



Borough of Washington

Warren County NJ

DOWNTOWN REDEVELOPMENT PLAN

Prepared by Heyer, Gruel & Associates / Adopted April 7 2009

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Washington

Home Town Friendly



INTRODUCTION

The Borough of Washington (“Borough”) is located in the southern portion of Warren County, and is surrounded by Washington Township in all four directions. The Borough is a “crossroads” community with its downtown located at the intersection of Routes 31 and 57, two major roadways in the region. The Borough’s downtown is a prominent, if underutilized, center of commercial activity, providing goods and services to several nearby municipalities.

The Borough’s location is in close proximity to several major transportation links. The Morris Canal ran along the north end of the Borough, while the Morris & Essex Railroad ran along its southern end. Much of the development of the Borough’s downtown can be attributed to the generation of a niche market in the late 19th Century to the early 20th Century. At that time the Borough served as a hub for the manufacturing of musical instruments, primarily organs and pianos. Several of the Borough’s Victorian style homes and public buildings were built during this period.

The automobile made the Borough more accessible to and from the Leigh High Valley and New York City. These areas gradually became employment centers for Borough residents. Several apartment complexes and residential buildings were constructed during the later part of the 20th Century to serve a growing population.

The Borough eventually faced a decline due to the development of strip shopping malls and supermarkets along major highways. In addition, rapid growth of big-box commercial stores increased automotive usage, scarcity of parking and suburban sprawl. Large commercial supermarkets are located in the immediate vicinity of the Borough, several shopping malls provide retail - shopping alternatives to the Borough’s downtown

and 2 multiplex cinemas in Mansfield Township and Pohatcong Township provide entertainment alternatives. Several big box stores are within 9 miles of the Borough and several regional malls are located within a 45 minute drive from the Borough. These local and regional alternatives provide intense competition and have negatively impacted the Borough’s downtown.

To combat the downturn of the downtown, the Borough embarked on a revitalization mission in the business district. In furtherance of that mission, the Borough produced the Downtown Revitalization Plan in 2002 that outlines a vision and action plan for revitalizing the downtown business district (“Downtown”).

This Downtown Redevelopment Plan translates prior efforts into a regulatory blueprint for the physical configuration, design and development of the various sub areas that will form the rejuvenated Downtown. This Plan combines the ideas obtained from the intensive public input process with the information and recommendations secured from previous planning efforts.

Redevelopment pursuant to this Plan presents an opportunity to enhance a traditional town center with vibrant streetscapes, quality open space, pedestrian comfort, and adequate parking. The Downtown will offer what its competition cannot: a spirit of community and inextricable charm.



STATUTORY CRITERIA

According to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1 et seq.), (“Redevelopment Law”) a redevelopment plan shall include an outline for the planning, development, redevelopment or rehabilitation of the project area sufficient to indicate:

- a. Its relationship to definitive local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
- b. Proposed land uses and building requirements in the project area;
- c. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market;

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- d. An identification of any property within the redevelopment area proposed to be acquired in accordance with the redevelopment plan;
- e. Any significant relationship of the redevelopment plan to:
 - The master plans of contiguous municipalities;
 - The master plan of the county in which the municipality is located; and
 - The State Development and Redevelopment Plan adopted pursuant to the “State Planning Act,” P.L. 1985, c.398 (N.J.S.A. 52:18A-196 et seq.).



A redevelopment plan shall also include a description of its relationship to pertinent municipal development regulations as defined in the “Municipal Land Use Law,” P.L. 1975, c.291 (N.J.S.A. 40:55D-1 et seq.).

Finally, a redevelopment plan shall either be substantially consistent with the municipal master plan or designed to effectuate the master plan unless the governing body adopts the ordinance approving the redevelopment plan and affirmatively states the reasons why the redevelopment plan is inconsistent with, or not designed to effectuate, the master plan.



REDEVELOPMENT AREA: LOCATION AND DESCRIPTION

The Downtown includes 6 sub areas that have been designed as an “area in need of redevelopment” A detailed list of the designed blocks and lots appears in Appendix A attached hereto describes the Redevelopment Area (as described herein). The Plan is binding and supercedes existing zoning in the Redevelopment Area.

Land uses within the Downtown are typical of most traditional downtowns and main streets. The properties fronting on Washington Avenue generally include a pedestrian-friendly mixture of retail goods and services and offices, with public and quasi-public uses. The properties surrounding

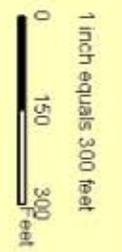
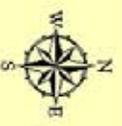
the intersection of Route 31 and Route 57 include gasoline filling stations, convenience stores, and fast-food drive-through services that are automobile-oriented. The Downtown also contains a sizeable amount of residential uses that include single-family, two-family and multi-family dwellings.

The location of the residential community surrounding the Downtown, coupled with a strong circulation system, will lend to the success of businesses in the Downtown.



Map Source: NJDEP and New Jersey Highlands Council, Washington Borough

REDEVELOPMENT AREA MAP (MAP 1)
 Downtown Redevelopment Plan
 Borough of Washington Warren County, NJ



Prepared by:
 Heyer, Gruel & Associates



VISION FOR THE DOWNTOWN

This Plan envisions a vibrant Downtown that includes a healthy mix of commercial and residential space within a functional and coherent architectural theme. Vibrant, pedestrian-friendly streetscapes with ornamental lighting, seating, outdoor cafes and public art will serve to attract people of all ages. Capitalizing on centralized parking areas, the Downtown will provide easy access and safe parking for residents as well as businesses. Public open spaces will be integrated into the fabric of the Downtown and will become a catalyst for economic development.

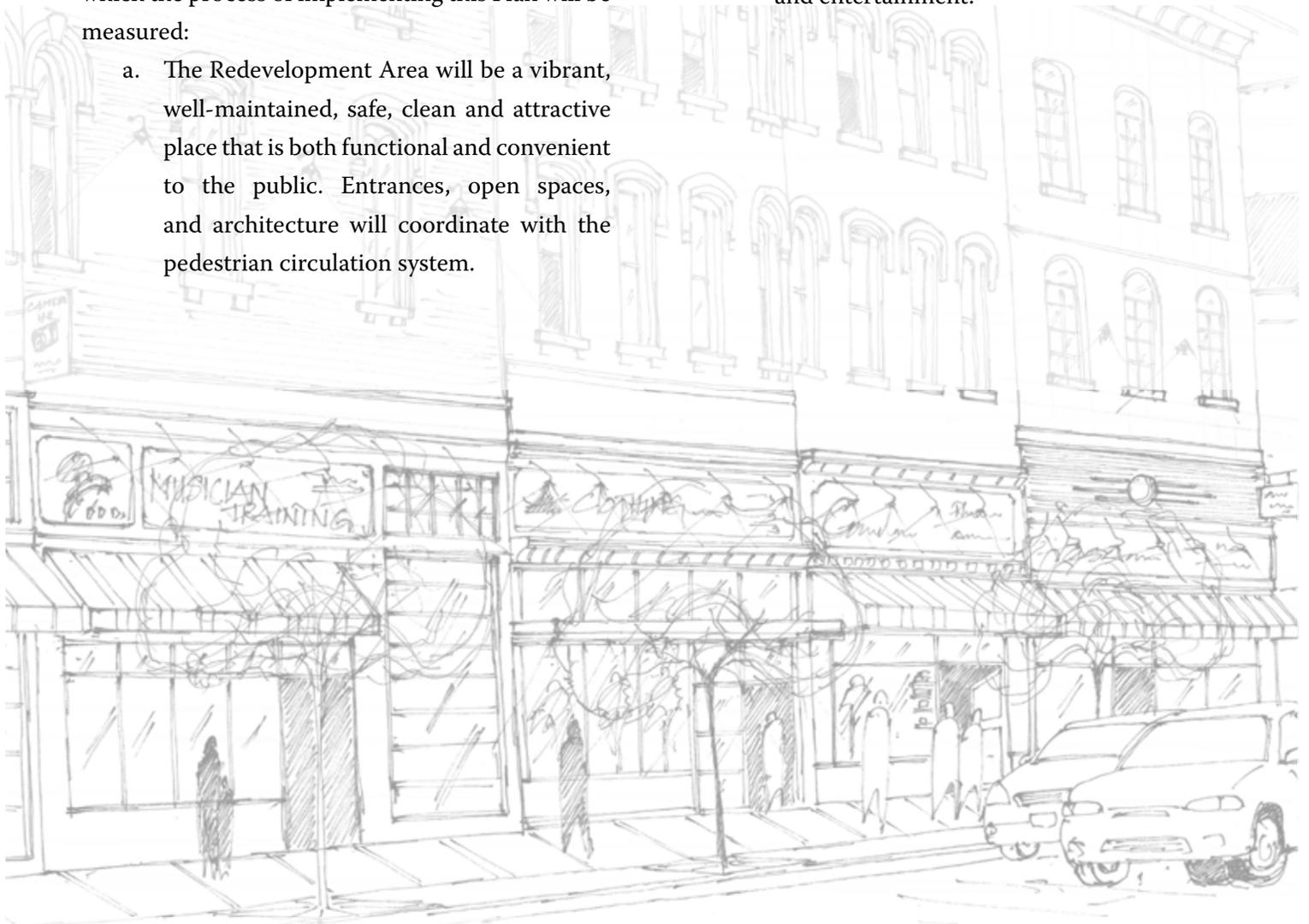
Route 31 will serve as a gateway to the Downtown with signage to indicate the same.

Plan Principles and Vision Statements

The following principles are the benchmarks by which the process of implementing this Plan will be measured:

- a. The Redevelopment Area will be a vibrant, well-maintained, safe, clean and attractive place that is both functional and convenient to the public. Entrances, open spaces, and architecture will coordinate with the pedestrian circulation system.

- b. The Redevelopment Area will be friendly to the needs of pedestrians while providing convenient access to those who take advantage of public transportation, bicycles, and motor vehicles. The Plan includes bike racks, indoor storage facilities and locker rooms where appropriate and feasible.
- c. The Redevelopment Area will provide a unique living experience that will include higher density residential units incorporated with parks, plazas and other public spaces.
- d. The Residential Area will foster a vibrant business environment. The ground floor of each building will have mercantile and service businesses allowing for office and residential uses above.
- e. The Downtown will provide an all day experience of shopping, dining, socializing, and entertainment.



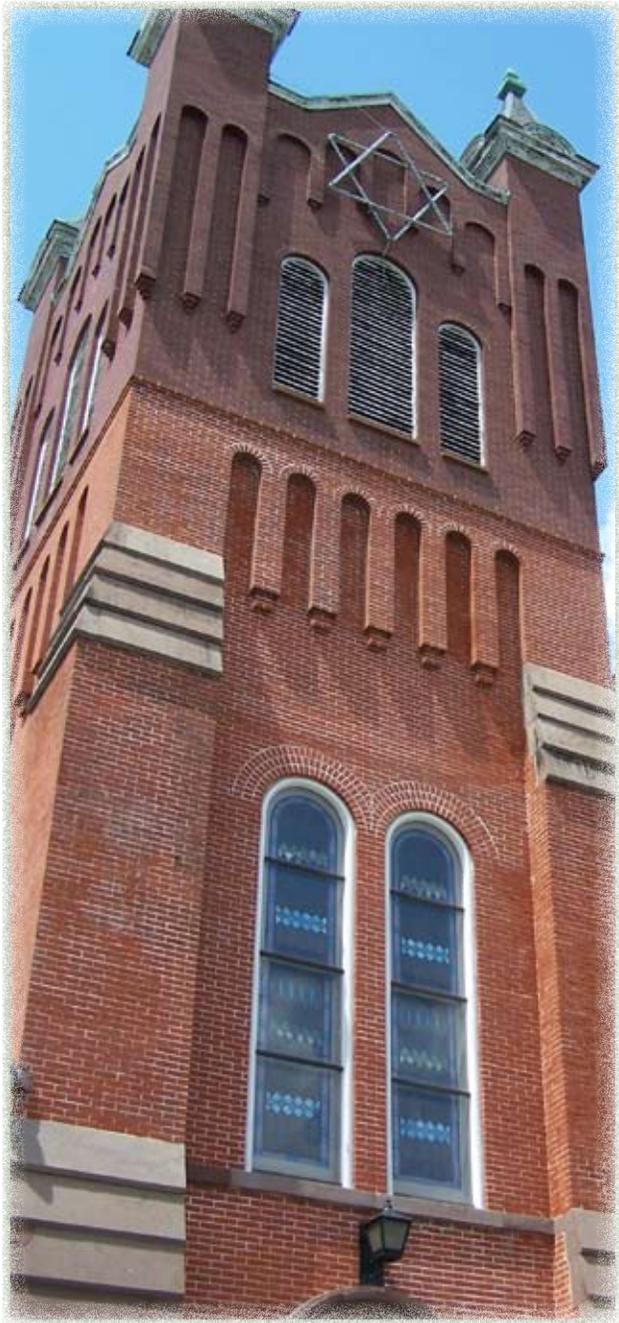


PLAN GOALS

This Plan is substantially consistent with the Borough's Master Plan and the (revised) Downtown Revitalization Plan of 2002 to meet the following goals detailed herein .

a. Land Use and Design Goals:

1. Provide incentives to update retail space in the Redevelopment Area through new construction, rehabilitation and/or redevelopment.



2. Ensure that new retail space caters to consumer needs not yet met by existing, viable businesses.
3. Maintain Washington Avenue orientation of the existing Downtown to enhance the function and character of the area.
4. Extend the dense pedestrian scaled development of the Redevelopment Areas in the Downtown to Route 31.
5. Create a contrasting gateway at the intersection of Route 31 and Route 57 to identify the Downtown.
6. Design a seamless edge of storefronts to invite people to explore all of the Downtown.
7. Replace gaps in street frontage, created by barren spaces such as off-street parking areas, with viable retail and mixed-use buildings.
8. Develop a direct access to the Shabbecong Creek Greenway while utilizing the area adjacent to this creek for public open space.
9. Establish a restaurant and entertainment center and a complete center for convenience goods and services within the Redevelopment Area.
10. Use zoning and design standards to reinforce pedestrian-scaled storefront design.
11. Prohibit development in the Redevelopment Area that would disrupt the unique pedestrian character of the Downtown.
12. Encourage one-story buildings in the Redevelopment Area to redevelop/renovate to building types more appropriate for the Downtown.



b. Pedestrian Circulation Goals:

1. Create a hospitable environment for pedestrians throughout the Redevelopment Area.
2. Investigate the use of multiple mid-block pedestrian crossings on Route 57.
3. Maximize pedestrian connections within the Redevelopment Area and adjacent neighborhoods.
4. Provide for pedestrian circulation to Route 31 from the Redevelopment Area.
5. Redesign the intersection of Route 31 & Route 57 to reduce the width of the pedestrian crossing to the theater.
6. Investigate the feasibility of developing a pedestrian corridor along Shabbecong Creek as a connector to the adjacent residential neighborhood.

c. Vehicular Circulation Goals:

1. Reduce the negative impacts of vehicular traffic on the pedestrian environment to the extent possible.
2. Retain traffic on Route 57 to maintain commercial viability.
3. Incorporate traffic calming measures on Route 57 and at its intersection with Route 31.
4. Create a strategic vehicular access loop road to provide alternate circulation to absorb some of the traffic along the Washington Avenue retail core.
5. Divert truck traffic from residential streets.

d. Parking Goals:

1. Consolidate small parking areas, shared parking etc., in order to maximize the use of existing parking areas.
2. Employ environmentally conscious and pedestrian friendly, design principles in the redevelopment of parking areas.
3. Centralize new parking facilities, and phase the construction of surface and stacked parking facilities based on an area wide parking plan/program.
4. Adopt parking regulations tailored to support mixed-use development in the Redevelopment Area.
5. Maintain on-street parking, where possible throughout the Redevelopment Area.



e. Goals for Preservation of Residential Neighborhoods:

1. Preserve existing viable residential neighborhoods that abut the Redevelopment Area.
2. Target properties in decline for renovation efforts.

f. Historic Preservation Goals:

1. Adopt architectural, design and signage standards consistent with the Borough's historic character.

2. Provide for the rehabilitation of older structures and encourage selective reuse.
3. Maintain, enhance and preserve the quaint, historic character of the Downtown and ensure that the new infill development is consistent with the older buildings.
4. Preserve the Victorian building character of the western end of the Downtown while ensuring continuity in the character of the Redevelopment Area.





RELATIONSHIP OF PLAN TO THE BOROUGH'S LAND DEVELOPMENT REGULATIONS

This plan encourages both rehabilitation of existing structures and redevelopment of larger projects. The core principles of the Plan utilized to develop the concept designs contained herein can be applied in many different and creative ways.

The Redevelopment Area shall be redeveloped in accordance with the standards detailed in this Plan. This Plan supersedes any provision of the Borough Land Use Regulations for the Redevelopment Area as well as the use and bulk provisions thereof. However, existing engineering standards, performance standards and definitions shall apply, as reiterated herein in Appendix B. The Borough's Land Development Regulations shall continue to apply to lots within the Downtown that are not included in the Redevelopment Plan.

In connection with site plan and/or subdivision applications, the Planning Board may grant deviations from the regulations contained within this Plan that may be required by reason of: (i) the shape of a specific piece of property (including exceptional narrowness or shallowness); (ii) exceptional topographic conditions; (iii) pre-existing structures; or (iv) physical features uniquely affecting a specific piece of property.

The Planning Board may also grant a deviation in the event that the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Plan would result in exceptional or undue hardship to a property owner.

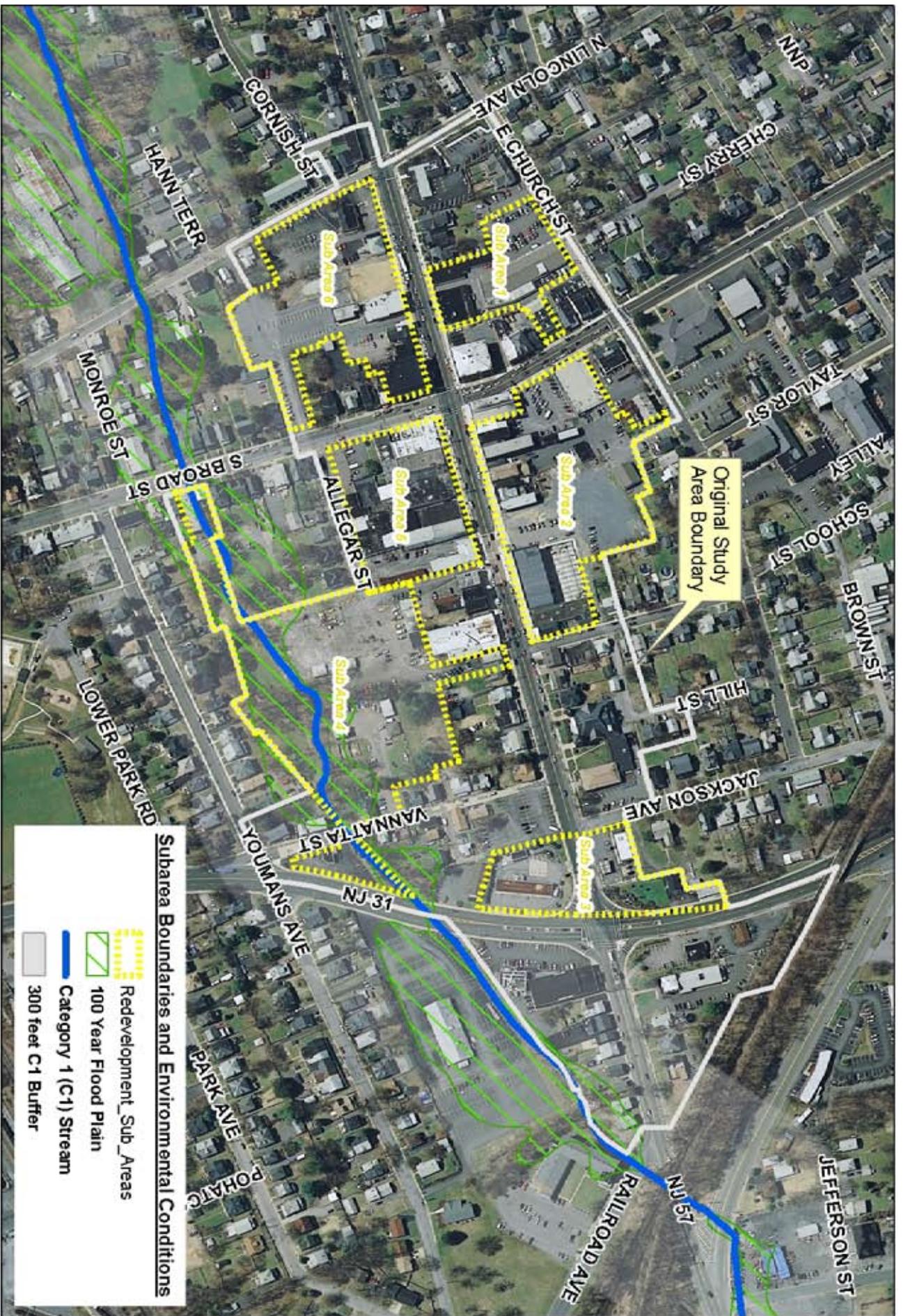
The Planning Board may also grant a deviation from the bulk standards contained within this Plan related to a specific piece of property where the purposes of this Plan would be advanced by such deviation and the benefits of granting the deviation would outweigh any detriments.

The Planning Board may grant reasonable deviations or waivers of design standards from the requirements for site plan or subdivision approval within the general purpose and intent of the provisions for site plan review and/or subdivision approval. Such deviations may be granted if the literal enforcement of one or more provisions of the Plan is impracticable or would exact undue hardship because of peculiar conditions pertaining to this site.

No deviations may be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of this Plan.

The Planning Board shall not grant deviations that (i) will permit a use that is not permitted by this Plan; (ii) expands a use already in existence that is not in conformity with this Plan; (iii) allows for a conditional use that does not comply with this plan; (iv) increases floor area ratio; (v) results in an increase in density; or (vi) allows the height of a principle structure to exceed 10 feet or 10% beyond the maximum height permitted for such structure. If the Planning Board desires to grant such deviation, the Planning Board and the Borough Council shall undertake to amend this Plan. All development must be approved by the Planning Board and shall be submitted through the normal site plan and subdivision procedures as identified by N.J.S.A. 40:55D et seq.

Final adoption of this Plan by the Borough shall be considered an amendment to the Borough's Zoning Ordinance and Zoning Map. Unless otherwise defined in the Plan, terms used in this Plan shall have the same meaning as defined in the Borough's Zoning Ordinance.



Map Source: NJDEP and New Jersey Highlands Council, Washington Borough

SUBAREA BOUNDARY MAP (MAP 2)
 Downtown Redevelopment Plan
 Borough of Washington Warren County, NJ

Subarea Boundaries and Environmental Conditions

-  Redevelopment Sub Areas
-  100 Year Flood Plain
-  Category 1 (C1) Stream
-  300 feet C1 Buffer

1 inch equals 300 feet



Prepared by:

 Heyer, Gruel & Associates



SUB AREA PLANS

a. History

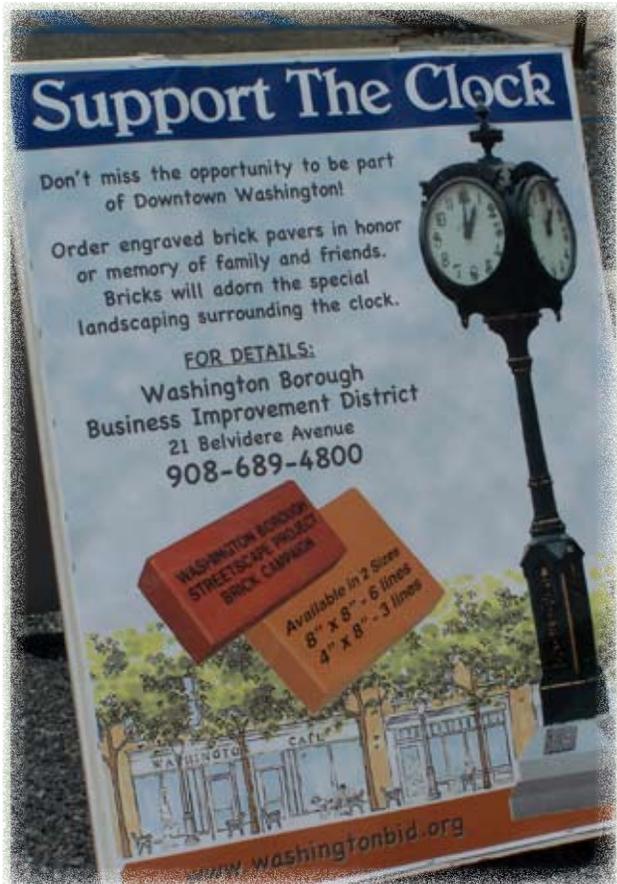
The Redevelopment Area Boundary Study of 2006 prepared by the firm Clark Caton Hintz for the Borough Redevelopment Committee (“Boundary Study”) evaluated 171 properties as the “Study Area” and yielded a determination that 63 properties, or 37% of the properties within the Study Area, meet one or more of the statutory redevelopment criteria. Rather than designate one large redevelopment area, the Borough chose to designate 6 smaller redevelopment areas within the Study Area (collectively the “Redevelopment Area”). The Borough found that several parcels included in the Boundary Study did not meet the redevelopment criteria and those parcels were removed from the area prior to the area designation.

The 6 areas identified in the Boundary Study are located within close proximity to each other, share resources, and offer services to a similar population.



These areas are functionally dependent and it is important that the planning efforts be simultaneous. This Plan identifies these 6 areas as “Sub Areas”. They are intended to be catalysts for redevelopment and revitalization within the larger Downtown. It is expected that public-private redevelopment and renovation will occur in these 6 Sub Areas. **MAP 2: Sub Area Map** shows the delineation of each and basic environmental conditions of each Sub Area. A lot by lot break down of the 6 Sub Areas is provided in Appendix A. For the remainder of the area not included in the Redevelopment Area, the Borough will encourage rehabilitation within the framework of the existing zoning designations.

The concept plans proposed for each of the 6 Sub Areas serve as examples of the vision that the Borough seeks to achieve within each of the Sub Areas. They were created based upon the principles and standards of this Plan, but are not site plans. Flexibility in the final design is permitted and will be a product of negotiation with the Borough provided that the Plan Goals and Land Use Plan Standards, including the Design Standards of this Plan are met.



Re-orient Design to Front Church Street



Strengthen Building Types and Street Wall



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Concept Plan - SUB AREA 1

Downtown Redevelopment Plan

Borough of Washington Warren County, NJ

b. Sub Area 1:

Sub Area 1 is located at the northeast quadrant of the intersection of North Lincoln Avenue and Washington Avenue. Land uses currently occupying this area include a one-story incubator facility for small offices fronting on West Church Street and Star Plaza, the CWYA building fronting on Belvedere Avenue, and a one-story retail building with frontage on Washington Avenue.

The concept plan envisions the creation of certain specific elements that are critical to the build-out of Sub Area 1. The concept plan for Sub Area 1 envisions:



1. **Rehabilitation or Redevelopment of Star Plaza.** If rehabilitation of the existing Star Plaza as it is situated today is not practical, a low-scale (two-three stories) incubator facility with the possibility of providing residential units above street level office space is permitted. This building should have its maximum linear frontage on West Church Street. Provision of live-work type of development will also increase “eyes on the street” as an element of safety within the residential neighborhood.
2. **Renovation of the CWYA building.** Renovation of the CWYA building is encouraged. The Plan does not envision a change of use for this building as it serves a valuable community service.

3. **Possible Reconstruction/Renovation of the One-Story Retail Building Fronting on Washington Avenue.** It is recommended that redevelopment of this area include an additional of two-three stories of residential/office space above street-level retail, over the one-story retail building that currently occupies the frontage on Washington Avenue to maintain the continuity of the Washington Avenue street-wall, and provide additional residential units and activity required to create an active main street. This concept remains a Plan option.
4. **Surface Parking Located Internally, with Multiple Access Points from Washington Avenue, Belvedere Avenue, and West Church Street.** The surface parking area is to be a shared parking. It is recommended that the Borough implement the parking plan described herein to facilitate the sharing of all parking spaces within the Downtown.



WASHINGTON



YOUR BUSINESS
HERE

ESTABLISHED
1850

ESTABLISHED
1850

c. Sub Area 2:

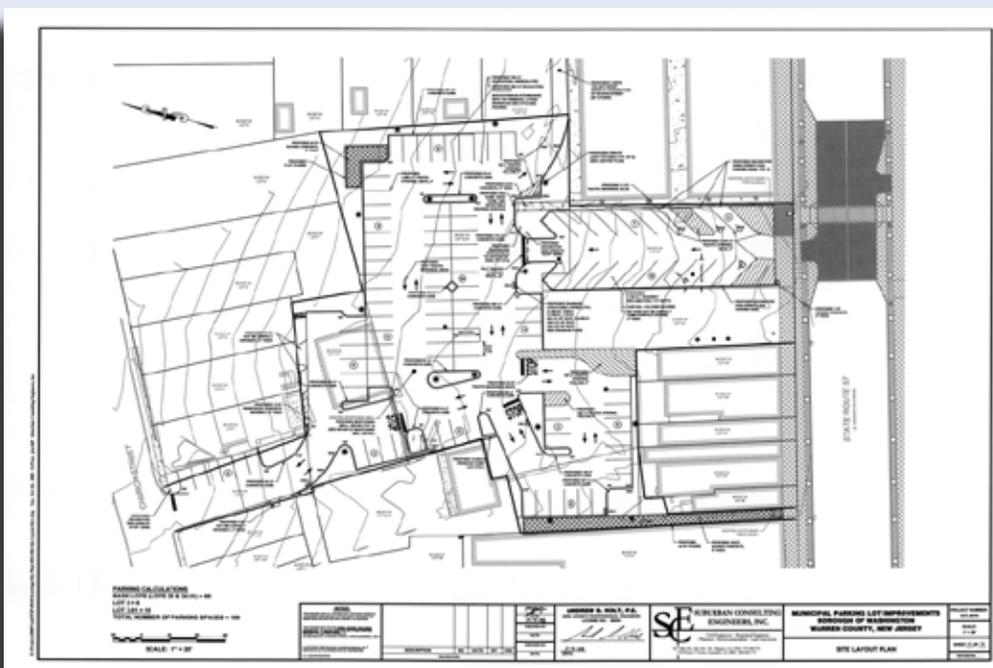
This area is entirely within Block 24, and is located at the northwest quadrant of the intersection of Washington Avenue and School Street. Sub Area 2 is the first priority for redevelopment in the Boundary Study. A development application has been approved and it is anticipated that interior parking lots will be constructed for Borough parking. The construction of 2 four-story mixed-use buildings at the corner of Washington Avenue and School Street is a great addition to the Downtown.

As previously stated, the concept plan envisions the creation of certain specific elements that are critical to the build-out of this Sub Area. The core elements are binding, but the end-design is negotiable. The following elements are improvements shall be included in Sub Area 2:

1. Parking-

- a) The interior of the block will be occupied by a Borough-owned surface parking area located in the interior of the block, as demand for parking within the Downtown increases, eventually the Borough may have to consider structured parking. This Plan makes the following recommendations toward for the overall design of the parking area depicted in *Figure A*:
 - i. Driveway access should accommodate a one-way in driveway entrance from Washington Avenue to the interior parking area.
 - ii. Construction of a mid-block park/public plaza area of approximately 50 feet by 100 feet, fronting on Washington Avenue and between South Broad and School Streets. This park/public plaza area will provide the necessary relief in the mixed-use street wall along Washington Avenue. This area will provide safe pedestrian access to and from parking facilities.
 - iii. Construction of rear access roadway parallel to Washington Avenue, and connecting South Broad and School Streets, as a service road for the mixed use buildings fronting on Washington Avenue.

2. Renovation/Reconstruction.



As depicted here, the Borough's recent efforts to design a public parking facility within Sub Area 2 will continue to facilitate the availability of parking in the Downtown. Irrespective of the future opportunities set forth in this Plan, the Borough's efforts in this regard should continue to move forward and be implemented.

This Plan recommends renovation/reconstruction of the five mixed-use buildings located at the corner of Washington Avenue and Belvidere Avenue, either through redevelopment using public-private investments or through incentives for rehabilitation.

3. Potential Future Vertical Expansion of Single Story Structures.

As a stated Goal of this Plan, it is recommended that the Borough explore the long-term possibility of adding two-three more stories of residential/office space to single-story structure.



Facade renovations, combined with the standards set forth in this Plan, will go far to solidifying the streetwall of the entire North side of Washington Street.





Provide a Rear Access Roadway

Explore the Long-Term Feasibility of a Parking Deck

Coordinate Parking

Pedestrian friendly Public Space



d. Sub Area 3:

The intersection of Washington Avenue and Route 31 has historically been the gateway into the Borough. Land uses that exist at the intersection cater to truck and automobile traffic along Route 31. Sub Area 3 consists of the portions of Blocks 26 and 81 that are located this intersection.

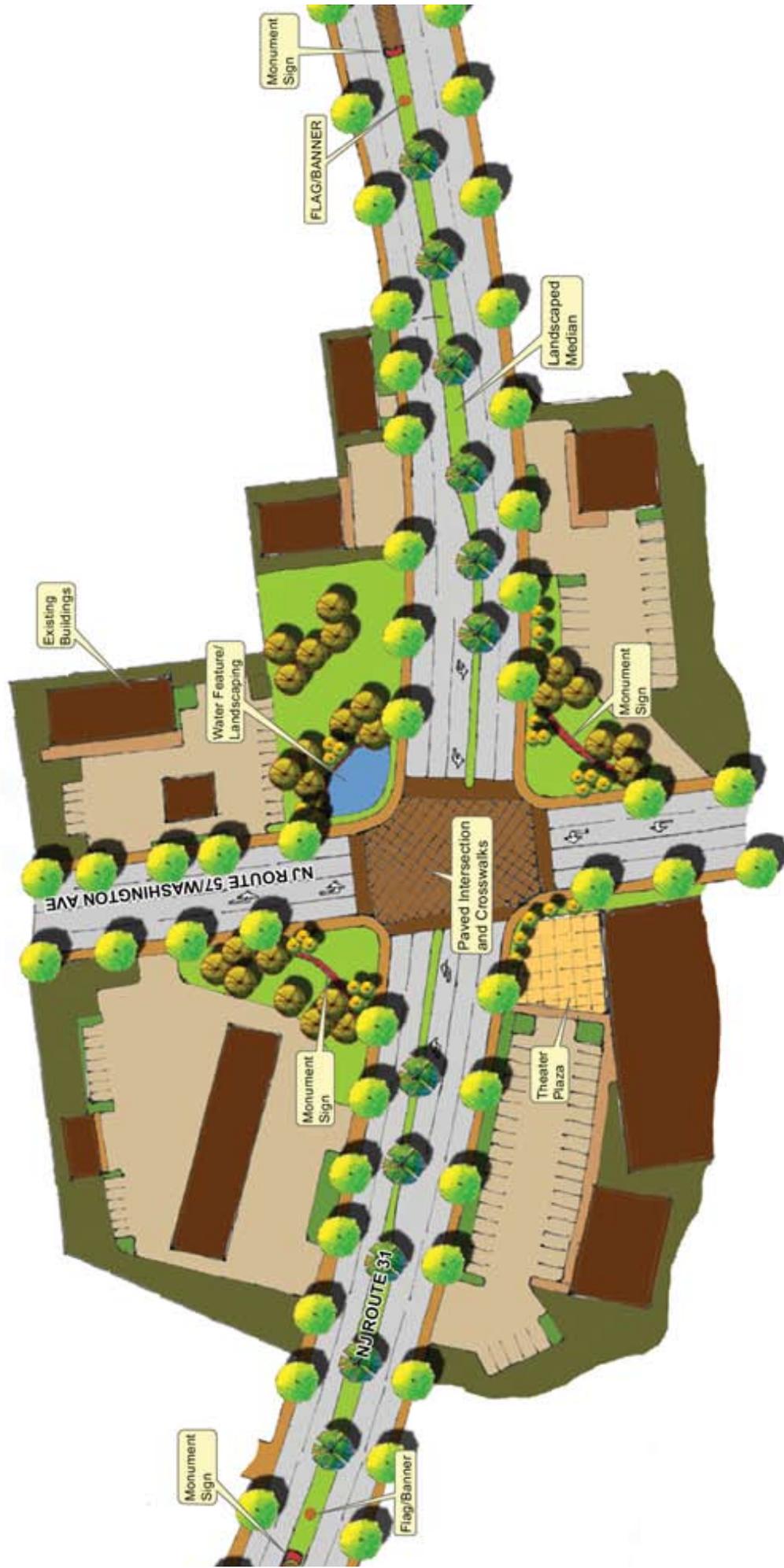
The concept plan for Sub Area 3 envisions the eventual long-term transformation into mixed and/or commercial land uses. Development will work to compliment the existing theatre and both existing and proposed signage. The current use of the properties within Sub Area 3 shall remain until the long term transformation is commenced.

This Plan recommends that the Borough investigate physical improvements in cooperation with the New Jersey Department of Transportation (NJDOT) to

the Washington Avenue/Route 31 intersection. It is recommendation that Borough create in order to create a grand gateway into the Downtown. Some of the possible improvements should include the following:

1. Traffic calming measures at the intersection of Washington Avenue and Route 31 including pedestrian countdown signals, revised signal timing, and lane-width reductions.
2. Heavy landscaping at the four corners of the intersection, monuments/plazas at the corners.
3. Elimination of separate right-turn movements in favor of a pedestrian driven approach.
4. Conversion of Route 31 into a boulevard in order to announce a traveler's arrival into the Borough.





Concept Plan - SUB AREA 3
 Downtown Redevelopment Plan
 Borough of Washington Warren County, NJ



Heyer, Gruel & Associates

e. Sub Areas 4 and 5:

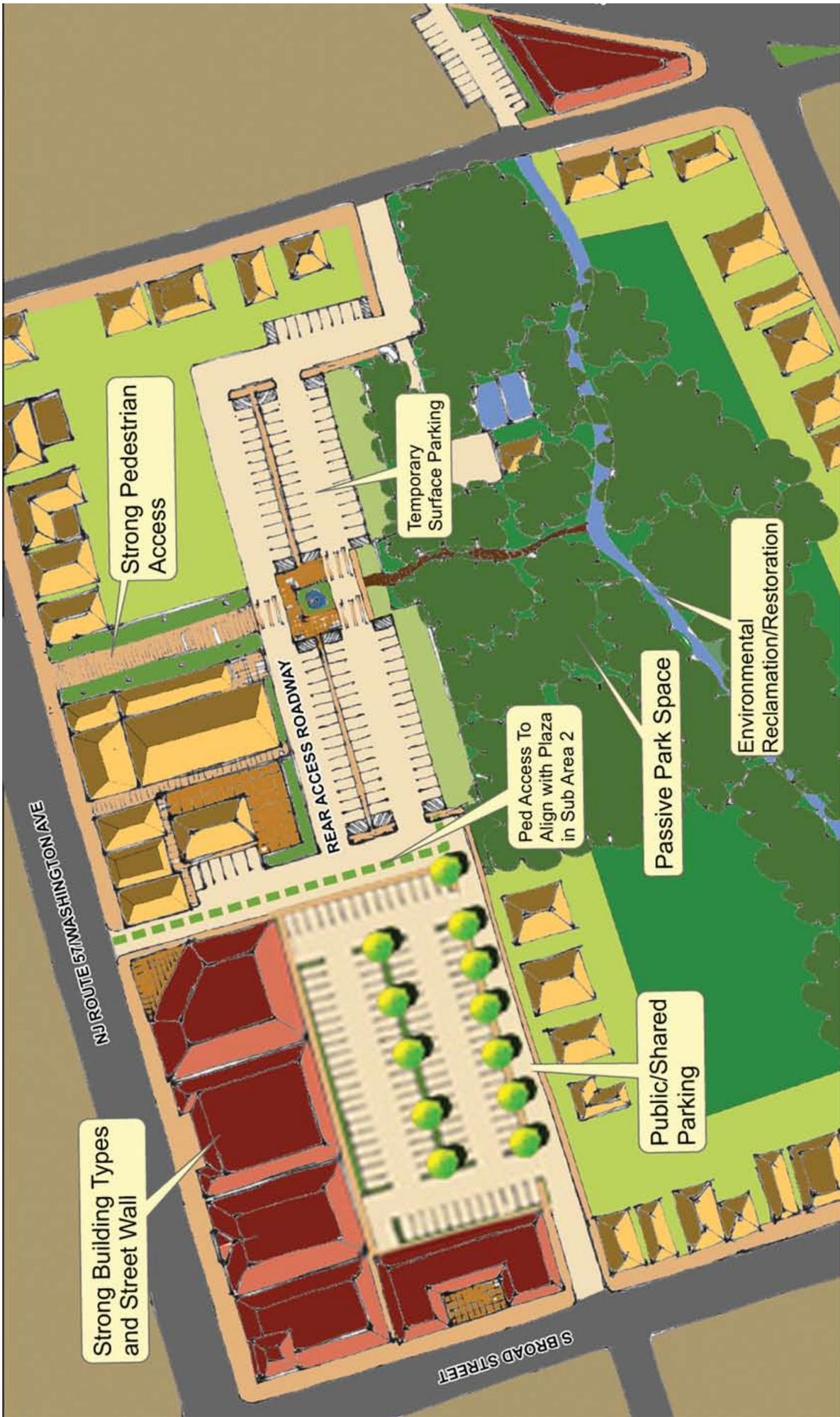
Sub Areas 4 and 5 are located in Blocks 94 and 94.01 respectively, surrounded by Washington Avenue in the north, South Broad Street in the west, Youmans Avenue in the south, and Vannatta Street in the east. For the purposes of this Plan, Sub Areas 4 and 5 shall be treated as one contiguous area.

Sub Area 4 consists of lots on the interior of Block 94, and primarily contains the Public Works garage, a New Jersey Department of Environmental Protection (NJDEP) maintenance building, NJDEP testing wells, and a vacant area that may be paved for surface parking. Sub Area 4 is a rectangular block with frontage on Washington Avenue and Broad Street and is centrally located along Washington Avenue. Sub Area 4 has a very high development potential and is envisioned to be one of the most promising projects in the Downtown. Most of the land in Sub Area 4 lies within the Category 1 (C1) Stream buffer of 300 feet.

Sub Area 5 contains commercial and institutional uses in one- and two story buildings fronting on Washington Avenue and Broad Street. The existing buildings are in a state of disrepair and contribute very little to the goal of creating a vibrant main street.

The concept plan envisions the creation of certain specific elements that are critical to the build-out of Sub Areas 4 and 5. The core elements are binding, but the end-design is negotiable. The concept plan for Sub Areas 4 and 5 envisions:

1. Extension of Allegar Street through Sub Area 4 as a service road behind the existing retail buildings that front on Washington Avenue. This road shall provide access to parking areas within the block and will facilitate the movement of delivery vehicles and public access to the planned park. Such a road should remain focused on access and not promote “cut-through” traffic.
2. Portions of Block 94, Lots 9 and 10 shall be used to create an inviting pedestrian access from Washington Avenue. The pedestrian access shall lead into the park and plaza areas in the interior.
3. It is recommended that all of the land within Sub Area 5, south of the proposed Allegar Street extension (in the interior of Block 94) be used for public open space. Smaller areas close to the Washington Avenue retail core shall be used as open spaces, for community gatherings and play lots. Public open space adjacent to the stream corridor shall be restored (where necessary) and preserved as natural open space. Pedestrian connections shall be developed within the informal open space to provide access to the stream and adjacent neighborhoods. The short-term parking needs of the business community shall remain a priority consideration prior to the long-term vision for the park.



Strong Building Types and Street Wall

Strong Pedestrian Access

Temporary Surface Parking

Ped Access To Align with Plaza in Sub Area 2

Public/Shared Parking

Passive Park Space

Environmental Reclamation/Restoration

NJ ROUTE 57/WASHINGTON AVE

S BROAD STREET

REAR ACCESS ROADWAY



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Concept Plan (Interim Development) - SUB AREAS 4&5
 Downtown Redevelopment Plan
 Borough of Washington Warren County, NJ

4. Redevelopment of Sub Area 5 shall include three to four story mixed-use buildings and a public garage.
5. Sub Area 4 shall include mixed-use buildings (up to four stories in height and a building depth of 80-100 feet) along the Washington Avenue and Broad Street frontages. A public parking deck measuring approximately 120 feet in height and 240 feet in width shall be located in the interior of block, screened from view by mixed-use buildings. The parking deck could have the ability to park at least 70 cars per floor, and will serve the adjoining mixed-use development as well as the Downtown.
6. It is recommended that a surface parking area be constructed to support the initial parking demand, and a structured parking facility be constructed as the demand increases. If other parking scenarios become more practical, the Borough will have the option to explore alternative concepts within the Sub Area 4.





Heyer, Gruel & Associates

Concept Plan - SUB AREAS 4&5
 Downtown Redevelopment Plan

Borough of Washington Warren County, NJ

f. Sub Area 6:

Sub Area 6 is located in Block 95, and is generally defined by Washington Avenue in the north, Lincoln Avenue to the west, and Broad Street in the east. Retail buildings including Krauszer's convenience store, the former PNC Bank Building, and the Stover building currently occupy the area. Three retail buildings along Washington Avenue have been recently demolished thereby creating an opportunity for infill development. The remaining portion of Sub Area 6 is occupied by disconnected surface parking lots that are shared by retail buildings and the residential units. Sub Area 6 has tremendous opportunity for short-term improvements and should be considered a priority.

The concept plan envisions the creation of certain specific elements that are critical to the build-out of Sub Area 6. The core elements are binding, but the end-design is negotiable. The concept plan for Sub Area 6 envisions:

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1. **Restoration of the Stover Building.** The four-story Stover building is an important landmark on Washington Avenue. This building contains ample floor area to accommodate a variety of uses. It is recommended that the façade and structure be renovated to bring this building back to its original character.
2. **Construction of Smaller-Scale Medical Arts Building on Lincoln Avenue.** Lincoln Avenue is primarily a residential street, and acts as the termination point of the Washington Avenue retail core. In order to recognize the residential character of the street, it is recommended that the surface parking lot south of the Krauszer's building be replaced by buildings which front on Lincoln Avenue. Parking and access for the site will be from the rear. The existing surface parking lot frontage of 150 feet on Lincoln Avenue has the ability to accommodate street level development allowing for parking in the rear.
3. **Redevelopment of Block 95, Lot 1.** The building is a single story with parking in the front yard that does not contribute to the intended character of the Downtown. It is recommended that the existing building be replaced with a signature three/four story mixed use building that marks the western gateway into the Downtown.



Disfigured by facade changes, the Stover Building is an icon in the Borough and has the opportunity to regain its cornerstone presence with upgrades that are consider to both the Borough's and building's historical heritage. Below is a rendering of how the building could look once restored. Notice how at the street level it becomes more inviting.



4. **Infill Retail Buildings on Washington Avenue.** Infill retail/mixed-use buildings should replace the gap along Washington Avenue that was created by the recent demolition of several retail buildings. The façade and massing of any such infill development should be consistent with the rest of the buildings within the block.

5. **Consolidation of Surface Parking Areas.** Several disconnected surface-parking areas currently occupy the interior of Block 95. It is recommended that these parking areas be integrated and redesigned to provide for the parking needs of properties within the block, and of the Downtown as a whole. The resulting parking facility should be managed in accordance with the parking plan contained herein. The rear yards of buildings fronting on Broad Street will be designed to maximize the potential of the surface parking facility and will include strong pedestrian access to Washington Street.





Strong Building Types and Street Wall

Coordinate Access and Parking

Transitional Medical Arts



Concept Plan - SUB AREA 6 (WESTERN GATEWAY)
 Downtown Redevelopment Plan
 Borough of Washington Warren County, NJ





This Plan works to connect the fantastic assets within the Borough that are ripe to be taken advantage of in order to create a fantastic Downtown for residents and visitors alike. Coordination between the Borough, the Business Improvement Districts and its members and new development opportunities will be critical toward the implementation of the plan.



LAND USE PLAN

a. Zoning District Map and Applicability:

The properties located within the area indicated on the “Redevelopment Area Map” are governed by the provisions for each Zoning District as depicted on the *MAP 3: Zoning District Map*. This Plan provides for 3 basic districts: The Washington Avenue Core District, Route 31 Gateway District and the Borough-owned property that is designated as a Public Park.

Any zoning changes shall only apply to the Redevelopment Area.

Build-To-Line Defined:

Definition: Build-To-Line is the line parallel to the street along which the primary mass of the front façade should be set. It is measured as a perpendicular distance from the street line to the nearest point of the building façade.

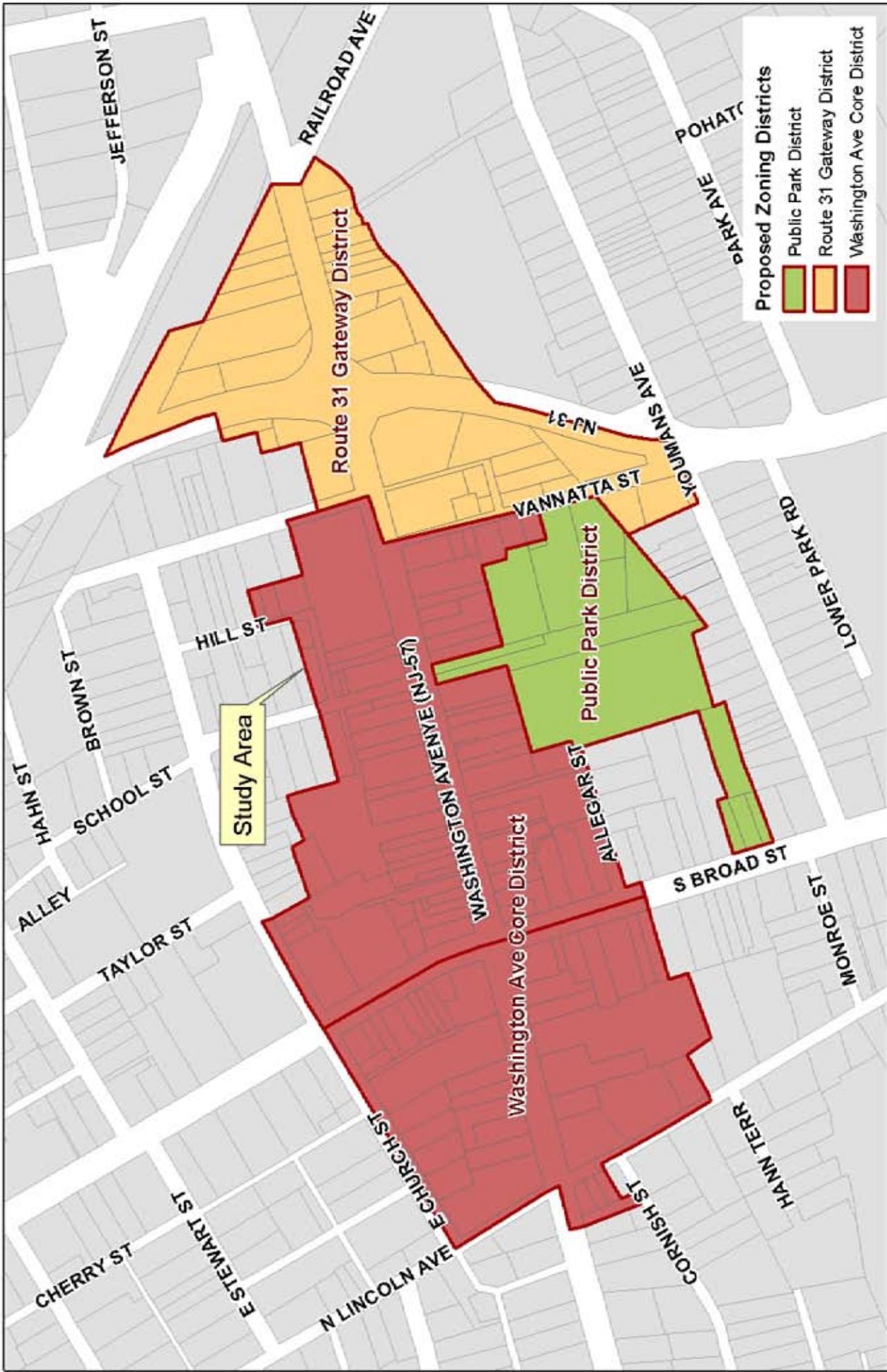
Application: A Build-To-Line identifies the precise horizontal distance (or range of distances) from a street that the front

of all primary structures must be built in order to create a uniform line of buildings along a street.

Where a Build-To-Line is specified as a range (for instance, 5 to 10 feet), the lesser measurement is defined as primary and the greater measurement is defined as secondary. This means that building fronts must fall within that range of distances between the primary and secondary measurement from the Street Line. Where there is a range, the front façade does not have to be parallel to the street or in a single plane, as long as the front façade remains within the range.

Build-To-Lines prescribed in this Plan may be adjusted, based on site-specific needs, to maintain visibility for vehicles exiting onto primary streets. Considerations will also be given to park and parking facility access.





- Proposed Zoning Districts**
- Public Park District
 - Route 31 Gateway District
 - Washington Ave Core District

Study Area

Prepared by:



Heyer, Gruel & Associates

1 inch equals 300 feet




Map Source: NJDEP and New Jersey Highlands Council, Washington Borough

ZONING DISTRICT MAP (MAP 3)
 Downtown Redevelopment Plan
 Borough of Washington Warren County, NJ

b. Washington Avenue Core District:

Location and Purpose: Designed to create an active mixed-use retail environment at the core of the Central Business District (“CBD”) the Washington Avenue Core District will enhance the vibrant pedestrian-oriented character of the CBD. To ensure a solid, pedestrian focused streetscape that defines the street edge, the physical form and placement of buildings in this district are regulated as follows.

1. Allowable Uses:

Permitted Primary Uses	Floor Level Specification
Retail stores, shops, restaurants, breakfast and dining areas of hotels	First floor (grade-level); and 50% of second floor
Professional offices, news paper offices and printing establishments	Upper floors only (*)
Banks, offices, savings and loan associations and other fiduciary institutions.	First floor (at grade-level); and second floor
Residential uses	Upper floors only (*)
Public and quasi public uses as defined in the Washington Borough Land Development Ordinance	
Permitted Secondary Uses	
On-site storage of goods incidental to the daily conduct of the on-site retail business or professional office	First floor (grade-level); second floor; upper floors
Signs in accordance with Section 94.62.B of the Borough’s Land Development Ordinance and this Plan	-
Open-air/covered outdoor dining areas of restaurants	First floor (grade-level);

(*) Hotel and office lobby, teller services of a bank, and residential entrances may be located in the first floor.

2. Lot Requirements:

Lot	
Minimum Lot Area	12,000 square feet
Minimum Lot Width	60’

3. Building Requirements:

Build-to-Line and Setbacks	
Build-to Line Distance from property line (Washington Avenue)	0’ to 10’
Build-to Line Distance from property line (All other streets)	5 to 15’
Minimum Side Yard (each)	0’
Minimum Side yard (both)	0’
Minimum Rear Yard	0’
Minimum Rear Yard (from a rear access road or alley)	10’

Building Form	
Minimum façade length along Washington Avenue - structure built to the Primary Build-To-line	60% of lot frontage
Minimum façade length along all other streets - structure built to the Primary Build-To-line	60% of lot frontage
Minimum Building Height	30' or 2-1/2 stories
Maximum Building Height	45' or 4 stories
Floor Ceiling Height in the first floor (grade level)	12' min. clear
Floor Ceiling Height in the upper floors	9' min. clear
All upper floors must have a minimum of one primary ground-floor pedestrian entrance on a public street.	
Loading docks, overhead doors, and other service entries are prohibited on all Public Streets.	
Any building façade over 50' wide fronting on Washington Avenue must be broken down by vertical building elements and/or change in materials, so as to read as a series of buildings no wider than 30'.	
Architectural Elements that are not habitable, and do not occupy more than 5% of floor area at the first floor level, may extend up to a height of 12 feet beyond the maximum building height	
All upper stories are required to remain in the same vertical plane as the first story.	

4. Prohibited Uses

Adult shops or adult media stores (an establishment offering goods for sale or rent that meet any of the following tests: (1) the establishment offers for sale items including adult media, leather good marketed or presented in a context to suggest their use in sadomasochistic practices and the combination of such items constitutes more than 10% of its stock, sales or its gross floor area; (2) more than 5% of its stock consists of sexually-oriented toys or novelties; (3) more than 5% of its gross floor area is devoted to sexually oriented novelties or lingerie or (4) advertises or otherwise conducts itself in any forum as “XXX”, “adult”, “sex” or otherwise as a sexually oriented business)
Adult cabaret (a building or portion of a building regularly featuring dancing or other live entertainment if the dancing or entertainment that constitutes the primary live entertainment is distinguished or characterized by an emphasis on the exhibiting of specific sexual activities or specified anatomical areas for observation by patrons therein)
Shops displaying or selling paraphernalia used for the ingestion or injection of illegal drugs including but not limited to hookahs, bongos, water pipes, hashish pipes, ice pipes and cocaine kits.
Massage parlors (including all non-certified and/or unlicensed medicinal massage therapy) operating without all certifications and licenses required by federal, state and local law.
Tattoo and/or piercing parlors.
Pawn shops and other institutions offering non-depository credit intermediation primarily engaged in extending credit or lending funds raised by credit market borrowing.
Establishments that advertise that over 90% of the merchandise purchased in such establishment shall be sold for \$1 or less.

c. Route 31 Gateway District:

Location and Purpose: The primary purpose of this district is to create an attractive and welcoming mixed-use gateway entrance into the Downtown. The gateway will amplify the visibility of the Borough along a major thoroughfare. This district is generally located at the intersection of Washington Avenue/Route 57 and Route 31, with Railroad Avenue to the north, Youmans Avenue to the south, and Vannatta Street to the west.

1. Allowable Uses:

Permitted Primary Uses	Floor Level Specification
Retail Stores, shops, restaurants, breakfast and dining areas of hotels	First floor (grade-level); and 50% of second floor
Banks, hotels savings and loan associations and other fiduciary institutions, news paper offices and printing establishments	Upper floors only (*)
Professional offices (such as a doctor’s office)	First floor (at grade-level); and Second floor
Residential uses	Upper floors only (*)
Public and quasi public uses as defined in the Washington Borough Land Development Ordinance	All Floors
Movie Theaters	All Floors

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Permitted Secondary Uses	
On-site storage of goods incidental to the daily conduct of the on-site retail business or professional office	First floor (grade-level); second floor; upper floors
Signs in accordance with section 94.62.B of the Washington Borough Land Development Ordinance and this Plan	-
Open-air/covered outdoor dining areas of restaurants	

(*) Hotel and office lobby, teller services of a bank, and residential entrances may be located in the first floor.

2. Lot Requirements:

Lot	
Minimum Lot Area	12,000 square feet
Minimum Lot Width	60’

3. Building Requirements:

Build-to-Line and Setbacks	
Build-to Line Distance from property line (Washington Avenue)	0' to 10' (*)
Build-to Line Distance from property line (all other streets)	10' to 20' (*)
Minimum Side Yard (each)	0'
Minimum Side yard (both)	5'
Minimum Rear Yard	15'
Minimum Rear Yard (from a rear access road or alley)	15'
Setback Line Distance from Street Line	100'

(*) Except for the provision of fountains, public art, monuments, landscaping or other forms of gateway treatment, at any of the four corners of the intersection of Washington Avenue and Route 31



Building Form	
Minimum façade length along Washington Avenue - structure built to the Primary Build-To-Line	60% of lot frontage
Minimum façade length along all other streets - structure built to the Primary Build-To-Line	40%
Minimum Building Height	15'/1 Story
Maximum Building Height	25'/2 Stories
Floor Ceiling Height in the first floor (grade level)	12' min. clear
Floor Ceiling Height in the upper floors	9' min. clear
All upper floors must have a minimum of one primary ground-floor pedestrian entrance on a public street.	
Any building façade over 40 feet wide fronting on Washington Avenue must be broken down by vertical building elements and/or change in materials, so as to read as a series of buildings no wider than 25-feet each.	
Architectural Elements that are not habitable, and do not occupy more than 5% of floor area at the first floor level, may extent up to a height of 12 feet beyond the maximum building height	
All upper stories are required to remain in the same vertical plane as the first story.	

4. Prohibited Uses

Adult shops or adult media stores (an establishment offering goods for sale or rent that meet any of the following tests: (1) the establishment offers for sale items including adult media, leather good marketed or presented in a context to suggest their use in sadomasochistic practices and the combination of such items constitutes more than 10% of its stock, sales or its gross floor area; (2) more than 5% of its stock consists of sexually-oriented toys or novelties; (3) more than 5% of its gross floor area is devoted to sexually oriented novelties or lingerie or (4) advertises or otherwise conducts itself in any forum as "XXX", "adult", "sex" or otherwise as a sexually oriented business)
Adult cabaret (a building or portion of a building regularly featuring dancing or other live entertainment if the dancing or entertainment that constitutes the primary live entertainment is distinguished or characterized by an emphasis on the exhibiting of specific sexual activities or specified anatomical areas for observation by patrons therein)
Shops displaying or selling paraphernalia used for the ingestion or injection of illegal drugs including but not limited to hookahs, bongs, water pipes, hashish pipes, ice pipes and cocaine kits.
Massage parlors (including all non-certified and/or unlicensed medicinal massage therapy) operating without all certifications and licenses required by federal, state and local law.
Tattoo and/or piercing parlors.
Pawn shops and other institutions offering non-depository credit intermediation primarily engaged in extending credit or lending funds raised by credit market borrowing.
Establishments that advertise that over 90% of the merchandise purchased in such establishment shall be sold for \$1 or less.

d. Public Park District:

Location & Purpose:

The creation of a public park in the Downtown is meant to serve as a catalyst for economic development. Not merely open space, this area can serve multiple functions for the betterment of the Borough. Such open space can not only be programmed for public markets and festivals, but can double as water quality and flood protection enhancements. Connecting people to the Downtown by pedestrian and bicycle access will help support the economic enhancement of the business community. Open spaces within a Downtown provide a quality environment for residents and visitors alike to come and enjoy the offers of the business community and create a sense of place that cannot exist without it.

1. Allowable Uses:

Permitted Primary Uses
1. Public park and open space as defined in the Washington Borough Land Development Ordinance

Permitted Secondary Uses
1. Public and quasi-public facilities typically found in support or consistent with public park space such as; kiosks, public pools, community centers.
2. Open-air/covered outdoor dining areas of restaurants.
3. Open-air theatres and other publicly-oriented gathering places.



e. Design Standards

The following design standards are binding and all development within the Redevelopment Area must conform to the standards set forth below.

a. Architectural Standards:

1. **General Principles.** The following 4 general design principles shall apply to both new construction and rehabilitation of existing structures:

- i. Reinforce the scale, massing, building type and orientation of buildings as set forth in this Plan.
- ii. Encourage architectural ornamentation based on the Borough's historic character.
- iii. Enhance the visual quality of the Redevelopment Area as an attractive destination for business, recreation, entertainment and shopping.



- iv. Maintain and enhance the sense of place and property values in the Redevelopment Area.

2. **Primary and Secondary Building Walls Defined.** Primary building walls shall be the exterior building walls visible from a public street, and secondary building walls shall be the building walls that are visible from public alleys, side streets, etc.

3. **Visibility from a Public Street.** All secondary building façades shall be designed in a manner that is visually and materially consistent with the primary building façades.

4. **Architectural Review.** All new/infill development, additions, alterations, renovations building façades, and modifications of buildings shall comply with the architectural standards of this Plan and will be subject to review by the Planning Board prior to approval.

5. **Restrictions on Location.** Utility meters, domestic trash receptacles/recycling enclosures, dryer and oven vents, and air conditioning compressors shall be located in the rear yards only.



6. **Compatibility of Exterior Building Walls.**

Exterior walls should be designed in a manner that is compatible with the neighboring buildings.

7. **Use of Materials.** Materials are the most identifiable element of the built environment and shall be of high quality. Materials used should be durable and long-lasting, and appropriate to both the climate and visual environment of the region. Natural materials including brick, stone and wood may be used in combination with other materials such as concrete, metal and glass. Contrasting materials should be used in design details like (signage, awnings, public art and landscaping).

The following materials are preferred:

- i. Natural stone or brick (materials shall be detailed and used in appropriate load-bearing configurations);
- ii. Wood (pressure treated or naturally decay resistant);
- iii. Concrete block with stucco (smooth or sand only, no roughly textured finished);
- iv. Reinforced concrete (either with a smooth finish, stucco, or stone finish). Exposed concrete shall not be permitted; or
- v. Metal and glass (only for exterior trim elements). Metal beams and other metal used in structural elements' shall be concealed.

8. **Exterior Wall Design Elements.** While Design flexibility may be granted in terms of the use of ornamentation and colors, overall design should be complementary with the character of the majority of buildings within the Downtown. The following standards shall apply to exterior façade design elements:

- i. Wall openings shall not span vertically more than one story.
- ii. Horizontal dimension of wall openings shall not exceed the vertical openings.
- iii. Material changes should be well defined with bands (such as a moldings) or with change in projection from the building face.
- iv. Where the side of a building is visible from an adjoining property or the public right-of-way, the design and materials used on the front façade shall be extended to at least 1/3 of the building's side façade.
- v. Front façade shall be designed to be compatible with adjacent structures in terms of vertical and horizontal building elements, and to provide interest to pedestrians through the use of architectural relief, window and door frames, pediments, columns, etc.
- vi. Trim elements and visible window framing shall be painted or sealed.

9. Exterior Wall and façade Design Elements.

Design flexibility is encouraged in the use of ornamentation and colors, but should be in tune with the character of the majority of buildings within the Downtown. The following standards shall apply to exterior wall design elements:

- i. The horizontal dimension of a wall opening shall not exceed the vertical opening.
- ii. Material changes should be well defined with a band (such as a molding) or a change in projection from the building face.
- iii. Where the side of a building is visible from an adjoining property or the public right-of-way, the design and materials used on the front façade shall be extended to at least 1/3 of the building's side façade.
- iv. Front façade shall be designed to be compatible with adjacent structures in terms of vertical and horizontal building elements, and to provide interest to pedestrians through the use of architectural relief, window and door frames, pediments, columns, etc.
- v. Trim elements and visible window framing shall be painted or sealed.

10. Transparency of façade. The following shall apply for the transparency of façade:

- i. Buildings located on corner lots shall treat both street frontages as front façade in terms of transparency.
- ii. The first floor level of all façade shall maintain a transparency of no less than 60% of the wall area.
- iii. Storefront window are require subject to the following: Windows shall use clear or lightly tinted glass, except for decorative of architectural accents, typical of retail.
- iv. Reflective glass is prohibited.
- v. Windows shall allow an unobstructed viewing distance of at least 10 feet into the interior.
- vi. The percentage of glass/transparent area shall no include frames, grids, mullions etc.
- vii. The upper floors along the building frontage shall have transparent windows covering no less than 20% of the wall area.

11. Windows and Doors. Where clearly visible from the street:

- i. Specialty windows (oval, octagonal, Palladian) are restricted to one per section of façade, and to the upper story façade.
- ii. All entryway and window openings shall have concrete, or masonry sills and lintels that project at least 3 inches from the surface of the exterior wall surface.
- iii. All glazing shall be at least 70% transparent.
- iv. Windows configurations and techniques.
- v. Windows may be grouped, up to 5 panels per group, if each grouping is separated by a mullion, column, pier or wall section no less than 8 inches wide.
- vi. Windowsills shall project a minimum of 1 inch from the building face.
- vii. All lintels must extend a minimum of 4 inches beyond the edge of the opening.
- viii. For storefront and display windows, the sill shall be a minimum of 2 feet and a maximum of 3 feet from the grade level.
- ix. Windows shall be no closer than 30 inches to building corners (excluding bay windows which are regulated herein).

12. Doors Configurations and Techniques:

- i. Buildings on a corner lot shall have the main entrance located at the corner of the building and oriented towards the intersection.
- ii. An entry from the street providing access to the upper floors is required on all lots. This entry shall not be combined with the primary access for the commercial space.
- iii. Doors or entrances with public access shall be provided at intervals no greater than 40 feet.
- iv. Exterior security grates are prohibited.



13. Roofs, Eaves, Parapets, Skylights, Roof Vents and Gutters:

- i. Roof penetrations, except stucco or brick chimneys, shall be placed so as not to be easily visible from streets and painted to match the color of the roof, except those of metal that may be left unpainted.
- ii. All hipped or gabled roofs must have eaves that shall be continuous, however, overhanging a balcony or porch are permitted and exempted from this regulation. On the main structure, eaves may overhang a minimum of 12 inches and a maximum of 18 inches.
- iii. Cornices are required on buildings with flat roofs. Cornices shall have a minimum projection of 12 inches beyond the building face.
- iv. Roof parapets are permitted on all buildings. Such parapets shall be provided along the entire roof edge of the building.
- v. Skylights and roof vents are permitted only on the roof planes facing the rear yards or when shielded from the public street view by a building's parapet wall.
- vi. Gutters and downspouts, when used, shall be made of galvanized steel, copper (not copper coated), or aluminum. The Board, upon its architectural review, may recommend that gutters and downspouts be painted to match the building façade.
- vii. Solar panel are permitted.



14. **Awnings.** The predominant awning forms within the Redevelopment Area should achieve a high degree of consistency with those of adjacent buildings and provide visual continuity.

- i. Awning design should reflect the architecture of a building while also complementing the streetscape.
- ii. The color of awnings should complement (and not entirely contrast) the building façade.
- iii. Awnings shall have a metal structure covered with canvas, or like product. Metal awnings are discouraged. Awnings may have a front skirt and the bottom of the skirt shall not be scalloped.
- iv. "Goose-neck" or other similar forms of external lighting may only be used to illuminate awnings. Awnings shall not be internally lit.
- v. Awnings may include logos or text, and such logos or text shall be included in sign calculation.
- vi. Awning projection from the building face shall conform to the encroachment requirements.

15. Stoops, Front Porches, Balconies and Decks.

- i. Balconies on the front façade are limited to a width of 10 feet and 24 inches in depth.
- ii. No balconies may be located within 10 feet of a shared lot line. Glass parapets or railings are prohibited.
- iii. Porches and decks are permitted at the rear second and third floor levels. Porches and decks are not permitted on the front of buildings

16. Street and Garden Walls, and Fences.

- i. Garden walls that define the outdoor areas and separate the sidewalk from the private space (parking lots, trash cans, gardens and equipment), when required, shall be constructed of the same material and finish as the main structure. Such garden walls shall be a minimum of 8 inches thick, have a horizontal cap, have a minimum and a maximum height of 48 inches.
- ii. Fences shall be used in the rear yards to enclosed trash cans and other recycling facilities. These fences shall be at least 5 feet in height and shall be solid board-on-board or other form of opaque fencing. Chain link fences are not permitted.
- iii. Hedges may not be used in place of garden walls or fences.
- iv. Sitting walls, between 12 inches and 24 inches in height and a maximum depth of 18 inches shall be incorporated whenever possible. Sitting walls are encouraged along the front façade.

b. Signage Standards:

All signage shall be in accordance with Borough Land Development Ordinance 94-62 as amended by ordinance 03-2008

c. Lighting Standards:

- i. Exterior lighting should highlight building elements, signs, or other distinctive features and not the lighting feature itself.
- ii. The design of all building and site lighting fixtures shall be coordinated with other architectural elements of the building, and the size and location of lighting fixtures must be compatible with overall design of the building.
- iii. Goose neck or shadowbox lighting fixtures are highly recommended for storefront lighting. Indirect lighting should be used whenever possible.
- iv. Accent lighting that highlights ornamental features of the building façade is encouraged.
- v. Prohibited building lighting includes:
 - 1. Visually over-bearing or obtrusive lighting on the structure, street, or adjacent buildings;
 - 2. Flashing, pulsating or moving lights or lights that produce excessive glare; and,
 - 3. Neon tubing surrounding displays windows, and any amount of exposed neon lighting.
 - 4. LED Lighting.



d. Utilities and Mechanical Equipment Standards:

- i. To the extent possible, all rooftop equipment shall be concealed from public view at the street level.
- ii. Bulkheads and/or mechanical equipment shall only be located in the rear side of the building roof. The Board may waive this requirement under special circumstances where the function layout of the building floor plan demands that such equipment be located along the building frontage.
- iii. Bulkheads and/or mechanical equipment that extends beyond 5 feet from the ceiling level of the highest permitted story shall be enclosed on the roof, set back at least 10 feet from any exterior wall face, and housed in an enclosure utilizing the same material or comparable material as the rest of the building façades.

e. Vacant Lots:

Any lot kept vacant for more than 180 days shall be landscaped and thereafter maintained in good order by the owner. The landscaping shall be that of an urban park or garden.

f. Accessory Buildings:

- i. Any accessory building or deck attached to the principal building is part of the principal building, and shall adhere to the building requirements of the principal building.
- ii. The architectural standards of this section shall equally apply to the accessory buildings, and accessory building shall be designed and constructed in the same style and materials used in a principal building.

Accessory buildings shall not exceed 15 feet in height and may not occupy an area totaling more than 25% of the first floor area of a principal building.



g. Parking Standards:

- i. A developer may seek the “**Shared Parking Standards**”; as an incentive for contribution of excess land as dedication/easement and/or payments in lieu of parking.
- ii. On-site parking is not required for existing uses. However, contributions in lieu of parking shall be made to the Borough Municipal Parking Authority, in accordance with the “**Parking Deficiency Schedule**” of the Interim Parking Plan.
- iii. Parking may be provided off-site within 1,300 feet or as shared parking. All new developments seeking the “Shared Parking Standards” shall fulfill the necessary parking requirements.
- iv. Bicycle parking 1 bike rack for 1000 square feet of non-residential floor area should be provided along the sidewalk in accordance with the streetscape standards of this chapter, or off-street in a secure environment.
- v. Parking drives and parking area frontages are not permitted along Washington Avenue. Access to parking areas shall be provided from a side street or a rear alley.

h. Buffering Standards:

- i. A landscape buffer of 15 feet shall be required as screening along the edge of all parking and loading areas. Any development’s parking requirements satisfied through a shared parking arrangement shall not be subject to this requirement.
- ii. A landscape buffer of 15 feet shall be required when a non-residential use abuts a residential zone. Mixed-use developments with a floor area of at least 60% dedicated to residential uses will not be subject to this requirement.
- iii. A landscape buffer of less than 10 feet shall be compensated by the provision of a 6 foot high stockade fence within the buffer area parallel to the edge of the parking/loading area or lot line of the abutting residential lot, allowing for an adequate distance for buffer landscaping.

f. Streetscape Standards

1. Street Trees:

Street trees provide shade, color, and visual interest, soften the building mass, and contribute to an attractive Downtown environment. Street trees in the Downtown should be selected on the basis of appropriateness, including health, maintenance, and habit (e.g. crowns that will not obscure signage). If possible, trees should exhibit year-round interest (i.e. attractive flowers, fall color, winter habit and bark). It is recommended that trees be at least 2.5 inches in caliper upon installation. Trees should be spaced between 25 and 35 feet on center depending on the size of selected trees. Spacing over 35 feet on center is not recommended. The following is a list of suggested street trees. Specifically on Washington Avenue and the landscaped median on Route 31 corridor (refer to the concept plan for Sub Area 3 for the median on Route 31), it is recommended that at least three different species be used in order to enhance visual interest and avoid a monoculture. The following species are recommended:

- *Gleditsia Triacanthos var. inermis* 'Shademaster' – Thornless Common Honeylocust
- *Prunus sargentii* – Sargent Cherry
- *Zelkova serrata* 'Green Vase' – Japanese Zelkova

2. Streetlights:

Streetlights enhance the pedestrian environment and provide a feeling of safety and security. The ornamental type of streetlight (pole and fixture), provided in the Downtown fits the character of the area. It is recommended that the Borough continue to use this type of lighting. It is recommended that the existing "bulb" style light fixture, especially along Washington Avenue, be changed to a "pendant" or "tear drop" style lighting fixture. These styles of fixtures ensure that the upper story residential units are not affected by glare. The Borough should investigate the feasibility of providing LED lighting fixtures. Such fixtures will reduce consumption of energy, reduce maintenance costs, and promote sustainability.

It is recommended that streetlights be provided on all the Redevelopment Area streets, at a center-to-center spacing of at least 35 feet. Banner brackets should be provided on alternating streetlight poles along Washington Avenue and the gateway area of the Route 31 corridor. The type of streetlights provided in the Route 31 gateway area should be a taller, "highway-style" and more contemporary. The lighting levels of both the varieties of streetlights should provide a feeling of safety while creating a pleasant atmosphere.

3. Benches:

Benches are a vital part of any relaxed comfortable pedestrian-friendly streetscape and give pedestrians a place to rest and/or watch the activity on a street. Benches should be placed throughout Washington Avenue, parks and plaza areas and locations that attract a high level of pedestrian activity. The Model FR-7 Goblet Series bench (metal with wooden slats) by Victor Stanley, Inc. or equivalent is recommended.

4. Trash Receptacles:

Trash receptacles are necessary to create a clean, orderly pedestrian-friendly environment. It is recommended that trash receptacles be placed throughout the Downtown. Model SD-42 Iron Sites Series by Victor Stanley, Inc. (or equivalent) is recommended.

5. Bicycle Racks:

It is recommended that bicycle racks be supplied throughout the Redevelopment Area. Bicycle racks will be especially important in the Downtown, given the proposed intensive mixed-use development. The Bike Hitch by Dero (or equivalent) is recommended.

6. Public Art:

Public art is a common denominator of many high quality public spaces. Public art includes statues, murals, fountains, and art installations. Innovative use of public art is encouraged. This Plan recommends that public art be strategically included throughout the Redevelopment Area.

This Plan recommends the incorporation of public art: as part of the proposed public plaza on Washington Avenue in the center of the block between School Street and Belvidere Avenue; on the four corners of the intersection of Washington Avenue and Route 31; and within proposed park area in the interior of Sub Area 4. It is recommended that public art incorporate the unique identities of the Borough.

7. Wayfinding Signage:

Signage is a crucial design element that will contribute to the public perception of the Downtown. Signage should be designed to attract visitors to the area and to orient them once they have arrived. Wayfinding signage, street signs, historical signage, and banners should be presented as a unified package that serves an aesthetic and functional purpose.

It is recommended that the Borough adopt a uniform signage system. Uniform signage will provide a visual cue to visitors that they are in the Borough. The signage system should be consistent, utilizing a similar color scheme and typeface, and should be unified by a recognizable logo. The Borough's Historical Society may be consulted in incorporating an iconic image of the Borough in all of its signs. Such an image should be instantly recognizable and should reinforce the Borough's unique identity.

i. Wayfinding Signs:

Wayfinding signs direct residents and visitors to important cultural, recreational and governmental destinations. Wayfinding signage should be placed throughout the Main Street corridor and at key gateway locations, such as the Route 31/Washington Ave gateway. From Route 31, travelers should be directed to other significant destinations in the Downtown. Wayfinding signage along the Washington Avenue corridor should direct travelers to the Borough's other destinations, especially the public parking areas within the Redevelopment Area.

Parking area information signs should be integrated with the signage system of the entire Redevelopment Area, and limited to those that provide information pertaining to direction, identification of area in which parked, identification of pedestrian and motorist exits, warnings about clearance, oncoming traffic, and parking rates. All parking area signs must be easily readable.

ii. Informational Sign:

In order to educate residents and visitors alike about the Downtown, it is recommended that the Borough install an informational signage system. These signs would be placed at significant historic sites throughout the Downtown, especially on Washington Avenue. The signs would contain a short, informative message about the date of construction, significance of the site, and the intended use of the site. Suggested sign locations include:

- Corner of Washington Avenue and Broad Street.
- Eastern Gateway within proximity of the Church on Washington Street.
- Western Gateway at the corner of Washington Avenue and Lincoln Avenue.
- In the Borough Hall/Post Office area.
- Corner of Broad Street and Youmans Avenue.

iii. Street Signs:

Street signs should be considered as part of the overall signage system and should be consistent with other signs in terms of color and logo. They should be clear, bold, well placed and aid in the safe and effective circulation of motorists.

iv. Banners:

Banners are an important component of any signage system. Banners create a festive and lively street atmosphere and they reinforce identity. It is recommended that two different banners be used in the Borough – a 'Downtown Washington Borough' banner and another along the Route 31 gateway area. The banners should be complimentary but easily differentiated from one another.



INTERIM PARKING PLAN

In order to balance the demand for parking and the need to keep and enhance pedestrian friendly activity, the Borough must strategically locate parking in a way that maximizes the land available while reducing trips generated in the search for parking. Parking is greatly influenced by change in the land uses, and a parking plan is essential to constantly monitor the evolving need for parking. Such a plan also needs to be updated in regular intervals. The interim Parking Plan offers a calculated forecast of the Borough's parking needs, updates the current parking requirements, and sets a framework for shared parking achieved through public private partnerships.

a. Shared Parking

Shared parking provides for the sharing of parking spaces by multiple users. This parking management system facilitates the use of a parking space to serve the parking needs of 2 or more land uses without conflict, thus allowing parking facilities to be used more efficiently.

Often, available parking spaces are used temporarily, and a number of parking facilities have many unused spaces. Utilization patterns often follow predictable daily, weekly and annual cycles. For example, a regular office worker uses a space near his office for a maximum of 8-10 hours on a regular day, and the same space remains unused during the night and weekends. In a mixed-use scenario, where a system of shared parking is adopted, such an empty space can be used as parking for a residential unit during the nights and weekends. In case of a church next to a public parking lot, the parking lot that serves the weekday retail clientele might be full at most times of the day during weekdays and even on Saturdays,

but the same lot can be used to accommodate parking for the churches regular service on Sunday morning.

Shared parking can be very effective in the success of downtown development. The very purpose of shared parking is to reduce the number of single occupant vehicles while increasing the number of trips by walking bicycle, car/van pool, and bus. Multiple number of uses at higher densities must be located in close proximity to the Downtown. It is extremely important to minimize the space lost unnecessarily in terms of unused spaces in surface lots/decked parking lots. With housing, commercial and office uses located in close proximity to each other there is a higher possibility of sharing parking effectively because of a higher degree of variation in the time of occupancy of parking spaces among commuters, residential users, office goers, retail customers, etc. Higher density and a system of shared parking also reduces walking distances, and increases the trip value (in terms of the tasks that can be accomplished in a single trip).

Borough Parking Authority or Utility

This Plan recommends future consideration of public and commuter parking within the development scenarios in specific Sub Areas. While the Plan calls for parking facilities to be shared, it does not provide the mechanism to support the costs associated with the required construction. The Borough should consider creating a parking authority, parking utility or other entity whose sole purpose is to administer and manage parking. This entity would be created to broker deals with the Borough property owners, State, NJ Transit and developers in order to accommodate the public need for Downtown parking facilities. Furthermore, this entity would work with the Police Department in the enforcement of parking rules and regulations and would also be responsible for any parking meter installations.

Parking Standards

This Plan recommends the following parking standards be implemented for all development in the Redevelopment Area. The standards are lower than the current parking standards of the Borough because typically parking requirements are lower in mixed-use areas with compact development patterns and shared parking facilities.

Residential

- 1.50 spaces/0-1 bedroom unit
- 1.75 spaces/2 bedroom unit
- 2.00 spaces/3 bedroom unit

Office

- 2 spaces/1,000 sq. ft. of floor area

Retail (including restaurants)

- 2 spaces/1,000 sq. ft. of floor area

Downtown Parking Analysis

A detailed survey of the Downtown was conducted to determine the parking availability in each of the Sub Areas. The need for parking in the Redevelopment Area was calculated using the revised parking requirements. This data of parking availability and parking need was compared with the parking yield in proposed parking facilities in the Interim Parking Plan. The following critical assumptions were made in analyzing the Redevelopment Area parking:

- a. Single-family residential buildings and mixed-use/office buildings on individual lots are self-sufficient in meeting their parking needs, and do not rely on a shared parking arrangement.
- b. Parking required for the Downtown mixed-use developments with shared parking arrangements would be significantly lower than the normal requirements.
- c. The maximum (average) build-out for the Redevelopment Area will not be more than 3 habitable floors.
- d. All of the parking facilities at the Interim Parking Plan stage will be surface parking lots.

The analysis of existing and proposed parking indicates that consolidation of properties in the interior of each block (creating shared public/private parking facilities) greatly improves the parking yield. Parking facilities in Sub Areas 2 and 4 are in a strategic position to serve the Downtown users. These locations should become the top priority in the improvement of interim surface parking facilities into stacked parking facilities (parking decks). A land use change in Sub Area 3 is not advanced at this point and hence, the parking need within this Sub Area is not hereby amended.

In spite of the consolidation of rear parking areas, the Downtown- parking deficit in the Interim Parking Plan will be close to 290 spaces. Construction of 2 parking decks with 3 levels each in Sub Areas 2 and 5 would be adequate to meet

the parking necessity at maximum build out. It is recommended that the construction of such facilities be phased in accordance with the increase in intensity of use within the Downtown.

Parking Summary Chart

	Parking Need At Build-out	Existing Parking	Proposed Parking	Parking Deficit In the Interim Parking Plan
<i>(Approximate number of parking spaces)</i>				
Sub Area 1	280	80	105	175
Sub Area 2	290	100	215 (And a deck capacity of 120 spaces in each level)	75
Sub Area 3	No change in existing and proposed parking			
Sub Areas 4 and 5	230	100	175 (And a deck capacity of 130 spaces in each level)	55
Sub Area 6	200	130	215	(-)15
Total	1,000	410	710	290





ADDITIONAL RECOMMENDATIONS

a. Marketing and Branding:

Proper marketing and branding can lead to financing opportunities that the Borough may not have previously contemplated. The Borough may find that the unique character of the Downtown could lead to corporate sponsorship of wayfinding signage, creative use of vacant storefronts for advertising or holiday decoration until new leases begin, and even donations for various improvements. The Borough should work closely with the Business Improvement District to implement a marketing and branding strategy.

b. Wayfinding:

Wayfinding is a valuable tool that can be utilized to create a more efficient circulation system and enhance the retail environment. All signage should be developed consistent with the architecture of the Downtown. Such signage should relate to the features of the Downtown in terms of location, scale, color, lettering, materials, texture and depth. Signs should be proportionate and complement the buildings, existing signs and surroundings.

The Borough may work with owners of corner buildings to affix community directional signs to buildings. Such signs should not obscure, conflict with, or cover any architectural element or window and must be aligned with major building elements such as windows, trim and structure lines.

c. Water Quality and Flood Control Improvements

Shabbecong Creek is a tributary to the Pohatcong Creek. It originates in Washington Township, travels through the Borough, and empties into the Pohatcong (west of the Borough's sewage treatment plant located in Washington Township). The creek itself has been classified a Category 1 (C-1) stream. To date, there has been quite a bit of work performed through the "Conceptual Stream Corridor Protection Plan" dated January 16, 2006

by the Borough Engineer Robert Miller. There is also a number of recommendations that remain to be accomplished. To coincide with these worthy efforts, this Plan also recommends pursuit of the non-structural recommendations in-concert with the recommendations for Sub Area 4 and Sub Area 5. This Plan is consistent with the Borough's ongoing efforts with regard to this important watercourse and will in-fact improve the stream's water quality while also seeking to address flood mitigation.

d. Highlands Plan Conformance

The Borough has received 2 grants, one being an analysis of the impacts and opportunities that the Highlands Regional Master Plan presents the Borough, and the other, an analysis of Transfer of Development Rights (TDR) opportunities. The Borough will have to consider the impacts that these regional initiatives will have on the Borough and this Plan.

The Borough is in the Highlands Planning Area and not the Preservation Area. This designation renders the Borough's conformance to the Highlands Regional Master Plan voluntary. The Highlands recognizes that in order to preserve land in the Preservation Area, growth areas must be identified. As such, the Borough is uniquely positioned to work with the Highlands even though sewer and water capacities are limited under today's current treatment plant configurations and allowances. The critical factor in participating in the Highlands will be the scale of new development densities associated with TDR.

e. Low-Impact Design/ Green Design

The Borough should continue to review and encourage sustainable design practices within all redevelopment projects. As technology and markets improve, the Borough should consider revising this Plan to mandate additional “Green” standards for development. Notwithstanding a future mandate, the Borough should always encourage low impact design practices and performance standards such as these put forth by the Green Building Council.

f. Affordable Housing; Council on Affordable Housing (COAH)

COAH recently released new regulations addressing the Statewide need for affordable housing and each municipality’s obligation in accordance with the Fair Housing Act. While Highlands towns were offered a 1 year extension for the Borough to draft a plan for COAH’s certification, the Borough should take immediate steps to comply with these new regulations as the COAH/Highland Memorandum of Understanding (MOU) has significant impacts on the Borough’s ability to approve development and even issue permits as mundane as new awnings. Development of affordable housing should be created within the Redevelopment Area and it is recommended that all projects include the COAH mandated 20% affordable unit counts.



IMPLEMENTATION PLAN

This Plan recommends the following implementation schedule with a focus on prioritization.

a. First Priorities

Sub Area 2- Public parking lot design and acquisition process.

1. Continue working toward the most efficient design of the new public parking area.

2. Continue to pursue acquisition of strategic sites in order to ensure that the long-term vision of this plan can be realized and the most functional design of the parking lot can be achieved while allowing the potential for a future parking garage.

Sub Area 3- Gateway Improvements of Route 31 and Route 57 intersection.

- Because improvements to this intersection will take time to implement, the Borough should initiate discussions with the NJDOT to get the process started. Points worthy within such a discussion include:
 1. Elimination of right turn only lanes.
 2. Boulevard treatments.
 3. Clear, distinct crosswalk delineations.
 4. Pedestrian head countdown installations.
 5. Additional gateway treatments.
 6. Costs and Time lines.

BID- The Borough should continue working with the BID and design and implement a wayfinding system.

Second Priority

Sub Area 6- Redevelopment opportunities

1. Sub Area 6 presents the Borough’s most salient development opportunity. Upon adoption of this Plan, the Borough should consider creating a Request for Proposals (“RFP”) to gauge the interest in development of Sub Area 6.
2. The Borough should work with property owners in this Sub Area to develop a comprehensively designed parking layout that coordinates existing and future parking needs.



GENERAL PROVISIONS

Third Priorities

Sub Area 4- Redevelopment Opportunities

1. Explore the redevelopment opportunities for the properties located at the corner of Broad Street and Washington Avenue.
2. Determine the viability of a shared parking area along Broad Street and Allegar Street.

Sub Area 5- Coordination of Borough-owned property with business community needs.

- Borough-owned property is available to satisfy a number of the community's needs, namely:
 1. Public parking.
 2. A multi-purpose public gathering place that can work to spur economic development activity that may also enable the Borough to conduct events such as a farmer's market and festivals.
 3. Property for flood protection and water quality improvements. The Borough should work with the Highlands and NJDEP to identify funding opportunities to restore the Shabbecong Creek bank, increase flood storage for residents downstream as well as improving water quality for this C-1 tributary.

Fourth Priority

Sub Area 1- Redevelopment/ Rehabilitation efforts

- The Borough should engage in conversations of the property owners of this Sub Area to determine existing redevelopment and rehabilitation opportunities.

a. Redeveloper Agreements

Any development or construction within the Redevelopment Area must be undertaken in accordance with a fully executed valid and binding redevelopment agreement with the designated redevelopment entity. The redevelopment entity shall be the entity authorized by the Borough's governing body to implement this Plan and carry out the various redevelopment projects within the Redevelopment Area. The redevelopment agreement must be in full force prior to granting final site plan approval.

b. Procedure for Amending the Plan

This Plan shall be in effect for 30 years from the time of adoption. The Mayor and Municipal Council for the Borough may amend, revise or modify this Plan as they see appropriate and in the best interest of the people of the Borough.



RELATIONSHIP TO OTHER PLANS

State Development and Redevelopment Plan

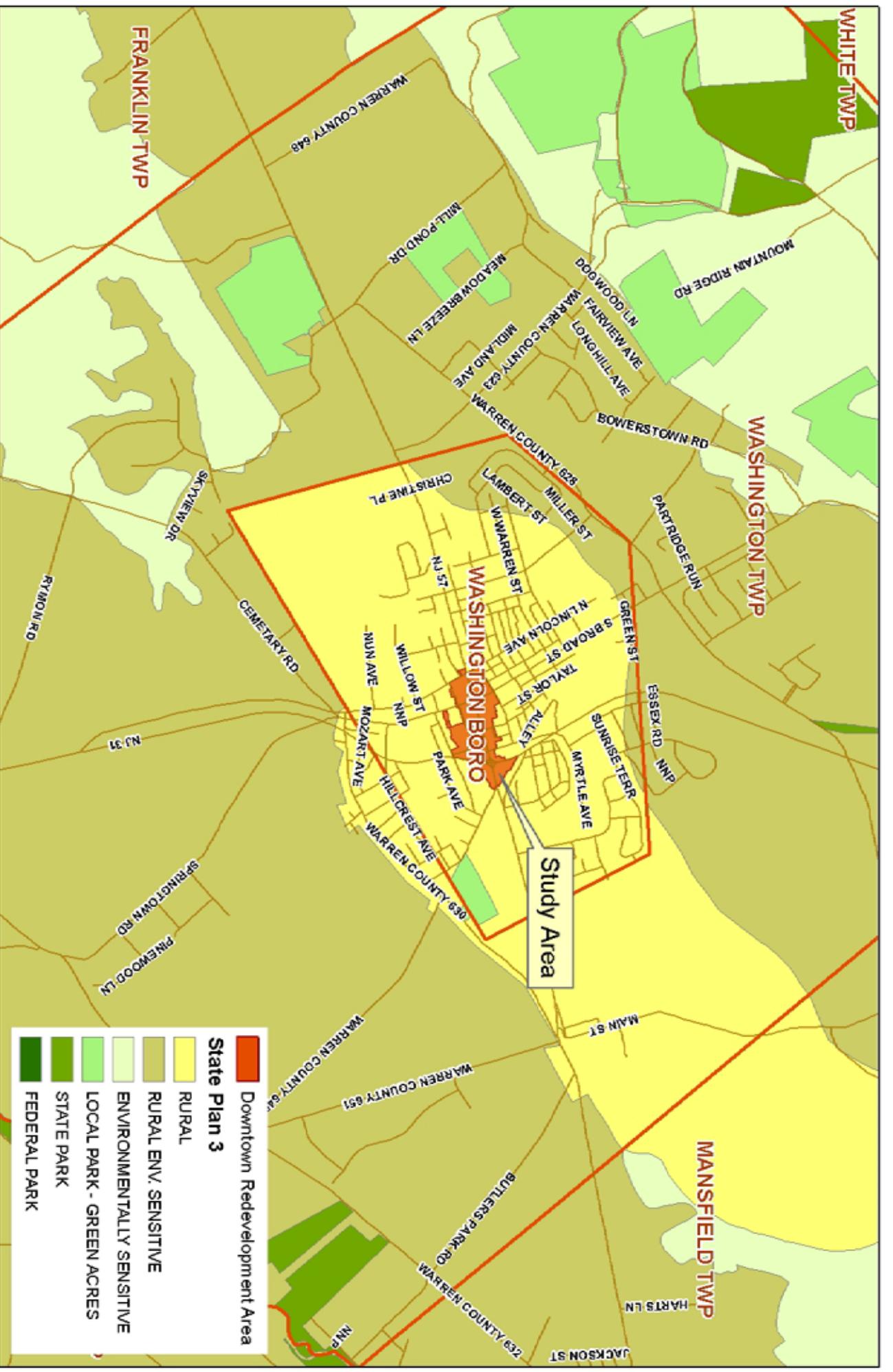
The State Planning Commission adopted the State Development and Redevelopment Plan (SDRP) on March 1, 2001. The SDRP also undergoes a periodic cross acceptance process with State, County and local officials reconciling the State Plan with local conditions and zoning. The SDRP contains a number of goals and objectives regarding the future development and redevelopment of New Jersey. The primary objective of the SDRP is to guide development to areas where infrastructure is available. New growth and development should be located in 'centers,' which are 'compact' forms of development, rather than in 'sprawl' development. The overall goal of the SDRP is to promote development and redevelopment that will consume less land, deplete fewer natural resources, and use the State's infrastructure more efficiently.

The 2001 SDRP identifies the Borough as a Rural planning area. According to the SDRP, PA1 Metropolitan and PA2 Suburban are the focus areas for providing much of the States future development and redevelopment. Within areas like the Borough, development is encouraged through center-based development. As such, although not a designated center under the SDRP, the Borough fits all definitions of centers and therefore this redevelopment is entirely consistent with the State Plan.

New Jersey Highlands Water Protection And Planning Act Planning Areas

Washington Borough is part of the Highlands Region. MAP 5 depicts the Borough's position within the region. The Highlands Water Protection and Planning Act, signed into law in August 2004, serves to protect, preserve and enhance water resources, open space and natural resources within the Highlands Region, limit development which is incompatible with such preservation, and encourage appropriate development consistent with the State Plan.

As depicted on MAP 6: Highlands Regional Master Plan Map, under the Act, the Borough is designated as part of the Planning Area of the Highlands. The Planning Area is the portion of the Highlands that is not subject to the same land use controls as the Preservation Area; however, the Highlands Regional Master Plan will create a comprehensive approach to land use designed to protect drinking water supplies for most of northern New Jersey. It is anticipated that the Highlands Regional Master Plan will have significant impact on future development in the Borough.



Map Source: NJDEP and New Jersey Highlands Council; Washington Borough

STATE DEVELOPMENT AND REDEVELOPMENT PLAN MAP (MAP 4)
 Downtown Redevelopment Plan
 Borough of Washington Warren County, NJ

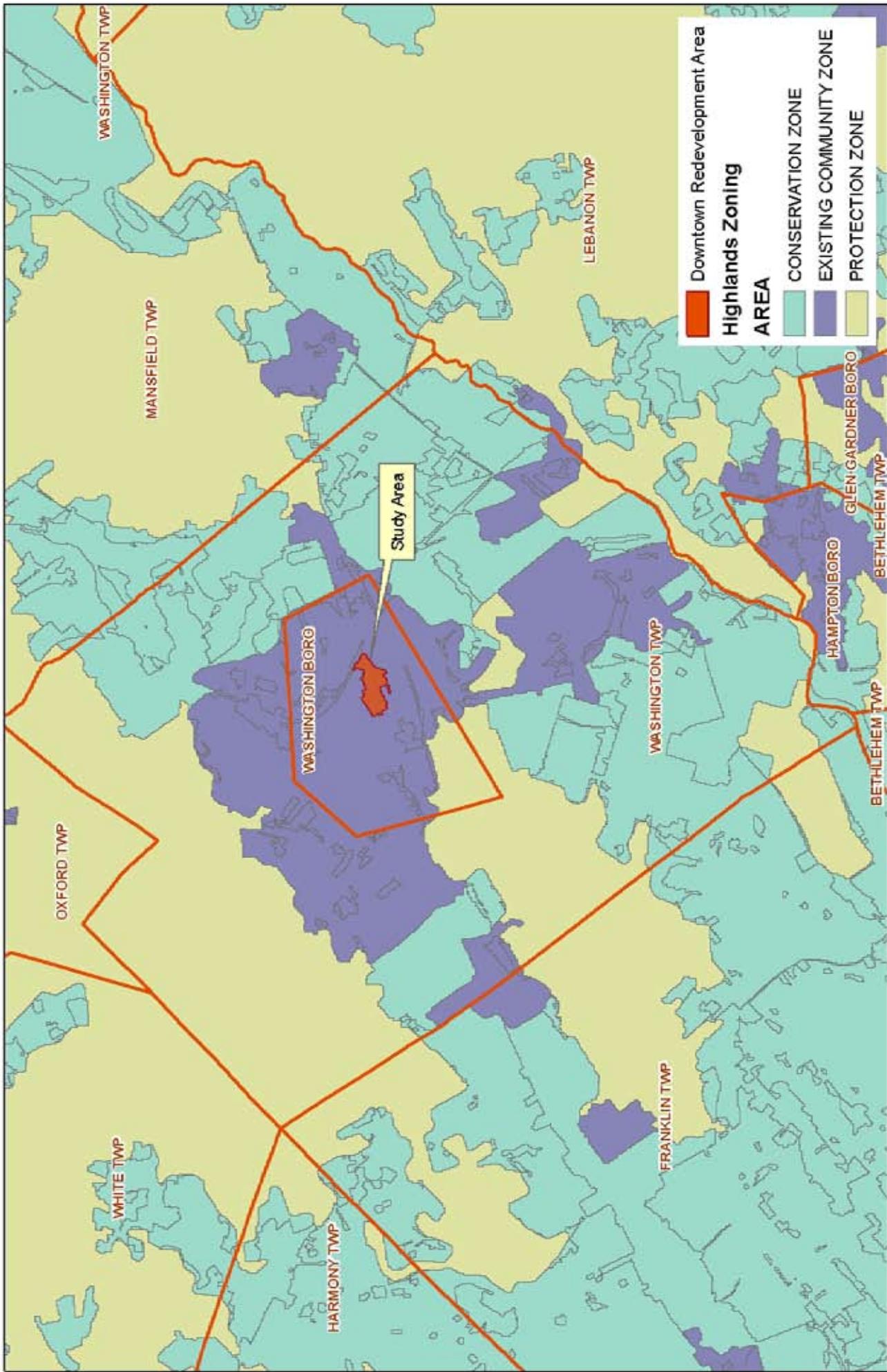
	Downtown Redevelopment Area
	RURAL
	RURAL ENV. SENSITIVE
	ENVIRONMENTALLY SENSITIVE
	LOCAL PARK - GREEN ACRES
	STATE PARK
	FEDERAL PARK



1 inch equals 0.5 miles
 0 0.25 0.5 Miles

Prepared by:

 Heyer, Gruel & Associates



Map Source: NJDEP and New Jersey Highlands Council, Washington Borough

HIGHLANDS REGIONAL MASTER PLAN (MAP 6)

Downtown Redevelopment Plan
Borough of Washington Warren County, NJ

Prepared by:
1 inch equals 0.975837 miles



Heyer, Gruel & Associates
10/15/05



APPENDIX A- THE REDEVELOPMENT AREA SUB AREA DESCRIPTIONS*

Sub Area 1

Properties: Block 23, Lots 4, 5, 6, 7.01, 12, 19

This Sub Area is located at the northwest quadrant of the intersection of West Washington Avenue and Belvidere Avenue.

Sub Area 2

Properties: Block 24, Lots 2, 3.01, 16, 17, 18, 19, 20, 21, 23, 24, 24.01, 25, 26, 27, 28, 29, 30, 30.01, 31, 32, 33, 35, 35.01, 36.

This Sub Area is located at the northeast quadrant of the intersection of West Washington Avenue and Belvidere Avenue.

Sub Area 3

Properties: Block 26, Lots 7, 7.01, 8, 9; Block 81, Lot 8.

This Sub Area is located at the northwest and southwest quadrants of the intersection of State Highways 31 and 57.

Sub Area 4

Properties: Block 94.01, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11; Block 94, Lots 1, 58.

This Sub area, which also includes two (2) lots of neighboring Block 94, is located at the southeast quadrant of the intersection of West Washington Avenue and Broad Street.

Sub Area 5

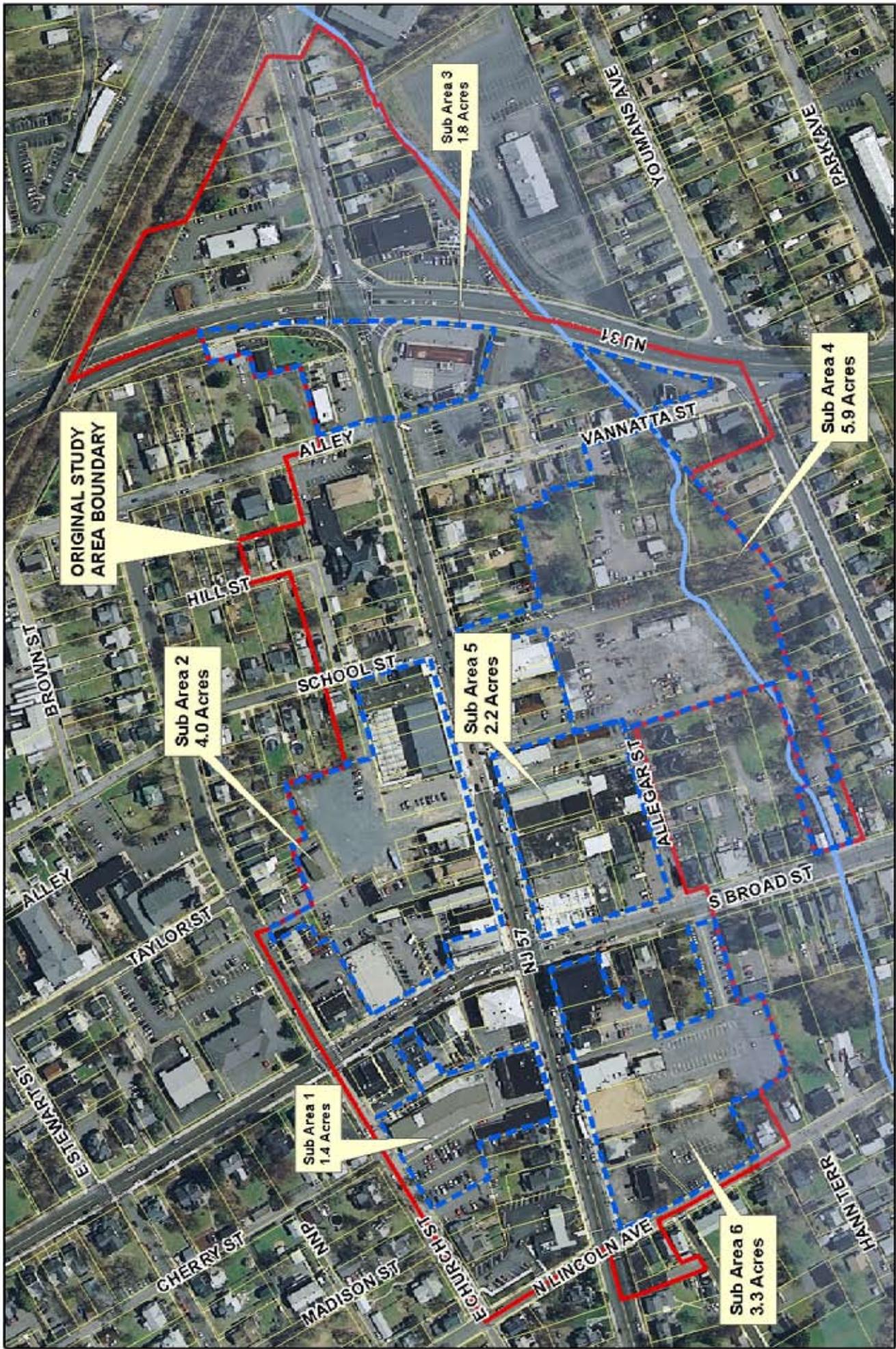
Properties: Block 94, Lots 9, 10, 21, 23, 23.01, 24, 30, 42, 46, 47, 57.

This Sub Area primarily consists of lots on the interior of the Block bound by West Washington Avenue, State Highway 31, Broad Street and Youmans Avenue.

Sub Area 6

Properties: Block 95, Lots 1, 2, 3, 4, 5, 6, 7, 12, 13, 31.

This redevelopment area is located at the western side of Block 95, which is bound to the west, north and east by South Lincoln Avenue, West Washington Avenue and Broad Street, respectively.



Map Source: NJDEP and New Jersey Highlands Council, Washington Borough

SUBAREA BOUNDARIES - DESCRIPTIONS

Downtown Redevelopment Plan

Borough of Washington Warren County, NJ



Heyer, Gruel & Associates



APPENDIX- B REVIEW OF CURRENT ZONING

A majority of properties in the Downtown are within B-1 Highway Business and B-2 Central Business Districts. The regulations of the B-2 Central Business District encourage a pedestrian friendly, retail environment, while the regulations of B-2 Highway Business District are intended to capture the commercial opportunities that are offered by Route 31 allowing for auto dependent uses. These diverging uses create a lack of continuity. The intersection of Route 31 and Route 57 is a major gateway into the Borough and a revision of provision of the B-2 Highway Business District is essential to showcase the character of the Downtown.

The following is a brief description of the each of the Zoning Districts within the Downtown depicted on the *MAP 7: Existing Zoning Map*.

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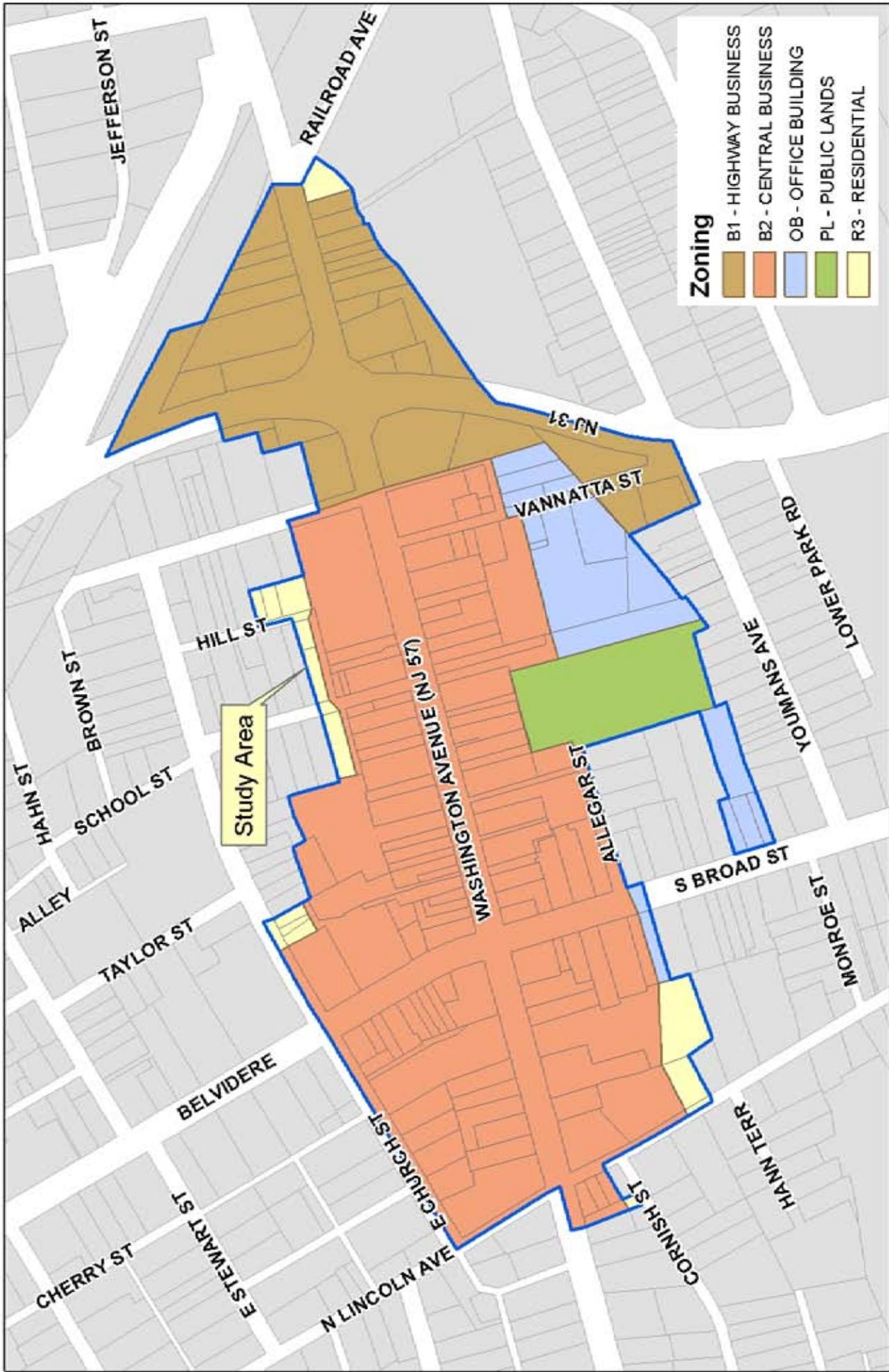
B-1 Highway Business District:

The Highway Business District is an intensive commercial district that is primarily located at the intersection of Route 31 and Route 57. This district permits any use that is permitted and regulated in the B-2 Central Business District (described further herein), as well as auto-dependent uses including coal and lumber yards, commercial warehouses, amusement arcades, public garages, public utilities and industrial uses. Any building within the B-1 Highway Business District may be used for any of the following purposes: automobile, truck and tractor service, repair and storage; warehousing; shops for knitting, sewing, hemming and other textile and fabric jobbing and light manufacture exclusive of washing and dyeing; light machine work; toolmaking; bench work; light electronic, metal, wood or plastic fabrication and/or assembly thereof; and light industrial activities similar in kind and extent to any of the uses mentioned above.

B-2 Central Business District:

The majority of properties within the Downtown are located in this district, and several of these properties have a frontage on Washington Avenue/ Route 57. The B-2 Central Business District permits retail sales and service businesses including stores, business and professional offices, restaurants, hotels, banks, theaters, newspaper offices, printing establishments, parking lots, with accompanying signs and customary accessory uses. Any building containing a retail store, service or professional establishment upon the first floor is permitted to contain any number of separate dwellings or office units on the upper floors. Public utilities and institutional uses are also permitted in the B-1 Highway Business District.





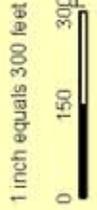
Map Source: NJDEP and New Jersey Highlands Council, Washington Borough

EXISTING ZONING MAP (MAP 7)
 Downtown Redevelopment Plan
 Borough of Washington Warren County, NJ

Prepared by-



Heyer, Gruel & Associates



PL Public Land District:

The Department of Public Works garage site is the only property within the Downtown that lies in the Public Land District. This district consists entirely of publicly owned land. All uses and structures maintained and utilized by public entities for public purposes are permitted. There are no specific zoning restrictions imposed on development so maintained and utilized by public entities.

R-3 Residence District:

A few properties along the boundary of the Downtown are located in the R-3 Residence District. This district permits a residential density of up to 6.5 units per acre.

The permitted uses in this district include single-family detached dwelling units on a minimum lot area of 6,250 square feet, with accessory uses that are incidental to the single-family uses; 2 and 3 family dwelling units; home offices; and buildings that cater to the instruction of musical instruments on a one-to-one basis not entailing more than one student at any one time for one teacher in a residence. Home professional or business offices and home occupations are permitted as conditional uses in the R-3 Residence District.

OB Office Building District:

Portions of the southern edge of the study area are located in the Office Building District. This zone district permits 1, 2 and 3 family dwelling units as permitted and regulated in the R-3 Residence District, as well as offices for executive or administrative purposes, groups of doctors, dentists, architects, engineers, attorneys, accountants, clinics with private dispensaries, insurance, institutional and real estate offices and buildings used for both a separate dwelling and an office, without any requirement that the occupant of such dwelling be involved in the operation of the office.



The following table summarizes the applicable bulk standards of zoning districts governing the Redevelopment Area:

	Maximum Building Height	Minimum Front Yard Setback	Minimum Side Yard Setback	Minimum Rear Yard Setback
R-3 Residence District	2.5 stories/35 ft.	25 ft./prevailing setback	6 ft. and two side yards	25 ft.
B-1 Highway Business District	2 stories/28 ft.	25 ft.	0 ft. generally & 10 feet when adjacent to a residential zone	10 ft.
B-2 Central Business District	3 stories/45 ft.	45 ft. from Washington Ave centerline; and 5 ft. from all other street rights-of-way	0 ft. generally & 10 ft. when adjacent to a residential zone	10 ft.
OB Office Building District	2.5 stories/35 ft.	25 ft./prevailing setback	6 ft. and two side yards	25 ft.
PL Public Land District	There are no specific zoning restrictions imposed on development in this district			

Encroachments

Projection such as canopies and awnings may encroach over the build-to line along Washington Avenue and other public streets. Such encroachments beyond the built-to line shall be permitted in accordance with the following standards:

Washington Avenue	4' max.
All other streets	5' max.
Height of the encroachment above the sidewalk	8' minimum

