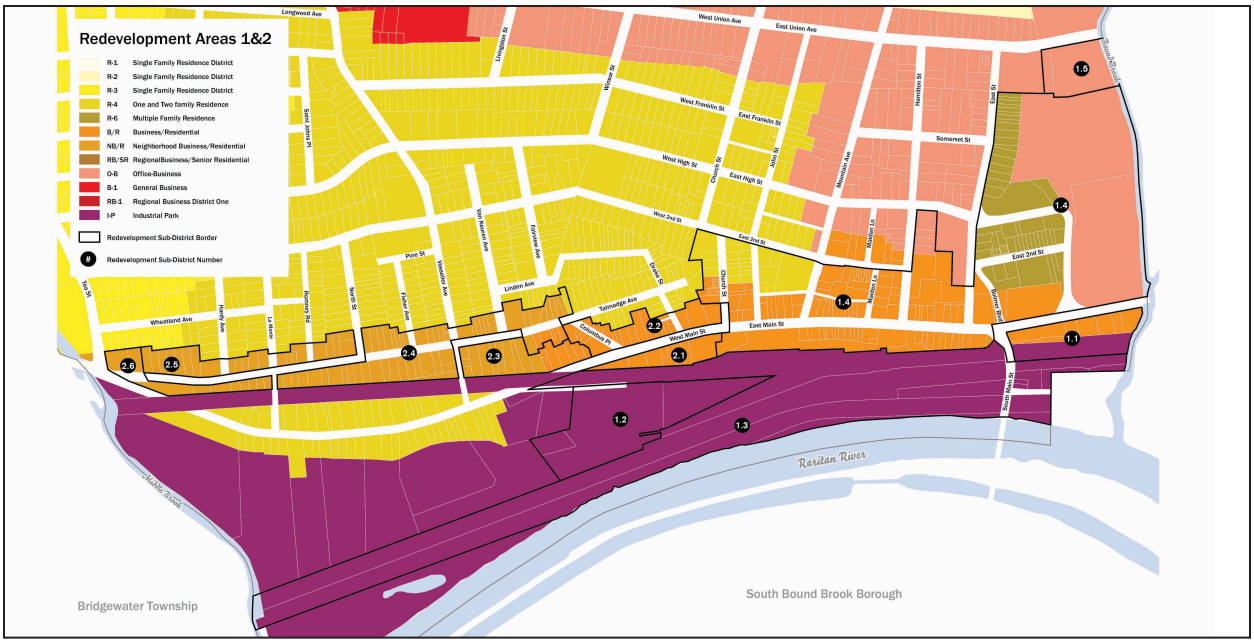
REDEVELOPMENT PLAN
BOROUGH OF BOUND BROOK, NEW JERSEY

Redevelopment Area 1: Sub-Areas 1.1, 1.2, 1.3, 1.4 and 1.5



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1.0 INTRODUCTION AND BACKGROUND

1.1 Introduction for Redevelopment Area 1: Sub-Areas 1.1, 1.2, 1.3 and 1.4

In February of 2000, 5 months after the devastation caused by Hurricane Floyd, the Borough of Bound Brook adopted an expansive Redevelopment Plan under New Jersey's Local Redevelopment and Housing Law (NJSA 40A:12). This Plan defined two Redevelopment Areas. Redevelopment Area 1 included the core of the downtown and the area south of the railroad tracks. Redevelopment Area 2 included everything west of Church Street and South of High Street. An amended Redevelopment Plan for Area 2 was subsequently completed in 2009. It significantly reduced the footprint of Area 2, now limited essentially to properties with frontage on Talmage Avenue, Columbus Place and West Main Street.

Redevelopment Area 1 is generally defined as the area east of Church Street and south of East Second Street to Hamilton Street, south of East High Street, and east of East Street to the Borough line. It also includes the railroad rights-of-way, and areas to the south, down to the Raritan River. Referring to the Borough's tax maps, it includes all lots in Blocks 2, 2.01, 8, 9, 10, 11 and 12, and lots 34-69 in Block 1.

The area designated as Redevelopment Area 1 is quite disparate. One section includes much of the Borough's traditional downtown. The section south of the NJ Transit railroad tracks down to the Raritan River is mostly occupied with railroad and industrial uses, as well as unused land. And the section east of East Street contains civic uses, including a large municipal park.

As such, it is not appropriate to have a single set of standards regulating redevelopment in such a disparate area.

The Bound Brook Land Use Board adopted a Downtown Urban Design Plan in January of 2011 as an element of the Borough's Master Plan. This plan received awards from both the Somerset County Planning Board and the American Planning Association – New Jersey Chapter.

The Downtown Urban Design Plan recommended a number of amendments to the Redevelopment Plan for Area 1, calling for a much more nuanced and fine-grained approach to redevelopment. The amendments to the Redevelopment Plan for Area 1 were considered necessary to implement the illustrative framework of the Downtown Urban Design Plan and to achieve the Borough's current planning objectives.

These objectives can best be achieved by sub-dividing the vast area designated as Redevelopment Area 1 into four distinct sub-areas and adopting more precise redevelopment standards for each sub-area.

This approach is similar to the one adopted in the 2009 revisions to the Redevelopment Plan for Area 2, which similarly created six sub-areas with distinct standards.

In April of 2012, the Borough adopted an amendment to the Redevelopment Plan for Area 1 creating a new Sub-Area 1.1 and providing a more fine-tuned framework for private investment and public improvements within this new sub-area. Meridia Station — a residential project with 240 units of rental housing — occupies the entirety of Sub-Area 1.1, and was approved pursuant to that amendment.

For ease of reference, the current document includes that April 2012 amendment, and thus places all of the Area 1 Redevelopment Plan under a single cover.

In August of 2014 the Borough adopted comprehensive amendments to the Land Development Regulations for the Business-Residential (B-R) zoning district. The B-R district encompasses much of Redevelopment Area 1 north of the railroad tracks. The amendments to the B-R district regulations were adopted consistent with the intent and objectives of the Downtown Urban Design Plan.

The amended Redevelopment Plan for Area 1 extends this more grounded and targeted approach to the new Sub-Areas 1.2, 1.3 and 1.4.

The amended Redevelopment Plan for Area 1 is also designed to fit seamlessly with the 2009 Amended Redevelopment Plan for Area 2, also amended in August 2015, which defines six sub-areas; and with the 2014 amendments to the B-R district, which similarly creates three character sub-areas.

This amended Redevelopment Plan for Area 1 reconciles the formal structure of the Borough's two redevelopment plans affecting the extended downtown area; and reconciles their content with the provisions of the revised Land Development Regulations for the B-R district, as well as the adopted Downtown Urban Design Plan.

The boundaries of Redevelopment Area 1, however, are not affected by these amendments.

1.2 Redevelopment Area 1: Sub-Areas 1.1, 1.2, 1.3 and 1.4 Defined

Sub-Area 1.1 is located east of South Main Street and the South Main Street traffic circle; south of East Main Street; north of the NJ Transit Railroad tracks; and east of the Bound Brook channel

and the Borough line. It comprises Block 2, lots 1.02, 2.02, 2.03, 2.04, and 3, as defined on the Borough tax maps.

Sub-Area 1.2 comprises the lands occupied by the Brook Industrial Park. It is located south of Main Street and south of the NJ Transit Railroad tracks. It consists of block 1, lots 34, 34.01 and 34.02, as defined on the Borough tax maps, with approximately 9.6 acres of land.

Sub-Area 1.3 is located between Main Street and the Raritan River, and includes the railroad rights-of-way, as well as several industrial uses. It consists of block 1, lots 35, 36, 37.02, 68.01 and 69; block 2, lots 4, 5, 5.01, 5.02, 6 and 7; and block 2.01, lots 1 and 2 as defined on the Borough tax maps.

Both Sub-Areas 1.2 and 1.3 are currently zoned Industrial Park (I-P).

Sub-Area 1.4 is located on both sides of East Main Street, north of the railroad right-of-way, between Church Street and the Borough line with Middlesex Borough. It incudes the following parcels:

Block 1, lots 43-49, 49.01, 50 – 55, 56.01, 56.02, 57-67, 68.02, 68.03 and 70;

Block 7, lots 21-24, 25, 25.01, 25.02, 25.03, 25.04, 25.05, 25.06, 25.07 and 26;

Block 8, lots 1, 1.01, 2, 3, 4, 4.01, 5, 6, 7, 7.01, 8, 8.01, 9, 9.01, 9.02, 9.03, 9.04, and 10-14; Block 9, lots 1-4, 4.01, 5, 6, 8, 9, 10, 10.01, 11 and 12;

Block 10, lots 1, 2, 3, 3.01, 3.02, 3.03, 3.05, 3.07, 4-11, and 13-19;

Block 11, lots 1-9;

Block 12, lots 2.01, 3, 4, 5, 5.01, 6, 7, 7.01, 8, 9, 10.01, 10.02, and 11-15;

Block 13, lots 3, 6, 6.01, 6.02, 7, 8, 9 and 10.01;

Block 13.01, lots 13, 14, 14.01, 14.02, 15, 16, 17, 21, 22, 23, 24.02, 25.02, 26.01, 26.02, 27, 28, 29, 30 and 31;

Block 13.02, lots 5, 26.01, 33-44, 44.01, 45, 45.01, 46, 46.01, 47, 47.01 and 50;

Block 13.03, lots 1 and 12.01; and

Block 33, lots 43-49, 49.01, 50-56, 56.01, 56.02, 57-67, 68.01, 68.02 and 70.

Most of Sub-Area 1.4 is zoned Business-Residential (B-R), with the following exceptions:

- A number of properties fronting on the east side of East Street and on both sides of East Second Street are zoned Residential 6 (R-6);
- Billion Legion Park is zoned Office-Business (O-B);

- Four parcels on the East side of Hamilton Street, south of East High Street, are also zoned Office-Business (O-B);
- A number of properties along both sides of Church Street, south of East Second Street, are zoned Residential 4 (R-4); and
- The block defined by John Street, East Second Street, Mountain Avenue and an un-named alley behind East Main Street is also zoned Residential 4 (R-4).

1.3 Background for Redevelopment Area 1

Bound Brook's downtown and most of Redevelopment Area 1 have faced considerable challenges over the years. Because of its historic location within the floodplain of the Raritan River, the downtown has suffered from repeated, very serious flooding events that, in turn, have resulted in severe damage to properties and infrastructure as well as real estate disinvestment and retail, commercial and residential vacancies. In 1999 the downtown was devastated by Hurricane Floyd, when flood waters reached a 42-foot elevation. In 2007 the river reached 38 feet.

In response, the Borough has undertaken a series of planning and downtown management initiatives, supported by a major Federally-funded flood control project.

With respect to planning, the Borough has for years been an active participant in the State of New Jersey's smart growth planning efforts, having received Center Designation (jointly with South Bound Brook) from the New Jersey State Planning Commission in 2000, as well as Transit Village designation from NJDOT in 2003. Bound Brook is also well positioned from a planning perspective with respect to the current state and county strategic planning frameworks. The Borough's planning and regulatory documents are closely aligned with the intent and goals of the county and state documents.

The flooding issues have largely been addressed by the US Army Corps of Engineers' Green Brook Flood Control Project, designed to provide protection from a 150-year flood event. Flood control protection is now in place on the east, west and south sides of the downtown, with a system of levees, flood walls, flood gates, pumping stations and designated "over topping" areas.

In August of 2011 Hurricane Irene devastated New Jersey, but flooding in downtown Bound Brook was mitigated by the then partially completed project. Completion of this project has subsequently restored investor confidence in the downtown – including Redevelopment Area 1 — and set a firmer stage for its resurgence.

The flood protection project has also created new physical features in Bound Brook, such as levees, and introduced new limitations in terms of building and development in the "over topping" areas, which are subject to occasional flooding. Sub-Area 1.1 of Redevelopment Area 1 contains a section of a levee, at its eastern end; and much of it lies within a designated over-topping area. Other sub-areas within Redevelopment Area 1 are also affected by floodplain regulations and other regulatory requirements triggered by the flood control project.

With the release by FEMA of new Flood Insurance Rate Maps, post-Sandy and post-Green Brook Flood Control Project, flood insurance rates in the previously flood-prone areas of Bound Brook have been eliminated or significantly reduced. NJDEP has also eliminated or relaxed the flood-proofing requirements for new construction, thus making redevelopment in these areas more affordable and achievable.

Redevelopment Area 1 is poised to capitalize on its existing assets, as a walkable, mixed-use downtown with interesting buildings and historic architecture of a scale that reflects the traditional American small town Main Street. The recent addition of a one-seat ride (off-peak) on NJ Transit's Raritan Valley line into New York Penn station further increases the downtown area's attraction as a residential market for New York bound riders.

NJ Transit has also been studying the feasibility of restoring passenger rail service on the currently freight-only West Trenton line, which merges with the Raritan Valley line in Bound Brook. This project – if it moves forward – will add further rail transit service to Bound Brook's downtown, extending it west to Trenton and beyond and therefore make it even more attractive as a hub and a destination.

Access to regional rail transit will play an increasingly important role in downtown revitalization. When competing with a multitude of other central New Jersey locations, Bound Brook's rail transit advantages differentiate it from other, less well-positioned communities.

The Bound Brook Downtown Urban Design Plan recognizes this and contains a land use and redevelopment approach that fully takes advantage of the area's transit assets, along with other assets the area can potentially draw from, including proposals to greatly enhance access to the river and to create new riverfront recreational and cultural opportunities.

These amendments to the Redevelopment Plan for Area 1, Sub-Areas 1.2, 1.3 and 1.4 will continue to implement key aspects of the Downtown Urban Design Plan and seek to provide the Borough once again with a vibrant, attractive and prosperous downtown as well as improve the targeted areas in the immediate vicinity of the downtown.

1.4 Reasons for Amending the Redevelopment Plan for Area 1

The entire Redevelopment Area 1, according to the 2000 Redevelopment Plan, is zoned for three-story mixed-use buildings – and potentially much taller — with ground floor retail and upper floor residential.

However, as previously mentioned, Redevelopment Area 1 is a large area containing sub-areas with very different physical conditions, and for which the Borough has adopted different planning intentions. As such, it is not appropriate to have a single set of standards regulating redevelopment in all of these areas.

Sub-Area 1 — created through a prior Plan amendment — is unique for a number of reasons:

1. It is located at the eastern gateway into the downtown, and is visually prominent for visitors arriving from both the east, on East Main Street / Lincoln Boulevard, and from the south, across the Queen's Bridge, on South Main Street.
2. It is not part of the downtown's mixed-use core.
3. Although the area has been occupied by human activities for many years, it contains no residential structures and few permanent structures of any kind. The Bolmer building, a former automobile showroom and historically the largest structure in the sub-area, was demolished.
4. All parcels of land within the sub-area – except one — were publicly-owned.
5. A large portion of the sub-area lies within the "residual flood hazard area #3" defined by the Army Corps of Engineers, which has a base flood elevation of 28.38 feet and a 150-year flood elevation of 28.51 feet. New development within this residual flood hazard area must be elevated one foot above the base flood elevation of 28.38 feet.
6. It is a narrow, one-sided block that backs onto an embankment with active passenger and freight rail tracks and fronts almost entirely on public parkland or land encumbered by the flood control system for over-topping purposes. There are no current residential neighbors across Lincoln Boulevard, and significant future development is not anticipated across the street, given the flood control restrictions.

Sub-Area 1 is ideally suited for higher-density residential development, given the easy walking distance to downtown retail and service uses, the train station, cultural and civic uses and adjacent public open space and recreation.

Sub-Area 1.2 comprises the lands currently occupied by the Brook Industrial Park. This sub-

area suffers from poor vehicular and pedestrian access and very poor connectivity to the downtown, as it relies on two grade crossings (Vosseller Avenue and La Monte Avenue) of the NJ Transit railroad right-of-way for access. The Downtown Urban Design Plan envisioned the redevelopment of this area as a multi-story, high-tech flex employment center. Access to this sub-area can only be upgraded by way of costly infrastructure improvements. In order to create the conditions that may lead to such improvements, it is now advisable to diversify the range of uses and permit higher intensity options. Given the current state of the commercial office market in New Jersey – which is not expected to substantially improve in the foreseeable future – a much broader range of uses, including residential, is appropriate.

Sub-Area 1.3 consists of railroad rights-of-way, as well as a few industrial parcels near the Queens Bridge. The Downtown Urban Design Plan envisions the continuation of freight and passenger rail service on the active rights-of-way, and the conversion of the vacated right-of-way into a riverfront greenway – a linear, multi-purpose trail eventually connecting west to the Somerset County Regional Center Greenway, linking Bound Brook to Bridgewater, Somerville and Raritan Borough, and potentially continuing to the east, into Middlesex County, and south, linking into the Delaware & Raritan Canal towpath, in South Bound Brook. The Downtown Urban Design Plan also envisions new cultural, civic and recreational facilities in the eastern portion of this sub-area. This area is partially in the 100-year floodplain, and is not fully protected by the flood control devices put in place by the US Army Corps of Engineers project. As such, it is not appropriate for the bulk of this area to continue to be zoned – as it was under the 2000 Redevelopment Plan – for mixed-use multi-story buildings. Parcels with frontage on South Main Street are exceptions and are treated differently from the rest of the sub-area.

Finally, Sub-Area 1.4 encompasses the traditional Main Street, with a mix of retail, commercial, residential and civic uses. Most of this sub-area is zoned Business-Residential (B-R). The Downtown Urban Design Plan envisions the continued revitalization traditional mixed-use Main Street. The zoning standards for this area were recently updated (August of 2014) and it is now governed by state-of-the-art land use regulations, which establish three character districts with distinct standards: a Main Street district, an Arts district and a downtown residential district.

However, this sub-area also encompasses several smaller areas with different underlying zoning designations: Office-Business (O-B), Residential 6 (R-6) and Residential 4 (R-4). It is not considered appropriate for these areas to remain zoned – as they were under the 2000 Redevelopment Plan – for multi-story, mixed-use buildings.

In conclusion, it is appropriate to further amend the Redevelopment Plan for Area 1 to create

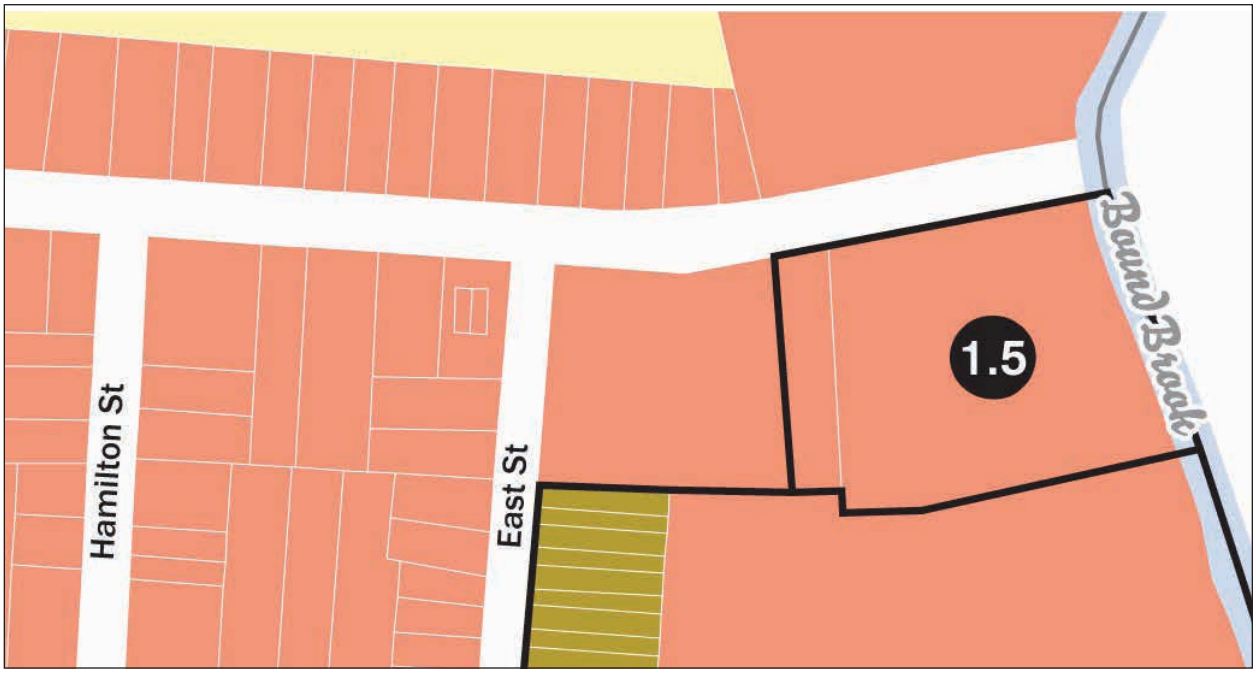
new Sub-Areas 1.2, 1.3 and 1.4, with their own unique intent, vision and standards and to eliminate the uniform set of standards imposed under the 2000 Redevelopment Plan.

1.5 Introduction for Sub-Area 1.5

By Resolution 2015-40 adopted on July 28, 2015, and amended on August 11, 2015 the Bound Brook Borough Council directed the Bound Brook Planning Board to undertake an investigation to determine whether certain property in the Borough, specifically Block 13.02, Lot 49, qualified as an "area in need of redevelopment - condemnation" pursuant to New Jersey's Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.

A report entitled Area in Need of Redevelopment Study: Borough of Bound Brook, Block 13.02, Lot 49, and dated 12/3/2015, was prepared by Carlos Rodrigues, PP/FAICP on behalf of the Bound Brook Planning Board. The report — recommending that the area be designated as an area in need of redevelopment, and integrated into the Borough's Redevelopment Area 1, as a new Sub-Area 1.5 — was presented to the Planning Board on January 28, 2016. By Resolution 2016:31, Borough Council designated Block 13.02, Lot 49 as an "area in need of redevelopment

Figure 1: Redevelopment Area 1, Sub-Area 1.5



Source: Rodrigues Urban Design.

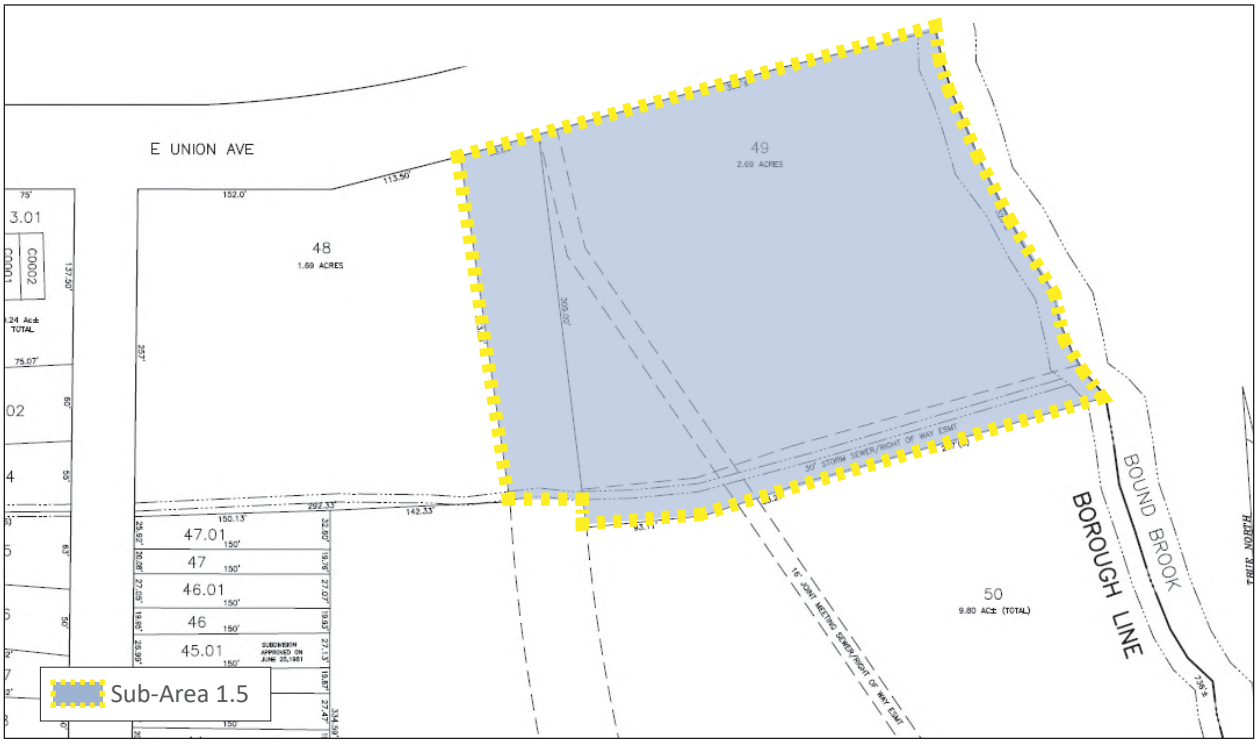
— condemnation" on February 9, 2016.

Block 13.02, Lot 49 is located at the eastern edge of the Borough, where the Bound Brook constitutes the boundary between the Borough of Bound Brook (Somerset County) and the Borough of Middlesex, in Middlesex County. (See Figure 1: Redevelopment Area 1, Sub-Area 1.5 and Figure 2: Parcel Map with Adjacent Properties.)

The street address is 600 East Union Avenue. Lot 49 encompasses 2.69 acres. The lot is currently unimproved, as previous buildings and associated infrastructure have been removed.

The property was once part of the Borough's East Gate Park landfill. After the landfill was closed in 1968 the property was sub-divided and sold to First National Bank, which built and operated a branch bank facility on the site. That facility was closed and the building demolished. The site continues under the oversight of the NJDEP and future utilization will require NJDEP review and the securing of a Sanitary Landfill Disruption Approval under the provisions of the Solid Waste Management Act (NJSA 13:1E-1 et seq.).

Figure 2: Parcel Map with Adjacent Properties

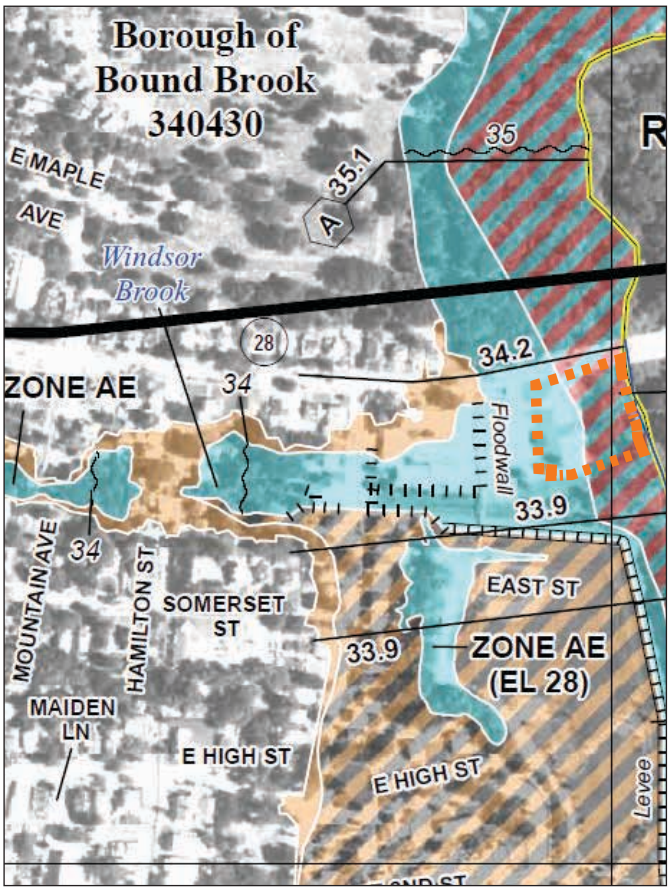


Source: Borough of Bound Brook Tax Maps.

Portions of the site are also in the floodplain of the west bank of the Bound Brook and the north bank of a drainage ditch that discharges into the Windsor Brook. Revised Flood Insurance Rate Maps for Bound Brook have been recently released by FEMA and the US Army Corps of Engineers. (See Figure 3: USACE Flood Insurance Rate Map.) The map adopted by NJDEP determines the status of the property relative to NJDEP's Flood Hazard regulations, the base elevations for any future construction on the site, as well as Federal flood insurance premiums.

Redevelopment Area 1, Sub-Area 1.5 also includes a Borough-owned, un-subdivided portion of Block 13.02, Lot 50. This land has 66.7 feet of frontage on East Union Avenue and a depth of 273 feet. This parcel was previously designated an area in need of redevelopment in 2000. It is believed that it was also part of the East Gate Park landfill. Including it in Redevelopment Sub-Area 1.5 allows this parcel to potentially be developed in conjunction with adjacent lot 49.

Figure 3: USACE Flood Insurance Rate Map



Source: FEMA.

The Borough's tax map indicates a "60-foot right-of-way easement" on the portion of this property south of the Windsor Brook. The portion of the property to the north of the Windsor Brook does not appear to be encumbered with this designation. The Borough tax assessor's office has no records regarding the purpose of this "right-of-way easement".

In the course of preparing the Redevelopment Plan for Sub-Area 1.5, the following documents and sources were consulted:

- Official tax maps of the Borough of Bound Brook
- Tax records for the parcels
- Aerial photographs — NJDEP
- Google Maps
- Phase 1 Environmental Site Assessment of Block 13.02, Lot 49, LFR Arcadis, 4/2/2009
- Borough of Bound Brook Master Plan documents (various years, including the 2012 Downtown Urban Design Plan element)
- Borough of Bound Brook Land Development Regulations
- Amended Redevelopment Plan for Area 1, adopted August 2015
- Area in Need of Redevelopment Study: Borough of Bound Brook, Block 13.02, Lot 49, dated 12/3/2015,
- Property Information Package for Block 13.02, Lot 49 — Max Spann Real Estate and Auction Company, 2013
- Flood Insurance Rate Map — US Army Corps of Engineers, FEMA, 2015
- Flood Hazard Map — New Jersey Department of Environmental Protection
- New Jersey State Development and Redevelopment Plan, 2001
- Somerset County Investment Framework, 2014
- Borough of Middlesex — 2012 Master Plan Reexamination Report
- Borough of Middlesex — Zoning Map and Land Development Regulations, current
- New Jersey Economic Opportunity Act of 2013
- New Jersey Site Evaluator, 2015
- New Jersey Smart Growth Areas Map, 2015

1.6 Sub-Area 1.5 Defined

Redevelopment Area 1 - Sub-Area 1.5 contains two vacant parcels: Block 13.02, Lot 49, with the street address of 600 East Union Avenue, and a Borough-owned, un-subdivided portion of Block 13.02, Lot 50. Both are located in the Borough's east end, adjacent to the Borough of Middlesex (Middlesex County).

Lot 49 has 355 linear feet of frontage on New Jersey State Highway Route 28 (East Union Avenue) and a depth ranging from 305 to 320 linear feet. It contains approximately 2.7 acres and is bounded by:

- NJ State Highway Route 28 (East Union Avenue) to the north;
- The Bound Brook and undeveloped woods to the east;
- The Windsor Brook, a flood control levee and public open space (Billion Park) to the south; and
- Block 13.02, Lot 50.

The portion of lot 50 in Sub-Area 1.5 is a trapezoid, with 66.7-feet of frontage on Union Avenue, and a lot depth of 305 feet along its eastern edge, and 272 feet along its western edge.

Billion Park is located immediately to the south of Sub-Area 1.5, on the other side of the Windsor Brook. It can be reached by way of a pedestrian bridge.

Immediately to the west of Sub-Area 1.5 is Blair House, a garden apartment complex.

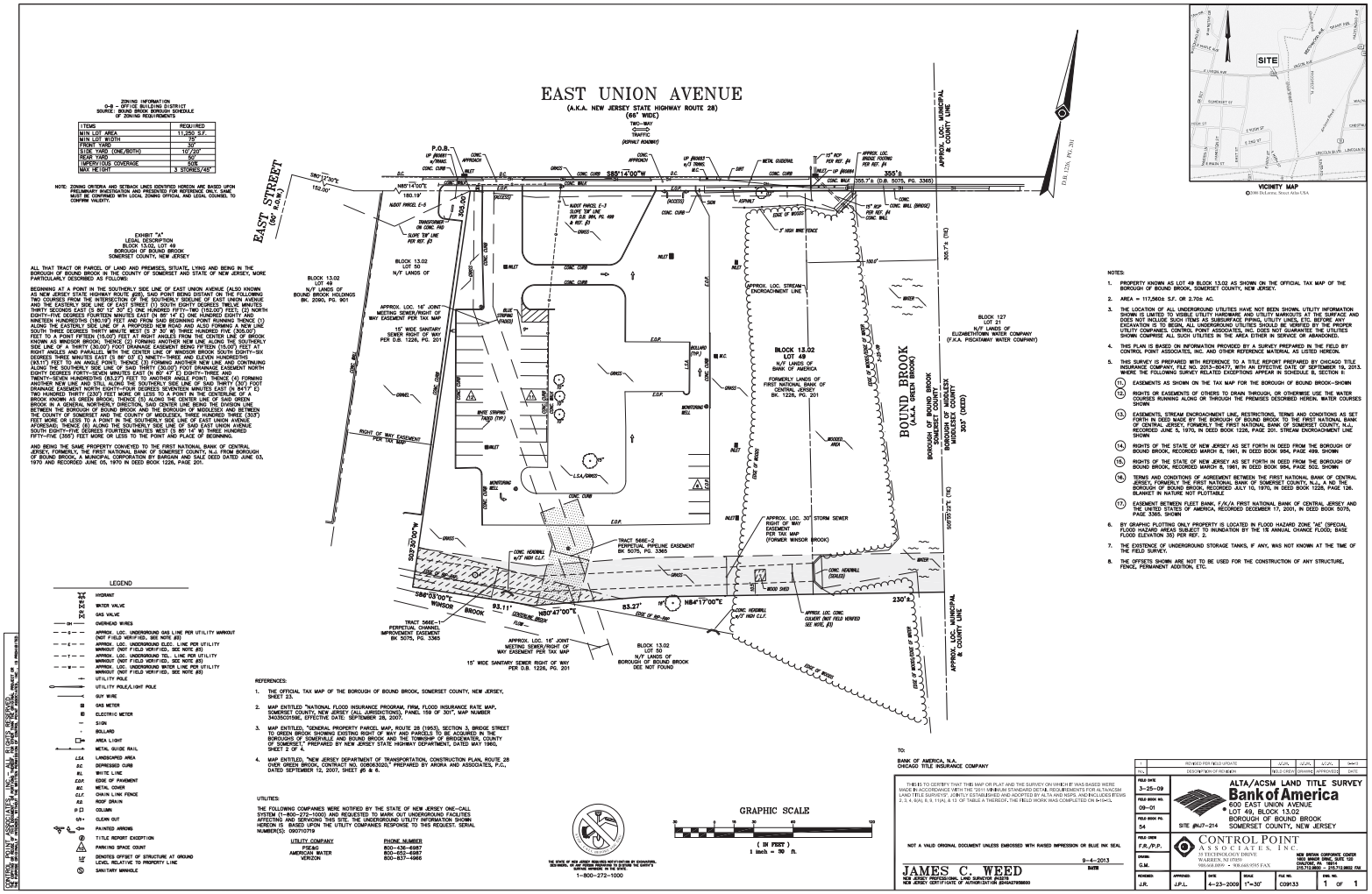
The Bound Brook tax map shows two easements traversing Block 13.02, Lot 49: a 16-foot sewer easement runs from East Union Avenue, in a north-south direction, along and across the western section of the parcel; and a 30-foot storm sewer easement, which runs in an east-west direction along the southern edge of the parcel. (See Figure 4: Title Survey with Green Brook Flood Control Project Easements for Block 13.02, Lot 49.) A sanitary sewer line cuts across the property, also north/south, but at an angle.

As part of the Green Brook Flood Protection Project, a "perpetual channel improvement easement" and a "perpetual pipeline easement" were acquired in 2001 by the US Army Corps of Engineers on behalf of NJDEP. The perpetual channel improvement easement encumbered 3,164 square feet, and the perpetual pipeline easement encumbered an additional 1,866 square feet, both located in the back (southern) portion of Block 13.02, Lot 49. (See Figure 4.)

Development on the property is also subject to NJDEP regulations governing riparian zones, which require a minimum 50–foot setback from top of bank from the Windsor Brook, to the south and the Bound Brook, to the east.

It is believed that all of Sub-Area 1.5 was originally part of the Borough's East Gate Sanitary Landfill, which received domestic refuse from the Borough's residential and commercial properties. The landfill was closed and capped in 1968. The 2.69-acres now designated as Block 13.02, Lot 49 were sub-divided from the rest of the former landfill and sold to First National

Figure 4: Title Survey with Green Brook Flood Control Project Easements for Block 13.02, Lot 49



Source: Bank of America 4/2009 title survey.

Bank in 1970. The portion of lot 50 immediately to the west remained as Borough property.

Between 1970 and 1980, a one-story, slab on grade 2,400 square foot bank building was constructed on lot 13.02. Ingress into the site was handled by a driveway from East Union Avenue, which looped behind the building, providing access to the drive through service on the east side of the building. Egress on East Union Avenue was provided by a second curb cut. Both curb cuts remain. An additional curb cut provides access from Union Avenue to Block 13.02, Lot 50.

In September of 1999, flooding caused by Hurricane Floyd severely damaged the building. In July of 2013, the one-story bank building and drive-through were demolished and backfilled. Utility service to the site was discontinued. The property is privately owned but is not currently being utilized for any visible purpose.

1.7 Description of Surrounding Area for Sub-Area 1.5

Sub-Area 1.5 has its primary frontage on, and access from, East Union Avenue (NJ Route 28), a 26-mile long road connecting Somerset, Middlesex and Union Counties. NJ Route 28 is classified by NJDOT as an Urban Principal Arterial. It has a 66-foot right-of-way (as per the tax map) along the frontage of the site, and a 40-foot cartway, with two travel lanes and curb-side parking (NJDOT 2011 Straight Line Diagrams). The posted speed limit is 35 mph in the vicinity of the site. In Bound Brook, Route 28 has signalized intersections at Tea Street, Thompson Avenue, Vosseller Avenue, Mountain Avenue and East Street.

There are a number of land uses in the vicinity of Sub-Area 1.5. (See Figure 5: Aerial View of Sub-Area 1.5 and Surrounding Area.) The north side of East Union Avenue contains wooded lands belonging to the Borough and to a Presbyterian cemetery. Further west are single-family detached homes on small lots, ranging from 6,750 square feet to 9,000 square feet. A Presbyterian Church is located at the corner of East Union and Mountain Avenue.

Blair House, a garden apartment complex located at East Street and East Union Avenue, abuts Sub-Area 1.5 immediately to the west. To the west of Blair House, on the other side of East Street, are single-family detached houses on lots with an average of ¼ acre.

South of Blair House, along East Street, are single-family detached lots ranging from 25 by 150 feet to 50 by 150 feet. These lots all back up on to the 17.5-acres Borough-owned Billion Park, an active and passive recreation and open space facility that goes all the way south to East Main Street.

Figure 5: Aerial View of Sub-Area 1.5 and Surrounding Area

Source: NJ Orthophotography from njgin.state.nj.us, 2012.

1.8 Basis for the Redevelopment Designation for Sub-Area 1.5

The 2015 Preliminary Investigation determined that Block 13.02, Lot 49 satisfied the statutory criteria of a property "in need of redevelopment" under criteria (b), (e) and (h) of the Redevelopment Law. The 1999 Preliminary Investigation had determined that Block 13.02, Lot 50 satisfied criterion (f) of the Redevelopment Law.

Appropriate satisfaction of the statutory criteria (b), (e), (f) and (h) of the Redevelopment Law is ample justification for designating a property or properties as an "area in need of redevelopment".

2.0 REDEVELOPMENT PLAN FOR SUB-AREA 1.1 – LAND USE PLAN[1]

2.1 Objectives

The Redevelopment Plan for Sub-Area 1.1 has the following objectives:

a. Implement the relevant recommendations of the Bound Brook Downtown Urban Design Plan.

b. Complete the street wall along the southern side of East Main Street / Lincoln Boulevard with architecturally interesting and appropriately scaled buildings.

c. Reinforce the character and enhance the image of the eastern gateway into the downtown.

d. Adopt an approach to design that allows and encourage architectural interest and diversity but also provides a sense of continuity, in particular at the ground floor level.

e. Permit adequate densities and building types — including mid-rise buildings — that support transit-oriented development.

f. Create opportunities for and encourage active pedestrian-generating land uses within 1/2 mile walking distance of the Bound Brook train station.

g. Create new, demographically-appropriate residential opportunities within walking distance of the Bound Brook train station at appropriate densities supportive of transit.

h. Create new and enhance existing pedestrian and vehicular connections, as well as small but inviting public, semi-public and private spaces.

i. Decrease auto-dependency through inclusion, where feasible of bicycle lanes and bicycle parking and storage.

j. Promote pedestrian and bicycle activity through traffic calming measures, continuous sidewalks, buildings sited at the street line, walkable block patterns and clearly marked crosswalks, with a focus on pedestrian access to the train station, downtown and adjacent public spaces.

k. Adopt parking strategies for on-street, shared and/or structured parking, incorporating appropriate reductions in parking requirements for properties near transit facilities.

l. Give consideration to a "green street" approach to sidewalk and streetscape improvements, including porous pavements, structural soils in tree planters, and use of

[1] This section of the Redevelopment Plan for Area 1 was amended by Borough Council in April of 2012.

foundation plantings or movable planter boxes.

m. Give consideration to a "green wall" approach to primary building elevations, including window or balcony planters and climbing vegetation.

n. Give consideration to non-structural stormwater management strategies – such as green roofs, cisterns, rain gardens, bio-swales, porous pavements and others — that provide natural habitats, create attractive people places, reduce the incidence of flooding, increase ground water recharge and minimize maintenance requirements for plantings and landscaping.

o. Give consideration to high-performance building design and construction that minimize energy consumption.

2.2 Permitted Uses

The following principal uses are permitted, either individually or combined within Sub-Area 1.1:

a. Residential

b. Live-work (work component limited to the ground level only)

c. Retail (ground level only)

d. Personal Services (ground level only)

e. Hotel (including extended stay facilities); inn; conference center

f. Restaurants and bars, but only if associated with a hotel

g. Civic uses

h. Parking

i. Temporary uses, such as farmers markets, flea markets, book fairs and art fairs, subject to a temporary use permit from the Borough

j. Community gardens

The following accessory uses are permitted within Sub-Area 1.1 when associated with the uses listed under (a), (b) and (e) above:

a. Fitness/wellness center

b. Laundry facilities

c. Tenant storage

d. Tenant special events / gathering area
e. Business center and meeting rooms
f. Management office
g. Other uses customarily incident with the principal permitted uses (a) – (j) above.

2.3 Permitted Building Types

The following building types are permitted within Sub-Area 1.1:

a. Multi-story, multi-family residential and mixed-use buildings, including apartment buildings, stacked townhouses and apartments over townhouses
b. Townhouses
c. Hospitality
d. Civic buildings
e. Structured parking
f. Kiosks and open air pavilions

2.4 Prohibited Uses

Any uses not explicitly permitted in 2.2 are prohibited.

2.5 Prohibited Building Types

Any building types not explicitly permitted in 2.3 are prohibited.

2.6 Bulk Standards

Table 1 contains the minimum and maximum bulk standards adopted for Sub-Area 1.1:

Table 1 — Bulk Standards

Standard	Minimum	Maximum
Lot Size	10,000 square feet	NA
Front Yard Setback (from property line)	0 feet	10 feet
Front Yard Setback (from curb line)	10 feet	20 feet
Side Yard Setback (from property line)	0 feet	NA
Side Yard Setback (from habitable structure)	20 feet	NA
Side Yard Setback (from non-habitable structure)	10 feet	NA
Read Yard Setback (from property line)	0 feet	NA
Rear Yard Setback (from habitable structure)	20 feet	NA
Rear Yard Setback (from non-habitable structure)	10 feet	NA
Building Height (stories)[2]	2	6
Building Height (feet)[3]	35	80
Building Length	NA	400 feet[4]
Impervious Coverage	NA	100%
Open Space	10%[5]	NA

[2] Top floor apartments may be configured as lofts with mezzanines, where the mezzanine does not exceed in area one-third of the floor space of the dwelling. Mezzanines shall not be considered a story for the purposes of determining maximum building height.
[3] Building height is measured from 1 foot above the 150-year flood elevation to the peak of a pitched or vaulted roof, or parapet of a flat roof.
[4] Longer buildings are permitted, subject to review and approval by the Land Use Board, provided they conform to the building façade modulation guidelines contained in section 2.9.
[5] The minimum open space requirement can be satisfied in the form of public or private gathering spaces, courtyards, roof-top gardens, accessible and functional balconies, as well as landscaped areas at street level.

2.7 Parking

Table 2 contains the vehicular parking standards adopted for Sub-Area 1.1:

Table 2 — Vehicular Parking Standards[6]

Use	Minimum (# of spaces)	Maximum (# of spaces)
Residential	.75 per dwelling unit	1.25 per dwelling unit
Live-work	1 per dwelling unit	1 per dwelling unit
Retail	2 per 1,000 square feet	3 per 1,000 square feet
Personal Services	2 per 1,000 square feet	3 per 1,000 square feet
Hotel / Inn	.75 per guest room	1.25 per guest room
Conference Center	2 per 1,000 square feet	3 per 1,000 square feet
Restaurant / Bar	1 per 5 seats	2 per 5 seats
Civic Uses	1.5 per 1,000 square feet	2.5 per 1,000 square feet
Temporary Uses	None	None
Community Gardens	None	None

Table 3 contains the bicycle parking standards adopted for Sub-Area 1.1:

Table 3 — Bicycle Parking Standards[7]

Use	Minimum Parking Requirement
Residential	.35 per dwelling unit
Live-work	.35 per live-work unit
Retail	20% of vehicular parking
Personal Services	20% of vehicular parking
Hotel / Inn	10% of vehicular parking
Restaurant / Bar	10% of vehicular parking
Civic Uses	20% of vehicular parking

[6] Vehicular parking requirements can be satisfied both on-site and off-site. If off-site, parking shall be located no further than 1,000 feet from the building it is serving and connected thereto by sidewalks or other appropriate pedestrian facilities. The applicant shall provide evidence to the Land Use Board that the off-site parking privileges for the building's tenants have been secured through a long-term lease agreement with the property owner or other suitable legal instrument. On-street parking is considered dedicated to visitors, deliveries and the general public. In order to claim credit for on-street parking, an applicant shall demonstrate to the Land Use Board that reserving these spaces for the use of building tenants will not displace the demand for parking from visitors, deliveries and the general public. The minimum dimensions for vehicular parking spaces can be found in Table 13.

[7] The Land Use Board shall favorably entertain reductions to the bicycle parking requirements if the applicant can convincingly demonstrate that suitable bicycle parking for tenants and visitors is otherwise available. The intention is to avoid a situation where ad-hoc bicycle parking is attached to street trees, light poles, utility poles and other permanent streetscape fixtures for lack of appropriate bicycle parking accommodations.

2.8 Signage

Signs shall conform to the standards contained in Section 21-10.5 of the Borough of Bound Brook's Code with the following exceptions:

a. **Projecting Signs** — Affixed to the building façade at a 90 degree angle, and no larger than 3 feet wide (horizontal dimension) by 8 feet long (vertical dimension) — are permitted. These signs can be banner signs, printed on fabric and permanently or temporarily hung in place, or signs printed against a rigid metal, wood or acrylic background. Innovative, sculptural and three-dimensional signs are encouraged, provided they complement the building's design expression.

b. **Wall-Mounted Signs** — Permanent wall-mounted signs, mounted no more than 6 inches from the wall surface, are permitted, not to exceed 3 feet in height (vertical dimension) by 8 feet in width (horizontal dimension). Temporary wall-mounted signs of the same dimensions are permitted for a period not to exceed one year for residential and commercial uses. Civic uses may exhibit these signs on a permanent basis.

c. **Graphic Signs** — Wall-mounted graphic signs, consisting of letters, numbers or symbols, are permitted. One graphic sign is permitted for every 150 linear feet of building façade. Graphic signs shall be proportional to the height and dimensions of the building, and shall fit within a 8 foot by 16 foot rectangle.

d. **Construction Signs** – The entire façade of existing buildings undergoing gut rehabilitation can be covered with a temporary sign of printed fabric, including signs that advertise products or services, subject to Planning Board review and approval. These temporary construction signs shall be removed once the building has been issued a Certificate of Occupancy.

2.9 Design Standards

This section sets forth the design standards for Sub-Area 1.1 with respect to site planning, landscape design and architectural design.

These design standards seek to create a walkable, pedestrian, bicycle and transit-friendly environment with high quality and interesting building design and public, semi-public and private open spaces that enhance and complement the surrounding neighborhood.

The intent of the building design standards is to ensure well-designed, high-quality buildings that, whether conforming to traditional design models or exhibiting iconic features and contemporary design expressions, nevertheless fit well into the surrounding context of

buildings and open spaces.

The open space and landscape design standards seek to shape inviting public and semi-public spaces and increase activity and safety on the streets, sidewalks and public spaces located within the Area subject to this Plan.

Proposed buildings, streetscape improvements and open space design are subject to review by the Borough to insure that the objectives of the Downtown Bound Brook Urban Design Plan are considered to the greatest extent possible.

Building Façade Modulation — In buildings over 2 stories in height, building facades longer than 40 linear feet must be vertically divided into bays that reflect the building's vertical structure. The vertical separation into bays does not require a building facade off-set and can be accomplished through the use of pilasters, change of surface building material, vertical planting treatment (espaliers) or other vertical design expressions. Vertical separations (as defined above) greater than 40 linear feet may be acceptable if the applicant can convincingly demonstrate to the Land Use Board that this expanded rhythm is structurally based and that there are strong design considerations to justify it.

Cornices —Cornices are required to emphasize a building elevation's horizontal expression. At each step-back in the building's elevation a decorative cornice is required. Decorative cornices may be combined with building parapets. Cornices may be dispensed with if the applicant can convincingly demonstrate to the Land Use Board that this horizontal design element is not integral to the building façade design and is therefore not necessary and that there are strong design considerations to justify it.

Glazing — The percentage of void areas (windows and other openings) in a primary building façade shall be no less than 40% at ground floor level and no less than 30% in upper levels. Lower percentages of glazing are permitted if the applicant can convincingly demonstrate to the Land Use Board that the reduced percentage of building façade dedicated to glazing is appropriate to the building type and design intention, that the overall effect is not visually overwhelming and that there are strong design or other considerations to justify it.

Blank Walls — Blank walls (walls without openings or glazing) that extend for 50+ linear feet are not permitted. Exceptions are permitted, at the discretion of the Planning Board for walls with permanent or temporary decorative wall art: mosaics, frescos, other two- or three-dimensional artistic expressions and retail displays.

Parking Structures — The elevations of a parking structure facing a public street, public space or public right-of-way shall be designed to complement the design of

the building's elevation. Openings in the façade for ventilation shall be covered with decorative metal grilles or other decorative treatments. Climbing vegetation or other similar treatments are encouraged to soften parking structure facades.

Building Entrances — Primary building entrances shall be easily identifiable with prominent architectural features and shall not occur simply as voids between buildings or undistinguished openings in the building facade.

Rooftop Appurtenances — HVAC, elevator shafts and other mechanical rooftop appurtenances shall either be designed to complement the buildings architecture or shielded from view from the street and surrounding buildings. If screening is used, it shall be consistent with the architectural design and materials of the building, or achieved through appropriate landscape treatments.

Utility Boxes — Ground mounted electrical or other utility boxes are not permitted in the front yard area unless they are incorporated into the design of the building. Ground mounted utility boxes shall be thoroughly screened from view wherever they are located.

Building Attachments — Awnings, building overhangs, canopies, projected windows, French balconies, wall-mounted signs and roof overhangs may encroach up to a maximum of 2 feet on the minimum front yard setback as well as the public right-of-way.

Street Trees — Shade tree plantings shall be compatible with those found elsewhere on Main Street. Ideally, shade trees should be a minimum of 4 inches in caliper and 16 feet high at the time of planting, and planted no more than 30 feet on center along the front of any development. This standard shall be adjusted as needed to reflect conditions where existing utility poles and overhead wires occupy the sidewalk area next to the curb.

Street trees shall be planted in appropriately sized tree wells, with appropriate watering and feeding techniques. The area around the tree can be planted with groundcover, covered with a decorative metal grate, or paved with granite blocks. Street tree species and minimum sizes shall be recommended by a certified landscape architect or local arborist.

Maintenance Guarantee — All street trees and landscaping must have a two-year maintenance guarantee.

Ground Cover — Non-paved ground areas shall be landscaped with shade trees, flowering trees, evergreen and deciduous shrubs, perennials and bulbs. Only plant

materials with proven resistance to the urban environment and to local soil and weather conditions shall be utilized. Suitable plant lists are available through the New Jersey Division of Parks and Forestry – Community Forestry Council and the New Jersey Nursery and Landscape Association.

Street Lights — The PSEG "Bound Brook" post and lighting fixtures used elsewhere on Main Street in Bound Brook shall be used throughout the sub-area. Street lighting shall be shielded to minimize night sky and prevent direct glare into adjacent residential windows. Sconces and other wall-mounted lights on building walls may be placed to reinforce street lights or, as an alternative to street lights, if the applicant can demonstrate that the overall lighting environment will be equivalent to what would be achieved through street lights.

Sidewalks — Sidewalks shall be provided to facilitate pedestrian circulation. The sidewalk along the south side of East Main Street shall have a minimum, unobstructed width of six (6) feet. Other sidewalks shall be provided as needed to connect pedestrian origins and destinations and shall have a minimum, unobstructed width of four (4) feet, depending upon anticipated pedestrian volumes. The sidewalk system shall be designed to provide access to public and private open space destinations and ensure uninterrupted connectivity with pedestrian and bicycle trails.

Public Realm Obstructions — Trash receptacles, mailboxes, bicycle parking, vending racks, newspaper boxes and other obstructions to the public realm shall be placed in locations where they are least intrusive, most convenient to their users and least disruptive of pedestrian circulation. Benches shall be placed at the edge of the sidewalk. Planter boxes are permitted in the public right-of-way along the base of buildings.

Exceptions – The Planning Board may grant exceptions to the standards contained in this section whenever an applicant provides compelling evidence of special circumstances or presents a better solution, consistent with the adopted Bound Brook Downtown Urban Design Plan.

3.0 REDEVELOPMENT PLAN FOR SUB-AREA 1.2 – LAND USE PLAN

3.1 Objectives

The Redevelopment Plan for Sub-Area 1.2 has the following objectives:

a. Implement the relevant recommendations of the Bound Brook Downtown Urban Design Plan.

b. Create a redevelopment framework that facilitates any needed environmental remediation and significantly improves vehicular and pedestrian connections between this area and the core of the downtown.

c. Facilitate enhanced vehicular and pedestrian connections to Main Street, including new connections under, over or across the NJ Transit railroad right-of-way.

d. Facilitate enhanced pedestrian connections to the NJ Transit Eastbound platform.

e. Create a new development pattern defined by pedestrian-sized blocks anchored by architecturally interesting buildings defining pedestrian-oriented street walls and small but inviting public, semi-public and private open spaces and plazas.

f. Adopt an approach to design that encourages architectural interest and diversity.

g. Permit adequate densities and building types — including mid-rise and high-rise buildings — that support transit-oriented development and help underwrite the high costs of infrastructure improvements required to improve access to this area.

h. Create additional opportunities for active pedestrian-generating land uses within 1/2 mile walking distance of the Bound Brook train station.

i. Create opportunities for new, demographically-appropriate residential and highly skilled employment space within walking distance of the Bound Brook train station.

j. Pursue a complete streets approach to street design, with bicycle lanes, bicycle parking and bicycle storage.

k. Promote pedestrian and bicycle activity through traffic calming measures, continuous sidewalks, buildings sited at the street line, walkable block patterns and clearly marked crosswalks, with a focus on pedestrian access to the train station, downtown and adjacent public spaces.

l. Adopt parking strategies for on-street, shared and/or structured parking, incorporating

appropriate reductions in parking requirements for properties near transit facilities and properties with on-demand car rental facilities.

m. Pursue a "green street" approach to sidewalk and streetscape improvements, including porous pavements, structural soils in tree planters and use of foundation plantings or movable planter boxes.

n. Pursue a "green wall" approach to building elevations, including window or balcony planters and climbing vegetation.

o. Pursue non-structural stormwater management strategies – such as green roofs, cisterns, rain gardens, bio-swales, porous pavements and others — that provide natural habitats, create attractive people places, reduce flooding, increase ground water recharge and minimize maintenance requirements for plantings and landscaping.

p. Pursue high-performance building design and construction to minimize energy needs.

q. Encourage architectural design that create iconic and memorable buildings.

3.2 Permitted Uses

The following principal uses are permitted, either individually or combined within Sub-Area 1.2:

a. Residential

b. Live-work

c. Retail, including grocery stores[8]

d. Personal and professional services[8]

e. Hotel and hospitality (including extended stay facilities); inn; conference center

f. Restaurants and bars (ground level or rooftop only)

g. Dance clubs, comedy clubs, live music venues and other entertainment facilities

h. Office, research, and lab facilities

i. Light industrial uses, but only within enclosed, mixed-use buildings

j. Civic, governmental and houses of worship

k. Performing arts centers

l. Stadiums

m. Temporary uses, such as farmers markets, flea markets, book fairs and art fairs, subject to a temporary use permit from the Borough.

[8] Ground level only, and limited to buildings with three or more stories.

n. Vertical farms
o. Community gardens
p. Sculpture parks
q. Solar arrays, wind turbines and other green energy facilities

The following accessory uses are permitted within Sub-Area 1.2 when associated with the uses listed under (a), (b), and (e) above:

a. Fitness / wellness center
b. Laundry facilities
c. Tenant storage
d. Tenant special events / gathering area
e. Business center and meeting rooms

Uses customarily incident with the principal permitted uses (a) – (q) above are also permitted.

3.3 Permitted Building Types

The following building types are permitted within Sub-Area 1.2:

a. Multi-story, single-use and mixed-use buildings
b. Civic buildings, governmental buildings and houses of worship
c. Structured parking decks
d. Kiosks and open air pavilions
e. Temporary structures
f. Energy and utility-related structures

3.4 Prohibited Uses

Any uses not explicitly permitted in 3.2 are prohibited, including free-standing light industrial uses; the loading or unloading of raw materials, goods, and/or merchandise produced or extracted elsewhere; the parking of any motor vehicles, except for commuter parking associated with passenger rail transit, or motor vehicles directly associated with residents or employees of activities located within Sub-Area 1.2.

3.5 Prohibited Building Types

Any building types not explicitly permitted in 3.3 are prohibited.

3.6 Bulk Standards

Table 4 shows the bulk standards adopted for Sub-Area 1.2.

Table 4 — Bulk Standards

Standard	Minimum	Maximum
Lot Size	10,000 square feet	NA
Front Yard Setback (from curb line)	20 feet	NA
Side Yard Setback (from property line)	0 feet	NA
Side Yard Setback (from habitable structure)	30 feet	NA
Side Yard Setback (from non-habitable structure)	20 feet	NA
Read Yard Setback (from property line)	0 feet	NA
Rear Yard Setback (from habitable structure)	30 feet	NA
Rear Yard Setback (from non-habitable structure)	20 feet	NA
Building Height (stories)[9]	3	6-30
Building Height (feet)[10]	40	85-450
Building Length	NA	300 feet[11]
Impervious Coverage	NA	80%
Open Space	10%[12]	NA

[9] Building heights above 5 stories are contingent upon infrastructure improvements that substantially enhance pedestrian and vehicular connections between the site and Main Street and provide new, improved alternatives for crossing the railroad tracks. Top floor apartments may be configured as lofts with mezzanines, where the mezzanine does not exceed in area one-third of the floor space of the dwelling. Mezzanines shall not be considered a story for the purposes of determining maximum building height.
[10] Building height is measured from 1 foot above the 150-year flood elevation to the peak of a pitched or vaulted roof, or parapet of a flat roof.
[11] Longer buildings are permitted, subject to review and approval by the Land Use Board, provided they conform to the building façade modulation guidelines contained in sections 3.9 and 3.10.
[12] The minimum open space requirement can be satisfied in the form of public or private gathering spaces, courtyards, roof-top gardens, accessible and functional balconies, as well as publicly-accessible hardscaped and landscaped areas at any level.

3.7 Parking

Table 5 contains the vehicular parking standards adopted for Sub-Area 1.2:

Table 5 — Vehicular Parking Standards[13]

Use	Minimum (# of spaces)	Maximum (# of spaces)
Residential	1 per dwelling unit	1.5 per dwelling unit
Live-work	1 per dwelling unit	1.5 per dwelling unit
Retail	2 per 1,000 square feet	3 per 1,000 square feet
Personal Services	2 per 1,000 square feet	3 per 1,000 square feet
Hotel / Inn	.75 per guest room	1.25 per guest room
Conference Center	2 per 1,000 square feet	3 per 1,000 square feet
Restaurant / Bar	1 per 5 seats	2 per 5 seats
Dance Club / Comedy Club / Live Music Venue / Other Entertainment Facilities	1 per 3 seats or 3 per 1,000 square feet	1.5 per 3 seats or 4 per 1,000 square feet
Civic / Government Uses	1.5 per 1,000 square feet	2.5 per 1,000 square feet
Performing Arts Center	1 per 3 seats	2 per 3 seats
Stadium	1 per 3 seats	2 per 3 seats
Temporary Uses	None	None
Vertical Farms	None	None
Sculpture Parks	1 per 10,000 square feet	2 per 10,000 square feet
Community Gardens	1 per 10,000 square feet	2 per 10,000 square feet

A minimum of fifty (50%) percent of new vehicular parking – except for tandem parking – must be available for public use by the general public, for a fee, which fee shall not exceed fees for use of municipal parking lots in accordance with Chapter 7, specifically 7-40.1 of the Revised General Ordinances of the Borough, between 7 AM and 7 PM, and may not be restricted to building tenants. Building owners may make more than fifty percent (50%) of said parking available to the general public.

[13] Mixed-use projects with shared parking arrangements shall benefit from the reductions in parking standards described in Section 21-10.15(j)(9) of the Borough Code, as well as the fee-in-lieu of parking program described in Section 21-10.15(j)(10) of the Revised General Ordinances of the Borough. A minimum of five (5%) percent of parking spaces shall be equipped with charging stations for electric or hybrid vehicles.
Vehicular parking requirements can be satisfied both on-site and off-site. If off-site, parking shall be located no further than 1,000 feet from the building it is serving and connected thereto by sidewalks or other appropriate pedestrian facilities. The applicant shall provide evidence to the Land Use Board that the off-site parking privileges for the building's tenants have been secured through a long-term lease agreement with the property owner or other suitable legal instrument. On-street parking is considered dedicated to visitors, deliveries and the general public. In order to claim credit for on-street parking, an applicant shall demonstrate to the Land Use Board that reserving these spaces for the use of building tenants will not displace the demand for parking from visitors, deliveries and the general public. The minimum dimensions for vehicular parking spaces can be found in Table 13.

Table 6 contains the bicycle parking standards adopted for Sub-Area 1.2:

Table 6 — Bicycle Parking Standards[14]

Use	Minimum Parking Requirement
Residential	.5 per dwelling unit
Live-work	.5 per live-work unit
Retail	20% of vehicular parking
Personal Services	20% of vehicular parking
Hotel / Inn	10% of vehicular parking
Conference Center	10% of vehicular parking
Restaurant / Bar / Dance Club / Comedy Club / Live Music Venue / Other Entertainment Facilities	20% of vehicular parking
Civic / Governmental Uses	20% of vehicular parking
Performing Arts Center	20% of vehicular parking
Stadium	20% of vehicular parking
Temporary Uses	None
Vertical Farms	None
Sculpture Parks	Same as vehicular parking
Community Gardens	Same as vehicular parking

3.8 Signage

Signs shall conform to the standards contained in Sections 21-10.5 or 21-10.15.I of the Borough of Bound Brook's Code with the following exceptions:

a. **Projecting Signs** — Affixed to the building façade at a 90-degree angle, and no larger than 3 feet wide (horizontal dimension) by 8 feet long (vertical dimension) — are permitted. These signs can be banner signs, printed on fabric and permanently or temporarily hung in place, or signs printed against a rigid metal, wood or acrylic background. Innovative, sculptural and three-dimensional signs are encouraged, provided they complement the building's design expression.

b. **Wall-Mounted Signs** — Permanent wall-mounted signs, mounted no more than 6 inches from the wall surface, are permitted, not to exceed 3 feet in height (vertical dimension) by 8 feet in width (horizontal dimension). Temporary wall-mounted signs of the same dimensions are permitted for a period not to exceed one year for residential and commercial uses. Civic uses may exhibit these signs on a permanent basis.

[14] The Land Use Board shall favorably entertain reductions to the bicycle parking requirements if the applicant can convincingly demonstrate that suitable bicycle parking for tenants and visitors is otherwise available. The intention is to avoid a situation where ad-hoc bicycle parking is attached to street trees, light poles, utility poles and other permanent streetscape fixtures for lack of appropriate bicycle parking accommodations.

c. **Graphic Signs** — Wall-mounted graphic signs, consisting of letters, numbers or symbols, are permitted. One graphic sign is permitted for every 150 linear feet of building façade. Graphic signs shall be proportional to the height and dimensions of the building, and shall fit within an 8-foot by 16-foot rectangle.

d. **Object Signs** – Object signs, whether projecting or wall-mounted, are permitted, subject to the same dimensional limits.

e. **Construction Signs** – The entire façade of existing buildings undergoing gut rehabilitation, or of new buildings under construction, can be covered with a temporary sign of printed fabric, including signs that advertise products or services, subject to Land Use Board review and approval. These temporary construction signs shall be removed once the building has been issued a Certificate of Occupancy.

f. **Branding Signs** – Large format façade-mounted signs that are part of a branding campaign for new buildings under construction or undergoing gut rehabilitation are permitted, subject to Land Use Board review and approval. These temporary branding signs shall be removed no later than one (1) year after the building has been issued a Certificate of Occupancy.

g. **Blank Wall Wraps** – Blank walls may be temporarily or permanently wrapped in architectural fabric displaying artwork or commercial signage, subject to Land Use Board review and approval.

3.9 Design Standards

This section sets forth this amended Redevelopment Plan's design standards for Sub-Area 1.2 with respect to site planning, landscape design and architectural design. The design of proposed buildings, streetscapes and open space is subject to Land Use Board review to insure that the objectives of the Downtown Bound Brook Urban Design Plan are met.

These design standards seek to create a walkable, pedestrian, bicycle and transit-friendly environment with high quality and interesting building design and public, semi-public and private open spaces that enhance and complement the surrounding neighborhood.

The intent of the building design standards is to ensure well-designed, high-quality buildings that, whether conforming to traditional design models or exhibiting iconic features and contemporary design expressions, nevertheless fit well into the surrounding context of buildings and open spaces. The open space and landscape design standards and guidelines seek to shape inviting public and semi-public spaces, create active and safe streets, sidewalks and public spaces, and promote landscape restoration and habitat creation, where appropriate.

Building Façade Modulation — In buildings over 2 stories in height, building facades longer than 40 linear feet must be vertically divided into bays that reflect the building's vertical structure. The vertical separation into bays does not require a building facade off-set and can be accomplished through the use of pilasters, change of surface building material, vertical planting treatment (espaliers) or other vertical design expressions. Vertical separations (as defined above) greater than 40 linear feet may be acceptable if the applicant can convincingly demonstrate to the Land use board that this expanded rhythm is structurally based and that there are strong design considerations to justify it.

Cornices — Cornices are required to emphasize a building elevation's horizontal expression. At each step-back in the building's elevation a decorative cornice is required. Decorative cornices may be combined with building parapets. Cornices may be dispensed with if the applicant can convincingly demonstrate to the Land use board that this horizontal design element is not integral to the building façade design and is therefore not necessary and that there are strong design considerations to justify it.

Glazing — The percentage of void areas (windows and other openings) in a primary building façade shall be no less than 40% at ground floor level and no less than 30% in upper levels. Lower percentages of glazing are permitted if the applicant can convincingly demonstrate to the Land Use Board that the reduced percentage of building façade dedicated to glazing is appropriate to the building type and design intention, that the overall effect is not visually overwhelming and that there are strong design or other considerations to justify it.

Blank Walls — Blank walls (walls without openings or glazing) that extend for 50+ linear feet are not permitted. Exceptions are permitted, at the discretion of the Land Use Board for green walls (with live vegetation), walls with permanent or temporary decorative wall art (mosaics, frescos, other two- or three-dimensional artistic expressions and retail displays), decorative patterns or large format panels displaying graphics.

Parking Structures — The elevations of a parking structure facing a public street, public space or public right-of-way shall be designed to complement the design of the building's elevation. Openings in the façade for ventilation shall be covered with decorative metal grilles or other decorative treatments. Climbing vegetation or other similar treatments are encouraged to soften parking structure facades.

Building Entrances — Primary building entrances shall be easily identifiable with prominent architectural features and shall not occur simply as voids between buildings or undistinguished openings in the building facade.

Rooftop Appurtenances — HVAC, elevator shafts and other mechanical rooftop appurtenances shall either be designed to complement the buildings architecture or shielded from view from the street and surrounding buildings. If screening is used, it shall be consistent with the architectural design and materials of the building, or achieved through appropriate landscape treatments.

Utility Boxes — Ground mounted electrical or other utility boxes are not permitted in the front yard area unless they are incorporated into the design of the building. Ground mounted utility boxes shall be thoroughly screened from view wherever they are located.

Building Attachments — Awnings, building overhangs, canopies, projected windows, French balconies, wall-mounted signs and roof overhangs may encroach up to a maximum of 2 feet on the minimum front yard setback as well as the public right-of-way.

Street Trees — Shade tree plantings shall be compatible with those found elsewhere on Main Street. Ideally, shade trees should be a minimum of 3 inches in caliper and 10 feet high at the time of planting, and planted no more than 30 feet on center along the front of any development. This standard shall be adjusted as needed to reflect conditions where existing utility poles and overhead wires occupy the sidewalk area next to the curb.

Street trees shall be planted in appropriately sized tree wells, with appropriate watering and feeding techniques. The area around the tree can be planted with groundcover, covered with a decorative metal grate, or paved with granite blocks. Street tree species and minimum sizes shall be recommended by a certified landscape architect or local arborist and conform to Section 24-9.15(d) of the Borough's Land Use Regulations.

Maintenance Guarantee — All street trees and landscaping shall have a two-year maintenance guarantee.

Ground Cover — Non-paved ground areas shall be landscaped with shade trees, flowering trees, evergreen and deciduous shrubs, perennials and bulbs. Only plant materials with proven resistance to the urban environment and to local soil and weather conditions shall be utilized. Suitable plant lists are found in Section 21-9.15 of the Borough's Land Use Regulations, and are also available through the New Jersey Division of Parks and Forestry – Community Forestry Council and the New Jersey Nursery and Landscape Association.

Street Lights — Contemporary lighting fixtures are encouraged in this sub-area. The PSEG "Bound Brook" post and lighting fixtures used on Main Street need not be used in this sub-area. Street lighting shall be shielded to minimize night sky and prevent direct glare into adjacent residential windows. Sconces and other wall-mounted lights on building walls may be placed to reinforce street lights or, as an alternative to street lights, if it can be demonstrated that the overall lighting environment will be equivalent to what would be achieved through street lights.

Sidewalks — Sidewalks shall be provided to facilitate pedestrian circulation. Sidewalks in the public right-of-way shall have a minimum, unobstructed width of ten (10) feet, unless the applicant or the Land use board determine that they should be wider, based on projections of anticipated pedestrian traffic. Other sidewalks shall be provided as needed to connect pedestrian origins and destinations and shall have a minimum, unobstructed width of six (6) feet, depending upon anticipated pedestrian volumes. The sidewalk system shall be designed to provide access to public and private open space and other destinations and ensure uninterrupted connectivity with pedestrian and bicycle trails.

Pervious Pavement — The use of pavers and other forms of low-maintenance pervious pavement is strongly encouraged throughout.

Public Realm Obstructions — Trash receptacles, mailboxes, bicycle parking, vending racks, newspaper boxes and other obstructions to the public realm shall be placed in locations where they are least intrusive, most convenient to their users and least disruptive of pedestrian circulation. Benches shall be placed at the edge of the sidewalk. Planter boxes are permitted in the public right-of-way along the base of buildings.

Exceptions – The Land Use Board may grant exceptions to the standards defined in this section whenever an applicant provides compelling evidence of special circumstances or presents a better solution, consistent with the adopted Bound Brook Downtown Urban Design Plan.

3.10 Infrastructure Requirements

The bulk standards established in Section 3.6 define a framework for redevelopment that deliberately creates a wide range of options with respect to the intensity of future redevelopment.

Borough Council shall determine, on a case by case basis, the applicable intensity of future redevelopment in the sub-area, as a function of a redeveloper's proposed contributions to the infrastructure improvements deemed required to make this sub-area reach its full redevelopment potential.

Any redevelopment proposals for this sub-area shall be subject to a detailed Developer's Agreement, to be executed between the prospective redeveloper and the Borough, containing a comprehensive infrastructure improvement and financing plan designed to execute the public works projects considered necessary to substantially improve pedestrian and vehicular connections between this sub-area, the core of the downtown area, and the NJ Transit passenger rail platforms, as well as assure the timely access of public safety personnel and emergency services.

Any higher intensity redevelopment proposals for this sub-area shall conclusively demonstrate that they will not result in an isolated neighborhood.

In order to be eligible to apply to exceed the minimum building height defined in Table 4, a prospective redeveloper shall present the authoritative technical studies deemed necessary by Borough Council, the Borough's planning and engineering professionals, and other critical stakeholders, such as NJ Transit, NJDOT and Somerset County, to demonstrate that the proposed scale and intensity of redevelopment, and its proposed design, will not place future occupants in danger – in the event of future flooding, fire or other catastrophic events – nor will it overwhelm the nearby circulation network, pose a fiscal threat to the Borough, or potentially lead to other undesirable outcomes.

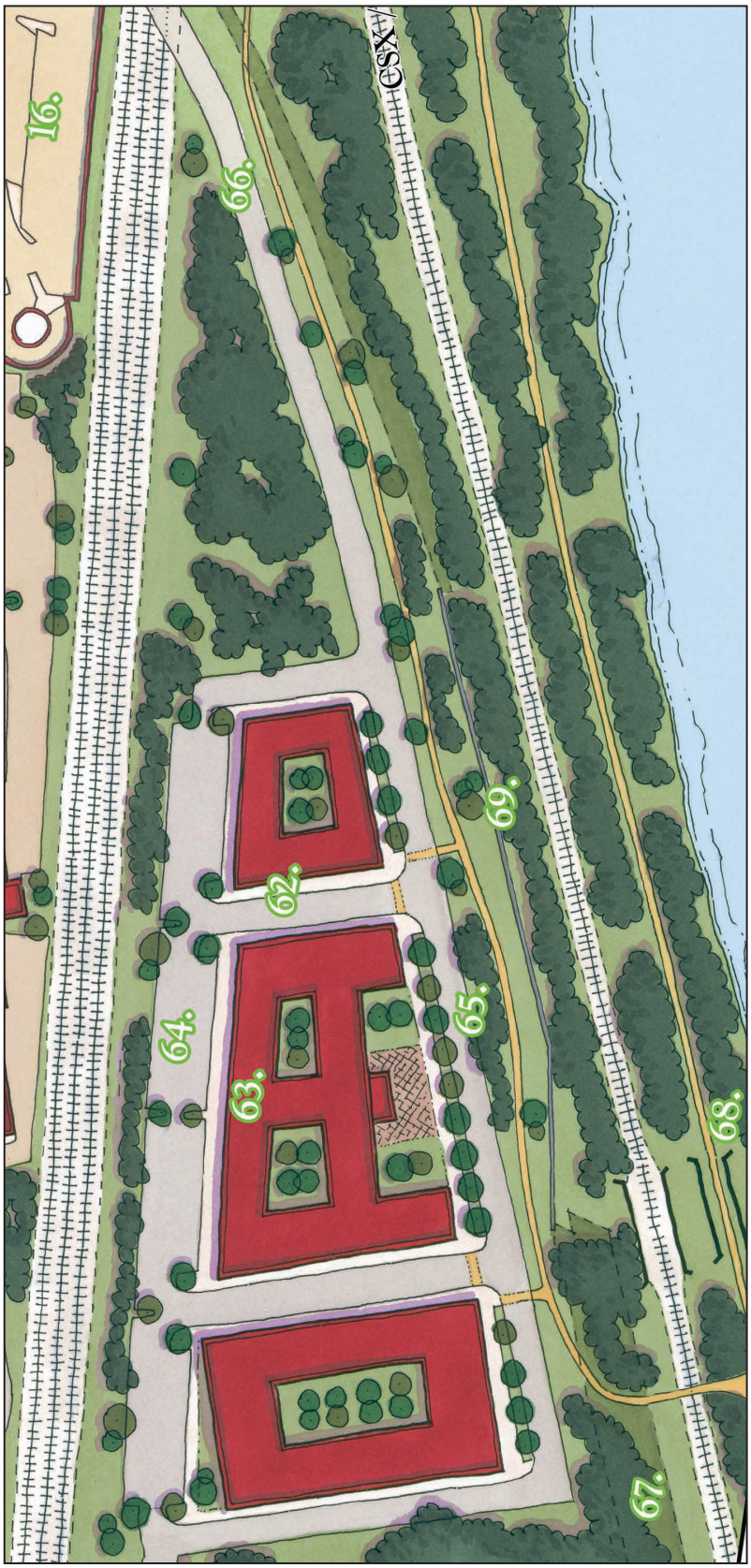


Figure 6: Concept Plan - Brooke Industrial Park

Source: Bound Brook Downtown Urban Design Plan.

4.0 REDEVELOPMENT PLAN FOR SUB-AREA 1.3 – LAND USE PLAN

4.1 Objectives

The amended Redevelopment Plan for Sub-Area 1.3 has the following objectives:

a. Implement the relevant recommendations of the Downtown Urban Design Plan.

b. Maintain the active freight and passenger rail service.

c. Provide additional commuter parking with direct access to the Eastbound rail platform.

d. Promote safe and convenient public access to the riverfront and encourage amenities and activities that will attract the public to this underutilized area.

e. Promote a multi-purpose trail along the river with connections to the adjoining towns.

f. Promote landscape and habitat restoration in appropriate locations.

g. Provide opportunities for special outdoor events.

h. Enhance the South Main Street gateway into the Borough, with visually striking architecture; interesting signage; enhanced lighting and other visual and physical improvements to the South Main Street underpass; significantly improved and safer pedestrian access to the eastbound platform of the NJ Transit train station; and improved streetscape and landscape treatments along South Main Street, including pedestrian crosswalks, new sidewalks, new street lights, new street trees, green infrastructure applications, flag poles, banners and other devices that visually and physically enhance the pedestrian experience, reinforce the gateway effect and underscore a sense of arrival.

i. Encourage high quality mixed-use, commercial and civic development on developable parcels with frontage on South Main Street.

4.2 Permitted Uses

The following principal uses are permitted, either individually or combined on the same lot, within Sub-Area 1.3:

a. Rail lines and rail-related uses on properties owned or controlled by rail companies or rail operators

b. Commuter or multi-purpose parking

c. Civic and governmental uses
d. Public restrooms
e. Recreational and sports-related uses
f. Cafes
g. Temporary uses, such as circuses, amusement rides, farmers markets, flea markets, book fairs, art fairs and similar uses, subject to a temporary use permit from the Borough
h. Mobile uses, such as food trucks, mobile retail and similar uses, subject to a mobile use permit from the Borough
i. Tree and plant nurseries
j. Community gardens
k. Sculpture parks
l. Solar arrays, wind turbines and other green energy facilities
m. Self-storage facilities, limited parcels with direct frontage on South Main Street.
n. Offices, including shared office suites, and retail sales limited to parcels with direct frontage on South Main Street.
o. Roof-mounted antennas and associated hardware for cellular telecommunications facilities.

Only uses customarily incident with the principal permitted uses listed (a) through (o) above are permitted within Sub-Area 1.3.

4.3 Permitted Building Types

The following building types are permitted within Sub-Area 1.3:

a. Civic and recreational buildings
b. Surface and structured parking decks
c. Kiosks and open-air pavilions
d. Boat houses
e. Observations towers
f. Tree houses
g. Temporary structures
h. Energy and utility-related structures

[15] Building height is measured from 1 foot above the 150-year flood elevation to the peak of a pitched or vaulted roof, or parapet of a flat roof. Not applicable to tree houses, observation towers or platforms, or to energy or utility-related structures.

i. Mixed-use buildings

j. Self-storage facilities

4.4 Prohibited Uses

Any uses not explicitly permitted in 4.2 are prohibited.

4.5 Prohibited Building Types

Any building types not explicitly permitted in 4.3 are prohibited.

[16] Vehicular parking requirements can be satisfied both on-site and off-site. If off-site, parking shall be located no further than 1,000 feet from the building or facility it is serving and connected thereto by sidewalks or other appropriate pedestrian facilities.

4.6 Bulk Standards

Table 7 contains the minimum and maximum bulk standards adopted for Sub-Area 1.3:

Table 7 — Bulk Standards

	Height (in stories)		Height (in feet)	
Building Type	**Minimum**	**Maximum**	**Minimum**	**Maximum**
Mixed-use	3	6	35	65
Self-storage	3	6	35	65
Parking decks	2	6	30	65
Civic/recreational	1	6	20	65
Telecommunication monopoles	NA	NA	NA	10
Observation towers, viewing stations, energy and utility related structures	NA	NA	NA	NA
All others	1	2	NA	30
Building Setback	**Minimum**			
Front				
Buildings up to two (2) stories in height	40 feet (from curb line)			
Buildings over two (2) stories in height	Additional 10 feet of setback (from curb line) added for each additional story**			
Rear	5 feet (from lot line)*			
Side	5 feet (from lot line)*			
Lot Coverage*** All building types and permitted structures	NA	85%		

* No side or rear yard setbacks are required if the adjacent lot is railroad property.

** For example, a three-story building shall have a minimum setback from the curb line of 50 feet (40 feet for buildings up to two (2) stories plus ten (10) additional feet for one additional story.

*** Lot coverage may be increased to 90%, at the discretion of the Planning Board, if the project incorporates non-structural stormwater management devices, such as porous pavement, bio-swales, rain gardens and other similar techniques, as well as a green roof on the principal building.

4.7 Parking

Table 8 contains the vehicular parking standards adopted for Sub-Area 1.3:

Table 8 — Vehicular Parking Standards[16]

Use	Minimum # of Spaces Vehicular	Maximum # of Spaces Bicycles
Mixed-use	3 per 1,000 square feet	1 per 1,000 square feet
Residential	1 per apartment	1 per apartment
Office and retail	3 per 1,000 square feet	1 per 1,000 square feet
Civic/governmental	2 per 1,000 square feet	1 per 1,000 square feet
Sports/recreational	1 per 4 seats	1 per 4 seats
Cafes	1 per 4 seats	1 per 4 seats
Temporary uses	NA	NA
Mobile uses	NA	NA
Self-storage	1 per 10,000 square feet	NA
All other uses	NA	NA

Minimum dimensions for vehicular parking spaces are as found in Table 13 of the Redevelopment Plan for Sub-Area 1.5.

4.8 Signage

Signs shall conform to the standards contained in Sections 21-10.5 and 21-10.15.I of the Borough of Bound Brook's Code as well as the following.

a. **Projecting Signs** — Affixed to the building façade at a 90-degree angle, and no larger than 3 feet wide (horizontal dimension) by 8 feet long (vertical dimension) — are permitted. These signs can be banner signs, printed on fabric and permanently or temporarily hung in place, or signs printed against a rigid metal, wood or acrylic background. Innovative, sculptural and three-dimensional signs are encouraged, provided they complement the building's design expression.

b. **Wall-Mounted Signs** — Permanent wall-mounted signs, mounted no more than 6 inches from the wall surface, are permitted, not to exceed 3 feet in height (vertical dimension) by 8 feet in width (horizontal dimension). Temporary wall-mounted signs of the same dimensions are permitted for a period not to exceed one year for residential and commercial uses. Civic uses may exhibit these signs on a permanent basis.

c. **Graphic Signs** — Wall-mounted graphic signs, consisting of letters, numbers or

symbols, are permitted. One graphic sign is permitted for every 150 linear feet of building façade. Graphic signs shall be proportional to the height and dimensions of the building, and shall fit within an 8-foot by 16-foot rectangle.

d. **Object Signs** – Object signs, whether projecting or wall-mounted, are permitted, subject to the same dimensional limits.

e. **Blank Wall Wraps** – Blank walls may be temporarily or permanently wrapped in architectural fabric displaying artwork or commercial signage, subject to Land Use Board review and approval.

4.9 Design Standards

This section sets forth this amended Redevelopment Plan's design standards for Sub-Area 1.3. Building and streetscape design, as well as the design of open space and/or civic spaces, will generally comply with the standards established for Sub-Area 1.2. See illustrative images in Appendix A.

The intent is to shape inviting public and semi-public spaces, enhance the gateway experience into the Borough, create architecturally interesting and pedestrian friendly streetscapes along the developable sections of South Main Street, provide public access to the Raritan riverfront and kayak/canoe put-in, provide a convenient location for public kayak/canoe storage and public parking, create active and safe public spaces, and promote landscape restoration and habitat creation, where appropriate. The design of proposed structures, trails and public open space is subject to Land Use Board review.

Parking Structures – The elevations of a parking structure facing the public realm shall be designed to provide an interesting architectural experience. Openings in the façade for ventilation shall be covered with decorative metal grilles or other decorative treatments. Climbing vegetation or other similar treatments are encouraged to soften parking structure facades.

Utility Boxes – Ground mounted electrical or other utility boxes shall be thoroughly screened from view wherever they are located.

Reforestation and Habitat Restoration – Reforestation and habitat restoration plans shall be prepared by a licensed landscape architect or ecologist and approved by the Planning Board.

Street Lights – Contemporary lighting fixtures are encouraged in this sub-area. Street lighting shall be shielded to minimize night sky and prevent direct glare into adjacent residential windows.

Trails – Trails shall facilitate pedestrian and bicycle circulation. Trails in the public right-of-way or created on public easements shall have a minimum, unobstructed width of six (6) feet, and shall be designed to provide access to the riverfront, public open space, civic and recreational facilities and other destinations and ensure uninterrupted connectivity for pedestrians and bicycle.

Pervious Pavement – The use of pavers and other forms of low-maintenance pervious pavement is required throughout.

Public Realm Obstructions – Trash receptacles, bicycle parking, vending racks, and other obstructions to the public realm shall be placed in locations where they are least intrusive, most convenient to their users and least disruptive of pedestrian and bicycle circulation. Benches shall be placed in strategic locations, next to destinations or in locations with scenic views.

Self-Storage Facilities – The same design strategies adopted in other sub-areas to mitigate extensive blank wall conditions in parking garages and other building types shall be applied to the design of the elevations of self-storage facilities. This includes changes in materials, changes in color, vertical and horizontal belt courses, exposed structural elements, creative exterior lighting, expansive signage, blank wall wraps, architectural fabrics, graphics, climbing vegetation and other design treatments that create visual interest.

Exceptions – The Land Use Board may grant exceptions to the standards defined in this section whenever an applicant provides compelling evidence of special circumstances or presents a better solution, consistent with the adopted Bound Brook Downtown Urban Design Plan.

Figure 7: Concept Plan - Stone Bridge Park

Source: Bound Brook Downtown Urban Design Plan.

5.0 REDEVELOPMENT PLAN FOR SUB-AREA 1.4 – LAND USE PLAN

5.1 Objectives

The amended Redevelopment Plan for Sub-Area 1.4 has the following objectives:

a. Implement the relevant recommendations of the Downtown Urban Design Plan.

b. Encourage creative design and development that promotes economic revitalization and is consistent with the existing character of the Downtown.

c. Provide ample sidewalks that encourage pedestrian circulation and public interaction and provide space for active outdoor uses by businesses (cafes, displays, etc) and the public.

d. Create the active streets and vibrant public spaces envisioned in the Downtown Urban Design Plan.

e. Provide the high-quality pedestrian access to downtown amenities, services and transit required to achieve the vision of the Downtown Urban Design Plan.

f. Maintain a continuous or near continuous street wall along Main Street, Talmage Ave and Columbus Place, and expand it into new "gap" areas. A continuous or near continuous sequence of facades will enclose the street, define the downtown space, facilitate the creation of place, and create protected and uninterrupted pedestrian zones.

g. Encourage active ground floor uses, such as retail and services, in order to promote economic development, improve the pedestrian experience and encourage further residential growth downtown.

h. Promote economic development through a mix of new development, renovation and reuse of existing structures, and the preservation of historically and architecturally significant buildings.

i. Harmonize the design of new construction with that of existing buildings. This harmony is best accomplished through the control of design features, such as key facade elements, and will ensure that new development meets market demands while also reinforcing the existing place character of the Downtown. The result will be a Downtown with a stronger identity and new construction with greater marketplace value.

j. Discourage surface parking lots that abut streets, which have negative visual impacts,

detract from a pedestrian-friendly environment, reduce the overall market value of properties in the Downtown, and are generally inconsistent with the goals and objectives of the Urban Design Plan.

k. Pursue a parking strategy focused on encouraging shared-use parking agreements among private property owners and between the Borough and private property owners to create a strategically located downtown parking supply. Meeting these goals requires efficient parking standards and a range of options for fulfilling parking requirements. A minimum of fifty percent (50%) of new vehicular parking – except tandem parking – must be available for use by the general public, for a fee, which fee shall not exceed fees for use of municipal parking lots in accordance with Chapter 7, specifically 7-40.1 of the Revised General Ordinances of the Borough, between 7 AM and 7 PM, and may not be restricted to building tenants. Building owners may make more than fifty percent (50%) of said parking available to the general public.

l. Ensure that any redevelopment activities in the Residential 3 (R-3), Residential 6 (R-6) and Office-Business (O-B) districts are consistent with the intent and purpose of those districts and maintain an appropriate scale and character.

m. In the portion of Sub-Area 1.4 south of Main Street, allow taller buildings to maximize the potential for residential units within walking distance to the New Jersey Transit train station. Increased building height shall be accompanied by appropriate investments in public infrastructure, enhanced public safety features and enhanced public spaces, as determined by the Borough and addressed in a redevelopment agreement between the Borough and redeveloper.

5.2 Permitted Uses

In Sub-Area 1.4 only those principal uses authorized in the applicable underlying zoning districts are permitted.

5.3 Permitted Building Types

In the portion of Sub-Area 1.4 subject to the Business-Residential (B-R) zoning district regulations, only those building types authorized in the B-R district (Section 21-10.15.H of the Borough's Land Use Regulations) shall be permitted. Building types defined as Live/Work, Mixed-Use and Residential Elevator Flats may include parking in the building, provided at least fifty percent (50%) of such parking is open to the general public, between 7 AM and 7 PM, for a fee, for a fee, which fee shall not exceed fees for use of municipal parking lots in accordance with Chapter 7, specifically 7-40.1 of the Revised General Ordinances of the Borough, and not

restricted to the use of the tenants, if the site is within 1,200 linear feet of the Bound Brook train station, and provided it is not visible from the public right-of-way and it is separated from Main Street by liner uses such as retail or services.

In the portion of Sub-Area 1.4 not subject to the Business-Residential (B-R) zoning district, only those building types normally associated with the permitted uses authorized in those underlying zoning districts are permitted.

Civic, governmental and houses of worship are permitted building types in all of Sub-Area 1.4.

5.4 Prohibited Uses

Any uses not explicitly permitted in 5.2 are prohibited.

5.5 Prohibited Building Types

Any building types not explicitly permitted in 5.3 are prohibited.

5.6 Bulk Standards

Any project in Sub-Area 1.4 shall comply with the relevant bulk standards adopted for the applicable underlying zoning districts. However, projects in Sub-Area 1.4 that are also within the B-R District are not subject to certain requirements of Section 21-10.15.E – Main Street District Place Character Standards – of the Borough's Land Use Regulations:

a. Exemption from the requirements of Section 21-10.15.E.5 (b) and (c) - Maximum building height is set at six (6) stories or 70 feet. Building step backs are not required, given Main Street's East/West orientation, the width of the Main Street right-of-way, and the resulting ratios of building height to street width. In the portion of Sub-Area 1.4 south of Main Street, maximum building height is set at between six (6) stories or seventy (70) feet and sixteen stories. Additional building height above six (6) stories requires developer contributions towards the funding of needed downtown infrastructure improvements, such as sanitary sewer and/or storm sewer upgrades; train station pedestrian accessibility upgrades, including ADA-compatible features; substantial enhancements to the quality of nearby public space(s) and/or the creation, on-site, of quality public spaces; enhanced public safety features; or substantial investment in providing new pedestrian connections between the north and south sides of the railroad tracks. Alternatively, this obligation may be satisfied by including an affordable housing set-aside of at least fifteen percent (15%) of new residential units. Any of these contributions or obligations imposed upon a developer shall be addressed in a redevelopment agreement between the Borough and the redeveloper.

b. Exemption from the requirements of Section 21-10.15.E.7 (b) – The minimum front yard setback from the Main Street curb line is fifteen (15) feet. The minimum front yard setback for buildings fronting on side streets is ten (10) feet from the side street curb line. Greater front yard setbacks are permissible, and encouraged, for buildings with ground floor restaurants or cafes, where outdoor dining is desired, as well as buildings with ground floor activities that would benefit from outdoor displays.

c. Exemption from the requirements of Section 21-10.15.E.8 (b): side yard setbacks are permitted, even if they do not abut a residential zone, when justifiable in light of the existing conditions on the neighboring property. There is no minimum side yard setback.

d. Exemption from the requirements of Section 21-10.15.E.9 (a): parcels abutting a railroad right-of-way, a public right-of-way, or a publicly-owned parking lot shall have a five-foot minimum rear yard setback.

The Land Use Board may grant exceptions from the standards referenced in this section when an applicant provides compelling evidence of special circumstances or presents a better design solution, consistent with the intent of the adopted Downtown Urban Design Plan.

5.7 Parking

Any project in Sub-Area 1.4 shall comply with the relevant vehicular parking standards adopted for the applicable underlying zoning districts. The minimum dimensions for vehicular parking spaces can be found in Table 13. However, projects in Sub-Area 1.4 that are also within the B-R District are not subject to certain requirements of Section 21-10.15.E – Main Street District Place Character Standards – of the Borough's Land Use Regulations:

Exemption from the requirements of Section 21-10.15.E.10 (b): surface parking is permitted in the ground floor of buildings provided it is enclosed, it is not visible from the public right-of-way and it is separated from Main Street by liner uses such as retail or services.

Table 9 contains the bicycle parking standards for Sub-Area 1.4:

Table 9 — Bicycle Parking Standards[17]

Use	Minimum Parking Requirement
Residential	.5 per dwelling unit
Live-work	.5 per live-work unit
Retail	20% of vehicular parking
Personal Services	20% of vehicular parking
Hotel / Inn	10% of vehicular parking
Conference Center	10% of vehicular parking
Restaurant / Bar / Other Entertainment Facilities	20% of vehicular parking
Civic / Governmental Uses	20% of vehicular parking
Performing Arts Center	20% of vehicular parking
Temporary Uses	None

A minimum of fifty percent (50%) of parking – except for tandem parking – within any building located within 1,200 feet of the Bound Brook train station shall be open to the general public between 7 AM and 7 PM, for a fee, which fee shall not exceed fees for use of municipal parking lots in accordance with Chapter 7, specifically 7-40.1 of the Revised General Ordinances of the Borough, and shall not be restricted to the use of the building's tenants. A minimum of five (5%) percent of parking spaces shall be equipped with charging stations for electric or hybrid vehicles.

The Land Use Board may grant exceptions from the standards referenced in this section when an applicant provides compelling evidence of special circumstances or presents a better design solution, consistent with the intent of the adopted Downtown Urban Design Plan.

5.8 Signage

Signs shall conform to the standards contained in Sections 21-10.5 or 21-10.15.I of the Borough of Bound Brook's Code with the following exceptions:

a. **Projecting Signs** — Affixed to the building façade at a 90-degree angle, and no larger than 3 feet wide (horizontal dimension) by 8 feet long (vertical dimension) — are permitted. These signs can be banner signs, printed on fabric and permanently or temporarily hung in place, or signs printed against a rigid metal, wood or acrylic background. Innovative, sculptural and three-dimensional signs are encouraged, provided they complement the building's design expression.

[17] The Land Use Board shall favorably entertain reductions to the bicycle parking requirements if the applicant can convincingly demonstrate that suitable bicycle parking for tenants and visitors is otherwise available. The intention is to avoid a situation where ad-hoc bicycle parking is attached to street trees, light poles, utility poles and other permanent streetscape fixtures for lack of appropriate bicycle parking accommodations.

b. **Wall-Mounted Signs** — Permanent wall-mounted signs, mounted no more than 6 inches from the wall surface, are permitted, not to exceed 3 feet in height (vertical dimension) by 8 feet in width (horizontal dimension). Temporary wall-mounted signs of the same dimensions are permitted for a period not to exceed one year for residential and commercial uses. Civic uses may exhibit these signs on a permanent basis.

c. **Graphic Signs** — Wall-mounted graphic signs, consisting of letters, numbers or symbols, are permitted. One graphic sign is permitted for every 150 linear feet of building façade. Graphic signs shall be proportional to the height and dimensions of the building, and shall fit within an 8-foot by 16-foot rectangle.

d. **Object Signs** – Object signs, whether projecting or wall-mounted, are permitted, subject to the same dimensional limits.

e. **Construction Signs** – The entire façade of existing buildings undergoing gut rehabilitation, or of new buildings under construction, can be covered with a temporary sign of printed fabric, including signs that advertise products or services, subject to Land Use Board review and approval. These temporary construction signs shall be removed once the building has been issued a Certificate of Occupancy.

f. **Branding Signs** – Large format façade-mounted signs that are part of a branding campaign for new buildings under construction or undergoing gut rehabilitation are permitted, subject to Land Use Board review and approval. These temporary branding signs shall be removed no later than one (1) year after the building has been issued a Certificate of Occupancy.

g. **Blank Wall Wraps** – Blank walls may be temporarily or permanently wrapped in architectural fabric displaying artwork or commercial signage, subject to Land Use Board review and approval.

5.9 Design Standards

Any project in Sub-Area 1.4 shall comply with the relevant design standards adopted for the applicable underlying zoning district.

5.10 Infrastructure Improvements

The bulk standards established in Section 5.6 – for the portion of Sub-Area 1.4 located south of Main Street – define a framework for redevelopment that deliberately leaves open the possibility of higher intensity development. Borough Council shall determine, on a case by case basis the applicable intensity of future redevelopment in the sub-area, based on the merits of the proposed project, and as a function of a redeveloper's proposed contributions

to the infrastructure improvements deemed required to make this sub-area reach its full redevelopment potential. Any redevelopment proposals for this sub-area shall be subject to a detailed Redevelopment Agreement, to be executed between the prospective redeveloper and the Borough, containing a comprehensive infrastructure improvement and financing plan designed to execute the public works projects considered necessary to substantially improve pedestrian and vehicular connections between this sub-area, the core of the downtown area, the NJ Transit passenger rail platforms, and future redevelopment in sub-area 1.2, across the railroad tracks and substantially increase public safety. In order to be eligible for increased building heights, a prospective redeveloper shall present authoritative technical studies deemed necessary by Borough Council and the Borough's planning and engineering professionals, to demonstrate a reasonable nexus between the value derived from an enhanced scale and intensity of redevelopment and the costs associated with proposed improvements to infrastructure, public space and pedestrian and vehicular circulation. Any of these contributions or obligations imposed upon a developer shall be addressed in a redevelopment agreement between the Borough and the redeveloper.

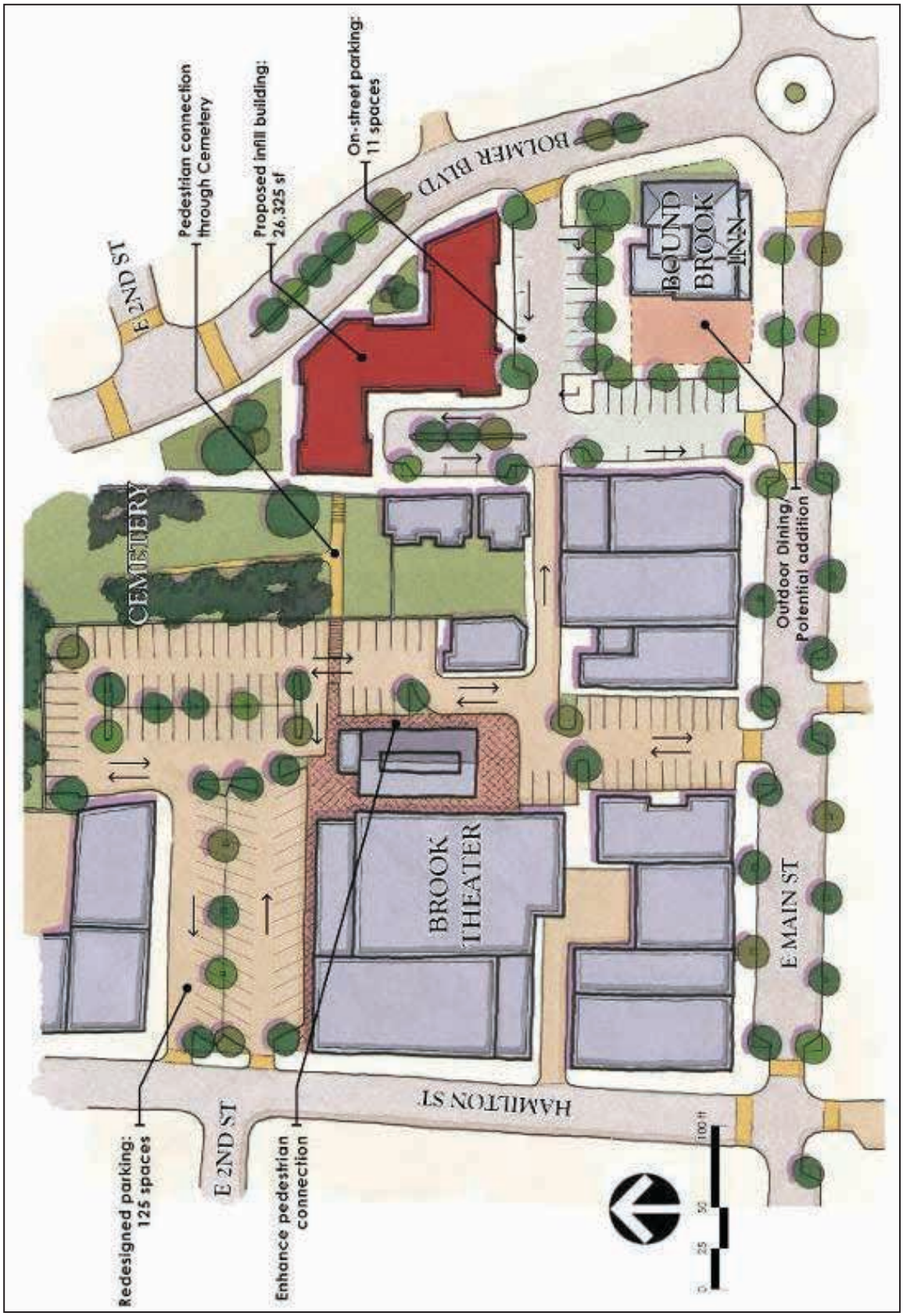
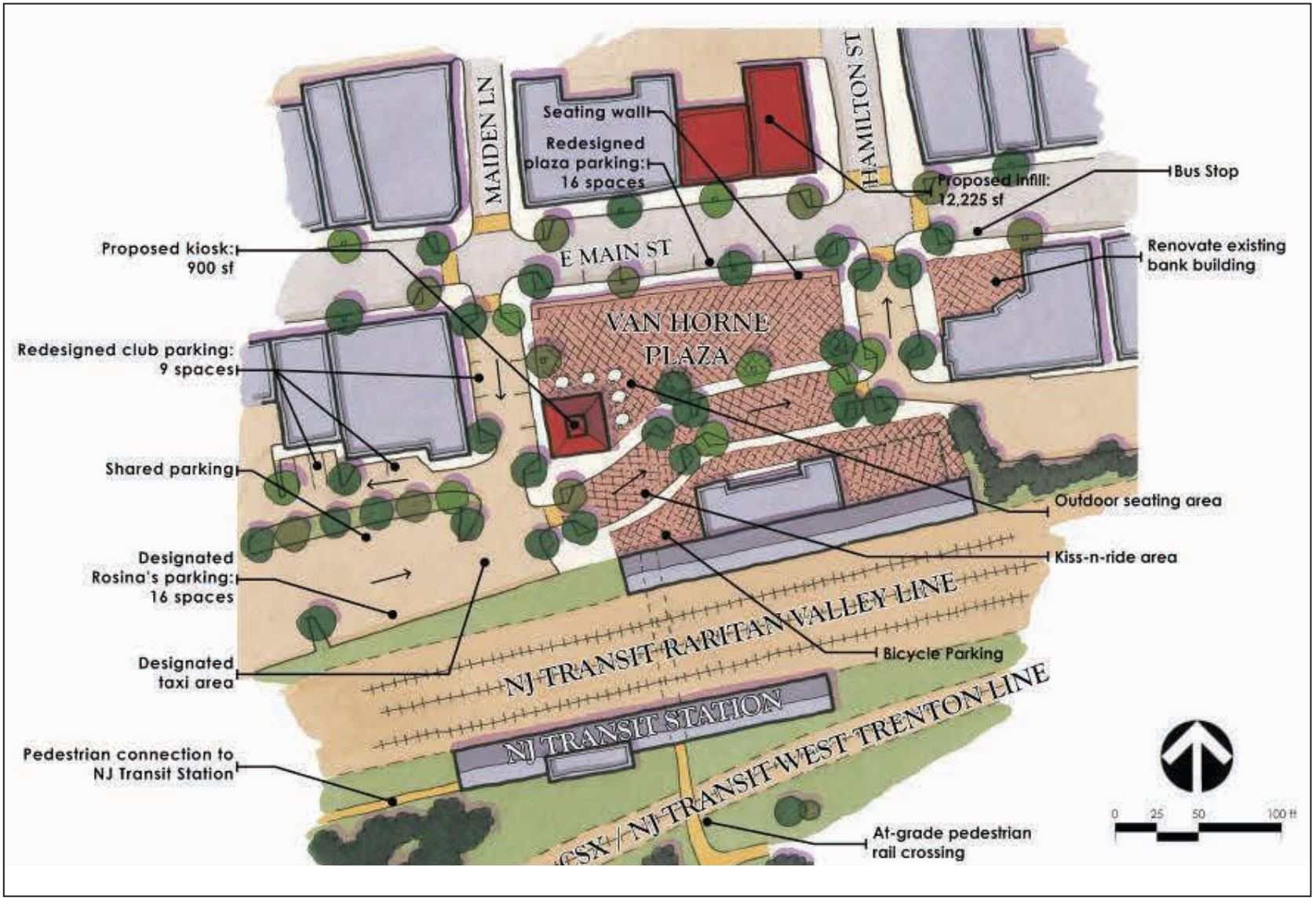


Figure 8: Concept Plan - Brooke Theater Block

Source: Bound Brook Downtown Urban Design Plan.

Figure 9: Concept Plan - Van Horne Plaza



Source: Bound Brook Downtown Urban Design Plan

6.0 REDEVELOPMENT PLAN FOR SUB-AREA 1.5— LAND USE PLAN

6.1 Introduction

Redevelopment Sub-Area 1.5 is located in a part of Bound Brook that has been repeatedly and in various ways recognized by the appropriate local, county and state entities as a "smart growth location". (See Section 8 — Consistency Review.)

Bound Brook qualifies as a "smart growth area" under the NJ Department of State: Office of Planning Advocacy's definition under two separate criteria: it is located in the Metropolitan Planning Area (PA1) and it is part of a Designated Center.

This status is reflected in the status of properties in Redevelopment Sub-Area 1.5 under the NJ Site Evaluator, as well as on the State's Smart Growth Areas Map.

Smart Growth Areas are used by a number of New Jersey State Agencies — such as the Economic Development Authority, the Housing Mortgage Finance Agency, the Department of Community Affairs, the Department of Transportation and the Department of the Treasury — as targeted locations for state incentives and investments, pursuant to the implementation of certain programs.

While the terminology is slightly different, Redevelopment Sub-Area 1.5 also qualifies as "consistent with smart growth planning principles" under the Somerset County Strategic Plan.

Redevelopment Sub-Area 1.5 occupies a strategic location at the eastern (NJ Route 28) gateway to the Borough. East Union Avenue (NJ Route 28) is a major civic and commercial corridor in the Borough, with a variety of educational, civic, and businesses located west of the site. According to 2013 NJDOT traffic counts, an average of 23,000 motor vehicles drive on Union Avenue in Bound Brook on an average weekday, up from 20,200 in 2010.

Redevelopment Sub-Area 1.5 is part of an established street network, with defined, pedestrian-scale blocks, and adequate pedestrian amenities, such as sidewalks, crosswalks and the like. Union Avenue has sidewalks on both sides and signalized intersections with pedestrian crosswalks. It is also easily accessible by motor vehicles, with nearby access to regional thoroughfares (US Route 22, I-287, NJ 28, 202 and 206).

NJ Transit bus routes 114 and 117 provide service to New York City — Port Authority Bus

Terminal. NJ Transit bus routes 65 and 66 provide service to Newark-Broad Street station. All run on Union Avenue.

Somerset County also offers limited bus transit services in the area: SCOOT-R1, SCOOT-R2, DASH 851, DASH 852 and CAT 1R.

Redevelopment Sub-Area 1.5 is also within an easy walking distance, to the south, of East Main Street — the Borough's traditional downtown — and within walking distance (between ¼ and ½ mile) of NJ Transit's Raritan Valley Line — Bound Brook station, which offers service to Newark Penn Station and New York Penn Station. One seat ride service to New York Penn Station is available off-peak.

Pedestrians can use existing pathways (through Billion Park) and/or sidewalk connections (along East Street) to walk between the site and the train station. Cyclists can similarly access Main Street and the train station using appropriate and safe facilities. As such, Sub-Area 1.5 can be considered a transit-friendly and pedestrian-friendly location.

6.2 Objectives

The Redevelopment Plan for Sub-Area 1.5 has the following objectives:

a. Complement the relevant recommendations of the Bound Brook Downtown Urban Design Plan.
b. Create a visually striking eastern gateway into the Borough and the Union Avenue corridor, and provide a suitable anchor to the eastern end of the corridor.
c. Bring new users and patrons to Billian Park.
d. Take advantage of the unobstructed views of Billian Park, of the undeveloped lands to the north and of the stream corridor to the east.
e. Provide a suitable location for uses and/or activities that satisfy latent needs in the Borough.
f. Assist with on-going downtown revitalization efforts by locating potential new patrons, and transit riders, within walking distance to downtown businesses, activities, and transit.
g. Create a redevelopment framework that facilitates any needed environmental remediation and/or infrastructure improvements and addresses any existing geo-technical constraints.
h. Permit adequate densities and appropriate building types — including mid-rise buildings — that support transit-oriented development and pedestrian activity, and

further downtown revitalization efforts.

i. Pursue high quality architectural and landscape design that creates iconic and memorable buildings and high quality places and outdoor spaces.
j. Create opportunities for new, demographically-appropriate residential and high-skill employment space within walking distance of downtown's goods and services.
k. Improve pedestrian and bicycle connections between this area and the core of the downtown.
l. Promote pedestrian and bicycle activity through appropriate site design, including continuous sidewalks and walkways, buildings sited at the street line, clearly marked crosswalks, and bicycle storage.
m. Require appropriate parking standards that reflect the in-town location and encourage other modes of transportation, including walking, bicycling, transit, and on-demand rides.
n. Utilize a "green infrastructure" approach to site design and streetscape improvements, including porous pavements, structural soils in tree planters and use of foundation plantings or movable planter boxes.
o. Utilize non-structural stormwater management strategies — such as green roofs, cisterns, rain gardens, bio-swales, porous pavements and others — that provide natural habitats, create attractive people places, reduce flooding, increase ground water recharge and minimize maintenance requirements for plantings and landscaping.
p. Utilize high-performance building design and construction to minimize energy needs and operating costs.

6.3 Permitted Uses

The following principal uses are permitted, either individually or combined within Sub-Area 1.5:

a. Residential.
b. Live-work.
c. Retail, including grocery stores.[18]
d. Personal, professional and business services.
e. Hotel and hospitality (including extended stay facilities); inn; conference center.
f. Restaurants and bars (ground level or rooftop only).
g. Sports facilities.

[18] Ground level only, and limited to buildings with three or more stories.

h. Health and fitness facilities.
i. Offices, including medical offices.
j. Civic and governmental uses.
k. Museums.
l. Art galleries and artist studios.
m. Movie theatres, live performance theatres and performing arts centers.
n. Temporary uses — such as farmers markets, flea markets, book fairs and art fairs — subject to a temporary use permit from the Borough.
o. Solar arrays (rooftop only), wind turbines and other green energy facilities.
p. Community gardens.

Accessory uses customarily incidental to, or associated with the permitted uses in Sub-Area 1.5, such as vehicular parking, are also permitted.

There is no restriction on the number of uses, whether principal or accessory, permitted on a parcel.

6.4 Permitted Building Types

The following building types are permitted within Sub-Area 1.5:

a. Multi-story, single-use and mixed-use buildings.
b. Enclosed sports facilities.
c. Civic buildings and governmental buildings.
d. Structured parking decks[19], but only if serving a use or uses in Redevelopment Sub-Area 1.5.
e. Kiosks, open air pavilions and park-related structures.
f. Temporary structures — subject to a special building permit from the Borough.
g. Energy and utility-related structures, including solar parking canopies.

Illustrative images of desired redevelopment for Sub-Area 1.5 can be found in the Redevelopment Plan for Sub-Area 1.2 (building design; green streets; green walls; public space; and structured parking) and in the Redevelopment Plan for Sub-Area 1.3 (greenways; pavilions and park structures).

6.5 Prohibited Uses

Uses not explicitly permitted in 6.3 are prohibited.

[19] A minimum of 10% of parking spaces in enclosed parking facilities shall be equipped to function as electric car recharge stations.

6.6 Prohibited Building Types

Any building types not explicitly permitted in 6.4 are prohibited.

6.7 Bulk Standards

Table 10 shows the bulk standards adopted for Sub-Area 1.5.

Table 10 — Bulk Standards

Standard	Minimum	Maximum
Lot Size	10,000 square feet	NA
Front Yard Setback (from property line)	30 feet	50 feet
Front Yard Setback (from curb line)	30 feet	60 feet
Side Yard Setback (from property line)	15 feet	NA
Side Yard Setback (from habitable structure)	30 feet	NA
Side Yard Setback (from non-habitable structure)	20 feet	NA
Read Yard Setback (from property line)	20 feet[20]	NA
Rear Yard Setback (from habitable structure)	30 feet	NA
Rear Yard Setback (from non-habitable structure)	20 feet	NA
Building Height (stories)[21]	3[22]	6
Building Height (feet)[23]	40[24]	75
Building Length	NA	300 feet[25]
Impervious Coverage	NA	70%
Open Space	20%[26]	NA

[20] Not applicable to building types described as (e) and (f) in sub-section 6.4 above.
[21] Top floor apartments may be configured as lofts with mezzanines, where the mezzanine does not exceed in area one-third of the floor space of the dwelling. Mezzanines shall not be considered a story for the purposes of determining maximum building height.
[22] Not applicable to building types described as (b), (c), (d), (e), (f) and (g) in sub-section 6.4 above.
[23] Building height is measured from 1 foot above the 150-year flood elevation to the peak of a pitched or vaulted roof, or parapet of a flat roof.
[24] Not applicable to building types described as (b), (c), (d), (e), (f) and (g) in sub-section 6.4 above.
[25] Longer buildings are permitted, subject to review and approval by the Land Use Board, provided they conform to the building façade modulation guidelines contained in sections 6.10.
[26] The minimum open space requirement can be satisfied in the form of public or private gathering spaces, courtyards, roof-top gardens, accessible and functional balconies, as well as publicly-accessible hardscaped and landscaped areas at any level.

The Borough's administrative officer, in consultation with the Borough Planner, for good reason, shall have administrative discretion to allow deviations of up to ten percent (10%) from the minimum and maximum required bulk standards, thereby exempting the applicant from meeting the criteria enumerated under NJSA 40:55D-70C.

6.8 Parking

Table 11 contains the vehicular parking standards adopted for Sub-Area 1.5:

Table 11 — Vehicular Parking Standards[27]

Use	Minimum (# of spaces)	Maximum (# of spaces)
Residential	1 per dwelling unit	1.5 per dwelling unit
Live-work	1 per dwelling unit	1.5 per dwelling unit
Retail	2 per 1,000 square feet	3.5 per 1,000 square feet
Personal, Professional and Business Services	2 per 1,000 square feet	3 per 1,000 square feet
Hotel/Inn	.75 per guest room	1.25 per guest room
Conference Center	2 per 1,000 square feet	3 per 1,000 square feet
Restaurant/Bar	1 per 5 seats	2 per 5 seats
Sports Facilities	1 per 5 seats	1 per 3 seats
Health and Fitness Facilities	3 per 1,000 square feet	5 per 1,000 square feet
Offices, other than Medical	3 per 1,000 square feet	4 per 1,000 square feet
Medical Offices	4 per 1,000 square feet	5 per 1,000 square feet
Civic/Government Facilities	2 per 1,000 square feet	3 per 1,000 square feet
Museums	3 per 1,000 square feet	4 per 1,000 square feet
Art Galleries and Artist Studios	1 per 1,000 square feet	2 per 1,000 square feet
Movie Theatres, Live Performances Theatres and Performing Arts Centers	1 per 5 fixed seats	2 per 5 fixed seats
Temporary Uses	None	None
Community Gardens	1 per 1,000 square feet	2 per 1,000 square feet

[27] Vehicular parking requirements can be satisfied both on-site and off-site. If off-site, parking shall be located no further than 2,000 feet from the building it is serving and connected thereto by sidewalks or other appropriate pedestrian facilities. The applicant shall provide evidence to the Land Use Board that off-site parking privileges for a building's tenants have been secured through a long-term lease agreement with the property owner or other suitable legal instrument. On-street parking is considered dedicated to visitors, deliveries and the general public. In order to claim credit for on-street parking, an applicant shall demonstrate to the Land Use Board that reserving these spaces for the use of building tenants will not displace the demand for parking from visitors, deliveries and the general public.

The Borough's administrative officer, in consultation with the Borough Planner, for good reason, shall have administrative discretion to allow deviations of up to ten percent (10%) from the minimum and maximum required parking standards, not including the parking dimension standards, thereby exempting the applicant from meeting the criteria enumerated under NJSA 40:55D-70C.

Table 12 contains the bicycle parking standards adopted for Sub-Area 1.5:

Table 12 — Bicycle Parking Standards[28]

Use	Minimum Parking Requirement[29]
Residential[30]	.5 per dwelling unit
Live-work	.5 per live-work unit
Retail	20% of vehicular parking
Personal, Professional and Business Services	20% of vehicular parking
Hotel/Inn	10% of vehicular parking
Conference Center	10% of vehicular parking
Restaurant/Bar	20% of vehicular parking
Sports Facilities	25% of vehicular parking
Health and Fitness Facilities	25% of vehicular parking
Offices, including than Medical Offices	20% of vehicular parking
Civic/Government Facilities	20% of vehicular parking
Museums	20% of vehicular parking
Art Galleries and Artist Studios	20% of vehicular parking
Movie Theatres, Live Performances Theatres and Performing Arts Centers	10% of vehicular parking
Temporary Uses	None
Community Gardens	Same as vehicular parking

[28] The Land Use Board may entertain reductions to the bicycle parking requirements if the applicant can convincingly demonstrate that suitable bicycle parking for tenants and visitors is otherwise available. The intention is to avoid a situation where ad-hoc bicycle parking is attached to street trees, light poles, utility poles and other permanent streetscape fixtures for lack of appropriate bicycle parking accommodations.

[29] Bicycle parking racks for uses other than residential shall be placed near the entrance to the building or facility and sheltered whenever possible.

[30] 90% of the required bicycle parking in multi-family residential buildings shall be provided in enclosed, or sheltered locations convenient to the tenants. The remaining 10% is allocated for short-term visitor parking. It should be located in front of the building near the main entrance and does not need to be enclosed or sheltered.

Table 13 contains the minimum dimensions for vehicular parking spaces adopted for Sub-Area 1.5:

Table 13 — Minimum Dimensions for Vehicular Parking Spaces

Type of Motor Vehicle	Orientation	Minimum Dimensions (feet)
Standard	Parallel	8.5 x 22
	45 degrees	8.5 x 18.5
	90 degrees	8.5 x 17.5
Compact	Parallel	7.5 x 18
	45 degrees	7.5 x 15.5
	90 degrees	7.5 x 15.5

Tandem parking is permitted in residential projects, provided each tandem parking space is coupled with a non-tandem space, and both are allocated to the same residential unit.

Parking is not permitted in the front yard — the area between Union Avenue and the building(s). Curb-side parking along Union Avenue is permitted, subject to NJDOT approval.

6.9 Signage

Signs shall conform to the standards contained in Sections 21-10.5 or 21-10.15.I of the Borough of Bound Brook's Code with the following exceptions:

a. **Projecting Signs** — Projecting signs affixed to the building façade at a 90-degree angle, and no larger than 3 feet wide (horizontal dimension) by 8 feet long (vertical dimension) — are permitted. These signs can be banner signs, printed on fabric and permanently or temporarily hung in place, or signs printed against a rigid metal, wood or acrylic background. Innovative, sculptural and three-dimensional signs are encouraged, provided they complement the building's design expression.

b. **Wall-Mounted Signs** — Permanent wall-mounted signs, mounted no more than 6 inches from the wall surface, are permitted, not to exceed 3 feet in height (vertical dimension) by 8 feet in width (horizontal dimension). Temporary wall-mounted signs of the same dimensions are permitted for a period not to exceed one year for residential and commercial uses. Civic uses may exhibit these signs on a permanent basis.

c. **Graphic Signs** — Wall-mounted graphic signs, consisting of letters, numbers or symbols, are permitted. One graphic sign is permitted for every 150 linear feet of building façade. Graphic signs shall be proportional to the height and dimensions of the building, and shall fit within an 8-foot by 16-foot rectangle.

d. **Object Signs** — Projecting or mounted flat against a wall object signs — advertising on-premises retail and/or services — are permitted, subject to the same dimensional limits.

e. **Construction Signs** — The entire façade of existing buildings undergoing gut rehabilitation, or of new buildings under construction, can be covered with a temporary sign of printed fabric, including signs that advertise products or services, subject to Land Use Board review and approval. These temporary construction signs shall be removed once the building has been issued a Certificate of Occupancy.

f. **Branding Signs** — Large format façade-mounted signs that are part of a branding campaign for new buildings under construction or undergoing gut rehabilitation are permitted, subject to Land Use Board review and approval. These temporary branding signs shall be removed no later than one (1) year after the building has been issued a Certificate of Occupancy.

g. **Blank Wall Wraps** — Blank walls may be temporarily or permanently wrapped in architectural fabric displaying artwork or commercial advertising, subject to Land Use Board review and approval.

6.10 Design Standards

This section sets forth this Redevelopment Plan's design standards for Sub-Area 1.5 with respect to site planning, landscape design and architectural design.

These design standards seek to create a walkable, pedestrian, bicycle and transit-friendly environment with high quality and interesting building design and public, semi-public and private open spaces that enhance and complement the surrounding neighborhood.

The intent of the building design standards is to ensure well-designed, high-quality buildings that, whether conforming to traditional design models or exhibiting iconic features and contemporary design expressions, nevertheless fit well into the surrounding context of buildings and open spaces.

The intent of the open space and landscape design standards is to shape inviting public and semi-public spaces, create active and safe streets, sidewalks and public spaces, and promote landscape restoration and habitat creation, where appropriate.

Green Building Certification — New building construction in Sub-Area 1.5 shall meet LEED Gold standards, or equivalent. Actual commissioning and certification are not required, but the applicant shall demonstrate conclusively to the Land Use Board that the project satisfies the requirements for certification.

Building Façade Modulation — In buildings over 2 stories in height, building facades longer than 40 linear feet must be vertically divided into bays that reflect the building's vertical structure. The vertical separation into bays does not require a building facade off-set and can be accomplished through the use of pilasters, change of surface building material, vertical planting treatment (espaliers) or other vertical design expressions. Vertical separations (as defined above) greater than 40 linear feet may be acceptable if the applicant can convincingly demonstrate to the Land Use Board that this expanded rhythm is structurally based and that there are strong design considerations to justify it.

Cornices — Cornices are required to emphasize a building elevation's horizontal expression. At each step-back in the building's elevation a decorative cornice is required. Decorative cornices may be combined with building parapets. Cornices may be dispensed with if the applicant can convincingly demonstrate to the Land use board that this horizontal design element is not integral to the building façade design and is therefore not necessary and that there are strong design considerations to justify eliminating it.

Glazing — The percentage of void areas (windows and other openings) in a primary building façade shall be no less than 40% at ground floor level and no less than 30% in upper levels. Lower percentages of glazing are permitted if the applicant can convincingly demonstrate to the Land Use Board that the reduced percentage of building façade dedicated to glazing is appropriate to the building type and design intention, that the overall effect is not visually overwhelming and that there are strong design or other considerations to justify it.

Blank Walls — Blank walls (walls without openings or glazing) that extend for 50+ linear feet are not permitted. Exceptions are permitted, at the discretion of the Land Use Board, for green walls (with live vegetation), walls with permanent or temporary decorative wall art (mosaics, frescos, other two- or three-dimensional artistic expressions and retail displays), decorative patterns or large format panels displaying graphics.

Building Attachments — Awnings, building overhangs, canopies, projected windows, French balconies, wall-mounted signs and roof overhangs may encroach up to a maximum of 2 feet on the minimum front yard setback as well as the public right-of-way.

Elevations — All building elevations visible from the public realm shall receive a unified treatment. This does not mean that all elevations must be clad in the same material, but it does mean that if different materials are used on different elevations,

they must be of equivalent quality. It is not permissible to use quality cladding on the front (or primary) elevation and cladding of a lesser quality on the others.

Elevations - Parking Structures — The elevations of a parking structure facing a public street, public space or public right-of-way shall be attractive. Brutalist, pre-fabricated, concrete structures with continuous openings are not permitted. Openings in the façade for ventilation shall be covered with decorative metal grilles, metal screens, high-quality architectural fabric or other decorative treatments. Climbing vegetation or other similar treatments are encouraged to soften parking structure facades.

Green Roofs — Green roofs are required, unless the applicant is able to conclusively demonstrate to the Land Use Board that they are not practical given the proposed use or the proposed building type. Green roofs shall be easily accessible to the building's tenants and users and shall be designed as an amenity. In residential buildings, green roofs shall function as community gardens, unless an appropriate amount of land is allocated for this purpose elsewhere on site.

Building Entrances — Primary and secondary building entrances shall be easily identifiable with prominent architectural features and shall not occur simply as voids between buildings or undistinguished openings in the building facade.

Rooftop Appurtenances — HVAC, elevator shafts and other mechanical rooftop appurtenances shall either be designed to complement the buildings architecture or shielded from view from the street and surrounding buildings. If screening is used, it shall be consistent with the architectural design and materials of the building, or achieved through appropriate landscape treatments.

Utility Boxes — Ground mounted electrical or other utility boxes are not permitted in the front yard area unless they are incorporated into the design of the building. Ground mounted utility boxes shall be thoroughly screened from view wherever they are located.

Street Trees — Shade tree plantings shall be compatible with those found elsewhere on Union Avenue, unless the applicant can provide appropriate justification for why it is in the public interest to do otherwise. Ideally, shade trees should be a minimum of 3 inches in caliper and 10 feet high at the time of planting, and planted no more than 30 feet on center along the front of any building. This standard shall be adjusted as needed to reflect conditions where existing utility poles and overhead wires occupy the sidewalk area next to the curb.

Street trees shall be planted in appropriately sized tree wells, with appropriate watering and feeding techniques. The area around the tree can be planted with

groundcover, covered with a decorative metal grate, or paved with granite blocks. Street tree species and minimum sizes shall be recommended by a certified landscape architect or local arborist and conform to Section 24-9.15(d) of the Borough's Land Use Regulations.

Maintenance Guarantee — All street trees and landscaping shall have a two-year maintenance guarantee.

Ground Cover — Non-paved ground areas shall be landscaped with shade trees, flowering trees, evergreen and deciduous shrubs, perennials and bulbs. Only plant materials with proven resistance to the urban environment and to local soil and weather conditions shall be utilized. Suitable plant lists are found in Section 21-9.15 of the Borough's Land Use Regulations, and are also available through the New Jersey Division of Parks and Forestry — Community Forestry Council and the New Jersey Nursery and Landscape Association.

Street Lights — The PSEG "Bound Brook" post and lighting fixtures shall be used along the Union Avenue frontage. Contemporary lighting fixtures are encouraged for illumination within the site. All pedestrian, bicycle and vehicular circulation, as well as public and semi-public spaces, shall be appropriately lighted. Site lighting shall be shielded to minimize night sky and prevent direct glare into adjacent residential windows. Sconces and other wall-mounted lights on building walls may be placed to reinforce street lights or, as an alternative to street lights, if it can be demonstrated that the overall lighting environment will be equivalent to what would be achieved through street lights.

Sidewalks — Sidewalks shall be provided to facilitate pedestrian and bicycle circulation. Sidewalks in the public right-of-way shall have a minimum, unobstructed width of ten (10) feet, unless the applicant or the Land Use Board determine that they should be wider, based on projections of anticipated pedestrian and bicycle traffic. Other sidewalks shall be provided as needed to connect pedestrian origins and destinations and shall have a minimum, unobstructed width of six (6) feet, depending upon anticipated pedestrian volumes. The sidewalk system shall be designed to provide access to public and private open space and other destinations and ensure uninterrupted connectivity with pedestrian and bicycle trails.

Paths — Paths may be used as an alternative to sidewalks for connections where lower intensities of pedestrian and bicycle traffic are anticipated. Paths may be built of gravel, macadam or pervious pavers and shall have a minimum, unobstructed width of six (6) feet.

Pervious Pavement — The use of pervious pavers and other forms of low-maintenance pervious pavement is required for surface parking lots and encouraged in paved public and semi-public spaces.

Public Realm Obstructions — Trash receptacles, mailboxes, bicycle parking, vending racks, newspaper boxes and other obstructions to the public realm shall be placed in locations where they are least intrusive, most convenient to their users and least disruptive of pedestrian circulation. Benches shall be placed at the edge of the sidewalk. Planter boxes are permitted in the public right-of-way along the base of buildings.

Exceptions — The Land Use Board may grant exceptions to the standards defined in this section whenever an applicant provides compelling evidence of special circumstances or presents a better solution, consistent with the intent of the Downtown Urban Design Plan.

6.11 North Access to Billian Park

If the portion of Block 13.02, Lot 50 included in Sub-Area 1.5 is developed jointly with Block 13.02, Lot 49, the site plan for this project shall ensure attractive and convenient public access — for pedestrians and cyclists — to the pedestrian bridge over the drainage swale at the rear of the property, which provides the Northern access to Billian Park.

This bicycle and pedestrian connection may be located on either Block 13.02, Lot 49 or on the portion of Block 13.02, Lot 50 that is included in Sub-Area 1.5. However, it must be placed in a location that is convenient and intuitive to the intended users.

Public access shall be provided by way of a 10-foot wide sidewalk or trail, appropriately landscaped, and appropriately lighted by pedestrian-scale lamps. This sidewalk or trail shall be designed as an allee, flanked on both sides by shade trees and other appropriate plantings, benches, lights and other appropriate street furniture.

This pedestrian and bicycle connection shall be open to the public during the same schedule the park is open to the public. It will be the responsibility of the designated redeveloper, or their successors, to maintain this pedestrian and bicycle connection in excellent condition, including providing for timely snow removal, leaf removal and waste and recycling pick-up from outdoor waste and recycling containers.

This pedestrian and bicycle connection may be linked to other pedestrian and bicycle connections to the Northern entrance to the park, created as a result of redevelopment.

7.0 REDEVELOPMENT PLAN – REDEVELOPMENT ACTIONS

7.1 Properties Subject and Not Subject to Eminent Domain

Privately-owned properties intended to be redeveloped under this amended Redevelopment Plan for Area 1 are subject to acquisition by the Borough of Bound Brook — through negotiation or eminent domain — or by a designated redeveloper acting on behalf of the Borough of Bound Brook, as part of the redevelopment efforts. This includes all properties listed in Table 14: Redevelopment Area 1: Properties That May Be Acquired for Redevelopment.

Properties listed in Table 15: Properties Not To Be Acquired for Redevelopment are not subject to acquisition by the Borough of Bound Brook.

In addition, acquisition of temporary and permanent easements, businesses and less than fee interests within and outside the area subject to this amended Redevelopment Plan for Area 1, for the purposes of promoting environmental remediation, providing access and building infrastructure to support redevelopment projects located in Redevelopment Area 1 may also be necessary. The Borough of Bound Brook encourages the designated redeveloper(s) to acquire such property or property rights through arm's length transactions between a willing seller and buyer.

Table 14 — Redevelopment Area 1: Properties That May Be Acquired for Redevelopment

Sub-Area	Block	Lots
1.2	1	34, 34.01, 34.02
1.3	1	36, 37.02, 69
	2	5, 5.01, 5.02, 6, 7
	2.01	1, 2
1.4	1	43-46, 49, 49.01, 50-55, 56.01, 57-67, 70
	7	21 – 26, 25.01 - 25.07
	8	1, 1.01, 2, 3, 4, 4.01, 5, 6, 7, 7.01, 8, 8.01, 9, 9.01, 9.02, 9.03, 9.04, 10-14
	9	1, 2, 4, 4.01, 5, 6, 8, 9, 10, 10.01, 11, 12
	10	1, 2, 3, 3.01, 3.02, 3.03, 3.05, 3.07, 4-11, 13-19
	11	1-9
	12	2.01, 3, 4, 5, 5.01, 6, 7, 7.01, 8, 9, 10.01, 10.02, 12, 13
	13	3, 6, 6.01, 6.02, 7, 8, 9, 10.01
	13.01	13, 14, 14.01, 14.02, 15, 16, 17, 21, 22, 23, 24.02, 25.02, 26.01, 26.02, 27, 28, 29, 30, 31
	13.02	33-44, 44.01, 45, 45.01, 46, 46.01, 47, 47.01
	13.03	1, 12.01
	33	43-49, 49.01, 50-56, 56.01, 56.02, 57-67, 68.01, 68.02, 70
1.5	13.02	49

Table 15 — Redevelopment Area 1: Properties Not To Be Acquired for Redevelopment

Sub-Area	Block	Lots
1.1	2	1.02, 2.02. 2.03, 2.04, 3
1.3	1	68.01, 35, 69
	2	4
1.4	1	47, 48, 56.02, 68.02, 68.03
	9	3
	12	1, 11, 14, 15
	13.02	5, 26.01, 50

7.2 For Sub-Area 1.5: Redeveloper Designation and Redevelopment Agreement

Prior to submitting any plans for review by the Bound Brook Planning Board, redevelopers in Sub-Area 1.5 shall seek formal designation by the Borough as a designated redeveloper, and enter into a properly executed redevelopment agreement with the Borough.

The redevelopment agreement shall outline the basic development parameters of the proposed project, the duration of the redeveloper designation, the anticipated timeframe for project completion, the duties and responsibilities of the redeveloper, any concessions the redeveloper

is requiring from the Borough, including fiscal concessions, any financial transactions, any other actions the Borough might be required to take and any other such matters as may be deemed relevant and appropriate.

7.3 New Construction

Construction of new structures and other improvements will take place as proposed in accordance with the Land Use Plan adopted for each sub-area. Redevelopers must adhere to the overall parameters for redevelopment set forth in this Redevelopment Plan and are encouraged to otherwise refine the design concepts presented herein in developing unique and high quality project proposals.

7.4 Other Actions

In addition to any acquisition described above, several other actions may be taken by the Bound Brook governing body to further the goals and objectives of this Plan. These actions may include, but shall not be limited to: (1) provisions for public infrastructure necessary to service new development, (2) environmental remediation, and (3) vacation of public utility easements and other easements and rights-of-way as may be necessary for redevelopment.

7.5 Relocations

Implementation of this amended Redevelopment Plan for Area 1 may necessitate the displacement or relocation of both residents and businesses presently located within the area subject to the Plan. Any such displacement or relocation deemed necessary by the Bound Brook Borough Council shall conform to the Local Redevelopment and Housing Law and all other applicable legal requirements.

7.6 Phasing

Implementation activities pursuant to this amended Redevelopment Plan for Area 1 are not required to be undertaken in a specific sequence, except in Sub-Areas 1.2 and 1.5. For Sub-Area 1.2, certain infrastructure improvements capable of dramatically improving access to this currently isolated area are pre-requisites for the higher intensity redevelopment options outlined for this sub-area. For Sub-Area 1.5, the site must be developed according to a single, unified plan, to be submitted to the Planning Board in its entirety and reviewed as a single, comprehensive plan. In general, redevelopment activities contemplated under this Plan can commence at any time. However, this provision shall not disturb or interfere with any phasing requirements or project timetable approved by the Bound Brook Borough Council or Land Use Board with respect to any specific redevelopment activity under an approved redevelopment agreement.

8.0 REDEVELOPMENT PLAN – CONSISTENCY REVIEW

8.1 Sub-Areas 1.1, 1.2, 1.3 and 1.4

8.1.2 Relationship to Local Objectives

8.1.2.1 Relationship to the Intent and Purpose of the Master Plan

The amended Redevelopment Plan for Area 1 is generally consistent with the Borough's Master Plan, and specifically implements the recommendations of the Downtown Urban Design Plan, adopted as an element of the Municipal Master Plan.

8.1.2.2 Relationship to the Intent and Purpose of the Zoning Ordinance

The amended Redevelopment Plan for Area 1 is largely consistent with the intent and purpose of the zoning for the underlying B-R district, although it modifies and overrides certain provisions. It also modifies and overrides a variety of zoning and other provisions of the Borough's Land Use Regulations applicable to the other underlying zoning districts, as recommended in the Master Plan and previously authorized by the prior Redevelopment Plan.

8.1.3 Relationship to the Plans of Adjacent Municipalities

The amended Redevelopment Plan for Area 1 is not inconsistent with the plans for the two adjacent municipalities — Bridgewater Township and Middlesex Borough – and will not impact those towns' planning frameworks in any meaningful way.

Sub-Area 1.1 is physically separated — albeit connected by bridges — from both Middlesex Borough and from South Bound Brook. Sub-Area 1.2 is not at all proximate to either of the two closest municipalities.

Sub-Area 1.3 offers an opportunity to create a new type of linear connection between the two adjacent municipalities, bridging over the Middle Brook to Bridgewater Township and the Bound Brook to Middlesex Borough. The Redevelopment Plan for Sub-Area 1.3 calls for a greenway connection linking the three towns.

Sub-Area 1.4 is also physically separated by the Bound Brook from Middlesex Borough. The Redevelopment Plan for this sub-area will not impact the adjacent lands in that neighboring community in any meaningful way.

8.1.4 Relationship to the Somerset County Master Plan and Strategic Plan

The amended Redevelopment Plan for Area 1 is highly consistent with the intent of the Somerset County planning documents, which call for the revitalization of older traditional communities, strengthening of downtowns, redevelopment of under-utilized or obsolete properties, preservation and enhancement of historically-significant properties, landscapes and structures, as well as landscape restoration and enhanced public access to riverfronts.

8.1.5 Relationship to the 2001 New Jersey State Development and Redevelopment Plan (SDRP)

The amended Redevelopment Plan for Area 1 is entirely consistent with the 2001 SDRP's policies for the Metropolitan Planning Area (PA 1) – which includes Bound Brook — as well its policies for Centers, which call for redevelopment of under-utilized sites serviced by infrastructure, and for compact, mixed-use development within walking distance of transit facilities and downtowns. Bound Brook is a designated Center under the SDRP, as well as a designated Transit Village under the state's Transit Village program. The amended Redevelopment Plan is also consistent with the relevant SDRP statewide policies, such as those policies governing urban revitalization, protection of environmental and natural resources and community design.

8.2 Sub-Area 1.5

8.2.1 Consistency with the Regional Planning Framework

There is a remarkable alignment in terms of the planning policies — emanating from the various relevant levels of government — with respect to development issues in Bound Brook in general, including Redevelopment Sub-Area 1.5. We summarize these various programs below.

8.2.1.1 The New Jersey State Development and Redevelopment Plan

In 2000, the Borough of Bound Brook, along with the Borough of South Bound Brook, received Center Designation from the NJ State Planning Commission. Center designation represents the recognition, on the part of the State Planning Commission, that a community's planning and zoning framework are consistent with the policies and principles for such an area defined in the 1992 (and subsequently the 2001) NJ State Development and Redevelopment Plan (SDRP).

The Redevelopment Plan for Sub-Area 1.5 is entirely consistent with the policies of the SDRP for the Metropolitan Planning Area (PA 1) — which includes Bound Brook — as well its policies for Centers, which call for redevelopment of under-utilized sites serviced by infrastructure, and for compact, mixed-use development within walking distance of transit facilities and downtowns.

The Redevelopment Plan for Sub-Area 1.5 is also consistent with the relevant SDRP statewide policies, such as those policies governing urban revitalization, protection of environmental and natural resources and community design.

Under the 2001 State Plan, Bound Brook is classified as a Designated Center in the Metropolitan Planning Area (PA1) — an area that is served by water, sewer and other relevant infrastructure, including transit, and is developed in a pattern that satisfies minimum density requirements. The State Plan envisions PA1 as the priority location for the state to continue to grow, primarily through redevelopment of previously developed sites, as well as through adaptive reuse of existing buildings previously dedicated to obsolete uses, infill of vacant parcels and refill of existing, vacant structures.

Center designation recognizes that a community's planning and zoning framework are consistent with the growth management role assigned to it by the State Planning Commission in the State Plan. The designation is intended to provide priority funding from state agencies for projects in the designated areas, as well as priority access to technical assistance from state agencies.

In 2003, the Borough of Bound Brook successfully petitioned the NJ Department of Transportation and NJ Transit to be recognized with Transit Village designation. The Transit Village program recognizes communities that have adopted planning and zoning frameworks that support and further encourage transit ridership. Designated Transit Village communities have priority access to state funding and technical assistance for projects within the designated Transit Village areas.

The Bound Brook Transit Village encompasses a ½ mile area around the Bound Brook train station. It encompasses the entire downtown area as well as Redevelopment Sub-Area 1.5 which — while not located in the core of the Bound Brook Transit Village — is nevertheless located close enough from a planning perspective (less than ½ mile) for the purposes of classification as a "transit-oriented" site. The distance between the Study Area parcel and the NJ Transit Bound Brook Train Station is between 1/3 of a mile and ½ mile, the equivalent of a 7 to 10-minute walk for the average person. In order to reach the train station from the site, the average person can walk either through Billian Park or down East Street, and then west on East Main Street. Adequate pedestrian infrastructure is in place to facilitate either of these routes of access from the site to the train station.

8.2.1.2 The Somerset County Investment Framework and County Strategic Plan

The Redevelopment Plan for Sub-Area 1.5 is highly consistent with the intent of Somerset

County's planning documents, which call for the revitalization of older traditional communities, strengthening of downtowns, redevelopment of under-utilized or obsolete properties, preservation and enhancement of historically-significant properties, landscapes and structures, as well as landscape restoration and enhanced public access to riverfronts.

In 2014, the Somerset County Planning Board adopted a County Investment Framework to "serve as the geographic basis for all county planning projects and initiatives, and support on-going regional and local smart growth, preservation, economic revitalization, sustainability and resiliency planning initiatives; to achieve tactical alignment of land use, infrastructure and preservation plans, resources, programs, policies and investment decisions; and to convey a clear investment strategy regarding local and regional land use priorities to both public and private sectors".

The County Investment Framework builds upon, and further elaborates the spatial policies contained in the 1992 and 2001 State Plans, in the draft 2011 State Strategic Plan, and to some extent in the New Jersey Economic Opportunity Act of 2013, also known as "Grow NJ", legislation that consolidated several of the state's economic development incentive programs and channels them to locations with certain features and according to certain criteria.

The Bound Brook Town Center is designated as Priority Growth Investment Area (PGIA) #10. PGIAs are "areas where primary economic growth and community development strategies enhance quality of life and economic competitiveness are preferred, and where appropriate, growth-inducing investments are encouraged". PGIAs are areas where development and infrastructure assets are already concentrated. They are prime locations for the vibrant, mixed-use, live-work environments within walking distance of transit and green space, and that many employers, workers and households desire".

The County Investment Framework provides the platform for the updated County Strategic Plan's Guiding Principles, Objectives and Implementation Agenda.

8.2.2 Consistency with Local Planning Framework

8.2.2.1 Relationship to the Intent and Purpose of the Master Plan

The Bound Brook Planning Board adopted its first Master Plan in 1932. Subsequent Master Plans were prepared and adopted in 1954, 1963, 1988 and 2003. Periodic Re-examination Reports were also prepared and adopted in 1978, 1983 and 2007. A Downtown Urban Design Plan (see below) was adopted in 2012 as an amendment to the Master Plan.

The 2007 Re-Examination Report and Master Plan Amendment of the Land Use Element

states, under "major problems and objectives relating to land development in the municipality at the time of the adoption of the last re-examination report", that "the prominent problem confronting the Borough of Bound Brook is to provide for vitality in areas subject to frequent flooding along the Middle Brook, Green Brook and Raritan Rivers". Although some parcels in the Borough remain subject to periodic flooding, the widespread flooding problem has been largely addressed after completion of the US Army Corps of Engineer's Green Brook Flood Control project, therefore creating the conditions for the revitalization of areas historically prone to flooding.

The 2003 and 2007 Land Use Maps show Redevelopment Sub-Area 1.5 included in the O-B (Office Business) land use district.

The O-B district includes a considerable portion of the eastern half of Union Avenue, as well as lands on both sides of Mountain Avenue, Hamilton Avenue, and lands west of East Street.

8.2.2.2 The Downtown Urban Design Plan Element of the Municipal Master Plan

As previously mentioned, Redevelopment Sub-Area 1.5 is north of Bound Brook's downtown. Between Sub-Area 1.5 and the downtown is a mixed-use neighborhood and Billion Park.

The downtown and immediately surrounding area were the subject of a detailed Downtown Urban Design Plan, completed in August of 2010. The Bound Brook Planning Board adopted the Downtown Urban Design Plan as a formal element of the municipal Master Plan in January of 2012.

The plan does not include any specific proposals for Sub-Area 1.5, but it recognizes that the distance between Main Street and Union Avenue is only four to five blocks — roughly 1/3 of a mile. As such, Main Street and Union Avenue are within an easy walking distance of each other, and therefore, from a planning perspective, much can be gained by successfully developing and exploring potential synergies between these two locations.

8.2.2.3 The Redevelopment Plan for Area 1

The Borough of Bound Brook first adopted a Redevelopment Plan for Area 1 in February of 2000.

Redevelopment Area 1 was initially defined as the area south of Second Street, to the Raritan River; east of East Street to the Borough line; and east of Church Street, although a few additional parcels on the west side of Church Street are also included. Referring to the Borough's tax maps, it includes all lots in Blocks 2, 2.01, 8, 9, 10, 11 and 12, and lots 34-69 in

Block 1. Redevelopment Area 1, as originally defined, directly abuts Sub-Area 1.5 to the south and to the west.

In 2012, the Borough adopted an amendment to the Redevelopment Plan for Area 1. This amendment created Sub-Area 1.1 within Redevelopment Area 1, located east of South Main Street and the South Main Street traffic circle; south of East Main Street; north of the NJ Transit Railroad tracks; and east of the Bound Brook channel and the Borough line.

Meridia Station, a residential development consisting of 240 units of rental housing, was subsequently approved, and built, in Sub-Area 1.1. This project has brought a substantial number of new residents to the Borough's downtown.

In 2015 the Borough adopted further amendments to the Redevelopment Plan for Area 1, and created three additional Sub-Areas: 1.2, 1.3 and 1.4. Sub-Area 1.4 directly abuts Sub-Area 1.5. Adoption of this Redevelopment Plan for Sub-Area 1.5 expands Redevelopment Area 1 to include Block 13.02, Lot 49.

The land use plan and other provisions of this Redevelopment Plan for Sub-Area 1.5 are entirely consistent with the provisions adopted for the rest of Redevelopment Area 1.

8.2.2.4 Relationship to the Intent and Purpose of the Zoning Ordinance

Redevelopment Sub-Area 1.5 is included in the Borough's Office-Business district. The 1978 Land Use Element of the Master Plan describes the O-B land use district as "designed for offices for businesses, administrative or professional uses. The zone also permits one and two family residences. Much has changed in the Borough since 1978. For reasons explained elsewhere in this Plan, the zoning for this area is obsolete, and as such it is appropriate to override it through adoption of this Redevelopment Plan.

8.2.2.5 Relationship to the Plans of Adjacent Municipalities

Sub-Area 1.5 is visually and physically separated — albeit connected by the Route 28 bridge — from Middlesex Borough, the immediate neighbor to the east.

Middlesex Borough has two single-family residential zoning designations in place for the area closest to Sub-Area 1.5. North of Union Avenue, the zoning is R-100, requiring single-family detached housing on lots with a minimum of 20,000 square feet. South of Union Avenue the zoning is R-75, and requires single-family detached housing on lots with a minimum of 7,500 square feet.

There are also extensive publicly-owned, flood-prone lands along the Middlesex Borough side

of the Bound Brook. These lands are dedicated open space.

No changes to these existing conditions are contemplated in Middlesex Borough's planning documents.

The Redevelopment Plan for Sub-Area 1.5 will not impact the existing land use pattern in that neighboring community, nor will it impact the towns' planning and zoning frameworks in any meaningful way.

9.0 GENERAL PROVISIONS

9.1 Definitions

As used in this amended Redevelopment Plan:

Artisan Manufacturing: A type of fabrication that focuses on high value-added products with a high design content, such as, but not limited to, designer furniture, art objects and products, musical instruments, and gourmet food products. Artisan manufacturing activities employ specialized labor and high precision instruments.

Blank Wall Wrap: Architectural fabric displaying artwork or commercial signage that constitutes a temporary or permanent cover for exterior building walls with no fenestration.

Boat House: A structure designed to provide secure storage for small pleasure boats, canoes and kayaks, which may be owned and/or rented by members of a boat club or by the public.

Branding Sign: A large format façade-mounted sign that is part of a branding campaign for a new building or buildings under construction or undergoing gut rehabilitation. Branding signs are temporary and shall be removed no later than one (1) year after the building has been issued a Certificate of Occupancy.

Building Height — The vertical distance measured from one (1) foot above the 150-year flood elevation to the peak of a pitched or vaulted roof, or to the top of the parapet of a flat roof.

Civic Building — A building primarily used for social, cultural, or other civic, or non-commercial, activities. Civic buildings may be owned and occupied by units of government or by not-for-profit organizations whose mission is to support the cultural, social or artistic life of the community.

Construction Sign: A temporary sign of printed architectural fabric covering all or part of the façade of an existing buildings undergoing gut rehabilitation, or of a new building under construction, and which is removed once the building has been issued a Certificate of Occupancy.

Floating Structure: A structure that rises with the tide or with rising floodwaters. Floating structures are attached to a structural foundation through extendable columns that allow the structure to elevate the finished floor above the level of the floodwaters during a flood event.

Graphic Sign: A temporary or permanent wall-mounted sign consisting of letters, numbers or symbols.

Kiosk: A small (less than 500 square feet in area), free-standing, single-story structure which may be used as an information center, café/bar/restaurant, retail, services, temporary rental of sports equipment, or for other permitted uses and activities.

Object Sign: A three-dimensional sign in the form of an object that indicates either the name of an establishment or the products and/or services provided. (As an example, an over-sized pair of scissors would indicate a barber or hairdressing salon and a bicycle wheel would indicate bicycle repair and/or sales). Object signs may be either projecting or wall-mounted, and may be coupled with either of those two types of signs.

Observation Tower: An elevated viewing platform, covered or uncovered, accessible to the public and designed to provide views over a natural area.

Off-Premise Sign: A sign that advertises or provides information regarding a product, service, message or event not created, manufactured, sold or occurring in the building or parcel where the sign is located.

Projecting Sign: A sign that is permanently affixed to a building façade at a 90-degree angle. These signs may be banner signs, printed on architectural fabric and permanently or temporarily hung in place, or signs printed against a rigid metal, wood or acrylic background.

Temporary Structure: A structure that is assembled for a specific purpose and is disassembled and removed within six months.

Tree House: A small, covered, elevated structure assembled to a tree or trees and reached only by climbing a ladder.

Wall-Mounted Sign: A sign that is temporarily or permanently mounted on the exterior of a structure.

Except for those words or terms defined in this Section (above), words that appear in the Amended Redevelopment Plan for Area 1 shall be defined in accordance with the definitions that appear in the Borough's Land Use Regulations (Chapter XXI), in the section on "definitions" (21-2), in the definitions section attached to the B-R District (21-10.15.K) or elsewhere in Chapter XXI.

If there is no applicable definition in Chapter XXI of the Borough Code, those words or terms shall be defined in accordance with the definition found in the New Jersey Municipal Land Use Law (N.J.S. 40-55D et seq) or in the New Jersey Local Redevelopment and Housing Law (N.J.S. 40A:12A et seq). If there is no applicable definition in the two statutes mentioned above, those words or terms shall be defined in accordance with the definition found in The Latest Illustrated Book of Development Definitions, by Harvey Moskowitz and Carl Lindbloom, published by the Center for Urban Policy Research at Rutgers University, 2004 or subsequent edition; in

A Planners Dictionary, edited by Michael Davidson and Fay Dolnick, American Planning Association — Planning Advisory Service Report 521/522, April 2004 or subsequent edition; or as defined in an equally authoritative published or on-line source acceptable to the Governing Body of the Borough of Bound Brook.

9.2 Easements

No construction permit shall be issued allowing a building or other permanent structure to be constructed over a public or private easement within the area subject to the Amended Redevelopment Plan for Area 1 without prior written notice to the Borough of Bound Brook and a certification that the easement has either been vacated or that the developer has secured permission to build over the easement and the deed has been amended accordingly.

9.3 Site Plan and Subdivision Review

Prior to the issuance of a building permit and commencement of construction, site plans for the construction of improvements within the area subject to this amended Redevelopment Plan for Area 1 — prepared in accordance with the requirements of the New Jersey Municipal Land Use Law (N.J.S. 40-55D-1 et seq) — shall be submitted by the applicant for review and approval by the Bound Brook Land Use Board.

Any subdivision of lots and parcels of land subject to this amended Redevelopment Plan for Area 1 shall be in accordance with this Plan's requirements and the Borough of Bound Brook's subdivision ordinance (section 21-9 of the Borough's Land Use Regulations). No construction or alteration to existing or proposed construction shall take place until a site plan reflecting such additional or revised construction has been submitted to and approved by the Borough's Land Use Board.

9.4 Approval by Other Agencies

The redeveloper shall be required to provide the Borough with copies of all permit applications made to federal, state and county agencies upon filing such applications.

9.5 Adverse Influences

No use or reuse shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable consequences considered detrimental to the public health, safety or general welfare.

9.6 Non-Discrimination Procedures

No covenant, lease, conveyance or other instrument shall be affected or executed by the Borough Council or by a redeveloper or any of his or her successors or assignees, whereby land subject to this amended Redevelopment Plan for Area 1 is restricted by Borough Council, or the redeveloper, upon the basis of race, creed, color, gender or national origin in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use of any part of the amended Redevelopment Plan for Area 1 on the basis of race, creed, color, gender or national origin.

9.7 Duration of Plan

The provisions of this amended Redevelopment Plan for Area 1 specifying the redevelopment of the area subject to this Plan and the requirements and restrictions with respect thereto shall be in effect for a period of twenty-five (25) years from the date of approval of this Plan by Borough Council.

9.8 Deviation Requests

The Bound Brook Land Use Board may grant reasonable deviations from the regulations contained in this amended Redevelopment Plan for Area 1 where — by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions or physical features uniquely affecting a specific property, or where other extraordinary and unique conditions exist — the strict application of any area, yard, bulk, design or other objective or regulation adopted pursuant to this amended Redevelopment Plan for Area 1 would result in peculiar practical difficulties to, or exceptional and undue hardship upon the developer of such property.

The Bound Brook Land Use Board may also grant such relief in an application relating to a specific piece of property where the purposes and objectives of this amended Redevelopment Plan for Area 1 and of the Downtown Urban Design Plan, adopted as part of the Borough's Master Plan, would be advanced by a deviation from the strict requirements of this Plan and it can be demonstrated that the public and private benefits of the deviation would outweigh any detriments, that it would serve a public purpose and that it would lead to a better outcome.

Any deviation from the uses or building types permitted under this amended Redevelopment Plan for Area 1, or any other deviation requiring a "d" variance under the New Jersey Municipal Land Use Law (N.J.S. 40-55D-70d) shall require an amendment to this Plan by Borough Council,

and only upon a substantive finding that such an amendment would be consistent with and in furtherance of the goals and objectives of this amended Redevelopment Plan for Area 1 and of the Downtown Urban Design Plan, adopted as part of the Borough Master Plan.

No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of this amended Redevelopment Plan for Area 1 and of the Downtown Urban Design Plan, adopted as part of the Borough Master Plan.

An application for a deviation from the requirements of this amended Redevelopment Plan for Area 1 shall provide public notice of such application in accord with the public noticing requirements set forth in N.J.S 40:55D-12(a) and (b).

The Borough Planner, for good reason, shall have administrative discretion to allow deviations of up to ten percent (10%) from the minimum and maximum required bulk standards, thereby exempting an applicant from meeting the criteria enumerated under N.J.S.A. 40:55D-70c.

9.9 Escrows

The redeveloper shall be responsible for keeping sufficient funds in the escrow account to cover any and all reasonable costs billed to the account by the professional consultants retained by the Borough to review the proposed redevelopment project, including subdivision and site plan-related submissions, architectural design, landscape design, signage, and other submissions and advise the Borough on any and all aspects of the redevelopment process.

9.10 Infrastructure

The redeveloper, at the redeveloper's cost and expense, (unless otherwise provided for by a public or private utility) shall provide all necessary engineering studies for, and construct or install all on- and off-site municipal infrastructure improvements and capacity enhancements or upgrades required in connection with the provision of pedestrian, bicycle and vehicular access, including adequate access for emergency service vehicles; sanitary sewer; and stormwater sewer service, as well as all other applicable utilities to the project, in addition to all required tie-in or connection fees.

The redeveloper shall also be responsible for providing, at the redeveloper's cost and expense, all sidewalks, curbs, streetscape and public open space improvements (street trees, planting beds, ground cover and other landscaping), including benches, trash and recycling receptacles and street lighting; stormwater management facilities; bicycle parking facilities; and on- and off-site vehicular, bicycle and pedestrian traffic controls and right-of-way improvements for the

project, (including pedestrian and bicycle paths and trails, if called for in the Plan), or required as a result of the impacts of the project; and any improvements to water, sewer, electric and gas utility infrastructure, to the extent not directly addressed by the utility companies.

9.11 Affordable Housing Requirements and Non-Residential Development Fees

Residential projects in Sub-Area 1.5 are required to provide housing affordable to households qualifying as low and moderate income as per the income limits established for Somerset County by the U.S. Department of Housing and Urban Development. For every four (4) new residential units, at least one (1) new affordable housing unit, consistent with New Jersey's Fair Housing Act, shall be provided.

The bedroom distribution mix for the affordable housing units shall follow the ranges established in the administrative rules of the New Jersey Council on Affordable Housing or by relevant judicial decisions by New Jersey courts unless the developer can provide the Planning Board with a substantive justification for why the public interest would be better served by deviating from those standards.

Nothing in this Redevelopment Plan for Sub-Area 1.5 precludes projects with a higher percentage of affordable housing units, including residential projects that are 100% affordable.

Bound Brook residents shall be given priority access to any affordable housing units created in Sub-Area 1.5 unless otherwise precluded by applicable law or regulation, in which case those units shall be affirmatively marketed to Bound Brook residents.

The Borough may, at its discretion, accept a monetary contribution — equivalent to the cost of the project's affordable housing obligation — to the Borough's Affordable Housing Trust Fund, to be used by the Borough for the planning, permitting, land acquisition, financing, subsidizing, construction and/or rehabilitation of affordable housing units off-site, in lieu of satisfying the project's affordable housing obligation on-site.

Any legally-enforceable development fees required by the Borough shall also apply to all non-residential development in Sub-Area 1.5, except for those uses specifically exempted from such obligation.

10.0 OTHER PROVISIONS

In accordance with the provisions of New Jersey's Local Redevelopment and Housing Law (N.J.S. 40A:12A-1 et seq), this amended Redevelopment Plan for Area 1 articulates a clear rationale — based on local objectives — justifying the Plan's provisions with respect to appropriate land uses, building scale, building massing, building heights, population density, impervious coverage, public and private open space, streetscapes, improved access to transit and enhanced vehicular circulation, infrastructure and public utilities, access to recreation, community facilities and open space, and other public improvements and amenities. The Plan lays out various strategies that require implementation in order for the Plan's objectives to be carried out.

This amended Redevelopment Plan for Area 1 shall supersede all provisions of the Borough of Bound Brook's Land Use Regulations (Chapter XXI of the Bound Brook Municipal Code) as they apply to the area addressed in this Plan, except where otherwise specifically mentioned within the text of this Plan. In all situations where zoning issues are not specifically addressed herein, the Bound Brook Land Use Regulations shall remain in full effect. Adoption by Borough Council of this amended Redevelopment Plan for Area 1 shall be considered an amendment to the Borough's Zoning Map.

If any section, paragraph, division, subdivision, clause or provision of this amended Redevelopment Plan shall be adjudged by the courts to be invalid, such adjudication shall only apply to the section, paragraph, division, subdivision, clause or provision so judged, and the remainder of this amended Redevelopment Plan for Area 1 shall be deemed valid and effective.

11.0 PROCEDURES FOR AMENDING THIS REDEVELOPMENT PLAN

The Redevelopment Plan for Area 1 may be amended from time to time, for good reason and in compliance with the applicable requirements of the law.

Anyone may request an amendment. The request shall be directed, in writing, to Borough Council and shall be accompanied by a check for $2,500.00, unless the request is being filed by an agency of the Borough or the Borough Council makes a determination that the requested amendment is "de minimus", in which case no fee shall be required.

The letter request shall describe, in detail, the changes being requested and the reasons for such changes.

Borough Council, at its sole discretion, may require the party requesting the amendment to prepare a study of the anticipated impacts of such an amendment, prepared by a Professional Planner licensed in the State of New Jersey.

In addition, Borough Council, at its sole discretion, may require that the party requesting the amendment establish an escrow account with the municipality and deposit funds in said escrow account sufficient to allow the municipality to retain a Professional Planner, licensed in the State of New Jersey, and any other experts in other fields deemed necessary to assist the municipality in reviewing the proposed amendment and the study of the anticipated impacts in order to confirm that the intent of this Redevelopment Plan is not compromised and that the proposed amendment advances the public good.

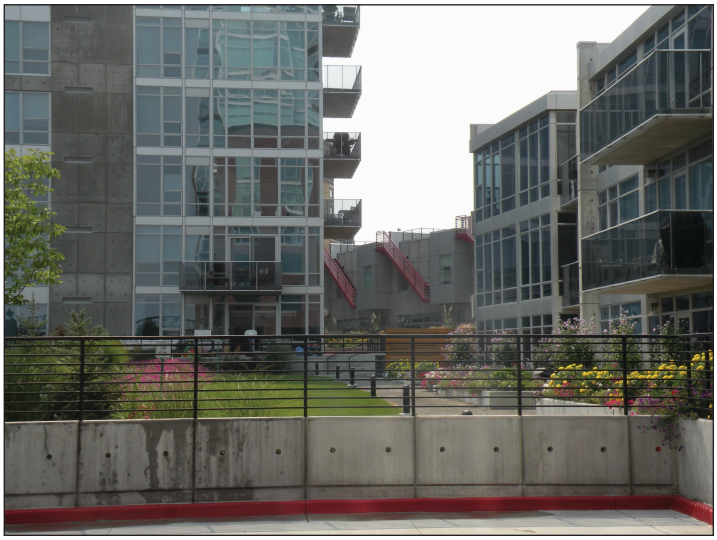
APPENDICES

A1 BUILDING DESIGN - SUB-AREA 1.2

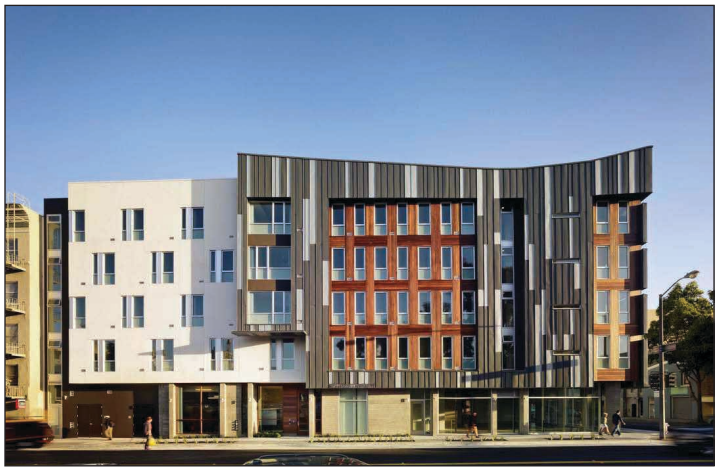
Source: Architizer

Source: Architizer

Source: Carlos Rodrigues



Source: Carlos Rodrigues



Source: Architizer

Source: Carlos Rodrigues

BUILDING DESIGN - SUB-AREA 1.2

A2

Source: Carlos Rodrigues

Source: DeZeen

Source: Carlos Rodrigues

Source: DeZeen

Source: Carlos Rodrigues

A3 BUILDING DESIGN - SUB-AREA 1.2

Source: Architizer

Source: Architizer

Source: Architizer

Source: Architizer

Source: Architizer

GREEN STREETS - SUB-AREA 1.2

A4

Source: geneticarchitectures.com

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

A5 GREEN STREETS - SUB-AREA 1.2

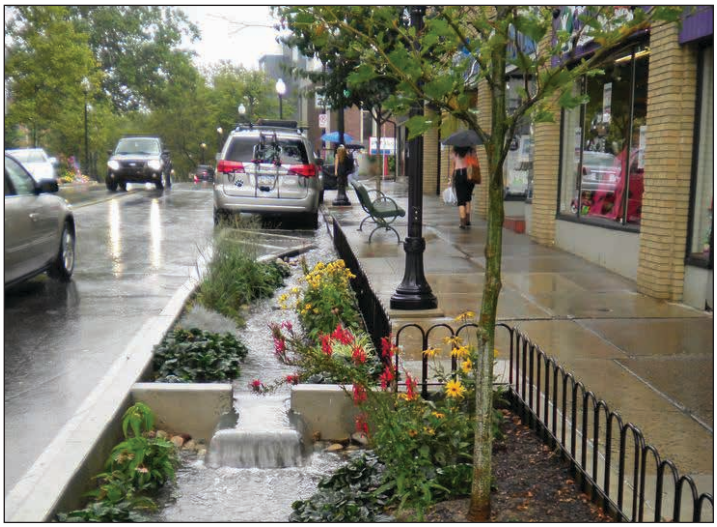
Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: SvR Design Company

Source: SvR Design Company



Source: SvR Design Company

GREEN WALLS - SUB-AREA 1.2

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

A7 GREEN WALLS - SUB-AREA 1.2

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

PUBLIC SPACE - SUB-AREA 1.2

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

A9 PUBLIC SPACE - SUB-AREA 1.2

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

PUBLIC SPACE - SUB-AREA 1.2

Source: Carlos Rodrigues

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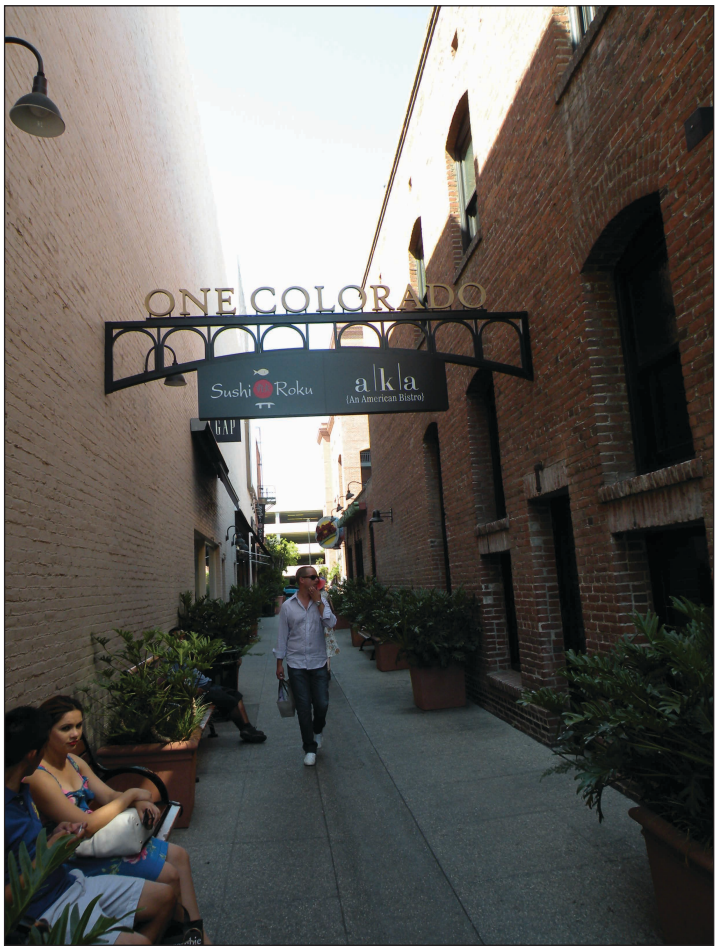
Source: Carlos Rodrigues



Source: Carlos Rodrigues

A11 PUBLIC SPACE - SUB-AREA 1.2

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

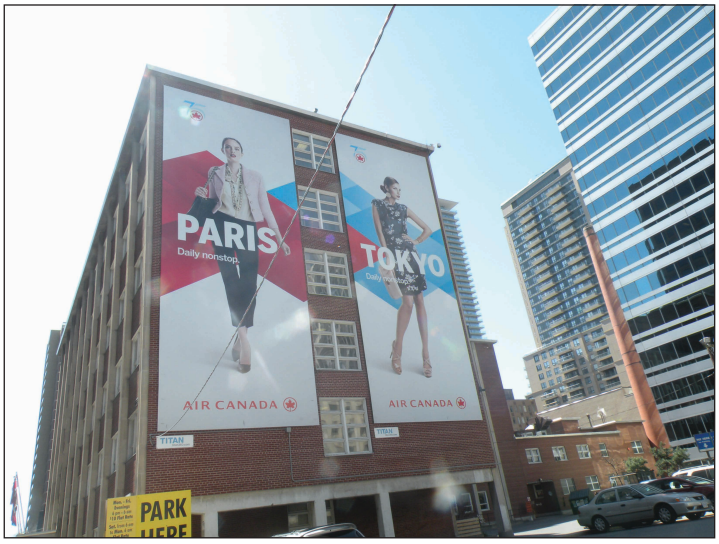
Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

STREET GRAPHICS AND SIGNAGE - SUB-AREA 1.2

Source: Carlos Rodrigues



Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

A13 STREET GRAPHICS AND SIGNAGE - SUB-AREA 1.2

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

STRUCTURED PARKING - SUB-AREA 1.2

Source: City Terrain - The Architect's Newspaper

Source: City Terrain - The Architect's Newspaper

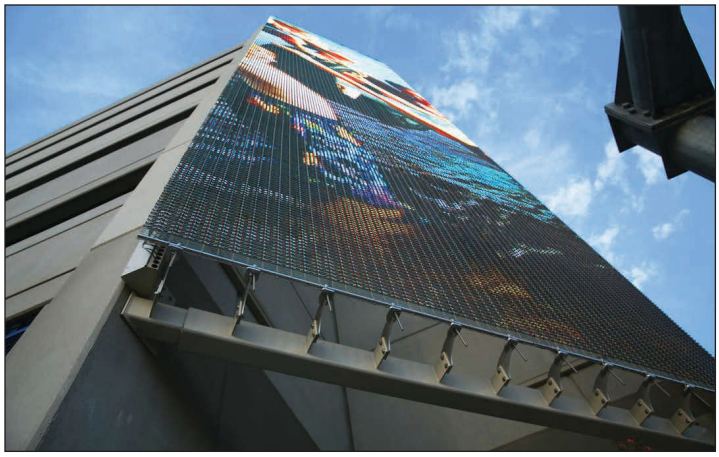
Source: DeZeen

Source: City Terrain - The Architect's Newspaper

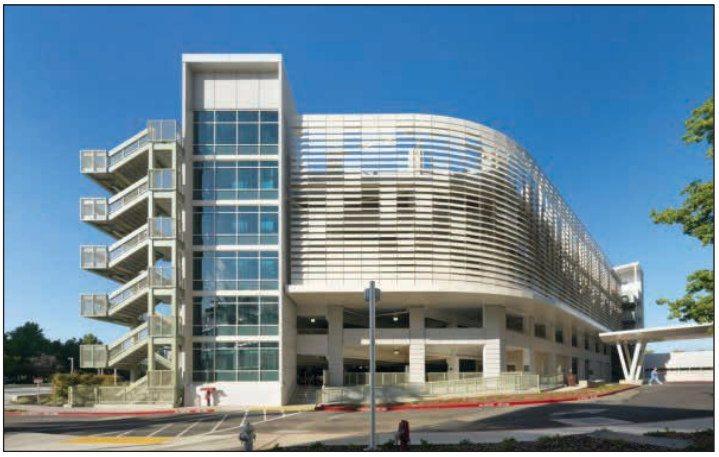
Source: City Terrain - The Architect's Newspaper

Source: Carlos Rodrigues

A15 STRUCTURED PARKING - SUB-AREA 1.2



Source: City Terrain - The Architect's Newspaper



Source: City Terrain - The Architect's Newspaper

Source: City Terrain - The Architect's Newspaper

Source: City Terrain - The Architect's Newspaper

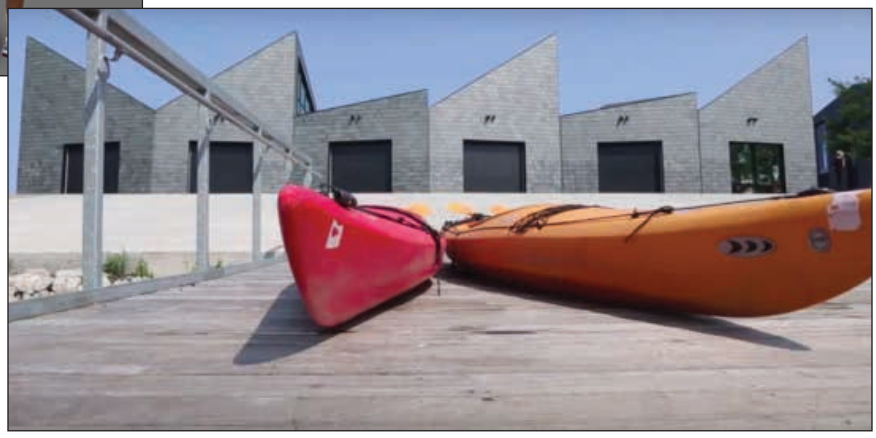
BOAT HOUSES - SUB-AREA 1.3

Source: City Terrain - The Architect's Newspaper

Source: City Terrain - The Architect's Newspaper

Source: Riverfront Winnipeg

Source: City Terrain - The Architect's Newspaper



Source: City Terrain - The Architect's Newspaper

A17 FLOATING STRUCTURES - SUB-AREA 1.3

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

GREENWAYS - SUB-AREA 1.3

Source: Carlos Rodrigues

Source: Carlos Rodrigues

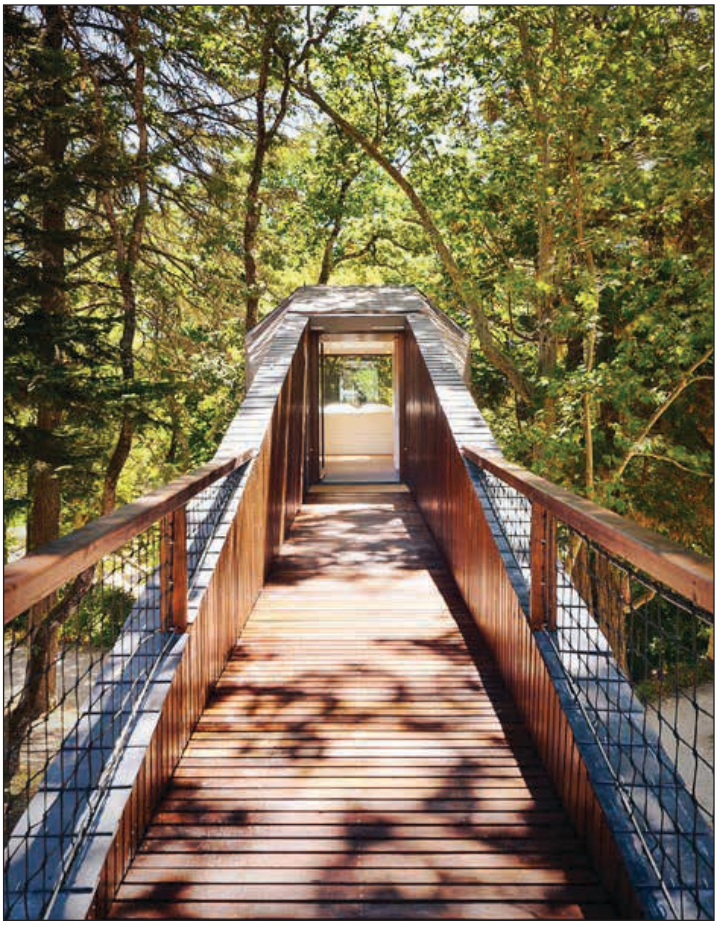
Source: Detroit Riverfront Conservancy

Source: Riverfront Winnipeg

Source: City Terrain - The Architect's Newspaper

A19 GREENWAYS - SUB-AREA 1.3

Source: City Terrain - The Architect's Newspaper



Source: DeZeen

Source: DeZeen

Source: DeZeen

KIOSKS - SUB-AREA 1.3

Source: Architizer

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

A21 KIOSKS - SUB-AREA 1.3

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: City Terrain - The Architect's Newspaper

MOBILE USES - SUB-AREA 1.3

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

Source: Carlos Rodrigues

A23 MOBILE USES - SUB-AREA 1.3

Source: Carlos Rodrigues

Source: DeZeen

Source: Carlos Rodrigues

Source: DeZeen

Source: Carlos Rodrigues

Source: DeZeen

OBSERVATION TOWERS - SUB-AREA 1.3

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

A25 OBSERVATION TOWERS - SUB-AREA 1.3

Source: DeZeen

Source: DeZeen

Source: DeZeen

PARK INSTALLATIONS - SUB-AREA 1.3

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

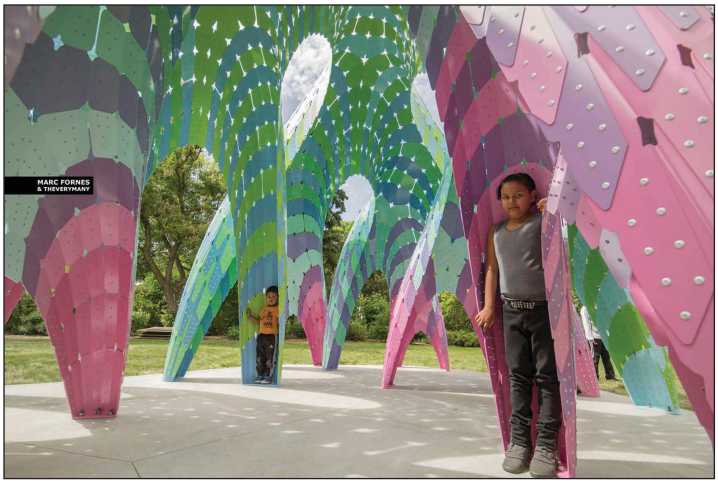
A27 PARK INSTALLATIONS - SUB-AREA 1.3

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen



Source: Architizer

Source: DeZeen

PAVILLIONS & PARK STRUCTURES - SUB-AREA 1.3

Source: Architizer

Source: Architizer

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

A29 PAVILLIONS & PARK STRUCTURES - SUB-AREA 1.3

Source: Architizer

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

TEMPORARY STRUCTURES - SUB-AREA 1.3

Source: DeZeen

Source: DeZeen

Source: Architizer

Source: DeZeen

Source: DeZeen

A31 TEMPORARY STRUCTURES - SUB-AREA 1.3

Source: Architizer

Source: DeZeen

Source: Architizer

Source: DeZeen

Source: Architizer

TREE HOUSES - SUB-AREA 1.3

Source: DeZeen

Source: DeZeen

Source: DeZeen

Source: DeZeen

A33 TREE HOUSES - SUB-AREA 1.3

Source: DeZeen

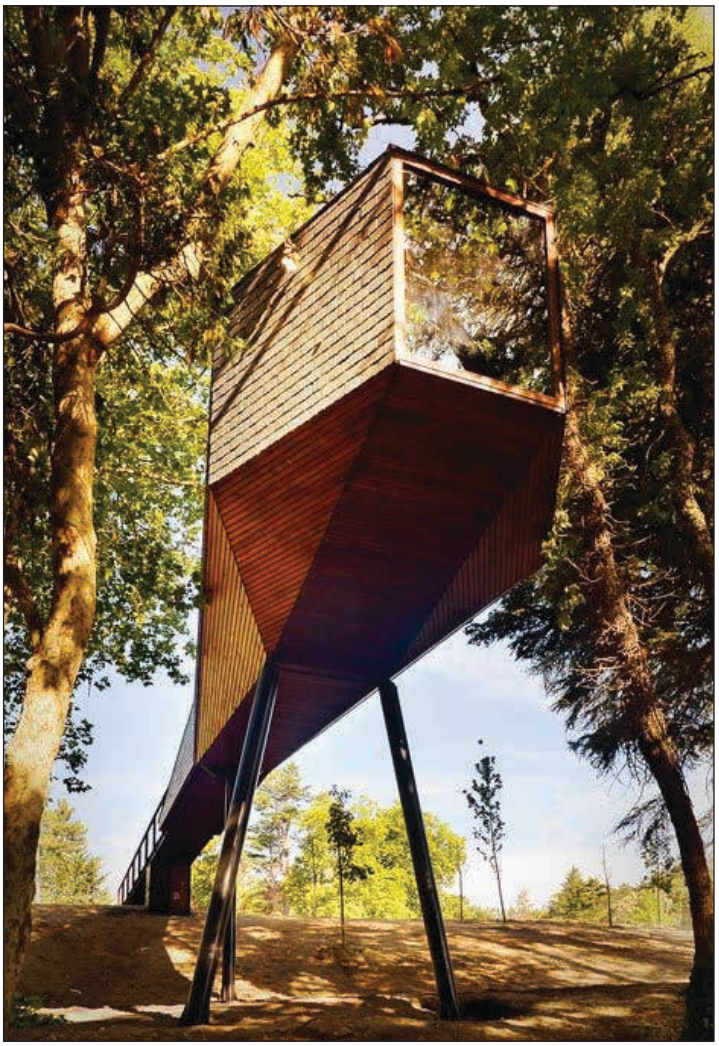
Source: DeZeen

Source: DeZeen

Source: DeZeen

TREE HOUSES - SUB-AREA 1.3

Source: DeZeen



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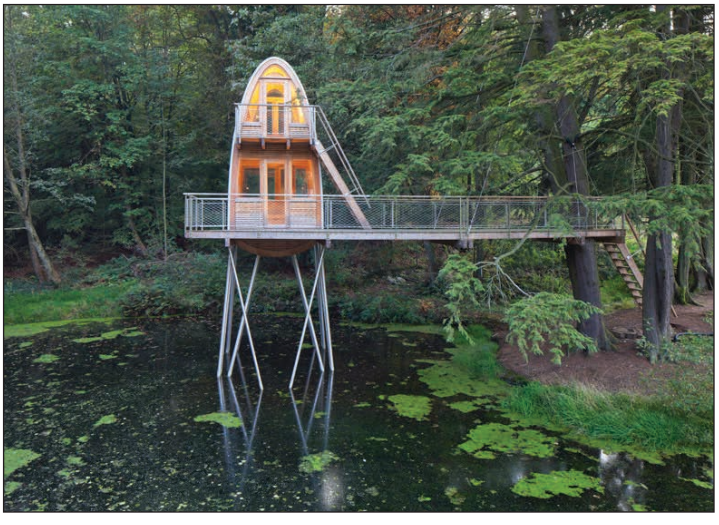


Source: DeZeen

B1

Sub-Areas and Properties, by Block and Lot

Redevelopment Area 1

Redevelopment Sub-District Border

Redevelopment Sub-District Number

Union Ave
Livingston St
Winsor St
West Franklin St
East Franklin St
John St
Mountain Ave
Hamilton St
East St
Somerset St
Evergreen Ave
Ware Ct
Gillys Lndg
Saint Johns Pl
West High St
Church St
Eat High St
La Monte Ave
West 2nd St
East 2nd St
Van Keuren Ave
Fairview Ave
Maiden Ln
Pine St
Vosseller Ave
Linden Ave
Talmadge Ave
Drake St
Columbus Pl
West Main St
East Main St
Wheatland Ave
Hardy Ave
Romney Rd
North St
Fisher Ave
Boyner Blvd
2nd St
Raritan River
Middlesex Borough
South Bound Brook Borough

1.1
1.2
1.3
1.4
1.5
2
1
2.01
7
8
9
10
11
12
13
13.01
13.02
13.03

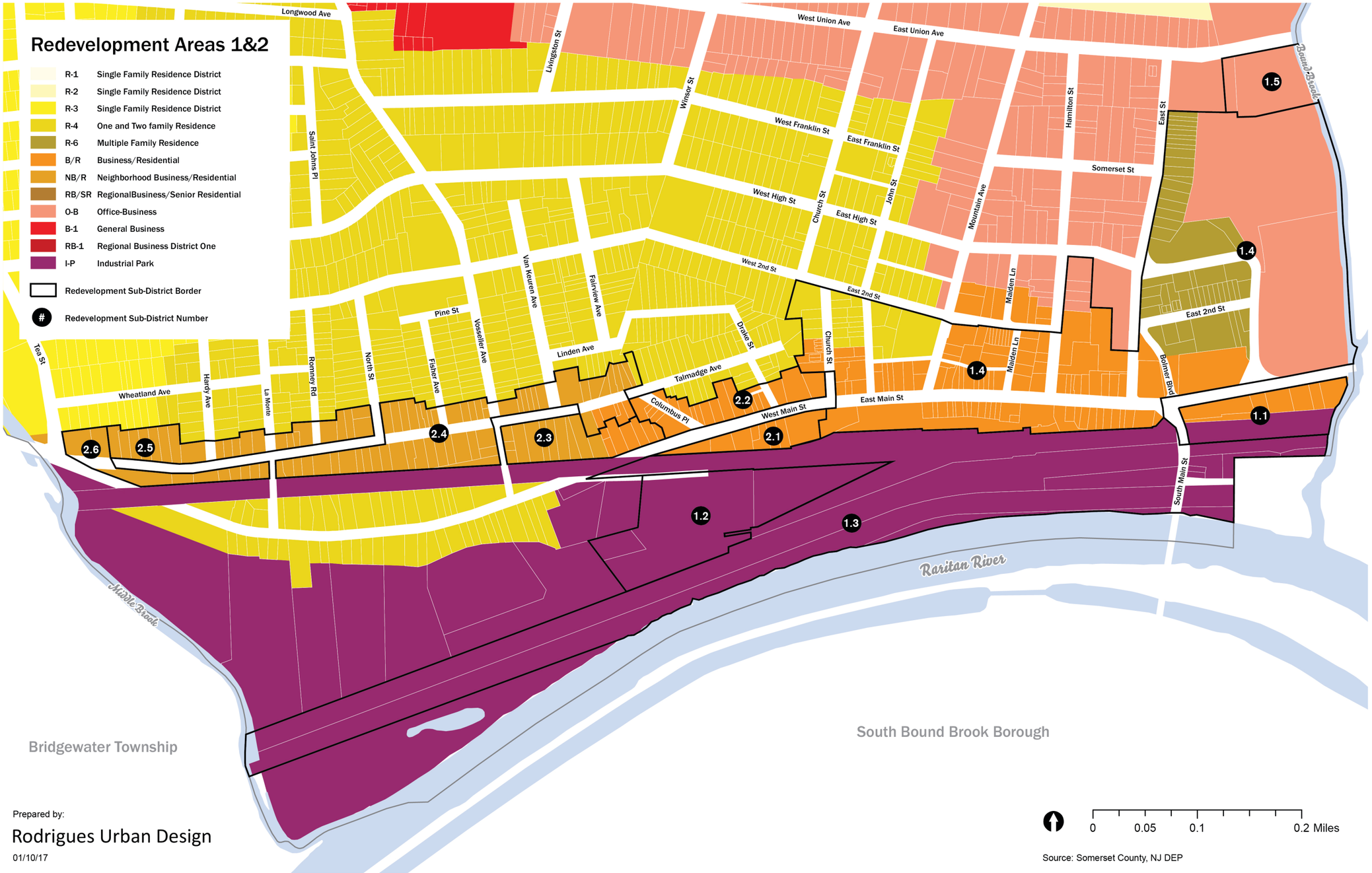
0 200 400 800 Feet

Source: Somerset County GIS, NJ DEP

Prepared by:
Rodrigues Urban Design
01/10/17

B2

Sub-Areas and Underlying Zoning Designations



Prepared by:

Rodrigues Urban Design

01/10/17

0 0.05 0.1 0.2 Miles

Source: Somerset County, NJ DEP

B3

Aerial Photograph

Overall Concept Plan Map

Infill & Redevelopment Buildings

Existing Buildings

1. Brass Rail Site
- **2**. Talmage Commons Project - 41,316 sf
- **3**. Proposed infill building - 39,600 sf

4. Proposed gateway feature
5. Proposed infill building - 6,600 sf
6. Proposed infill building - 9,375 sf
7. Proposed infill buildings - 81,300 sf
8. Proposed infill buildings - 12,150 sf
9. Proposed infill buildings - 45,675 sf
10. Enhanced courtyard- Wine Room
11. Proposed infill buildings - 5,400 sf
12. Downtown Block
- **13**. Proposed infill buildings - 21,150 sf
- **14**. Improve alley conditions

15. Proposed infill buildings - 70,200 sf
16. Proposed structured parking - 327 spaces
17. Improve alley conditions
18. Proposed infill building - 12,225 sf
19. Improve existing pocket park
20. Proposed shared parking - 88 spaces
21. Van Horne Plaza
- **22**. Proposed Kiosk - 900 sf
- **23**. Redesigned parking - 16 spaces
- **24**. One-way circulation

25. Improve pedestrian tunnel
26. Brook Theater Block
- **27**. Redesigned parking - 125 spaces
- **28**. Pedestrian connection through Cemetery
- **29**. One-way vehicle access
- **30**. Proposed infill building - 26,325 sf
- **31**. Outdoor dining/ possible building addition
- **32**. East Street Closure

33. Proposed infill building - 16,875 sf
34. Proposed infill building - 15,000 sf
35. Former Bolmer Building Site
- **36**. Proposed infill buildings - 54,000 sf
- **37**. Visitor parking - 35 spaces

38. Pillar of Fire Site
- **39**. Enhanced green space
- **40**. Parking
- **41**. Shared parking - 18 spaces

42. Billian Legion Park
- **43**. Approved park enhancements
- **44**. Connect ped/bike trail to Middlesex Borough with new bridge
- **45**. Existing Levee with ped/bike trail
- **46**. Community gardens

47. Stone Bridge Park - ≈5.4 ac
- **48**. Proposed Museum/ Ampitheater/ Exibit Space
- **49**. Unearth historic stone bridge
- **50**. Proposed parking - 87 spaces
- **51**. Proposed picnic pavillions
- **52**. Open lawn
- **53**. Proposed boating facility
- **54**. Convert existing rail bridge to ped/bike use & connect to Middlesex Borough
- **55**. Pier

56. Reclaimed Park Land - ≈5.7 ac
- **57**. Connect ped/bike trail under Queen's Bridge
- **58**. Proposed commuter parking - 94 spaces
- **59**. Proposed at-grade pedestrian crossing
- **60**. Remove existing rail line & convert to ped/ bike use

61. At-grade vehicle crossing
62. Redeveloped Industrial Park - ≈6.9 ac
- **63**. Proposed mixed use buildings - 261,150 sf
- **64**. Parking - 152 spaces
- **65**. Connect pedestrian trail

66. Proposed Access Road
67. Existing levee system
68. Convert existing rail bridge to ped/bike use
69. Existing flood wall