

AMENDED REDEVELOPMENT PLAN BOROUGH OF BOUND BROOK, NEW JERSEY

Redevelopment Area 2: Sub-Areas 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6



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1.0 INTRODUCTION

1.1 The 2015 Amendments to the Redevelopment Plan for Area 2

This report amends certain portions of the Amended Redevelopment Plan for Area 2, prepared by Richard Preiss, PP/AICP of Phillips Preiss Shapiro and adopted by the Borough in September of 2009.

The 2015 amendments are needed to address discrepancies between the 2009 Amended Redevelopment Plan and the Downtown Urban Design Plan, adopted by the Borough's Planning Board in January of 2011 as an element of the Borough's Master Plan; as well as discrepancies with the revised land development regulations for the B-R district, which underlays a portion of Redevelopment Area 2, and which were adopted by the Borough in August of 2014.

The 2015 amendments are largely confined to provisions affecting sub-areas 2.1, 2.2 and 2.3, the eastern-most sections of Redevelopment Area 2, and which are located closest to Main Street and to the Bound Brook train station.

Certain other provisions of the 2009 Plan, which were applicable to all sub-districts, have also been amended with respect to the three sub-districts directly affected by the current amendments.

Other sections of the 2009 Amended Redevelopment Plan – namely the sections dealing with the then Existing Conditions and Housing Analysis (see Appendix C) – are now dated and also in need of revisions. These sections have not been addressed in this document, and retain their original language. However, any factual mistakes found in the original report, if detected, have been corrected; and the present tense has been removed to make it clear that those sections refer to the year 2009, the date when those sections were adopted.

1.2 Scope and Structure of this Report

The remainder of this report is divided into ten sections and three appendices. Section 2 provides background information, including a short description of previous redevelopment efforts in Bound Brook, the strategy utilized in the originally adopted Redevelopment Plan for

Area 2, the requirements for the 2009 amended plan as set forth in the Consent Decree with the US Department of Justice, and the rationale for the 2009 amendments to the boundaries of Area 2.

Section 3 sets forth the Amended Redevelopment Plan's overall vision, as well as its goals and objectives.

Section 4 describes the Land Use Plan, setting forth permitted and prohibited uses, building types, bulk, area and yard standards, and parking requirements for each sub-area.

Section 5 contains design guidelines for redevelopment, rehabilitation and infill development, for the six designated sub-areas, including building and parking standards, and other site-related design requirements, such as signage, green design, street design, landscaping, utilities and infrastructure.

Section 6 addresses various actions under the Redevelopment Plan, such as properties to be acquired and not to be acquired, new construction, relocation and phasing issues.

Section 7 discusses the Redevelopment Plan's consistency with local, county and state plans.

The remaining sections of the report discuss definitions, easements, site plan and other approvals required, non-discrimination provisions, escrows, infrastructure, duration of the plan and other provisions such as how deviations or amendments to the Plan should be handled.

Appendix A contains the maps from the 2009 Amended Plan. Appendix B describes the requirements of the Consent Decree with the US Department of Justice. Finally, Appendix C contains a description of the existing conditions in Area 2 in 2009 — the characteristics of the built environment, its geographic location and context, the constraints and opportunities it presents for redevelopment, and the detailed housing analysis required by the Consent Decree. Those existing conditions established the basis for the revised 2009 study area boundaries as well as the rationale for the goals and objectives of the amended Redevelopment Plan — that is, the rationale for limiting and targeting acquisition/condemnation and new construction to specific areas, and utilizing rehabilitation and infill development — less drastic and less costly actions in other areas — in order to avoid adverse impacts to residents of Redevelopment Area 2.

2.0 BACKGROUND INFORMATION ON THE REDEVELOPMENT PLAN FOR AREA 2

The Borough of Bound Brook designated a significant area of the southern portion of the Borough as an “Area in Need of Redevelopment” on February 17 of 2000. The area encompassed by the original designation is shown in Figure 1. The Borough’s designation was prepared in response to the widespread destruction caused by Hurricane Floyd in late 1999.

The basis for the “area in need” designation can be found in a report entitled “Area in Need of Redevelopment, December 1999,” prepared by John Cilo, Jr. Associates, Inc. That report recommended that the entire area shown in Figure 1 be designated as an Area in Need of Redevelopment in accordance with the Local Redevelopment and Housing Law (NJSA 40A:12A-1 et seq.).

The Bound Brook Planning Board held two public hearings on the matter, on December 8, 1999 and on January 26, 2000, when it passed a resolution recommending that the governing body designate the entire area under study as an “area in need of redevelopment.” Bound Brook Borough Council subsequently designated the entire study area as an area in need of redevelopment.

Later in 2000 the Borough adopted Redevelopment Plans encompassing the entire area designated for redevelopment. Two distinct sub-areas were identified — Redevelopment Area 1 and Redevelopment Area 2 (see Figure 1). Redevelopment Area 1 was characterized as being an “historic area” where the emphasis would be on “revitalization,” whereas the emphasis in Redevelopment Area 2 would be “redevelopment.”

The designation and the Plan indicate that the boundaries of the two Redevelopment Areas were dictated by the properties most affected by the 1999 flood. The stated goal of such a large Redevelopment Area was to maximize available Federal, State, and County recovery assistance for the largest number of Bound Brook residents. A majority of the owners in the Redevelopment Area would receive assistance enabling them to make improvements to their properties.

Hurricane Floyd was just the latest incident in a long history of significant flood events

affecting downtown Bound Brook. The U.S. Army Corps of Engineers began studying the Green Brook flooding issues in 1955; a final report was completed in May 1997. Construction funding was provided in October 1997. Construction of the first element of the project began in 2000, with the demolition and construction of a new bridge across the Bound Brook, at the eastern gateway into Bound Brook.

Between 2000 and 2006, two levees were built in the Borough, on the western and eastern edges of the Green Brook. In 2007, a contract to replace the Talmage Avenue Bridge was awarded. The new bridge is now in place, creating a new gateway into Bound Brook from the west.

As a result, the flooding issues have largely been addressed. The U.S. Army Corps of Engineers' project was designed to provide protection from a 150-year flood event. Flood control protection is now in place on either side 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 the floodwaters in Bound Brook reached only 3 feet due to the mitigation provided by the then partially completed project. Completion of the flood control project has helped restore investor confidence in the downtown and in Area 2, and provide a substantive basis for redevelopment efforts. By eliminating or reducing the threat of flooding, this project, once completed, has significantly expanded the realm of (re)development possibilities, thus allowing development in areas once considered flood-prone and off-limits.

Subsequent to adoption of the Redevelopment Plans in 2000, the Borough designated two redevelopers, one for each of the two Redevelopment Areas: Growth Strategies was designated as the redeveloper of Area 1, and Advance at Bound Brook ("ABB") was designated as the redeveloper of Area 2. (At that time, ABB had already developed the Tea Street shopping center in the northwest section of the Borough.) Both of these redeveloper designations have long since lapsed and there is currently no designated redeveloper for Area 2.

The allowable land uses, types and densities provided for in the originally adopted Redevelopment Plan for Area 2 were extremely permissive. Lacking any type of land use specificity, it provided the designated redeveloper with an enormous amount of discretion as to where redevelopment (demolition and reconstruction) could occur, and what type and density of development would be permissible. While some mention was made of the need and/or desire to also rehabilitate substandard structures due to the large area encompassed

by Area 2, the lack of specificity of where rehabilitation versus demolition and reconstruction was to be focused, coupled with the permissive use and bulk standards meant that virtually all properties within Area 2 could be demolished, cleared and completely redeveloped.

The originally designated Redevelopment Area 2 contained significant areas and neighborhoods that were, in fact, in good condition, and therefore not suitable for wholesale redevelopment, while others could be remediated by rehabilitation alone, or by a combination of selective redevelopment and rehabilitation. As such a more community-sensitive and socio-economically responsible Redevelopment Plan was required, one that was also more realistic and feasible and provided a greater level of specificity and focus.

Between 2000 and 2008 the planning and development activity focused on Area 1. In this downtown area, the redevelopment consultant, "Growth Strategies," worked to identify vacant lots appropriate for redevelopment. They also prepared market feasibility analysis to generate a realistic framework for redevelopment along and near Main Street. The underlying principles and goals of the Redevelopment Plan for Area 1 are similar to those for Area 2, and as such, the analysis, concept plans and recommendations for Area 1 provided a suitable framework for amending the Redevelopment Plan for Area 2.

Subsequent to the designation of ABB as redeveloper of Area 2, the US Department of Justice (DOJ) brought a civil rights lawsuit against the Borough. This litigation was ultimately resolved when the Borough entered into a Consent Decree with the DOJ. The Consent Decree (see Appendix B of this report), required, among other things, that the Borough prepare and adopt an Amended Redevelopment Plan for Area 2.

In 2008, the Borough retained Phillips Preiss Shapiro Associates, Inc. to prepare an amended plan for Area 2. Based upon further analysis of the original area in need designation, the Planning Board agreed that Area 2 should be substantially diminished in size (see Pre- and Post-2009 Area 2 Boundary map). The Planning Board recognized that it was critical to direct new, viable redevelopment to a few strategic sites in Area 2 without substantially displacing sensitive segments of the population, and to rehabilitate other parts of the Redevelopment Area, leaving the residents in place rather than displacing them.

In 2008, the Bound Brook Planning Board approved the revised Redevelopment Area 2 boundaries in an effort to create a more realistic, less costly and less disruptive scenario for redevelopment.

In addition to the changes in size and configuration of Area 2, the 2009 Amended Redevelopment Plan called for a different approach to redevelopment in Area 2, with a shift towards rehabilitation versus demolition in certain locations. In addition, the 2009 Amended Redevelopment Plan also set forth changes in land uses, bulk, area and density requirements and design guidelines.

In 2014, the DOJ determined that the Borough had followed through on all its obligations under the Consent Decree and it was therefore no longer necessary for the Borough to be subject to DOJ oversight.

While considerably smaller in size, the post-2009 Redevelopment Area 2 is still very diverse, with a mix of residential, mixed-use, industrial and commercial properties located to the south of Main Street and to the north of the NJ Transit Railroad tracks as shown in the map depicting Existing Land Uses Within the Area Adjacent to Amended Redevelopment Area 2.

The intent of the 2009 Plan was to encourage targeted new development and significant residential rehabilitation in this section of the Borough to both improve the quality of life for the current residents and business owners, and also enhance the overall image of the Borough. The Plan aims to allow redevelopment that is compatible with the nature and scale of surrounding, established stable neighborhoods and complements the existing residential and commercial sector of the community. It is also intended to complement and build upon other planning initiatives and development activity in the Borough, including new development within Redevelopment Area 1.

Based on this more focused approach, Redevelopment Area 2 was sub-divided into six sub-areas, each with their own distinct land use/occupancy characteristics. Each sub-area required a different development strategy based on the existing built character conditions and population. For example, wholesale redevelopment was considered appropriate for some sub-areas given market opportunities, while rehabilitation of existing residential structures was considered more appropriate in other sub-areas given the presence of protected populations.

The Amended Redevelopment Area 2 is generally bounded by Talmage Avenue to the north, Church Street to the east, West Main Street / NJ Transit railroad tracks to the south and Tea Street to the west. There are a total of 130 separate tax lots within the area. Table 1 lists the Blocks/Lots included in the amended boundaries for Redevelopment Area 2. (See also the map showing Blocks and Lots Within Amended Redevelopment Area 2).

Table 1: Redevelopment Area 2 – Blocks/Lots

Block	Lot
1	38, 38.01,39, 39.01, 40, 41, 42
3	1, 1.01,3, 3.01, 4, 5, 6
4	1, 1.01, 2, 2.01, 3. 4, 5, 6, 7, 8, 8.01, 8.02, 9, 10, 11, 12, 13, 14, 15, 16, 16.01, 17
5	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18, 18.01, 19, 20, 21, 22, 23, 24, 25, 26, 27
6	1,2,3,13,14,15,16,17,18,19,20,21, 22,23,24,25
7	27,28,29
15	1,14,15,16,17,18,19,20,21,22
16	7, 7.01, 8, 9, 9.01
17	7,8,9,10
18	14,15,16,17
19	13,14,15, 15.01, 16, 17, 18, 19
20	13, 14, 15, 16, 17, 18
21	16, 17, 17.01, 18, 19, 20
23	3.01, 34, 35, 36, 37, 38, 39, 40, 41

The 2009 Amended Redevelopment Plan defined six “sub-areas” within Area 2 – each with their own mix of uses and developed character – based on analyses of land uses in the area and a review of property records (see also Appendix C). The six sub-areas are as follows:

- Sub-Area 1: West Main Street/NJ Transit Railroad Tracks
- Sub-Area 2: West Main Street/Columbus Place
- Sub-Area 3: Talmage Avenue/NJ Transit Railroad Tracks
- Sub-Area 4: Talmage Avenue (north and south side)
- Sub-Area 5: Talmage Avenue (north)
- Sub-Area 6: Tea Street/Talmage Avenue.

The boundaries of the “sub-areas” were based on vehicular and pedestrian accessibility, lot size, existing land use, building type and number of dwelling units. (See the sub-areas map for the boundaries of each of the sub-areas.) A description of the boundaries, the character of each area and its potential for redevelopment and/or rehabilitation is discussed below.

Sub-Area 1: West Main Street/NJT tracks

Church Street and West Main Street define the western-most boundary of Redevelopment Area 1. West Main Street terminates at the NJ Transit railroad tracks. Sub-Area 1 forms a triangle that

becomes increasingly shallow as it approaches the intersection of West Main Street and the NJ Transit right-of-way (Block 1/Lot 38, 38.1, 39, 39.01, 40, 41, 42).

Redevelopment of individual lots at the end of West Main Street – which are increasingly shallow and adjacent to the train tracks – may pose challenges and require lot assemblage. On the other hand, this whole area is in the B-R district and subject to the same development regulations as parcels fronting directly on Main Street. It is also a short walk from the NJ Transit train station and downtown retail and services.

Sub-Area 2: West Main Street/Columbus Place

The lots on the north side of West Main Street are connected to Talmage Avenue by Columbus Place. Columbus Place is located at an oblique angle to West Main Street, and therefore creates irregularly-shaped lots where it intersects with Talmage Avenue and West Main Street.

The properties located near Columbus Place are identified on the Borough tax maps as Block 6, Lots 1, 2, 3, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, and Block 7, Lots 27, 28, 29.

Because of its proximity to the downtown retail core, and the poor condition of existing structures, targeted mixed-use redevelopment within the area is considered both feasible and appropriate as an extension of the downtown.

In addition, a building (or buildings) located at the intersection of Main Street and Columbus Place has the potential to be a significant gateway into downtown Bound Brook. Indeed, a 1.3 acre project called Talmage Commons received site plan approval in 2008 for a U-shaped, 5-story building at this location with ground floor parking, liner retail and services facing Talmage, and 152 upper-level residential units. This project – which straddles sub-areas 2 and 3 – has not yet been constructed.

This entire sub-district is included in the B-R zone and is therefore subject to the same underlying development regulations as parcels fronting on Main Street. It too is a short walk from the NJ Transit train station and downtown retail and services.

Sub-Area 3: Talmage Avenue/NJT tracks

This sub-area occupies the block bounded by Columbus Place, West Main Street/ NJ Transit Railroad tracks, Talmage Avenue and Vosseller Avenue. It includes several throughlots located directly north of the railroad tracks. The residential buildings that front on Talmage (Block 5, Lots 4, 5, 6, 7, 8, 9, and 10) are consistent in scale and density – they are all two story buildings built in the early 1900s and the majority are two-family buildings. On the north side of West

Main Street, the residential buildings are similar in scale, and typically two-family buildings.

This block presents a significant redevelopment opportunity: it is over 700 feet long and over 200 feet deep, including a number of through-lots. It is located within a short walking distance to the train station and the core downtown area. The significantly-sized lots can realistically be assembled to create a large, well-shaped redevelopment parcel with good access and visibility to the downtown. Its location directly adjacent to the railroad track is similar to Redevelopment Sub-Area 1.1, where the new Meridia building has been developed. Higher-density, taller residential structures would act as a visual and noise buffer for the neighborhood to the north.

Sub-Area 4: Talmage Avenue (north and south sides)

There are a many multi-family and mixed-use buildings in this sub-area, containing a significant number of residential units and residents. The residential buildings are predominantly two-unit, twostory structures. The residential buildings, for the most part, are in fair or good condition. This sub-area provides a transition between the residential neighborhood to north and the more commercially-oriented area to the west. This section of Talmage Avenue is appropriate for targeted rehabilitation rather than new development. If redeveloped, a significant proportion if not all of the population would need to be relocated and new construction would disrupt the existing, consistent built character. Demolition and redevelopment is not necessary to revitalize this area; rehabilitation, with the residents remaining in place, would be a better solution both from a socioeconomic and community-acceptance viewpoint.

Sub-Area 5: Talmage (north side)/near Tea Street

This predominantly low-scale, residential sub-area is generally bounded by Tea Street, Talmage Avenue, and North Street. Properties within this sub-area include Block 15, Lots 14, 15, 16, 17, 18, 19, 20, 21; Block 16, Lots 7, 7.01, 8, 9, and 9.01; Block 17, Lots 7, 8, 9,10; and Block 18, Lots 14, 15, 16 and 17. There are 16 multi-family buildings (39 units), three commercial buildings and three mixed-use buildings. There are no vacant sites in the area.

Many of the residential structures are two-story, two-family buildings, in good to fair condition. To the north of the area is a residential neighborhood with multi-family buildings and single-family homes. Given the good condition of the existing housing stock, as well as the number of dwelling units in this sub-area, as well as the fact that wholesale redevelopment would not be necessary to revitalize this area, targeted rehabilitation efforts are also appropriate.

Sub-Area 6: Tea Street/Talmage Street

This sub-area is located in the westernmost portion of Area 2. It is generally bounded by Talmage Avenue, Lamonte Avenue, and Tea Street and includes Block 3, Lots 1, 1.01, 2, 3, 3.01, 4, 5, 6; and Block 15, Lots 1 and 22. The southern block is adjacent to the NJ Transit tracks.

Two lots located on the north side of Talmage are significant-sized lots. This sub-area is defined by predominantly commercial and manufacturing-related uses and, on the south side of Talmage Avenue, is also characterized by shallow lots.

To the west of Tea Street is Route 287. Given that the area has (1) several underutilized properties; (2) relatively few residential units; and (3) proximity to a major transportation route, it is an appropriate place to provide a regionally-oriented commercial use rather than local commercial or residential use, so as to create a discernible gateway into Bound Brook from Route 287.

Implementation of redevelopment initiatives within Area 2 will continue to present challenges for the Borough. These include dealing with distressed properties, under-utilized sites and conflicting uses; and limiting any negative impacts of redevelopment on the residents, owners and businesses within Area 2. Redevelopment and/or rehabilitation initiatives must also take other constraints into consideration, such as narrow lots, limited vehicular access and locations directly adjacent to active NJ Transit railroad tracks.

Activities in Redevelopment Area 1

In the meantime, several significant initiatives in Area 1 have provided the Borough with updated land development regulations, new residential units, Main Street facade and streetscape enhancements, a reinvigorated downtown business improvement district and renovated community and cultural space:

- **Commuter Parking Lots:** NJ Transit is finalizing an RFQ for the purpose of designating a redeveloper for its commuter parking lots.
- **Former Bolmer Site:** Redevelopment of this site by Meridia has added 240 units of rental housing within a 10-minute walk from the train station.
- **Train Station Enhancements:** The Borough has taken the lead in spearheading much-needed upgrades, including ADA compliance, to the station waiting area and passenger platforms.
- **Planning and Regulatory Enhancements:** The Planning Board adopted a Downtown Urban Design Plan as part of the municipal master plan; and the Land Development

Regulations governing much of Area 1 (and a portion of Area 2) have been substantially overhauled and modernized.

- **Main Street Facade Study:** Federal, State and County agencies funded a study to encourage streetscape improvements to Bound Brook's downtown area. The study identified opportunities and challenges and generated facade design guidelines. Improvements include new sidewalks, benches, planters, banners, and fencing in the downtown commercial areas.
- **Transit Village Designation:** The Borough was designated a Transit Village under the NJDOT program.
- **Brooks Art Center:** Located on Hamilton Street just north of Main Street, the Center received Federal, State and County funding to renovate and revive an important cultural resource. That work has been completed and the Arts Center plays a meaningful role in Bound Brook's downtown.
- The Borough has recently revived the downtown Business Improvement District.

3.0 VISION, GOALS AND OBJECTIVES

3.1 Overall Vision of a Transformed Neighborhood

The Amended Redevelopment Plan for Area 2 envisions that this area of Bound Brook will be transformed from being a derelict, stagnant and underutilized area to a thriving, stable and revived asset to the community and to the Borough as a whole. The overall vision for the area is to provide an extension to the existing downtown, currently undergoing targeted redevelopment around the train station in Area 1. The areas closest to Area 1 — along West Main (west of Church Street) and Columbia Place — are meant to be an extension of the downtown, providing for both mixed-use retail/residential and higher-density, transit-oriented residential development. Further west along Talmage Avenue, the Plan intends to revitalize and rehabilitate the existing residential neighborhood character, while allowing for automobile-oriented regional retail uses at the western end, as the gateway from Route 287 into Bound Brook.

The Redevelopment Plan aims to reinforce and enhance the residential character of neighborhoods adjacent to the downtown, while also providing opportunities for mixed-use, regional retail and commercial uses at the eastern and western ends of the Area. The Redevelopment Plan encourages development of a wide range of uses that will extend, strengthen the character of and complement Bound Brook's downtown, as well as revitalize the residential neighborhoods north and west of the downtown. The Plan will leverage market potential to bring about the redevelopment of the area's many underutilized, vacant or derelict properties, in addition to improving the overall condition of the area through rehabilitation and infill development.

The plan provides for new high- and moderate-density development, where appropriate, as well as significant rehabilitation of the existing housing inventory. While Area 1 includes the train station (the transit gateway) and the eastern vehicular gateway into Bound Brook, there are two additional opportunities to create vehicular gateways in Area 2. The western-most portion of Area 2 is near Route 287 and Tea Street, and regional commercial uses / development is appropriate for this area on Talmage Street; while the eastern-most section of Area 2 offers the opportunity to create a more formal gateway leading into the downtown, with a roundabout, as shown on the Downtown Urban Design Plan.

The scale of new development should respect its surroundings, while also injecting a fresh

visual approach and a new vitality and energy. By recommending selective infill projects and rehabilitation in a majority of the Plan area, the redevelopment plan is sensitive to community needs and improves the overall image of the neighborhood.

3.2 Redevelopment Goals and Objectives

Taking into account Bound Brook's existing conditions (built character and market realities), the Redevelopment Plan for Area 2 seeks to achieve the following objectives:

- Provide for viable, short-term (re)development opportunities as well as longer-term projects.
- Provide for a mix of higher-density residential, community-oriented commercial, civic, recreational and community activities near the downtown.
- Provide for the eventual replacement of space-constrained, low value-added commercial and industrial uses adjacent to the railroad tracks with transit- and downtown-supportive higher-density, multi-story residential and mixed-use development.
- Significantly enhance the image and quality of architecture, the streetscape and the public realm along the Talmage Avenue and West Main Street corridors.
- Respect the built character of the predominantly single-family areas to the north of Main Street and Talmage and create incentives to upgrade those properties.
- Provide functional, high-quality public and private open space, where appropriate.
- Encourage additional higher-density residential opportunities and pedestrian-friendly developments within walking distance of the train station and of the preserved natural areas along the river.
- Create new visually striking gateways into town and into the downtown.
- Functionally link new development with the neighborhoods to the north, the preserved lands to the south and the downtown, to the east.
- Encourage and facilitate the environmental cleanup, remediation and replacement of contaminated buildings and lots.

4.0 LAND USE PLAN

4.1 Overview

This Land Use Plan provides the use and bulk requirements for the entire Plan Area. The sites that are best suited to realize the goals and objectives described in Section 3 are located in the easternmost portion of the Area 2. They are the most desirable sites for redevelopment for several reasons. First, they are located near the train station — the core of downtown Bound Brook — and to other amenities in Area 1. Second, they are significantly sized lots that can more easily be assembled to create full-block redevelopment sites. And third, they are located at an important intersection and entry point into West Main Street and as such, create opportunities for visually-striking gateway projects.

For the purposes of regulating redevelopment, the six sub-areas are further classified as redevelopment or rehabilitation sites.

Building heights within Area 2 should complement development elsewhere in the downtown area. Building height shall be measured from the average elevation of the finished grade of the building to the top of the roof surface for mansard and flat roofs, or to the vertical mid-point between the base of the roof and the ridgeline for peaked roofs. Parapet walls, balcony railings, and decorative cornices shall not be included for the purposes of determining building height, provided such elements do not exceed four feet in height. Rooftop structures such as stair towers, elevator towers, water tanks, antennae, HVAC equipment, and other roof appurtenances shall also not be included for the purposes of determining building height provided these devices are set back from the building facade by a distance equal to their height or are concealed by a parapet wall.

In the event of any conflict or inconsistency between the provisions of this Redevelopment Plan and the provisions of the Borough's Land Use and Zoning Regulations, the regulations in this Plan shall govern.

Existing uses that are non-conforming with current zoning provisions will remain non conforming unless they are expressly permitted in this Plan. Any modification or expansion of these prior non-conforming uses is prohibited and any new uses, redevelopment or rehabilitation of such properties shall be subject to the provisions of this Plan.

**SUB-
AREA 2.1****4.2 Amended Redevelopment Plan For Sub-Area 2.1 – Land Use Plan****4.2.1 Objectives**

The Redevelopment Plan for Sub-area 2.1 has the following objectives:

- a. Implement the relevant recommendations of the Bound Brook Downtown Urban Design Plan.
- b. Reinforce the character and enhance the image of the western gateway into the downtown, including the image of the area closer to the railroad right-of-way.
- c. Encourage creative architectural design and development that creates a fresh look, promotes economic revitalization and is consistent with the design goals and objectives for the Downtown.
- d. 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.
- e. Provide high-quality pedestrian access to downtown amenities, services and transit.
- f. Maintain a continuous or near continuous street wall.
- g. Encourage active ground floor uses, such as retail and services, in order to promote economic development, create a lively street atmosphere, improve the pedestrian experience and encourage further residential growth.
- h. Prevent surface parking lots directly abutting streets, which have negative visual impacts, detract from a pedestrian-friendly environment, reduce overall market value of properties, and are inconsistent with the goals and objectives of the Urban Design Plan.
- i. 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 parking supply. This requires efficient parking standards and a range of options for fulfilling parking requirements. Allow taller buildings to maximize the potential for residential units within walking distance to the New Jersey Transit train station, and to compensate for the relative

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shallowness and limited parcel size of the lots between West Main Street and the New Jersey Transit right-of-way. Increased building height shall be accompanied by appropriate investments in public infrastructure and public space, as determined by the Borough and addressed in a redevelopment agreement between the Borough and redeveloper.

- j. 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.

4.2.2 Permitted Uses

In Sub-area 2.1 only those principal, accessory and conditional uses authorized in the applicable underlying zoning district are permitted. Ground floor retail uses are not required on West Main Street west of the intersection with Columbus Place.

4.2.3 Prohibited Uses

Any uses not explicitly permitted in 4.2.2 above are prohibited.

4.2.4 Permitted Building Types

In Sub-area 2.1, 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 a minimum of fifty percent (50%) of such parking is 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 not restricted to the use of the tenants, 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. Ground floor liner uses are not required on West Main Street west of the intersection with Columbus Place.

**SUB-
AREA 2.1****4.2.5 Prohibited Building Types**

Any building types not explicitly permitted in 4.2.4 above are prohibited.

4.2.6 Bulk Standards

Any project in Sub-area 2.1 shall comply with the relevant bulk standards adopted for the underlying (B-R) zoning district. However, projects in Sub-area 2.1 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 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; features that enhance public safety; 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 redeveloper. 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.
- b. Exemption from the requirements of Section 21-10.15.E.7 (b) – The minimum front yard building setback from the Main Street curb line is twenty (20) feet. 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

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existing conditions on the neighboring property. There is no minimum side yard setback. Side yards, if accessible to either the general public or the tenants, shall be treated as usable open space and shall be appropriately landscaped and provided with pedestrian-scale lighting.

- 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.

4.2.7 Parking Requirements

Any project in Sub-area 2.1 shall comply with the relevant vehicular parking standards adopted for the applicable underlying zoning district. However, projects in Sub-area 2.1 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.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. Ground floor liner uses are not required on West Main Street west of the intersection with Columbus Place. A minimum of fifty percent (50%) of parking within buildings -- except for tandem parking -- 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.

Any project in Sub-area 2.1 shall also comply with the bicycle parking standards in Table 2.

Tandem parking is permitted for multi-family residential uses, provided each tandem parking space is coupled with a non-tandem space, and both are allocated to the same residential

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unit. Minimum dimensions for vehicular parking spaces are as found in Table 4 of the Redevelopment Plan for Sub-area 1.5.

Table 2 – Bicycle Parking Standards¹

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 / Entertainment	20% of vehicular parking
Civic / Governmental Uses	20% of vehicular parking

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.

4.2.8 Infrastructure Improvements

The bulk standards established in Section 4.2.6 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

¹ 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 ad-hoc bicycle parking attached to street trees, light poles, utility poles and other permanent streetscape fixtures for lack of appropriate bicycle parking accommodations.

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AREA **2.1**

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.

**SUB-
AREA 2.2****4.3 Amended Redevelopment Plan For Sub-Area 2.2 – Land Use Plan****4.3.1 Objectives**

The Redevelopment Plan for Sub-area 2.2 has the following objectives:

- a. Implement the relevant recommendations of the Bound Brook Downtown Urban Design Plan.
- b. Reinforce the character and enhance the image of the western gateway into the downtown, including the image of the area closer to the railroad right-of-way.
- c. Encourage creative architectural design and development that creates a fresh look, promotes economic revitalization and is consistent with the design goals and objectives for the Downtown.
- d. 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.
- e. Provide high-quality pedestrian access to downtown amenities, services and transit.
- f. Maintain a continuous or near continuous street wall.
- g. Encourage active ground floor uses, such as retail and services, in order to promote economic development, create a lively street atmosphere, improve the pedestrian experience and encourage further residential growth.
- h. Prevent surface parking lots directly abutting streets, which have negative visual impacts, detract from a pedestrian-friendly environment, reduce overall market value of properties, and are inconsistent with the goals and objectives of the Urban Design Plan.
- i. 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 parking supply. This requires efficient parking standards and a range of options for fulfilling parking requirements. A minimum of fifty percent (50%) of parking within buildings – except for tandem parking – shall be open to the general public between 7 AM and 7 PM, for a fee,

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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.

4.3.2 Permitted Uses

In Sub-area 2.2 only those principal, accessory and conditional uses authorized in the applicable underlying zoning districts are permitted.

4.3.3 Prohibited Uses

Any uses not explicitly permitted in 4.3.2 above are prohibited.

4.3.4 Permitted Building Types

In Sub-area 2.2, 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 ground floor parking in the building, 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.

4.3.5 Prohibited Building Types

Any building types not explicitly permitted in 4.3.4 above are prohibited.

4.3.6 Bulk Standards

Any project in Sub-area 2.2 shall comply with the relevant bulk standards adopted for the (B-R) zoning district. However, projects in Sub-area 2.2 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 seventy (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.

**SUB-
AREA 2.2**

- b. Exemption from the requirements of Section 21-10.15.E.7 (b) – The minimum front yard building setbacks from the Main Street and the Columbus Place curb lines are fifteen (15) feet. 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. Side yards, if accessible to either the general public or the tenants, shall be treated as usable open space and shall be appropriately landscaped and provided with pedestrian-scale lighting.
- 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.

4.3.7 Parking Requirements

Any project in Sub-area 2.2 shall comply with the relevant vehicular parking standards adopted for the applicable underlying zoning districts. However, projects in Sub-area 2.2 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.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. Ground floor liner uses are not required on West Main Street west of the intersection with Columbus Place. A minimum of fifty percent (50%) of parking within buildings – except for tandem parking – shall be open to the general

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AREA** **2.2**

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.

Any project in Sub-area 2.2 shall also comply with the bicycle parking standards in Table 3.

Tandem parking is permitted for multi-family residential uses, provided each tandem parking space is coupled with a non-tandem space, and both are allocated to the same residential unit. Minimum dimensions for vehicular parking spaces are as found in Table 4 of the Redevelopment Plan for Sub-area 1.5.

Table 3 – Bicycle Parking Standards²

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 / Entertainment	20% of vehicular parking
Civic / Governmental Uses	20% of vehicular parking

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.

² 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 ad-hoc bicycle parking attached to street trees, light poles, utility poles and other permanent streetscape fixtures for lack of appropriate bicycle parking accommodations.

**SUB-
AREA 2.3****4.4 Amended Redevelopment Plan For Sub-Area 2.3 – Land Use Plan****4.4.1 Objectives**

The Redevelopment Plan for Sub-area 2.3 has the following objectives:

- a. Reinforce the character and enhance the image of the western gateway into the downtown, including the image of the area closer to the railroad right-of-way.
- b. Encourage creative architectural design and development that creates a fresh look, promotes economic revitalization and is consistent with the design goals and objectives for 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. Provide high-quality pedestrian access to downtown amenities, services and transit.
- e. Maintain a continuous or near continuous street wall.
- f. Encourage active ground floor uses, such as retail and services, in order to promote economic development, create a lively street atmosphere, improve the pedestrian experience and encourage further residential growth.
- g. Prevent surface parking lots directly abutting streets, which have negative visual impacts, detract from a pedestrian-friendly environment, reduce overall market value of properties, and are inconsistent with the goals and objectives of the Urban Design Plan.
- h. 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 parking supply. This requires efficient parking standards and a range of options for fulfilling parking requirements.

4.4.2 Permitted Uses

In the portion of Sub-area 2.3 that is also in the B-R district, only those principal, accessory and conditional uses authorized in B-R district are permitted. In the portion of Sub-area 2.3 that is

**SUB-
AREA 2.3**

not also in the B-R district, the following principal uses are permitted:

1. Multi-family residential units, including apartments, stacked flats or stacked duplex apartments. Stacked flats resemble townhouses in form and massing, and are typically built in 22 to 28 feet wide sections, with about eight units per building with party walls between each section. The housing units are stacked vertically with each unit occupying its own floor (a flat) or occupying all or half a floor with space on two levels (a duplex unit);
2. Live-Work Units (only along public streets). Live-work units have storefront style workspaces that serve as studios, offices, galleries, showrooms, or home offices. The workspace of live-work units must be located on the first level of a building facing a street, and may be open to the public. The workspace must be directly connected to a living unit, either on the same floor or an upper floor; and is limited in maximum size to the ground floor footprint;
3. Ground floor retail and services;
4. Open space, both public and private, including rooftop gardens, courtyards and parks.

In the portion of Sub-area 2.3 that is not also in the B-R district, the following accessory uses are permitted:

1. Private parking garages and parking lots, integrated into the building and overall site plan, with parking that caters to the building occupants;
2. Any other uses accessory or incidental to principal permitted uses.

4.4.3 Prohibited Uses

Any uses not explicitly permitted in 4.4.2 above are prohibited.

4.4.4 Permitted Building Types

In the portion of Sub-area 2.3 that is also in the B-R district, 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

**SUB-
AREA 2.3**

may include ground floor parking in the building, 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 2.3 that is not in the B-R district, only those building types normally associated with the principal permitted uses are authorized.

4.4.5 Prohibited Building Types

Any building types not explicitly permitted in 4.4.4 above are prohibited.

4.4.6 Bulk Standards

Any project in the portion of Sub-area 2.3 that is also in the B-R district shall comply with the relevant bulk standards adopted for the (B-R) district. However, projects in Sub-area 2.3 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 seventy (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.
- b. Exemption from the requirements of Section 21-10.15.E.7 (b) – The minimum front yard building setback from the West Main Street curb line is fifteen (15) feet. 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. Side yards, if accessible to either the general public or the tenants, shall be treated as usable open space and shall be appropriately landscaped and provided with pedestrian-scale lighting.
- 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

SUB- AREA 2.3

have a five-foot minimum rear yard setback.

Any project in the portion of Sub-area 2.3 that is not in the B-R district shall comply with the bulk standards in Table 4:

Table 4 – Bulk Standards

Bulk Standard	Requirement
Minimum lot area	10,000 square feet
Minimum lot frontage	50 feet
Maximum building height	45 feet/3 stories
Minimum building setback from public sidewalk	5 feet
Maximum building setback from public sidewalk	10 feet
Minimum building setback from Talmage Avenue curb line	15 feet
Maximum building setback from Talmage Avenue curb line	20 feet
Minimum side yard (not applicable to attached buildings)	10 feet each side
Minimum rear yard: lots not abutting the railroad right-of-way	10 feet
Minimum rear yard: lots abutting the railroad right-of-way	5 feet
Maximum lot coverage	90%

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.

4.4.7 Parking Requirements

Any project in Sub-area 2.3 shall comply with the relevant vehicular parking standards adopted for the applicable underlying zoning districts. However, projects in the portion of Sub-area 2.3 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.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.

**SUB-
AREA 2.3**

Any project in Sub-area 2.3 shall also comply with the bicycle parking standards in Table 5.

Tandem parking is permitted for multi-family residential uses, provided each tandem parking space is coupled with a non-tandem space, and both are allocated to the same residential unit. Minimum dimensions for vehicular parking spaces are as found in Table 4 of the Redevelopment Plan for Sub-area 1.5.

Table 5 – Bicycle Parking Standards³

Use	Minimum Parking Requirement
Multi-family 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 / Entertainment	20% of vehicular parking
Civic / Governmental Uses	20% of vehicular parking

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.

³ 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 ad-hoc bicycle parking attached to street trees, light poles, utility poles and other permanent streetscape fixtures for lack of appropriate bicycle parking accommodations.

SUB- AREA 2.4

4.5 Amended Redevelopment Plan For Sub-Area 2.4 – Land Use Plan

4.5.1 Principal Permitted Uses in Sub-Area 2.4:

In the portion of Sub-area 2.4 that is also in the B-R district, only those principal uses and building types authorized in the B-R district are permitted. Multi-family buildings shall have ground floor retail or personal or professional service uses along a minimum of 50% of the building's frontage on Talmage Avenue. The remaining frontage may be used for tenant facilities, such as mail or laundry rooms. Exposed ground level parking is not permitted facing Talmage Avenue and must be concealed behind liner uses, such as those referred as above. In the portion of Sub-area 2.4 that is not also in the B-R district, the following principal uses are permitted:

1. Single-family units, in the form of 1-, 2- and 3-family units' and townhouses (as per Tables 6.1, 6.2 and 6.3 below);
2. Multi-family residential units, in the form of stacked flats (as per Table 6.4 below);
3. Ground floor retail and services (East of the Vosseller Avenue intersection);
4. Upper professional offices (East of the Vosseller Avenue intersection only);
5. Live-Work Units (only along public streets);
6. Open space, both public and private, including rooftop gardens, courtyards and parks.

4.5.2 Accessory Permitted Uses in Sub-Area 2.4:

1. Private parking garages or parking lots, integrated into the building and overall site plan, with parking that caters to the building occupants;
2. Any other uses accessory or incidental to principal permitted uses.

**SUB-
AREA 2.4**
4.5.3 Area, Yard and Bulk Requirements for Sub-Area 2.4:
Table 6.1 – One- and Two-Family Homes⁴

Standard	Requirements
Minimum lot area	5,000 square feet
Minimum lot frontage	50 feet
Maximum building height	35 feet or 2.5 stories
Building setback from public streets (curb line):	
Minimum setback	20 feet
Maximum setback	30 feet
Minimum side yard	6 feet each side
Minimum rear yard	25 feet
Maximum lot coverage	60%
Minimum setback of building to driveways and parking lots	5 feet
Minimum common open space	35%

Table 6.2 – 3-Family Homes⁴

Standard	Requirements
Minimum lot area	6,000 square feet
Minimum lot frontage	60 feet
Maximum building height	35 feet or 2.5 stories
Building setback from public streets (curb line):	
Minimum setback	20 feet
Maximum setback	30 feet
Minimum side yard	6 feet each side
Minimum rear yard	15 feet
Maximum lot coverage	50%
Minimum setback of building to driveways and parking lots	5 feet
Minimum common open space	35%

⁴ Note: The regulations for 1-, 2- and 3- family units are equivalent to the regulations in the Zoning Ordinance of the Borough of Bound Brook (R-4 Single Family Residence District for the 1- and 2-family units and the R-3 Single-Family Residence District for the 3-family units).

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 AREA **2.4**

Table 6.3 — Townhouses

Standard	Requirements
Minimum lot area	5,000 square feet
Minimum lot frontage	50 feet
Maximum building height	35 feet or 2.5 stories
Building setback from public streets (curb line):	
Minimum setback	5 feet
Maximum setback	12 feet
Minimum side yard	10 feet each side
Minimum rear yard	15 feet
Maximum lot coverage	65%
Minimum setback of building to driveways and parking lots	5 feet
Minimum common open space	35%
Maximum density	10 units/acre
Maximum floor area ratio (FAR)	0.8

Table 6.4 — Stacked Flats

Standard	Requirements
Minimum lot area	10,000 square feet
Minimum lot frontage	100 feet
Maximum building height	40 feet or 3 stories
Building setback from public streets (curb line):	
Minimum setback	5 feet
Maximum setback	12 feet
Minimum side yard	10 feet each side
Minimum rear yard	15 feet
Maximum lot coverage	65%
Minimum setback of building to driveways and parking lots	5 feet
Minimum common open space	35%
Maximum density	20 units/acre
Maximum floor area ratio (FAR)	1.0

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AREA 2.4**

Any mixed-use or multifamily residential project in the portion of Sub-area 2.4 that is also in the B-R District shall comply with the bulk standards in Table 6.5 — Mixed-Used and Multifamily Residential.

Table 6.5 — Mixed-Use and Multifamily Residential

Standard	Requirements
Minimum lot area	10,000 square feet
Minimum lot frontage	50 feet
Maximum building height	45 feet or 3 stories ⁵
Minimum front yard setback from the Talmage Avenue curb line:	15 feet
Minimum side yard	10 feet each side, if unattached; no setback if attached
Minimum rear yard	15 feet ⁶
Minimum lot coverage	85%
Minimum common open space	20% (may be satisfied, in part, through patios and/or roof decks)

⁵ Note: Buildings with frontage on both Talmage Avenue and West Main Street, and which are therefore both in Sub-area 2.4 and Sub-area 2.3, may go up to six (6) stories or seventy (70) feet, provided they observe a step-back of at least thirty (30) feet on the Talmage Avenue side between level 3 and level 4.

⁶ Note: Buildings with frontage on both Talmage Avenue and West Main Street have no rear yard requirement.

SUB- AREA 2.5

4.6 Amended Redevelopment Plan For Sub-Area 2.5 – Land Use Plan

4.6.1 Principal Permitted Uses within Sub-Area 2.5:

1. Single-family units, in the form of 1-, 2-, 3-family homes⁷ and townhouses, as per Tables 7.1, 7.2 and 7.3 below;
2. Live-Work Units (only along public streets);
3. Open space, both public and private, including rooftop gardens, courtyards and parks.

4.6.2 Accessory Uses within Sub-Area 2.5:

1. Private parking garages and parking lots, integrated into the building and overall site plan, with parking that caters to the building occupants;
2. Any other uses accessory or incidental to principal permitted uses.

Table 7.1 – One- and Two-Family Homes

Standard	Requirements
Minimum lot area	5,000 square feet
Minimum lot frontage	50 feet
Maximum building height	35 feet or 2.5 stories
Building setback from public streets (curb line):	
Minimum setback	20 feet
Maximum setback	30 feet
Minimum side yard	6 feet each side
Minimum rear yard	25 feet
Maximum lot coverage	60%
Minimum setback of building to driveways and parking lots	5 feet
Minimum common open space	35%

⁷ Note: The regulations for 1-, 2- and 3- family units are equivalent to the regulations in the Zoning Ordinance of the Borough of Bound Brook (R-4 Single Family Residence District for the 1-and 2-family units and the R-3 Single-Family Residence District for the 3-family units).

**SUB-
AREA 2.5**
Table 7.2 – 3-Family Homes

Standard	Requirements
Minimum lot area	6,000 square feet
Minimum lot frontage	60 feet
Maximum building height	35 feet or 2.5 stories
Building setback from public streets (curb line):	
Minimum setback	20 feet
Maximum setback	30 feet
Minimum side yard	6 feet each side
Minimum rear yard	15 feet
Maximum lot coverage	50%
Minimum setback of building to driveways and parking lots	5 feet
Minimum common open space	35%

Table 7.3 – Townhouses

Standard	Requirements
Minimum lot area	5,000 square feet
Minimum lot frontage	50 feet
Maximum building height	35 feet or 2.5 stories
Building setback from public streets (curb line):	
Minimum setback	5 feet
Maximum setback	12 feet
Minimum side yard	10 feet each side
Minimum rear yard	15 feet
Maximum lot coverage	65%
Minimum setback of building to driveways and parking lots	5 feet
Minimum common open space	35%
Maximum density	10 units/acre
Maximum floor area ratio (FAR)	0.8

SUB- AREA 2.6

4.7 Amended Redevelopment Plan For Sub-Area 2.6 – Land Use Plan

4.7.1 Principal Permitted Uses in Area 2.6:

1. Retail sales and service;
2. Personal and business services;
3. Commercial recreation establishments
4. Health clubs and fitness centers;
5. Restaurants and eating and drinking establishments;
6. Banks, including drive-through banks, and savings and loan institutions, financial services and brokerage agencies;
7. Offices, above ground floor retail uses;
8. Open space, both public and private.

4.7.2 Permitted Accessory Uses in Area 2.6:

1. Parking structures and parking lots, integrated into a residential or mixed-use building, with parking that caters to the building occupants, customers and employees associated with any commercial space;
2. Any other uses accessory or incidental to principal permitted uses.

SUB- AREA 2.6

4.7.3 Area, Yard and Bulk Requirements in Sub-Area 2.6:

Table 8 – Bulk Standards

Bulk Standard	Requirement
Minimum lot area	15,000 square feet
Minimum lot frontage	150 feet
Maximum building height	30 feet/2 stories
Building setback from public streets (curb line):	
Minimum setback	10 feet
Maximum setback	15 feet
Minimum side yard	15 feet each side
Minimum rear yard	15 feet
Maximum lot coverage	50%
Minimum setback of buildings to driveways and parking lots	5 feet
Maximum floor area ratio (FAR)	1.0

4.7.4 Prohibited Uses

Any use not listed above is prohibited. Please refer to Section 4.1 on existing non-conforming uses.

In particular, the following specific uses, which could appear on local streets and disrupt the pedestrian-friendly sidewalk and appearance, are prohibited:

1. Drive-in and drive-through commercial businesses or portions thereof, such as drive-in bank ATMs and drive-in restaurants, etc, except that drive-through banks shall be permitted in Sub-area 6;
2. Automobile uses or auto-related uses, including but not limited to such uses as auto body shops, gas stations and car wash facilities, etc.;
3. Self-storage or public storage facilities;
4. Industrial or warehouse uses;
5. Any uses that are incidental or related to the uses mentioned above.

5.0 DESIGN GUIDELINES

5.1 Design Guidelines for Redevelopment

Unless otherwise specified in the document, these guidelines shall apply to all projects in Redevelopment Area 2. Additional guidelines, found in the underlying zoning district or elsewhere in the Land Development Regulations, may also apply.

5.1.1 Building Design Guidelines

The intent of these building design guidelines is to ensure high-quality buildings that provide architectural interest and create attractive outdoor spaces. Building orientation, vehicular circulation and the location of exterior spaces and/or parking areas shall avoid any “back door” appearance or “left-over” spaces in projects within the Area 2.

Building Orientation

The intent of this section is to help ensure that the new development is visually and functionally integrated with its immediate surroundings, in terms of buildings, public streets, public and private open space and overall neighborhood context.

The following general guidelines shall be followed throughout the Plan Area:

- Buildings shall define the edges of, and face onto, public streets, public parks and private open spaces, thus enclosing these spaces and providing “eyes on the street” for safety.
- Rear building façades shall not face a public street, public park or a public space.
- Rear building façades shall not face a public street except at intersections.
- The front of a building shall not directly face the NJ Transit railroad tracks.
- In no case shall the rear facade of a building directly face the front facade of another building.

Guidelines for sub-areas 2.1, 2.2, 2.3 and 2.6:

- The main entrances and front facades of all buildings shall face W. Main Street, Talmage Avenue or Drake Street.

- The main entrances to all residential units shall face a public street, courtyard, or publicly-accessible walkway. This applies to individual entrances to residential units, such as stacked flats as well as to shared entrances to apartment building units.

Building Transparency

The intent of this section is to encourage building design that will foster an attractive relationship with the public realm and to screen unattractive parking lots and loading areas from the public view.

Residential Entrances - All ground floor residential uses shall be elevated at least 30 inches above grade, in order to create a sense of privacy and separation from the street. This may be waived if the ground floor units need to be barrier-free for handicapped accessibility. Front stoops or porches are encouraged for the first-level housing units in order to create a transition from the public street to the private home. Stoops and porches shall be at least 6 feet wide and 4 feet deep.

Retail Entrances - All retail storefronts shall have plate-glass windows and doors that occupy at least 70% of the retail storefront facade area.

Parking Structure and Parking Lot Screening - All parking structures and lots shall be placed at the rear of the buildings away from public view. However, given the site configuration and parking requirements, parking lots and structures may face the public street provided they are screened as follows:

- Parking structures shall be screened from public view with active uses on the ground floor.
- Parking structures that face a public street shall be screened architecturally with the same level of detailing as the rest of the front facades of the buildings.
- The facades of levels dedicated to parking shall be architecturally integrated into the building façade both horizontally and vertically. Parking facades shall be broken into bays, following the bay pattern of the residential portion of the building above.
- The same type and quality of the materials used elsewhere in building facades shall be employed for parking level facades.
- Decorative grates and fenestration detailing shall be used to complement the architecture of the façade.
- All garage openings shall mimic the residential window typology and size

of the building in which they are located. Ribbon-style windows and long horizontal string courses are prohibited. Garage window openings shall be designed to shield possible vehicle headlamp glare and leakage to the outside of the structure, either through opaque or translucent glazing or through grates and grilles.

- Landscaping such as climbing plants (“green walls”), hedges and flowering plants shall be installed to further conceal and soften views of parking level facades.
- Rear or side facades of parking structures and parking lots facing residential parcels and/or buildings shall be screened using landscaping discussed above and/or architecturally screened.
- Surface parking lots that face the public right-of-way shall be screened with walls (no less than 30 inches in height) or planted buffers (no less than five feet in height) and with street trees placed at 30 feet on center.
- Where parking occupies the at-grade level of a building, stairways leading to front stoops or porches may be used to screen and downplay the appearance of the parking area.

If NJDEP flood regulations require that living areas and parking areas be raised to permit flood waters to pass under a building, the buildings should include decorative screens or latticework to disguise the open areas of the buildings and avoid the look of a “building on stilts.”

Building Massing and Articulation

The intent of this section is to highlight important sections and to encourage good quality building design that is pedestrian-scaled and attractive.

Building Length – The maximum length of a mixed-use, commercial/retail, multi-family development along any side shall be 200 feet. The maximum length along any side of a building containing stacked flats shall be 150 feet.

Bays - All buildings shall be divided horizontally into bays with a maximum width of 50 feet. All facades of building exceeding 50 feet in width shall be broken down in scale so as to appear as a series of differentiated buildings or distinct bays. Bays may be differentiated through a change in the facade plane of at least two feet, complemented by variations in texture, materials, masonry patterns or fenestrations.

Vertical Differentiation - Building facades adjacent to a public street shall provide for a differentiated building mass consisting of a base, middle and top. The base

shall be emphasized with substantial materials such as brick and stone that provide a visual grounding to the building's base, as long as these materials do not conflict with flood regulations. Retail storefronts shall be defined with overhangs, light shelves or straight awnings. The middle of the building shall be distinguished from the base and the top by belts courses or cornices or changes in material, masonry, or fenestration patterns. The top of a building shall be emphasized with a parapet wall and/or balustrade, deep cornice or a gabled roof.

Corner Elements - Sub-Areas 2 and 3 - Corner elements may be used at the corner of Columbus Place and Talmage Avenue/West Main Street in order to emphasize the corner with a prominent architectural feature and/or open space. Examples of architectural treatments include a tower, corner bays, corner entrances, and storefronts with wraparound windows. Open space features could include a corner landscaped plaza or park with seating and trees.

Corner Elements - Sub-areas 6A and 6B - These areas serve as a visual gateway into Bound Brook from the West and should be emphasized with architectural features such as tower elements or corner entrances. In areas where the lot width is insufficient for a building, a landscaped plaza or park with trees and benches may be provided.

Materials

The preferred primary materials are treated wood, stone, masonry and brick as well as glass block, cast stone, cast iron, steel and other types of metal. No more than four primary materials shall be used on facades of buildings. Accent materials may be used but not on more than 25 percent of the facade. Materials and details on facades that are adjacent to each other and visible from a public street shall have the same kind of architectural detailing. All materials shall be extended around all visible corners, extrusions and sides of buildings in order to avoid a "pasted on" appearance.

Glazing

Windows on the ground floor shall have clear and non-reflective glass. Windows on upper-level floors may be lightly-tinted, but shall be non-reflective. Stained, translucent, or decorative glass may be used for transom windows.

Fences

Fences along the front and side yards shall not exceed 42 inches in height or six feet along

rear property lines. Materials recommended for fences are wood, wrought iron, architectural steel, architectural screens or other attractive and durable materials. Chain link fences, razor or barbed wire and other high security, detention-facility type of devices are strictly prohibited.

5.1.2 Parking and Loading Standards

The intent of this section is to ensure that a reasonable, but not excessive, supply of parking is provided, while also maintaining the safety and quality of the surrounding streets and sidewalks.

On-Street Parking - On-street parking spaces may be used to meet a portion of the retail or community uses parking requirements. In addition, on-street parking may be used to meet the residential parking demand provided the on-street space is directly outside the residential use. The overall parking ratios for permitted uses may be reduced at the discretion of the planning board.

Parking Entrances - Front garages and driveways leading up to rear garages are not permitted along Talmage Avenue and W. Main Street. Entrances to structured parking that are screened by retail or residential uses may be permitted. It is recommended that the two main thoroughfares - West Main Street and Talmage Avenue - maintain a limited number of curb cuts and the side streets be used for garages and driveways. This will maintain a safe walking environment for residents and shoppers and will retain the activity on the street.

Retail Parking - Parking for retail uses may be provided on-site or in off-site parking structures or lots. In addition, on-street parking spaces may be dedicated for retail use. If provided off-site, the parking structure or lot shall be well signed for users and the nearest point of the parking area shall be located within 400 feet of an entrance to the building it is intended to serve.

Residential Parking - Ideally, all residential parking spaces should be provided in rear garages accessed by a rear driveway (usually for stacked flats); or in structured parking areas (for mixed-use apartment buildings). However, given the site constraints, they may also be provided in rear surface parking lots that are adequately screened by active uses and/or planted buffers.

Parking Requirements - Vehicular parking requirements for redevelopment projects of any type located in the underlying B-R district shall conform to the applicable parking standards for that district. Vehicular parking requirements for projects involving new construction and located in other underlying zoning districts shall conform to the standards enumerated in Table 9.

Table 9 – Vehicular Parking Requirements

Use	Parking Requirement
Retail and service uses	2.5 spaces per 1,000 sf
Bank, office, and personal services uses	2.5 spaces per 1,000 sf
Restaurant uses	1 space per 3 seats
Health or fitness clubs	3.5 spaces per 1,000 sf
Single-family detached unit	2.0 spaces
2-, 3-, and 4-family units	1.75 spaces
Stacked flat unit/townhouse unit	1.5 spaces
Apartment unit	1.0 spaces

The residential vehicular parking requirements expressed in Table 9 are deliberately less stringent than those found in New Jersey’s outdated Residential Site Improvement Standards (RSIS) due to the area’s proximity to the train station, the availability of public and on-street parking, and opportunities for shared parking adjacent to a mixed-use downtown area.

Developers of residential projects in Area 2 wishing to reduce their vehicular parking requirements as per the RSIS shall request a “de minimus” exception from the Bound Brook Planning Board.

Developers of mixed-use projects located within Area 2 but outside of the B-R district are also encouraged to submit shared vehicular parking plans, consistent with those permitted in the B-R district.

Vehicular parking requirements may be further reduced, with appropriate justification, and at the discretion of the Planning Board.

Unless otherwise specified elsewhere in this Redevelopment Plan, bicycle parking requirements for projects in Area 2 shall conform to Table 10:

Table 10 — Bicycle Parking Requirements

Use	Parking Requirement
Retail and service uses	1 per 1,000 sf
Bank, office, and personal services uses	1 per 1,000 sf
Restaurant uses	1 per 4 seats
Health or fitness clubs	2 per 1,000 sf
Single-family detached unit	NA
2-, 3-, and 4-family units	NA
Stacked flat unit/townhouse unit	NA
Apartment unit	1

5.1.3 Storage and Mechanical Areas

Mechanicals, Utilities and Telecommunications Equipment - All machinery and mechanical controls for the same and telecommunication equipment shall be placed at least 20 feet away from the public right-of-way or masked by building elements in a manner consistent with the building design. These include but are not limited to transformers, junction boxes, lift stations, electrical meters, antennas, satellite dishes, etc. Large expanses of ventilation equipment are not permitted along facades facing streets or public open spaces.

Solid Waste and Recycling - Each building shall be designed to provide adequate storage of solid waste disposal, including recycled materials, within building or parking facilities. Each mixed-use building shall have at least one trash and recycling pickup location. In addition, all exterior trash and recycling containers shall be enclosed and located in a manner so as to obscure them from view of parking lots, streets, and adjacent buildings by means of a fence, wall, planting or combination thereof.

5.1.4 Green Design

Stormwater Regulations - All development shall comply with the Borough's stormwater regulations and provide features to reduce stormwater runoff rates by detaining stormwater on-site and allowing for groundwater infiltration. Recommended features include roof gardens, rooftop detention, porous pavements, green sidewalks, planting strips, rain gardens, bio-swales, rain barrels, underground chambers, infiltration strips within street sections, and use of parks and other grassy areas for stormwater detention.

Tree Preservation - Wherever possible existing trees shall be preserved, particularly the largest and oldest ones, by incorporating them into the site plan.

Green Building Features - New development or “gut-rehab” are encouraged to follow “green building” best practices that comply with the intent of the LEED system sponsored by the US Green Building Council (USGBC).

5.1.5 Signage

All signage shall comply with the applicable Borough of Bound Brook’s signage regulations.

5.1.6 Streetscape Improvements

In general, all streetscape and landscape improvements shall be integrated with the design and placement of buildings as well as parking, buffering and other site features. Public benches shall be provided in plazas and on sidewalks and around public open spaces.

Sidewalks - Sidewalks along West Main Street and Talmage Avenue shall be at least 10 feet wide with 6 feet walking area clear of street furniture and street trees. In addition, new internal sidewalks within a redevelopment site shall be at least five (5) feet wide (excluding street trees and other street furniture).

Street Trees - Street trees shall be planted every 30 feet on center along all streets

Street Lighting – Pedestrian-scale street lights shall be placed along every street. All pedestrian lighting along streets and internal walkways shall be spaced no more than 60 feet on center. All outdoor lighting, including street lamps and accent lighting, shall comply with “dark sky” standards intended to reduce light pollution. Dark sky standards require that lighting is downcast, illuminates only intended areas, and does not cause disabling glare that affects driver safety and reduces the visibility of starry night skies. Bright stadium-style lighting is prohibited in all areas, including parks.

5.1.7 Landscape Design

All development shall comply with the Borough’s landscape regulations – Section 21-9.15d of the Borough’s Land Development Regulations.

Transition Areas Between New Development and the Railroad Right-of-Way – New development shall adopt landscape design solutions that effectively address the proximity to the railroad tracks and help mitigate noise and dust impacts. Simple planted buffers are generally not considered adequate. The intent is to create an effective design scheme that clearly establishes the boundaries and visually softens the transition without attempting to block all views of the tracks. Low walls,

decorative fences, decorative screens, hedges, vertical plantings may be used to accomplish this intent.

5.1.8 Utilities and Infrastructure

All public utilities shall be provided in accordance with the Borough of Bound Brook Subdivision and Site Plan Review regulations. Wherever feasible, all utilities shall be installed underground.

5.2 Design Guidelines For Infill And Rehabilitation (Sub-Areas 2.4 and 2.5)

5.2.1 Intent

This section sets forth design guidelines for rehabilitation and infill in sub-areas 2.4 and 2.5. These guidelines are intended to encourage existing homeowners and business owners to renovate, repair and update their properties and ensure that any new infill construction is compatible with the surrounding development.

The guidelines apply to both infill and rehabilitation projects unless otherwise indicated. The majority of the properties in sub-areas 2.4 and 2.5 are in “good or fair” condition and are not in such a state of disrepair that they need to be demolished and/or redeveloped. A successful rehabilitation project will not only be beneficial to the property owners but will also increase the value of the neighborhood.

5.2.2 Site Design and Improvement Standards

- Any new infill development shall follow the rhythm of the spacing and location of existing properties in the neighborhood.
- Front, side and rear yards should be clean and landscaped adequately. New front and side yards shall be consistent in dimension with the surrounding development.
- All open areas should provide adequate surface drainage and large impervious surfaces such as concrete must be avoided.
- Front yards shall not be used for parking and loading purposes unless otherwise approved by the planning board.
- All new parking lots shall be placed at the rear of the property, away from public view.
- All accessory structures that are deteriorated beyond repair may be demolished and a new structure that is similar in design, scale and material may be built in its place.

Whenever possible, owners are encouraged to renovate and repair properties rather than demolishing and replacing existing structures.

5.2.3 Massing and Articulation

- Any new infill structure shall be oriented to frame streets, parks or open spaces with front facades facing the main street.
- In no case shall the rear of a building face a public street, the front facade of another existing or new building or open spaces/parks.
- Front stoops, porches and balconies are encouraged.
- All primary entries of new and existing buildings shall be provided Talmage Avenue, Columbus Place or West Main Street, rather than a side street.
- Buildings along the NJ Transit railroad tracks shall have their primary entry on a side street rather than the rail tracks.
- New structures shall be similar in scale, proportion and materials to surrounding properties.

5.2.4 Building Facade Design and Improvements

The general approach to rehabilitation work in existing residential and commercial properties should be to preserve existing architectural features especially of existing 19th century historic structures. Any change to existing facades shall be evaluated in accordance with the design requirements herein, and shall be subject to approval by the Planning Board. These guidelines aim to help new and existing property owners to maintain and improve the design and quality of their development.

Materials - Existing materials shall be cleaned and refinished whenever possible. Materials and finishes that have deteriorated over time or by flooding should be replaced with materials that are similar in texture, scale and color to the original material.

- New materials shall harmonize with the materials in the surrounding development.
- Preferred materials are brick and wood. No more than three primary materials shall be used for a single facade. In addition, artificial materials such as asphalt, porcelain enamel, terra cotta, imitation materials, bright metal or corrugated metal are not permitted.
- Accent materials such as stucco, metal, tile, and cultured stone may be used. All building materials that are applied to the front facade should be wrapped around the

corners in order to avoid a “pasted on” appearance.

Windows - Blank walls are prohibited on facades facing and visible from Talmage Avenue, Columbus Place and West Main Street.

- Existing windows should be cleaned and broken/unsound windows should be replaced. Filling up or boarding of existing window openings is not permitted.
- All windows except for storefront windows should be operable. Windows should be recessed at least three to four inches in relation to the building facade in order to ensure an adequate shadow line.
- Windows should be clear or lightly-tinted. Opaque glass is not permitted and colored or stained window glass may be used only for retail clerestory or transom windows. Energy-efficient coatings that tint glass are acceptable provided the coating closest to clear is chosen to meet the energy criteria.
- All new residential units shall have at least 25 percent glazing and the ground floor retail shall have at least 50 percent glazing with clear glass windows.
- Materials for new and existing windows should be similar in texture, color and pattern to the original materials and/or surrounding structures.
- New windows should be similar in scale and proportion to surrounding structures.

Doors and Entrances - All primary entrances shall be provided at-grade on street-facing facades or one foot above grade, depending upon NJDEP flood regulations. All entrances must be clearly marked with awnings, changes in materials, a projection or recession of minimum 6 inches and/or other architectural features. Front stoops and porches are encouraged and any existing porches/stoops should be cleaned and refinished. Recommended materials for new stoops and porches and for replaced ones are stone or brick. Broken, unsound or damaged doors should be replaced with similar doors and if possible should be repaired.

Roofs - New roofs should be compatible with the roofs in the surrounding structures and should be similar in shape, form and material. Roofs in need of repair shall be repaired and cleaned as soon as possible, so that it is free of cracks or other damage.

Outdoor Lighting - Light fixtures on the facade should be attractive and appropriate in relation to the overall design of the facade. Outdoor lighting is recommended for new and existing structures especially in public and private spaces such as front stoops, porches, balconies, parks/plazas, etc.

Security Shutters - Open-mesh type shutters are recommended instead of solid roll-down shutters. All shutters and security gates should be of appropriate style and design to original shutters and/or to shutters in surrounding development.

Awnings - Awnings are recommended for retail uses and should be constructed so that frame and fabric of the awning is integrated into the overall facade design.

- Metal and aluminum awnings are not permitted.
- Recommended materials include cloth, canvas or similar flexible materials that are attractive and allow flexibility in design and use.
- All awnings must project no more than eight (8) feet from the building facade (except for outdoor seating areas) and must allow at least a minimum clearance height of eight (8) feet from finished grade of sidewalk or public right-of-way.
- No awning may project into a roadway, driveway, parking or loading area.

Signage - All signage shall be subject to site plan review and approval by the Planning Board. The following general guidelines apply to residential and commercial signage:

- Signs should be architecturally compatible with the style, composition, materials, colors and details of the building.
- Signs should not obscure the architectural details of a facade.
- Fluorescent or glowing paint and box-lit signs are prohibited for any signage.
- No signs or advertising devices that are rooftop mounted, intermittently illuminated, flashing or moving are allowed.
- Freestanding signs are prohibited, with the exception of way-finding identification signs.
- Signage above the second story of any building is prohibited.
- Residential signage should be in character with the architecture of the building.
- Facade signs should not exceed beyond 30 inches in height and should not extend beyond the width of a storefront opening.
- Signage should occupy no more than 30 percent of the storefront window areas in order to maintain clear visibility into the storefront space.
- Each individual retail business should have one facade sign per sidewalk frontage. In addition, awning signs and window signs are acceptable.

6.0 REDEVELOPMENT ACTIONS

6.1 Properties Subject to Acquisition and Not Subject to Acquisition

Certain properties intended in this Redevelopment Plan to be redeveloped are subject to acquisition by the Borough of Bound Brook as part of the redevelopment efforts.

This includes all properties in sub-areas 1, 2, 3 and 6, listed below in Table 11. In addition, acquisition of temporary and permanent easements, businesses and less than fee interests within and outside Area 2 for remediation, access and infrastructure to support redevelopment projects may also be necessary. The Borough of Bound Brook encourages designated redevelopers to acquire such property interests through arm's length transactions between a willing seller and buyer.

Table 11 – Properties That May Be Acquired For Redevelopment

Block	Lots
1	38, 38.01, 39, 39.01, 40, 41, 42
3	1, 1.01, 2, 3, 3.01, 4, 5, 6
5	0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 21, 22, 23, 24, 25, 26, 26.A, 27, 17, 18, 18.01, 19, 20
6	1, 2, 3, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25
7	27, 28, 29
15	1, 22

Properties that will not be acquired by the Borough as part of redevelopment efforts include all presently in Sub Areas 4 and 5. It is the intention of the plan to encourage and support rehabilitation and/or infill development by the present or future owners of such properties, not by a separate party designated as redeveloper. The list of properties in Area 2 not to be acquired by the Borough of Bound Brook is shown in Table 12.

Table 12 – Properties Not To Be Acquired For Redevelopment

Block	Lots
4	1, 1.01, 2, 2.01, 3, 4, 5, 6, 8, 8.01, 8.02, 9, 10, 11, 12, 13, 14, 15, 16, 16.01, 17
5	12, 13, 14, 15, 16
15	14, 15, 16, 17, 18, 19, 20, 21

Table 12 — Properties Not To Be Acquired For Redevelopment

16	7.01, 8, 9, 9.01
17	7, 8, 9, 10
18	14, 15, 16, 17
19	13, 14, 15, 15.01, 16, 17, 18, 19
20	13, 14, 15, 16, 17, 18
21	16, 17, 17.01, 18, 19, 20
23	3.01, 34, 35, 36, 37, 38, 39, 40, 41

6.2 New Construction

Construction of new structures and other improvements will take place as proposed in accordance with the Land Use Plan in Section 4. The redeveloper must adhere to the overall parameters for redevelopment as set forth in Sections 3, 4 and 5 of this Redevelopment Plan and is encouraged to otherwise refine the design concepts presented herein in developing unique and highquality project proposals.

6.3 Other Actions

In addition to the demolition, new construction and acquisition described above, several other actions may be taken by the governing body to further the goals 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.

6.4 Relocations

Implementation of this Redevelopment Plan will necessitate the displacement and relocation of both residents and businesses within Redevelopment Area 2. With respect to the displaced businesses, at the time of property acquisition, a Workable Relocation Assistance Plan (WRAP) will be prepared and submitted to the New Jersey Department of Community Affairs (NJDCA) for approval.

With respect to the displacement and relocation of the residents, in addition to the preparation and submission of a WRAP to the NJDCA, the following will be undertaken:

- (1) Fifty percent (50%) of the demolished residential units shall be replaced within Redevelopment Area 2, and shall include a mix of unit sizes to accommodate the displacees, not just age-restricted, studio and one-bedroom units.

- (2) The replacement units shall contain a bedroom mix equivalent to the housing being demolished, and equivalent in cost and tenure.
- (3) Priority of occupancy in the replacement units shall be given to displaced residents.
- (4) In the relocation or replacement of housing, affordable housing units shall be geographically distributed, and no concentration in the Bound Brook Apartments or within a 3-block radius of the Apartments shall be permitted.
- (5) While the Redevelopment Plan for Area 2 has already been modified so as to lessen the need for and impact of condemnation on the protected population in Bound Brook, the actual use of condemnation, going forward, in implementing this Redevelopment Plan, shall also be carefully considered, and shall not be indiscriminate.

6.5 Phasing

The implementation of this Amended Redevelopment Plan is not required to be undertaken in a specific sequence. Therefore, rehabilitation and infill development as contemplated in Sub-Areas 4 and 5 can commence at any time. In addition, redevelopment as contemplated in Sub-Areas 1, 2, 3 and 6 may also commence at any time.

7.0 CONSISTENCY REVIEW

7.1 Relationship to Local Objectives

As a result of the devastating impact of the 1999 floods in Bound Brook, the Borough has supported a variety of development initiatives resulting in new construction and new proposed developments. During the past five years, the planning and development activity has been focused on the downtown core. New development has been directed away from areas with significant protected populations, and has identified many underutilized and vacant lots appropriate for redevelopment. New development will benefit from downtown's assets, such as proximity to the train station and access to employment, housing, shopping and leisure opportunities in the downtown. This Amended Redevelopment Plan is consistent with these local objectives in that this area, which is an extension of the west side of the downtown, will be further activated with additional ground floor retail uses and additional housing units, translating into a larger active working, shopping and resident population proximate to the downtown.

This Amended Redevelopment Plan is also consistent with the Borough's downtown goals in that it seeks to complement rather than compete with proposed development adjacent to the train station area. The objective is to improve the existing residential and mixed-use buildings to the west of the downtown core and also improve the predominantly residential area further west with appropriate residential rehabilitation and infill development, while allowing for a small automobile-oriented shopping area to develop at the western edge at the entrance into Bound Brook from Route 287.

7.1.1 Relationship to the Intent and Purpose of the Master Plan

Many land use issues that affected the Borough since the 1960s still remain as concerns today. The major problems and objectives confronting the Borough are documented in several master plans, including, but not limited to, Master Plan of Bound Brook (1963), the Re-Examination for the Borough of Bound Brook Summary Report (1983), and the Master Plan of Bound Brook (1988) with subsequent re-examinations. Redevelopment recommendations and land use policy consistently dealt with development near or within floodways or floodplain areas. Issues relating to how one regulates the conversion of a single-family home to multi-family homes without compromising the quality of Bound Brook's housing stock, downtown revitalization (creating an attractive commercial core and train station area improvements), and improving

infrastructure and general pedestrian and vehicular circulation throughout the Borough are constant themes in each of these Master Plans.

The Borough was significantly affected by the severe and damaging impacts of Hurricane Floyd in 1999. The Borough focused on redevelopment and revitalization strategies. In order to improve the vitality of the downtown area and unify the mixed-use character on or near Talmage Avenue, the Borough modified the R-5 zoning district to encourage a neighborhood business/residential use for the Talmage Avenue area. Neighborhood businesses on the first floor and residential uses on the upper floors are permitted. The land use regulation modifications were seen as an effective means of meeting Borough goals and helping to preserve the historic mixed-use character of the area. An active ground floor with diverse uses and housing opportunities were deemed appropriate and desirable on Talmage Avenue.

The general municipal goals and objectives set forth by the Borough Planning Board in the Master Plan Reexamination Report (March 2003) are similar to objectives of the New Jersey Municipal Land Use Law: encourage appropriate development in a manner that will promote general welfare; secure safety from natural disasters, such as flooding; provide adequate open space; do not conflict with the goals of neighboring communities or the County and the State; permit appropriate densities that will positively contribute to the overall community; preserve the environment and prevent urban sprawl and degradation of the environment through improper use of land; encourage the appropriate and efficient expenditure of public funds by coordination of public development with land use policies; encourage planned developments which incorporate best features of design; encourage affordable senior housing and provide affordable housing opportunities for residents in the community and in the Region; and support economic development and employment opportunities.

The Amended Redevelopment Plan objectives for Redevelopment Area 2 are consistent with the goals and objectives of Bound Brook's Master Plan and the Downtown Urban Design Plan. The Redevelopment Plan recommends that new construction be realized on West Main Street and Talmage Street, which is north of the railroad tracks; and north of the flood sensitive zone. In addition to the critical flooding issue, this Amended Redevelopment Plan's recommendations are also consistent with the Master Plan housing-related goals. The Plan encourages appropriate housing opportunities for owners and renters while both preserving the predominantly single-family residential character of Bound Brook outside of the downtown and locating multi-family housing and new amenities in or near the downtown area-where significant rental, multi-family housing already exists-and within walking distance of the train station.

7.1.2 Relationship to the Intent and Purpose of the Zoning Ordinance

As Figure 10 shows, the current zoning map of the Borough of Bound Brook shows that the Amended Redevelopment Area covers two existing zoning districts in Bound Brook: Neighborhood Business/Residential (NB/R) and Business/Residential (B/R).

The parcels along Talmage Avenue are within the NB/R zone. The primary purpose of this zone is “to serve a local rather than regional shopper, and personal services.” This zoning permits smallscale retail and personal services and offices on the first floor. Neighborhood businesses are permitted on the second floor as well. The zoning does not permit residential on the first floor but allows one-and two- family residential on the upper floors. Automotive uses such as service, repair, rental and sales are prohibited. The NB/R zone also allows public parks and playgrounds. Accessory uses include private garages, parking lots, signage and storage buildings (maximum size of 1,000 square feet).

Bulk standards of the NB/R Neighborhood Business/Residential zone require a minimum floor area of 700 square feet per residential unit containing one-bedroom and a minimum floor area of 900 square feet for a two-bedroom unit. A minimum lot area of 5,000 square feet is required and minimum lot width of 50 feet is required. The maximum height in this zone is two-and-a-half stories (2.5) or 35 feet in height, whichever is lesser. The yard requirements are as follows: front yard-25 feet; side yard-20 feet both sides; and rear yard-25 feet, except when the rear lot line abuts a railroad right-of-way, in which case the rear yard is increased to 40 feet.

The maximum lot coverage in the NB/R zone is 65 percent. The minimum distance between all structures containing dwelling units is 20 feet. In addition, the NB/R zone requires that all residential structures have at least 2,500 square feet of lot area per family for all two-bedroom units. The maximum dwelling unit size is two bedrooms per unit.

The Amended Redevelopment Plan is largely consistent with the NB/R zone, especially as it relates to Sub-Areas 2, 3 and 6; however, the Amended Redevelopment Plan in Sub-Areas 4 and 5 would not permit mixed-use development, only rehabilitation of existing residential units in place.

The lots along West Main Street and Columbus Place – sub-districts 2.1, 2.2 and a portion of 2.3 – fall within the B/R Business/Residential district. The regulations for this district were substantially amended in 2014, and the district was extended to include a number of additional parcels to the west, fronting on Talmage and West Main Street.

The B-R district now allows a wide variety of uses (see Section 21.10.15.E of the Borough’s

Code), either individually or combined, as is desirable in a traditional downtown that is served by passenger rail service.

Prohibited uses include offices (ground floor), drive-through restaurants, houses of worship (ground floor), educational facilities, warehouses and industrial uses.

Bulk standards in the B/R Zone allow a maximum height of five stories on lots of 10,000 square feet or more, although there is a requirement that levels 4 and 5 be stepped back a minimum of 10 feet. Buildings on lots with less than 10,000 square feet may not exceed three stories.

No front yard is required, although sidewalk setbacks are required, depending upon building length. No side yards are required except where a side yard in the B/R district adjoins a residential district, in which case there shall be a minimum side yard landscaped buffer of 10 feet.

In general, the Amended Redevelopment Plan for sub-Areas 1 and 2 are consistent with the existing B/R Business Residential Zone with respect to use.

While the type of development proposed in this Amended Redevelopment Plan generally comports with the existing zoning ordinance, building heights and densities in excess of the current zoning are recommended in this plan to provide economic incentives for redevelopers to undertake the more complex type of projects required in this area. In addition, the Amended Redevelopment Plan also recommends many design guidelines that will make any new development pedestrian-friendly and with good quality architecture.

Other requirements such as affordable housing, open space/parks, public parking lots and relocation guidelines are also needed in this area, which are part of the requirements and guidelines in the Amended Redevelopment Plan.

7.2 Relationship to Plans of Adjacent Municipalities

Bound Brook shares borders with two municipalities: Bridgewater Township to the north and west; and Middlesex Borough to the east. South Bound Brook, its neighbor to the south, is on the other side of the Raritan River and therefore too far removed to be considered in this section. Redevelopment Area 2 is also too far from the boundary with Middlesex Borough to have any substantive effect on that town. Finally Bridgewater is on the other side of the Middle Brook, and therefore insulated from any direct impacts that may be caused as a result of implementation of this Amended Redevelopment Plan.

7.3 Relationship to Somerset County Plans

7.3.1 Somerset County Master Plan and Reexamination Report (1998)

The County Master Plan is intended as a means to refine the overall vision of Somerset County and build consensus on “regional planning priorities” and “smart growth strategies.” As a way to preserve centers and combat sprawling development, a number of plan recommendations identified in the 1998 County Reexamination Report concerned the type of development contemplated within the Redevelopment Plan. These recommendations include:

- Encourage and support the development of comprehensive or “Vision” plans for all centers. Comprehensive center plans should identify areas ripe for infill and redevelopment. Such plans should address quality of life and other community revitalization concerns.
- The County Planning Board should continue to support the Regional Center Planning process.
- A greater residential component should be included within the core areas of the County’s existing centers. Vertical mixed-use development and redevelopment should be encouraged.
- The application of traditional town planning concepts to new development as well as suburban retrofit areas should be strongly encouraged.
- The regional land use framework should be strengthened to encourage appropriate distribution of growth amongst centers.
- “Sense of place” livability, community and other qualities of village and town life need to be emphasized.
- The use of high design standards and quality construction should be emphasized for all residential development and redevelopment.
- A greater recognition of the needs of pedestrians and cyclists is needed in land use planning, and in roadway and site design.
- The County should work to integrate land-use and transportation planning, as well as in create multi-modal transit options.

This Amended Redevelopment Plan clearly embraces the vision articulated for centers in the County Plan. It utilizes many of the same design concepts and places the same high priority on smart growth principles. It also incorporates the same overall types of development envisioned in the County Master Plan. The Plan promotes the vitality of Bound Brook as an important

center within the County in that it provides a high-quality, mixed-use, pedestrian-friendly environment.

7.3.2 Somerset County Regional Center Strategic Master Plan (2006)

The key recommendations of the County Strategic Master Plan indicate that municipalities undertaking redevelopment:

...should encourage economic development and desirable reuse of former brownfield sites; ensure that redevelopment areas, whenever possible, are tied closely to the fabric of existing downtowns and Main Street areas; provide public access through each redevelopment area and connections to all greenways and open space; and ensure that redevelopment planning takes into account the community context of each site and provides connections to the surrounding neighborhood.

This Amended Redevelopment Plan clearly embraces all of these recommendations, particularly as it relates to the recommendation that the train station area redevelopment will promote increased ridership, and work to decrease traffic congestion and parking impacts through innovative parking and transportation strategies.

7.3.3 Somerset County Strategic Plan (2012)

This amended Redevelopment Plan is consistent with the intent of the Somerset County Strategic Plan, which calls 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.

7.4 Relationship to State Development and Redevelopment Plan (2001)

The New Jersey State Development and Redevelopment Plan (SDRP) is intended to provide a planning framework for development and redevelopment so that it occurs in a sustainable manner. In other words, it intends to shape growth in New Jersey so that land use, energy, technology, environmental and design considerations are all taken into account in development decisions, and so that future development enhances the quality of life. This Amended Redevelopment Plan is fully consistent with the goals and policies of the SDRP, and represents a model plan for implementing the Smart Growth framework set forth therein.

7.4.1 SDRP Goals

The SDRP contains a set of Statewide Planning Goals, which derive from the State Planning

Act. The relationship of the Amended Redevelopment Area Plan to several of these goals is described below.

Goal 1: Revitalize the State's Cities and Towns

The Amended Redevelopment Plan encourages targeted new development and rehabilitation of significant housing stock. The Plan also encourages mixed-use development and amenities that will complement the existing downtown core and activate the area north of the railroad tracks that is currently underutilized. New development and rehabilitated housing stock will preserve and provide mixed-income rental and ownership housing opportunities.

Goal 2: Conserve the State's Natural Resources and Systems

The Amended Redevelopment Plan provides for redevelopment and rehabilitation of a targeted area in the form of mixed-use compact development that takes advantage of existing infrastructure, and protects undeveloped "Greenfield" areas from costly new development.

Goal 3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey

The Amended Redevelopment Plan allows for additional population to be housed near a commuter rail station, and within walking distance of retail, commercial and civic uses. Efficient development patterns such as this are essential to accommodating the State's future population growth in a manner that avoids rapid consumption of the State's remaining open spaces, and allows for alternatives to automobile use. It therefore represents the essence of environmentally-friendly development. Equally important is that a broad range of existing residential units will be preserved and improved for residents who currently live in the Amended Redevelopment Area.

Goal 4: Protect the Environment, Prevent and Clean Up Pollution

Similar to Goal 2, the Amended Redevelopment Plan promotes efficient use of land and includes a plan for new public open space.

Goal 5: Provide Adequate Public Facilities and Services at a Reasonable Cost

The Amended Redevelopment Plan encourages the rehabilitation of existing housing stock, and encourages a public open space near new development. The Plan encourages new development in targeted areas and therefore limits the demand for new infrastructure investment. It better utilizes the existing resources, especially nearby the train station, discouraging new development in flood prone areas.

Goal 6: Provide Adequate Housing at a Reasonable Cost

The Amended Redevelopment Plan provides for a variety of housing types, including townhouses and multifamily buildings. The Redevelopment Plan further requires that affordable housing units be included in the area to satisfy the full obligation induced by the development under COAH.

Goal 7: Preserve And Enhance Areas With Historic, Cultural, Scenic, Open Space And Recreational Value

The Amended Redevelopment Plan aims to complement Bound Brook's historic downtown. It is also in harmony with the scale and character of downtown and the surrounding neighborhoods. In addition, the development of open space provides recreational value to residents living and working in the Area.

7.4.2 State Planning Areas

The State Plan Policy Map is the centerpiece of the State Planning framework. It divides New Jersey into five planning areas ranging from PA-1 Metropolitan Planning Area to PA-5 Environmentally Sensitive Area. The Amended Redevelopment Area is located wholly within PA-1. A portion of the Amended Redevelopment Area is located adjacent to a PA-5 Environmentally Sensitive Planning Area. (The other portion of the Redevelopment Area is located adjacent to South Bound Brook which is also a PA-1 Metropolitan Planning Area.)

In the SDRP, the intent of the PA-1 Metropolitan Planning Area is to:

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

In the SDRP, the intent of the PA-5 Environmentally Sensitive Planning Area is to:

- Protect environmental resources through the protection of large contiguous areas of land;
- Accommodate growth in centers;

- Protect the character of existing stable communities;
- Confine programmed sewers and public water services to centers;
- Revitalize cities and towns.

Comparing these objectives to the character of redevelopment on limited sites and rehabilitation on a majority of the sites, it is clear that the Amended Redevelopment Plan fulfills the intent and policies of the State Plan. As discussed above, the Amended Redevelopment Plan requires that new development be realized in targeted areas while promoting rehabilitation and protecting the existing structures and units in others. It also encourages physical improvements to a mixed-use area and a residential area of an existing community adjacent to Bound Brook's Main Street and train tracks and near to the Borough's train station. Open space will be created and critical environmental areas will be preserved for the benefit of the environment and New Jersey residents.

8.0 GENERAL PROVISIONS

8.1 Definitions

Except for those words or terms defined in this Section (above), words that appear in the Amended Redevelopment Plan for Area 2 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 Planning Board or the Governing Body of the Borough of Bound Brook.

8.2 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 2 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.

8.3 Site Plan and Subdivision Review

Prior to commencement of construction, site plans for the construction of improvements within the Amended Redevelopment Area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:550-1 et seq.), shall be submitted by the applicants for review and approval by the Bound Brook Planning Board.

Any subdivision of lots and parcels of land within the Amended Redevelopment Area shall be in accordance with the requirements of this Amended Redevelopment Plan and the subdivision ordinance of the Borough of Bound Brook. 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 Planning Board.

8.4 Approvals 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.

8.5 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 features so as to be detrimental to the public health, safety or general welfare.

8.6 Non-Discrimination Provisions

No covenant, lease, conveyance or other instrument shall be affected or executed by the Borough Council or by a developer or any of his successors or assignees, whereby land within the Amended Redevelopment Area is restricted by the Borough Council, or the developer, upon the basis of race, creed, color, 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 Area on the basis of race, creed, color or national origin.

8.7 Duration of the Plan

The provisions of this Plan specifying the redevelopment of the Amended Redevelopment Area 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 the Borough Council.

8.8 Deviation Requests

The Bound Brook Land Use Board may grant reasonable deviations from the regulations contained in this amended Redevelopment Plan for Area 2 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 2 would result in peculiar practical difficulties to, or exceptional and undue hardship upon the developer of such property.

Special consideration shall be given by the Bound Brook Land Use Board in the review of any project that straddles more than one sub-area. The Board and its professionals shall make reasonable accommodations in those situations where multiple standards may apply and may need to be reconciled.

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 2 and of the Downtown Urban Design Plan, where applicable, 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 2, 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 2 and of the Downtown Urban Design Plan, where applicable.

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 2 and of the Downtown Urban Design Plan, where applicable.

An application for a deviation from the requirements of this amended Redevelopment Plan for Area 2 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’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 an applicant from meeting the criteria enumerated under N.J.S.A. 40:55D-70c.

8.9 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.

8.10 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.

8.11 Affordable Housing Component

For every four (4) new units of residential construction, one (1) new affordable housing unit, consistent with the Fair Housing Act of New Jersey shall be provided in Sub-Areas 2.4, 2.5 and 2.6.

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, 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 Borough Ordinance shall apply to all non-residential development in Area 2.

9.0 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 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.

The Amended Redevelopment Plan is substantially consistent with the Master Plan for the Borough of Bound Brook. The Plan also complies with the goals and objectives of the New Jersey State Development and Redevelopment Plan.

All privately owned lots within the Amended Redevelopment Area except those identified in Sub-Areas 2.4 and 2.5 are subject to acquisition by the Borough of Bound Brook as part of the redevelopment effort.

This amended Redevelopment Plan 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 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 shall be deemed valid and effective.

10.0 PROCEDURES FOR AMENDING THIS REDEVELOPMENT PLAN

The Redevelopment Plan for Area 2 may be amended from time to time for good reason and in compliance with the requirements of the law.

Anyone may request an amendment. The request shall be directed, in writing, to Borough Council and shall be accompanied by non-refundable check for \$2,500, unless the request is issued from an agency of the Borough or 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 amendments to prepare a study of the impact of such amendments, prepared by a Professional Planner licensed in the State of New Jersey.

In addition, Borough Council, at its sole discretion, may require the party requesting the amendment to 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 evaluate its anticipated impacts in order to confirm that the intent of the Redevelopment Plan is not compromised and that the proposed amendment advances the public good.

Figure 1: Pre- and Post-2009 Area 2 Boundary, with 2015 Zoning

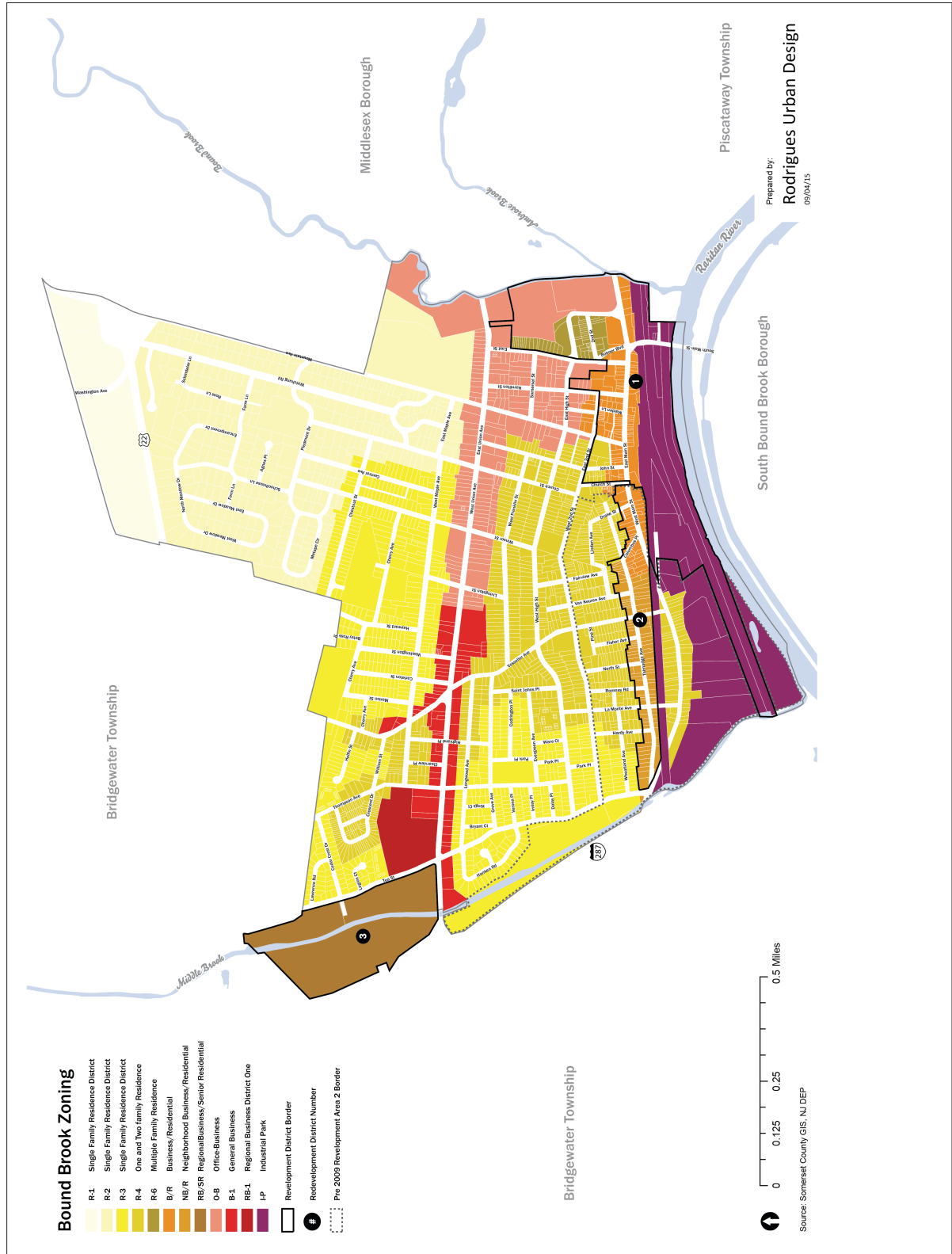


Figure 2: Block and Lots within Amended Redevelopment Area 2 Map



Figure 3: Existing Land Uses within the Area Adjacent to Amended Redevelopment Area 2 Map

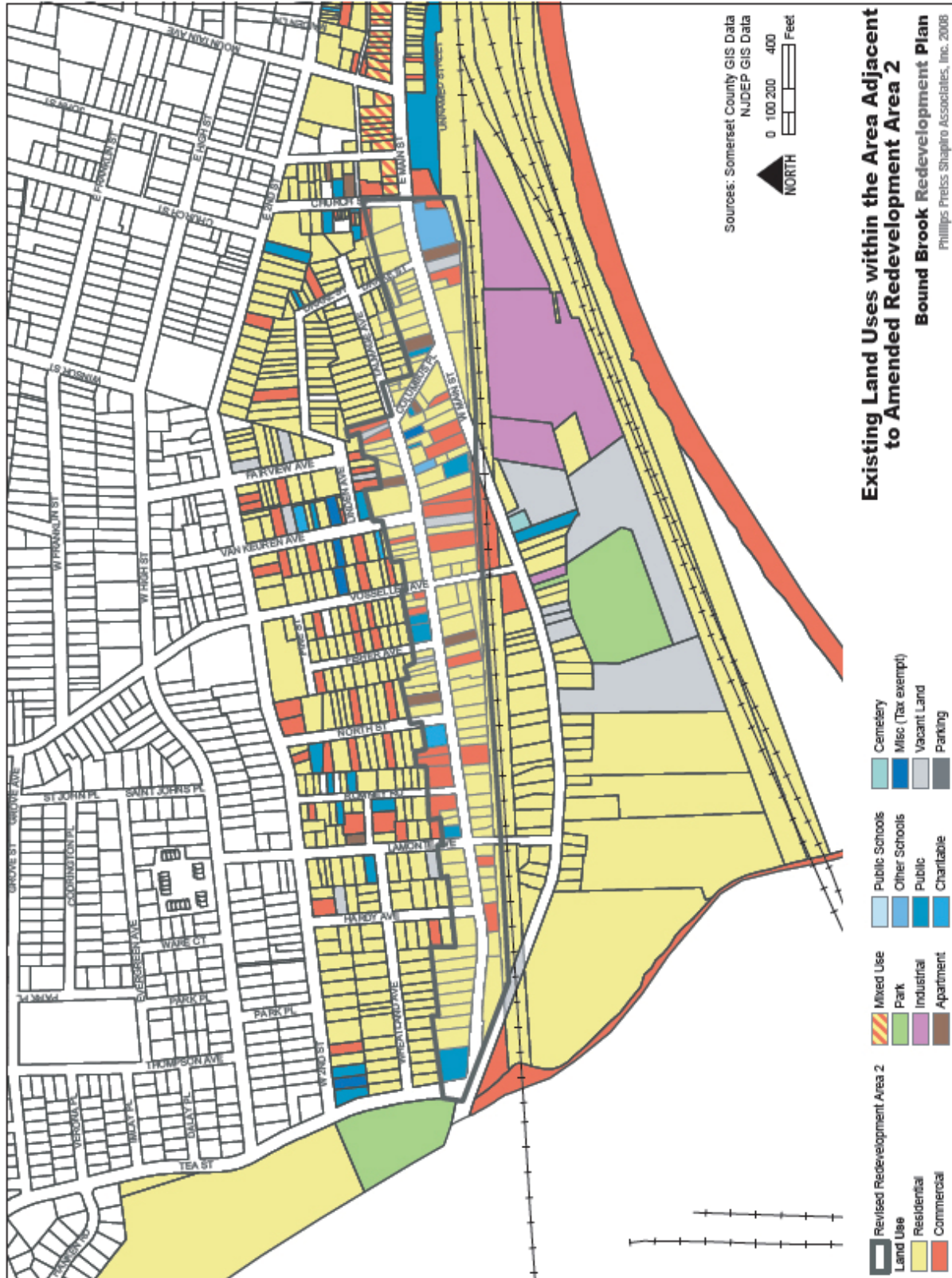


Figure 4: Aerial Map Showing Context of Amended Redevelopment Area 2



Figure 5: Sub-Areas within Amended Redevelopment Area 2 Map

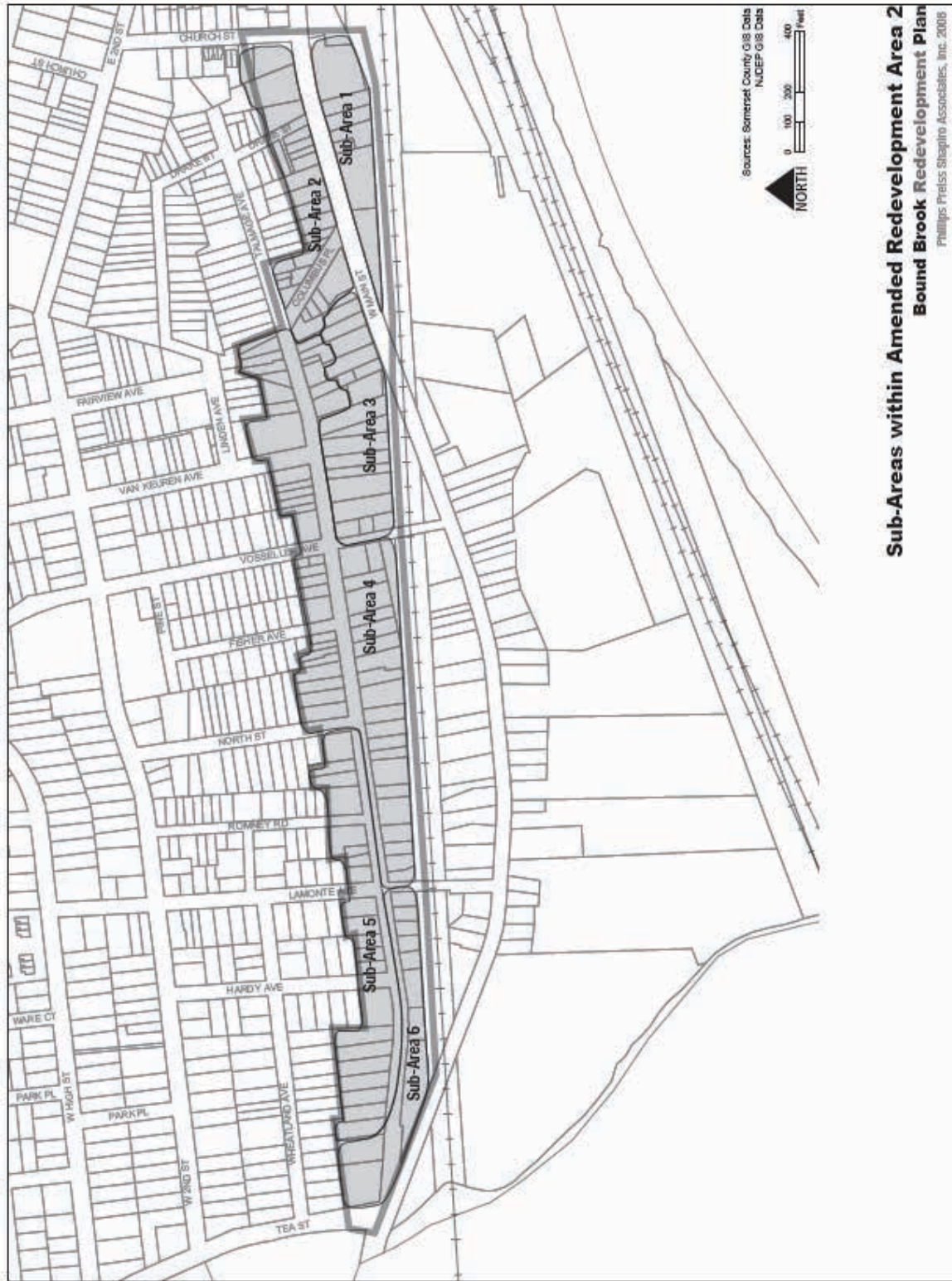
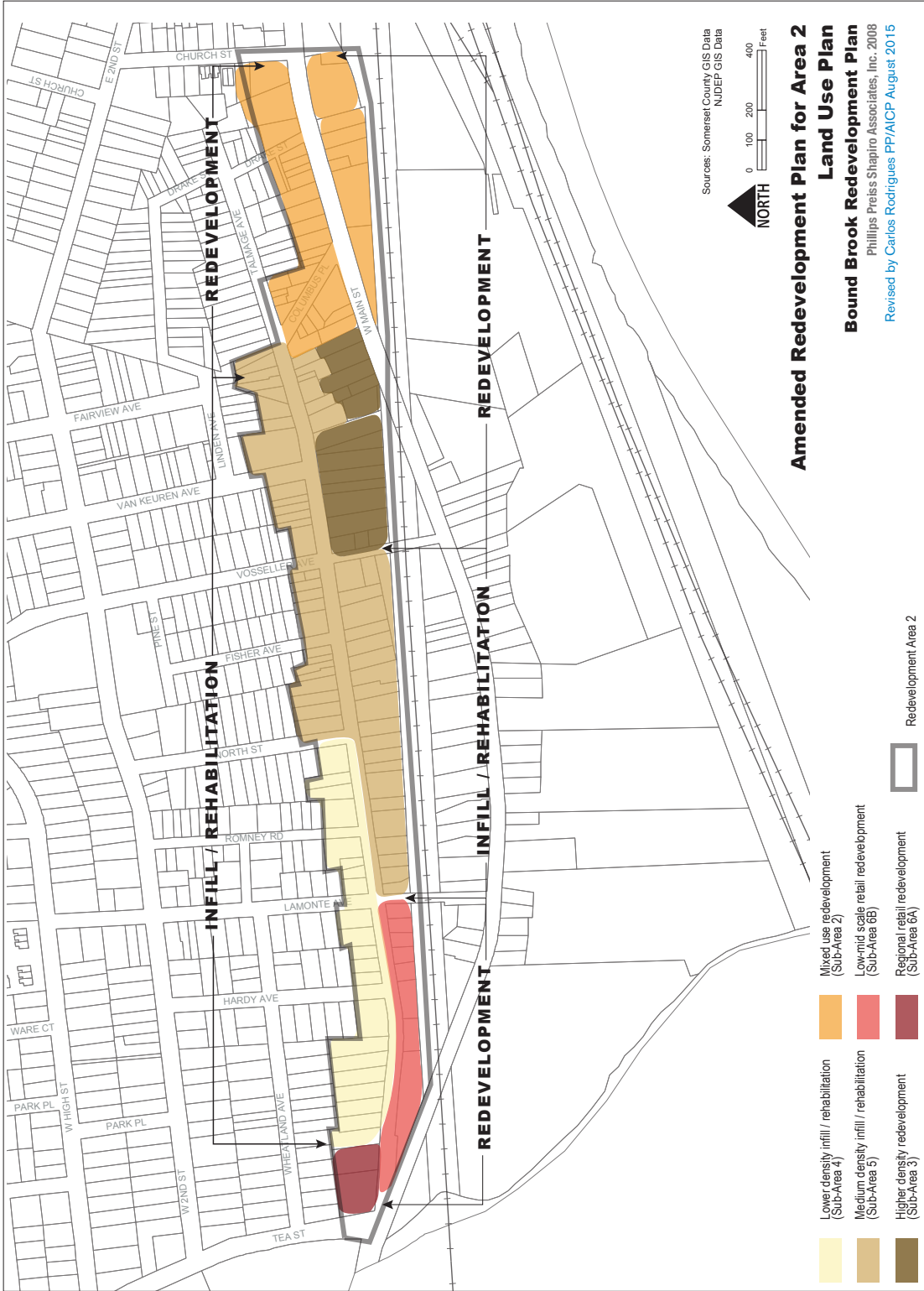


Figure 7: Amended Redevelopment Area 2 Land Use Plan Map



REQUIREMENTS AS PER THE CONSENT DECREE WITH THE US DEPARTMENT OF JUSTICE

The Borough of Bound Brook signed a Consent Decree with the Department of Justice (DOJ) with respect to the redevelopment and revitalization efforts being undertaken by the Borough for Redevelopment Area #2. The following is a synopsis of the Consent Decree and the extent to which it must shape and influence the Amended Redevelopment Plan. In fact, one of the requirements of the Consent Decree was that the Borough hire a new consultant, with experience in ethnically-diverse communities, to prepare a new or amended Redevelopment Plan.

Before this is discussed in detail, there are several clauses in the Consent Decree which only indirectly impact the amended Redevelopment Plan, but nevertheless are important to bear in mind in moving forward. They are as follows:

- The Borough is to refrain from discriminatory practices of selling or renting units on the basis of national origin, race or color.
- The Borough's enforcement of the 2000 International Property Maintenance Code and 2003 Property Maintenance Code (PMC) must include several additional steps, including such items as providing bilingual notice to residents regarding the PMC, removing mandatory fines for violations, and a 24-hour period to correct violations relating to overcrowding.
- A bilingual coordinator must be hired to help with an understanding and administration of the Borough's program.
- With respect to code enforcement, additional steps and actions must be instituted to protect the rights of tenants and property owners, including such items as using the Bilingual Coordinator, confining inspections to certain homes and utilizing uniformed officers.
- Monetary relief and education and training are also specified in the Consent Decree.

With respect to the Amended Redevelopment Plan, aside from selecting a different planning and real estate consultant to prepare it, the revised plan needed to include a housing analysis of the Redevelopment Area taking into account:

- Unit size
- Number of bedrooms
- Tenure, costs (rent and sales price)
- Number of dwelling units per structure and occupancy by seniors and those protected by the Americans with Disabilities Act (ADA).

Several guiding principles must be included and utilized in the Amended Redevelopment Plan, as follows:

- Identify, and to the extent that dwelling units are demolished, not less than 50% must be re placed within the Redevelopment Area, and shall not be just senior, 0-bedroom and 1-bedroom units.
- The replacement units must contain a bedroom mix equivalent to the housing being demolished, and equivalent in cost and tenure.
- Priority of occupancy in the replacement units shall be given to displaced residents.
- Affordable housing shall be geographically distributed rather than concentrated, with no concentration in the Bound Brook Apartments or within an area within 3 blocks from the Apartments.
- Use of the condemnation powers shall not be indiscriminate, but carefully considered by the Borough.

EXISTING CONDITIONS & HOUSING ANALYSIS (AS OF 2008)

C.1 Existing Conditions

C.1.1 Intent of Analysis

Amended Redevelopment Area 2's existing conditions (in 2008), both land use as well as nature of occupancy of the housing within it, were analyzed as a basis upon which an appropriate redevelopment framework could be based, as well as to identify appropriate uses and densities in areas targeted for rehabilitation. The following is a summary of existing conditions that begins to build a rationale for limiting and targeting acquisition/condemnation and new construction to specific areas, while utilizing other, less drastic and costly actions to rehabilitate other areas where residents will be able to remain in place rather than being displaced or relocated.

C.1.2 Land Uses and Building Conditions

Land uses within the revised Redevelopment Area 2, and in the surrounding areas, are shown in Figure 3. Figure 4 is an aerial photograph showing built conditions in Redevelopment Area 2. There is a gradual change of building typologies as one moves north from the railroad tracks to the area north of Talmage Avenue: mixed-use, commercial, and auto-related buildings give way to multi-family housing—some of which is attached, which then gives way to single-family, detached housing. The commercial uses on West Main Street and Talmage include retail, restaurants, bars, and auto-related stores. Many of the buildings that were historically ground-floor retail with residential units on the upper floors have replaced the retail uses with residential units. (This illustrates a more current, higher demand for housing and a lesser demand for retail space.) On the western edge of the Borough near Tea Street, there are large lots with significant commercial or residential development.

Based on the 2008 tax assessment information, there were approximately 230 dwelling units in Redevelopment Area 2 and approximately 740 residents in the area. There were a high percentage of Hispanics located in an area generally bounded by Lamonte, Talmage, Second, and Church streets. In general, buildings occupied by renters showed a greater potential for improvement than single-family residences. The highest percentage of renters (70% to 100%) was concentrated within areas in or near Redevelopment Area 2, as follows: (1) north of the train tracks and south of Main Street and Talmage, and between Vosseller and Church Street;

and (2) between Vosseller and North streets and West Second and Talmage Streets.

In Redevelopment Area 2, there is no consistent architectural style. A majority of the building stock was built between 1880 and World War II. Building style and conditions vary from block to block. Most of the older housing stock seems to be in stable condition, but many of these homes are in need of at least some level of repair or improvement.

C.1.3 Sub-Area Land Use Analysis

Based on analyses of land uses in the area and a review of property records, there are generally six “sub-areas” within Amended Redevelopment Area 2, each with their own mix of uses and developed character. The boundaries of the “sub-areas” are based on vehicular and pedestrian accessibility, lot size, existing land use, building type and number of dwelling units. (See Figure 7 for the boundaries of each of the sub-areas.) A description of the boundaries, the character of each area and its potential for redevelopment and/or rehabilitation is discussed below.

- Sub-Area 1: West Main Street/NJ Transit Railroad Tracks
- Sub-Area 2: West Main Street/Columbus Place
- Sub-Area 3: Talmage Avenue/NJ Transit Railroad Tracks
- Sub-Area 4: Talmage Avenue (north and south side}
- Sub-Area 5: Talmage Avenue (north)
- Sub-Area 6: Tea Street/Talmage Avenue.

Sub-Area 1: West Main Street/ NJT tracks

Church Street and West Main Street define the western-most boundary of Redevelopment Area 1. West Main Street terminates at the NJ Transit railroad tracks. Sub-Area 1 forms a triangle that becomes increasingly shallow as it approaches the intersection of West Main Street and the NJ Transit right-of-way (Block 1/Lot 38, 38.1, 39, 39.01, 40, 41, 42). There are a variety of uses on the block bounded by West Main and Church Street: a vacant site, an old coal yard, active auto-related, commercial uses, and two-story multifamily residential buildings. There are approximately seven dwelling units on the block and residential buildings are in fair condition. One residential structure was built in 1900; the other buildings were built in the 1970s. As of 2008, all of the block’s property owners were located in New Jersey, but only one owner resided in Bound Brook. The assessed property values in 2008 ranged from \$40,000 to \$146,000.

Redevelopment of individual lots at the end of West Main Street – which are increasingly shallow and adjacent to the train tracks – may pose challenges and require lot assemblage.

On the other hand, this whole area is in the B-R district and subject to the same development regulations as parcels fronting directly on Main Street. It is also a short walk from the NJ Transit train station and downtown retail and services.

Sub-Area #2: West Main Street/ Columbus Place

The lots on the north side of West Main Street are connected to Talmage Avenue by Columbus Place. Columbus Place is located at an oblique angle to West Main Street, and therefore creates irregularly-shaped lots where it intersects with Talmage Avenue and West Main Street.

The properties located near Columbus Place are identified on the Borough tax maps as follows: Block 6, Lots 1, 2, 3, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, and Block 7, Lots 27, 28, 29. The three latter properties are generally defined by residential use. In 2008, there were a total of 11 multifamily buildings and six mixed-use buildings (typically ground floor retail with residential units on up per floor), as well as six commercial buildings and three vacant lots in Block 6.

On the north side of West Main Street, to the east of Columbus Place, there were (in 2008) several one- and two-story buildings built in the 1920s. Two-, three- and four-unit residential buildings were located adjacent to the 1920s commercial buildings and a vacant site. Most of the buildings were in fair or poor condition. To the north of these lots, were residential structures in good or fair condition.

On the east and west side of Columbus Place there were, in 2008, a variety of uses: vacant sites, active commercial buildings, and several two-family residential buildings built in the early 1900s. The low-scale buildings were either one or two stories in height and in poor or fair condition.

In 2008, there were 33 residential dwelling units in this area, accommodating approximately 100 residents.

All Columbus Place property owners resided, in 2008, in New Jersey, with approximately half of the property owners residing in Bound Brook.

Because of its proximity to the downtown retail core, and the poor condition of existing structures, targeted mixed-use redevelopment within the area is both feasible and appropriate as an extension of the downtown.

In addition, a building (or buildings) located at the intersection of Main Street and Columbus Place has the potential to be a significant gateway into downtown Bound Brook. Indeed, a 1.3 acre project called Talmage Commons received site plan approval in 2008 for a U-shaped,

5-story building at this location with ground floor parking, liner retail and services facing Talmage, and 152 upper-level residential units. This project – which straddles sub-areas 2 and 3 – has not yet been constructed.

This entire sub-district is included in the B-R zone and is therefore subject to the same underlying development regulations as parcels fronting on Main Street. It too is a short walk from the NJ Transit train station and downtown retail and services.

Sub-Area #3: Talmage Avenue/ NJT tracks

This sub-area occupies the block bounded by Columbus Place, West Main Street/ NJ Transit Railroad tracks, Talmage Avenue and Vosseller Avenue. It includes several throughlots which are located directly north of the railroad tracks. The residential buildings that front on Talmage (Block 5, Lots 4, 5, 6, 7, 8, 9, and 10) are consistent in scale and density: they are all two story buildings built in the early 1900s and the majority are two-family buildings. On the north side of West Main Street, the residential buildings are similar in scale, and typically two-family buildings. Several of the structures were built in the 1930s; a few were built in the late 1800s. On Vosseller Avenue, there are multi-family residential buildings as well as the Moose Lodge, located at the corner of Talmage and Vosseller Avenues. There were (in 2008) approximately 34 dwelling units on this portion of the block.

This block presents a significant redevelopment opportunity: it is over 700 feet long and over 200 feet deep, including a number of thru-lots. It is located within a short walking distance to the train station and the core downtown area. The significantly-sized lots can realistically be assembled to create a large, well-shaped redevelopment parcel with good access and visibility to the downtown. Its location directly adjacent to the railroad track is similar to Redevelopment Sub-Area 1.1, where the new Meridia building has been developed. Higher-density, taller residential structures would act as a visual and noise buffer for the neighborhood to the north.

Sub-Area #4: Talmage Avenue (north and south sides)

There are a significant number of multi-family and mixed-use buildings in the area (38 multi-family buildings and 15 mixed-use buildings). There are a significant number of residential units (109 units) and at least 400 residents in the area. The residential buildings are predominantly two-unit, two story structures built between 1900 and 1925. Several of the residential structures were built in the 1970s. There are a few residential buildings that have four, five or six units. The residential buildings, for the most part, are in fair or good condition, whose owners reside in Bound Brook. Owners of the four vacant sites and five commercial buildings are, however, generally not residents of Bound Brook. This sub-area provides a transition

between the residential neighborhood to north and the more commercially-oriented area to the west. This section of Talmage Avenue is appropriate for targeted rehabilitation rather than new development. If redeveloped, a significant proportion if not all of the population would need to be relocated and new construction would disrupt the existing, consistent built character. Demolition and redevelopment is not necessary to revitalize this area; rehabilitation, with the residents remaining in place, would be a better solution both from a socioeconomic and community-acceptance viewpoint.

Sub-Area #5: Talmage (north side)/ near Tea Street

This predominantly low-scale, residential sub-area is generally bounded by Tea Street, Talmage Avenue, and North Street. Properties within this sub-area include the following: Block 15, Lots 14, 15, 16, 17, 18, 19, 20, 21; Block 16, Lots 7, 7.01, 8, 9, and 9.01; Block 17, Lots 7, 8, 9,10; and Block 18, Lots 14, 15, 16 and 17. There are 16 multi-family buildings (39 units), three commercial buildings and three mixed-use buildings. There are no vacant sites in the area.

The majority of the property owners in this sub-area reside in Bound Brook. Most of the buildings appear for the most part to be owner-occupied. Many of the residential structures are two-story, two-family buildings. Even though a majority of the buildings are more than one hundred years old, the structures are in good to fair condition. To the north of the area is a residential neighborhood with multi-family buildings and single-family homes. Given the good condition of the existing housing stock, as well as the number of dwelling units in this sub-area, as well as the fact that wholesale redevelopment would not be necessary to revitalize this area, targeted rehabilitation efforts are also appropriate.

Sub-Area #6: Tea Street/ Talmage Street

This sub-area is located in the westernmost portion of Redevelopment Area 2. It is generally bounded by Talmage Avenue, Lamonte Avenue, and Tea Street. This sub-area consists of the following properties: Block 3, Lot 1, 1.01, 2, 3, 3.01, 4, 5, 6; and Block 15, Lot 1 and 22. The southern block is adjacent to the NJ Transit Railroad tracks. Two lots located on the north side of Talmage are significant-sized lots. The western portion of Area #2 is defined by predominantly commercial and manufacturing-related uses. The area, especially on the south side of Talmage Avenue, is also characterized by shallow lots. In total, there are five commercial buildings, two multi-family buildings and one mixed-use property; including approximately eight residential units in the area. Most of the commercial buildings are one-story structures and were built in the 1920s. The multi family residential buildings have 2, 3, or 4 units and were built in the early 1900s. A majority of the property owners are Bound Brook residents, an indication that they, too, are most likely resident home owners.

To the west of the area, that is, to the west of Tea Street, is Route 287. Given that the area has (1) several underutilized properties; (2) relatively few residential units (eight units); and (3) proximity to a major transportation route, it is an appropriate place to provide a regionally-oriented commercial use rather than local commercial or residential use, so as to create a gateway into Bound Brook from Route 287.

C.2 Housing Analysis

C.2.1 Housing Type and Mix of Uses

In Redevelopment Area 2, there were (in 2008) a total of 230 residential units. There were a total of 81 multi-family buildings. (There were 13 vacant lots, 22 non-residential buildings and 30 mixed-use buildings with ground floor retail with upper floor residential use.)

Sub-Areas	# of Buildings with Dwelling Units	# of Units	Building Conditions	Year Built
Sub-Area #1: West Main Street/ NJT tracks	2 multi-family	7	Fair	1900; 1970s
Sub-Area #2: West Main Street/ Columbus Place	11 multi-family; 6 mixed-use	33	Fair/Poor	1920s
Sub-Area #3: Talmage Avenue/ NJT tracks	7 multi-family	34	Fair	1920s; 1930s; few built in late 1800s
Sub-Area #4: Talmage Avenue (north and south sides)	38 multi-family; 15 mixed use	109	Good/Fair	Early 1900s; few 1970s
Sub-Area #5: Talmage (north side)/near Tea Street	16 multi-family; 3 mixed-use bldgs	39	Good/Fair	Early 1900s
Sub-Area #6: Talmage (north side)/near Tea Street	2 multi-family; 1 mixed-use bldg	8	Good/Fair	1920s

** Sub-Area 4 had, in 2008, the greatest amount of units as well as the greatest amount of residents (approximately 400 people).*

C.2.2 Tax Assessment

In 2008, the assessed values of properties in Area 2 ranged from \$6,000 to \$388,200.

Church Street and West Main Street define the eastern-most boundary of the Redevelopment Area. Assessed values in this area ranged from \$6,000 to \$247,000. The average assessed value was \$121,504 and the median assessed value was \$124,200.

The values of the sites on the south side of West Main Street, and north of the railroad tracks,

ranged from \$19,000 to \$290,600. The assessed value for the eastern-most site south of West Main Street was \$290,600; the average value for the adjacent sites was \$95,667; the median value was \$89,700.

The range of assessed values for the sites north of the railroad tracks and east of Vosseller Avenue was \$6,000 to \$388,200. The average value was \$107,133 and the median value was \$91,850.

The median value for a majority of Talmage Avenue sites (sites on the north and south side) was approximately \$129,000. The range of values for western-most sites was \$19,000 to \$255,300. The average assessed values was \$120,000 and \$118,300.

C.2.3 Housing Conditions

In 2008, the residential buildings south of West Main Street (Sub-Area 1) were in fair condition. One residential structure was built in 1900; the other buildings on this block were built in the 1970s.

On the north side of West Main Street to the east of Columbus Place (Sub-Area 2) there were several one- and two-story buildings built in the 1920s. Two-, three- and four-unit residential buildings were located adjacent to the 1920s commercial buildings and a vacant site. Most of the buildings were in fair or poor condition. To the north of the lots near West Main Street, to the east of Columbus Place, the residential structures were in good or fair condition. The low-scale buildings east of Columbus Place were either one or two stories in height and were in poor or fair condition.

In the area generally bounded by Columbus Place, West Main Street/NJ Transit railroad tracks, Talmage Avenue and Vosseller Avenue (Sub-Area 3), there were approximately 34 dwelling units.

The core area of Talmage Avenue, both north and south sides (Sub-Areas 4 and 5) provides a transition between the residential neighborhood to the north and the more commercially-oriented area to the west. The majority of Talmage Avenue residential buildings have four, five or six units. The residential buildings on Talmage Avenue, for the most part, are in fair or good condition, some of which may be attributable to the fact that they are predominantly owner-occupied. The four vacant sites and five commercial buildings on Talmage Avenue, however, appear to be absentee landlords.

Many of the residential structures are two-story, two-family buildings in the area bounded by Tea Street, Talmage Avenue and North Street. Even though a majority of the buildings in this

area are more than one hundred years old, the structures are in good to fair condition.

In general, this Amended Redevelopment Plan for Area 2 targets redevelopment of those areas where the buildings are in poor or fair condition (Sub-Areas 1, 2, 3 and 6), but calls for rehabilitation with selective infill development in areas where building conditions are good to fair (Sub-Areas 4 and 5).

C.2.4 Demographics

The concentration of the Hispanic population both in the originally designated Redevelopment Area (original Redevelopment Areas 1 and 2), as well as in Amended Redevelopment Area 2, is shown in Figure 8. As can be seen from this figure, the highest concentration of the Hispanic population is in Area 1, essentially within Bound Brook's downtown.

The revision to the boundaries of Area 2 means that a significant proportion of the Hispanic population in the originally designated Area 2 will not be subject to redevelopment, and therefore not subject to possible displacement and relocation.

Within the Amended Area 2, the proportion of the Hispanic population as a percentage of total population is approximately 70%. In the eastern section of Amended Area 2, this concentration is highest, and in this area because of the poor condition of buildings and the need to revitalize this portion of Bound Brook, will be subject to redevelopment, meaning potential displacement and relocation. As detailed in Chapter 8 of this report, such actions can only occur in compliance with the requirements of the Consent Decree with the DOJ, in which a significant proportion of the population will be given priority for the housing that is to be rebuilt in Amended Area 2, and those that are otherwise relocated will not be relocated in a concentrated area within Bound Brook.

The proportion of the Hispanic population in the western portion of Amended Area 2 is substantially lower. This Amended Redevelopment Plan calls for rehabilitation and renovation with the residents remaining in place, owing to the good to fair condition of housing in this location.

The westernmost area of Amended Redevelopment Area 2 is predominantly commercial in nature, and redevelopment of the area is unlikely to create the need for much relocation of residents.