TOWNSHIP OF NORTH BRUNSWICK
MIDDLESEX COUNTY, NEW JERSEY

NORTH BRUNSWICK
TRANSIT VILLAGE

MARCH 2007
Introduction

Arriving at the Future…..Imagine a North Brunswick Transit Village

Smart Growth is the term used to describe land use that is well-planned, well managed, and sustainable for future generations. All across the United States, especially in densely populated states like New Jersey, it is readily apparent that land use patterns of the past 50 years have resulted in suburban sprawl - using up vacant land (farms and woodlands) at a development rate that is not sustainable and damaging to our environment and vital natural resources. The result is an auto dependent, unhealthy, and expensive, suburban lifestyle.

The solution is to create sustainable communities following the principals of “Smart Growth” by: mixing land uses, building compact higher density housing, creating walkable neighborhoods, preserving open space, protecting environmental resources, locating near transit, and providing livable communities with a variety of housing options. Developing land in this way is paramount to the future of New Jersey, Middlesex County and North Brunswick Township. The redevelopment of the former Johnson and Johnson facility on Route 1, provides North Brunswick Township with a once-in-a-generation opportunity to implement the principles of Smart Growth due to the truly unique characteristics of the 212-acre property located between U.S. Route 1 and the Northeast Corridor Train Line running from Washington to Boston.

Transportation plays a key role in the creation of sustainable communities. Planning a mixed-use village adjacent to public transportation is known as a “Transit Village”, and is an excellent model for Smart Growth because it matches growth with public infrastructure and public transit investments. The proposed transit village in North Brunswick is a shining example of a Smart Growth redevelopment project currently being planned by the North Brunswick community.

The transit village in North Brunswick, as proposed, will include a new train station and bus depot for NJ TRANSIT commuters. The train station and bus depot will anchor the transit village, which will include a “main street”, compact residential loft-style housing over shops, a new North Brunswick public library, grass amphitheatre, park-like open spaces, water features, retail shops restaurants, sidewalk cafés, green pocket parks with benches, offices, and a full-service hotel.

This new transit village for North Brunswick Township, will provide a sense of “place” and become a focal point of the community – bringing people together for town-wide civic events, festivals and concerts, as well as during their everyday trips to the library, shopping or dining.

In planning the redevelopment of this vital community asset, it was extremely important to incorporate an open, collaborative and transparent “visioning process” with the community when discussing plans for a North Brunswick Transit Village redevelopment.

The community “visioning process” began with a series of advertised workshops in February 2006 and has lasted approximately one year. The workshops have brought a diverse mix of township residents together to learn about Smart Growth and discuss their vision for the redevelopment. Many hundreds of residents participated in the each workshop, which included hands-on planning and idea exchanges.

The process has created a citizen partnership with the developer, the architects, the town and the state transportation agencies. This partnership has proven to be - and will continue to be - very powerful in shaping the future of North Brunswick Township.

There are numerous economic and community benefits associated with the proposed North Brunswick Transit Village, the following are the highlights:

New Train Station

A proposed new train station is the catalyst for the North Brunswick Transit Village. Currently, the longest stretch on the Northeast Corridor Line without a train station lies between Princeton Jct. and New Brunswick. Building a new train station in North Brunswick will provide an extraordinary solution to commuters for much needed access to NJ TRANSIT and its network.

The idea of linking regional transportation to this redevelopment project and bringing a train station to North Brunswick has garnered enthusiastic support from area residents, as well as NJ TRANSIT and the NJ Department of Transportation. A new train station will bring immeasurable benefits to all area residents as train stations have proven in other communities over the centuries.
Smart Growth & Open Space

A North Brunswick Transit Village adheres to the core principles of Smart Growth, by planning a mixed-use community with walkable neighborhoods, mass transit accessibility, sustainable economic and social development, and preserved green open space.

Most importantly, the footprint of redevelopment is approximate to the footprint of the existing development (former Johnson & Johnson facility). The proposed transit village maintains the existing open space, leaving nearly 50% of the 212-acres as open green space along Route 1.

Economic Benefits

Positive Tax Revenues
A North Brunswick Transit Village will significantly increase the municipal tax base and positively effect revenue flow for the Township of North Brunswick. This is known as a “positive ratable”.

Over the past seven years, the property taxes have increased over 50% in North Brunswick Township. The transit village will provide an opportunity to reverse this trend by generating a profitable new tax ratable for the Township.

Presently, the existing development generates approximately $1.7 million annually in property taxes. When the proposed transit village is completed, it will have the ability to generate an estimated 15-to-20 times more tax revenue annually.

Limited Impact on Municipal Services
The transit village is designed and will be operated to be a self-sustaining community and to maintain many maintenance services independently. This will mean that the transit village would have limited impact on municipal services.

Minimal Affect on School Enrollment
A recent study by Rutgers University, has found that Transit-Oriented Developments (TOD) do not result in large numbers of additional school age children, and in fact produce far fewer school age children than developments with larger, single-family homes. When school revenue is compared to school costs in the proposed North Brunswick Transit Village, the result is a very substantial revenue surplus.

Creating Employment Opportunities
A transit village will afford local residents the access to greater employment opportunities outside North Brunswick via access by train and bus. Additionally, the mixed-use development will provide employment opportunities for area residents in its shops, restaurants, offices, hotel, and transportation center. It will be a unique and enjoyable work environment that will be easily accessible via mass transportation.

Positive Impact of Loft-Style Housing

New Jersey’s housing costs are nearly the highest in the United States. A shortage of reasonably priced, compact, high-density housing has resulted in New Jersey’s loss of jobs and wage growth. The Brookings Institution concluded that the number one issue for the future of New Jersey’s economy is housing for young professionals who are the core employees of the state’s largest employers.

According to the Brookings Institution Report, in order to sustain its competitive economy, the State must provide more housing choices that attract new workers to the industries where New Jersey is a leader, such as pharmaceutical, financial and high-tech.

A higher-density, walkable community will offer a wider range of housing types at more affordable prices. The loft-style housing will be an especially important housing option for young professionals beginning their careers or saving to buy a home. This housing option will also be appealing to empty nesters without children at home and senior citizens looking for a 24/7 downtown lifestyle.

The proposed type of loft-style housing will play a significant role in promoting a vibrant neighborhood, with ongoing activity where people live, work, shop, dine, enjoy the arts, and spend time at the library. This dynamic will be the single most important key to the success of the transit village’s long-term viability and sustainability.
Lifestyle & Community

A North Brunswick Transit Village will serve as the town center for North Brunswick Township, creating an authentic main street neighborhood and providing a sense of community for residents of all ages. It will become a focal point of the community - a gathering place for activities such as concerts, festivals, fireworks, town-wide events, and parades.

Walkable and bikable civic spaces will offer residents the opportunity to visit their public library, socialize in the plaza, relax in the park-like areas throughout the property, see a concert in the grass amphitheatre, and shop or grab a bite to eat at a sidewalk café.

A full-service hotel will service both business needs and residents by becoming a popular choice for special events, meetings and hosting out-of-town guests.

Traffic & Transportation Improvements

A North Brunswick train station and transit village redevelopment will be the catalyst to attract investment in transportation infrastructure funding, which will result in significant traffic improvements for roadways surrounding the property, specifically on Route 1 and Route 130.

Transportation infrastructure improvements will include a train station, highway improvements, traffic calming measures, overpasses, and pedestrian bridges. A transit village will improve existing traffic flow in North Brunswick as a result of New Jersey’s investment in these types of construction improvement projects.

The NJ Department of Transportation is committed to working closely with communities who build Transit-Oriented Developments, and the proposed North Brunswick Transit Village meets all 14 points put forth by the NJ DOT Transit Village Initiative Program.
ZONING REGULATIONS AND DESIGN STANDARDS

Contents

• Introduction
• Use-Specific Regulations and Standards
• Miscellaneous Standards
INTRODUCTION

The North Brunswick Transit Village Zoning Regulations and Design Standards are an interrelated set of plans, diagrams, photographs, tables and text which specify the design and intent of the Transit Village.

PURPOSE

The purpose of this Ordinance is to provide Zoning Regulations and Design Standards that are to be used in combination with the Public Spaces and Circulation Plans to promote the creation and sustainability of a mixed-use walkable community. The Zoning Regulations and Design Standards address development sectors within the North Brunswick Transit Village. Sectors have been identified and are designed to promote stability and sustainability to the concept of the community of the twenty-first century as they are designed to accommodate the growth of both regional and local services—some pedestrian oriented, some automobile oriented—and provide employment, civic and residential choices for communities of up to 3700 residential units and a minimum of 550,000 square feet of retail/commercial space.
The regulations and standards within this Ordinance address location, mixture and intensities of permitted uses, as well as site planning and architectural controls designed to promote a vibrant Town Center consistent with the visioning process undertaken by North Brunswick Township Community in February 2006.

This is NOT a document about architectural style. By style we mean such descriptive terms as “colonial”, “victorian”, “modern”, “post modern”, etc. While each of us may have a collective memory of a place or places where such styles have elicited positive experiences of community, the history of human settlement instructs us that basic design considerations are independent of “architectural style,” and are determinants of successful human scale community building. Good design promotes healthy community of place. The tenets of good design are in this document are based on these seven principles:

**Scale:** The visual arrangement and massing of buildings, voids and landscape elements that promotes walkability and other alternative forms of transportation, a sense of place and a human scale rather than auto-oriented suburban sprawl.

**Rhythm:** A pattern of façade and streetscape elements that discourages monotony and creates an inviting pedestrian environment and visual compatibility with buildings and places.

**Edges:** Physical elements that define a place and provide transition to adjacent areas.

**Colors and Materials:** The visible components of buildings and streetscapes including siding, trim, doors, windows, gutters, downspouts, roofing and all other architectural and site elements. They must be in context with their environment and must be sustainable, low maintenance, durable and tactile.

**Density:** The proximity at which a community lives, works and plays together.

**Choice:** The provision of housing, employment, retail, recreation and other services for people of all ages and lifestyles.

**Diversity:** A variation of scale, rhythm, materials, density and choice that provide an array of options for all people.
Transit Village Goals

• Promote traditional neighborhood developments where the physical, visual and spatial characteristics are established and reinforced through the consistent use of compatible urban design and architectural design elements. Such elements may relate characteristics of an individual structure or development to other existing or planned structures or developments in a harmonious manner, resulting in an overall development pattern and streetscape.

• Encourage innovative mixed-use and multiple use plans so that the housing demand of varying age groups, households and income levels may be met by greater variety of type, design and layout of dwellings and by the construction and more efficient use of open space. To that end, the goal is to create smaller units than typically exist in North Brunswick Township to accommodate a mixture of duplex loft; stacked duplex loft, loft flats, commercial mixed-use, hotel mixed-use, civic and transit uses which are to be integrated into the plan.

• Promote the creation of neighborhoods and districts that are distinct and identifiable in landscape, architecture and public space elements.

• Encourage the development of “sustainable” community identified by economic and fiscal balance, social integration and maximization of water and energy conservation through the use of passive and active technologies.

• Encourage land development practices that will promote the public health, safety, and welfare by creating neo-traditional land use alternatives to conventional, use segregated “suburban sprawl”, such as larger lot subdivisions and strip commercial developments.

• Promote the development of affordable housing within the transit village in accordance with the State of New Jersey Council on Affordable Housing regulations.

• Discourage uses and design patterns that tend to contribute to traffic congestion through the dependence on private automobiles. Instead, promote a community based on transit village or TOD principles.

• Establish a comprehensive street and path network based on the principles of the grid to accommodate an integrated multimodal transportation system with the intent of providing a safe pedestrian environment and pedestrian paths.

• Alleviate undue traffic congestion by providing additional connectivity and reducing excessive sprawl of development and the segregation of land uses which result in the inefficient use of land and which necessitates the use of private vehicles.

• Encourage creative Green Technologies integrated into public spaces and private development parcels to achieve flood control, stormwater recharge and water.

Transit Village Policies

• Develop new mixed-use communities, which reflect the traditional character of this evolving suburban Township.

• Require whenever possible the interconnection of existing and proposed uses so as to create integrated neighborhoods and a greater sense of community by using design techniques that provide modified grid patterns accentuated with special more grand avenues.

• Provide a layout of streets and open space edges which encourage pedestrian interconnection to civic and commercial uses within at least a 1/3 mile walking distance.

• Provide a clearly articulated and rationally designed open space system which consists of both integrated and peripheral active and passive parks.

• Extend greater opportunities for housing, commercial, recreation and car facilities to all residents of the Township.

• Encourage a more efficient use of land and public services by directing development in a pattern that resembles a traditional mixed-use development with varied housing types.

• Provide an approval, which will require the development to relate the type, design, and layout of residential development on any site to the surrounding environs and context, and to the Township’s goal of encouraging mixed-use, transit-oriented development in a manner sensitive to the preservation or enhancement of property within existing residential areas.

• Establish policies and procedures intended to promote flexibility for the marketability of dwelling unit types while requiring the maintenance of the underlying integrity of the plan in an efficient and expedient forum.

• Promote the creation of places which are oriented to the pedestrian, promote citizen security, and social interaction.

• Establish community plazas and squares which act as focal points of activity and interaction for both commercial and residential neighborhoods.

• Promote developments with visual and spatial characteristics as expressed in the components of the Vision Plan and site plan and design standards.

• Incorporate a land use component specifically addressed to the needs of senior citizens.

• Develop a plan that addresses the fiscal imbalance of current zoning and provides a phasing of development in a fiscally responsible manner.
HOW TO USE THIS DOCUMENT

This document outlines the purpose of the Zoning Regulations and Design Standards and identifies the tenets of good design based upon specific principles. It also contains a series of goal statements that must be considered in the review of all development applications. Specifically, this document serves as an enabling ordinance which contains a development process section, general standards and definitions, a listing of principal and accessory uses, bulk and area regulations for all permitted uses, design standards and a street regulating plan. Further detailed rules associated with street layout and design, stormwater management, and parking and open space are found in other sections of this Ordinance.

The Zoning Regulations and Design Standards are an interrelated set of plans, diagrams, photographs, tables and text which specify the design and intent of the Transit Village.

Steps for Developing Land

- Review total number and types of residential units, densities and square footage of non-residential uses.
- Review bulk, area, and design regulations for each land use and building type that specifically addresses the following categories: town scale, block scale, site scale, public realm and private realm in relationship to architecture and design, parking, edges, buffers and the environment.

The town scale shows the location of a particular permitted use in the Transit Village and its relationship to Village-wide features. The block scale specifies tract and block dimensions, sidewalk and planting strip widths, street lighting and street furniture, architectural elements, public space and right-of-way considerations as well as issues of rhythm, scale and building orientation.

The site scale identifies typical area and bulk regulations pertaining to lot area, width and depth, building and impervious coverage, building setbacks, fencing, open space and stormwater considerations.

The public realm identifies the outside features of the architecture of buildings on each lot including height, elevations, window-to-eave offsets, facade fenestration, rhythm breaks, porches, and other related matters.

The private realm identifies building factors related to rear deck and outdoor space areas, chimney materials, upper floor breezeways, stoops, awnings, solar screens, balconies and permitted uses internal to the structure.
GENERAL PROVISIONS

This Ordinance may supersede any of the other provisions of the Township Subdivision and Land Development Ordinance or zoning ordinances as they apply to the Township as a whole. The Vision Plan, which includes the Circulation Plan Element, Public Spaces Plan Element and Zoning Regulations and Design Standards Element are incorporated as companion documents herein by reference.

In the event of any inconsistencies or contradictions, this Ordinance may be deemed as controlling over those lands located in the Transit Village. The Vision Plan may be governed in its entirety by the provisions of this Ordinance with the exception that those provisions of the Township Subdivision and Site Development Ordinance and zoning ordinance specifically referenced within this Ordinance may also apply to the zone district.

The approval or disapproval of any portion of any development may be based on an interpretation of the effect of the proposed development on the surrounding properties and the zone district if the same deviates in any manner from the Vision Plan incorporated herein by reference. In the event of a deviation from the same the determination may be evaluated based upon the following provisions:

Provisions

- The regulations of this ordinance may be deemed to be the minimum standards applicable for the Transit Village. In the event of any requests for deviation from the standards for any section of the proposed development or any portion of any section of the Transit Village, the Transit Village Planner or transit Village subcommittee of the Planning Board depending on the extent of the deviation may consider the requested deviation in light of the goals and policies of the Transit Village. The requested deviation should advance the goals and policies of the Transit Village and result in an improved design and arrangement consistent with the overall intention of the Transit Village.

- The regulations in this Ordinance may be deemed to be the minimum standards applicable for the Transit Village. In the event of any requests for deviation from standards for any section of proposed development or any portion of any section of the Transit Village, Township Planner or Transit Village Subcommittee of the Planning Board, depending upon the extent of the deviation, may require more stringent standards based on the proposed effect of the deviation on the overall Transit Village plan or on specific areas of development which may be impacted by the proposed deviation, in order to protect the health, safety and welfare of the citizens of the Township and the overall integrity of the plan.

TOWNSHIP VILLAGE PLANNER
AND/ OR TRANSIT VILLAGE SUBCOMMITTEE

The Township Council can choose to use the professional services of the Transit Village Planner and/or establish a Transit Village Subcommittee to review applications for development of lands within the Transit Village. For purposes of this ordinance and Vision Plan, the reviewer may be referred to as the Transit Village Planner. The Transit Village Planner is hereby established and acknowledged, the purpose of which may be to review all plans for development as well as variances and deviations from the Vision Plan as incorporated in this Ordinance by reference. The Transit Village Planner may be responsible for reviewing and providing recommendations to the Planning Board for their approval or denial for deviations from any of the aforesaid design standards set forth in the Vision Plan and this ordinance.

In those matters involving variances or waivers, the applicant may be responsible for demonstrating to the Planning Board the nature of the deviation sought, the amount of land or building lots affected by the deviation, the impact of the deviation on the immediately surrounding area of the Transit Village, if applicable, the affect on the overall district or subdistrict based upon the extent of the deviation requested.

The Transit Village Planner may have the right to prepare and require the submission of an application checklist provided the same is adopted by the Township Council by ordinance.

The Transit Village plan and the land uses of its subsections may be considered as permitted uses with conditions. Those conditions being those established in the Vision Plan, incorporated herein by reference. In the event any single property owner or consortium of property owners owns properties consisting of 15 acres or more it or they may apply to the Planning Board for General Development Plan (GDP) approval for its portions of either Transit Village and may be subject to the provision of N.J. S.A. 40:55D-45 et. seq. regarding GDP review and approvals. Those property owners or consortium of property owners who do not obtain a GDP approval for their property may be required to obtain site plan and/or subdivision approval as may be required by law in addition to complying with the conditions of the Ordinance.

The street pattern as incorporated in the Circulation Plan Element is interpretative and subject to final design. It is anticipated that the final street pattern will be established as a General Development Plan that is subject and approval of the Planning Board.

PHASING PLAN

Any applicant seeking to develop properties located within the Transit Village may be required to provide a Phasing Schedule, which may be subject to the review and approval by the Planning Board.
DEVIATIONS FROM VISION PLAN

Any application seeking a deviation from the provisions of this Ordinance relating to the Vision Plan, the percentage or types of dwelling units or the amount of non-residential development measured in floor area, may be treated as permitted uses which may be subject to conditions at the time of approval by the Township Planning Board. All applications for such deviations must be evaluated in terms of the Goals and Policy Statements articulated and established in this Ordinance and the reasons for said deviation may be established in any determination made by the Planning Board.

Proposed deviations may be reviewed and approved or denied by the Planning Board based upon the following criteria:

**Deviation Criteria**

- The design and improvement may be in harmony with the purpose and intent of this Ordinance.
- The design and improvement may generally enhance the street and/or building regulating plans, or, in any case, not have an adverse impact on its physical, visual, or spatial characteristics.
- The design and improvement may generally enhance the streetscape and neighborhood, or in any case not have an adverse impact on the streetscape and neighborhood.
- The modification may not result in configurations of lots or street systems which may be impractical or detract from the appearance of the Transit Village or the ability for adjacent properties to develop per the Vision Plan.
- The proposed modification may not result in any danger to the public health, safety, or welfare by making access to the dwellings by emergency vehicles more difficult, by depriving adjoining properties of adequate light and air, or by violating the other purposes for which zoning ordinances are to be enacted.
- Landscaping and other methods may be used to insure compliance with the design standards and guidelines of this Ordinance.
- The minimum lot size of any lot to be created may only be reduced below the requirements of this Ordinance by approval of the Planning Board.
- The applicant may demonstrate that the proposed modification will allow for equal or better results and represents the minimum modification necessary.
- In the event of the granting of a deviation, the Planning Board may impose such conditions it deems necessary to permit the deviation while insuring the integrity of the overall Transit Village plan.

INTERPRETATION OF DEVELOPMENT STANDARDS AND GUIDELINES

The development standards contained in the Vision Plan and design vocabulary contained therein are both written and illustrated. The illustrations and written text are intended to be complementary and wherever an apparent inconsistency exists an applicant may apply to the Planning Board for interpretation of the Ordinance regarding such standard. Any interpretation made by the Planning Board may be made in conjunction with the overall intent and character of the Plan as codified in the Vision Plan.

The development standards as contained in the Ordinance sets forth specific requirements for development guidelines which are to be strictly construed. The design vocabulary may be interpreted with the maximum degree of flexibility to promote consistency in design taking into account exceptional situations which may require unique interpretation.
LAND USES IN THE NORTH BRUNSWICK TRANSIT VILLAGE

The following uses are permitted in the Transit Village subject to the applicable development standards requirements as set forth in the accompanying Vision Plan incorporated herein by reference:

**Permitted Uses**

1. Residential Uses including:
   a. Duplex Loft
   b. Stacked Duplex Loft
   c. Loft Flat
   d. Rental Loft
   e. Senior Loft
   f. Live/work

2. Civic Uses including:
   a. Civic green, square
   b. Daycare establishments for children and adults
   c. Parks and recreation facilities, including but not limited to: tot lots, public playgrounds, conservation areas, tennis, basketball, football, soccer, hockey and ice skating
   d. Civic buildings, including but not limited to: post office, community center, fire, emergency and police station facilities, fitness, health and wellness centers
   e. Public libraries and museums
   f. Train Station

3. Non-residential including:
   a. Art gallery
   b. Bakeries, confectioners
   c. Bed and breakfast and inns
   d. Business and household service
   e. Dinner theaters
   f. Farm and open-air markets
   g. Funeral homes and mortuaries
   h. Health and fitness centers, dance and exercise studios
   i. Hotels, extended stay hotels and or conference centers
   j. Medical and dental clinics
   k. Mixed-use with residential
   l. Mixed-use without residential
   m. Offices for administrative, executive, professional, business, sales, government offices and similar uses, the normal attributes of which do not involve the storage, exchange or delivery of merchandise to the general public
   n. Offices of banks and loan associations not having drive-thru facilities for the transaction of business from motor vehicles
   o. Offices of banks and savings and loan associations having drive-thru facilities for the transaction of business from motor vehicles
   p. Outpatient medical, rehabilitation or dental facilities
   q. Personal service businesses
   r. Public transportation stations and shelters
   s. Recreational and sport facility, indoor, commercial
   t. Rental halls for meetings and social occasions
   u. Repair and maintenance of equipment and machines normally utilized in any of the uses permitted in this district
   v. Restaurant, full service or fast food freestanding, no drive thru
   w. Restaurant, full service or fast food in multi-tenant building, no drive thru
   x. Retail sales and services
   y. Research, experimental or testing laboratories
   za. Sidewalk cafes
   zb. Taverns and nightclubs serving legal beverages
   cc. Theaters for motion pictures and live performances
   dd. Veterinary office and animal hospital
   ee. Transit village support/maintenance facility

**Accessory Uses**

4. Customary Accessory Uses and Accessory Buildings Incidental to Permitted Uses:
   a. Flag poles, clock towers and campanile
   b. Home occupations and home professional offices
   c. Kiosks and street vending carts
   d. Parking structures
   e. Solar panels and geo-thermal heating and cooling equipment
   f. Surface parking lots
   g. Temporary building or yards for construction materials or equipment, both incidental and necessary to construction in the immediate area
   h. Temporary construction trailers
   i. Temporary office or model home both incidental and necessary for the sale or rental of real property in the immediate area
   j. Walls and fences
   k. Windmills

**Conditional Uses**

5. Conditional Uses, including:
   a. Churches or other places of worship
   b. Automobile dealerships
   c. Congregate care
   d. Independent living units for occupancy by residents of age 55 and over, including community centers and community gardens
   e. Nursing home
   f. Public and commercial garages
   g. Utility facilities, including telephone, water, sewer, electricity and gas
   h. Wireless telecommunications towers and antenna located entirely within an existing building or on the roof or side of a building or attached to an existing structure
   i. Service stations with alternative fuels
GENERAL DEFINITIONS
Unless otherwise stated, the following words may, for the purposes of this Ordinance, have the meaning herein indicated. Any word used in this Ordinance which is not defined herein and which is defined in other articles of the Township’s Subdivision and Land Development Ordinance may, for the purpose of this Ordinance, have the meaning defined herein.

Defined Terms

**Allee**: A regularly spaced and aligned row of trees usually planted along a street or pedestrian path.

**Artisanal Workshop**: Shops of special trade including the manufacturing, compounding, assembly, processing, packaging or similar treatment of such products as: baked goods, candy, ceramics, pottery, china, weaving and other textile arts, painting, cooperage, woodworking, and other artistic endeavors and similar trades. Retail sales of products made on the premises are encouraged.

**Arbor**: An open framework structure that forms a shelter, gateway framework or bower. Its primary purpose is to be a semi-architectural place for climbing plants to grow, while providing shaded seating, directional form to frame a view or to create a private out-of-doors area. An arbor can be arched or square-topped. It differs from a gazebo in that its roof area is open to the elements, while a gazebo traditionally has a solid roof that protects those seated beneath it from the elements.

**Awning**: An ancillary lightweight structure usually of canvas, cantilevered from a façade providing shade to the fenestration and spatial containment to the pedestrian. Awnings, to be an effective adjunct to a shop front, must thoroughly overlap the sidewalk and adhere to provisions found in the Comprehensive Sign Plan.

**Balcony**: A platform that projects from the wall of a building and is surrounded by a railing or balustrade.

**Bio swale**: Landscape element designed to remove silt and pollution from surface runoff water. It consists of a swaled drainage course with gently sloped sides and filled with vegetation, compost and/or riprap. The water’s flow path, along with the wide and mayow ditch, are designed to maximize the time water spends in the swale, which aids in the trapping of pollutants and silt.

**Block**: The aggregate of private lots, passages, rear lanes and alleys, circumscribed by public streets.

**Breezeway**: A covered passage one or more stories in height connecting a main structure and an accessory building.

**Building Height**: The height of a building or portion of a building may be measured from the average established grade at the street lot line or from the average natural ground level, if higher, or, if no street grade had been established, to the eave line of mansard roofs, hip roofs and gable roofs and to the top of the parapet for flat roofs. In measuring the height of a building, the following structures may be excluded; chimneys, cooling towers, elevator bulkheads, penthouses, tanks, water towers, radio and television towers, ornamental cupolas, domes, or spires, and parapet walls not exceeding 4 feet in height.

**Bus Rapid Transit (BRT)**: A mode of public transportation that combines the quality of rail transit and the flexibility of buses. It can operate on exclusive transways, high occupancy vehicle (HOV) lanes, expressways or ordinary streets. A BRT system combines intelligent transportation systems technology, priority for transit, rapid and convenient fare collection and integration with land use policy in order to substantially upgrade bus system performance.

**Bus Stop Shelter/Transit Shelter**: A freestanding structure, located on a bus transit route, which is designed to accommodate embarking and disembarking bus/transit passengers.

**Civic**: The term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.
**Civic Building**: A building designed specifically for a civic function.

**Civic Green or Plaza or Square**: Public spaces located within the Township and its neighborhoods. A plaza or square may contain a civic building or space located within a primarily unpaved, formally configured, small public lawn or park. Portions may be linear in shape. Both types should be surrounded by canopy street trees. Situated at prominent locations and often dedicated to important events and/or citizens, plazas and squares may contain water features, amphitheater, farmers markets, retail kiosks and in some instances play courts, courts and other amenities, but may not include ball fields.

**Civic Space**: An outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constraints including the relationship between their intended use, their size, their landscaping and the building(s) defining the space.

**Colonnade**: A roof or building structure, extending over the sidewalk, open to the street and sidewalk except for supporting columns or piers.

**Commercial Mixed-Use**: A building that contains dwellings and/or office located above ground floor commercial or retail use in a compact urban setting that may or may not share infrastructure such as parking.

**Community Garden**: A parcel of land used for the growing of vegetables, flowers, etc. used for human consumption but not for commercial sales. The garden area may include but not be limited to a greenhouse, an accessory storage building, benches, a watering system and fencing.

**Corbel**: The top most element composed of moldings for an entablature in formal architecture orders or used alone at the roof line or ceilings.

**Court**: An open, unoccupied space bounded on more than two sides by the walls of the building. An inner court is a court entirely surrounded by the exterior walls of a building. An outer court having one side open to a street, alley, yard, or other permanently open space.

**Decorative Paving**: Paving that is made up of solid, precise, modular units, stamped concrete, scored concrete, seeded concrete, colored concrete or any combination of the above.

**Dog Park**: An enclosed outdoor area intended for the exercising and/or containment of dogs and similar animals.

**Dormer**: A projecting vertical structure on the slope of a roof, which provides light and headroom to the interior space.

**Duplex Loft**: A one-family dwelling unit; with a private entrance, attached horizontally in a linear arrangement, being located on a separate lot, and being separated horizontally from the adjoining dwelling unit by an approved wall extending from the foundation through the roof vertically by an unpierced ceiling and/or floor extending from exterior wall to exterior wall except for a common stairwell or elevator to one or both of the units.

**Eave**: The junction of a wall of a building and an overhanging roof. In order to encourage pitched roofs, the designated maximum building height may be measured to the eave, not to the top of the roof.

**Entablature**: Originally was an elaborated beam supported by columns. It now generally refers to an elaborated horizontal band along the exterior of a building. Used primarily just beneath the roof line, sometimes used on the façade between floors.

**Extended Stay Hotel**: Any building containing six or more rooms, which are designed to be used, rented, or hired out to be occupied for periods greater than 30 days.

**Facade**: A building face or wall.

**Fascia**: A projecting flat horizontal member or molding, also part of a classical entablature.

**Fenestration**: Window and other openings on a building façade.
**Defined Terms (continued)**

**Free Standing Office**: Single-use building that address a multitude of regional office needs for a mixed-use community.

**Frieze**: Used as one of the ornamentation elements of particularly Greek and then Roman design. Applied to the top of a horizontal segment of a mantelpiece, which assumes temple format with side supports serving as pilasters.

**Front Yard Fence**: The wood picket, wrought iron or masonry fence permitted along the street frontage of all private lots and along common lot lines to the front setback from the street right-of-way line.

**Gable**: The part of the end wall of a building between the eaves and a pitched or gambrel roof. The gable orientation shows the vertical triangular plane rather than the slope side of the roof. A gable facing towards a frontage individualizes a building more strongly than its alignment parallel to a frontage.

**Garden Center**: An establishment for retail sales of live plant material, fertilizers, pesticides, landscape materials, plant containers, seasonal sales of flowers, produce and holiday items including Christmas trees both live and artificial lawn ornaments, garden furniture and similar material.

**Greenway**: An open space corridor in largely natural conditions which may include trails for bicycles and pedestrians.

**Hotel Mixed-Use**: Single or multi-use buildings that address a multitude of regional hotel and office as well as residential and retail needs for a mixed-use community with occupancy limited to less than 30 days.

**Landscape Buffer**: A combination of physical space and vertical elements such as plants, berms, fences, or walls, the purpose of which is to separate and screen incompatible land uses from each other.

**Landscape Open Area or Landscaped Area**: Any combination of living plants (such as grass, ground cover, shrubs, vines, hedges, or trees) and nonliving landscape material (such as rocks, pebbles, sand, mulch, walls, fences or decorative paving materials).

**Lintel**: The topmost horizontal member over an opening, which helps carry weight of vertical structure above it.

**Living Area**: That portion of the dwelling unit utilized for living purposes within the exterior walls of the structure and does not include porches, breezeways, garages, carports, bay windows and decks.

**Live/Work**: A dwelling unit that contains, to a limited extent, a commercial component. A Live/Work Unit is a fee-simple or condominium unit with the commercial component limited to the ground level.

**Loft Flat**: A building or portion thereof designed for occupancy by three or more families living independently in which they may or may not share common entrances and other spaces and individual units may be owned as condominiums or offered for rent.

**Massing**: The three dimensional bulk of a structure: height, width and depth.

**Parapet**: A low wall encircling the perimeter of a flat building roof, generally used to screen rooftop mounted mechanical equipment.

**Park**: Any public or private land available for recreational, educational, cultural, or aesthetic use. A park includes the following types:

1. **Adult Park**: A park that is typically developed with active recreational facilities such as field games, court games, picnicking and space for quiet/passive activities.

2. **Children’s Park**: A park that is primarily oriented to children, that includes tot lots, play areas, picnic tables and other recreational facilities.
3. Passive Park: A park featuring passive recreation pursuits, such as interpretive programs and trail systems that take advantage of geological, biological, or scenic resources, located within the park but not including recreational facilities.

Park and Ride: A parking lot designed for drivers to leave their cars and use mass transit facilities beginning, terminating, or stopping within immediate walking distance of the park and ride facility.

Pediment: A crowning triangular element at the face of a roof or above a door opening.

Pergola: Similar to arbors, which include an open framework structure that forms a shelter. However, pergolas are commonly used to provide directional form over walkways or to create a private outdoor seating or patio area.

Pilaster: A thin segment of a square column attached on a wall, which matches in details accompanying freestanding columns or on corners of buildings.

Planter: The element of the public streetscape which accommodates street trees. Planters may be continuous or individual.

Porch: A covered but unenclosed projection from the main wall of a building that may or may not use columns or other ground supports for structural purposes.

Porte Cochere: A covered roof extending off the building façade which allows a vehicle to park under and passengers to access the house via a side stair.

Portico: An open sided structure attached to a building sheltering an entrance or serving as a semi-enclosed space.

Privacy Fence: Fences and hedges along alleys and common lot lines (behind the front wall of the building) may be as high as 8 feet above the adjacent ground. A wire fence (with wooden framework) shall have a hardy species of hedge or climbing vine planted along it.

Public Space: Property (streets, alleys, civic greens and parks) within the public domain and physically within a town or neighborhood within which citizens may exercise their rights. At its most ideal level, public space and public buildings can be characterized as being of, for, and by the People.

Rain Garden: A planted depression that is designed to take as much as possible of the excess rainwater run-off from a house of other building and its associated landscape. The plants – a selection of wetland edged vegetation, such as sedges, rushes, ferns, shrubs and trees – absorb the excess water and then, through the process of transpiration, return water vapor into the atmosphere.

Rear Alley: A vehicular street or driveway located to the rear of lots providing access to service areas and parking, and containing utility easements. Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with curbs at the edges.

Regulating Plan: The “master plan” for the Transit Village that provides specific information for the disposition of each property or lot. The regulating plan specifies the building placement standard for each lot and shows how each building contributes to the Transit Village and shows the arrangement of the public space in relation to private space.

Solar Panel: A device or group of devices attached to a building to provide a passive generation of electricity.

Solar Screen: A device attached to a building to provide shading for glazed areas thereof.

Stacked Duplex Loft: A one-family dwelling unit; with a private entrance, attached horizontally in a linear arrangement, being located on a separate lot, and being separated horizontally from the adjoining dwelling unit by an approved wall extending from the foundation through the roof vertically by an unpierced ceiling and/or floor extending from exterior wall to exterior wall except for a common stairwell or elevator to one or both of the units.
Street, Street Frontage, and Side Street:

1. **Street** includes all public space (streets, civic greens, and parks) — but not alleys.

2. **Street Frontage** refers to the lot line that coincides with the greater street right-of-way and generally the shorter lot dimensions.

3. **Side Street** is the street of the lesser Right-of-Way, generally with the longer lot line along it.

Streetscape: The design element that establishes the major part of the public realm. The streetscape is composed of streets (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building façades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

Streetscreen: A freestanding wall built along the frontage line, or coplanar with the façade, often for the purpose of masking a parking lot from the street. Streetscreens should be between 3 1/2 and 8 feet in height and constructed of a material matching the adjacent building façade. The streetscreen may be a hedge or fence. Streetscreens may have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all streetscreens over 4 feet high should be 30 percent permeable or articulated to avoid blank walls.

Stoop: A ground floor entry platform at the front and/or street side of a building. Stoops, where required, may be roofed but they may not be enclosed.

Suburban Sprawl: The name given to development designed according to segregated use zoning standards, and auto dependent criteria concerning access and parking. The resultant development provides for a low density landscape of independently designed uses connected by a system of hierarchical streets, which do not provide through access. A majority of the land in this model is relegated to street and parking surfaces, and although the building density and population may be low, the amount of usable open space is minimal to none, and traffic congestion is common.

Sustainable: Having the ability to accommodate and maintain population growth and economic expansion through intelligent design.

Texture: The exterior finish of a surface, ranging from smooth to coarse.

Transit-Oriented Development (TOD): Incorporates design principles that produce compact, mixed-use, pedestrian scaled communities. The following conventions are generally employed in the design of traditional neighborhoods:

1. The neighborhood is limited in area to that which can be traversed in a 10 to 15 minute walk.
2. Residences, shops, workplaces, and civic buildings are located in close proximity.
3. A well defined and detailed system of interconnected streets serves the needs of the pedestrian and the car equally, providing multiple routes to all parts of the neighborhood.
4. Physically defined open spaces in the form of plazas, squares, and parks, in addition to finely detailed public streets, provide places for formal and informal social activity and recreation.
5. Private buildings form a clear edge, delineating the private from the public realm.
6. Civic buildings reinforce the identity of the neighborhood, providing places of assembly for social, cultural, and religious activities.

TODs pursue certain objectives through their design:

1. Independence of movement for the elderly and young by bringing many activities of daily living within walking distance.
2. Reduced traffic congestion and road construction costs by reducing number and length of car trips.
3. Use or preparation for future use of alternative forms of transportation by organizing appropriate building densities.

4. Improved security of public spaces organized to stimulate informal surveillance by residents and business operators.

5. Enhanced sense of community and improved security through provision of a range of housing types and workplaces in proximity to one another.

6. Accessible places for public assembly and civic engagement by identification of suitable sites for civic buildings.

Transom: A horizontal window above a door or window, usually rectangular in shape.

Trellis: Light-weight elements used for controlling the shape or to support climbing and other plants. In most instances, it is usually constructed on a flat plane, in a two-dimensional way, unlike an arbor, which is frequently a three-dimensional structure.

Vernacular: A regional adaptation of an architectural style or styles; usage has intrinsically resolved
Unit-specific Regulations and Standards

Contents
- Duplex Loft
- Stacked Duplex Loft
- Loft Flat
- Commercial Mixed-Use
- Hotel Mixed-Use
- Free Standing Office
- Civic
- Transit
DUPLEX LOFT

GOALS
To provide a mixture of unit sizes to address the needs and desires of those at various stages of life who wish to live in densities associated with duplex loft living.
PHOTOS
The following examples best embody the purpose, goals and objectives of the duplex loft unit:
(These images are illustrative in nature and not intended to regulate.)

<table>
<thead>
<tr>
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<tbody>
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<td>Bay windows work to provide street rhythm and to breakdown the horizontal scale</td>
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<td>Small private front yard planting softens street environment</td>
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<td>Stoop provides public/private transition</td>
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<tr>
<td>Front door accentuated in scale</td>
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<tr>
<td>Durable materials stand up to the test of time</td>
<td><img src="image5.jpg" alt="Image" /></td>
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<tr>
<td>Horizontal banding softens the scale of a four story building</td>
<td><img src="image6.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Street trees and properly scaled lighting help to define the pedestrian realm</td>
<td><img src="image7.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Varied window placement provides vertical interest on the front façade</td>
<td><img src="image8.jpg" alt="Image" /></td>
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<tr>
<td>Roof gardens reduce stormwater runoff and the urban heat island effect</td>
<td><img src="image9.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Alley-loaded garages help to create a lively pedestrian environment on the principal street</td>
<td><img src="image10.jpg" alt="Image" /></td>
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<tr>
<td>Landscape between driveways helps to create visual interest and decrease the amount of impervious surface to the rear of homes</td>
<td><img src="image11.jpg" alt="Image" /></td>
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<tr>
<td>Bay windows help to reduce the monotony of the rear façade</td>
<td><img src="image12.jpg" alt="Image" /></td>
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<tr>
<td>Driveways constructed of decorative pavers add an aesthetic touch to the alley</td>
<td><img src="image13.jpg" alt="Image" /></td>
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<tr>
<td>Vertical and horizontal architectural offsets and material changes reinforce human scale at street level</td>
<td><img src="image14.jpg" alt="Image" /></td>
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<tr>
<td>Windows turning corner of building acknowledges special location at street intersection</td>
<td><img src="image15.jpg" alt="Image" /></td>
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<tr>
<td>Solar screens provided reduces unit energy loads and provides horizontal break</td>
<td><img src="image16.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Variations in window dimensions provide interest to the street and address scale and rhythm issues</td>
<td><img src="image17.jpg" alt="Image" /></td>
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</tbody>
</table>
- **Block Length**: 160’ - 500’
- **Block Perimeter**: 400’ - 1800’
- **Sidewalk Width**: 5’ - 10’
- **Planting Strip Width**: 4’ - 10’
- **Decorative Street Lighting (Distance on Center)**: 50’ - 75’
- **Lot Area**: 1200 sf - 2625 sf
- **Lot Width**: 20’ - 30’
- **Corner Lot**: 20’ - 35’
- **Lot Depth**: - 90’
- **Building Coverage**: - 75%
- **Impervious Coverage**: - 100%
- **Front Yard Setback**: 0’ - 15’
- **Side Yard Setback**: 0’ - 15’
- **Rear Yard Setback**: 20’ -

**Permitted Design Elements**:
- Contextual Neighborhood Consistency
- Special Architectural Features at Corners
- Public and Private Outdoor Spaces accessible and visible to the public

**Building Height**: 24’ - 65’
**First Floor Elevation**: 0’ - 5’
**Eave Height**: 24’ - 65’
**Window-to-Eave Offset**: 1’ -
**Front Façade Fenestration**: 30% -
**Side and Rear Façade Fenestration**: 20% -
**Building Face or Roof Offset**: 2’

**Permitted Design Elements**:
- Dormers
- Gables
- Recessed Entries
- Cupolas or Towers
- Pillars or Posts
- Bay Windows
- Balconies/Balconettes
- Decorative Cornices
- First Floor Colonades
- Decorative Patterns on Exterior Finish
- Usable Open or Covered Stoops
- Porticos
- All rooftop equipment may be screened from view

**First Storey Clear Height**: 10’ - 15’
**Roof Pitch**: 0/12 - 12/12
**Front and Side Encroachments**:
- Stoop: - 9’
- Bay Window: - 4’
- Awning: - 4’
- Solar Screen: - 4’
- Balcony/Balconette: - 4’
- Rear Deck: - 8’

**Permitted Design Elements**:
- Building walls may be Brick, Stone, Stucco
- Synthetic or composite siding
- Roof materials may be Clad in Cedar Wood Shingles, Raised Seam Metal, Slate, Asphalt Shingles, Tiles or similar material
- Roof types may be flat, gable, gambrel, mansard, hipped, salt box or combinations thereof
• This zone is found in each of the residential neighborhoods.
• Duplex lofts are encouraged to provide architectural edges to open space.
• A variety of unit sizes may be offered.
• No front yard parking.
• All vehicle access via alleys.
• On-street parking.

**PARKING**

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- Off-street parking provided through alley-loaded driveways and garages.
- On-Street parking provided through parallel stalls.
- Concrete, Granite or Belgian Block Curbing.

**EDGES AND BUFFERS**

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<td>Planting Buffers</td>
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- Maximize uniqueness to street.

**ENVIRONMENT**

- Deciduous Street Trees encouraged to lower summer cooling load.
- Trees to modulate microclimate.

**DECIDUOUS STREET TREES**

- Encouraged to maximize green infrastructure funds.
- Non-exotic, non-invasive species encouraged to minimize water needs.
- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff.

**LONG-LIFE TREES**

- Encouraged to maximize green infrastructure funds.
- Non-exotic, non-invasive species encouraged to minimize water needs.
- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff.

**Satellite dishes**

- Less than 24 inch diameter are permitted.
- Discharge spouts may have splash parts or be discharged underground.
- Satellite dishes are prohibited.

**SITE SCALE**

- Rear-loaded attached garage with windows and storage space.
- Individual garage doors.

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- Deck Setback from Side and Rear Property Lines | 10’  | -  |
- Patio Setback from Side and Rear Property Lines | 5’   | -  |
- Pool is not permitted.
- Spas are only permitted on or within a rear deck.
- Gutters may be architecturally compatible with a building.

**PUBLIC REALM**

- This zone is found in each of the residential neighborhoods.
- Duplex lofts are encouraged to provide architectural edges to open space.
- A variety of unit sizes may be offered.
- No front yard parking.
- All vehicle access via alleys.
- On-street parking.

**SITE SCALE**

- Rear-loaded attached garage with windows and storage space.
- Individual garage doors.

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- Deck Setback from Side and Rear Property Lines | 10’  | -  |
- Patio Setback from Side and Rear Property Lines | 5’   | -  |
- Solar Screen.
- Solar Panel.
- Discharge spouts may have splash parts or be discharged underground.
- Satellite dishes are prohibited.

**PRIVATE REALM**

- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff.
- Satellite dishes less than 24 inch diameter are permitted.
ARCHITECTURAL NOTES

Building Orientation

• Buildings may be oriented to the street with primary pedestrian access points directly accessing the street façade. Front door required on public street.

• At least 50 percent of a buildings front façade must be built to the minimum setback line.

• Buildings may be oriented to maximize winter solar gain, consistent with the north/south orthogonal grid.

Building Height

• Maximum building height may be 65 feet (four stories).

Fenestration

• No blank facades or walls permitted

• Minimum area of window opening on front facades – 30%

• Vertically line up windows

• Windows more vertical than horizontal

• Minimum area of windows on side and rear façades – 20%

Vertical Breaks

• 2 foot building offsets every 90 feet minimum *

Horizontal Breaks

• Material changes, horizontal banding, window lines and pediments are required

• A minimum of one (1) break is required*

Roof Line

• Flat, gable, gambrel, mansard, hipped and salt box permitted

• A minimum two (2) foot offset is required every 60 feet for multiple units*

Building Materials

• Brick
• Stone
• Stucco
• Synthetic or composite
• Synthetic siding

Roof Materials

• Asphalt roof shingles
• Raised seam metal roof
• Tiles
• Slate
• Cedar Wood

Appurtenances (Porches, Stoops, Balconies, Balconettes, Bay Windows)

• Stoops required
• Balconies encouraged
• Rear decks are permitted

Accessory Structures

• None

PUBLIC SPACE NOTES

• Front of building setback from sidewalk
• Front doors on public street

SEMI PUBLIC SPACE NOTES

• Front of building (i.e. yards) must be appointed with landscaping of trees, shrubs, ornamental grasses or groundcover

• Bio swales and rain gardens are permitted

• Front stoops encouraged as public space transition

• Satellite dishes are prohibited on front façades, balconies or porches

Breaks may only apply on non-radial buildings
PRIVATE SPACE NOTES

- Pergolas, trellises and arbors permitted
- Pools are not permitted
- Spas are only permitted on or within a rear deck

EDGES, BUFFERS & TRANSITIONS NOTES

- Edge treatments may include walls, fences, hedges
- Walls, fences, hedges in front yards are prohibited
- Maximum edge height for side yards - 6 feet
- Maximum edge height for rear yard - 6 feet

AMENITY NOTES

- Foundation plantings required
- On-lot sidewalks

PARKING AMENITIES/ACCESS NOTES

- Vehicle access from alley only
- No parking in front yard
STACKED DUPLEX LOFT

GOALS
To provide a mixture of unit sizes to address the needs and desires of those at various stages of life who wish to live in densities associated with stacked duplex loft living.
PHOTOS

The following examples best embody the purpose, goals and objectives of the stacked duplex loft unit:
(These images are illustrative in nature and not intended to regulate.)

- Bay windows work to provide street rhythm and to breakdown the horizontal scale
- Small private front yard planting softens street environment
- Stoop provides public/private transition
- Front door accentuated in scale
- Durable materials stand up to the test of time

- Modern can coexist with traditional as long as well established rules of scale, rhythm and materials choice are respected
- Use of large windows and glass elements provides interest to street elevation
- Varying roof heights reduces the monotony of large buildings

- Bay windows work to provide street rhythm and to breakdown the horizontal scale
- Street trees, bollards and properly scaled lighting define the pedestrian realm
- Textured street paving acts as a traffic calming device
- Generous windows on front façade provides internal light while animating the street and promoting safety
- Rear entrances for the lower units provide the impression of a single residence

- Bay windows work to provide street rhythm and to breakdown the horizontal scale
- Small private front yard planting softens street environment
- Windows on side façade enliven corner buildings
- Stoop provides public/private transition
- Front door accentuated in scale
- Durable materials stand up to the test of time
ARCITECTURE AND DESIGN

- Block Length
  - min: 160'
  - max: 500'

- Block Perimeter
  - min: 400'
  - max: 1800'

- Sidewalk Width
  - min: 5'
  - max: 10'

- Planting Strip Width
  - min: 4'
  - max: 10'

- Decorative Street Lighting (Distance on Center)
  - min: 500'
  - max: 750'

- Building Coverage
  - min: -
  - max: 75%

- Impervious Coverage
  - min: -
  - max: 100%

- Front Yard Setback
  - min: 0'
  - max: 15'

- Side Yard Setback
  - min: 0'
  - max: 15'

- Rear Yard Setback
  - min: 20'
  - max: -

- Building Height
  - min: 24'
  - max: 65'

- First Floor Elevation
  - min: 24'
  - max: 65'

- Eave Height
  - min: 1'
  - max: -

- Window-to-Eave Offset
  - min: -
  - max: -

- Front Façade Fenestration
  - min: 30%
  - max: -

- Side and Rear Façade Fenestration
  - min: 20%
  - max: -

- Building Face or Roof Offset
  - min: 2'
  - max: -

- Dormers
- Gables
- Recessed Entries
- Cupolas or Towers
- Pillars or Posts
- Bay Windows
- Balconies/Balconettes
- Decorative Comices
- First Floor Colonade
- Decorative Patterns on Exterior Finish
- Usable Open or Covered Stoops
- Porticos
- All rooftop equipment may be screened from view

- Contextual Neighborhood Consistency
- Special Architectural Features at Corners
- Public and Private Outdoor Spaces accessible and visible to the public

- Building walls may be Brick, Stone, Stucco, Synthetic or composite siding
- Roof materials may be Clad in Cedar Wood Shingles, Raised Seam Metal, Slate, Asphalt Shingles, Tiles or similar material
- Roof types may be flat, gable, gambrel, mansard, hipped, salt box or combinations thereof
- This zone is found in each of the residential neighborhoods.
- Stacked duplex lofts are encouraged to provide architectural edges to open space.
- A variety of unit sizes may be offered.
- No front yard parking.
- All vehicle access via alleys.
- On-street parking.

### PARKING

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- Off-street parking provided through alley-loaded driveways and garages.
- On-street parking provided through parallel stalls.
- Concrete, Granite or Belgian Block Curbing.

### EDGES AND BUFFERS

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<tr>
<td>Maximize uniqueness to street</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

### ENVIRONMENT

- Deciduous Street Trees encouraged to lower summer cooling load.
- Trees to modulate microclimate.

- Long-life trees encouraged to maximize green infrastructure funds.
- Non-exotic, non-invasive species encouraged to minimize water needs.
- Bio-swales, Cisterns or Rain Gardens encouraged to aid in reducing stormwater runoff.

### SITE SCALE

<table>
<thead>
<tr>
<th>Description</th>
<th>min</th>
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<tbody>
<tr>
<td>Ratio (spots/du)</td>
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<tr>
<td>Driveway Length</td>
<td>20'</td>
<td>-</td>
</tr>
<tr>
<td>Driveway Width</td>
<td>8'</td>
<td>12'</td>
</tr>
</tbody>
</table>

- Driveways may be constructed of Asphalt, Scored Concrete or Decorative Paving Blocks.

### BLOCK SCALE

- Rear-loaded attached garage with windows and storage space.
- Individual garage doors.

<table>
<thead>
<tr>
<th>Description</th>
<th>min</th>
<th>max</th>
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</thead>
<tbody>
<tr>
<td>Deck Setback from Side and Rear Property Lines</td>
<td>10'</td>
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</tr>
<tr>
<td>Patio Setback from Side and Rear Property Lines</td>
<td>5'</td>
<td>-</td>
</tr>
</tbody>
</table>

- Pools are not permitted.
- Spas are only permitted on or within a rear deck.
- Gutters may be architecturally compatible with a building.

### TOWN SCALE

<table>
<thead>
<tr>
<th>Description</th>
<th>min</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Garage Height</td>
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<tr>
<td>Garage Width</td>
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<td>Garage Height</td>
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<td>-</td>
</tr>
<tr>
<td>Garage Setback</td>
<td>20'</td>
<td>-</td>
</tr>
</tbody>
</table>

- Window Boxes.
- Espaliers.
- Roof Decks/Gardens.
- Green Roofs.
- Garden Walls may be Brick, Stone or Stucco to match the principal building.
- Side and Rear Yard Fences may be Wood Picket, Wrought Iron or materials similar appearance and durability.
- All Side and Rear Yard Fences over 4 feet in height may be Wood or similar material (shadow box design).

- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff.
- Satellite dishes less than 24 inch diameter are permitted.
ARCHITECTURAL NOTES

Building Orientation

- Buildings may be oriented to the street with primary pedestrian access points directly accessing the street façade. Front door required on public street.
- At least 50 percent of a building’s front façade must be built to the minimum setback line.
- Buildings may be oriented to maximize winter solar gain, consistent with the north/south orthogonal grid.

Building Height

- Maximum building height may be 65 feet (four stories).

Fenestration

- No blank facades or walls permitted
- Minimum area of window opening on front facades – 30%
- Vertically line up windows
- Windows more vertical than horizontal
- Minimum area of windows on side and rear facades – 20%

Vertical Breaks

- 2 foot building offsets every 90 feet minimum

Horizontal Breaks

- Material changes, horizontal banding, window lines and pediments are required
- A minimum of one (1) break is required

Roof Line

- Flat, gable, gambrel, mansard, hipped and salt box permitted
- A minimum two (2) foot offset is required every 60 feet for multiple units

Building Materials

- Brick
- Stone
- Stucco
- Synthetic or composite
- Synthetic siding

Roof Materials

- Asphalt roof shingles
- Raised seam metal roof
- Tiles
- Slate
- Cedar Wood

Appurtenances (Porches, Stoops, Balconies, Balconettes, Bay Windows)

- Stoops required
- Balconies encouraged
- Rear decks are permitted

Accessory Structures

- None

PUBLIC SPACE NOTES

- Front of building setback from sidewalk
- Front doors on public street

SEMI PUBLIC SPACE NOTES

- Front of building (i.e. yards) must be appointed with landscaping of trees, shrubs, ornamental grasses or groundcover
- Bio swales and rain gardens are permitted
- Front stoops encouraged as public space transition
- Satellite dishes are prohibited on front facades, balconies or porches

* Breaks may only apply on non-radial buildings
PRIVATE SPACE NOTES

- Pergolas, trellises and arbors permitted
- Pools are not permitted
- Spas are only permitted on or within a rear deck

EDGES, BUFFERS & TRANSITIONS NOTES

- Edge treatments may include walls, fences, hedges
- Walls, fences, hedges in front yards are prohibited
- Maximum edge height for side yards - 6 feet
- Maximum edge height for rear yard - 6 feet

AMENITY NOTES

- Foundation plantings required
- On-lot sidewalks

PARKING AMENITIES/ACCESS NOTES

- Vehicle access from alley only
- No parking in front yard
LOFT FLATS

GOALS
To provide a residential building type compatible in size and density that encourages young and old singles, couples, families and empty nesters to be integrated into a walkable Transit Village without the need of an automobile.
PHOTOS

The following examples best embody the purpose, goals and objectives of the loft flat unit: (These images are illustrative in nature and not intended to regulate.)

- Prominent architectural features at key corners provide visual reference points in the town fabric
- Terraces and balconies provide necessary outdoor space and an opportunity to modulate the scale of the architecture with vertical and horizontal breaks
- Small private green spaces provide public/private transition
- Cornice line serves as horizontal break
- First floor height differentiated from upper floor heights

- Mansard and gable roof elements accentuates horizontal break to respect human scale at sidewalk level
- Thoroughly landscaped front yard and high first floor elevation define the public and private realms
- Upper floor terraces provide vertical breaks and allow for eyes on the street
- Variety of building materials break the monotony of the block

- The use of individual entrances and stoops help to prevent long, lifeless façades and increase the perception of safety
- Modern can coexist with traditional as long as well established rules of scale, rhythm and materials choice are respected
- Use of large windows and glass elements provides interest to street elevation

- Loft flats reflect smaller household lifestyle choices
- Large areas of units are devoted to entertaining space
- Floor plans often emphasize the dramatic that takes advantage of town views
### ArcHitecturE and desigN

<table>
<thead>
<tr>
<th>Permit Design Elements</th>
<th>Min</th>
<th>Max</th>
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<tbody>
<tr>
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<tr>
<td>Benches</td>
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<tr>
<td>Clock Towers</td>
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<tr>
<td>Kiosks</td>
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<tr>
<td>Public Art</td>
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<tr>
<td>Bike Racks</td>
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<tr>
<td>Water Features/Fountains</td>
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<tr>
<td>Litter Containers</td>
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<td>Clock Towers</td>
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<td>Decorative Comice</td>
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<td>First Floor Colonne</td>
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<td>Porte Cochere</td>
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<td>Decorative Patterns on Exterior Finish</td>
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<td>Porches and Porticos</td>
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<td>Arcades</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Terraces</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Rooftop equipment may be screened from view</td>
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### building walls may be Brick, Stone, Stucco Synthetic or Composite siding

<table>
<thead>
<tr>
<th>First Storey Clear Height</th>
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<tbody>
<tr>
<td>Roof Pitch</td>
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<td>Front and Side Yard Encroachments</td>
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<td>Terraces</td>
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<tr>
<td>Patios</td>
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<td>10'</td>
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<tr>
<td>Bay Window</td>
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<tr>
<td>Awning</td>
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<td>8'</td>
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<tr>
<td>Solar Screen</td>
<td>-</td>
<td>8'</td>
</tr>
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<td>Balcony/Balconette</td>
<td>2'</td>
<td>8'</td>
</tr>
<tr>
<td>Roof types may be Flat, Mansard or combination thereof</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Roof materials may be Raised Seam Metal, Slate, Asphalt Shingles, Tiles or similar material</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

### contextuAl Neighborhood Consistency

- Special Architectural Features at Corners
- Public and Private Outdoor Spaces accessible and visible to the public
- Plazas
- Bus shelters

### ArchiTectural and design elements

<table>
<thead>
<tr>
<th>Contextual Neighborhood Consistency</th>
<th>Special Architectural Features at Corners</th>
<th>Public and Private Outdoor Spaces accessible and visible to the public</th>
<th>Plazas</th>
<th>Bus shelters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Racks</td>
<td>Water Features/Fountains</td>
<td>Architectural Lighting</td>
<td>Benches</td>
<td>Clock Towers</td>
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<tr>
<td>Decorative Pedestrian Lighting</td>
<td>Litter Containers</td>
<td>Public Art</td>
<td>Kiosks</td>
<td>Public Art</td>
</tr>
</tbody>
</table>
- Maximum building height may be 65 feet.
- First floor commercial permitted - up to 5% of building area.
- No front yard parking.
- All vehicle access via alleys or secondary streets.
- On-street parking.

### PARKING

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Alley Width ROW</td>
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<tr>
<td>Alley Width Cartway</td>
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<td>Alley Access Points</td>
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<tr>
<td>On-Street Stalls Length</td>
<td>20'</td>
<td>-</td>
</tr>
<tr>
<td>On-Street Stalls Width</td>
<td>8''</td>
<td>-</td>
</tr>
</tbody>
</table>

- Off-street parking provided through alley-loaded driveways and garages
- On-street parking provided through parallel stalls
- Concrete, Granite or Belgian Block Curbing

### EDGES AND BUFFERS

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Street Tree Spacing</td>
<td>36'</td>
<td>50'</td>
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<tr>
<td>Planting Buffers</td>
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<tr>
<td>Maximize uniqueness to street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tree Grates</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Street Tree Spacing
  - Distance on Center
- Planting Buffers
  - Between Different Land Uses
  - Screened Ground Mounted Utility Boxes
  - Planters
  - Potted Plants

### ENVIRONMENT

- Deciduous Street Trees encouraged to lower summer cooling load
- Trees to modulate microclimate

<table>
<thead>
<tr>
<th></th>
<th>min</th>
<th>max</th>
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<tbody>
<tr>
<td>Ratio (spots/du)</td>
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<td>1.3</td>
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<td>-</td>
</tr>
<tr>
<td>Driveway Width</td>
<td>8'</td>
<td>12'</td>
</tr>
</tbody>
</table>

- Driveways may be constructed of Asphalt, Scored Concrete or Decorative Paving Blocks
- Non-residential parking to be provided at a ratio of 3 spots per 1000 square feet of non-residential space.
- Shared parking permitted

### SIDE AND REAR YARD FENCE

- Side and Rear Yard Height
  - 6'
- Foundation Plantings
- Planting Buffers between Different Land Uses
- Parking Planting
- Parking Planting
- Potted Ground Mounted Utility Boxes
- Planters
- Potted Plants

- Long-life trees encouraged to maximize green infrastructure funds
- Non-exotic, non-invasive species encouraged to minimize water needs
- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff

### PATIO SETBACK FROM SIDE AND REAR PROPERTY LINES

- 5'

- Pool and spas are not permitted
- Gutters may be architecturally compatible with a building

- Solar Screen
- Solar Panel
- Discharge spouts may have splash parts or be discharged underground
- Satellite dishes are prohibited

### OTHER

- Rear-loaded garage with windows and storage space
- Individual garage doors
- Carports
- Structured Parking

- Window Boxes
- Espaliers
- Roof Decks/Gardens
- Green Roofs
- Garden Walls may be Brick, Stone or Stucco to match the principal building
- Side and Rear Yard Fences may be Wood Picket, Wrought Iron or materials similar appearance and durability.
- All Side and Rear Yard Fences over 4 feet in height may be Wood or similar material (shadow box design).
ARCHITECTURAL NOTES

Building Orientation

- Buildings may be oriented to the street with primary pedestrian access points directly accessing the street façade. Front door required on public street.
- At least 50 percent of a building's front façade must be built to the minimum setback line.
- Buildings may be oriented to maximize winter solar gain, consistent with the north/south orthogonal grid.

Building Height

- Maximum building height may be 65 feet.

Fenestration

- No blank facades or walls permitted
- Minimum area of window opening on upper front façade - 30%
- Minimum area of window opening on front retail - 60%
- Vertically line up windows
- Windows more vertical than horizontal
- Minimum area of window opening on side and rear facades - 25%

Vertical Breaks*

- Required every 45 feet minimum through use of offsets, fenestration, bay windows, balconies, balconettes or material change requires minimum one foot offset

Horizontal Breaks*

- Required at a minimum of one (1) per every 24 feet of vertical height
- May use banding, setbacks or material change

Roof Line*

- Flat, gable and mansard permitted
- Maximum length of roofline - 60 feet
- Minimum offset - 5 feet

* Breaks may only apply on non-radial buildings

Building Materials

- Brick
- Stone
- Stucco
- Synthetic or composite
- Synthetic siding

Roof Materials

- Asphalt roof shingles
- Raised seam metal roof
- Tiles
- Slate

Appurtenances (Porches, Stoops, Balconies, Balconettes, Bay Windows)

- Prominent front entry feature required
- Balconies, balconettes, terrace and/or patio are required at one per unit
- Bay windows encouraged

Accessory Structures

- Structured parking is permitted
- Free standing garages are permitted
- Carports are permitted

PUBLIC SPACE NOTES

- Front of buildings setback from public sidewalks
- Entry plazas and courts should be designed to welcome public use
- Front doors or doors to common lobbies should be grand in scale and largely transparent to public space through the use of glass walls and doors
- Canopies, awnings and overhangs are encouraged on the first floor with emphasis on the front doors
- Screening of loading, service and trash storage areas are required
SEMI PUBLIC SPACE NOTES

- All semi-public space (i.e. yards, courts, plazas) must be fully appointed with landscaping of trees, shrubs, ornamental grasses and ground-cover or a combination of decorative paving and landscaping. Where appropriate seating and lighting may be provided.

- Semi-public space must be separated from public space by either a low garden wall, decorative fence (maximum 6’ high), hedge material or a combination of the three.

EDGES, BUFFERS & TRANSITIONS NOTES

- Parking lots adjacent to street edges must be screened with 4 ½ foot high hedge or masonry wall.

- Parking adjacent to residential use must be screened with minimum 6 foot high masonry wall or fence and must include a minimum 3 foot wide vegetated buffer that is a minimum of 6’ high at time of planting.

- Lighting must be screened from residential uses.

AMENITY NOTES

- Must provide textured pedestrian crosswalks internal to parking lots.

PARKING AMENITIES/ACCESS NOTES

- Vehicle access from alley or secondary streets only

- Maximum one vehicle access point per secondary street frontage
COMMERCIAL MIXED-USE

GOALS
To provide commercial mixed-use buildings that develop the area as a lively commercial main street and as a Town Center for North Brunswick with a 24 hour presence.

ZONING MAP

PERMITTED LAND USE

COMMERCIAL MIXED-USE
PHOTOS

The following examples best embody the purpose, goals and objectives of the commercial mixed-use unit: (These images are illustrative in nature and not intended to regulate.)

- Vertical elements reinforce human scale of the street
- Arcades provide street level shade and shelter
- Solar screens on upper floors shade windows
- Balconettes provide location for seasonal flower plantings in pots

- Large building offsets help to create opportunities for public and semi-public courtyards
- Solar screens provide shade to roof gardens and roof decks
- The building is further broken down in scale by siting the building in an “L” shape. The configuration is an organizing element that helps to provide context to the public space

- Lively first floor retail level is distinguished by large storefront windows, unique materials and 16 to 20 foot floor plate
- Balconettes distinguish the upper floors as residential
- Lively sidewalk cafe

- Perception of large buildings can be mitigated by the skillful use of materials, color and offsets
- Shop fronts are individualized on a 25 foot to 35 foot module to reinforce human scale of the street
- Varying roof heights reduces the monotony of large buildings
- Curb bumpouts not only serve as traffic calming devices, but also allow for the inclusion of additional landscaping
ZONING REGULATIONS AND DESIGN STANDARDS

- Block Length
- Block Perimeter
- Sidewalk Width
- Planting Strip Width
- Decorative Street Lighting (Distance on Center)
- Lot Area
- Lot Width
- Corner Lot
- Lot Depth
- Impervious Coverage
- Front Yard Setback
- Side Yard Setback
- Rear Yard Setback
- Building Separation
- Building Height
- Eave Height
- Window-to-Eave Offset
- Dormers and Gables
- Recessed Entries
- Cupolas or Towers
- Pilasters or Posts
- Bay Windows
- Balconies/Balconettes
- Decorative Cornices
- First Floor Colonade
- Porte Cocheres
- Decorative Patterns on Exterior Finish
- Porches and Porticos
- Arcades
- Terraces
- All rooftop equipment may be screened from view

- Roof Pitch
- Yard Encroachments
  - Terrace
  - Patio
  - Bay Window
  - Awning
  - Solar Screen
  - Balcony/Balconette
  - Rear Deck

- Contextual Neighborhood Consistency
- Special Architectural Features at Corners
- Public and Private Outdoor Spaces Accessible and Visible to the public
- Plazas
- Bus Shelters
- Bike Racks
- Water Features/Fountains
- Decorative Pedestrian Lighting
- Litter Containers
- Architectural Lighting
- Benches
- Clock Towers
- Kiosks
- Public Art
- Building walls may be Brick, Stone, Synthetic Trim Board, Stucco or similar material
- Roof materials may be Raised Seam Metal, Slate, Asphalt Shingles, Tiles or similar material
- Roof types may be Flat, Mansard or combinations thereof.
- Retail permitted on all street and alley frontage.
- Commercial space permitted by right on the ground floor with sidewalk cafes, eateries and small shops are encouraged.
- Maximum building height - 75 feet, 95 feet on Station Circle.
- Building fronts to be built to public sidewalk edge.
- No front yard parking.

### PARKING

<table>
<thead>
<tr>
<th>Element</th>
<th>min</th>
<th>max</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alley Width</td>
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<tr>
<td>Alley Access Points</td>
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<tr>
<td>On-Street Stalls Length</td>
<td>20'</td>
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<tr>
<td>Width</td>
<td>8</td>
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</tr>
<tr>
<td>Off-street parking provided through alley-loaded driveways and garages</td>
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<tr>
<td>On-Street parking provided through parallel stalls</td>
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<tr>
<td>Concrete, Granite or Belgian Block Curbing</td>
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<td></td>
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</tbody>
</table>

### EDGES AND Buffers

- Street Tree Spacing (Distance on Center) 36' - 50'
- Street Tree Spacing
- Planting Buffers
- Maximize uniqueness to street
- Tree Grates

### ENVIRONMENT

- Deciduous Street Trees encouraged to lower summer cooling load
- Trees to modulate microclimate

### OFFICE RATIO (spots/1,000 sf)

<table>
<thead>
<tr>
<th>Element</th>
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<tr>
<td>Alley Width</td>
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<tr>
<td>Width</td>
<td>8</td>
<td>-</td>
</tr>
<tr>
<td>Off-street parking provided through alley-loaded driveways and garages</td>
<td></td>
<td></td>
</tr>
<tr>
<td>On-Street parking provided through parallel stalls</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Concrete, Granite or Belgian Block Curbing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Driveways may be constructed of Asphalt, Scored Concrete or Decorative Paving Blocks
- Shared parking permitted

- Side and Rear Yard Fence Height - 6'
- Foundation Plantings
- Planting Buffers between Different Land Uses
- Parking Planting
- Screen Ground Mounted Utility Boxes
- Planters
- Potted Plants

### LONG-LIFE TREES ENCOURAGED TO MAXIMIZE GREEN INFRASTRUCTURE FUNDS

- Non-exotic, non-invasive species encouraged to minimize water needs
- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff.

### PATIO SETBACK FROM SIDE AND REAR PROPERTY LINES

<table>
<thead>
<tr>
<th>Element</th>
<th>min</th>
<th>max</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garage Height</td>
<td>10'</td>
<td>15'</td>
</tr>
<tr>
<td>Garage Width</td>
<td>14'</td>
<td>24'</td>
</tr>
<tr>
<td>Garage Depth</td>
<td>25'</td>
<td>-</td>
</tr>
<tr>
<td>Structured parking may have a maximum height of 5 levels</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Window Boxes
- Espaliers
- Roof Decks/Gardens
- Green Roofs
- Garden Walls may be Brick, Stone or Stucco to match the principal building
- Side and Rear Yard Fences may be Wood Picket, Wrought Iron or materials similar appearance and durability.
- All Side and Rear Yard Fences over 4 feet in height may be Wood or similar material (shadow box design).

- Structured Parking may have a maximum height of 5 levels.

- Solar Screen
- Solar Panel
- Discharge spouts may have splash parts or be discharged underground
- Satellite dishes are prohibited

- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff.
- Satellite dishes less than 24 inch diameter are permitted.
ARCHITECTURAL NOTES

Building Orientation

- Buildings may be oriented to the street with primary pedestrian access points directly accessing the street façade. Front doors to upper floor use permitted or secondary façade.
- At least 50 percent of a building’s front façade must be built to the minimum setback line.
- Buildings may be oriented to maximize winter solar gain, consistent with the north/south orthogonal grid.
- Buildings should be built to the sidewalk, public square or plaza edge.

Building Height

- Maximum building height may be 75 feet, except on Station Circle where a height of 95 feet is permitted.

Fenestration

- No blank facades or walls permitted.
- Minimum area of window opening on all façade, upper floors - 30%.
- Vertically line up windows.
- Windows more vertical than horizontal.
- Minimum area of windows opening on first floor retail public façades - 70%.
- Retail window must remain unobstructed on interior spaces.

Vertical Breaks

- Required every 30 feet minimum through use of offsets, fenestration, bay windows, balconies, balconettes or material change.*

Horizontal Breaks

- Required at a minimum of one (1) per every 24 feet of vertical height.*
- May use banding, setbacks or material change.
- First floor retail may have a minimum clear height of 16 feet.

Roof Line

- Flat and mansard permitted.
- Maximum length of roofline - 60 feet.*
- Minimum offset - 5 feet.*

* Breaks may only apply on non-radial buildings.

Building Materials

- Brick.
- Stone.
- Stucco.
- Synthetic or composite.
- Synthetic siding.

Roof Materials

- Asphalt roof shingles.
- Raised seam metal roof.
- Tiles.
- Slate.
- Metal Panels (accent).

Appurtenances (Porches, Stoops, Balconies, Balconettes, Bay Windows)

- Store fronts encouraged to have awnings.
- Store fronts must provide sign plate area.
- Pop-out, roll away café windows are permitted.
- Store fronts encouraged to be open and inviting to public.
- Balconies, balconettes, terraces and/or patios are encouraged.
- Bay windows encouraged.

Accessory Structures

- Structured parking is permitted.
- Free standing garages are permitted.
- Carports are permitted.
PUBLIC SPACE NOTES

- Front of buildings built to public sidewalk
- Street furniture and amenities encouraged
- Entry plazas and courts should be designed to welcome public use
- Large store front windows required on first floor. Windows may be framed in wood
- Screening of loading, service and trash storage areas is required

SEMI PUBLIC SPACE NOTES

- All semi-public space (i.e. yards, courts, plazas) must be appointed with landscaping of trees, shrubs and groundcover or a combination of decorative paving and landscaping. Where appropriate seating and lighting may be provided.
- Semi-public space must be separated from public space by either a low garden wall, decorative fence (maximum 6’ high), hedge material or a combination of the three.

EDGES, BUFFERS & TRANSITIONS NOTES

- Parking lots adjacent to street edges must be screened with 4 ½ foot high hedge or masonry wall.
- Parking adjacent to residential use must be screened with minimum 6 foot high masonry wall or fence and must include 3 foot wide vegetated buffer - a minimum of 6’ high at time of planting.
- Lighting must be screened from residential uses.

AMENITY NOTES

- Must provide textured pedestrian crosswalks internal to parking lots.

PARKING AMENITIES/ACCESS NOTES

- Bio-swales permitted
- Vehicle access from alley or secondary streets only
- Maximum one vehicle access point per secondary street frontage
- Lighting must be shielded from residential uses
HOTEL MIXED-USE

GOALS
To provide business travelers and visitors to North Brunswick with a memorable overnight accommodation experience in a downtown mixed-use setting including restaurants, retail, office and residential uses with access to the train station.

ZONING MAP

PERMITTED LAND USE

BLUE HOTEL MIXED-USE
PHOTOS
The following examples best embody the purpose, goals and objectives of the hotel mixed-use unit:
(These images are illustrative in nature and not intended to regulate.)

- The sophisticated use of building height changes and materials such as glass and masonry helps to mitigate the large massing of the building. Approximately 60% of the façade is glass.
- Rounded corners and varied cornice treatments provide architectural interest.
- Vertical scale is broken by layers of horizontal banding.

- Restaurant, bar and café on sidewalk level and promotes walking by reducing monotony.
- Movable glass walls open to sidewalk, enlivening both spaces.
- Quality materials are tactile and durable.
- Banners and awnings add visual interest to streetscape.

- The verticality of the windows enhance the human scale of the block.
- 2 to 10 foot vertical offsets further mitigate the perception of a large building.
- Curb bumpouts and textured crosswalks define the pedestrian realm.

- Architectural features provide visual reference points in the village fabric.
- Brickwork patterns can provide design interest and reduce the perceived scale of a large building.
- Circle and plazas provide inviting outdoor gathering areas.
- Variety of rooflines and materials reduce the scale of a large building.
- Campanile and clock tower provide an iconic element in scale with the size and scale of the plaza.
**HOTEL MIXED-USE**

**ARCHITECTURE AND DESIGN**

- **Block Length**: 300' to 500'
- **Building Height**: 45' to 500'
- **Eave Height**: 24' to 75'
- **Lot Width**: 200' to -
- **Lot Depth**: 1200' to 1800'
- **Window-to-Eave Offset**: 6' to -
- **Block Perimeter**: 1200' to 1800'
- **Front Façade Fenestration**: 60% to -
- **Sidewalk Width**: 10' to 20'
- **Window Trim Offset**: 75'/95'
- **Planting Strip Width**: 10'
- **Side Yard Setback**: 10' to -
- **Rear Yard Setback**: 20' to -
- **Building Separation**: 20' to -
- **Roof Pitch**: 0/12 to -
- **Separation**: 0/12 to -
- **Contextual Neighborhood Consistency**:
- **Driveways and Gables**:
- **Special Architectural Features at Corners**:
- **Public and Private Outdoor Spaces Accessible and Visible to the public**:
- **Plazas**:
- **Bus Shelters**:
- **Bike Racks**:
- **Water Features/Fountains**:
- **Litter Containers**:
- **Architectural Lighting**:
- **Benches**:
- **Clock Towers**:
- **Kiosks**:
- **Public Art**:
- **Dormers and Gables**:
- **Recessed Entries**:
- **Cupolas or Towers**:
- **Pillars or Pots**:
- **Bay Windows**:
- **Decorative Comices**:
- **First Floor Colonade**:
- **Porch**:
- **Decorative Patterns on Exterior Finish**:
- **Porch**:
- **Porches and Porticos**:
- **Arcades**:
- **Terraces**:
- **All rooftop equipment may be screened from view**
- The purpose of the zone is to provide for hotel uses within the Transit Village.
- Buildings are to be arranged in a manner that reinforces street edges.
- Maximum building height - 75 feet, 95 feet on Station Circle.
- On-street parking permitted.

### PARKING

<table>
<thead>
<tr>
<th>PARKING</th>
<th>EDGES AND BUFFERS</th>
<th>ENVIRONMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alley Width ROW</td>
<td>22'</td>
<td>25'</td>
</tr>
<tr>
<td>Alley Access Points</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>On-Street Stalls Length</td>
<td>20'</td>
<td>-</td>
</tr>
<tr>
<td>Width</td>
<td>8'</td>
<td>-</td>
</tr>
</tbody>
</table>

- Off-street parking provided through alley-loaded driveways and garages
- On-Street parking provided through parallel stalls
- Concrete, Granite or Belgian Block Curbing

### EDGES AND BUFFERS

- Patio Setback from Side and Rear Property Lines 5' |
- Gutters may be architecturally compatible with a building

### ENVIRONMENT

- Deciduous Street Trees encouraged to lower summer cooling load
- Trees to modulate microclimate

- Hotel Ratio (spots/room) min 1.0 |
- Retail Ratio (spots/1,000 sf) min 3.0 |
- Residential Ratio (spots/du) min 0.8 |
- Driveway Length 20' |
- Driveway Width 8' 12' |

- Driveways may be constructed of Asphalt, Scored Concrete or Decorative Paving Blocks
- Shared parking permitted

- Side and Rear Yard Fence Height min - |
- Foundation Plantings |
- Planting Buffers between Different Land Uses |
- Parking Planting |
- Screen Ground Mounted Utility Boxes |
- Planters |
- Potted Plants |

- Long-life trees encouraged to maximize green infrastructure funds
- Non-exotic, non-invasive species encouraged to minimize water needs
- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff.

- Window Boxes |
- Espaliers |
- Roof Decks/Gardens |
- Green Roofs |
- Garden Walls may be Brick, Stone or Stucco to match the principal building |
- Side and Rear Yard Fences may be Wood Picket, Wrought Iron or materials similar appearance and durability. |
- All Side and Rear Yard Fences over 4 feet in height may be Wood or similar material (shadow box design). |

- Solar Screen |
- Solar Panel |
- Discharge spouts may have splash parts or be discharged underground |
- Satellite dishes are prohibited

- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff.
- Satellite dishes less than 24 inch diameter are permitted.
ARCHITECTURAL NOTES

Building Orientation

- Buildings may be oriented to the street with primary pedestrian access points directly accessing the street façade
- At least 50 percent of a building's front façade must be built to the minimum setback line

Building Height

- Maximum building height may be 75 feet, except on Station Circle where a height of 95 feet is permitted

Fenestration

- No blank facades or walls permitted
- Minimum area of window opening on front façades – 60%
- Minimum area of windows on side and rear façades – 30%

Vertical Breaks

- 5 foot building offsets every 100 feet minimum*

Horizontal Breaks

- Material change, horizontal banding, window lines and pediments are required
- Required at a minimum of one (1) per every 24 feet of vertical height*

Roof Line

- Flat and mansard permitted
- Minimum five (5) foot offset required every 100 feet*

* Breaks may only apply on non-radial buildings

Building Materials

- Brick
- Stone
- Stucco
- Synthetic or composite
- Synthetic siding

Roof Materials

- Asphalt shingles
- Raised seam metal
- Tiles
- Slate

Appurtenances (Porches, Stoops, Balconies, Balconettes, Bay Windows)

- Solar screens, awnings and arcades may be used to provide user comfort, energy conservation and design unity
- Architecture may reflect the difference between public vs. private doors and entry's
- Balconies and balconettes encouraged

Accessory Structures

- Structural parking permitted

PUBLIC SPACE NOTES

- Front of building setback from sidewalk
- Front doors on public street or interval parking court

SEMI PUBLIC SPACE NOTES

- Front of building (i.e. yards) must be fully appointed with landscaping of trees, shrubs, ornamental grasses or groundcover
- Bio swales and rain gardens permitted to address stormwater
- Parking courts shall be fully landscaped to breakdown scale, provide user comfort and to modulate micro climate
- Minimum 5% of interior of parking court may be landscaping

* Breaks may only apply on non-radial buildings
EDGES, BUFFERS & TRANSITIONS NOTES

- Edge treatments may include walls, fences, hedges
- Minimum front yard wall, fence and hedge height – 3 ½ feet high
- Maximum side yard edge height – 6 feet (exclusive of trees)
- Maximum rear yard edge height – 6 feet (exclusive of trees)
- Buffers must be provided on all external property edges

AMENITY NOTES

- Minimum 10 foot wide sidewalks adjacent to buildings

PARKING AMENITIES/ACCESS NOTES

- Vehicle access from alley or secondary street system
- No parking in front yard
FREE STANDING OFFICE

GOALS
To provide commercial office uses for larger tenants requiring large contiguous floor areas in a mixed-use setting.

ZONING MAP
PHOTOS

The following examples best embody the purpose, goals and objectives of the civic unit:
(These images are illustrative in nature and not intended to regulate.)

<table>
<thead>
<tr>
<th>Image 1</th>
<th>Image 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.jpg" alt="Image 1" /></td>
<td><img src="image2.jpg" alt="Image 2" /></td>
</tr>
</tbody>
</table>

- Corner elements and roof line offsets provide architectural interest and identify the location of the “front” door.
- The building façade is approximately 60% glass.

<table>
<thead>
<tr>
<th>Image 3</th>
<th>Image 4</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image3.jpg" alt="Image 3" /></td>
<td><img src="image4.jpg" alt="Image 4" /></td>
</tr>
</tbody>
</table>

- The oversized portico matches the building scale and is appropriate for the grand scale of the free standing office building.
- Modern can coexist with traditional as long as well established roles of rhythm, scale and material choice are respected.
- High quality landscaping and surface materials such as pavers required in courtyard.

<table>
<thead>
<tr>
<th>Image 5</th>
<th>Image 6</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image5.jpg" alt="Image 5" /></td>
<td><img src="image6.jpg" alt="Image 6" /></td>
</tr>
</tbody>
</table>

- The vertical scale of the building is broken by the use of three layers of horizontal banding. The three alternating layers of masonry, glass and masonry help define the base, the body and the top of the building.
- 2 to 10 foot vertical and horizontal offsets further mitigate the perception of a large monolithic building.

<table>
<thead>
<tr>
<th>Image 7</th>
<th>Image 8</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image7.jpg" alt="Image 7" /></td>
<td><img src="image8.jpg" alt="Image 8" /></td>
</tr>
</tbody>
</table>

- Stormwater features can be designed as an amenity such as a lake and provide a park setting to the wider residents of the township.
- The sophisticated use of materials such as glass and masonry helps to mitigate the large massing of the building. Approximately 60% of the façade is glass.
- The building is further broken down in scale by sitting the building in an “L” shape with a glass corridor connection. The “L” shape is an organizing element that helps provide context to the public space - like a public square.
### Free Standing Office

**Town Scale:**
- **Public Realm:**
  - Sidewalk Width: 10'-20'
  - Planting Strip Width: 4'-10'
- **Private Realm:**
  - Building Height: 300'-500'
  - Eave Height: 1200'-3000'
  - Window-to-Eave Offset: 0'-60%
  - Front Façade Fenestration: 0'-75'/90'
  - Side and Rear Façade Fenestration: 0'-60%
  - Building Face or Roof Offset: 0'-15'
  - Window Trim Offset: 0'-2'
- **Typical Lot Line:**
  - Lot Width: 200'-
  - Corner Lot: 200'-
  - Lot Depth: 250'-
  - Impervious Coverage: 0'-80%
  - Front Yard Setback: 0'-30'
  - Side Yard Setback: 0'-10'
  - Rear Yard Setback: 0'-
  - Building Separation: 0'-
- **Permitted Design Elements:**
  - Contextual Neighborhood Consistency
  - Special Architectural Features at Corners
  - Public and Private Outdoor Spaces Accessible and Visible to the Public
  - Plazas
  - Bus Shelters
- **Permitted Design Elements:**
  - Bike Racks
  - Water Features/Fountains
  - Architectural Lighting
  - Benches
  - Clock Towers
  - Kiosks
  - Public Art

**Block Scale:**
- **Lot Width:** 200'-
- **Corner Lot:** 200'-
- **Lot Depth:** 250'-
- **Impervious Coverage:** 0'-80%
- **Front Yard Setback:** 0'-30'
- **Side Yard Setback:** 0'-10'
- **Rear Yard Setback:** 0'-
- **Building Separation:** 0'-
- **Permitted Design Elements:**
  - Bike Racks
  - Water Features/Fountains
  - Architectural Lighting
  - Benches
  - Clock Towers
  - Kiosks
  - Public Art

**Site Scale:**
- **Lot Width:** 200'-
- **Corner Lot:** 200'-
- **Lot Depth:** 250'-
- **Impervious Coverage:** 0'-80%
- **Front Yard Setback:** 0'-30'
- **Side Yard Setback:** 0'-10'
- **Rear Yard Setback:** 0'-
- **Building Separation:** 0'-
- **Permitted Design Elements:**
  - Bike Racks
  - Water Features/Fountains
  - Architectural Lighting
  - Benches
  - Clock Towers
  - Kiosks
  - Public Art

**Public Realm:**
- **Building Height:** 45'-75'/90'
- **Eave Height:** 24'-60'/75'
- **Window-to-Eave Offset:** 6'-
- **Front Façade Fenestration:** 60%
- **Side and Rear Façade Fenestration:** 30%
- **Building Face or Roof Offset:** 16'-
- **Window Trim Offset:** 2'
- **Permitted Design Elements:**
  - Dormers and Gables
  - Recessed Entries
  - Cupolas or Towers
  - Pillars or Posts
  - Bay Windows
  - Decorative Comices
  - First Floor Colonnade
  - Porte Cocheres
  - Decorative Patterns on Exterior Finish
  - Arcades
  - Terraces
  - All rooftop equipment may be screened from view

**Private Realm:**
- **First Storey Clear Height:** 10'-15'
- **Roof Pitch:** 0'/12'-9'/12'
- **Front and Side Yard Encroachments:**
  - Terrace: 8'
  - Patio: 8'-10'
  - Bay Window: 8'
  - Awning: 8'
  - Solar Screen: 8'
  - Balcony/Balconette: 8'
  - Rear Deck: 8'
- **Permitted Design Elements:**
  - Building walls may be Brick, Stone, Synthetic Trim Board, Stucco or similar material
  - Roof materials may be Raised Seam Metal, Slate, Asphalt Shingles, Tiles or similar material
  - Roof types may be “A” Frame, Flat, Mansard or combinations thereof
  - Building façades may be parallel to frontage property lines
The purpose of the zone is to provide for large format office uses. Buildings are to be arranged in a manner that reinforces street edges. Maximum building height - 75 feet, 95 feet on Station Circle. On-street parking permitted.

### PARKING

<table>
<thead>
<tr>
<th>Alley Width</th>
<th>min</th>
<th>max</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROW</td>
<td>22'</td>
<td>25'</td>
</tr>
<tr>
<td>Cartway</td>
<td>18'</td>
<td>21'</td>
</tr>
</tbody>
</table>

| Alley Access Points | 2 | 3 |
| On-Street Stalls   | 20' | - |
| Width              | 8' | - |

- Off-street parking provided through alley-loaded driveways and garages
- On-Street parking provided through parallel stalls
- Concrete, Granite or Belgian Block Curbing

### EDGES AND BUFFERS

- Street Tree Spacing (Distance on Center) | 36' | 50' |
- Tree Grates
- Foundation Plantings
- Planting Buffers between Different Land Uses
- Parking Planting
- Screen Ground Mounted Utility Boxes
- Planters
- Potted Plants

### ENVIRONMENT

- Deciduous Street Trees encouraged to lower summer cooling load
- Trees to modulate microclimate
- Long-life trees encouraged to maximize green infrastructure funds
- Non-exotic, non-invasive species encouraged to minimize water needs
- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff.

- Window Boxes
- Espaliers
- Roof Decks/Gardens
- Green Roofs
- Garden Walls may be Brick, Stone or Stucco to match the principal building
- Side and Rear Yard Fences may be Wood Picket, Wrought Iron or materials similar appearance and durability.
- All Side and Rear Yard Fences over 4 feet in height may be Wood or similar material (shadow box design).

- Solar Screen
- Solar Panel
- Discharge spouts may have splash parts or be discharged underground
- Satellite dishes are prohibited

- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff.
- Satellite dishes less than 24 inch diameter are permitted.
FREE STANDING OFFICE

ARCHITECTURAL NOTES

Building Orientation
• Buildings may be oriented to the street with primary pedestrian access points directly accessing the street façade
• At least 50 percent of a building's front façade must be built to the minimum setback line

Building Height
• Maximum building height may be 75 feet, except on Station Circle where a height of 95 feet is permitted

Fenestration
• No blank facades or walls permitted
• Minimum area of window opening on front façade – 60%
• Minimum area of windows on side and rear façades – 30%

Building Materials
• Brick
• Stone
• Stucco
• Precast panels and accents

Roof Materials
• Asphalt shingles
• Raised seam metal
• Tiles
• Slate
• Appropriate flat roof material

Appurtenances (Porches, Stoops, Balconies, Balconettes, Bay Windows)
• Solar screens, awnings and arcades may be used to provide user comfort, energy conservation and design unity
• Architecture may reflect the difference between public vs. private doors and entry's

Accessory Structures
• Structural parking permitted

PUBLIC SPACE NOTES
• Front of building setback from sidewalk
• Front doors on public street or interval parking court

SEMI PUBLIC SPACE NOTES
• Front of building (i.e. yards) must be fully appointed with landscaping of trees, shrubs, ornamental grasses or groundcover
• Bio swales and rain gardens permitted to address stormwater
• Parking courts shall be fully landscaped to break down scale, provide user comfort and to modulate microclimate
• Minimum 10% of interior of parking court may be landscaping
EDGES, BUFFERS & TRANSITIONS NOTES

- Edge treatments may include walls, fences, hedges
- Minimum front yard wall, fence and hedge height – 3 1/2 feet high
- Maximum side yard edge height – 6 feet (exclusive of trees)
- Maximum rear yard edge height – 6 feet (exclusive of trees)
- Buffers must be provided on all external property edges

AMENITY NOTES

- Minimum 10 foot wide sidewalks adjacent to buildings

PARKING AMENITIES/ACCESS NOTES

- Vehicle access from alley or secondary street system
- No parking in front yard
CIVIC
GOALS
To provide for a myriad of community uses including a Township Library, health, athletic and wellness center, Youth and Senior programs, police and emergency response sub-stations that serve as a community anchor for Main Street and the North Brunswick Town Center.

ZONING MAP

PERMITTED LAND USE

CIVIC
PHOTOS

The following examples best embody the purpose, goals and objectives of the civic use:
(These images are illustrative in nature and not intended to regulate.)
zoning regulations and design standards

CIVIC
town scale

ARCHITECTURE AND DESIGN

block scale

site scale

public realm

private realm

• Building Height
• Eave Height
• Window-to-Eave Offset
• Front Façade Fenestration
• Side and Rear Façade Fenestration
• Building Face or Roof Offset
• Window Trim Offset
• First Storey Clear Height
• Roof Pitch
• Building walls may be Brick, Stone, Synthetic Trim Board, Stucco or similar material
• Roof materials may be Raised Seam Metal, Slate, Asphalt Shingles, Tiles or similar material
• Roof types may be “A” Frame, Flat, Mansard or combinations thereof
• All rooftop equipment may be screened from view
• Building façades may be parallel to frontage property lines

• Block Length
• Block Perimeter
• Sidewalk Width
• Planting Strip Width
• Decorative Street Lighting (Directional)
• Dormers
• Gables
• Recessed Entries
• Cupolas or Towers
• Pillars or Posts
• Bay Windows
• Decorative Cornices
• First Floor Colonade
• Porte Cocheres
• Decorative Patterns on Exterior Finish
• Porches
• Porticos
• Arcades
• Terraces

• Lot Width
• Lot Depth
• Impervious Coverage
• Front Yard Setback
• Side Yard Setback
• Rear Yard Setback
• Building Separation
• Contextual Neighborhood Consistency
• Special Architectural Features at Corners
• Public and Private Outdoor Spaces Accessible and Visible to the public
• Plazas
• Bus Shelters

• Building Height
• Eave Height
• Window-to-Eave Offset
• Front Façade Fenestration
• Sidewalk Width
• Planting Strip Width
• Decorative Street Lighting (Directional)
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• Gables
• Recessed Entries
• Cupolas or Towers
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• Bay Windows
• Decorative Comices
• First Floor Colonade
• Porte Cocheres
• Decorative Patterns on Exterior Finish
• Porches
• Porticos
• Arcades
• Terraces

• Lot Width
• Corner Lot
• Lot Depth
• Impervious Coverage
• Front Yard Setback
• Side Yard Setback
• Rear Yard Setback
• Building Separation
• Contextual Neighborhood Consistency
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• Lot Width
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<th>PARKING</th>
<th>EDGES AND BUFFERS</th>
<th>ENVIRONMENT</th>
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<tr>
<td>Alley Width ROW Cartway Alley Access Points On-Street Stalls Length Width</td>
<td>Street Tree Spacing (Distance on Center) Parking Buffers</td>
<td>Deciduous Street Trees encouraged to lower summer cooling load Trees to modulate microclimate</td>
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- Off-street parking provided through alley-loaded driveways and garages
- On-street parking provided through parallel stalls
- Belgian Block Curbing
- Deciduous Street Trees encouraged to lower summer cooling load
- Trees to modulate microclimate

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<tr>
<th>Ratio (spots/1,000 sf) Drive Length Driveway Width</th>
<th>Side and Rear Yard Fence Height Foundation Plantings Planting Buffers between Different Land Uses Parking Planting Trees to modulate microclimate Tree Grates</th>
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- Driveways may be constructed of Colored Asphalt, Scored Concrete or Decorative Paving Blocks
- Shared parking conditionally permitted
- Long-life trees encouraged to maximize green infrastructure funds
- Xeriscape
- Non-exotic, non-invasive species encouraged to minimize water needs
- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff

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- Patio Setback from Side and Rear Property Lines Gutters may be architectural with a building | North-South Building Orientation Solar Screen Solar Panel | Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff |
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- Window Boxes Espaliers Roof Decks/Gardens Green Roofs Garden Walls may be Brick, Stone or Stucco to match the principal building Side and Rear Yard Fences over 4 feet in height may be wood or similar material (shadows box design) | North-South Building Orientation Solar Screen Solar Panel | Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff |
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ARCHITECTURAL NOTES

Building Orientation

Building Height

Fenestration

Vertical Breaks

Horizontal Breaks

Roof Line

Building Materials

Roof Materials

Appurtenances (Porches, Stoops, Balconies, Balconettes, Bay Windows)

Accessory Structures

PUBLIC SPACE NOTES

SEMI PUBLIC SPACE NOTES

PRIVATE SPACE NOTES

EDGES, BUFFERS & TRANSITIONS NOTES

AMENITY NOTES

PARKING AMENITIES/ACCESS NOTES
TRANSIT

GOALS
To provide multi-modal public transportation facilities and services including NJ TRANSIT train station, NJ TRANSIT bus park & ride, Bus Rapid Transit (BRT) with sufficient parking and amenities for residents, employees, and commuters.
PHOTOS
The following examples best embody the purpose, goals and objectives of the transit use:
(These images are illustrative in nature and not intended to regulate.)
zoning regulations and design standards

ARCHITECTURE AND DESIGN

town scale

- Block Length
- Lot Width
- Lot Depth
- Impervious Coverage
- Front Yard Setback
- Side Yard Setback
- Rear Yard Setback
- Building Separation
- Street Lighting (Distance on Center)

block scale

- Building Height
- Eave Height
- Window-to-Eave Offset
- Front Façade Fenestration
- Side and Rear Façade Fenestration
- Building Face or Roof Offset
- Window Trim Offset
- First Storey Clear Height
- Roof Pitch
- Front and Side Yard Encroachments
- Terrace
- Patio
- Balcony/Balconette
- Dormers
- Gables
- Recessed Entries
- Cupolas or Towers
- Pillars or Posts
- Bay Windows
- Decorative Cornices
- First Floor Colonade
- Porte Cocheres
- Decorative Patterns on Exterior Finish
- Porches
- Porticos
- Arcades
- Terraces
- Building walls may be Brick, Stone, Synthetic Trim Board, Stucco or similar material
- Roof materials may be Raised Seam Metal, Slate, Asphalt Shingles, Tiles or similar materials
- Roof types may be “A” Frame, Flat, Mansard or combinations thereof.
- All rooftop equipment may be screened from view
- Building façades may be parallel to frontage property lines
- Bike Racks
- Water Features/Fountains
- Decorative Pedestrian Lighting
- Litter Containers
- Architectural Lighting
- Benches
- Clock Towers
- Kiosks
- Public Art

site scale

- Contextual Neighborhood Consistency
- Special Architectural Features at Corners
- Public and Private Outdoor Spaces Accessible and Visible to the public
- Plazas
- Bus Shelters

public realm

- Block Length
- Block Perimeter
- Sidewalk Width
- Planting Strip Width
- Decorative Street Lighting (Distance on Center)
- Street Location
- Public and Private Outdoor Spaces Accessible and Visible to the public
- Plazas
- Bus Shelters

private realm

- Dormers
- Gables
- Recessed Entries
- Cupolas or Towers
- Pillars or Posts
- Bay Windows
- Decorative Cornices
- First Floor Colonade
- Porte Cocheres
- Decorative Patterns on Exterior Finish
- Porches
- Porticos
- Arcades
- Terraces
### PARKING

- Alley Width
  - ROW
  - Cartway
- Alley Access Points
- On-Street Stalls
  - Length
  - Width
- Off-street parking provided through alley-load ed driveways and garages
- On-Street parking provided through parallel stalls
- Belgian Block Curbing

### EDGES AND BUFFERS

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<td>Spa Ground Mounted Utility Boxes</td>
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<td>Potted Plants</td>
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### ENVIRONMENT

- Deciduous Street Trees encouraged to lower summer cooling load
- Trees to modulate microclimate

- Ratio (spots/1,000 sf)
- Driveway Length
- Driveway Width
- Driveways may be constructed of Colored, Scored Concrete or Decorative Paving Blocks
- Shared parking conditionally permitted

- Side and Rear Yard Fence Height
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- Long-life trees encouraged to maximize green infrastructure funds
- Non-exotic, non-invasive species encouraged to minimize water needs
- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff.

- Caports
- Structured Parking

- Patio Setback from Side and Rear Property Lines
- Gutters may be architecturally compatible with a building
- Window Boxes
- Espaliers
- Roof Decks/Gardens
- Green Roofs
- Garden Walls may be Brick, Stone or Stucco to match the principal building
- Sidewalks: Yards access may be Wood or Concrete, surfacing materials similar applica-
  tion. Sidewalks may be made of Belgium Bricks or Pavers.
- All Sidewalks, Rear Yard Fences over 4 feet in height must be Wood or similar material (shad-
  ower, brick design).

- Solar Screen
- Solar Panel
- Discharge spouts may have splash parts or be discharged underground

- Bio-swales, Cisterns and Rain Gardens encouraged to aid in reducing stormwater runoff.
ARCHITECTURAL NOTES

Building Orientation

Building Height

Fenestration

Vertical Breaks

Horizontal Breaks

Roof Line

Building Materials

Roof Materials

Appurtenances (Porches, Stoops, Balconies, Balconettes, Bay Windows)

Accessory Structures

PUBLIC SPACE NOTES

SEMI PUBLIC SPACE NOTES

PRIVATE SPACE NOTES

EDGES, BUFFERS & TRANSITIONS NOTES

AMENITY NOTES

PARKING AMENITIES/ACCESS NOTES
Greens, Parks and Greenbelt

GOALS
To provide a range of places and spaces for the use and enjoyment of the public including formal town greens, pocket parks and open space greenbelts. The spaces shall be hardscaped and landscaped or left in a natural or open state. The spaces may be planned, used and programmed for active and passive uses such as restaurants on the Town Green, concerts, picnics, parades, community events, farmers markets, food and service kiosks, newsstands, flower carts, and the like. It is expected the spaces may include fountains, fireplaces, sitting areas, and game boards. The pocket parks will be more passive in nature with amenities, uses and activities for each neighborhood. The Greenbelt may include walking and bicycling paths, dog runs, environmental exhibits and preserved areas.

ZONING MAP
Neighborhood pocket park

Jaspers

Public art as a focal point

Public Space

Hardscape doubles as sitting area

Commercial plazas encourage cafes
GREENPARKS AND GREENBELT

A PLAN FOR A NEW COMMUNITY’S PUBLIC SPACES: GOALS AND INTENT

GOALS

• Create a highly accessible and diverse system of public spaces in North Brunswick TOD within proximity of residential neighborhoods

• View the design of public spaces as a unique opportunity to spawn social interaction, 18 hour activity and heighten community spirit

• Utilize green space for low-impact and natural approaches to stormwater management

• Protect wildlife habitat and natural features, particularly in wetlands and forested areas in and adjacent to North Brunswick TOD
TOWN GREENS

- The Town Green is intended for programmed 18 hour a day activity;
- Retail, restaurant and personal service uses are permitted in permanent structures, kiosks, push carts and other means;
- One time, special and recurring events are permitted such as parades, concerts, exhibits, car shows, art galleries, community events and gatherings;

Permitted Structures
- Buildings and kiosks for permitted retail restaurant and personal service uses;
- Fountains, planters, arbors, gazebos, play equipment, fireplaces, lighting, fences, walls and other landscape elements;
- Art and sculpture, temporary or permanent;
- Stages and performance structures;
- Utility and support facilities, including alternative energy structures for the use and enjoyment of the Town Green and the Transit Village

POCKET PARKS

- Pocket Parks are intended for passive recreation and play;

Permitted Structures
- Fountains, planters, arbors, gazebos, play equipment, fireplaces, lighting, fences, walls and other landscape elements;
- Art and sculpture, temporary or permanent;
- Stages and performance structures;
- Utility and support facilities including alternative energy structures for the use and enjoyment of the Pocket Parks and the Transit Village

GREENBELT

- The Greenbelt is intended for active and passive recreation;
- Greenbelt areas may be utilized for stormwater management and water quality enhancement, habitat restoration, and other environmental enhancement and remediation activities and facilities necessary to support the transit village.

Permitted Structures
- Fountains, planters, arbors, gazebos, lighting, fences, walls and other landscape elements;
- Art and sculpture, temporary or permanent;
- Stages and performance structures, facilities for environmental instruction and demonstration;
- Utility and support facilities for the use and enjoyment of the Greenbelt and the Transit Village
Miscellaneous Design Standards

Contents
  • General Standards (All Uses)
GENERAL DESIGN STANDARDS (ALL USES)

The physical appearance of a Transit Village development may be of the highest quality. It is necessary that Transit Village developments adhere to a set of standards and criteria that address a variety of site plan considerations including site layout, building massing and form, and landscaping. This will result in an overall coordinated appearance for a particular development. The general design standards and criteria listed below must be incorporated into a Transit Village development plan submission for a development. Design covenants may incorporate, complement and expand upon these general design standards and criteria. Such design covenants may be required by the Planning Board as part of the development plan application, review, and approval process.

Site Design and Layout

a. Passive solar design and orientation of buildings is encouraged.

b. Visitor building entrances and vehicular entrance driveways may be readily identifiable and accessible to the first-time visitor.

c. The scale and massing of buildings on any given street may be harmonious. Corner gateway buildings may be provided.

d. A variety of building setbacks, roof lines, color schemes, elevations and heights may generally be required in a development to avoid a repetitious and monotonous streetscape.

e. Buildings with more than one (1) façade facing a public street, parking lot, open space area, or square, may be required to provide multiple front façade treatments.

f. Non-residential and mixed-use buildings may be arranged to reduce visibility of service areas from streets, customer parking areas and adjacent properties.

g. Low maintenance, durable, tactile, natural materials such as wood, stucco and masonry are required. Paintable concrete clapboard is permitted on residential buildings with painted rated for a minimum of 20 years. High quality man-made materials are permitted as architectural accents and trim.

h. Pitched roofs are generally encouraged. Roof pitches may be generally consistent throughout the development. Generally, flat and mansard type roofs may be allowed on a limited basis as part of an overall Transit Village design scheme for the proposed development.

i. Provide dormers, gables, bay windows and windows across a building façade and other similar design features, as appropriate to address scale and rhythm.

j. Provide for an orderly relationship among windows, doors, porches and roof forms.

k. The exteriors of all buildings in the development, including any permitted accessory buildings, may be architecturally compatible and be constructed of complementary materials.

l. The treatment of side and rear walls of any building in terms of building materials and colors may be similar to the treatment of the front façade.

m. Non-residential and mixed-use buildings may be highlighted by such features, including:

1. Outdoor patios;
2. Display windows;
3. Plazas, paver block crosswalks or other landscape features;
4. Entry overhangs (projecting or recessed);
5. Specially treated architectural walls;
6. Covered walkways;
7. Awnings and arcades;
8. Balconies and balconettes;
9. Recesses and projections;
10. Bays;
11. Integral planters or wing walls that incorporate landscaped areas and/or places for sitting;
12. Distinctive roof forms.

n. Non-residential and mixed-use buildings may be arranged and clustered to maximize opportunities for shared circulation, parking, loading, pedestrian walkways and plazas, recreation areas, transit-related facilities, and day and night security surveillance.

o. New buildings or additions on any given street may generally be consistent with the predominant or emerging setback pattern for the street.

p. Street-level store fronts and building entrances may be open and inviting to pedestrians.

q. Buildings located and oriented around open space may have awnings, canopies, solar screens, and/or colonnades.

r. Restaurants may be permitted to operate outdoor cafes on sidewalks provided that pedestrian circulation and access to building entrances is not impaired.

s. Special ground texture treatment may be required for pedestrian crossings in streets and elsewhere to include brick, pavers, scored concrete, stone and/or other material deemed suitable by the Planning Board.

t. All streets, alleys, and sidewalks and pathways may connect to other streets within the Transit Village and connect to existing streets outside the Transit Village, as appropriate. Dead-end streets are generally not permitted within the Transit Village unless such condition is unavoidable, subject to Planning Board approval.

u. Air conditioning units, HVAC systems, exhaust pipes or stacks, satellite dishes and other telecommunications receiving devices may be screened or specially treated to be, as much as possible, inconspicuous as viewed from the public right-of-way and adjacent properties or otherwise incorporated into the architecture.

v. Street furniture such as benches, street lamps, bicycle racks, trash receptacles, tree grates, bus stops, landscape planters and hanging baskets and the like may be provided. Movable furniture is encouraged.
Block Layout

a. The blocks created by streets, avenues, and boulevards may conform in location and size to the regulations specified in the Street Vision Plan, unless otherwise amended by approval of the Planning Board.

b. As a general rule, buildings may reflect a continuity of treatment obtained by maintaining the buildings scale or by subtly graduating changes; by maintaining base courses; by continuous use of front stoops on residential buildings; by maintaining cornice lines in buildings of the same height; by extending horizontal lines of fenestration; and by echoing architectural styles and details, design themes, building materials, and colors recommended in locations designated on the plan as requiring special architectural treatment.

c. Aesthetics of Block Layouts:

1. A residential neighborhood with varying block configurations may be designed within a street grid and accommodate a variety of lot sizes and types. Flexibility is built into the Street Regulation Plan as to the location and orientation of “small streets” and alleys.

2. The build-to line for residential buildings may be used as a guideline for all residential units in a given block and may not be interpreted so as to create a single setback line. The intent may be that the buildings may vary along setback lines within the guidelines as established in this Ordinance.

3. Streets in some cases are intended to weave through neighborhoods and open spaces to create varied site vistas while maintaining the integrity of the street grid. Pedestrian walkways for these streets are intended to promote walking to create a sense of neighborhood. Small neighborhood parks and green edges abutting residential homes are intended to add interest to the neighborhood. Common open spaces are provided at the edges of some blocks to provide opportunity for active and/or passive recreational activities.

All of the above components may be viewed in conjunction with one another in creating neighborhood design.

d. Buildings may be architecturally emphasized through fenestration, entrance treatment, and detailing. Buildings with more than one façade facing a public street or internal open space may be designed to provide for enhanced façade treatments on those sides of said buildings which are not the front of the building.

e. Exterior public and semi-public spaces, such as courtyards or plazas, may be designed to enhance surrounding buildings, and provide amenities for users, in the form of textured paving, landscaping, lighting, street trees, benches, litter containers, and other items of street furniture, as appropriate. Courtyards may have recognizable edges defined on at least three (3) sides by buildings, walls, elements of landscaping, and/or elements of street furniture, in order to create a strong sense of enclosure.

Residential Building Design

a. The front façade of residential units may reflect traditional rules of scale and rhythm. Awnings, solar screens, open and useable porches, stoops, bay windows and/or balconies and façade and roof line offsets are required to aid the articulation of scale and rhythm.

b. Garages are prohibited along the main front façade of residential units. Subject to the rules of the Street Vision Plan, garages may be front, side or rear entry types. Windows are required in the walls of such garages to admit light and eliminate blank walls. Sufficient storage area to accommodate tools, auto accessories, trash/recyclable materials storage, lawn and garden maintenance equipment, may be considered in sizing the garages so that an accessory storage structure will not be necessary. Individual bay overhead garage doors are encouraged.

c. Duplex loft and stacked duplex loft units are encouraged to have clearly defined front yards using landscaping, hedging, fencing, or a brick or stone wall, none of which may exceed 3 feet in height.

d. Where the rear of a residential unit is visible from an exterior or interior street, such building elevations and yard areas may be specially designed and treated to present a pleasant appearance to such street.
Residential Building Design (continued)

e. duplex loft and stacked duplex loft units may consist of no more than 16 dwelling units in order to prevent the development of long and monotonous buildings. There may be different roofline heights and vertical offsets in each overall duplex loft or stacked duplex loft building. no more than four (4) adjacent duplex loft or stacked duplex loft units may have the same building offset, which may vary by at least 2 feet.

f. loft flats may have access provided by an outside entrance, stairway or elevator exclusively serving the residential units.

g. All residential units may have private outdoor space, which may include a deck, patio and/or terrace. Such outdoor space may be enclosed, as appropriate, by a decorative wall or fence, evergreen hedge, trellis or lattice, vines, or some combination thereof.

h. In case of walls, fences or trellises, the height of such open space enclosures may be 5 or 7 feet high. Portions of fencing below 5 feet may be of solid material and above 5 feet in height must be made of a screen views of neighboring uses.

i. Each upper floor flat dwelling may be provided with a terrace, recessed inside the exterior building wall of the dwelling, or an occupiable balcony projecting on the outside of the building wall. If a terrace or balcony is not provided for upper floor flats, each dwelling may be provided with access to a conveniently located common space, park or green.

Non-Residential and Mixed-use Building Design

a. Scale or buildings may be broken up both horizontally and vertically and offsets to reinforce the human scale.

b. No commercial statements of the occupant's products or services may be allowed as part of the building façade or elevation.

c. Architectural designs may be evaluated in terms of the sensitive integration of form, textures, and colors with the particular landscape and topographic characteristics of each individual site.

d. Groups of related buildings may be designed to present a harmonious appearance in terms of style and use of exterior materials, fenestration and roof type.

e. Building exterior walls may be articulated to reduce the scale and the uniform appearance of buildings and to provide visual interest that will be consistent with the community's identity, character and scale. The intent is to encourage a more human scale that residents and workers will be able to identify with their community. As such, one or a combination of the following may be utilized in a development:

1. Roof line variation;
2. Arcades, display windows and entry areas;
3. Grouping into smaller or multiple structures;
4. Mature landscaping;
5. Wall texture placement and change;
6. Clustering small-scale elements such as planter walls around the major form;
7. Creation of a horizontal and vertical shadow line;
8. Offsets and/or breaks in the building line;
9. Patterned walls;
10. Fenestration;
11. Color change.
12. Recessed Entrances

e. Each building may be sensitive to the immediate neighboring structure. Opportunities to provide walkway systems to adjoining buildings, including common plazas or courtyards, are encouraged.
Non-Residential and Mixed-use Building Design (continued)

f. All facades of a building which are visible from adjoining properties and/or public streets should contribute to the pleasing scale features of the building and encourage community integration by featuring characteristics similar to the front façade.

g. The exterior walls of each building may be constructed of durable permanent architectural materials, tastefully handled, i.e., carefully selected brick; stone with a weathered face or polished, fluted, or broken-faced. Exterior building materials may include smooth-faced concrete block, tilt-up concrete panels or prefabricated steel panels as secondary accent materials only.

h. Preengineered metal buildings, industrial-type structures featuring predominantly painted exteriors, and corrugated metal-sided or clapboard aluminum-sided “Butler” type buildings may not be permitted.

i. All façade materials must be low maintenance. There may be no exposed common concrete block on the exterior of any building, and painted concrete block may not be permitted.

j. Window treatment may be required along the front façade of all buildings. Avoid the use of multi-floor glass curtain walls.

k. Drainage pipes and roof leaders on building surfaces must be located on the interior and not exposed.

l. Building roofs are to be uncluttered. Vertical roof projections such as towers, vents, stacks or roof-mounted equipment may be integrated into the architecture. All penetrations through the roof (i.e., mechanical equipment or skylights) must be organized in a manner that is integral to the architectural form of the building, or completely screened from view by parapet walls or approved enclosures. Screens may be attractive in appearance and reflect or complement the architecture of the building to which they belong.

m. Design of canopies may be in keeping with the design of the building

Parking and Circulation

a. Off-street Parking

1. Each building site must include adequate off-street automobile parking and loading facilities per the ratios established in this ordinance. The Urban Land Institute’s “Shared Parking Analysis” may be used by the applicant when it is deemed appropriate by the Planning Board. This requirement may be satisfied on site or in parking facilities located within the Transit Village.

2. Textured crosswalks are to be used where pedestrians come in contact with vehicular traffic. All walks must be well lighted with bollards. On-site pedestrian linkages must connect buildings to external perimeter pedestrian systems.

3. Parking is prohibited in front and side yards unless otherwise noted.

4. Parking access may be via alley unless otherwise noted.

5. Large parking fields are generally discouraged.

6. Parking buffers are required on all four sides.

7. Block cut-thrus may provide access to rear yard parking. Minimums provided per this plan.

b. Use of On-Street Parking Spaces

1. On-street parking credit may be counted for spaces which do not actually front on the property for which they are to be considered as serving provided they are located within 1,000 feet of the property for customer or client parking and 2,000 feet of the property for employee parking.

The following guidelines may be used to determine which on-street parking spaces an applicant may assume are available.

2. Parking spaces located on a road that the Street Regulating Plan classified as a Residential Street may not be included in the parking inventory for a commercial land use.
Parking and Circulation (continued)

3. Spaces directly abutting the applicant’s property are 100 percent available to the applicant, unless parking regulations restrict parking during the time period when the spaces are needed to satisfy the applicant’s peak parking demand.

4. Spaces abutting a different commercial use may not be counted unless that use has an offsetting peak parking demand or unless the owner of the use certifies that it has no need for the available parking spaces.

5. Parking that abuts open space or wetlands may be considered available but must be shared with other nearby commercial users. The applicant may propose to the Planning Board the percentage of the parking for which credit will be taken and will explain to the Planning Board the methodology used in determining that percentage.

c. Parking for all dwelling units may be prohibited in front yard setback areas. With the exception of lots that do not back up to lanes, as depicted on the street regulating plan, driveways and driveway access may be prohibited in any front yard area. Driveways may be setback a minimum of 2 feet from any side property line, unless such driveway is shared by dwellings on two (2) adjacent lots on the common side lot line. Parking for duplex loft and stacked loft units may be provided as driveways or garages with access from a rear lane. Private driveways for duplex loft and stacked loft units may connect to lanes only and not to streets. Parking for loft flats may be located in common parking facilities located on a lot other than that containing the loft flat building entrance. If access to a garage is provided from a street, the front entrance of such a garage may be set back 10 feet further than the front wall of the dwelling unit. The location of a garage may be set back a minimum of 3 feet from side and 5 feet from rear property line.

d. Parking Lot Landscaping, Buffering and Screening

1. Lots for loft flats and non-residential uses may balance the functional requirements of parking with the provision of pedestrian amenities. Transition areas between parking and civic, commercial, or residential uses may be designed with textured paving, landscaping and street furniture approved by the Planning Board.

2. Parking lot layout, landscaping, buffering and screening may be providing to minimize direct views of parked vehicles from streets and sidewalks, avoid spill-over light, glare, noise, or exhaust fumes onto adjacent properties, in particular residential properties, and provide the parking area with a reasonable measure of shade, when trees reach maturity. In order to achieve these objectives, parking lots exposed to view public streets and walkways may be surrounded by a minimum of a 4 1/2 foot high, year-round visually impervious screen, hedge, masonry or wall and may decrease where driveways approach sidewalks or walkways, in order to provide adequate visibility of pedestrians from motor vehicles and may not interfere with clear sight triangle requirements. Parking lots adjacent to residential properties or residential alleys may provide a minimum 6 foot high year round visually impervious screen hedge or masonry wall.

3. The interior of all parking lots shall be landscaped to provide shade and visual relief. This is best achieved by protected planting islands or peninsulas within the perimeter of the parking lot. Parking lots with ten (10) or less spaces may not require interior landscaping if the Planning Board determines that there is adequate perimeter landscaping. In parking lots with eleven (11) or more spaces, a maximum of one (1) deciduous shade tree may be required to be planted in the parking lot for every 8 parking spaces. A 6 foot planting diamond, or equivalent planter, is required per tree. Choice of plant materials, buffer width, type of screening, location, and frequency of tree planting may be flexible provided these objectives are designed to the satisfaction of the Planning Board.

e. Structured Parking and Carports

1. Structured parking may be faced with other permitted uses or be designed to hide the utilitarian look of parking garages. Parking garages adjacent to railroad tracks are exempt from this provision.

2. Utilize the architectural vocabulary of adjacent facades to minimize the inherent look of the parking structure and integrate the structure as part of the overall façade.

3. Parking entrances may be indicated through increased massing, increased detail, material change or signage and may be clearly visible from the secondary streets.

4. Structured parking layouts may take into consideration pedestrian circulation and connections with adjacent building uses.

5. Structured facades may be articulated similar to, and colors may coordinate with, adjacent buildings.

6. Utilitarian appearances of structured parking are not permitted. Structures may have design treatments such as colonnades, arcades, awnings, landscaping, street furniture, and other public amenities to create the appearance of an occupied building. Blank walls are not permitted.

7. Parked cars may be visually screened from adjacent buildings and the street and such screening may be in keeping with the rest of the building’s architectural style and materials.
Parking and Circulation (continued)

8. Locating structural parking at the interior of the block, surrounded by buildings is the preferred method.
9. Vehicular access to structured parking may be accessed from alleys, placed in structures above the ground floor, or located behind or to the side of a building. Always provide clear signage to direct the driver to the parking entrance.

10. Carports are permitted for some mixed-use developments and flats to be located within parking lots. Provision may be made for storage. Their design may compliment the principal structure.

f. Residential Garage and Parking Design Standards

1. With the exception of lots that do not back up to lanes, as depicted in this document, driveways and driveway access may be prohibited in any front yard area.

2. Driveways that are accessed through the front yard area may be no wider than 10 feet and parking for all dwelling units may be prohibited within the front yard setback.

3. Garages, driveways and parking areas may have a minimum setback of 3 feet from any side property line or side of dwelling unit. An exception to the 3 foot setback from the side property line may exist for duplex loft and stacked duplex loft lots to permit garages, driveways and parking areas that share a common wall on the common property line.

4. Garages may only be located to the rear of the principal building.

5. Two adjacent lots may share a driveway along their common property line subject to a cross-access easement.

6. The maximum width of a driveway throat may not exceed 24 feet. There may be no more than one driveway apron per lot.

7. Driveways may be constructed of asphalt, 2 foot wide concrete to wheel tracks, or stone pavers.

8. Except as noted, all driveways and parking spaces may only be accessed from the rear lane.

9. Required parking for flats must be located internal to the block upon which the condo/flats building is located. First floor garage parking for condo/flats is permitted subject to meeting architectural requirements.

10. Each garage car space may be counted as 1.0 off-street parking space, regardless of the dimensions of the driveway.

11. A one-car garage and driveway combination may count as 2.0 off-street parking spaces, provided the driveway measures a minimum of 18 feet in length between the face of the garage door and the right-of-way.

12. A two-car garage and driveway combination may count as 3.5 off-street parking spaces, provided a minimum parking area width of 20 feet is provided for a minimum length of 18 feet as specified for a one-car garage and driveway combination.

g. Shared Parking

The overall intent for the provision of parking is to balance the use mix with available parking opportunities both on and off street. A parking analysis may be performed in consideration of any development application in order to assure the adequacy of parking without, wherever possible, overdeveloping off-street parking areas. Off-street parking may be provided according to minimum requirements as specified in this Ordinance, the Township Subdivision and Land Development Ordinance and in accordance with NJ Residential Site Improvement Standards (RSIS) or Special Area Standards.

Off-street parking for commercial uses may be sufficient to provide parking for the employees of all proposed uses as well as long-term customer parking. Spaces reserved for employees may be designated as such by means of striping and signage. Off-street parking lots may be prohibited in the front yard setback area. They may be located at the side and rear of buildings on the interior of lots whenever possible, and may be accessed by means of common driveways, preferably from side streets, lanes or alleys. Cross-access easements for adjacent lots with interconnected parking lots may be required, in language acceptable to the Township Council.

In addition to the off-street parking requirements specified above, on-street parking may be provided to serve customers of commercial uses. Commercial on-street parking may be provided as curbside, parallel, or angle parking located along both sides of the streets on all blocks upon which commercial uses front.

Shared parking may be encouraged for all commercial parking lots and particularly for those serving mixed-use commercial and residential buildings. Where necessary, in parking lots which are serving mixed-use commercial and residential buildings, the Planning Board may, in its discretion, permit a limited amount of parking to be reserved either for residential or specified
Parking and Circulation (continued)

An applicant seeking to satisfy its parking requirement using a shared parking approach may prepare a parking report that documents how an adequate supply of parking spaces will be provided to satisfy projected parking demand. The report may be prepared using procedures presented in the most recent version of the report Shared Parking, published by the Urban Land Institute. The report may be prepared using the most current shared parking methodology published by the Urban Land Institute or the Institute of Transportation Engineers.

A captured and shared parking study and report may:

1. Calculate the projected peak parking demand for each land use that will be sharing the available parking supply using the latest edition of the ITE informational report Parking Generation.

2. Calculate the extent to which parking demand will be mitigated on the site as a result of trips captured from adjoining land uses and therefore occurring without the use of a vehicle.

3. Calculate the peak parking accumulation for the development, making use of shared parking procedures.

4. Determine the number of on-site parking spaces that will be supplied.

5. Determine the number of on-street parking spaces that are available to the development in accordance with procedures established by this section of the ordinance.

6. Determine whether any additional parking spaces will be needed to serve the development and if so how they will be supplied.

7. Propose additional methods, if needed, to reduce parking demand to mitigate an insufficient supply of parking.

A sample shared parking calculation is presented on the chart below:

<table>
<thead>
<tr>
<th>Uses</th>
<th>Monday-Friday</th>
<th>Saturday &amp; Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8am-6pm</td>
<td>6pm-Midnight</td>
</tr>
<tr>
<td>Residential</td>
<td>40%</td>
<td>100%</td>
</tr>
<tr>
<td>Office</td>
<td>100%</td>
<td>10%</td>
</tr>
<tr>
<td>Commercial</td>
<td>90%</td>
<td>80%</td>
</tr>
<tr>
<td>Hotel</td>
<td>80%</td>
<td>80%</td>
</tr>
<tr>
<td>Restaurant</td>
<td>40%</td>
<td>100%</td>
</tr>
<tr>
<td>Institutional (non-religious institution)</td>
<td>75%</td>
<td>90%</td>
</tr>
</tbody>
</table>

The number of required parking spaces may be reduced on a space per space basis if the applicant can demonstrate that suitable alternative parking spaces are located within close proximity to the subject property or site, through a shared parking arrangement with an adjoining use. Those spaces, to be counted towards this shared parking arrangement, must be demonstrated to be available during the hours of operation of the affected uses, and access to those spaces must be provided for vehicles and pedestrians in a safe and efficient manner, including shared driveways and interconnected walkways where possible.

The Township Planner may conduct site visits to confirm that the amount of parking provided is being utilized by the development and, in fact, that the parking remains sufficient to meet the needs of the development. If at any time it is determined that this is no longer the case, the construction of additional banked or reserved parking spaces may be required by the Township Planner to meet the demand.

h. Snow should be removed from the site by truck. Where this is not feasible, provide a snow piling area that does not occupy required parking spaces, damage landscaping or appear unsightly in the public view.
Green Design Guidelines

Green building guidelines ensure that development within a Transit Village preserves the unique character of the site. The Township desires that developers construct sustainable or “green” buildings. The guidelines that follow are intended to result in environmentally friendly and economically vibrant projects.

a. Green Building Certification

According to the U.S. Green Building Council (USGBC) LEED evaluates environmental performance from a whole building perspective over a building’s life cycle, providing a definitive standard for what constitutes a “green building”. It is based on accepted energy and environmental principles and strikes a balance between known established practices and emerging concepts. LEED is a performance oriented system in which scoring points are earned for satisfying performance criteria in the categories of sustainable site development for new construction: reducing the urban heat island, energy efficiency, water savings, material selection and indoor environmental quality. Different levels of green building certification are awarded by the USGBC based on the total points earned. As a means of evaluating and measuring achievements in sustainable design, this Ordinance encourages design, construction, and operation of developments that meet the criteria for a LEED certified rating.

b. Reducing the Urban Heat Island

The ambient air in urban environments is usually significantly warmer (sometimes more than 10º F warmer) than the air in less developed areas – an effect known as the urban heat island. Dark, non-reflective surfaces absorb heat from the sun and then radiate it back to the surrounding area. Such hotter temperatures lead to an increased need for air conditioning, which costs money and consumes significant amounts of energy. Current statistics show that air conditioning consumes one sixth of all electricity used in the United States. The following guidelines help to mitigate the formation of an urban heat island:

1. Provide shade (within five years) for 30% of the site’s non-roof impervious surfaces.
2. Use light-colored/high albedo materials (reflectance of at least 0.3) for at least 30% of the site’s non-roof impervious surfaces.
3. Use highly reflective and high emissive roofing material (at least 0.9 when tested in accordance with ASTM 408) for at least 75% of the roof surface. In addition to the operational benefits to the building, this application helps to extend the life span of a roof.
4. The use of “green” roofs are encouraged.

c. Energy Efficiency

1. Buildings should be designed to exceed by 20% the state energy code or the most recent edition of ASHRAE/IESNA Standard 90.1 (without amendments), whichever is more stringent.
2. Building owners are encouraged to provide a portion of the total energy used by a building with on-site renewable sources, such as photovoltaic systems.

d. Water Savings

The following guidelines help decrease the amount of municipal water needed for buildings:

1. Decrease the quantity of potable water used for landscape irrigation by 50%.
2. Install ultra low flow fixtures in bathrooms and consider reusing roof runoff volumes for flushing toilets in order to reduce the amount of potable water required.
Green Design Guidelines (continued)

e. Materials Selection and Indoor Environmental Quality

The following materials guidelines ensure quality environments that help decrease the environmental impact of the materials needed for buildings:

1. Divert as much construction waste away from disposal in landfills as possible by recycling construction materials including metal, wood, concrete, brick, drywall and cardboard.

2. Incorporate building materials that contain a high percentage of recycled content.

3. Incorporate building materials that have been manufactured and where possible extracted, regionally. Using regional products not only reduces the amount of energy required for transportation, but it also supports the local economy.

4. Incorporate bio-based building materials where possible. This includes materials incorporating certified wood, bamboo, wool, cotton, cork, natural linoleum and agricultural fiber boards.

5. Limit the amount of indoor air contaminants that are introduced through building materials where possible. Materials, including adhesives, sealants, paints and carpets, with lower VOC values may be preferred over standard versions. Materials made of wood and agricultural fiber may contain no added urea formaldehyde.

Landscaping

a. Landscaping may be required in those areas that are designated as setback areas, areas within parking lots, and areas not used for ingress, egress, parking, or storage, and areas subject to grading and recontouring.

b. Landscaping may be integrated with other functional and ornamental site design elements, where appropriate, such as recreational facilities, ground paving materials, paths and walkways, fountains or other water features, trellises, pergolas, gazebos, fences, walls, street furniture, art and sculpture.

c. Plant suitability, maintenance and compatibility with site and construction features are critical factors which may be considered. Plants may be nonexotic invasive and drought tolerant and to the best possible xeriscape.

d. Deciduous trees may have at least a 2 inch caliper at the time of planting and may be balled and burlapped. Evergreen trees may be a minimum of 5 to 6 feet high at the time of planting. Shrub may be 2 feet in height at the time of planting. Only nursery grown plant materials may be acceptable and all trees, shrubs and ground covers may be planted according to accepted horticultural standards.

e. Within two years from the time of planting, all dead or dying plants, whether installed new, transplanted, or designated as existing trees to be retained on the plan, may be replaced by the developer. The developer may be responsible for the required maintenance and watering during the initial two years. Trees or other vegetation which die after the second year may be replaced and maintained by the property owners or their agents.

f. Landscaping and site treatment plans may consider seasonal flowers in planters, planting beds, and hanging baskets.

g. Garbage collection, recycling and other utility areas may be screened around their perimeter by wood enclosures with a roof or by masonry walls, with a minimum height of 7 feet and may extend on three sides of such an area, with a gate or door on the third side. Such a wall may be capped on the top. A landscaped planting strip a minimum of 3 feet wide may be located on three sides of such a facility. Planting material may be separated from the parking lots by Belgian block curbing and may have ramp access to such facility for vehicles and carts. A mixture of hardy flowers and/or decorative evergreen and deciduous trees may be planted.

h. To conserve energy, landscaping may include the planting of evergreen windbreaks to block northwest winds in the winter, thereby reducing heating energy costs in the winter. Deciduous shade trees may be planted near the southern facades of buildings to block summer sun, thereby reducing solar heat gain during the summer months.

i. All landscaping, including lawn areas, trees and shrubbery shall be maintained in excellent condition by the property owners or development association by cutting, trimming, feeding, watering and weeding. Plants shall be replaced as may be required. Landscaping shall be installed upon the substantial completion of the building, weather permitting, and an underground irrigation system may be required by the Planning Board in some landscaped areas.

j. Existing vegetation to be preserved on each site must be designated on each plan. Techniques to be employed to preserve such vegetated areas may be submitted to the Planning Board for review and approval. Such techniques should address the following elements for the tree structure so as to avoid damaging effects during and after construction to these elements: crown; branch system; dripline; existing grade; drainage and soil character; root system; and feeder root system.
Shade Trees

a. Street trees, with a minimum of 2 inch caliper or 12 feet high at the time of planting may be spaced per the requirements specified in Public Space Plan regarding streets, avenues, boulevards, and highways, as well as medians of boulevards and divided roads. Bottom branches may be trimmed to a minimum of 8 feet from the ground to allow pedestrian passage in commercial areas. Street trees may be planted on both sides of the street and in the parkway between the curb and the sidewalk, if such exists. Existing trees may be used where possible. In locations where healthy and mature shade trees exists, the requirements for new trees may be waived or modified.

b. The particular species of shade trees may be determined upon specific locational requirements, soil types, geology, climate and indigenous species. The list of tree species permitted in the Transit Village and Village is presented in the Public Space Plan.

c. All intersections may have street trees recognizing the requirements for clear sight lines.

d. See Public Spaces Plan for species options.

Detention Basins

The specific locations of detention basins are indicated in the Stormwater Management Plan. The system includes a host of stormwater elements including:

a. Larger basins
b. Linear basins or bioswales and rain gardens
c. Small basins located in parks
d. Lakes or ponds

c. Where appropriate, basin design should incorporate recreational amenities such as ballfields and/or open play areas integrated with plantings in a park-like and safe manner.

When required by the Planning Board and indicated on an approved development plan, detention basins shall be landscaped. The following planting design guidelines must be adhered to:

a. Plant species should be tolerant of both wet and dry soil conditions.
b. Trees and shrubs should be planted in masses and groves to mimic naturally occurring patterns.
c. Plantings should be allowed to go on and over side slopes.
d. Plantings should not be permitted on any dikes associated with the detention basin unless approved by the Township Engineer.
e. Provision for emergency access as well as general maintenance of the basin should be reviewed and approved by the Township Engineer. Plantings should be designed to disguise, yet not hinder, vehicular access.
f. Plantings should not be located too close to low flow channels to allow for maintenance of the basin.
g. Vary plant spacing; allow for openings and gaps and more closely planted areas.
h. Tree plantings should be a mixture of species and sizes to be reviewed and approved by the Planning Board.
i. Shrubs should be planted in masses. Groups of single species should be allowed to overlap a group of another species to form large continuous beds.
j. Grass mixtures should be specified that remain attractive while being cut only three to four times per year, e.g., tall fescue varieties. Avoid using high maintenance fine lawn grasses. Where appropriate, basins may be seeded with meadow grass or wildflower mixtures that require only one mowing per year.
Restaurants and Cafes

Restaurants may be permitted to operate outdoor cafes on sidewalks, including areas within the public right-of-way and in courtyards, provided that pedestrian circulation and access to store entrances may not be impaired.

a. Allow for pedestrian circulation, a minimum of 5 feet of sidewalk along the curb leading to the entrance of the establishment may be maintained free of tables and other encumbrances.

b. Planters, posts with ropes, wrought iron railings, or other removable enclosures are encouraged and may be used as a way of defining the area occupied by the café.

c. Extended awnings, canopies, or large umbrellas may be permitted and located to provide shade. Colors may complement building colors.

d. Outdoor cafes may be required to provide additional outdoor trash receptacles.

e. Tables, chairs, planters, trash receptacles and other elements of street furniture may be compatible with the architectural character of the building where the establishment is located.

f. Outdoor cafes may be entitled to additional signage, over and beyond what is permitted for this use as set forth in the Comprehensive Sign Plan.

g. The operators of outdoor cafes may be responsible for maintaining a clean, litter-free and well-kept appearance within and immediately adjacent to the area of their activities.

Lighting

a. Well designed soft lighting of the building exterior may be permitted provided that the lighting complements the architecture. The lighting may not draw inordinate attention to the building.

b. Parking lot, service area, and roadway lighting may be provided by freestanding fixtures designed to minimize glare to the street and adjacent parcels. The type of fixture and color of lamping will be evaluated for their compatibility with existing street lighting, the architecture and natural site characteristics.

c. Freestanding lights may be located and protected to avoid being easily damaged by vehicles or vandalized. The height of such lights may in no case be greater than 18 feet. All lighting may be serviced underground.

d. Spotlight-type fixtures attached to buildings and visible to the public are prohibited. Where lights along property lines will be visible from adjacent properties, the lights may be appropriately shielded and/or the mounting heights will be reduced.

e. The lighting for pedestrian walkways may include either cut-off or exposed sources, but the height and intensity of the light must be subdued. All lighting designs and installation are subject to Planning Board review and approval.

f. All proposed lighting plans may be accompanied by a point-by-point plan indicating numerical illumination levels. The plan may indicate the average, minimum, maximum and minimum to maximum illumination levels for maintained foot-candles.

g. See Public Spaces Plan for fixture options.

h. The use of string lighting in trees, up-lighting of trees or other special effect lighting and after-hours lighting is permitted.

Detention Basins (continued)

k. Open areas, from the basin to existing woodlands, should be planted with indigenous species of shade trees and naturalizing meadow grass and/or wildflower mixture to help bend the two areas together.

l. Reforestation is a landscape treatment appropriate for detention basins that are not highly visible or are located adjacent to areas of native woodlots. Where reforestation is determined to be appropriate by the Planning Board, tree sizes should vary. Trees should be planted in groves.
Utilities

All utilities and related appurtenances on the site may be underground or in the main building or structure.

Street and Park Furniture, Plazas and Community Spaces

Street furniture includes benches, waste containers, planters, phone booths, bus shelters, bicycle racks, water fountains, potted plants and planters, window boxes and bollards. The landscape and streetscape plan may provide for periodical sales and dispensing kiosks. Individual newsracks are prohibited. The Public Spaces Plan provides examples of desired vocabulary. Street furniture must be compatible with the architecture of surrounding buildings, the character of the area and other elements of the streetscape. Consistency in the selection and location of the various elements of street furniture is critical for maximum effect and functional usage.

The design of a building’s related entrance areas, plazas or terraces may vary, based on the intentions and needs of individual building owners. At a minimum, however, building entrances may be highlighted with plant materials and paved surfaces.

Screening of Loading and Service Areas

All loading docks and service areas must be sufficient to serve the business being conducted on the parcel without using adjacent streets. Provision must be made for handling all freight on those sides of the buildings which do not face a street. The recommended method of screening should consist of walls and gates compatible in color and texture with the building material, buffered by deciduous and evergreen shrubs and trees, so as not to be visible from neighboring properties and streets. Maximize the joint use of truck loading and maneuvering areas between on-site and adjacent off-site complementary uses. Delivery and loading operations may not disturb adjoining neighborhoods or other uses.

Solid Waste and Litter Management

a. All outdoor containers may be visually screened within a durable, noncombustible enclosure. No collection areas may be permitted between a street and the front of a building. Appropriate landscaping may be installed to form a year-round effective visual screen at time of planting.

b. Collection areas may be designed to contain all material generated on-site and deposited between collections. Deposited material may not be readily visible from outside the enclosure.

c. Collection enclosures may be designed of durable materials with finishes and colors which are unified and harmonious with the overall architectural theme.

d. Collection areas may be so located upon the lot as to provide clear and convenient access to collection vehicles and thereby minimize wear and tear on on-site and off-site developments.
Solid Waste and Litter Management (continued)

a. All outdoor containers may be visually screened within a durable, noncombustible enclosure, so as not to be visible from adjacent lots or sites, neighboring properties or streets. No collection areas may be permitted between a street and the front of a building. Appropriate landscaping may be installed to form a year-round effective visual screen at time of planting.

b. Collection areas may be designed to contain all material generated on-site and deposited between collections. Deposited material may not be visible from outside the enclosure.

c. Collection enclosures may be designed of durable materials with finishes and colors which are unified and harmonious with the overall architectural theme.

d. Collection areas may be so located upon the lot as to provide clear and convenient access to collection vehicles and thereby minimize wear and tear on-site and off-site developments. Refuse collection and recycling areas may not be located within parking areas or required landscaped buffers.

e. Collection areas may be designed and located upon the lot as to be convenient for the deposition of material generated on-site.

An option to reduce the visual impact of the collection containers is to store and compact material inside the building at the service area, thus eliminating the need to screen containers.

Delivery, loading, trash removal or compaction, or other such operations may be limited by the Planning Board between certain hours where noise impacts at the lot line of any adjoining residential property or district or otherwise exceeds Township and State requirements. Also, an applicant may provide an effective litter management plan, subject to Planning Board approval. Such management plan may be submitted with an application for final site plan approval.

Storage

No open storage may be permitted on any lot. No articles, merchandise, products, goods, materials, incinerator, storage tanks, or like equipment may be kept in the open or exposed to public view, and no accessory use should be constructed to permit open storage of materials or goods on a lot.

Nonenclosed areas for the storage and sale of seasonal inventory may be permanently defined and screened with walls and/or fences. Materials, colors, and design of screening walls and/or fences and the cover may conform to those used as predominant materials and colors on the building. If such areas are to be covered, then the covering may conform to those used as predominant materials and colors on the building.

Fences and Walls

Fences are not desirable and may only be approved for limited situations. Chainlink and/or periphery fencing may not be permitted. Decorative fences or walls may be used to screen service and loading areas, private patios or courts. Fences may be used to enclose playgrounds, recreational areas, or to secure sensitive areas to uses, such as vehicle storage areas. Fences may not be located where they impede pedestrian or bicycle circulation through or between site areas. If approved, all fences and walls may be designed as integrated parts of the overall architectural and site design. All materials may be durable and finished in textures and colors complementary to the overall architectural design. No hedge, wall or fence of any type may be erected or maintained if it is deemed a safety hazard in obstructing the view of motorists.

Maintenance

All site improvements including, but not limited to, streets, drives, parking lots, drainage areas, culverts, curbing, buildings, and lighting must be maintained in good condition and repair by either the Township, owner or other designated entity.
Sidewalks and/or Pathways

a. Sidewalks and/or pathways shall be installed by the developer within perimeter landscape areas and along streets.
b. Permitted surface materials for sidewalks may be; floated aggregate concrete, scored concrete or approved paver.
c. Permitted surface materials for pedestrian multi-purpose paths may be bituminous.
d. On-site pedestrian circulation systems may be provided to meet the circulation needs of on-site users. Such systems may provide safe, all-weather-efficient, and aesthetically pleasing means of on-site movement and may be an integrated part of the overall architectural and site design concept. At a minimum, sidewalks and/or pathways may connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building and entry points, and may feature adjoining landscaped areas that includes trees, shrubs, benches, flower beds, ground covers, or other such materials.
e. Sidewalks may be provided along the full length of the building along any façade featuring a customer entrance, and along any façade abutting public parking areas. Such sidewalks may be located from the façade of the building to provide planting beds for foundation landscaping, except where features such as arcades or entryways are part of the façade. Pedestrian sidewalks may provide weather protection features such as awnings or arcades when located close to customer entrances.
f. Where appropriate, connections may be made between on-site and perimeter sidewalk and/or pathway circulation systems.
g. Pedestrian crosswalks may be clearly delineated by a material different for the surrounding road surface through the use of durable, low-maintenance surface materials such as pavers, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the sidewalk and/or pathway.
h. Permitted surface materials for crosswalks may be pavers or stamped asphalt.

Electrical and Mechanical Equipment

All exterior electrical and mechanical equipment at ground level, such as transformers, may be screened and located at the side or rear of the building and away from entrances. Recommended screening methods include walls compatible with the building material, and a plant material buffer utilizing a layered installation of shrubs, flowering trees, and ground cover. Utility accessories such as boxes, meters and fire hydrants may be coordinated with the overall streetscape.

Wildlife Habitat

The utilization of landscape planting to promote the creation and/or preservation of wildlife habitat must take form at two levels. The first effort is required in the areas referred to as “developed common open space.” These include parks, playgrounds, backyards, walkways, etc. in which plant material selected to satisfy the needs of the human population can also have food and shelter value for bird and small game species. The second effort lies in the protection of the habitat value of the undeveloped open space and augmenting such habitat with plant material that further promotes food and shelter values.
Public Safety

a. The developer and/or owners association may employ private security services. A planned commercial development may provide foot patrols and vehicle patrols during its hours of operation.

b. All buildings may be fully sprinkled as required by the Township’s fire code. Fire lanes and signage may be provided as well as access to both the front and rear of buildings designed to meet the Township’s fire code.

c. Subtitle 1 of Title 39 of the Revised Statutes (moving violations) may apply so that enforcement of such motor vehicle laws will be available to the Township Police Department.

General Residential Standards

a. **Density Variation:** Residential net density may generally decrease from the community plaza, square and/or commercial core towards the periphery of the Transit Village. A mix of dwelling unit types may be distributed throughout the Transit Village. Smaller lots and higher net density dwellings are generally located closer to the public spaces and main street commercial core areas.

b. **Building Variation:** Buildings containing dwelling units may be designed in conformance to the Vision Plan. Building designs may vary in terms of footprint, architectural elevations, window placement, type of roof, height, front entrance, and porch locations. Colors, materials, and architectural details should be limited in number, compatibility, and repetition throughout a neighborhood.

c. **Front Yards:** All dwelling units, excluding accessory dwellings and loft flats, may have a clearly defined front yard using landscaping, hedging, fencing, or a brick or stone wall, none of which may exceed 3 1/2 feet in height.

d. **Patios/Terraces, Decks and Rear Yards:** All dwelling units, except loft flats located on upper floors, may have a private yard or patio designed in accordance with the standards of this Ordinance.

e. **Roof Line Orientation:** Roof line orientation may vary to the highest extent possible.

Commercial and Mixed-Use Standards:

a. **Building Color and Texture:**
   1. Simple and uniform texture patterns are encouraged to create shadow patterns which will reduce the high visibility of the building.
   2. Variations in color may be kept to a minimum.
   3. Accent colors may be used to express corporate identity.

b. **Parking and Circulation:**

   Each building site must include adequate off-street automobile parking and loading facilities and no parking or loading facilities may be permitted on any street, entrance drive, or any place other than in an approved space. Off-street parking and loading design may conform to those identified in Township Subdivision and Land Development Ordinance although actual design may be based on site experiences at other locations. It may not be necessary to pave the entire parking area established by these ratios where it can be demonstrated that the minimum ordinance requirements.

   The lighting for pedestrian walkways may include either cut-off or exposed sources, but the height and intensity of the light must be subdued. All lighting designs and installation are subject to Planning Board review and approval.
CIRCULATION PLAN

Contents

- Introduction
- General Street Design Principles
- Other Transportation Facilities
- Traffic Analysis
- The Street Regulating Plan
- Roadway Cross-Sections and Traffic Control
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- Pedestrian Improvement Plan
The North Brunswick Master Plan has identified an east-west connector roadway as a critical component of the Township’s Circulation Plan. The Transit Village community workshop’s identified 5 different alternative routes for providing the desired east-west connection between Route 1, the train station and Route 130. As the planning for a train station and transit village continues the alternatives should be analyzed for their relative benefits and impacts. This analysis will likely entail examination of existing traffic patterns and speeds, environmental impacts, community and neighborhood impacts, potential infrastructure and traffic calming improvements and the satisfaction of the goals of the Township Master Plan to provide for east-west access and improved traffic conditions in the Township as a whole.
North Brunswick Transit Village will contain a mix of housing, shops, offices, parks and civic buildings. High densities, housing diversity, a mix of uses and a connected system of streets, sidewalks and paths oriented around a train station that will function collectively to create a true town center – a place where residents can live, work, socialize and/or recreate.
GENERAL STREET DESIGN PRINCIPLES

This Plan Element encourages the development of a network of interconnecting streets that work to disperse traffic while connecting and integrating neighborhoods with the fabric of the environs. Equally as important, this Plan Element encourages the development of a network of sidewalks and bicycle lanes that provide an attractive and safe mode of travel for pedestrians and cyclists.

It is the intent of this plan to build streets that are integral components of community design. Streets shall be detailed to compliment neighborhoods and commercial centers and shall be pedestrian in scale. Streets are encouraged to be designed with on-street parking. All streets shall be landscaped. In an effort to protect this investment, North Brunswick Transit Village views streets as the most important public space and therefore, has developed a set of principles which permit this space to be used by both cars and people. These principals are as follows:

- Streets shall interconnect within a development and with adjoining development. Street stubs should be provided with development adjacent to open land to provide for future connections per the Street Regulating Plan.
- Streets shall be designed for public access and shall be scaled to the pedestrian.
- Streets shall be bordered by sidewalks or multi-purpose paths on both sides per this plan and the Public Plan.
- Streets shall be designed with street trees planted in a manner appropriate to their function. On a per block basis street tree species shall adhere to the Public Space Plan Element. Commercial streets shall have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets shall provide for an appropriate canopy, which shades both the street and sidewalk, and serves as a visual buffer between the street and the home.
- Wherever possible, street locations should account for difficult topographical conditions, paralleling excessive contours to avoid excessive cuts and fills and the destruction of significant trees and vegetation outside of street rights-of-way on adjacent lands.
- All streets shall permit public access whether by easement or by public dedication. Closed or gated streets are prohibited.
- All streets shall permit on-street parking, unless otherwise noted in the Street Regulating Plan.
- All on-street parking provided shall be parallel. Curb or angle parking is permitted upon approval of the Planning Board and Township Committee.
- The use of traffic calming devices such as raised intersections, landscaping bulb-outs, and traffic circles are encouraged as alternatives to conventional traffic control measures.
- Streets shall provide and support opportunities for transit alternatives.

Minor variations and exceptions to street cross-sections for North Brunswick Transit Village roads may be permitted with approval of the Township Planner or its designee. Such exceptions include variations to the pavement width, tree planting areas, street grade, and centerline radii in accordance with principles above. Right-of-way widths should be preserved for continuity. All new streets shall be classified in accordance with the street hierarchy detailed in this Plan Element.
This section of the report summarizes the current transportation infrastructure within the region and the Township.

HIGHWAY INVENTORY

PRINCIPAL ARTERIAL ROADWAYS
Trips of less than a third of a mile -1760 feet - a five to ten minute walk - can be easily made. If a community is designed to encourage such walking trips, many residents will choose to walk more frequently, reducing reliance on cars for short trips.

ENCOURAGING ALTERNATIVE TRAVEL MODES

The North Brunswick TOD Village will integrate land use and transportation development to encourage and support alternative travel modes, in particular walking, bicycling, and transit. This will be accomplished in the following ways:
CALMING TRAFFIC

North Brunswick Transit Village will provide a grid of streets that will be much more convenient than typical suburban developments that limit traffic options. However, suburban developments with cul-de-sacs and loop streets evolved in large part to provide homeowners with relief from the negative impacts of traffic – high vehicle speeds and thoughtless drivers.

Traffic calming refers to a combination of roadway devices that can slow traffic and enhance the quality of the street for all roadway users, including users of abutting properties.

Traffic calming devices slow vehicles by introducing horizontal or vertical deflections that have a very low design speed. Traffic calming can also consist of measures that limit traffic volumes through the use of traffic diversion devices. Selection of the most appropriate traffic calming device at a specific location depends upon the context of the street in question – the volume of traffic, the function of the street and the nature of surrounding land uses.

Traffic calming devices include the following:

- **Speed Tables or Raised Intersections**: Similar to a raised pedestrian crossing except that the entire intersection area is elevated, including all crosswalk areas.

- **Roundabouts**: Roundabouts are circular intersections that:
  - Require vehicles to travel counter-clockwise around an interior circular island
  - Require drivers entering the circle to yield to vehicles already in the circle and
  - Provide “splitter” islands on roadway approaches to separate entering and exiting traffic and to provide refuge for crossing pedestrians

Like neighborhood circles, roundabouts introduce horizontal deflections to reduce vehicle speeds and require drivers to be prepared to yield to pedestrians and other drivers. They have been demonstrated to result in substantially fewer pedestrian and vehicle crashes compared to traffic signals or stop signs and reduce the severity of crashes that do occur.

- **Center Islands Narrowing and Refuges**: Short raised islands at crosswalks that provide pedestrians with a refuge so that they can cross a street in two separate movements. A variety of design techniques can be used when providing refuge islands to enhance pedestrian and vehicular safety. Raised medians on local collector streets can soften the visual character of a residential collector or minor arterial street. Medians can also be introduced and then removed from block to block to introduce horizontal deflections similar to a chicane.

- **Neighborhood Traffic Circle and/or Raised Pedestrian Crossing**: Similar to a speed hump, with 4 inch deflections in roadway, but incorporating a level platform for use by pedestrians and marked as a crosswalk. A raised pedestrian crossing helps to assure that drivers are operating at a speed that will allow them to yield to pedestrians seeking to cross the road. The raised crossing can also make pedestrians more conspicuous. Small circular intersections that force drivers to travel at slow speed around a central island. On low volume residential streets, neighborhood traffic circles may be designed to permit vehicles to turn left in front of the traffic circle rather than passing counter-clockwise around the circle. Many neighborhood circles have landscaped center islands that define the island and also interrupt the continuous view of straight streets, making the streets appear to be shorter.
TRAFFIC ANALYSIS
THE STREET REGULATING PLAN
Notes: Boulevard 1:
- Connects project from Route 1 to TOD Village Center Station and Boulevard 2 (Main Street).
- 15 foot center median with trees and landscaping to provide identity to the center and safe pedestrian refuge.
- Primary commercial mixed-use street in the Transit Village.
- Signalized intersections to have bump-outs and textured crosswalks to aid pedestrian safety.
- No driveway curb cuts
- Rear alley access
- All utilities underground.
Notes 60 foot Two-way street:

- Primary street type found in residential areas.
- Provides primary grid structure.
- Driveway curb cuts permitted.
- Rear alley access.
- To be combined with "40 feet one-way streets" and alleys.
- Under ground utilities.

60' ROW two-way street
Notes: Boulevard 2:

- Connects project from Route 1 to TOD Village Center Station and Boulevard 1 (Commerce Boulevard).
- Primary commercial/retail mixed-use Main Street in the Transit Village.
- Designed as a shopping street with shop fronts at the sidewalk with on-street parking.
- 70 foot minimum center green with trees and landscaping to provide identity to the center and maintain visual connection to commerce located on the other side.
- No driveway curb cuts
- Rear alley access.
- All utilities underground.
Notes 40 foot one-way street:

- Secondary street type found in residential areas.
- Provides secondary grid structure.
- On-street parking or expanded planting.
- Driveway curb cuts prohibited.
- Rear alley access.
- Underground utilities.
Notes Alley:

- Found everywhere.
- Serves all uses as noted in zoning code and design standards.
- Locations to be determined during site plan/subdivision process.
- No on-street parking.
- Driveway cuts permitted.
INVENTORY OF RECOMMENDED TRAFFIC IMPROVEMENTS

UNDER CONSTRUCTION WORKING WITH TOWNSHIP
PEDESTRIAN IMPROVEMENT PLAN

NEXT STEPS