BOUND BROOK PLAZA

A Vision for a Revitalized Station Square and Hamilton Street

July 24, 2018
PREFACE: THE RIVER AND THE RAIL

The Borough of Bound Brook is located at a pivotal crossroads within Somerset County and the larger mega-region of New York. Historically, the arrival of the railroad made it possible for the town to grow and thrive as an industrial hub that produced iron, graphite, wool, and lumber. Originally, it was the Delaware River and Raritan Canal that helped to stimulate commerce and industry, transforming what the Centennial History of Somerset County called a "ragged little town" into a thriving place. It is these two elements working together, the river and the rail, which keep fueling potential for new development and new opportunities in downtown Bound Brook.

The vision, described in the following pages, supports and reinforces the environmental and financial growth of Bound Brook. This Vision Plan has a primary goal of making Bound Brook Station/Van Horne Plaza, and Hamilton Street the very best versions of themselves for the citizens of the borough, their stakeholders, and visitors. The focus is one of improvement and growth, both in the short term and the future. The new Bound Brook Station/Van Horne Plaza will be uniquely and wholeheartedly Bound Brook and will open up many new opportunities for activities and events to occur, significantly increasing the attractiveness of downtown Bound Brook to business owners and developers.

The prospect of new residential housing downtown, the creation of this new plaza with existing adjacent transit, and the rehabilitation of the town's many retail facilities will position the town as a lively destination for people within the mega-region. These plans give prominence to the unique and defining features of the town and celebrates the assets that set Bound Brook apart from its sister cities.

For Hamilton Street and the Plaza to be improved, citizens need to work together with the Borough and stakeholders to translate this vision into reality. This plan is not the end of the process but the beginning. The improvements will take time, effort, money, and above all, will depend on the engagement, energy, and support of the community. The new Bound Brook Station/Van Horne Plaza will provide a new meeting, community gathering and event space, providing a focus for reinvigorated civic life for the Borough.
Bound Brook, NJ is at a pivotal point in its history. Freed from the threat of flooding, with a direct connection to New York City, a wonderful historic theater, and the Raritan River close by, this rapidly expanding borough is rich with possibilities.

This project envisions a vibrant public realm that will be a focus of the town’s civic life.
VISION FOR BOUND BROOK

EXPAND POSSIBILITIES
The public realm of a town, and the shared spaces that create it, is where a community comes together to celebrate their richly diverse and shared identities. The design of these public spaces seeks to expand possibilities for the community. It is what the space can do for its community, rather than what it is, that makes it such a critical foundation of a community’s civic life.

SENSE OF PLACE
Bound Brook has a unique cultural heritage due to its proximity to the Raritan River and its diverse community. The development of the design draws from these elements to reinforce the unique sense of place. The Blue Thread, flowing throughout this design, sinuously connects Hamilton Street with the Van Horne Plaza, shaping spaces for outdoor dining, celebration, and community building -- all things that strengthen Bound Brook’s unique identity.

WELL CONNECTED
A successful public space should be well connected, in a strategic and safe way, to the town as a whole. With well situated, signaled crosswalks connecting pedestrians to local establishments across adjacent streets, and with New Jersey Transit connecting the station to a larger network of towns and cities in the region, the new Plaza will be a nexus for the town. With the addition of a crossing either over or under the rail tracks, Bound Brook’s connection to the Raritan River could become even stronger, opening up the possibility of more commercial and recreational activity along the river’s edge.
ACTIVATED EDGES + FLEXIBLE CENTER
Vibrant public spaces need activated edges with a diverse array of complementary tenants and good inside-outside relationships. These perimeter areas are envisioned as bustling with energy throughout the day and into the evening.

The Plaza and Hamilton Street business owners, both existing and new, should be encouraged to activate the fronts of their premises in creative ways. Restaurants can provide outdoor dining, retail stores can spill out onto the sidewalks, and pedestrians can embrace a revitalized sense of the entrepreneurial energy within Bound Brook.

In Bound Brook Station/Van Horne Plaza, the central lawn is kept open, framed by shade trees. The space lends itself to events of varying sizes that can occur without compromising the surrounding retail spaces. In fact, these events, both large and small, will provide additional customers to the surrounding establishments.

PROACTIVE STEWARDSHIP + SUSTAINABILITY
A well cared for public space will encourage users to treat it with respect. The existing flower beds and the care lavished on them is just one example of the existing civic pride embodied within the community.

The town will need to take the lead on caring for these spaces; however, by engaging the community in Spring and Fall clean up days, a comprehensive and inclusive approach to maintenance begins to take form. Maintaining the quality and character of the town's investments, and engaging with the community at large, continues to foster a sense of civic pride and ownership that is key for sustainable growth.
Bound Brook’s civic life is envisioned being centered around revitalized Hamilton Street and a remade Bound Brook Station/Van Horne Plaza. Together, they form a revitalized public realm that will be a focus for the everyday life of the town as well as for regular civic events.

The new civic Plaza greets travelers arriving at the Bound Brook Station and provides an enhanced setting for the existing restaurant. A new architectural feature, potentially with an illuminated clock together with a row of retail units with glass canopy for outdoor use, will help provide a new identity to the station. Trees provide shade and seasonal color while framing views from Hamilton Street to the new station entrance.
Using a flowing series of paving patterns and planters, arranged in a way that symbolically references the Raritan River, Hamilton Street will be a place full of activity.

With umbrellas, flexible seating, curving planters with benches, seasonally colorful plants and over-head low-energy strings of lights, Hamilton Street and the area outside the historic theater will become an everyday destination to meet, shop, dine, and congregate -- like a community hearth. The layout of planters in the center of the street maintains service access to the shops and affords ample space outside for retail displays to catch the eyes of free flowing pedestrians along the street.
1. Hamilton Street Pedestrian Streetscape
2. Future Development Parcel with Structured Parking
3. Future Development Parcel
4. Pavilion (Seasonal Canopy / Catenary Lights)
5. Flexible Event Space (Vendor / Food Truck)
6. Awning
7. Terraced Seating with Canopy Trees
8. Flexible Seating Area / Events
9. Main Street Crossing with Signal
10. Loading Area
11. Accessible Entrance to Tunnel
12. Flexible Seating Area / Events
13. Central Green
14. Historic Theater
With a direct connection to Hamilton Street, the new Van Horne Plaza takes advantage of the slope from the street up to the restaurant by providing shaded stepped seating that frames a generous lawn at the same level as Main Street. The space lends itself to weekend and holiday events and festivals and with Main Street occasionally closed for stalls and food trucks, Bound Brook will become a compelling regional destination for uniquely themed seasonal events.
Seasonal planting, maintained by volunteers with support from the township, continues the tradition of stewardship established by the present planting in Van Horne Plaza while reinforcing a sense of civic pride and ownership.
Successful programming requires a combination of appropriate physical design, utility infrastructure, implementable operational logistics, and actively managed seasonal programming that is responsive to the town’s community. By implementing such tactics, Bound Brook then can nurture a lively civic life that will sustain current residents, attract new residents, and provide a boost to the town’s economy throughout the year.

The programmatic activation of the Van Horne Plaza should be an integral component of the strategic design and planning of the downtown district. It should reflect the plaza’s historic role as a regional commuter hub while embracing elements of a fresh identity - one that revitalizes Bound Brook’s relationship with the river as a cultural, environmental and historic connection to the town’s origin.

Proposals for Hamilton Street and the Plaza place emphasis on the creation of retail opportunities around the perimeter to attract people and to provide vitality and economic income.

The location adjacent to the station will give the plaza and its businesses heightened visibility. Existing and proposed residential developments will provide a market for business and events. Surplus parking, utilized outside of working hours when commuters are not using the train, can supplement on street parking and provide further ease of access for visitors on holidays and weekends.

Bound Brooks Programmatic events are widely successful as they celebrate the unique history and cultures of the people and places that make this borough a home.
SITE FURNISHINGS

Site furnishings should be simple and robust. The stepped seating and seat wall caps are envisioned as wood, a comfortable surface on which to sit. Site furnishings, such as tables, chairs, umbrellas, benches, trash + recycling receptacles, etc., can also add brightly colored accents that enliven the street scape and plaza, particularly when unoccupied. Overhead lighting can be economic, low energy, and visually interesting during the day, and can sparkle and come to life at dusk and into the evening.
PAVING MATERIALS

Paving has the ability to create connection and cohesion within a space. The maintenance should be easy and the materials should be durable, as paving is subjected to intense pressure from vehicular access, freeze-thaw and snow removal, as well as staining from a variety of uses. Unit pavers and paving with patterns can retain their character despite such pressures. Cast in place concrete, with an exposed aggregate finish and carefully laid out expansion and construction joints can be most economic and attractive. Unit pavers carry a premium over cast in place concrete but provide a heightened quality and character. The proposals for Hamilton Street & Van Horne Plaza envision a figure/ground approach with the larger proportion being either cast in place concrete or unit pavers with figural elements comprising the abstracted river graphic, the stepped seating, and the planters. Each of these elements together link Hamilton Street with the Plaza.
PLANTING

Well thought out and maintained planting can transform public spaces, bringing color, texture, shade, and birds to animate and provide seasonal interest. The use of native and adapted plants will reinforce a unique sense of place and will be more resilient to stressful weather. These images illustrate a variety of species that might be considered. A landscape architect or horticulturist should be consulted to develop a planting plan in order to ensure that each species is appropriate for its specific location. Such factors as its size and form at maturity, amount of shade, soil volume available, maintenance, and salt tolerance are essential to consider in addition to the seasonal aesthetic character. An essential complement to the planting plan should be a simple and easily implementable maintenance plan that ensures that planting will be well maintained and watered by a team of volunteers and town employees to ensure they are always looking their best.
CONCEPTUAL COST ESTIMATE: VAN HORNE PLAZA

PAVING

PAVING #1 - VEHICULAR CONCRETE
- OPT B - ASPHALT HEX PAVERS ON CONCRETE SLAB: 211,250
- OPT C - CONCRETE UNIT PAVERS: 591,500

PAVING #2 - DINING PLAZA - PAINTED ASPHALT (VEHICULAR)
- OPT B - CAST-IN-PLACE CONCRETE: 100,000
- OPT C - CONCRETE UNIT PAVERS: 391,500

PAVING #3 - FOOD TRUCK - PAINTED ASPHALT (VEHICULAR)
- OPT B - CONCRETE UNIT PAVERS: 6,550

CURBS AT PLANTED AREAS: 6,650

BASE OPTION TOTAL (PAVING): $324,450
# Conceptual Cost Estimate: Van Horne Plaza

## Planting

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Planting Soils at Planters</td>
<td>$16,150</td>
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<tr>
<td>Planting Soils at Lawn</td>
<td>$37,400</td>
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<tr>
<td>Trees (3.5”-4” Cal.) (26)</td>
<td>$55,900</td>
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<tr>
<td>Tree Grates (12)</td>
<td>$30,000</td>
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<tr>
<td>Lawn (Sod)</td>
<td>$67,193</td>
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<tr>
<td>Perennial / Groundcover Plantings</td>
<td>$33,400</td>
</tr>
<tr>
<td>Opt - Boulders at Embankment</td>
<td>$7,500</td>
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</tbody>
</table>

**Base Option Total (Planting)**: $240,043
CONCEPTUAL COST ESTIMATE: VAN HORNE PLAZA

SITE ELEMENTS, FURNISHINGS + UTILITIES

STEPPED AMPHITHEATER - WOOD DECKING  136,000
OPT B - CONCRETE WITH GROUND FINISH  200,000

PAVILION - STAGE - CONCRETE  84,500
PAVILION - COVER - TENSILE FABRIC WITH STEEL POSTS  71,825

DAYLIGHTING STATION UNDERPASS TUNNEL
WITH RETAINING WALL  10,000
WITH OVERHEAD/CATENARY LIGHTING  81,000

MOVABLE TABLES AND CHAIRS (18)  57,600

TRASH/RECYCLING RECEPTACLES + SIGNAGE  25,000

UTILITY RELOCATION + MODIFICATION  200,000
ELECTRICAL SERVICE  50,000
WI-FI SERVICE  50,000

LANDSCAPE LIGHTING  50,000
POLE LIGHTS + MISC. LIGHTING  200,000

BASE OPTION TOTAL (FURNISHINGS)  $1,025,925
CONCEPTUAL COST ESTIMATE: VAN HORNE PLAZA + MAIN STREET

PAVING

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRICK SIDEWALK</td>
<td>128,600</td>
</tr>
<tr>
<td>CURBS</td>
<td>14,300</td>
</tr>
<tr>
<td>STREET CROSSING - PAINTED ASPHALT (VEHICULAR)</td>
<td>26,400</td>
</tr>
<tr>
<td>OPT B - CUSTOM THERMOPLASTIC</td>
<td>31,350</td>
</tr>
<tr>
<td>OPT C - CONCRETE WITH EXPOSED AGGREGATE</td>
<td>29,700</td>
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</table>

PLANTING

<table>
<thead>
<tr>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>TREES (3.5”-4” CAL.) (9)</td>
<td>19,350</td>
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<tr>
<td>TREE GRATES (9)</td>
<td>22,500</td>
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</table>

BASE OPTION TOTAL: $211,150

PLAZA + MAIN STREET SITE PREP

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEMPORARY PROTECTION (BARRIERS)</td>
<td>25,000</td>
</tr>
<tr>
<td>EROSION CONTROL</td>
<td>22,000</td>
</tr>
<tr>
<td>MISC. CONTROLS</td>
<td>25,000</td>
</tr>
<tr>
<td>DEMOLITION + SITE CLEARING</td>
<td>325,875</td>
</tr>
<tr>
<td>ROUGH GRADING</td>
<td>32,588</td>
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</table>

BASE OPTION TOTAL (SITE PREP): $430,463

SUBTOTAL: $2,232,030

CONTRACTORS OVERHEAD & PROFIT, GENERAL REQ. (20%) | 446,406 |

SUBTOTAL: $2,678,436

ESTIMATING / DESIGN CONTINGENCY (15%) | 401,765 |

BASE OPTION TOTAL: $3,080,201
CONCEPTUAL COST ESTIMATE: HAMILTON STREET

PAVING

- PAVING #1 - CONCRETE WITH EXPOSED AGGREGATE: $246,375
- OPT B - BRICK PAVING ON CONCRETE SLAB: $657,000
- OPT C - ASPHALT HEX PAVERS ON CONCRETE SLAB: $492,750
<table>
<thead>
<tr>
<th>PAVING</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAVING #1 - CONCRETE WITH EXPOSED AGGREGATE</td>
<td>246,375</td>
</tr>
<tr>
<td>OPT B - BRICK PAVING ON CONCRETE SLAB</td>
<td>657,000</td>
</tr>
<tr>
<td>OPT C - ASPHALT HEX PAVERS ON CONCRETE SLAB</td>
<td>492,750</td>
</tr>
<tr>
<td>PAVING #2 - PAINTED CONCRETE</td>
<td>49,950</td>
</tr>
<tr>
<td>OPT B - PAVERS, TILE MOSAIC</td>
<td>121,500</td>
</tr>
<tr>
<td>OPT C - CONCRETE WITH EXPOSED AGGREGATE</td>
<td>54,000</td>
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# Conceptual Cost Estimate: Hamilton Street

## Paving

<table>
<thead>
<tr>
<th>Option</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Paving #1 - Concrete with Exposed Aggregate</td>
<td>$246,375</td>
</tr>
<tr>
<td><strong>Opt B</strong> - Brick Paving on Concrete Slab</td>
<td>$657,000</td>
</tr>
<tr>
<td><strong>Opt C</strong> - Asphalt Hex Pavers on Concrete Slab</td>
<td>$492,750</td>
</tr>
<tr>
<td>Paving #2 - Painted Concrete</td>
<td>$49,950</td>
</tr>
<tr>
<td><strong>Opt B</strong> - Pavers, Tile Mosaic</td>
<td>$121,500</td>
</tr>
<tr>
<td><strong>Opt C</strong> - Concrete with Exposed Aggregate</td>
<td>$54,000</td>
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## Miscellaneous

<table>
<thead>
<tr>
<th>Option</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Modification to Curbs</td>
<td>$10,000</td>
</tr>
<tr>
<td>Raised Table Transitions</td>
<td>$24,000</td>
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</tbody>
</table>

**Base Option Total (Paving)**: $330,325
CONCEPTUAL COST ESTIMATE: HAMILTON STREET

PLANTING

- PLANTING SOILS AT PLANTERS 20,400
- TREES (10’-12’ HT.) (16) 24,000
- TREE GRATES (7) 17,500
- PERENNIAL / GROUNDCOVER PLANTINGS 43,000
- 18” RAISED CONCRETE PLANTERS 132,500
  - OPT - WOOD SLAT TOP 185,500

BASE OPTION TOTAL (PLANTING) $237,400
### Conceptual Cost Estimate: Hamilton Street

#### Site Elements, Furnishings + Utilities

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movable Tables and Chairs (12)</td>
<td>38,400</td>
</tr>
<tr>
<td>Trash/Recycling receptacles + signage</td>
<td>15,000</td>
</tr>
<tr>
<td>Utility relocation + modification</td>
<td>50,000</td>
</tr>
<tr>
<td>Electrical service</td>
<td>50,000</td>
</tr>
<tr>
<td>Wi-Fi Service</td>
<td>50,000</td>
</tr>
<tr>
<td>Landscape lighting</td>
<td>35,000</td>
</tr>
<tr>
<td>Catenary lighting</td>
<td>187,500</td>
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</tbody>
</table>

**Base Option Total (Furnishings):** $425,900

#### Hamilton Site Prep

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temporary protection (barriers)</td>
<td>25,000</td>
</tr>
<tr>
<td>Erosion control</td>
<td>18,000</td>
</tr>
<tr>
<td>MISC. controls</td>
<td>20,000</td>
</tr>
<tr>
<td>Demolition + Site clearing</td>
<td>131,250</td>
</tr>
<tr>
<td>Rough grading</td>
<td>16,406</td>
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</tbody>
</table>

**Subtotal:** $1,204,281

**Contractors Overhead & Profit, General Req. (20%)**

**Subtotal:** $1,445,138

**Estimating / Design Contingency (15%)**

**Base Option Total:** $1,661,908

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(HAMILTON STREETSCAPE)

**Base Option Total (Site Prep):** $210,656

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CONCEPTUAL COST ESTIMATE: HAMILTON STREET

SITE ELEMENTS, FURNISHINGS + UTILITIES

- movable tables and chairs (12)
- trash/recycling receptacles + signage
- utility relocation + modification
- electrical service
- wi-fi service
- landscape lighting
- catenary lighting

BASE OPTION TOTAL (FURNISHINGS): $425,900

HAMILTON SITE PREP

- temporary protection (barriers)
- erosion control
- misc. controls
- demolition + site clearing
- rough grading

SUBTOTAL: $1,204,281

**Contractors Overhead & Profit, General Req. (20%)**

**SUBTOTAL:** $1,445,138

**Estimating / Design Contingency (15%)**

**BASE OPTION TOTAL (HAMILTON STREETSCAPE):** $1,661,908

BASE OPTION TOTAL (SITE PREP): $210,656
CONCEPTUAL COST ESTIMATE: VAN HORNE PLAZA + MAIN STREET

PAVING $330,325
PLANTING $237,400
SITE ELEMENTS, FURNISHINGS + UTILITIES $425,900
SITE PREP $210,656

SUBTOTAL $1,204,281
CONTRACTORS OVERHEAD & PROFIT, GENERAL REQ. (29%) $240,856

SUBTOTAL $1,445,138
ESTIMATING / DESIGN CONTINGENCY (15%) $216,771

BASE OPTION TOTAL $1,661,908

CONCEPTUAL COST ESTIMATE: HAMILTON STREET

PAVING $324,450
PLANTING $240,043
SITE ELEMENTS, FURNISHINGS + UTILITIES $1,025,925
MAIN STREET (PAVING + PLANTING) $211,150
SITE PREP (PLAZA + MAIN STREET) $430,463

SUBTOTAL $2,232,030
CONTRACTORS OVERHEAD & PROFIT, GENERAL REQ. (20%) $446,406

SUBTOTAL $2,678,436
ESTIMATING / DESIGN CONTINGENCY (15%) $401,765

BASE OPTION TOTAL $3,080,201
CONCLUDING THOUGHTS

The vision illustrated on these pages represents a design response that grows from the potential of the town and conversations had with those interested in the future of the Borough.

It is intended to depict a possible future for the public realm of the town. A public realm that is full of life and seasonal variety. A future that will make Bound Brook a uniquely attractive place to live, work and play, and one that should endow it with economic and social sustainability.

As a ‘vision’ it should be developed into formal proposals that have the broad support of the community and its leaders and stakeholders. The visioning is the first stage of the process. The design needs to be developed to ensure it is fully coordinated with the Borough’s existing conditions as well as the community’s needs and aspirations. Once developed it can then be documented for bidding and construction.

The Borough is actively pursuing funding to improve the town’s shared spaces and to build on the great opportunities that the flood control measures have provided. Bound Brook has remarkable potential. Its location, its river, its transit connections and its urban fabric make it a compelling place now. With an investment in its public spaces such as described here it can become the very best version of itself for the community and their visitors.