

Master Plan Re-Examination and Amendment

Land Use + Circulation Plan Element "Village of Monmouth Junction"

Prepared For:



Township of South Brunswick
540 Ridge Road
Monmouth Junction, NJ 08852

Prepared By:



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**Adopted by the Planning Board of the
Township of South Brunswick
Adopted: August 16, 2023**

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**RESOLUTION OF THE PLANNING BOARD
OF SOUTH BRUNSWICK TOWNSHIP
2023 MASTER PLAN AMENDMENT REPORT
LAND USE & CIRCULATION PLAN**

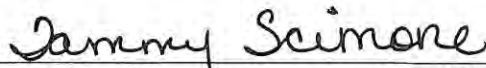
WHEREAS, in compliance with N.J.S.A. 40:55D-89, the Planning Board of the Township of South Brunswick has held a public meeting to obtain comments for the 2023 Master Plan Amendment Report; and

WHEREAS, these comments have been considered by the Planning Board and included in a report, adopted June 21, 2023

WHEREAS, a public hearing was held on June 21, 2023 for the purpose of adopting The 2023 Master Plan Amendment Report.

NOW, THEREFORE, BE IT RESOLVED by the Planning Board of the Township of South Brunswick on this 16th day of August 2023, that the Board does hereby approve the aforementioned 2023 Master Plan Amendment Report and hereby authorizes the Township Planner to forward copies to the Township Council, Township Manager, Township Clerk and Planning Department of the County of Middlesex.

This is to certify that the foregoing is a true copy of a Resolution adopted by the South Brunswick Township Planning Board at the regular meeting held on August 16, 2023.



Tammy Scimone, Planning Board Secretary

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

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I. PART 1: EXECUTIVE SUMMARY

A. Introduction

A Master Plan is adopted by the Planning Board and intended to guide local policies relating to land use, development, and infrastructure improvements in the municipality. In other words, a Master Plan serves as a “blueprint” for future development and outlines potential amendments to the municipal zoning ordinance. This document should be considered a limited Master Plan Re-Examination (pursuant to NJSA 40:55D-89) and Master Plan Amendment, focused on the Monmouth Junction area of the Township. This document re-examines relevant portions of the following plans: Township's 2001 Master Plan (as amended in 2013, 2014 and 2020), and subsequent Re-examinations (2007 and 2018). The Re-examination aspect of this document aims to review and evaluate the local master plan and development regulations within Monmouth Junction to determine the need for updates and revisions.

More specifically, the following document provides a comprehensive vision for reinvestment within the Monmouth Junction area of South Brunswick Township and focuses on the mixed-use neighborhood proximate to the intersection of New Road and Ridge Road (herein the “Study Area”). An aerial of the Study Area may be found in Part II of this document. See **Appendix A** for a complete listing of parcels within the Study Area.

B. Legal Context

The Municipal Land Use Law establishes the legal framework for municipal planning and requires that municipalities conduct a general re-examination of their master plans at least every ten years. The minimum statutory requirements for a periodic re-examination, pursuant to NJSA 40:55D-89 et. seq., are to review the following:

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

While this document is not organized in the explicit terms enumerated above, it nonetheless contains all the information and analysis envisioned by the statute, as demonstrated in the table below:

Statutory Requirement	Responsive Content
<i>a. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last re-examination report.</i>	On January 24th, 2018, the South Brunswick Township Planning Board adopted a Master Plan Re-Examination of the Master Plan for South Brunswick Township, following the last Re-Examination in 2007. The report reviewed and evaluated the current Master Plan for any changes that have occurred in the Township and State since the adoption of the 2007 Re-Examination Report. Major problems and objectives include, but are not limited to, the following as it relates to the Monmouth Junction area: <u>Land Use Plan Element - Residential Objectives:</u> ▪ Incompatible land uses that have existed in residential areas should be eliminated or adequately buffered and separated from residential uses. ▪ Residential density concentrations should be based on adequate consideration of facilities, utilities and transportation. ▪ Continued recognition of the existing villages of [...] Monmouth Junction. <u>Land Use Plan Element - Villages Objectives:</u> ▪ Village character should be enhanced. ▪ Architectural design standards are needed to maintain scale and historic character. ▪ Sidewalks should be provided to villages from outlying residential areas, and within the village itself. ▪ A “Main Street” aspect of all villages should be enhanced. Encourage mixed uses including commercial, residential, employment, day care, etc. ▪ Make the uniqueness of each village or hamlet enhance the totality of South Brunswick. ▪ Establish appropriate centers and environs for the villages and hamlets. ▪ Streetscape enhancements to village core areas and environs are needed. New standards addressing street furniture, lighting and landscaping should be developed. Traffic calming, crosswalks, curb style, sidewalks and street texture should also be included. <u>Circulation Plan Element Objectives:</u> ▪ Sidewalks should be installed along roads to link residential areas to recreational facilities, schools and commercial locations. Where this cannot be done through the development review requirements, it should be done as a capital project, particularly to provide access to schools. ▪ Improvement is needed at the Ridge and New Road, and Ridge and Stouts Lane intersections in Monmouth Junction.

Statutory Requirement	Responsive Content
<i>b. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.</i>	Upon review of the 2001 Master Plan (See Section I.C below) and the 2018 Master Plan Re-Examination goals and objectives as described in Part A above, the Township has implemented sidewalk improvements and certain pedestrian improvements along Ridge Road. However, the remainder of problems and objectives remain largely unaddressed and should be considered to remain valid in this Re-Examination.
<i>c. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.</i>	See analysis of the study area's background, history zoning, existing land uses, and environmental constraints in Part II of this document ("Study Area").
<i>d. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.</i>	See goals and objectives in Part III of this document ("Master Plan Amendment").
<i>e. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L.1992, c.79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.</i>	See goals and objectives in Part III of this document ("Master Plan Amendment").

C. Public Purpose

The overarching goal of the recommendations contained herein is to advance, and build upon, the larger objectives of: 1) the South Brunswick Master Plan; and 2) the purposes of zoning defined in the NJ Municipal Land Use Law:

1. **Consistency with the South Brunswick Master Plan:** The Comprehensive Master Plan and Traffic Master Plan for South Brunswick Township was adopted in 2001, with Re-Examination Reports adopted in 2007 and 2018. Such Master Plans can be found online at www.southbrunswicknj.gov/master-plan. These prior planning documents were reviewed to establish the “baseline” of the Township’s land use policies in the Study Area. The following key goals and objectives were determined to be particularly relevant to Study Area and the policies recommended in this document:

- *"Preserve and enhance the character and sense of place of individual villages and hamlets. Provide protection by using sensitive planning practices: 1. Village character should be enhanced. 2. Architectural design standards are needed to maintain scale and historic character. 3. Sidewalks should be provided to villages from outlying residential areas, and within the village itself. [...] 6. A “Main Street” aspect of all villages should be enhanced. Encourage mixed uses including commercial, residential, employment, day care, etc. 7. Make the uniqueness of each village or hamlet enhance the totality of South Brunswick. 8. Establish appropriate centers and environs for the villages and hamlets."* (2001 Master Plan, Land Use Element Goals and Objectives, Page I-3, i.e. 17).

The 2001 Master Plan speaks to the "Establishment of Villages" which includes Monmouth Junction. Specifically, describing Monmouth Junction Village as more "urbanized in its closer siting of the houses than the agricultural crossroads communities" (Page XI-6, i.e. 115). This document is intended to preserve and enhance Monmouth Junction through improved land use and economic development policies.

- *"Ridge Road and New Road: This intersection is in a key area in the Township and will require improvement. It is anticipated that improvements will include signalization modifications, turning restrictions, driveway modifications, and signal coordination with a new signal at New Road and Ridge Road to provide gaps to assist local residents to enter and exit driveways as well as minor geometric improvements. The area is presently developed and will allow only minor widening. The inclusion of gaps provided by the proposed signal improvements is anticipated to provide a good level of service of B for New Road and Ridge Road in the future for the citizens in the immediate area. A future LOS of D for East New Road and Ridge Road is anticipated. Roundabouts may also be possible. This can be studied as a separate project as desired by the Township."* (2001 Master Plan, Township Wide Circulation Element, Page 74).

The 2001 Master Plan further speaks to a circulation goal where *"Improvement is needed at the Ridge and New Road"* (2001 Master Plan, Page I-5, i.e. 19). This document recommends a realignment at the intersection of New Road and Ridge Road.

2. **Advancing the Purposes of Zoning:** The following purposes of the NJ Municipal Land Use Law (NJSA 40:55D-1 et. seq.) are advanced by this Master Plan Re-Examination / Amendment:

- Purpose A: To encourage municipal action to guide the appropriate use or development of all lands in this State, in a manner which will promote the public health, safety, morals, and general welfare;
- Purpose E: To promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, communities, and regions, as well as preservation of the environment;
- Purpose G: To provide sufficient space in appropriate locations for a variety of agricultural, residential, recreational, commercial, and industrial uses and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all New Jersey citizens;
- Purpose H: To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion or blight;
- Purpose I: To promote a desirable visual environment through creative development techniques and good civic design and arrangement; and
- Purpose M: To encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land.



D. Goals + Recommendations

The overall intent of this Master Plan Re-Examination / Master Plan Amendment is to provide a coherent set of land use and circulation recommendations that will ensure future development within the Study Area build upon the neighborhood's rich physical and historical context. In doing so, this document reviews existing land use and circulation regulations to identify strategies to spur reinvestment. The recommendation contained herein include a series of zoning amendments that will ultimately lead to a more strategic mix of land uses, specific incorporate necessary mobility improvements, and create development incentives for reinvestment. **Recommendations may be found in Part III of this Master Plan Re-Examination / Master Plan Amendment**, where a concept map below highlights such recommendations.

It is important to note that this document is strictly a policy document and not regulatory in nature. Ultimately, to effectuate the policies recommended herein, the Township Council would need to enact an ordinance amending the existing zoning and land use ordinances as recommended.

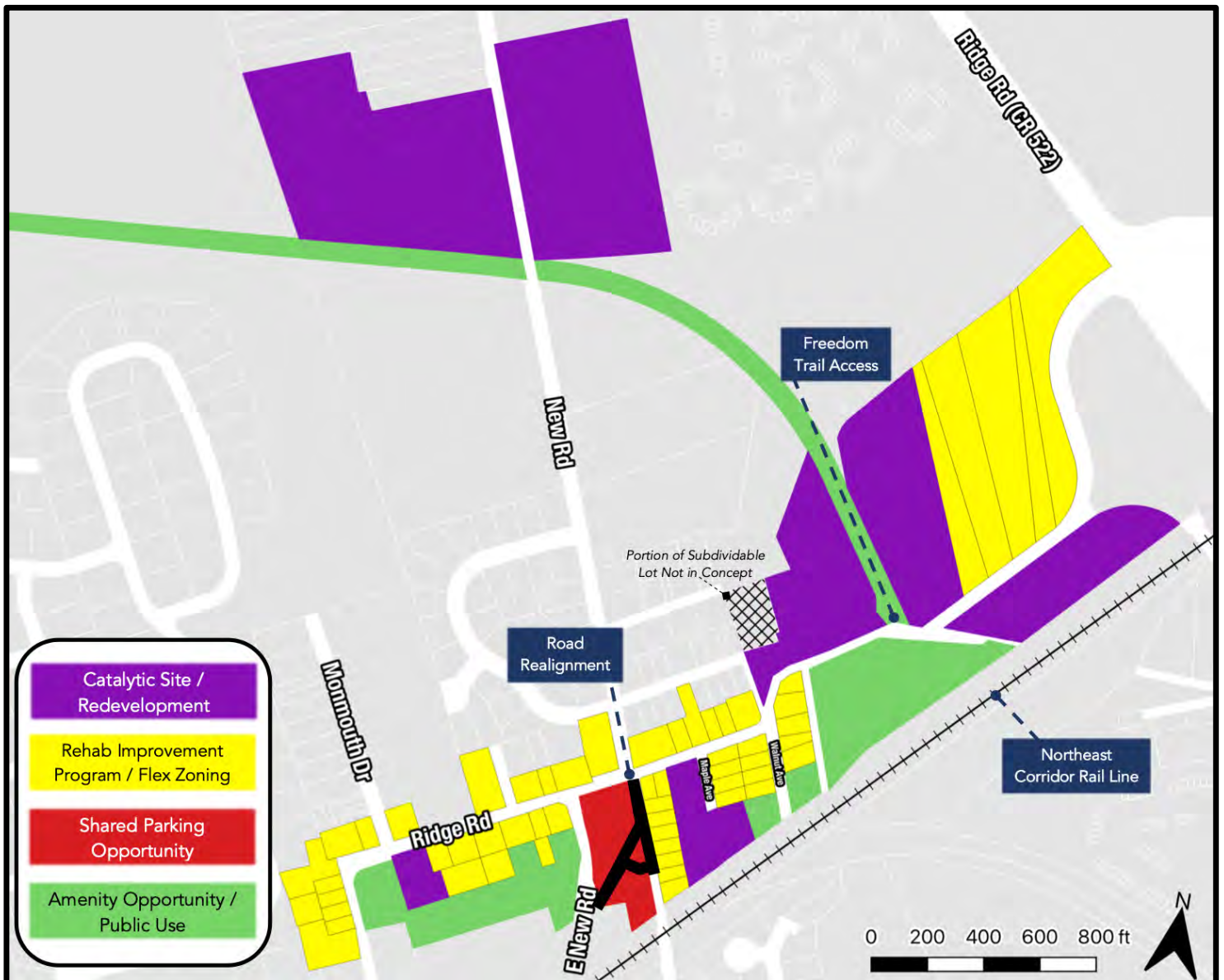


Figure 1: Study Area Concept Plan

II. PART 2: STUDY AREA



A. Study Area Description

The Study Area is in the Monmouth Junction section of South Brunswick Township along New Road and Ridge Road. The Study Area is broken into two sections as described below:

1. **Study Area 1:** this area is bounded by a neighborhood off of New Road to the north, Monmouth Junction Fire Department to the east, Northeast Corridor railroad line to the south, and the United States Post Office area to the west ("Study Area 1").
2. **Study Area 2:** this area includes industrial properties along New Road, approximately a quarter mile of the Ridge Road intersection ("Study Area 2").

Figure 2 below depicts the full extent of the collective Study Area. In addition, **Appendix A** contains a tabulation of all parcels comprising collective Study Area.

Study Area Snapshot:

- 97 Tax Lots
- Approximately 60 Acres of Land
- 7 Existing Zoning Districts
- Adjacent public properties include the Northeast Corridor rail line, Freedom Trail, Monmouth Junction Elementary, Monmouth Junction Fire Department, and various Township owned land.

B. Study Area Maps

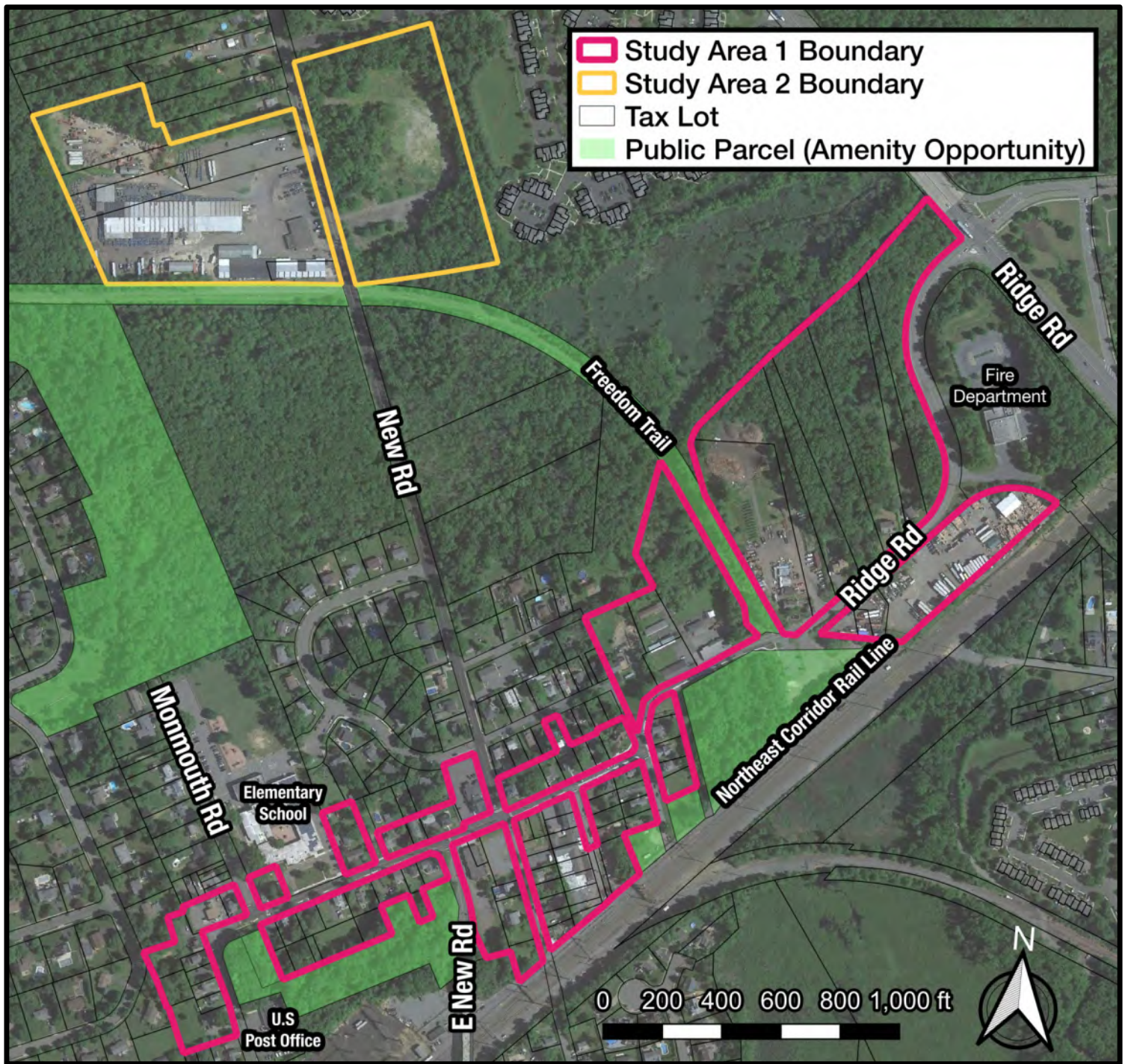


Figure 2: Aerial Map of the Collective "Study Area"

See **Appendix B** for site photos of the Study Area.

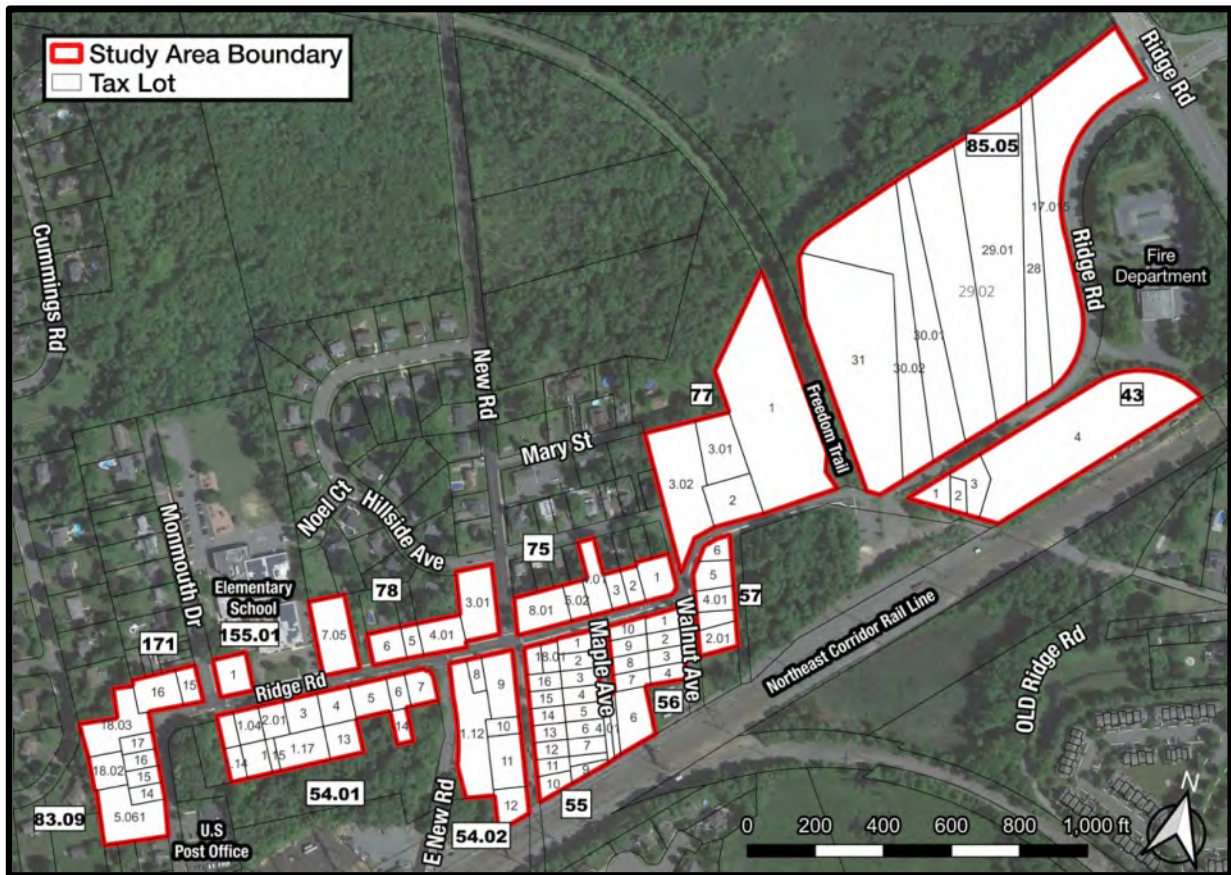


Figure 3: Map of "Study Area 1" Tax Block and Lots



Figure 4: Map of "Study Area 2" Tax Block and Lots

See **Appendix C** for tax maps of the Study Area.

C. Study Area Background and History

"A rail station that combined three lines together was the humble beginnings of Monmouth Junction." - James Shackelford, Resident¹



Figure 5: Historical Monmouth Junction Station Photo²

Land Use Pattern Background:

Originally a centrally located railroad center in the 1860's and 1870's, Monmouth Junction was historically a hub for burgeoning industrial development. The Ridge Road corridor, located between Green Ridge Lane and County Route 522, evolved as a main street within the Village of Monmouth Junction, connecting nearby residents to commercial outlets and major civic uses including the post office, fire department, and schools. In fact, Monmouth Junction's first school dates to construction in 1888 on old Ridge Road and stayed open until 1902, when it was replaced with a school built on New Road, known as the New Road School³. The current school located on Ridge Road was constructed in 1950.

Unlike the farmlands that comprise much of South Brunswick, Monmouth Junction was developed as railroad community with a distinct character. Monmouth Junction was developed in a compact form where residential houses and industrial/civic buildings were located in close proximity to each other. As described in the 2001 Master Plan, Historic Preservation Element (Page XI-6, i.e. 115):

¹ "The Beginning of Monmouth Junction" (June 27, 2011) (<https://patch.com/new-jersey/southbrunswick/the-beginning-of-monmouth-junction>)

² "South Brunswick Local History" (http://sb-local-history.blogspot.com/2018/11/january-31-1934-monmouth-junction-rr_15.html)

³ "Monmouth Junction Evolves in the 1900's" (June 27, 2011) (<https://patch.com/new-jersey/southbrunswick/monmouth-junction-evolves-in-the-1900s>)

"Monmouth Junction was created as the junction of three rail branches, the New York division of the Pennsylvania Railroad, the Rocky Hill and the Jamesburg and Freehold. Before this time, as one can see from the 1850 map, all that occupied this area was Longbridge Farm, dating back to the original owner Thomas Lawrence in the 18th century, and several other properties on Ridge Road, many of them belonging to Rowland families. The existing railway at that earlier time was the Rocky Hill branch of the old Camden and Amboy Railroad, located to the northwest, with a depot to the north serving Martinsville and Cross Roads. The present integrity of Monmouth Junction is due to its virtual creation as a railroad center in the 1860s and 1870s. It is more urbanized in its closer siting of the houses than the agricultural crossroads communities, such as Deans and Dayton. Washington's troops camped overnight at Longbridge Farm and troops travelled through Kingston to Longbridge to Crossroads to Cranbury and on to the battle of Monmouth. This is an area that is being considered as the Crossroads to the Revolution National Heritage Area"

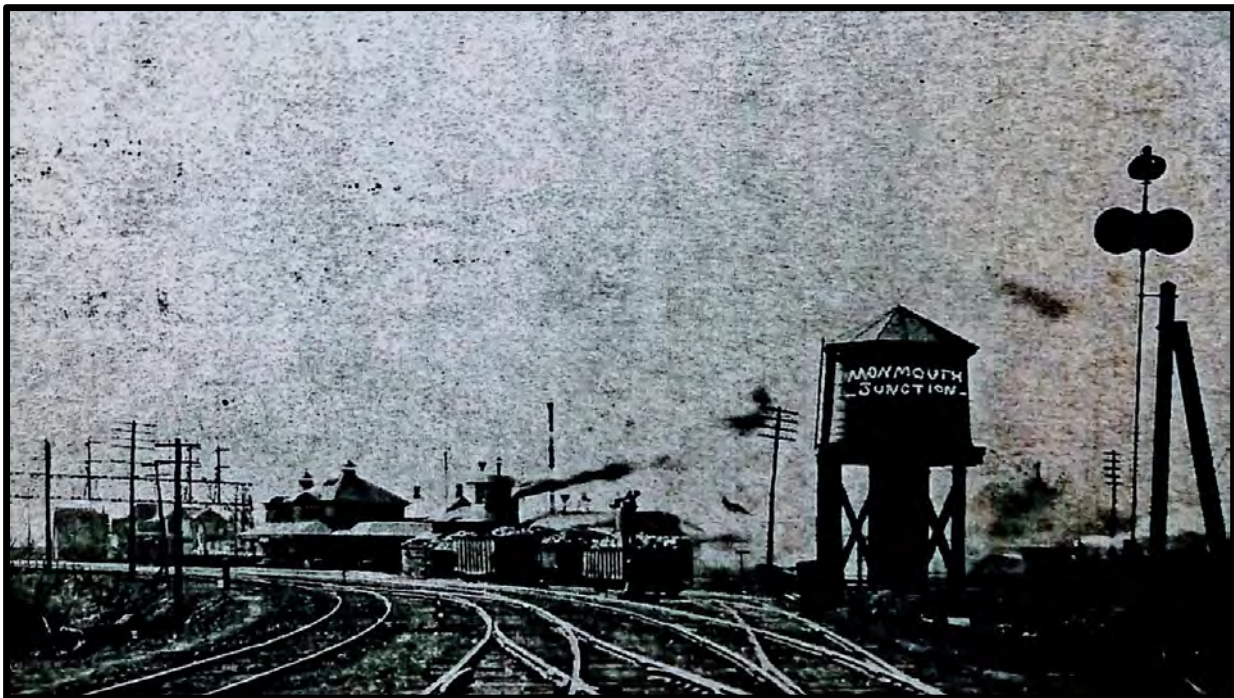


Figure 6: Historical Monmouth Junction Railroad Photo⁴

Today the Monmouth Junction railroad station discontinued service in the 1960s. However, the remnants of a "rail town" remain. Industrial and commercial land uses remain, some of which are in close proximity to historic single-family homes. This pattern remains unique within South Brunswick Township and provides the foundation for a walkable downtown environment with much of its historic fabric left intact.

Road / Circulation Background:

Two major roadway projects occurred in or near the Study Area in the 20th century, which impacted both circulation and land use patterns.

First, historical aerial photographs depict the construction of an extension at the New Road intersection sometime between 1947 and 1953. This extension created access to the "other side" of the railroad

⁴ "South Brunswick Local History" (http://sb-local-history.blogspot.com/2018/11/january-31-1934-monmouth-junction-rr_15.html)

track and made a shorter link to other neighborhoods of South Brunswick. However, as evidenced in the aerials below, the construction of the New Road extension was built around existing buildings and created a misaligned “dog leg intersection”, rather than a typical "crossroad intersection" with four right angles. That said, it appears this vestige may have been constructed to meet then present circumstances (i.e. to accommodate existing improvements) sacrificing the functionality that a 4-way intersection would offer.



1947 Historic Aerial Pre- New Road Diversion

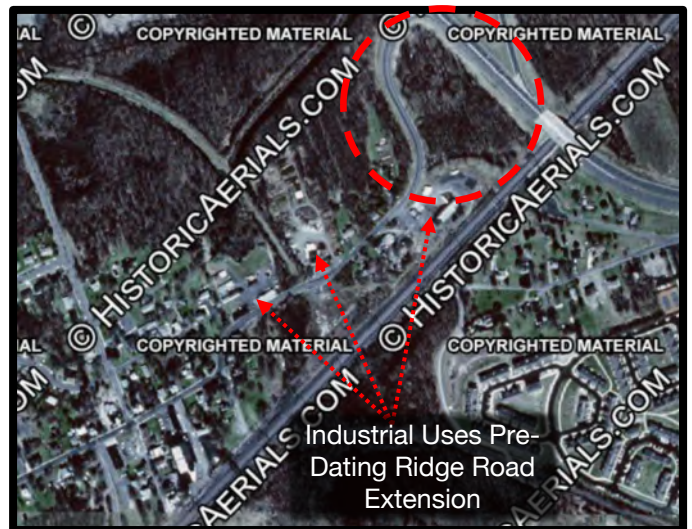


1953 Historic Aerial Post- New Road Diversion

Second, historical aerials show that there was construction of an extension to Ridge Road creating a new four-lane County Road 522 sometime between 1987 and 1995. This extension / new County Road created access to U.S. Highways Route 1 and Route 130. However, as evidenced in the aerials below, industrial land uses that pre-date the road upgrade remain. Over time, regional traffic patterns shifted away from Ridge Road toward County Route 522. Some twenty years after the area's namesake rail connection was severed, economic and commercial activity along the corridor waned further as pass-through traffic declined. This shift in mobility patterns is an underling cause of divestment in the Ridge Road corridor, however effective land use policies were never implemented in response to reduced levels of activity.



1987 Pre- Ridge Road Extension / CR 522



1995 Post- Ridge Road Extension / CR 522

Figure 7: Historic Aerials of New Road and Ridge Road ⁵

⁵ <https://historicaerials.com>

D. Study Area Existing Zoning

The following maps depict the Study Area's existing zoning at the time of this Master Plan Re-Examination / Amendment. See **Appendix D** for zoning district permissible uses and bulk standards.

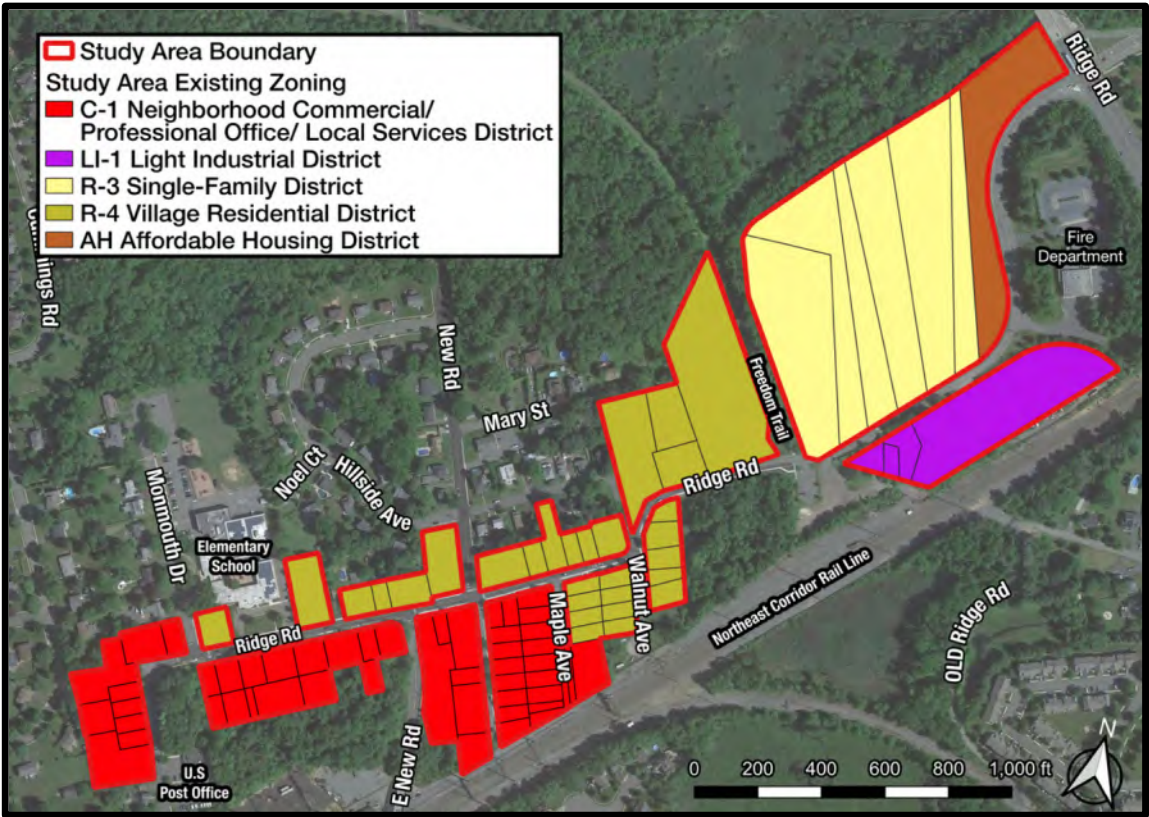


Figure 8: Map of "Study Area 1" Existing Zoning

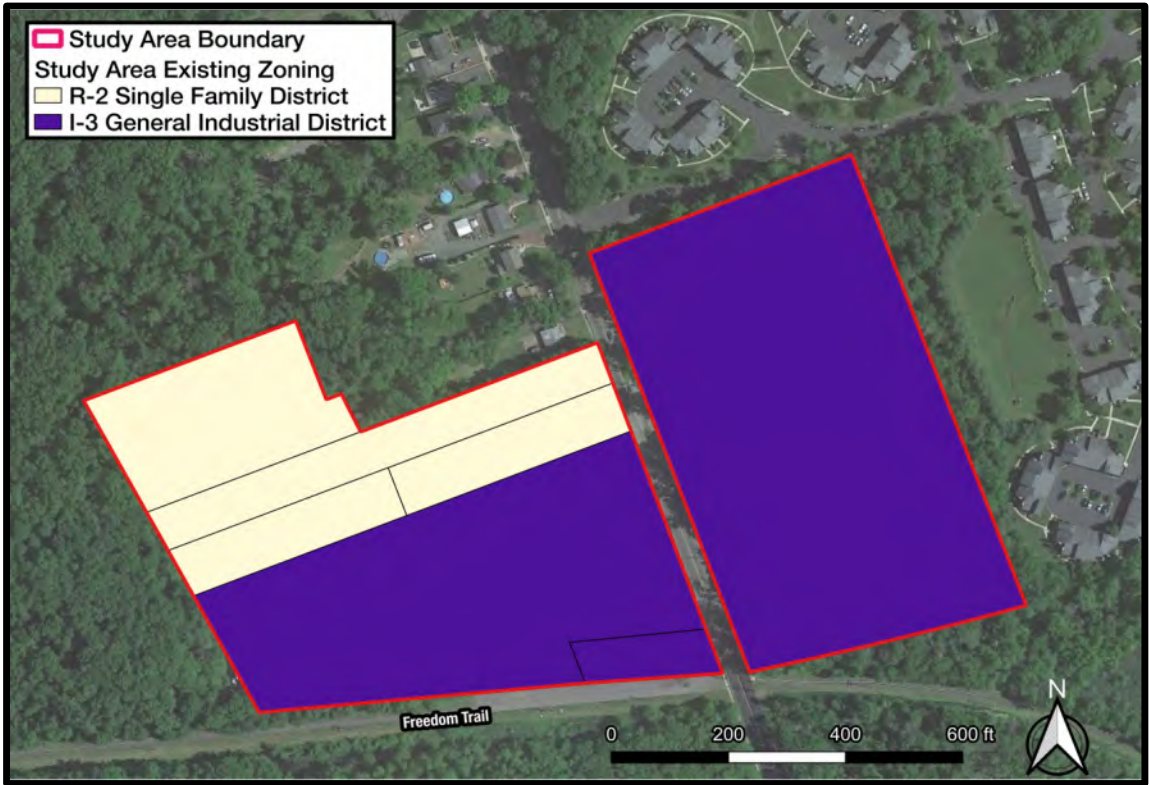


Figure 9: Map of "Study Area 2" Existing Zoning

Summary of Existing Zoning in the Study Area:

- New mixed commercial uses are prohibited in new buildings within the C-1 district and may only be in "adaptive reuse of existing buildings."
- Offices (under 50,000 SF) require 4.5 parking spaces per 1,000 SF, while retail requires 1 parking space per 200 SF, plus one space per employee on peak shift. Since new mixed commercial uses must be within adaptive existing buildings, pre-existing houses in the C-1 district may not be able to accommodate the parking requirement in an adaptive reuse of the existing building with existing parking configurations.
- Twenty-eight (28) tax lots (excluding unmerged common ownership properties) are undersized potentially due to the historic neighborhood context subdivision pattern of a "railroad community". Any expansion / modification of these structures will likely require "C" variance relief.
- The R-2, R-3, and R-4 residential districts are largely the same standards in uses and height where the exception is varying lot size and setbacks. However, the neighborhood context is largely the same.

Zone	Parcel Total	Land Area Total
C-1 Zone	50 Lots (51.5%)	9.3 Acres (16.3%)
LI-1 Zone	4 Lots (4.1%)	5.1 Acres (8.9%)
I-3 Zone	3 Lots (3.1%)	15 Acres (26.3%)
R-2 Zone	4 Lots (4.1%)	5 Acres (8.8%)
R-3 Zone	6 Lots (6.2%)	12.8 Acres (22.5%)
R-4 Zone	29 Lots (29.9%)	10.1 Acres (17.7%)
AH Zone	1 Lot (1.0%)	2.7 Acres (4.7%)
Total	97	57 Acres

Percent of Parcels / Land Per Use Category (Measured using ArcGIS)



E. Study Area Existing Land Uses

The following maps and tables depict current uses within the Study Area at the time of this Master Plan Re-Examination / Amendment.

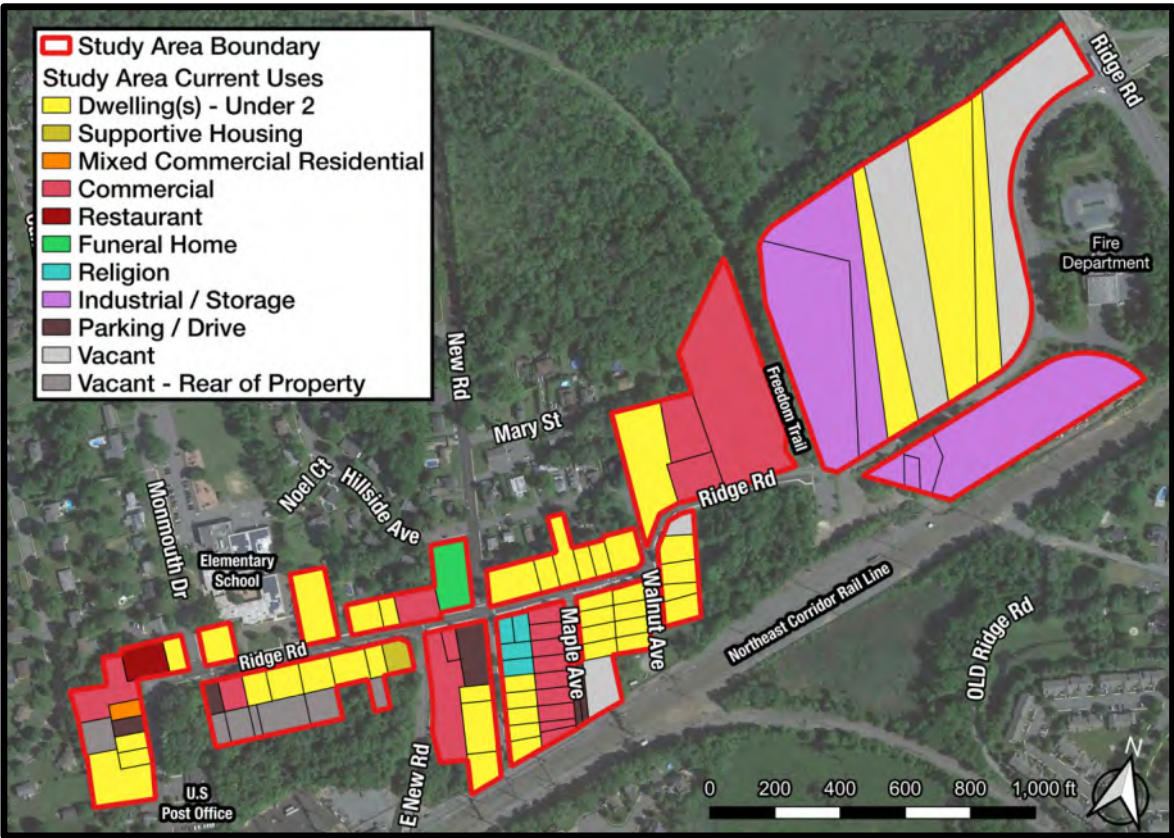


Figure 10: Map of "Study Area 1" Existing Uses

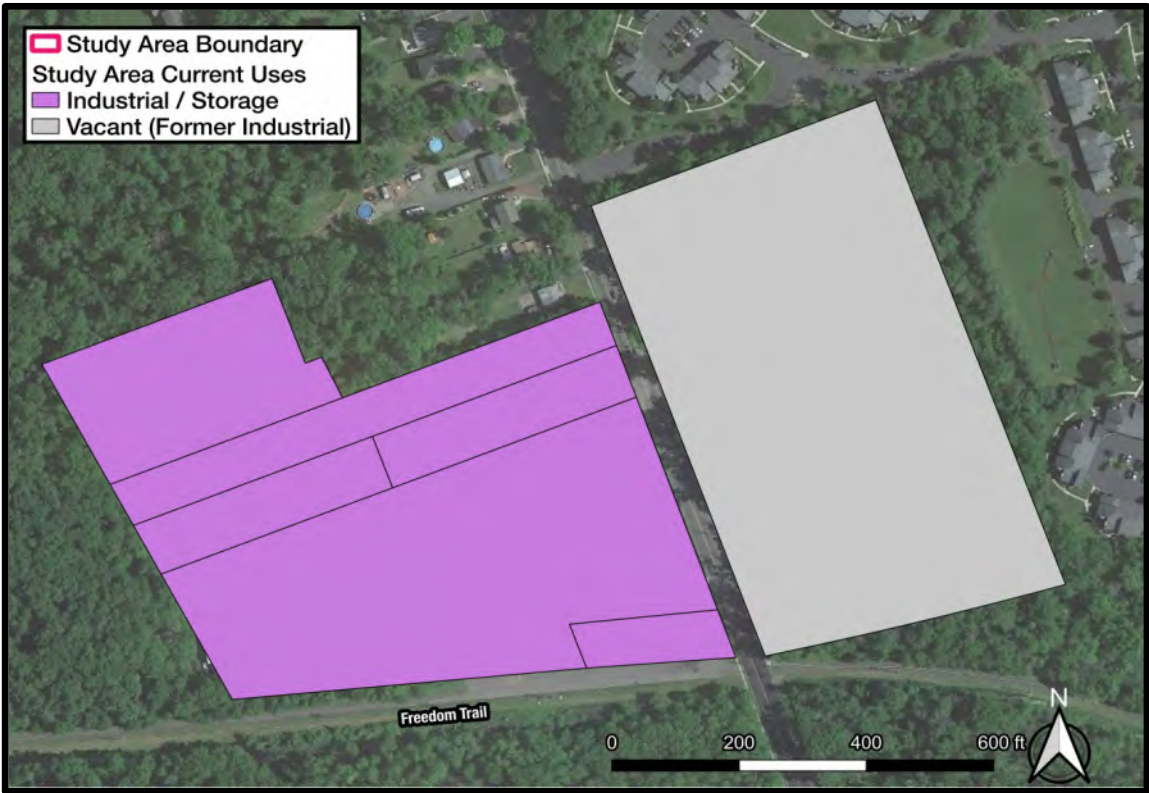


Figure 11: Map of "Study Area 2" Existing Uses

Summary of Existing Land Uses in the Study Area:

- Only one property in the C-1 has a mixed-use component (a math tutoring facility with residential).
- Eighteen (18) tax lots within the C-1 Zone portion of the Study Area are single-family residential, which is prohibited as a new construction use.
- Sixteen (16) tax lots within the Study Area contain non-conforming uses. Any expansion / modification of these structures will require "D" variance before a Zoning Board.
- Ten (10) tax lots within the Study Area are also "land locked" and cannot be accessed by a street frontage without traversing another tax lot.

Use Category	C-1 Zone	LI-1 Zone	I-3 Zone	R-2 Zone	R-3 Zone	R-4 Zone	AH Zone	Parcel Total
Residential	18 (E)	-	-	-	3 (C)	23 (C)	-	45.3%
Apartment	1 (NP)	-	-	-	-	-	-	1.0%
Commercial	14 (C)	-	-	-	-	5 (NP)	-	19.6%
Mixed Use	1 (C)	-	-	-	-	-	-	1.0%
Industrial / Storage	-	4 (C)	2 (C)	4 (NP)	2 (NP)	-	-	12.4%
Parking / Drive	5 (C)	-	-	-	-	-	-	5.2%
Religion	4 (NP)	-	-	-	-	-	-	4.1%
Vacant Land	7 (C)	-	1 (C)	-	1 (C)	1 (C)	1 (C)	11.3%

Key: Conforms (C), Conforms as Pre-Existing (E), Not Permitted (NP)

Number of Parcels Per Use Category

F. Study Area Existing Environmental Constraints

The following maps below depict environmental constraints within the Study Area:

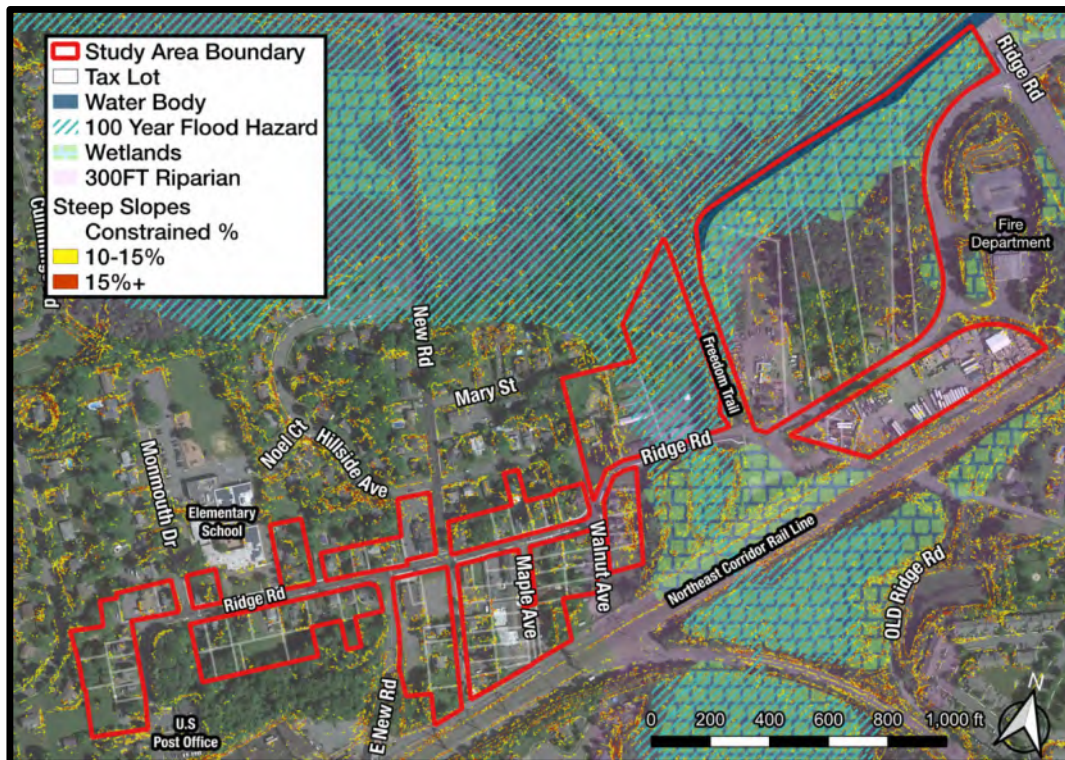


Figure 12: Map of "Study Area 1" Land Use Constrains

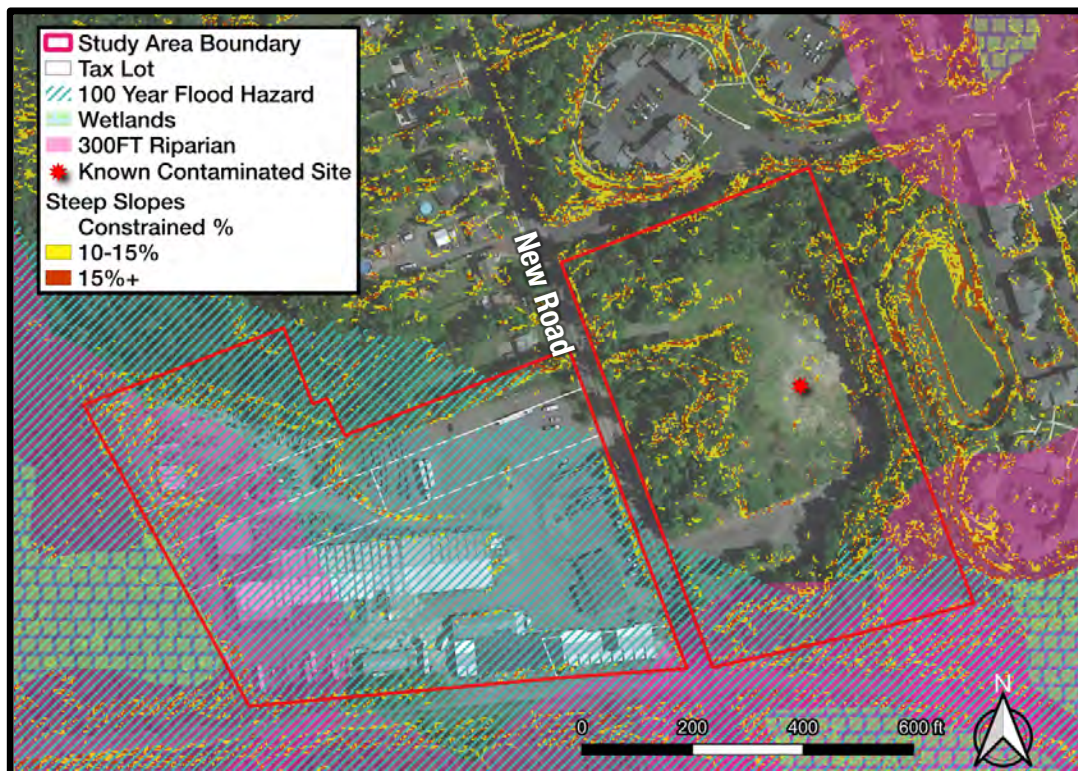


Figure 13: Map of "Study Area 2" Land Use Constrains

Figures 12-13 Map Notes:

- Severely Constrained Slopes: All lands with slopes of 20% or greater and lands within Riparian Areas with slopes of 10% and greater.
- Moderately Constrained Slopes: All non-Riparian Area lands having a slope of 15% to less than 20% which are forested.
- Constrained Slopes: All non-Riparian Area lands having a slope of 15% to less than 20% which are non-forested with one or more of the following characteristics: highly susceptible to erosion; shallow depth to bedrock; or a Soil Capability Class indicative of wet or stony soils.
- Limited Constrained Slopes: All non-Riparian Area lands having a slope of 15% to less than 20%, which are non-forested, are not highly susceptible to erosion, and do not have a shallow depth to bedrock or a Soil Capability Class indicative of wet or stony soils.

Summary of Existing Environmental Constraints in the Study Area:

- The area east of Walnut Avenue in Study Area 1 contains considerable environmental constraints such as floodplain, wetland, riparian buffers, and steep slopes.
- The area west of New Road in Study Area 2 contains considerable environmental constraints such as floodplain, wetland, and riparian buffers.
- One property at 320 New Road is listed on DEP's known contaminated list.

III. PART 3: MASTER PLAN AMENDMENT

A. Overview

While predominantly residential, there are various uses in the Study Area that add diverse land use opportunities for the creation of a "village center" as desired in prior Master Plans goals. Additionally, since Ridge Road experienced an extension / bypass to a nearby larger County Roadway, the Study Area has an opportunity for a walkable "village downtown center" desirable in current real estate market trends.

However, since the 19th and 20th century era of the Monmouth Junction railroad station (no longer in use since the 1960s), the Study Area has experienced a decay in underutilized properties and commercial vacancies. Languishing industrial sites where some were half-way converted into other uses exist today such as the "Old English" Shopping Center. Other industrial properties that were once essential and embedded in the Study Area's industrial history, such as OILCO and Petro Pallet, now create incompatible and detrimental impacts to a vibrant and attractive Monmouth Junction "Village" community hub.

Other contributing issues in the Study Area include barriers in existing zoning that create challenges to reinvest and/or redevelop. Much of the existing zoning in the Study Area prohibits the ability to construct new residential and new mixed-use development. As a result, dilapidated commercial structures cannot as-of-right be redeveloped into a modern mixed-use building in most of the Study Area. This restriction risks property owners to potentially "chop up" interior spaces with undesirable floor plan layouts to attract tenants. Furthermore, it disincentivizes exterior improvement and facade upgrades. This inability to demolish dilapidated structures into new mixed-use development hinders other site improvement opportunities such as replanning parking layouts and curb cuts. Thus, the existing zoning creates a restriction in improving long-term circulation patterns.

This document recommends the implementation of several strategic mechanisms with the purpose of incentivizing property owners to reinvest and/or redevelop properties. The purpose is to transform the Study Area into a compatible built environment with a greater sense of cohesion, place, walkability, and activity. In other words, Monmouth Junction and the Ridge and New Road corridors have the potential to be an innovative and future facing town center, where the bones of a thriving and vibrant village center have been in place for centuries. Lastly, as envisioned since the 2001 Master Plan, this document provides a recommendation for a road realignment at New Road.

See below for a high-level land use and circulation plan concept of the Study Area. Such reinvestment may be achieved through the following goals as outlined below.

B. Land Use Amendment Recommendations

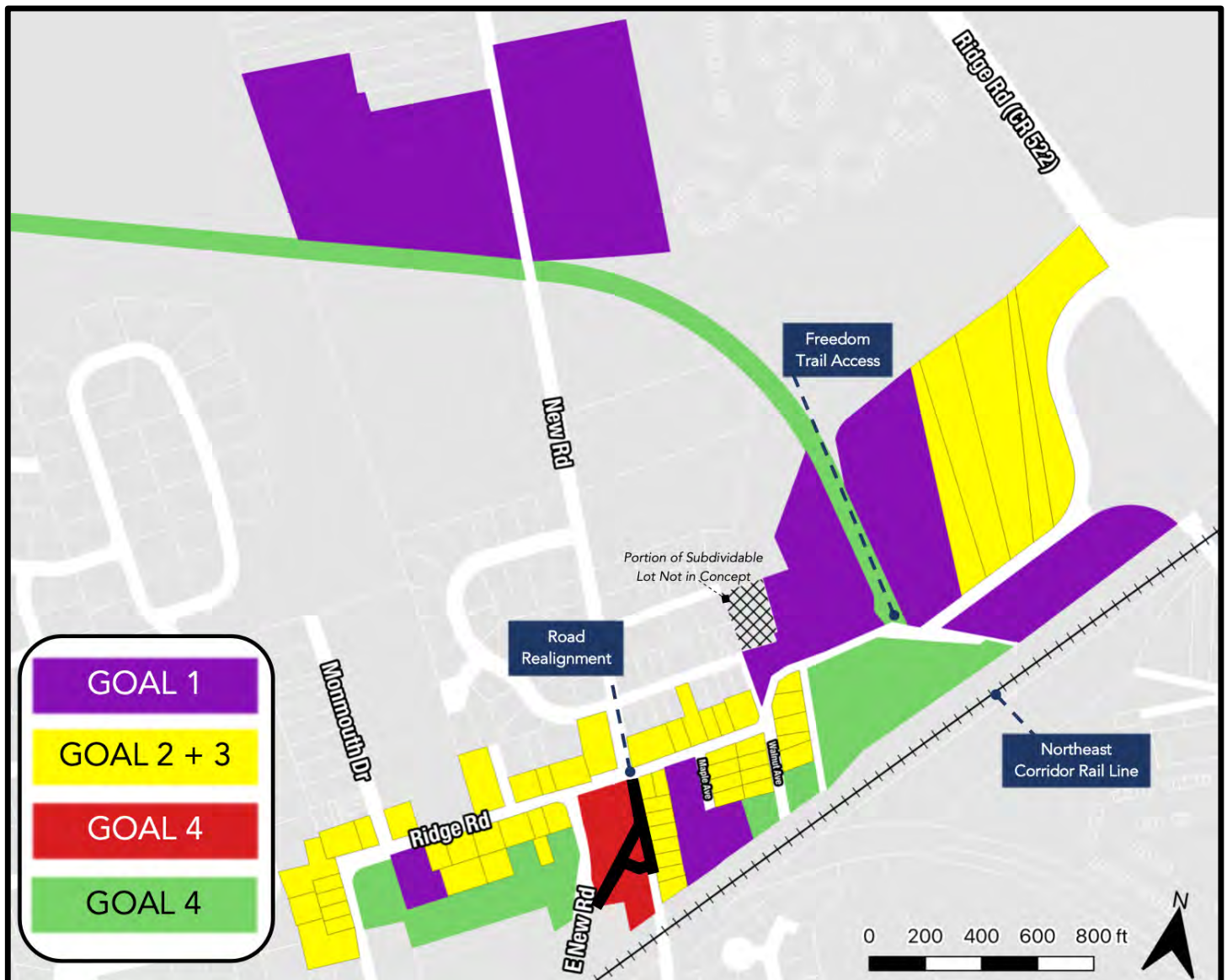


Figure 14: Study Area Concept Plan (Annotated)

Land Use Goals:

- **GOAL 1:** Provide incentives for reinvestment and new development of "catalytic" sites. Redevelop large sites that negatively impact quality of life, are incompatible with envisioned land uses, and discourage reinvestment along the Ridge Road corridor.
- **GOAL 2:** Implement an exterior / facade improvement program.
- **GOAL 3:** Amend zoning to better reflect existing land uses and the needs of modern users. Consider alternative mechanisms to effectuate preservation and design objectives.
- **GOAL 4:** Where appropriate, transform vacant public parcels into recreational amenities and public parking to support quality of life throughout the Study Area.

There are several recommended strategies that could facilitate the "Village" destination and promote reinvestment in the Study Area as outlined in the table below. The Township Master Plan is hereby amended to include and shall incorporate the following goals and objectives regarding Monmouth Junction.

Goal	Key Properties	Objectives & Actions
GOAL 1: Provide incentives for reinvestment and new development of "catalytic" sites. Redevelop large sites that negatively impact quality of life, are incompatible with envisioned land uses, and discourage reinvestment along the Ridge Road corridor.	▪ Block 55, Lots 1-4, 4.01, 5-9, and Block 56, Lots 6, 6.01 ("Old English East") ▪ Block 77, Lots 1-2, 3.01 ("Oilco") and subdividable portion of Block 77, Lot 3.02 fronting Ridge Road ▪ Block 85.05, Lots 30.02, 31 (590 & 592 Ridge Road) ▪ Block 43, Lots 1-4 (Petro Pallet) ▪ Block 85.01, Lot 35.03 (320 New Road) ▪ Block 84.04, Lots 17.022, 17.032, 17.072, 17.08, 17.23 and 18 (335 New Road) ▪ Block 54.01, Lots 1.04, 1.05, 1.07, 1.14, 1.15 (637-639 Ridge Road)	Utilize the powers under the Local Redevelopment and Housing Law (LRHL) to effectuate site-specific redevelopments plans and financial incentives to enable modern mixed-use development. Bulk, height, density, and parking standards would be articulated in such plan, and architectural design guidelines should be incorporated. It may be necessary and appropriate for these sites to be developed at higher intensities than permitted in nearby zoning districts. Final land use controls should balance economic feasibility and mitigation of negative impacts on adjacent parcels. Uses should be multifamily and commercial uses that are compatible with the land uses currently permitted or envisioned along the Ridge Road corridor. Redevelopment should be considered because all catalytic sites have particular development challenges and the LRHL would provide the Township with additional tools and powers than those permitted under the Municipal Land Use Law (MLUL).
GOAL 2: Implement an exterior / facade improvement program.	Study Area-Wide	Consider designating the Study Area as an "Area in Need of Rehabilitation," which would allow the Township to implement a Short-Term Tax Abatement Ordinance that incentivizes the rehabilitation of existing structures. Qualified improvements for abatements may include façade improvements consistent with established design and historic guidelines that will elevate the overall appearance and condition of structures throughout the corridor.

Goal	Key Properties	Objectives & Actions
GOAL 3: Amend zoning to better reflect existing land uses and the needs of modern users. Consider alternative mechanisms to effectuate preservation and design objectives.	Study Area-Wide	Specific zoning amendments that should be considered include the following: ▪ Consider removing or relaxing restrictions upon multifamily, commercial, and mixed-use properties throughout the C-1 zoning district. ▪ Consider relaxation of parking standards and/or implementation of flexible parking mechanisms (i.e. shared parking) throughout the study area. ▪ Create flexibility within the R-District that reflects existing lot characteristics and development patterns to reduce the prevalence of nonconformities. This should include “percentage-based” bulk and yard standards are based upon existing characteristics rather than specific values. ▪ Consider allowing low- and moderate-density multifamily options (i.e. townhomes) upon parcels within R and C1 Districts that abut catalytic and infill sites. These land uses will serve as an important transition from higher intensity multifamily and mixed-use structures down to single-family residential dwellings. Design guidelines that advance transitional objectives should be imposed.
GOAL 4: Where appropriate, transform vacant public parcels into recreational amenities and public parking to support quality of life throughout the Study Area.	▪ Public land adjacent to Study Area owned by the Township and/or County including Block 260, Lots 2-3; Block 43.01, Lot 1.01; Block 54.01, Lots 15 and 17; Block 56, Lot 5; and Block 57, Lot 1.01. ▪ Remainder of acquired right-of-way in Block 54.02, Lots 1.12, 8-12.	Improve and enhance access to, and condition of, municipal-owned wooded areas. These areas could be used as trail improvements, publicly accessible open spaces, and/or an additional public parking opportunity. Municipal properties at the terminus of Walnut Street should be considered as opportunities to construct roadway improvements (i.e. a cul de sac). Portions of these properties could be transformed in a passive park or garden for neighborhood use. Finally, portions of these parcels could be conveyed to adjacent owners, which must be done in accordance with New Jersey law. As described in the circulation amendment recommendation section below, a realignment of Ridge Road and New Road is recommended. It is noted that only portions of certain acquisition parcels would be required. Upon implementation of these improvements, the remainder of acquisition parcels should be considered for shared public parking. Necessary amendments to the zoning code should be effectuated to permit this municipal-owned parking as a permitted use and to allow nearby private properties to avail themselves of newly created public parking through as-of-right off-site parking and/or shared parking mechanisms.

C. Circulation Amendment Recommendations

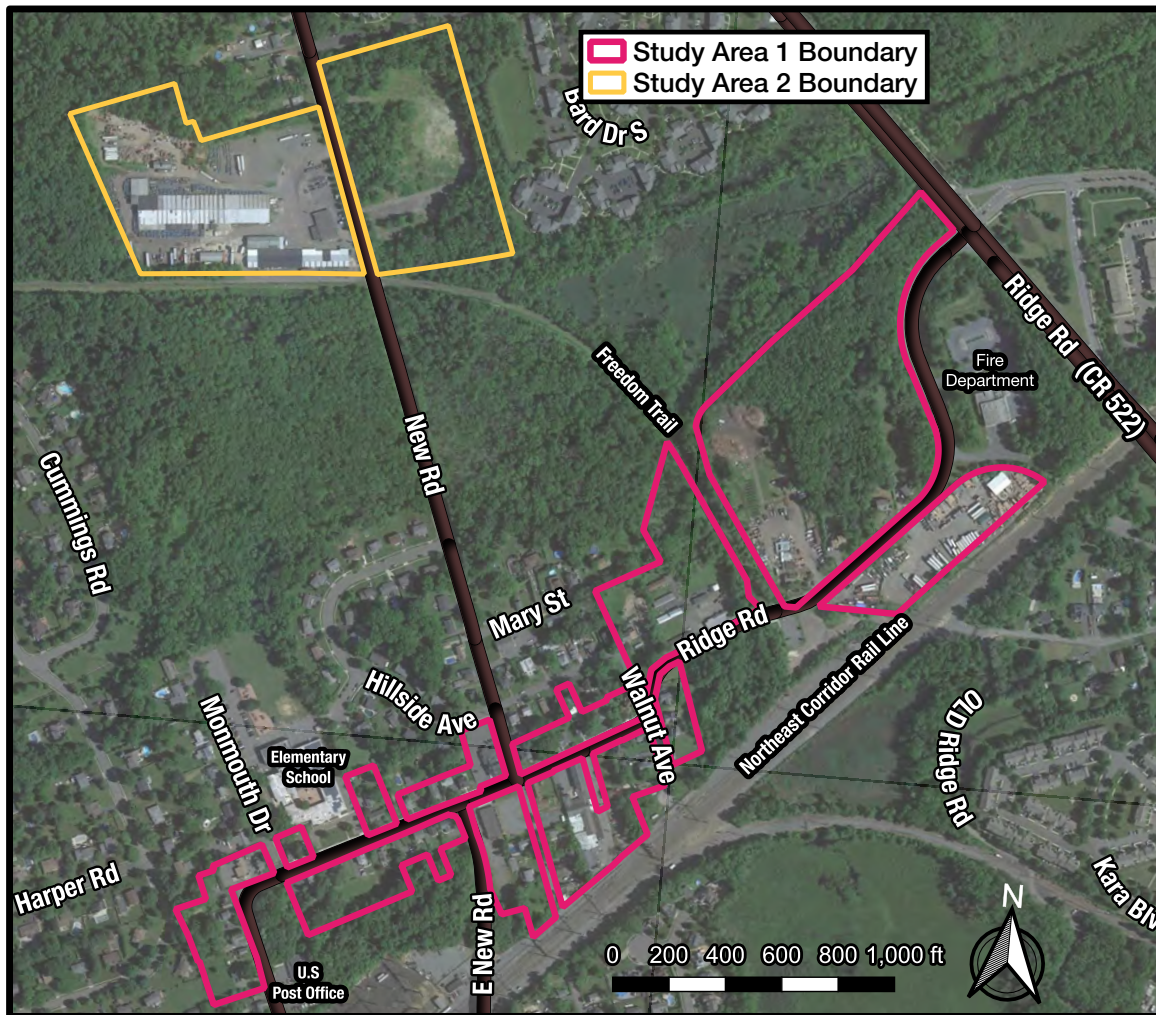


Figure 15: Study Area of Existing Road Network

Site visits and meetings with Township leadership and other community stakeholders reiterated the strong desire to preserve the village character of the Ridge Road corridor. As identified in the Monmouth Junction Revitalization Study, prepared by Topology in 2018, significant gaps in the pedestrian network were identified and a road realignment at Ridge Road and New Road was recommended. Additionally, a series of safety improvement primarily including signage upgrades were also identified.

Circulation Plan Goals:

- **GOAL 1: Improve levels of service and overall performance of the Ridge Road and New Road Intersection.**
- **GOAL 2: Asses need and explore opportunity for public parking facility.**
- **GOAL 3: Consider relocation or expansion of Freedom Trail Parking Area.**
- **GOAL 4: Implement corridor-wide circulation and safety improvements.**
- **GOAL 5: Implement pedestrian and bicycle connectivity.**
- **GOAL 6: Implement streetscape improvements and placemaking opportunities.**

This document establishes specific goals, objectives, and actions aimed at improving vehicular and pedestrian mobility in the Study Area, as outlined in the table below.

Goal	Objectives & Actions
GOAL 1: Improve levels of service and overall performance of the Ridge Road and New Road Intersection.	Implement realignment to remove the “dog leg” intersection and Ridge Road and New Road. Impose associated turning restrictions, driveway modifications, and signal modifications to provide gaps to ensure convenient driveway access for local residents. It is noted that properties at Block 54.02, Lots 1.12, 8-12 will likely be required as part of a right-of-way acquisition, according to completed design studies. See illustrative of road realignment and concepts in Figures below.
GOAL 2: Assess need and explore opportunity for public parking facility.	Study the opportunity to utilize the remainder of acquired right-of-way land in Block 54.02, Lots 1.12, 8-12 for a public parking facility to support redevelopment as described in this document. Alternatively, remainder land could be used for open space and/or new development, to the extent permitted under New Jersey law. Additional public/shared parking opportunities should be explored where feasible.
GOAL 3: Consider relocation or expansion of Freedom Trail Parking Area	The Township should consider relocating the existing Freedom Trail parking lot area to the north of Ridge Road to reduce pedestrian and cyclist crossings across Ridge Road. Existing parking could potentially be relocated onto the OILCO site as part of a redevelopment plan and/or additional parking could simply be constructed on the OILCO site.
GOAL 4: Implement corridor-wide circulation and safety improvements.	Implement a comprehensive signage and striping plan, which may include: ▪ Chevrons and/or directional signs at curves. ▪ School zone signage. ▪ Bicycle route guidance and trail crossing signs. ▪ Lane reduction signage. ▪ Replace faded and ineffective existing signage. ▪ Rationalize speed limit zones and sign locations. ▪ Consider horizontal alignment signs with advisory speed plaques in advance of horizontal curves. The 2018 Revitalization Study contains a comprehensive series of roadway improvement recommendations and associated drawings. These recommendations should be considered part of this circulation element amendment.
GOAL 5: Implement pedestrian and bicycle connectivity.	Implement bicycle parking, high-visibility crosswalks, and gateway treatments that emphasize the Village’s identity and creates a sense of place. Additionally, the Township should create a sidewalk inventory in the Study Area, which will help highlight gaps within the existing Monmouth Junction Village sidewalk network. An upgrade and maintenance strategy are highly recommended for all sidewalks in and around Monmouth Junction Village. Other pedestrian and bicycle improvements should be incorporated, which may include: ▪ Install pedestrian and cycling safety infrastructure such as bicycle lanes and/or sharrows. ▪ Any future developments within the Study Area should make adequate provisions for bicycle parking, which should be incorporated in any future zoning and redevelopment plan update. ▪ Identify potential pedestrian routes (off-road and on-road) to connect all parks in and around Monmouth Junction. Infrastructure for electric vehicle infrastructure.
GOAL 6: Implement streetscape improvements and placemaking opportunities.	Employ temporary streetscape activation techniques as both an economic development and traffic calming tool. This also provides a chance to integrate exciting, quality places to rest and enjoy the Village. Temporary streetscape activation improvements can also consist of outdoor pedestrian plaza seating and protective planters, which creates an inviting space for people to linger. Additionally, high-visibility crosswalks can promote walkable and safe streets, particularly in the vicinity of the post office, commercial nodes, and the Monmouth Junction Elementary School.



Figure 16: Illustrative of Road Realignment (New Road @ Ridge Road)

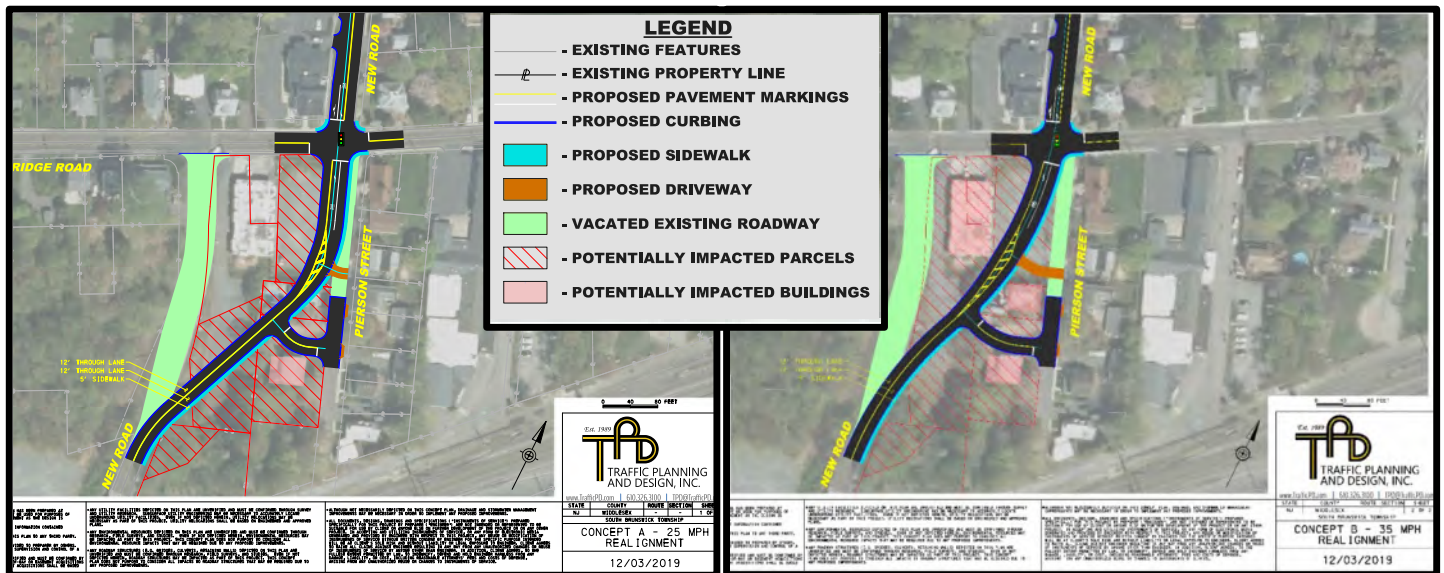


Figure 17: Concept of New Road Realignment at 25 and 35 MPH

Appendix A: Study Area Properties

The following properties are included within the Study Area, including their block, lot, street address as mentioned in the most recent tax records at the time of plan adoption.

Block	Lot	Existing Zone	Address	STUDY AREA
43	4	LI-1	575-587 RIDGE ROAD	1
43	3	LI-1	575-587 RIDGE ROAD	1
43	2	LI-1	575-587 RIDGE ROAD	1
43	1	LI-1	589-93 RIDGE ROAD	1
54.01	7	C-1	625 RIDGE ROAD	1
54.01	1.17	C-1	635 RIDGE ROAD	1
54.01	13	C-1	631 RIDGE ROAD	1
54.01	3	C-1	633 RIDGE ROAD	1
54.01	5	C-1	629 RIDGE ROAD	1
54.01	1.07	C-1	637-639 RIDGE ROAD	1
54.01	1.05	C-1	637-639 RIDGE ROAD	1
54.01	1.15	C-1	637-639 RIDGE ROAD	1
54.01	1.04	C-1	637-639 RIDGE ROAD	1
54.01	14	C-1	627 RIDGE ROAD	1
54.01	6	C-1	627 RIDGE ROAD	1
54.01	2.01	C-1	635 RIDGE ROAD	1
54.01	1.14	C-1	637-639 RIDGE ROAD	1
54.01	4	C-1	631 RIDGE ROAD	1
54.02	12	C-1	7 PIERSON STREET	1
54.02	10	C-1	5 PIERSON STREET	1
54.02	1.12	C-1	621 RIDGE ROAD	1
54.02	11	C-1	7 PIERSON STREET	1
54.02	9	C-1	619 RIDGE ROAD	1
54.02	8	C-1	613 RIDGE ROAD	1
55	11	C-1	10 PIERSON STREET	1
55	13	C-1	6 PIERSON STREET	1
55	12	C-1	10 PIERSON STREET	1
55	10	C-1	14 PIERSON STREET	1
55	14	C-1	6 PIERSON STREET	1
55	9	C-1	613 RIDGE ROAD	1
55	4	C-1	613 RIDGE ROAD	1
55	5	C-1	613 RIDGE ROAD	1
55	15	C-1	4 PIERSON STREET	1
55	17.01	C-1	617 RIDGE ROAD	1
55	2	C-1	613 RIDGE ROAD	1
55	18.01	C-1	617 RIDGE ROAD	1
55	3	C-1	613 RIDGE ROAD	1
55	8	C-1	613 RIDGE ROAD	1
55	4.01	C-1	613 RIDGE ROAD	1
55	7	C-1	613 RIDGE ROAD	1
55	6	C-1	613 RIDGE ROAD	1
55	16	C-1	617 RIDGE ROAD	1
55	1	C-1	613 RIDGE ROAD	1
56	3	R-4	6 WALNUT AVENUE	1
56	7	R-4	7 MAPLE AVENUE	1
56	10	R-4	611 RIDGE ROAD	1
56	2	R-4	2 WALNUT AVENUE	1
56	9	R-4	611 RIDGE ROAD	1

Block	Lot	Existing Zone	Address	STUDY AREA
56	1	R-4	2 WALNUT AVENUE	1
56	4	R-4	6 WALNUT AVENUE	1
56	8	R-4	611 RIDGE ROAD	1
56	6	C-1	9-13 MAPLE AVENUE	1
56	6.01	C-1	613 RIDGE ROAD	1
57	4.01	R-4	1 WALNUT AVENUE	1
57	3.01	R-4	3 WALNUT AVENUE	1
57	6	R-4	605 RIDGE ROAD	1
57	2.01	R-4	3 WALNUT AVENUE	1
57	5	R-4	607 RIDGE ROAD	1
75	5.02	R-4	610 RIDGE ROAD	1
75	2	R-4	606 RIDGE ROAD	1
75	3	R-4	606 RIDGE ROAD	1
75	8.01	R-4	614 RIDGE ROAD	1
75	4.01	R-4	608 RIDGE ROAD	1
75	1	R-4	604 RIDGE ROAD	1
77	3.01	R-4	594 & 596 RIDGE ROAD	1
77	1	R-4	594 & 596 RIDGE ROAD	1
77	3.02	R-4	600 RIDGE ROAD	1
77	2	R-4	594 & 596 RIDGE ROAD	1
78	6	R-4	624 RIDGE ROAD	1
78	5	R-4	622 RIDGE ROAD	1
78	4.01	R-4	618 & 620 RIDGE ROAD	1
78	7.05	R-4	626 RIDGE ROAD	1
78	3.01	R-4	616 RIDGE ROAD	1
83.09	14	C-1	646 RIDGE ROAD	1
83.09	18.02	C-1	644 RIDGE ROAD	1
83.09	5.061	C-1	648 RIDGE ROAD	1
83.09	18.03	C-1	638 RIDGE ROAD	1
83.09	15	C-1	644 RIDGE ROAD	1
83.09	17	C-1	642 RIDGE ROAD	1
83.09	16	C-1	642 RIDGE ROAD	1
84.04	17.022	R-2	325-327 NEW ROAD	2
84.04	17.032	R-2	325-327 NEW ROAD	2
84.04	17.072	R-2	NEW ROAD	2
84.04	17.08	I-3	333 & 335 NEW ROAD	2
84.04	17.23	R-2	325-327 NEW ROAD	2
84.04	18	I-3	333 & 335 NEW ROAD	2
85.01	35.03	I-3	320 NEW ROAD	2
85.05	29.02	R-3	586 RIDGE ROAD	1
85.05	31	R-3	590&593 RIDGE ROAD	1
85.05	28	R-3	582 RIDGE ROAD	1
85.05	29.01	R-3	584 RIDGE ROAD	1
85.05	17.015	AH	580 RIDGE ROAD	1
85.05	30.01	R-3	588 RIDGE ROAD	1
85.05	30.02	R-3	590 & 592 RIDGE ROAD	1
155.01	1	R-4	632 RIDGE ROAD	1
171	15	C-1	634 RIDGE ROAD	1
171	16	C-1	636 RIDGE ROAD	1

Note: Public and/or Municipal Owned Parcels (including Block 260, Lots 2-3; Block 43.01, Lot 1.01; Block 54.01, Lots 15 and 17; Block 56, Lot 5; and Block 57, Lot 1.01) shall be incorporated in the Study Area as appropriate.

Appendix B: Study Area Site Photos

- Note: Photographs are taken from "left to right" of Study Area 1 along Ridge Road



638-648 Ridge Road



638 + 642 Ridge Road



642 + 636 Ridge Road (Mixed Commercial + Diner)



634 + 636 Ridge Road



634 + 636 Ridge Road



637-647 Ridge Road (Commercial + Municipal)



637-639 Ridge Road (Commercial)



637-639 Ridge Road (Commercial)



633-635 Ridge Road



633 Ridge Road



631-633 Ridge Road



624 + 629 Ridge Road (Viewing East)



625-627 Ridge Road



625 Ridge Road (Multi-Family Property)



618-620 Ridge Road (Commercial + House)



618 Ridge Road ("Rain Spot" Commercial)



616 Ridge Road (Funeral Home)



620-616 Ridge Road (House + Funeral Home)



Ridge Road / New Road Intersection



619-621 Ridge Road (Parking + Commercial)



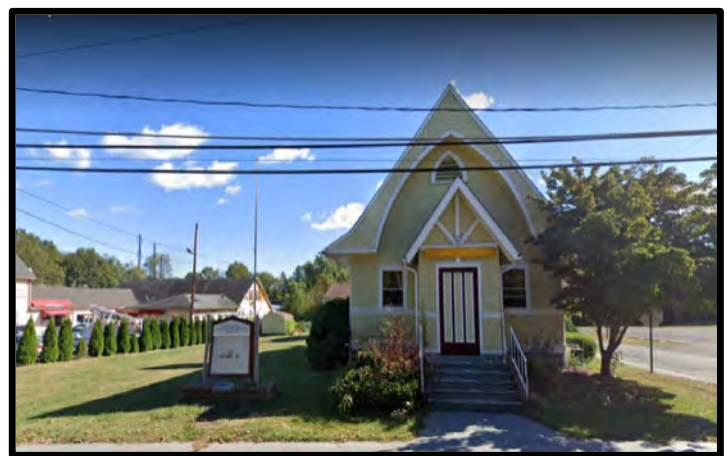
Ridge Road / E New Road Intersection ("Master Yoos")



Pierson Street



614 Ridge Road



617 Ridge Road (Religious Use)



613 Ridge Road (Commercial)



613 Ridge Road (Commercial Rear)



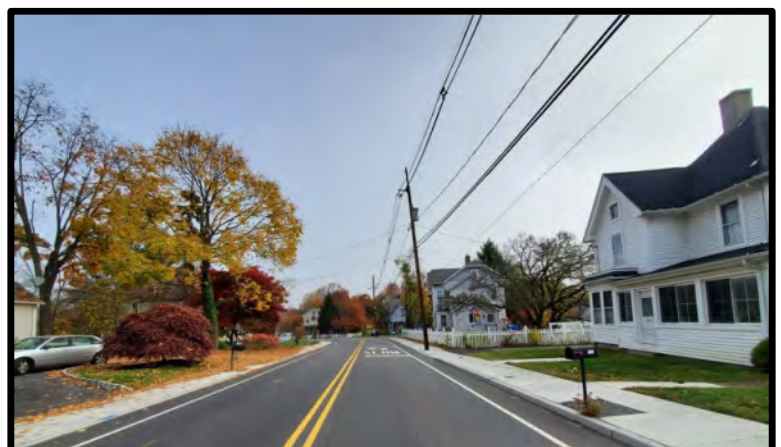
613 Ridge Road + Maple Street



608-610 Ridge Road



608 Ridge Road



611 Ridge Road (Viewing East)



2 Walnut Street (Facing Ridge Road)



Walnut Street + Municipal Land



600 Ridge Road



594-596 Ridge Road (Commercial)



594-596 Ridge Road ("Oilco" Commercial)



596 Ridge Road ("Oilco" Commercial)



Freedom Trail Entrance



590-592 Ridge Road ("Land Design" Storage)



575-587 Ridge Road ("Petro Pallet" Industrial)



575-587 Ridge Road ("Petro Pallet" Industrial)



582-584 Ridge Road



580 Ridge Road (Affordable Housing Zoned)

- *Note: Photographs Below are of Study Area 2 along New Road (Google Maps)*



320 New Road, LLC



320 New Road, LLC

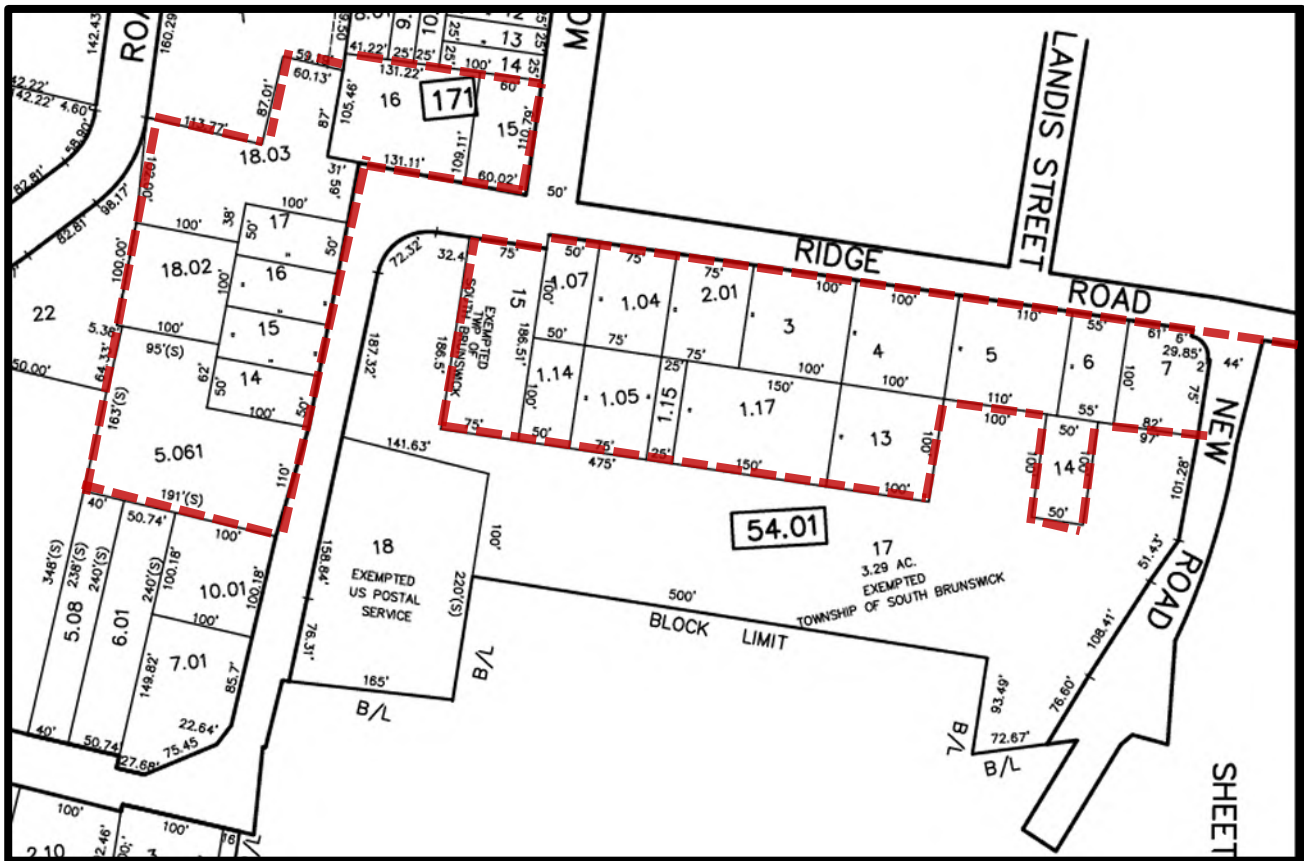
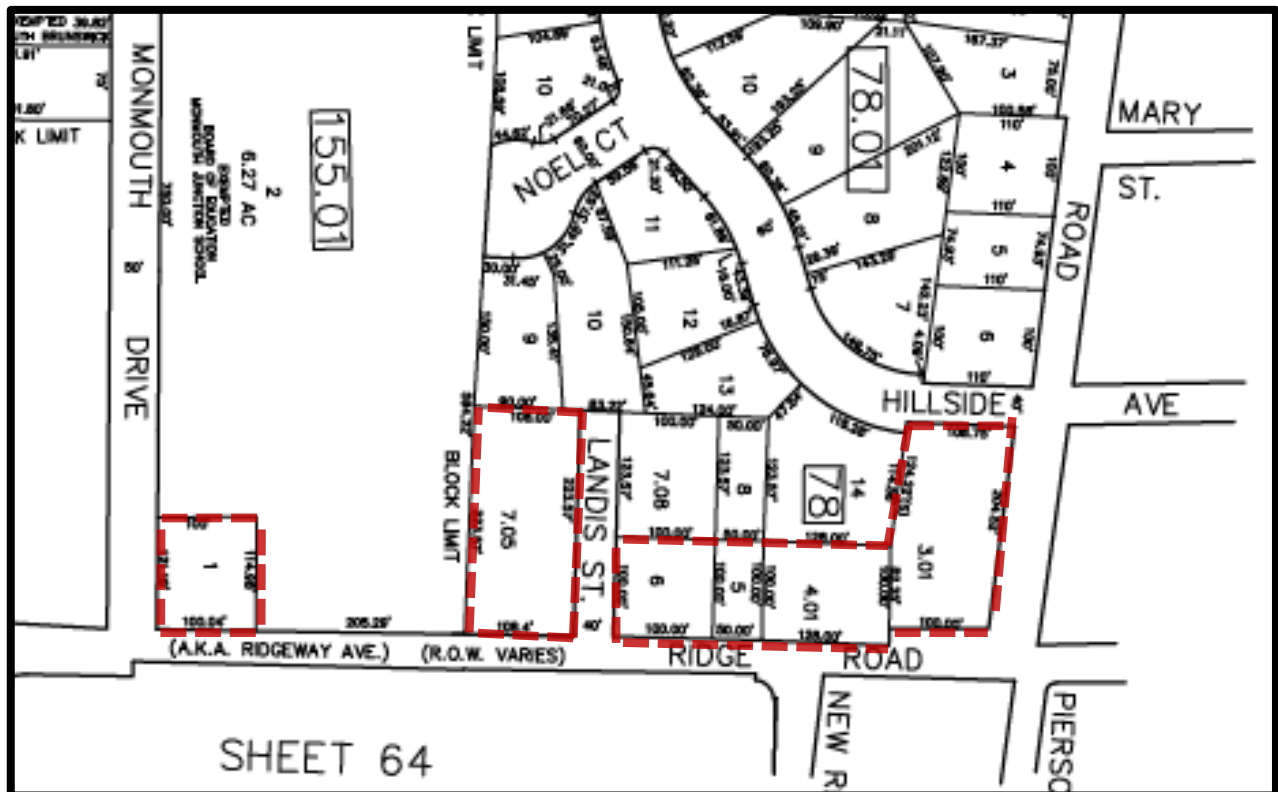


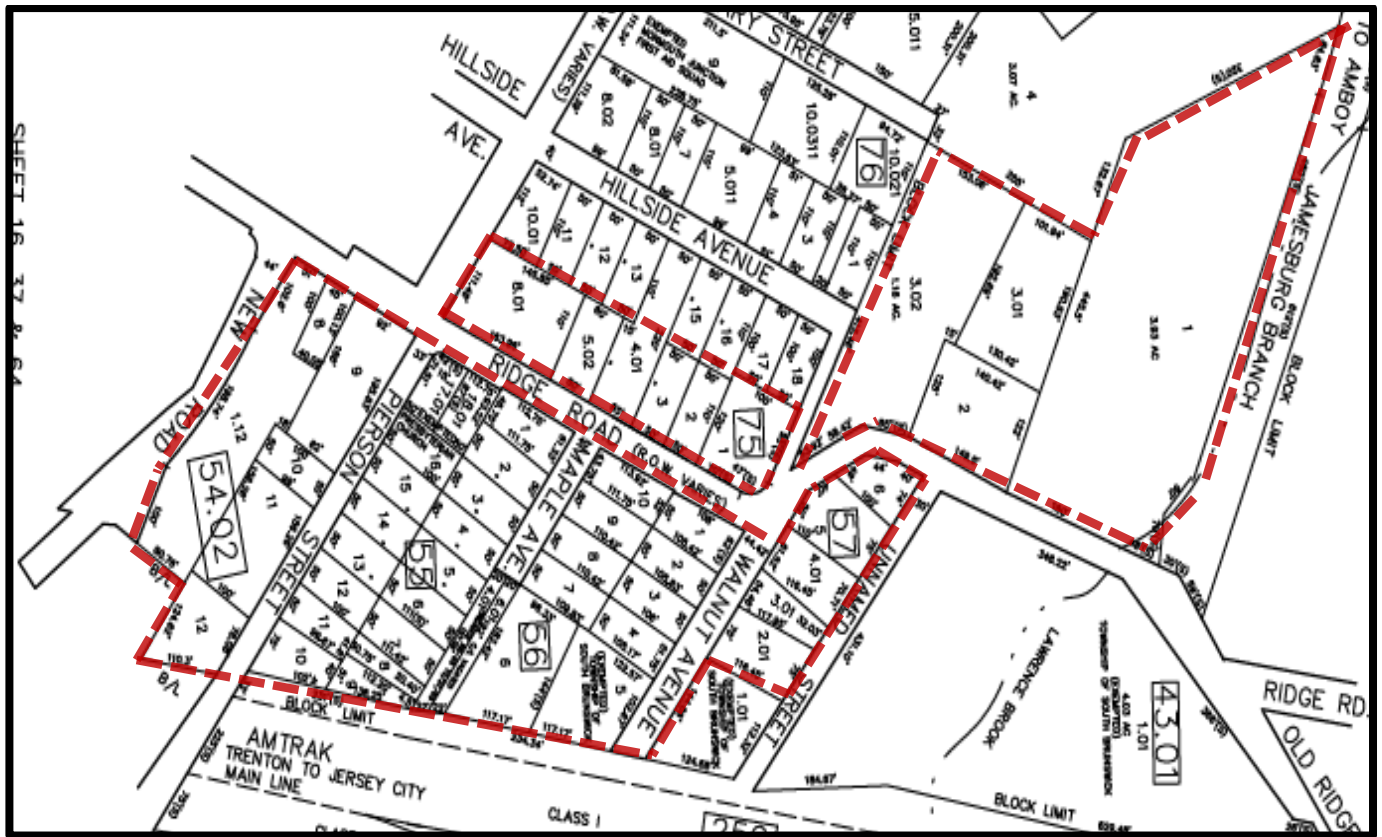
335 New Road, LLC



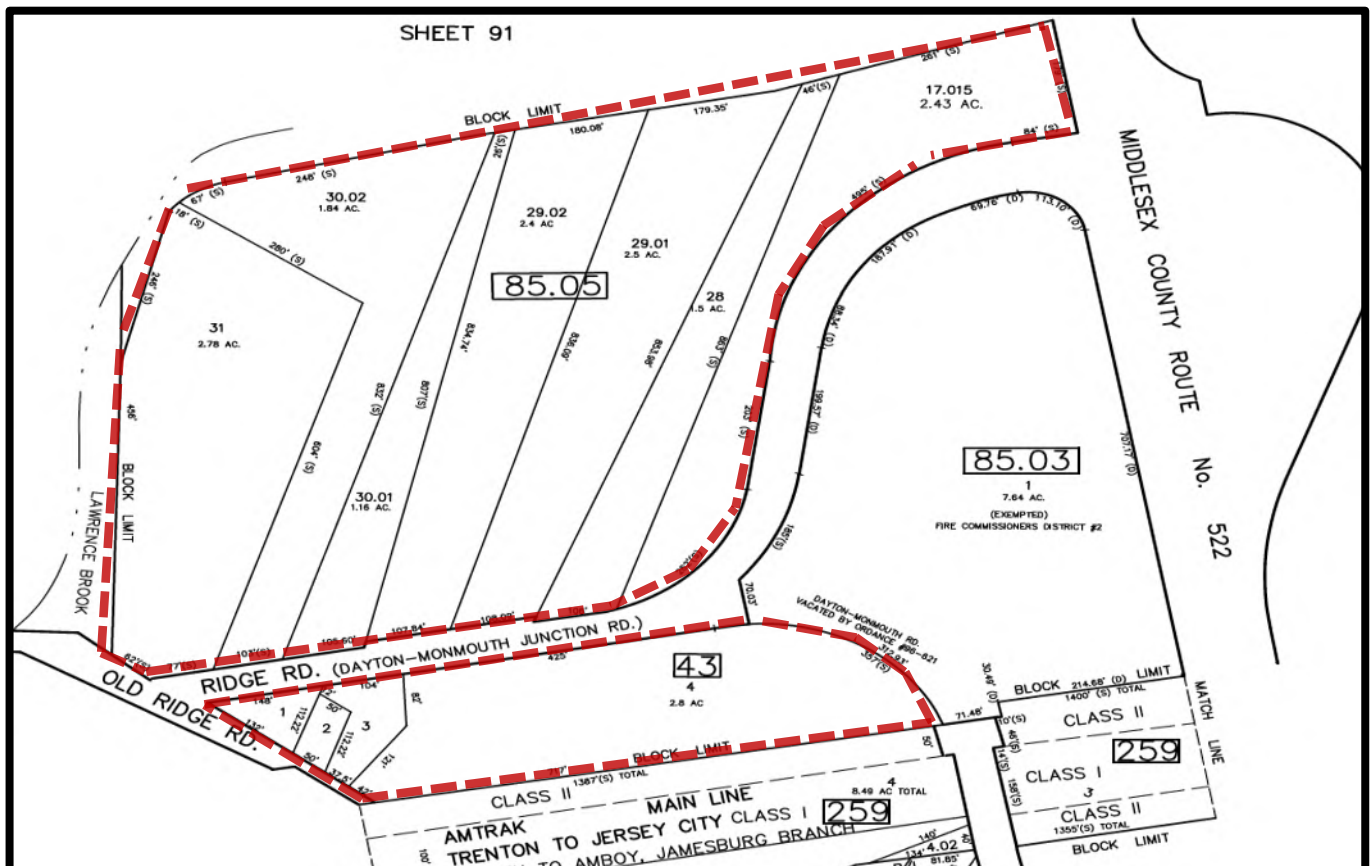
335 New Road, LLC

- *Note: Maps are organized from "left to right" of Study Area 1 along Ridge Road*

**South Brunswick Township Tax Map 64****South Brunswick Township Tax Map 63**



South Brunswick Township Tax Map 62



South Brunswick Township Tax Map 61

-
- Map showing land parcels and their owners. Key parcels include:
- 42.0421 (2.5 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 42.0431 (5.08 AC) (EXEMPTED) OAK WOODS INC.
 - 42.0432 (2.7 AC) (EXEMPTED) OAK WOODS INC.
 - 42.0433 (3.09 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.101 (3.09 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.111 (3.09 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.121 (3.28 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.13 (3.09 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.14 (3.09 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.251 (4.78 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.012 (3.02 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.16 (1.04 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.17 (1.03 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.18 (1.04 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.06 (1.55 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.082 (3.09 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.072 (3.07 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.053 (3.09 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.054 (3.09 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.042 (3.09 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.23 (3.09 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 17.08 (5.87 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
 - 18 (3.09 AC) (EXEMPTED) TOWNSHIP OF SOUTH BRUNSWICK
- Other features include:
- MIDDLESEX COUNTY ROUTE No. 522
 - GAMBOZ CT.
 - SEE SHEET B9
 - 19.02 (33.36 AC)
 - 84.04 (20 AC)
 - 43 (1.997 AC)
 - 21.05 (22.07 AC)
 - 17.072 (3.07 AC)
 - 17.053 (3.09 AC)
 - 17.054 (3.09 AC)
 - 17.042 (3.09 AC)
 - 17.23 (3.09 AC)
 - 17.08 (5.87 AC)
 - 18 (3.09 AC)
 - 17.012 (3.02 AC)
 - 17.16 (1.04 AC)
 - 17.17 (1.03 AC)
 - 17.18 (1.04 AC)
 - 17.06 (1.55 AC)
 - 17.082 (3.09 AC)
 - 17.072 (3.07 AC)
 - 17.053 (3.09 AC)
 - 17.054 (3.09 AC)
 - 17.042 (3.09 AC)
 - 17.23 (3.09 AC)
 - 17.08 (5.87 AC)
 - 18 (3.09 AC)
- Block limits are indicated at the bottom of the map.

PORTIONS OF THIS TAX MAP MAY HAVE BEEN PREPARED FROM SCANNED OR DIGITIZED FILED MAPS AND/OR TAX MAPS. ALL PORTIONS OF THIS TAX MAP HAVE BEEN PREPARED ELECTRONICALLY IN AUTOCAD, R13.

SHEETS 89 & 90

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Appendix D: Study Area Zoning

The following table contains a list of permitted uses and general bulk standards of the existing zoning districts. See **Section II** of this document for existing zoning maps.

<i>District</i>	<i>Permitted Uses</i>	<i>Bulk Standards</i>
C-1 Neighborhood Commercial/ Professional Office/ Local Services District 50 Parcels in Study Area	• Stores and shops for the conduct of any retail business which maintains the village character, including specialty and gift shops and boutiques. • Personal service establishments (e.g., tailor, tanning salon, barbershop or beauty salon). • General and administrative offices as well as offices for professional services (e.g., physicians, lawyers, or architects); small commercial offices (e.g., realtors or travel agencies); small governmental offices (e.g., post office branch or social security); and offices incidental to uses permitted in this section. • Restaurants, excluding fast food facilities. • Delicatessens and bakeries. • Indoor recreation facilities, including instructional studios and fitness centers. • Banks and similar financial institutions, excluding check-cashing businesses, but including walk-up automated teller machines (ATM), provided that such are compatible with the design of the building and are appropriately located. • Attended laundry and retail dry-cleaning services, not including bulk processing. • Book, newspaper, periodical, stationery and video stores and copy centers. • Parcel package shipping stores or mailing centers. • Museums, art galleries and other cultural facilities of a similar nature. • Child-care centers. • Funeral parlors. • Auto repair garages. • (Conditional) Community buildings, clubs, and activities of a quasi-public, social or fraternal character. • (Conditional) Existing single-family detached and existing single-family semidetached dwellings. • (Conditional) Mixed commercial and residential adaptive reuse of existing buildings. • (Conditional) Bed and breakfast inns.	• Minimum lot size: 10,000 SF (nonresidential) • Minimum lot frontage: 80 FT • Minimum front yard setback: 25 FT • Minimum side yard setback: 10 FT • Minimum rear yard setback: 15 FT • Maximum lot coverage: 80% • Maximum building height: 40 FT • Nonresidential floor area: 500-5,000 SF

District	Permitted Uses	Bulk Standards
LI-1 Light Industrial District 4 Parcels in Study Area	• Business, executive, and professional offices. • The finishing or assembling of articles made from previously prepared or refined materials. • Metalworking or machine and welding shops. • Manufacture or assembly of electrical appliances, electronic instruments and component parts, radios and phonographs. • The preparation and fabrication of metal and metal products. • Assembly of high technology and electronic equipment. • Storage yards for contractors, public utilities, household goods, moving and storage companies, garages and other warehouses and workshops, provided that all operational activities, including vehicle repair and maintenance, are conducted entirely within an enclosed structure and provided that any outside storage areas for inventories of products and materials are adequately screened from view from adjacent lots and roads.	• Minimum lot size: 1 Acre • Minimum lot frontage: 200 FT • Minimum lot depth: 190 FT • Minimum front yard setback: 75 FT • Minimum side yard setback: 25 FT • Minimum rear yard setback: 25 FT • Maximum building coverage: 40% • Maximum lot coverage: 75% • Maximum building height: 30 FT
I-3 General Industrial District 3 Parcels in Study Area	• Offices. • Industrial activities, including the following: ▪ Lumber, coal, fuel storage and distribution yards; warehouses; wholesale distribution centers; contractors' storage yards; public utility storage yards; garages; and other warehouses and workshops. ▪ Laundry, cleaning and dyeing work and carpet and rug cleaning. ▪ The manufacture, compounding, processing, packaging or treatment of beverages, food, candy, cosmetics, dairy products, drugs, ice, perfumes, pharmaceuticals, plastics, toilet supplies and similar products. ▪ The finishing or assembling of articles made from previously prepared or refined materials, such as bone, cellulose, cork, feather, canvas, cloth, fiber, fur, glass, guns, hair, horn, leather, metals, paper, plastics, shell, stone, textiles, leaf products, wax and wood. ▪ Metalworking or machine and welding shops. ▪ Manufacture of toys, novelties, rubber or metal stamps and other molded products. ▪ Manufacture or assembly of electrical appliances, electronic instruments and component parts, radios, and phonographs. • The preparation and fabrication of metal and metal products and chemical products. • Scientific or research laboratories devoted to research, design or experimentation and processing and fabricating incidental thereto, provided that no materials or finished products shall be manufactured, processed, or fabricated on the premises for sale, except such as are incidental to the laboratory activities or are	• Minimum lot size: 3 Acres • Minimum lot frontage: ▪ 300 FT for lots fronting on a dual highway ▪ 200 FT if not on dual highway • Minimum lot depth: ▪ 250 FT for lots fronting on a dual highway ▪ 300 FT if not on dual highway • Minimum front yard setback: 100 FT • Minimum side yard setback: 25 FT and not less than building height • Minimum rear yard setback: 50 FT • Maximum building coverage: 35% • Maximum lot coverage: 55% • Maximum building height: 40 FT

District	Permitted Uses	Bulk Standards
	otherwise permitted in this district. • The wholesaling of goods or services, including the warehousing or storage of goods, provided that such activities and inventories are conducted entirely within an enclosed structure or are conducted in open yard areas which are adequately screened from view of adjacent lots or roads. • Data centers. • (Conditional) Occasional inventory or stock clearance sales to the general public. • (Conditional) Lodging accommodations. • (Conditional) Billboards. • (Conditional) Mini warehouse/self-storage facilities. • (Conditional) Discount clubs. • (Conditional) Indoor recreational facilities such as batting cages, paintball, laser tag, ice rinks, soccer complexes, racquet clubs, health clubs. • (Conditional) Truck dealerships. • (Conditional) E-commerce fulfillment center. • (Conditional) Parcel delivery center.	
AH Affordable Housing District 1 Parcel in Study Area	• Single-family detached dwellings, including patio. • Single-family semi attached dwellings. • Townhouse attached dwellings. • Multifamily dwellings. • (Conditional) Public buildings, including public schools, but not including correctional institutions or hospitals exclusively for the isolation of contagious diseases or for the insane. • (Conditional) Public, parochial and private schools. • (Conditional) Houses of worship. • (Conditional) Community buildings, clubs, and activities of a quasi-public, social or fraternal character. This shall not prevent a use such as a community building in a development to be used only by residents of that development. • (Conditional) Charitable and philanthropic institutions. • (Conditional) Government and public utility buildings. • (Conditional) Retail commercial uses, if part of a planned residential development.	• Bulk standards refer to Sec. 62-1039 where Block 85.05 is not identified. • Maximum density: 12 DU / AC
R-2 Single Family District 4 Parcels in Study Area	Permitted Uses: • Single-Family Dwelling • (Conditional) Public, parochial and private schools. • (Conditional) Community buildings, clubs and activities of a quasi-public, social or fraternal character; firehouses; and first aid	• Minimum lot size: ▪ 30,000 SF in R-2 ▪ 20,000 SF in R-3 ▪ 10,000 SF in R-4 ▪ Corner lots may be

District	Permitted Uses	Bulk Standards
R-3 Single-Family District 6 Parcels in Study Area R-4 Village Residential District 29 Parcels in Study Area	squad buildings. • (Conditional) Churches or places of worship. R-3 and R-4 Only: • (Conditional) Two-family dwellings. • (Conditional) Single-family semidetached dwellings. • (Conditional) Low- and moderate-income dwellings, except mobile homes.	increased by 20% • Minimum lot frontage: ▪ 50 FT or if met at front setback line then 25 FT in R-2 ▪ 100 FT or if met at front setback line then 50 FT in R-3 ▪ 75 FT or if met at front setback line then 50FT in R-4 • Minimum lot depth: ▪ 170 FT in R-2 ▪ 140 FT in R-3 ▪ 100 FT in R-4 • Minimum front yard setback: ▪ 50 FT in R-2 or prevailing average if properties developed within 500 FT. ▪ 30 FT in R-3 and 25 FT in R-4 or prevailing average if properties developed within 300FT • Minimum side yard setback: ▪ 20 FT in R-2 ▪ 15 FT in R-3 ▪ 10 FT in R-4 • Minimum rear yard setback: ▪ 40 FT in R-2 ▪ 30 FT in R-3 ▪ 25 FT in R-4 • Maximum building height: 35 FT • Maximum floor area ratio: ▪ 0.14 in R-2 ▪ 0.17 in R-3 ▪ 0.25 in R-4