
Borough of Raritan, New Jersey

Master Plan Revisions 1989

Prepared for:

Borough of Raritan,

Somerset County, New Jersey

Prepared by:

Louis Berger & Associates, Inc.

East Orange, New Jersey

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

OCTOBER 1989

**Prepared By:
The Borough of Raritan Planning Board with
Louis Berger & Associates
East Orange, New Jersey**

TABLE OF CONTENTS

	<u>PAGE</u>
I. INTRODUCTION.....	I-1
A. The Municipal Land Use Law.....	I-1
B. The Borough of Raritan Plan.....	I-2
C. The Master Plan Process.....	I-2
II. GOALS AND OBJECTIVES.....	II-1
A. Land Use.....	II-1
B. Housing.....	II-2
C. Circulation.....	II-3
III. HOUSING ELEMENT AND FAIR SHARE PLAN.....	III-1
A. Purpose.....	III-1
B. Demographic Characteristics.....	III-2
1. Population.....	III-2
2. Households.....	III-5
3. Income.....	III-5
4. Employment.....	III-9
5. Housing Inventory.....	III-16
6. Housing Stock and Population Projections.....	III-26
C. Present and Prospective Need.....	III-29
1. Credits, Drastic Alterations, and Adjustments.....	III-29
2. Vacant Land.....	III-31
3. Borough Obligations Under Court Settlement.....	III-31
D. Need for Senior Citizen Housing.....	III-32
E. Funding Sources for Housing.....	III-32
1. New Jersey Housing Mortgage Finance Agency.....	III-32
2. Department of Community Affairs.....	III-35
IV. LAND USE ELEMENT.....	IV-1
A. Overview.....	IV-1
1. Recent Developments.....	IV-1
2. General Land Use Patterns.....	IV-3
3. Zoning.....	IV-6
B. Existing Conditions.....	IV-6
1. Residential Land Use.....	IV-6
2. Commercial Land Use.....	IV-14
3. Industrial Land Use.....	IV-16
4. Transportation.....	IV-18
5. Public Recreation and Open Space.....	IV-19
6. Public and Quasi-Public Facilities.....	IV-20
7. Vacant Land.....	IV-20
C. Land Use Plan Recommendations.....	IV-22
1. Residential.....	IV-26
2. Commercial.....	IV-28

TABLE OF CONTENTS
(Continued)

	<u>PAGE</u>
3. Industrial.....	IV-28
4. Public and Quasi-Public.....	IV-29
5. Environmental Assessment Requirements.....	IV-31
6. Escrow for Development Plan Applications.....	IV-31
D. Summary of Proposed Zoning Changes.....	IV-32
V. CIRCULATION	V-1
A. Regional Perspective.....	V-1
B. Existing Conditions.....	V-1
1. State Roads.....	V-1
2. County Roads.....	V-2
3. Local Roads.....	V-2
4. Functional Classifications.....	V-2
5. Road Conditions.....	V-6
6. Traffic Congestion.....	V-6
7. Public Safety.....	V-7
8. Public Transportation and Related Services.....	V-10
C. Circulation Plan.....	V-12
1. Overview.....	V-12
2. Road Network.....	V-12
3. Roads and Other Recommended Improvements.....	V-15
VI. RELATIONSHIP OF MASTER PLANS TO LOCAL, COUNTY, REGIONAL, AND STATE PLANS AND POLICIES.....	VI-1
A. Regional Planning Policy.....	VI-1
B. Adjoining Municipal Master Plans.....	VI-1
1. Hillsborough.....	VI-1
2. Somerville.....	VI-2
3. Bridgewater.....	VI-2
C. Somerset County Master Plan, 1987.....	VI-3
D. State Development and Redevelopment Plan.....	VI-4
E. Solid Waste Management Act.....	VI-5
F. Mandatory Source Separation and Recycling Act.....	VI-5

LIST OF TABLES

<u>TABLE</u>	<u>PAGE</u>
III-1 Trends in Total Population in Raritan Borough, Somerset County and State of New Jersey 1950-87.....	III-3
III-2 Distribution of Population by Age, 1980, 1987, 1995 Raritan Borough, Somerset County, and the State of New Jersey.....	III-4
III-3 Racial Characteristics of Raritan Borough, Somerset County, and New Jersey State--1980.....	III-6
III-4 Household Size for Raritan Borough and Somerset County: 1970, 1980, 1987.....	III-7
III-5 Household Income, 1979 -- Percentage Distribution and Income Eligibility for Affordable Housing Raritan Borough, Somerset County, New Jersey State.....	III-8
III-6 Per Capita Income for Raritan Borough, Somerset County and State of New Jersey.....	III-10
III-7 Labor Force and Employment -- Raritan Borough, Somerset County, and State of New Jersey.....	III-11
III-8 Percentage Distribution of Employment by Industry Raritan Borough, Somerset County and New Jersey State..	III-12
III-9 Occupation of Employed Persons by Percentage Distribution Raritan Borough, Somerset County and New Jersey State..	III-14
III-10 Covered Employment by Industry for Raritan Borough, Somerset County and State of New Jersey.....	III-15
III-11 Covered Employment Trends and Projections Raritan Borough -- 1977 - 1995.....	III-17
III-12 Occupancy Characteristics and Type -- 1980 Raritan Borough and Somerset County.....	III-19
III-13 Residential Building Permits, 1970 - 1987 Raritan Borough and Somerset County.....	III-20
III-14 Age of Housing, Raritan Borough and Somerset County.....	III-21

LIST OF TABLES
(Continued)

<u>TABLE</u>	<u>PAGE</u>
III-15 Building Permits and Adjustments for Housing Stock Calculation Raritan Borough and Somerset County.....	III-23
III-16 Indices of Housing Deterioration, 1980 Raritan Borough.....	III-24
III-17 Housing Payments by Non-Condominium Owners and Renters of Raritan Borough.....	III-25
III-18 Housing Stock and Population Projections, 1988-1995 Raritan Borough and Somerset County.....	III-27
III-19 Bottom Up: Bottom-Up Housing Stock and Population Projections, 1995.....	III-28
IV-1 Land Use Distribution.....	IV-4
IV-2 Existing Zoning by Permitted Use and Minimum Lot Area.....	IV-7
V-1 Road Classification Schedule - Existing Roads.....	V-3
V-2 Proposed Residential Units for the Bridgewater - Raritan Border Area.....	V-8
V-3 Major Accident Locations in Raritan, 1988.....	V-11

LIST OF FIGURES

<u>FIGURE</u>		<u>PAGE</u>
IV-1	Regional Location Map.....	IV-2
IV-2	Existing Land Use Map.....	IV-5
IV-3	Existing Zoning Map.....	IV-8
IV-4	Community Facilities Map.....	IV-21
IV-5	Land Use Plan.....	IV-23
IV-6	Proposed Zoning Changes.....	IV-24
IV-7	Proposed Zoning.....	IV-25
V-1	Existing Circulation.....	V-4
V-2	Future Circulation and Areas of Special Concern.....	V-13

I. Introduction

I. INTRODUCTION

A. THE MUNICIPAL LAND USE LAW

The New Jersey Municipal Land Use Law (40:55D-1 et seq.) requires the periodic review and updating of all municipal master plans. In accordance with this requirement and in recognition that certain changes have occurred in the Borough of Raritan since the last preparation of revisions to the Borough's plan, the Borough of Raritan Planning Board has determined that additional revisions to the plan are appropriate.

A master plan is a future-oriented document that aids the policy makers of the planning board and Borough Council, other city officials and staff, and the public in the formulation and understanding of rational public policy. The master plan is a statement of goals, objectives, and directives which are established "to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare" (40:55D-28).

In accordance with the Municipal Land Use Law (40:55D-62), the Planning Board has sought to revise this Master Plan to ensure that land use and zoning remain compatible and in conformance. Specifically, "the governing body may adopt or amend a zoning ordinance relating to the nature and extent of the uses of land and of buildings and structures thereon. Such ordinance shall be adopted after the planning board has adopted the land use plan element and the housing plan element of a master plan and all of the provisions of such zoning ordinance or any amendment or revision thereto shall either be substantially consistent with the land use plan element and the housing plan element of the master plan or designed to effectuate such plan elements..."

A master plan may address many issues of concern to residents and workers, but must contain "a specific statement concerning the objectives, principles, assumptions, policies, and standards upon which constituent proposals for the physical, economic, and social development of the municipality are based" and a land use plan element taking into account these goals and objectives. (40:55D-28(b)). The Borough Planning Board has determined that as part of this Master Plan a circulation plan element and housing element shall also be included.

The transportation element identifies the types, location, conditions and availability of existing and proposed transportation facilities. The housing element addresses the construction and improvement of housing with particular attention to particularly needy groups such as low and moderate income households and the elderly. The provision and contents of this latter element are in substantial conformance with the requirements of Fair Housing Act (52:27D-310).

B. THE BOROUGH OF RARITAN PLAN

The studies presented in this document are the product of a comprehensive review and revision of the Master Plan revisions of 1978 and 1982 and the Housing Element and Fair Share Plan prepared in 1987. Revisions to the Housing Element also incorporate previous studies prepared on behalf of the Borough as part of its settlement of legal issues associated with its fair share housing obligation. The circulation element of these revisions greatly expands upon previous studies in recognition of the considerable growth of traffic upon and through streets serving the community.

This Master Plan does not depart drastically from the policies, goals and objectives set forth in earlier plans for this largely established community. However, the Borough is situated within a larger county and region experiencing substantial demographic and employment change in the last decade that places development and redevelopment pressure upon the community. In addition, the Borough retains a housing inventory that is aging and a residential and working population whose needs and requirements are changing. Equally important, the Borough's nonresidential inventory includes some industrial properties that have generated, transported, handled or stored hazardous waste. These latter properties are subject to the legal requirements of the Environmental Clean-Up Responsibility Act regarding sampling and clean-up of the site upon the property's resale or closure. It is imperative that Borough officials and staff continue to shape land development and development review policies that understand and meet new legal requirements, and take advantage of available funding sources and joint development opportunities or zoning innovations on behalf of the local community.

C. THE MASTER PLAN PROCESS

This Master Plan has been prepared as a three-phase process:

Phase I involved an investigation of the current problems and unmet needs facing the community, the development of projections, and a proposal of alternative policies to meet the Borough's current and anticipated needs. This work effort specifically focused upon the outlining of goals and objectives and the documentation of existing conditions and characteristics of the community's land use, circulation network and housing markets.

Phase II centered upon the decision-making process. This phase sought to stimulate review and comments from Planning Board members concerning the existing conditions and goals and objectives developed in Phase I. The implications of various policy options were discussed. Consensus was sought in the formulation of policy decisions.

Phase III concentrated upon completing the revision to the Master Plan report with particular attention to detailing any steps necessary to implement the selected policy options.

II. Goals and Objectives

II. GOALS AND OBJECTIVES

The Municipal Land Use Law states in Article 3 Section C. 40:55D-28 that a master plan must provide "a statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based."

The goals and objectives enumerated in this Chapter have guided the identification of existing conditions and the formulation of recommendations presented in the subsequent Chapters devoted to the Housing Plan Element, Land Use Plan Element and Circulation Plan Element. As a requisite element of this future-oriented document, the goals and objectives presented below should guide the development planning and policy decisions by municipal officials in the coming years:

A. LAND USE

1. Goals

- ° Preserve the established residential character of the Borough.
- ° Encourage redevelopment and rehabilitation of substandard dwellings in the residential area surrounding the central business district.
- ° Seek a balanced variety of residential, commercial, industrial, recreational and service uses to promote adequate housing and economic development opportunities.
- ° Improve the ratable base of the community to ensure that the fiscal burden is not onerous upon current and future residents.
- ° Encourage further development of nonresidential uses such as commercial office, local retail, light manufacturing, research and development in appropriate locations without adverse impacts to residential neighborhoods, environmental resources or the traffic network.
- ° Provide for future community facilities, recreation, and services conveniently located to serve all sections of the Borough at a minimum cost to residents.

2. Objectives

- ° Promulgate amendments to land use and development regulations and enforce the preparation of a focused environmental assessment report by the applicant that examines, at minimum, the impact upon topography, soils, surface water quality and hydrology, wetlands and circulation due to any new nonresidential or residential

development which surpasses a minimum threshold of square footage (nonresidential) and/or number of units (residential).

- ° Promulgate flexible zoning ordinance amendments to encourage the redevelopment of the residential area surrounding the central business district. Consider incentive zoning that increases development density if certain conditions are met in the development plan.
- ° Periodically confer with owners of major underdeveloped industrially zoned tracts to discuss potential development plans and identify areas of common interest such as transportation and land use development.
- ° Encourage the adaptive re-use of historic facilities through flexible zoning mechanisms.
- ° Promulgate rules for the collection and expenditure of escrow funds for the preparation and/or analysis of expert reports on planning, engineering and traffic.

B. HOUSING

Goals

- ° Provide for a mix of housing types to meet the region and the Borough's existing and future demand for housing for households of all incomes.

Objectives

- ° Implement the Borough's Fair Share Plan pursuant to the Fair Housing Act and the Court's Final Judgment of Compliance to meet indigenous and prospective need.
- ° Devote sufficient human and fiscal resources to maintain the stock of affordable low and moderate income units and adhere to the income monitoring, reporting and marketing requirements in accordance with the Borough's Fair Share Plan, the Fair Housing Act and the Court's Final Judgement of Compliance.
- ° Develop and monitor an inventory of current and potential sites suitable for housing improvements, new construction, and adaptive re-use projects that will enable the community to take advantage of housing opportunities for senior citizens and low to moderate income households.
- ° Explore the potential for joint development opportunities with the private sector using federal and/or state funding acquired under a Borough application that will create new housing or rehabilitate existing housing for senior citizens.

C. CIRCULATION

1. Goals

- Establish a circulation system that supports the regional and county network allowing for free movement between various parts of the Borough while protecting the public's health and safety.
- Improve traffic flow on main roads.
- Reduce through traffic in residential neighborhoods.

2. Objectives

- Define the Borough's traffic circulation network according to a functional classification scheme that identifies the maximum threshold level of average annual daily traffic and peak-hour traffic for various street types.
- Promulgate development regulation amendments that require the preparation of a traffic impact report by any developer applicant which analyzes the impact upon the level of service for all nonresidential and residential development that surpasses a minimum threshold of square footage (nonresidential) or number of units (residential). Adequate guidelines should be established defining such parameters as the appropriate study area, selection of analysis period, validity of the traffic counts, trip generation standards, future demands on the transportation network with and without project, preferred recommended improvements, and acceptable level-of-service for the subject links.
- Establish a development impact fund to ensure that an equitable pro-rata share allocation of the costs for off-tract traffic improvements necessitated by new development are assigned to the new development. Such a cost allocation technique should be based upon a proportionate method that considers the entire community that shall benefit. However, the full cost of the off-tract improvement should be assigned to the new applicant in instances where no other property owner besides the new applicant will benefit.
- Encourage the provision of mass transportation services for internal and external movement where opportunities arise.
- Maintain mapped streets and identify areas of special concern that identify where long-term improvements should be considered either through public sector projects or negotiations with private developers. This includes providing for additional north-south travel for north-central and west-central Raritan, the separation of truck traffic from residential streets, and the addition of traffic signal or traffic control improvements.
- Monitor proposed improvements to the Route 28, Route 206 and Route 202 corridors to ensure improved traffic flow, safety and access.

III. Housing Element / Fair Share Plan

III. HOUSING ELEMENT AND FAIR SHARE PLAN

A. PURPOSE

The Housing Element and Fair Share Plan of the Master Plan has been prepared to meet the requirements of the Fair Housing Act. The Act provides a mechanism by which a municipality can meet local and regional affordable housing needs by acting affirmatively to revise its municipal land use regulations. The Fair Housing Act made the housing element a mandatory part of Municipal Master Plans effective August 1, 1988 and required the document to address low and moderate income needs of the municipalities and to contain information requested by the Fair Housing Act. Municipalities that had not adopted a housing element by that date were at risk of having their zoning ordinance declared invalid by the courts.

In fact, the Borough was sued by a private developer in an exclusionary zoning law suit before a previous draft Housing Element/Fair Share Plan was submitted to the Council on Affordable Housing (COAH). An initial Consent Agreement between the Borough and the developer plaintiff was eventually successfully negotiated in February 1988, giving protection for the Borough from other law suits for a period of six years. However, during the defense preparation stages of the lawsuit, the municipality prepared reports concerning the calculation of its fair share obligation number. This report is included in Appendix A of the Housing Element/Fair Share Plan to make clear the Borough's objections to the covered employment numbers that were used in the Fair Share Obligation calculation.

In addition, other appendices of this report contain essential information related to the Borough's initial court settlement and final judgement of compliance. Proposed changes to the Borough's Land Use and Development Regulations that remove cost-generating subdivision components, facilitate the development of an inclusionary residential development project, and enforce affordability control regulations are included in Appendix B of the Housing Element and Fair Share Plan. The terms and conditions of a Regional Contribution Agreement developed between the Borough of Raritan (the sending municipality) and the City of New Brunswick (the recipient municipality) that transfers 48 units of low and moderate income units is in Appendix C. The initial consent order of February, 1988 between the developer plaintiff and the Borough of Raritan laying out the terms of the negotiated settlement is included in Appendix D. The Final Judgement of Compliance which covers additional negotiated issues of the settlement is included in Appendix E.

In addition, this Housing Element is intended to provide Borough officials and residents with more information on the housing inventory and issues related to housing production. Specifically, this report adds the following sections: 1) an overview of the demand, supply and housing market conditions and anticipated 1995 population and employment in the Borough and the region; 2) a discussion of the need for and supply of

available land for senior citizen housing; and 3) an identification of funding sources if the Borough seeks to undertake senior citizen or other affordable housing projects.

B. DEMOGRAPHIC CHARACTERISTICS

An overview of the Region and Borough's demographic characteristics and trends is presented below with particular attention to the factors that generate demand for housing of various types. Population, housing, income and employment trends and characteristics are discussed specifically.

1. Population

An examination of the population trends over the past four decades indicates that Raritan Borough, Somerset County, and the State of New Jersey all sustained substantial growth from 1950 through 1970. Improved transportation accessibility to suburbs during this period led to an increase in residential and job migration and growth from the metropolitan centers of New York and Philadelphia to the suburbs, and the availability of open land contributed to the increase in population during this period. This growth trend continued but slowed for Somerset County and New Jersey since 1970, but Raritan Borough actually experienced an absolute decline in its population. The Borough lost about 8.4 percent of its residents in the 1970s and is estimated to have lost another 4.9 percent over the 1980-87 period.

The Borough's drop in population during this period is primarily attributable to a lack of developable land for residential development and changing trends in household size and family formation as the baby boom generation aged and began to establish their own households. That the Borough's rather static residential development continues amidst rapid population growth in Somerset County can be seen in Table III-1 which compares the relative growth rates of the Borough with Somerset County and New Jersey.

Raritan Borough residents tend to be older on average than Somerset County and New Jersey state residents. The median age of Raritan Borough residents (35.7 years) at the time of the 1980 U.S. Census was three years older than for Somerset County (32.8 years) and New Jersey (32.2 years). As illustrated in Table III-2, in 1987 there continued to be relatively fewer children under 5 years and between 5-17 years and more adults over 65 among Raritan Borough's total population than in Somerset County and New Jersey. In contrast, Somerset County also tends toward relatively fewer young people but also has relatively fewer elderly than the State of New Jersey, although the differences are less dramatic. Aging trends are likely to continue through the year 1995, according to official age-cohort population projections prepared by the New Jersey Department of Labor's Office of Demographic and Economic Analysis. If projections for Somerset County prove accurate, there will be a need for the production and rehabilitation of older housing for municipalities of the county including Raritan Borough in the upcoming years. Approximately 22 percent of the total population growth through the year 1995 will be comprised of

Table III-1

Trends in Total Population in Raritan Borough
Somerset County and State of New Jersey
1950-1987

Year	Raritan Borough Population	Raritan Borough % Change	Somerset County Population	Somerset County % Change	New Jersey Population	New Jersey % Change	Borough as Percent of County	County as Percent of State
1950	5,131	--	99,052	--	4,835,329	--	5.2%	2.0%
1960	6,137	19.6%	143,913	45.3%	6,066,793	25.5%	4.3%	2.4%
1970	6,691	9.0%	198,372	37.8%	7,168,164	18.2%	3.4%	2.8%
1980	6,128	-8.4%	203,129	2.4%	7,364,823	2.7%	3.0%	2.8%
1987*	5,825	-4.9%	221,628	9.1%	7,672,000	4.2%	2.6%	2.9%
Average Annual Growth (1980 - 1987)	(43)		2,643		43,882			

* Note : 1987 figures are provisional estimates

Source : U.S Department of Commerce, Bureau of the Census, 1950 - 1980
Census of Population, "General Population Characteristics";
New Jersey Department of Labor, Division of Labor Market and
Demographic Research, "Population Estimates for New Jersey";
Louis Berger & Associates, Inc., 1989.

Table III-2

Distribution of Population by Age, 1980, 1987, 1995
Raritan Borough, Somerset County, and the State of New Jersey

Age	Raritan Borough		Somerset County		New Jersey	
	Number	Percent	Number	Percent	Number	Percent

1980:						
Under 5 Years	278	4.5%	11,088	5.5%	463,289	6.3%
5 - 17 Years	1,037	16.9%	43,224	21.3%	1,527,572	20.7%
18 - 64 Years	3,931	64.1%	130,535	64.3%	4,514,191	61.3%
Over 65 Years	882	14.4%	18,282	9.0%	859,771	11.7%
Total	6,128	100.0%	203,129	100.0%	7,364,823	100.0%
Median Age	35.7		32.8		32.2	

1987:						
Under 5 Years	N/A		13,700	6.2%	513,000	6.7%
5 - 17 Years	N/A		34,800	15.7%	1,318,000	17.2%
18 - 64 Years	N/A		149,600	67.5%	4,847,000	63.2%
Over 65 Years	N/A		23,600	10.6%	994,000	13.0%
Total			221,700	100.0%	7,672,000	100.0%

1995:						
Under 5 Years	N/A		13,410	5.4%	507,430	6.2%
5 - 17 Years	N/A		35,880	14.5%	1,313,764	16.1%
18 - 64 Years	N/A		168,150	68.2%	4,514,191	55.4%
Over 65 Years	N/A		29,160	11.8%	1,153,600	14.1%
Total			246,600	100.0%	8,154,000	100.0%

Source : U.S. Department of Commerce, Bureau of the Census,
1980 Census of Population, "General Population Characteristics";
New Jersey Department of Labor, Population Projections for New Jersey Counties: 1990-2020;
Louis Berger & Associates, 1989.

residents over 65 years. While Raritan's share of the county elderly population will probably be less than recorded at the time of the U.S. Census (1980), if it were to remain constant the Borough would have approximately 1,406 residents over 65 by 1995, an increase of 524 such residents.

The racial characteristics at the time of the U.S. Census in 1980 indicate that the Borough is predominantly comprised of whites. Both Somerset County and New Jersey are more heavily comprised of minority residents than the Borough. The racial characteristics for the Borough, County and State are shown in Table III-3.

2. Households

The changing trends in population have shown a shift towards smaller average household sizes. In the northeastern region of the nation, the average household size fell from 2.78 persons per household in 1980 to 2.62 persons in 1987, a reduction of about 5.6 percent, according to Department of Labor estimates. The reason for smaller household sizes has been attributed to several demographic, economic and cultural factors including the increased acceptance of nonfamily household arrangements and one-person households, delays in first marriage, delays in first child birth, lower fertility rates, increases in divorce, the high cost of housing, and the increased likelihood that a household will have two wage earners. This change in household formation and household size places added pressure on the housing market. Household growth has the potential to outstrip the effect of population growth as a stimulant to housing demand.

Table III-4 shows the decline in the average household size from 1970 to 1987 for Raritan Borough and Somerset County. The household size was calculated as the number of persons per occupied unit. The average household size for Raritan Borough dropped approximately 10 percent from 1980 while the number of persons per household for the county dropped to 2.62, a decline of 13 percent. While population growth has declined in the 1980s, the estimated number of households has increased in Raritan Borough; Somerset County has added nearly as many households as residents according to these estimates.

3. Income

The distribution of household income in Table III-5 reveals that the median income of Raritan Borough residents (\$20,366) at the time of the U.S. Census lagged behind the substantially higher incomes averaged for Somerset County (\$26,235). The Borough's median income was slightly above average for the State of New Jersey (\$19,800). Raritan Borough residents are primarily earning at middle-income levels with more than 38 percent of the total households earning between \$20,000 and \$35,000, a far greater percentage than that recorded for Somerset County or the state. Somerset County residents' income range bulked higher at the upper income levels, with more than 53 percent of the population earning above \$25,000. Somerset County was more characterized by disparities in income between the

Table III-3

Racial Characteristics of Raritan Borough,
Somerset County, and New Jersey State -- 1980

Race	Raritan Borough		Somerset County		New Jersey State	
	Number of Persons	% of Total	Number of Persons	% of Total	Number of Persons	% of Total
White	6,051	98.7%	188,544	92.6%	6,127,467	83.2%
Black	7	0.1%	10,123	5.0%	925,066	12.6%
American Indian	4	0.1%	143	0.1%	8,176	0.1%
Chinese	2	0.0%	939	0.5%	23,369	0.3%
Korean	4	0.1%	315	0.2%	12,845	0.2%
Japanese	0	0.0%	180	0.1%	9,905	0.1%
Filipino	0	0.0%	398	0.2%	24,377	0.3%
Asian Indian	14	0.2%	799	0.4%	29,510	0.4%
Vietnamese	14	0.2%	164	0.1%	2,884	0.0%
Other	32	0.5%	2,102	1.0%	201,224	2.7%
Total	6,128	100.0%	203,707	100.0%	7,364,823	100.0%
Spanish Origin	108	1.8%	4,080	2.0%	491,883	6.7%

Source : U.S. Department of Commerce, Bureau of the Census,
1980 Census of Population, "General Population Characteristics";
Louis Berger & Associates, Inc., 1989.

Table III-4

Household Size for Raritan Borough and
Somerset County : 1970, 1980, 1987

	1970	1980	1987	Percent Change 1980 - 1987
Raritan Borough				
Total Persons	6,691	6,128	5,825	-4.94%
Total Occupied Units	2,131	2,212	2,330	5.33%
Household Size	3.14	2.77	2.50	-9.76%
Somerset County				
Total Persons	198,372	203,129	221,628	9.11%
Total Occupied Units	56,345	67,368	84,630	25.62%
Household Size	3.40	3.02	2.62	-13.15%

Source : U.S. Department of Commerce, Bureau of the Census,
1980 Census of Population, "General Population Characteristics";
Louis Berger & Associates, Inc., 1989.

Table III-5

Household Income, 1979 -- Percentage Distribution and
Income Eligibility for Affordable Housing
Raritan Borough, Somerset County, New Jersey State

	Raritan Borough	Somerset County	New Jersey
Households	2,215	67,383	2,550,290
Less Than \$ 5,000	7.5%	5.1%	10.7%
\$ 5,000 to \$ 7,499	5.2%	3.8%	6.6%
\$ 7,500 to \$ 9,999	10.4%	4.2%	6.6%
\$10,000 to \$14,999	14.4%	9.4%	13.3%
\$15,000 to \$19,999	11.2%	11.8%	13.4%
\$20,000 to \$24,999	15.4%	12.5%	12.5%
\$25,000 to \$34,999	23.6%	22.7%	18.3%
\$35,000 to \$49,999	9.6%	18.2%	11.9%
\$50,000 or more	2.7%	12.3%	6.7%
Median Income	\$20,366	\$26,235	\$19,800
Moderate (80%)	40%	37%	39%
Low (50%)	24%	19%	24%

Source : U.S. Department of Commerce, Bureau of the Census,
1980 Census of Housing, "General Housing Characteristics";
Louis Berger & Associates, Inc., 1989.

upper and lower levels of the income distribution than Raritan.

At the time of the U.S. Census the Borough had a substantial population of households that would by today's income-eligible standards be potential recipients of affordable housing. While the determination of income eligibility for low and moderate income households depends upon the total household size of the applicant seeking the housing, a rough measure of income eligibility can be calculated by considering the number of households that were earning less than 50 percent and 80 percent of median income at the time of the U.S. Census. Approximately 24 percent of Raritan households were earning below 50 percent of median income (definition for low income) compared to 19 percent of Somerset County and 24 percent of the state. The number of income-eligible households earning less than 80 percent of median income (definition for moderate income) totaled 40 percent of Raritan households compared to 37 percent of Somerset County and 39 percent of state households.

The per capita income for the Borough, the county, and the state, as shown in Table III-6, increased by more than 100 percent from 1970 to 1980 and over 50 percent between 1980 and 1985. This growth is a function of two major factors: the effect of inflation and the substantial increase in total income due to the increased participation of women in the labor force. Since 1980, Raritan's rate of growth in per capita income has fallen further behind Somerset County and New Jersey. By 1985, per capita income for Raritan residents equalled 70 percent of that averaged for Somerset County and 92 percent of that earned by State residents.

4. Employment

The results of the 1980 Census depicting the characteristics of the labor force of the Borough, the county, and the state are shown in Table III-7. The civilian labor force includes all persons 16 years and older but excludes members of the Armed forces, students, housewives, retirees, and institutional inmates. Raritan Borough showed a slightly higher percentage of its labor force employed than the county or the state and, relatively less men and slightly more women employed.

Indicative of the more established Borough's long-standing history within the faster growing Somerset County, Raritan Borough residents were much more likely to be working in the older, slower-growing manufacturing sector than Somerset County or state workers; approximately 40 percent of the employed labor force of Raritan Borough were working in the manufacturing sectors. The rest of the residential labor force of the Borough is predominantly divided among the service and retail industries. Table III-8 shows the county and the state to have more of its employed labor force belonging to the faster growing sectors of the economy, namely, services and retail industries. Nevertheless, manufacturing employment also represented more than 25 percent of the total employment of workers of Somerset County and the State.

Of the employed labor force of Raritan Borough, approximately 35 percent represent technical, sales, and administrative support occupations. This is also characteristic of the labor force of the county and the state.

Table III-6

Per Capita Income for Raritan Borough,
Somerset County, and State of New Jersey

	1970	1980	1985
Raritan Borough	\$3,233	\$7,718	\$12,152
Somerset County	\$4,097	\$10,123	\$17,248
New Jersey State	\$3,691	\$8,127	\$13,129
Raritan as Percent of Somerset County	78.9%	76.2%	70.5%
Raritan as Percent of New Jersey State	87.6%	95.0%	92.6%

 Source : U.S. Department of Commerce, Bureau of the Census, 1970 and 1980
 Census of Population, "General Social and Economic Characteristics";
 Louis Berger & Associates, Inc., 1989.

Table III-7

Labor Force and Employment -- Raritan Borough,
Somerset County, and State of New Jersey

	Raritan Borough	Somerset County	New Jersey
Population 16 years & over	5,025	157,143	5,651,801
Labor Force	3,115	106,515	3,549,395
Civilian Labor Force	3,115	106,515	3,523,255
% of Population 16 & over	62.0%	67.8%	62.3%
Employed Civilian Labor Force	3,013	102,313	3,288,302
% Civilian Labor Force Employed	96.7%	96.1%	93.3%
Employed Male	1,697	59,110	1,886,108
% Employed Male	56.3%	57.8%	57.4%
Employed Female	1,316	43,203	1,402,194
% Employed Female	43.7%	42.2%	42.6%

Source : U.S. Department of Commerce, Bureau of the Census,
1980 Census of Population, "General Social and Economic Characteristics";
Louis Berger & Associates, Inc., 1989.

Table III-8

Percentage Distribution of Employment by Industry
 Raritan Borough, Somerset County, and New Jersey State

	Raritan Borough	Somerset County	New Jersey
Persons Employed 16 years and over	3,013	102,313	3,288,302
Agriculture	0.3%	0.9%	0.6%
Forestry and Fisheries	--	--	--
Mining	--	0.2%	0.1%
Construction	5.8%	4.8%	4.7%
Manufacturing	40.2%	29.0%	24.9%
Transportation, Communications and Other Public Utiliti	7.2%	8.6%	8.4%
Wholesale Trade	3.0%	5.0%	5.0%
Retail Trade	14.2%	12.4%	15.1%
Finance, Insurance, Real Est	4.6%	6.5%	7.1%
Services	21.6%	29.1%	28.7%
Public Administration	3.1%	3.5%	5.4%

Source : U.S. Department of Commerce, Bureau of the Census,
 1980 Census of Population, "General Social and Economic Characteristics";
 Louis Berger & Associates, Inc., 1989.

Other significant occupational categories for Raritan Borough workers are operators, fabricators, and laborers, followed by precision production, crafts and repair. The residential labor force of the county and state level as shown in Table III-9 have much higher concentrations in the occupational categories of managerial and professional and technical sales and support occupations and a much smaller concentration of operators, fabricators, and laborers.

The industry composition of the economic base for Raritan Borough can be compared to the county and state when employment by place of work rather than by place of residence is considered. An examination of establishment-based employment over the last ten-year period shows which industries have accounted for the most employment growth and are of greatest importance to the local economic base as shown in Table III-10. From 1977 to 1987, the service sector accounted for 50 percent and manufacturing employment accounted for 28 percent of the total employment growth of the Borough. Smaller amounts of employment growth occurred in the retail (10 percent) and construction (13 percent) sectors. Raritan Borough's manufacturing employment growth bucks recent trends for Somerset County and the state, which have both lost employment in the manufacturing industries.

In contrast, Somerset County has grown substantially in the services and finance, insurance and real estate (FIRE) sectors. Smaller amounts of employment growth have occurred in the retail and wholesale trade, construction, and communications/utilities sectors. Meanwhile, the state's primary growth has not been as large in the FIRE sector, but substantial employment growth has occurred in the service sector similar to the local experiences of Raritan and Somerset County. Retail trade employment has accounted for more employment growth for the state than for Somerset County or Raritan. This may be a positive occurrence for Raritan and Somerset County as, generally, retail trade employment is characterized as supporting fewer skilled occupations, more part-time and lower wage job opportunities.

Nevertheless, given the national and regional economic trends toward fewer manufacturing and more service positions, the Borough's relative dependence upon manufacturing employment reveals an economic base that is, perhaps, overly concentrated in manufacturing and could benefit from further diversification. While much of this manufacturing employment is in the growing research and development segments of the industrial sector (chemicals and allied products), as of September 1986, three employers in Raritan Borough (Roche Biomedical, Ortho Pharmaceutical, Ortho Diagnostic) represented 55 percent of the Borough's total employment. Contrasting the Borough's economic base with the relative distribution of the state, the Borough is underrepresented in FIRE, transportation, wholesale and retail trade and service sector employment.

When considering the Borough's economic base it is useful to recognize that the establishment-based data base, the Unemployment Insurance (U.I.) Files prepared by the New Jersey Department of Labor, contains some errors in geographic coding which have the effect of overstating the Borough's local employment. Two major factors are at work to create this overstatement: 1) Raritan Borough in Somerset County is often confused with

Table III-9

Occupation of Employed Persons by Percentage Distribution
 Raritan Borough, Somerset County, and New Jersey State

	Raritan Borough	Somerset County	New Jersey
Persons Employed 16 years and over	3,013	102,313	3,288,302
Managerial, Professional & Specialty Occupations	15.4%	31.0%	25.8%
Technical, Sales and Administrative Support	35.6%	33.7%	33.0%
Service Occupations	9.8%	9.4%	11.6%
Farming, Forestry and Fishin	0.7%	1.0%	0.8%
Precision Production, Crafts and Repair	16.5%	11.4%	11.7%
Operators, Fabricators and Laborers	22.0%	13.5%	17.1%

 Source : U.S. Department of Commerce, Bureau of the Census,
 1980 Census of Population, "General Social and Economic Characteristics";
 Louis Berger & Associates, Inc., 1989.

Table III-10

Covered Employment by Industry for Raritan Borough
Somerset County and State of New Jersey

Industry	1987			1977			Share of Growth Over Decade			Percent Composition, 1987		
	Raritan	Somerset	New Jersey	Raritan	Somerset	New Jersey	Raritan	Somerset	New Jersey	Raritan	Somerset	New Jersey
Agriculture & Mining	0	1,397	31,779	0	841	20,060	0.0%	1.4%	1.7%	0.0%	1.3%	1.1%
Construction	283	6,615	172,059	79	3,142	104,447	13.6%	8.5%	9.9%	4.9%	5.9%	5.7%
Manufacturing	3,248	23,076	675,315	2,816	27,235	785,673	28.8%	-10.2%	-16.1%	56.0%	20.7%	22.4%
Transportation	22	3,558	141,101	19	1,361	104,906	0.2%	5.4%	5.3%	0.4%	3.2%	4.7%
Communications and Utilities	0	9,955	91,233	18	6,556	70,043	-1.2%	8.3%	3.1%	0.0%	8.9%	3.0%
Wholesale Trade	153	7,562	267,118	189	4,156	178,050	-2.4%	8.4%	13.0%	2.6%	6.8%	8.9%
Retail Trade	502	17,954	597,047	349	12,724	468,652	10.2%	12.8%	18.8%	8.6%	16.1%	19.8%
Finance, Insurance, & Real Estate	171	12,643	225,537	168	3,298	141,545	0.2%	23.0%	12.3%	2.9%	11.4%	7.5%
Services	1,425	28,481	817,039	668	11,216	461,355	50.5%	42.4%	52.0%	24.6%	25.6%	27.1%
Total	5,804	111,241	3,018,228	4,306	70,529	2,334,731	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: New Jersey Department of Labor, Labor Market & Demographic Research.

"Covered Employment Trends" 1977 - 1987.;

Louis Berger & Associates, Inc., 1989.

Raritan Township in Hunterdon County, leading to geographic coding errors; and 2) major employers of Raritan Borough have sales and research forces in several offices in other municipalities and counties, but their payroll checks and paper work are prepared in the local Raritan office. This latter factor should be identified by those doing geographic coding for the Department of Labor, but in reality, mistakes are made.

The significance of these coding errors extends beyond the mere tracking of economic data for the Borough. The employment information is used by the Council on Affordable Housing to prepare projections of the locality's housing obligation. Louis Berger & Associates was hired by Raritan Borough to examine this geographic coding issue in further detail. The 1987 report prepared by the Consultant which adjusts official Borough employment totals through 1986 to account for further information uncovered from survey data is presented as an Appendix to this Housing Element. The report is attached to this Housing Element for two purposes: 1) to identify the problems and issues associated with tracking Borough employment using the U.I. data base; and 2) to provide further information to the Borough regarding the community's economic base. No argument is herein presented that the total obligation negotiated in the February 1988 Consent Agreement is disputed.

One of the key inputs used by COAH to prepare the local precredited need housing obligation is a straight-line projection of annual total employment change using data from 1977-1984. Table III-11 extends the benchmark time period from 1984 to 1987, using official data to reflect recent employment activity since the date of the COAH housing obligation projection. The numbers that are shown represent the official rather than the unofficial, adjusted numbers (presented as part of the Appendix using data through 1986). Even without the adjustments for geographic coding error, an examination of the data through 1987 reveals that the earlier time period selected by COAH for the projections (1977-84) captured total employment in 1984 at a peak (6,312 jobs) which is well above the smaller total employment levels recorded between 1984 and 1987. The new time horizon for the analysis, 1977-87, reveals that the Borough's employment growth has averaged approximately 99 jobs annually rather than 213 jobs as shown by using the 1984 as a benchmark.

Using the baseline figures from 1977 through 1987, the number of jobs in the Borough is projected to grow at an average rate of 99 jobs per year resulting in a total of 6,595 jobs by 1995, an increase of about 14 percent from 1987.

5. Housing Inventory

a. Size, Tenure, Type

Raritan Borough measures 2.03 square miles or 1,300 acres. As of the 1980 Census, Raritan Borough was shown to have a total of 2,282 housing units available to its 6,128 residents. Raritan's housing stock represented 3.2 percent of Somerset County's 69,700 housing units at the time of the Census in 1980.

Table III-11

Covered Employment Trends and Projections
 Raritan Borough -- 1977 - 1995

Year	Number of Jobs
1977	4,306
1978	4,786
1979	5,990
1980	5,812
1981	5,922
1982	6,090
1983	5,481
1984	6,312
1985	5,773
1986	5,654
1987	5,804
1988	5,903
1989	6,002
1990	6,100
1991	6,199
1992	6,298
1993	6,397
1994	6,496
1995	6,595

Regressed Employment Change :

1977 - 1984	213
1977 - 1987	98

Source: New Jersey Department of Labor, Labor Market & Demographic Research,
 "Covered Employment Trends" 1977 - 1987;
 Louis Berger & Associates, Inc., 1989.

Of the total housing units available in the Borough, as shown in Table III-12, only 70 units are vacant, a vacancy rate of 3.1 percent, which is slightly lower than the county's 3.3 percent. These vacant units are classified as either "seasonal and migratory" or "year-round". "Seasonal" units such as beach cottages and hunting cabins are intended for occupancy during certain seasons of the year for recreational purposes. "Migratory" units are vacant units held for occupancy by migratory labor employed in farm work during the crop season. A "year-round" vacant unit is intended for occupancy at a any time during the year. As Raritan Borough is not a recreational community, its vacant units are classified as "year-round".

Home ownership occupancies outweigh rental occupancies for the majority of dwelling units available in Raritan Borough and Somerset County. Somerset County has a larger share of owner-occupied units than Raritan.

Consistent with national cyclical trends in the building industry, substantial residential construction has taken place in Somerset County since the end of the recession in 1982. However, this building activity has largely bypassed Raritan Borough as evidenced by data on dwelling units authorized by building permit shown in Table III-13. Between 1980 and 1987, Raritan authorized 142 dwelling units by building permit, considerably above the level of residential activity of the 1970s when only seven dwelling units were authorized; however, Raritan accounted for less than one percent of Somerset County's 18,772 units authorized by building permit in the 1980s. In annualized terms, Raritan has added 18 housing units every year since 1980; Somerset County has added 2,347 units annually.

Single-family units accounted for 82 percent of the total authorized units between 1980 and 1987 in Somerset County, reflecting an increase of 11 percent from its share of total authorized units in the previous decade. In Raritan Borough, multifamily dwellings accounted for nearly 25 percent of the few units authorized between 1970 and 1979 and 44 percent between 1980 and 1987.

b. Age of Housing

By 1970 Raritan Borough's residential character was largely established and most of its current housing stock had been built. Approximately 50 percent of the housing stock was built before 1940. Another 40 percent of the inventory was built in the period after World War II through 1969. When it is assumed that approximately 90 percent of the dwellings authorized by building permit are built, Raritan's housing stock is estimated to have few modern units built since 1970, approximately seven percent of its inventory. The age of the inventory is used by the Council on Affordable Housing as a proxy measure for "deterioration". In the coming years the community may be faced with requests for demolition and permits for rehabilitation. The character of the community will be shaped in part by its capacity to rehabilitate and improve an aging inventory.

For the purposes of comparison, the age of Somerset County's housing stock is shown along with Raritan's stock in Table III-14. Pre-1940 housing currently accounts for 20 percent of the housing stock and housing after World War II through 1969 accounts for another 25 percent of the inventory.

Table III-12

Occupancy Characteristics and Type -- 1980
 Raritan Borough and Somerset County

	Raritan Borough Number	Raritan Borough Percent	Somerset County Number	Somerset County Percent
Occupied Owner	1,400	61.3%	49,096	70.4%
Occupied Renter	812	35.6%	18,272	26.2%
Vacant	70	3.1%	2,327	3.3%
Total Housing Units	2,282	100.0%	69,695	100.0%
Occupancy Rate		96.9%		96.7%
Vacancy Rate		3.1%		3.3%

Source : U.S. Department of Commerce, Bureau of the Census,
 1980 Census of Housing, "General Housing Characteristics";
 Louis Berger & Associates, Inc., 1989.

Table III-13

Residential Building Permits
Raritan Borough and Somerset County

Type of Structure	1970 - 1979				1980 - 1987					
	Raritan		Somerset		Raritan		Somerset			
	Number	%	Number	%	Number	%	Number	%		
Single Family	50	75.8%	8,577	71.4%	80	56.3%	15,384	82.0%	10	1,923
Multi-Family	16	24.2%	3,437	28.6%	62	43.7%	3,388	18.0%	8	424
Total	66	100.0%	12,014	100.0%	142	100.0%	18,772	100.0%	18	2,347

Note * : Multi-Family consists of two or more housing units.

Source : New Jersey Department of Labor, Division of Planning and Research,
"Residential Building Permits", 1970 - 1987;
Louis Berger & Associates, Inc., 1989.

Table III-14

Age of Housing
Raritan Borough and Somerset County

Year Structure Built	Raritan Borough		Somerset County	
	Number	Percent	Number	Percent
1939 or earlier	1,194	52.3%	17,778	25.5%
1940 to 1959	711	31.2%	21,673	31.1%
1960 to 1969	308	13.5%	17,709	25.4%
1970 to 1974	24	1.1%	5,572	8.0%
1975 to 1978	31	1.4%	5,140	7.4%
1979 to March 1980	14	0.6%	1,863	2.7%
Total Year Round Units	2,282	100.0%	69,735	100.0%
1980 to 1987*	122	5.1%	17,851	20.4%

* Note : Estimated by adding building permits, deducting demolitions, and assuming construction of 90% of permits for each year.

Source : U.S. Department of Commerce, Bureau of the Census,
1980 Census of Detailed Housing Characteristics;
Louis Berger & Associates, Inc., 1989.

Rapid residential construction in the 1960s added another 20 percent to the housing stock. While building activity slowed in the 1970s (14 percent), recent estimates of construction suggest that post-1980 housing already accounts for 20 percent of the inventory. Building permit authorizations and adjustments to prepare estimates of the current housing stock after demolitions and allowances for nonconstruction are presented year by year for the post-1980 period for Raritan and Somerset County in Table III-15.

c. Condition of Housing and Feasibility of Rehabilitation

The Council on Affordable Housing uses several surrogate indicators of deterioration including pre-1940 housing discussed above and such other surrogate indicators as overcrowding, units lacking plumbing, units lacking complete kitchens, units lacking heating, and problems with access to unit to estimate the total number of units in the community that have deteriorated. Select surrogate indicators can be uncovered from an examination of the published Census material.

Raritan's housing stock recorded 226 such instances of housing deterioration. Published data from the U.S. Census does not allow for disaggregation of these indices and, thus, the results are not additive because units may display more than one deficiency characteristic. At the time of the U.S. Census, approximately 2.5 percent of the occupied units were overcrowded, which by definition means more than 1.01 persons per room. Of the 2,212 occupied units, 68 units (3.1 percent) were reported to lack complete plumbing facilities for exclusive use of the individuals of the housing unit occupant. Approximately 0.5 percent of total occupied units lack complete kitchens and about 4.1 percent are without baths. This last indicator is not used by COAH in its estimates. Among the proxy indices of housing deterioration of the 1980 U.S. Census, Table III-16 identifies the percentage of total occupied units that were overcrowded, lacked plumbing, lacked complete kitchens, and were without baths.

The rehabilitation of these deficient and deteriorating units depends primarily on the cost of improvements and would not be feasible if the cost of renovation should exceed the cost of constructing a similar unit of comparable size, equipment, and amenity. Structures in the Borough that have been vacant for long periods of time, inappropriately located, contain structural flaws, or are located in concentrations where zoning incentives make demolition and redevelopment feasible are expected to fall within this latter category.

d. Housing Payments by Owners and Renters

The amount paid by Raritan owners and renters for noncondominium housing at the time of the 1980 U.S. Census are shown along with the median rent and the median value of a home in Table III-17. The number of units at the time of the U.S. Census that would be affordable at 50 percent and 80 percent of median income can be derived from this payment distribution. To make such a calculation, it is assumed that both renters and owners will pay no more than 30 percent of their income for housing. For owner-occupied dwellings it is further assumed that a 30-year loan at 11 percent can be acquired. Approximately, 53 percent of the Borough's rental housing

Table III-15

Building Permits and Adjustments for Housing Stock Calculation
Raritan Borough and Somerset County

Year	Raritan Borough				Somerset County				
	Year-Round Units (Year Begin)	Construction 90% of Permits	Demolitions	Year-Round Units (Year End) Total Occupied	Year	Year-Round Units (Year Begin)	Construction 90% of Permits	Demolitions	Year-Round Units (Year End) Total Occupied
1980	2,282	16	13	2,285	1980	69,735	408	643	69,500
1981	2,285	14	0	2,299	1981	69,500	717	25	70,192
1982	2,299	27	0	2,326	1982	70,192	723	28	70,887
1983	2,326	8	0	2,334	1983	70,887	1,678	20	72,544
1984	2,334	16	1	2,349	1984	72,544	2,948	43	75,450
1985	2,349	10	3	2,356	1985	75,450	3,333	46	78,736
1986	2,356	17	3	2,370	1986	78,736	4,288	62	82,962
1987	2,370	20	0	2,390	1987	82,962	2,801	40	85,723

Assumptions: (1) 90% of permits are being constructed.

(2) Occupancy rate of 96.9% in Raritan Borough.

(3) Occupancy rate of 96.7% in Somerset County.

Source : New Jersey Department of Labor, Division of Planning and Research,
"Residential Building Permits", 1980 - 1987;
Louis Berger & Associates, Inc., 1989.

Table III-16

Indices of Housing Deterioration, 1980
Raritan Borough

Category	Number of Units	Percentage of Occupancy
Overcrowded	55	2.5%
Lacking Plumbing	68	3.1%
Lacking Complete Kitchens	12	0.5%
Without Baths	91	4.1%

Source : U.S. Department of Commerce, Bureau of the Census,
1980 Census of Detailed Housing Characteristics;
Louis Berger & Associates, Inc., 1989.

Table III-17

Housing Payments by Non-Condominium
Owners and Renters of Raritan Borough

Specified owner-occupied housing units	1,084	100.0%
	-----	-----
Less than \$ 10,000	2	0.2%
\$ 10,000 to \$ 29,000	19	1.8%
\$ 30,000 to \$ 49,000	240	22.1%
\$ 50,000 to \$ 99,000	793	73.2%
\$100,000 to \$149,000	25	2.3%
\$150,000 to \$199,000	5	0.5%
\$200,000 or more	0	0.0%
Median Value	\$62,900	
Units Priced Affordable at 50% of Median Income	2.0%	
Units Priced Affordable at 80% of Median Income	17.0%	
Specified renter-occupied housing units	804	100.0%
	---	-----
Less than \$ 50	3	0.4%
\$ 50 to \$ 99	17	2.1%
\$100 to \$149	56	7.0%
\$150 to \$199	131	16.3%
\$200 to \$249	219	27.2%
\$250 to \$299	202	25.1%
\$300 to \$349	78	9.7%
\$350 to \$399	30	3.7%
\$400 to \$499	17	2.1%
\$500 or more	6	0.7%
No cash rent	45	5.6%
Median Rent	\$238	
Units Priced Affordable at 50% of Median Income	53.0%	
Units Priced Affordable at 80% of Median Income	91.0%	

Note : (1) Percent of Median Income calculation assumes
no more than 30% of income spent on housing.
(2) Calculation for owner-occupied housing affordability
assumes a 30-year loan at 11%.

Source : U.S. Department of Commerce, Bureau of the Census,
1980 Census of Housing, "General Housing Characteristics";
Louis Berger & Associates, Inc., 1989.

was priced affordable to individuals at 50 percent of median income (low-income household); rental units priced to be affordable at 80 percent of median income (moderate-income household) comprised 91 percent of the total rental housing stock.

In contrast to the general price availability of rental housing in the Borough, two percent of the owner occupied housing in the Borough was priced to be affordable to those at 50 percent of median income and 17 percent of the housing was priced to be available to those at 80 percent of median income.

6. Housing Stock and Population Projections: Two Scenarios

This section briefly identifies two separate methods for identifying the anticipated total population and housing stock projected for the Borough by 1995. In comparing the two methods, there is some variation as to the projected population and housing stock; however, the two approaches establish a range for potential total population and housing stock that the Borough officials may consider when planning policies for housing, land use, school, community facilities and infrastructure.

a. Extrapolation of Permits and Household Size

The first method, a "top-down" method, extrapolates the 1980-1987 rate of dwelling unit authorizations to the year 1995 and adjusts the current Raritan Borough average household size multiplier of 2.5 persons per household to reflect the continued downward trend in household sizes between 1970-87 (see Table III-4) to 2.26 persons per household. The projected number of total occupied units are multiplied by this lower 2.26 persons per household multiplier. The only other adjustment to this straight-line extrapolation approach is the inclusion of the anticipated development of 375 dwelling units (including 50 low- and moderate-income units) on the 50 acre Vones Lane tract.

The results of this "top-down" household and population projection method give a low range of expected population and housing. This approach indicates a total of 2,768 occupied dwelling units (a growth of 441 dwelling units from 1987) and a population of 6,255 persons (an increase of 430 persons from 1987) as shown in Table III-18.

b. Identification of Vacant Developable Land

The second method, a "bottom-up" approach, identifies the capacity of existing potentially developable vacant land. The acreage, zoning, anticipated environmental constraints and persons per household of potentially available vacant land parcels in the Borough are examined and presented in Table III-19. The total number of persons expected per household is projected to vary by type of unit and number of bedrooms. These bedroom multipliers were gathered from the Center for Urban Policy Research's The New Practitioner's Guide to Fiscal Impact Analysis and reflect the characteristics of household sizes for newly built housing units between 1975-80 gathered by the U.S. Census of Population and Housing. The vacant available parcels were based upon properties that

Table III-18

Housing Stock and Population Projections 1988 - 1995
 Raritan Borough and Somerset County

	Raritan Borough				Somerset County			
	Year-Round Units (Year Begin)	Average Construction (90% of Permits)	Year-Round Units (Year End)	Total Occupied Units	Year-Round Units (Year Begin)	Average Construction (90% of Permits)	Year-Round Units (Year End)	Total Occupied Units
1988	2,390	14	2,401	2,327	85,723	2,112	87,721	84,826
1989	2,401	14	2,413	2,338	87,721	2,112	89,720	86,759
1990	2,413	389	2,799	2,712	89,720	2,112	91,718	88,692
1991	2,799	14	2,811	2,723	91,718	2,112	93,717	90,624
1992	2,811	14	2,822	2,735	93,717	2,112	95,715	92,557
1993	2,822	14	2,833	2,746	95,715	2,112	97,714	94,489
1994	2,833	14	2,845	2,757	97,714	2,112	99,712	96,422
1995	2,845	14	2,856	2,768	99,712	2,112	101,711	98,354
Projected Household Size 1995 :			2.26					
Projected Population 1995 :			6,255					2.34
								230,149

Assumptions: (1) Number of units constructed and demolished were determined as the average construction and demolition between 1980 and 1987.

(2) Occupancy rates from the 1980 census were held constant:

Raritan Borough -- 96.9%
 Somerset County -- 96.7%

(3) Assumes 375 dwelling units constructed on Vones Lane Tract in 1990.

Source : Louis Berger & Associates, Inc., 1989.

Table III-19
Bottom-Up Approach: Housing and Population Projections

Location	Planned or Zoning	Acres	Environmental			Maximum # of Units	Deve loped 1995	People per HH	Total Persons
			Constra int Factor	Factor	Factor				
Vones Lane	8.0 *	50.0	0		375	100%	2.441	915	
Vones Lane	8.0 *	6.0	0.1		43	100%	2.175	94	
Vones Lane	8.0 *	4.0	0.1		29	100%	2.441	70	
Busky Lane	5.0	0.9	0.1		4	100%	1.904	8	
Elizabeth Street	8.0 **	5.0	0.1		36	100%	2.175	78	
Tillman	5.0 ***	13.0	0.3		46	100%	3.384	154	
Perlee Avenue	5.0	3.0	0.1		14	100%	3.258	44	
Total		81.9			546	100%		1,364	

Total Projected Population 1995: 7,189

Notes: * Assumes inclusionary housing agreement is implemented.

** Assumes that industrial operations are converted to residential use.

*** Assumes that area is changed from a limited industrial district to a medium-high density district.

Source: U.S. Department of Commerce, Bureau of the Census, U.S. Census of Population and Housing (Public Use Sample), 1980. Louis Berger & Associates, Inc., April 1989.

have some potential for residential development as single-family, multi-family or senior citizen housing projects. The zoning densities were based upon assumed changes in the zoning ordinance where appropriate.

The "bottom-up" approach produces a fairly optimistic picture of growth in the Borough's total population and housing stock and is illustrated to give Borough policy makers an idea of the Borough's developable capacity on existing vacant land. The approach assumes that vacant land is developed and several zoning changes are made that attract residential development by 1995. This approach also makes no attempt to adjust the overall household size of the Borough population to reflect recent downward trends in household composition and family formation. A total of 546 dwelling units could be built in the Borough by 1995, bringing a total of 1,364 new residents to the Borough. The Borough's projected total population under such a scenario would be just under 7,200 residents.

C. PRESENT AND PROSPECTIVE HOUSING NEED

As with all municipalities of New Jersey, the Borough's low- and moderate-income housing obligation, "precredited" need, was assigned to the Borough based upon a formula that considers the Borough's regional location in a growth area, employment characteristics and trends, and per capita aggregate income. The formula was prepared for the COAH by the Center for Urban Policy Research at Rutgers, the State University of New Jersey, and separately identifies three components of precredited need - indigenous need, reallocated present and prospective need. As part of the methodology certain adjustments for housing filtering, spontaneous rehabilitation, demolitions, and residential conversions are applied before the assignment of precredited need.

Using this methodology, the Borough was assigned a total obligation of 119 units.

1. Credits, Drastic Alterations and Adjustments

The regulations of the COAH allow three methods to reduce the Borough's precredited obligation - credits, drastic alterations, and adjustments. Owing to the conditions of the exclusionary zoning lawsuit's court settlement and judgement of repose, the Borough is not currently requesting any credits or adjustments and has agreed to a housing obligation need of 98 units. The judgement of repose protects the Borough from any other exclusionary zoning lawsuit until July 1, 1993 when the COAH will likely assign housing obligation to the state's municipalities.

Below, the general applicability of officially sanctioned reductions of the Borough's precredited obligation are briefly explained to give future Borough policy makers an idea of the Borough's status vis-a-vis the Fair Housing Act and the rules and regulations promulgated by COAH.

a. Recalculation of the COAH Precredited Need

Under regulations and procedures established by the COAH, the Borough

could recalculate its precredited need if it believes that a miscalculation of indigenous or regional need initially occurred.

Prior to the exclusionary zoning litigation in April 1987, the Borough of Raritan prepared a Housing Element/Fair Share Plan that was not filed with the COAH. It examined and recalculated the Borough's precredited need. Subsequent to the zoning lawsuit, the Borough further examined problems with the precredited need calculation. The primary purpose of the recalculation was to better identify the Borough's actual employment trends and characteristics by uncovering geographic coding errors in the Department of Labor's Unemployment Insurance Covered Employment data base. These errors are discussed in further detail above and in Appendix A of this report.

b. Credits

Credits may be taken for affordable housing created since April 1, 1980 whose ownership or rental price is controlled upon resale or re rental as described in N.J.A.C. 5:92-6.1. The Borough of Raritan is unable to claim any credits based on the COAH procedures. However, the proposed units to be built as part of the inclusionary residential development on Vones Lane will be subject to affordability controls promulgated in the Borough's newly developed ordinances, Article XVI, Inclusionary Residential District, Section 42-162 Affordability Guidelines, and Article XVII, Affordable Housing Enforcement. Maintaining these affordability controls will ensure that the Borough will qualify for any credits that COAH may subsequently award municipalities that participate in the development of affordable housing.

If the Borough participates in affordable housing projects in the future with government funds and/or participation with the private sector, whether it is new construction or rehabilitation, the Borough's planning board should be aware that affordability controls should be required of the development.

c. Drastic Alterations

A drastic alteration adjustment is allowed if the unmet need (119 units), less credits, is more than 20 percent of the total housing stock. Raritan would need a housing obligation in excess of 456 (2,282 Housing Units x .20) before this adjustment factor could be utilized. Therefore, it is without benefit to the Borough.

d. Municipal Adjustments to Precredited Need

COAH rules allow for certain other adjustments to the precredited need (reallocated present or prospective need) under N.J.A.C. 5:92-8. Adjustments are granted when a community cannot realistically address its entire constitutional obligation. Adjustments fall into several categories: 1) vacant land adjustments when there is not enough vacant, available, suitable, developable and approvable land; 2) an adjustment due to inadequate infrastructure; 3) an adjustment for historic and architecturally significant sites; 4) agricultural lands where development rights have previously been restricted by covenant; 5) environmentally

sensitive lands; and 6) adjustments for recreation, conservation and open space.

For a municipality to pursue such adjustments, it must provide land use map documentation and overlay maps of the sites that are inappropriate for development. If a municipality chooses to set aside as much as three percent of their total developed and developable acreage for recreation, conservation and open space (N.J.A.C. 5:92-8.3), the COAH guidelines stress that the Municipal Land Use Law stipulates that the municipality has one year to enter into a contract to acquire the property or institute condemnation proceedings.

Due to the conditions of the Court settlement and judgement of repose the Borough is not currently requesting such adjustments. In the future, the Borough may wish to consider pursuing this type of recreational adjustment.

2. Vacant Land

Vacant sites not specifically excluded from consideration for low- and moderate-income housing as a result of the COAH's policies regarding historic and architecturally important sites, agricultural lands, environmentally sensitive lands and recreation, conservation and open space can be considered as potential sites for low- and moderate-income housing (N.J.A.C 5:92-8.4). The COAH's policies' "presumptively require a 20 percent maximum set-aside and a minimum gross density of six units per acre on vacant and developable sites."

Due to the conditions of the Court settlement and judgement of repose the Borough is not currently required to identify and rezone vacant sites to meet these COAH standards. As part of the Court settlement, the Borough rezoned an approximately 50-acre parcel, gave slightly more than seven units per acre density, but required a maximum set-aside of 26 percent of the units to be low- and moderate-income inclusive of the Regional Contribution Agreement that was worked out between the plaintiff developer, the Borough of Raritan (the sending municipality) and the City of New Brunswick (the recipient municipality).

3. Borough Obligations Under Court Settlement

Appendix B of this report contains Amendments to the Borough's Land Use and Development Regulations that are to facilitate the development of an inclusionary residential development as well as enable the Borough to monitor and enforce the continued affordability of these units as low- and moderate-income dwellings for the 20 year period under which restrictions upon resale and rental are in effect.

The Borough's obligations with regard to the continued affordability of the units are largely described in these amendments, particularly Article XVI, Section 42-162 Affordability Guidelines, and Article XVII Affordable Housing Enforcement.

As part of the Final Judgement of Compliance, the Borough is expected to work with the Office of Affordable Housing Management Services, in the Department of Community Affairs' Division of Housing and Development. The Final Judgement of Compliance stipulates that the developer of the inclusionary residential development shall bear the initial expense of the administration of affordability controls, and that the costs of rerelease shall be borne by the owner and the cost of resale shall be borne by the seller. However, the Borough is required to bear any special or extraordinary administrative cost.

The Borough is also expected to establish an Affordable Housing Board, a Housing Officer (the Department of Community Affairs), and a Housing Fund to handle surplus funds associated with government and private funding and foreclosures.

D. NEED FOR SENIOR CITIZEN HOUSING

Housing for the Borough's elderly citizens currently is needed, and the projected age and longevity trends indicate that this demand will likely rise in the future. As noted above, if projections for Somerset County are accurate, there will be a need for the production and rehabilitation of elderly housing for municipalities of the county including Raritan Borough in the upcoming years. Approximately 22 percent of the total population growth through the year 1995 will be comprised of residents over 65. While Raritan's share of the county elderly population will probably be less than recorded at the time of the U.S. Census (1980), if it were to remain constant the Borough would have approximately 1,406 residents over 65 years by 1995, an increase of 524 such residents.

An ongoing objective of Borough planners should be the identification of suitable senior citizen sites, with sufficient development densities to be economically feasible and likely to be accessible to community and religious facilities, shopping areas and public transportation. The development of senior citizen housing may be promoted in many alternative ways, including the provision of zoning incentives or the acquisition of government funds. The Borough remains interested in the exploration of such alternatives, given a committed private agent and a feasible plan.

E. FUNDING SOURCES FOR HOUSING

Raritan Borough can seek funding from state and federal sources for the construction of new or the rehabilitation of existing housing within the community. Programs the Borough can apply to for assistance are listed under the corresponding agencies below.

1. New Jersey Housing Mortgage Finance Agency

Within the New Jersey Housing Mortgage Finance Agency (NJHMFA), there are three types of financing: 1) Community and Housing Development Financing, 2) Rental Housing Financing, and 3) Homeownership Financing.

Programs under the Community and Housing Development Financing category include the:

° Affordable Housing Program

The NJHMFA Affordable Housing Program (AHP) was established in response to the enactment of the Fair Housing Act of 1985 (P.L. 1985, c.222) to help communities meet their obligation to develop housing for low- and moderate-income families. The Agency is offering the following forms of assistance - permanent mortgage loans for the purchase of owner-occupied housing; construction and/or permanent loans for multifamily rental housing; Fair Housing Act Appropriation Funds, that is, grants and loans to make housing programs (owner or rental) more affordable. Applications may include projects with both rental units and units for purchase. Applications may be for mortgage financing alone or in combination with funds appropriated from the Fair Housing Act.

° Housing Assistance Corporation

Through its subsidiary, the Housing Assistance Corporation (HASCO), the NJHMFA assists private, municipal, and nonprofit housing sponsors in any and all phases of new construction and rehabilitation, rental or purchase housing development. This technical assistance corporation provides financial, legal, planning, architectural, and managerial assistance. The assistance corporation can serve as an active partner with municipalities in the development of housing for New Jersey's low- and moderate-income residents.

Programs under the Rental Housing Financing category include the following:

° Nonsubsidized Rental Housing Production Program

Through the sale of tax-exempt and taxable bonds, the NJHMFA provides private and nonprofit developers with below-market interest rate loans to construct, substantially rehabilitate, and permanently finance rental housing developments. In return for the agency's attractive financing, housing sponsors must reserve a portion of the units for low- and moderate-income individuals, families, and senior citizens, thereby promoting the production of an adequate supply of affordable rental housing within the state.

° Rental Repair Loan Program

NJHMFA's makes available lower-rate loans for the repair and modernization of rental developments in order to maintain the state's supply of existing apartment stock by helping to preserve decent and affordable housing.

° Low-Income Housing Tax Credit Program

In attempting to replace some of the major tax incentives eliminated under the Tax Reform Act of 1986, the NJHMFA administers federal tax credits to developers of, and investors in, low-income rental housing. Credits may be claimed as write-offs against developers' and investors' personal or

business taxes for a ten-year period, provided the units are reserved for low-income residents for at least 15 years.

° Continuing Care Retirement Communities Program

The NJHMFA provides below-market financing to construct and permanently finance Continuing Care Retirement Communities (CCRCs) - senior citizens rental housing offering a full spectrum of support services for the elderly. Ranging from health care to meals and housekeeping, these services enable senior citizens to remain independent and prevent premature and unnecessary institutionalization.

° Boarding House Life Safety Improvement Loan Program

To help ensure that the state's boarding homes are safe for their many elderly and low- and moderate-income tenants, the agency offers loans to owners of these facilities to finance the installation of fire safety devices, including fire escapes and smoke detectors.

Programs under the Homeownership Financing category include the following:

° Home Mortgage Program

To enhance opportunities for affordable homeownership, the NJHMFA offers fixed-rate, long-term mortgages at interest rates that are generally up to two percentage points below conventional financing. Home Mortgage Program loans are available to first-time and urban homebuyers of one-to four-unit residences with as little as a five percent down payment and only two points. Income and purchase price limits apply.

° Buy-and-Fix-It Program

Qualified first-time and urban homebuyers can obtain a single, lower-than-conventional interest rate loan to both acquire and rehabilitate an older home needing extensive repairs.

° Home Improvement Loan Program

The Home Improvement Loan Program (HILP-1) offers qualified low- and moderate-income homeowners below-market interest rate home improvement loans. The loans are insured under FHA Title I Home Improvement Loan guidelines. Allowable improvements are all new improvements to the property which will be started after the loan is granted and which will add to the livability of the property; remove health and safety problems; save energy; and are not luxury items. Properties that are eligible for funding are owner occupied single-family residences and two-, three-, and four-family owner-occupied residences which have been used as residences or the previous five years. Eligible applicants must also meet the income limit which cannot exceed \$45,000 for homeowners in Urban Target Areas (which Raritan Borough is not) and \$30,000 for all other New Jersey homeowners.

Development funding for affordable housing is also available from the Department of Community Affairs' Neighborhood Preservation Balanced

Housing Program. However, applicants are cautioned that only one entity (the DCA or HFMA) is able to fund a "grant" for a project.

2. Department of Community Affairs

The Neighborhood Preservation Balanced Housing Program was developed to create standard housing units in viable neighborhoods. The program operates in existing neighborhoods where there are opportunities to add housing units through construction of in-fill housing, rehabilitation of substandard and vacant units, creation of accessory apartments or adaptive re-use of nonresidential structures.

A neighborhood does not have to be distressed to be eligible for funding. An eligible neighborhood must be viable and stable after the implementation of the proposed project.

This definition of eligible neighborhoods is designed to be broadly applicable to neighborhoods in urban, suburban and rural communities.

This program is available to all New Jersey municipalities or to their designated public, private and/or nonprofit development entities. The Department of Community Affairs will award loans and/or grants for projects where there is a substantial percentage (over 20 percent) of low- and moderate-income units. In addition to the purposes mentioned above, funds may be used for the acquisition of real property, demolition and removal of buildings, construction of new housing, as well as for the costs of necessary studies, surveys, plans and permits, engineering, architectural and other technical services, and infrastructure development.

The program is distinct from the existing Neighborhood Preservation Program which was established in 1975 by the Maintenance of Viable Neighborhoods Act (P.L. 1975, Chapter 248). In its ten years of operation, the Neighborhood Preservation Program provided financial and technical assistance to approximately 70 municipalities to preserve viable neighborhoods that were decaying. While most of the funds have been targeted to housing rehabilitation, the success of the program has been its ability to leverage private and other public dollars through the establishment of a partnership between local residents, lending institutions and state and local governments. The existing Neighborhood Preservation Program will continue independent and unchanged by the new Neighborhood Preservation Balanced Housing Program.

IV. Land Use

IV. LAND USE

A. OVERVIEW

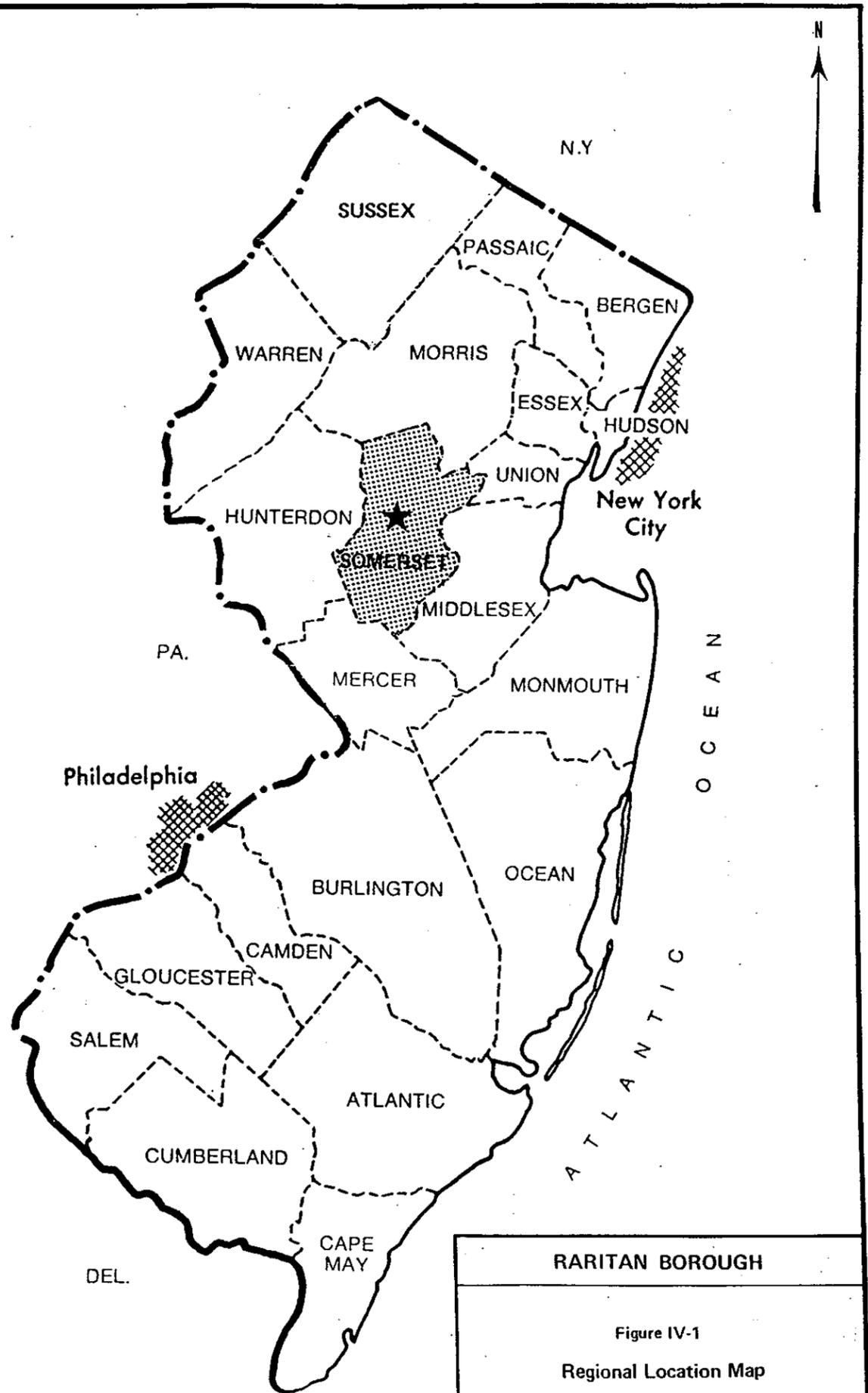
The Borough of Raritan is centrally located in Somerset County which borders Morris County to the north, Union County to the northeast, Middlesex County to the southeast, Mercer County to the southwest, and Hunterdon County to the west. Neighboring municipalities are Bridgewater Township to the north and west, Somerville Borough to the east, and Hillsborough Township to the south. Raritan Borough is approximately 35 miles west of New York City and major highway access is provided to the region via New Jersey State Highway 28, United States Highway 202, which bisects the Borough, and United States Highway 206. A regional location map of Raritan Borough in Somerset County in the State of New Jersey is presented in Figure IV-1.

Raritan Borough measures 2.03 square miles or 1,300 acres and is a primarily developed community that consists mainly of single-family and multi-family residences, business and industrial developments. While the residential character and predominant nonresidential land use patterns of the community were largely established in previous decades, the decade of the 1980s has seen further infill development of established areas and plans for further development of major vacant acreage parcels in the Borough. At the time of the 1971 Master Plan, Raritan Borough was 62 percent developed. By the time of the 1978 Master Plan Revisions, 78.9 percent of the community was developed; in 1982, it was estimated that approximately 90 percent of the community was developed. By Spring 1989, at the time of this writing, over 91 percent is developed; however, future plans for developing another four percent for residential use have been given preliminary approval by the Planning Board

1. Recent Developments

Since the last master plan revisions, new residential development is currently under construction or has been completed in several locations scattered throughout the west, east, and southern sections of the Borough along such new streets as Alpine Way, Normandie Lane, Torlish Gate, Riverside Place, and Obert Drive. New business and commercial office developments on either side of U.S. Route 202 in the vicinity of First Avenue are under construction or built. A major new grocery store and community mall at the intersection of U.S. Route 206 and Orlando Drive have also been constructed.

Further infill development of the remaining undeveloped vacant tracts in the Borough will continue into the immediate future with the planned high-density residential development of a 50-acre vacant parcel along Vanderveer Road and Vones Lane in the northwest corner of the Borough near the Bridgewater border (375 units of which 50 units will be for low- and moderate-income). A smaller single family residential subdivision, Sunset



Homes, is already under construction in the Vones Lane area.

These new developments and the Borough's unique location at the convergence of highways of the region will likely place additional employment growth and population pressure on the Borough in the coming years. Previously overlooked parcels, and less intensively developed parcels, will likely be considered for development in the years ahead. Most notable of this latter category of parcels are the primarily industrial land holdings that are owned by Ortho Pharmaceutical of Johnson and Johnson.

2. General Land Use Patterns

Current land use patterns for Raritan Borough reveal a community with a balanced mix of developed residential and nonresidential land use activities. The existing distribution of the Borough's land by major land use category are shown in Table IV-1 and a general land use map of the municipality is shown in Figure IV-2. The most prevalent land use category is single-family residential housing. Since the completion of the 1978 Master Plan Revision, infill residential development construction has continued in many established residential neighborhoods of the Borough, while small residential subdivisions such as Normandie Lane, Alpine Way, and Sunset Hill have been undertaken in the northern section of the community. Developed residential land comprises 469 acres or 36 percent of the Borough's total land area and is divided relatively equally between low density (76 acres), medium-low density (90 acres), medium density (165 acres), and medium-high density (137 acres) areas.

The Borough's residential stock is supported by substantial land areas currently used for industrial activities. Industrial land use accounts for the second largest percentage of the total developed land area with 323 acres or 25 percent of the Borough's total land use. Ortho Pharmaceutical is a major industrial land holder in the Borough and much of their industrial property is developed at low levels of development intensity with substantial buffering between their industrial operations and adjacent property owners. The bulk of the industrial properties are located on the north and south side of Route 202 in the west-central section of the Borough. Some additional industrial holdings not owned by Ortho Pharmaceutical are located along the south side of Mill Street in the southeastern section of the Borough.

Smaller amounts of nonresidential land are set aside and used for commercial regional retail (57 acres or four percent), commercial community retail (13 acres or 1 percent), and commercial office purposes (28 acres or two percent). Commercial retail and commercial office are primarily confined to U.S. Routes 202 and 206, N.J. Route 28, and the central business area along Somerset Street.

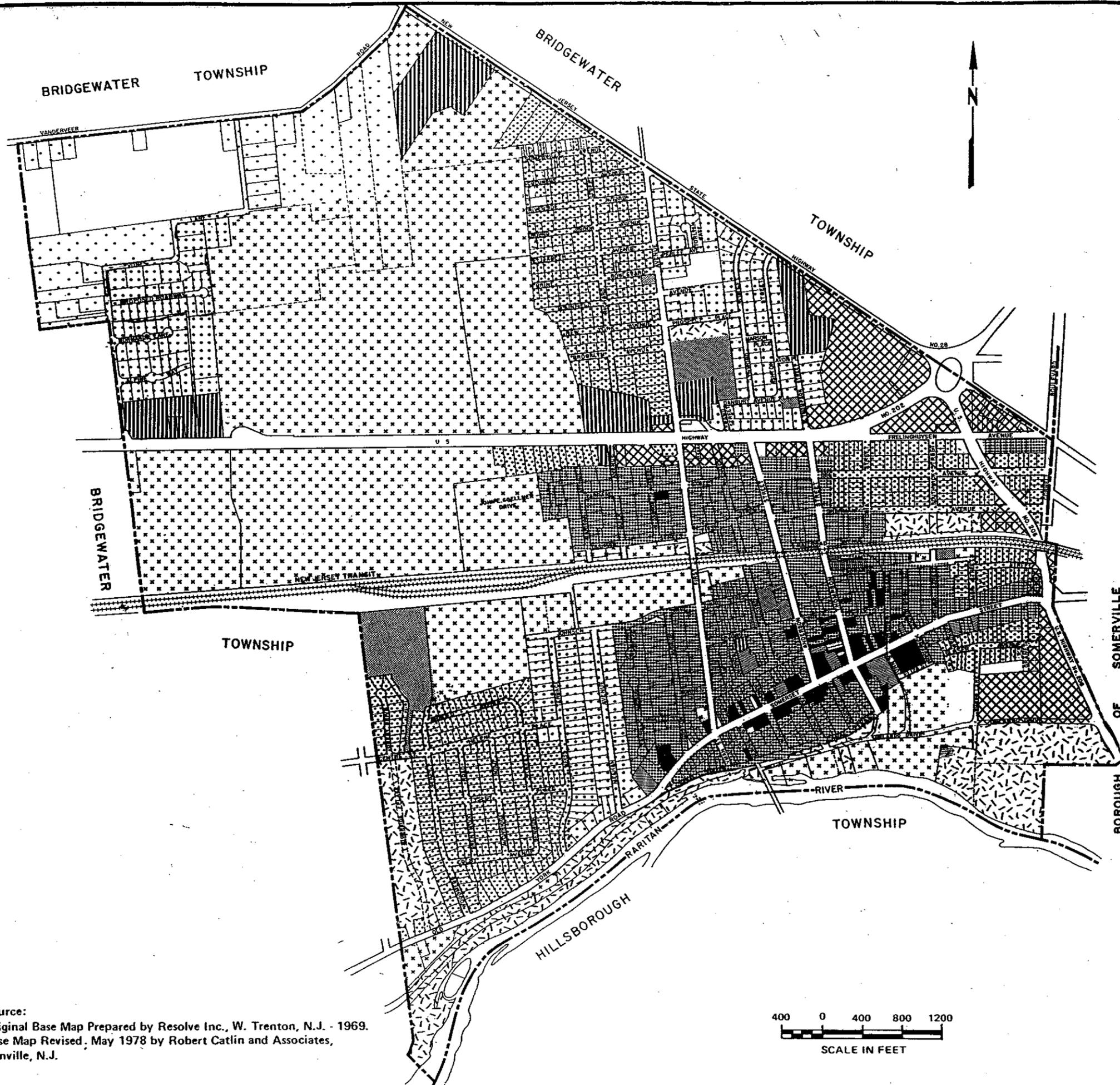
Other significant land use activities within the Borough are those properties set aside for public recreation and open space. Properties that are owned and operated as Borough- or County-owned parkland in Public Recreation and Open Space use comprise 57 acres or four percent of the total land area. Facilities in public and semi-public use total 21 acres

Table IV-1

Land Use Distribution

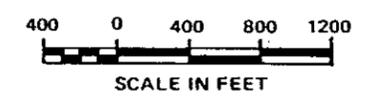
Land in Use	Acres	Percent
Residential:		
Low Density Residential District	76.25	5.87
Medium-Low Density Residential District	90.13	6.93
Medium Density Residential District	165.43	12.73
Medium-High Density Residential District	137.22	10.56
Sub-Total	469.03	36.09
Commercial:		
Commercial Regional Retail	56.66	4.36
Commercial Community Retail	13.20	1.02
Office Building	28.39	2.18
Sub-Total	98.25	7.56
Industrial:		
	323.83	24.91
Transportation:		
Streets	186.80	14.37
Railroads	40.30	3.10
Sub-Total	227.10	17.47
Public Recreation and Open Space	57.24	4.40
Public and Quasi-Public Facilities	21.75	1.67
Vacant	59.00	4.54
Water	43.80	3.36
=====	=====	=====
TOTAL	1,300.00	100.00

Source: Louis Berger and Associates, April, 1989.



- LEGEND**
- Low Density Residential District
 - Medium Low Density Residential District
 - Medium Density District
 - Medium High Residential Density District
 - Highway Retail
 - Commercial Community Retail
 - Office Buildings
 - Industrial
 - Public Recreation and Public Open Space
 - Public and Quasi-Public Facility
 - Vacant

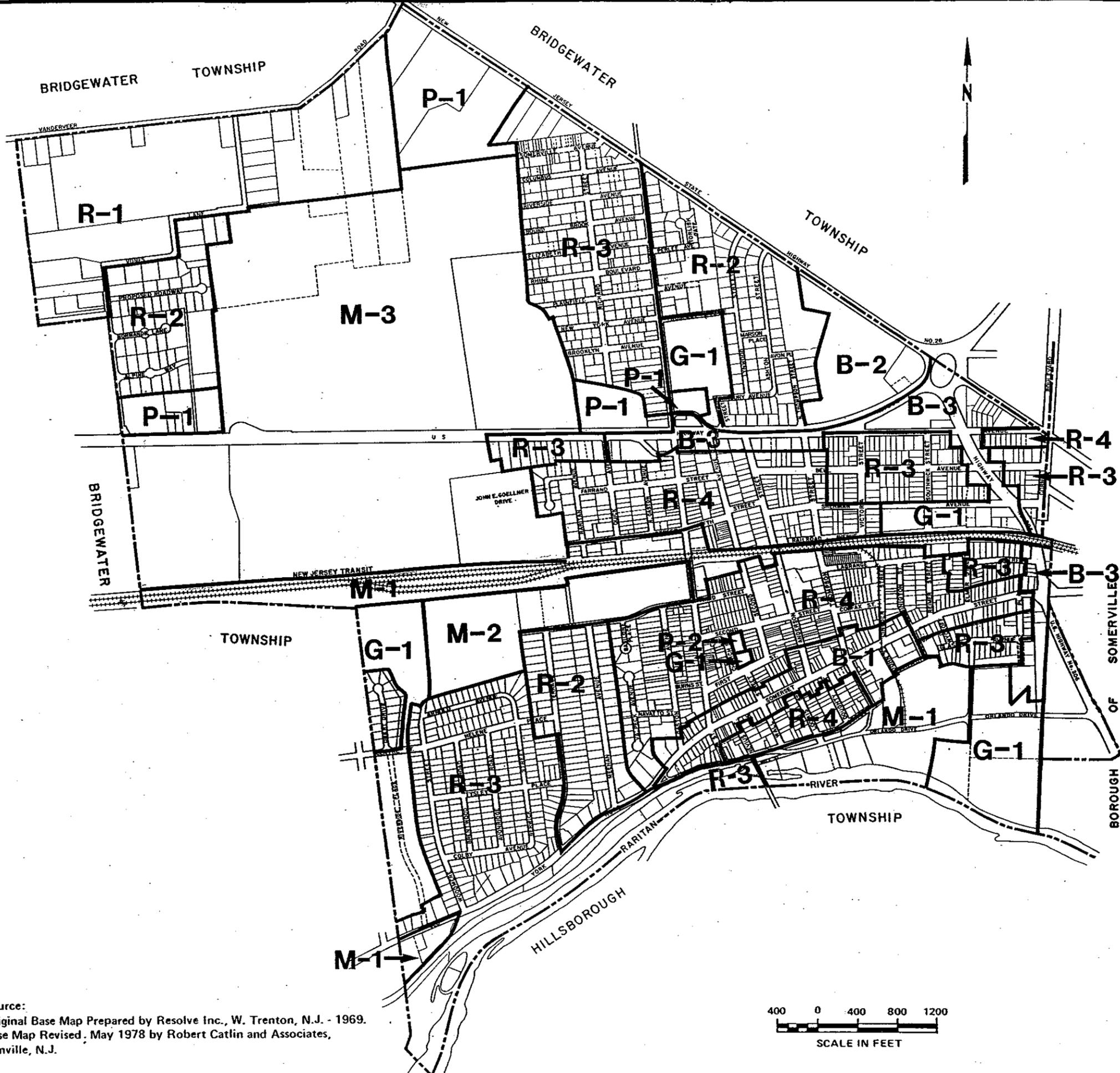
Source:
 Original Base Map Prepared by Resolve Inc., W. Trenton, N.J. - 1969.
 Base Map Revised May 1978 by Robert Catlin and Associates,
 Denville, N.J.



RARITAN BOROUGH

Figure IV-2
 EXISTING LAND USE

LOUIS BERGER & ASSOCIATES, INC.



- LEGEND**
- R-1 Low Density Residential District
 - R-2 Medium Low Density Residential District
 - R-3 Medium Density Residential District
 - R-4 Medium High Density Residential District
 - B-1 Central Business District
 - B-2 Shopping Center District
 - B-3 Highway Business District
 - M-1 Light Manufacturing District
 - M-2 Industrial Park District
 - M-3 Limited Industrial District
 - P-1 Office Building District
 - G-1 Government Uses District
 - P-2 Office Building District

Source:
 Original Base Map Prepared by Resolve Inc., W. Trenton, N.J. - 1969.
 Base Map Revised, May 1978 by Robert Catlin and Associates,
 Denville, N.J.



RARITAN BOROUGH
Figure IV-3 EXISTING ZONING MAP
LOUIS BERGER & ASSOCIATES, INC.

or two percent of the Borough's land area and are comprised of educational, religious, community and public facilities that are dispersed throughout the Borough. Two of the larger Borough-owned undeveloped parcels are located along the eastern and western boundaries of the Borough and include a former landfill along the Raritan River and a 15-acre parcel respectively along the Bridgewater border.

Privately owned vacant land in the Borough represents only a small portion of the Borough's total land area, approximately four percent of the total land area, if the industrial properties developed at low-intensity levels are excluded. As will be noted in further detail, the single largest residentially zoned vacant parcel (approximately 50 acres) is at Vones Lane and Vanderveer Road and has recently received preliminary development approval from the Borough's Planning Board. Remaining vacant parcels are scattered throughout the Borough.

3. Zoning

The Borough's Land Use and Development Regulations currently identify 14 zoning use categories that cover a range of residential, commercial, light manufacturing, office and governmental uses. The zoning district, permitted uses and minimum lot area of these current zoning categories are listed in Table IV-2. The location of the existing zoning districts are mapped in Figure IV-3. Issues of concern and zoning change recommendations associated with these zoning categories are discussed and mapped in further detail later in this chapter.

B. EXISTING CONDITIONS

1. Residential Land Use

By the spring of 1989, developed residential land covered approximately 35 percent of the total land area of the Borough. This represents an increase of nine percent over the total area in residential use when the Master Plan Revisions for the Borough were prepared in 1978.

a. Type of Dwelling Units

Single-family rather than multi-family structures are the predominant residential dwelling type, comprising approximately 80 percent of all housing units; however the share of multi-family dwellings has increased over the last decade. An examination of building permit data since the 1970s presented in the Housing Element/Fair Share Plan (Table III-13) reveals that multi-family dwellings have comprised an increasing share of all authorized dwelling units from just under 25 percent of the permits in the 1970s to 43 percent of the permits in the 1980s. In contrast, within Somerset County, the share of multi-family dwelling units as a percent of all dwelling units has declined from 29 percent in the 1970s to 18 percent in the 1980s.

Table IV-2

Existing Zoning Categories by Permitted Use and Minimum Lot Area

Zone District	Permitted Use	Minimum Lot Area (interior)
R-1	Single-Family Dwellings	25,000 SF
	Churches	40,000 SF
	Agriculture-Horticulture	3 Acres
R-2	Single-Family Dwellings	12,000 SF
	Churches	30,000 SF
R-3	Single-Family Dwellings	7,500 SF
	Churches	30,000 SF
R-4	Single-Family Dwellings	7,500 SF
	Two-Family Dwellings	7,500 SF
	Churches	30,000 SF
B-1	Commercial and Retail	7,500 SF
	Joint Occupancy	10,000* SF
B-2	Shopping Centers	40,000 SF
B-3	Highway Business Districts	11,000 SF
	Motels	2 Acres
M-1	Commercial/Wholesale	40,000 SF
	Industrial	40,000 SF
M-2	Industrial	80,000 SF
M-3	Industrial	20 Acres
G-1	Governmental Uses	
P-1	Office Building District	2 Acres
P-2	Office Building District	30,000 SF

Source: Borough of Raritan, Land Use Development Regulations, (Chapter 42), 1987.

Notes:
 * Plus 2,900 SF for each dwelling unit in excess of 3 units, not to exceed 15 dwelling units per gross acre.

b. Age of Housing Stock

The Borough's residential housing stock is aging and will require repairs, rehabilitation and/or demolition in the years ahead. As noted in the Housing Element/Fair Share Plan (Table III-14), less than 10 percent of the residential units in the community were constructed after 1970; approximately 50 percent of the Borough's residential units were built before World War II.

The residential neighborhoods are dispersed throughout the Borough and vary in their total land area size, number, type and age of dwelling units. The larger-lot detached single-family residential dwellings are concentrated south of the New Jersey Transit rail lines and generally west of First Avenue. Most of this single-family residential development is in the area bordered by Woodmere Street to the west, Johnson Drive to the North, Meehan Avenue to the east and Old York road to the south and has occurred since 1950 except that along Weiss Terrace.

Similarly, most of the residential development situated to the north of U.S. Route 202 on either side of First Avenue has occurred since the 1950s. In the early 1950s, only scattered residential developments of generally three acres of land or greater comprised the emerging subdivisions of this area. The northwest corner of the Borough along Vones Lane and Vanderveer Road had only scattered single-family residences in the 1950s and primarily was characterized by farmland. New single-family residences along Normandie Lane and Alpine Way in the southernmost portion of Vones Lane have been built in the 1980s.

The Borough's older residential housing stock built prior to 1950, and the location of the bulk of the two- and four-family residences and row houses, are situated in the residential areas surrounding the central business district in the area bounded by Canal Street to the south, Granetz Place to the east, Frelinghuysen Avenue to the north and Meehan and Raritan Avenue to the west. This older section of the community is a more densely populated section, generally with smaller lot sizes. In some cases, the housing stock exhibits external indicators of housing deterioration. The multi-family and single-family inventory of this area is also facing more intensive accessory apartment conversion efforts, both legal and illegal, to create additional residential dwelling units.

c. Development Density

To further differentiate and discuss Raritan Borough's residential sub-areas, the Borough's residential land has been divided by density into the following four categories:

- ° Low-Density Residential - (1-2 dwellings/acre)
- ° Medium Low-Density Residential - (3 dwellings/acre)
- ° Medium-Density Residential - (4-5 dwellings/acre)
- ° Medium High-Density Residential - (4-5 dwellings/acre)

° Low Density Residential

Only one location in Raritan Borough is currently zoned for low-density

residential use. This area is situated in the northwest corner of the Borough and is bordered by Vanderveer Road to the north, Vones Lane and the Bridgewater border to the south, a low-density professional office (P-1) zoning district east of Vones Lane to the east and Bridgewater Township to the west. Until May 1989, the zoning for the area was R-1 which requires 25,000 square feet minimum lot sizes for single-family dwellings in the event that public water and sewer was provided. This area represents the largest undeveloped residentially zoned area within the Borough.

The area is primarily characterized by scattered residential properties along Vanderveer road and a few single-family homes on half-acre lots along Vones Lane.

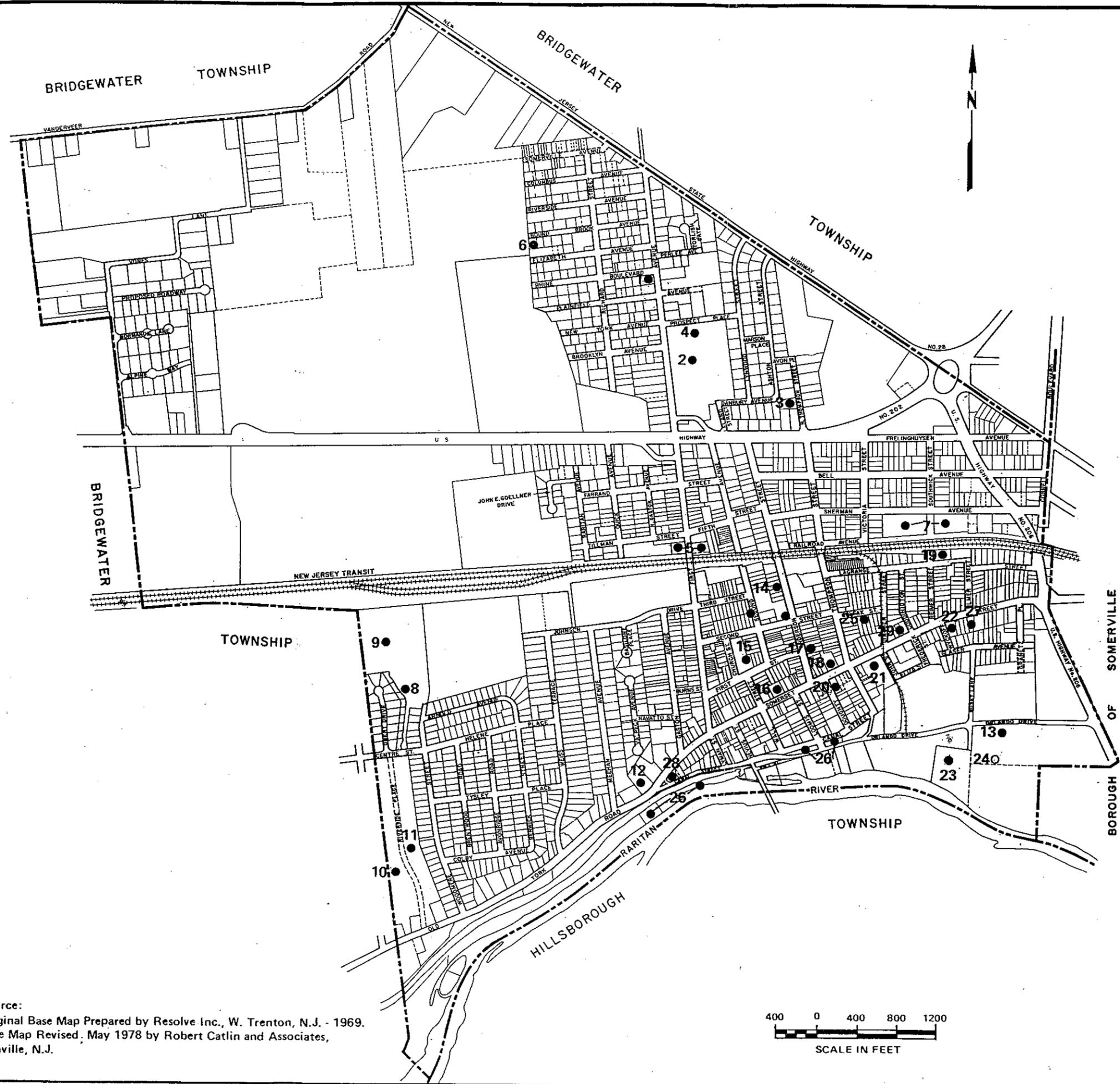
(i) Inclusionary Housing Development Site

Approximately 50 acres of this R-1 district was the subject of an exclusionary zoning lawsuit filed in the Autumn of 1987. The lawsuit filed by the plaintiff developer against the Borough alleged that the Borough's Land Use and Development Regulations inhibited the provision of low- and moderate-income housing in the community and was, therefore, in conflict with the state constitutional obligation that each growing municipality provide for its fair share of the total low- and moderate-income housing required within the region.

A court settlement was negotiated between the Borough and the plaintiff developer. As a condition of the settlement, the Borough was compelled to rezone the subject 50-acre parcel and remove cost-generating components of the Borough's Land Development Regulations. The subsequent rezoning from R-1 to an Inclusionary Residential District (IRD-1) allowed for the development of 375 units including 50 units of low- and moderate-income housing on-site and 48 units of low- and moderate-income housing that will be sent to another municipality as part of a "Regional Contribution Agreement". On-site development will necessitate an average density of between seven and eight units per acre on the subject parcel. The amendments to the Borough's Land Use and Development Regulations that effectuate the requisite rezoning of the parcel and the removal of cost-generating components of the ordinance with respect to the subject parcel are included in the appendix to Chapter III, Housing Element/Fair Share Plan.

The proposed medium high-density inclusionary development is not entirely compatible with the existing low-density and medium-low density zoning and character of the adjacent areas to its south and north. However, it is consistent with the development and density levels planned and under-construction on the Bridgewater side of the Borough's western border along and to the south of Vanderveer Road. K. Hovnanian Companies has successfully marketed phases I and II and Calton Homes is currently building townhomes as part of phase III of this land development project that, in total, will bring over 1,100 new residential units within a half-mile of this area of the Borough on the Bridgewater side.

The boundaries of the subject 50-acre site are situated within the existing R-1 zone. The IRD-1 rezoning does not address certain small



MUNICIPAL FACILITIES

- 13 Former Landfill
- 15 Municipal Building/Police Headquarters
- 22 Library
- 23 Road Works

FIRE DEPARTMENT AND FIRST AID SQUAD

- 3 Relief Hose Company No. 2
- 17 Firehouse
- 19 Raritan First Aid Squad

SCHOOLS

- 2 Bridgewater Township Board of Education
- 9 John F. Kennedy School
- 12 Somerset County Day Care Center

MUNICIPAL RECREATION

- 4 Washington School Fields
- 5 First Avenue Tennis Courts and Park
- 6 Elizabeth Avenue Park
- 7 Frelinghuysen Park
- 8 Basilone Park
- 10 Green Acres Open Space
- 11 Green Acres Open Space
- 24 Driving Range
- 26 Canal Street Parks

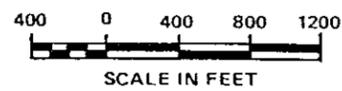
HOUSE OF WORSHIP AND ACCOMPANYING FACILITIES

- 1 First Salvation Lutheran Parsonage
- 14 St. Ann's Catholic Church, School, and Convent
- 16 St. Bernard's Church
- 18 Third Reformed Protestant Dutch Church
- 20 St. Paul's Evangelical Lutheran Church
- 21 St. Joseph's Slovak Church and School
- 29 St. Joseph's Convent
- 27 Third Reformed Protestant Dutch Church Parsonage

OTHER AREAS OF INTEREST

- 25 Raritan Post War Club
- 28 John Basilone Post 280
- Existing
- Proposed

Source:
Original Base Map Prepared by Resolve Inc., W. Trenton, N.J. - 1969.
Base Map Revised, May 1978 by Robert Catlin and Associates,
Denville, N.J.



RARITAN BOROUGH
Figure IV-4 COMMUNITY FACILITIES
LOUIS BERGER & ASSOCIATES, INC.

islands of land still in the R-1 district along Vanderveer Road west of Vones Lane and at the Bridgewater boundary. The R-1 density levels of these small pockets of land will not be compatible with the medium-high density levels of the proposed inclusionary development.

This incompatibility should be addressed by the Planning Board and is further discussed below in the section of this chapter devoted to Land Use Plan Recommendations.

Additionally, there are important public health and safety issues to be addressed due to the combined traffic impact of the proposed inclusionary development and the adjacent development projects along the Bridgewater border. Key areas of interest in the traffic network concern the design and capacity of Vones Lane and Vanderveer Road and the intersections of Vones Lane and Route 202, Vones Lane and Vanderveer Road, and Vanderveer Road and Route 28.

It is likely that Vanderveer Road as currently configured will not be able to handle the projected increase in traffic flow generated by the K. Hovnanian/Calton Homes development. In addition to these developments, other projects are planned along Milltown road in Bridgewater which may use Vanderveer Road.

Currently operating as narrow two-lane roads without curbs, Vanderveer Road and Vones Lane will face development pressures that may require the expansion of their current capacity as residential collectors. The subject 50-acre site is relatively inaccessible from Route 202 and Route 28 due to the inadequate capacity of the existing traffic network. Public safety issues that will emerge with these new developments are addressed in further detail in the circulation element of this Master Plan.

In addition to the need for careful land use planning to handle the projected traffic flow, the recreational, municipal service and commercial retail requirements generated by these new households should be considered. Most notably, the addition of 375 households will likely generate additional demand for convenience goods and services which could stimulate additional retail development that the Borough may seek to plan for and capture.

Finally, it is important that appropriate buffer zones be established to ease the conflicts and facilitate the benefits of increased density and the emerging changes in land use for this area. The area is situated within one of the few undeveloped residentially zoned areas in the Borough and amidst older residences whose infrastructure and utilities (water and septic sewer) were adequate when adjacent tracts were in rural use.

° Medium-Low Density Residential

There are three areas which are built at medium-low density levels of approximately three units per acre and they are scattered throughout the southern, western and northeastern sections of the Borough. One medium-low-density location is situated in the southern section of the Borough to the south of the Central Railroad of New Jersey.

The residential subcollectors servicing this area are Meehan Avenue and Weiss Terrace. The district has just over a quarter acre (.27 acre) minimum lot size and adjacent zoning is largely compatible with existing conditions. Largely developed, infill and renovation are in the near term the most feasible means of change in this area.

The second location, situated on the Bridgewater-Raritan Borough border adjacent to Vones Lane, has experienced extensive development in recent years. Two small subdivisions along Alpine Way and Normandie Lane have recently been built. The homes are single-family units with approximately quarter acre lot minimums. A new development, Sunrise Hill, is being built north of Normandie Lane and will include 16 single-family homes.

After current residential construction is completed only dispersed development opportunities for infill residential development will remain. Land use issues of concern include establishing adequate buffers from the commercial activities along U.S. Route 202 and the ability of Vones Lane to handle the increased traffic generated by the proposed inclusionary development and development on the Raritan-Bridgewater border.

North of Route 202, east of First Avenue and southwest of Route 28 is another sizeable medium-low density neighborhood that is largely developed. The area is primarily a single-family residential location of approximately quarter acre minimum lots with some two-family structures along First Avenue and Route 28. There is infill development potential along Perlee Avenue and Plainfield Avenue. The eastern boundary of the neighborhood is adjacent to a major regional shopping facility at the Somerville Circle. Maintaining an adequate buffer from the commercial traffic and retail land use is an important concern of this neighborhood.

° Medium Density Residential District

There are three existing residential areas that have been built at medium level residential densities of 4-5 units per acre. The largest medium density residential district is located in the southwest section of the Borough and is bounded by the Bridgewater boundary to the west, Arnold Avenue to the north, Weiss Terrace to the east, and Old York Road to the south. The area is primarily built at 4-5 units per acre densities, reflecting the minimum lot size requirements of current zoning. Predominantly an established community, only the area bordering Bridgewater Township has experienced residential growth other than infill development. In this newly developed residential section, 18 new homes have been built along Obert Drive. The existing land use south of Old York Road is a county-owned linear park along the Raritan River that gives residents of this district easy access to the largest park area in the Borough. The Borough also retains ownership of 12 acres of passive recreational park land on the border of Bridgewater Township that was purchased with NJDEP Green Acres funding. Planning issues of concern for this residential area include monitoring the land use compatibility of development plans in the adjacent Bridgewater township and retaining an adequate buffer zone between residential and industrial land uses.

Another medium-density residential district is located north of U.S. Route 202 and west of First Avenue and east of the industrial properties

currently owned by Ortho Pharmaceutical.

This area has several vacant Borough-owned lots in the northwest corner of the district. While most of the area is developed, there is potential for continued scattered single-family infill development similar to the type of development that has taken place in recent years in this neighborhood.

A new office building being built directly south of the district at Route 202 may generate additional traffic along First Avenue. Planning issues of concern for this community include adequate traffic control along First Avenue and the separation of commercial office and residential traffic. The undulating topography of this community also makes traffic signage on local residential streets and storm drainage control important considerations. The incompatibility of the adjacent industrial zone with the existing residential community requires that any development plans be properly monitored to ensure that adequate buffer zones be maintained.

To the south of U.S. Route 202 are three smaller medium-density residential districts. Two of these areas are in the vicinity of Somerset Street: 1) Glaser Avenue and Granetz Place to the south of Somerset Street; and 2) Elmer Street to the north of Somerset Street. The third area is bounded to the north by Frelinghuysen Avenue, to the east by Route 206, to the south by Sherman Avenue and to the west by Thompson Street. The residential area south of Somerset Street has experienced little growth recently and retains some substandard dwellings. However, its adjacent areas, in proximity to Route 206 have experienced recent development changes. Residents along Glaser Avenue have seen the extension of Mill Street (Orlando Drive) to Busky Lane and the recent construction of a shopping center at Busky Lane and Route 206. Traffic should be carefully monitored to ensure that recent expansions of these two roads and the change in land use do not heavily impact the residents of Glaser Avenue. Adequate buffer zones between the adjacent business and manufacturing uses and the residential zone should be maintained.

Another issue of concern in this area is the potential development of land currently zoned M-1 that is vacant or formerly used as a municipal landfill. A large portion of land in the surrounding districts is undeveloped and in the 100-year flood plain of the Raritan River. Development will have to be monitored to prevent any new development from adversely affecting the neighboring residents.

For the medium-density residential districts north of Somerset Street there is little opportunity for growth. Buffers between the residents and the traffic of U.S. Routes 202 and 206 and from neighboring manufacturing or industrial districts are the main issues of concern in these areas.

° Medium-High Density Residential District

Medium-high density residential districts are situated to the north and south of Somerset Street. These areas are currently zoned R-4 and allow approximately 5.8 units per acre with minimum lot widths of 75 feet. However, these areas have been developed at higher densities of greater than seven lots per acre. The zoning of this area currently allows for both single-family and two-family dwellings and the majority of homes in

this area are indeed two- and three-family residences contributing to even higher population densities. Among the planning issues of concern for this area are the parking and public safety consequences of high residential densities, controlling the development of accessory apartments, evaluating the existing zoning laws with regard to joint business/residences and nonconforming lot sizes. The maintenance of adequate buffer zones between the medium-high density residential districts and the Central Business District located along Somerset Street is also a key issue.

There is another medium-high density residential district located north of the NJ Transit Rail lines south of U.S. Route 202, east of John Goellner Drive, and west of Victoria Street. The area is a mixture of lots conforming to the existing R-4 zone with minimum lot sizes of 7,500 square feet and somewhat smaller lots that do not conform with current bulk requirements of the Borough's zoning ordinance. The area is also a mixture of single-family and two-family residences. The recent infill development of two-family residences along Goellner Drive leaves less vacant land for further infill residential development. The western portion of this district along Goellner Drive, Raritan Avenue and Tillman Street is adjacent to existing industrial properties in M-3 and M-1 zone categories. Maintaining adequate buffers and segregating industrial truck traffic from local residential streets is an on-going issue of concern for these residents. Similarly, the further development of commercial uses along easterly Route 202 presents the potential for additional nonresidential trips along Quick Avenue and North Gaston.

2. Commercial Land Use

Approximately 99 acres, or eight percent of the Borough's land use, is dedicated to commercial business uses that serve either regional retail markets or community retail markets or offices. Most commercial land use activities are located along U.S. Routes 202 and 206, N.J. Route 28, and Somerset Street with some local retail and wholesale activities along select residential streets.

a. Highway Commercial

Regional retail is primarily concentrated around the Somerville Circle and along Route 206 in an area zoned B-2, Shopping Center District. The B-2 district permits retail commercial establishments and personal service establishments as well as medical, legal, and engineering/architectural services. The bulk requirements of the B-2 district require 40,000 square feet lots and 30 percent maximum lot coverage.

Along Route 202 west of Quick Avenue, in an area zoned B-3, Highway Business District, permitted uses are primarily tied both to automobile dependent trade and services that meet the needs of local residents on neighboring residential streets. Permitted uses of the B-3 district are intended to be commercial, general business and retail stores such as automobile showrooms, auto parts, equipment sales, funeral homes, wholesale stores and distributors, and eating and drinking establishments. The bulk requirements of the B-3 district generally allow relatively small

lot sizes of only 11,000 square feet with a maximum lot coverage of 30 percent.

Office buildings are generally located along U.S. Route 202 with some new offices recently built near its intersection with Vones Lane and another building under construction at its intersection with First Avenue which joins other professional legal and county administrative offices in the area. Except for the county administrative offices zoned G-1, Governmental Uses District, these offices are zoned P-1, Office Building District. Offices are also located along Route 28 both to the west (P-1) and east (B-2) of First Avenue and within the central business district (B-1).

Among the issues of concern associated with existing commercial land use along the highway corridors that include Somerville Circle and the Route 28, Route 202 and Route 206 arteries is the scattered strip pattern of development that has emerged. This pattern of development is characterized by a wide variation in building size, setback, and height and older residential structures amidst emerging commercial, industrial and professional office uses. This strip pattern of development has public safety and traffic level of service implications for the Borough's long-term circulation and land use planning.

Direct driveway access to U.S. Routes 202 and 206, and N.J. Route 28 from local driveways of residential and commercial uses exacerbate growing traffic problems during peak hours. While the State Department of Transportation reviews access permits to state highways, local planners should be aware that access roads and acceleration/deceleration lanes to serve commercial land uses should be encouraged. Ideally, residential uses should gain access from local roads rather than state highways to improve public safety.

In setting land aside for long-term commercial use, the Borough's exceptional regional accessibility from the subject state highways and proximity to Route 22, I-78 and I-287 suggests that additional office growth demand could be met by tapping available land along the state highways in the years ahead with appropriate zoning. In select locations, the substantial acreage held by Ortho Pharmaceutical in industrial use could be used to meet local retail demand or be developed for office use. However, the bulk of the Ortho Properties land area should only be considered for more intensive development after thorough examination has been given to potential circulation and environmental impacts to the area. Piecemeal development should be avoided.

b. Central Business District

The central business district along Somerset Street primarily between First Avenue and Coddington Street is a community retail area. Commercial development in the Central Business District is zoned B-1, Central Business District, and consists of retail stores, consumer services, professional offices, business services, taverns, and restaurants. Many of the commercial structures located on Somerset Street or adjacent to it on Thompson or Anderson Streets are combined with residences in their upstairs. The B-1 district allows joint-occupancy dwellings, provided

that the ground floor is used for commercial or service uses. As a central business district zone, the maximum lot coverage is high, allowing development on up to 75 percent of the site with no front yard setback.

While the minimum width of a lot in the B-1 zone is 75 feet, most of the lots in the central business area do not meet these minimum width requirements. The "downtown" character of the area was originally established with smaller minimum widths, generally around 40 feet.

Two interdependent issues of concern for the Central Business District area include the adequate provision of parking spaces to serve local businesses and attracting viable businesses off Somerset Street to Anderson and Thompson streets where many combined residential/commercial structures stand either vacant or underutilized. The development of the new mall along Route 206 in Raritan and the planned development of commercial retail along Route 206 in Somerville, combined with the recent development of the large regional mall in Bridgewater provides added competition for the central business district and makes commercial retail off Thompson and Anderson Street even more difficult.

3. Industrial Land Use

Industrial land use totals approximately 325 acres, or 25 percent, of the Borough's total land area. The Borough has three major industrial areas. One is located in the northwest-central part of the Borough on land on either side of Route 202 that is owned by Ortho Pharmaceutical. These properties span north along Route 28 and Vanderveer Road, west to Vones Lane and the residences and offices just east of Vones Lane, south of Route 202 to the NJ Transit Rail yards, and east to the residential districts served by Richard Street and the former North American Products' Crestline property. A second industrial area is located along Johnson Drive south of the NJ Transit railroad yards property where Roche Biomedical is a major employer. The third area is located south of Orlando Drive (Mill Street) and Elizabeth Street adjacent to the Raritan River on land adjacent to the Borough landfill site. Several other industrial sites are scattered throughout the Borough including the former North American Products' Crestline property along Tillman Street north of the NJ Transit railroad yard and the small industrial area located along Old York Road near the Bridgewater Township municipal boundary.

Industrial land use activities are primarily controlled by three industrial zoning categories: 1) Commerce and Light Manufacturing District (M-1); 2) Industrial Park District (M-2); and 3) Limited Industrial District (M-3). The M-1 district's bulk requirements require small minimum lot sizes of 40,000 SF and its principal permitted uses include commercial, wholesale and other establishments that enable the storage of building materials and storage warehouses, light mechanical operations, public and private utilities. The M-1 districts are located west of Busky Lane and south of Mill Street in the floodplain of the Raritan River, along Tillman Street, along Old York Road at the Bridgewater boundary, and north of LaGrange and east of Coddington along the NJ rail tracks.

The M-2 district's bulk requirements require somewhat larger, 80,000 SF

lot sizes and the principal permitted uses are inclusive of the type of uses provided in the M-1 district as well as the office and nonnuisance research and engineering allowed in the M-3 district described below. The M-2 district is located south of the NJ Transit rail lines along Johnson Drive.

The predominant industrial zone in the Borough is the M-3 district which regulates the land use development of properties in the northwest-central part of the Borough. This Limited Industrial District zone requires a minimum lot size of 20 acres and substantial buffering yard requirements with 30 percent maximum lot coverage. This large-lot zoning allows nonnuisance research and engineering, general office and light manufacturing uses of electric and electronic instruments and devices and pharmaceutical, biological, diagnostic and medicinal, cosmetic and food products. The specific uses permitted expressly do not allow for the processing of raw materials except for research purposes, or the primary production of wood, metal or chemical products from raw materials, or the production of noxious food stuffs. Central or general office buildings and computer facilities are to be occupied solely by a single company or affiliated members of a corporate entity and are not to be leased as separate offices.

As much of the Borough's industrial land is in single ownership in a large lot zone, the Borough's land use policy should be cautious to the long-term development potential of these properties. Select portions of this industrial land someday may prove suitable for residential, commercial retail or office development, or may allow additional north-south travel within the Borough with appropriate planning. The Borough's planning board should periodically discuss the short- and long-term development plans of Ortho Pharmaceutical to explore mutual goals and objectives.

Major issues of concern for industrial zones center around the maintenance of adequate buffers and the separation of truck traffic from residential areas. Additionally, as noted above, the Borough's planning board and residents should be assured that industrial sites shall be free of toxic and hazardous materials upon closure or resale.

(i) ECRA Eligible Property

The Borough Planning Board and local residents are equally concerned about monitoring and influencing plans for redevelopment or the re-use of the former North American Products buildings and site, also known as the Crestline property, at the foot of Tillman Street. Because North American Products terminated its operations after December 1985, and it is a former manufacturing operation, the site is an Environmental Clean-Up Responsibility Act (ECRA) eligible property. This eligibility status compels the company, despite being in bankruptcy, to file and receive approval for a sampling and clean-up plan from the NJDEP's Bureau of Environmental Evaluation and Clean-Up Responsibility Assessment prior to the completion of any sale of the parcel.

According to an inspection performed by the Bureau of Environmental Evaluation, North American Products manufactured such items as bug zappers and barbecue grills. The manufacturing process began with the plating of

the metal and continued through assembly. In 1984, it was discovered that an unknown quantity of buried drums, of unknown constituents were buried behind the building on the site. Sixty-five of these drums were removed from the ground and disposed of. Presently, it is believed that these drums are restricted to two main areas and an unknown amount remain in ground.

The current owners have filed an initial notification that includes an ECRA Site Evaluation Submission with the DEP which identifies the hazardous substances and waste containment areas, an inventory of the hazardous materials used on the site, the spill history of the site, a sampling and analysis plan, a request for hydrogeologic assessment, and a decontamination and decommissioning plan. To protect the health, safety and welfare of local residents, the Borough is interested in assurances that an approved clean-up plan has been worked out between the bankruptcy trustee and the DEP. Additionally, the Borough wants DEP certification that any decommissioning effort has been undertaken and completed properly prior to a leasehold occupancy of the existing industrial properties on-site. The approved clean-up should specify the nature and degree of clean-up, the amount of funds to be placed in escrow or expended to ensure clean-up, and a schedule of the clean-up and its completion.

The site has been under DEP review since, at least, September 1987 and was inspected by DEP officials in April 1988. In conversation with representatives of the DEP's Bureau of Environmental Evaluation and Clean-Up Responsibility Assessment, it was made clear that the sampling plan had been submitted for comments, but had not been implemented, nor had the decommissioning plan been implemented. It was noted by the DEP representatives that the bankruptcy trustee had taken the position that prior to the issuance of a certificate of occupancy for the site, no clean-up or decommissioning plan was to be undertaken.

However, more detailed information on the status and timing of the project could not be ascertained without requesting a file review from the DEP.

4. Transportation

The land use category, Transportation, is comprised of highways and streets and rail tracks and totals approximately 230 acres, or 17 percent of the Borough's land. Of this total, over 190 acres are for streets and highways with the remainder devoted to the railroad right-of-way, a substantial railroad yard owned and operated by NJ Transit south of Tillman Street and north of Johnson Drive, and the passenger rail facilities between First and Second Avenues.

The major highway servicing the Borough is U.S. Route 202, U.S. Route 206, N.J. Route 28, Somerset Street, and Old York Road. Residential collectors are Vones Lane and Vanderveer Road in the northwest corner of the Borough; Thompson Street, beginning at Somerset Street and continuing to N.J. Route 28; and Nevius Street from Somerset Street, across the bridge into Hillsborough.

Since the 1978 Revision of the Borough Master Plan several roads have been

built. Most of the roads were built as residential access streets such as Alpine Way or Normandie Lane; one road, Orlando Drive (Mill Street) was extended to Busky Lane and to Route 206 to divert some of the traffic off Somerset Street, improve the transportation access to Route 206 and the Raritan Mall shopping area, and potentially provide for better access to the business and industrial establishments adjacent to the former Borough landfill.

5. Public Recreation and Open Space

This category totals approximately 57 acres, or four percent of the total land area of the Borough. Facilities within this category are public parks providing both active and passive recreational opportunities as well as open space in local, county or state ownership.

Included in this land use category are:

- Washington School Fields at First Avenue and Prospect Place, a nearly two-acre area that is used for adult and girls softball and little league baseball near the Bridgewater Township Board of Education building;
- First Avenue tennis courts near Tillman Street, a three-quarter acre park and tennis court area;
- Elizabeth Avenue Park, a new half-acre playground for children at the western terminus of Elizabeth and Bound Brook Avenues;
- Frelinghuysen Park along Sherman Avenue, a four-acre active recreational park with basketball and tennis courts, children's swimming pool, clubhouse, baseball fields for little league and pony leagues, remote control car track, and tot climbing equipment;
- Basilone Park, a little more than two acres of active recreational park land south of the John F. Kennedy school just west of Woodmere Street with a children's pool, clubhouse, children's playground, and basketball court;
- Somerset County Park land and Canal Street park, a linear riverfront park with other park area along the Raritan River of more than 20 acres with playgrounds and picnic tables.
- Borough-owned land of just under 14 acres in passive recreational use purchased with funds from the Department of Environmental Protection's Green Acres program along the Bridgewater-Raritan boundary west of Woodmere Street.

Other areas identified as public open space include former Borough landfill property for which a driving range is planned near Route 206 and south of Orlando Drive, scattered vacant Borough-owned parcels throughout the mid-northern section of the community, and land directly adjacent to the Raritan River in a flood hazard zone and adjacent to a former sewage disposal plant. Substantial environmental constraints on these properties

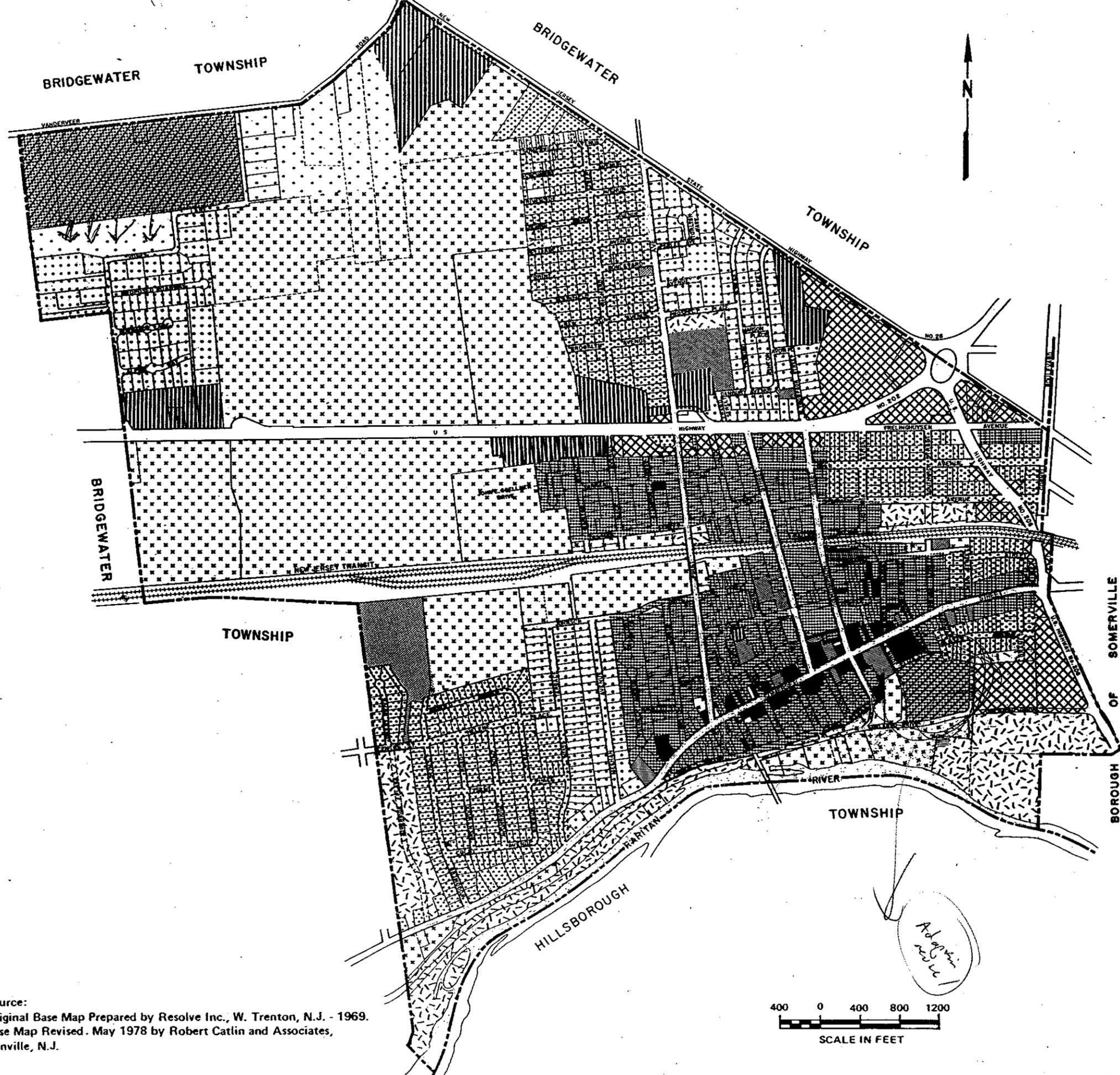
Other scattered vacant parcels are located within single-family residential areas and offer some limited infill residential development opportunities. Vacant land south of Perlee Avenue and north of Plainfield Avenue and other properties west of Richard Street and north of Route 202 fall into this category.

C. LAND USE PLAN RECOMMENDATIONS

The Land Use Plan shown in Figure IV-5, the Proposed Zoning Changes Map of Figure IV-6, and the Proposed Zoning Map of Figure IV-7 incorporate the goals and objectives of Chapter II developed by the Planning Board in consultation with Borough officials, staff and analysis by private planning consultants. The specific land use plan recommendations have been developed after review and investigation of: 1) the population, income, housing, and employment trends and characteristics of the region and the Borough; 2) the existing zoning standards and land use activities (residential, commercial, industrial, public and semi-public, recreational) of the Borough; 3) the Borough's circulation system; 4) the age and quality of the Borough's housing stock; 5) the views of state, county, and local engineers and officials; 6) the Borough's topography, soils conditions, water supply, flood plain areas, marshes and woodlands; and 7) the views of Planning Board and Board of Adjustment members and the public.

The Land Use Plan recommendations of this document include proposals for zoning changes. These are not official changes but recommendations of appropriate land use policy. Actual regulations for the various districts will be proposed by the Planning Board. The enactment of regulatory changes is the jurisdiction of the Borough Council, after the Planning Board has adopted this revised Land Use Element, its Goals and Objectives, as well as the Housing Element of the Master Plan. The Borough Council will be required to promulgate changes to the zoning ordinance that effectuate the recommendations of the Housing Plan Element and the Land Use Plan Element; however, the Borough Council may promulgate changes that are inconsistent with the such recommendations following "an affirmative vote of a majority of the full authorized membership of the governing body with the reasons of the governing body for so acting set forth in a resolution and recorded in its minutes when adopting such a zoning ordinance..."(N.J.S.A 40:55D-62 of the Municipal Land Use Law). The new zoning regulations will be in the form of a separate document.

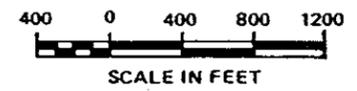
The discussion that follows examines key areas of the Borough that require changes in the planned land use, and identifies key land development issues that the Borough's land use and development regulations should address in order to manage the rate, type and location of future development and redevelopment.



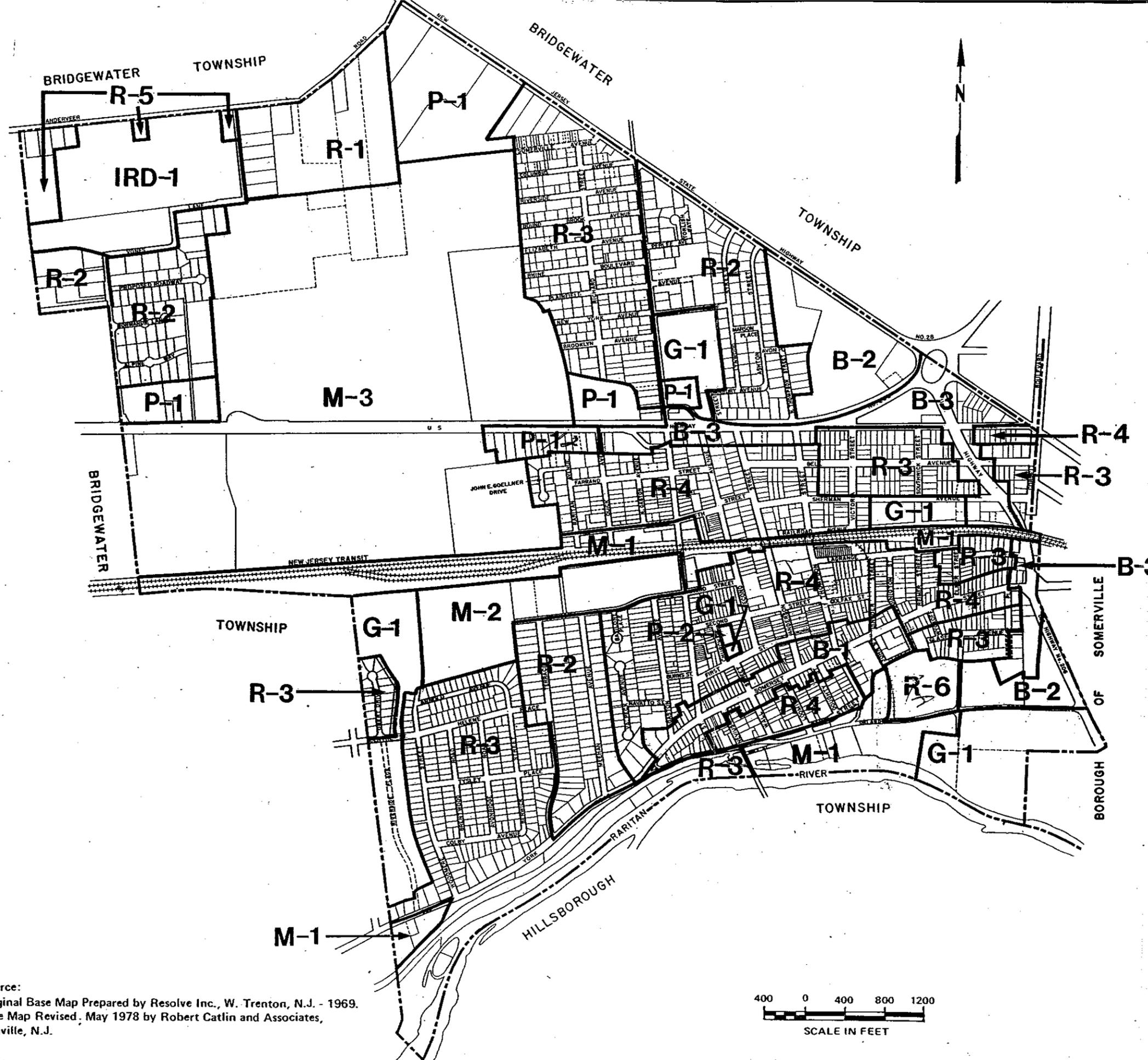
LEGEND

-  Low Density Residential District
-  Medium Low Density Residential District
-  Medium Density District
-  Medium High Residential Density District
-  Townhouse Density Residential District
-  High Density Residential District
-  Highway Retail
-  Commercial Community Retail
-  Office Buildings
-  Industrial
-  Public Recreation and Public Open Space
-  Public and Quasi-Public Facility
-  Vacant

Source:
 Original Base Map Prepared by Resolve Inc., W. Trenton, N.J. - 1969.
 Base Map Revised May 1978 by Robert Catlin and Associates,
 Denville, N.J.

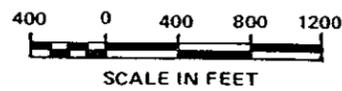


RARITAN BOROUGH
Figure IV-5 PROPOSED LAND USE
LOUIS BERGER & ASSOCIATES, INC.



- LEGEND**
- R-1 Low Density Residential District
 - R-2 Medium Low Density Residential District
 - R-3 Medium Density Residential District
 - R-4 Medium High Density Residential District
 - R-5 Townhouse Density District
 - R-6 Adaptive Reuse District
 - IRD-1 Inclusionary Residential Development
 - B-1 Central Business District
 - B-2 Shopping Center District
 - B-3 Highway Business District
 - M-1 Light Manufacturing District
 - M-2 Industrial Park District
 - M-3 Limited Industrial District
 - P-1 Office Building District
 - P-2 Office Building District
 - G-1 Government Uses District

Source:
 Original Base Map Prepared by Resolve Inc., W. Trenton, N.J. - 1969.
 Base Map Revised, May 1978 by Robert Catlin and Associates,
 Denville, N.J.



RARITAN BOROUGH
Figure IV-7 PROPOSED ZONING MAP
LOUIS BERGER & ASSOCIATES, INC.

I. Residential

a. Vones Lane Area

(i) Northern Vones Lane: New R-5 District

Required by Court Settlement of an exclusionary zoning lawsuit, the recent rezoning from R-1 to IRD-1 (Inclusionary Residential District) and the recent preliminary development approval of a planned inclusionary residential townhouse and garden apartment development will add densities of 7-8 units per acre on a 50-acre tract formerly zoned for single-family residences with minimum lot sizes of 25,000 square feet. In proximity to this tract is a 120-acre tract in Bridgewater Township adjoining the Borough to the west of the Vones Lane area. This area is being developed with over 1,100 medium-high density townhouse dwellings.

In order to allow a reasonable transition between the development underway in Bridgewater Township and the approved Vones Lane inclusionary development, an R-5 residential zoning district offering approximately 6-8 units per acre near the Bridgewater boundary west of Vones Lane is proposed. The principle of equitable treatment of adjoining landowners and compatible planning/zoning with adjacent municipalities makes this rezoning compelling. The proposed zoning would incorporate approximately 7 acres west and northwest of the proposed inclusionary development as well as two smaller sites, which total approximately 1.5 acres and are situated amidst the development.

The suitability of the site for this zoning density increase is also enhanced by negotiations held with the inclusionary developer. This led to an agreement to adequately size the sewer trunk lines to make this zoning change and to make traffic improvements to the bottom portion of Vones Lane.

Many of the site design standards specified in Sections 42-161, 42-163, and 42-165 of the Land Use and Development Regulations for parking, setbacks, common open space, cartway widths and right-of-way, and landscaping currently reserved solely for the creation of the townhouses and garden apartments of the IRD-1 district may be appropriate for adoption for the review of the developments proposed in this R-5 zone.

(ii) Southern Vones Lane: Rezoning to R-2

There are scattered residences on irregularly shaped parcels along the Bridgewater-Raritan boundary adjacent to the southern Vones Lane. The area is adjacent to the existing R-2 zone where the Sunset Homes development is under construction and immediately northwest of the recently built Normandie Lane and Alpine Way developments. A zoning density increase from minimum lot sizes of 25,000 square feet to 12,000 square feet (R-1 to R-2) is proposed for this approximately 9-acre area.

This zoning change represents a transition zone from the higher densities associated with the existing IRD-1 and proposed R-5 districts to its north and is very compatible with the densities of the residential neighborhood

east of southern Vones Lane and the Bridgewater residential development to its south.

b. Mill Site: New R-6 District and Adaptive Reuse

The former wool mill and accompanying property behind the facility is currently operated by Middlesex Chemical and is an approximately 10-acre parcel located south of Elizabeth Avenue and north of the Mill Street extension, Orlando Drive. Approximately one-half to two-thirds of the site is situated within the 100-year flood plain of the Raritan River. The existing mill facility is an attractive location for residential adaptive re-use and the vacant land portion of the site outside the floodplain could conceivably be suitable for residential development at townhouse densities of approximately 8 units per acre as long as on-site parking, safe circulation, and net fill rules of the NJDEP for Flood Hazard Areas can be demonstrated.

The establishment of a new R-6 zoning category should be created allowing net density levels of 8 units per acre, calculated after the area of the site which is in floodplain is removed from consideration. The Borough Planning Board should promote the preservation and adaptive re-use of the historic industrial mill facility. To attract private interest in the facility's re-use as a residential structure, the Borough should offer a density bonus incentive of an additional 2-4 units per acre on the developable portion of the site (minus floodplains) if the existing industrial facility is reused for residential purposes.

The new zoning category should be explicit in its requirements that specific off-street parking requirements and safe traffic circulation patterns can be demonstrated during site plan review.

By state law, the existing industrial operations (M-1) are allowed to continue as a non-conforming use in this zone (N.J.S.A. 40:55D-68).

As noted in the Housing Element/Fair Share Plan, the site's location in the downtown makes it suitable for senior citizen housing and other housing. The density levels proposed for the site would have somewhat less impact on the local traffic network at this location, could prove beneficial to the downtown business district and the new Raritan Mall, and is also proximate to open space and the river park area.

The proposed density of development of the site would not be incompatible with the adjacent residential district (R-3), in light of the current incompatible industrial land use activities, the proximity of the Raritan Mall, and the presence of the public works department nearby. Proper site plan review of the development should ensure that appropriate buffers are maintained between the proposed R-6 district and the established residential district. Access to the site from newly established Orlando Drive should be encouraged to mitigate potential traffic impacts.

Contributing to the formulation of this recommendation is the recognition that the site's current use makes it subject to the Environmental Clean-Up Responsibility Act (ECRA). Prior to the sale of the property or upon the closing of the facility, the site's soils and buildings will need to

be investigated and an appropriate clean-up plan will need to be formulated and implemented if the activities generated hazardous or toxic waste that has yet to be removed from the site. The site's rezoning for townhouse development may provide the density incentives necessary to bring about the site's eventual clean-up. The site's relatively inconvenient location for trucks, its age and its outmoded design for modern industrial facilities greatly limits the continued marketability of the property for industrial operations.

2. Commercial

a. Professional Office: Rezoning to P-1 District

(i) Route 202

West of Quick Avenue and south of Route 202 is an approximately six-acre residentially developed area in a residential zone (R-3) that is directly accessible from U.S. Highway Route 202. To its north, west, and southwest are industrially zoned and professional office parcels, and to its east is a highway business zone. Increases in traffic and development along Route 202, the site's excellent accessibility to and visibility from the highway network, and its proximity to nonresidential zones warrant the recommended zoning change from a residential zone (R-3) to a professional office zone (P-1). Parking, noise and traffic impacts to the adjacent residential areas would be minimized because of the area's geographic location along a state highway. Setting aside this additional land for office use is appropriate in light of the recent successful marketing of an office building in the vicinity of the subject area.

The existing P-1 zone category would allow offices for professional or business uses, research laboratories and nursing homes. Bulk requirements of the P-1 district allow lot sizes of two acres with a maximum lot coverage of 35 percent.

3. Industrial

a. Tillman Site: No Action Under Litigation

The 23-acre site of the former North American Products' Crestline operations located at the foot of Tillman Street is currently zoned M-3 with minimum lot sizes of 20 acres and permitted uses for selected non- nuisance research or engineering, development, general office and light manufacturing. The site is adjacent to other M-3 industrial property to its west and residential development to its east.

As noted in the existing conditions section, the former activities of the site generated hazardous materials and waste requiring clean-up. The "clean-up" process can be lengthy, from initial notification, preparation, review, and implementation of a sampling plan to later stages of preparation, review, implementation, and inspection of a "clean-up" plan. In principle and in practice, the DEP's Bureau of Environmental Evaluation and Clean-up Responsibility Assessment is not opposed to leasehold

occupancy of a contaminated site, in the interim, to generate cash flow for a clean-up by an owner in bankruptcy--provided that specific clean-up actions are undertaken before renting any portion of the facility. With limited public and private funds available, this "work-out" approach has been deemed an acceptable approach for raising funds.

Given the acceptability of a "work-out" scenario in this instance, it is essential that the Borough deploy expert counsel to work with the DEP to establish an escrow account to ensure that rent monies be segregated in a separate account targeted for clean-up and secured from the owner's bankruptcy creditors.

Since an unknown quantity of potentially dangerous contaminants is still in the ground and no time period for clean-up has been scheduled or funded, and as the site is currently the subject of litigation, any zoning change contemplated for the subject site should be delayed until the outcome of litigation is ascertained. Delaying consideration of any rezoning is prudent with respect to protecting the public health, safety and welfare, and is consistent with the conclusions of the Borough's public health office.

b. Tillman Site: Clean-Up Policy

To protect the public health, safety and welfare, the Borough should formally contact the DEP's Bureau of Environmental Evaluation and Clean-up Responsibility, review the status of the current project file, request ongoing information and input with respect to the project, consult legal counsel, and require assurances from the DEP that a segregated escrow account will be deployed to secure rental payments for the purpose of cleaning the site. In essence, the Borough should work with the DEP to ensure that the rapid clean-up of the site is implemented.

c. Ortho Properties

With only small pockets of "vacant" developable land remaining in the Borough, the significance of the substantial land holdings and low density development of a single property holder, Ortho Pharmaceutical, to alter and shape the character of the west-central portion of the Borough is clear. Select areas of this industrially zoned land may prove suitable for residential, commercial retail or office development, or may allow additional north-south travel within the Borough with appropriate planning. The Borough's Planning Board should explore the company's short- and long-term development plans for mutual goals and opportunities.

4. Public and Quasi-Public

a. Riverfront Park Development

The land south of Orlando Drive and Mill Street along the Raritan River from Route 206 to Thompson Street should be reserved for recreational park development. The less intensive recreational use of the publicly owned and the remaining privately owned parcels in this area is justified for several land use planning, environmental and recreational reasons.

The Borough has two areas that are proposed for residential development at townhouse density levels (i.e. Vones Lane, Mill Site). In the future, the Borough may need to provide increases in zoning densities to promote redevelopment or developer interest in areas of the Borough where the housing stock is aging or hazardous waste clean-up is required. The environmental effect that higher densities will have on community facilities and services and the traffic network can be balanced to some extent by reducing planned development intensities in appropriate environmentally sensitive locations such as the Raritan riverfront.

The subject riverfront area is almost entirely within the 100-year floodplain (flood fringe and floodway) and much of the site is in the floodway. Intensive development may present risks to the public health, safety, life and property. Avoiding land development near the riverfront will minimize runoff pollution which can be detrimental to biological life and the integrity of the stream channel, reduce stream erosion which affects water quality, and ensure that flood discharges are minimized. All of these objectives are in keeping with the Municipal Land Use Law's stipulations with respect to Storm Water Management plan requirements (N.J.S.A. 40:55D-95). Development applications will be bound by the statutory requirements of N.J.S.A. 58:16A-50 et. seq. and the administrative rules for Flood Hazard Area Control (N.J.A.C. 7:13-1 et. seq.) which preclude development in the floodway and require a stream encroachment permit within the flood fringe area that limits the amount of net fill and structures (i.e. the total density of development) to be placed on the site.

From a long-term recreational perspective, the Borough has an opportunity to extend the linear park that runs along Old York Road and Canal Street to the Raritan-Somerville boundary. The historic nature of the canal should be recognized and promoted. In addition, with minimal development on the Hillsborough side, there is a natural setting ideal for passive recreational use if properly designed.

From a pragmatic perspective, the Borough already owns much of this land area, approximately 23 acres. Much of the site has also been previously used formally as a municipal landfill and informally as an illegal dumping ground. With good site planning, the Borough's use of a portion of the site for public works operations can be continued with little impact to recreational users. Given the former uses of the site, there is substantial site preparation and geotechnical work to be done if the site is to be readied for intensive development and if it is to be built with appropriate flood protection structures.

The planned leasing of a portion of the site for a golf-driving range is in keeping with the appropriate land use type activities for this site.

To finance the development of the site and the acquisition of the remaining private parcels, the Borough should consider the expanded use of Green Acres Grant Program Funding (N.J.S.A. 13:8A-1 et. seq). Green Acres funds have previously been used by the Borough to acquire land in this area. The purpose of the New Jersey Green Acres and Recreational Opportunities Program administered by the Department of Environmental Protection is to increase and preserve permanent outdoor recreational areas

for the public's use and enjoyment. Green Acres funds are available for both acquisition and development. Grants and loans are available from the Department.

b. Annexed Properties

In the southeast portion of the Borough, an irregularly shaped Governmental Use zone (G-1) parcel is located both north and south of Orlando Drive. The recent development of the Raritan Mall and the annexation of former Somerville land west of Route 206 has created the need for changes and the establishment of zoning changes.

Since the preparation of the last Master Plan, a little more than 8 acres of former Somerville land has been annexed to the Borough of Raritan. This property along the eastern boundary of Raritan Borough adjacent to Route 206 is in several uses including storm drainage and parking at the Raritan Mall north of Orlando Drive and is vacant Borough-owned land south of Orlando Drive. Plans for recreational use as a golf driving range on the land south of Orlando Drive has been proposed for this former landfill area.

The following changes in zoning are proposed: 1) the developed shopping mall land north of Orlando Drive inclusive of all annexed land should be zoned B-2 to be consistent with the use categories and bulk requirements characteristic of the Raritan Mall; 2) the vacant land south of Orlando Drive, inclusive of all annexed land, and contemplated for golf driving recreational use, should be placed in the G-1 zone and reserved for recreational and municipal public works facilities.

5. Environmental Assessment Requirements

To ensure that development applications address the environmental and traffic impacts of their proposed development, the Borough should promulgate language in the Land Use and Development Regulations that is similar to that included in the Inclusionary Residential Development special amendments (Section 42-164B, Focused Environmental Assessment). The developer applicant should submit a statement and evidence of the proposed development's impact and any proposed mitigation efforts concerning topography, soils, surface water, vegetation and wetlands as well as transportation and circulation.

6. Escrow for Development Plan Applications

The Planning Board does not currently receive adequate funds from private developers for the independent review of expert reports pertaining to traffic, planning and engineering, that are submitted in support of preliminary subdivision and site plan applications. The independent assessment of the facts and findings of these reports will improve the development review process and is more likely to ensure that the health, safety and welfare of the community is promoted.

In a subsequent phase of the Master Plan process when the Borough's Land Use and Development Regulations are amended, it is recommended that rules be promulgated for the collection (amount and timing) and expenditure of escrow funds for the preparation and/or review of expert traffic, planning and engineering reports.

D. SUMMARY OF PROPOSED ZONING CHANGES

The recommended zoning categories to achieve the objectives pertaining to bulk and use categories and boundaries of the Land Use Plan is presented in Figures IV-6 and IV-7. The exact statutory language and requirements are not provided and are to be developed with the advice of the Planning Board, but with the approval of the Borough Council. The summary below represents a guide to the criteria and standards that should be sought when drafting zoning changes that effectuate the recommendations of the Master Plan:

° Northern Vones Lane: New R-5 Zone

A new zoning category allowing development densities consistent with the type of townhouse developments under construction and proposed in Bridgewater and Raritan.

° Southern Vones Lane: R-2 Zone

Rezoning an approximately 9-acre area near the Bridgewater boundary and the proposed inclusionary development to function as transition zone density from townhouse densities to its north and west.

° Mill Site: New R-6 Zone and Adaptive Reuse Density Bonus

The former woolen mill site located south of Elizabeth and north of Mill Street is recommended for redevelopment and a rezoning from industrial to residential use. The site's rezoning to residential use should promote the adaptive re-use of the mill facility with a density bonus incentive.

° Professional Office (P-1 zone)

A professional office zone (P-1) is proposed to replace the residential zone (R-3) that exists south of U.S. Route 202 and west of Quick Avenue. The sites' rezoning to professional office use will make this area consistent with other similar locations along U.S. Route 202. Permitted uses will be compatible with the existing professional office zones (P-1).

° Annexed Properties

Former Somerville property annexed to Raritan Borough should be rezoned to reflect the existing and proposed development character of their sites and the public or private ownership of the properties. Land within the Raritan Mall properties should be zoned for Shopping Center District (B-2) and Borough-owned land unlikely to be developed due to floodplain and geotechnical constraints should be zoned G-1.

see attached

see attached

° Escrow for Development Plan Applications

To improve the development review process, it is recommended that rules be promulgated for the collection and expenditure of escrow funds. These funds will be used in the preparation and/or analysis of expert traffic, planning and engineering reports submitted in support of preliminary subdivision and site plan applications.

V. Circulation

V. CIRCULATION

A. REGIONAL PERSPECTIVE

Raritan Borough is located in the central portion of Somerset County. Somerset County is served by a diverse transportation network of federal, state, county and local roadways. This network links Somerset County's municipalities with major employment centers in northern and central New Jersey as well as New York City.

There are approximately 1,336 miles of roadway in Somerset County. The Primary Highway System, comprised of state and interstate highways, contains approximately 291 lane miles. Peak hour congestion currently occurs on 28 percent of these roadways. The Secondary Highway System, composed of county roads and municipal roads serving intermunicipal movements, is made up of approximately 700 lane miles. Peak hour congestion currently occurs on 5 percent of these roadways. Without roadway improvements or trip reduction measures more than 30 percent of the secondary system is expected to experience peak hour congestion by the year 2000.

Interstate 78 crosses the northern portion of Somerset County, connecting the county to Pennsylvania and New York City. Completion of the interstate through the Watchung Reservation area of Union County in 1986 has increased accessibility to Somerset County from New York City and the northeastern New Jersey metropolitan area. As highway travel continues to increase in this corridor, growth and development can be expected to occur in the county.

Interstate 287 is located in the central portion of Somerset County. I-287 provides access to Morris County and Interstate 80 in the north, and to the Garden State Parkway and the New Jersey Turnpike in the south.

Somerset County is also served by a number of state-controlled highways including Routes 202, 206 and 22. These routes provide primary intercounty travel and link Somerset County to Interstate 80, the Garden State Parkway, the New Jersey Turnpike, and Route 1. Easy access is provided to the major metropolitan areas of northeastern New Jersey, as well as New York City, Princeton and Trenton.

B. EXISTING CONDITIONS

The following is a description of the roadway system that currently serves the borough.

1. State Roads

U.S. Routes 202 and 206 are part of the federal highway system, and are state maintained. Route 202 is the only major highway that crosses the Borough of Raritan. It is a 4-lane, 50-mile-per-hour highway and is a major

access route to western Somerset County and to Hunterdon County. Route 206 forms part of the eastern border of Raritan Borough and provides access to the southern Somerset County municipalities of Hillsborough and Montgomery. Route 206 is a 4-lane free access roadway.

State Route 28 forms the northeastern border of Raritan Borough. It is a 2-lane, 50 mile-per-hour, east-west route that joins with Route 22 west of Raritan, providing access to Hunterdon County and Pennsylvania. To the east, Route 28 passes through Union County to the City of Elizabeth.

2. County Roads

County roads within Raritan provide access to the neighboring municipalities of Hillsborough, Somerville, and Bridgewater. Old York Road (Route 567) follows the South Branch of the Raritan River from Neshanic, providing regional access to Routes 202 and 206. The road continues past First Avenue as Somerset Street (Route 626). The Nevius Street (Route 625) bridge is the only point from Raritan Borough across the Raritan River to Hillsborough. First Avenue (the continuation of Route 567) is a major north-south street in the Borough, extending from the northern border with Bridgewater to Old York Road. The third county road is Frelinghuysen Avenue (Route 644) between Route 202 and Route 206. This road allows access between routes 202 west and 206 south without going through the traffic circle.

3. Local Roads

The Borough is served by a network of local roads that provide regional access through connections with Route 202, Route 206, and the county roads. The local roads provide access to various community services including fire, police, and ambulance services, as well as access to commercial and residential areas in the borough.

4. Functional Classifications

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not independently serve travel in any major way. Rather, most travel involves movement through a network of roads. It then becomes necessary to determine how this travel can be channeled within the network in the most safe and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network.

The highway classification process is required by federal law. Each state must assign roadways into different classes in accordance with standards and procedures established by the Federal Highway Administration. Roads that currently serve Raritan Borough have been classified by function into the following categories (see Table V-1 and Figure V-1):

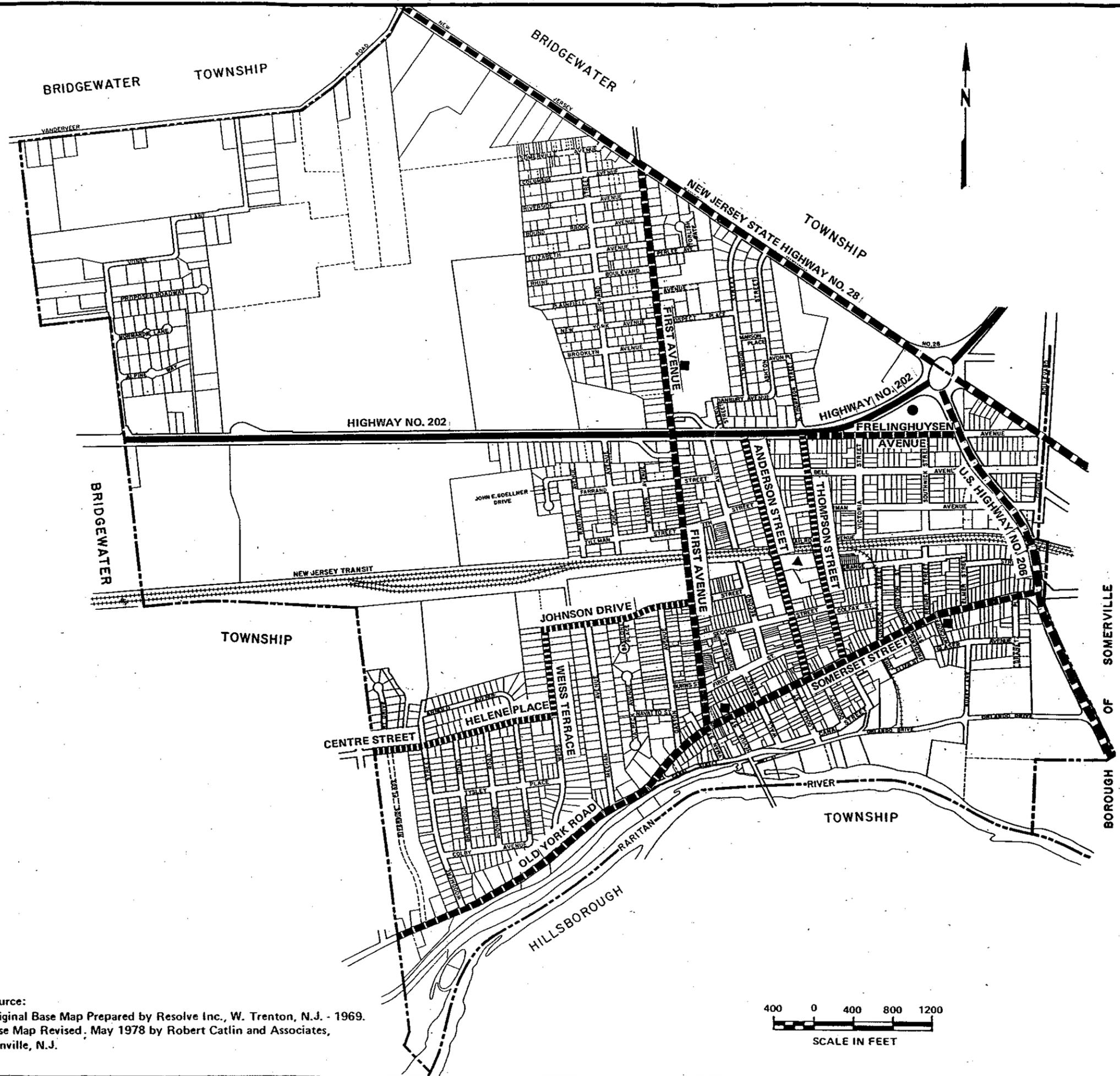
- ° Principal Artery - Principal arteries are often designed as primary routes which can accommodate large volumes of traffic with

Table V-1

Road Classification Schedule
Existing Roads

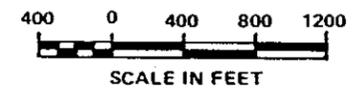
Road	Location in Township	Functional Classification
U.S. Rt. 202	Entire Length	Principal Arterial
U.S. Rt. 206	Entire Length	Major Arterial
State Rt. 28	Entire Length	Major Arterial
Somerset Street (Rt. 626)	Entire Length	Minor Arterial
Old York Road (Rt. 567)	Entire Length	
Frelinghuysen Avenue (Rt. 644)	Between Rt. 206 and Rt. 202	Minor Arterial
First Avenue (Rt. 567)	Entire Length	Minor Artrial
Center Street/Helene Place	Entire Length	Residential Collector
Johnson Drive	Entire Length	Residential Collector
Weiss Terrace	North of Helene Place	Residential Collector
Anderson Street	Between Weiss Street and First Avenue	Residential Collector
Thompson Street	Between Somerset Street and Rt. 202	Residential Collector

Note : All streets not listed above are classified as Minor Roads, or Special Purpose Streets.
Source: New Jersey Department of Transportation, 1989



- LEGEND**
- Principal Arterial
 - Major Arterial
 - Minor Arterial
 - Collector
 - New Jersey Transit Railroad Station
 - BUS TOPS**
 - West Hunterdon Transit
 - SCOOT (Somerset County Office of Transportation)

Source:
 Original Base Map Prepared by Resolve Inc., W. Trenton, N.J. - 1969.
 Base Map Revised, May 1978 by Robert Catlin and Associates,
 Denville, N.J.



RARITAN BOROUGH

Figure V-1
 EXISTING CIRCULATION
 Roads

LOUIS BERGER & ASSOCIATES, INC.

uncontrolled access points. Major highways often provide a linkage between interstate routes and link major urban centers with other urban centers as well as with recreational and commercial areas. Major highways generally provide intercounty travel as well as intermunicipal travel. Principal arteries generally have an average daily traffic flow (ADT) greater than 3,000 vehicles. Route 202 is classified as a principal artery.

- Major Artery - Major arteries are generally designed to provide intracounty and intermunicipal travel. Major arteries also function as distributors of traffic flow from local, collector and minor arterial routes to highways, inter-states and other interconnecting arteries. Major arteries generally have an ADT greater than 3,000 vehicles. The major arteries in Raritan are Route 206 and Route 28.
- Minor Artery - Minor arteries, sometimes referred to as secondary arteries or rural arteries, are designed to function by accommodating traffic flow between major arteries. Generally, minor arteries collect traffic from adjoining neighborhoods or other concentrations of development. These routes provide an intermediate link between the minor road system and the major arterial system. Minor arteries are primarily municipal roadways and often interconnect the major arterial system at the municipal or local level. Minor arteries generally should not exceed a total ADT of 3,000 vehicles. First Avenue and Old York Road/Somerset Street are minor arteries.
- Residential collector - Residential collectors function primarily as collectors of traffic flow from the minor road system and distributors of the local road network to either minor or major arterials. Although often designed as local or minor streets, residential collectors are classified as such as a matter of function and use. Residential collectors should not exceed a total ADT of approximately 1,000 vehicles. Residential collector streets in Raritan are Anderson Street, Johnson Street, Center Street/Helene Place, Weiss Terrace north of Helene Place, and Johnson Drive between Weiss Terrace and First Avenue.
- Minor Road - Minor roads provide access to individual properties or services and are often served by a collector or minor artery. Minor roads are sometimes referred to as residential access streets. Minor roads generally should not exceed a total ADT of approximately 500 vehicles. All remaining streets, with the exception of streets with the special purposes listed below, are minor roads.
- Special Purpose Street - Special purpose streets include a number of roadway types that provide access to specific areas. These roadways include alleys, cul-de-sacs, marginal access streets, stub streets and parking loops. ADT of these streets will vary greatly according to function.

5. Road Conditions

The roads in Raritan are generally in good physical condition. The County roads in the Borough have all been reconstructed within the past few years, or will be reconstructed this year. The work undertaken includes new pavement, new curbs, and drainage improvements. Due to commercial and residential developments in close proximity to the roadways on Somerset Street and First Avenue, widening these county roads has not been a consideration. Additionally, plans currently exist for traffic signal improvements on Somerset Street and Thompson Street.

The Borough maintains an ongoing program to upgrade roadways in need of improvement. The Borough Engineer has identified areas that are currently in need of roadway improvements. These areas include Wycoff, Glaser, and Granetz streets, south of Somerset Street near the Somerville border.

(i) Vones Lane

The proposed Lifestyle 80s residential development will be located between Vones Lane and Vanderveer Road in Raritan's northwestern border. Vones Lane is currently a 2-lane, 25 MPH minor road, which is narrow and lacks curbing. Without improvements or the development of a new road, it will likely prove inadequate to serve traffic generated by Lifestyle 80s, as well as proposed developments in Bridgewater. Right-of-way (ROW) widths vary from 37 feet to 50 feet along the roadway, and cartway width varies from about 20 to 24 feet. Parking is currently allowed along southern Vones Lane.

According to Borough standards the ROW for minor roads should be at least 50 feet, and the ROW for collector roads should be at least 60 feet. The special inclusionary housing amendments to the Borough's Land Use and Development Regulations (Section 42-165) identifies a minimum cartway width of 28 feet, and a ROW of 50 feet for a minor street with one sided parking. A residential collector, according to the special ordinance, requires a cartway width of 24 feet, with no parking, and a ROW of 50 feet. Using these standards, Vones Lane is deficient in ROW width along approximately half of its length, and is deficient in cartway width along its entire length. Within the constraints of pre-existing residential developments, widening this roadway was a priority in discussions with the developer of the 50-acre Vones Lane tract.

(ii) Parking

Parking is a significant problem in the central business district (CBD) area of Raritan. The Borough has no municipal parking lots, with the exception of a permit-only lot located at the train station. On-street parking is allowed throughout the CBD, although it is frequently inadequate to meet the parking demand in the area. On-street parking also poses traffic problem by reducing through-traffic lanes on roadways and preventing the use of turn-only lanes.

6. Traffic Congestion

a. General Conditions

Raritan Borough is located near the regional center of the county, as identified by the Somerset County Master Plan. Most of the major transportation routes in the county pass through or near Raritan. This provides the Borough with excellent access to the regional roadway system. It also increases traffic passing through the Borough and has led to traffic congestion.

The Somerset County Master Plan projects the county population to increase by about 27,000 to 263,800 people between the years 1990 and 2000. By the year 2010 the County population is projected to increase by another 32,000 to 295,730 people. During this time the number of housing units in the county is also expected to increase. Projections of the number of housing units in 1990 are 86,420. This number is projected to increase to 99,700 by 2000, and to 115,800 by 2010. Growth is expected to occur in the larger municipalities of the county that currently have open space available for development. Raritan Borough is approximately 96 percent developed, and the population is projected to grow slightly over the next twenty years. Due to its central location, however, growth in the county's southern and western municipalities could have significant traffic impacts on the roadways of Raritan Borough.

b. Somerville Traffic Circle

The Somerville Traffic Circle is a major point of congestion in Raritan Borough. The traffic circle is formed by the confluence of Routes 206, 202, and 28. The circle has also been identified as the major source of traffic accidents in the borough, with one third of the traffic accidents occurring at the circle. The state has plans to improve conditions of the circle by making Route 202 an elevated highway passing over Routes 206 and 28, thus removing approximately half the traffic passing through the circle. Property frontages in Raritan may be acquired for the project, however no buildings are expected to be acquired in Raritan.

c. Bridgewater Developments

Six residential development projects are currently proposed or are under construction in Bridgewater near Raritan's northern and western borders (see Table V-2). These developments will result in an increase of 2,632 units in Bridgewater. The Lifestyle 80s development in Raritan's northwestern corner proposes an additional 375 units in Raritan. Sunrise Hill, currently under construction, adds 19 single-family homes in Raritan off Vones Lane. Increased traffic volumes are likely to result on Vanderveer Road and potentially on roads in Raritan from these developments.

A number of traffic studies have been conducted for the proposed developments in Bridgewater. These include two prepared by Garmen Associates, one for the Hodge Property in November, 1987, and one for Bridgewater Estates prepared in December, 1985. Additionally a traffic study was conducted by Abbington-Ney Associates for proposed townhouses at

Table V-2

Proposed Residential Units
For the Bridgewater - Raritan Border Area

	Townhouse	Condominium	Single Family	Total
Clover Walk	536	264		800
Vanderveer Road			195	195
Hovnanian/Calton Homes	633	472		1105
Milltown South	75			75
Rodge Property	344	86		430
Lifestyle 80s	375			375
Sunrise Hill			19	19
Total	1,963	822	214	2,999

Source: Garmen Associates, 1988

the intersection of Route 202 and Milltown road in September, 1986, and a study was prepared by Nelson-Kenderian Associates for the Clover Walk development in October, 1988.

These studies have projected the traffic impacts on local roadways of the proposed developments in Bridgewater and Raritan. A number of issues are of particular concern to Raritan as traffic impacts in Raritan are likely to result from these developments.

Trips generated in the development area are, at the present time, connected to the regional roadway network at three intersections; Milltown Road and Route 22, Milltown Road and Route 202, and Vanderveer Road and Route 28. Of these intersections only the intersection of Milltown Road and Route 202 is signalized. All of the intersections experience some degree of peak-hour congestion at the present time.

Garmen Associates has identified the need for intersection improvements in a number of areas. These include reconstructing and widening the New Jersey Transit railroad underpass adjacent to the intersection of Milltown Road and Vanderveer Road, signalizing and adding turning lanes to the intersection of Route 28 and Vanderveer Road, adding turning lanes to the intersection of Route 202 and Milltown Road, and signalizing and adding turning lanes at the intersection of Route 22 and Milltown Road. Bridgewater is currently in the planning stages of intersection and roadway improvements, with the reconstruction of the railroad underpass as its number one priority.

Of particular concern to the Borough of Raritan is the potential use of Vones Lane or a new road through the recently approved Lifestyles 80s project as a cut-through point to Route 202 from the proposed developments, particularly those closest to the Raritan Border. Route 202, at its intersection with Vones Lane, is divided, and traffic cannot cross to the eastbound lane. As a result, Vones Lane can only be used by westbound traffic leaving the site, and traffic coming from the east entering the site. Without an eastbound turning movement, traffic must initially head west and make a U-turn one-quarter mile away. According to trip distribution projections prepared by Garmen Associates, 66 percent of the traffic traveling south on Milltown Road during the morning peak (355 trips), and 57 percent during the evening peak (390 trips) will travel west on Route 202. These trips could potentially use the Vones Lane cut-through to reach Route 202. Only 37 percent of the trips reaching the intersection of Milltown Road and Route 202 in the morning peak (195 trips), and 35 percent during the evening peak (115 trips), however, originate from developments off Vanderveer Road. These are the trips most likely to use the Vones Lane to reach Route 202.

The major factor that may influence the use of Vones Lane is the completion of improvements to the railroad underpass on Milltown Road. At the present time the railroad underpass has a single lane, and a dangerous "S" shaped approach. Without improvements this could be a major point of congestion leading people to seek alternative routes, including Vones Lane. Bridgewater has identified improvements to the underpass as a number one priority.

The developments will also increase traffic on Vanderveer Road and potentially lead to congestion at the intersection of Vanderveer Road and Route 28, as well as Vanderveer's intersection with the new entrance road to the proposed development. Garmen and Associates has identified the need to improve both of these intersections. At Vanderveer Road and Route 28, improvements identified include widening Vanderveer Road to allow for a right-turn lane, widening Route 28 to allow for a left-turn lane on the westbound approach, and signaling the intersection. At Vanderveer Road and the proposed site's access road, improvements identified to Vanderveer Road include the addition of a third lane or suitable shoulder. Bridgewater is not considering any specific detailed plans for the Route 28 and Vanderveer Road intersection and is not likely to address the site's access road intersection.

7. Public Safety

In 1988 there were 680 accidents in Raritan Borough. Approximately 30 percent of those accidents occurred at the Somerville Traffic Circle, according to the Raritan Police Department. The circle is slated for state improvements that should eliminate many of the safety problems. The remainder of the accidents were widely dispersed throughout the Borough, with no more than 2 percent of the total number of accidents at any one intersection (see Table V-3). With the exception of the traffic circle, no intersections pose particular safety problems. The Borough should, however, continue to evaluate intersection performance in order to maximize safety and level of service.

a. Richard Street

While accident reports do not point to exceptional danger, the medium-density residential district served by Richard Street is not controlled by any traffic stop signs. The changing topography of the residential area and the grid street pattern create several intersections where the potential for an accident exists.

8. Public Transportation and Related Services

Raritan Borough is served by the Raritan Valley rail line, which provides frequent peak and off-peak service to Newark and New York City to the east, and limited points to the west.

The Borough has limited bus service provided by three bus companies. New Jersey Transit Line Number 114 travels from Clinton to the New York Port Authority. Service is provided approximately every hour, seven days a week.

West Hunterdon Transit provides bus service originating from Doylestown, Pennsylvania or Frenchtown, New Jersey to the New York Port Authority. The final stop of this line before its destination at the Port Authority is at the Somerville traffic circle in Raritan. Service is provided approximately every half hour during the morning rush hour, at midday, and during the evening rush hour. Less frequent service is provided at other times, including the weekends.

Table V-3

Major Accident Locations
in Raritan
1988

Intersection	Accidents
Somerville Traffic Circle	207
Route 202 and First Ave.	15
Route 202 and Victoria St.	14
Freylinghuysen Ave. and Victoria St.	11
Route 206 and Somerset St.	9
Route 206 and Sherman Ave.	7
Route 206 and Lagrange St.	6
Somerset St. and Wycoffs St.	6
Somerset St. and Thompson St.	6
Old York Rd. and Woodmere St.	6
Nevius St. and Canal St.	3

Source: Raritan Police Department, 1989

SCOOT bus service is provided by the Somerset County Office of Transportation for travel within the county. Service on this line is provided approximately every two hours, Monday through Friday. The line travels along Route 206 from the Somerset County Library in Bridgewater to the Montgomery Shopping Center in Montgomery. Service is also provided along Route 28 in Raritan Borough to the Somerset County College.

The Somerset County Office of Transportation provides a wide range of paratransit services, primarily for the elderly and the handicapped. A fleet of 40 vehicles -- many of which are modified to accommodate wheelchairs -- is maintained, composed of sedans, station wagons, vans and minibuses. Most of the transportation services are administered through agencies such as the Association for Retarded Citizens, but special transportation is also provided, as available, for the elderly and handicapped to medical treatment facilities. Ongoing services for the elderly and the handicapped are also provided. Transportation of the elderly to nutrition sites, where they receive a meal, is provided each day. These services are provided at no cost.

C. CIRCULATION PLAN

1. Overview

The Circulation Plan incorporates recommended changes and improvements that will help foster safe, efficient and energy-saving travel both within and through the Borough. At the same time, the Circulation Plan provides the basis for updating the Borough's Official Map. A Future Circulation Map that identifies Special Areas of Concern is presented in Figure V-2.

The main problem in the Central Business District (CBD) is one of traffic congestion. The causes of this congestion include; through traffic traveling to other points within and outside the city, conflicts with vehicles competing for limited parking spaces, and on-street parking interfering with traffic flow.

The most important recommendation concerning the CBD is for the Borough to develop off-street parking facilities. The Borough should make a concerted effort to acquire land for additional off-street facilities.

An effort should also be made to redirect through traffic away from Old York Road/Somerset Street and First Avenue/Nevius Street whenever possible to Routes 202 and 206.

2. Road Network

a. Existing Roads

(i) Vones Lane

The recently approved inclusionary housing townhouse development at Vones Lane and Vanderveer Road proposes a collector road from Vanderveer Road to Vones Lane that will likely function as a cut-through route preferable to the inadequately sized and poor geometric design of the existing Vones

Lane. As part of the conditions for granting preliminary and final (in part) major subdivision approval, the Borough has required that the applicant developer:

- 1) provide an easement, where necessary, along the existing Vones Lane to establish a clear 50 foot right-of-way for all of northern Vones Lane. No widening of northern Vones Lane will be required as a condition of the development;
- 2) submit a plan to widen Vones Lane to a 24-foot width from Route 202 to Normandie Lane and an expansion to 30 feet from Normandie Lane to the entrance of the site;
- 3) dedicate to the Borough as a public road the road connecting Vanderveer Road with southern Vones Lane, subject to the approval of the Borough Mayor and Council. This proposed road offers improved geometric design over the existing Vones Lane and the design specifications for cartway width and right-of-way meet the standards for a collector which should improve the safe and efficient circulation of traffic both to and from the site as well as to and from points near the site in Bridgewater likely to use the route;
- 4) remove trees and other vegetation to improve the site triangles to the east and west from the existing Vones Lane at its intersection with Vanderveer Road if the Borough is able to secure permission from property owners in the vicinity of the important intersection;
- 5) widen Vanderveer Road on the applicant's side of the property to 12 to 14 feet both to the east and west of the new road to facilitate traffic flow into and out of the site; and
- 6) construct two school bus pads to be located as recommended by the Board of Education.

Each of these conditions of development approval will improve the safe and efficient circulation of traffic in this developing section of Raritan. In addition to these improvements the Borough should closely monitor and encourage the construction of road improvements such as the rail tunnel at Milltown Road, intersection improvements at Vanderveer Road and Route 28, and construction of a new road from Vanderveer Road serving the Clover Walk and Glenbrooke proposed developments. As further development is expected to occur in Bridgewater, each of these improvements may alleviate some traffic loading on Raritan's local road network.

b. Proposed New Roadways and Extensions

(i) North-South Route

As early as 1953 the Borough identified a long-term planning objective to construct a roadway between Routes 28 and 202 on the Borough Planning Map. Providing an additional north-south route through the Borough would take some traffic congestion pressure off First Avenue and Vones Lane. Providing such a north-south route could in the long-term reduce traffic impacts in the northwestern part of the Borough.

The exact right-of-way location of such a north-south route cannot be drawn with precision on the Future Circulation Map, however, it should be recognized that in the long-term such an alternative route could provide better accessibility as well as alleviate traffic congestion within the Borough. If in the long-term more intensive development of the Ortho Properties were proposed, the mapping of such a north-south route functions as a guide to future planners and developers in their site planning.

(ii) Tillman Site Access

The currently vacant industrial facilities of the Tillman Street site are zoned for industrial use. If the site is to remain in industrial use, it would be beneficial to construct an access road from Route 202 to the site. This would reduce traffic, noise and fugitive dust from truck traffic through the Tillman Street residential area.

3. Roads and Other Recommended Improvements

a. Resurfacing

It is recommended that the Borough maintain an ongoing program for resurfacing roadways as necessary. Priorities for paving and resurfacing should include Wycoff, Glaser, and Granetz Streets, as well as Tillman Street, Farrand Street, and Second Avenue south of the railroad tracks.

b. Traffic Control

(i) Richard Street

The topography of the residential area and the grid street pattern create several intersections where the potential for an accident in this residential district exists. The provision of stop signs at select locations should be considered.

c. Monitoring State Planning

The Borough should explore with State transportation engineers their plans and the long-term feasibility of improvements, particularly with respect to turning movements and signalization at intersections with Vanderveer Road and Route 28 and Vones Lane and Route 202. The provision of an eastbound signalized turning movement from Vones Lane to Route 202 would eliminate the need for a time-consuming and difficult U-turning movement in Bridgewater on Route 202. The growth of this part of Raritan Borough and Bridgewater will make this turning movement more common in the future.

d. Local Transportation Ordinances

The Borough should consider the promulgation of development regulation amendments that require the preparation of a traffic impact report by any developer applicant which analyzes the impact upon the level of service for all nonresidential and residential development that surpasses a minimum threshold of square footage (nonresidential) or number of units (residential). Adequate guidelines should be established that define parameters such as the appropriate study area, selection of analysis

period, validity of the traffic counts, trip generation standards, future demand on the transportation network with and without the project, preferred recommended improvements, and acceptable level-of-service for the subject links.

In response to the exclusionary zoning lawsuit, the Borough Council recently amended the Land Use and Development Regulations to establish Article XVIII, Off-Tract Improvements. This article establishes a development impact fund to ensure that an equitable pro-rata share allocation of the costs for off-tract improvements necessitated by new development are assigned to new development.

The successful implementation of such an off-tract improvement assessment requires that a cost allocation technique be based upon an equitable proportionate method that considers the entire community that shall benefit from a transportation improvement. The Borough should explore the use of this cost allocation method to fund certain improvements rationally related to the proposed development project. This will require the ongoing identification in the circulation plan of needs, deficiencies and necessary improvements in the transportation network. Similarly, the capital improvement budget should be updated to identify the anticipated cost of providing the required transportation improvements.

**VI. Relationship of Master Plan to State, Regional,
County, and Local Plans and Policy**

**VI. RELATIONSHIP OF MASTER PLAN TO LOCAL, COUNTY
REGIONAL, AND STATE PLANS AND POLICIES**

A. REGIONAL PLANNING POLICY

In accordance with Article 3, Section 12d of the New Jersey Municipal Land Use Law (c.40:55D-28), the Master Plan: "Shall include a specific policy statement indicating the relationship of the proposed development of the municipality as developed in the master plan to (1) the master plans of contiguous municipalities, (2) the master plan of the county in which the municipality is located, and (3) the State Development and Redevelopment Plan adopted pursuant to the State Planning Act ... and (4) the district Solid Waste Management Plan required pursuant to the provisions of the Solid Waste Management Act ... of the county in which the municipality is located."

Each element of the Raritan Master Plan has been prepared after considering existing land use and development patterns and master plan proposals for the communities that border the city as well as those policies and plans as established by the state. The most recent Somerset County Master Plan was completed in 1987. The general pattern of land use in Raritan, as indicated by existing and proposed land use and zoning, conforms to and is compatible with existing and proposed zoning and land uses in the neighboring communities. Additionally, it has been determined that the goals and objectives of the Raritan Master Plan are consistent with the provisions of the State Planning Act and other regional development plans.

B. ADJOINING MUNICIPAL MASTER PLANS

The Borough of Raritan is contiguous to three municipalities: Bridgewater to the north and west; Somerville to the east; and Hillsborough to the south. Conditions relating to planning, zoning and development in areas of these municipalities immediately adjacent to the Borough are discussed below.

1. Hillsborough

Hillsborough Township is located south of Raritan Borough. The Hillsborough-Raritan border is delineated by the Raritan River, and its floodplain forms a natural boundary between the municipalities. The entire boundary on the Hillsborough side is within the Duke Estate which is currently, and is expected to continue, as an open space preserve.

The southern border of Raritan is comprised of a mix of land uses. The southwest corner of Raritan consists of Borough land which is partially vacant, and partially engaged in commercial use. The majority of the land along the river north of Old York road and west of Nevius Street is zoned for residential uses from medium-low density to medium-high density and is engaged in residential use. Within the floodplain of the river west of

Nevius Street and south of Old York Road the land is primarily vacant and in County recreational use.

The central business district is located about 1,000 feet from the river along Somerset Street between Gaston Avenue and Coddington Street. This area is engaged in commercial and residential uses. Adjacent to the river, south of Canal Street between Nevius Street and Route 206, the land is engaged in industrial, public works, recreational, and vacant acreage uses. The area within the floodway is proposed for further recreational development.

Due to the Raritan River, the floodplain and the limited access to Hillsborough from Raritan, the land uses in Raritan are expected to have little effect on the Township of Hillsborough.

2. Somerville

Somerville Borough is located east of Raritan. The pattern of development between the two Boroughs along the Somerville-Raritan border is highly compatible, consisting primarily of commercial and residential uses. In the northern-shared boundary, Raritan Borough is zoned for and has medium-density residential development. On the Somerville side the heavily trafficked area is characterized by office and residential development.

South of this area along U.S. Route 206, both municipalities are zoned for and have highway commercial shopping land use activities. The land is zoned by Raritan for Highway Business, and is zoned for Retail and Business by Somerville.

Further south near the Raritan border with Hillsborough, Raritan land along the common border consists of a Government District which is proposed for recreational use; Somerville land is zoned for shopping center business on a site formerly used as a landfill. Plans currently exist to construct a shopping center in this area.

3. Bridgewater

Bridgewater borders Raritan on the north and the west. Land uses in both municipalities along the common border consist largely of residential uses, with some commercial and limited industrial. The northeastern border is formed by State Route 28. Along Route 28 in Bridgewater, extending 1,000 feet from the Somerville traffic circle, the land is zoned for Regional Retail Business and is currently being used for a shopping center. The remainder of the land along Route 28 in Bridgewater is zoned for medium- and low-density residential uses on 20,000 and 40,000 square foot lots, but is currently being used as a country club and a cemetery. In their future land use plan developed in 1976, Bridgewater designated some of this country club land along Route 28 for Research and Light Industrial, although it is not zoned for this use.

The adjacent uses in Raritan along Route 28 are compatible with the land uses in Bridgewater. Extending 2,000 feet from the Somerville traffic circle, the land is zoned as a Shopping Center District and is engaged in a number of commercial operations. The remaining land along Route 28 is

zoned for medium- and medium-low density residential, and is engaged in residential use, and a nursing home use near the intersection of Route 28 and Vanderveer Road. These uses and the proposed neighborhood commercial use in this area are not incompatible with the cemetery and country club uses in Bridgewater.

The northern border of Raritan is marked by Vanderveer Road. Land uses currently consist of low-density residential land uses in Raritan, and single-family residential land uses on 40,000 and 20,000 square foot lots in Bridgewater. Bridgewater is the location of several multi-family residential development projects in the Vanderveer Road area (approximately 2,500-3000 units). Raritan recently rezoned and approved an inclusionary residential development of 375 units, including 50 low- and moderate-income units west of Vones Lane. This townhouse density is compatible with the development currently occurring in Bridgewater on Raritan's northwestern boundary.

The western and southwestern border of Raritan is also shared with Bridgewater. The land use along the western border in Bridgewater is primarily single-family detached residential at densities compatible with the recent development in Raritan of Normandie Lane and Alpine Way. South of Route 202 and north of the Central Railroad tracks is an area owned by Ortho Pharmaceutical, zoned as a limited industrial district which has been built at low densities with substantial vacant acreage, minimum lot sizes, and front, side and rear yard setbacks. The facility does not generate major incompatibility impacts with the single-family residences in Bridgewater.

Immediately south of the railroad tracks, the land is primarily vacant and zoned for industrial use and in use as an elementary school. The southwesterly border with Bridgewater is also characterized by single family residential subdivisions both in Bridgewater and Raritan on 10,000 and 20,000 square foot lots. A substantial vacant land (approximately 14 acres) purchased with recreational Green Acres funds and owned by the Borough of Raritan further defines the southwesterly border with Bridgewater and presents no short-term or long-term incompatibility with Bridgewater's residential use. South of Old York Road is a small section zoned and used for Light Manufacturing. This is adjacent to a neighborhood business district in Bridgewater. The small size of the two areas presents no significant incompatibility. Land next to the Raritan River is in the floodway and vacant in both municipalities.

C. SOMERSET COUNTY MASTER PLAN, 1987

The present and future land-use plans in Raritan Borough are compatible with the Somerset County Master Plan. The Master Plan identifies the area on either side of Route 202, and the area west of Route 206 as corridor development areas. Corridor Development areas are existing or planned nodes of major business and employment with regional highway accessibility. This zone category is consistent with the commercial development present in both areas.

The land along the Raritan River has been designated by the county as open space and the city plans to continue this use in environmentally sensitive

areas. The Central Business District area has been designated a Community Settlement. This area is intended to have concentration of retail, business services and office uses, which are currently present.

The remainder of the municipality has been designated a growth management area which does not preclude development, but promotes the balanced provision of jobs and housing, public services, community facilities, recreation and shopping. For the most part, average residential densities fall within the County planning criteria of 2-5 units per acre, except where higher densities are recommended to act as an incentive for environmental clean-up of hazardous materials or where fair share housing projects create the need for multi-family densities.

D. STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The State Planning Act, P.L. 1985 c. 398 (C.52: 18A-196 et al.) was adopted by the New Jersey State Legislature to address the need for a regional approach to planning for New Jersey's growth. One of the mandates of the State Planning Act was the establishment of a State Planning Commission whose primary duties would include: the preparation and adoption of a State Development and Redevelopment Plan, a long-term infrastructure needs assessment, the development of procedures to facilitate cooperation and coordination among state agencies and local governments, to provide technical assistance to local governments, to recommend administrative or legislative action to promote a more efficient and effective planning process and to review capital funding of projects for compatibility with the State Development and Redevelopment Plan.

The Preliminary State Development and Redevelopment Plan was completed in November, 1988 and was designed to represent a balance between development and conservation objectives within the state. Goals of the plan include:

- Revitalizing the state's urban areas;
- Providing adequate housing at a reasonable cost;
- Promoting beneficial economic growth, development and renewal;
- Providing adequate public services at a reasonable cost;
- Conserving the state's natural resources;
- Preserving and enhancing historic, cultural, open-space and recreational lands and structures;
- Protecting the environment; and
- Ensuring sound and integrated planning statewide.

The State Plan utilizes a set of seven sub-areas or tiers around which the state goals are organized. The tier system divides the state's social, economic, and ecological structure into management categories. Raritan Borough lies within Tier 1, Redeveloping Cities and Suburbs, comprised of the most distressed cities and suburbs in the state. The Preliminary State

Development and Redevelopment Plan identifies Tier I as the tier where future growth and redevelopment would be most desirable, as these areas frequently have had massive infrastructure investments in the past and are currently underused and deteriorating. These areas still provide significant potential for future development.

Raritan Borough's goals and objectives, as described in Chapter II of the Master Plan, recognizes the importance of flexible approaches to development and redevelopment through the use of conditional-use zoning and density incentives as a method for promoting redevelopment and hazardous waste environmental clean-ups--problems more likely to confront a redeveloping area than a newly growing location. This approach is consistent with the goals and objectives of the Preliminary State Development and Redevelopment Plan. It is important to note though, that the State Plan is only preliminary and is subject to further change.

The State Planning Act provides for the regional and local review of the State Development and Redevelopment Plan through the Cross Acceptance Process. The State Planning Act defines cross acceptance as a "process of comparison of planning policies among governmental levels with the purpose of attaining compatibility between local, county and state plans. The process is designed to result in a written statement specifying areas of agreement or disagreement and areas requiring modification by parties to the cross acceptance." The cross acceptance process is regarded as part of the planning process and not part of the implementation process.

E. SOLID WASTE MANAGEMENT ACT

The Solid Waste Management Act, as amended in April, 1984, requires each of the 21 counties in New Jersey, as well as the Hackensack Meadowlands District, to develop a long-range, solid waste management plan. Raritan Borough is in compliance with the Somerset County Solid Waste Management Plan, as well as the State Solid Waste Management Act.

F. MANDATORY SOURCE SEPARATION AND RECYCLING ACT

The Mandatory Source Separation and Recycling Act, passed in April, 1987, requires that each county in the state establish a recycling program that will implement and oversee recycling in each municipality in the county. Each municipality must recycle at least three materials from the solid waste stream, plus leaves. Raritan Borough participates in recycling efforts organized by the County and considers the needs of recycling in site design review of development applications.

