

# Highland Park Downtown Redevelopment Plan



Prepared by:  
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# INTRODUCTION

This document is the *Downtown Redevelopment Plan* for the Borough of Highland Park, NJ. The vision for the redevelopment of areas along Raritan Avenue and attending controls herein have been prepared pursuant to the State's Local Redevelopment and Housing Law (LRHL) (N.J.S.A. 40A: 12A-1 et seq.) The redevelopment areas were deemed in "need of redevelopment" per the LRHL and adopted by the Borough Council on June 21, 2005, based upon the Planning Board's recommendations and review of the evidence presented to it, including the *Downtown Study Area Determination of Needs Report* authored by the borough planner, Susan Blickstein of Orth-Rodgers Associates, Inc.



# I. THE VISION

## A. THE ROAD TO A VISION: SMART GROWTH, HISTORIC PRESERVATION, ECONOMIC REVITALIZATION, AND DIVERSITY

As the citizens of Highland Park entered the 21st Century, they embarked on several fronts to make their community a vital and sustainable place to live, work, and play. First, the Master Plan Advisory Review Committee was convened to examine the current conditions in the Borough and begin a process to create a vision for the future. At the same time the Borough began a downtown revitalization effort focused on the designation of Raritan Avenue as “Main Street Highland Park” (MSHP), recognized by both the National Main Street Center and the NJ Main Street Program. These efforts followed and built upon more than twenty years of discussion and studies by the Borough and its residents.

As a community that treasures its rich history and looks to its future and the legacy it leaves to its children, Highland Park followed its master planning process with an initiative focused on sustainable growth. The *Master Plan* and a vision document, *Highland Park 2020: A Sustainable Community* is the result of the initiative. In that document the citizens of Highland Park stated that they are seeking to develop a model for the proper redevelopment of older towns that focuses on the ability to sustain the environment and the local economy, and which offers sustenance to a diverse and changing population. This document is seen as a blueprint to ensure that the economy and community will be surviving and thriving in the year 2020 and beyond.

In April of 2003, the Borough conducted a 2-day design workshop looking specifically at the downtown based on the guiding principles of the National Main Street Program listed below:

- Smart Growth Principles - encouraging sustainable development and environmental responsibility throughout downtown.
- Historic Preservation - capitalizing on historical character.
- Economic Revitalization - ensuring a positive economic environment for business, residents and visitors.
- Diversity - reinforcing Highland Park’s unique social and physical character .

The outcome of these intensive brainstorming sessions was a set of specific initiatives which frame the vision for this redevelopment plan document. The following is a list of these key initiatives:

### ***Key Initiatives***

#### **1. Create a distinctive streetscape.**

The intent of participants was to emphasize the vision of a green and sustainable community, creating a Main Street for the 21st Century. Recommendations to create a distinctive streetscape included the following:

- Emphasize the presence and role of open space along Raritan Avenue.
- Reinforce the center.
- Create distinctive gateways.
- Improve public safety.
- Enhance parking access from side streets.
- Integrate public art .

## **2. Reinforce the character of Raritan Avenue with targeted development.**

Efforts to encourage the mix of uses and character desired by local residents and business owners need to leverage investment in the streetscape over the long-term.

- Increase the density and mixture of uses.
- Coordinate parking.
- Retain and enhance the Borough's small town character.

## **3. Create a coordinated approach to information management.**

Successful Main Streets communicate to both residents and visitors the unique stores, activities and resources along them.

- Improve local signage.
- Create forums to market the unique qualities and uses of Raritan Avenue.

## **4. Calm traffic along Raritan Avenue.**

The objective of this recommendation is to calm traffic along Raritan Avenue thereby providing a more walkable mixed-use environment and encouraging local residents to leave their cars at home when using services along Raritan Avenue or commuting to nearby employment.

- Undertake a traffic calming streetscape initiative.
- Provide alternative forms of transportation.
- Providing adequate space for bicycles in travel lanes and supplementary facilities.
- Create a shuttle that would link the New Brunswick NJ Transit station to Highland Park .

The above initiatives were supported by a list of specific short, medium, and long term initiatives that focused on achievable and sustainable investments. The following is a subset of that list related specifically to the redevelopment plan efforts:

- Enhance existing significant structures with façade improvements.
- Explore potential development opportunities on under-utilized sites and emphasize a mix of uses.

- Complete initial streetscape improvements from the Raritan River to the Woodbridge Avenue intersection.
- Improve the main gateways to Raritan Avenue including the ‘Doughboy’ park and Albany Street Bridge extending toward South Adelaide Avenue.
- Identify and better utilize parking resources — create pedestrian alley connections and shared parking lots where possible.
- Seek to develop public open spaces at or near the Second Avenue intersection to create a “park-like” setting at the heart of Downtown.
- Reuse the Senior Center property between Second and Third Avenues for a new community and arts center. Provide space for a public plaza associated with the center.
- Create and extend rear parking lots where possible, minimize traffic flow across the Raritan Avenue sidewalks and encourage shared parking.
- Encourage and support development opportunities on key sites along the Avenue.

The *Highland Park Master Plan*, prior studies and master plans, the Borough's design charrette, and *Highland Park 2020* set forth the environmental, economic, and social policy objectives that create a holistic view of the future of Highland Park. The Downtown Design Workshop narrowed the focus on Raritan Avenue and the specific initiatives that can achieve these objectives for the Borough's primary civic street.

## **B. THE VISION: A SAFE, VITAL, AND SUSTAINABLE DOWNTOWN**

*Highland Park Downtown is a diverse main street where residents, visitors, and businesses are able to thrive in a safe, pedestrian-friendly, and ecologically-conscious environment.*

The above vision statement is put forth in the simple present tense as an affirmation of an achievable future that is already being created. To help achieve this vision, the *Downtown Redevelopment Plan* will incorporate the following characteristics into the urban fabric:

- A public realm that focuses on human interaction and safe pedestrian circulation.
- Infill development that creates intimate places for people and art.
- A mix of ground floor retail and services with offices and apartments above.
- Integrated redevelopment that preserves and enhances significant structures and street character.
- Sustainable design and development.
- Integrated landscape features that mitigate development impacts.



## II. PLAN RELATIONSHIPS

### A. DETERMINATION OF NEED CONCLUSIONS

Orth-Rodgers Associates, Inc., the firm which evaluated the areas for conformity with the redevelopment criteria under the Local Redevelopment and Housing Law (LRHL), determined that the study area qualifies as an Area in Need of Redevelopment.

The report document and redevelopment area recommendation, which was passed by a Planning Board resolution on January 20, 2005 and adopted by Borough Council on June 21, 2005, contains the specific analysis and summarizes the criteria met within each block of the study area. The areas of need are delineated on maps by municipal block number and lot in the Appendix.

### B. REDEVELOPMENT PLAN GOALS AND OBJECTIVES

The goals and objectives of the *Downtown Redevelopment Plan* were developed within the context of these documents and previous planning initiatives in the Borough.

#### ***Goal 1 - A safe, walkable, mixed-use downtown***

- A public realm that focuses on human interaction and safe pedestrian circulation
- Infill development that creates intimate places for people and art
- A mix of ground floor retail and services with offices and apartments above

#### ***Goal 2 – Environmentally, economically, and socially sustainable infill and rehabilitation***

- Integrated redevelopment that preserves significant structures and street character
- Sustainable development that fits in architecturally and economically
- Integrated landscape features that mitigate development impacts

### C. RELATIONSHIP TO MASTER PLAN

The *Downtown Redevelopment Plan* is consistent with and advances the goals of the *Master Plan*. As stated within the *Master Plan, Highland Park 2020*, and through the efforts of Main Street Highland Park, downtown is envisioned as an active and pedestrian-oriented, mixed-use corridor with ground floor retail and services with residences and offices above. The current *Master Plan* contains a number of objectives and recommendations for revitalizing downtown, including the evaluation of downtown to determine whether there are areas that meet the statutory criteria as “in need of redevelopment,” and specifically under-utilized, non-conforming, and vacant areas between Adelaide and Sixth Avenue, for redevelopment eligibility under State law.

The four goals set forth in the *Master Plan's* Goals & Objectives section, listed below, directly relate to the *Downtown Redevelopment Plan* goals.

- Preserve and enhance the character and small town feeling of the community.
- Ensure a vibrant downtown commercial corridor.
- Protect the Borough's environmentally sensitive areas.
- Promote a high quality of life for all residents.

The goals and objectives of the *Downtown Redevelopment Plan* draw directly from the Land Use, Economic Plan, Circulation, Open Space, and Historic Preservation Objectives of the Borough's *Master Plan*.

With regard to land use, the *Master Plan* recommends that downtown be maintained as a pedestrian corridor, with auto related uses such as car sales lots, auto service stations, and drive-in restaurants placed in other locations. It recommends that revitalization efforts take the form of mixed-use buildings containing first floor retail with professional office, bank and financial institutions, and residential uses. The plan also recommends that revitalization efforts encourage arts and cultural uses and promote new businesses, such as restaurants, cafes, diners, delis, clothing and shoe stores, jewelry stores, book shops, and theaters, with upper story professional offices and apartments. To codify the inclusion of uses for the arts, the Central Business District (CBD) zoning was amended to include artists' studios and artistic instruction space above ground floors as a permitted use, and as an accessory use to arts-related retail uses on ground floors.

The objectives under the *Master Plan's* Economic Plan for Downtown focus primarily on infill development and promoting residential use above stores. Expansion of traditional retail uses in downtown is an objective that relates to the conversion of vacant and non-conforming uses to vital ground floor retail.

The focus on downtown circulation is addressed in the *Master Plan* by focusing on pedestrian safety and access problems, particularly those created by mid-block driveways that are close to road intersections and contribute to the risk of both vehicular and bicycle accidents. The document recommends the development of a comprehensive plan that includes access management and parking consolidation. Specific safety measures recommended include the relocation and reduction of driveways coupled with linking the parking areas through an alley approach accessed from the side streets.

The *Master Plan's* Open Space Objective of incorporating public space into future downtown redevelopment projects relates specifically to the *Redevelopment Plan's* objective to create "infill development that creates intimate places for people and art." The *Master Plan* also recommends the expansion of the tree planting program into the downtown to help achieve the "green" development objective of this plan.

Finally, the *Master Plan* and the local efforts of the Highland Park Main Street Program strive to retain and protect the character of the Borough in rehabilitation and new construction. The *Redevelopment Plan's* "green" agenda complements this objective and calls for integration of significant structures into redevelopment in a manner that preserves the street character.

## D. RELATIONSHIP TO REGIONAL AND STATE PLANS

As indicated above, this *Redevelopment Plan* is consistent with the *Master Plan* for the Borough of Highland Park, and there is no known significant impact on or conflict with the master plans of the County of Middlesex or any contiguous municipalities.

The plan complies with the goals and objectives of the *New Jersey State Development and Redevelopment Plan* (SDRP). The *Redevelopment Plan's* mixed-use infill development approach furthers the purpose of the *NJ State Plan* (N.J.S.A. 52:18A-200(f)) in that Highland Park is within a Metropolitan Planning area (Planning Area 1) and designated as an area for growth. The *Redevelopment Plan's* focus specifically addresses the first goal of the *NJ State Plan* to revitalize towns - Goal #1: Revitalize the State's Cities and Towns Strategy - in the areas of Economic Development, Housing, Natural Resource Conservation and Environmental Protection, Urban Design, and Revitalization for Sustainability.

The *Redevelopment Plan* also utilizes the principles set forth by the NJ Office of Smart Growth. In its land use concept, general design guidelines and specific requirements, the plan furthers:

1. Mixed land uses - through the requirement of vertically mixed-use redevelopment.
2. Compact, clustered community design - through density of development along the Raritan Avenue.
3. Range of housing choice and opportunity - with apartment living along Raritan Avenue.
4. Walkable neighborhoods - by requiring pedestrian connections to parking and adjacent residential neighborhoods and limiting vehicular access to parking along the heavy pedestrian area of Raritan Avenue.
5. Distinctive, attractive communities offering a sense of place - planning for public open space and art, and requiring high quality landscaping and building materials.
6. Future development strengthened and directed to existing communities using existing infrastructure - through a combination of infill and rehabilitation as well as encouraging shared parking approaches .
7. Transportation option variety - by providing for and requiring accommodations for bicycles.



### III. GENERAL LAND USE CONCEPT

#### A. PLAN CONCEPT AND STRATEGY

The plan concept is the creation of a continuous pedestrian-oriented mix of uses along Raritan Avenue where people live, work, shop, and play. The strategy for implementing this concept is strategic redevelopment of property within the areas in need with ground floor retail and upper story residential and professional office uses that incorporate arts and community facilities.

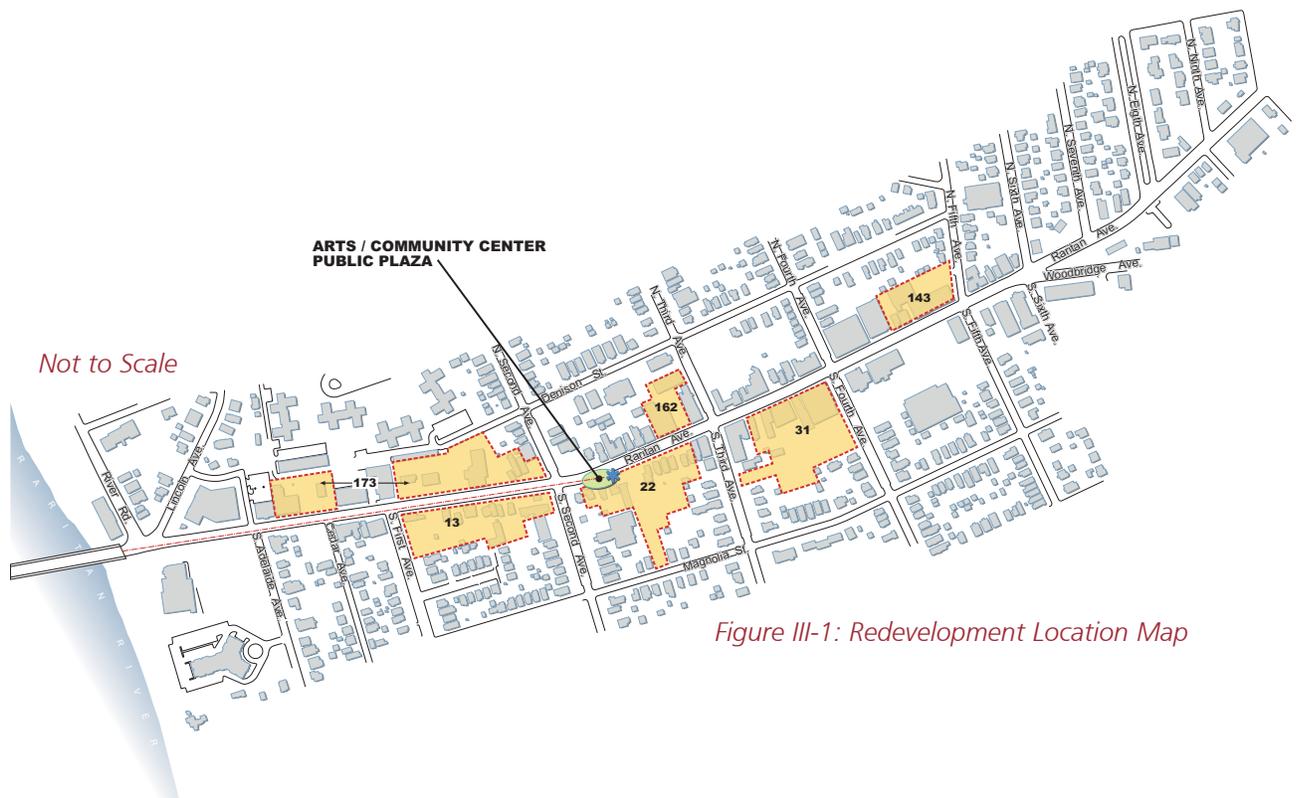


Figure III-1: Redevelopment Location Map

#### B. RELATIONSHIP TO ZONING

The proposed land use in the *Downtown Redevelopment Plan* includes all the use categories currently permitted in CBD zone, plus additional land uses identified in this plan. To the extent that current zoning is inconsistent with this plan, current zoning shall be superseded by the plan, and all development and redevelopment in the Highland Park Downtown Redevelopment Area shall be governed by the land use provisions and design guidelines contained herein.



## IV. REDEVELOPMENT PLAN

### A. LAND USE REGULATION

This *Redevelopment Plan* encourages the incorporation of existing tenants operating conforming uses into the individual redevelopment efforts. The planning process authorized by the Planning Board involved an open input process and recognized that flexibility is the strength of any plan over time. Therefore the land use controls set forth herein reinforce current zoning while providing guidelines for the types of uses the Borough would like to see. As part of the planning process, a detailed inventory was compiled of existing uses on properties covered by the plan at the time of its drafting. This inventory is included in the appendix to the plan. The properties included in the *Redevelopment Plan* are located in Blocks 13, 22, 31, 143, 162, and 173. A complete list of the blocks and lots governed by this plan is attached hereto as Appendix B (page 47) and shall be referred to as the Highland Park Downtown Redevelopment Area.

Relief from the provisions of this Section IV(A) may be granted by the Planning Board in accordance with the provisions of Section 70(c) of the Municipal Land Use Law. To the extent that this Section IV(A) establishes requirements from which the Planning Board cannot grant relief pursuant to Section 70(c) of the Municipal Land Use Law (e.g., permitted uses), then Section VI(A) of this Plan shall apply.

Below are the principal, accessory, and conditional uses permitted in this plan, and uses that are not permitted.

#### ***Principal Uses:***

- Retail businesses
- Personal service establishments
- Banks and fiduciary institutions on second floor or above
- Banks and fiduciary institutions on the ground floor, so long as any drive-through window does not have access or egress directly onto Raritan Avenue, is well buffered from adjacent residential areas, and incorporates proper traffic circulation and signage controls
- Food consumption establishments (except drive-in or carry out restaurants)
- Package stores and taverns
- Artist studios and artistic instruction space on all floors except for the ground, street level floor
- Business, professional and governmental offices located above commercial uses, not occupying the ground floor
- Residential uses not occupying the ground floor, and which may be located on the same floor with other permitted uses

- Public assembly facilities and spaces, theaters and cinemas, where the use is integrated into mixed-use buildings with retail frontage along Raritan Avenue
- Medical professional offices on the ground floor, provided they do not occupy more than 50% of the total ground floor of a building, do not face Raritan Avenue and do not displace or preclude retail frontage along Raritan Avenue.

***Permitted Accessory Uses:***

- Off-street parking and loading spaces
- Fences, walls and hedges
- Satellite dish antenna (receive only)
- Outdoor cafes including temporary outdoor dining on the public sidewalk as long as it does not inhibit pedestrian traffic.
- Sidewalk displays
- Artist studios and artistic instruction space that are accessory to art galleries, art supplies stores and other arts-related retail uses, provided they do not occupy more than 33% of the total area of the ground floor and provided that all windows facing Raritan Avenue or any side street are maintained with a retail display focus
- Public utility facilities required to provide direct service of the utility to the consumers such as transformers and pumping stations, but not warehouses, service or storage and treatment yards

***The following uses are expressly prohibited in the CBD zone:***

- Except as otherwise expressly permitted, used and new automobile and truck dealerships and rental agencies thereof.
- "Carry-out" restaurants.
- Any industrial process, manufacture, assembly or treatment.
- Automobile service stations, repair shops and car washes.
- Lumber, fuel and building material storage works and lawn and garden shops.
- Wholesale laundries, dyeing and cleaning works.
- Arcades and amusement centers where more than ten percent (10%) of the retail floor area is devoted to such use.
- Any process or storage use that may be noxious or injurious by reason of the production or emission of dust, smoke, refuse matter, gas fumes, noise, vibration or similar substances or conditions.

- Billboards or signs painted or mounted upon the exterior side or rear walls of any principal or accessory building or structure, except as permitted under 17-17.11.i.4, and/or freestanding signs.
- All residential, service, commercial or industrial uses not specifically permitted in this zone.
- Except as expressly set forth herein, Automobile “drive-in” or “drive-through” features in connection with any food sales, restaurant, bank or any other food, personal service or business establishment of any kind.
- Adult bookstores and amusement facilities.
- Any exterior storage of goods and materials.

### ***Bulk Requirements***

- All buildings along Raritan Avenue shall have zero (0) setback from the sidewalk, except that the building setback at the street corner may be up to 10 feet from the sidewalk.
- The rear setback shall be abundantly landscaped with vegetation and otherwise buffered, particularly near residential areas.
- Minimum number of stories: two (2).
- Maximum number of stories: three (3), although a building may have an additional story that is set back as described below:
- Above the third floor, buildings shall be set back from the street such that:
  - 1). The fourth floor of any building shall be set back ten (10) feet from the front façade except as described below.
  - 2). When any portion of a building façade faces onto a public plaza or open space and is set back from the street by more than ten feet, the upper setback is not required, because the setback of the lower bulk of the building already accomplishes the purposes of the upper floor setback.
  - 3). In order to create distinctive civic landmarks, buildings may feature a tower feature at building entrances or the corners of the building. This feature is not required to have a setback at the fourth floor. The combined width of all tower features for any building shall not be greater than 35% of the length of the lot-line they face or 15 feet, whichever is greater. Excessive rear building height should be avoided, particularly near residential areas.

### ***Parking, Signs, and Maintenance***

- Parking, signage, and maintenance are regulated per the current Borough ordinances, except as follows:

- A 50% shared parking allowance will be made for combining weekday uses with evening/weekend uses in the same building. Office and general retail uses are considered to be weekday uses, while residential and restaurant uses are considered to be evening/weekend uses. 50% of the parking requirement of the evening/weekend use of the building may be met through parking provided for the weekday use.
- Parking shall not be constructed between buildings and Raritan Avenue, or otherwise fronting Raritan Avenue.
- The primary access points to parking lots and facilities shall be from streets other than Raritan Avenue. Curb cuts across sidewalks along Raritan Avenue are discouraged and shall in no instance exceed one per block (or, if only part of the Raritan Avenue edge of a block is included in the redevelopment area, one per such portion), located centrally to the block face.

### ***Affordable Housing Element***

To the extent that any redevelopment project impacts the Borough's obligation to provide low and moderate-income housing, that obligation shall be the responsibility of the Redeveloper.

### ***Block-Specific Provisions***

Notwithstanding the foregoing provisions of Section IV(A), the following block-specific land use provisions shall apply, and, in the event of any conflict between the preceding provisions and these block-specific provisions, the latter shall prevail.

#### **Block 13**

- As an existing non-conforming use on Lot 49 only, automobile sales and rental shall be permitted provided that any parcel or assemblage of parcels on which such use is located shall contain a building that otherwise meets that requirements of this Plan and which building covers not less than 40% of the land area of such parcel(s). Office and/or automobile display functions for such use located in the building and interior space devoted to this use shall not exceed 60 feet of frontage along Raritan Avenue. Any exterior automobile display space may not front Raritan Avenue and shall be located in a separate area at the rear of the property, shall be well buffered from adjacent residential areas, shall incorporate proper traffic circulation and signage controls, shall not have access or egress directly onto Raritan Avenue, and shall not infringe upon the ability of the project to otherwise provide adequate on-site parking pursuant to Borough ordinance.
- As an existing non-conforming use on Lots 7 and 46 only, the gasoline retail sales station with automobile repair as an accessory use shall be permitted provided that the building, accessory structures and open spaces are renovated and enhanced with proper traffic circulation and safety controls and site improvements.

## **Block 22**

- Community Arts Center space of at least 14,200 gross square feet with movie theatre and gallery building space dedicated to the Borough and a 2,500 square foot open space plaza for public gatherings is required.
- Development fronting onto the required open space plaza must incorporate a cafe use opening onto to it.
- As an existing, non-conforming use on lots, 6, 7, 8, 9, 34 and 36 only, first floor residential and professional office uses shall be permitted provided that the buildings and open spaces are renovated and enhanced by removal of existing driveways, consolidation of rear parking, proper traffic circulation and safety controls, and façade and other site improvements.

## **Block 173**

- Development at the corner of North Second Avenue and Raritan Avenue (Lot 34) must incorporate a public open space with a cafe use opening onto to it.

## **B. GENERAL DESIGN GUIDELINES**

This section sets forth requirements and design guidelines to ensure that redevelopment creates the best possible downtown environment for Highland Park. The Borough, through its planning efforts, and specifically by adopting the *Highland Park 2020: A Sustainable Community*, is looking to industry leaders for sustainable or “green” urban design. The guidelines that follow are intended to result in environmentally friendly, economically vibrant, and pedestrian-scaled development in conformance with that document.

Exceptions from the General Design Guidelines in Sections IV(B) can be granted at the discretion of the Planning Board if such exceptions further the overall intent and purpose of this Redevelopment Plan.

### **1. Green Building Certification**

Currently, the most widely adopted “green” rating system in the country is the Leadership in Energy and Environmental Design (LEED) Green Building Rating System®, as developed by the U.S. Green Building Council (USGBC). The USGBC describes itself as a coalition of leaders from across the building industry working to promote buildings that are environmentally responsible, profitable, and healthy places to live and work. LEED has been adopted by many federal agencies (including General Services Administration), states (including Arizona and California), and many municipalities in various states throughout the country.

According to the U.S. Green Building Council, LEED evaluates environmental performance from a whole building perspective over a building’s life cycle, providing a definitive standard for what constitutes a “green building.” It is based on accepted energy and environmental principles and strikes a balance between known established practices and emerging concepts. LEED is a

performance-oriented system in which scoring points are earned for satisfying performance criteria in the categories of sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. Different levels of green building certification are awarded by the USGBC based on the total points earned. Therefore:

- As a means of evaluating and measuring achievements in sustainable design, this Redevelopment Plan encourages design, construction, and operation of development that meet the criteria for a LEED certified rating. For more detailed information about the requirements, resources, and standards for LEED certified projects, visit the US Green Building Council website at [www.usgbc.org](http://www.usgbc.org).

## **2. Building Orientation**

Streets are the primary open space network within any community as well as serving as important places of commercial and civic exchange. In order for a street to be successful it must be recognizable as a human-scaled, comfortable place to be, so as to be inviting to pedestrians. Even when most visitors arrive by car, every journey features some portion that takes place on foot.

A walkable street is created through the design of the public realm, including the sidewalks and travelway. It also requires good spatial proportion defined by the buildings facing it. Buildings along a street serve as the walls to the 'outdoor room,' providing enclosure, definition, and visual interest to both pedestrians and motorists. When buildings are set back from the street, behind parking lots for example, the street ceases to be a defined space, which is one reason why many commercial streets with this character are not comfortable for or used by pedestrians. The following guidelines are intended to create a street that excels at providing comfortable and convenient pedestrian access to local businesses and a common civic realm for Highland Park's citizens and visitors.

- Buildings shall be constructed to meet the sidewalk along Raritan Avenue. The exact placement of the front wall of the building shall create a sidewalk fifteen (15) feet wide. A greater setback is generally not desired as it might dissipate pedestrian flow— potentially weakening the street's retail potential.
- A larger setback than 15' from the curb is permitted if it creates a distinct civic space or if it is to be used specifically for café-table seating. In no case, however, shall the sidewalk exceed 25 feet in width (except for public spaces coordinated with the Borough).
- Restaurants that provide temporary outdoor seating in the public walk shall only place tables immediately in front of the restaurant space and shall provide for unobstructed pedestrian traffic of ten (10) feet between the closest edge of the tables and the curbline.
- When a group of structures originally intended for use as single dwelling units is converted to commercial use, the front yards shall be designed to allow for easy pedestrian access between adjacent properties and the street. In other words, it shall be possible to "window shop" from storefront to storefront.
- No side yard setbacks are required except those required to meet the current local fire code.

- Sustainable commerce. Projects are encouraged to incorporate elements that promote goods and services purchased from/produced in the local community so as to enhance the social-commercial fabric of the community.

### **3. Scale and Massing**

The intent of these guidelines is to protect the pedestrian, human scale of Highland Park by creating buildings which establish the street as an outdoor “room” of enclosed space, but do not overwhelm the pedestrian or motorist in scale. Therefore:

- Building volumes shall be articulated into three distinct vertical components — a “base”, a “middle”, and a “top.” In order to respond to the scale of the existing retail “bases” in Highland Park, the first floor height of new construction shall be a minimum of twelve (12) feet.
- Different uses on different floors, such as residential over retail, shall be expressed in the architecture of the building. Setbacks and balconies are encouraged because they can decrease the apparent size and scale of a building and provide vitality to the street.
- For new buildings constructed three stories or higher, a uniform cornice line shall be established at approximately 35 feet above the street. New buildings shall use architectural features to establish this cornice line.
- Façades shall be expressed as building modules that do not exceed 30 feet in width, both to reduce the apparent size of larger buildings and to set up a rhythm in the façade that expresses the traditional scale of commercial buildings. Architectural variety in building material, massing, cornice height, and window style/height/arrangement is encouraged. This is necessary in order to maintain pedestrian scale — larger building modules make blocks feel much longer and thus decrease walkability.

### **4. Entrances and Fenestration**

These guidelines are intended to result in safe and attractive streets that are comfortable for walking and shopping.

- Minimums of 75% of ground floors and 30% of upper floors shall be transparent and provide visual access to Raritan Avenue. Providing windows and doors facing the street creates the impression of “eyes on the street.” This is desirable in order to provide good security through passive surveillance as well as to provide a lively atmosphere for walking. Blanked-out storefront windows or windows which look into unused dead space do not meet this requirement, however attractive merchandising displays do meet the requirement.
- Locate primary building entrances on Raritan Avenue. Entrances on Raritan Avenue will provide convenient access and enliven the street. While additional building entrances are permitted, the main entrances to uses within a building in the Redevelopment Area shall be on Raritan Avenue.

- Consider placing building entrances at street corners. Having the entrance at the corner takes advantage of merging streams of traffic for maximum visibility. It also creates a more prominent presence at the intersection, helping the building to be a more memorable and distinctive landmark.
- Articulate the building entrance in the façade to make it easily identifiable by pedestrians and motorists and to provide architectural interest. Examples of special features of entrances include awnings, architectural treatments, and a setback from the sidewalk. Consider providing shelter at the building entrance in order to provide a place to transition from indoors to outdoors during inclement weather.
- When separate rentable spaces are housed in the ground floor of any building, separate entrances onto the sidewalk for each space are required, except when two stores share a vestibule.
- Upper floor windows directly facing onto Raritan Avenue shall be divided into individual units, rather than a continuous “ribbon,” which would detract from the existing Main Street character.
- Above the first level, windows shall generally be oriented vertically in order to be compatible with traditional window designs.
- Windows shall be slightly recessed or project as bays from the main wall of the façade so as to create texture and shadows on the façade for visual interest as well as the perception that individual people or activities are behind individual windows.
- Consider designing brises soleil, trellises, shallow balconies, or other shading devices for windows with a southern exposure.

### ***5. Services, Loading Areas, and Mechanical Equipment***

Services are an essential component of any building, but they can be a nuisance to surrounding neighbors and visually unattractive. These guidelines require that building services be properly screened and located.

- Trash, service, and loading areas shall not be located along street frontage and shall be screened from view from public streets, open areas, residential areas and pedestrian corridors. Trash storage areas shall be constructed so as to accommodate trash receptacles of the type and size permitted in the Business Improvement District.
- Rooftop mechanical units, vents, and flues shall be screened using parapets, pitched roof forms, or penthouses, and located, to the extent practicable, centrally on the building roof with screening materials constructed of the same or similar material as the building.
- All trash, service, loading, and mechanical unit areas shall incorporate controls to minimize noise and odor.

## **6. Parking Lots**

The provision of parking is necessary for the commercial district. However, the placement and quantity of parking impact on the sustainability and walkability of Highland Park. The following guidelines describe the location and design of parking facilities, and encourage use of shared parking facilities.

- Shared parking is parking which is available to more than one building or land use. In general, different types of land uses may create different demands for parking throughout the day. For example, restaurants may require more parking in evenings while office buildings need parking during the day. To prevent the wasteful duplication of parking facilities that could serve more than one group of users, shared parking is encouraged. When compatible land uses are within 700' of each other, parking may be shared, reducing the amount of parking required for each land use and cost for development.
- In general, the preferred location of parking is below or behind buildings.
- Parking lots are required to have clear pedestrian access routes within them and to Raritan Avenue. Pass-through walkways, those connecting parking located behind buildings to the sidewalk, shall be provided to rear parking lots and to pedestrian walks leading to surrounding residential districts. These walks shall have clear signs and markings for orientation and a high degree of passive surveillance, overlooking windows, and adequate lighting for security.
- For office development 25,000 square feet or more, preferred parking shall be provided for carpools/vanpools serving building occupants. (For more information see LEED® Sustainable Sites credit 4.)
- For residential development, secure, sheltered bike parking shall be provided for residents.
- In order to facilitate bicycle commuting, secure bicycle storage shall be provided at all buildings for at least 15% of building occupants. (For more information see LEED® Sustainable Sites credit 4.)
- The standard bike rack shall be the inverted "U". When more than one rack is used in a location, racks shall be mounted 30" on-center via baseplate rails to create a free-standing array. The inverted U's shall be made from 1 1/2" 11 gauge steel tubing bent to measure 33" high, 18" wide (minimum dimensions) with a gloss black polyester powdercoat finish (or approved equal). The mounting rails shall be 2" by 1" rectangular steel tubing similarly finished with mounting holes and supplied with vandal resistant concrete anchor mounting hardware for surface installation to existing concrete. Each U shall be mounted to the rails via vandal resistant or hidden fasteners which preclude the dismantling of the rack once assembled and installed. Individual U's to be surface mounted directly to existing concrete shall have a pair 6 3/4" x 2" steel baseplates (minimum dimensions) with two bolt holes each.
- Parking lots shall be landscaped with trees to provide shade with one tree for every three parking spaces.

- Subdivide surface parking lots into smaller areas through the use of landscaping and other visual elements. Landscaping shall be hardy and able to withstand soot and gas fumes.
- Landscaping shall be designed to remove contaminants from and encourage infiltration of stormwater runoff according to stormwater BMPs (Best Management Practices), for example, curbs surrounding landscaped areas should be perforated and graded to drain water into the planted areas for filtration.
- Pervious paving materials are encouraged for parking lots, as described in the Stormwater Management guidelines.
- In order to decrease the impervious area and increase the landscaped area of parking lots, Highland Park encourages 90° parking stalls that face a landscaped area to be designed such that the eighteen inches of parking place depth fronting the landscaping be added to the landscape area and protected by a wheelstop or perforated curb. Thus instead of the standard parking space depth of 18 feet, the parking space will be 16 feet and six inches deep, with 18 inches of turf or a thin layer of vegetation used as a vehicle overhang area.

## **7. Parking Garage Design**

Providing structured parking is encouraged when it creates open space, and allows other development. However, parking garages can have negative impacts on the streets and property they face. These guidelines mitigate some of the impacts of parking structures.

- Parking structures shall have active ground floor uses such as retail that face the street.
- “Wrapping” parking structures in office or residential uses to screen parking decks from the street and nearby residential areas is encouraged.
- Parking structures shall display similar architectural quality, scale, and massing to surrounding structures on all façades.
- Parking structures shall not express sloping decks in the fa ades of the structure. Architectural elements in the façade shall be expressed as horizontal, level lines similar to other building uses.
- Underground parking is encouraged.

## **8. Public Art**

Public art enriches the lives of citizens and beautifies the town.

- Consider providing public art as part of redevelopment projects for exterior and interior applications in publicly visible areas.
- Provide public art as part of or within public spaces created by development.

## **9. Erosion Control**

Construction activity can lead to soil erosion when proper precautions are not taken. Erosion can cause property damage and lead to increased sediment in local water bodies, reducing water quality. The following guideline for new construction is intended to reduce erosion impacts from redevelopment.

- To minimize erosion, a sediment and erosion control plan is required before construction begins. This plan shall include measures to prevent soil from being carried off the site by wind or water and prevent sedimentation of local water bodies. At a minimum, the plan must conform to the United States Environmental Protection Agency (EPA) Document No. EPA 832/R-92-005 (September 1992), Storm Water Management for Construction Activities, Chapter 3, which is available online at [www.epa.gov/npdes/pubs/chap03\\_conguide.pdf](http://www.epa.gov/npdes/pubs/chap03_conguide.pdf). (For more information see LEED® Sustainable Sites prerequisite 1.)

## **10. Stormwater Management**

As sites are further developed surface permeability is generally reduced, leading to higher volumes of stormwater runoff that have to be transported away from the site (via underground pipes) to receiving waters. Not only does this keep local aquifers from being recharged, but the stormwater runoff contains sediments and other contaminants that have a negative impact on the receiving body's water quality. (For more information see LEED® Sustainable Sites credit 6.)

- A stormwater management plan that decreases the rate and quantity of stormwater runoff from pre-redevelopment levels shall be implemented. Consider installing pervious paving and green roofs. Also consider harvesting stormwater for use in irrigation and for flushing toilets.
- Highland Park encourages projects to treat stormwater runoff before it enters the natural drainage system. Apply stormwater BMPs (Best Management Practices) as outlined in Chapter 4, Part 2 (Urban Runoff), of the EPA's Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters, January 1993 (Document No. EPA-840-B-92-002), available online at [www.epa.gov/owow/nps/MMGI](http://www.epa.gov/owow/nps/MMGI).) The usage of vegetated swales, biofilters, bioretention systems, and rain gardens are encouraged to assist in treating runoff and to provide visually attractive landscapes.

## **11. Reducing the Urban Heat Island**

The ambient air in urban environments is usually significantly warmer (sometimes more than 10°F warmer) than the air in less developed areas — an effect known as the urban heat island. Dark, non-reflective surfaces absorb heat from the sun and then radiate it back to the surrounding area. Such hotter temperatures lead to an increased need for air conditioning, which costs money and consumes significant amounts of energy. Current statistics show that air conditioning consumes one sixth of all electricity used in the United States. The following guidelines help to mitigate the formation of an urban heat island, thus reducing operating cost for owners and tenants. *At a minimum one of the guidelines must be implemented.* (For more information see LEED® Sustainable Sites credit 7.)

- Provide shade (within five years) for 30% of the site's non-roof impervious surfaces.
- Use light-colored/high albedo materials (reflectance of at least 0.3) for at least 30% of the site's non-roof impervious surfaces.
- Place a minimum of 50% of the site's parking spaces underground or covered by structured parking.
- Use a paving system that is more than 50% pervious (open grid pervious pavers) for at least 50% of the parking lot area.
- Use ENERGY STAR compliant (highly reflective) and high emissivity roofing material (at least 0.9 when tested in accordance with ASTM 408) for at least 75% of the roof surface. In addition to the operational benefits to the building, this application helps to extend the life span of the roof.
- Use a "green" vegetative roof for at least 50% of the roof area. In addition to its ability to reduce stormwater flows and provide insulation, this application helps to extend the life span of the roof.

## **12. Light Pollution**

While outdoor lighting is necessary for safety and security, these results can be achieved without letting the lighting be a nuisance. When lighting spills over beyond the boundary where the illumination is intended it can cause glare, light trespass and light pollution. Light pollution is light that is directed into or reflected into the sky where it reflects off dust, debris, and water vapor, causing an effect known as "sky glow." Light pollution limits the visibility of the night sky and compromises nocturnal environments and astronomical research. To improve the quality of lighting and reduce light pollution and light trespass, projects shall meet the following requirements. (For more information see LEED® Sustainable Sites credit 8.)

- Do not exceed the light levels and meet the uniformity ratios that are recommended by the Illuminating Engineering Society of North America (IESNA) Recommended Practice Manual: Lighting for Exterior Environments (RP-33-99).
- Provide shielding for external luminaires with more than 1000 initial lamp lumens to limit the amount of light that is emitted or reflected at or above the horizontal plane (90°), and emit no direct uplight.
- Use IESNA designation "full cutoff" external luminaires for lamps with more than 3500 initial lamp lumens so zero light is emitted or reflected at or above the horizontal plane (90°).
- Interior lighting shall not be directed to fall outdoors.
- Exterior lighting shall be directed and shielded so no measurable light crosses the property boundary.
- When signs are lit, they should be lit from above, rather than below, to direct spillover light to the ground.

### **13. Energy Efficiency**

According to the US. Department of Energy reports, buildings consume approximately 40% of the energy and 70% of the electricity produced in the United States. Seventy percent of the nation's energy is produced by burning fossil fuels, which are non-renewable resources and a major source of pollution. The following guidelines are intended to reduce the demand for energy brought on by redevelopment.

- Buildings shall be designed to exceed by 15% the state energy code or the most recent edition of ASHRAE/IESNA Standard 90.1 (without amendments), whichever is more stringent. (For more information see LEED® Energy & Atmosphere prerequisite 2 and credit 1.)
- Building owners are encouraged to provide a portion of the total energy used by a building with on-site renewable sources, such as photovoltaic systems. (For more information see LEED® Energy & Atmosphere credit 2.)

### **14. Water Efficiency**

Water is a limited resource that requires money and raw materials for treatment, both before and after use. The following guidelines help decrease the amount of municipal water needed for buildings.

- Consider installing native plants and xeriscaping so the amount of irrigation necessary is minimized. Decrease the quantity of potable water used for landscape irrigation by 50%. (For more information see LEED® Water Efficiency credit 1.)
- Install ultra low flow fixtures in bathrooms, and consider reusing roof runoff volumes for flushing toilets in order to reduce the amount of potable water required. (For more information see LEED® Water Efficiency credit 3.)

### **15. Materials**

Building materials must be created and transported. Those processes consume natural resources and energy, and pollute the air and water. The environmental impact of the building materials used shall be limited as much as possible. The following materials guidelines ensure quality environments that help decrease the environmental impact of the materials needed for buildings.

- Façades of buildings facing Raritan Avenue and side streets, and site structures shall be constructed of or faced with high quality, natural brick, stone, cast stone or wood. Variety in building material is encouraged. Strict compliance with these requirements will not be required where, in the discretion of the Planning Board, other faade materials are appropriate. Notwithstanding the foregoing, the façade materials prohibited under current borough code shall not be permitted.
- Divert as much construction waste away from disposal in landfills as possible. There are many markets for recycling construction materials including metal, wood, concrete, brick, drywall, and cardboard. (For more information see LEED® Materials & Resources credit 2.)

- Incorporate building materials that contain a high percentage of recycled content. (For more information see LEED® Materials & Resources credit 4.)
- Incorporate building materials that have been manufactured and, where possible extracted, regionally. Using regional products not only reduces the amount of energy required for transportation, but it also supports the local economy. (For more information see LEED® Materials & Resources credit 5.)
- Incorporate bio-based building materials where possible. This includes materials incorporating certified wood, bamboo, wool, cotton, cork, natural linoleum, agricultural fiber boards, etc. (For more information see LEED® Materials & Resources credit 6 & 7.)
- Limit the amount of indoor air contaminants that are introduced through building materials where possible. Materials, including adhesives, sealants, paints, and carpets, with lower VOC values shall be preferred over standard versions. Materials made of wood and agricultural fiber shall contain no added urea-formaldehyde. (For more information see LEED® Indoor Environmental Quality credit 4.)

## **16. Accessibility**

All redevelopment projects shall comply with federal, state and local requirements regarding handicap accessibility.

## **C. BLOCK SPECIFIC DESIGN STANDARDS**

General Vision: The design of the street-oriented, pedestrian-friendly mixed use zone is encouraged to be contemporary downtown styling that builds upon Highland Park’s architecture and “small town” feel, with consideration of renovation of significant current structures, new buildings up to three stories set to the sidewalk and where appropriate an additional story that is set back from the building face, with storefronts on the first floor with display cases, awnings, outdoor seating and plantings, and residential/professional uses in the upper stories. The building may be designed with unique architectural details but cannot detract from the appearance of adjacent structures. Innovative reuse of existing structures is encouraged, to the extent possible.

Exceptions from the General Design Guidelines in Sections IV(C) can be granted at the discretion of the Planning Board if such exceptions further the overall intent and purpose of this Redevelopment Plan.

### **Block 13:**

- Redevelopment of Lot 50 shall include retention and renovation of the existing building.
- Retention and renovation of the building located at the front of Lot 8 on the Raritan Avenue is encouraged.

- The access drive between the rear of Lot 4 and Park Place shall be closed to regular vehicular traffic, but with retention of a pedestrian walkway.

**Block 22:**

- The required Community Arts Center and open space plaza may (but need not) include the redevelopment of the Borough-owned community center on Lots 32.01 and 33.01.
- Redevelopment of Lot 6 shall include retention and renovation of the existing building.

**Block 31**

- Redevelopment shall include retention and renovation of all existing buildings fronting Raritan Avenue.
- Development along South Fourth Avenue is required to match the overall massing and general style of the adjacent residential properties

**Block 143**

- Redevelopment shall include retention and renovation of all existing buildings fronting Raritan Avenue.

**Block 162**

- No block specific requirements

**Block 173**

- Redevelopment shall include retention and renovation of existing buildings on Lots 35, 36, and 53



## **V. IMPLEMENTATION**

### **A. SITE PLAN AND SUBDIVISION REVIEW**

Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this plan and the site plan and subdivision ordinance of the Borough of Highland Park.

Prior to commencement of construction, site plans for the construction, and/or rehabilitation of improvements to the Redevelopment Area, prepared in accordance with the requirements of the Borough site plan ordinance, shall be submitted by the developer(s) to the Planning Board so that compliance with the Redevelopment Plan can be determined. Review by the Planning Board shall be carried out in accordance with Borough ordinances and in accordance with the procedures and substantive requirements set forth in the Municipal Land Use Law, including submission waivers, exceptions and variances.

Any revisions to plans previously approved by the Planning Board must also be submitted to the Planning Board for approval. This pertains to revisions or additions prior to, during, and after completion of the improvements.

### **B. ACQUISITION AND RELOCATION**

Pursuant to N.J.S.A. 40A:12A-7(a)(4), except to the extent buildings are identified in Section IV(C) of this Plan as being retained, the properties in the Redevelopment Area may be acquired to further the purposes of this Redevelopment Plan. Such acquisition is subject to the "Redevelopment By Property Owners" section set forth below.

In the event a property were acquired through the eminent domain process, the property owner shall be compensated based on no less than fair market value of the property in accordance with applicable law.

No Borough funds shall be used for the acquisition of real property required for redevelopment projects.

To the extent that residents or businesses in the Redevelopment Area are displaced as a result of the acquisition of property adequate provision for the temporary and permanent relocation of such residents or businesses, as necessary, shall be made in accordance with all applicable regulations along with other relocation assistance as required by law. It is estimated that should such displacement occur, there are decent, safe and sanitary space affordable to residential tenants within the local housing market.

## C. DESIGNATION OF REDEVELOPMENT ENTITY

The Highland Park Redevelopment Agency ("HPRA") shall be the designated Redevelopment Entity as permitted under the Local Redevelopment and Housing Law (N.J.S.A. 40A: 12A-1 et seq.) ("LRHL").

### ***Criteria and Procedures for Redeveloper Selection and Implementation of the Redevelopment Plan***

1. Applicants wishing to be designated as redevelopers shall submit the following materials to the Redevelopment Entity, together with any other materials requested by the Redevelopment Entity (collectively, "Redeveloper Materials"):
  - Documentation evidencing financial responsibility and capability with respect to proposed development.
  - Estimated offering price and deposit for acquisition of any land(s) to be acquired from the municipality for development.
  - Estimated total development cost.
  - Fiscal impact analysis addressing the effect of the proposed project on municipal services and tax base.
  - Detailed description of proposed public amenities and benefits.
  - Estimated time schedule for start and completion of development.
  - Conceptual plans and elevations sufficient in scope to demonstrate the design, architectural concepts, parking, vehicle and pedestrian circulation, landscaping, active and/or passive recreation space, and sign proposals for all uses.
  - A detailed proposal for the transition and relocation assistance that will be provided to existing tenants, including where feasible incorporation of existing tenants in the project.
  - A certification that no member of the governing body nor any commissioner of the Redevelopment Entity will receive any pecuniary benefit from the Redeveloper or as a consequence of the redevelopment of the subject properties.

The Redevelopment Entity shall review such submissions, may request supplemental information (which supplemental information shall be considered within the scope of "Redeveloper Materials") and, in its discretion, determine the acceptability of such submissions and determine whether to proceed with redeveloper designation and negotiation of a redevelopment agreement. The Redevelopment Entity shall have the authority to determine at what pace and in what order it shall designate redevelopers for redevelopment of the properties in the Redevelopment Area.

2. The redeveloper will be obligated to carry out the specified improvements in accordance with the *Downtown Redevelopment Plan* and the redevelopment agreement.

3. The redeveloper shall devote land within the Redevelopment Area for the uses specified in the *Downtown Redevelopment Plan*.
4. Upon completion of the required improvements, the conditions determined to exist on the subject property at the time the Redevelopment Area was determined shall be deemed to no longer exist, and the land and improvements thereon shall no longer be subject to eminent domain or deemed "in need of redevelopment" pursuant to the LRHL.
5. No covenant, agreement, lease, conveyance or other instrument shall be effected or executed by the redevelopers, the Borough, or successors, lessees, or assigns of any of them, by which the land in the Redevelopment Area is restricted as to sale, lease, or occupancy upon the basis of race, color, creed, religion, ancestry, national origin, sex, sexual orientation, or marital status.
6. Neither the redeveloper nor the Borough and the HPRA, nor the successors, lessees, or assigns shall discriminate upon the basis of race, color, creed, religion, sexual orientation, ancestry, national origin, sex, or marital status in the sale, lease or rental in the use and occupancy of land or improvements erected thereon or any part thereof the Redevelopment Area.

#### **D. REDEVELOPMENT BY PROPERTY OWNERS**

The Borough's policy is to generally seek, where practicable, to afford owners of properties within the Redevelopment Area an opportunity, independently or together with neighboring property owners, to invest in their properties and to become the redeveloper of their own properties in accordance with the Redevelopment Plan.

At such time as the Redevelopment Entity determines to proceed with the redevelopment of a given property, the Redevelopment Entity shall notify the current property owner of its opportunity to become a redeveloper, whether its property can be redeveloped individually or only in combination with neighboring properties, or whether the Redevelopment Entity will consider alternative proposals (i.e., for development of a property either individually or in combination with one or more neighboring properties). Interested property owners shall have sixty (60) days to notify the Redevelopment Entity if they wish to become a redeveloper, failing which the Redevelopment Entity may seek to identify a third party to designate as redeveloper for such property. If a property owner(s) does notify the Redevelopment Entity that it wishes to become a redeveloper, the owner(s) shall have an additional one hundred twenty (120) days to submit the Redeveloper Materials for review by the Redevelopment Entity, failing which the Redevelopment Entity may seek to identify a third party to designate as redeveloper for such property. Upon receipt of the Redeveloper Materials, the Redevelopment Entity shall review such submission in accordance with Section V(C) hereof and, in its discretion, shall determine whether to proceed with designation of the property owner as redeveloper.

If, following review of such submission, the Redevelopment Entity determines to proceed to designate the property owner(s) as redeveloper, such property owner(s) shall be required to carry out the redevelopment project on terms no different than those that the Redevelopment Entity

would require of a third party redeveloper, such terms to be acceptable to the Redevelopment Entity. If a property owner fails to (a) submit the Redeveloper Materials (or any revisions required by the Redevelopment Entity) within the applicable timeframe, (b) comply with the terms of a resolution of Redevelopment Entity designating the property owner as redeveloper or (c) comply with the terms of any redevelopment agreement between the property owner(s) and the Redevelopment Entity, then the Redevelopment Entity may seek to identify a third party to designate as redeveloper for such property and proceed to redevelop the property on that basis.

The process as described in this Section V(D) is a good faith attempt by the Borough to set forth the Borough's intention with regard to ensuring that the redevelopment of properties in the Redevelopment Area proceeds in an expeditious manner and in accordance with the Redevelopment Plan and the public interest while simultaneously affording eligible property owners an opportunity to invest in and redevelop their properties. The Borough reserves the right to amend, modify or alter this process in order to achieve the goals of the Redevelopment Plan.

Nothing in this section shall preclude a property owner from submitting Redeveloper Materials for review by the Redevelopment Entity before the Redevelopment Entity gives notice of its intention to proceed with redevelopment of a given property.

## **VI. GENERAL PROVISIONS**

### **A. PROCEDURE FOR AMENDING THE PLAN**

Upon compliance with the requirements of the applicable law, the Mayor and Council of the Borough of Highland Park may amend, revise or modify the Downtown Redevelopment Plan, as circumstances may make such changes appropriate, including, but not limited to, circumstances arising out of a redevelopment proposal by an existing owner of property in the Redevelopment Area. The Mayor and Council may require the party requesting the amendment to prepare a study of the impact of such amendment, which study must be prepared by a Professional Planner, licensed in the State of New Jersey, and, further, may require such party to establish an escrow account to defray the cost of Borough professionals.

### **B. ZONING MAP AMENDMENT**

The Zoning Map of the Borough of Highland Park is hereby amended to include the “Highland Park Downtown Redevelopment Area” as described in Appendix B of this Redevelopment Plan.

### **C. VALIDITY OF ORDINANCE**

If any section, paragraph, division, subdivision, clause or provision of this 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 plan shall be deemed valid and effective.



**APPENDIX A: EXISTING LAND USES**

## 1. Block 13

### Existing Land Uses

Lot	Land Use	Lot Area	Building Area	FAR	Notes
1	Commercial	10,789	1,800	0.17	11 parking spaces in rear
2	Residential	7,900	1,250	0.16	rear is used for auto storage
3	Mixed-Use	8,777	5,000	0.57	rear is used for auto storage
4	Mixed-Use	9,805	4,900	0.57	auto service station in rear
6	Commercial	8,550	2,250	0.26	rear is used as impound lot
7	Commercial	8,350	2,000	0.24	100% impervious coverage
46	Commercial	7,723	2,400	0.31	100% impervious coverage
8	Mixed-Use	4,434	3,720	0.84	rear is used for auto storage
9	Residential	4,539	2,000	0.44	
49	Commercial	18,516	240	0.01	100% impervious coverage
50	Mixed-Use	4,761	3,000	0.63	8 parking spaces in rear

Figure A-1: Block 13 Existing Land Uses Table

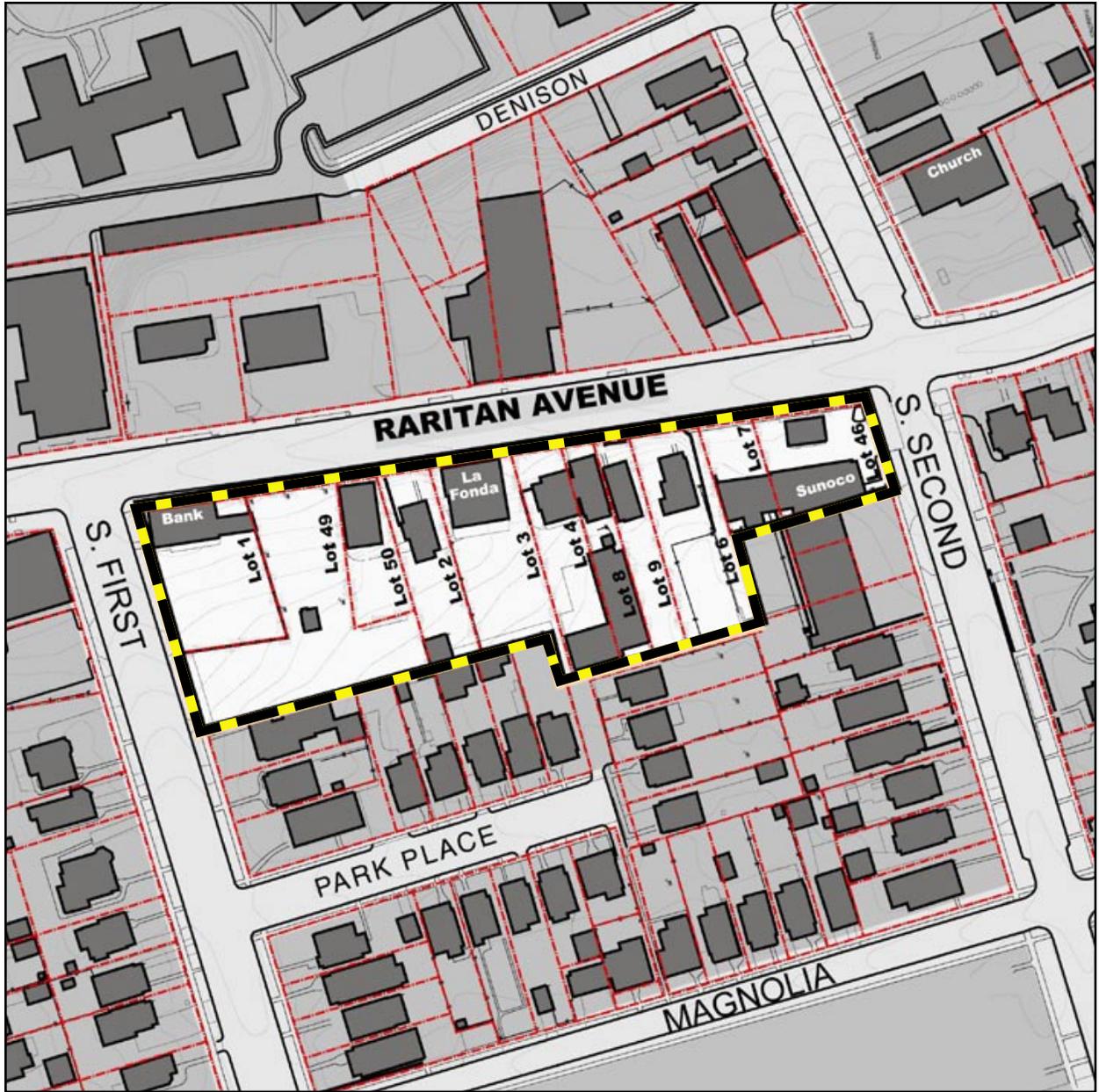


Figure A-2: Block 13 Lot Map

## 2. Block 22

### Existing Land Uses

Lot	Land Use	Lot Area	Building Area	FAR	Notes
2	Residential	4,848	2,563	0.53	11 parking spaces in rear
3	Mixed-Use	7,501	3,210	0.43	parking in rear
4	Mixed-Use	7,501	2,675	0.36	9 parking spaces in rear
6	Office	14,349	4,200	0.29	11 parking spaces in rear
7	Residential	8,050	2,182	0.27	parking in rear
8 + 35	Mixed-Use	8,150	2,168	0.27	parking in rear
9	Office	7,501	1,571	0.21	4 parking spaces in rear
32.01	Parking	27,151	0	0	75 public parking spaces
33.01	Vacant	5,929	3,200	0.64	
34	Residential	8,050	2,180	0.27	3 parking spaces in rear
36	Residential	4,591	1,440	0.31	

Figure A-3: Block 22 Existing Land Uses Table

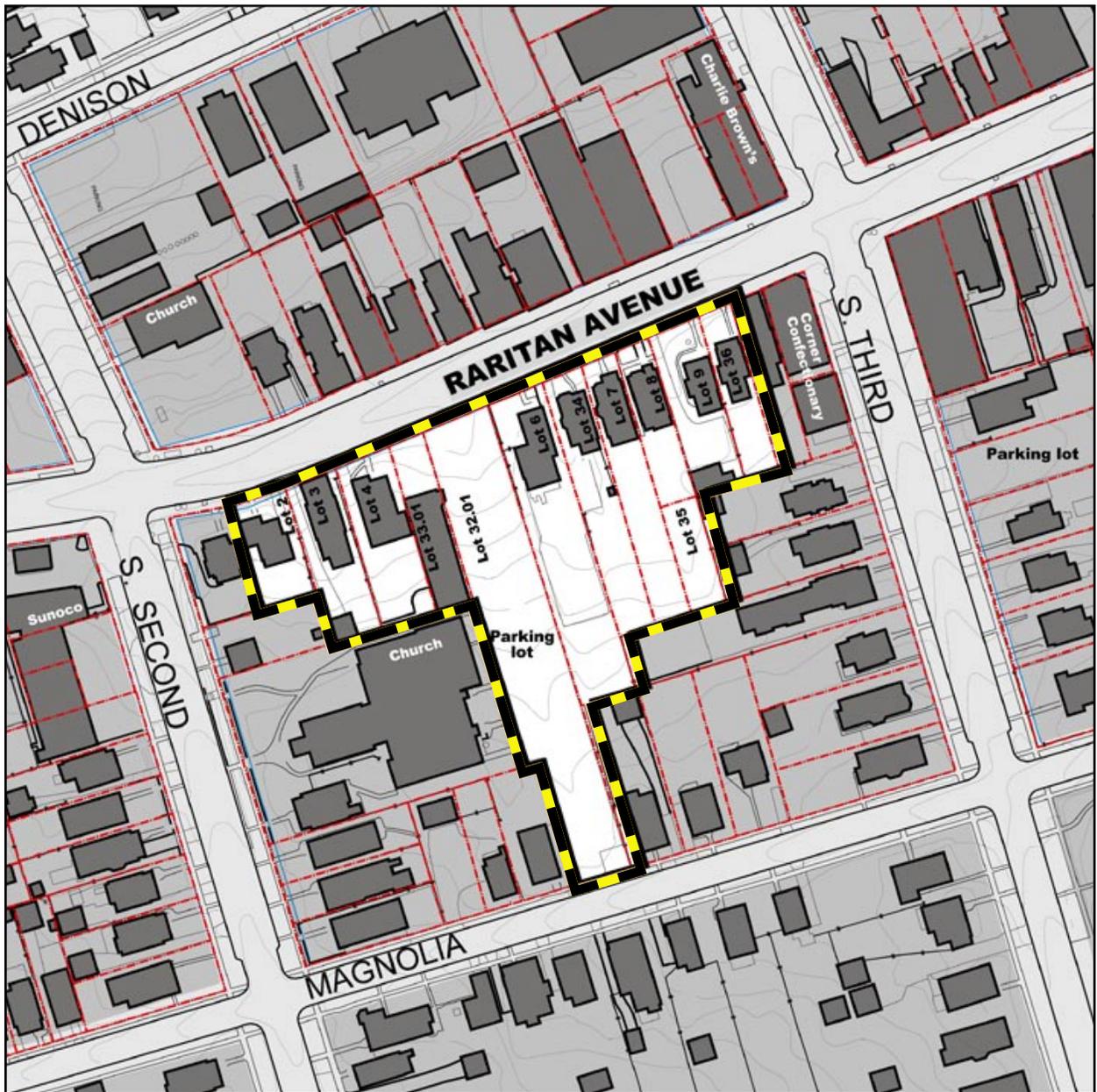


Figure A-4: Block 22 Lot Map

### 3. Block 31

#### Existing Land Uses

Lot	Land Use	Lot Area	Building Area	FAR	Notes
3	Commercial	8,298	4,376	0.53	4 parking spaces in rear
4	Mixed-Use	10,088	7,073	0.43	6 parking spaces in rear
6	Parking	7,501	0	0	20 public parking spaces
33, 17-22	Rite Aid	70,181	16,800	0.24	112 parking spaces for Rite Aid
23	Mixed-Use	5,998	5,914	0.99	
24-25	Mixed-Use	13,499	20,400	1.51	Approx. 16 parking spaces in rear

Figure A-5: Block 31 Existing Land Uses Table



Figure A-6: Block 31 Lot Map

#### 4. Block 143

##### Existing Land Uses

Lot	Land Use	Lot Area	Building Area	FAR	Notes
35+37	Multi-story former factory building/ vacant land	15,298	16,100 (approx)	1.05	No access to internal parking
36	Mixed-Use	5,000	1,378	0.28	
38	Commercial	7,601	3,000 (approx)	0.39	shared parking in rear
39	Commercial	7,548	3,000 (approx)	0.4	shared parking in rear
40	Commercial	6,046	3,000 (approx)	0.5	shared parking in rear

Figure A-7: Block 143 Existing Land Uses Table

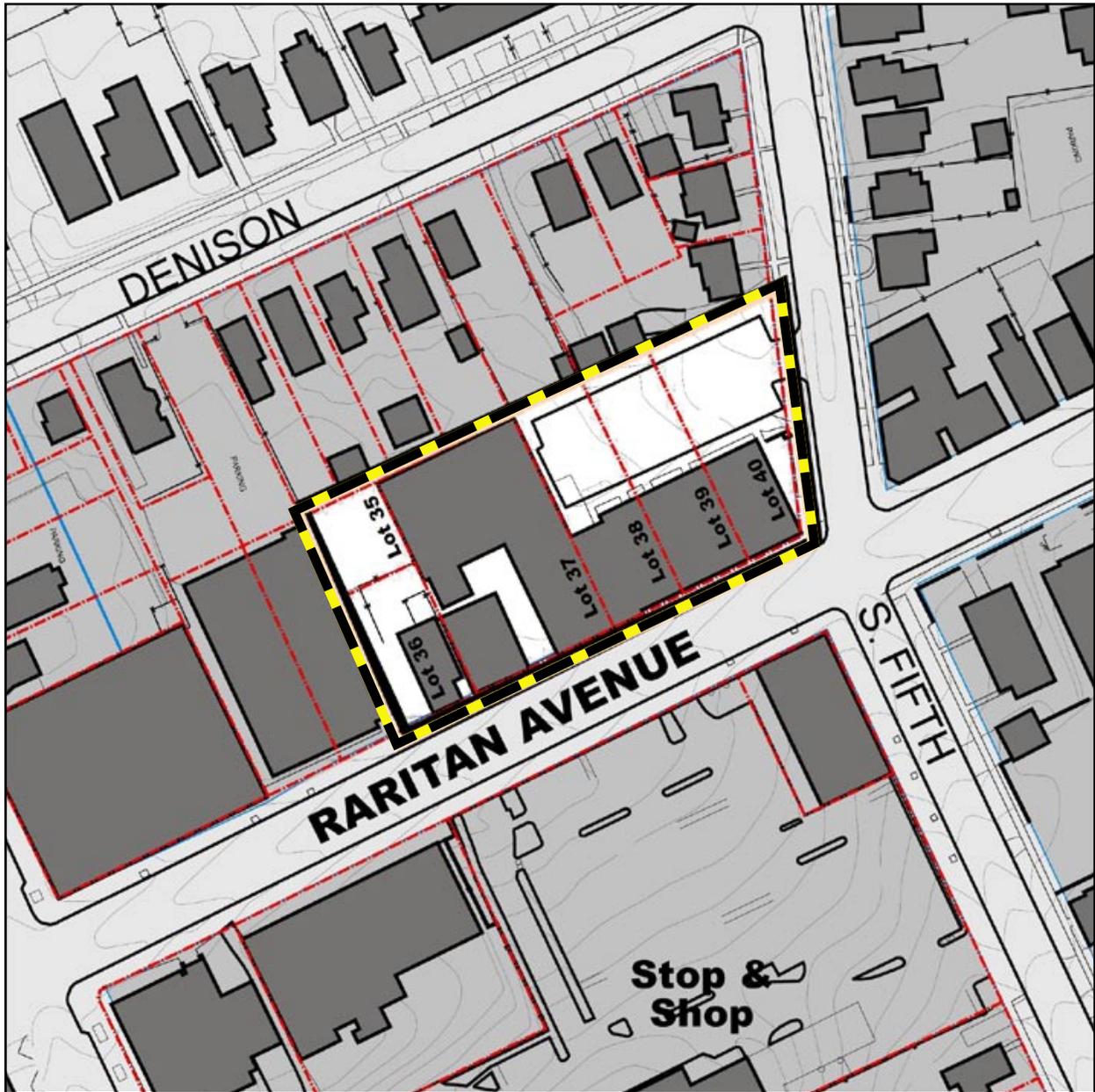


Figure A-8: Block 143 Lot Map

## 5. Block 162

### Existing Land Uses

Lot	Land Use	Lot Area	Building Area	FAR	Notes
34+35	Comm. /Vacant	7,801	4,570	0.59	
39	Commercial	15,002	6,325	0.42	

Figure A-9: Block 162 Existing Land Uses Table

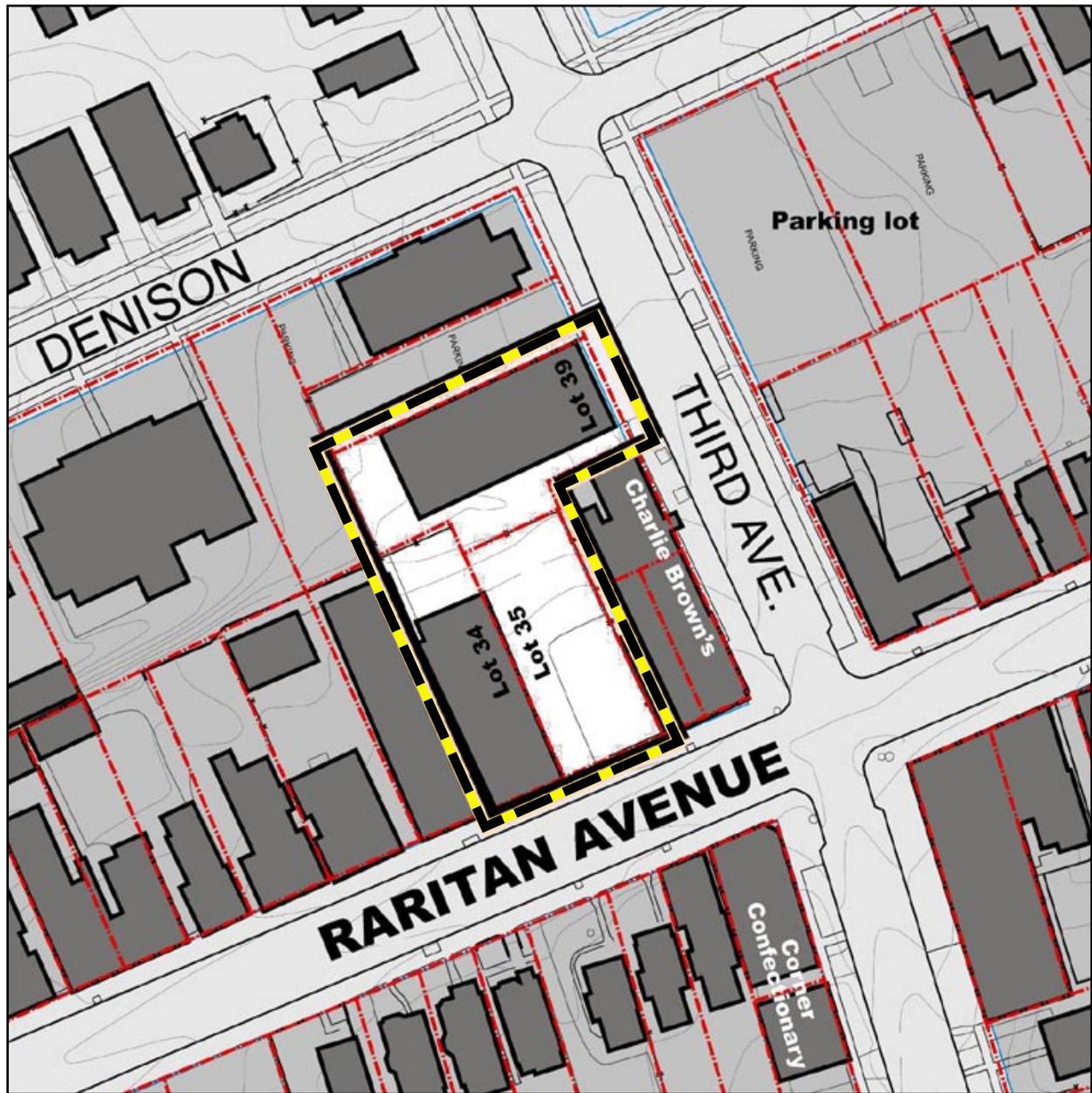


Figure A-10: Block 162 Lot Map

## 6. Block 173

### Existing Land Uses

Lot	Land Use	Lot Area	Building Area	FAR	Notes
34	Vacant	4,474	0	0	100% impervious
35	Commercial	4,060	3,500	0.9	Formerly the Borough Firehouse
36	Commercial	3,406	1,900	0.6	retail grocery
37	Vacant	3,014	0	0	used as parking lot
41	Vacant	9,836	0	0	parking lot adjacent to Raritan Ave.; overgrown in the rear
42	Commercial	10,154	10,177	1	retail/storate building
43,46,49	Comm. / Vacant	11,252	4,020	0.4	retail use, includes vacant land on Denison
44	Vacant	4,099	0	0	overgrown land adjacent to Denison
45	Vacant	4,095	0	0	overgrown land adjacent to Denison
47	Commercial	11,874	2,665	0.2	auto service station, enviromental issues
48	Commercial	9,500	1,742	0.2	autoservice station, potential enviromental uses
52	Commercial	10,349	1,782	0.2	retail food; will be vacant after development on Lot 53
53	Vacant	26,998	9,205	0.3	redevelopment pending

Figure A-11: Block 173 Existing Land Uses Table

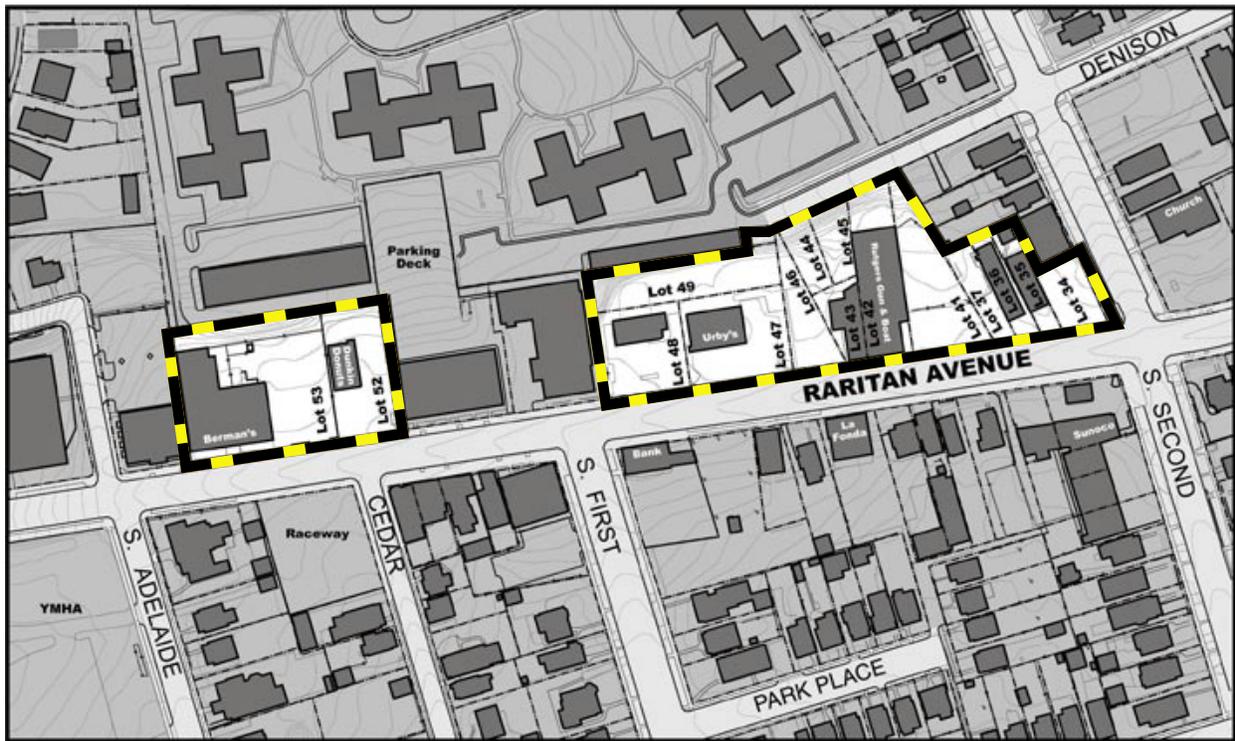


Figure A-12: Block 173 Lot Map



## **APPENDIX B: LIST OF LOTS AND BLOCKS COMPRISING REDEVELOPMENT AREA**

**Block 13,** *lots 1, 2, 3, 4, 6, 7, 8, 9, 46, 49, and 50*

**Block 22,** *lots 2, 3, 4, 6, 7, 8, 9, 32.01, 33.01, 34, 35, and 36*

**Block 31,** *lots 3, 4, 6, 17, 18, 19, 20, 21, 22, 23, 24, 25, and 33*

**Block 143,** *lots 35, 36, 37, 38, 39, and 40*

**Block 162,** *lots 34, 35, and 39*

**Block 173,** *lots 34, 35, 36, 37, 41, 42, 43, 44, 45, 46, 47, 48, 49, 52, and 53*



## APPENDIX C: ILLUSTRATIVE CONCEPTUAL DEVELOPMENT APPROACHES

The following material presents conceptual development approaches for each block in need of redevelopment. These concepts were developed through the planning process for this plan and are approaches for consideration by development entities. They are not to be viewed as prescriptions for each site.

Properties within certain blocks are physically constrained and therefore are more limited in their redevelopment options. Specifically, redevelopment of Blocks 31, 143, and the western portion of Block 173 illustrate one potential redevelopment approach. The eastern portion of Block 173 presents the potential to tuck much needed parking into the slope that descends down and away from Raritan Avenue. This affords the site the greatest potential for development. Two approaches for that portion of the block are presented — one with office and the other with residential. Both approaches feature ground floor retail and structured parking. For Blocks 13 and 22 the plan presents two land use and development approaches that represent “Strategic Infill and Rehabilitation” and “Comprehensive Redevelopment,” as two ends of the spectrum for potential redevelopment. Blocks 143 and 162 each have one redevelopment approach illustrated.

## **1. Block 13**

The development potential of this block and its resultant form are driven by parking resources. The concepts shown assume parking is provided on site and therefore a maximum of 3 stories is achievable. Shared parking strategies utilizing other sites within 700 feet could provide for building heights up to the maximum allowed in Section IV-B General Urban Design Guidelines of this plan.

### **Block 13 Strategic Infill and Rehabilitation Approach**

This approach to redevelopment rehabilitates the residential and mixed-use structures in the middle of the block, constructs a new mixed-use building at the corner of South First with the current bank as a potential tenant, and rationalizes the parking and street-side access to the rehabilitated structures. The service station at the corner of South Second is shown as having landscape improvements to extend revitalization along the entire block face. The Borough and the property-owners should explore green-roof and other heat-island reduction techniques as part of the redevelopment efforts.

- Parking access is from South First with an "Exit Only" lane onto Raritan Avenue.
- A bank facility on the first floor of the new mixed use building provides for a drive-through teller in the side yard with an exit onto South First Avenue.
- A corner entrance is provided for the major ground floor tenant at South First, incorporating a tower element that could support photo-voltaic panels.
- Front access to the individual rehabilitated structures is connected at entry level, providing a two-level access route with a cohesive landscaping program for this front yard setback.
- Pedestrian-only access is provided to the adjacent residential street.
- A 10-foot landscape buffer is provided at the rear of the properties adjacent to the residential uses.
- Additional landscaping is installed at the non-conforming service station at South Second as a relatively low-cost visual enhancement to this prominent intersection.



*Figure A-13: Block 13 Image Sketch*

*This sketch shows potential redevelopment of the Unity Bank site and adjacent property at the southeast corner of Raritan and First Avenues, with a new, three-story mixed use building. The building continues to house the bank, but adds additional retail space. Residences could be built on upper floors. A four-story clock tower provides a landmark on the intersection. The drive-thru for the bank is relocated to the rear of the building for safety.*

Type of Development	Stories / Bulk	Use	Area	Required Parking *	
New Development	3	Retail / Bank	9,000	22	half of the ground floor is for the bank
		Residential	18,000	14	
Rehabilitation	2	Retail	8,400	17	
		Residential	8,400	7	
Subtotals		Retail / Bank	17,400	39	
		Residential	26,400	21	
			43,800	60	Required Parking Spaces
				*	76 Provided Parking Spaces

Figure A-14: Block 13 Table of Uses and Parking for Strategic Infill and Rehabilitation Approach

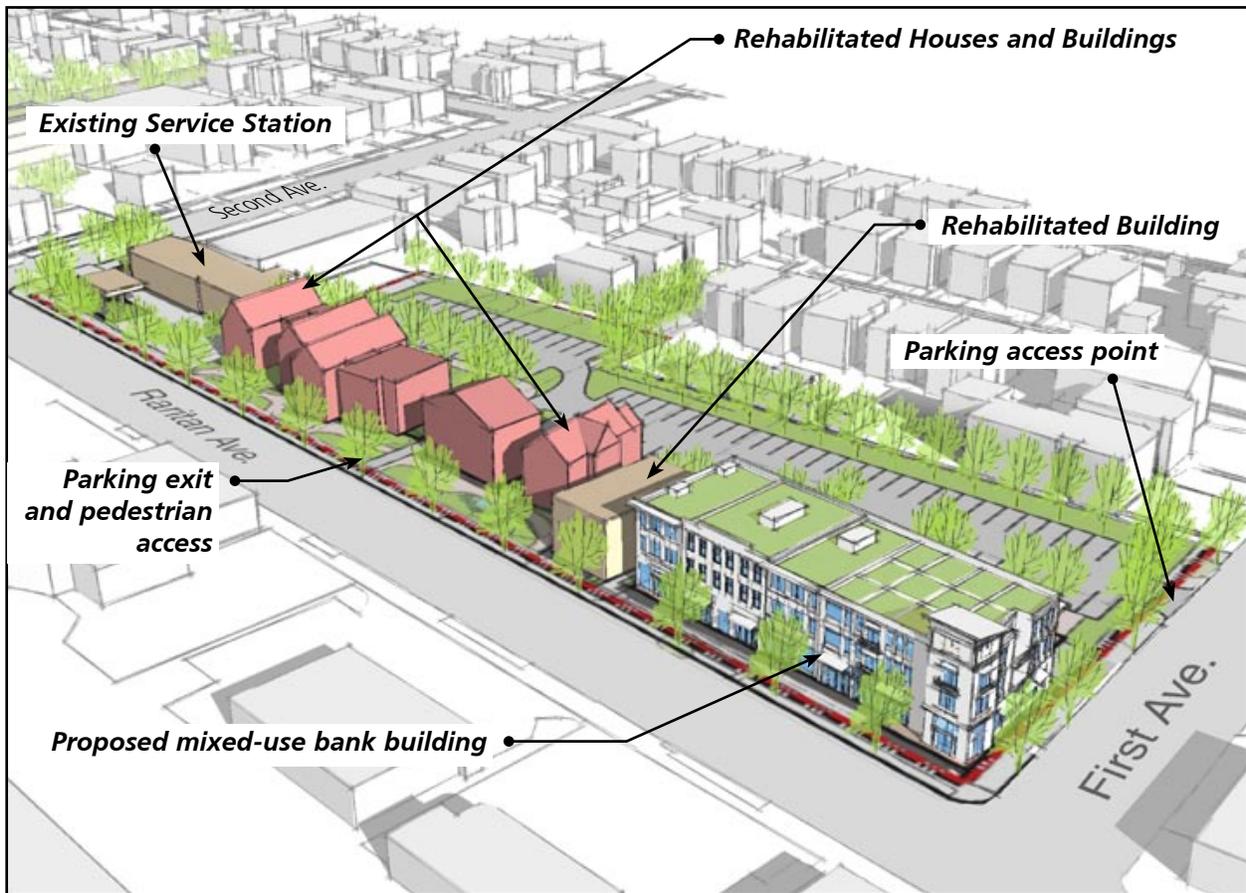
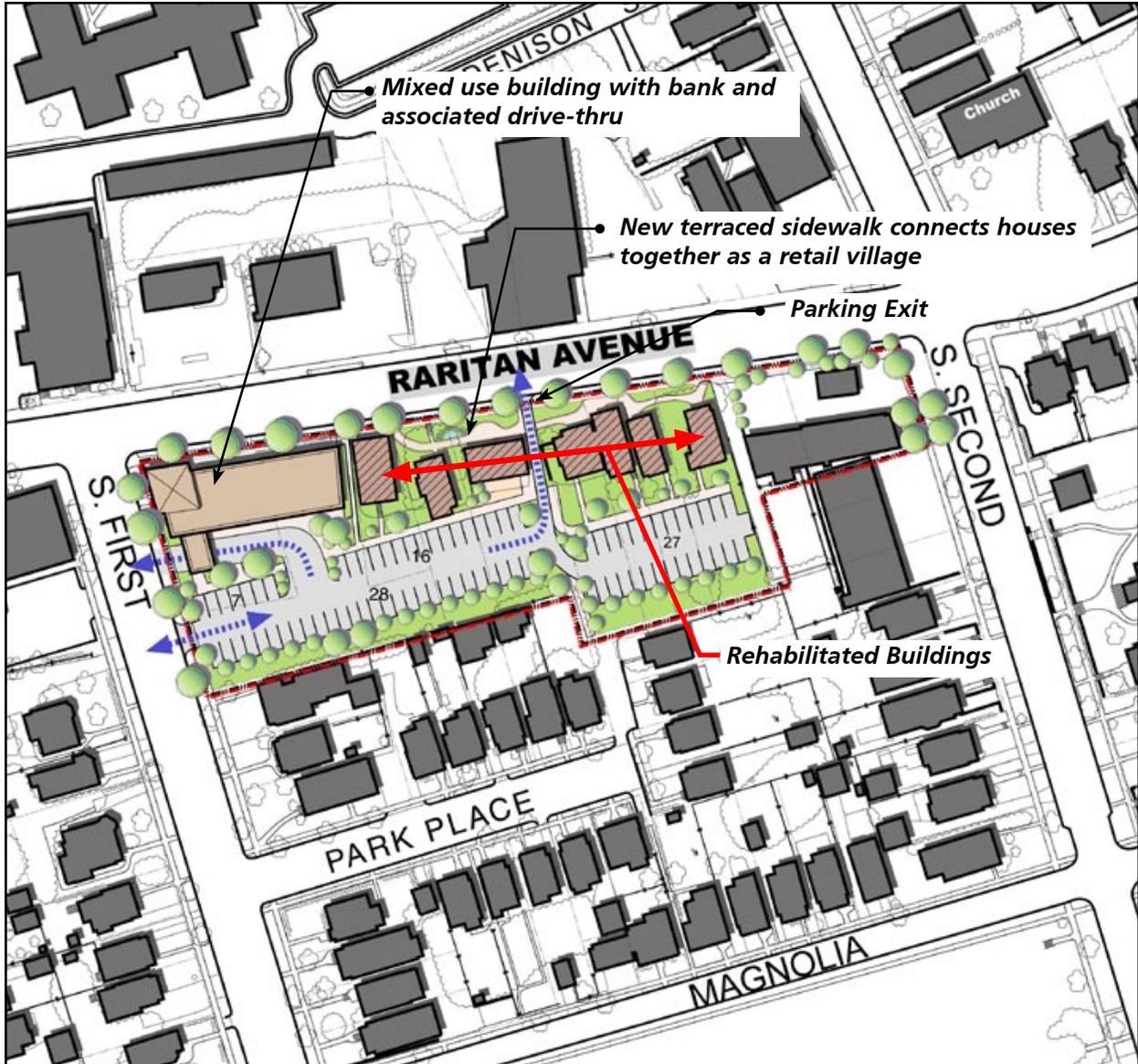


Figure A-15: Block 13 Massing Concept for Strategic Infill and Rehabilitation Approach, View from the Northwest



*Figure A-16: Block 13 Conceptual Site Plan for Strategic Infill and Rehabilitation Approach*  
 The site plan shows construction of a new building at the corner of First and Raritan Avenues and a new parking lot behind existing buildings to be rehabilitated. Single family houses are connected with an upper level terrace sidewalk to improve retail potential and access.

### Block 13 Comprehensive Redevelopment Approach

This approach to redevelopment rehabilitates one mixed-use building that currently meets the sidewalk, constructs three new mixed-use buildings with the current bank as a potential tenant at the corner of South First, and rationalizes the parking and street-side access to the rehabilitated structures. The service station at the corner of South Second is shown as having landscape improvements to extend revitalization along the entire block face. The Borough and the property-owners should explore green-roof and other heat-island reduction techniques as part of the redevelopment efforts.

- Parking access is from South First with an “Exit Only” lane onto Raritan Avenue.
- Redevelopment incorporates the existing 2-story mixed-use structure and three new 3-story mixed use buildings.
- The preferred relocation of the existing bank in the new mixed-use building provides for a drive-through teller in the side yard with an exit onto First Avenue.
- A corner entrance is provided for the major ground floor tenant at South First, incorporating a tower element that could support photo-voltaic panels.
- Three pedestrian walks are shown from the parking areas to Raritan Avenue.
- Pedestrian-only access is provided to Park Place, the adjacent residential area, and the interior sidewalk that connects to Magnolia Street.
- A 10-foot landscape buffer is provided at the rear of the properties adjacent to the residential uses.

Type of Development	Stories / Bulk	Use	Area		Required Parking *
New Development	3	Retail / Bank	22,000	48	half of the ground floor is for the bank
		Residential	45,600	35	
Rehabilitation	2	Retail	1,500	3	
		Residential	1,600	1	
	Subtotals	Retail / Bank	23,500	51	
		Residential	47,200	36	

70,700 87 Required Parking Spaces

\* 87 Provided Parking Spaces

Figure A-17: Block 13 Table of Uses and Parking for Comprehensive Redevelopment Approach



Figure A-18: Block 13 Conceptual Site Plan for Comprehensive Redevelopment Approach  
 Site plan shows construction of a new building at the corner of First and Raritan Avenues and new mixed use buildings along Raritan Avenue. Parking is provided in the rear accessed from First Avenue with a supplemental exit next to the existing service station. A mid-block pedestrian walk runs from Magnolia to Raritan Avenue.

## **2. Block 22**

The development potential of this block is driven by the potential rehabilitation of the existing residential structures and the desire to have this be the community and arts center for the Borough. The concepts shown assume parking is provided on site and therefore a maximum of four (4) stories is achievable.

### **Block 22 Strategic Infill and Rehabilitation Approach**

This approach to redevelopment builds a new Community and Arts Center on an expanded site including the current Senior Center property. Rehabilitation of the residential and mixed-use structures in the middle of the block and at the end closest to South Second preserves the unique character of this portion of Raritan Avenue. The parking and street-side access to the rehabilitated structures are rationalized. Access to this parking remains from Magnolia with an “Exit Only” onto Raritan and potential access from Third, although this is outside of the Redevelopment Area.

- Parking access is from Magnolia with an “Exit Only” onto Raritan Avenue.
- The Community/Arts Center is a mixed use building that incorporates a rehabilitated house and retail uses fronting Raritan Avenue.
- A public plaza, with café seating, is incorporated into the Community/Arts Center mixed-use building that has a visual connection to Raritan from both directions. From New Brunswick the view is into the space and from Edison a tower element marks the place.
- Art is an integral part of the building and landscape design in the public plaza.
- Front access to the individual rehabilitated structures is connected at the entry level providing a two-level access route with a cohesive landscaping program for this front yard setbacks.
- Landscaping of the parking lot incorporates planting strips between parking bays to minimize the visual effect on the adjacent residential uses.



*Figure A-19: Block 22 Image Sketch*

*This sketch shows the view from Raritan Avenue into the proposed public plaza between Second and Third Avenues. The plaza is framed by a new mixed-use building and a larger arts and community center. Public art serves as the focal point for the space, which is animated by cafe table seating.*

Type of Development	Stories / Bulk	Use	Area	Required Parking *	
New Development	3	Retail	11,000	22	
		Community Arts	12,000	24	assume retail requirement because of walkability
		Residential	12,200	10	
Rehabilitation	2	Retail	9,300	19	
		Community Arts	2,200	4	assume retail requirement because of walkability
		Residential	9,500	6	
	Subtotals	Retail	20,300	41	
		Community Arts	14,200	28	assume retail requirement because of walkability
		Residential	21,700	16	
			<b>56,200</b>	<b>85</b>	Required Parking Spaces
				*	<b>114</b> Provided Parking Spaces

Figure A-20: Block 22 Table of Uses and Parking for Strategic Infill and Rehabilitation Approach



Figure A-21: Block 22 Conceptual Site Plan for Strategic Infill and Rehabilitation Approach  
The plan shows (1) an arts and community center with a possible movie theater facing a new public plaza and (2) single-family houses are rehabilitated and connected by a new sidewalk system to enhance the retail potential of the block.

## Block 22 Comprehensive Redevelopment Approach

This approach to redevelopment builds a new Community/Arts Center on an expanded site of the current Senior Center with a rehabilitated house close to South Second Avenue. New mixed-use construction includes the residential and retail and provides pedestrian access from the parking with a traditional Main Street frontage mirrored on the other side of Raritan. The approach rationalizes the parking and street-side access to the rehabilitated structures. Access to this parking remains from Magnolia with an “Exit Only” onto Raritan and potential access from Third, although this is outside of the Redevelopment Area.

- Parking access is from Magnolia with an “Exit Only” onto Raritan Avenue.
- The Community/Arts Center is a mixed use building that incorporates a rehabilitated house and retail uses fronting Raritan Avenue.
- A public plaza, with café seating, is incorporated into the Community/Arts Center mixed-use building that has a visual connection to Raritan from both directions. From New Brunswick the view is into the space and from Edison a tower element marks the place.
- Art is an integral part of the building and landscape design in the public plaza.
- New mixed-use structures front Raritan Avenue providing a 15-foot side walk, additional upper-story residential, and pedestrian access from parking.
- Landscaping of the parking lot incorporates planting strips between parking bays to minimize the visual effect on the adjacent residential uses.

Type of Development	Stories / Bulk	Use	Area	Required Parking *	
New Development	3	Retail	17,700	35	assume retail requirement because of walkability
		Community Arts	12,000	24	
		Residential	38,450	30	
Rehabilitation	2	Office	2,400	7	
Rehabilitation	2	Community Arts	2,200	4	assume retail requirement because of walkability
	Subtotals	Retail	17,700	40	assume retail requirement because of walkability
		Office	2,400	7	
		Community Arts	14,200	28	
		Residential	38,450	30	
			72,750	105	Required Parking Spaces
				*	125 Provided Parking Spaces

Figure A-22: Block 22 Table of Uses and Parking for Comprehensive Redevelopment Approach



Figure A-23: Block 22 Conceptual Site Plan for Comprehensive Redevelopment  
Conceptual plan shows (1) an arts and community center with a possible movie theater facing a new public plaza, (2) existing structure with an office use, and (3) mixed use buildings with residential above retail and tuck-under parking accessed from the rear.

### **3. Block 31**

#### **Block 31 Redevelopment Approach**

The development potential of this block is realized through parking lot efficiencies. The reconfiguration of the parking to rationalize access from the side streets also provides opportunities for significant landscaping in the parking area, pedestrian access, as well as mixed-use development sites along South Fourth Avenue.

- Parking access is from South Third and South Fourth.
- Three new pedestrian walkways from the parking to Raritan are provided, with the dramatic reduction in individual driveways across the sidewalk.
- A small pocket park, with rain garden potential, is located behind the existing mixed-use buildings connecting the parking to a wide pedestrian walkway.
- New 3-story mixed-use development along South Fourth continues the street character, while providing for more residential, close to retail and services.
- A 10-foot landscape buffer is provided at the rear of the properties adjacent to the residential uses.



*Figure A-24: Block 31 Image Sketch*  
*The sketch shows how new townhouses might appear if built along Fourth Avenue. The townhouses shield the street from the redesigned parking lot in the rear.*

Type of Development	Stories / Bulk	Use	Area	Required Parking *	
New Development	3	Retail	5,400	11	
		Residential	8,100	5	
Existing	2	Mixed-Use	54,563	121	using permitted business requirement 1/450 sf
	Subtotals	Mixed-Use/ Retail	59,963	132	
		Residential	8,100	5	
			<b>68,063</b>	<b>137</b>	Required Parking Spaces incl. existing
				*	142 Provided Parking Spaces

Figure A-25: Block 31 Land Use and Parking Table for Redevelopment Approach



*Figure A-26: Block 31 Conceptual Site Plan for Redevelopment Approach*  
*This conceptual plan shows how the existing parking lot at Block 31 behind the Rite Aid might be expanded, redesigned to be more convenient, and connected to Third Avenue. New townhouses face Fourth Avenue. Driveways from Raritan Avenue are closed and turned into pedestrian access paths to the rear parking lot.*

#### 4. Block 143

##### Redevelopment Approach

The development approach shown reuses the existing vacant building on Raritan and incorporates a new three (3) story residential addition at the rear of the properties.

- Rationalized parking incorporates a “pass-under” connection that joins parking among the lots.
- Parking access is from North Fifth with an “Exit and Right-Turn-Only” onto Raritan Avenue.
- Adaptive reuse and new construction create a mixed-use infill.

Type of Development	Stories / Bulk	Use	Area	Required Parking *	
New Development	3	Residential	7,000	6	
Rehabilitation	2	Restaurant	3,200	13	
		Residential	3,200	2	
Existing	1	Restaurant	3,000	12	
	1-2	Retail	7,300	15	
		Residential	1,500	1	
	Subtotals	Retail / Restaurant	3,200	40	
		Residential	10,200	9	

13,400      49 Required Parking Spaces incl. existing

\* 50 Provided Parking Spaces

Figure A-27: Block 143 Land Uses and Parking Table for Redevelopment Approach



Figure A-28: Block 143 Conceptual Site Plan for Redevelopment Approach  
Site plan shows (1) a new residential building with a pass-under driveway and (2) the rehabilitation of the existing vacant building on Raritan Avenue.

## 5. Block 162

Development potential on this block is driven primarily by parking.

### Block 162 Redevelopment Approach

- Parking is accessed from North Third.
- A new 3-story mixed-use building faces Raritan Avenue.
- A pocket park is located between the building and parking, with pedestrian access from parking to Raritan Avenue.

Type of Development	Stories / Bulk	Use	Area	Required Parking *	
New Development	3	Retail	4,400	9	
		Permitted Business	8,600	19	
Existing	1	Restaurant	5,100	0	assume restaurant shares with office
	Subtotals	Retail	4,400	9	
		Permitted Business	8,600	19	
			<b>13,000</b>	<b>28</b>	Required Parking Spaces incl. existing
				<b>28</b>	Provided Parking Spaces

Figure A-29: Block 162 Table of Uses and Parking for Redevelopment Approach



Figure A-30: Block 162 Conceptual Site Plan for Redevelopment Approach  
A new, mixed-use building is shown at location (1).

## **6. Block 173**

This block is unique because of the topography that descends from Raritan Avenue to Denison Street by more than a full story. This site characteristic, combined with the size of the area, affords the potential to build structured parking and yield significant office or residential use over retail frontage. Sensitively integrating this type of larger scale development into the existing fabric of the block is critical to the success of redevelopment efforts. Creation of public space is driven by Borough wishes to energize and provide green space at this important intersection.

Both approaches to redevelopment rehabilitate the historic firehouse with an addition on North Second to define the public space, and integrate the old police station (now a food market). The current plan for the Bermans site is a 1-story retail rehabilitation. New mixed-use infill builds to the 15-foot sidewalk line with pedestrian access to parking.

### **Block 173 Residential Mixed-Use Redevelopment Approach**

- Parking is accessed from Denison with an “Exit Only” onto Raritan Avenue.
- New 2-story mixed-use infill on the current Dunkin’ Donuts site.
- New 4-story mixed-use residential infill from First to Second Avenues, with structured parking behind and some spaces under the building.
- Three pedestrian access walkways divide the major portion of development between First and Second Avenues, breaking up the scale of this uniquely long block face.

Type of Development	Stories / Bulk	Use	Area	Required Parking *	
New Development	4	Retail	28,000	56	
		Residential	90,000	70	
New Development	2	Business	6,000	13	
New Development	2	Retail	2,400	5	
Rehabilitation	2	Restaurant	3,500	14	
Rehabilitation	1	Retail	9,000	20	
	Subtotals	Retail / Business	42,900	108	
		Residential	90,000	70	

132,900 178 Required Parking Spaces

\* 178 Provided Parking Spaces

Figure A-31: Block 173 Table of Uses and Parking for Residential Mixed-Use Redevelopment Approach

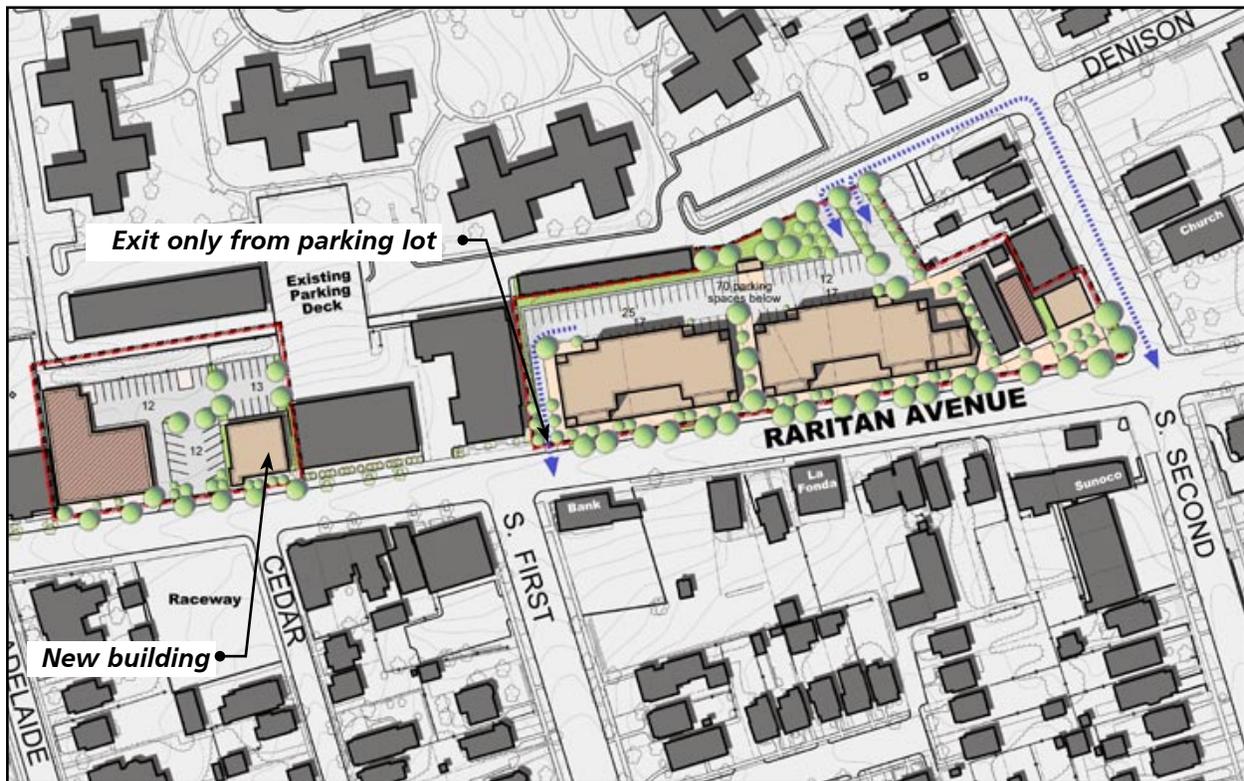


Figure A-32: Block 173 Conceptual Site Plan for Residential Mixed Use Redevelopment Approach  
 This conceptual site plan shows how Block 173 could be redeveloped with residential buildings with ground floor retail. Two decks of parking are tucked into the ground as it slopes away from Raritan Avenue. The parking is accessed from Denison at the rear, with an additional exit from the upper parking deck onto Raritan Avenue.

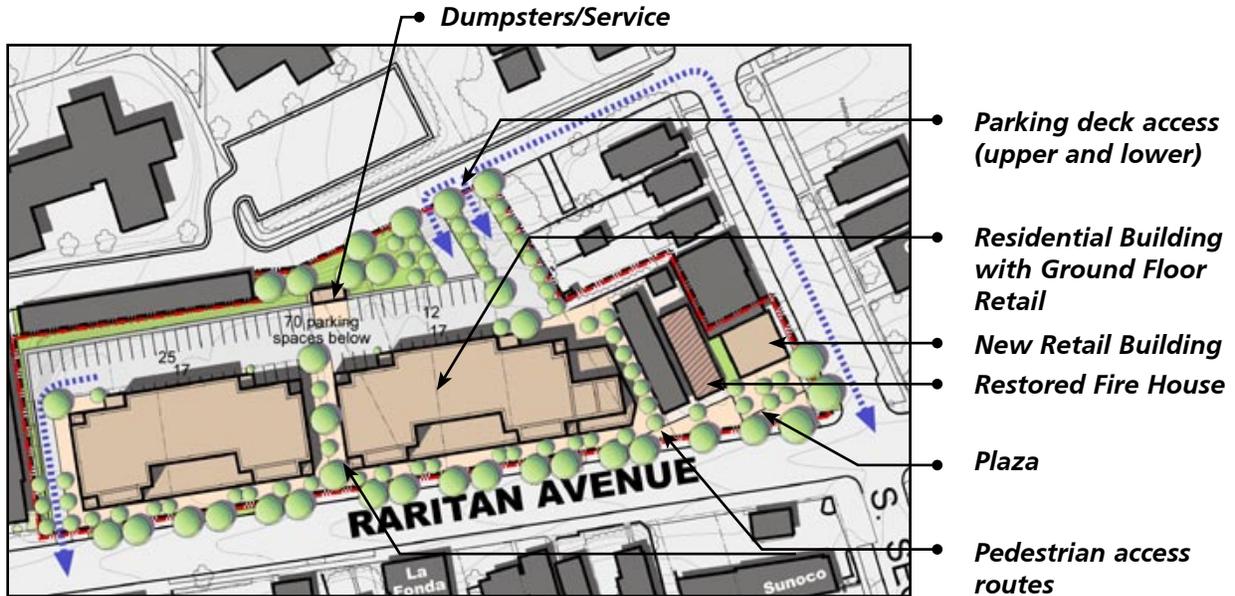
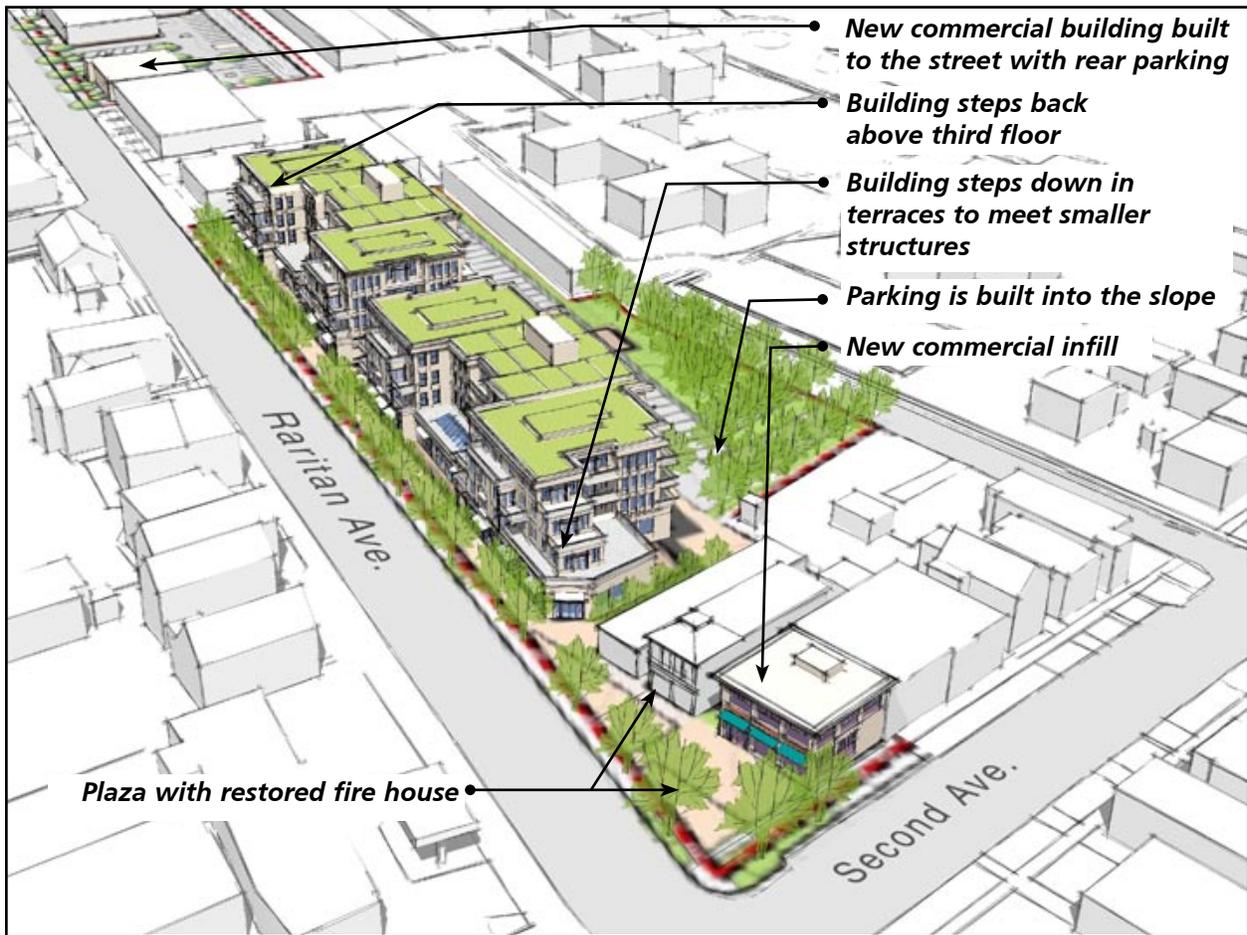


Figure A-33: Block 173 Conceptual Site Plan Detail of Residential Redevelopment Approach

Figure A-34: Block 173 Massing Concept of Residential Redevelopment Approach





*Figure A-35: Block 173 Image Sketch*

*This sketch shows how the corner of Second and Raritan Avenues might look after redevelopment. A small plaza is anchored by the restored fire station and a new retail/office building. Larger apartment buildings with ground floor retail are beyond.*

### Block 173 Office Mixed-Use Redevelopment Approach

- Parking is accessed from Denison St. with an “Exit Only” onto Raritan Avenue.
- New 2-story mixed-use infill on the current Dunkin’ Donuts site.
- New 4-story mixed-use office infill from First to Second with structured parking below.
- Access to public parking would be provided through separate entrances. In this example, the are located at the corners of the building.
- Three pedestrian access walkways divide the major portion of development between First and Second, breaking up the scale of this uniquely long block face.

Type of Development	Stories / Bulk	Use	Area	Required Parking *	
New Development	4	Retail	10,000	20	assumes bank/office requirement
		Office	84,000	240	
New Development	4	Retail	6,400	13	
		Residential	18,400	14	
New Development	2	Business	6,000	13	
New Development	2	Retail	2,400	5	
Rehabilitation	2	Restaurant	3,500	14	
Rehabilitation	1	Retail	9,000	20	
	Subtotals	Retail/Business	37,300	85	
		Office	84,000	240	
		Residential	18,400	14	
			<b>139,700</b>	<b>339</b>	Required Parking Spaces
					<b>406</b> Provided Parking Spaces

Figure A-36: Block 173 Table of Uses and Parking for Office Redevelopment Approach

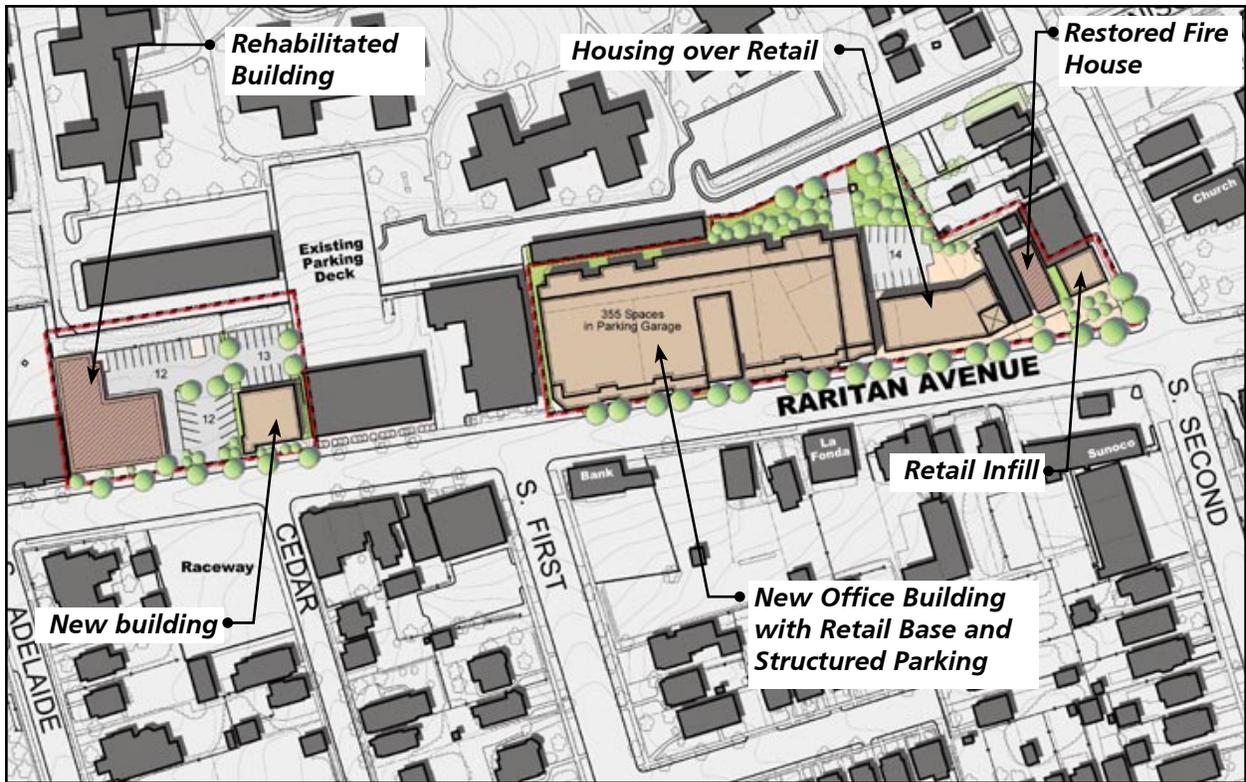


Figure A-37: Block 173 Conceptual Site Plan of Office Redevelopment Approach