised a minimum of 2 to a maximum of 4 feet above grade. All facades with residential frontages must have spaces allocated to a semi-public yard.

This yard should be heavily landscaped and edged by a metal/decorative fence and/or hedges or wall with a gate (no higher than three feet) that defines the walkway from the sidewalk to the stair. A variety of stair and fence designs are recommended, An open stoop and/or covered portico is required. Stairs can extend directly to the sidewalk or can turn sideways from the landing along the facade. See Section 10.1.2.



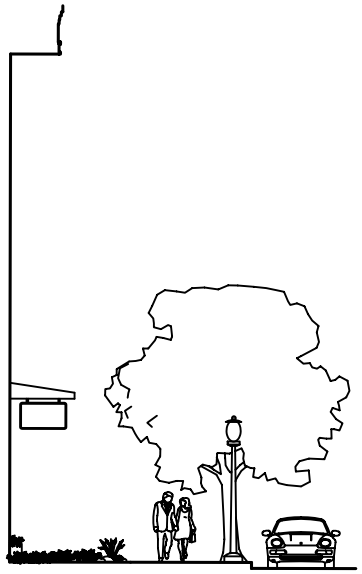
Retail (Exhibit 42.2)

Retail at the sidewalk level requires the ground floor entrance to be on grade with the sidewalk. Retractable awnings are recommended with specific attention paid to protection from the rain and sun.

Street trees, decorative lighting and where possible parallel parking form a buffer between moving traffic and the pedestrian realm.

To the extent possible, retail should be setback four (4) to eight (8) feet if outdoor display or dining is displayed. See Section 10.1.3.

Trees should be trimmed of lower branches to allow visual access to store fronts and signs.

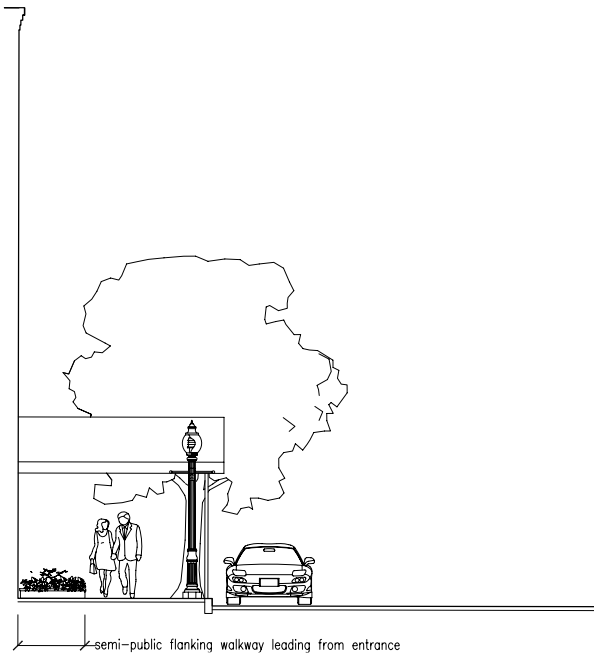


Live-Work/Office (Exhibit 42.3)

Access to live-work is on grade in mixed-use type buildings and above grade in residential/live-work units with a semi-public edge in front. This should be neatly landscaped with a minimum depth from building edge of 4 feet. Small hanging signs and/or awnings are recommended. Semi-public edges and paths leading to the live-work units shall be maintained by the unit owner.

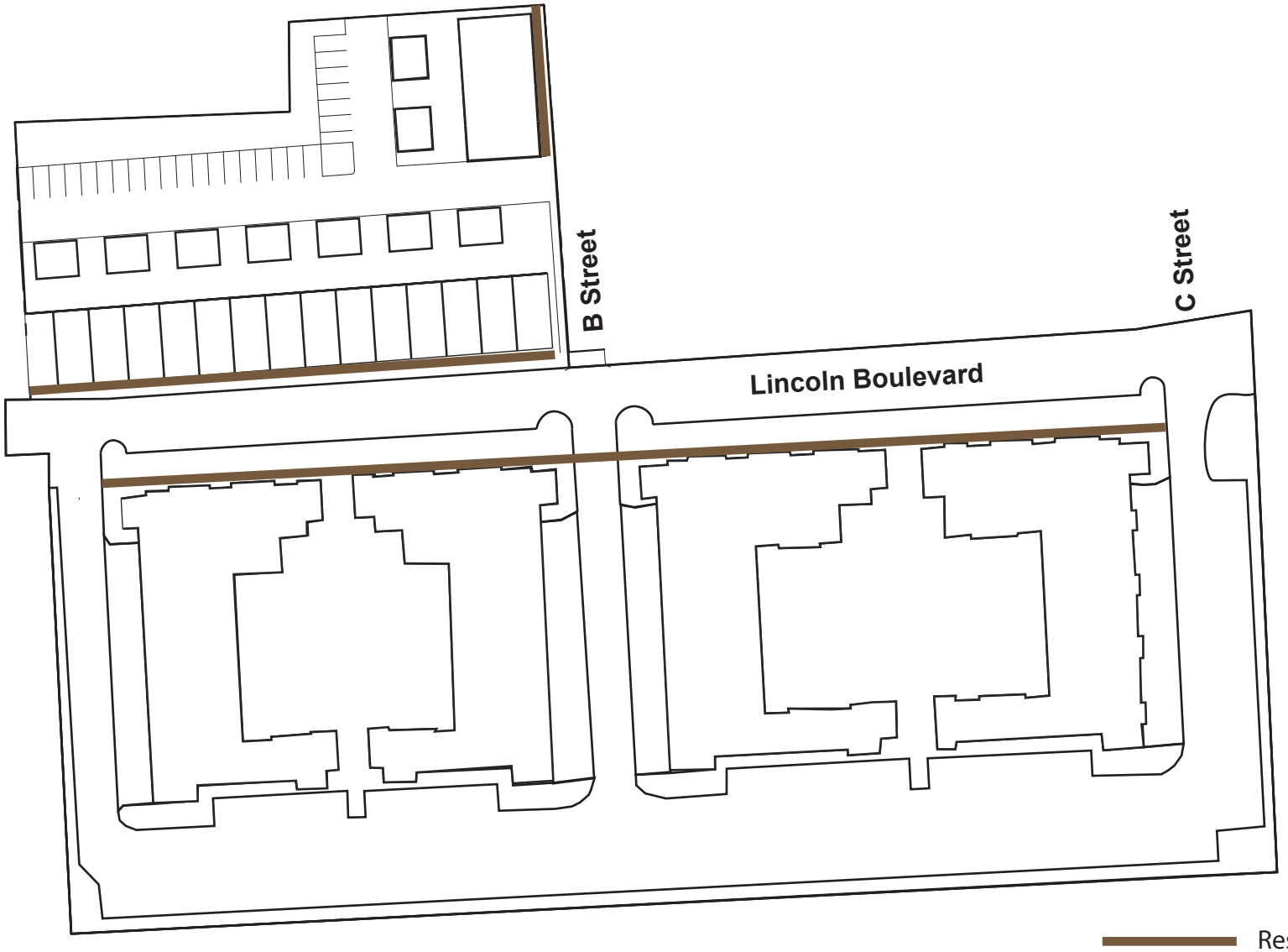
Parking for live-work unit residents shall be in the rear of the building. Patrons of said units will park in the rear or in parallel spots adjacent to the unit where possible, or in a shared parking facility.

This frontage type will also apply if there is office use at the ground floor.



Alternate Residential - Walk Up (Exhibit 42.4)

Multi-family buildings that have a common access to multiple units have an on-grade access at the primary entrance. Residential units at the ground floor must still be 2-3 feet above grade. The building must have a landscaped semi- and public edge. An awning or marquee can extend to the edge of the semi-public edge, and can extend to the curb edge with permission of the Planning Board.

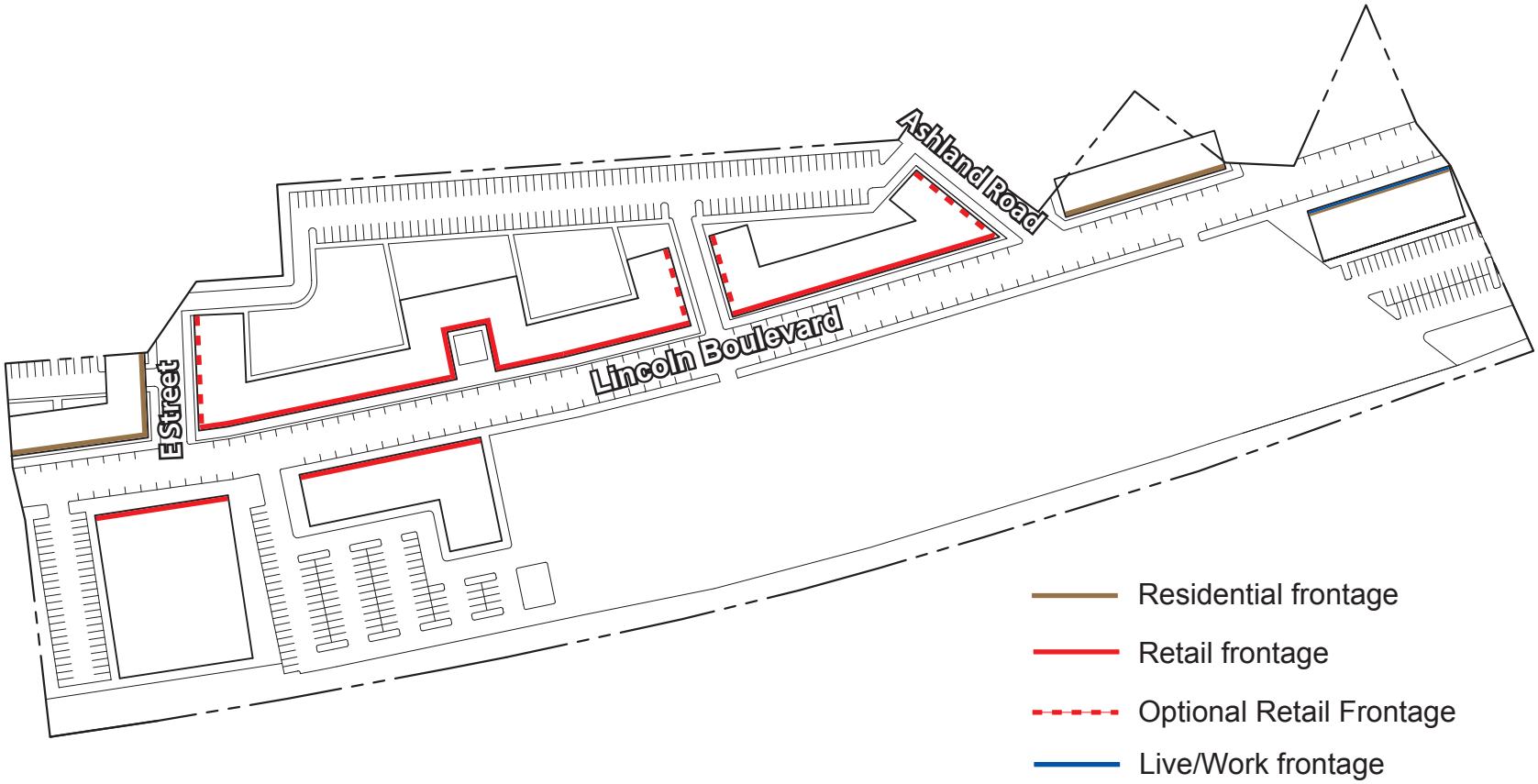


Residential Frontage

Note:

Where two colors are shown, the frontage required for the primary use is shown along the build-to line, the frontage required for the optional use is set back.

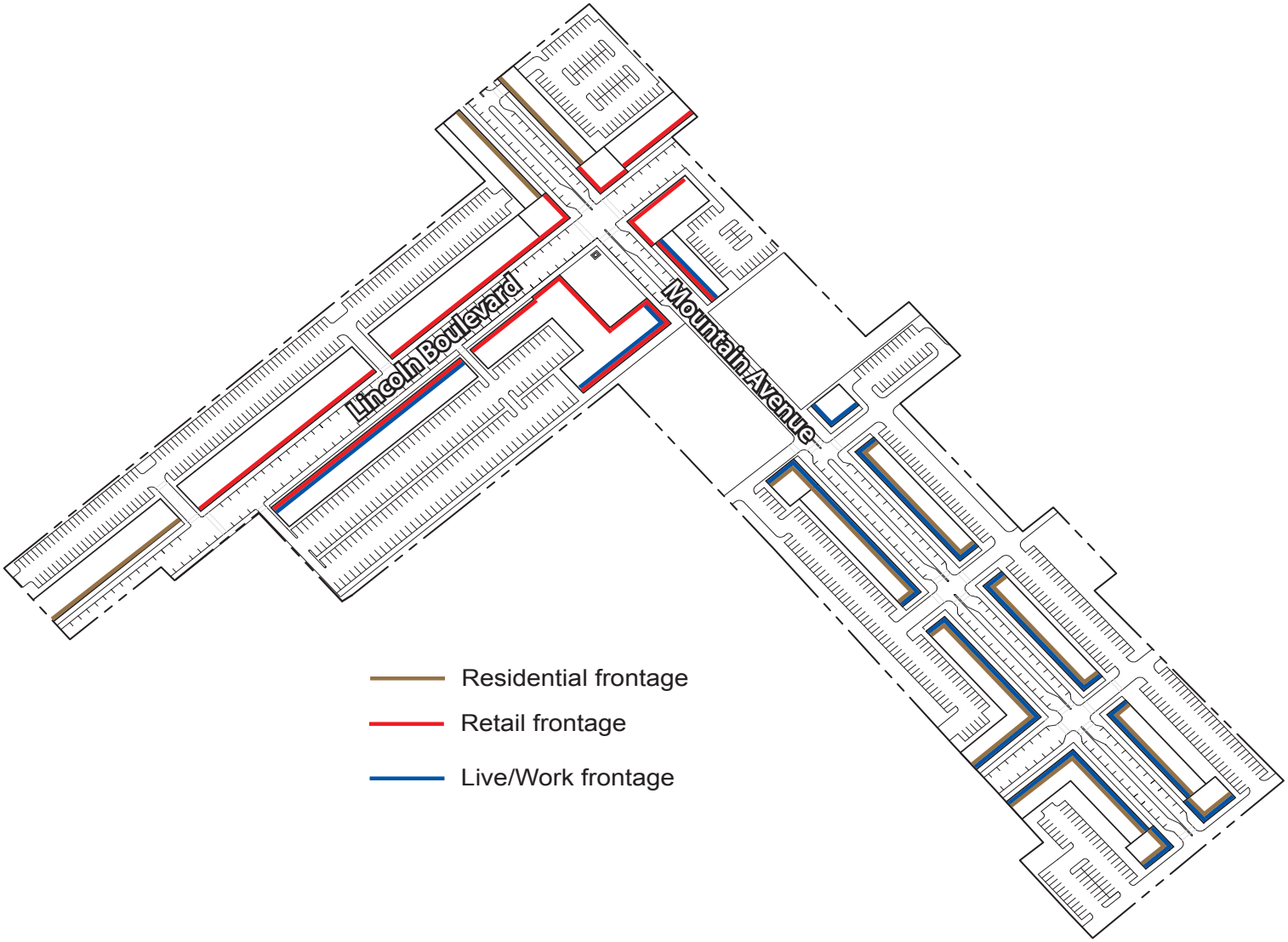
N.T.S.



0 200
Scale in feet

Note:

Where two colors are shown, the frontage required for the primary use is shown along the build-to line, the frontage required for the optional use is set back.



0 250
Scale in feet

Note:

Where two colors are shown, the frontage required for the primary use is shown along the build-to line, the frontage required for the optional use is set back.

10.1.6 Office

1. Offices entrances/lobbies can be located on all streets except the Residential-only streets.

2. No offices are allowed on the first floor except for live-work units.

3. Where an office fronts onto any sidewalk, there must be either a raised planter or planting bed located a minimum of 2 feet from the façade to clearly separate the pedestrian from the use.

10.1.7 Additional Architectural Standards

1. Buildings should be designed with a tripartite division that emphasizes the base, middle, and upper stories/cornice.

2. Buildings shall be designed to be aesthetically pleasing from all viewing points, and shall be oriented toward the street so as to provide a continuous and varied building wall with identifiable building widths and streetscape.

3. Façade Materials: The primary façade materials are stone/masonry and brick with accents in metal. Façades should consist of no more than three materials, textures or colors.

4. Façade Colors: A combination of lighter masonry and darker brick in the earth tones.

5. Variety: Buildings, particularly long buildings over 120 linear feet (e.g. building frontage along Lincoln Boulevard) must be designed in identifiable building width ranging from 16 to 40 feet, and expressed in different exterior materials or colors. This should create the appearance of having several buildings arranged next to each other. See Exhibit 46.0.

6. Rooftop mechanical equipment shall be screened in order to minimize the negative aesthetic impact upon the viewer both from street level and as may be viewed from surrounding buildings. Screening shall be consistent with the architectural design and materials of the building and may include higher parapets.

7. Mechanical structures shall be fully integrated with the architectural and structural design of the building. All parts and components of cellular phone antennas, satellite dishes, television and radio antennas shall be designed to be in harmony with the architectural context. Screening shall only be required in such cases where integration with the architecture of the building is not practicable.

8. Building attachments: Awnings, bay windows, balconies, roof overhangs, stoops and porches, may encroach in front of the build-to line provided they conform to the allowable encroachment area and maximum dimensions listed below. Inclusion of any building attachment above those specified as encroachments shall be subject to the approval of the Planning Board. The maximum dimensions that may be so approved are as follows:

   A. Awnings may extend to a maximum of 6 feet from the building facade and may not place supports upon the public sidewalk except if it is a marquee which may extend to the curb edge.

   B. Bay Windows may extend to a maximum of 2 feet from the building façade.

   C. Projecting/cantilevered balconies may extend to a maximum of 4 feet from the building façade.

   D. Architectural expressions on street corners (listed in greater detail in this list below) may project up to 2 feet past the build-to line.

9. Story Heights: Floor heights can vary. The ground floors should be higher, ranging from 9 to 12 feet for residential and from 10 to 20 feet for retail and office. The floors above the first or second floor retail, shall be lower, ranging from 8 to 10 feet from floor to floor. The top one or two floors can increase in height to 10 to 12 feet.

10. All retail establishments within a building shall place their primary entrances at sidewalk grade and have their doors recessed so as not to swing out onto the public sidewalk.

11. Prominent Entries: Main building entries shall be at grade and be easily identifiable as such with prominent architectural features; they should not occur simply as voids between buildings. All buildings shall have entrances accessed directly from the public sidewalk. To the extent possible, each entrance should be unique in its architectural treatment.

12. Façade Ratio: The percentage of void area (windows and other openings) in a building façade shall be between 50% and 70%, except at street-level retail frontages, where it shall not be less than 80%.

13. Façade Composition: "Scattered-window" facades shall not be allowed along any frontage facing a public right-of-way. Each such façade shall present a unified, rational composition.

14. Façade Materials at Corners: At predominant building corners, the façade materials must be the same on both faces meeting at the corner. These materials must extend at least twenty (20) feet from the corner on both faces. The extension of these materials allows for a contiguous element assuring its relationship to the rest of the façade.

15. Parking Entrances: Parking structure entrances shall not simply be gaps between buildings, but

through vehicular openings in the frontage line wall of the building. The parking structures shall provide direct pedestrian access to sidewalks such that users may exit the parking facility without entering a building. All vertical circulation areas within a parking facility shall be lit in the daylight-incandescent range. Pedestrian entrance doors shall be of a complementary architectural style as the building and be painted a complementary color as the building.

16. Antennas: Antennas of any type shall only be permitted on the exterior of any building with the approval of the Planning Board as to their size, shape and location, preferably in the rear of the building.

17. Utilities: All machinery and the mechanical controls for same, including but not limited to transformers, junction boxes, lift stations, electrical meters, condensers, and signal boxes, shall be interior to the block and masked from frontages by building elements in a manner consistent with the design of the building, incorporating false windows and dispersed venting to maintain the window rhythm and building pattern design. A wall of venting for mechanical rooms shall not be permitted.

18. All buildings shall display the street address of the building and/or name of building such that it is clearly visible from the adjoining street right-of-way.

19. Flat roofed buildings shall have parapets that vary in height by the bay module and have unique decorative cornice. If a green roof is elected, the parapet must be a minimum of 3'-6" high to form a protective wall/parapet. A trellis or other form of permeable roofing to form a shade-protected area is encouraged.

20. Windows: Windows above the first level should have a vertical orientation or be square. Window frames should be colored. White window frames are highly discouraged. Strip windows should not be used; i.e. no window should have a width to height ratio of greater than 2:1 without a separation from the adjacent window formed by the main building façade material. This requirement should neither apply to windows used for ground floor retail purposes, nor to the top floor of any building or clerestories. Windows must be set back a minimum of three (3) inches from the primary facade.

21. Night security gates, grids or any other security covering of windows is prohibited.

22. All retail display windows must be lit at night to key light merchandise as well as light the sidewalk area.

23. Blank Walls: Walls shall not be blank at the ground level. First floor walls at frontages should have windows or openings that emulate windows along all pedestrian edges. These windows/openings should form a pattern that suggests habitation. Exposed basement walls at frontages should have windows or openings that line up with the windows in the upper facade.

24. Window Color: Window mullions and muntins, if used, should be colors that complement the primary facades. Black, white, silver, or dark green are highly recommended. Color of windows is a excellent way to express individuality. Window glass should be clear. Tinting of window glass should not be permitted (Energy efficient coatings that tint glass should be permitted as long as the coating that is closest to clear is chosen to meet the energy criteria.) Mirror finishes and colored glass should not be permitted for window glass.

10.2 Recommended Architectural Standards

The following standards are recommended for use in the design of buildings to be located within the Area. These shall not be mandatory but act as guidelines to direct the design.

1. Any changes in primary wall material should occur across a horizontal line, with the heavier-appearing material below the lighter (e.g. bricks over stone).

2. Expansion Joints: Facades should be designed so that any expansion joints are rationalized by the logic of the composition (i.e., to render them less obvious). Expansion joint gaps should be colored to match the surrounding wall.

3. Courtyard Dimensions: All courtyards should maintain a minimum width to height ratio of 1:3 in at least one dimension in order to avoid light well conditions.

4. Mullions and Muntins: Mullions and muntins provide privacy by diffusing problematic views. They should be used on residential windows facing onto sidewalks and courts, but they should be avoided on retail windows, which require transparency. Windows with muntins should be true divided lights, or should include exterior snap-in muntins that cast a shadow on the exterior glass.

5. Character: The design of buildings in the Area should not attempt to replicate historical design and features, but respect the form, context, material, etc. of surrounding buildings in their patterns through more modern styling interpretations.

6. Simple Facades: The major articulation of facades should be confined to the corners of the urban block, the area around entries, and at designated vista terminations.

7. Aligned Openings: The tops of windows and doors in each building module should be aligned to avoid confusing perspective views.

8. Window Sill Emphasis: Window sills and headers should be emphasized. Bow or bay windows are strongly encouraged on residential facades to enhance the "eyes on the street" concept.

9. Soffit Emphasis: In buildings with a soffit, the underside of the overhang is often more visible than the roof and should be articulated. The soffit should therefore receive a greater emphasis and budget than is typically afforded.

10. Awnings: The maximum height from ground level to the uppermost portion of an awning should not exceed the height of the sill or bottom of a second story window. The minimum height from ground level to lowermost portion of the awning or canopy should be eight feet. Awnings for various businesses should be expressed in the change of color and pattern.

Exhibit 46.0 demonstrates a variety of Individual Building Widths and cornice heights which give the street wall an organic look and feel.

10.3 Recommended Green Building Standards

1. Green Roofs: Rooftops to the extent possible should be "green" in order to provide natural building cooling and to provide additional semi-public green space. There are two types of green roofs. An "intensive" green roof allows for major plantings such as grasses, bushes and trees. Intensive green roofs require more structure and support than a standard roof. The second type of green roof is an "extensive" green roof. An extensive green roof allows only for low level and low maintenance plantings and requires little to no additional structure. Green roofs greatly reduce stormwater runoff, decrease the cost of heating and cooling, and provide an additional amenity for units.

   A. When possible embedded parking structures should also include an additional level to allow for a "green" courtyard.

   B. Balconies, step backs and setbacks should be "green".

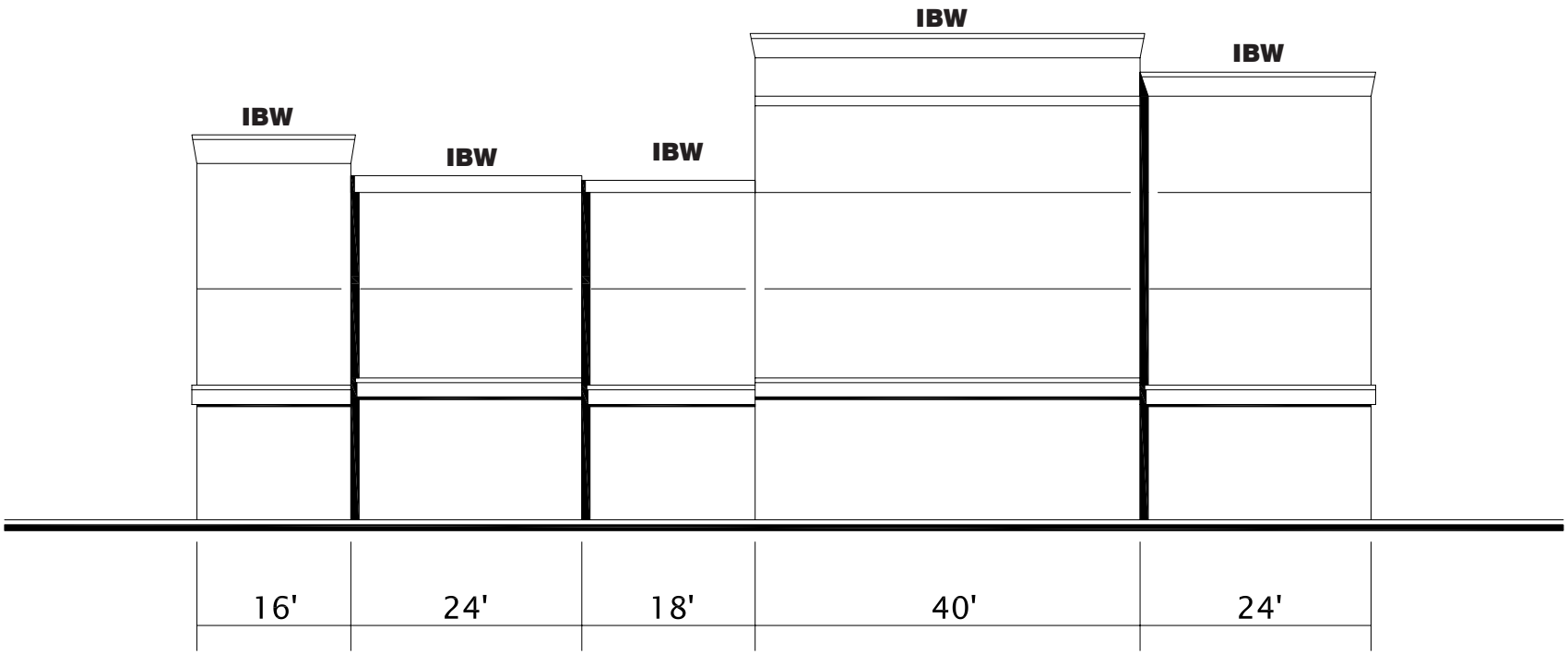
2. LEED Certification: To the extent possible all buildings should strive for the U.S. Green Building Council's (USGBC) Leadership In Energy Efficient Design (LEED) certification.

3. Energy Efficiency: New construction and rehabilitation should strive for maximum efficiency of energy usage. Educational, technical assistance and financial assistance programs such as ENERGY STAR and New Jersey Board of Public Utilities (NJBPU) New Jersey's Clean Energy Program should be utilized to the maximum extent possible.

4. Renewable Energy Programs: Several options exist to allow for the incorporation of renewable energy in the operation of new and rehabilitated buildings. Such options range from the construction of on-site solar, small wind and sustainable biomass systems to the purchase of renewable source energy through the existing power utility. New Jersey's Clean Energy Program from NJBPU should be consulted for information on various informational, technical and financial support programs.

5. Stormwater Detention and Reuse: In order to mitigate the impact of stormwater on the existing infrastructure, new and rehabilitated buildings should incorporate a stormwater detention system via the placement of cisterns located either within the building or buried on-site. Stormwater collected within cisterns can then be used for non-potable uses, such as irrigation, washing cars or flushing toilets to reduce demand on potable water sources.

6. Resources: Multiple informational, technical assistance and financial assistance resources are available to encourage and promote the practice of green building. Several of these resources can be accessed via the New Jersey Board of Public Utilities' (NJBPU) New Jersey's Clean Energy Program and Cool Cities Program as well as through the New Jersey Department of Environmental Protection's (NJDEP) New Jersey Environmentally Sustainable Communities Initiative.



* Each IBW shall contain distinct materials, colors and/or window types with defined edge treatments as well as different treatment of the upper cornice

10.4 Open Space and Landscape Plan Design Requirements

Prior to the commencement of construction within the Rehabilitation Area, an overall landscape plan for the street, yard, and parking lot landscaping shall prepared by a certified landscape architect and be presented to and approved by the Planning Board. The Planning Board may forward the plan to the Borough Engineer for review and comment. The plan shall conform to the following requirements and guidelines:

1. The landscape plan should strive to include the highest and best quality decorative materials possible and specify, at minimum, architectural pavers, decorative lighting, tree species, and decorative site furnishings, including all specific color and material selections.

2. All landscape materials must have a two year maintenance guarantee. If any planting materials die within two (2) years of planting, they must be replaced during the following planting season and guaranteed for an additional two years.

3. At a minimum, street trees shall be located every eighteen (18) to twenty-five (25) feet along Lincoln Boulevard.

4. Street trees must be a minimum of 3 inches in caliper and 12 feet high at the time of planting. All street tree types and sizes shall be recommended by a local arborist, nurseryman, or some other Landscape Architect designated by the Planning Board and shall be a type suitable for the urban environment. Lists of suitable trees are available from the Community Forestry Council, a division of the New Jersey Division of Parks & Forestry, or the New Jersey Nursery & Landscape Association.

5. In areas with a retail or mixed-use character, all street trees should be planted within a planting well and should be surrounded with either dry-laid pavers or decorative groundcover protected with decorative fencing.

6. In areas with a residential character, a minimum four (4) foot minimum wide parkway should be installed between the curb and sidewalk. The parkway should be planted with decorative groundcover (such as liriope) or covered with dry-laid pavers.

7. The use of decorative grates is discouraged because they constrict the growth of the tree if not maintained properly and can lead to the death of the tree in later years.

8. All yard spaces should be landscaped with shade trees, flowering trees, evergreen and deciduous shrubs and perennials and bulbs, unless said spaces are paved to allow for pedestrian activities. Only plant materials with proven resistance to the urban environment should be utilized.

9. The design and installation of landscaping and streetscaping should be conducted in accordance with the Recommended Horticultural Practices described in Appendix 1.

10. The design and installation of landscaping and streetscaping should be conducted with the mitigation of stormwater in mind, following the guidelines set forth in Appendix 2.0 Stormwater Facilities.

11. Sidewalks should enhance the pedestrian experience. Toward that end, the following must be included within the landscaping plan:

    A. Barrier-free access to all pedestrian space

    B. Use of pedestrian-scaled lighting, not in excess of eighteen (18) feet in height

    C. Retail uses on street corners should not hinder pedestrian flow. Outdoor corner cafes and eating areas should be edged with planters, low fences, or other decorative features to designate the cafe area from the pedestrian circulation along the sidewalk. A minimum of a five (5) foot barrier-free pedestrian area must be provided between edge of the curb and the edge of the cafe area.

    D. Use of pedestrian scaled signage

12. The landscape plan shall incorporate shade elements, from pergolas to trees, to protect people from the sun in areas with high sun exposure. (See Section 10.5.6).

13. A landscaped median will be installed on the Mountain Boulevard in the Redevelopment Area. Street trees and plantings shall be located in the median between openings in the median to allow for intersections and other significant points of ingress/egress.

14. The median shall be designed to incorporate left hand turn lanes at all intersections and other significant points of ingress/egress. Left tune lanes shall have a textured pavement treatment to extend the perception of the median.

15. Unless specifically stated elsewhere in this Plan, low walls, fences, hedges, and/or a combination thereof, with a 3.5 foot maximum height from ground level, shall be used to screen all surface parking from external view at the periphery. Tree planting and screening requirements for surface parking lots are listed in the Parking Standards Section of this document.

16. The provision of "green areas" to include trees, ground cover, landscaped corridors, small parks, terraces and green roofs are necessary components of urban living. The recommended and illustrative Landscape and Open Space Plan is shown on

Exhibit 47.0, 48.0 and 49.0 for the Focus Areas. Additional "green areas" may be recommended and are not excluded from other areas within the Lincoln Boulevard Rehabilitation Area, however for the purposes of this plan the "green areas" within the Focus Areas refer only to the mandated areas.

17. The landscaped area along the rail right-of-way must be buffered with a masonry wall, a minimum of six (6) feet in height with a maximum of ten (10) feet in height at the discretion of the Planning Board with extensive planting in front of such wall including vines that will inevitably cover such wall in addition to conifers and deciduous trees and ground cover to provide a well landscaped appearance.

18. All lanscaped area must be well maintained, cleared, clipped and pruned to provide a positive healthy visual character.

10.5 Signage Requirements

The following signage requirements apply to all uses:

1. All signage shall be subject to site plan review and approval by the Planning Board.

2. No fluorescent or glowing paint is permitted for any signage within the Area

3. No signs or advertising devices that are rooftop mounted, intermittently illuminated, flashing, or moving are allowed. Signs that might be mistaken for traffic control devices are also prohibited.

4. Information kiosks with tenant listings and directions are permitted with a maximum of eight (8) square feet of signage area. Advertising is prohibited on kiosks.

5. Freestanding signs are prohibited with the exception of way-finding identification installed with the approval of the Middlesex Borough.

6. Signage above the second story of any structure is prohibited.

7. Residential: Total exterior signage at a lobby serving more than 10 units may have a sign naming the building but not exceed twenty square feet. The style of the lettering must be in character with the architecture of the building. Entrances to individual units are limited to a street number not to exceed one square foot.

8. Retail: Every retail establishment is permitted one facade sign and one blade or projecting sign per street frontage. Façade signage on windows or above display windows shall not exceed 30 inches in height and no more than 50% of the retail facade or store width. Blade signage shall not exceed 18 inches in height, nor shall project more than 3 feet from the façade.

9. To the extent possible, lighting levels for signage should be controllable allowing the level of intensity to be significantly reduced at times of low pedestrian or vehicular activity.

10. Widow displays for goods and services provided by retail establishments are encouraged and shall be lit with appropriate display lighting throughout the entire night.

11. Other sign requirements based on the existing ordinance that are not in direct conflict with the standards set forth above.

12. A gateway sign element should be applied upon entering the Middlesex Borough and shall be contained within The Gateway Focus Area.

10.6 Streetscape Requirements

The standards set forth in this section shall be binding for streetscape development. The exact construction material and sections to be utilized within each right-of-way shall be made by the Borough Engineer, subject to the approval of the Redevelopment Entity.

1. Streetscape Materials:

   A. Vehicular travel lanes shall be constructed of asphalt, unless a textured pavement is used as a traffic calming device, such as brick, cobblestone or etched concrete.

   B. All curbing shall be granite curbing or can be poured concrete colored French Grey and brushed. Asphalt curbing is expressly forbidden. Curbs shall be 6 inches in height without horizontal lips.

   C. Sidewalks shall be constructed of textured paving materials or scored concrete with brick edges and dividers. It is the recommendation of this Plan that the sidewalks be ornate and unique, this will inherently increase the value of the properties and streetscape itself.

   D. Crosswalks shall be of similar material and color as the paved sidewalks.

   E. No more than three paving materials or colors should be used per block.

2. Street Lighting: Street lights shall be placed at the outer edge of all sidewalks and shall be as follows:

   A. A single pedestrian lighting standard design for the sidewalk edge for posts and fixtures must be used throughout the Area with a taller complementary fixture in the center median of the boulevard, as recommended by the Planning Board. The mass and size can vary by location and street type. Developers within the area must provide the street lighting along primary and secondary access

as well as parking lots and walkways. Final approval of the fixture, pole type, and location will be made by the Planning Board.

B. Street Frontages: One fixture, not to exceed sixteen (16) feet in height, for every fifty (50) linear feet of sidewalk, on average, should be provided.

C. Corners: Lighting must be increased in height and coverage on corners. Lighting standards should be placed on all four corners of intersections in excess of two lanes

D. All lighting shall be fully shielded to minimize light pollution to the night sky and to prevent direct glare into adjacent residential windows.

E. Where possible, light levels shall be controlled to reduce lighting levels to the lowest possible standard that still permits safe passage at such hours of the night and at such locations that have little or no pedestrian activity.

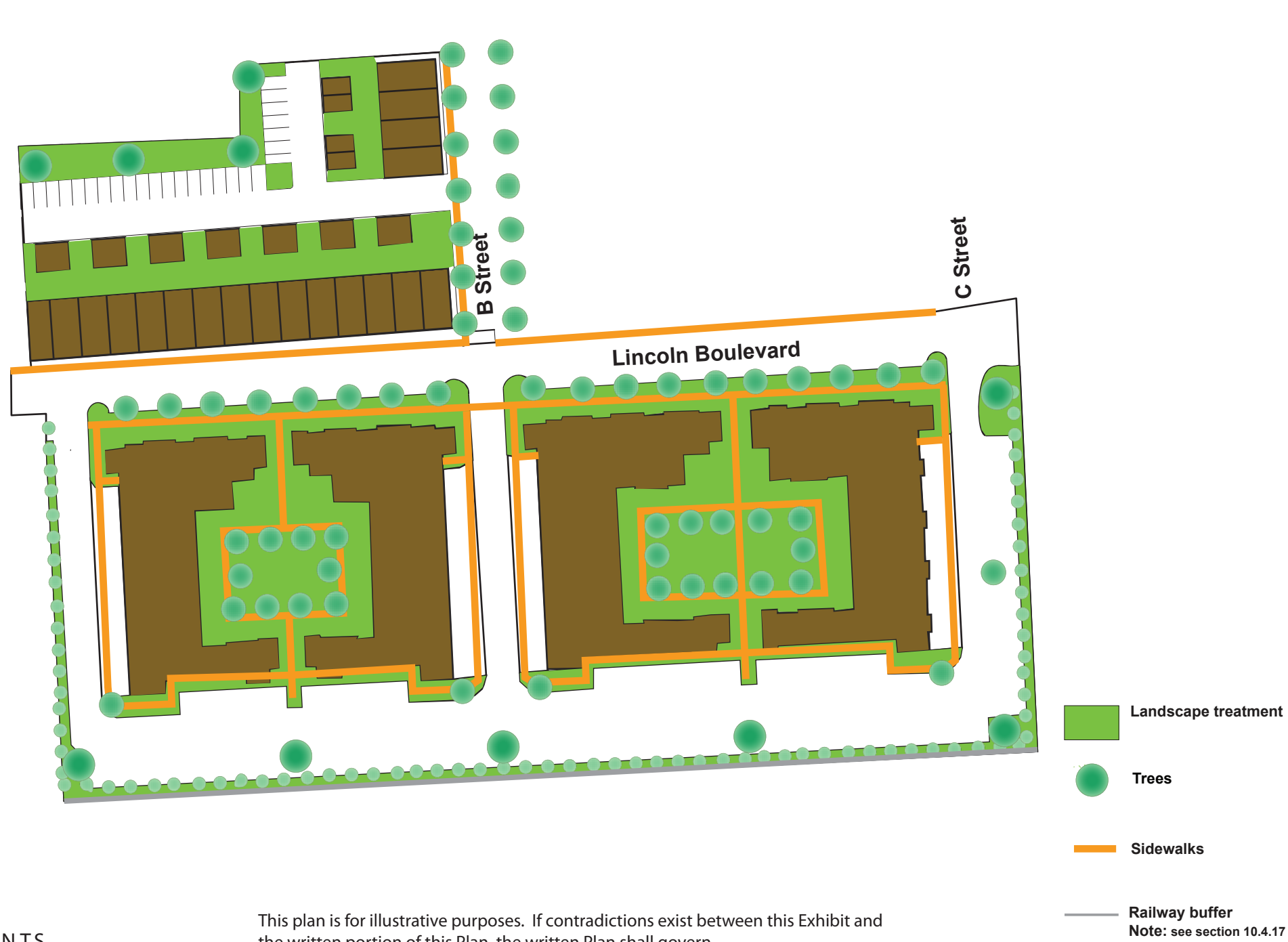
F. Adjustments to these requirements may be made relative to one another in response to the photometric specifications of the chosen light standards. Street lights shall be placed by beginning at corners (without blocking crosswalks) and then working inward towards the middle of the block. Streetlights should produce a spectrum in the daylight-incandescent range.

G. Key lighting of predominant architectural details is highly encouraged, as well as display lighting in display windows.

3. Street Signage: Wherever possible, public signage shall be consolidated and affixed to lampposts.

4. Street Furniture: Trash receptacles, mailboxes, bicycle racks, and other street furniture shall be provided to meet expected pedestrian use and shall be located at the outer edge of the sidewalk. Exceptions: Vending racks and sidewalk dining may encroach upon a portion of the sidewalk providing that a five foot clear aisle is maintained, not including the area reserved for street tree planting. Benches shall be placed against building walls or facing retail fronts.

5. Streets: The outer three feet of sidewalks shall be constructed of bricks or similar approved pavers set between flush mounted planting wells along Lincoln Boulevard. Alternative paving materials shall include granite, bluestone, and approved gray concrete pavers.



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SECTION 11.0
PARKING STANDARDS

11.1 Parking Standards

11.1.1 General Parking Requirements

Areas designated for parking are shown on Exhibits 50.0, 51.0 and 52.0. The exhibits illustrate surface parking, on-street curb edge parking and the location for a potential parking structure. The amount and design of parking shall be in accordance with the following requirements:

- Offices: One (1) space for each 330 sq. ft. of gross floor area
- Retail: One (1) space for the first 500 sq. ft. and one space for each additional 300 sq. ft.
- Apartment dwellings: ~~One and one quarter (1.25)~~ one and one half (1.5) spaces per unit
- Restaurants: One (1) space for every three (3) seats

1. The parking requirements may be suspended for select retail uses of 1,000 square feet or less, outdoor restaurant seating, and neighborhood daycare provided that access to a shared parking facility is available.

2. Shared parking, on-street parking and public paring may be utilized to fulfill the off-street parking requirements.

3. On-street parking directly fronting a lot shall count toward fulfilling the parking requirement for that parcel.

11.1.2 Shared Parking

In order to promote more efficient use of parking facilities, a parking space may be counted towards the parking requirement for two or more different uses, provided that:

1. The applicant demonstrates to the Planning Board's satisfaction that demand for these shared parking spaces by each use, based on time of day, will not significantly overlap; and

2. No more than 75 percent of the parking spaces counted towards any use are considered as shared spaces.

3. Parking requirements can be met using parking adjacent to the site within a three (3) minute walk provided that a long term contract for the use of such space is provided at the time of site plan approval.

11.1.3 Surface Parking

1. Parking shall be located ~~to the rear of lots and buildings~~. in the side and rear yards.

2. Driveways shall be set back at least (5) feet from all building units to provide room for a landscaped area.

3. Parking lot layout, landscaping, buffering, and screening shall be provided to minimize direct views of parked vehicles from the street right-of-way and sidewalks, avoid spill-over light, glare, noise or exhaust fumes onto adjacent properties. Parking lots exposed to view from Lincoln Boulevard shall be screened by a minimum of a three and a half (3.5) foot decorative wall or landscape feature.

4. Interiors of surface lots shall be landscaped with trees with a minimum caliper size of three (3) inches. One tree shall be planted for every four (4) parking spaces. Appropriate growth areas for roots shall be provided. Their absorption shall be integrated into the surface drainage system of the Area.

5. Surface parking lots shall be screened from view from rear adjacent lots via board-on-board wood privacy fencing at least six (6) feet in height and not exceeding eight (8) feet in height or a row of plantings that form a vegetative wall at least six (6) feet in height and provides a screen such that the parking lot is impervious from view from the rear adjacent lot at all times during the year or a low masonry planter of two (2) to four (4) feet with shrubs providing an impervious screen up to at least six (6) feet. Other viable options may be utilized with approval from the Board.

6. A three (3) feet minimum buffered planter strip is required between the surface parking lot and the rear adjacent property line.

7. Parking lot layout should take into consideration pedestrian movement and pedestrian crossing should be installed where deemed necessary by the Redevelopment Entity/Borough Council and Planning Board.

8. Parking for all new structures shall be prohibited in front of yard setback areas.

9. For parking oriented perpendicular to the access aisles, all required parking spaces shall be a minimum of nine (9) feet wide by eighteen (18) feet deep. All aisles shall be a minimum of twenty-two (22) feet wide. 25% of parking stalls may be compact, a minimum of 8 feet wide by sixteen (16) feet deep.

11.1.4 Other Parking Requirements

1. Vehicular access into any parking facility shall be a minimum of twenty-two (22) feet wide.

2. To the extent that any parking facility is constructed on the basis of providing parking in support of either residential or commercial uses, in an amount in excess of the minimum required by this section, such parking in excess of the minimum may be used to provide additional parking for adjacent transit, for units on/in adjacent parcels or be required to be operated as a public parking facility during such hours as the primary users do not require access to the facility. The determination as to the degree to which such public access

shall be required shall be determined by the Redevelopment Entity/Borough Council and shall be reflected within any Redeveloper Agreements as may be executed between the Redevelopment Entity/Borough Council and such Redevelopers as may be designated by the Redevelopment Entity/ Borough Council.

3. Additional parking for any parcel in the Town Center focus area (Exhibit 52.0) may be provided by joint use of areas.

4. In the Gateway focus area (Exhibit 50.0), parking for multi-family residential units and multi-family townhouse units located on the south side of Lincoln Boulevard shall be provided as surface parking, located behind residential units. Green space shown in Exhibit 48 in the rear parking lot parallel with the back unit can be used for parking, if required.

5. In the Gateway focus area (Exhibit 50.0), surface parking located behind new multi-family residential on the south side of Lincoln Boulevard shall be screened from view of the Raritan Valley Rail Line by walls and/or landscaping at a minimum of 6 feet in height with a maximum of 10 feet in height from ground level.

6. In the Gateway focus area (Exhibit 50.0), detached garaged parking shall be provided in the rear for each multi-family townhouse unit located on the north side of Lincoln Boulevard.

7. In the Gateway focus area (Exhibit 50.0), additional surface parking located behind townhouse units on the north side of Lincoln Boulevard may be considered surplus parking.

8. In the West Market focus area (Exhibit 51.0), surface parking located behind new mixed-use residential and office on the south side of Lincoln Boulevard shall be screened from view of the Raritan Valley Rail Line by walls and/or landscaping at a minimum of 6 feet in height with a maximum of 10 feet in height from ground level.

9. In the West Market focus area (Exhibit 52.0), existing parking dedicated to the Pathmark shopping center shall remain constant. Existing parking shall be rehabilitated with surfacing and landscaping (see "F" above for landscaping standards). Additional access to existing parking dedicated to Pathmark shall be provided by new ingress/egress from the new surface parking lots located adjacent to the Pathmark parking lots.

10. In furtherance of Plan and any necessary modifications to the Plan, parking may be reconfigured upon review and approval by Planning Board.

11. Parking lots shall be masked from street view by integrating the design of landscaping and/or the habitable building so that the landscaping and/or building function as a screen.

12. Unless specifically stated elsewhere in this Plan, all surface parking shall be screened from external view at the periphery by low walls, fences, hedges, or a combination thereof, with a three and a half (3.5) foot maximum height from ground level.

11.2 Parking Structures

1. A parking structure is allowed in the Town Center in the area adjacent to the rail right-of-way and potentially incorporated into a future train station.

2. Where a parking structure fronts onto any sidewalk, there must be either a raised planter or planting bed located a minimum of 3 feet from the facade to clearly separate the pedestrian from the use.

3. Exposed parking structures at any location adjacent to a pedestrian edge must have facades integrated with the building facade all along the street on which it is located.

4. All garage openings shall mimic the designed window size and placement of the building in which it is located or adjacent residential or mixed-use buildings, using similar design language with decorative gates and fenestration.

5. Except for the main entrance, all exposed facades shall be designed to eliminate headlight lamp glare.

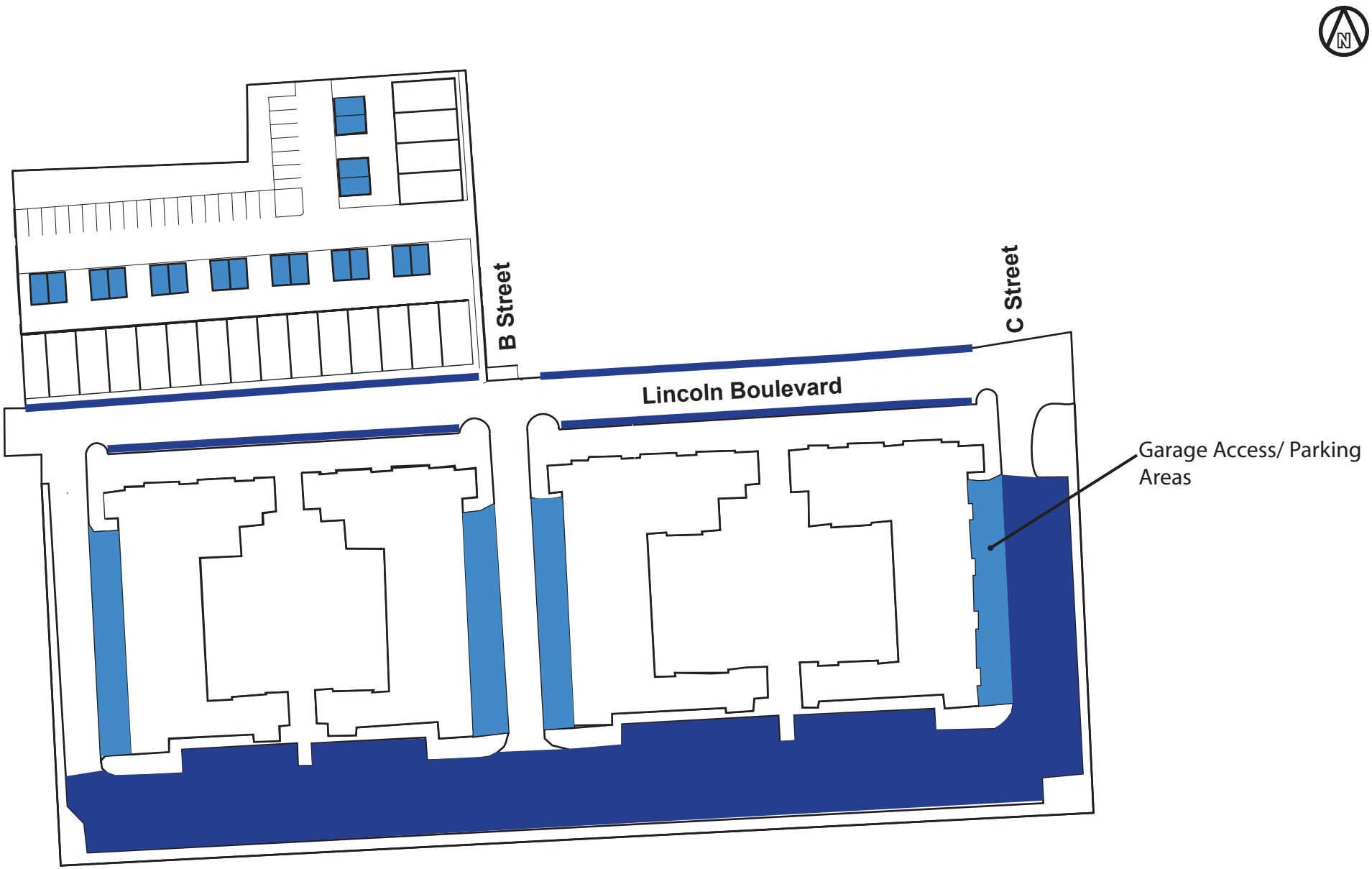
6. See Building Type Diagrams in Exhibit 37.0 and 38.0 for an example of a parking structure and its relationship to building type. Currently, the only location where a parking structure may be required is in the Town Center indicated in Exhibit 53.0.

11.3 Loading/Unloading

1. Off Street Loading Requirements shall be as follows:

   Office/Restaurant:
   Less than 10,000 sq. ft.: None
   Over 10,000 sq. ft.: 1 loading dock
   All Other Nonresidential:
   Less than 10,000 sq. ft.: None
   10,000 - 50,000 sq. ft.: 1 loading dock
   Over 50,000 sq. ft.: 2 loading dock

2. One on-street curb edge loading/unloading area should be provided for up to two box trucks per focus area.



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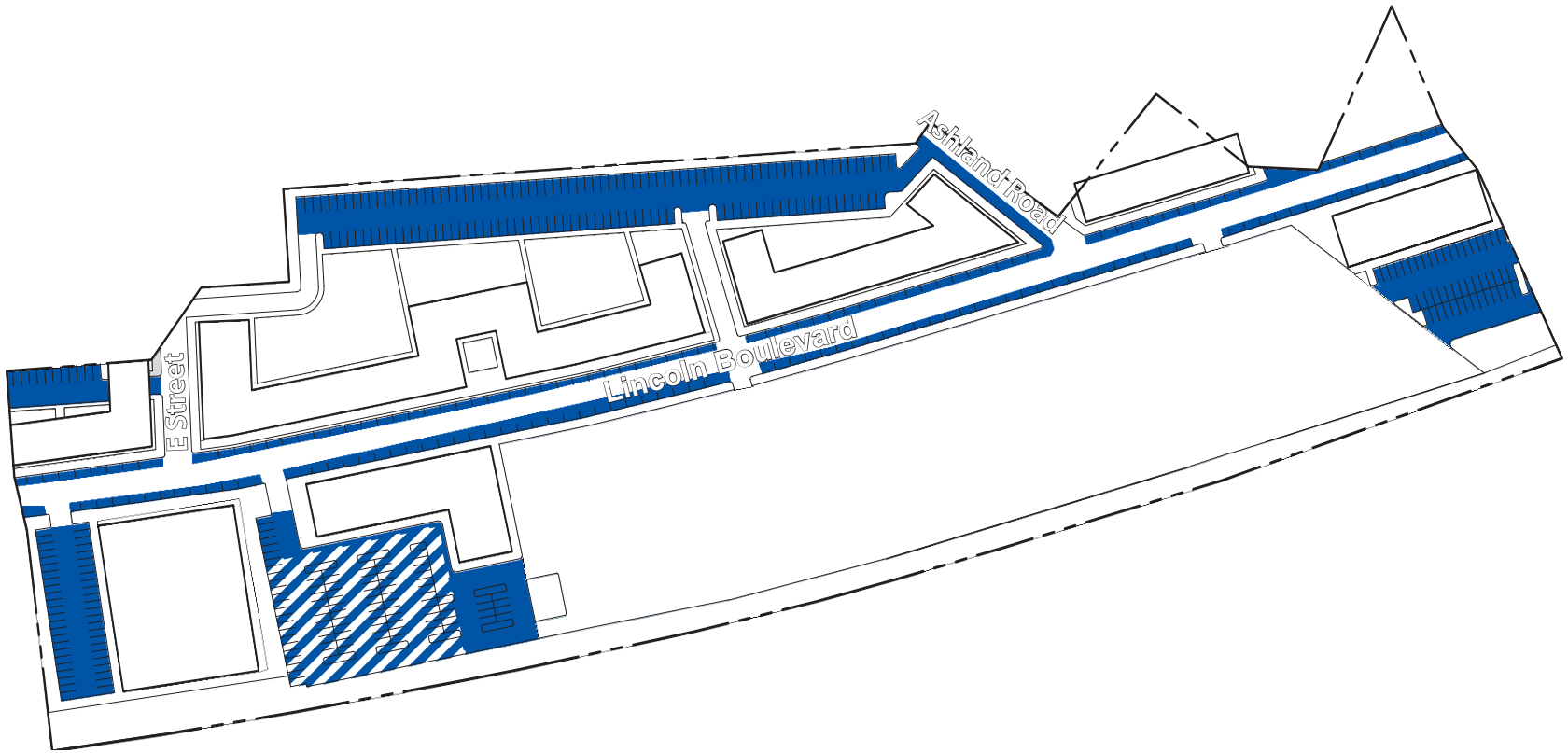
Parking Areas

Parking Structures/Garages



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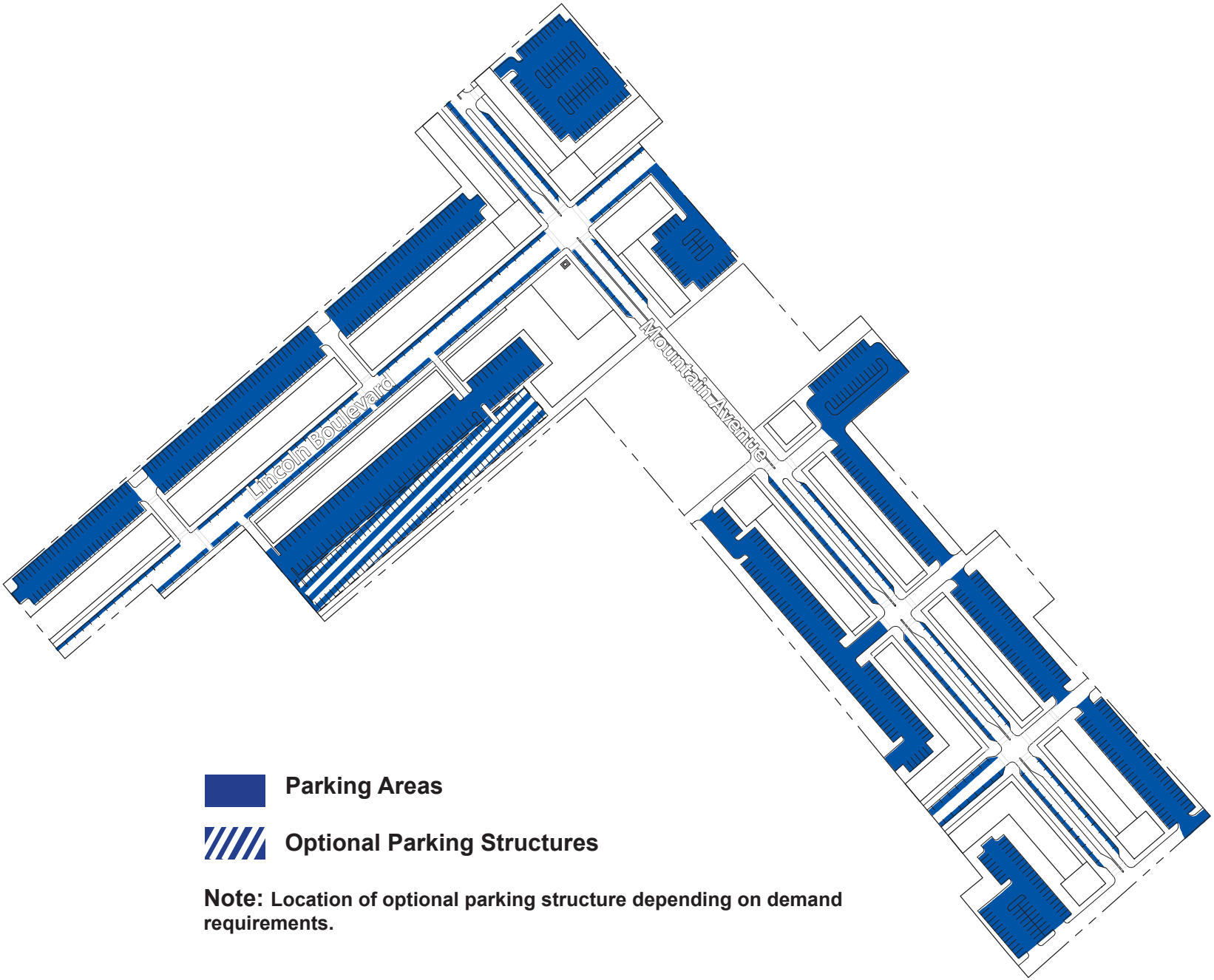
Scale in feet

This plan is for illustrative purposes. If contradictions exist between this Exhibit and the written portion of this Plan, the written Plan shall govern.

Parking Areas

Optional Parking Structures



Parking Areas

Optional Parking Structures

Note: Location of optional parking structure depending on demand requirements.

0 250
Scale in feet

This plan is for illustrative purposes. If contradictions exist between this Exhibit and the written portion of this Plan, the written Plan shall govern.

SECTION 12.0
VALIDITY OF THE PLAN

If any section, subsection, paragraph, division, subdivision, clause or provision of this Plan shall be deemed by the courts to be invalid, such adjudication shall only apply to the particular section, subsection, paragraph, division, subdivision, clause or provision in question, and the balance of the Plan shall be adjudged valid and effective.

SECTION 13.0
OTHER PROVISIONS

13.1 Zoning Map Revisions

The Zoning Map of the Middlesex Borough is hereby amended and shall be revised to show boundaries of the Area and identify the district as the "Area". In addition, the Zoning Map of the Middlesex Borough is hereby amended and shall be revised to show boundaries of the Focus Areas and identify each district as; "Gateway", "West Market" and "Town Center" and "Transition Areas."

13.2 Project Signs and Advertising

In order to facilitate the overall redevelopment of the Area, and to encourage further investment in the surrounding area and the Middlesex Borough in general, all advertising, signage and other promotion of the development and redevelopment of the Study Area shall contain references to the proposed project's location in the Middlesex Borough so as to promote the positive aspects of the project, the Focus Areas, the Lincoln Boulevard Redevelopment Plan and the Middlesex Borough.

13.3 Deviation Requests

The Planning Board may grant deviations from the regulations contained within this Redevelopment Plan where by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan would result in peculiar practical difficulties to, or exceptional and undue hardship upon the developer of such property. The Planning Board may also grant such relief where an application relates to a specific piece of property when the purposes of this Plan would be advanced by a deviation from the strict requirements of this Plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial impairment of the intent and purpose of the Plan. An application for a deviation from the requirements of this Plan shall provide public notice of such application in accord with the requirements of public notice as set forth in NJSA 40:55D-12.a and 12.b.

Any changes to the uses permitted in the Plan, an increase in the permitted floor area, an increase in the permitted density or an increase in the height of a principal structure which exceeds by 10 feet or 10% the maximum height permitted, shall be permitted only by means of an amendment of the Plan by the governing body, and only upon a finding that such deviation would be consistent with and the furtherance of the goals and objectives of this Plan.

13.4 Amendment to Lincoln Boulevard Redevelopment Plan

As development occurs within the Area, development priorities and market demands may change. This Plan should have the adaptability to meet the changing needs of the Borough and its citizens. Amendments may be required in order to accommodate these changes as well as to designate new Focus Areas within the Redevelopment Area.

In order to amend this Plan, a proposed revision or new Focus Area must first be presented to the Planning Board ~~who~~ which will review the amendment and make recommendations to the Borough Council. The Borough Council must then formally pass an ordinance to amend this Redevelopment Plan.

An application to include a new Focus Area must include the following required sections:

A. Illustrative Plan
B. Circulation Plans
   1. Vehicular
   2. Pedestrian
C. Street Sections and Associated Map
D. Land Use Plan
E. Building Typologies and Associated Map
F. Building Frontage Map
G. Parking Plan
H. Landscape and Open Space Plan

Plans for new development of this type must also include a Plan Consistency Review section, which examines the relationships between the development plan and the applicable regulatory documents, including the Master Plans of the Middlesex Borough and surrounding municipalities, the Master Plan of Middlesex County, and New Jersey State Development and Redevelopment Plan. It may be necessary to include independent consultants in the creation of the development plan in order to fully comply with the requirements.

All new development within the Rehabilitation Area must follow the streetscape standards and codes set forth within this Plan, regardless of intended use or adherence to existing zoning ordinance.

The designation of a new Focus Area does not negate any of the prevalent Borough site plan application requirements and procedures.

~~At the time of site plan review, the Planning Board may approve minor modifications from the standards set forth herein without formal amendment to this plan, if deemed to be in the interest of project implementation and in furtherance of this Plan and the standards set forth herein.~~

13.5 Residential Additions and Commercial Renovations

All new residential construction shall be subject to the provisions described within this plan. Single-family home expansions whereby the total gross area measured in square feet of the home is increased by 25 percent or less shall be excluded from the requirements herein.

Similarly, renovations and additions to commercial properties shall be excluded from these requirements so long as the building use and type is not changed and any expansions of do not exceed 25 percent of total gross square footage.

13.6 Affordable Housing

All development within the redevelopment area must conform with the ~~latest~~ applicable Council on Affordable Housing (COAH) Standards for the number, size and cost of affordable units. The need for affordable housing based on the number of proposed units and new retail/commercial must be accommodated within each focus area or by agreement with the developer within the Redevelopment Area.

13.7 Historic Preservation

In order to maintain historic elements within the Rehabili tation Area, this Plan recommends the following:

1. The Abraham Lincoln Statue currently located at the intersection of Lincoln Boulevard and Mountain Avenue, remain.

2. To the extent possible, the existing trolley tracks located along the center of Lincoln Boulevard be preserved and exposed within the textured median of the proposed Lincoln Boulevard Streetscape.

13.8 General Provisions

The standards contained within this Redevelopment Plan shall supersede the provisions of Chapter 248 Land Development and Chapter 420 Zoning of the Borough of Middlesex's ordinances regulating the development of land. In the case where a particular land use or site standard is not covered in this plan, compliance with Chapters 248 and 420 or other applicable Middlesex code or ordinance shall be required.

No variance from the requirements herein shall be cognizable by the Zoning Board of Adjustment. The Planning Board alone shall have the authority to grant deviations from the requirements of this Plan, as provided herein. Final adoption of this Plan by the Borough Council of the Borough of Middlesex shall be considered an amendment of the Borough Zoning Map.

SECTION 14.0
PLAN CONSISTENCY REVIEW

In accordance with Section 40A:12A-7. Adoption of Redevelopment Plan, this plan will include:

(5) Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities,

(b) the Master Plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," P.L. 1985, c.398 (C.52.18A-196 et al).

14.1 Background

The redevelopment of Lincoln Boulevard will be a continuation of the improvement that has been implemented on this street in Bound Brook. Because of a proposed new service street on the south east side of the railroad line that will primarily be for truck and service vehicles, the character of this street will change. In addition the recent growth in Piscataway Township immediately adjacent to this site puts additional pressure to redevelop as well as construct a new train station. The recommended changes in character, scale and form were initially generated from the community participation process that used the Visual Preference Survey and Vision Translation process. The plan is in conformance with this direction and vision.

14.2 Relationship to Local Objectives Outlined in the Borough of Middlesex Master Plan

The current Middlesex Borough Master Plan outlines several objectives. The Lincoln Boulevard Redevelopment Plan will complement and uphold these guidelines. The Master Plan aims to "preserve existing residential neighborhoods by promoting infill development," "maintain a variety and choice of housing resources," "support flood prevention," and "maintain a functionally coordinated system of roads." These elements are also found in the Redevelopment Plan.

14.3 Relationship with Zoning Ordinance

The Area is currently divided into four zones. The majority of the linear frontage along Lincoln Boulevard is CLW or commercial/light manufacturing/wholesale zone which is inappropriate for these focus areas. There are two very small areas of GB or general business zones. All the area on the southeast is currently zoned as IND or industrial. The allowable uses, lot sizes and design standards for these zones are inappropriate for the uses proposed.

14.4 Consistency of the Redevelopment Plan with Master Plans of Municipalities Adjacent to the Middlesex Borough

Bound Brook

The Borough of Bound Brook borders the Gateway section of the Rehabilitation Area to the west. Two land use classifications are immediately adjacent to the Area: O-B (Office Business) and B/R (Business/Residential). The O-B zone lies north of the Lincoln Boulevard/E. Main Street corridor. It is a rather narrow strip of land (approximately 100 yards), beyond which lies an R-6 zone of garden apartments. The B/R zone lies between Lincoln Boulevard and the rail line, but expands north one-half block where Lincoln Boulevard becomes E. Main Street; at this point, the B/R zone governs the uses lining both sides of E. Main St. Essentially, zoning along Lincoln Boulevard west of the Gateway Area promotes a traditional "main street" character.

Lincoln Boulevard is the only right of way between the Gateway area of the Plan and Bound Brook.

Bound Brook does not have a proper Master Plan. The most current zoning map was adopted in March 2004. The accompanying Land Use Ordinance does not provide any relevant recommendations or mention of the Middlesex Borough.

No conflict is determined to exist between the Redevelopment Plan and the adjacent section of Bound Brook. The Plan envisions a walkable boulevard environment near the border with Bound Brook, compatible with existing uses. Additionally, the sizable green space preserved between the two municipalities will act as a buffer.

Piscataway

The Township of Piscataway borders the Town Center section of the Rehabilitation Area to the East. Existing uses immediately adjacent to the Town Center Area include parks and open space, planned residential development and single family residential. The surrounding area is predominated by single family residential uses. This area of Piscataway is designed as "Planning Area A" according to the Master Plan Revision of 2005. Land uses proposed for the area adjacent to the Rehabilitation Area are analogous to the existing uses: parks and open space, planned residential development and single family residential.

Three land use classifications are immediately adjacent to the Area: R-10 (Residential), R-10A (Residential) and R-20 (Residential). The R-20 zone lies to the east of the Area along William Street and north of Blackford Avenue. The R-10 zone lies to the east of William Street, south of Blackford Avenue, ending near Sewell Avenue. The area designate R-10A is located east of the Area, south of Mountain Avenue and Sewell Avenue.

It is determined that no conflict exists between the Redevelopment Pan and the adjacent section of Piscataway. The Plan includes residential uses which will not conflict with the existing housing that predominates in Piscataway. Further, the retail and transit uses proposed in the Plan will provide services to the residents of this area of Piscataway.

Consistency of the Redevelopment Plan with Somerset County Comprehensive Master Plan

Of the goals listed by the Master Plan for Somerset County, several discuss smart growth and preservation of environmentally sensitive areas. Specifically, the Somerset Master Plan contains goals to "focus future development opportunities in and around logical areas of existing development," "discourage sprawl development patterns" and "the extension of [infrastructure] into areas considered inappropriate for development." The redevelopment plan

for the Middlesex Borough complements these goals.

Consistency of the Redevelopment Plan with the New Jersey State Development and Redevelopment Plan

On March , 2001, the State Planning Commission ("SPC") adopted the new State Development and Redevelopment Plan ("SDRP"). The SDRP establishes a proposed statewide planning framework that is designed to maintain and revitalize existing cities and towns and organizing new growth in "centers" – compact, mixed-use communities that provide a variety of choices in housing, employment opportunities, entertainment, services, transportation and social interaction. The Redevelopment Area is in Metropolitan Planning Area 1 (PA-1) in the SDRP. According to the State Plan, the intent of the Metropolitan Planning Area is to:

- Provide for much of the state's future development;
- Revitalize cities and towns;
- Promote growth in compact forms;
- Stabilize older suburbs;
- Redesign areas of sprawl; and
- Protect the character of existing stable communities.

The State Plan recommends that these goals be addressed by strategies to "… retain and expand employment opportunities…" The Redevelopment Plan proposes the redevelopment and revitalization of portions of Lincoln Boulevard and Mountain Avenue in a manner consistent with the intent of the Metropolitan Planning Area as enunciated in the SDRP.

In addition, the property is located within an area designated by the New Jersey Office of Smart Growth as a Town Center. Town Centers are designated in the SDRP as: "Traditional Designated Centers of commerce or government throughout New Jersey, with diverse residential neighborhoods served by a mixed-use Core offering locally oriented goods and services."

The Redevelopment Plan will advance the SDRP's objectives for neighborhood revitalization, economic redevelopment, and improved quality of life. Therefore, the Redevelopment Plan is consistent with the goals and objectives of the 2001 SDRP.

SECTION 15.0

REDEVELOPMENT PLAN IMPLEMENTATION

15.1 40A:12A-15. Implementation of Redevelopment Plan

In accordance with the provisions of a Redevelopment Plan adopted pursuant to section 7 of P.L. 1992, c.79 (C.40A:12A-7), a municipality or redevelopment entity may proceed with clearance, replanning, conservation, development, redevelopment and rehabilitation of an area in need of rehabilitation. With respect to a redevelopment project in an area in need of rehabilitation, the municipality or redevelopment entity, upon the adoption of a redevelopment plan for the area, may perform any of the actions set forth in Section 8 of P.L. 1992, c.79 (C.40A:12A-8), except that with respect to such a project the municipality shall not have the power to take or acquire private property by condemnation in furtherance of a Redevelopment Plan, unless: (a) the area is within an area determined to be in need of redevelopment pursuant to this act; or (b) exercise of that power is authorized under any other law of this State.

P.L. 1992,c.79,s.15.

15.2 Redevelopment Agreement

No project shall be undertaken within the Area except pursuant to a redevelopment agreement approved by the Redevelopment Authority. The agreements will be constructed on a project by project basis. This requirement may be waived at the Authority's discretion for minor projects.

15.3 Revenue Allocation District

Under current law, the a RAD designation is available only within Redevelopment Areas, not Rehabilitation Areas. However, in the event that current law is changed to allow for the designation of a RAD within a Rehabilitation Area, the following recommendations should apply.

Anticipated redevelopment projects and activities for which the use of RAD revenues is anticipated are:

1. Construction of new or realigned streets;

2. Public improvements, inclusive of:

   A. Pedestrian walkways and public plazas;

   B. Lighting, streetscape, and landscape improvements;

   C. Other public improvements determined to be necessary or desirable for the effective implementation of the Redevelopment Plan.

3. Tax Increment Financing and a RAD: Tax Increment Financing uses one or more of the following:

   A. The incremental increase in property tax revenues created by redevelopment (the "Property Tax Increment")

   B. Incremental payments in lieu of taxes ("PILOTS") and/or

   C. Parking revenue from public parking facilities

4. To fund the debt service on municipal bonds that the municipality issues to finance a project, called the "Project", in the RAD.

5. The planned developments in the Redevelopment Area must be likely to be realized by private enterprise, but would not likely be accomplished by private enterprise without the creation of the RAD and the revenue allocation financing of the proposed Project or Projects.

6. Smart Growth: The creation of the RAD must be in compliance with Smart Growth Planning Principles. To this end, the State Planning Commission must provide Initial Plan Endorsement to all RADs pursuant to N.J.A.C. 5:85-7. "Smart Growth" means well-planned, well-managed growth that adds new homes, creates new jobs and promotes redevelopment and urban revitalization, while preserving open space, farmland, and environmental resources as set forth in the State Development and Redevelopment Plan.

7. Property Tax Increment: The Property Tax Increment for the District is calculated pursuant to the formula set forth in the definition of "Property tax increment" in N.J.S.A. 52:27D-461, which is as follows:

   [General Tax Rate of the municipality For The Current Tax Year x The Taxable Value Of All Property Assessed Within The District In That Year, excluding any special assessments] x [(Taxable Value of All Property in the District - the aggregate taxable value of all property assessed which is located within the District as of October 1 of the year preceding the year in which the District is authorized) ÷ Taxable Value Of All Property Assessed Within The District] = Property Tax Increment

8. Sufficiency of Pledged Funds: The Property Tax Increment of the RAD, PILOTS from the RAD and/or parking revenue from public parking facilities built as part of the Project must be sufficient to meet the debt service (principal and interest payments) on the Bonds to finance the Project.

9. Public Project for Tax Exempt Bonds: In order for the interest payments on the municipal bonds to be exempt from Federal Income Taxation the Project must be a public project.

10. Municipal Guaranty of the Bonds: While not legally required, in order for the bonds to have a high rating and a good interest rate, the municipality must guaranty their repayment.

11. Four (4) Step Process to Create a RAD and Issue Bonds Pursuant Thereto:

A. RAD Plan Assessment,

B. Application for approval to create a Revenue Allocation District and Preliminary Revenue Allocation Plan,

C. Approval of a Final Revenue Allocation Plan, and

D. Approval of a financial instrument.

15.4 Tax Exemptions and Abatements

Short Term and Long Term Tax Exemption/Abatement Agreements: The Borough may allow for tax abatements and/or exemptions for a maximum of five (5) years. Longer term tax abatements and exemptions are prohibited under current law within Rehabilitation Areas but should be considered at such time that legislation allows for it.

15.5 Development Review Process

Preliminary Design Review

All projects in the focus area shall be submitted to the Redevelopment Entity for a preliminary design review prior to submission of an application to the Planning Board. Applicants are required to attend a workshop meeting with the Redevelopment Entity or its designated Design Review Professionals. The meeting will be used to determine if the proposed redevelopment project is consistent with the Redevelopment Plan and confirms to the core design concepts, building requirements, and architectural design guidelines of the redevelopment plan and provide an opportunity for comment and recommendations on the proposed project by the redevelopment entity and its professionals. During preliminary design review, the redevelopment entity and, if applicable, its design professionals shall evaluate the project in relationship it consistency with the Redevelopment Plan. Preliminary design review shall focus on how the proposed project relates to and coordinates other elements and phases of the redevelopment plan and how the uses and structures are integrated with and contribute to the quality and function of the corridor and neighborhood as presented in the Redevelopment Plan. Prior to the approval of a redevelopment project by the Planning Board, the Design Review Professionals and/or Redevelopment Entity shall provide its findings to the Planning Board and confirm that the proposed project is consistent with the redevelopment plan and adequately addresses the design guidelines contained in the plan.

Planning Board Review

Pursuant to N.J.S.A. 40A12A-13, all development applications for development of sites governed by the Redevelopment Plan shall be submitted to the Borough's Planning Board for review and approval. The following provisions shall govern review of any proposed redevelopment and rehabilitation projects for these sites:

1. No building permit shall be issued by the construction or zoning official for any work resulting in a change of intensity of development or change of use for any properties or building within the area of the Redevelopment Plan without prior review and approval of the work by the Planning Board.

2. Regular maintenance and minor repair shall not require Planning Board review and approval.

3. The Planning Board shall conduct site plan and subdivision review, if applicable, pursuant to N.J.S.A. 40:55d-1 et seq. and the Borough's Land Development Ordinance.

4. As part of the site plan approval, the Planning Board may require the redeveloper to furnish performance guarantees pursuant to N.J.S.A. 40:55D-53. The performance guarantees shall be in favor of the Middlesex Borough and the Borough Engineer shall determine the amount of any performance guarantees.

5. Any subdivision of lots or parcels of land within the Redevelopment Plan shall be in compliance with the Redevelopment Plan and reviewed by the Planning Board pursuant to the LRHL and N.J.S.A. 40:55D-1 et seq.

6. Once a property has been redeveloped in accordance with the Redevelopment Plan, it may not be converted to any use not expressly permitted in this Redevelopment Plan. No non-conforming use, building, or structure may be expanded or made more non-conforming in nature after adoption of this Redevelopment Plan. A use or structure not conforming to the requirements of this Redevelopment Plan may not be reconstructed in the event of its destruction. The Planning Board shall determine the issue of whether the non-conforming use or building structure has been "destroyed."

~~7. No variances, deviations, or waivers may be granted by the Planning Board which will result in permitting a use prohibited or not expressly permitted within this Redevelopment Plan or which will result in a density that exceeds the densities permitted in this plan.~~

~~8~~7. The regulations and controls of this Redevelopment Plan shall be implemented, where applicable, by appropriate covenants, or other provisions, or through agreements for land disposition and conveyance between the redeveloper and municipality pursuant to N.J.S.A. 40A:12A-8 and 40A:12A-9.

~~9~~8. Any and all definitions contained within the Redevelopment Plan shall prevail. In the absence of a definition, the definition found within the Borough's Zoning Ordinance shall prevail. Any and

all definitions inconsistent with N.J.S.A. 40A:12-3 shall be invalid.

~~10~~9. A redeveloper shall be required to pay all applicable escrow fees and other required charges in accordance with applicable provisions of the Borough's Land Development Ordinance and New Jersey law. Additionally, a redeveloper may be required to pay for their proportional share of the cost of any studies, plans, reports, or analysis prepared by the Borough or it's design professionals as part of the Redevelopment Plan review. Any such payments are required to reimburse the Borough or the redevelopment entity.

The above provisions are all subject to approval by ordinance and/or resolution according to law. If a Court of competent jurisdiction finds any word, phrase, clause, section or provision of the Redevelopment Plan to be invalid, illegal, or unconstitutional, the word, phrase, clause, section, or provision shall be deemed several, and the remainder of the Redevelopment Plan and implementing ordinances shall remain in full force and effect.

SECTION 16.0

SCHEDULE AND DURATION OF THE PLAN

16.1 Schedule for Performance

Any site plan executed for purposes of implementing this Redevelopment Plan shall contain a Schedule for Performance for the construction of the improvements. In addition to a schedule for commencement of improvements, such plans shall include a schedule that indicates the approximate time period for property acquisition, development approvals, construction permits, relocation, etc. required prior to construction as well as a projected date for project completion. The Plan shall also set forth the interim uses for the property and the duration of the period during which such interim uses will be in place.

16.2 Duration of the Plan

The provisions of this Plan specifying the redevelopment of the project area and the requirements and restriction with respect thereto shall be in effect for a period of fifty (50) years from the date of approval of this Plan by the Middlesex Borough Council.

16.3 Certificates of Completion and Compliance

Upon the inspection and verification by the Redevelopment Entity that the redevelopment of a parcel has been completed, a Certificate of Completion and Compliance shall be issued to the redeveloper as such parcel shall be deemed no longer in need of rehabilitation. At the discretion of the Redevelopment Entity, the redeveloper may submit a final Certificate of Occupancy for approval by the redevelopment entity to serve as the Certificate of Completion.

The Redevelopment Plan, as it may be amended from time to time, shall be in full force and effect upon its adoption by ordinance by the Borough Committee. The redeveloper agreement may include provisions for a certificate of project completion in accordance with the redevelopment plan.

APPENDIX 1.0

RECOMMENDED HORTICULTURAL PRACTICES

1.0 Soil Handling and Top Soil

1.1 Soil excavated from construction areas shall be used as under-slab compacted fill or removed from the site. Any contaminants found must be remediated.

1.2 All areas to be landscaped are to receive topsoil that is friable, fertile natural loam, free of subsoil, stones, roots, noxious plants and extraneous matter to a depth of 3 feet from finished grade as a subsoil cap and new planting root growth zone.

1.3 The zone of discontinuity between existing subsoil and top soil should be broken to provide a transition zone if permitted by environmental remediation agreements. Till the subsoil, add several inches of topsoil then till these together before adding the remaining topsoil.

1.4 Provide continuous three (3) feet deep trenches of high quality topsoil for planting of street trees along streets to widths as specified between municipal curb and sidewalk in lieu of individual tree pits.

1.5 Soil depth on rooftop gardens can vary according to plant type. Minimum soil depth for large trees should be 36 inches deep or 6 inches deeper than the root ball; 30 inches deep for small trees, 24 inches deep for shrubs and 12" deep for lawns or groundcover.

2.0 Soil Compaction

2.1 The deep soil structure of planting areas within parks and street allowances shall be loosely compacted and protected by barriers during construction from heavy compaction by equipment and stockpiling of materials.

2.2 Granite cobbles or unit pavers set on an aggregate setting bed shall be placed around street trees where it is necessary to facilitate pedestrian movement directly at the base of each tree.

2.3 An expanded slate soil admixture can be added to the sub-base for modular paving over planting trenches between street trees to compensate for compaction and promote root growth.

2.4 Where heavy pedestrian circulation is expected, a concrete slab bridging over the continuous planting trench can provide a suitable pedestrian surface while preventing soil compaction in the tree trench. Another acceptable method to extend the root growth area is to use root pipes or drainage mats to provide root paths.

2.5 In areas where pedestrian circulation is not conflicting with continuous tree planting trench, provide vegetative ground cover at base of tree and protect planted trench at periphery with low ornamental fences.

3.0 Hydrology

3.1 All street tree plantings shall have surface watering/fertilizing access pipes and subsurface drainage outlets.

3.2 All sodded areas, planting beds and street tree strips shall have in ground irrigation systems.

3.3 Site grading and permeable surfaces shall promote maximum return of clean rainwater within parkland, with flat areas graded to 2% minimum. Contaminated surface drainage shall be carried away from landscaped areas.

3.4 All plants within rooftop gardens can experience a high evaporation rate due to the drying effects of wind and sun. Irrigation, mulches and moisture-holding soil additives shall be added to help reduce this moisture loss.

4.0 Plant Stock

4.1 Listed plant species shall be thoroughly searched by a plant broker before consideration of species not listed.

4.2 Street trees shall have a branch height of 6 feet minimum at planting.

4.3 All street trees shall be of 3.5 inches caliper minimum and shall be no less than 12 feet in height at planting.

4.4 Red Oak shall be dug and planted only during the spring planting season.

5.0 Planting and Plant Care

5.1 Strategically phase street tree planting to ensure procurement of large quantities of uniform and consistently sized specimens of specifically selected species.

5.2 Plant trees only during appropriate Spring and Fall planting seasons to the highest arboricultural industry standards.

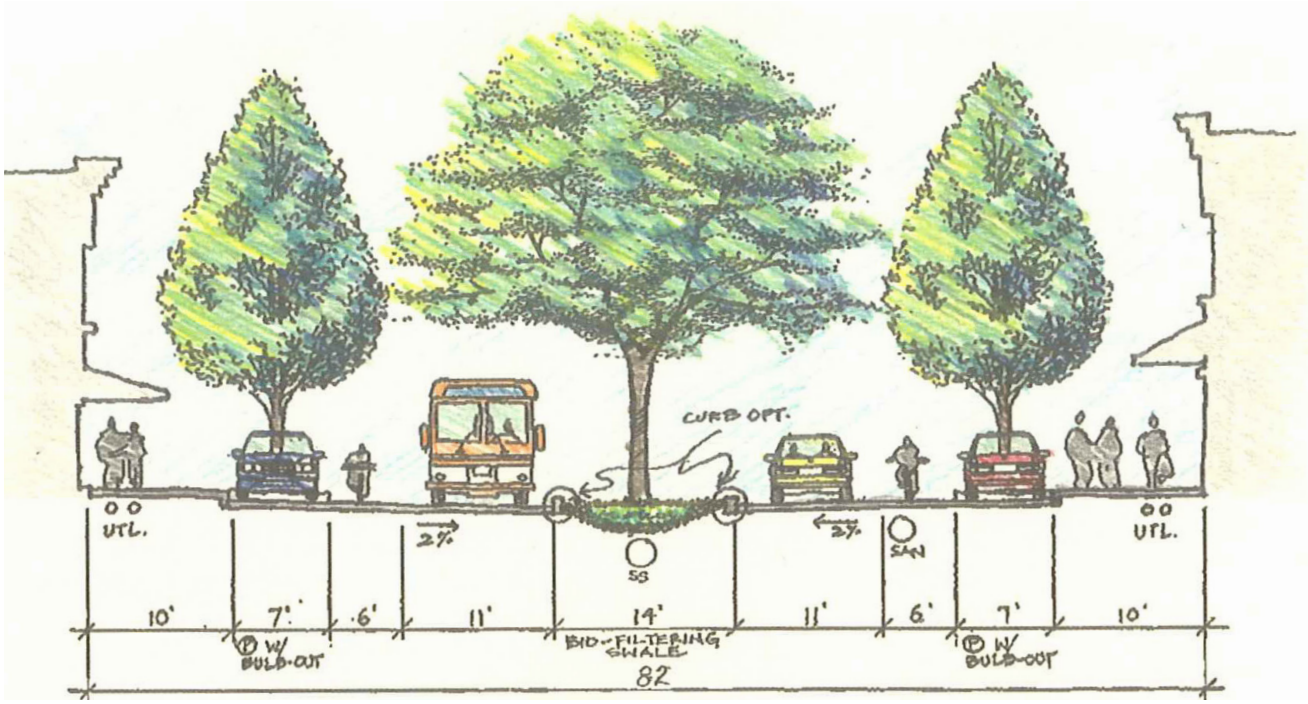
5.3 All trees shall be guaranteed against defects including death and unsatisfactory growth for a period of two years. All defective plants shall be removed immediately and replaced as soon as weather permits.

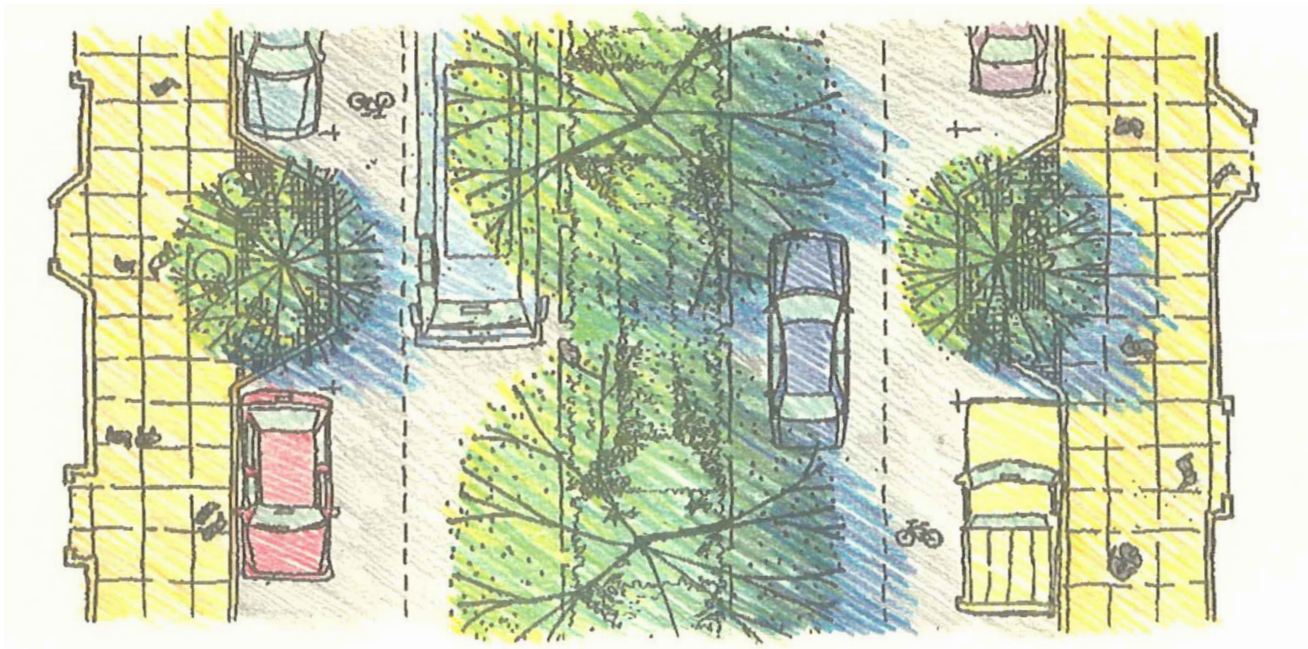
5.4 Fertilization shall be yearly with a balanced, full spectrum inorganic commercial fertilizer applied at a rate adjusted to remedy deficiencies identified by soil testing reports.

5.5 All trees shall be monitored and treated annually by the developer for potential disease or decline in physical condition.

APPENDIX 2.0
STORMWATER FACILITIES

All graphics were obtained from “Green Streets: Innovative Solutions for Stormwater and Stream Crossings” by Metro, Portland, Oregon.
for more information please contact: Metro, 600 NE Grand Ave., Portland, OR 97232. 503.797.1700



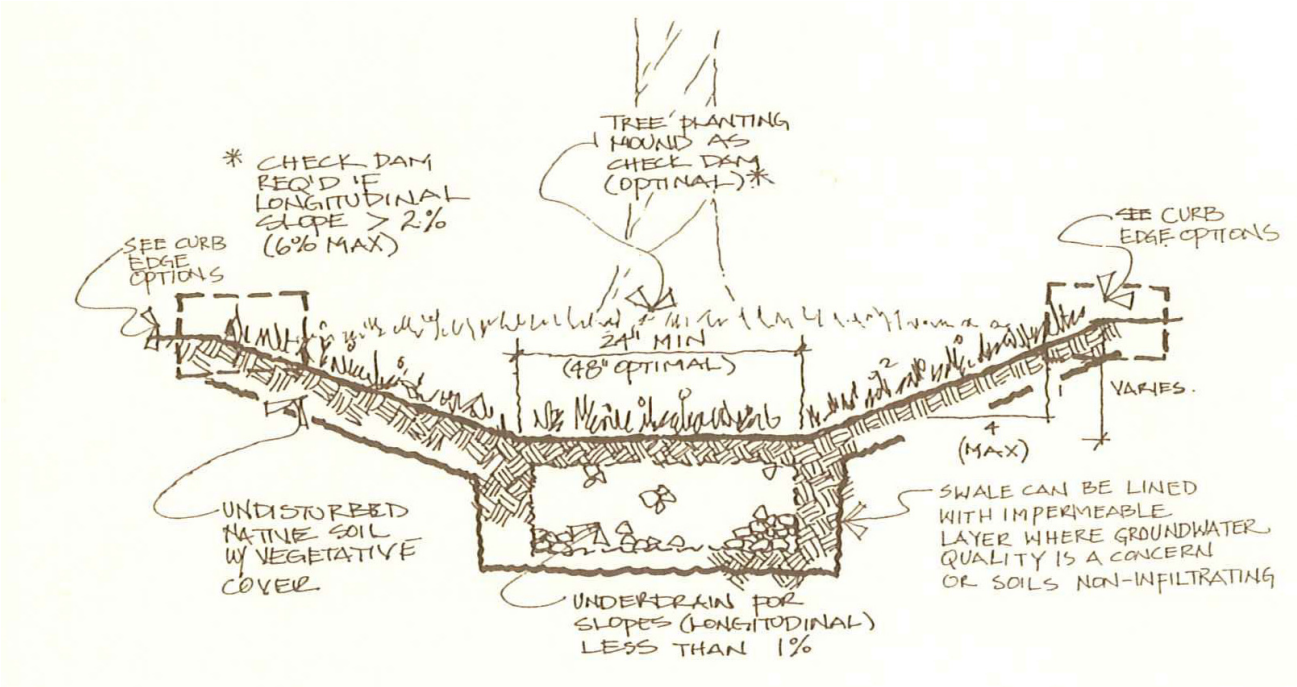


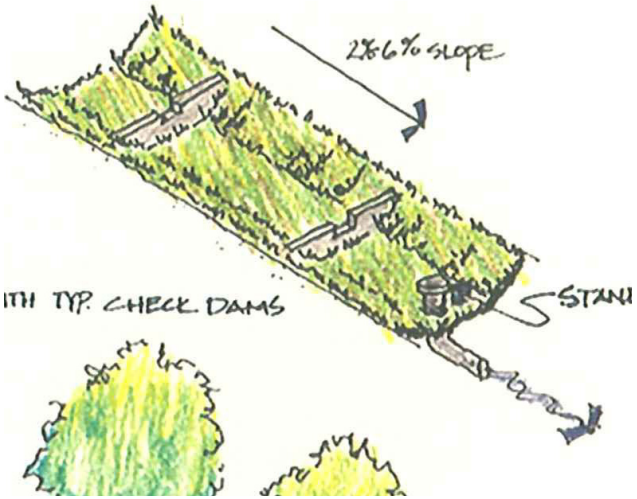
1.0 Boulevard Infiltration Swale for Mountain Boulevard - Basic Overview

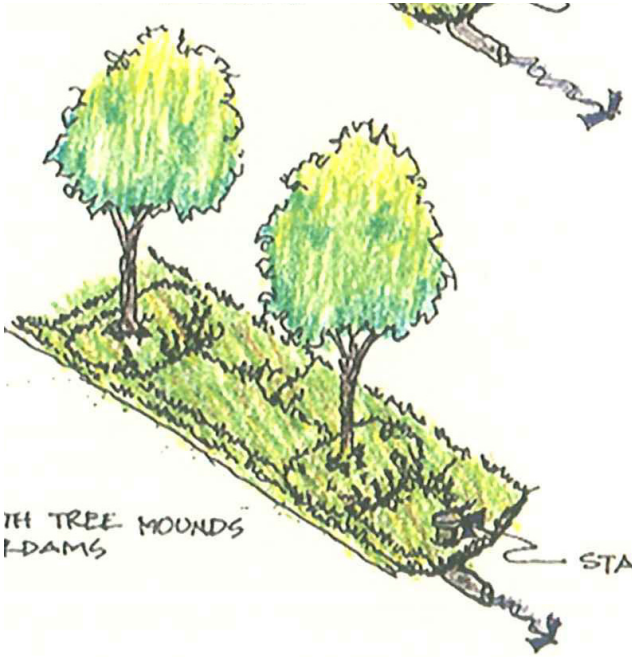
The best and most efficient way of dealing with stormwater runoff is at the source. To this end, the first line of treatment for stormwater along Mountain Boulevard should be in the boulevard itself. In order to do this the center median of Mountain Boulevard should be depressed, providing a long linear trench for both plantings and water storage.

By creating an area for the stormwater to be stored within the roadway trees and plants in the median will receive water for growing, the quality and quantity of runoff will be decreased (two requirements of the new stormwater best management practices) and the demand placed on existing infrastructure will be reduced.

An important factor to keep in mind while designing these systems is the local soils found within and around the site. These soils should be tested for their runoff potential and soil composition. If possible soils should be amended to create the best median for infiltration.



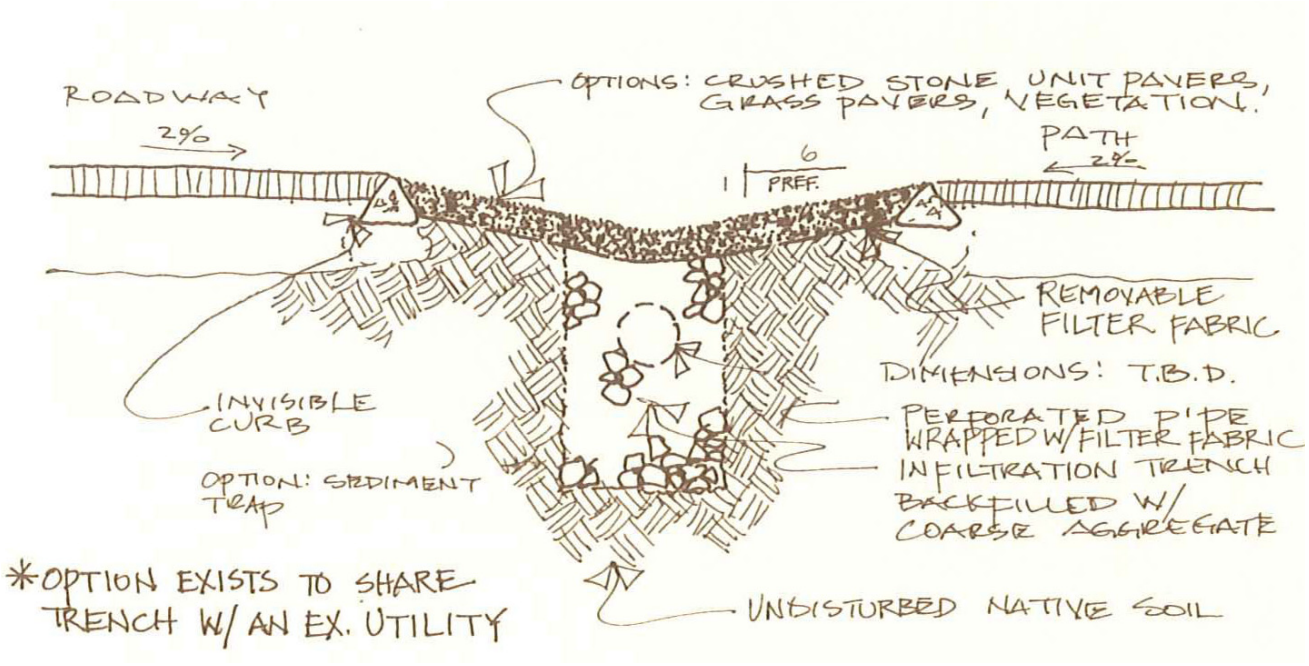




2.0 Design of recessed boulevard and infiltration trenches

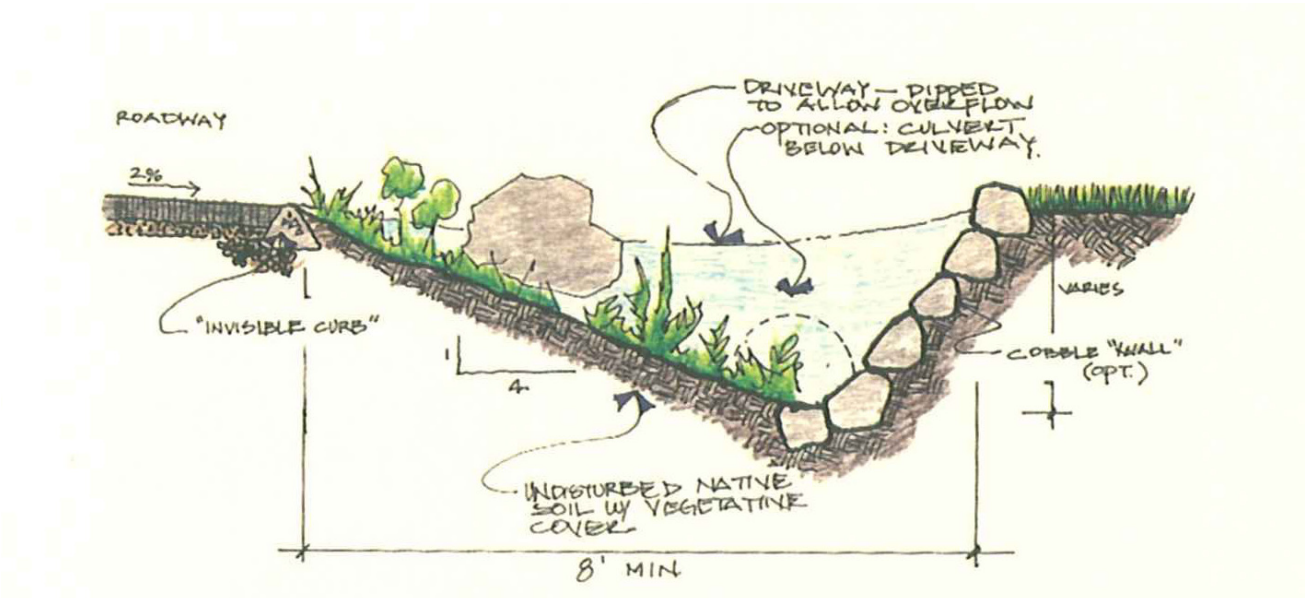
These diagrams illustrate a typical design of the swale that would run down the center of Lincoln Boulevard. The side slopes, protection of native soils and plant material are all critical elements to the systems success.

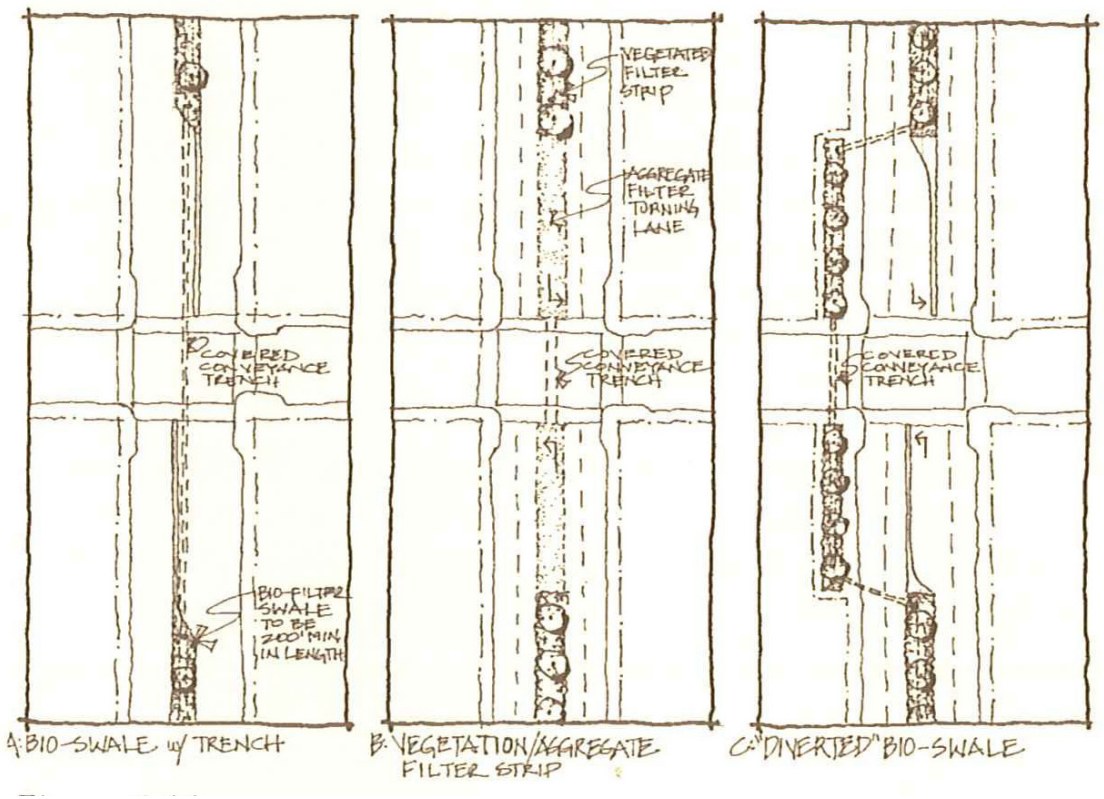
The inclusion of check dams (physical barriers that slow the velocity of water and encourage sediment to settle out) within the median of Lincoln Boulevard offer additional environmental benefits as well. The two forms of check dams illustrated below both reduce velocity and encourage settling, however, the inclusion of tree mounds instead of single barriers will increase the aesthetic appeal and increase evapotranspiration. Both systems have overflow pipes to prevent the stormwater from overflowing the system and spilling into the street.

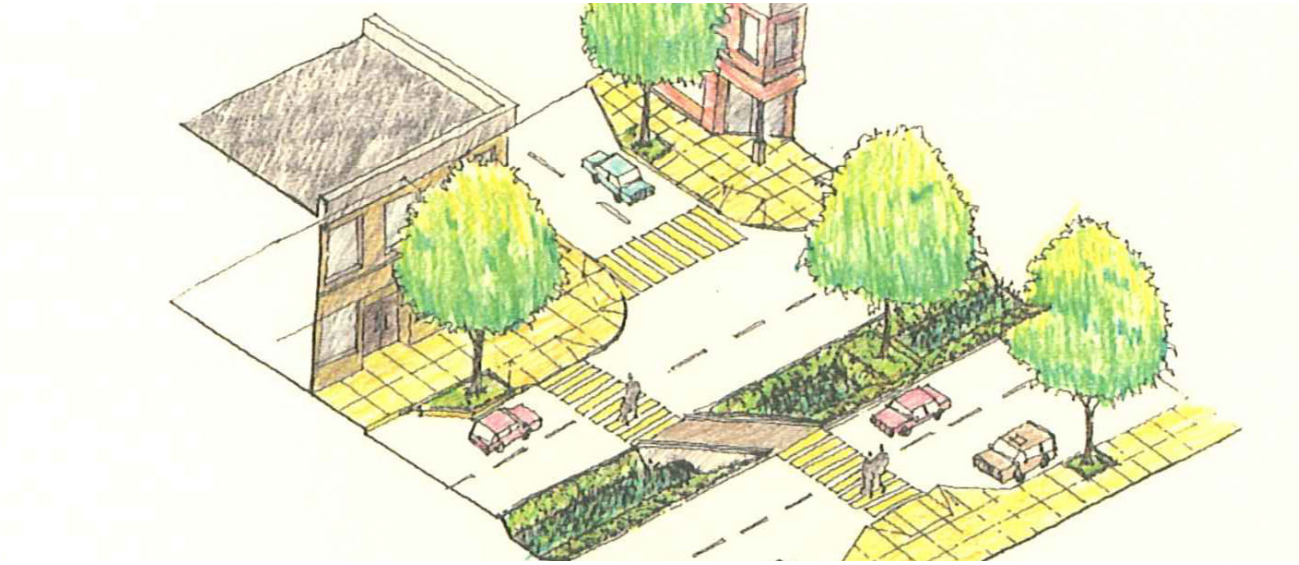


3.0 Design of infiltration trenches and linear detention systems

In tighter spaces within the rehabilitation area, where larger systems are not possible, the inclusion of smaller trenches and linear detention basins are encouraged. These devices should be installed where a median is extremely narrow, adjacent to sidewalks or along the edge of a parking lot. These systems need similar design considerations and have similar environmental benefits as the systems discussed previously.



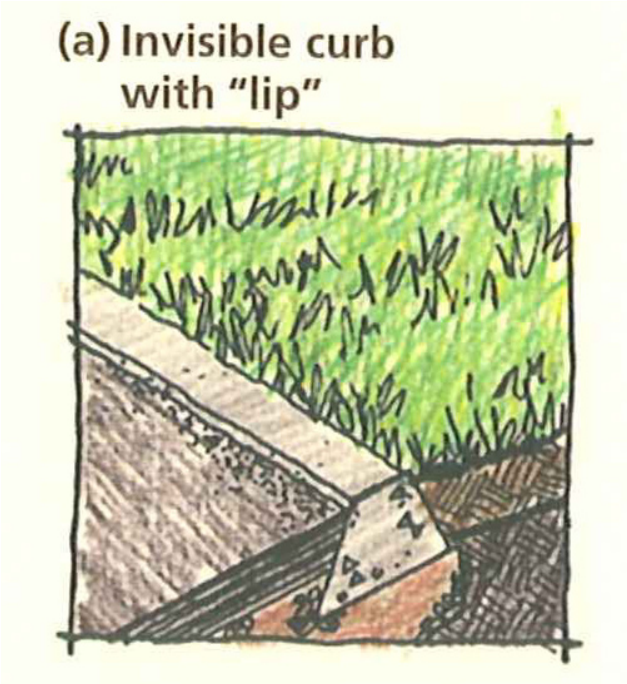


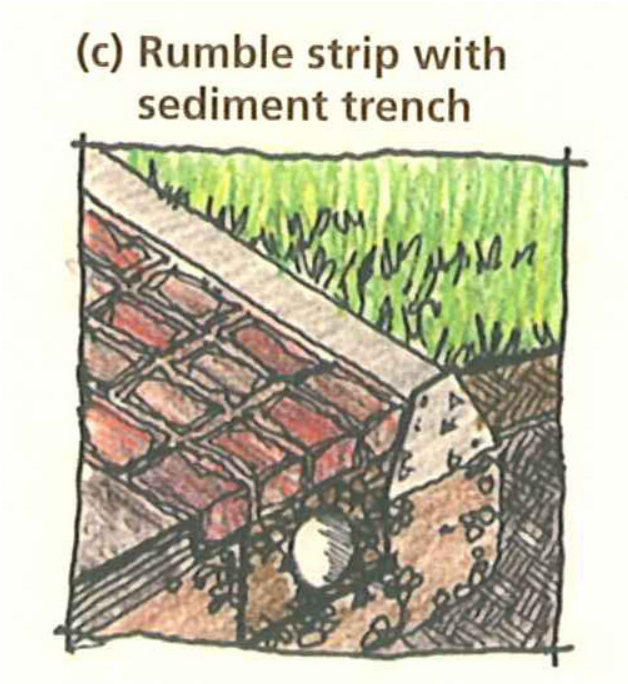


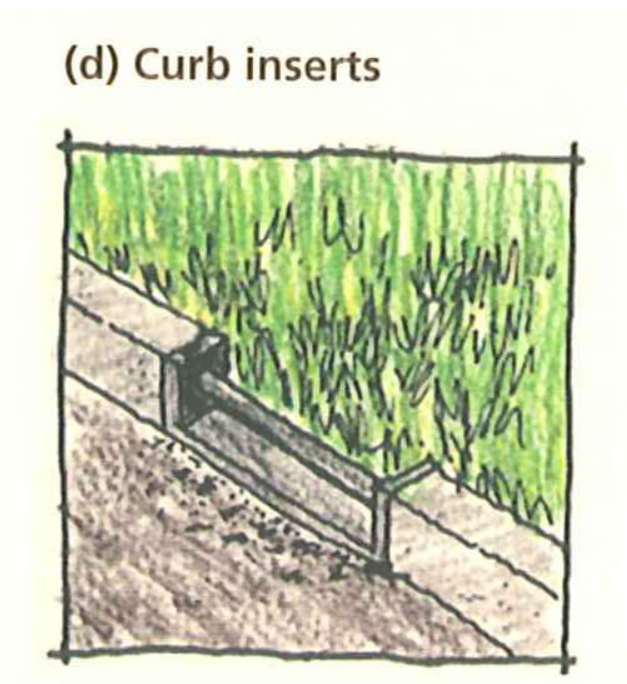
4.0 Design considerations at intersections and mid-block crossings

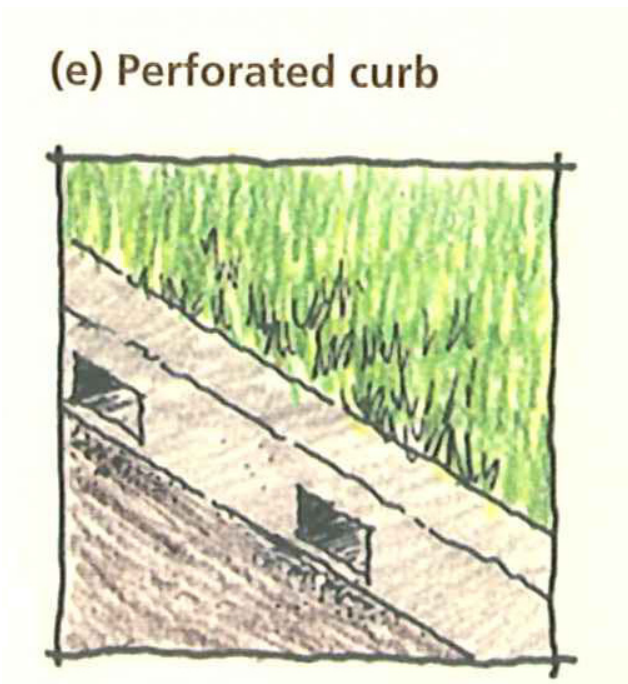
When any of these systems meet an intersection the water must be able to freely flow from one swale to the next. The illustrations to the left represent three options, the first runs the water through a pipe into the next swale, the second employes an aggregate filter strip within the left turn lane in addition the trench, and the last option diverts the water into the sidewalk planting strip maintaining a continuous planted area.

One more consideration in the design of these systems is mid block crossings. These can be installed by creating small bridges or culverts to allow the water to flow freely under the pedestrian crossing.









5.0 Curb options for boulevard and infiltration swales

An important feature for all of these systems, perhaps the most important feature, is the inclusion of low curbing. Traditional six inch high curbs encourage water to be channelized and quickly conveyed to an off site detention facility. The low "invisible" curbs illustrated on this page, however, encourage the water to flow freely into the median. Option (a) is the simplest curb providing a shallow edge between the roadway and median. Option (b) includes a rumble strip that provides a strong visual edge and warns motorists when they are to close to the curb. The rumble strip also helps to remove sediment before it enters the swale. Option (d) and (e) both similar to a standard curb, but with a distinct variation. Option (d) breaks the curb completely periodically allowing water to flow into the swale, while, option (e) creates smaller "perforations" within the curb in order to allow the free water flow and a complete curbed edge.

6.0 Tree and curb treatment for reducing runoff

In addition to the boulevard treatment, sidewalk stormwater systems are also available. This illustration is only one example of how some low scale treatments can greatly reduce the quantity of runoff from a site. A few of the highlights to mention are the trench drain that connects the tree grates and channels the water from the sidewalk into the tree planting (providing irrigation and stormwater benefits), and the permeable paving strip along the gutter portion of the roadway providing infiltration, sediment collection, and aesthetic appeal. As in all the systems mentioned, an overflow valve is provided in order to prevent system failure.

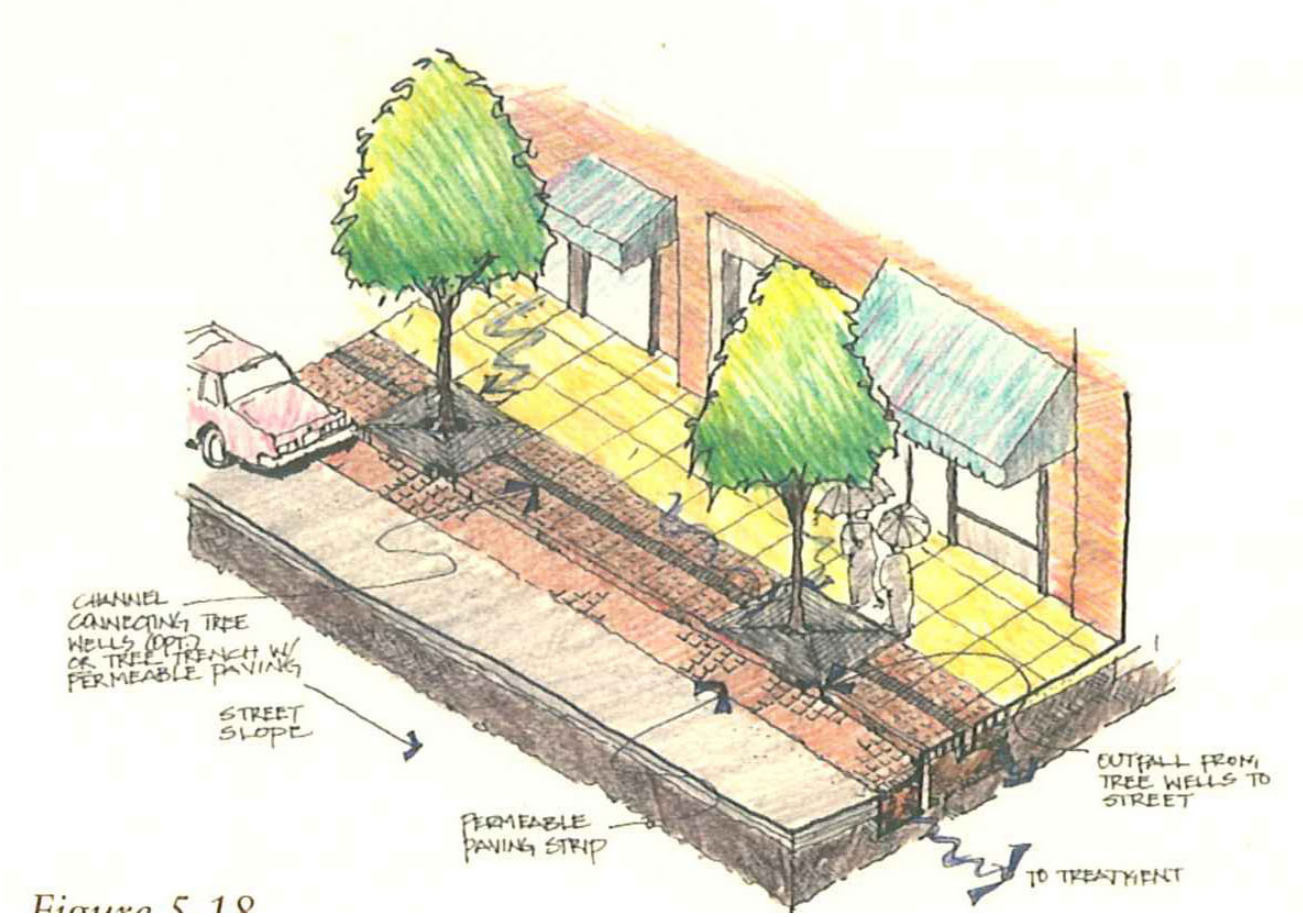


Figure 5.19

APPENDIX 3.0
DESIGN VOCABULARY

1.0 Pedestrian Realm

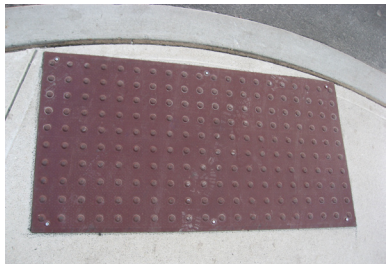
The pedestrian realm along Lincoln Boulevard is an essential element for the plan's overall success. In addition to wide sidewalks that invite pedestrians to stroll and leave ample room for outdoor dining, the inclusion of engaging outdoor spaces will further enhance the overall experience. These parks and plazas should reflect quality design standards and allow places for people to relax, reflect, and congregate. The images on the left characterize the type of pedestrian realm, streetscaping, building fronts, and materials should be used.

2.0 Streetscape

An engaging pedestrian realm can be achieved through the proper design of streetscapes. Shade trees with adequate planting space, textured sidewalks and attractive lighting fixtures can create a sense of safety and comfort for pedestrians and residents. Images of favorable streetscape treatments is presented to the left.

2.0 Streetscape (Continued)

Paving materials are important since the pedestrian looks down at a 15 degree angle. Their color, form, and texture must be coordinated to create a coherent street fabric. The images on the left illustrate the recommended streetscape materials for Lincoln Boulevard.



3.0 Building Facades

A major design theme for Lincoln Boulevard should respond to the industrial character of the Area. The addition of metal awnings and building fenestration, the use of varying color palettes and alternating materials will help to provide the distinct character that this area deserves. While creating this high tech modern feeling throughout the corridor is recommended, the inclusion of more traditional architecture will help break up the area and create a more diverse housing stock. Variety in building heights, setbacks and façade is crucial in creating a place that is visually engaging.

4.0 Key Architectural Elements

Buildings with prominent corners and design elements help create a place that is interesting and memorable. Key architectural elements can create a sense of character that help establish Middlesex as a unique destination, and not just "Anytown, USA." Examples of key elements are shown on this page.

5.0 Building Interiors

As with the building facades, the interiors of the buildings should also reflect Lincoln Boulevard's industrial character. These interiors use a modern mix of materials and colors to create a sleek contemporary feel. In addition the open floor plan allows for extreme flexibility for the inhabitant.