
REEXAMINATION OF THE
MASTER PLAN
AND
LAND DEVELOPMENT ORDINANCE

BOROUGH OF RARITAN
SOMERSET COUNTY, NEW JERSEY

ADOPTED
NOVEMBER 29, 2017

PREPARED BY:
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A handwritten signature in blue ink, appearing to read "Angela Knowles", is written over a horizontal line.

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THE ORIGINAL OF THIS REPORT WAS SIGNED IN ACCORDANCE WITH
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I. INTRODUCTION

A. Overview

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 ten years (N.J.S.A. 40:55D-89). The last Raritan Borough Master Plan Update was adopted January 25, 2007 in the form of a Reexamination Report.

The purpose of this report is to present a comprehensive overview of the Borough's changes in land use policy since the 2007 Master Plan Reexamination Report and 2003 Master Plan were adopted. In addition to these documents, the findings and recommendations contained in this report are based on the review of the following:

- the Block 81 Redevelopment Plan adopted in 2016,
- the Transit Village Study Update adopted in 2015,
- the Borough's 2015 Summary Report of Historical Compliance with COAH Requirements & Associated Low and Moderate Income Housing Obligations,
- the 2014 Open Space and Recreation Plan,
- the 2012 Land Use Plan Amendment for the Orlando Drive Corridor,
- the Borough's Wayfinding Plan from the Station to the Riverfront adopted in 2013,
- the 2013 Natural Resources Inventory, and
- the Borough's Complete Streets Policy adopted in 2011.

This 2017 Reexamination Report represents the Borough's continuing effort to ensure that the planning policies and land use goals and objectives remain current and represent the issues affecting Raritan Borough. This Reexamination Report reaffirms the existing goals and policy statements in the 2007 reexamination report, offers additional statements regarding the Borough's future growth and development, and recommends modifications to the Borough Land Use Plan and zoning ordinance regulations. The Borough continues to recognize that the established developed character of the community requires a planning response that focuses on supporting the established character of the community and identifying those areas warranting an upgraded planning and zoning approach to development.

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.

B. The Legal Requirements of Planning

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.*

The MLUL establishes the legal requirement and criteria for the preparation of a Master Plan and Reexamination Report. The Planning Board is responsible for the preparation of the master plan and its reexamination. These documents may be adopted or amended by the Board only after a public hearing. The Board is required to prepare a review of the plan at least once every ten years.

The MLUL identifies the required contents of a Master Plan and Reexamination Report, which have been outlined in this section. Master Plans must include a statement of goals, objectives, and policies upon which the proposals for the physical, economic and social development of the municipality are based. The Plan must include a land use element which takes into account physical features, identifies the existing and proposed location, extent and intensity of development for residential and non-residential purposes, and states the relationship of the plan to any proposed zone plan and zoning ordinance. Municipalities are also required to prepare a housing plan and recycling plan. Other optional elements that may be incorporated into a comprehensive Master Plan include, but are not limited to, circulation, recreation, community facilities, historic preservation and similar elements.

The Master Plan gives the community the legal basis to control development in the municipality. This is accomplished through the adoption of development ordinances designed to implement the Master Plan recommendations.

C. Previous Master Plan Efforts Undertaken by the Borough

The Borough adopted its most recent comprehensive master plan in 2003, which included a Land Use Plan element, Parks, Recreation and Open Space element, a Community Facilities element, and a Circulation Plan element. There has been one subsequent Reexamination Report adopted in 2007, and while a master plan document is only required to be re-examined every 10 years by current statute, it is recommended that if possible, the Borough plan to review this report in approximately five-year intervals so the document represents contemporary needs.

II. MASTER PLAN GOALS, OBJECTIVES, AND POLICY STATEMENTS

The Municipal Land Use Law requires that all municipal master plans set forth a statement of objectives, principles, assumptions, policies and standards upon which the master plan recommendations are based. After a review of the Goals, Objectives, and Policy Statements of the 2003 Master Plan, it was determined that they remain predominantly relevant to today, with a few additional remarks. They are repeated in totality here to restate the continued efforts needed to address these issues.

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, encourages shared parking facilities among adjacent businesses, 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. Assess any proposed zoning changes against a build-out analysis to determine the impact of increasing or decreasing land use zones on adjacent zones, circulation, or the character of the neighborhood.
6. 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.
7. 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.
8. 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 and 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 facilities. 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 designated Regional Center and its member communities.
6. Continue to work with and support Somerset County to expand the greenways program, which provides for public areas along the Raritan River.
7. Consider the existing redevelopment and/or acquisition of vacant properties for future recreation, open space, and public parking needs.

Circulation

1. Continue to plan for community connectivity by increasing safe and accessible walking and biking routes throughout the town.
2. Ensure that transportation services are safe and readily accessible to all members of the community.
3. 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.
4. All types of transportation infrastructure and services such as walking, bicycling, and ride sharing are recommended to enhance capacity increasing projects.
5. All transportation infrastructure should be designed and constructed with the improvements necessary to provide safe movement of people and goods within and around the town and to other regional locations.
6. 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.
7. 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.
8. Work closely with Somerset County and NJ Transit to improve and increase shuttle and bus service for the Borough's residents, including adding a NJ Transit bus stop in the Borough.

9. Encourage the free flow of goods on the appropriate streets and rail corridors.
10. Provide residents with alternative means of transportation, such as multi-use trails and jitneys, which provide linkages to places of interest.

Community Facilities

1. Continue to develop a high level of community facilities to ensure that existing residents and businesses, as well as new development and redevelopment, are served adequately.
2. Properly maintain and provide safe access to existing facilities such as the Pool, Library, Playgrounds, Parks, Tennis Courts, and Dog Park to ensure access to all residents.
3. Pursue shared services with other communities within the Regional Center wherever feasible.

III. MAJOR PROBLEMS AND OBJECTIVES RELATED TO DEVELOPMENT AT THE TIME OF ADOPTION OF THE LAST MASTER PLAN REEXAMINATION REPORT

A. Major Problems Identified in the Prior 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 issues were recognized in the 2007 Reexamination Report as requiring the Borough's attention: Parking; Creating a Transit Center; Rezoning Manufacturing Properties along the proposed Greenway; Creating new Open Space & Recreation zones; Affordable Housing; and Flood Mitigation.

1. *Parking*

The 2007 Reexamination Report discusses the need to resolve the issue of a lack of parking in the central business district of the town. A parking study was completed in 2005 and identifies the following three methods of addressing the short- and long-term parking needs for the area.

- Rezoning. Potential rezoning from commercial to residential uses and potential rezoning in the downtown to allow for mixed-use development will affect the amount of parking required. However, the town may modify bulk and design standards to reduce the ultimate demand for parking.
- Public v. Private Parking. The town needs to address how future parking is to be provided. Whether on-site or off-site and in public or private lots.
- Increase Parking Efficiency. Provide better access to the rear of buildings on Somerset St. to allow for shared parking, especially as residential uses convert to commercial uses.

Since the parking study was adopted, other transportation-related studies have been completed and may contribute to resolving the parking issues cited in the 2007 Reexamination Report. Among them, the Borough's Complete Streets Policy ensures usability of roadways for all users, a Wayfinding Plan outlines a strategy to connect pedestrians, bicyclists, and motorists from the Train Station to the Somerset Street business corridor and to the Riverfront, and the Transit Village Study which assesses the redevelopment potential for Block 81, Lots 1, 2, and 10 for higher density mixed-use development. All of these studies have taken into account parking in the Borough, including shared parking, upgraded parking lots, and the need for additional parking.

2. *Creating a Transit Center Business District*

The 2007 report recommended that a Transit Center Business District is created to take advantage of the close proximity to the train station. The new B-5 District would

encompass three parcels south of the railroad between First and Second Avenues. The report also recommended the tract be redeveloped for uses more compatible with the surrounding residential neighborhood, and permit commercial and retail uses, offices, and personal service establishments. This would help to create the opportunity for new residential development and provide for the everyday needs of commuters and people living and working in the immediate neighborhood.

Additionally, a Transit Village Study in 2005 was meant to assess the appropriateness of designating the town as a “Transit Village” by the NJ State Department of Transportation and the conclusion was that while designation as a transit village does not appear to be feasible or desirable for the Borough, application of some of the concepts related to transit villages certainly are. A Transit Village Study Update was drafted in 2015 and includes the concepts presented in the 2005 study for the B-5 Zone, as well as references the Wayfinding Plan, Sustainable Community Plan, and Complete Streets Policy as part of the update.

3. Rezoning Manufacturing Districts along the Proposed Raritan River Greenway

The 2007 Reexamination Report recommended rezoning the Borough’s three manufacturing districts along the Raritan River (M-1 Light Manufacturing; M-2 Industrial Park; and M-3 Limited Industry) to districts that would encourage opportunities to enhance the proposed Greenway Vision and would remedy conflicts between industrial and residential uses.

4. Creating a New Open Space and Recreation District to facilitate the creation of the Raritan River Greenway

The 2007 Reexamination Report made the following recommendations to facilitate better access to the Raritan River from the Borough.

- Work with County to preserve the river frontage as industries are relocated, to provide a continuous greenway and riverfront trail.
- Create a new Open Space and Recreation District (OS/P) specifically designed to address the several parcels of vacant land owned by Somerset County and Duke Farms along Orlando Drive.
- Create pedestrian connections from the Greenway extending both north/south to Somerset Street and the downtown, as well as east/west.
- Expand the façade and streetscape improvement grant projects to the Orlando Drive Corridor to enhance the appearance of the general neighborhood.
- 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.
- Implement the recommendations in the Orlando Drive Corridor Vision Plan (2005 Challenge Grant / Relocation of Basilone Statue).
- Determine appropriate uses for the vacant / unused Duke Farms buildings at the northern end of the Nevius St. Pedestrian Bridge.

5. *Flood Mitigation*

The 2007 Reexamination Report recommended that a Stormwater Management Plan be adopted as part of the Borough's Master Plan. The Stormwater Management Plan was adopted as a stand-alone plan in 2005 and in conformance with the 2004 NJDEP stormwater rules. 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.

B. Major Objectives Identified in the Prior Reexamination Report

The 2007 Reexamination of the Master Plan and Land Use Ordinance outlined a set of goals and objectives that were restated from the 2003 Master Plan Update and revised to reflect the Goals and Objectives in 2017. That list is presented in Section III. Master Plan Goals, Objectives, and Policy Statements, herein. Since the 2003 Master Plan Update and 2007 Reexamination Report, the town has grown, and continues to grow, with new businesses and residences and opportunities for the enjoyment of the natural beauty of the Raritan River. An updated Vision Statement was created to reflect the future of the Borough in 2017:

Raritan is a prosperous community with a high quality of life, a vibrant Central Business District connected to stable residential neighborhoods, a diversified economy, extensive parks and open space, modern infrastructure and a multi-modal transportation system, including a full-service train station. Raritan serves as a destination of choice within the Regional Center for a small-town atmosphere, family-friendly neighborhoods, and a sense of community. An expanded Raritan River Greenway offers additional recreational opportunities, while bicycle and pedestrian paths provide more transportation options.

The Borough will move forward with this vision in mind and will continue to track the success of its planning and implementation of programs.

IV. EXTENT TO WHICH SUCH PROBLEMS HAVE BEEN REDUCED OR HAVE INCREASED SUBSEQUENT TO THE LAST REEXAMINATION REPORT

1. *Parking*

In connection with those recommendations language in the Land Use Ordinance has been added to reflect the desire to encourage shared parking strategies where feasible¹. It is recommended the Borough update the existing Parking Study for the B-1 Zone and include the findings in a more comprehensive parking study for the following zones: B-1, B-3, B-4, B-5, R-3, R-4, G-1, P-2, OMR, and PDRD.

2. *Transit Center Business District*

The Planning Board adopted the Block 81 Redevelopment Plan in October 2016 and approved a site plan for the residential development in April 2017. The approved development will consist of 276 residential units, six of which will be set aside as affordable housing units. The development includes approximately 430 garage and surface parking spaces, access to the garage and complex from Second St. and access to the Raritan NJ Transit Station. Intentions to include a pedestrian access from the residential complex to the train station are being discussed and the town is supportive of this improvement. To enhance and support the connectivity of the residential development to Somerset Street, the Raritan River Greenway, and other parts of town, the Town should consider identifying this re-development site in an updated Complete Streets Policy (2011) and the Regional Center Pedestrian, Bicycle & Greenways Systems Connection Plan (pp. 19-20, Complete Streets Policy, 2011).

With regard to the Transit Village Study, the town took the following actions to implement recommendations in the study:

- **Amended the Zoning Ordinance** to reflect the recommendations in the 2005 Transit Village Study, specifically, the B-5 Zone.
- **Applied for funding to Implement and Expand the Wayfinding System** - Raritan adopted a Wayfinding Plan in 2013 that highlights the proximity of the train station to the riverfront and the Borough's intention to connect the two. The Borough recently received \$1million in grant funding to implement wayfinding projects along Anderson and Thompson Streets through to the riverfront. The Plan also recommended the Borough expand the Wayfinding Plan to clearly link the Stone Bridge Development to the train station. This will be considered for 2017 and going forward.
- **Partially upgraded the Station Area** through a coordinated effort with NJ Transit and considers it a priority to continue upgrading services at the station as well as to and from the station.
- **Partially upgraded Parking Lots** in an effort to soften their impact on the surrounding residences. The Borough also considers it a priority to dedicate

¹ §207-63D. Joint Parking Facilities

pedestrian connections to the train station. This will be addressed in an updated Borough-wide Complete Streets Policy.

3. *Rezoning Manufacturing Districts*

The recommendation to rezone the three manufacturing districts along the Raritan River Greenway and just north of Orlando Drive resulted in a Land Use Plan and Zoning Amendment in 2012 that rezoned the Manufacturing Districts to OMR (Office, Limited Manufacturing and Recreation). This zoning district was 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.

Further investigation into the creation of the Greenway along the riverfront revealed that the existing development along the south side of Orlando Drive generally precludes access to and public use of the river bank. It was for this reason that the OMR district along the river was subsequently recommended for rezoning to RC (Riverfront Commercial) and the Open Space/Park (OS/P) and Government Uses (G-1) districts be rezoned to Riverfront Greenway (RG). These changes were made by Ordinance 2012-13 which outlines those districts. See Appendix A for full text of ordinance.

Going forward, the Borough wishes to reserve the areas on the south side of Orlando Drive for recreation and open space uses and uses associated with access to and use of the Raritan River, while maintaining areas on the north side of Orlando Drive for residential, mixed-use developments, and other limited commercial uses. This is a continuing process and since the last reexamination report new districts have been created in support of these goals.

4. *Creating new Open Space / Recreation Districts*

Since that report in 2007, many efforts within the region and the town have taken place to provide access to the Raritan River (*italics*):

- As part of the work with the County to create access to the Raritan River and to the forthcoming North Gate entrance at Duke Farms, the Borough has rezoned the properties south of Orlando Drive to accommodate open space and park-like uses. This is intended to prepare the area for future uses related to active and passive recreation uses along the River.
- A Zoning Map Amendment was adopted in January 2012, designating the properties along Orlando Drive as both OS/P (Open Space/Park), OMR (Office, Light Manufacturing, Recreation) and G-1 (Government Uses) to allow for future open space and recreation uses, but to also permit the office and light manufacturing businesses that exist to continue their work. Since then, the zone was removed and two new districts created, Riverfront Commercial (RC) and

Riverfront Greenway (RG)². The purpose of these districts is to accommodate a mix of uses that will be compatible with and take advantage of their waterfront location while ensuring the continuation of the riverfront greenway.

- A Wayfinding Plan that identifies north/south connections from the train station to the riverfront was adopted in 2013. The Borough was awarded funding through the Transportation Alternatives Program that will support the implementation of this plan and other work connecting the downtown and rail station to the riverfront.
- A 2006 Study of the Orlando Drive Corridor recommended design guidelines for any future development in this area. It is recommended that these guidelines be reviewed and updated as needed.
- As of October 2017, the County has moved forward with creating an access from Orlando Drive to the River at this location with the intention of continuing the riverfront greenway and creating access where possible.
- Raritan recently created a memorial park on the west end of the corridor, along Canal Street. The town's Veterans Memorial Park was opened on September 12, 2017 and includes a landscaped semi-circle of brick pavers with nine flags representing the United States, New Jersey, Somerset County and the branches of the service. The Basilone Statue has yet to be relocated to this site, but stands across Canal Street from the pocket park. The creation of this park acts as a gateway to the town from the west and offers visitors to the park a place to reflect on and remember those for whom the monuments honor.
- This master plan reexamination recommends that land use changes to this area of Orlando Drive be explored through public meetings involving residents, Raritan Borough, Duke Farms, Somerset County, and the Regional Center Partnership. This will facilitate a better understanding of the desires of the community and what is feasible to accomplish.

5. *Flood Mitigation*

It is recommended that the Borough update the stormwater management plan and work with Rutgers Cooperative Extension Service include [flood mitigation strategies and](#) an assessment of areas for Green Infrastructure, town-wide. A Green Infrastructure Strategy for the town should identify strategic locations for a variety of green infrastructure measures to be installed. Taking a comprehensive look at the town's flooding issues can help remedy local issues and also contribute to regional solutions.

² Added 7-24-2012 by Ord. No. 12-13

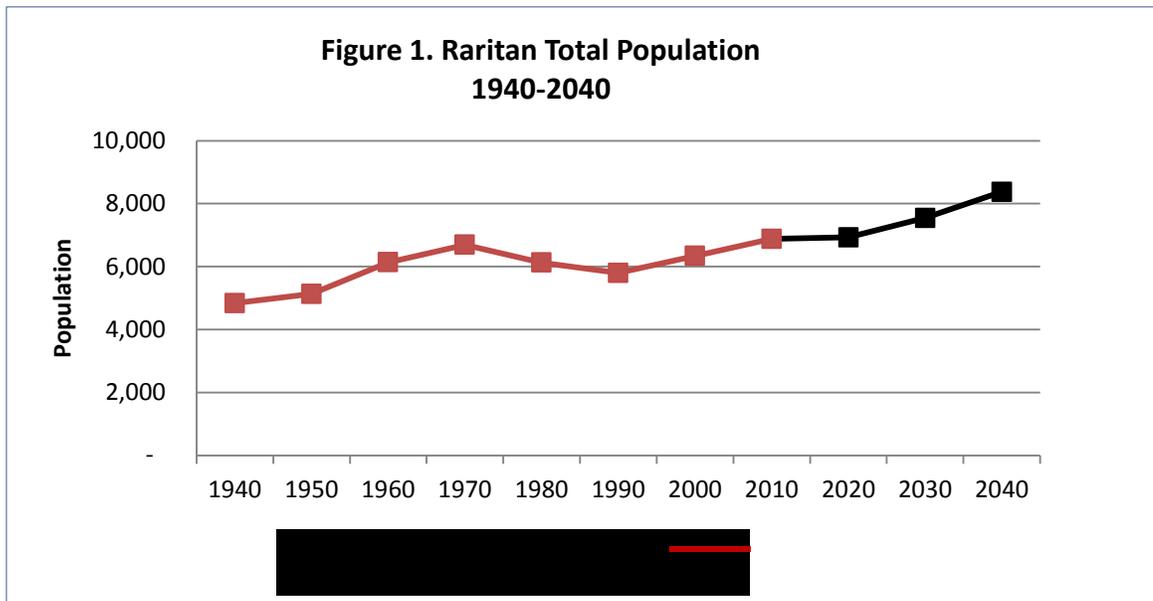
V. THE EXTENT TO WHICH THERE HAVE BEEN SIGNIFICANT CHANGES IN THE ASSUMPTIONS, POLICIES, AND OBJECTIVES FORMING THE BASIS FOR THE MASTER PLAN OR DEVELOPMENT REGULATIONS AS LAST REVISED, WITH PARTICULAR REGARD TO SPECIFIC PLANNING ISSUES AND GOVERNMENTAL POLICIES

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;

A. CHANGES AT THE LOCAL LEVEL

1. Population Growth

In Raritan, the 2015 Census recorded a total population of 7,328 persons. This reflects an increase of 247 persons since 2010. NJTPA projects a population of 8,380 persons by 2040, although this could come to fruition sooner with planned and approved development on the books. The following figure illustrates the population growth curve, illustrating the rapid growth up to 1970 and the current plateau of growth and future growth projections.



**Table 1: Age Groups and Median Age, 2010 and 2015.
Raritan Borough**

Age	2010	2015	Population Change (2010-2015)	Percent Change (2010-2015)
Under 5	348	405	57	16.38
5 to 19	1,376	1524	148	10.76
20 to 44	2,508	2314	-194	-7.74
45 to 59	1,631	1715	84	5.15
60 to 74	728	889	161	22.12
75 and over	490	481	-9	-1.84
TOTAL	7,081	7,328		

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

2. Birth Rates³

By examining its number of births, a municipality can better assess its future needs for community facilities, particularly with respect to its school system and recreational facilities. Table 2 below illustrates the birth statistics for the Borough from 2000 through 2014. Data from the New Jersey Department of Health shows the birthrate per 1,000 persons, with 95 percent confidence upper and lower level birthrates. Over the 11-year period, the average birth rate was 10.4 per 1,000, ranging from 12.2 in 2004 to 7.9 in 2011.

Table 2: Birth Rate per Year (2000-2014)

Year	Number of Births	Birth Rate per 1,000	95% CI LL	95% CI UL
2004	81	12.2	9.6	14.8
2005	71	10.6	8.2	13.1
2006	68	10.1	7.7	12.5
2007	77	11.4	8.9	13.9
2008	56	8.2	6.1	10.4
2009	83	12.1	9.5	14.7
2010	79	11.5	9	14
2011	55	7.9	5.8	10
2012	83	12	9.4	14.5
2013	75	10.3	8	12.6
2014	75	10	7.7	12.2
2015	68	8.5	6.5	10.5
Overall	871	10.4	9.7	11.0

³ Birth rate is the number of live births per 1,000 persons in the population.

Data Sources: New Jersey State Health Assessment Data, last updated Fri., 31 March 2017. Query Results for New Jersey Birth Data: 1990-2015 – Birth Rates for Municipalities

3. Age Distribution

Table 3: 2015 Age & Sex Characteristics (Raritan Borough)

	Total	Male (% of Total)	Male (#)	Female (% of Total)	Female (#)	Age Group (% of Total)
Under 5 years	405	4.6	159.2	6.4	247.5	5.5
5 to 9 years	495	7.4	256.1	6.2	239.8	6.8
10 to 14 years	474	7.9	273.4	5.2	201.1	6.5
15 to 19 years	555	4.4	152.3	10.4	402.2	7.6
20 to 24 years	385	6.2	214.6	4.4	170.1	5.3
25 to 34 years	841	12.7	439.5	9.3	359.6	11.5
35 to 44 years	1,088	15.7	543.4	14.1	545.2	14.8
45 to 54 years	1,234	15.4	533.0	18.1	699.9	16.8
55 to 59 years	481	8.8	304.6	4.6	177.9	6.6
60 to 64 years	288	4.0	138.4	3.9	150.8	3.9
65 to 74 years	601	8.1	280.3	8.3	321.0	8.2
75 to 84 years	353	3.7	128.1	5.9	228.2	4.8
85 years and over	128	1.1	38.1	2.3	88.9	1.7
Total Population	7328		3461		3867	
Median Age	38.9					

Source: US Census Bureau

During the five years between 2010 and 2015, the Borough’s median age hovered around 37 to 39; some years increasing, some years decreasing. By comparison, Somerset County has a slightly higher median age of 40.8 years, while New Jersey’s median age is 39.4 years. When considering the median age changes along the male/female divide, the 2015 Borough median age for males is 38.4 years, while the median age for females is 39.9 years. When further analyzing the median age distribution, we look at various age segments to determine their percentage of the population and how the numbers may affect community services and commerce.

Table 4: 2010-2015 Age Group Statistics (Raritan Borough)

Age Group	Male 2015	Female 2015	Total 2015	% Total 2015	% Total 2010
Under 19	841.0	1,090.5	1,931.5	26.4	25
20-34	1226	904.9	2,130.9	29.1	17.4
35-54	2322	1,245.2	3,567.2	48.7	31.3
55-64	443.0	328.7	771.7	10.5	10.6
65 and over	1,082	12.9	1,094.9	14.9	13.5
Total Population	3,461	3,867	7,328	100.0	

Source: US Census Bureau, 2010 and 2015 Census Summary File 1

The Borough has not seen significant growth in overall population between 2010 and 2015, but there were sizable jumps in the 20-34 year age group and the 35-54 year age group, as seen in Table 4 above. The younger increased by 40% and the older increased by 36% between 2010 and 2015. Almost half the population in the Borough was comprised of “middle-aged” people in 2015 and about one-quarter was under the age of 19. Considering new development proposed for the Borough, these numbers are likely to continue increasing as new, younger populations move into town and young families grow.

4. *Race & Ethnic Diversity*

From 2010 to 2015, the Borough has experienced a dramatic increase in its Black / African American community. In raw numbers, population increased from 41 in 2010 to 280 in 2015, an 85.9 percent increase. Populations who identify as “two or more races” has also grown dramatically from 0.6 percent of the population in 2010 to 2.9 percent of the population in 2015 (a 78% increase). Non-Hispanic Whites has grown minimally, but is still 75 percent of the Borough’s total population. Those of Hispanic Origin are the next largest group in town at 17 percent of the population – an increase from 15 percent in 2010. Table 5 outlines the Borough’s racial composition.

Table 5: Race and Ethnicity, Raritan Borough, New Jersey 2010 and 2015

	2010	% Population	2015	% Population	% Change
White (Non-Hispanic)	5,194	70.9	5,511	75.2	5.8
Black/African American	41	0.6	280	3.8	85.4
American Indian and Alaska Native	22	0.3	0	0.0	0.0
Asian/Pacific Islander	1,035	14.1	1,114	15.2	7.1
Two or more races	46	0.6	212	2.9	78.3
Hispanic Origin	1,104	15.1	1,303	17.8	15.3

Source: 2006-2010 and 2011-2015 American Community Survey 5-Year Estimates

5. *Housing*

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. It is important to note the change in housing statistics between 2000 and 2010, as well as within the past five to seven years, because of market conditions during the 2008 recession.

Generally, the Borough saw an increase in total housing units over the 15-year time period (2000-2015) but saw a decrease between 2010 and 2015 in occupied housing units. In fact, the number of vacant units between 2000 and 2010 increased dramatically (186%) and continued to increase until 2015. This could be due to foreclosures and occupants vacating homes or an increase in new residential units that

have yet to be filled. In any case, the Borough’s housing stock increased by 6.7% from 2010 to 2015 but saw a drop in occupancy (5.6%) during the same time period. Table 6 outlines the Borough’s housing characteristics.

From 2010 to 2015, there was an increase of 71 percent in housing with five to nine units and a drop of 44 percent in housing with two units. The decrease could be attributed to new regulations in zoning that encourage homeowners to transform their two-family homes back to single-family, implemented 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 was amended to remove two-family homes within the R-4 zoning district.

It should be noted that since the last Master Plan, there has been one significant residential development built in Raritan: Stone Bridge Luxury Rentals. This development was completed in October 2014 and consists of 363 dwelling units, including the following:

- 38 three-bedroom twin units,
- 252 two-bedroom market rate flats,
- 73 low- and moderate-income restricted flats.

The Borough has also approved a 276-unit residential building as part of a transit-oriented development between First and Second Avenues. Plans are also being developed to designate other redevelopment areas and continue the revitalization of the Borough.

Among other changes in the Borough’s housing stock, there was a seven percent increase in total number of owner-occupied units, and a 2.6-percent decrease in total number of renter-occupied units.

Table 6: Selected Housing Characteristics, Raritan Borough (2000, 2010 and 2015)

	2000	2010	2015	2000-2010 # change	2000-2010 % change	2010-2015 # change	2010-2015 % change
Total Housing Units	2,644	2,864	3,071	220	8.32	207	6.74
Occupied	2,556	2,612	2,712	56	2.19	100	3.69
Vacant	88	252	359	164	186.36	107	29.81
Occupied Housing Units	2,556	2,864	2,712	308	12.05	(152)	(5.60)
Owner-Occupied	1,622	1,581	1,707	(41)	(2.53)	126	7.38
Renter-Occupied	934	1,031	1,005	97	10.39	(26)	(2.59)

Units in Structure				
1-unit, attached	1,488	1,569	81	5.2
1-unit, detached	187	286	99	34.6
2 units	927	643	-284	-44.2
3 or 4 units	103	163	60	36.8
5 to 9 units	24	82	58	70.7
10 to 19 units	9	15	6	40.0
20 + units	126	313	187	59.7

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

B. CHANGES AT THE COUNTY LEVEL

The Somerset County Planning Division has undertaken a planning initiative to identify the most suitable areas in the County for growth and preservation. A series of GIS-based infrastructure, community and environmental asset maps were created by a study team that included state, county, and local officials, regional and local planners, and the business community. Using their criteria-based approach to identify these areas, the team created a “County Investment Framework” map and associated policy recommendations. The County Investment Framework (CIF) was adopted as an element of the County Master Plan in October 2014, replacing the 1987 Land Use Management Map, under the pretense that it is a living document and subject to regular updates. The bulk of the work developing the plan was performed between 2011 and 2013 and datasets underlying the map date back to this time. The County Investment Framework provides the foundation for several planning initiatives underway by the County Planning Board.⁴

Raritan Borough, as part of the “Regional Center” was identified as one of 17 Priority Growth Investment Areas (PGIAs) in this study. This is where “primary economic growth and community development strategies that enhance quality of life and economic competitiveness are preferred; and where appropriate growth-inducing investments are encouraged. PGIAs are areas where development and infrastructure assets are already concentrated. They are prime locations for the vibrant mixed-use live-work environments within walking distance of transit and green space, and that many employers, workers and households desire.”

Working with County Planning staff and their consultants, Raritan Borough was presented with planning recommendations and scenarios for the Orlando Drive / Raritan Mall area and for the

⁴ Supporting Priority Investment in Somerset County, Phase 3 (Full Report): <https://www.co.somerset.nj.us/government/public-works/planning/master-plan/thriving-communities>

Somerset Street corridor. These recommendations are highlighted in Section VII.A.3 Master Plan, Land Use Plan, of this document.

C. CHANGES AT THE REGIONAL LEVEL

Regional Center Partnership

In May of 1996, in accordance with the State Planning Rules, N.J.A.C. 17:32-8.6(a), the New Jersey State Planning Commission designated the Boroughs of Somerville and Raritan and an adjacent portion of Bridgewater Township as an official Regional Center, the first multi-jurisdictional center in the state. The approval defined an 11.5 square mile district to serve as the focal point for enhanced planning and expedited public approvals to benefit a population of approximately 25,000 residents and 40,000 workers.

Twenty years later, this organization is continuing to support the planning and land use projects of the Regional Center communities through the use of Challenge Grants. The goal of the Regional Center Challenge Grant Program is to help achieve the broadly accepted Regional Center Partnership Vision that includes downtown redevelopment, neighborhood revitalization, connecting the three sub-centers, and using natural resources to shape development consistent with community planning initiatives. This program makes available grants of up to \$20,000 per project. The Regional Center Partnership annual Challenge Grant program has awarded \$1,014,500 to help each community advance local projects that resolve regional problems.

Raritan & Millstone Rivers Flood Control Commission

The Raritan & Millstone Rivers Flood Control Commission (RMFCC) was founded in 2013 following two of the top flood-inducing storms of 2010 and 2011. The RMFCC consists of the 10 Raritan Basin communities affected by flooding and was founded to respond to the several studies and reports conducted by the U.S. Army Corps of Engineers. The commission has worked with non-profit watershed associations and Rutgers University's Cooperative Extension Service to understand actions they can take to reduce flooding across the basin.

D. CHANGES AT THE STATE LEVEL

Time of Decision

On May 5, 2010, Governor Christie signed S-82 into law, effectively nullifying the "time of decision" rule which had previously allowed municipalities the ability to alter zoning requirements even after an application for development had been filed but before a formal decision on the application had been rendered. S-82 provides that the development regulations applicable to a property at the time an application for development is filed will govern the review of the application and any decision made pertaining to it. S-82 will not take effect until May 5, 2011, providing municipalities with a window of opportunity to comprehensively reexamine their zoning before it is, in effect, "locked in" on May 5, 2011.

Solar and wind facilities as permitted uses in industrial zones

The MLUL was amended in 2008 to provide that solar and wind facilities on parcels of 20 acres or more shall be deemed as permitted uses in industrial zone districts.

Green Element

The NJ Legislature amended the Municipal Land Use Law (MLUL) in 2008 to add an additional element to the components that comprise a municipal master plan. The scope of the new element is described as follows: “A green buildings and environmental sustainability plan element, which shall provide for, encourage, and promote the efficient use of natural resources and the installation and usage of renewable energy systems, consider the impact of buildings on the local, regional and global environment; allow ecosystems to function naturally; conserve and reuse water; treat storm water on site; and optimize climatic conditions through site orientation and design.” This element should be considered as one of the elements to be prepared at the time that the Borough undertakes a comprehensive revision of the master plan.

E. CHANGES AMONG ADJACENT MUNICIPALITIES

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.

VI. THE SPECIFIC CHANGES RECOMMENDED FOR THE MASTER PLAN OR DEVELOPMENT REGULATIONS, IF ANY, INCLUDING UNDERLYING OBJECTIVES, POLICIES, STANDARDS, OR WHETHER A NEW PLAN OR REGULATIONS SHOULD BE PREPARED

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.

A. MASTER PLAN

1. Circulation Plan Element

Update the Circulation Plan Element of the 2003 Master Plan to include the results of an Expanded Parking Study; an updated Complete Streets Policy; solutions for Traffic Congestion; and solutions to address Town-wide Connectivity.

Expanded Parking Study – In the 2005 Parking Study, the issue of a lack of parking had been identified as one of the impediments to the revitalization of the downtown business district along Somerset Street. With new development and redevelopment already underway and plans for new riverfront activities, lack of parking will continue to be a major issue in attracting visitors to the area while accommodating residents’ needs. In 2005 the Borough conducted a study of parking standards in the B-1 zone to understand the extent to which adequate, safe, and convenient parking was lacking. In response, the 2007 Master Plan Reexamination Report identified a number of parcels where a shared parking strategy could work and recommended a number of zoning changes which were to have a long-term effect on parking needs. The result was an amendment to the Land Use Ordinance regarding Joint Parking Facilities and changes in zoning to accommodate new parking requirements⁵. In order to provide more comprehensive solutions to the continued lack of parking and potential future issues, this Master Plan Reexamination Report recommends updating the parking study to include an expanded study area consisting of all the residential, commercial and recreation districts between the NJ Transit rail line and the Raritan River.

Complete Streets Policy - Update the existing Complete Streets Policy to understand current road and sidewalk conditions; to make recommendations for connections via sidewalks, bike lanes, and pedestrian paths; and to make recommendations for designs appropriate for each of those connections. Specifically identify appropriate roadways to transform into one-way streets, eliminate on-street parking, and/or add bike lanes. The updated policy should include Green Infrastructure strategies wherever possible and should be adopted into the Circulation Plan Element of the Master Plan.

Traffic Congestion - Currently the Borough faces high volumes of traffic from commuters that use Raritan as a cut-through from areas south to the major highways including

⁵ §207-63D. Joint Parking Facilities

Routes 202 and 287. While this is something that will continue to be an issue as surrounding towns grow and add commuters, there is opportunity to understand commuters' appetite for an expanded commuter rail and bus service from Raritan to points north and east. Similarly, the Borough should consult with the major employers in the town (Ortho, Janssen, and LabCorp) to understand their willingness to offer shuttle service to and from the NJ Transit's Raritan Station, and perhaps to and from other park and ride locations outside of the Borough.

Town-wide Connectivity - Raritan Borough enjoys a number of diverse neighborhoods from the compact downtown, riverfront, and denser residential areas south of the NJ Transit rail station to the less dense neighborhoods, shopping centers, and office campuses north of the railroad and north of Route 202. However, connecting these areas to one another is an issue that has been raised by Borough representatives and residents alike. Future plans should consider connections from the Train Station to the Riverfront and to Office Campuses, as well as from Somerset Street to the Riverfront and to areas north of Route 202. Connections should be focused on pedestrian and bicycle-friendly solutions and address the "last mile" issue from the Train Station to other destinations in and around the Borough.

2. *Green Plan Element*

Many New Jersey municipalities have endorsed efforts to reduce their carbon footprint, decrease greenhouse gas emissions, encourage the use of renewable energy sources, conserve energy and minimize the use of natural resources. Federal and state programs have been established to assist municipalities to address these goals. In the private sector, the US Green Building Council, a private organization, has established the Leadership for Energy and Environmental Design (LEED) certification programs to encourage and standardize the certification of buildings which are energy efficient and incorporate sustainable environmental design concepts. The non-profit Sustainable Jersey also awards municipalities with certification once they have completed a number of actions that help them make progress to becoming more sustainable.

Recognizing the importance of green building and sustainability, in 2008 the New Jersey Legislature adopted an amendment to the Municipal Land Use Law (MLUL) to add the "Green Building and Environmental Sustainability Plan Element" to the list of optional elements of municipal master plans.

The Borough uses a Green Development Checklist that is voluntary for applicants to complete during their site plan application process, but there are no guiding principles in the current master plan that promote the use of green practices in the town. Adopting a Green Plan element as part of the Master Plan would support the community vision and support applicants to incorporate these practices into their site plans and subdivision projects. This plan should be addressed prior to the preparation

of the next master plan or during the next comprehensive update of the Borough Master Plan.

3. *Land Use Plan Element*

The Borough should consider updating the Land Use Plan to recommend the following areas for continued revitalization and as potential new redevelopment areas:

- Central Business District – Land Use Plan should recommend the continued revitalization of this area as a mixed-use destination that also supports other commercial districts through selective redevelopment, compatible infill development, infrastructure improvements, updated zoning, public-private partnerships and increased regional cooperation.

- Orlando Drive / Raritan Mall

Referred to by some as Raritan’s “Gold Coast”, Orlando Drive enjoys access to the Raritan River and has the potential to transform into a destination for water activities, shops and restaurants and local history. The corridor will soon connect to Duke Farms and to Downtown Somerville, opening up opportunities for visitors to have greater access to the river and to Raritan’s business corridor. New residential, commercial and recreational uses along Orlando Drive will be unique in their proximity to recreational amenities as well as to businesses on Raritan’s Somerset Street; the goal being a symbiotic relationship between these areas.

An updated Land Use plan should assess and make recommendations for the properties that are not in keeping with the vision for the riverfront and it should outline the overall plan for the Riverfront. Riverfront Commercial zoning currently permits, and is intended to promote, uses that encourage recreation, shopping, food and beverage establishments, and interpretive design to educate about cultural and historic resources in the area. Existing uses include light industrial and manufacturing establishments, as well as some properties that are in disrepair. The Borough is faced with determining the future of these uses and how, or if, they are to be incorporated into a future design for the riverfront. Abandoned properties along the south side of Orlando Drive are also critical to remediate and should be addressed in an updated Land Use plan. Whether those buildings are repurposed or demolished and rebuilt, the Borough must determine the future of these buildings within the context of the vision for the riverfront.

Similarly, the easterly portion of Orlando Drive is comprised of uses that are permitted within their respective zoning districts (B-2 to north and RG to the south of Orlando Drive), but are not supportive of the vision for the corridor as a gateway to the Borough. The shopping center north of Orlando Drive has many vacant store fronts and as of October 2017, it was announced that the anchor store – the Stop & Shop – will be closing. The challenge to the Borough will be to reimagine the site

into something of a gateway to the town and to the Raritan Riverfront while maintaining its viability as an economic driver for the area. The golf driving range to the south of Orlando Drive is of a recreational nature and permitted by the zoning regulations, however the aesthetics are not inviting to passers-by and do not represent the vision for a gateway into the Borough. Again, an updated Land Use Plan would address these challenges and make recommendations for zone changes, if needed.

The recent Somerset County Priority Growth Investment Area study of Raritan Borough discusses land use and planning scenarios for the Raritan Mall Shopping Center (Appendix B)⁶. The study provides three potential scenarios for development of the 13-acre area:

- The first assumes build-out according to existing zoning. This would result in a development approximately 30% larger than the existing center and would not promote the Borough's vision to connect Orlando Drive to the northern and western sections of town.
- The second scenario offers a mixed-use commercial solution including retail, services and professional offices. This scenario would require redevelopment of the site to provide better connections to the town's existing street grid and updated frontages and facades. It would also require tweaking the zoning and off-street parking standards in order to optimize the surface area of the site and redevelop it into an anchor that embodies the Orlando Drive corridor vision.
- The third scenario is a mixed-use commercial and limited residential solution that benefits from the site having highway access to the east and transitioning to residential neighborhoods to the north and west. The study suggests considering an overlay zone here to provide an option for residential to the rear of the site with highway-fronting commercial uses along Route 206. This scenario would provide the Orlando Drive corridor with the gateway aspects it seeks for the Borough, as well as the inviting feeling of boutique-like shops and residences that would draw in new residents and visitors alike.

B. LAND DEVELOPMENT ORDINANCE

The 2007 Master Plan Reexamination Report made recommendations for changes to the Land Use Ordinance, the majority of which have been addressed through new or clarifying language in the land use ordinance. In general, all of the recommendations for rezoning were implemented and a new zoning map and bulk schedule were adopted in June 2013 to reflect those changes. The parking requirements were amended so that they are now calculated based

⁶ Final Supporting Priority Investment in Somerset County Phase 3 Study: Regional Center, Raritan Borough. September 28, 2017.

on Gross Floor Area. The regulations in the R-4 Zoning District were amended to exclude two-family residences as permitted uses, an effort to address the intensity of development in those residential zones. New B-4 and B-5 Zoning Districts were created to encourage a neighborhood business character to areas throughout the town and to focus on the redevelopment of areas surrounding the train station. New checklists were developed to streamline the application process. The Borough also added a Green Development Checklist to encourage developers to consider more sustainable practices. The Borough did not adopt the Adopt NJDOT's Bicycle Compatible Roadways and Bikeways Planning and Design Guidelines as part of the Borough's zoning ordinance, but they should be reviewed and included in the updated Complete Streets Policy as is appropriate.

Going forward, this master plan update recommends the Borough review and revise the Subdivision and Site Plan design standards section to include green practices that are becoming more prevalent in development. The design standards section should be revised to enforce standards for LED lighting, native plantings, impervious cover, streetscape and façade improvements where possible.

VII. RECOMMENDATIONS CONCERNING THE INCORPORATION OF REDEVELOPMENT PLANS INTO THE LAND USE PLAN ELEMENT AND RECOMMENDED CHANGES IN THE LOCAL DEVELOPMENT REGULATIONS NECESSARY TO EFFECTUATE THE REDEVELOPMENT PLANS OF THE MUNICIPALITY.

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.

Pursuant to the Local Redevelopment and Housing Law in the Borough, it should be recognized that redevelopment can be used as a tool to stimulate economic development, and should be considered by the Borough where applicable.

In 2016 the Borough adopted a Redevelopment Plan for the Block 81 Redevelopment Area, a block of 10+ parcels consolidated to create an area suitable for redevelopment that is bounded by First Avenue to the west, Third Street to the south, Second Avenue to the east and the NJ Transit Raritan Valley Rail Line to the north. Once the plan was adopted, the Borough reviewed and approved a site plan application for the construction of a 276-unit residential building with approximately 400 parking space garage. The Borough now looks to this redevelopment project as a driver for economic growth and seeks to identify other nearby parcels that could be suitable for redevelopment.

The previous zoning changes to Riverfront Commercial and Riverfront Greenway were created to promote the vision for Orlando Drive to be a destination for visitors and a reimagined neighborhood for residents. Support from nearby Duke Farms and the town's business district provides guaranteed connections that will make Orlando Drive and the riverfront more accessible to residents and visitors. Additionally, The Borough should consider updating the Land Use Plan to recommend the following areas for continued revitalization and as potential new redevelopment areas:

- LaGrange Street properties – Rescue Squad building and Light Industrial uses in the R-4 District.
- 1st Ave & 5th Street – parcel is a dilapidated residential / commercial use with tennis courts and limited access.
- RR Station & Thompson Street (AGWAY) – The existing garden center is located directly adjacent to the railroad station parking area. Land Use plan should examine

the parcels best and highest use given recent transit-oriented development approvals in the Borough.

- Zeus properties – abandoned industrial use on Orlando Drive that is not in keeping with the vision of the corridor as a riverfront / greenway.

VIII. LAND USE PLAN

The Raritan Borough Land Use Plan indicates the proposed location, extent, and intensity of development of land to be used in the future for varying types of residential, commercial, business, recreational and other public and semi-public purposes.

The plan is intended to guide the future development for the next ten year period in accordance with the provisions of the Municipal Land Use Law, in a manner which protects the public health, safety and general welfare. This plan is designed to serve as the basis for revisions to the Borough's land use ordinances including zoning, subdivision, and site plan codes.

The Borough Land Use Plan is based on twenty-three categories of development that can be distilled down to the following:

- 1) **Residential** (Low, Medium-Low, Medium, Medium-High, and Townhouse / Garden Apartment Densities)
- 2) **Business / Commercial** (Central Business, Shopping Center, Highway Business, Neighborhood Business, and Transit Center)
- 3) **Office / Manufacturing** (Office, Light Manufacturing & Recreation, Industry Park, Limited Industry, and two Office Building Districts)
- 4) **Governmental Uses**
- 5) **Riverfront** (Greenway and Commercial)
- 6) **Railroad**
- 7) **Planned Downtown Residential and Adult Community Overlays**

They do not substantially alter the community's Plan as depicted in the prior master plan reports, although some modifications are suggested. It is recommended that the Board – or a subcommittee of the Board – evaluate the Land Use categories and determine where simplification can occur by consolidating some of the categories, in order to advance the goals of the Master Plan. In the areas of Somerset Street, the Planning Board, and/or the subcommittee, should review the 2001 Design Guidelines and Façade Improvements report prepared for selected properties in the Somerset Street Business District. Recommendations in this report should be reviewed and updated to reflect the current vision for the Central Business District and be considered for application to other areas of town, specifically along Anderson Street, Thompson Street and First Avenue.

IX. PROPOSED AMENDMENTS TO DEVELOPMENT REGULATIONS AND ZONE MAP

It is recommended that the Borough development regulations and Land Use Plan are reviewed and updated so they remain current and reflect the Borough's overall land use policies and vision for the town. Specifically, the Riverfront Commercial (RC) Zone was written to permit hotels as follows with the following standards: (a) The maximum number of guest rooms shall be 40; (b) Appurtenant restaurants, meeting rooms, and recreational facilities such as swimming pools shall be for the exclusive use of hotel guests. Large conference or banquet facilities are prohibited; and (c) All guest rooms shall be accessed through a common lobby and interior hallways.

Since the adoption of the 2007 Reexamination Report, the intent for this area has changed to remain in green / open space. Therefore, the RC Zone should be amended to reflect the updated vision for the riverfront.

APPENDIX A

§ 207-126 RG Riverfront Greenway.

[Amended 7-24-2012 by Ord. No. 12-13; 8-26-2014 by Ord. No. 2014-07]

The Riverfront Greenway District is intended primarily for public recreational use including a greenway, and other public uses. This district can also accommodate compatible private uses on public lands such as boat clubs and small marinas, boat and bicycle rentals, festivals, outdoor markets, entertainment venues, and mobile vendors. All such uses shall be subject to applicable licensing and permit requirements either currently in place or developed for such purposes by the Borough. All such uses must be designed, located, and operated so as not to interrupt access to or enjoyment of the riverfront and surrounding green spaces. The following additional standards shall apply to all privately operated recreational facilities in the Riverfront Greenway District:

A. All facilities, buildings, structures and parking lots shall be kept in good repair and in conformance with the Borough's Property Maintenance Code. [\[1\]](#)

[\[1\]](#) Editor's Note: See Ch. [262](#), Property Maintenance.

B. All vegetated areas, including lawns, shall be properly maintained.

C. Wherever restroom facilities are provided, they shall be made available for use by all park patrons.

D. All buildings and structures shall be designed to complement the park setting, including, where possible, emulating the Adirondack style of architecture.

E. All facilities shall be compatible with, and supportive of, the Somerset County Bikeway/Greenway and in no way interrupt the free flow of greenway users.

F. Where appropriate, trail amenities, such as bike racks, benches and interpretive and directional signs, shall be provided.

§ 207-126.1 RC Riverfront Commercial District.

[Added 7-24-2012 by Ord. No. 12-13]

A. Permitted principal uses. The Riverfront Commercial District is intended to accommodate a well-designed mix of hospitality, restaurant, interpretive, heritage, tourism, and recreation uses as well as complementary retail uses. All development in this district shall be compatible with and take advantage of its waterfront location and ensure the continuation of the riverfront greenway. More than one principal use is permitted on a given property. Permitted principal uses include the following and require site plan approval:

[\(1\)](#) Greenway, open space, plazas, outdoor recreation facilities.

[\(2\)](#) Interpretive displays and kiosks for the purposes of wayfinding or enhancing the heritage and recreational experience of the riverfront and greenway.

[\(3\)](#) Outdoor recreation-oriented retail sales, service and rentals such as but not limited to bicycles, hiking, fishing, canoes/kayaks, ice-skating, and skiing.

[\(4\)](#) Artisan studios for the on-site production of goods and the direct sale of those goods to consumers. The on-site production shall involve only the use of hand tools or domestic mechanical equipment that does not exceed two horsepower each or a single kiln not exceeding eight cubic feet in volume. Typical

production includes: custom furniture, ceramics, glass blowing, candlemaking, custom jewelry, stained and leaded glass, woodworking, custom textile manufacturing and crafts production.

(5) Art galleries.

(6) Visitor center for the dissemination of information and retail sale of gifts, souvenirs and other sundry convenience items in support of a local or regional tourist, cultural or educational facility.

(7) Restaurants and other establishments serving food and beverage but not including drive-through restaurants. Outdoor dining is permitted when conducted in concert with an indoor dining facility.

(8) Museums and educational facilities related to local and regional heritage and/or river ecology and natural habitat restoration.

(9) Hotels in accordance with the following standards:

(a) The maximum number of guest rooms shall be 40.

(b) Appurtenant restaurants, meeting rooms, and recreational facilities such as swimming pools shall be for the exclusive use of hotel guests. Large conference or banquet facilities are prohibited.

(c) All guest rooms shall be accessed through a common lobby and interior hallways.

(10) Governmental facilities.

B. Permitted accessory uses. Permitted accessory uses shall be any accessory use located on the same lot with and customarily incidental to any principal use permitted in this district.

C. Permitted conditional uses. Mixed use buildings containing apartments and retail uses are permitted as conditional uses in accordance with the following provisions:

[Amended 5-12-2015 by Ord. No. 2015-02]

(1) More than one principal building is permitted on the given site as long as the buildings are under common ownership. At least one principal building shall be mixed use. Additional buildings on the site may be single-use multifamily buildings.

(2) All apartments shall be accessed through a common lobby and interior hallways.

(3) Retail uses are limited to the list of permitted uses found in § [207-126.1A](#); restricted to the ground floor; and shall face and have direct pedestrian access to a street.

(4) The site design shall accommodate the extension of the County Greenway to the Nevius Street Bridge.

(5) There shall be no blank or windowless walls facing Orlando Drive.

(6) Vehicular access to the site is restricted to Orlando Drive and shall not exceed two access points. There shall be no direct vehicular access to the Middle Street stub other than for emergency vehicles.

(7) Parking areas that are located under the building shall be screened from view with appropriate architectural treatments.

(8) Bulk standards:

(a) Minimum lot area: two acres.

(b) Minimum lot width measured at front property line: 400 feet.

(c) Minimum setbacks:

[1] Front: 10 feet from building walls up to 80 feet in length; 15 feet for building walls greater than 80 feet in length.

[2] Side and rear: 20 feet.

(d) Maximum height: 3 1/2 stories/45 feet.

(e) Maximum density: 22 units per acre.

(f) Maximum impervious lot coverage: 60%.

D. Lot area, yard and bulk requirements.

(1) Standards for Use Categories A(1), A(2) and A(10) shall be determined by the Land Use Board during the site plan review process.

(2) Use Categories A(3), A(4), A(5), A(6), A(7) and A(8):

(a) Minimum lot area: 40,000 square feet.

(b) Minimum lot width at front property line: 200 feet.

(c) Principal building:

[1] Minimum front yard: 20 feet.

[2] Minimum rear yard: 30 feet.

[3] Minimum one side: 10 feet.

[4] Minimum both sides: 20 feet.

[5] Maximum height-stories/feet: 2/35.

(d) Accessory building:

[1] Minimum front yard: Prohibited in front yard.

[2] Minimum rear yard: 20 feet.

[3] Minimum side yard: 10 feet.

[4] Maximum height: 16 feet.

(3) Use Category A(9) - Hotels:

(a) Minimum lot area: two acres.

(b) Minimum lot width measured at front property line: 400 feet.

(c) Minimum setback from all property lines: 20 feet.

(d) Maximum height—stories/feet: 3/45.

(e) Minimum height: two stories.

(4) All uses:

(a) Maximum impervious lot coverage: 60%.

E. Exemptions from area and yard requirements. Given the historic importance of the Duke Filter House on Block 117.01, Lot 2/9.01, and the Duke Power House on Block 116.02, Lot 2, and the Borough's desire to preserve their historic, architectural and cultural significance, the reuse of these buildings for a permitted use is exempt from the lot area and yard requirements in Subsection D, as long as the building is not enlarged in any way and the exterior is preserved in an historically accurate manner. The reuse of these buildings is, however, subject to site plan approval.

F. Green space and buffers.

(1) Any portion of a development parcel that is not absolutely required for buildings, parking or loading shall be devoted to green space, including rain gardens and other natural stormwater management devices. The developer shall prepare a comprehensive green space plan for review by the appropriate board as part of the site plan review process. The green space plan shall demonstrate how each of the following objectives will be achieved:

(a) Preservation or enhancement of existing natural features.

(b) Protection of environmentally sensitive features including but not limited to the Raritan River.

(c) Preservation of river views and other scenic vistas.

(d) Providing opportunities for pedestrian and bicycle circulation and the continuation of the greenway.

(e) Providing opportunities for public gathering places such as plazas.

(f) Appropriate visual and noise buffers to protect sensitive receptors such as residential neighborhoods.

(2) Fragmentation of the green areas into numerous small strips shall be avoided. Green spaces shall be reasonably contiguous and whenever possible abut existing or potential open space on adjacent parcels and maximize stormwater runoff infiltration.

G. Riparian buffer. A buffer area no less than 50 feet wide shall be provided along the Raritan River within which no new disturbances are permitted with the following exceptions:

- (1) Redevelopment within the limits of existing impervious surfaces;
- (2) Liner development with no feasible or more desirable alternative;
- (3) Disturbance necessary to provide for public access to the river or water-dependent recreation including structures associated with the greenway; or
- (4) Disturbance that is in accordance with a stream corridor restoration or stream bank stabilization plan or project.

H. Off-street parking. Off-street parking shall be provided in accordance with § [207-63](#) and the following:

- (1) Hotels shall provide parking at a rate of one space per guest room plus an adequate number of spaces for employees as determined by the reviewing board during the site plan process.
- (2) The total number of parking spaces on any given parcel shall not exceed 105% of the base requirement.
- (3) Shared access and parking arrangements between adjoining properties is encouraged. Whenever possible and practical, each parcel shall provide cross-access easements for parking and access driveways guaranteeing access to adjacent lots.
- (4) Surface lots are to be extensively landscaped in accordance with the comprehensive green space plan for the site. Tree islands are recommended at the ends of each aisle and interspersed within aisles to provide visual relief from long expanses of parking and to guide circulation. Whenever possible, surface parking should be screened from the street.
- (5) Safe provisions for pedestrian access to and through a parking lot are required, including paths or sidewalks along the edge of the parking area, striping, enhanced pavement markings, traffic-calming features and sufficient lighting.

I. Signs. All signs shall conform to Article [XII](#). Commercial uses shall conform to the standards applicable to the B-4 Zone except that no free-standing signs are permitted other than directional, wayfinding, or interpretive signs. A mixed use or multifamily building may have one attached name display sign not exceeding 10 square feet in area; or one ground-based monument sign in accordance with the standards for a hotel monument sign. A hotel may have one ground-based monument sign containing the name and logo of the hotel that is designed to be consistent with the hotel's architecture. The hotel monument sign shall meet the standards for a freestanding sign in the B-4 Zone, except as follows:

[Amended 5-12-2015 by Ord. No. 2015-02]

- (1) The maximum monument sign area, including the structure, shall be 24 square feet; and the maximum monument sign height, including structure and sign area, shall be four feet above existing grade.
- (2) The monument sign shall be no closer than 10 feet to any property line.
- (3) No monument sign shall be eliminated in such a manner as to cast a glare on neighboring sites or in such a manner as to impede the safe movement of traffic. Internally illuminated monument signs shall be constructed with an opaque background and translucent letters and symbols, or with a colored background and lighter letters and symbols. Externally illuminated monument signs are permitted to be illuminated only with steady, stationary, down-directed and shielded light sources directed solely onto the sign. Lightbulbs or light tubes used for illuminating a sign

shall not be visible from adjacent public rights-of-way or residential properties. Flash or strobe lighting, neon lighting, and programmable electronic signs are prohibited.

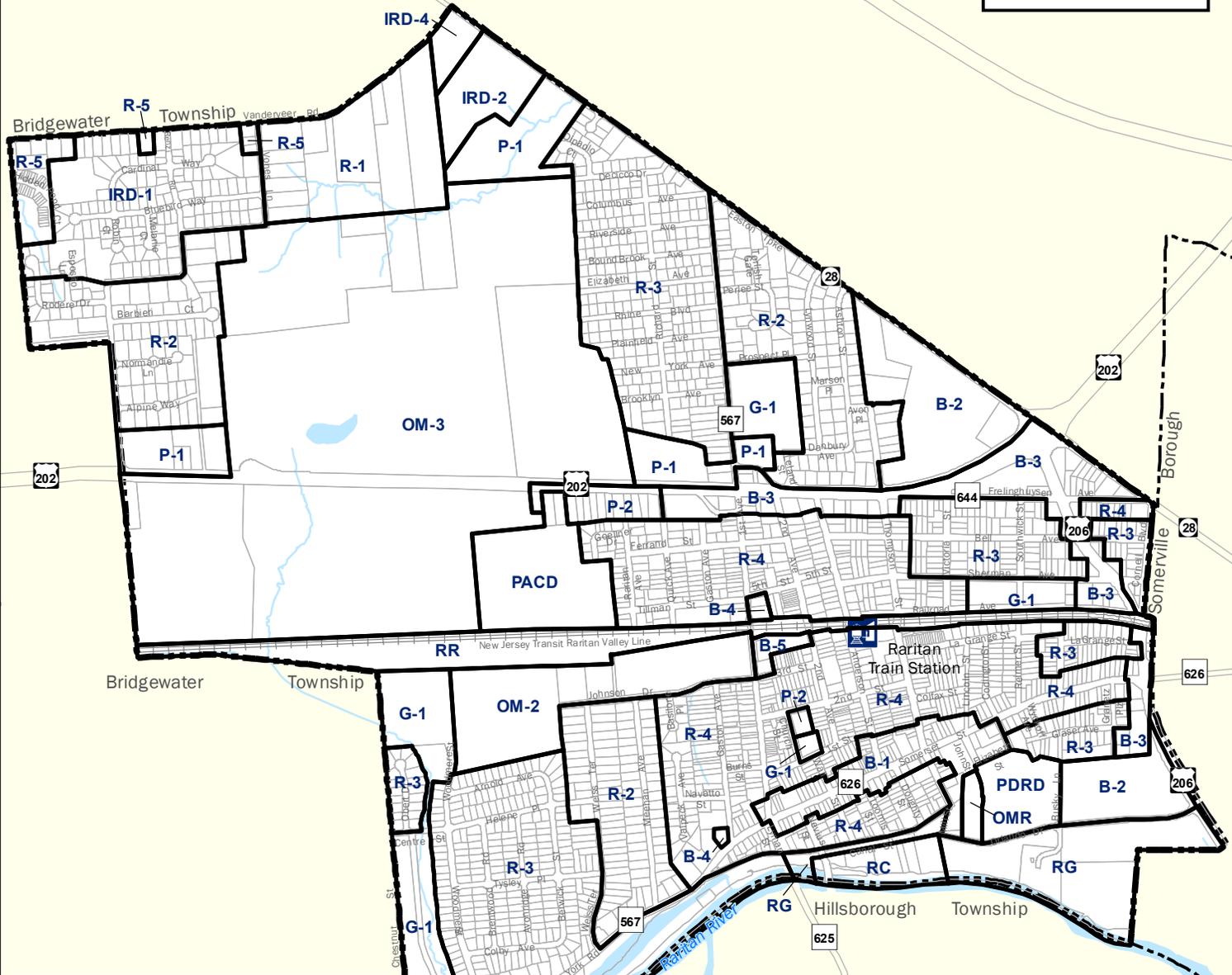
J. Awnings and canopies. Awnings and canopies shall conform to the requirements in § [207-114H](#).

K. Performance standards. All uses in this district shall comply with the performance standards in Article [XIII](#).

L. Environmental impact statement required. An environmental impact statement shall be prepared and submitted to the Borough in accordance with § [207-69](#) for all development within the district.

Legend

-  Raritan Train Station
-  Railroad
-  Municipal Boundary
-  Water Body
-  Zoning Boundary



Zoning Districts

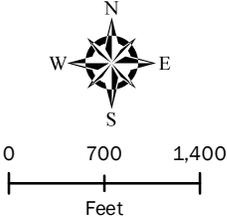
R-1	Low Density Residential
R-2	Medium Low Density Residential
R-3	Medium Density Residential
R-4	Medium High Density Residential
R-5	Townhouse/Garden Apartment Density
B-1	Central Business
B-2	Shopping Center
B-3	Highway Business
B-4	Neighborhood Business
B-5	Transit Center Business
OMR	Office, Light Manufacturing, Recreation
OM-2	Industry Park District
OM-3	Limited Industry District
P-1	Office Building District
P-2	Office Building District
G-1	Governmental Uses District
RG	Riverfront Greenway
RC	Riverfront Commercial
RR	Railroad
PDRD	Planned Downtown Residential District (Overlay)
PACD	Planned Adult Community (Overlay)
IRD-1	Inclusionary Residential District (Overlay)
IRD-2	Inclusionary Residential District (Overlay)
IRD-4	(Pending COAH Approval)

ZONING DISTRICT MAP
 Borough of Raritan, Somerset County, New Jersey
 November 2017

Data Sources:
 Tax Parcel - Somerset County, 2007
 Zoning Boundary
 Borough of Raritan, 2013



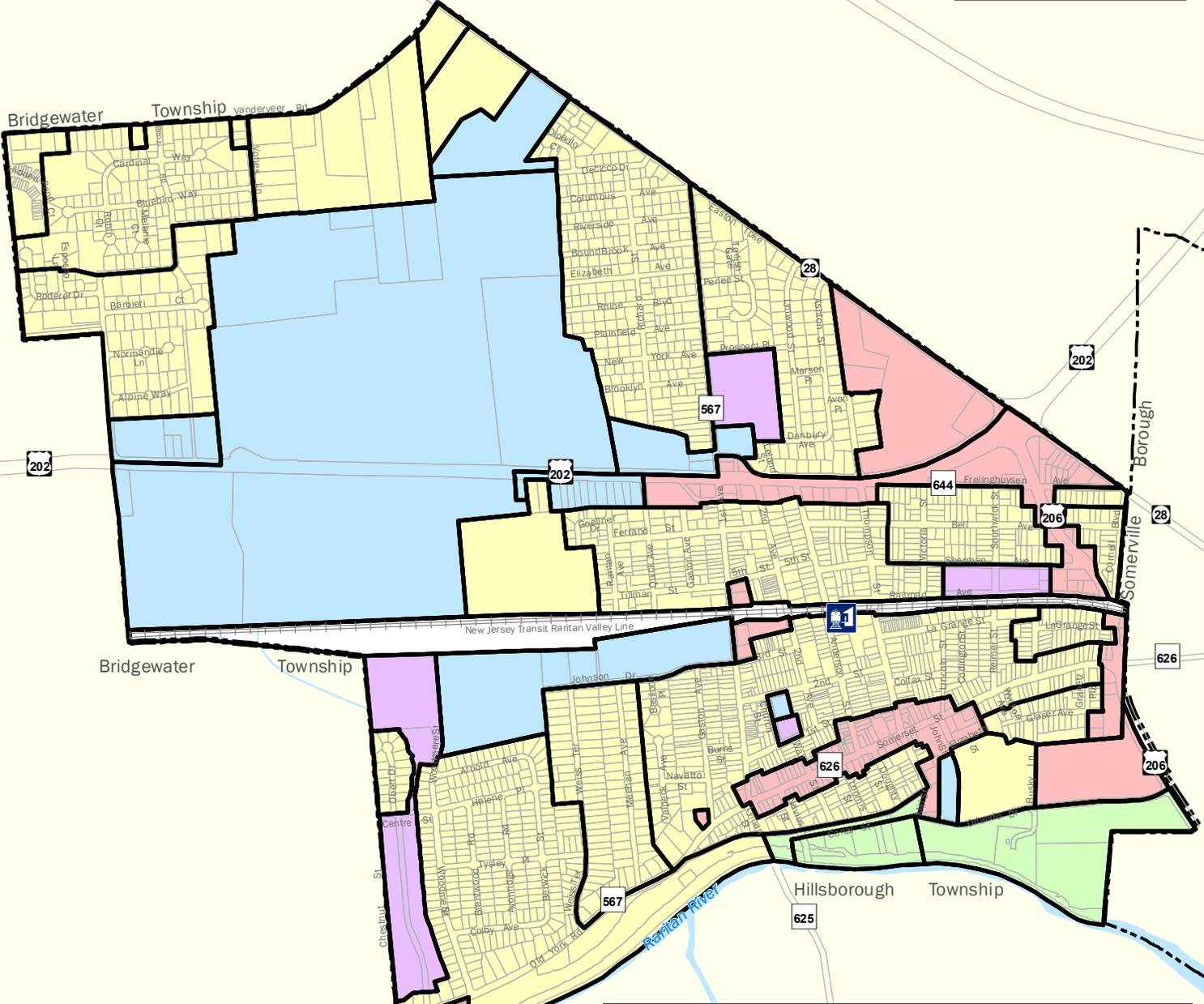
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0 700 1,400
 Feet
 1 inch = 1,400 feet

Legend

-  Raritan Train Station
-  Railroad
-  Municipal Boundary
-  Water Body
-  Zone Boundary



LEGEND

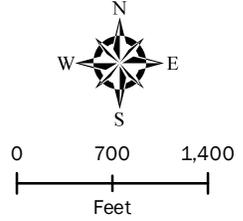
-  Residential
-  Commercial
-  Office
-  Borough Owned
-  Riverfront

LAND USE MAP
 Borough of Raritan, Somerset County, New Jersey
 November 2017

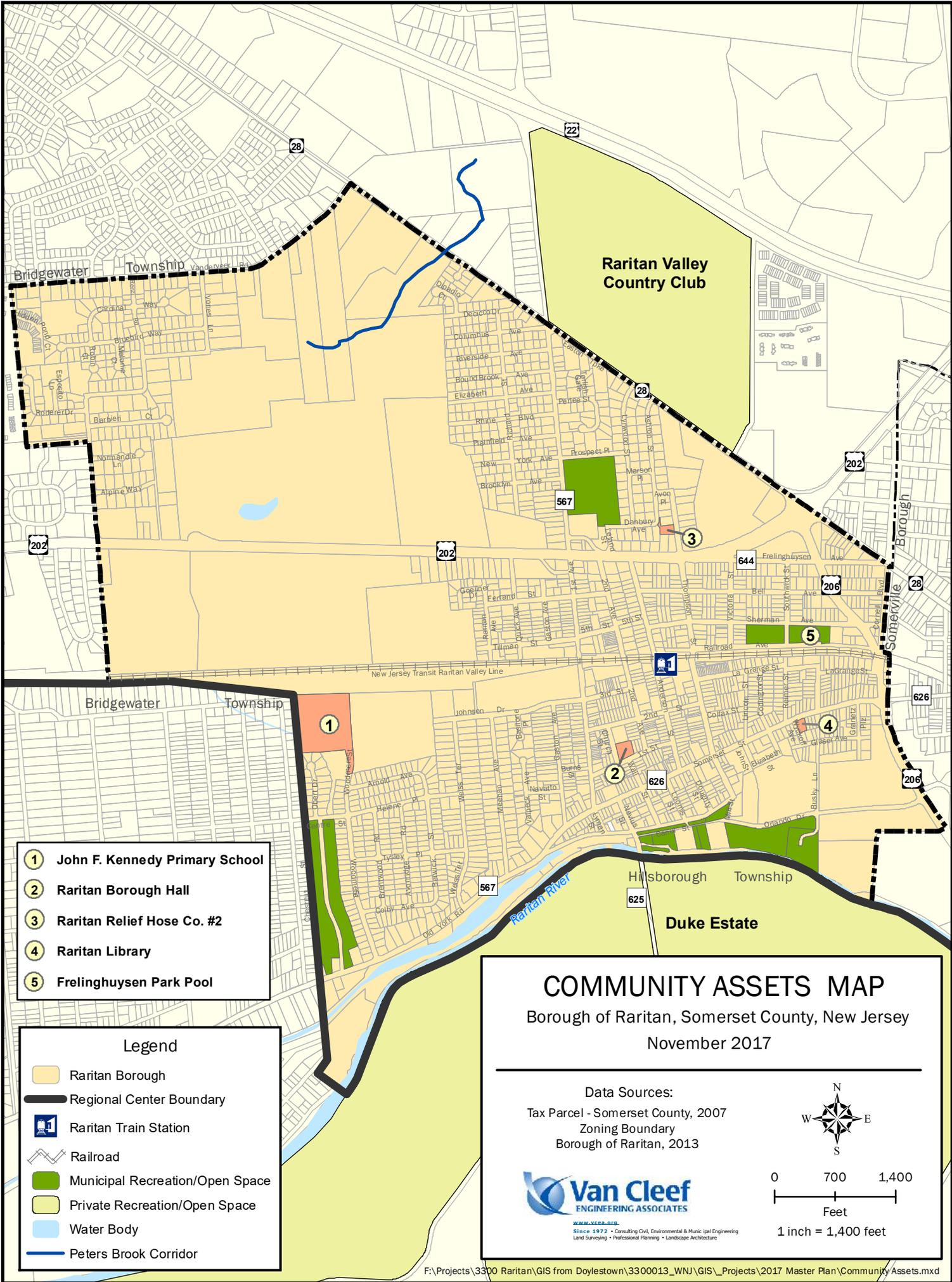
Data Sources:
 Tax Parcel - Somerset County, 2007
 Zoning Boundary
 Borough of Raritan, 2013



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0 700 1,400
 Feet
 1 inch = 1,400 feet



- 1 John F. Kennedy Primary School
- 2 Raritan Borough Hall
- 3 Raritan Relief Hose Co. #2
- 4 Raritan Library
- 5 Frelinghuysen Park Pool

Legend

- Raritan Borough
- Regional Center Boundary
- Raritan Train Station
- Railroad
- Municipal Recreation/Open Space
- Private Recreation/Open Space
- Water Body
- Peters Brook Corridor

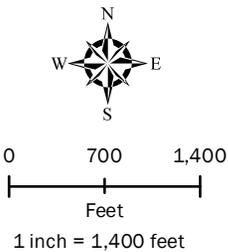
COMMUNITY ASSETS MAP
 Borough of Raritan, Somerset County, New Jersey
 November 2017

Data Sources:
 Tax Parcel - Somerset County, 2007
 Zoning Boundary
 Borough of Raritan, 2013



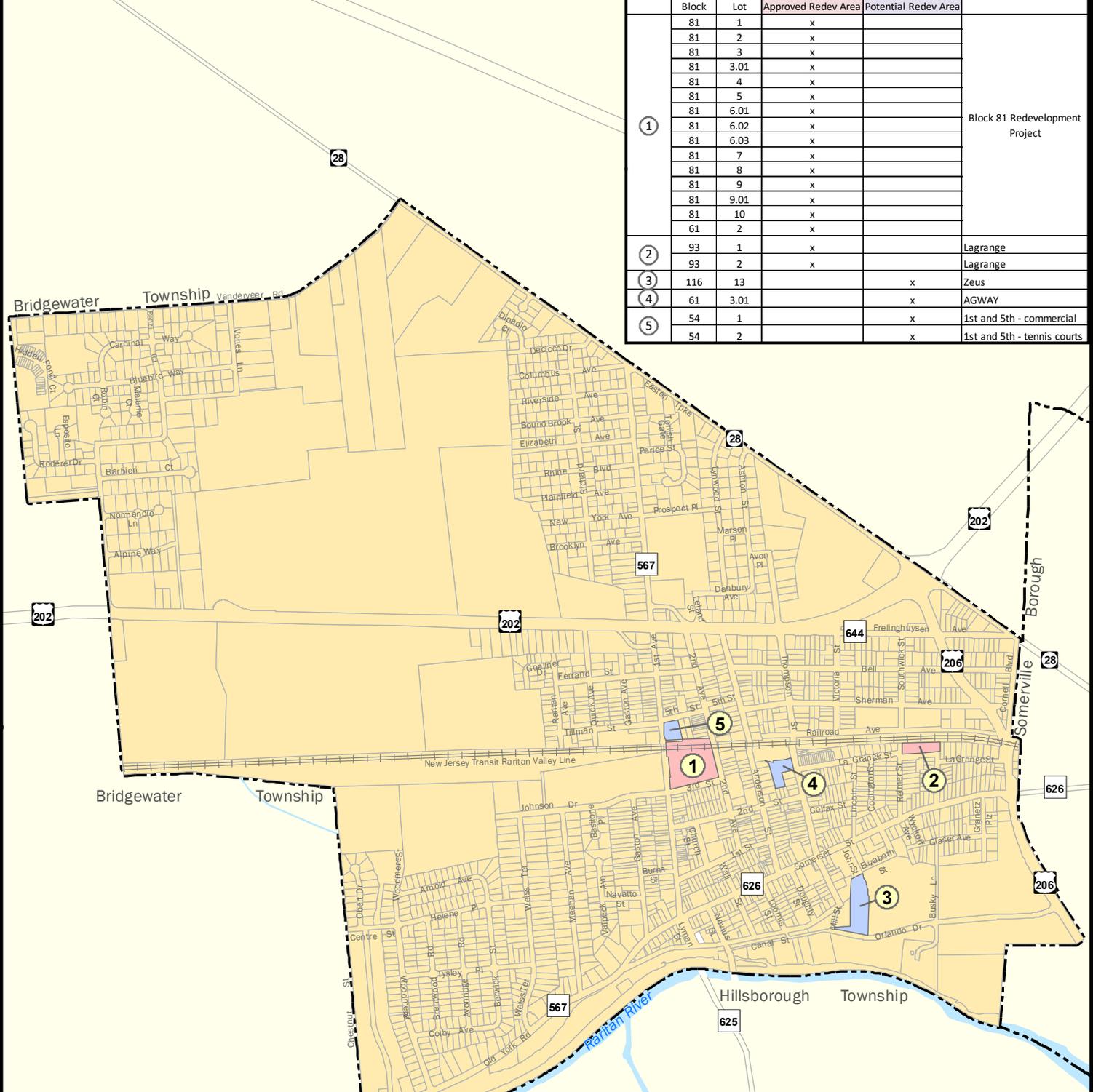
Van Cleaf
ENGINEERING ASSOCIATES

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Feet
1 inch = 1,400 feet

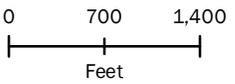
	Block	Lot	Approved Redev Area	Potential Redev Area	
①	81	1	x		Block 81 Redevelopment Project
	81	2	x		
	81	3	x		
	81	3.01	x		
	81	4	x		
	81	5	x		
	81	6.01	x		
	81	6.02	x		
	81	6.03	x		
	81	7	x		
	81	8	x		
81	9	x			
81	9.01	x			
81	10	x			
61	2	x			
②	93	1	x		Lagrange
	93	2	x		Lagrange
③	116	13		x	Zeus
④	61	3.01		x	AGWAY
⑤	54	1		x	1st and 5th - commercial
	54	2		x	1st and 5th - tennis courts



APPROVED AND POTENTIAL REDEVELOPMENT AREAS MAP

Borough of Raritan, Somerset County, New Jersey
November 2017

Data Sources:
Tax Parcel - Somerset County, 2007
Zoning Boundary
Borough of Raritan, 2013



1 inch = 1,400 feet

Legend

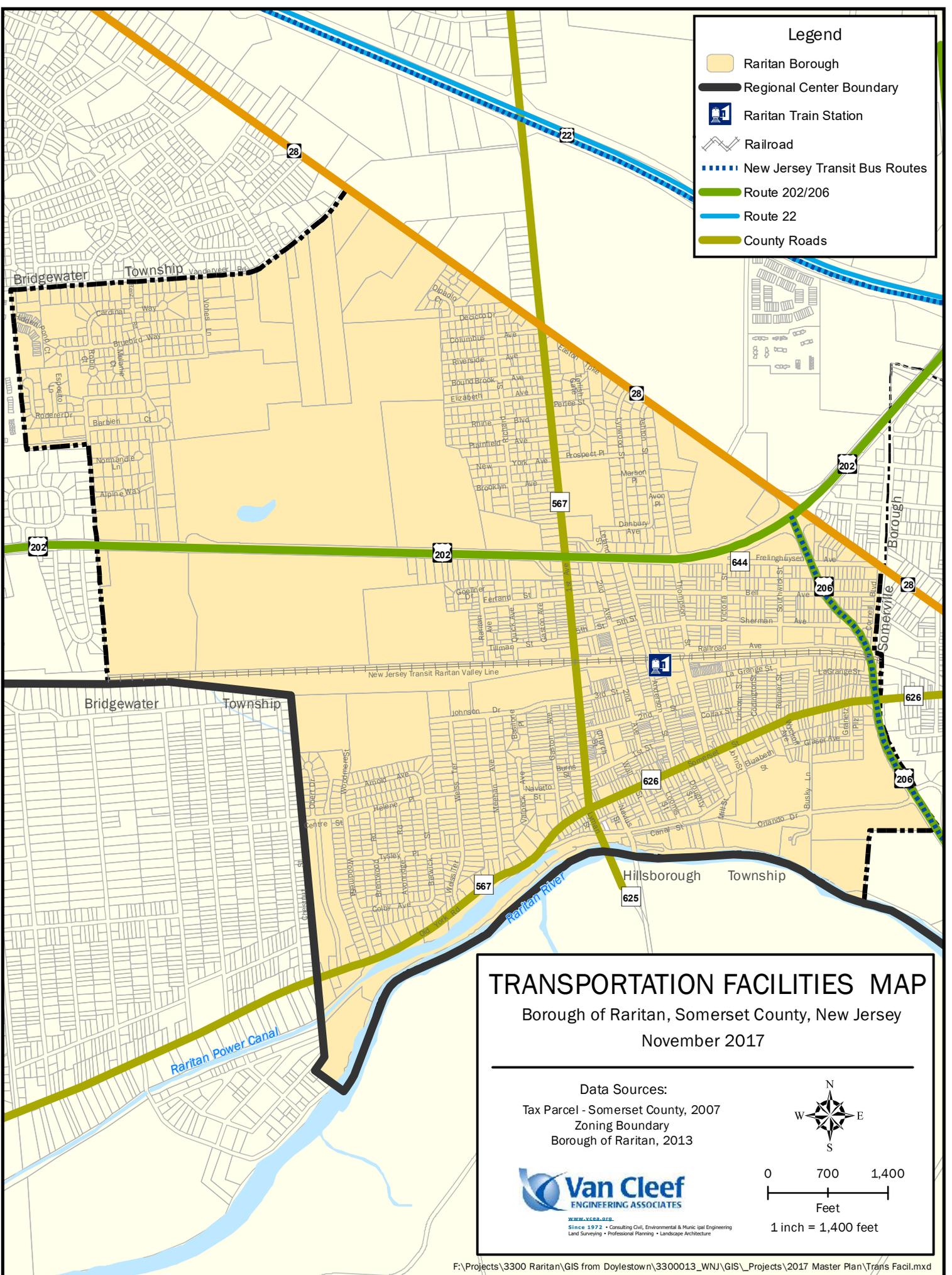
Municipal Boundary

Approved Redevelopment Area

Potential Redevelopment Area



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Legend

- Raritan Borough
- Regional Center Boundary
- Raritan Train Station
- Railroad
- New Jersey Transit Bus Routes
- Route 202/206
- Route 22
- County Roads

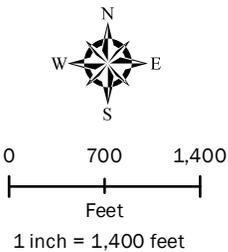
TRANSPORTATION FACILITIES MAP
 Borough of Raritan, Somerset County, New Jersey
 November 2017

Data Sources:
 Tax Parcel - Somerset County, 2007
 Zoning Boundary
 Borough of Raritan, 2013



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 Feet
 1 inch = 1,400 feet

APPENDIX A

Borough of Raritan, NJ
Friday, October 13, 2017

Chapter 207. Land Use and Development

Part 6. Zoning

Article XV. District Regulations

§ 207-126. RG Riverfront Greenway.

[Amended 7-24-2012 by Ord. No. 12-13; 8-26-2014 by Ord. No. 2014-07]

The Riverfront Greenway District is intended primarily for public recreational use including a greenway, and other public uses. This district can also accommodate compatible private uses on public lands such as boat clubs and small marinas, boat and bicycle rentals, festivals, outdoor markets, entertainment venues, and mobile vendors. All such uses shall be subject to applicable licensing and permit requirements either currently in place or developed for such purposes by the Borough. All such uses must be designed, located, and operated so as not to interrupt access to or enjoyment of the riverfront and surrounding green spaces. The following additional standards shall apply to all privately operated recreational facilities in the Riverfront Greenway District:

- A. All facilities, buildings, structures and parking lots shall be kept in good repair and in conformance with the Borough's Property Maintenance Code.^[1]
[1] Editor's Note: See Ch. 262, Property Maintenance.
- B. All vegetated areas, including lawns, shall be properly maintained.
- C. Wherever restroom facilities are provided, they shall be made available for use by all park patrons.
- D. All buildings and structures shall be designed to complement the park setting, including, where possible, emulating the Adirondack style of architecture.
- E. All facilities shall be compatible with, and supportive of, the Somerset County Bikeway/Greenway and in no way interrupt the free flow of greenway users.
- F. Where appropriate, trail amenities, such as bike racks, benches and interpretive and directional signs, shall be provided.

§ 207-126.1. RC Riverfront Commercial District.

[Added 7-24-2012 by Ord. No. 12-13]

- A. Permitted principal uses. The Riverfront Commercial District is intended to accommodate a well-designed mix of hospitality, restaurant, interpretive, heritage, tourism, and recreation uses as well as complementary retail uses. All development in this district shall be compatible with and take advantage of its waterfront location and ensure the continuation of the riverfront greenway. More than one principal use is permitted on a given property. Permitted principal uses include the following and require site plan approval:
 - (1) Greenway, open space, plazas, outdoor recreation facilities.

- (2) Interpretive displays and kiosks for the purposes of wayfinding or enhancing the heritage and recreational experience of the riverfront and greenway.
 - (3) Outdoor recreation-oriented retail sales, service and rentals such as but not limited to bicycles, hiking, fishing, canoes/kayaks, ice-skating, and skiing.
 - (4) Artisan studios for the on-site production of goods and the direct sale of those goods to consumers. The on-site production shall involve only the use of hand tools or domestic mechanical equipment that does not exceed two horsepower each or a single kiln not exceeding eight cubic feet in volume. Typical production includes: custom furniture, ceramics, glass blowing, candlemaking, custom jewelry, stained and leaded glass, woodworking, custom textile manufacturing and crafts production.
 - (5) Art galleries.
 - (6) Visitor center for the dissemination of information and retail sale of gifts, souvenirs and other sundry convenience items in support of a local or regional tourist, cultural or educational facility.
 - (7) Restaurants and other establishments serving food and beverage but not including drive-through restaurants. Outdoor dining is permitted when conducted in concert with an indoor dining facility.
 - (8) Museums and educational facilities related to local and regional heritage and/or river ecology and natural habitat restoration.
 - (9) Hotels in accordance with the following standards:
 - (a) The maximum number of guest rooms shall be 40.
 - (b) Appurtenant restaurants, meeting rooms, and recreational facilities such as swimming pools shall be for the exclusive use of hotel guests. Large conference or banquet facilities are prohibited.
 - (c) All guest rooms shall be accessed through a common lobby and interior hallways.
 - (10) Governmental facilities.
- B. Permitted accessory uses. Permitted accessory uses shall be any accessory use located on the same lot with and customarily incidental to any principal use permitted in this district.
- C. Permitted conditional uses. Mixed use buildings containing apartments and retail uses are permitted as conditional uses in accordance with the following provisions:
[Amended 5-12-2015 by Ord. No. 2015-02]
- (1) More than one principal building is permitted on the given site as long as the buildings are under common ownership. At least one principal building shall be mixed use. Additional buildings on the site may be single-use multifamily buildings.
 - (2) All apartments shall be accessed through a common lobby and interior hallways.
 - (3) Retail uses are limited to the list of permitted uses found in § 207-126.1A; restricted to the ground floor; and shall face and have direct pedestrian access to a street.
 - (4) The site design shall accommodate the extension of the County Greenway to the Nevius Street Bridge.
 - (5) There shall be no blank or windowless walls facing Orlando Drive.
 - (6) Vehicular access to the site is restricted to Orlando Drive and shall not exceed two access points. There shall be no direct vehicular access to the Middle Street stub other than for emergency vehicles.
 - (7) Parking areas that are located under the building shall be screened from view with appropriate

architectural treatments.

- (8) Bulk standards:
 - (a) Minimum lot area: two acres.
 - (b) Minimum lot width measured at front property line: 400 feet.
 - (c) Minimum setbacks:
 - [1] Front: 10 feet from building walls up to 80 feet in length; 15 feet for building walls greater than 80 feet in length.
 - [2] Side and rear: 20 feet.
 - (d) Maximum height: 3 1/2 stories/45 feet.
 - (e) Maximum density: 22 units per acre.
 - (f) Maximum impervious lot coverage: 60%.

D. Lot area, yard and bulk requirements.

- (1) Standards for Use Categories A(1), A(2) and A(10) shall be determined by the Land Use Board during the site plan review process.
- (2) Use Categories A(3), A(4), A(5), A(6), A(7) and A(8):
 - (a) Minimum lot area: 40,000 square feet.
 - (b) Minimum lot width at front property line: 200 feet.
 - (c) Principal building:
 - [1] Minimum front yard: 20 feet.
 - [2] Minimum rear yard: 30 feet.
 - [3] Minimum one side: 10 feet.
 - [4] Minimum both sides: 20 feet.
 - [5] Maximum height-stories/feet: 2/35.
 - (d) Accessory building:
 - [1] Minimum front yard: Prohibited in front yard.
 - [2] Minimum rear yard: 20 feet.
 - [3] Minimum side yard: 10 feet.
 - [4] Maximum height: 16 feet.
- (3) Use Category A(9) - Hotels:
 - (a) Minimum lot area: two acres.
 - (b) Minimum lot width measured at front property line: 400 feet.
 - (c) Minimum setback from all property lines: 20 feet.
 - (d) Maximum height—stories/feet: 3/45.
 - (e) Minimum height: two stories.

- (4) All uses:
 - (a) Maximum impervious lot coverage: 60%.
- E. Exemptions from area and yard requirements. Given the historic importance of the Duke Filter House on Block 117.01, Lot 2/9.01, and the Duke Power House on Block 116.02, Lot 2, and the Borough's desire to preserve their historic, architectural and cultural significance, the reuse of these buildings for a permitted use is exempt from the lot area and yard requirements in Subsection D, as long as the building is not enlarged in any way and the exterior is preserved in an historically accurate manner. The reuse of these buildings is, however, subject to site plan approval.
- F. Green space and buffers.
 - (1) Any portion of a development parcel that is not absolutely required for buildings, parking or loading shall be devoted to green space, including rain gardens and other natural stormwater management devices. The developer shall prepare a comprehensive green space plan for review by the appropriate board as part of the site plan review process. The green space plan shall demonstrate how each of the following objectives will be achieved:
 - (a) Preservation or enhancement of existing natural features.
 - (b) Protection of environmentally sensitive features including but not limited to the Raritan River.
 - (c) Preservation of river views and other scenic vistas.
 - (d) Providing opportunities for pedestrian and bicycle circulation and the continuation of the greenway.
 - (e) Providing opportunities for public gathering places such as plazas.
 - (f) Appropriate visual and noise buffers to protect sensitive receptors such as residential neighborhoods.
 - (2) Fragmentation of the green areas into numerous small strips shall be avoided. Green spaces shall be reasonably contiguous and whenever possible abut existing or potential open space on adjacent parcels and maximize stormwater runoff infiltration.
- G. Riparian buffer. A buffer area no less than 50 feet wide shall be provided along the Raritan River within which no new disturbances are permitted with the following exceptions:
 - (1) Redevelopment within the limits of existing impervious surfaces;
 - (2) Liner development with no feasible or more desirable alternative;
 - (3) Disturbance necessary to provide for public access to the river or water-dependent recreation including structures associated with the greenway; or
 - (4) Disturbance that is in accordance with a stream corridor restoration or stream bank stabilization plan or project.
- H. Off-street parking. Off-street parking shall be provided in accordance with § 207-63 and the following:
 - (1) Hotels shall provide parking at a rate of one space per guest room plus an adequate number of spaces for employees as determined by the reviewing board during the site plan process.
 - (2) The total number of parking spaces on any given parcel shall not exceed 105% of the base requirement.
 - (3) Shared access and parking arrangements between adjoining properties is encouraged. Whenever possible and practical, each parcel shall provide cross-access easements for parking and access driveways guaranteeing access to adjacent lots.

- (4) Surface lots are to be extensively landscaped in accordance with the comprehensive green space plan for the site. Tree islands are recommended at the ends of each aisle and interspersed within aisles to provide visual relief from long expanses of parking and to guide circulation. Whenever possible, surface parking should be screened from the street.
 - (5) Safe provisions for pedestrian access to and through a parking lot are required, including paths or sidewalks along the edge of the parking area, striping, enhanced pavement markings, traffic-calming features and sufficient lighting.
- I. Signs. All signs shall conform to Article XII. Commercial uses shall conform to the standards applicable to the B-4 Zone except that no free-standing signs are permitted other than directional, wayfinding, or interpretive signs. A mixed use or multifamily building may have one attached name display sign not exceeding 10 square feet in area; or one ground-based monument sign in accordance with the standards for a hotel monument sign. A hotel may have one ground-based monument sign containing the name and logo of the hotel that is designed to be consistent with the hotel's architecture. The hotel monument sign shall meet the standards for a freestanding sign in the B-4 Zone, except as follows:
[Amended 5-12-2015 by Ord. No. 2015-02]
- (1) The maximum monument sign area, including the structure, shall be 24 square feet; and the maximum monument sign height, including structure and sign area, shall be four feet above existing grade.
 - (2) The monument sign shall be no closer than 10 feet to any property line.
 - (3) No monument sign shall be eliminated in such a manner as to cast a glare on neighboring sites or in such a manner as to impede the safe movement of traffic. Internally illuminated monument signs shall be constructed with an opaque background and translucent letters and symbols, or with a colored background and lighter letters and symbols. Externally illuminated monument signs are permitted to be illuminated only with steady, stationary, down-directed and shielded light sources directed solely onto the sign. Lightbulbs or light tubes used for illuminating a sign shall not be visible from adjacent public rights-of-way or residential properties. Flash or strobe lighting, neon lighting, and programmable electronic signs are prohibited.
- J. Awnings and canopies. Awnings and canopies shall conform to the requirements in § 207-114H.
- K. Performance standards. All uses in this district shall comply with the performance standards in Article XIII.
- L. Environmental impact statement required. An environmental impact statement shall be prepared and submitted to the Borough in accordance with § 207-69 for all development within the district.

APPENDIX B



Description

Location / Raritan Borough, Bridgewater Township, Somerville Borough NJ

Principal Roadways / U.S. 202, U.S. 206, NJ 28

Acreage / 1297(Raritan Borough)

Existing Uses / Residential, Commercial, Industrial

Current Zoning / B-2

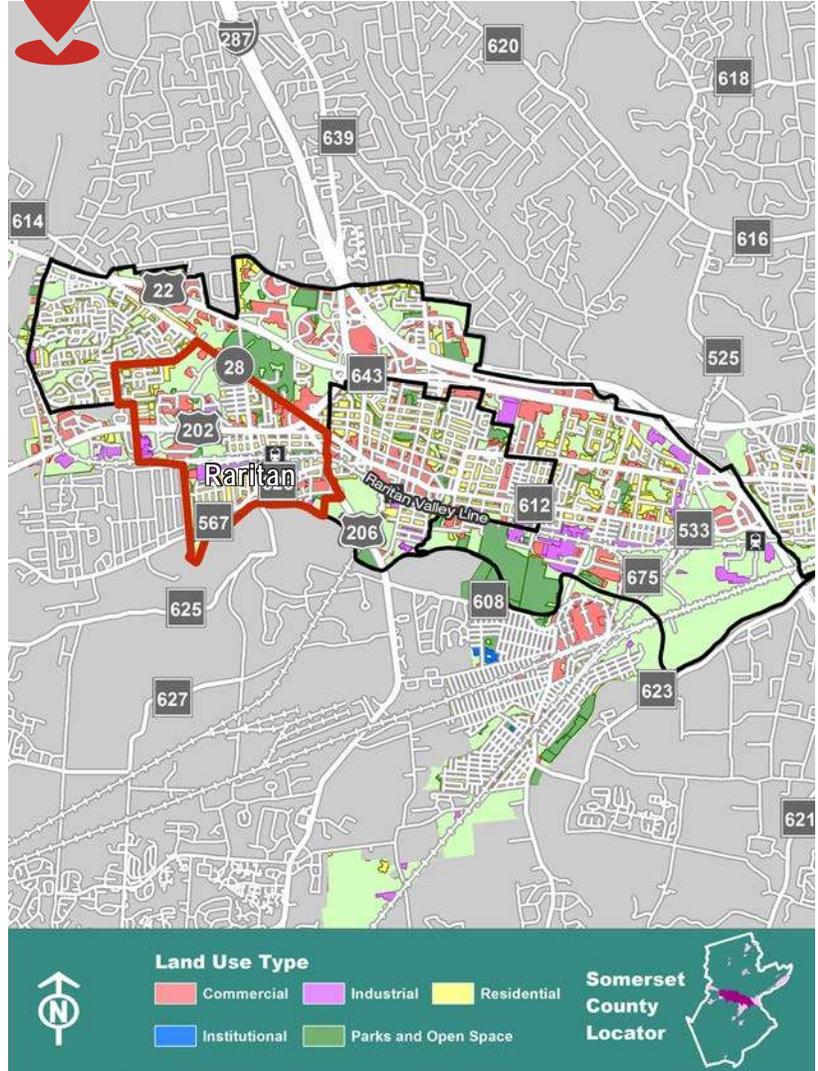
Complete Streets Policy / Raritan - Yes, Somerville - Yes, Bridgewater - No

PGIA Summary

Raritan Borough is a historic community with a traditional downtown and relatively dense street network. A central location with its own NJ TRANSIT train station and access to regional highways provide excellent mobility options. However, area highways and the Raritan Valley Line railroad tracks also create significant barriers between the northern and southern portions of the community, as well as to neighboring Somerville. Transportation access, the Raritan River Greenway, and proximity to Duke Farms and other regional destinations provide opportunities to revitalize the downtown and under-utilized areas within the Borough.



PGIA Map



Multi-Modal Access Metrics

Transit Access*



MODERATE TRANSIT SERVICE

Network Walking Reach*



SLIGHTLY WALKABLE

*PGIA-wide analysis

Access Summary

Multimodal access metrics indicate a multimodal environment in the PGIA. There are both NJ TRANSIT and Somerset County bus service within the PGIA. NJ TRANSIT's Raritan Valley Line's Raritan Station is located within Raritan Borough. The PGIA is 'Slightly Walkable' due to a low density of roadway network, however, downtown Raritan is denser and more walkable than other areas in the PGIA. A detailed analysis of the transportation infrastructure can be found in Technical Memorandum XX.

Investment Area Overview



Strength

- Direct access to regional highways (U.S. Route 202, U.S. Route 206 and NJ 28)
- N.J. TRANSIT's Raritan Valley Line's Raritan train station and Somerset County bus service
- Off-road trail facility connecting shopping centers
- Raritan Borough has a Complete Streets policy



Weakness

- High crash rates on U.S. Routes 202, and 206
- U.S. Routes 202, and 206 are challenging for bicycling due to the high speeds, heavy volumes, lack of bicycle facilities, and wide intersection crossings
- There are twenty one known contaminated sites in Raritan Borough



Opportunity

- The local street network provides opportunities for preferred bicycle routes parallel to the high stress arterials
- Implementation of the Raritan River Greenway can enhance opportunities for recreation, tourism, and transportation; improve regional connectivity; and transform the riverfront
- Proximity and access to Duke Farms and downtown Somerville



Constraint

- Few crossings over Raritan River limit bicycle and pedestrian connectivity
- U.S. Routes 202 and 206 create barriers within the local bicycling network

Land Use and Planning Scenarios

Raritan Borough, though part of the broader Regional Center PGIA, has its own distinctive small town character. While other planning efforts are already addressing opportunities along the riverfront, near the train station, and in the vicinity of the Washington School, the Phase III study identified and examined additional opportunities along the Somerset Street and Orlando Drive corridors and at the Raritan Mall shopping center.

Focus Area 1: Raritan Mall Shopping Center

The Raritan Mall shopping center fronts U.S. Route 206 and is currently developed as a single-story, supermarket-anchored retail center comprising approximately 110,000 square feet, plus a 10,000 square foot pad site. There are vacancies throughout the mall and concerns that a supermarket anchor use may not have long-term viability based on strong competition elsewhere in the market. Other existing uses in the strip center are generally quick service food and restaurants, with some retail and personal service.

The site is located within the B-2 Shopping Center Business District, which is designated for large-lot, highway-oriented commercial areas serving both local residents and the regional market. Permitted retail uses include supermarkets, personal service establishments, and indoor recreation facilities. While the site is located near the Borough's downtown and is adjacent to residential areas, its highway scale and size, orientation towards U.S. Route 206, and parking lot frontage separate it from the surrounding community. Only the rear employee entrances and loading areas face to the neighboring Busky Lane. Sidewalks connecting to and from the neighboring property and an adjacent children's park lead only to blank walls and service roads.

In each of the following scenarios, site planning, pedestrian, and connectivity improvements can reconnect the site to the eastern end of the Somerset Street corridor and the adjacent Regional Center to the east. Integration with the Raritan River Greenway would enhance local and regional linkages and support opportunities for value-added uses, including both recreation and river- and trail-front dining. Improvements to north-south linkages, including Nevius Street and Busky Lane, would better connect the site and the Orlando Drive corridor to the Borough center. This combination of Greenway and local street connections would create potentially extensive off-road systems between the Regional Center towns, Raritan Valley Line rail service, and across the Raritan River to Hillsborough and Duke Farms.



Raritan Mall focus area

Scenario 1

Existing Zoning

The site measures 12.2 acres, of which approximately 1 acre is cut off from the main site due to the forward loop jug-handle ramp from U.S. Route 206 to Orlando Drive and remains undeveloped. Including this 1 acre portion, the maximum developable yield under the existing B-2 zoning requirements would be approximately 145,000 square feet of retail space with 640 parking spaces (1 space per 250 sf of retail), which is approximately 30 percent larger than the existing center. Increasing the size of the center, particularly with large-footprint, highway-oriented stores as envisioned by the zoning, may not be ideal due to traffic and loading concerns, as the rear of the site backs up to residential areas.

Scenario 1: Existing Zoning

- 145,055 sf retail
- Total parking area required: 185,670 sf
- Total parking spaces required: 580
- 145,055 sf building footprint
- Maximum impervious coverage: 70%
- Site FAR: 0.30

Scenario 2

Mixed-Use Commercial: Retail, Services, and Professional Office

As indicated above, the existing building, sidewalk, and circulation configurations are poorly connected with adjacent neighborhoods, streets, sidewalks, and amenities. Redevelopment provides an opportunity to better connect the site to Raritan's existing street grid, including improved access to, and compatibility with, its neighbors to the north and west at a scale more consistent with types of businesses anticipated in a smaller-scale, more pedestrian-friendly neighborhood business district. Revised and upgraded frontages and facades could be better oriented to enhance these connections and provide accessible linkages that promote connectivity rather than prevent it. In addition, the local street Granetz Plaza could be connected through the parking lot behind the existing Retro Fitness/Dollar Tree building and connected directly to the east-west side street along the northern edge of the existing Raritan Mall buildings.

With some tweaks to the zoning and off-street parking standards, combined with a creative layout, the site could include ±95,000 square feet of retail, restaurants, personal service, and office uses. Evening uses could provide an opportunity to balance and reduce parking counts, with approximately 400 spaces required (and the potential for less based on a proposed combination of uses). With a different layout, the busiest retail portion of the site could be oriented towards U.S. Route 206 with buildings pushed out to the street frontages while providing a transitional buffer between the site and adjacent residential uses. While the River Park apartments to the west create an impediment to a continuous connection to Somerset Street, Busky Lane via Glaser and Wyckoff Avenues provide direct access.

These site design and zoning changes could be paired with a new vision for Orlando Drive, which would both reconnect the Borough to the Raritan River through implementation of the Raritan River Greenway, park expansion, and riverfront redevelopment, as well as and connect Raritan Borough with the anticipated redevelopment and new street grid for the Somerville landfill site east of U.S. Route 206. Extending Orlando Drive as a through street into Somerville would provide an east-west alternative to Somerset Street. In this scenario, the site could be an anchor to the overall Orlando Drive corridor vision.

Scenario 2: Mixed-Use Commercial	
<ul style="list-style-type: none"> ▪ 38,681 sf retail / restaurant ▪ 33,846 sf personal service ▪ 24,176 sf office ▪ Total parking area required: 126,101 sf 	<ul style="list-style-type: none"> ▪ Total parking spaces required: 394 ▪ 96,703 sf building footprint ▪ Maximum impervious coverage: 60%, ▪ Site FAR: 0.20

Scenario 3

Mixed-Use Commercial and Limited Residential

The site’s location at the confluence of highway commercial and single-family residential properties present an opportunity for mixed-use development, which could provide a transition between U.S. Route 206 and the adjacent residential neighborhoods. Such a development would eliminate the large-footprint store in favor of smaller retail and service commercial uses, such as salons, restaurants, or professional/medical offices. A limited multi-family residential component on the western portion of the site would provide a more appropriate transition between residential and commercial land uses. A 3-floor residential development could include 50 one- and two-bedroom stacked flats (with opportunities for workforce and affordable housing units), a mixture of garage and surface parking, and approximately 75,000 square feet of retail/commercial in the eastern portion of the site, oriented towards U.S. Route 206. The stacked flat concept allows for a cohesive development that functions as a multi-family development, but has a closer resemblance to townhomes than a bulky building, making it appropriate for this transitional location.

As part of this concept, the Borough could consider implementing a mixed-use overlay zone to test the market for mixed-use development at this site. An overlay would retain the underlying B-2 zoning, but provide an option for residential in the rear of the site with highway-fronting commercial uses along U.S. Route 206.

Scenario 3: Mixed-Use Commercial /Residential	
<ul style="list-style-type: none"> ▪ 72,738 sf residential ▪ Total residential units: 55 ▪ 58,022 sf retail / restaurant ▪ 50,769 sf personal service ▪ 36,264 sf office 	<ul style="list-style-type: none"> ▪ Total parking area required: 192,161 sf ▪ Total parking spaces required: 618 ▪ 22,310 sf building footprint (residential) ▪ 145,055 sf building footprint (retail) ▪ Maximum impervious coverage: 65%, Site FAR: 0.32

Focus Area 2: Somerset Street Corridor

The second focus area spans Somerset Street from Gaston Avenue to Frederick Street. The approximately 0.5-mile corridor is characterized primarily by commercial uses in the western portion that transition into single-family residential and mixed-use buildings in the eastern area. Many of the commercial buildings have upper floor apartments, or are used as both professional/medical office and residential space. Lot along the corridor are typically small and many lack off-street parking. Parking along Somerset Street is regulated but not metered. The lack of existing or developable off-street parking is a long-standing constraint to new development or redevelopment along the corridor.

Scenario 1

Existing Zoning

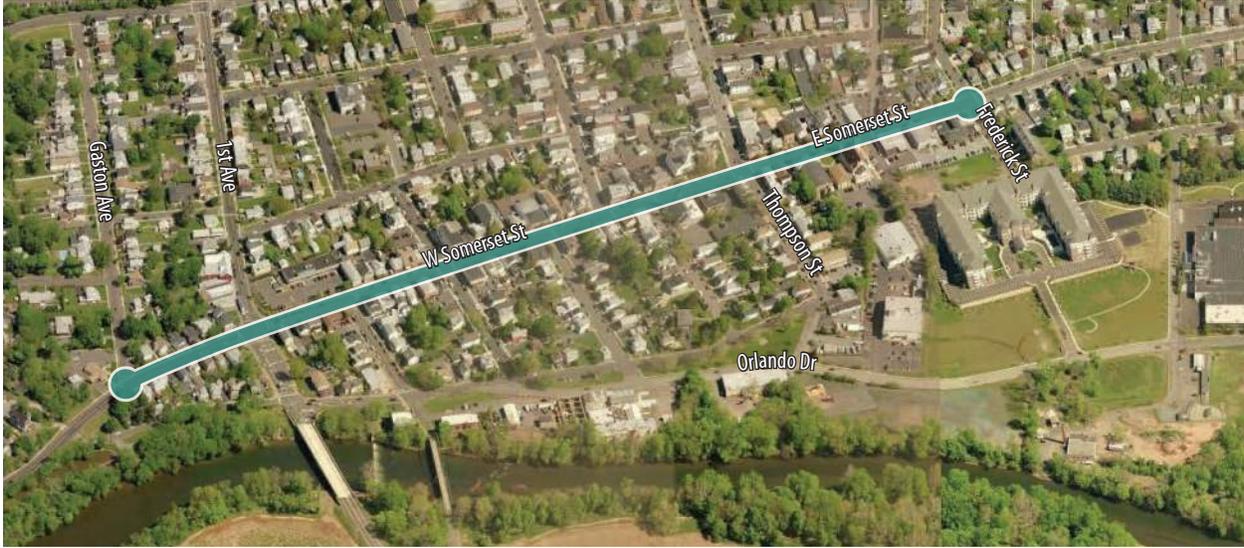
The western-most portion of the corridor surrounding Gaston Avenue is located in the R-4 Zone and is generally residential. The majority of the district is located in the B-1 Central Business District, which permits a wide variety of retail, personal service, office, and institutional uses, with residential units permitted above the ground floor at a density not greater than 15 units per acre. The minimum lot size in the district is 7,500 square feet, with 10,000 square feet required for mixed-use (commercial/residential) properties. However, many of the properties in this zone are undersized for any potential re-use or development, particularly those that are mixed-use. Additionally, any more than two apartments above a commercial space would exceed the permitted density if the properties are considered to be individual sites. The lack of existing parking or candidate redevelopment sites have minimized the appetite for new development along the corridor.

Scenario 2

Zoning Revisions / Gateway Treatments

In order to retain the scale of the corridor, minor zoning changes are recommended for the northern and western portions of East Somerset Street. Targeted application of zoning changes will increase flexibility in these areas and encourage both redevelopment and lot consolidation in the denser, more central portions of the corridor, while preserving the character of the eastern, more residentially-oriented portion.

In the B-1 Central Business District, the small lot sizes and 15 unit-per-acre maximum deter upper floor residential. These zoning standards may be appropriate to encourage lot consolidation and ground-up redevelopment; however, they could be an impediment for rehabilitation or site improvements of existing buildings, where more than 2 units would not be permitted by-right. While the use controls in the district seem to be appropriate based on existing conditions and scale of the area, less-restrictive bulk variances for properties under a certain lot area may encourage rehabilitation of under-utilized or unfit buildings if larger, targeted redevelopment sites are not available.



Somerset Street corridor focus area

Somerset Street is an important east-west route for visitors traveling between Somerville and Duke Farms or other outlying recreation areas. The Borough’s 2003 Master Plan identified a Somerset Street Streetscape Initiative as a proposed goal/objective for the Borough to consider. At the time, the Master Plan identified new sidewalks, pedestrian-scaled lights, and street trees as initial starting points. Extending this throughout the corridor would provide a visual connection to the greater Regional Center at the Borough boundary, while highlighting the historic nature of East Somerset Street and downtown Somerville. Wayfinding signage could highlight the character of the Borough and Regional Center, from its Revolutionary War importance through its industrial heritage. A further streetscape initiative should be re-codified and further defined in future plans for this area, potentially with an added focus on property maintenance and code enforcement for non-compliant property owners.

Scenario 3

Area in Need of Rehabilitation Designation

Per the State’s Local Housing and Redevelopment Law (NJSA 40A:20-1 et seq.), a municipal governing body has the power to determine that an area is “in need of rehabilitation” if certain conditions are met related to property condition and utilization (e.g., more than half of housing stock is over 50 years old, pattern of under-utilization, or majority of infrastructure over 50 years old). This non-condemnation tool would allow the Borough to adopt a rehabilitation and/or redevelopment plan to guide future development of the corridor, as well as provide for short-term tax abatements to encourage property owners to complete upgrades without facing higher tax bills. The Borough could consider pursuing such a designation to determine if the Somerset Street corridor meets the conditions for “area in need of rehabilitation.” The designation would allow the Borough to plan a voluntary repair and rehab program, and/or for enhanced code enforcement of existing buildings without the utilization of eminent domain.

Multimodal Transportation Scenarios

Raritan Borough and the focus areas at Raritan Mall Shopping Center and East Somerset Street benefit from proximity to several transportation assets, including Raritan Valley Line commuter rail service, regional highways, and the Raritan River Greenway network (in various stages of development). Transportation improvements seek to enhance connectivity to these systems, as well as enhance multimodal linkages between the focal areas and surrounding neighborhoods, Duke Farms, and Somerville. Improvement strategies are outlined below and illustrated on the map on the following page.

Raritan River Greenway Access

The Raritan River Greenway is a significant asset for the Borough for both recreation and multimodal mobility, improving transportation options within Raritan and providing connections to Somerville, Duke Farms, and Duke Island Park. The southeastern portion of the Greenway is currently under construction, from Raritan Valley Park to U.S. Route 206. The following improvements are recommended:

- Complete Greenway segment between Raritan Valley Park and the Nevius Street Bridge, including both short term and long term strategies:
 - » Short Term
 - Stripe bicycle lanes along Orlando Drive between Nevius Street and U.S. Route 206
 - Install sidewalk along Busky Lane between Orlando Drive and Raritan Valley Park
 - Install pedestrian crossing at the intersection of Orlando Drive at Busky Lane
 - Install sidewalk along Orlando Drive between Loomis Street and Wall Street
 - » Long Term
 - Improve linear park along Orlando Drive and enhance pedestrian connectivity through the public park between Canal Street and Orlando Drive
 - Improve pedestrian crossing at intersection of Canal Street at Nevius Street
 - Investigate addition of gateway treatment at the west end of Orlando Drive
- Install multiuse path along River Road (CR 625) between the Nevius Street Bridge and Duke Farms



Regional Center PGIA | Rairtan Borough

Transportation Improvements



Enhance pedestrian access and local roadway connectivity during redevelopment

Investigate new roadway connection with Somerville

Investigate park enhancement with improved pedestrian access from Canal St and Orlando Dr with green infrastructure elements

Provide northern bike/ped entrance to Duke Farms and connection to Raritan Greenway

- New Roadway
- Multi-use Path
- Sidewalk
- Pedestrian Crossing Improvement
- Raritan River Greenway (completed)
- Raritan River Greenway (in construction)
- Raritan River Greenway (planned)
- Focus Area
- Bicycle Lane
- Bicycle Boulevard
- Shared-Lane Markings

Duke Farms

Local Bicycle and Pedestrian Improvements

Bicycle and pedestrian improvements within the Borough seek to improve linkages between the focal areas, the train station, and Greenway. Potential improvements include:

- Provide bicycle facility along Thompson Street: This north-south street provides a connection between the train station, the Somerset Street commercial district, and the Nevius Street Bridge and the Greenway via Canal Street or Mill Street. Potential improvements include:
 - » Between the rail station and Somerset Street (~42' existing cartway, parking both sides):
 - Alternative 1: Remove on-street parking on one side and install bicycle lanes in both directions. The provision of full bicycle lanes will improve bicyclist comfort for most bicyclists
 - Alternative 2: install a bicycle lane in the northbound direction (uphill) and shared lane markings in the southbound direction.
 - » Between the Somerset Street and Canal Street (~34' existing cartway, parking both sides)
 - Install shared lane markings. The existing cartway width is too narrow to accommodate bicycle lanes without eliminating on-street parking.
 - » Mill Street (~31' existing cartway, no parking)
 - Install bicycle lanes in both directions, providing a connection to the proposed Orlando Drive bicycle lanes
- Install bicycle boulevard along La Grange Street and Elmer Street, providing a low stress connection between the focal areas and the train station, and an alternative route to Somerset Street
- Investigate shared-lane markings along Somerset Street (CR 626). Although it has higher traffic volumes (10,500 ADT) and is less comfortable for the average adult bicyclist, shared-lane markings will assert the legitimacy of bicyclists using the roadway through the downtown
- Investigate shared-lane markings on Tillman Street, Fifth Street, and segments of Sherman Street and Thompson Street. This corridor is an on-street segment of the proposed Regional Greenway Plan, providing a connection to downtown Raritan via the proposed bicycle lanes on Thompson Street, and a connection west to Greenway segments in Bridgewater and Branchburg
- Formalize pedestrian access to the train station from 2nd Avenue. An existing unimproved path is currently used by vehicles and pedestrians. Install a sidewalk connection parallel to the railroad, with a fence separating it from train activity
- Update downtown streetscape to replace rounded brick pavers. Utilize traditional concrete, or textured pavement or pavers with square edges and tight joints to create a more ADA-friendly surface
- Accompanying redevelopment, extend downtown streetscape treatment farther east along East Somerset Street, including wider sidewalks, pedestrian scale lighting, and street trees

- Enhance pedestrian connectivity between focal areas and the surrounding neighborhoods
- Implement Borough-wide wayfinding system to highlight routes and key destinations, particularly, the train

station, downtown, Raritan River Greenway, Duke Farms, Duke Island Park, and Somerville

- Verify signal timing for pedestrian crossings meet MUTCD standards

Street Network Connectivity

Raritan Borough is a built-out community with very limited opportunities for new street connections. However, significant redevelopment in the focal areas should consider the following improvements:

- Large parcel consolidation and redevelopment should seek to tie into and extend the existing street grid, such as enhancing access to the Raritan Mall focal area from Busky Lane

- In collaboration with Somerville Borough, NJDOT, and NJ TRANSIT, investigate extending Orlando Drive east, with an underpass of the Raritan Valley Line to connect with Veterans Memorial Drive at the Davenport Street intersection. This is consistent with the alternatives developed for access improvements as a part of the *Somerville Station Area and Landfill Vision Plan*



The historic Nevius Street Bridge, part of the Raritan River Greenway, provides a bicycle and pedestrian crossing that links Raritan Borough to Duke Farms and Hillsborough



Improvement	Order of Magnitude Cost (Est.)	Time Frame	Responsibility
Regional Center PGIA - Raritan Borough			
Raritan River Greenway Access			
Stripe bicycle lanes along Orlando Dr between Nevius St and U.S. Route 206	Low	Short	Borough
Install sidewalk along Busky Ln between Orlando Dr and Raritan Valley Park	Low	Short	Borough
Install pedestrian crossing at the intersection of Orlando Dr at Busky Ln	Low	Med	Borough
Install sidewalk along Orlando Dr between Loomis St and Wall St	Low	Med	Borough
Improve pedestrian crossing at intersection of Canal St at Nevius St	Low	Med	Borough
Investigate addition of gateway treatment at the west end of Orlando Dr	Low	Med	Borough
Install multiuse path along River Rd (CR 625) between the Nevius St Bridge and Duke Farms	Low	Med	Borough / County / Duke Farms
Improve linear park along Orlando Dr and enhance pedestrian connectivity through the park between Canal St and Orlando Dr	Low	Med	Borough
Investigate widening or "bulbing-in" Orlando Drive to include on-street parking adjacent to the Raritan Mall focus area	Med	Long	Borough / Developer
Complete Greenway along the Raritan River between Raritan Valley Park and Nevius St	High	Long	Borough / County
Local Bicycle and Pedestrian Improvements			
Investigate alternatives and implement bicycle lanes on Thomson St between Somerset St and train station	Low	Short	Borough
Investigate shared-lane markings on Thomson St between Somerset St and Canal St	Low	Short	Borough

Improvement	Order of Magnitude Cost (Est.)	Time Frame	Responsibility
Investigate bicycle boulevard along La Grange St and Elmer St	Low	Short	Borough
Investigate shared-lane markings along Somerset St (CR 626)	Low	Short	Borough / County
Investigate shared lane markings on Tillman St, Fifth St, and segments of Sherman St and Thompson St	Low	Short	Borough
Install a sidewalk connection parallel to the railroad from 2nd Ave to train station with a fence separating it from activity	Med	Med	Borough / NJ TRANSIT
Implement Borough-wide wayfinding system	Low	Long	Borough
In collaboration with Somerville Borough, NJDOT, and NJ TRANSIT, investigate extending Orlando Dr east, with an underpass of the Raritan Valley Line to connect with Veterans Memorial Dr at the Davenport St intersection	High	Long	Borough / NJDOT / NJ TRANSIT / Developers

NOTE:

- | | |
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| Order of Magnitude Cost tiers: | Time Frame tiers: |
| <ul style="list-style-type: none"> ▪ Low: <\$5M ▪ Medium: \$5M - \$25M ▪ High: >\$25M | <ul style="list-style-type: none"> ▪ Short: <1 year ▪ Med: 2-3 years ▪ Long: >3 years |