

**AN ORDINANCE SUPPLEMENTING CHAPTER 205, “LAND USE”, ARTICLE XVII,
“I-2 INDUSTRIAL DISTRICT”, ADDING A NEW SECTION 205-76.1, TO CREATE
A NEW TRANSIT-ORIENTED MIXED USE DEVELOPMENT OVERLAY IN
THE I-2 DISTRICT**

BE IT ORDAINED, by the Township Council of the Township of North Brunswick, County of Middlesex and State of New Jersey, that Chapter 205 Land Use, Article XVII, “I-2 Industrial District”, be and is hereby supplemented by adding a new Section 205-76.1, “Transit-Oriented Mixed Use Development Overlay”, as follows:

205-76.1. Transit-Oriented Mixed-Use Development Overlay.

A. Purpose.

The Township of North Brunswick strongly supports the concepts of Smart Growth and Sustainability. In order to promote these concepts, the Township has determined to provide the option for the development of a Transit-Oriented Mixed Use Development within the I-2 Industrial Zone District just south of Cozzens Lane/Adams Lane. This development will have to meet the standards set forth in 205-76.1B. of this Chapter. Such development will provide concentrated mixed use development at residential densities and with non-residential floor areas that are compatible with both commuter bus service and rail transportation. In this regard, the Township of North Brunswick strongly supports the location of a New Jersey Transit Train Station in the Transit-Oriented Mixed Use Development and the Township of North Brunswick further strongly supports all required transit improvement and roadway work related to the proposed Train Station both within the Transit-Oriented Mixed Use Development and off site from the Transit-Oriented Mixed Use Development, which may include, but not be limited to, the proposed New Jersey Transit rail turn back loop at Black Horse Lane and a proposed new Route 1 to Route 130 East-West connector roadway proposed to be located between Adams Lane and Black Horse Lane.

Given the current state of the economy and the sagging retail climate, the Township believes that Large Retail Establishments are the necessary catalyst or economic engine to bring the Transit-Oriented Mixed Use Development to fruition. As a result, these development regulations permit Large Retail Establishments to represent a high proportion of the non-residential development in the Transit-Oriented Mixed Use Development.

However, retail centers that include Large Retail Establishments with individual users occupying in excess of 50,000 square feet typically have several uninspiring design features in common including: no frill site plans that eschew connection to the surrounding community and environs; plain vanilla, standardized, rectangular single story buildings; monolithic, smooth surface block facades; recognizable corporate color schemes; minimal architectural details; massive asphalt parking lots covering several acres; limited landscaping; few pedestrian amenities.

The Township of North Brunswick will not permit this standardized mediocrity. As a result, the Township is enacting form-based guidelines that will require the Large Retail Establishments to relate better to the community and have less negative impact upon the environment. This will be achieved through integrating the Large Retail Establishments into the fabric of the development and the surrounding community.

While the Township supports Smart Growth, the Township of North Brunswick’s vision for this Mixed Use Transit-Oriented Development differs significantly from this standardized mediocrity. As a result, the Township is enacting form-based guidelines that will require the Large Retail Establishments to relate better to the community and have less negative impact upon the environment. This will be achieved through integrating the Large Retail Establishments into the fabric of the development and the surrounding community.

The intent of the regulations incorporated herein is to bring pedestrians and bicyclists into the site and to allow them to maneuver safely throughout the site from store to store, to the future Train Station and Bus Depot, and to public spaces on a series of interconnected pedestrian pathways. As a result of these regulations, Large Retail Establishments will incorporate pedestrian scale features into the design of their buildings and the parking lots that surround them. In effect, Large Retail Establishments shall become a part of the Main Street environment, as opposed to clashing with the Main Street environment.

B. Application of Transit-Oriented Mixed Use Development Overlay Regulations.

In addition to the principal, conditional and accessory uses permitted in the I-2 Industrial Zone District, the owner of a Tract within the I-2 Industrial Zone District which meets the requirements set forth below shall have the option of developing that Tract with a Transit-Oriented Mixed Use Development. Should the owner of a Tract within the I-2 Industrial Zone District elect to develop its Tract with a Transit-Oriented Mixed Use Development, then the use, bulk and design standards of this Section, 205-76.1, shall supersede the otherwise applicable provisions of Chapter 205. Only Tracts meeting all of the standards set forth below can be developed with a Transit-Oriented Mixed Use Development. If a Tract does not meet each of the standards below, then the standards of section 205-76.1 shall not be applicable and Large Retail Establishments, general retail use, hotels and residential uses shall continue to be prohibited uses in the zone. These necessary requirements are:

- (1) The Tract shall be located within the I-2 Industrial Zone District.
- (2) The Tract shall be a minimum of 200 contiguous acres in area.
- (3) The site plan or general development plan for the Transit-Oriented Mixed Use Development on the Tract shall provide a location for a Bus Depot with associated parking and a NJ Transit Train Station with associated parking.
- (4) The plan for the development of a Transit-Oriented Mixed Use Development on the Tract shall incorporate all off-tract roadway improvements necessary to meet the travel time delay performance standards established by the Planning Board as critical to exercising the option to build under the overlay zoning standards.

The Planning Board authorized a traffic study to determine what types of off-tract traffic improvements would have to be constructed in close proximity to the site in order for the Planning Board to recommend the rezoning of the property to allow for the option to build a Transit-Oriented Mixed Use Development. The traffic study also factored in trips to be generated from a proposed large retail establishment of approximately 100,000 square feet in building area on the southbound side of Rt. 1 directly across from the proposed Transit-Oriented Mixed Use Development. This study, prepared by Maser Consulting, and referred to herein as the "Maser Study," broke the proposed Transit-Oriented Mixed Use Development down into two phases known as Phase 1 and the Final Build Phase. The Maser Study recommended specific roadway improvements to accommodate the Phase 1 and the Final Build Phase development. The "Summary of Recommended Developer Improvements for Site Rezoning" of the Maser Study identifies the improvements necessary to satisfy the Planning Board's requirement that the development of a Transit-Oriented Mixed Use Development would actually improve traffic congestion in proximity to the site for Phase 1 development. These improvements also account for the proposed large retail establishment of approximately 100,000 square feet in building area on the southbound side of Rt. 1 directly across from the proposed Transit-Oriented Mixed Use Development.

The Maser Study states grade separated interchanges may be required at the Route 1 intersections of Finnigans Lane, Commerce Boulevard and Cozzens/Adams Lane, along with a possible reverse jughandle at Aaron Road. The Maser Study shows conceptual designs of how such grade separated interchanges may occur to accommodate the Train Station and the Final Build Phase. The final determination of the need for these grade separated interchanges, and the specific design of same, would be determined by the NJDOT in conjunction with New Jersey Transit Corporation's commitment to locate a Train Station adjacent to the site.

While the ultimate approval authority for some of the off-tract improvements recommended in the Maser Study is the State Department of Transportation and/or the County of Middlesex, the Maser Study provides clear analysis and recommendations relative to the type of improvements necessary to meet the Planning Board's criteria. Realizing that the State and/or County may require modifications to the recommendations in the Maser Study, it is the clear intention of the Planning Board that the developer may only exercise the option to construct Phase 1 of the Transit-Oriented Mixed Use Development by complying with sub-sections a, b or c below, as part of its application for Phase 1.

The developer may only exercise the overlay district option to construct the Final Build Phase of the Transit-Oriented Mixed Use Development upon satisfying the implementation of the recommended Final Build Improvements described in the Maser Study in conjunction with the construction of a Train Station, or by adhering to the standards of sub-section (c) below.

- (a) The developer shall build 100% of the improvements (with the exclusion of the far side jughandle on Rt. 1 northbound at Aaron Road) recommended in Chapter VIII of the Maser Study under "Summary of Recommended Developer Improvements for Site Rezoning", and be responsible for 100% of the cost of said improvements, subject to modification by the State or County, if the development of the Transit-Oriented Mixed Use Development proceeds to construction and the Large Retail Establishment proposed on the southbound side of Rt. 1 does not proceed to construction, or;
 - (b) The developer shall build 100% of the improvements recommended in Chapter VIII of the Maser Study under "Summary of Recommended Developer Improvements for Site Rezoning", and be responsible for a proportionate share of the cost, subject to modification by the State or County, if the development of the large retail establishment on the southbound side of Rt. 1 proceeds to construction in a similar time frame to the Transit-Oriented Mixed Use Development. Said proportionate distribution of cost shall be based upon external trips generated by each development, as specifically enumerated in Table 19 of the Maser Study, or;
 - (c) Prior to filing an initial application with the Planning Board, or filing any request for amendment to a previously obtained approval, the developer may submit an alternative traffic analysis or revise project gross floor area, and submit revised roadway improvement plans to the Planning Board in an attempt to demonstrate that modifications to the recommended roadway improvements will satisfy the Planning Board relative to travel time delays. Said alternate plans may result from consultation with the NJDOT, Middlesex County, NJDEP, NJ Transit or any other governmental agency, or from changes necessitated by environmental, utility or right of way constraints or for any other reason that would render the specific Maser Study recommendations unfeasible or impractical to implement or for any other reason. Should the Planning Board determine by resolution that it will accept alternative improvement plans, said alternative improvement plans shall be detailed within the resolution, and said resolution shall supplement or supersede the off-tract improvement standards incorporated in the Maser Study. Failure to provide for the off-tract improvements standards incorporated in the Maser Study through subparagraphs (a) or (b) above or this subparagraph (c), or as amended and approved by the Planning Board herein, shall result in the application for a Transit-Oriented Mixed Use development being classified as a non-permitted use, thereby causing the Planning Board to lack jurisdiction over the application.
- (5) The Transit-Oriented Mixed Use Development shall be designed so that a minimum of 10% of all energy projected to be consumed on the Tract, as determined by the Estimated Energy Demand, is generated from renewable sources inclusive of, but not limited to, geo-thermal, wind, fuel cell, solar or any other renewable technology.
 - (6) No more than 370,000 square feet of the retail floor area of the Transit-Oriented Mixed Use Development shall be located in freestanding, one-story retail buildings. The number of freestanding Large Retail Establishments shall be limited to two buildings. All other Large Retail Establishments shall either include two stories of usable retail space, or shall be developed as Mixed Use Buildings or Mixed Use Retail Commercial Buildings with residential units and or other permitted uses located above the Large Retail Establishment.
 - (7) The developer of a Transit-Oriented Mixed Use Development shall build affordable housing units on-site as necessary in order to meet the affordable housing obligation generated by the Transit-Oriented Mixed Use Development to the Township as a result of development on the Tract. Should the New Jersey Fair Housing Act, *N.J.S.A. 52:27D-300 et seq.* be amended to allow the Township and/or the developer to seek a reduction in the affordable housing obligation generated by the Transit-Oriented Mixed Use Development, the Township shall take whatever reasonable steps are required to obtain such a reduction.

The affordable housing units in the Transit-Oriented Mixed Use Development shall be built in accordance with the following schedule:

Percentage of Total Project Market Rate Units Complete	Min % affordable housing units
25%	0%
25% + 1	10%
50%	50%
75%	75%
90%	100%

The Township shall contribute any and all affordable housing fees required to be paid by the developer of a Transit-Oriented Mixed Use Development for all non-residential portions of the Transit-Oriented Mixed Use Development to the developer of that Transit-Oriented Mixed Use Development for the production of required affordable housing on-site within that Transit-Oriented Mixed Use Development.

C. Definitions.

Terms used in Section 205-76.1. of this Chapter which are not defined below have the definitions given to them in Section 205-7. of this Chapter, and if not defined therein, the definitions given them in the Municipal Land Use Law, N.J.S.A. 40:55D-1 et seq.

AFFORDABLE HOUSING - Affordable Housing is defined in this ordinance as it is defined in the New Jersey Fair Housing Act, *N.J.S.A. 52:27D-300 et seq.*, as same may be amended from time to time. Should the New Jersey Fair Housing Act be amended to permit a municipality to meet all or some portion of its affordable housing obligation through the provision of workforce housing, as this term is defined in the New Jersey Fair Housing Act, then in this ordinance "Affordable Housing" also means "workforce housing" to the extent said housing can meet the affordable housing obligation of the Township generated by the Transit-Oriented Mixed Use Development.

ALLEE - A regularly spaced and aligned row of trees planted along a street or pedestrian path.

ALLEY - The vehicle passage-way within a block that provides access to the rear of buildings, vehicle parking, utility meters, recycling and garbage bins.

ARCADE - A structure providing shade, cover or protection from the elements, extending over a sidewalk or square, open to the street except for supporting columns, piers or arches. Arcades shall have a minimum clear height of 11 feet over a sidewalk and a minimum clear width of 10 feet from the front of an adjacent Building to the inside face of the columns supporting the arcade. The area within an arcade shall be open to public access. Supporting columns/piers shall be located no more than 230 inches from the back of the curb. Where an arcade is built, the requirement for street trees is waived for that street frontage.

ARCH - An opening in a building or wall through which pedestrians or vehicles may pass. Building Area over arches may contain walkways, hallways or habitable space as the case may be and shall be not less than nine (9) feet over pedestrian ways and 15 feet over vehicular drives or streets. Arches may also cross streets at a height of not less than 15 feet and shall provide for vehicular and pedestrian passage in such instances.

ARTIST 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. Awnings may also be permitted to extend to the curb line and shall be permitted to have structural supports that touch down within the furniture zone of the street.

BALCONY/BALACONETTE - An exterior platform projecting from the front, side or rear of a building. Balconies/balconettes must be surrounded by balustrades (railings).

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 shallow ditch, are designed to maximize the time water spends in the swale, which aids in the trapping of pollutants and silt.

BLOCK - A contiguous grouping of private lots, passages, rear lanes and alleys, surrounded by public streets.

BREEZEWAY - A covered passage one or more stories in height connecting a principal building and an accessory building.

BUILDABLE AREA - The area within a lot that can be occupied by buildings. Buildable area sets the limits of the building footprint.

BUILDING ENVELOPE STANDARDS - Standards incorporated herein that establish the basic parameters governing building construction. These include the envelope for building placement and certain required /permitted building elements, such as balconies and street walls.

BUILDING HEIGHT - The height of a building or portion of a building shall be measured: (1) from (a) the average established grade at the street lot line or sidewalk or (b) from the average natural ground level, 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 shall be excluded or exempted in the case of freestanding structures below: chimneys, cooling towers, dormers, elevator bulkheads, HVAC equipment and associated screening or parapet wall, penthouses, personal wireless device/cellular antennas, flag poles, renewable energy generating equipment attached to a building, tanks, water towers, radio and television towers, ornamental cupolas, domes, or spires.

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 transit ways, 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 DEPOT - A freestanding structure, located on a bus transit route, which is designed to accommodate embarking and disembarking bus 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 Transit-Oriented Mixed Use Development and its neighborhoods. A plaza or square may contain a civic building or commercial space or kiosk located within a primarily unpaved, formally configured, small public lawn or park. Portions of a Civic Square may be linear in shape. Situated at prominent locations and often dedicated to important events and/or citizens, plazas and squares may contain, but not be limited to water features, amphitheater, farmers markets, retail kiosks, table games, fireplaces, large-scale chess/checker and board game paving areas, and in some instances play equipment, 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.

COMMENCEMENT OF CONSTRUCTION OF A TRAIN STATION - The installation and inspection of a footing and foundation for Train Station platforms or a Train Station building as shown on the Regulating Plan.

COMMITMENT FOR THE CONSTRUCTION OF A TRAIN STATION - A binding written undertaking by New Jersey Transit Corporation, to, either by itself or as part of an agreement with others, which may include, by way of example, the New Jersey Department of Transportation, North Brunswick Township, Middlesex County, other governmental entities or the developer of the Transit Oriented Mixed Use Development, construct or finance a Train Station as shown on the Regulating Plan.

COMPLETION OF CONSTRUCTION OF A TRAIN STATION - The receipt of a Certificate of Occupancy for the Train Station platforms or a Train Station building as shown on the Regulating Plan, or the commencement of revenue passenger rail service by New Jersey Transit Corporation.

COMMERCIAL MIXED-USE - A building that contains dwellings and/or office located above ground floor commercial or retail use in a compact 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 or enjoyment 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.

CORNICE - The top most element, composed of moldings, for an entablature, or used alone at the roof line or where walls abut ceilings.

COURT - An open, unoccupied space bounded on more than two sides by the walls of a building. An inner court is a court entirely surrounded by the exterior walls of a building, and an outer court is a 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 structure located within a roof providing a perpendicular plane to the roof and generally containing a window or other ventilation for the space below. Dormers are permitted and do not count against

the building story-height restrictions, so long as they do not break the main eaves line and are individually less than 15 feet wide and collectively less than 30 % of the unit's width.

DUPLEX LOFT - A dwelling unit; with a private entrance, on an individual lot, attached horizontally in a linear arrangement to another dwelling unit on a separate individual lot, separated horizontally from the adjoining dwelling unit by a wall extending vertically from the foundation of the dwelling unit through the roof of the dwelling unit. The two adjoining units shall be connected to each other by a ceiling and/or a floor, which ceiling and/or floor extending from the exterior wall of one unit to the exterior wall of the adjoining unit and which ceiling and/or floor are/is solid, continuous and unbroken except for a common stairwell or elevator serving one or both of the units.

DWELLNG UNIT or UNIT: A residential space designed to be occupied by a single household and which contains, at a minimum, a kitchen, bathroom and other living space.

EATING AND DRINKING ESTABLISHMENTS - Any establishment or business where food and beverages, including alcoholic beverages are sold for consumption on the premises, normally to patrons seated or standing within an enclosed building on the premises. Eating and Drinking establishments may include commercial recreation facilities as an adjunct to business within the same enclosed building.

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 - An elaborated horizontal band along the exterior of a building. Used primarily just beneath the roof line, sometimes used on the façade between floors.

ESTIMATED ENERGY DEMAND - The quantity of electricity projected to be consumed by a use, building or structure as determined by the Office of Clean Energy Estimated Energy Demand calculator or similar calculator or tools used for determining load demand, including those utilized to obtain electric service from a utility company.

EXTENDED STAY HOTEL - Any building containing six or more rooms, which are rented or hired out to transient guests for periods greater than 30 days and not more than 180 days.

FAÇADE - A building face or wall.

FAÇADE, PRIMARY - A building face or wall that faces a public street or parking area containing more than 750 spaces.

FAÇADE, SECONDARY - A building face or wall that faces an interior courtyard, parking area, service area, alley or rear of the building.

FASCIA - A projecting flat horizontal member or molding, also part of a classical entablature.

FENESTRATION - An opening in the building wall allowing light and views between interior and exterior spaces. Fenestration is measured as glass area for occupied buildings and as open area for parking structures.

FINAL BUILD PHASE - Any portion of the Transit-Oriented Mixed Use Development to be constructed after Phase 1. The Final Build Phase shall consist of up to 175,000 square feet of Mixed Use Retail Commercial Uses, up to 195,000 square feet of office buildings and uses, up to an additional 200 hotel rooms, and up to an additional 1,575 dwelling units. The uses and quantities of floor area and units herein are in addition to the uses and quantities of floor area and units provided in Phase 1. The Final Build Phase can be constructed in any

number of smaller phases, provided that the improvements in said smaller phases comply with the requirements of this Ordinance.

FREE STANDING OFFICE - A single building devoted entirely to office use.

FREE STANDING PAD SITE - A free standing building containing one or more permitted commercial or office uses.

FRIEZE - An ornamental element, applied to the top of a horizontal segment of a mantelpiece, with side supports serving as pilasters.

FRONT YARD FENCE - A wood picket, wrought iron or masonry fence permitted along the street frontage of all private lots and along common lot lines from the street right-of-way line to the front setback 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.

GARAGE ENTRY - An opening in the building façade and or street wall where vehicles may enter the block interior for general parking and business servicing. Garage entries shall not exceed 14 feet clear height and 24 feet clear width and shall not be sited within 200 feet of another garage entry on the same block.

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 - A building containing six or more rooms, which are rented or hired out to transient guests for periods of less than 30 days. A hotel can be part of a building containing any combination of retail, office and/or residential uses.

HOUSEHOLD - One or more persons living together.

HUB HEIGHT - The height of a wind turbine as measured from finished grade at the base of the tower to the top of the supporting tower or turbine. The rotor is not considered as part of the hub height for the purposes of determining permitted height for wind turbines for the generation of required renewable energy.

INDOOR RECREATION FACILITY - A building or use providing for indoor play, athletic events, competitions, practice, training and play equipment, athletic training and related activities. Said uses may include eating and drinking establishments.

KIOSK - An enclosed structure used for the sale of goods, services, food or beverage. Kiosks may be located in civic plazas and squares and shall be located a minimum of two (2) feet from any curb line.

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.

LANDSCAPED 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).

LARGE RETAIL ESTABLISHMENTS - Retail uses in excess of 50,000 square feet. Large Retail Establishments (LRE) which may be either one story or two stories in height, may include uses such as, but not limited to, Membership Warehouse Clubs, including the sale of motor fuels and the washing and service of motor vehicles, Home Improvement Stores, including lumber sales and garden centers, and general retail sales of goods and services.

LEED - Leadership in Energy and Environmental Design program sponsored by the United State Green Building Council to promote energy efficient design of buildings and places.

LEED CERTIFICATION - A project or building that is designed to achieve LEED Certification is one that provides site or building elements that would earn at least 40 points, according to the standards of LEED for New Construction 2009 v.3.0 or LEED for Retail 2009 v.3.0 as the case may be, as determined by the Township Planner, to exercise any of the density bonuses provided under this Section. Submission to the U.S. Green Buildings Council is not required to exercise the density bonuses.

LIGHT RAIL - A mode of public transportation that moves passengers in intermediate size groups on short trains or in single light rail cars over a variety of rights of way: grade separated, reserved or shared with street traffic. The light rail cars a typically manually operated, articulated for urban use and have a low level floor. Passenger boarding is at a low level platform, using prepaid fare media.

LINTEL - The topmost horizontal member over an opening, which helps carry weight of the 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 UNIT - A dwelling unit that contains a limited commercial component which must be located on the ground level of the unit.

LOFT FLAT - A building or portion thereof comprised of three or more dwelling units which may or may not share common entrances and other spaces

MAIN STREET - A street on which is the predominant location for Mixed Use Retail Commercial Buildings extending from the entrance of the Transit-Oriented Mixed Use Development to the location of the Train Station as provided on the Regulating Plan.

MASSING - The three dimensional bulk of a structure: height, width and depth.

MIXED-USE BUILDING - A building of two or more stories comprised of two or more permitted uses. Residential uses in Mixed Use Buildings may not front on Main Street on the ground floor. Mixed Use Buildings shall comply with the bulk and design standards for Mixed Use Retail Commercial Buildings set forth in Section 205-76.1K of this Chapter.

MIXED-USE RETAIL COMMERCIAL BUILDING - A building of two or more stories comprised of Mixed Use Retail Commercial Uses and or Large Retail Establishments on the ground floor and other permitted uses located predominantly on upper or non-ground floors. Residential uses may not front on Main Street on the ground floor. Two-story Large Retail Establishments shall comply with the bulk and design standards for Mixed Use Retail Commercial Buildings set forth in Section 205-76.1K of this Chapter.

MIXED-USE RETAIL COMMERCIAL USES – Permitted non-residential uses of less than 50,000 square feet located in a building of two or more stories with other permitted uses located on upper floors of the same building.

MULTI-FAMILY BUILDING - A building of two or more stories comprised of dwelling units which share common facilities and which common facilities may include, but are not limited to, halls, entrances, storage, garbage disposal or parking.

NATIONAL GREEN BUILDING STANDARD - A standard developed by the International Code Committee (ICC) and sanctioned by the American National Standards Institute (ANSI) to promote energy efficient design of buildings and places.

PARAPET - A low wall encircling the perimeter of a flat building roof, generally used to screen roof-mounted mechanical equipment.

PARK - Any public or private land available for recreational, educational, cultural, or aesthetic use

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.

PASSENGER RAIL - A mode of public transportation that moves passengers in large size groups on long trains over a dedicated, grade separated or reserved right of way. The passenger rail car is typically manually operated, unarticulated for high speed suburban use and has a high level floor. Passenger boarding is at a high level platform, using prepaid fare media, or with fares paid on the train. Also known as commuter rail.

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 areas.

PERMITTED COMMERCIAL USES - Those uses listed in Section D(1) of this section that are non-residential in nature.

PERMITTED PROJECTION - Building elements that may be permitted to extend over setback lines and street right-of-ways, including eaves not more than 36"; bay windows, architectural corner elements and other building areas provided a minimum clearance over sidewalks and pedestrian ways of 12 feet is maintained; canopies and marquees provided a minimum clearance of 12 feet is maintained over sidewalks and pedestrian ways; entry doors not wider than 42"; cornices, pilasters and building base courses not deeper than 24"; planters not deeper than 36"; stoops and entry stairs not deeper than 42"; balconies and balconettes above the ground floor, not deeper than 60"; flag poles not located at the ground floor, not projecting more than 10 feet; awnings, porticos, porte cocheres, and other building elements incorporated for visual interest and diversity.

PHASE 1 - That portion of the Transit-Oriented Mixed Use Development to be constructed first which shall consist of up to 370,000 square feet of Freestanding One Story Large Retail Establishments, up to 275,000 square feet of Large Retail Establishments and Mixed Use Retail Commercial Uses in multi-story or Mixed Use Buildings, up to 50,000 square feet of freestanding retail, restaurants or kiosks, a hotel of up to 175 rooms and up to 300 residential units. Phase I can be constructed in any number of small phases, provided that the improvements in said smaller phases comply with the requirements of this Ordinance.

PILASTER - A thin square column attached to a wall or to the corners of a building, which matches the details of accompanying freestanding columns.

PLANTER - The element of the public streetscape, typically a pot or vessel, which accommodates trees, and/or other landscape plantings. 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 underneath it and passengers to access the building without being exposed to the elements. Porte cochere may extend over street areas at a minimum height of 14 feet.

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

POSTING INFORMATION BOARD - An element of the streetscape, typically arranged in a multisided manner, for the purpose of posting temporary information on a short term basis, informational and directional maps and advertising

PRIVACY FENCE - Fences and hedges along alleys and common lot lines (behind the front wall of the building). Privacy Fences may be as high as 8 feet measured from ground level. A wire privacy 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) owned by the State of New Jersey or an instrumentality thereof, Middlesex County, North Brunswick Township or another agency of government and open to the general public.

RAIN GARDEN - A planted depression that is designed to take as much as possible of the excess rainwater run-off from a house or other building and its associated landscaping.

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-Oriented Mixed Use Development, which, at the election of the developer or developers of the Transit-Oriented Mixed Use Development, can be either a general development plan or a preliminary site plan, and which plan shall show the building placement standards for each lot and the arrangement of the public space in relation to private space.

RENEWABLE ENERGY GENERATING EQUIPMENT - Equipment and structures for the generation of renewable energy, including, but not limited to, solar panels, wind turbines, fuel cells, geothermal heat pumps and piping, and similar devices. Renewable energy generating equipment may be attached to a building or freestanding, and except for freestanding wind turbines, are exempt from height and setback requirements.

REQUIRED BUILDING LINE (RBL) - A line which is parallel to or coincident with each lot line of a lot. The building or buildings on a lot must be built to the required building line. The RBL is a requirement, not a permissive minimum such as a set-back line.

RESIDENTIAL FALT - A building or portion thereof comprised of three or more dwelling units which may or may not share common entrances and other spaces.

SIGN A: FASCIA WALLSIGN - Signs consisting of individual raised letters and logo forms that project no less than 3” and no more than 12” from the façade wall either attached to a panel or directly to the building wall. Wall signs may be oriented horizontally or vertically along a wall or pilaster. The painting of letters or logos directly on a wall surface shall be prohibited.

SIGN B: MARQUEE CANOPY SIGN - Signs consisting of panels or letter forms that are attached or project above a vertical surface of an architectural marquee or canopy. They provide the main identity for tenants where an entry canopy is part of the base building facade.

SIGN C: FEATURE SIGN - Larger format, multi-sided, illuminated projecting signs. These signs may be mounted perpendicularly to the building façade and or diagonally on a corner, providing visibility from multiple directions.

SIGN D: PROJECTING BLADE SIGNS - Projecting Blade signs are mounted perpendicular to the building façade or are suspended beneath an architectural canopy or marquee or arcade.

SIGN E1: AWNING SIGN - Primary identification signage that consists of identity letters and graphics applied to the primary surface of the awning.

SIGN E2: AWNING SIGN - Awning sign used as a secondary identification signage consists of identity graphics and letters on the valance of the awning.

SIGN F: PLAQUE SIGN - Dimensional panels mounted flat against the building façade.

SIGN FREESTANDING - A sign which is located unattached to any building and structure. Freestanding signs may include pylon signs, residential identification signs, and project decorative identification signs.

SIGN G: WINDOW SIGNS - Tenant graphics placed directly on or behind the glass of windows or doors. They can provide additional identity or be graphical elements to add interest. They may also be skeletal neon sign displaying the tenant's identity.

SIGN H: CHANGEABLE SIGNS - Signs that are promotional or seasonal in nature and fabricated such that imagery and information may be changed.

SIGN J: ADDITIONAL SIGNS – MOBILE RETAIL CART - Signs that are affixed to a pedestrian oriented mobile vendor or personal service advertising the specific business, item(s) for sale or service.

SIGN J: ADDITIONAL SIGNS – POSTING INFORMATION BOARD PLACARD - A sign located on a designated Posting Information Board advertising a good or service located within the Transit-Oriented Mixed Use Development, or an event sponsored in the Township. Said signs may be posted for a period not to exceed 21 days.

SIGN J: ADDITIONAL SIGNS – SHOWCASE DISPLAY WINDOWS - Areas available to the landlord, tenant and the community for three-dimensional displays of merchandise, logos, seasonal displays, and special promotions.

SIGN J: ADDITIONAL SIGNS – TEMPORARY SIGNS - Signs intended to be displayed for a limited time and that do not attach to the permanent structure. Such signs are allowed in the building storefront frontage zone and furniture zone of the sidewalk.

SIGN J: ADDITIONAL SIGNS – UMBRELLA GRAPHICS - Restaurants and cafes that choose to use umbrellas as shading devices are permitted to incorporate graphics on the umbrellas. Said umbrellas must be kept in clean, neat and workmanlike condition and may only display graphics of the business or a product sold on the premises.

SIGN ICON - An assemblage of alphanumeric characters, symbols or other graphics displayed to identify the Mixed Use Transit-Oriented Development as a whole.

SITE ACCESS ROAD - A roadway providing access from Route 1 or the Finnegans Lane Connector.

SOLAR PANEL - A device or group of devices attached to a building to provide passive generation of electricity from the sun.

SOLAR SCREEN - A device attached to a building to provide shading for glazed areas thereof.

STATION CIRCLE - A Civic Green, Plaza, Square or Circle located at the terminus of Main Street providing frontage for the Train Station and identified on the regulating plan. This area is expected to have civic prominence and as such, additional height shall be permitted for buildings fronting on the Green, Plaza, Square or Circle in accordance with this Chapter.

STREET, STREET FRONTAGE STREET LOT LINE, and STREET RIGHT-OF-WAY -

1. Street means a right-of-way shown on a filed plat in accordance with an approved subdivision -- but not alleys.
2. Street Frontage means the longest street lot line, measured in linear feet, of a lot adjoining a street.
3. Street Lot line means any lot boundary line which boundary line abuts a street right-of-way.
4. Street Right of Way means all portions of public space, the record title of which is held by the State of New Jersey or an instrumentality thereof, Middlesex County, North Brunswick Township or another agency of government, or privately owned and shown on a filed plat in accordance with an approved subdivision.

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 street 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 or hedge built along the street frontage line, or no further than the front setback of adjacent buildings, often for the purpose of masking a parking lot from the street. Streetscreens are typically between three (3) and eight (8) feet in height and if not hedges, are constructed of a material matching the adjacent building façade, brick or other complimentary permitted material. 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, 30 percent of the area, in square feet of all streetscreens over four (4) feet high shall be articulated or contain slits, lattices or similar design features to avoid a "blank wall" appearance.

STREET TREE - A deciduous canopy shade tree large enough to form a canopy with sufficient clear trunk to allow traffic to pass under unimpeded.

STREET TREE ALIGNMENT LINE - A generally straight line that street trees are to be planted along. This alignment is parallel with the street and is generally four feet from the back of the curb.

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

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.

TOWNSHOUSE - Three or more attached dwelling units, with each dwelling unit sharing at least one fire resistant common wall with another dwelling unit. Each dwelling unit shall be between 18 and 36 feet wide and two to four stories in height. Each dwelling unit shall have its own front or rear access to the outside, Units may be stacked one over the other.

TRACT - One or more lots meeting the the requirements set forth Section 205-76.1B(1) through (4) which is proposed to be developed or is developed as a Transit-Oriented Mixed Use Development..

TRAIN STATION - A facility to provide access to one or more of the following: passenger rail or light rail. A Train Station includes, but is not limited to, waiting areas, platforms, ticket facilities, parking lots and structures, shelters, loading areas and other amenities. Nothing in this definition shall preclude a Train Station from including facilities for regional bus, bus rapid transit, local bus, taxi or other passenger services. Transit supportive infrastructure, including, but not limited to, rail turnback loops, access and connecting roads and railroad tracks shall also be considered part of a Train Station.

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, services, 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.

TRANSIT-ORIENTED MIXED-USE DEVELOPMENT - A development of a Tract within the I-2 Industrial Zone District which complies with the requirements of this Section 205-76.1.

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.

D. Permitted Principal Uses and Prohibited Uses.

(1) Permitted Principal Uses.

The following uses and/or any combination thereof in a single building, are permitted principal uses in a Transit-Oriented Mixed Use Development:

- (a) General business and retail uses.
- (b) Garden centers adjunct to or associated with a permitted Large Retail Establishment.
- (c) Personal services establishments.
- (d) Business service establishments.
- (e) Artist workshops.
- (f) Fitness centers.
- (g) Eating and drinking establishments.
- (h) Dry cleaning establishments that do not include on-site processing.
- (i) Large Retail Establishments.
- (j) Automotive storefront indoor showrooms.
- (k) Studios that do not require antennas.
- (l) Hotels.
- (m) Extended stay hotels.
- (n) Bed and breakfast inns.
- (o) Mixed-Use Retail Commercial Buildings and Mixed Use Buildings.
- (p) Banks and other financial institutions.
- (q) Kiosks and street vending carts.
- (r) Professional and general business office uses.
- (s) Medical offices.
- (t) Townhouses.
- (u) Duplex lofts.
- (v) Loft flats, residential flats and multifamily buildings.
- (w) Live/work units.
- (x) Community residences for the developmentally and/or physically disabled.
- (y) Civic uses, including: civic buildings, civic greens, civic plazas, civic squares, civic spaces, parks and dog parks.

- (z) Indoor Recreation Facilities.
- (aa) Day care centers and elder care centers.
- (bb) Congregate care.
- (cc) Nursing home.
- (dd) Public spaces.
- (ee) Parks.
- (ff) Community gardens.
- (gg) Train Stations.
- (hh) Bus Depots.
- (ii) Park and rides, parking structures, and parking lots.
- (jj) Renewable energy generating equipment, including, but not limited to, windmills, wind turbines, solar panels, solar collecting equipment, fuel cells, geothermal equipment and other equipment and technology as may be developed.
- (kk) Wireless telecommunications towers and antenna located entirely within an existing or proposed building or on the roof or side of an existing or proposed building, or attached to an existing structure.

(2) Prohibited Uses.

The following uses are prohibited in a Transit-Oriented Mixed Use development.

- (a) Automotive sales, with the exception of a storefront indoor showroom.
- (b) Automotive washing, except as part of a Large Retail Establishment.
- (c) Mini-storage,
- (d) Outdoor equipment repair services, except as part of a Large Retail Establishment conducted within a fully enclosed building.
- (e) Outdoor equipment sales, except as part of a Large Retail Establishment conducted within a fully enclosed building.
- (f) Recycling center.
- (g) Fleet vehicle storage or storage of school buses, ambulances, taxis, etc.
- (h) Outdoor storage of commercial trucks, tractor trailers, recreational vehicles, campers and boats, retail merchandise, outdoor equipment, building materials, except for garden centers within an area enclosed by a decorative fence or wall consistent with the architectural treatment for the principal building.
- (i) On-site processing of dry cleaning.
- (j) Single family detached homes.
- (k) Detached duplexes or two-family homes.
- (l) Any business with drive-in service, with the exception of a bank or pharmacy drive-in.
- (m) Adult book stores and adult entertainment.

- (n) Pawn shops.
- (o) Check cashing establishments.
- (p) Adult entertainment of any type.
- (q) Theatres.

E Permitted Accessory Uses.

- (1) The following uses are permitted accessory uses in a Transit-Oriented Mixed Use Development.
 - (a) Uses and buildings customarily accessory and incidental to Permitted Uses.
 - (b) Flag poles and clock towers.
 - (c) Home occupations and home professional offices, limited to the first floor of a residential building.
 - (d) Parking structures.
 - (e) Signage.
 - (f) Solar panels and geo-thermal heating and cooling equipment.
 - (g) Storage for the tenants and owners of units and businesses in the Transit-Oriented Mixed Use Development.
 - (h) Surface parking lots.
 - (i) Kiosks and street vending carts.
 - (j) Temporary buildings or yards for construction materials or equipment, both incidental and necessary to construction in the immediate area.
 - (k) Temporary construction trailers.
 - (l) Temporary offices or model homes both incidental and necessary for the sale or rental of real property in the immediate area.
 - (m) Utility facilities, including telephone, water, sewer, electricity and gas.
 - (n) Walls and fences, including, but not limited to, front yard and privacy fences.
 - (o) Windmills and wind turbines.

F. Conditional Uses

- (1) The following uses are permitted conditional uses in a Transit-Oriented Mixed Use Development provided that they meet the applicable requirements of this Chapter.
 - (a) Private Schools, provided the following conditions are met.
 - [1] Minimum Lot Size: 5,000 square feet or located within a Mixed Use Building
 - [2] Minimum building height: 40 feet.
 - [3] Parking requirement shall be one (1) space for each staff member, plus one (1) parking space for each 20 pupils. Parking may be provided on-site or with an off-site parking agreement.
 - (b) Public and commercial parking garages, provided the following conditions are met.

- [1] Minimum Lot Size: 25,000 square feet.
- [2] Maximum Height: 75 feet.
- [3] Exterior facades facing public streets or residential uses within 300 feet shall be faced with brick, natural or cultured stone veneer, or colored stucco or colored concrete of at least three (3) contrasting colors in a pattern that divides the façade into areas no greater than 50 feet in length or 25 feet in height.

G. Commercial Floor Area and Residential Density “As-of-right”.

The developer of a Transit-Oriented Mixed Use Development can build the following uses of the following sizes set forth in this subsection as of right by satisfying the traffic performance standards of this ordinance Section 205-76.1.B(4), regardless of efforts to meet incentive bonuses established in H. below. Uses permitted under this Section G may be constructed in Phase 1 or the Final Build Phases of the Transit Oriented Mixed Use Development, with the exception of Section G(5) Office Buildings which shall be constructed only in the Final Build Phases.

- (1) One (1) Freestanding One Story Large Retail Establishment up to 170,000 square feet.
- (2) Multi-story Large Retail Establishments or Large Retail Establishments in Mixed Use Retail Commercial Buildings up to 120,000 square feet.
- (3) Mixed Use Retail Commercial Uses in Mixed Use Retail Commercial Buildings and Mixed Use Buildings and other permitted uses not enumerated in this sub-section – up to 195,000 square feet, said amount being reduced by the quantity of floor area constructed under sub-section G(2) above. (By way of example, if 100,000 square feet of Multi-story Large Retail Establishments are constructed pursuant to sub-section G(2), 95,000 square feet of Mixed Use Retail Commercial Uses can be constructed pursuant to this sub-section.)
- (4) Freestanding pad sites: 20,000 square feet.
- (5) Office buildings and uses: 120,000 square feet.
- (6) Hotel Uses: 175 hotel rooms and associated support facilities
- (7) Dwelling Units: 300 dwelling units constructed in Mixed Use, Mixed Use Retail Commercial and Multifamily Buildings. In Mixed Use Retail Commercial Buildings said residential units shall be predominantly constructed on levels other than the ground floor. No dwelling units may be located on the ground floor in a Mixed Use, Mixed Use Retail Commercial Building or a Multifamily Building where said units would be fronting on Main Street or a parking area containing more than 200 parking spaces.
- (8) Civic Uses: 50,000 square feet.

H. Commercial Floor Area and Residential Density Bonuses

The following square footage bonuses shall be permitted upon complying with the requirements enumerated herein and satisfying the traffic performance standards of this ordinance Section 205-76.1.B(4):

- (1) In Phase 1, one (1) additional Freestanding One Story Large Retail Establishment of up to 200,000 square feet, for a total of 370,000 square feet of Freestanding One Story Large Retail Establishments shall be permitted upon meeting each of the following:
 - (a) Each freestanding one story Large Retail Establishment constructed pursuant to this sub-section shall utilize renewable energy such as but not limited to solar, wind or geothermal power to produce a minimum of 10% of its estimated energy demand.
 - (b) A public plaza, green or square or other public gathering space shall be featured in the central area of the parking field in order to provide a gathering place and break up the

largest parking field required by said freestanding buildings constructed pursuant to this section.

- (c) Each freestanding one story Large Retail Establishment constructed pursuant to this sub-section shall be designed to achieve LEED Certification.
 - (d) The construction permit for the one (1) additional freestanding one story Large Retail Establishment of up to 200,000 square feet constructed pursuant to this sub-section shall not be issued until a footing and foundation has been installed and inspected for a Mixed Use Retail Building or Buildings of at least 15,000 square feet total ground floor area fronting on Main Street.
- (2) In Phase 1, an additional 80,000 square feet, for a total of 200,000 square feet, of Large Retail Establishments in multi-story buildings, Mixed Use Buildings or Mixed Use Retail Commercial Buildings with Large Retail Establishments on the ground floor shall be permitted upon meeting the following:
- (a) Multi-story large retail establishments constructed pursuant to this sub-section shall include either two stories of retail use, or at least two additional floors of dwelling units or other permitted uses on top of the retail use to result in a minimum of three stories.
 - (b) Each Mixed Use Retail Commercial and Mixed Use Building constructed pursuant to this sub-section containing a large retail establishment, or two-story large retail establishment constructed pursuant to this sub-section shall be designed to achieve LEED Certification.
 - (c) The construction permit for the additional Large Retail Establishment of up to 80,000 square feet in a multi story or Mixed Use Building constructed pursuant to this sub-section shall not be issued until a footing and foundation has been installed and inspected for a Mixed Use Retail Commercial Building or buildings of at least 15,000 square feet total ground floor area fronting on Main Street. If a freestanding one story Large Retail Establishment of up to 200,000 square feet has been constructed in accordance with sub-section H(1) above, satisfying the requirements of subsection H(1)(d). above, it is clearly intended that the satisfaction of the requirement of this sub-section, H(2)(c), requires the installation and inspection of a footing and foundation for a second Mixed Use Retail Commercial Building or buildings of at least 15,000 square feet total ground floor area fronting on Main Street.
- (3) In Phase 1 and the Final Build Phase, an additional 255,000 square feet for a total floor area not to exceed 450,000 square feet of Mixed Use Retail Commercial Uses and other permitted uses not otherwise enumerated in sub-section G, said amount being reduced by the quantity of floor area constructed under sub-sections G(2) and H(2) above, shall be permitted upon meeting the following:
- (a) In Phase 1, an additional 80,000 square feet of Mixed Use Retail Commercial Uses may be constructed, said amount being reduced by the quantity of floor area constructed under sub-section H(2) above.
 - (b) In the Final Build Phase, an additional 100,000 square feet of Mixed Use Retail Commercial Uses and other permitted uses not otherwise enumerated in sub-section G may be constructed when a Commitment for the Construction of a Train Station is provided by NJ Transit to locate a Train Station in a location identified on the Regulating Plan.
 - (c) In the Final Build Phase, an additional 75,000 square feet of Mixed Use Retail Commercial Uses and other permitted uses not otherwise enumerated in sub-section G may be constructed provided:

[1] Commencement of Construction of a Train Station has begun of a passenger Train Station in a location identified on the Regulating Plan;

- [2] Each Mixed Use Retail Commercial Building and other permitted uses not otherwise enumerated in sub-section G, constructed pursuant to this sub-section is designed to achieve LEED Certification.
- (4) In Phase 1, an additional 30,000 square feet, for a total of 50,000 square feet of freestanding pads, shall be permitted upon meeting the following:
 - (a) Each freestanding pad constructed pursuant to this sub-section is designed to achieve LEED Certification.
 - (b) Freestanding pads constructed pursuant to this sub-section shall provide articulated facades on sides of the building.
- (5) In the Final Build Phase, an additional 75,000 square feet, for a total of 195,000 square feet of office buildings, shall be permitted upon meeting the following:
 - (a) Each office building constructed pursuant to this sub-section shall be designed to achieve LEED Certification.
 - (b) Each office building over 60,000 square feet in area constructed pursuant to this sub-section shall provide at least two parking spaces with connections to power electric cars.
- (6) In the Final Build Phase, an additional 200 hotel rooms, for a total of 375 hotel rooms shall be permitted upon meeting the following:
 - (a) The additional 200 hotel rooms are located in a hotel containing a minimum of 100 rooms;
 - (b) Each hotel building constructed pursuant to this sub-section shall be designed to achieve LEED Certification.
 - (c) Each hotel over 100 rooms constructed pursuant to this sub-section shall provide at least two parking spaces with connections to power electric cars.
- (7) In the Final Build Phase, additional dwelling units, for a total of 1,875 dwelling units shall be permitted upon meeting the following:
 - (a) An additional 575 dwelling units for a total of 875 dwelling units, constructed pursuant to this sub-section shall be permitted once Commencement of Construction of a Train Station in a location identified on the Regulating Plan has been achieved.
 - (b) An additional 625 dwelling units for a total of 1,500 dwelling units constructed pursuant to this sub-section shall be permitted once Completion of Construction of a Train Station in a location identified on the Regulating Plan has been achieved.
 - (c) An additional 375 dwelling units, up to a total of 1,875 dwelling units shall be permitted to be constructed upon the following
 - [1] Completion of Construction of a Train Station in a location identified on the Regulating Plan has been achieved.
 - [2] Any dwelling units in excess of 1,500 dwelling units constructed pursuant to this sub-section shall be designed to achieve LEED Certification.
 - [3] Any parking lot(s) in excess of 24 parking spaces, for all additional dwelling units in excess of 1,500 dwelling units, up to a total of 1875 dwelling units, constructed pursuant to this sub-section shall provide at least two (2) parking spaces with connections to power electric cars per parking lot.

I. Freestanding One Story Large Retail Establishments (FLRE).

The following standards apply to all freestanding one story Large Retail Establishments, regardless of whether the establishment is located on an individual lot or on a lot with other freestanding one story Large Retail Establishments and/or other residential and non-residential uses.

- (1) Area Yard and Building Requirements.
 - (a) Minimum Lot size: 50,000 square feet.
 - (b) Minimum Lot width: 200 feet.
 - (c) Minimum Front Setback: Zero (0) feet from the front lot line and a minimum of 20 feet from site access roads and six (6) feet from any drive or parking aisle.
 - (d) Minimum Side Setback: 0 feet
 - (e) Minimum Rear Setback: 0 feet
 - (f) Building height: 50 feet
 - (g) Maximum Lot Coverage: 100%
 - (h) Parking in accordance with the shared parking matrix 205-76.1W.
 - (i) Signage in accordance with the signage matrix of 205-76.1X.
- (2) General. The intent of the standards delineated in this subsection is to achieve the following broad goals:
 - (a) To create attractive buildings in an appealing and functional setting.
 - (b) To assure that freestanding Large Retail Establishments (FLRE) respect commercial and residential neighborhoods that will surround them by incorporating appropriate buffers and lighting.
 - (c) To make sure that freestanding Large Retail Establishments utilize a variety of architectural features.
 - (d) To establish a safe and coherent pedestrian, bicycle and vehicular network immediately surrounding each freestanding Large Retail Establishment building and between freestanding Large Retail Establishments and other uses on the site.
 - (e) To provide for energy conservation and efficiency from operations of freestanding Large Retail Establishments.
 - (f) To minimize adverse environmental impacts.
 - (g) To assure that freestanding Large Retail Establishments function as anchors for the remainder of the proposed Transit-Oriented Mixed Use Development,
 - (h) To minimize the impact of delivery truck traffic.
 - (i) To assure that there is maximum connectivity between freestanding Large Retail Establishments and all other uses in the Transit-Oriented Mixed Use Development, including adequate easements.
- (3) Required Site Access. The following site access and circulation dimensions are required in order to accommodate safe and efficient site access and on-site circulation:
 - (a) All site access driveway roadway widths shall be 30 feet if they are not designated as a truck delivery route. Truck delivery routes shall be 40 feet in width.

- (b) The minimum driveway throat length between the intersecting roadway and the first access to off-street parking or an intersecting driveway shall be 100 feet.
 - (c) Each Large Retail Establishments shall have a physically disabled passenger loading zone adjacent to and within 50 feet of the main entrance, said loading zone being a minimum of 40 feet in length and 8 feet in width, with an accessible access path not less than 60" wide for the length of said zone and leading to the entrance.
 - (d) All projected Large Retail Establishments shall provide along the main façade of the building for a bus loading/unloading area to accommodate local bus service to the large retail establishment.
 - (e) Any permitted motor fuels sales facility or use in conjunction with a permitted Large Retail Establishment shall be located a minimum of 1,000 feet from US Route 1 and 500 feet from Main Street.
- (4) Building Design Standards.
- (a) Facades and Exterior Walls.
 - [1] Facades and exterior walls shall be articulated to reduce the massive scale and the uniform, impersonal appearances of Large Retail Establishments and provide visual interest that will be compatible with the character of future shop front retail and residential development planned for the Transit-Oriented Mixed Use Development.
 - [2] Ground floor facades greater than 100 feet in length, measured horizontally that face a public street and are within 200 feet of said street, as well as ground floor facades that face an off-street parking area with 200 or more parking spaces, shall incorporate wall plane projections, arcades or recesses having a depth of at least 2 % of the length of the façade and extending at least 20 % of the length of the façade in aggregate. No uninterrupted length of any facade addressed by this section shall exceed 100 horizontal feet.
 - [3] Ground floor facades that face a public street and are within 200 feet of said street, as well as ground floor facades that face an off-street parking area with 200 or more parking spaces, shall provide display windows, windows, or transparent, translucent or opaque glass treatments, along no less than 40 % of their horizontal length. Required display windows, windows, or transparent, translucent or opaque glass treatments shall occupy no less than 40% of the area between grade level and 10 feet above grade level, inclusive of any glass entry doors.
 - [4] Ground floor facades that face a public street and are within 200 feet of said street, as well as ground floor facades that face an off-street parking area with 200 or more parking spaces, shall provide arcades, articulated entry areas, awnings or other such features along no less than 50 % of their horizontal length.
 - [5] Building facades must include a repeating pattern that shall include the following elements: color change; texture change; material module change; and, expression of architectural or structural bays through a change in plane no less than 12 inches in width, such as an offset, reveal or projecting rib; all elements shall repeat at intervals of no more than 50 feet horizontally along the length of the building.
 - [6] Each building shall be required to display an articulated base and roofline or cornice. The base and cornice line shall each equal at least 5% of façade height, and in no instance shall the base be less than four (4) feet high and the cornice be less than two (2) feet high. The base and cornice may be interrupted for required windows and doors as the case may be.
 - [7] The corner of a building of a One Story Freestanding Large Retail Establishment formed by the intersection of two facades that face Main Street and US Route 1 shall provide additional height of not less than 120% of the height of the primary

intersecting walls. The additional height shall extend not less than thirty (30') feet along each intersecting wall.

- [8] Permitted Fascia Wall Signs shall consist of individual raised letters and logo forms that project no less than six (6) inches and no more than 12 inches from the façade wall either attached to a panel or directly to the building wall.

b. Materials and.

- [1] Exterior building materials and colors should be compatible with materials and colors to be utilized throughout the Transit-Oriented Mixed Use Development shown in section 205-76.1Y(4).
- [2] Predominant exterior building materials shall be quality materials, including, but not limited to, brick, sandstone, native stone veneer, cultured stone and stone veneer.
- [3] Predominant façade colors shall be low reflectance, subtle, neutral or earth tone colors provided in 205-76.1Y(4). The use of high-intensity colors, metallic colors, black or fluorescent colors shall be prohibited.
- [4] Building trim and accent areas may feature brighter colors, including primary colors as provided in 205-76.1Y(4).
- [5] Building trim may be brick, stone, cast stone, cultured stone, painted or treated metal, composite materials, high density plastic, fiberglass reinforced polyurethane, grid reinforced cement and equivalent materials, and painted or stained wood.
- [6] Exterior building materials shall not include smooth-faced concrete block, unarticulated smooth faced concrete or non-architectural steel panels not treated with an approved building material.
- [7] Permitted signs of all types may utilize corporate or trademarked color schemes in addition to those colors permitted in 205-76.1Y(4).
- [8] Building elevations of all sides of a Large Retail Establishment indicating compliance with ordinance standards shall be submitted as part of any Preliminary Site Plan Approval application.
- [9] Physical samples of all proposed building materials and colors shall be submitted to the Planning Board for review and approval as part of preliminary site plan approval application.
- [10] All expansion joints shall be disguised with architectural elements such as piers, recesses, projecting façade elements or material changes.

c. Entryways.

- [1] Entryway design elements and variations should give orientation to the building while clearly identifying entryways on One Story Freestanding Large Retail Establishments.
- [2] Each principal building on a site shall have clearly defined, visible customer entrances featuring no less than four of the following:
 - [a] Canopies or porticos.
 - [b] Overhangs.
 - [c] Recesses/projections.

- [d] Arcades.
 - [e] Raised corniced parapets over the door.
 - [f] Peaked roof forms.
 - [g] Arches.
 - [h] Outdoor patios.
 - [i] Display windows.
 - [j] Multiple entryways.
 - [k] Architectural details such as tile work and moldings which are integrated into the building structure and design.
 - [l] Integral planters or wing walls that incorporate landscape areas and/or places for sitting.
- [3] The primary entryway for a One Story Freestanding Large Retail Establishments shall be not less than 133% of the height of the wall of the principal building. This requirement may be reduced to not less than 120% of the height of the principal building upon the inclusion of a unique or distinctive architectural treatment or design element at the primary entryway.
- [4] Where additional stores will be located in the Large Retail Establishments, each such store may have at least one additional exterior customer entrance, which entrance shall conform to the above requirements.
- [5] Uses requiring door or window security gates shall be permitted to install mesh or lattice gates on the interior of windows and doors. Exterior or solid security gates or solid rollup doors that do not permit the passage of light are prohibited. Loading areas that are screened from the view of public streets and parking areas containing in excess of 200 parking spaces shall be exempt from this requirement. Alternatively, loading areas may be recessed from the primary building façade facing a public street or parking area containing more than 200 parking spaces by not less than 60 feet and be exempt from said screening requirement.
- [6] Merchant displays shall be limited to not more than six (6) feet deep along 40% of the façade length. Merchant displays shall be removed and stored inside and enclosed building or space each evening upon store closing.
- d. Roofs.
- [1] Roof features should be used to compliment the character of the mixed use retail and residential development planned for the Transit-Oriented Mixed Use Development. Variations in roof lines shall be used to add interest to, and reduce the massive scale of large buildings and such variations shall be no less than three (3) feet in height and shall occur no less than every 100 feet. Roofs shall have no less than two of the following features:
 - [a] Parapets concealing flat roofs and rooftop equipment from public view. The average height of such parapets shall not exceed 25 % of the height of the supporting wall and such parapets shall not at any point exceed 33% of the height of the supporting wall. Such parapets shall feature three-dimensional cornice treatment.
 - [b] Overhanging eaves, extending no less than two (2) feet past the supporting walls.

- [c] Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one (1) foot of vertical rise for every three (3) feet of horizontal run, and less than or equal to one (1) foot of vertical rise for every one (1) foot of horizontal run.
 - [d] Three or more roof slope planes.
 - [e] All facades shall provide an articulated cornice at the eave line or parapet line a minimum of two (2) feet in height and projecting a minimum of one (1) foot from the façade.
- [2] Visible roof materials shall be architectural shingles, slate, tile, metal panels, metal or solar shingles. Flat roofs concealed by a parapet may be any material.

(5) Off-Street Parking and Loading.

- (a) No more than 70% of the required off-street parking for any Free-standing One Story Large Retail Establishment building shall be located between the street frontage and the particular building's front elevation. All remaining off-street parking shall be located outside of the area delineated by this standard.
- (b) Loading areas shall be screened from view of public streets and parking areas containing more than 200 parking spaces by a solid masonry screen wall at least 8 feet high. Required screen walls shall be faced with an approved façade building material compatible with the primary building façade, and have an articulated vertical element not less than every 15 feet along the length of said wall. Alternatively, loading areas that are recessed by a minimum of 60 feet from the primary building façade facing a public street or a parking area containing in excess of 200 parking spaces shall be deemed to comply with the screening requirement.

(6) Mechanical Equipment.

The following equipment shall be placed away from any RBL and be screened from view from the street on which the building fronts and from US Route 1:

- (a) Air compressors.
- (b) Mechanical pumps.
- (c) Exterior water heaters.
- (d) Water softeners.
- (e) Utility and telephone company meters or boxes.
- (f) Garbage cans for individual uses.
- (g) Trash compactors and dumpsters.
- (h) Storage tanks.
- (i) Roof mounted equipment and safety rails shall be placed away from the RBL frontage and be screened from view from Main Street, parking areas containing in excess of 200 parking spaces and US Route 1.

J. Commencement of Main Street, Development Phasing, Wind Turbines and Setbacks from Tract Boundary Lines.

- (1) Any Preliminary Site Plan submitted for Phase 1 shall include a minimum of two (2) Mixed Use Retail Commercial Buildings containing a minimum ground floor area of 15,000 square feet in each Mixed Use Retail Commercial Building fronting on Main Street as indicated on the

Regulating Plan. The requirement may be met in any number of Mixed Use Retail Commercial Buildings provided a total of 30,000 square feet of ground floor area is shown fronting on Main Street.

- (2) Wind turbines shall not exceed a height of 150 feet measured from finished grade level to hub height.
- (3) The following setbacks shall be observed for all Tract boundaries:
 - (a) US Route 1: 75 feet from the existing right-of-way line.
 - (b) Side property lines: 40 feet
 - (c) Railroad property line: 0 feet

K. Multi Story Large Retail Establishments & Mixed Use Retail Commercial Buildings.

- (1) Area Yard and Building Requirements.
 - (a) Minimum Lot size: 1,500 square feet.
 - (b) Minimum Lot width: 20 feet.
 - (c) Minimum Front Setback: 0 feet from the front lot line, a minimum of 20 from site access roads and 6 feet from any drive aisle.
 - (d) Minimum Side Setback: 0 feet.
 - (e) Minimum Rear Setback: 0 feet.
 - (f) Building height: 75 feet, except for Station Circle where the permitted height shall be 125 feet.
 - (g) Maximum Lot Coverage: 100%.
 - (h) Required Building Line: No less than 16 feet and no more than 24 feet from the face of curb on the adjoining street or sidewalk.
 - (i) Parking in accordance with the shared parking matrix 205-76.1W.
 - (j) Signage in accordance with the signage matrix 205-76.1X.
- (2) General Design Criteria. Multi Story Large Retail Establishments and Mixed Use Retail Commercial buildings are designed to foster active street life.
 - (a) Their ground floor fronts have large windows to encourage a connection between the commercial activity within and the public life of street and sidewalk. Since upper story uses may be office or residences, those windows are appropriately smaller.
 - (b) These guidelines favor steeply pitched gable and hip roofs, overhanging eaves and balconies, simple building walls of stucco, stone or brick and muted exterior colors with rich trim and detail colors.
 - (c) Building materials shall include primarily brick, stucco, native stone, synthetic and composite siding, and pre-cast masonry on building walls fronting on public streets.
 - (d) Roofs should have consistent pitches and generous overhangs in order to provide visual coherence. Roofs should also demonstrate common-sense recognition of the climate by utilizing appropriate pitch, drainage and materials.

- (e) Appropriate lighting is desirable for nighttime visibility, crime deterrence and decoration. Lighting on site shall create light necessary for convenience and safety without causing light pollution or glare.
 - (f) At the front of the building, exterior lights shall be mounted between eight (8) feet and 20 feet above grade.
- (3) Building Design Standards
- (a) Façade & Exterior Walls.
 - [1] The building shall be between two (2) and (6) stories in height, except for Station Circle where they may be in accordance with K(1)(f). The gross floor area of any finished floor located above 75 feet in height above finished grade shall be no greater than 20,000 square feet.
 - [2] At least 80 % of the ground floor shall have at least 12 feet clear height.
 - [3] Within 75 feet of a building corner, the building shall be built to the RBL or have an articulated corner detail treatment. In all other areas, buildings shall be built to not-less-than 75% of the RBL.
 - [4] The ground floor shall have not less than 60% fenestration measured between two (2) and 10 feet above the fronting sidewalk.
 - [5] Uses requiring door or window security gates shall be permitted to install mesh or lattice gates on the interior of windows and doors. Exterior or solid gates are prohibited.
 - [6] Upper story facades facing a public street, Main Street or a parking area in excess of 600 parking spaces shall have between 30% and 80% fenestration measured for each story between three (3) feet and nine (9) feet above the finished floor.
 - [7] No less than 50 % of the upper story dwelling units fronting on a street shall have balconies and/or balconettes.
 - [8] Each building shall be required to display an articulated base and roofline or cornice. The base and cornice line shall each equal at least 5% of façade height, and in no instance shall be less than two (2) feet.
 - [9] Awnings and overhangs are encouraged and may project over the sidewalk at a minimum clearance of eight (8) feet.
 - (b) Materials and Colors.
 - [1] Exterior building materials and colors should be compatible with materials and colors to be utilized throughout the Transit-Oriented Mixed Use Development shown in section 205-76.1Y(4).
 - [2] Predominant exterior building materials on a Primary Façade shall be quality materials, including, but not limited to, brick, sandstone, native stone veneer, cultured stone and stone veneer, stucco, composite siding, and tinted/textured concrete masonry units.
 - [3] Building materials on the Secondary Façade may be those permitted on the primary façade and painted, concrete masonry units, and vinyl siding.
 - [4] Predominant façade colors shall be low reflectance, subtle, neutral or earth tone colors provided in 205-76.1Y(4). The use of high-intensity colors, metallic colors, black or fluorescent colors shall be prohibited.

- [5] Building trim and accent areas may feature brighter colors, including primary colors as provided in 205-76.1Y(4).
- [6] Building trim may be brick, stone, cast stone, cultured stone, painted or treated metal, composite materials, pre-cast materials, high density plastic, fiberglass reinforced polyurethane, grid reinforced cement and equivalent materials and painted or stained wood.
- [7] Exterior building materials shall not include smooth-faced concrete block, unarticulated smooth faced concrete or non-architectural steel panels not treated with an approved building material.
- [8] Permitted signs of all types may utilize corporate or trademarked color schemes in addition to those colors permitted in 205-76.1Y(4).

(c) Entryways.

Entry design elements and variations shall give orientation and identity to the building and uses within.

- [1] Each Mixed Use Retail Building shall have a clearly defined, visible customer, visitor and or resident entrance(s).
- [2] Each building entrance shall feature no fewer than three of the following:
 - [a] Canopies or porticos.
 - [b] Overhangs.
 - [c] Recesses/projections.
 - [d] Arcades.
 - [e] Raised cornice parapets over the door.
 - [f] Peaked or arched roof forms.
 - [g] Awnings.
 - [h] Architectural details such as tile work and moldings which are integrated into the building structure and design.

(d) Roofs.

- [1] Roof features should be used to complement the character of the mixed use retail and residential buildings on the Transit-Oriented Mixed Use Development. Variations in roof lines shall be used to add visual interest to, and reduce the scale of large buildings. Roofs shall have no less than two (2) of the following features:
 - [a] Parapets concealing flat roofs.
 - [b] Overhanging eaves, extending no less than two (2) feet past supporting walls.
 - [c] Sloping roofs that do not exceed the average height of supporting walls.
 - [d] Three or more roof planes.
 - [e] An articulated cornice at the eave line or parapet line a minimum of two (2) feet in height and projecting a minimum of one (1) foot from the façade.

- [2] Visible Roof materials shall be architectural shingles, slate, tile, metal panels, metal or solar shingles. Flat roofs, concealed by a parapet may be any material

(4) Mechanical Equipment.

The following equipment shall be placed away from any RBL and be screened from view from the street on which the building fronts:

- (a) Air compressors.
- (b) Mechanical pumps.
- (c) Exterior water heaters.
- (d) Water softeners.
- (e) Utility and telephone company meters or boxes.
- (f) Garbage cans for individual uses.
- (g) Storage tanks.
- (h) Roof mounted equipment and safety rails shall be placed away from the RBL frontage and be screened from view from the street.

(5) Parking and Loading.

- (a) Parking is prohibited within the front setback between the front of the building and the front property line. For all Main Street properties, all required off-street parking shall be located between the rear property line and an imaginary line extended from the rear of the building to the side property lines.
- (b) Loading areas shall be screened from view of public streets and parking areas containing more than 200 parking spaces by a solid masonry screen wall at least eight (8) feet high. Required screen walls shall be faced with an approved façade building material compatible with the primary building façade, and have an articulated vertical element not less than every 15 feet along the length of said wall.

L. Free Standing Retail and Restaurant Pads.

(1) Area Yard and Building Requirements.

- (a) Minimum Lot size: 5,000 square feet.
- (b) Minimum Lot width: 50 feet.
- (c) Minimum Front Setback: 0 feet from front lot lines, except for site access roads where minimum setback shall be 20 feet and site drive aisles where minimum setback shall be six (6) feet.
- (d) Minimum Side Setback: 0 feet.
- (e) Minimum Rear Setback: 0 feet.
- (f) Building height: 75 feet.
- (g) Maximum Lot Coverage: 100%.
- (h) Required Building Line: n/a.

- (i) Parking in accordance with the shared parking matrix 205-76.1W.
 - (j) Signage in accordance with the signage matrix 205-76.1X.
- (2) Other Provisions.
- (a) Building Orientation.
 - [1] Buildings may be oriented to the street or site access roads with primary pedestrian access points directly accessing the street façade
 - [2] Buildings may be located to break up the appearance of large parking fields and to screen parking areas from the viewshed of US Route 1.
- (3) Building Design Standards.
- (a) Façade and Exterior Walls.
 - [1] The building shall be between one (1) and two (2) stories in height.
 - [2] At least 80 % of the ground floor shall have at least 12 feet clear height.
 - [3] The ground floor shall have not less than 60% fenestration measured between two (2) and 10 feet above the fronting sidewalk, and not less than 30% fenestration on at least two (2) additional sides.
 - [4] Each building shall be required to display an articulated base and roofline or cornice. The base course and cornice line shall each equal 5% of façade height, and in no instance shall be less than two (2) feet.
 - [5] Awnings and overhangs are encouraged and may project over the sidewalk at a minimum clearance of eight (8) feet.
 - (b) Materials and Colors.
 - [1] Exterior building materials and colors should be compatible with materials and colors to be utilized throughout the Transit-Oriented Mixed Use Development shown in section 205-76.1Y(4).
 - [2] Predominant exterior building materials shall be quality materials, including, but not limited to, brick, sandstone, native stone veneer, cultured stone and stone veneer, stucco, composite siding, and tinted/textured concrete masonry units.
 - [3] Predominant façade colors shall be low reflectance, subtle, neutral or earth tone colors provided in 205-76.1Y(4). The use of high-intensity colors, metallic colors, black or fluorescent colors shall be prohibited.
 - [4] Building trim and accent areas may feature brighter colors, including primary colors as provided in 205-76.1Y(4).
 - [5] Building trim may be brick, stone, cast stone, cultured stone, painted or treated metal, composite materials, pre-cast materials, high density plastic, fiberglass reinforced polyurethane, grid reinforced cement and equivalent materials, and painted or stained wood.
 - [6] Visible Roof materials shall be architectural shingles, slate, tile, metal panels, metal or solar shingles. Flat roofs, concealed by a parapet may be any material.

- [7] Exterior building materials shall not include smooth-faced concrete block, unarticulated smooth faced concrete or non-architectural steel panels not treated with an approved building material.
- [8] Permitted signs of all types may utilize corporate or trademarked color schemes in addition to those colors permitted in 205-76.1Y(4).

(c) Entryways.

Entry design elements and variations shall give orientation and identity to the building and uses within.

- [1] Each Freestanding retail or Restaurant Building shall have a clearly defined, visible customer, visitor and or resident entrance(s).
- [2] Each building entrance shall feature no fewer than three of the following:
 - [a] Canopies or porticos.
 - [b] Overhangs.
 - [c] Recesses/projections.
 - [d] Arcades.
 - [e] Raised cornice parapets over the door.
 - [f] Peaked or arched roof forms.
 - [g] Awnings.
 - [h] Architectural details such as tile work and moldings which are integrated into the building structure and design.

(d) Roofs.

- [1] Roof features should be used to complement the character of the mixed use retail and residential buildings on the Transit-Oriented Mixed Use Development. Variations in roof lines shall be used to add visual interest to, and reduce the scale of large buildings. Roofs shall have no less than two of the following features:
 - [a] Parapets concealing flat roofs.
 - [b] Overhanging eaves, extending no less than two (2) feet past supporting walls.
 - [c] Sloping roofs that do not exceed the average height of supporting walls.
 - [d] Three or more roof planes.
 - [e] An articulated cornice at the eave line or parapet line a minimum of two (2) feet in height and projecting a minimum of one (1) foot from the façade.

(4) Mechanical Equipment.

The following equipment shall be placed away from any RBL and be screened from view from the street on which the building fronts:

- (a) Air compressors.

- (b) Mechanical pumps.
 - (c) Exterior water heaters.
 - (d) Water softeners.
 - (e) Utility and telephone company meters or boxes.
 - (f) Garbage cans for individual uses.
 - (g) Storage tanks.
 - (h) Roof mounted equipment shall be placed away from the RBL frontage and be screened from view from the street and from US Route 1.
- (5) Appurtenances (Porches, Stoops, Screening Bay Windows)
- (a) Solar screens, awnings and arcades may be used to provide user comfort, energy conservation and design unity.
 - (b) Architecture may reflect the difference between public vs. private doors and entry's.
 - (c) The use of prominent corner elements and features is encouraged.
 - (d) Service areas and loading zones shall be screened from view of US Route 1, Main Street and customer parking areas.

M. Office Buildings.

Freestanding office buildings are permitted in accordance with the following standards.

- (1) Area Yard and Building Requirements.
- (a) Minimum Lot Size: 5,000 square feet.
 - (b) Minimum Lot width: 50 feet, except for Station Circle where minimum may be 20 feet.
 - (c) Minimum Front Setback: 0 feet, except for site access roads where minimum setback shall be 20 feet and site drive aisles where the minimum setback shall be six (6) feet.
 - (d) Minimum Side Setback: 0 feet.
 - (e) Minimum Rear Setback: 0 feet.
 - (f) Building height: 75 feet, except for any office building located within 350 feet of the Northeast Corridor, where permitted height may be equal to 125 feet.
 - (g) Maximum Lot Coverage: 100%.
 - (h) Required Building Line: n/a.
 - (i) Parking in accordance with shared parking matrix 205-76.1W.
 - (j) Signage in accordance with the signage matrix 205-76.1X.

(2) Other Provisions.

(a) Permitted Commercial uses may be located within the ground or street level floor area.

(b) Building Orientation

[1] Buildings may be oriented to the street with primary pedestrian access points directly accessing the street façade

[2] At least 50 percent of a buildings front façade must be built to the minimum setback line, except for buildings fronting on site access roads, where the build to line may be established between the front setback line and a distance equal to half the height of the building.

(3) Building Design Standards.

(a) Façade and Exterior Walls.

[1] The building shall be between three (3) and 12 stories in height. The gross floor area of any finished floor located above 75 feet in height above finished grade shall be no greater than 20,000 square feet.

[2] At least 80 % of the ground floor shall have at least 12 feet clear height.

[3] The ground floor shall have not less than 60% fenestration measured between two (2) and 10 feet above the fronting sidewalk, and not less than 30% fenestration on at least two (2) additional sides.

[4] Each building shall be required to display an articulated base and roofline or cornice. The base course and cornice line shall each equal 5% of façade height, and in no instance shall be less than two (2) feet.

[5] Awnings and overhangs are encouraged and may project over the sidewalk at a minimum clearance of eight (8) feet.

(b) Materials and Colors.

[1] Exterior building materials and colors should be compatible with materials and colors to be utilized throughout the Transit-Oriented Mixed Use Development shown in section 205-76.1Y(4).

[2] Predominant exterior building materials shall be quality materials, including, but not limited to, brick, sandstone, native stone veneer, cultured stone and stone veneer, stucco, glass, composite siding, and tinted/textured concrete masonry units.

[3] Predominant Façade colors shall be low reflectance, subtle, neutral or earth tone colors provided in 205-76.1Y(4). The use of high-intensity colors, metallic colors, black or fluorescent colors shall be prohibited.

[4] Building trim and accent areas may feature brighter colors, including primary colors as provided in 205-76.1Y(4).

[5] Building trim may be brick, stone, cast stone, cultured stone, painted or treated metal, composite materials, pre-cast materials, high density plastic, fiberglass reinforced polyurethane, grid reinforced cement and equivalent materials, and painted or stained wood.

[6] Visible Roof materials shall be architectural shingles, slate, tile, metal panels, metal or solar shingles. Flat roofs, concealed by a parapet may be any material.

- [7] Exterior building materials shall not include smooth-faced concrete block, unarticulated smooth faced concrete or non-architectural steel panels not treated with an approved building material.
- [8] Permitted signs of all types may utilize corporate or trademarked color schemes in addition to those colors permitted in 205-76.1Y(4).

(c) Entryways.

Entry design elements and variations shall give orientation and identity to the building and uses within.

- [1] Each Freestanding Office Building shall have a clearly defined, visible customer, visitor and or resident entrance(s).
- [2] Each building entrance shall feature no fewer than three of the following:
 - [a] Canopies or porticos.
 - [b] Overhangs.
 - [c] Recesses/projections.
 - [d] Arcades.
 - [e] Raised cornice parapets over the door.
 - [f] Peaked or arched roof forms.
 - [g] Awnings.
 - [h] Architectural details such as tile work and moldings which are integrated into the building structure and design.

(d) Roofs.

- [1] Roof features should be used to complement the character of the mixed use retail and residential buildings on the Transit-Oriented Mixed Use Development. Variations in roof lines shall be used to add visual interest to, and reduce the scale of large buildings. Roofs shall have no less than two of the following features:
 - [a] Parapets concealing flat roofs.
 - [b] Overhanging eaves, extending no less than two (2) feet past supporting walls.
 - [c] Sloping roofs that do not exceed the average height of supporting walls.
 - [d] Three or more roof planes.
 - [e] An articulated cornice at the eave line or parapet line a minimum of two (2) feet in height and projecting a minimum of one (1) foot from the façade.

4. Mechanical Equipment.

The following equipment shall be placed away from any RBL and be screened from view from the street on which the building fronts:

- (a) Air compressors.

- (b) Mechanical pumps.
- (c) Exterior water heaters.
- (d) Water softeners.
- (e) Utility and telephone company meters or boxes.
- (f) Garbage cans for individual uses.
- (g) Storage tanks.
- (h) Roof mounted equipment shall be placed away from the RBL frontage and be screened from view from the street and from US Route 1.

5. Appurtenances (Porches, Stoops, Screening Bay Windows).

- (a) Solar screens, awnings and arcades may be used to provide user comfort, energy conservation and design unity
- (b) Architecture may reflect the difference between public vs. private doors and entry's.
- (c) The use of prominent corner elements and features is encouraged.
- (d) Service areas and loading zones shall be screened from view of US Route 1, Main Street and customer parking areas.

N. Hotels and Extended Stay Hotels.

- (1) Area Yard and Building Requirements.
 - (a) Minimum Lot size: 5,000 square feet.
 - (b) Minimum Lot width: 50 feet, except for Station Circle where minimum may be 20 feet.
 - (c) Minimum Front Setback: 0 feet, except for site access roads where minimum setback shall be 20 feet and site drive aisles where the minimum setback shall be six (6) feet.
 - (d) Minimum Side Setback: 0 feet.
 - (e) Minimum Rear Setback: 0 feet.
 - (f) Building height: 75 feet, except for Station Circle, where permitted height may be 125 feet.
 - (g) Maximum Lot Coverage: 100%.
 - (h) Required Building Line: n/a
 - (i) Parking in accordance with the shared parking matrix 205-76.1W.
 - (j) Signage in accordance with the signage matrix 205-76.1X.
- (2) Other Provisions.
 - (a) Permitted Commercial Uses may be located within first floor or ground floor area.
 - (b) Building Orientation.
 - [1] Buildings may be oriented to the street with primary pedestrian access points directly accessing the street façade.
 - [2] At least 50 percent of a buildings front façade must be built to the minimum setback line, except for buildings fronting on site access roads, where the build to line may be established between the front setback line and a distance equal to half the height of the building.
- (3) Building Design Standards.
 - (a) Façade and Exterior Walls.
 - [1] The building shall be between three (3) and six (6) stories in height, except for Station Circle, where permitted height may be equal to that permitted in sub-section N(1)(f). The gross floor area of any finished floor located above 75 feet in height above finished grade shall be no greater than 20,000 square feet.
 - [2] The ground floor shall have not less than 60% fenestration measured between two (2) and 10 feet above the fronting sidewalk, and not less than 30% fenestration on at least two (2) additional sides.
 - [3] Each building shall be required to display an articulated base and roofline or cornice. The base course and cornice line shall each equal 5% of façade height, and in no instance shall be less than 2 feet. Further delineation of the façade through changing bands of color or different materials or lighting is also encouraged.
 - [4] Awnings and overhangs are encouraged and may project over the sidewalk at a minimum clearance of eight (8) feet.
 - (b) Materials and Colors.

- [1] Exterior building materials and colors should be compatible with materials and colors to be utilized throughout the Transit-Oriented Mixed Use Development shown in section 205-76.1Y(4).
- [2] Predominant exterior building materials shall be quality materials, including, but not limited to, brick, sandstone, native stone veneer, cultured stone and stone veneer, stucco, composite siding, and tinted/textured concrete masonry units.
- [3] Predominant façade colors shall be low reflectance, subtle, neutral or earth tone colors provided in 205-76.1Y(4). The use of high-intensity colors, metallic colors, black or fluorescent colors shall be prohibited.
- [4] Building trim and accent areas may feature brighter colors, including primary colors as provided in 205-76.1Y(4).
- [5] Building trim may be brick, stone, cast stone, cultured stone, painted or treated metal, composite materials, pre-cast materials, high density plastic, fiberglass reinforced polyurethane, grid reinforced cement and equivalent materials, and painted or stained wood.
- [6] Visible Roof materials shall be architectural shingles, slate, tile, metal panels, metal or solar shingles. Flat roofs, concealed by a parapet may be any material.
- [7] Exterior building materials shall not include smooth-faced concrete block, unarticulated smooth faced concrete or non-architectural steel panels not treated with an approved building material.
- [8] Permitted signs of all types may utilize corporate or trademarked color schemes in addition to those colors permitted in 205-76.1Y(4).

(c) Entryways.

Entry design elements and variations shall give orientation and identity to the building and uses within.

- [1] Each Hotel or Extended Stay Hotel Building shall have a clearly defined, visible customer, visitor and or resident entrance(s).
- [2] Each building entrance shall feature no fewer than three of the following:
 - [a] Canopies or porticos.
 - [b] Overhangs.
 - [c] Recesses/projections.
 - [d] Arcades.
 - [e] Raised cornice parapets over the door.
 - [f] Peaked or arched roof forms.
 - [g] Awnings.
 - [h] Architectural details such as tile work and moldings which are integrated into the building structure and design

(d) Roofs.

- [1] Roof features should be used to complement the character of the mixed use retail and residential buildings on the Transit-Oriented Mixed Use Development.

Variations in roof lines shall be used to add visual interest to, and reduce the scale of large buildings. Roofs shall have no less than two of the following features:

- [a] Parapets concealing flat roofs.
- [b] Overhanging eaves, extending no less than two (2) feet past supporting walls.
- [c] Sloping roofs that do not exceed the average height of supporting walls.
- [d] Three or more roof planes.
- [e] An articulated cornice at the eave line or parapet line a minimum of two (2) feet in height and projecting a minimum of one (1) foot from the façade.

(4) Mechanical Equipment.

The following equipment shall be placed away from any RBL and be screened from view from the street on which the building fronts:

- (a) Air compressors.
- (b) Mechanical pumps.
- (c) Exterior water heaters.
- (d) Water softeners.
- (e) Utility and telephone company meters or boxes.
- (f) Garbage cans for individual uses.
- (g) Storage tanks.
- (h) Roof mounted equipment shall be placed away from the RBL frontage and be screened from view from the street and from US Route 1.

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

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

- (d) Use of accent lighting such as neon, LED, uplighting and other creative techniques are permitted and encouraged to distinguish large façade areas.

O. Residential Flats, Loft Flats, Townhouses, Multifamily Buildings, Duplex Lofts, Live/Work Units

(1) Area Yard and Building Requirements.

- (a) Minimum Lot size: 1,000 square feet.
- (b) Minimum Lot width: 18 feet.
- (c) Minimum Front Setback: 0 feet, except for site access roads where minimum setback shall be 20 feet and site drive aisles where the minimum setback shall be six (6) feet.
- (d) Minimum Side Setback: 0 feet.
- (e) Minimum Rear Setback: 0 feet.
- (f) Building height: 75 feet, except for Station Circle, where the permitted height shall be 125 feet.
- (g) Maximum Lot Coverage: 100%.
- (h) Required Building Line: Not less than 10 feet and not more than 16 feet from the face of curb of the adjoining street or parking area.
- (i) Parking in accordance with shared parking matrix 205-76.1W.
- (j) Signage in accordance with signage matrix 205-76.1X.

(2) General Provisions.

- (a) Permitted Commercial Uses up to 2,000 square feet gross leaseable area shall be permitted on the first or ground floors of residential buildings permitted in the section provided said use has an outside entrance accessible from a public sidewalk.
- (b) The building shall be a minimum of three (3) stories in height.
- (c) The gross floor area of any finished floor located above 75 feet in height above finished grade shall be no greater than 20,000 square feet.
- (d) Any parking structure within the block shall not exceed the eave height of any residential building within 75 feet.
- (e) Fenestration shall be between 30 % and 70 % for all RBL building facades measured between three (3) and nine (9) feet above the finished floor.
- (f) Blank lengths of wall greater than 30 linear feet shall be prohibited.
- (g) Off-street surface parking or garage parking shall be at least 20 feet from any RBL on a street. Garage or surface parking is permitted within six feet of any alley.

(3) Building Design Standards.

(a) Materials and Colors.

- [1] Exterior building materials and colors should be compatible with materials and colors to be utilized throughout the Transit-Oriented Mixed Use Development shown in section 205-76.1Y(4).
- [2] Predominant exterior building materials on the Primary Façade shall be quality materials, including, but not limited to, brick, sandstone, native stone veneer,

cultured stone and stone veneer, stucco, composite siding, and tinted/textured concrete masonry units.

- [3] Building materials on the Secondary Façade may be those permitted on the primary façade and painted, concrete masonry units, and vinyl siding.
- [4] Predominant façade colors shall be low reflectance, subtle, neutral or earth tone colors provided in 205-76.1Y(4). The use of high-intensity colors, metallic colors, black or fluorescent colors shall be prohibited.
- [5] Building trim and accent areas may feature brighter colors, including primary colors as provided in 205-76.1Y(4).
- [6] Building trim may be brick, stone, cast stone, cultured stone, painted or treated metal, composite materials, high density plastic, fiberglass reinforced polyurethane, grid reinforced cement and equivalent materials, and painted or stained wood.
- [7] Roof materials may be architectural asphalt shingles, metal panels, metal, tile, slate and solar shingles or tiles.
- [8] Permitted signs of all types may utilize corporate or trademarked color schemes in addition to those colors permitted in 205-76.1Y(4).

(b) Entryways.

Entry design elements and variations shall give orientation and identity to the building and uses within.

- [1] Each Residential Building shall have a clearly defined, visible visitor and or resident entrance(s).
- [2] Each building entrance shall feature no fewer than three of the following:
 - [a] Canopies or porticos.
 - [b] Overhangs.
 - [c] Recesses/projections.
 - [d] Arcades.
 - [e] Raised cornice parapets over the door.
 - [f] Peaked or arched roof forms.
 - [g] Awnings.
 - [h] Architectural details such as tile work and moldings which are integrated into the building structure and design.

(c) Roofs.

- [1] Roof features should be used to complement the character of the mixed use retail and residential buildings on the Transit-Oriented Mixed Use Development. Variations in roof lines shall be used to add visual interest to, and reduce the scale of large buildings. Roofs shall have no less than two of the following features:
 - [a] Parapets concealing flat roofs.
 - [b] Overhanging eaves, extending no less than two (2) feet past supporting walls.

- [c] Sloping roofs that do not exceed the average height of supporting walls
- [d] Three or more roof planes
- [e] An articulated cornice at the eave line or parapet line a minimum of two (2) feet in height and projecting a minimum of one (1) foot from the façade.

(4) Mechanical Equipment.

The following equipment shall be placed away from any RBL and be screened from view from the street on which the building fronts:

- (a) Air compressors.
- (b) Mechanical pumps.
- (c) Exterior water heaters.
- (d) Water softeners.
- (e) Utility and telephone company meters or boxes.
- (f) Garbage cans for individual uses.
- (g) Storage tanks.
- (h) Roof mounted equipment shall be placed away from the RBL frontage and be screened from view from the street.

(5) Appurtenances (Porches, Stoops, Screening Bay Windows).

- (a) Solar screens, awnings and arcades may be used to provide user comfort, energy conservation and design unity
- (b) Architecture may reflect the difference between public vs. private doors and entry's
- (c) The use of prominent corner elements and features is encouraged.

P. Indoor Recreation Facilities.

Indoor Recreation Facilities are permitted in accordance with the following standards.

(1) Area Yard and Building Requirements.

- (a) Minimum Lot Size: 5,000 square feet.
- (b) Minimum Lot width: 50 feet.
- (c) Minimum Front Setback: 0 feet, except for site access roads where minimum setback shall be 20 feet and site drive aisles where the minimum setback shall be six (6) feet.
- (d) Minimum Side Setback: 0 feet.
- (e) Minimum Rear Setback: 0 feet.
- (f) Building height: 75 feet.
- (g) Maximum Lot Coverage: 100%
- (h) Required Building Line: n/a.

- (i) Parking in accordance with shared parking matrix 205-76.1W.
 - (j) Signage in accordance with the signage matrix 205-76.1X.
- (2) Other Provisions.
- (a) Permitted Commercial uses may be located within the ground or street level floor area. Permitted residential uses may be used as liner buildings or integrated into a Mixed Use Building.
 - (b) Building Orientation.
 - [1] Buildings may be oriented to the street with primary pedestrian access points directly accessing the street façade
 - [2] At least 50 percent of a buildings front façade must be built to the minimum setback line, except for buildings fronting on site access roads, where the build to line may be established between the front setback line and a distance equal to half the height of the building.
- (3) Building Design Standards.
- (a) Façade and Exterior Walls.
 - [1] The building shall be between one (1) and six (6) stories in height.
 - [2] At least 80 % of the ground floor shall have at least 12 feet clear height.
 - [3] The ground floor shall have not less than 40% fenestration measured between two (2) and 10 feet above the fronting sidewalk, and not less than 20% fenestration on at least two (2) additional sides.
 - [4] Each building shall be required to display an articulated base and roofline or cornice. The base course and cornice line shall each equal 5% of façade height, and in no instance shall be less than two (2) feet.
 - [5] Awnings and overhangs are encouraged and may project over the sidewalk at a minimum clearance of eight (8) feet.
 - (b) Materials and Colors.
 - [1] Indoor Recreation facilities shall be constructed of the following:
 - [a] Exterior building materials and colors should be compatible with materials and colors to be utilized throughout the Transit-Oriented Mixed Use Development shown in section 205-76.1Y(4).
 - [b] Predominant exterior building materials shall be quality materials, including, but not limited to, brick, sandstone, native stone veneer, cultured stone and stone veneer, stucco, glass, composite siding, and tinted/textured concrete masonry units.
 - [c] Predominant Façade colors shall be low reflectance, subtle, neutral or earth tone colors provided in 205-76.1Y(4). The use of high-intensity colors, metallic colors, black or fluorescent colors shall be prohibited.
 - [d] Building trim and accent areas may feature brighter colors, including primary colors as provided in 205-76.1Y(4).
 - [e] Building trim may be brick, stone, cast stone, cultured stone, painted or treated metal, composite materials, pre-cast materials, high density plastic

fiberglass reinforced polyurethane, grid reinforced cement and equivalent materials, and painted or stained wood.

- [f] Visible Roof materials shall be architectural shingles, slate, tile, metal panels, metal or solar shingles. Flat roofs, concealed by a parapet may be any material.
- [g] Exterior building materials shall not include smooth-faced concrete block, unarticulated smooth faced concrete or non-architectural steel panels not treated with an approved building material.
- [h] Permitted signs of all types may utilize corporate or trademarked color schemes in addition to those colors permitted in 205-76.1.Y.4

(c) Entryways.

Entry design elements and variations shall give orientation and identity to the building and uses within.

- [1] Each Indoor recreation facility shall have a clearly defined, visible customer, visitor and or resident entrance(s).
- [2] Each building entrance shall feature no fewer than three of the following:
 - [a] Canopies or porticos.
 - [b] Overhangs.
 - [c] Recesses/projections.
 - [d] Arcades.
 - [e] Raised cornice parapets over the door.
 - [f] Peaked or arched roof forms.
 - [g] Awnings.
 - [h] Architectural details such as tile work and moldings which are integrated into the building structure and design.

(4) Roofs.

- (a) Roof features should be used to complement the character of the mixed use retail and residential buildings on the Transit-Oriented Mixed Use Development. Variations in roof lines shall be used to add visual interest to, and reduce the scale of large buildings. Roofs shall have no less than two of the following features;
 - [1] Parapets concealing flat roofs.
 - [2] Overhanging eaves, extending no less than two (2) feet past supporting walls.
 - [3] Sloping or arched roofs that do not exceed the average height of supporting walls.
 - [4] Three or more roof planes.
 - [5] An articulated cornice at the eave line or parapet line a minimum of two (2) feet in height and projecting a minimum of one (1) foot from the façade.

(5) Mechanical Equipment.

The following equipment shall be placed away from any RBL and be screened from view from the street on which the building fronts:

- (a) Air compressors.
 - (b) Mechanical pumps.
 - (c) Exterior water heaters.
 - (d) Water softeners.
 - (e) Utility and telephone company meters or boxes.
 - (f) Garbage cans for individual uses.
 - (g) Storage tanks.
 - (h) Roof mounted equipment shall be placed away from the RBL frontage and be screened from view from the street and from US Route 1.
- (6) Appurtenances (Porches, Stoops, Screening Bay Windows).
- (a) Solar screens, awnings and arcades may be used to provide user comfort, energy conservation and design unity.
 - (b) Architecture may reflect the difference between public vs. private doors and entry's.
 - (c) The use of prominent corner elements and features is encouraged.
 - (d) Service areas and loading zones shall be screened from view of US Route 1, Main Street and customer parking areas.

Q. Green-Engineering Performance Standards.

The following green engineering performance standards shall be met by the development:

- (1) All buildings constructed pursuant to applicable bonus provisions of this ordinance shall be designed to achieve LEED Certification. Paperwork indicating proposed scoring for achieving LEED Certification shall be submitted to the Department of Community Development for approval prior to a final site plan approval for any building
- (2) The utilization of potable water for non-potable (i.e. irrigation, fountains, etc) purposes shall be prohibited.
- (3) All parking lot lights shall be L.E.D. (light emitting diodes). Other exterior lighting, including interior lighting for exterior identification signs, shall be L.E.D. or equivalent energy saving technology available at the time of construction, dependent upon availability of suitable architectural lighting.
- (4) The use of recycled materials is encouraged, including demolition materials from the existing facilities on the premises. Where an existing design standard would preclude the use of a recycled material, including demolition material, the use of the recycled material shall take precedence and waive said design standard.

R. Requirement for Street Connections to Adjacent Developable Parcels and/or the Finnigans Lane Extension.

- (1) A location shall be provided on the Regulating Plan for a vehicle connection to the planned future Finnigans Lane Extension running parallel to the site along the Northeast Corridor Line.

- (2) A location shall be provided on the Regulating Plan for a vehicle connection to the adjacent parcel to the north of the Transit-Oriented Mixed Use Development.

S. Street Network Standards.

- (1) Elements of Street Cross-sections.

- (a) Roadside Zone. The Roadside Zone includes the area between the curb face and the front property line of adjoining parcels. It should contain four sub-zones, including the edge zone, furnishings zone, throughway zone and frontage zone. These zones provide flexibility along the length of a street for the necessary landscaping, street furnishings, pedestrian through movements and roadside activities.

- [1] Edge Zone. The Edge Zone provides interface between parked vehicles and street furniture. This zone should generally be kept clear of any objects. Parking meters may be placed here with consideration to door swings. The edge zone should have a minimum width of 1.5 feet and may be widened to a minimum of four (4) feet at transit stops with shelters.

- [2] Furnishings Zone. The Furnishings Zone is the key buffer component between the active pedestrian walking area and the vehicle traveled way area. Street trees, planting strips, street furniture, bollards, signal poles, signals, electrical, telephone and traffic signal cabinets, signs, fire hydrants and bicycle racks should be consolidated in this zone to keep them from becoming obstacle to pedestrians. The furnishings zone should have a minimum width of seven (7') feet.

- [3] Throughway Zone. The Throughway Zone is intended for pedestrian travel only and should be entirely clear of obstacles and provide a smooth walking surface. The Throughway Zone shall be a minimum of six (6') feet wide.

- [4] Frontage Zone. The Frontage Zone is the area adjacent to the property line that may be defined by a building façade, landscaping area, fence or screened parking area. A minimum width of 1.5 feet should be provided for the frontage zone. The width of the frontage zone may be increased to accommodate a variety of activities associated with adjacent uses, such as outdoor seating or merchant displays. Merchant displays shall be limited to not more than three (3) feet deep along 40% of the façade length or 24 linear feet, whichever is less.

- (b) Traveled Way. The Traveled Way is the street pavement area between curbs. It includes the following key components:

- [1] Vehicle Travel Lanes. Vehicle travel lanes shall range from 10 feet to 12 feet in width.

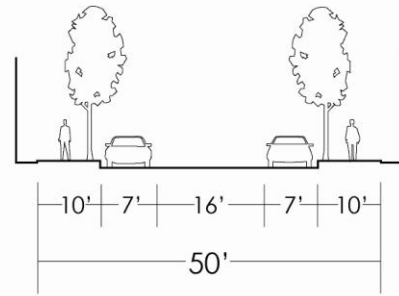
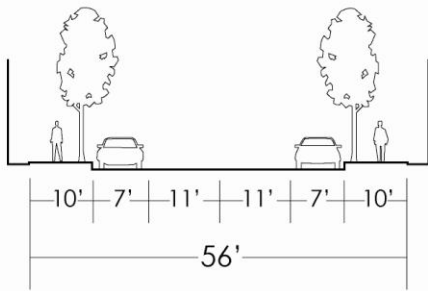
- [2] Bicycle Lanes. A minimum bicycle lane width of four (4) feet should be provided.

- [3] Medians. Medians should be used as an additional location for landscaping. Medians should also serve as pedestrian refuge islands within the traveled way when needed.

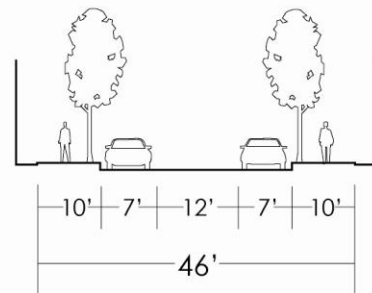
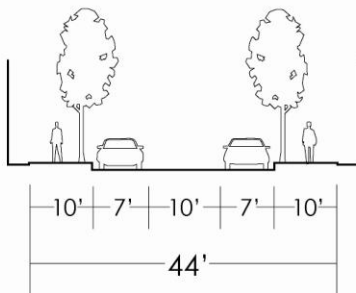
- [4] On-Street Parallel Parking. Parallel parking is the on-street parking spaces that are parallel to the driving lanes. A seven foot width should be provided for parallel parking.

- (2) Permitted Street Cross Sections – The standards below are minimum standards and may be exceeded in accordance with an approved subdivision or site plan.

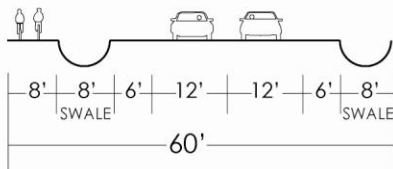
RESIDENTIAL STREET (TWO-WAY)



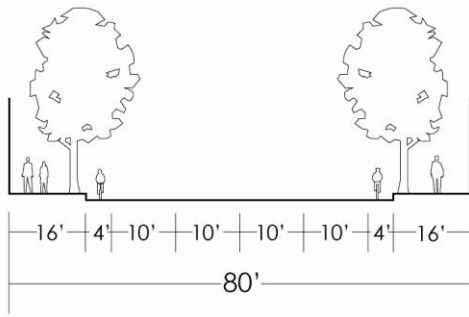
RESIDENTIAL STREET (ONE-WAY)



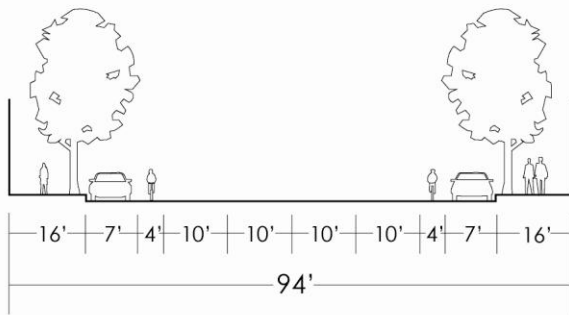
SERVICE ROAD (SITE ACCESS)



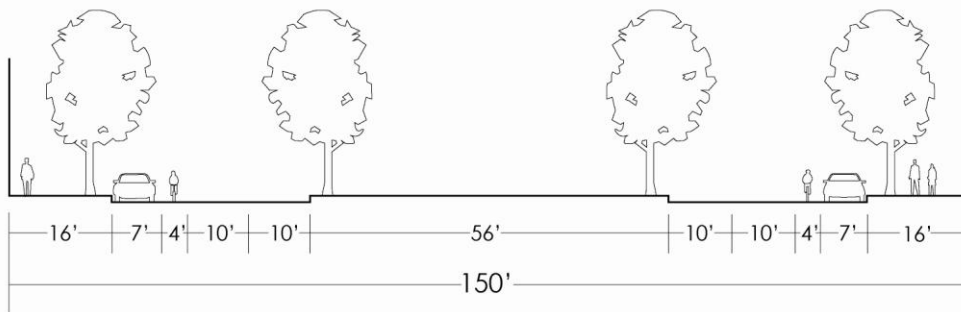
MAIN STREET (WITHOUT PARKING)



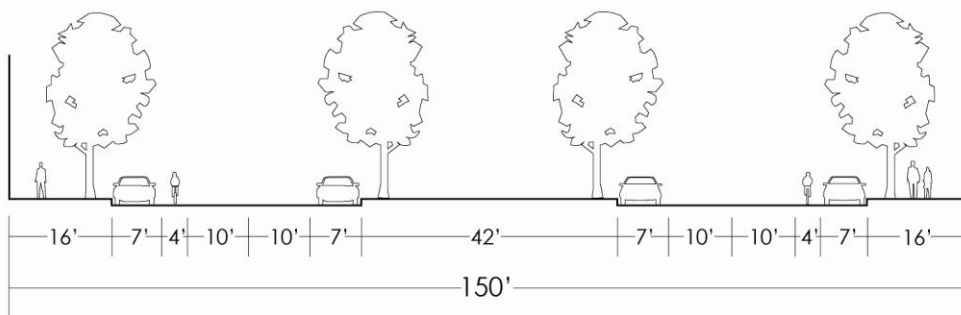
MAIN STREET (WITH PARKING)



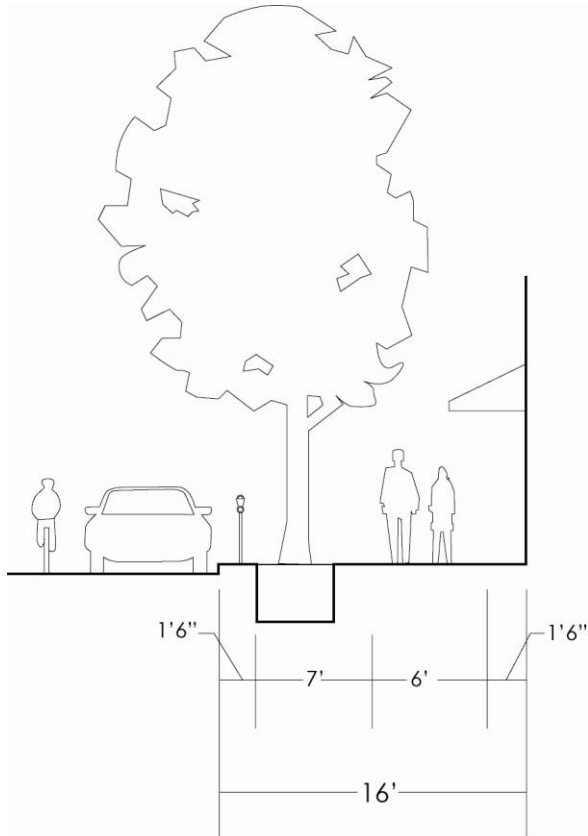
MAIN STREET (VILLAGE GREEN WITHOUT PARKING)



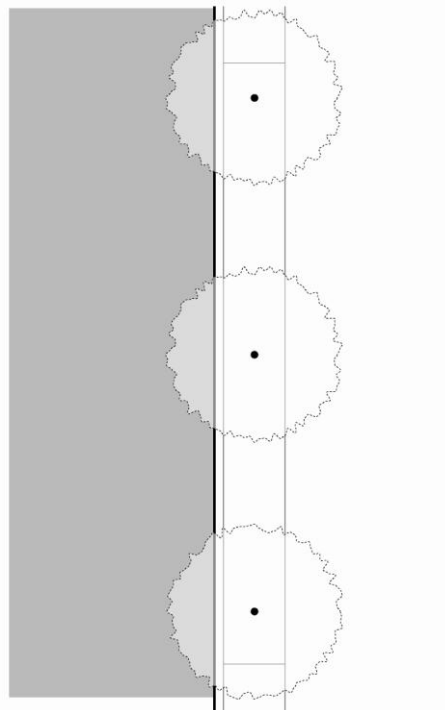
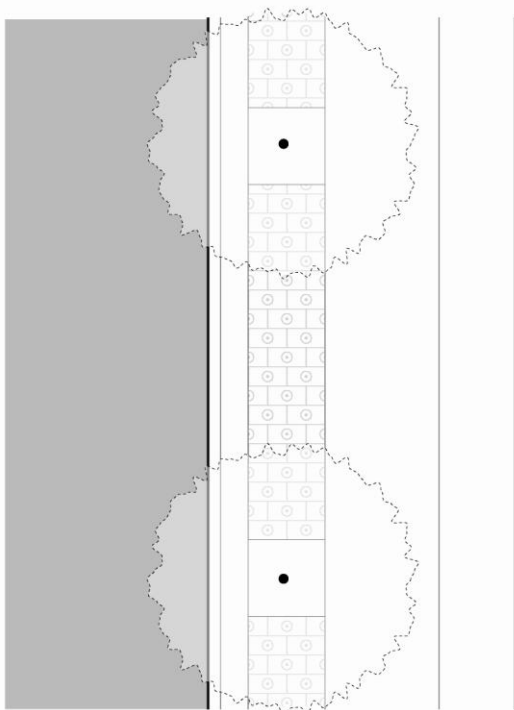
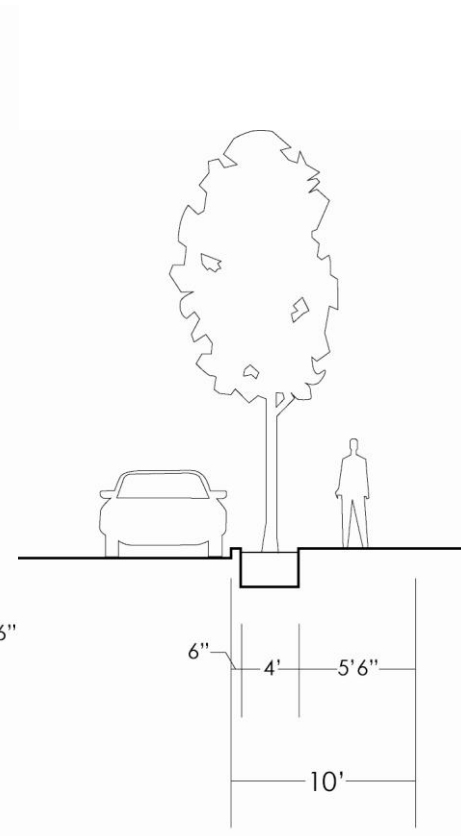
MAIN STREET (VILLAGE GREEN WITH PARKING)



Permitted Commercial Sidewalk
Cross-section and Plan



Permitted Residential Sidewalk
Cross-section & Plan



T. Public Art

- (1) Locations for public art shall be provided on the Regulating Plan approved by the Planning Board.
- (2) Public art shall be provided in prominent Civic Greens, Plazas and Squares.

U. Landscaping and Lighting

- (1) General Development of the transit-oriented development shall require the establishment of groves and belts of trees along all public streets, in and around parking lots, and in all landscape areas that are located within fifty feet of any building or structure in order to establish at least a partial urban tree canopy.

- (2) Xeriscape Landscape Principles. All landscaping plans shall be designed to incorporate water conservation materials and techniques through application of xeriscape landscaping principles. Xeriscape landscaping principles do not include or allow artificial plants, mulched (including gravel) beds or areas without landscape plant material, paving of areas not required for walkways, plazas or parking lots, bare ground, weed covered or infested surfaces or any landscaping that does not comply with the following landscaping principles:
 - (a) Plants with similar water requirements shall be grouped together on the same irrigation zones.
 - (b) High-irrigation turf and plantings shall be limited to appropriate high-use areas with high visibility and functional needs.
 - (c) Use of low-water demanding plants and turf where practicable.
- (3) Parking Lot Landscaping.
 - (a) All parking lot islands, connecting walkways through parking lots and driveways through or to parking lots shall be landscaped with a combination of deciduous and evergreen trees and shrubs suitable to a parking environment.
 - (b) Five (5%) percent of the interior space of all parking lots shall be landscaped or public plaza areas.
 - (c) An intervening island a minimum of eight (8) feet wide shall be provided between every 11 parking spaces along a row.
 - (d) An intervening island a minimum of eight (8) feet wide shall be provided between every three (3) bays of parking or every two hundred (200) feet, whichever is less.
 - (e) The perimeter of any parking lot fronting on Main Street or US Route 1 shall be screened by a decorative wall, fence or hedge a minimum of three (3) feet high.
- (4) Parking Lot Lighting.
 - (a) All parking areas shall be illuminated to provide a safe pedestrian and vehicle operating environment.
 - (b) The mounting height of parking lot light fixtures shall not exceed the height of the tallest building fronting on the parking area or thirty (30) feet whichever is less.
 - (c) All parking lot lighting shall be shielded and directed downward to minimize incidence of sky glow and minimize impact on residential uses.
 - (d) All parking lot lighting shall be LED or equivalent energy saving technology available at the time of construction.
- (5) Street Lighting.
 - (a) All streets and public plazas, parks and squares shall be adequately illuminated for pedestrian safety and vehicular operation.
 - (b) Main Street sidewalks, pedestrian walkways and plaza areas shall be illuminated by pedestrian scale fixtures no greater than eighteen (18) feet in height, spaced not more than ninety (90) feet on center.
 - (c) Streets and intersections shall be illuminated in accordance with their function, with the mounting height of street lighting not to exceed thirty (30) feet.
 - (d) A comprehensive lighting plan shall be established and approved by the Planning Board at the time of General Development Plan or Site Plan Approval as appropriate.

- (e) The operation of search lights and other upward-directed and moving lights used to promote business activity is strictly prohibited.

U. Streetscape and Site Furniture,

- (1) A comprehensive street furniture plan shall be established and approved by the Planning Board at the time of General Development Plan or Site Plan Approval as appropriate.
- (2) A street furniture plan shall be compatible with the selected lighting fixtures for the Transit-Oriented Mixed Use Development and shall incorporate (a) through (e) below and at least four (4) of the remaining following elements at a minimum:
 - (a) Benches.
 - (b) Bicycle Racks.
 - (c) Bus Shelters.
 - (d) Street Name Signs.
 - (e) Trash and Recycling Containers.
 - (f) Bollards.
 - (g) Information Posting Centers.
 - (h) Directional Signage.
 - (i) Banners.
 - (j) Hanging baskets.
 - (k) Flags.
 - (l) Vending Machine Kiosks.
 - (m) Tables and/or Chairs.
 - (n) Telephone Booths.
 - (o) Table game tables.
 - (p) Fireplaces and pits.
 - (q) Fountains.
 - (r) Public art.
 - (s) Topiary and other planters and plantings.
 - (t) Trellises.
 - (u) Seasonal Decorations.
 - (v) Other items of interest as may be determined by the developer in accordance with the Regulating Plan.
- (3) A comprehensive sidewalk plan shall be established and approved by the Planning Board at the time of General Development Plan or Site Plan Approval as appropriate.
 - (a) Sidewalks and pedestrian walkways shall be a minimum of six (6) feet wide in commercial and mixed use areas and five (5) feet wide in residential areas.

- (b) Sidewalks shall be primarily concrete, with 25% of the surface area of the sidewalks and pedestrian walkways consisting of colored concrete, scored and colored in a contrasting manner to the primary sidewalk, or unit pavers at the discretion of the developer.
- (c) Sidewalks, walkways, crosswalks, curbcuts, parking areas and public plazas shall be accessible to those with disabilities in accordance with applicable ADA codes and standards.
- (d) Sidewalk cafes, eating and drinking establishments are permitted and encouraged. Said cafes may be located anywhere on the sidewalk as long as a six (6) foot throughway is maintained. Said areas may be enclosed by railings or planters as required, may include permanent structures or seasonal enclosures as an extension of the building in the storefront frontage zone.
- (e) Awnings may project over the sidewalk so long as an 8 foot clear height is maintained. Awnings may extend to the curb with supports located within the furniture zone only.
- (f) Archways may extend over streets and sidewalks provided adequate clearance is maintained for pedestrians (8 feet) and vehicles (15 feet).

W. Off-street and Shared Parking Requirements

- (1) Parking shall be provided in accordance with the following standards, which recognize the mixed and multiple use of the Transit-Oriented Mixed Use Development, the potential for transit service, trip reduction, internal trip capture and increased opportunities for walking and bicycling to reduce off-site traffic impacts and the need for excessive on-site parking.
- (2) Parking Requirement Matrix:

Use	Parking Required	
Banks	5 spaces	/ 1,000 sf
Bed & Breakfast Inn	1 space	/ room
Civic	2 spaces	/ 1,000 sf
Fitness center	4 spaces	/ 1,000 sf
Hotel/Extended Stay Hotel	1 space	/ room
Indoor Recreation Facilities	30 spaces	/ field or court
Large Retail Establishments	4.5 spaces	/ 1,000 sf
Mixed Use Retail Commercial	4.5 spaces	/ 1,000 sf
Office	3.3 spaces	/ 1,000 sf
Residential *	1.5 space	/ unit
Restaurant/ Eating & Drinking Establishments	10 spaces	/ 1,000 sf

* The residential parking requirement shall revert to 1.0 space per unit with the commencement of operation of scheduled rail transit service.

(3) Shared Parking Matrix- The matrix indicates the percentage of peak parking demand required by time of day for each use permitted in the Transit-Oriented Mixed Use Development.

	6am	7am	8am	9am	10am	11am	12noon
% Large Retail Establishments	2%	10%	10%	35%	65%	85%	95%
% Main Street retail	2%	10%	10%	35%	65%	85%	95%
% Hotel	95%	90%	84%	79%	74%	69%	64%
% Civic	2%	5%	15%	42%	65%	76%	51%
% Residential Lofts	96%	83%	83%	51%	44%	40%	37%
% Office	2%	2%	68%	80%	90%	95%	90%
% Restaurant/Eating & Drinking Establishment	0.1%	0.1%	0.1%	5%	10%	25%	64%
% Fitness Center/ Indoor Recreation	70%	45%	45%	70%	70%	80%	60%
% Commuter Parking	10%	50%	80%	98%	100%	100%	97%

	1pm	2pm	3pm	4pm	5pm	6pm	7pm
% Large Retail Establishments	100%	95%	95%	88%	85%	87%	90%
% Main Street Retail	100%	95%	95%	88%	85%	87%	90%
% Hotel	65%	69%	75%	75%	70%	67%	75%
% Civic	72%	75%	100%	85%	79%	46%	98%
% Residential Lofts	34%	34%	34%	37%	45%	68%	78%
% Office	80%	80%	95%	92%	62%	33%	10%
% Restaurant/ Eating & Drinking Establishment	65%	74%	31%	50%	39%	72%	100%
% Fitness Center/ Indoor Recreation	70%	70%	70%	80%	90%	100%	90%
% Commuter Parking	92%	87%	77%	70%	65%	50%	33%

	8pm	9pm	10pm	11pm	12mid
% Large Retail Establishments	85%	70%	38%	20%	0.1%
% Main Street Retail	85%	70%	38%	20%	0.1%
% Hotel	67%	67%	67%	67%	67%
% Civic	83%	45%	1%	0.1%	0.1%
% Residential Lofts	86%	91%	93%	96%	98%
% Office	5%	3%	1%	1%	0.1%
% Restaurant/ Eating & Drinking Establishment	88%	67%	45%	10%	8%
% Fitness Center/ Indoor Recreation	80%	70%	30%	10%	1%
% Commuter Parking	20%	10%	5%	3%	2%

X. Signage Regulations

(1) Signage shall be permitted in accordance with the following regulations and standards.

(a) Signage Matrix for Retail/Restaurant Tenants under 25,000 square feet leaseable area.

Signage Matrix for Retail/Restaurant Tenants under 25,000 square feet leaseable area		
Total maximum allowable signage per tenant less than 25,000 square feet is not to exceed 1.5 square feet per lineal foot of tenant frontage for Primary identification signage and 0.75 square feet per lineal foot of tenant frontage for Secondary identification Signage. Primary Identification signage is not to exceed a total of 225 square feet. Secondary identification signage is not to exceed 100 square feet. Maximum letter/logo height is 3 feet unless otherwise approved.		
Sign Type- Description	Formula for Determining Sign Area/Quantity	Max. Allowable Individual Sign Area
Primary Identification Signage		
Type A- Fascia wall sign	1.5 square feet per lineal foot tenant frontage	75 square feet
Type B	3 square feet per lineal foot of marquee or canopy	75 square feet
Type C	1.5 square feet per lineal foot of tenant frontage	75 square feet
Type E1-Awning Sign Primary ID	1.5 square feet per lineal foot of tenant frontage	75 square feet
Secondary Identification Signage		
Type D-Projecting Blade Sign	1 Blade sign per tenant frontage	10 square feet
Type E2-Awning Sign Secondary ID	Up to 25% of the surface area of each awning to which graphics will be applied. Lettering on valance shall not exceed 8" in height	20 square feet per awning
Type F – Plaque & Medallion Sign	1 per main entry	4 square feet per tenant
Type G – Window/Door sign	15% of glazing area.	10 square feet per structural bay
Type H- Changeable Sign		
a. Shadow Boxes		6 square feet
b. Poster Display Cases		60 square feet
c. Banners	1 banner per structural building bay	50 square feet per banner
d. Flags	1 corporate flag per business premises	24 square feet
e. Display Stands/Easels	1 per street frontage	8 square feet
Type J- Additional Signs		
a. Mobile retail cart	Total for each cart	16 square feet
b. Posting Information Board Placard	Per sign (up to 24 square feet maximum per PIB)	8 square feet
c. Temporary Sign	1 per street frontage per use	12 square feet
d. Construction sign	1 per tenant	40 square feet
e. Showcase Display Windows	1 per unfenestrated wall in excess of 16 feet in length fronting on a sidewalk or pedestrian way	96 square feet
f. Umbrella Graphics	1 per umbrella	1 per table

Allowable Sign Types Quantities:

Primary Identification Signage (A, B, C, E1) Tenants under 25,000 sf with frontage on one principal street shall be permitted one of the A, B, C or E1 sign types as the primary Identification Sign. Tenants in corner locations or with frontage on two principal streets or parking areas may be permitted to have a total of any three of the A, B or E1 sign types.

Secondary Identification Signage (D, E2, F, G, H) All tenants may be allowed to use a total of three of the D, E2, F, G, H sign types.

(b) Signage Matrix for Major Office Tenants.

Signage Matrix for Major Office Tenants		
Total maximum allowable signage per Office tenant greater than 7,500 square feet is not to exceed 0.75 square feet per lineal foot of tenant frontage for Primary identification signage and 0.5 square feet per lineal foot of tenant frontage for Secondary identification Signage. Primary Identification signage is not to exceed a total of 150 square feet. Secondary identification signage is not to exceed 75 square feet. Maximum letter/logo height is 3 feet unless otherwise approved.		
Sign Type- Description	Formula for Determining Sign Area/Quantity	Max. Allowable Individual Sign Area
Primary Identification Signage		
Type A- Fascia wall sign	0.75 square feet per lineal feet tenant frontage	75 square feet
Type B-Marquee/Canopy sign	1.5 square feet per lineal foot of marquee or canopy	50 square feet
Type C- Feature Sign	0.75 square feet per lineal foot of tenant frontage	50 square feet
Type E1-Awning Sign Primary ID	0.75 square feet per lineal foot of tenant frontage	50 square feet
Secondary Identification Signage		
Type D-Projecting Blade Sign	1 Blade sign per tenant frontage	10 square feet
Type E2-Awning Sign Secondary ID	Up to 25% of the surface area of each awning to which graphics will be applied. Lettering on valance shall not exceed 8" in height	20 square feet per awning
Type F – Plaque & Medallion Sign	1 per main entry	4 square feet per tenant
Type G – Window/Door sign	15% of glazing area.	10 square feet per structural bay
Type H- Changeable Sign		
a. Banners	1 banner per structural building bay	50 square feet per banner
b. Flags	1 corporate flag per business premises	24 square feet
Type J- Additional Signs		
a. Temporary Sign	1 pr street frontage	12 square feet
b. Construction sign	1 per tenant	40 square feet
e. Showcase Display Windows	1 per unfenestrated wall in excess of 16 feet in length fronting on a sidewalk or pedestrian way	96 square feet

Allowable Sign Types Quantities:

Primary Identification Signage (A, B, C, E1) Tenants over 7,500 sf with frontage on one principal street shall be permitted one of the A, B, C or E1 sign types as the Primary Identification Sign. Tenants in corner locations or with frontage on two principal streets or parking areas may be permitted to have a total of any three of the A, B, C or E1 sign types.

Secondary Identification Signage (D, E2, F, G, H) All tenants may be allowed to use a total of three of the D, E2, F, G, H sign types. Tenants having railroad frontage shall be permitted additional signage facing the railroad in accordance with their Primary Identification Signage Requirement.

(c) Signage Matrix for Minor Office Tenants.

Signage Matrix for Minor Office Tenants		
<p>Total maximum allowable signage per Office tenant less than 7,500 square feet is not to exceed 0.75 square feet per lineal foot of tenant frontage for Primary identification signage and 0.5 square feet per lineal foot of tenant frontage for Secondary identification Signage. Primary Identification signage is not to exceed a total of 50 square feet (80 square feet for tenants in corner locations or with frontage on two primary streets or parking areas). Secondary identification signage is not to exceed 50 square feet. Maximum letter/logo height is 1.5 feet unless otherwise approved.</p>		
Sign Type- Description	Formula for Determining Sign Area/Quantity	Max. Allowable Individual Sign Area
Primary Identification Signage		
Type A- Fascia wall sign	0.25 square feet per lineal feet tenant frontage	50 square feet
Type C- Feature Sign	0.75 square feet per lineal foot of tenant frontage	50 square feet
Type E1-Awning Sign Primary ID	0.75 square feet per lineal foot of tenant frontage	50 square feet
Secondary Identification Signage		
Type D-Projecting Blade Sign	1 Blade sign per tenant frontage	10 square feet
Type E2-Awning Sign Secondary ID	Up to 25% of the surface area of each awning to which graphics will be applied. Lettering on valance shall not exceed 8" in height	20 square feet per awning
Type F – Plaque & Medallion Sign	1 per main entry	4 square feet per tenant
Type G – Window/Door sign	15% of glazing area.	10 square feet per structural bay
Type H- Changeable Sign		
a. Flags	1 corporate flag per business premises	24 square feet
Type J- Additional Signs		
a. Temporary Sign	1 pr street frontage	12 square feet
b. Construction sign	1 per tenant	24 square feet
e. Showcase Display Windows	1 per unfenestrated wall in excess of 16 feet in length fronting on a sidewalk or pedestrian way	96 square feet

Allowable Sign Types Quantities:

Primary Identification Signage (A, C, E1) Tenants under 7,500 sf with frontage on one principal street shall be permitted one of the A, C or E1 sign types as the Primary Identification Sign. Tenants in corner locations or with frontage on two principal streets or parking areas may be permitted to have a total of any three of the A, C or E1 sign types.

Secondary Identification Signage (D, E2, F, G, H) All tenants may be allowed to use a total of any three of the D, E2, F, G, H sign types.

- (d) Signage Matrix for Retail/Hotel Tenants in excess of 25,000 square feet leaseable area.

Signage Matrix for Retail / Hotel Tenants in excess of 25,000 square feet leaseable area			
The total maximum allowable signage per tenant of 25,000 square feet or greater is not to exceed the square footage in the chart below. The maximum letter/logo height is seven feet (7'-0")			
Tenant Leaseable Area	Primary identification Signage Max Allowable		Max Combined Allowable for all sign types used
	Single Sign	Aggregate	
25,000 sf to 50,000 sf	250 sf	250 sf	300 sf
50,000 sf to 75,000 sf	300 sf	400 sf	500 sf
75,000 sf to 99,999 sf	350 sf	450 sf	600 sf
100,000 sf to 125,000 sf	400 sf	600 sf	800 sf
125,000 sf to 150,000 sf	500 sf	750 sf	1,000 sf
150,000 sf or greater	600 sf	900 sf	1,200 sf

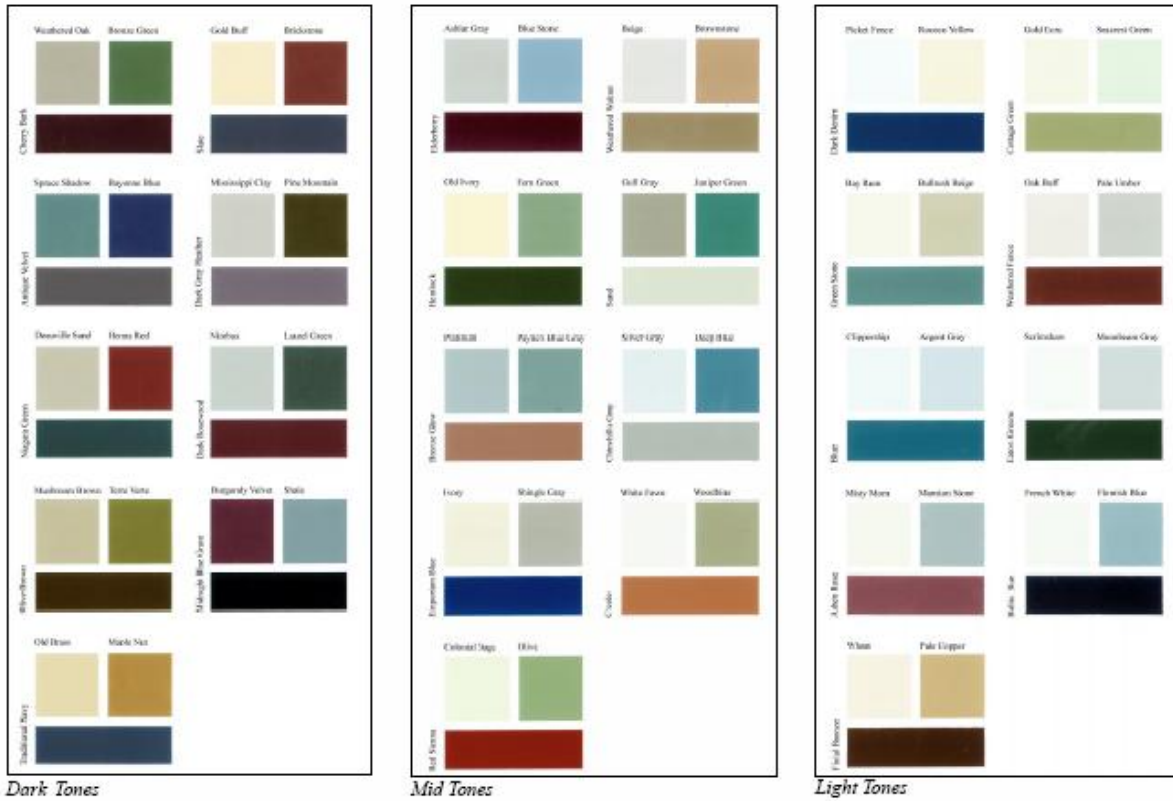
- (2) Large Retail Establishment and Hotel Signage.
- (a) Leaseable area is gross square footage on all levels.
 - (b) Sign area restrictions for Secondary Identification Signage for retail tenants less than 25,000 sf shall apply, except all size limitation shall be increased by 50%.
 - (c) Tenants in corner locations or with frontage on two principal streets or parking areas shall be permitted to have up to three primary identification signs with an additional 200 square feet above the maximum allowable area per chart above.
 - (d) Tenants in locations with frontage on US Route 1, Main Street and a parking area in excess of 300 parking spaces shall be permitted to have up to four Primary identification Signs with an additional 400 square feet above the maximum allowable area per the chart above.
 - (e) Tenants in locations with frontage on the railroad shall be permitted additional signage facing the railroad in accordance with their Primary Identification Signage.
 - (f) Primary Identification Signage – All tenants may be allowed to choose two of the following as their Primary Identification Signs: Type A Fascia Wall Signs, Type B Marquee/Canopy sign, Type C Feature Sign, Type E1 Awning Sign.
 - (g) Secondary Identification Signage - All tenants may be allowed to choose four of the following as their Secondary Identification Signs: Type D Blade Sign, Type E2 Awning Sign, Type F Plaque Sign, Type G Window/Door Sign, Type H Changeable Sign.
- (3) Free Standing Signage.
- (a) A Transit-Oriented Mixed Use Development may have two (2) freestanding pylon signs not to exceed 50 feet in height and 750 square feet in area, located in accordance with the Regulating Plan.
 - (b) The three (3) existing on-site billboard style signs may be retained at the same size and location and be reused for on-site advertising and information for the identification of the Transit-Oriented Mixed Use Development as a whole. Said signs may also be upgraded to include changeable message technology not to exceed 25% of the existing sign area for each respective sign in accordance with an overall sign plan approved by the Planning Board.
 - (c) Directional, informational, residential identification and regulatory signage is permitted in accordance with a comprehensive sign plan approved by the Planning Board.

- (d) A Transit-Oriented Mixed Use Development may also have Freestanding Decorative Signage such as banners, pennants and entrance arches that may be located along streets and site access roads in accordance with a comprehensive sign plan and the Regulating Plan approved by the Planning Board.
- (e) A Transit-Oriented Mixed Use Development may also have Icon Signage including, but not limited to, large graphics and letters that identify the Transit-Oriented Mixed Use Development as a whole. The size and placement of said signage shall be in accordance with the Regulating Plan approved by the Planning Board.

Y. General Provisions.

- (1) The requirements of the Transit-Oriented Mixed Use Development Overlay render the Transit-Oriented Mixed Use Development eligible for the General Development Plan provisions of this ordinance and the Municipal Land Use Law.
- (2) The nature of the Transit-Oriented Mixed Use Development is such that lots and uses are not required to front on a public street for the purposes of subdivision provided that adequate vehicular, emergency and pedestrian access is provided to individual lots and uses thereon.
- (3) The intent of the Planning Board and Township Council is to encourage innovation and creativity in creating a unique and special place for the Township of North Brunswick. Accordingly, the standards provided herein, with the exception of use, density and standards in 205-76.1.B. that trigger the application of the overlay option, shall be considered bulk standards. It is anticipated that the Planning Board will grant a bulk variance for said standards upon a finding that the strict application of a particular standard in question is impracticable because of the peculiar condition relating to the issue before it. The Planning Board may also find the granting of a variance from the standard would result in a better plan and advance the purpose of the Master Plan and Land Use Ordinance to create a vibrant Transit-Oriented Mixed Use Development for the community.
- (4) The approved colors for use in the Transit-Oriented Mixed Use Development shall be in accordance with the following, which may be obtained from any manufacturer:
 - (a) Weathered Oak.
 - (b) Bronze Green.
 - (c) Gold Buff.
 - (d) Brickstone.
 - (e) Cherry Bark.
 - (f) Slate.
 - (g) Spruce Shadow.
 - (h) Bayonne Blue.
 - (i) Antique Velvet.
 - (j) Mississippi Clay.
 - (k) Pine Mountain.
 - (l) Dark Grey Heather.
 - (m) Deauville Sand.
 - (n) Henna Red.
 - (o) Nimbus.
 - (p) Laurel Green.
 - (q) Niagara Green.
 - (r) Dark Rosewood.
 - (s) Mushroom Brown.
 - (t) Terra Verte.
 - (u) Olive Brown.
 - (v) Burgandy Velvet.
 - (w) Shale.
 - (x) Midnight Blue Grass.
 - (y) Old Brass.
 - (z) Maple Nut.
 - (aa) Traditional Navy.
 - (bb) Ashlar Gray.

- (cc) Blue Stone.
- (dd) Elderberry.
- (ee) Beige.
- (ff) Brownstone.
- (gg) Weathered Walnut.
- (hh) Old Ivory.
- (ii) Fern Green.
- (jj) Hemlock.
- (kk) Gull Grey.
- (ll) Juniper Green.
- (mm) Sand.
- (nn) Platinum.
- (oo) Paynes Blue Gray.
- (pp) Bronze Glow.
- (qq) Silver Gray.
- (rr) Deep Blue.
- (ss) Chincilla Gray.
- (tt) Ivory.
- (uu) Shingle Gray.
- (vv) Emporium Blue.
- (ww) White Fawn.
- (xx) Woodbine.
- (yy) Creole.
- (zz) Colonial Sage.
- (aaa) Olive.
- (bbb) Red Sienna.
- (ccc) Picket Fence.
- (ddd) Roccoco Yellow.
- (eee) Dark Denim.
- (fff) Gold Ecru.
- (ggg) Seacrest Green.
- (hhh) Cottage Green.
- (iii) Bay Rum.
- (jjj) Bullrush Beige.
- (kkk) Green Stone.
- (lll) Oak Buff.
- (mmm) Pale Umber.
- (nnn) Weathered Fence.
- (ooo) Clippership.
- (ppp) Argent Gray.
- (qqq) Blue.
- (rrr) Scrimshaw.
- (sss) Moonbeam Gray.
- (ttt) Eaton Greene.
- (uuu) Misty Morn.
- (vvv) Mansion Stone.
- (www) Ashen Rose.
- (xxx) French White.
- (yyy) Flemish Blue.
- (zzz) Baltic Blue.
- (aaaa) Wheat.
- (bbbb) Pale Copper.
- (cccc) Final Bronze.



The approved color palettes may be cross referenced with any major paint company color palette. The squares above represent the 54 body colors and the rectangles the 27 accent colors to be coordinated in their application. Arranged as sets, the colors were also selected for their ability to be interchanged to create a broader spectrum throughout the Transit-Oriented Mixed Use Development.

- (5) A thematic street naming system shall be provided and established on the Regulating Plan representative of the unique nature of the Transit-Oriented Mixed Use Development and the Sustainability goals of the project.

Z. Application Procedure.

- (1) General Development Plan Approval shall be in accordance with 205-75.2.
- (2) Preliminary Subdivision approval shall be in accordance with this chapter and utilize the checklist in Appendix C.
- (3) Preliminary Site Plan approval shall be in accordance with this Chapter and utilize the checklist in Appendix A, except for items 10, 17, 22, 23, 26, 34-39, 42-55 and 58 which may be deferred until Final Site Plan Approval.
- (4) Final Subdivision Approval shall be in accordance with this chapter and utilize checklist in Appendix D.
- (5) The required technical review escrow fees may be posted in 1/3 increments of the total potential escrow deposit. Additional deposits shall be made within 15 days of any request for same by the Township.

BE IT FURTHER ORDAINED, that if any section, paragraph, subsection, clause or provision of this Ordinance shall be adjudged by the courts to be invalid (with the exception of section 205-76.1B, such adjudication shall apply only to the section paragraph, subsection, clause or provision so adjudicated, and the remainder of the Ordinance shall be deemed valid and effective. However, if section 205-76.1B is adjudged to be invalid, then this entire amendment shall be deemed invalid; and,

BE IT FURTHER ORDAINED, that any ordinances or parts thereof in conflict with the provisions of this Ordinance are repealed to the extent of such conflict; and

BE IT FURTHER ORDAINED, that this Ordinance shall take effect upon passage and publication in accordance with applicable law.

TITLE

This Ordinance shall be known and may be cited as the Ordinance Supplementing Chapter 205, Land Use, adding a new Section 205-76.1, to create a new Transit-Oriented Mixed-Use Development Overlay in the I-2 District”, of the Code of the Township of North Brunswick.

 Michael C. Hritz
 Director of Community Development

 Robert Lombard
 Business Administrator

 Ronald Gordon, Esq.
 Township Attorney
 Approved as to legal form

RECORDED VOTE:

COUNCIL MEMBER	YES	NO	ABSTAIN	NOTES
NARRA				
ANDREWS				
NICOLA				
DAVIS				
SOCIO				
CORBIN				
MAYOR WOMACK				

CERTIFICATION

I hereby certify that the above Ordinance was duly adopted by the Township Council of the Township of North Brunswick, County of Middlesex, at its meeting held on May 17, 2010

 Lisa Russo, Township Clerk

EFFECTIVE DATE

This Ordinance shall take effect upon passage and publication in accordance with applicable law.

- APPROVED
- REJECTED

 Francis Womack, Mayor
 Township of North Brunswick

Date signed: _____

RECONSIDERED BY COUNCIL
 OVERRIDE VOTE

- _____
 YES NO

 Council President

 Lisa Russo, Township Clerk

ROLL CALL

First Reading _____

Second Reading _____

COUNCIL MEMBER	YES	NO	ABSTAIN	NOTES
NARRA				
ANDREWS				
NICOLA				
DAVIS				
SOCIO				
CORBIN				
MAYOR WOMACK				