

**REEXAMINATION OF THE
MASTER PLAN
AND
LAND DEVELOPMENT ORDINANCE**

**BOROUGH OF RARITAN
SOMERSET COUNTY, NEW JERSEY**

**ADOPTED
JANUARY 25, 2007**

PREPARED BY



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The original of this report was signed and sealed in accordance with N.J.S.A. 45-14-12.

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INTRODUCTION

The Municipal Land Use Law (MLUL) requires every municipality in New Jersey that has adopted a master plan and land development regulations to periodically review and revise, if necessary, those documents every six years (N.J.S.A. 40:55D-89). The last Raritan Borough Master Plan Update was adopted in May 2003.

The purpose of this report is to present a comprehensive overview of the Borough's changes in land use policy since the 2003 Master Plan Update and 1989 Master Plan Revisions, including the Borough's 2006 Housing Element and Affordable Housing Plan, the development of the Woolen Mill Site, the Transit Village Study, Parking Study, and the Stormwater Management Plan.

The Planning Board must adopt, by resolution, a report on the findings of this reexamination, and submit a copy of the adopted report and resolution to the Somerset County Planning Board, and the municipal clerks of Somerville, Bridgewater, and Hillsborough.

The MLUL requires a reexamination report to address five issues relating to the growth and development of the Borough, including (N.J.S.A. 40:55D-89):

- a. *The major problems and objectives relating to land development in the Municipality at the time of such adoption, last revision or re-examination, if any;*
- b. *The extent to which such problems and objectives have been reduced or have increased subsequent to such date;*
- c. *The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for such plan or regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, and changes in State, County and Municipal policies and objectives;*
- d. *The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared; and,*
- e. *The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the Local Redevelopment and Housing Law, P.L. 1992, c. 79 (N.J.S.A. 40A:12 A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.*

Since 2003, there have been a number of events within the State that bear on land use in the Borough. Several of these events are listed below:

1. Adoption of NJDEP Stormwater Management Rules effective February 2, 2004.
2. Third Round of Cross Acceptance of the Preliminary State Development and Redevelopment Plan and the Preliminary State Plan Policy Map, April 28, 2004.
3. Adoption of COAH's third round substantive and procedural rules effective December 20, 2004.

The findings and recommendations contained in this report are based on the review of the following documents:

1. 2003 Raritan Borough Master Plan Update, Heyer, Gruel & Associates and the RBA Group.
2. 1989 Raritan Borough Master Plan Revisions, Louis Berger & Associates, Inc.
3. 2005 Strategic Economic Plan Element, Schoor DePalma Inc.
4. 2005 Riverfront Development Study, Schoor DePalma Inc.
5. 2005 Stormwater Management Plan, Schoor DePalma Inc.
6. 2006 Transit Village Study (draft), Schoor DePalma Inc.
7. 2006 Parking Study, Phase 2 (draft), Schoor DePalma Inc.
8. 2006 Housing Element and Affordable Housing Plan, Round 3, Schoor DePalma Inc.
9. 2000 Census Summary Tape Files 1 and 3, US Bureau of the Census.
10. Chapter 42 (Land Use and Development Regulations) of the Code of the Borough of Raritan.

1.0 PROBLEMS & OBJECTIVES: LAST REEXAMINATION REPORT

A Reexamination Report shall address the major problems and objectives relating to land development in the Municipality at the time of such adoption, last revision or re-examination, if any.

The following is the list of goals and objectives incorporated in the 2003 Master Plan Update:

Land Use

1. Provide a balanced land use pattern that preserves residential neighborhoods, strengthens the vitality of commercial districts, enhances remaining industrial areas, increases parks and open space, protects environmentally sensitive natural features, accommodates community facilities and facilitates local/regional circulation.
2. Preserve and enhance the residential character of the Borough by protecting established neighborhoods, maintaining a balance of housing choices, providing for compatible infill housing and planning for appropriate residential development in targeted redevelopment areas where land uses are in transition.
3. Encourage appropriate redevelopment in transitional focus areas that will return underutilized land to productive use, improve quality of life, enhance community character, create new employment opportunities and strengthen the municipal tax base.
4. Continue the revitalization of the Central Business District as a mixed-use destination and support other commercial districts through selective redevelopment, compatible infill development, infrastructure improvements, updated zoning, public-private partnerships and increased regional cooperation.
5. Provide increased parks, recreation and open space opportunities that will improve local quality of life, preserve established suburban character, protect existing natural resources and contribute to sustainable development.
6. Encourage the retention of existing industrial uses wherever feasible with an emphasis on industrial clusters found in the region such as pharmaceuticals, bio-medical research and life sciences.
7. Coordinate land use planning and decision-making with adjacent municipalities in the Somerset County Regional Center to improve quality of life, preserve community character, preserve remaining natural resources, promote sustainable development and improve local/regional mobility.

Parks, Recreation, and Open Space

1. Maintain the Borough's inventory of recreation facilities to ensure that adequate passive and active recreation areas are available and properly maintained throughout the community.
2. Maintain and preserve the existing parks and recreation facilities within the Borough with a goal of acquiring the preserving additional properties as they become available.
3. Pursue funding through Federal, State and County agencies to help acquire, maintain and improve recreation and open space faculties. Work with non-profit organizations and private property owners to acquire direct title, deed restrictions, and conservation easements for open space.

4. Recognize the active recreation recommendations set forth by the New Jersey Department of Environmental Protection Green Acres Program and work to address recreational deficiencies in underserved areas and neighborhoods.
5. Support the efforts of the Regional Center Partnership and the Regional Center Vision Initiative to create open space areas within the designed Regional Center and its member communities.
6. Continue to work with Somerset County to expand the greenways program, which provides for public areas along the Raritan River, North Branch, and Green Brook waterways.
7. Consider the existing redevelopment and/or acquisition of vacant properties for future recreation and open space needs.

Circulation

1. Ensure that the transportation services are safe and readily accessible to all members of the community.
2. Land use and transportation planning should occur together. Impact assessments and build-out analyses should be utilized to determine the effect of land use plans on the movement of goods and people.
3. Any increases or decreasing land use zones within Raritan should have a build-out analysis performed prior to the adoption of the new standard.
4. Land use densities that are within close proximity to a mass transit stop should be reviewed for possible increases and changes of use to allow for a diversity of uses such as retail, office and residential that could compliment transit.
5. All types of transportation infrastructure and services such as walking, bicycling, and ride sharing are recommended to enhance capacity increasing projects.
6. All transportation infrastructure should be designed and constructed with the minimum improvements necessary to provide safe movement of people and goods.
7. In order to control the appropriate speed limit on Borough streets, the three "E's" should always be applied equally: Enforcement, Education and Engineering/Design.
8. To the extent possible and appropriate, the roadways designated to handle the largest volumes of traffic (i.e., the arterials and major collectors) should be those under the jurisdiction of the State of New Jersey and Somerset County.
9. Work closely with the transit agencies in order to improve and increase service for the Borough's residents.
10. Encourage the free flow of goods on the appropriate streets and rail corridors.
11. Provide residents with alternative means of transportation, such as multi-use trails and jitneys, which provide linkages to places of interest.

Community Facilities

1. Provide a high level of community facilities to ensure that existing residents and businesses, as well as new development and redevelopment, are served adequately.
2. Pursue shared services with other communities within the Regional Center wherever feasible.

2.0 THE EXTENT OF INCREASE OR REDUCTION OF PROBLEMS & OBJECTIVES

A Reexamination Report shall describe the extent to which such problems and objectives existing at the time of the last Master Plan have been reduced or have increased subsequent to such date;

Many of the Borough's goals and objectives that existed at the time of the last Master Plan remain valid today. However, it is the intent of this Master Plan Reexamination to help implement the various planning studies, including a 2006 Parking Study (draft), a Strategic Economic Plan Element, a Transit Village Study (draft), and a Riverfront Study, which all have recommended changes to implement smart growth goals of encouraging and preserving green spaces, preserving neighborhoods and encouraging redevelopment of brownfields.

3.0 THE EXTENT OF SIGNIFICANT CHANGES IN ASSUMPTIONS, POLICIES & OBJECTIVES

A Reexamination Report shall describe the extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the Master Plan or regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, and changes in State, County and Municipal policies and objectives;

3.1 Demographic Changes

In Raritan, the 2000 Census recorded a total population of 6,338 persons. This reflects an increase of 540 persons since 1990. NJTPA projects a population of 7,550 persons in 2030.

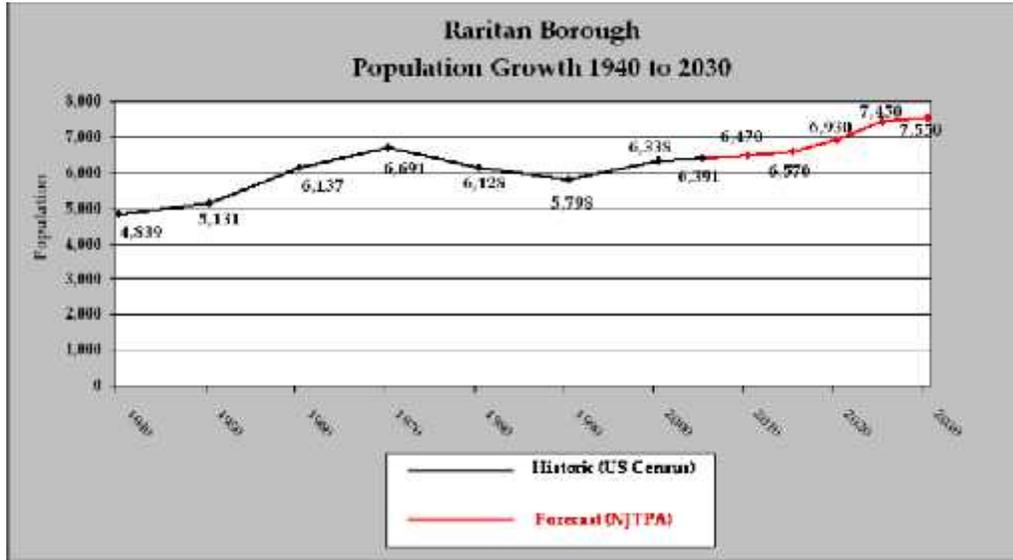


Figure 3.1 Raritan Total Population, 1940 to 2030

Tables 2 and 3 provide a comparison of selected 1990 and 2000 Census data.

**Table 2 Age Groups and Median Age, 1990 and 2000
Raritan Borough, 1990 and 2000**

Age	1990	2000	Number Change	Percent Change
Under 5	311	460	149	47.9
5 to 19	789	1,066	277	35.1
20 to 44	2,310	2,519	209	9.0
45 to 59	926	1,052	126	13.6
60 to 74	958	749	-209	-21.8
75 and over	504	492	-12	-2.4
Median Age:	37.9	37.6		

Source: U.S. Census Bureau, 2000

Noteworthy statistics from Table 2 include:

- Greatest increase occurred in children under the age of 5
- A 1/3 increase in the number of children aged 5 to 19
- A 20% reduction in adults aged 60 to 74-years old

The US Census reported a total of 2,556 households in 2000. There were more family households than non-family households. Almost 46 percent of the family households in Raritan Borough had children under the age of 18.

Table 3 Number and Type of Households, 2000

Raritan Households	Number	%
Total Households	2,556	100.0
Non-family Households	885	34.6
Family households (families)	1,671	65.4
With own children under 18 years	769	46
Average Household Size	2.48	--

Data Set: Census Summary File 1 (SF 1) – 100% Data

NOTE: A household includes all the people who occupy a housing unit as their usual place of residence.

The demographic profile changes over the decennial period are not significant enough to warrant any substantial change to the overall goals, objectives and policies of the Borough's Master Plan of 2003. However, updated demographic data can be used as a reference for planning for the Borough's future recreational, educational and other community needs.

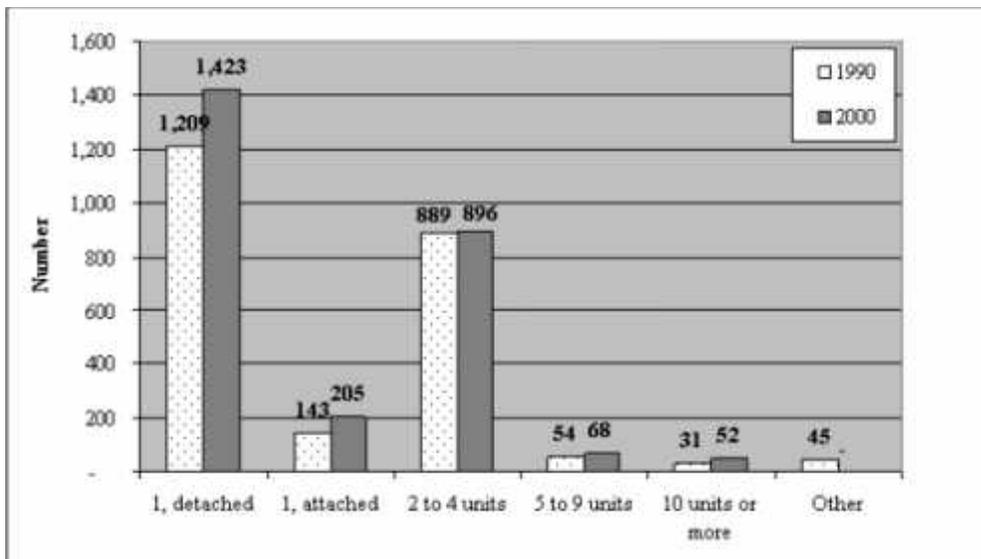
3.2 Single Family Residential Character

Despite the Borough's built-out nature and changes in residential housing types, Raritan continues to promote balanced land use through appropriate land uses and density in the residential neighborhoods.

From 1990 to 2000, there was an increase of 11.5 percent in total housing units. This increase is largely due to the number of new single family, two-family and multi-family dwellings are created. The bar graph on the next page illustrates this recent housing trend – as the number of single family detached homes increased by 18 percent, and attached single-family homes increased by 43 percent. Additionally, the number of multi-family dwellings that contain 10 or more units increased by 6.7 percent.

It should be noted that since the last Master Plan, there has been one significant residential development built in Raritan: Raritan Town Center (Woolen Mills) containing 224 units.

Change in Housing Types, Raritan Borough, 1990 and 2000



Source: US Census Bureau, 2000.

Among other changes in the Borough's housing stock, there was a 17 percent increase in total number of owner-occupied units, and a 3 percent increase in total number of renter-occupied units.

**Table 4
Selected Housing Characteristics
Raritan Borough, 1990 and 2000**

	1990	2000	# Change	% Change
<i>Total Housing Units</i>	2,371	2,644	273	11.5
<i>Occupied</i>	2,290	2,556	266	11.6
<i>Vacant</i>	81	88	7	8.6
<i>Vacant for seasonal, recreational, or occasional use</i>	3	5	2	66.7
<i>Occupied Housing Units</i>	2,290	2,556	266	11.6
<i>Owner-Occ</i>	1,387	1,622	235	16.9
<i>Renter-Occ</i>	903	934	31	3.4

Source: US Census Bureau, 2000.

It is anticipated that any new residential construction will be minor in number and limited to small-infill projects, however, in reviewing the R-4 District provisions, the standards for single family and two family in the R-4 district (i.e. minimum lot size and bulk standards) are the same. An analysis of the R-4 properties indicated that 90% of the lots did not meet the current zoning requirements.

As a result, several zoning amendments have been recommended to help control the intensity of development in the Borough. In order to eliminate the creation of overcrowding on undersized lots, and future conversions from single family to duplexes, the zoning ordinance should be amended to remove two-family homes within the R-4 zoning district.

3.3 Parking Study Recommendations

Lack of parking is the perennial complaint of all downtown merchants and Raritan's Somerset Street commercial area is no exception. It is also the reason shoppers give for using highway oriented malls and shopping centers instead of downtown areas. To determine the extent of the parking problem in the B-1 Zone along Somerset Street, the Borough undertook a parking study to identify the existing parking in the district, estimate future demand for parking, and quantify future parking needs based on full build-out and a number of assumptions. The results of this analysis were detailed in the initial Parking Study, dated July 16, 2004, which provides an estimate of future parking needs, minus existing parking supply for each lot and block in the B-1 zone. The report indicated that the area has a current parking deficit of approximately 6% or 45 parking spaces. Under current zoning, this deficit could rise to 35% or more than 400 spaces at full development under the current zoning. It should be noted that the current parking requirement is calculated based upon the areas used for such purposes, which may be difficult to calculate. As a result, the Borough should revise the parking requirement to be calculated based upon a building's gross floor area.

To deal with the existing and potential parking deficit, the 2006 (draft) Parking Study recommends three methods of addressing the short and long term parking needs for the area. The first recommends three possible changes to existing zoning, including rezoning certain areas from commercial to residential to reflect their actual use, permitting and encouraging mixed use in the downtown area to allow for shared parking, and modifying bulk and design standards to reduce the ultimate demand for parking. The second involves policy issues that the Borough needs to address related to how future parking is to be provided, that is, whether it is to be done on-site or off-site, in private or municipal lots. The third involves increasing parking by the more efficient use of existing on-site parking, combining parking on adjacent lots and providing better access to the rear yards of buildings fronting on Somerset Street that are not now but could be used for additional parking, especially as residential uses convert to commercial uses.

The following recommended zoning changes will have a long term effect on parking needs; more efficient use of existing parking and space can have an immediate, as well as a long-term, effect of parking supply:

- Block 79, north of Somerset Street, west of Gaston Avenue, contains two lots in the B-1 zone. Lot 57.01 should be rezoned for residential to match the adjacent zoning to the west. Lot 57 contains a bank and should be rezoned for commercial uses (B-4) requiring on-site parking to be provided.
- Block 85, north of Somerset Street, between Gaston and First Avenues, contains six lots, five of which are residential. Lots 9-13 should be rezoned to residential (R-4) to match the adjacent zoning to the north. The business use on the corner of First Avenue (lot 14) should remain in the B-1 zone.
- Block 97, north of Somerset Street, between Lincoln and Coddington Streets, is primarily residential and all of the lots fronting Somerset Street (Lots 15-17) except Lot 14 on the corner of Lincoln Street should be rezoned to R-4, the adjacent residential zone.
- Block 102, south of Somerset Street, west of Lyman Street. The reconstructed Lyman Street as an extension of First Avenue to the new bridge creates a natural ending to the commercial district; and since this block is beyond that point and entirely residential, it should be rezoned to R-4. (Block 102, Lots 1, 1.01, 2-17)
- Block 108, south side of Somerset Street between Thompson and John Streets. Lots 6, 7, 8 and 9 contain residential uses and should be rezoned to R-4. Lots 4 and 5 should be rezoned to B-1. Block 116, Lot 14 should also be rezoned to B-1.

In addition to the zoning recommendations, through the assistance of the Borough's GIS mapping, aerial photography, parcel mapping and Phase 1 information, the Parking Study analyzed the potential for shared parking along the Somerset Street corridor. Where joint parking is specially recommended, the Board should require an applicant for site plan approval to undertake the effort to establish joint parking and provide the Board with proof of such effort:

1. Block 89: Commercial Lots 16 and 17 currently share parking; and residential Lots 19 and 20 share access (with Lot 21) and appear to share parking. The intervening residential Lot 18 has stand-alone parking. At conversion of Lot 18 to commercial uses, its rear yard should be converted to parking and joined to parking for Lots 16 and 17. Lot 18's driveway access from Somerset Street should become one-way in, with exit onto Wall Street.

Conversion of Lots 19 and/or 20 to commercial uses should trigger a joint parking analysis with commercial Lot 21 to west and Lots 16, 17 and 18 to the east. The rear of the lots can be improved through additional screening and buffering.

2. Block 96: At conversion of Lot 14 to commercial uses, its side yard should be combined with the driveway and side yard of Lot 13 to create a one-way entrance with angled parking on one side, with a two-way drive to the rear, accessing Lincoln Street and new rear parking on Lot 14.

Lots 15 and 16 currently share a driveway to a rear parking area which should be expanded upon conversion to commercial uses. Once Lot 14 converts, the two-way access from Lot 13 should be extended across Lot 14 to include Lots 15 and 16.

3. Block 103: At conversion of Lots 2 and/or 3, a common driveway and rear parking should be provided for any new commercial use. Conversion of Lot 4 should trigger the extension of the parking lot behind Lot 5 into Lot 4 for rear parking. This access could then be extended to Lots 3 and 2 as they convert. The driveway between Lots 2 and 3 should then be made one-way in from Somerset Street, with exit onto Nevius Street.
4. Block 106: Lot 1 has an existing rear parking area, which could be tied to the driveway on Lot 2. Making Lot 2's driveway from Somerset Street one-way in provides the opportunity to create angled parking, using the side yard areas of both Lots 1 and 2, with the driveway exit across Lot 1 to Loomis Street.

Should joint parking be established, its use and conditions shall be memorialized in a joint parking easement entered into by all parties involved, approved by the Borough, and appended to the deeds of all properties affected by the easement. Such easement shall include, but not be limited to, the following information:

1. Block and Lot numbers for each lot effected
2. Identification of each owner in interest (parties to the agreement)
3. Description of the parcels and their current uses
4. Statement as to the compliance/non-compliance of the current uses with existing zoning ordinances
5. Description of proposed use (referencing site plan)
6. General description of proposed cross-access easement and its purpose (referencing site plan)
7. Identity of entity/owner submitting land use application
8. Listing of each proposed access easement and its purpose

9. Delineation of what is granted with the easement, including the respective rights and obligations created by such grant
10. Stipulation of the right of quiet enjoyment (precluding obstructions or interferences)
11. Specific delineation of the respective maintenance obligations and responsibilities
12. Inclusion of provisions for insurance protection in the event of any damages arising from the use easement areas defined
13. Inclusion of provisions for indemnity protection in the event of any damages arising from the use easement areas defined
14. Definition of default
15. Specification of the manner in which default notice is to be provided and time for cure
16. Description of the rights and obligations of the parties in the event of default
17. Delineation of any conveyance of public rights of way
18. Specific identification of who is bound by cross access easement agreement
19. Statement as to whether rights/obligations may be transferred or assigned to third parties and if so, in what manner
20. Inclusion of a clause subordinating any mortgage interest so that it is subject to the respective cross-access easements granted
21. Execution and recording of cross access easement agreement with proper formalities
22. Clause requiring that any modifications to the agreement must be in writing and fully executed by parties
23. Survey of subject lots, attached to easement
24. Metes and bound description of the easements granted, attached to easement

The Parking Study also recommends creating an additional Neighborhood Business Zone, B-4, which permit the same uses as the B-1 with the same design standards, but require that all required parking be provided on-site. It is recommended that the B-4 zone cover several freestanding commercial properties resulting from redistricting, including the former M-1 zone at the end of Old York Road (Block 117, Lots 1-3), the lot on the corner of Somerset Street and Gaston Avenue (Block 79, Lot 57) and the former M-1 zone at the corner of First Avenue and 5th Street (Block 54, Lots 1 and 2).

3.4 Transit Center Business District

The creation of a B-5, Transit Center Business district recommendation, which includes three properties south of the railroad between First and Second Avenues (Block 81, Lots 1, 2 and 10) was proposed as a result of a planning study around the train station. The B-5 would be designed to take advantage of its location in close proximity to the railroad station, providing for the everyday needs of commuters and people living and working in the immediate neighborhood. The report recommends that the tract be redeveloped for uses more compatible with the surrounding residential neighborhood, and the B-5 District permit commercial and retail uses, offices, and personal service establishments.

3.5 Manufacturing Districts

There are currently three manufacturing districts within the Borough of Raritan: M-1 Light Manufacturing; M-2 Industrial Park; and M-3 Limited Industry.

Given the location of the M-1 district in proximity to the Raritan River greenway, its recommended that Block 116.02, Lots 1-7 and Block 117.01, Lots 1 and 2 be rezoned to Office, Limited Manufacturing and Recreation (OMR) which is intended to permit uses such as offices for professional or business uses, scientific research laboratories, limit manufacturing uses, as well as museums, commercial recreational activities, restaurant, and public or private parks, playgrounds, recreation buildings facilities.

North of the Orlando Drive, there are two zones (M-1 and A-6) which are fully developed and used for non-residential purposes, which provide local job opportunities and tax revenue to the Borough, helping the Borough attain fiscal balance, maintain affordability and encourage economic development and redevelopment of existing non-residential properties.

However, like most fully developed communities, the M-1 and A-6 zoning and their businesses abut residential zones, creating the potential for conflict between the two very different types of uses on such issues as appropriate non-residential uses and their associated impacts, including noise, hours of operation, traffic generation, and appearance. In addition, the existing development creates impediments to the creation of the Greenway, since the riverfront in the study area is already developed for other uses that generally preclude access to and public use of the river bank. The 2005 Riverfront Plan recommends rezoning Block 116, Lot 13 to OMR.

The M-1 District which includes properties belonging to the railroad is recommended to be rezoned for RR, Railroad. In an effort to put more of an

emphasis on office uses within the M-2 and M-3 Districts, it recommended to rename them OM-2, Industrial Park and OM-3, Limited Industrial, respectively.

3.6 Greenway Vision

Based upon the built-out nature, the Borough recognizes the importance of its open space, parks and greenways, which provide an added quality of life and protect the existing natural resources. Although the river provides a challenge for the existing, older industrial uses located along Orlando Drive because of periodic flooding, it also provides a major opportunity as a recreational greenway binding together the communities located along its banks.

One of the primary goals of the regional and local Master Plans is to provide a Raritan River Greenway for active and passive recreation. The Borough should work with County to preserve the river frontage as industries are relocated, to provide a continuous greenway and river front trail.

Between Orlando Drive and Canal Street there are several parcels of vacant land, including Lots 1 and 2 of Block 115, owned by Somerset County and Duke Farm Foundation respectively between Mill and Loomis Streets, and Lot 1, Block 114, owned by the County between Loomis and Nevius Streets, across from the industrial uses along the river. In addition, the Woolen Mills project will provide an additional large tract of riverfront property (Block 116.01, Lot 12.01) to the Borough, cleaned up and restored to its natural state, for use as both active and passive recreation. It is recommended that the Borough create a new Open Space and Recreation District (OS/P) specifically designed to address these lands. Properties within the OS/P should be used for active and passive recreation, public monuments and art, landscaped buffers between zoning districts, and other uses or facilities that promote public use and enjoyment of these lands.

In addition to the creation of the OS/P District, pedestrian connections from the Greenway should be extended both north/south to Somerset Street and the downtown, as well as east/west. Currently there is a sidewalk along the north side of Orlando Drive from Mill Street across the Zeus and Woolen Mills property leading easterly to the shopping plaza. This walk way should be extended westward across Block 114, Lot 1, to Nevius Street; and the entire walkway from Nevius Street to Route 206 should be constructed/reconstructed to accommodate both pedestrians and cyclists. Current programs in the Borough, such as façade and streetscape improvement grant projects, should be extended to the study area to enhance the appearance of the general neighborhood.

As part of a 2005 Somerset County Challenge Grant and a Municipal Land Use Center Grant, the Borough will be evaluating the existing conditions along the Orlando Drive Corridor, from Basilone monument to Route 206. A public outreach and visioning process will commence in Spring 2006 as part of this process. Some of the issues include developing a plan for the continued use of the DPW, in substantial compliance with current environmental regulations, including a general clean-up and upgrade to the site and its facilities. It is recommended that the Borough initiate discussions with the County to address the conflicts between the DPW site, and the Borough's vision for a continuous greenway along the Raritan River. The 2006 Challenge Grant will also be used to develop preliminary designs and costs to implement the design improvements to Orlando Drive, including traffic calming, links to downtown and pedestrian/bicycle accessibility.

Several parcels within the Orlando Drive Corridor are owned by Duke Farm Foundation, including Block 116.02 Lot 1 and Block 117, Lot 2, located on either side of the Nevius Bridge, which is now being renovated to a pedestrian bridge. Each of these properties contain buildings which now appear to be vacant and unused. Because of their location on the River at the pedestrian bridge, they have good potential for tourist/recreation related activities. As the Greenway expands, either would provide a good location to service recreational activities, such as bicycle sales/rental/repair, boat rental, trail information and shuttles, food and equipment sales. Either would also make a good local interest museum site, particularly related to the Duke Estate and local history.

3.7 Affordable Housing Status

In April 1989, Raritan Borough received a vacant land adjustment as part of a Judgment of Compliance and Repose from the New Jersey Superior Court, Somerset County, for its affordable housing plan covering its first round (1987-1993) obligation. The adjustment reduced the Borough's new construction obligation from 81 to 24 affordable units. In March 1992, the Court transferred jurisdiction to COAH and the Borough received first round substantive certification on October 6, 1993.

Subsequently Raritan filed for second round (1993-1999) certification, which was granted on August 2, 2000. The plan included a request for the continuation of the vacant land adjustment, which was approved as part of that certification. The Borough's obligation consisted of 24 new units, to be constructed through inclusionary zoning, 34 rehabilitated units, including seven bedroom credits for alternate living arrangements and an on-going rehabilitation program, and 40 units of unmet need, to be addressed, to the extent possible, through overlay zoning and a development fee ordinance.

The Borough subsequently amended its plan to modify the inclusionary zoning on a redevelopment site, without Council on Affordable Housing (COAH) approval; and this amendment resulted in a third party objection to the revised plan. As part of the negotiation process, the Raritan Borough further modified its plan, however COAH did not act upon these amendments prior to the deadline established for such changes.

As a result, in September 2006, an updated Housing Element and Affordable Housing Plan was adopted by the Borough and submitted to COAH which addressed both the second round and the third round obligation together, as indicated below:

**SUMMARY
LOW AND MODERATE INCOME HOUSING NEED
1987-2014**

1987-1993 Prospective Need	55
1993-1999 Prospective Need	23
1993-1999 Reallocated Present Need	<u>3</u>
Past Round Obligation	82
2004-2014 Residential Growth Share	46
2004-2014 Non-Residential Growth Share	31
Rehabilitation	<u>24</u>
Round 3 Obligation	<u>101</u>
Total Obligation 1987-2014	183
Credits, Reductions	-136
Completed Rehab's	<u>-8</u>
2004-2014 Remaining Obligation	39
(16 rehab units and 23 new affordable units)	

The Borough's remaining rehabilitation need of 16 units will be met by the continuation of the rehabilitation program detailed in the 2000 Fair Share Plan. To address the Borough's remaining new affordable construction obligation, the report recommended the creation of an Inclusionary Residential District Four (IRD-4), which would permit an inclusionary multifamily (garden apartments) and/or attached single-family (townhouse) residential development at a gross density of 13.5 units per acre with a 20% set aside requirement for affordable units.

The Third Round Plan also included a new developer's fee ordinance and a draft growth share ordinance which were prepared in accordance with new COAH regulations. The Growth Share ordinance is currently under review by COAH as part of the Borough's substantive certification process.

In order to eliminate overlapping affordable housing provisions within the current Zoning Ordinance, it is recommended that all of the general information on affordable housing, including the updated developer's fee ordinance and growth share provisions, be consolidated into its own specific segment. Provisions related to the creation and administrator of affordable housing, which have been sent to COAH, should also be consolidated into the Zoning Ordinance.

3.8 Flood Mitigation

The Borough experiences significant flooding, especially south of Orlando Drive. While there is no one set of measures to stop flooding, the Borough should approach mitigation through a combination of local and regional measures. A Flood Mitigation Plan can help evaluate the community's flood hazard and risk, determine mitigation needs and capabilities, examine regional and local mitigation solutions and develop a prioritized list of desired local flood mitigation actions. A Flood Mitigation Plan should also address the Borough's waterbodies and ways to regionally affect flood conditions.

3.9 State Initiatives

Cross Acceptance

The State Development and Redevelopment Plan (SDRP) is intended to guide and coordinate the policy, regulatory and investment decisions of all state agencies and jurisdictions. The State Planning Commission (SPC) is facilitating interagency coordination of planning among the major State Agencies that affect land use through the process of updating the SDRP referred to as Cross-acceptance, pursuant to the NJ State Planning Act of 1985.

Since Raritan is one of the three municipalities that comprise the Somerset County Regional Center, the County Planning Board has been authorized to proceed with the joint application for plan endorsement with the NJ Office of Smart Growth. The County Planning Board is serving as the Cross-acceptance Negotiation Entity. It is recommended that the Borough of Raritan closely monitor the Cross Acceptance process and participate in the Staff-to-Staff meetings, as appropriate.

NJDEP Amended Stormwater Rules

As a result of the United States Environmental Protection Agency's (USEPA) Phase II stormwater rules published in December 1999, NJDEP has developed a Municipal Stormwater Regulation Program and new rules to facilitate implementation of the program.

Under NJDEP's Stormwater Regulation Program, the Borough is classified as a "Tier A" municipality, and is required to prepare a Stormwater Management Plan and ordinance in accordance with NJDEP. The Borough prepared and filed a Municipal Stormwater Management Plan and ordinances with NJDEP on July 27, 2005.

Additionally, the Borough prepared a Stormwater Pollution Prevention Plan and stormwater control ordinances which were adopted by the Borough in March of 2006. It is recommended that the Stormwater Management Plan be adopted as part of the Borough's Master Plan efforts.

4.0 MASTER PLAN & ORDINANCE CHANGES

The Reexamination shall describe the specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.

4.1 Master Plan Recommended Changes

- It is recommended that the draft 2006 Parking and Transit Village Studies, as well as the Stormwater Management Plan be adopted as part of the Borough's Master Plan efforts.
- Explore the possibilities for shared service agreements in parks and recreation and other areas such as public works, administration, and public safety.
- Where joint parking is specially recommended, the Board should require an applicant for site plan approval to undertake the effort to establish joint parking and provide the Board with proof of such effort.
- Prepare a 5-year road improvement plan to study areas identified in the Borough's Transportation Circulation Plan Element and prioritize the recommended improvements for all road infrastructure improvements.

4.2 Land Development Ordinance Changes

- Update and refine the definitions section of the Borough's General Provisions.
- Update the Administration and Enforcement and Review Boards sections to comply with the recent changes to the Municipal Land Use Law.

- Update the Subdivisions and Site Plan sections to better explain how the process actually works in the Borough. In addition, the design standards section should be expanded upon to better reflect common practice, revised parking standards, enhanced lighting, landscaping and buffering practices.
 - Seek to control the intensity of development and overcrowding within the residential districts.
 - Prohibit the conversions from single family to duplexes by removing two-family homes within the R-4 zoning district.
 - Revise the parking requirement to be calculated based upon a building's gross floor area.
- Create new B-4 Neighborhood Business and B-5 Transit Center Business Districts.
- Rezone Block 79, Lot 57.01 to R-4 and Lot 57 to B-4.
- Rezone Block 81, Lots 1, 2 and 10 to B-5. Rezone Block 85, Lots 9-13 to R-4.
- Rezone Block 89, Lot 4 to B-1.
- Rezone Block 97, Lots 15-17 to R-4.
- Rezone Block 102, Lots 1, 1.01, 2-17 to R-4.
- Rezone Block 103, Lots 1 and 12 to R-4.
- Rezone Block 108, Lots 6, 7, 8 and 9 to R-4, and Lots 4 and 5 to B-1.
- Create an Open Space and Recreation District for Block 114, Lot 1; Block 115, Lots 1 and 2; and Block 116.01, Lot 12.01.
- Rezone Block 116, Lot 13 to OMR.
- Rezone Block 116, Lot 14 to B-1.
- Rezone Block 116.02, Lots 1-7 and Block 117.01, Lots 1 and 2 to Office, Limited Manufacturing and Recreation (OMR).
- Create a new zone, RR Railroad for the railroad-owned properties.
- Rename M-2 and M-3 to OM-2 and OM-3, respectively.
- Consolidate the sections on affordable housing zones, and general information on development fees and the creation and administration of affordable housing.
- Adopt and implement the Growth Share ordinance provisions, upon approval by COAH.
- Implement the IRD-4 District, upon approval by COAH.
- Update the Borough's bulk table to add the recommended new zones and any modification to the bulk standards.
- Adopt new checklists.
- Consider adopting a sidewalk replacement fund.
- Eliminate the A-G provisions which are no longer in place due to prior ordinance changes.
- Update the Zoning Map to reflect the entire shopping center tract on Orlando Drive as B-2, Shopping Center Zone.

Revise the Zoning Map to reflect the prior rezoning of the M-1 zone on Tilman Street and LaGrange to R-4 and the M-1 zone on LaGrange Street.

Update the Zoning Map to reflect each of the recommended zoning district changes.

Adopt NJDOT's Bicycle Compatible Roadways and Bikeways Planning and Design Guidelines as part of the Borough's zoning ordinance.

Continue adoption of NJDEP promulgated stormwater ordinances as applicable to the Borough.

5.0 REDEVELOPMENT PLANS

The Reexamination Report shall include the recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the Local Redevelopment and Housing Law, P.L. 1992, c. 79 (N.J.S.A.40A:12 A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

While there are no "areas in need of redevelopment" pursuant to the Local Redevelopment and Housing Law in the Borough, it should be recognized that this can be used as a tool to stimulate economic development, and should be considered by the Borough where applicable.

The 2003 Master Plan Update recommended three areas for consideration: Raritan Woolen Mills site, the Federal Steel site, and Johnson Drive site. Since the 2003 Master Plan, development is underway at the Raritan Woolen Mills site. Another major development, Willow Walk, was approved at the Federal Steel site, where a Planned Adult Community Overlay District (PACD) was created in accordance with the 2003 Master Plan. The Borough needs to focus on the Johnson Drive site and to identify additional sites for future consideration. An inventory of the Borough's industrial uses and buildings should be compiled, along with their current status, potential for past contamination and their need for: (1) redevelopment, (2) relocation within the Borough, or (3) redesign to improve their functionality and compatibility with the surrounding community.

Other areas of concern include the south side of Orlando Drive, where there are underutilized/vacant buildings, incompatible or obsolete buildings and uses and uses located within the floodway/floodplain of the Raritan River; portions of the south side of Tillman Street, where non-residential uses impact the residential neighborhood to the north; and the scattered sites throughout the Borough, where incompatible uses abut homes.