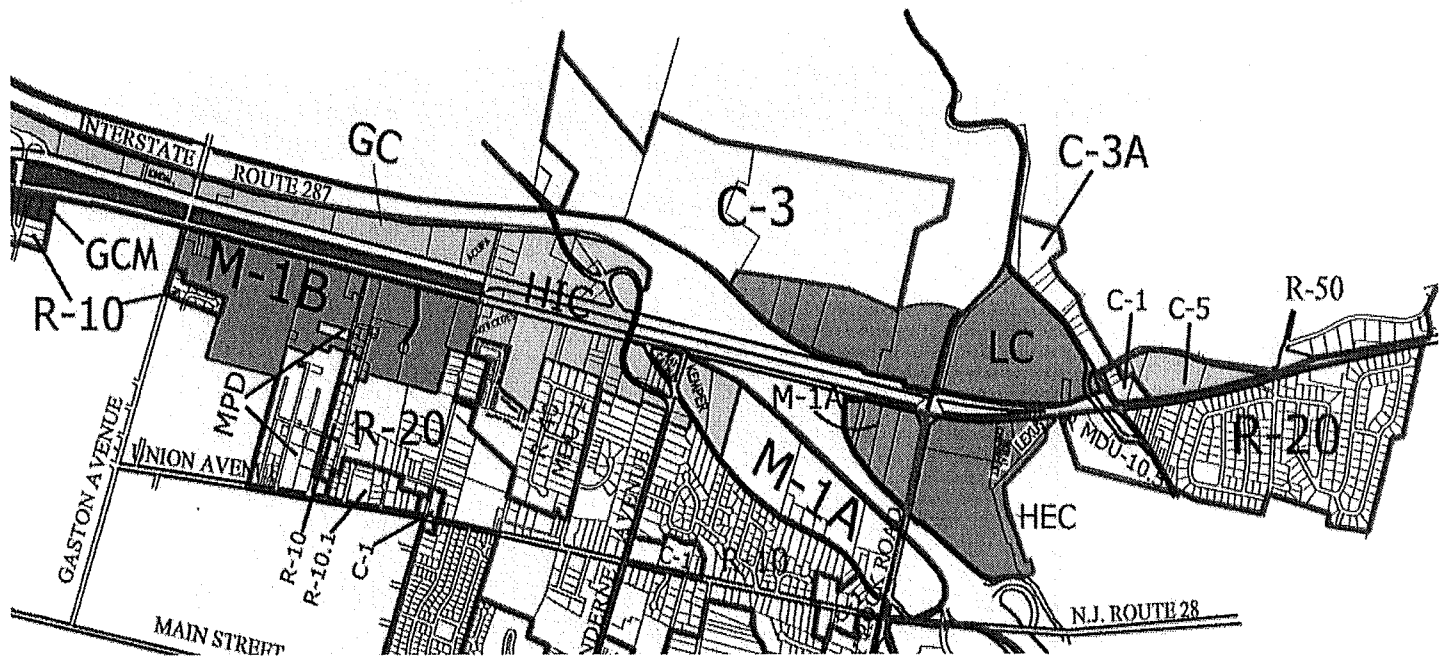


Master Plan Amendment for the Land Use  
Element and Economic Element of the  
Route 22 Corridor



Bridgewater Township, Somerset County

*Prepared by the:  
Bridgewater Township Planning Board  
Adopted: April 13, 2010*

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**Master Plan Amendment for the  
Land Use Element and  
Economic Element of the Route 22 Corridor  
Bridgewater Township, Somerset County, New Jersey**

**ACKNOWLEDGEMENT**

The Bridgewater Township Planning Board expresses its appreciation to the members of the Bridgewater Township Economic Development Steering Committee and Bridgewater Township Economic Development Officer, Howard Turbowitz, for the research conducted in the development of their report entitled, "*Economic Development Plan Element-Route 22 Corridor*" dated June 2009. Funding for the report was provided through a Somerset County Municipal Planning Partnership Grant, and the report was presented to the Planning Board in October 2009. The Economic Development Plan Steering Committee members include: Economic Development Advisory Committee members John Schmitt, Chairman, Paul Cernuto, Rose Evans, Charles Harrison, Stephen Koehler, Glenn Petillo, Marc Steinberg, Howard Turbowitz, Economic Development Officer, and Scarlett Doyle, Township Planner. Planning Board members are Mayor Patricia Flannery and Andrew Leven. Advisors are Planning Board members Barbara Kane and Beth Knapp

**I. INTRODUCTION**

**A. Regional Setting**

The Township of Bridgewater is well positioned for continued economic success. Its advantageous location at the junction of US Routes 22, 202/206 and Interstate Route 287, and close proximity to Interstate Route 78, connects Bridgewater to a larger region which includes New York City (35 miles), Newark Liberty International Airport (24 miles), Rutgers University (9 miles), Princeton University (17 miles), the Port of Elizabeth (30 miles) to name just a few.

In addition to its superior highway access, Bridgewater also benefits from the presence of passenger and freight railroads. New Jersey Transit's Raritan Valley train line stops at the Bridgewater station which is located adjacent to the TD Bank Ball Park and Bridgewater Promenade just south of Route 22. The Bridgewater railroad station is well-served with 51 trains per day on weekdays, 35 trains per day on Saturdays and 29 trains per day on Sundays. It is generally a 40 to 50 minute ride from Bridgewater to Newark Penn Station, where passengers can transfer to trains to New York, Hoboken and Jersey City. New Jersey Transit operates bus service in Bridgewater as well. The 114 and 117 routes provide service between Bridgewater and the Port Authority Bus Terminal in Manhattan. The 65 Route

provides limited service between Bridgewater Commons Mall and Newark. Bridgewater Commons Mall is also a stop on the 884 Route of NJ Transit's Wheels system. In addition, the Somerset County Office of Transportation runs (SCOOT) buses which serve Bridgewater.

The township is economically diversified with office parks, high-end retail stores, and attractive residential neighborhoods. Major employers, such as MetLife, UPS, sanofi-aventis, and Johnson & Johnson occupy Bridgewater office parks. The Bridgewater Commons and "Lifestyle Center" offer fashionable merchandise and restaurants. In addition to the enhancement of public facilities and infrastructure in recent years, other local initiatives have included development of sports and entertainment facilities such as TD Bank Park. Several major educational institutions are conveniently located near Bridgewater, such as Raritan Valley Community College, Rutgers and Princeton Universities. Bridgewater also benefits from its convenient access to cultural institutions such as the New Jersey Performing Arts Center (NJPAC) and the PNC Bank Arts Center

Bridgewater's proximity to New York City, airports, seaports, and other regional economic drivers will continue to be an engine for economic development in the region.

## **B. The Route 22 Corridor**

This Master Plan Amendment focuses on the Economic Element of the 11 mile Route 22 Corridor. Route 22 crosses Bridgewater Township in an east-west direction and intersects with US Routes 202 and 206, which span a large part of New Jersey in a roughly north-south direction. Route 22 also intersects Interstate Route 287 which, to the south, links to Route 440 in Staten Island and which, to the north, loops halfway around the state before entering Rockland County, New York, and crossing the Tappan Zee Bridge into Westchester County, New York. The north side of Route 22 along the 11 mile corridor is completely within Bridgewater, but the south side of the highway is shared, in part, with Somerville Borough.

Municipal, county and public school budgets are funded to a large extent from the taxes placed on ratables, thereby making ratables from commercial entities such as corporate headquarters, office, retail, and hotel uses, extremely valuable to the township. Preserving the high quality of life enjoyed by Bridgewater residents also requires vigilance to assure that high-value land use anticipates the future needs of the township.

With a limited number of non-residential areas within Bridgewater that are appropriate for commercial development and/or redevelopment, the Route 22 corridor is considered to have the greatest potential for increases in real estate value, and thereby the greatest potential for increases in ratables. Between 1994

and 2004, more than four million square feet of office and industrial space were constructed along the Route 22 corridor<sup>1</sup>. It is currently a patchwork of commercial zones, each with its own use and bulk standards and some of which are no longer appropriate for the commercial demands of today or the foreseeable future.

A goal of this plan is to increase the value of existing commercial properties, provide for commercial diversity, and promote a heightened value of vacant parcels. It is prudent at this time to take stock of existing conditions and take proactive steps to encourage non-industrial development that is appropriate in terms of economic and land use impacts. This plan introduces complementary land uses and replaces outdated and less preferred ones. The strategy of redefining permitted uses will stimulate investment, increase the value of real estate, and increase tax revenues to support the needs and lifestyle of the community. It should be noted that some of the suggested land use and development changes will actually occur over a long period of time. Thus, this plan provides flexibility; as today's conditions evolve, certain uses that are not seen as viable today may be more so in the future. In addition, while this plan is focused on economic development, design guidelines are recommended as they positively impact the value of property and the long-term viability of an area as well as beautifying the corridor.

### **C. Research and Analysis**

These recommendations mark the culmination of several years of research and analysis by both the EDC and the Planning Board, much of which is detailed in the following sections. Current commercial use and demand, tax generating uses, economic impact, input from the township Economic Development Officer, public input and the Planning Board's intimate understanding of the Route 22 corridor were among the many factors evaluated. Local interest groups and property owners provided a sense of community needs. Somerset County based business organizations provided useful insights into the types and amounts of development which may be sustainable in the future. Economic return from taxes for various use groups was evaluated. Developed land was scrutinized relative to potential for further development. A vacant land inventory was prepared as well as evaluation of development regulations for underutilized land. Obligations for affordable housing were discussed. An update presentation for the sustainable Route 22 corridor was presented by Michael Kerwin, CEO of the Somerset County Business Partnership. Continued evaluation of different zones prompted the preparation of a revised Schedule of Area, Yard and Building Requirements Chart for all zones. Numerous public workshops were held in order to gather public input and respond to public concerns. In addition, the Planning Board reviewed, in detail, the existing uses and architecture along the corridor; discussion of design guidelines included a pictorial tour of the corridor as well as vision workshop sessions.

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<sup>1</sup>Township of Bridgewater Master Plan Amendment and Reexamination Report, Adopted February 28, 2005, page 15.

## **D. Master Plan Goals and Objectives for the Route 22 Corridor**

The goals and objectives of this Master Plan Amendment are to:

- Protect the quality of life enjoyed by Bridgewater residents;
- Enhance and increase tax rateables through diversity of high-value uses;
- Support existing economic anchors and encourage reinvestment into existing facilities;
- Adjust to the contemporary needs of commerce and Bridgewater residents;
- Encourage long term, sustainable site planning;
- Enable more flexibility in development context and promote economic activity in appropriate locations; and
- Offer building design guidelines where appropriate.

## **II. OVERVIEW**

### **A. Census Data**

According to the 2000 Census, Bridgewater had a population of 42,940 people, or about 15 percent of the total population of Somerset County. According to 2007 population estimates, the township had 44,408 people, an increase of 3.4 percent. This represents a 0.49 percent annual population increase, a rate lower than the annual population growth for the County (0.88 percent), but higher than the state overall (0.32 percent). The Census also indicates that median household and per capita incomes were higher than those of Somerset County as a whole, both of which were substantially more than that of New Jersey overall. The population of Bridgewater is well-educated, with half (49%) of the population 25 years or older having a bachelor's degree or higher – a similar percentage to that of Somerset County as a whole (46.5 percent), which is much higher than that of New Jersey overall (29.8 percent). In 2000, the vast majority of workers in the township drove to work alone (85 percent) which is 12 percent higher than the State average (73 percent). Only 3.8 percent of workers worked from home, which is consistent with the County and the State data. While this data has become somewhat dated, it is unlikely that there have been dramatic relative changes over the course of the past few years.



## B. Demographics

### Comparison of Bridgewater Township, Somerset County and the State

Variable	Township of Bridgewater	Somerset County	New Jersey
<b>Population</b>			
1990 Census	32,509	240,279	7,730,188
2000 Census	42,940	297,490	8,414,350
2007 Estimates	44,408	323,552	8,685,920
Average Annual Growth (1990-2000)	1,043	5,721	68,416
Average Percent. Growth (1990-2000)	3.21%	2.38%	0.89%
Average Annual Growth (2000-2007)	210	2,606	27,157
Average Percent. Growth (2000-2007)	0.49%	0.88%	0.32%
<b>Income (Census 2000)</b>			
Median Household Income	\$88,308	\$76,933	\$55,146
Per Capita Income	\$39,555	\$37,970	\$27,006
% of Families Below Poverty Level	1.6%	2.3%	6.3%
<b>Age (Census 2000)</b>			
Pre-school (0-4 years)	7.7%	7.5%	6.7%
School Age (5-19 years)	19.5%	19.7%	20.4%
Working Age (18-64 years)	60.1%	61.6%	59.6%
Retirement Age (65+ years)	12.7%	11.2%	13.2%
<b>Commutation (Census 2000)</b>			
% Drove Alone to Work	85%	81.7%	73.0%
% Carpooled	6.5%	8.0%	10.6%
% Public Transportation	3.5%	4.1%	9.6%
% Worked at Home	3.8%	3.6%	2.7%
<b>Education</b>			
Bachelor's Degree	27.9%	27.4%	18.8%
Graduate or professional degree	<u>22.0%</u>	<u>19.1%</u>	<u>11.0%</u>
% Bachelor's Degree or Higher	49.9%	46.5%	29.8%

Source: United States Census Bureau, 1990, 2000 and Projections for 2007  
 Phillips, Preiss, Shapiro, "Economic Development Plan Element – Route 22  
 Corridor", dated June, 2009

C. **Existing Land Uses along Route 22 Corridor [8.5 miles in Bridgewater]**

1. Western area of the Route 22 corridor - from the North Branch of the Raritan River to the Somerville Circle.

The western portion of Route 22 is characterized by office campuses with expansive lawns separating buildings, parking areas from the roadway. Nestled between these office complexes is Raritan Valley Country Club, single-family homes and a multi-family town home development.

2. Central area of the Route 22 corridor - from the Somerville Circle to North Bridge Street.

Retail and commercial development is primarily concentrated in the central portion of Bridgewater's Route 22 corridor around the intersection of Routes 202/206. Major uses in this area are Bridgewater Commons Mall, an award-winning "Lifestyle Center", an eight-story Bridgewater Marriott hotel, and a large-scale office complex, including the eight-story Somerset Corporate Center. A large commercial development exists on the south side of this section of Route 22, including establishments such as Friendly's restaurant, Dunkin' Donuts, McDonald's and two gas service stations, all of which are located in the Borough of Somerville.

3. Eastern area of the Route 22 corridor - from North Bridge Street to the Green Brook Township line.

The portion of Route 22 just to the east of the described central area contains a wide landscaped median. Much of this center median is undeveloped, although there are also some commercial uses. There are restaurant uses on both sides of Route 22. Extending eastward from Gaston Avenue towards Finderne Avenue are office uses, auto dealerships, medical, hotel and restaurant uses.

To the east of Finderne Avenue, at the junction of I-287 and Route 22 within the vicinity of Chimney Rock Road, is an industrial area. On the south side of Route 22 to the east of I-287 are Quonset-type buildings which serve various industrial functions, including warehouse, and distribution facilities. On the north side of Route 22 is a quarry. Adjacent to the quarry is the Limited Commercial Zone which includes a vacant 45-acre tract now subdivided, and owned by a private owner and by Somerset County. With frontage on Route 22, Chimney Rock Road, and Thompson Avenue, the two tracts are bisected by the Middle Brook.

East of Thompson Avenue, on the south side of Route 22, are located office and commercial uses including a driving range as well as heavily wooded, vacant land. On the north side of Route 22 are a gasoline service station, a restaurant, a nursing

home and a rehabilitation center, some of which are on steep slopes abutting single-family residential areas further to the north.

#### **D. Somerset County Regional Center**

The Somerset County Regional Center consists of the Boroughs of Raritan and Somerville and portions of Bridgewater Township. The Regional Center is located in central Somerset County along the State's major transportation corridors including Route 22, Interstate 287, Route 202 and Route 206. The Regional Center received Regional Center designation from the New Jersey State Planning Commission in 1996. The Bridgewater Core includes the Bridgewater Commons, the adjacent Sixth Avenue Redevelopment Area, the Bridgewater municipal complex, the Somerset Corporate Center and the County facilities.

#### **E. Overview of Market Demand**

##### **1. Offices**

The office market in Central New Jersey is characterized by relatively high rents, but there is little demand for speculative office space; new construction is limited to buildings with committed occupants.

Reports by Grubb & Ellis indicate that in 2007 and the first half of 2008, there was limited leasing activity for office space. Given the uncertain economic climate, many business sectors have remained reluctant to make new office capital investments and instead were utilizing existing resources.

According to the Somerset County Business Partnership, the overall office vacancy rate in Somerset County in the third quarter of 2008 was just over 17 percent. Bridgewater's vacancy for this period was 6 percent.

##### **2. Retail**

The strongest rental rates from a demand perspective have been retail, with lower vacancy rates and higher rents in desirable locations and with solid spending power and limited supply. In Bridgewater, retail vacancies in 2008 were low and average rents were approximately \$30 per square foot, which was slightly higher than office rents of \$27 per square foot. However, retail rents have been escalating. Asking rents in the Central and Northern Jersey retail markets increased 1.4 percent in 2008 and 2.5 percent in 2007.

The relatively high population densities in the region and the strong demographics make Bridgewater an ideal location for high-end retailers. In Somerset County in 2008, retail spending gained 2.7 percent on top of the 2.7 percent increase in 2007.

The median income of residents in the township and Somerset County is indicative of the high purchasing power in the region<sup>2</sup>.

### 3. Industrial

Consistent with national trends, it is anticipated that the remaining industrial, warehouse, and manufacturing presence will decline due to the high value of real-estate properties on major highways. However, as is pointed out in the Somerset County Regional Center Plan Element of the Bridgewater Master Plan, there are opportunities to capture higher technology and value-added industrial development generated by the bio-medical, health care and pharmaceutical industry clusters in other areas of the township. In addition, there are opportunities to return vacant and/or underutilized industrial properties to productive use through redevelopment initiatives.

### 4. Residences

The Route 22 corridor is overwhelmingly characterized by non-residential land uses. Although there are some residential uses on the highway, a sizable portion of other Bridgewater's land area is already devoted to residential land uses. The interest for constructing traditional residential housing on the Route 22 corridor is viewed as being very low.

### 5. Hotels

Bridgewater has five hotels providing 885 hotel rooms. There is also a substantial amount of office space in Bridgewater and surrounding areas. While there are additional hotel rooms in nearby municipalities, the township has major corporations that require hotel rooms for incoming corporate guests. The township's Economic Development Officer presented his findings of a survey of available hotel space and the lodging needs of corporate tenants which suggested that additional rooms are desired.

## **III. ROUTE 22 – STRATEGY MOVING FORWARD**

### **A. Introduction**

An approach toward developing an economically-viable commercial district along Route 22 was presented by the Bridgewater Economic Development Steering Committee, which is comprised of Bridgewater residents with expertise in real estate development and business issues. The policies in this Master Plan Amendment employ several recommendations from the Economic Development

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<sup>2</sup> *Marcus & Millichap, Retail Research Market Update: The State of New Jersey Third Quarter 2008.*

Steering Committee, which includes a wide range of uses that serve the public, are particularly appropriate for the highway environment, and reinforce the attributes of the township.

## **B. Economics**

The down-turn of non-residential uses in Bridgewater, including office, retail and industrial, are consistent with that experienced in the rest of New Jersey. Although the demand was strong in the 1990s and first half of this decade, over-stimulated development, and the economy of the nation and state have led to a general slowdown. As noted previously, the viability of various uses will almost certainly evolve in coming years, which is a main reason this plan advocates allowing flexibility in zoning regulations within the Route 22 corridor.

Since industrial space generally commands lower square-foot rents, the Planning Board believes that industrial space is best placed off the major corridor of Route 22. New industrial space should be encouraged to locate in particular building types and in certain locations. Large-scale warehouse facilities can work well in locations with reasonable access to highways. Smaller-scale “flex” space (combination office and warehouse/workshop) can also be viable. As has been seen in Bridgewater and other locations, vacant industrial spaces are being creatively reused until new, innovative and more profitable opportunities become available.

Commercially-zoned properties contribute to the overall benefit of the township. For example, commercial properties in 2010 provided 26.81% of property taxes, without adding to the school population or school expense, thereby reducing the residential tax burden. Appropriate new development can further reduce this tax burden while providing more attractive buildings and pleasing site design. The Economic Development Element of the Master Plan Amendment is designed to enhance the value of commercial zones along Route 22 while restricting uses that could negatively affect the quality of life for Bridgewater residents.

Hotels have positive tax implications; Bridgewater is able to collect an additional 3% Municipal Occupancy Tax on the rent charged for the occupancy of a room in a hotel, motel, or similar facility.

Given COAH regulations, new non-residential construction may or may not result in an obligation for affordable housing. This issue is in flux and uncertain due to the ever-changing legislative approach toward this issue.

## **C. Diversification**

Changes recommended in this element may also result in creation of new employment that can help diversify the economy, as well as offer local residents

more job and service options. Development enhancements to underutilized properties will benefit residents by increasing the township's tax base. Bridgewater recognizes that development beyond its borders also affect the needs of business. Bridgewater will address changes in the future in order to keep abreast of the changing needs of commerce. Diversifying its commercial portfolio and strengthening its economy will help Bridgewater protect against dramatic future changes.

#### **IV. LAND USE ELEMENT AMENDMENT**

##### **A. Introduction**

Bridgewater retains the high quality of its existing commercial stock and recognizes that adjustments in zoning can be accomplished without compromising excellence in development. Zoning throughout the Route 22 corridor has been examined by the Planning Board. The variety of permitted uses has been coordinated with appropriate locations. In constructing the recommendations in this plan, decisions that were made were based on economic realities as well as the desire to maintain the quality of life that Bridgewater residents embrace. Critical zone changes along this corridor are introduced for discussion below in response to studies and workshops conducted by the Planning Board. The Planning Board has made recommendations for changes in some zones, has created entirely new zones, and recommended no adjustments for others. See Appendix A for a full listing of current zones, permitted uses and standards in the respective zones studied along Route 22.

##### **B. Existing C-3 Office and Service Zone**

The C-3 zone is intended for intermediate-scale office and commercial office uses on larger parcels with direct highway access. The zone is concentrated in the Route 22 corridor within the Regional Center and Route 22 at the municipal border with the Borough of Green Brook on the east and westerly towards the municipal border with the Township of Branchburg. It permits a broad range of offices for business, professional and service uses as well as research activities, medical services, banks and financial institutions and assisted living facilities. Retail activity is conditionally permitted as an accessory use only, provided it is part of a larger, principal office use. The bulk standards encourage low-rise campus style development with a minimum lot area of 5 acres, maximum lot coverage of 60 percent, maximum floor area ratio (FAR) of 0.30 and maximum building height of 3 stories/45 feet.

##### **C. Existing GCM General Commercial and Manufacturing Zone**

The GCM zone is centrally located in Bridgewater's portion of the Route 22 corridor on the north side of Route 22, Routes 202/206, the median, and a small portion of

the south side of route 22 in the vicinity of North Bridge and Grove Streets. This zone currently permits as principal uses the office and service uses permitted in the C-3 Zone, as well as manufacturing, laboratory, printing and publishing uses, research uses, essential services and agricultural and horticultural uses. Certain retail and service uses are permitted as conditional uses: new car, truck, farm machinery, construction equipment and recreation vehicle sales; service stations; animal hospitals and animal kennels; accessory retail services within professional business and research offices and child-care centers as part of professional business and research offices.

**D. Existing M-1, M-1A Limited Manufacturing Zone and M-1B Limited Manufacturing Zone – Small lot**

The Limited Manufacturing Zones correspond to the M-1, M-1A and M-1B zones and are located on Route 22 and Route 202. The zones are intended for light manufacturing, distribution and office development in areas with access to major highway corridors. The zones permit manufacturing, research laboratories, warehouses, truck terminals, storage yards and business offices as well as some limited commercial uses.

**E. Existing C-5 Commercial/Nursing Home Zone**

The C-5 zone is intended to provide the opportunity for limited development of senior citizen housing and offices in a highway location. The Zone is limited to a relatively small area on the north side of Route 22 that backs up to Donahue Road between Thompson and Vosseller Avenues. It permits a broad range of senior citizen housing including assisted living facilities, nursing homes, continuing care retirement communities and independent senior housing. Offices and service stations are also permitted uses, consistent with the highway location. Development is permitted at a moderate intensity level, with minimum lot size of 3 acres, maximum FAR of 0.25, and maximum lot coverage of 40 percent and maximum building height of 2 stories/35 feet.

**F. Existing HIC Highway Interchange Commercial Zone**

The purpose of the Highway Interchange Commercial Zone is to provide for regional-scale commercial uses that are oriented to the State highways and highway interchanges located in the Township of Bridgewater. The Zone is centered on the Route 22 and Foothill Road interchange and corresponds to the HIC zone. It permits offices, services and hotels/motels as principal uses and service stations, new car sales and restaurants as conditional uses subject to the requirement that all uses must have direct access to a State highway. The zone contains auto dealerships, hotels, offices and restaurants. The bulk standards of the HIC zone promote large-scale, planned development with minimum lot area of 5 acres,

maximum FAR of 0.35, and maximum lot coverage of 60 percent and maximum building height of 3 stories/45 feet. Hotels may be 4 stories/45 feet. There is also a requirement for a minimum building setback of 200 feet and conservation easements of 50 to 125 feet.

#### **G. Existing LC Limited Commercial Zone**

The LC zone is located outside the boundaries of the Regional Center and is on the north side of Route 22 at Chimney Rock Road and Frontier Road. It permits a mixed-use approach and permits commercial uses such as theaters, restaurants, hotels, commercial recreation facilities, retail, services, professional offices, and public uses such as community centers, parks and open space. The area has steep slopes and portions of it abut heavy industrial uses such as the quarry operation.

#### **H. Existing HC Hotel Conference Center Zone**

The HC zone permits hotels, conference centers, restaurants, banquet halls and offices at a moderate intensity of development. There is only one parcel in the township with this zone designation. The lot is currently the Bridgewater Manor, which is a banquet and catering hall. Bulk standards include minimum lot area of 6 acres, maximum FAR range of 0.20 to 0.40, depending upon use, and maximum lot coverage of 60 percent and maximum building height of 5 stories/60 feet.

### **V. RECOMMENDED ZONING CHANGES**

Certain zone regulations and zone boundaries have been recommended for amendment to further the goals and objectives of the Master Plan.

#### **A. C-3 Office and Service Zone**

It is suggested that the C-3 Zone regulations be amended to permit additional uses to improve business offerings in the Route 22 corridor. Allowing new, complementary uses would broaden opportunities for property owners and promote diversification of uses in the corridor and, by extension, the township's tax base. Many of these uses can be located within office buildings or in freestanding buildings similar in appearance to office buildings.

##### **1. Recommended standards and uses in the C-3 zone**

###### **A. Principal Permitted Uses.**

- (1) Business, professional and service offices and establishments, such as banking and bank-related functions; credit services; security and commodity brokers; insurance carriers; real estate services; advertising services,



employment agencies; consumer and mercantile credit and collection services; consulting services; data processing; engineering and architectural services; accounting services.

- (2) Health clubs, wellness centers, day spas and gyms.
- (3) Essential services.
- (4) Nursing homes and assisted living facilities.
- (5) Indoor commercial recreation with the exception that inflated structures are not permitted.
- (6) Adult medical day-care.
- (7) Medical offices and dental offices.
- (8) Medical-support centers of limited service for uses such as diagnostic MRI facilities, out-patient rehabilitation centers, and out-patient surgical centers.
- (9) Research laboratories and research activities.

#### B. Permitted Accessory Uses.

- (1) Uses customarily incidental to a principal permitted use.
- (2) Parking.
- (3) Signs.

#### C. Conditional Uses.

- (1) Accessory and incidental retail services, only when located within a professional or business office. The retail use must be clearly subordinate to the permitted use and may not occupy more than 10% of the floor area of the principal use.

#### D. Bulk Standards

- (1) Maximum Height: 3 stories/45 feet; and that the first story shall not exceed a height of 25 feet measured from the floor-to-ceiling. This restriction

is introduced in order to eliminate the unnecessary appearance of mass where a one-story building could be constructed 45 feet in height.

(2) Other bulk standards for this zone are not recommended to be changed.

2. Recommended deletions in the C-3 zone

A. It is recommended that the following use be deleted from the list of permitted uses in the C-3 Zone:

(1) Delete, "Any form of agriculture or horticulture, including the storage or sale of farm products where produced." This use is inconsistent with the appropriate development of the corridor from an economic development perspective.

3. Recommended amendment to the C-3 zone area:

A. It was requested by the owner of the Varitronics office building on Route 22, Block 371, Lot 29, that this lot be included in the C-3 zone. The reason for this request was due to the nature of the sole access, which is onto Route 22. The lot has been used as an office, in compliance with the C-3 zoning zone, since 1987. The lot is undersized, being 21,190 s.f. in size, compared to the 5 acre minimum required for the C-3 zone. By its reduced size, the lot departs from many of the C-3 standards; however, the office use is in keeping with permitted C-3 uses and is not viewed as a lot which could be integrated into a residential neighborhood.

(1) The Board concurs with the request that Block 371 Lot 29 be placed in the C-3 zone.

**B. GCM General Commercial and Manufacturing Zone**

1. It is recommended that the following use be deleted from the list of permitted uses in the GCM Zone: "Any form of agriculture or horticulture, including the storage or sale of farm products where produced." This use is inconsistent with the appropriate development of the corridor from an economic development perspective.

**C. GCM General Commercial and Manufacturing Zone to New General Commercial (GC) Zone on Route 22**

The zone permits a range of uses; however, this area is not a viable location for most new manufacturing uses and there is currently ample office space in this area according to studies conducted by the Economic Development Officer.

Consideration has been given to modifying the mix of permitted uses in the GCM Zone along the band of land between Route 22 and Interstate 287. It is recommended that this be designated as a new zone, GC General Commercial. Excluded from this recommendation is the median strip between the eastbound and westbound lanes of Route 22 and the portion on the south side of Route 22 in the vicinity of North Bridge and Grove Streets, and along Route 202/206 which would remain as GCM. A new GC zone on Route 22 would permit a variety of uses.

1. Purpose of the GC zone

A purpose of the GC zone is to provide uses that serve township residents, nearby workers and passing motorists in a manner that provides desired employment and services, yet minimizes visual impacts. Guiding principles for this zone include the following:

- High-quality development that does not have the appearance of strip commercial.
- Scale of the uses should be consistent with the bulk requirements of the zone and with the acknowledgement that the land is flanked by interstate and state highway systems.
- Limited number of vehicular access points on the state highway.
- Required interconnections between individual properties.
- Uses such as new and used car dealerships, automobile repair services, service stations, convenience stores, and similar uses that promote high traffic volumes are specifically not permitted in the new zone.

2. Tax lots in GC zone

The area on the north side of Route 22 between Adamsville road and North Bridge Street includes the following blocks and lots for the GC zone:

<u>Block</u>	<u>Lot</u>	<u>Block</u>	<u>Lot</u>
556	1	559	1
556	2	559	3
556	3	559	5
558	1	559	6
558	2	559	7

3. Zone standards for the GC zone

Multiple buildings are permitted on a single site, but only as part of a unified development with common design.

A. Principal Permitted Uses

- (1) Business, professional and service offices, such as banks, bank-related functions; credit services, security and commodity brokers and dealers; insurance carriers and agents; real estate services; advertising services; employment agencies; storefront mailing services, medical offices and dental offices; engineering, accounting, law, and architectural services.
- (2) Essential Services.
- (3) Gyms, health clubs and day spas.
- (4) Indoor commercial recreation.
- (5) Retail services such as stores for: books, cards and stationary, health food, furniture, home furnishings, electronics, art galleries, sporting goods; clothing, except that convenience stores, which result in high traffic volumes are not permitted.
- (6) Restaurants, excluding drive-in and drive-through fast food establishments.
- (7) Medical-support centers of limited service for uses such as diagnostic MRI facilities, out-patient rehabilitation centers, and out-patient surgical centers.

B. Permitted Accessory Uses

- (1) Other uses and structures customarily incidental to the Principal Permitted Use.
- (2) Parking
- (3) Signs

C. Conditional Uses

- (1) All existing or approved new car, truck, construction equipment, recreational vehicle, and farm machinery sales uses shall have the right to continue, the right to be enlarged on the existing lot, and the right to be rebuilt if totally destroyed.

**D. Bulk Requirements for the GC zone-Recommended Amendment**

The GCM zone bulk requirements should be maintained for the GC zone, except that it is recommended that non-residential uses be encouraged in a two-story, mixed-use commercial and/or office structure arrangement.

- (1) To offer this encouragement, it is recommended that the FAR for a minimum two-story, retail-office mixed-use structure be increased to 0.35 where at least 50% of the floor area of the first floor is provided on upper floors.

**D. M-1A Manufacturing Zone**

According to the 2005 Master Plan Amendment, portions of the M1-A zone lack a coordinated and coherent land use pattern and are highly transitional in nature as older heavy industrial uses are replaced by new, light-industrial and commercial uses. The Township Zoning Board of Adjustment has granted a number of use variances in recent years for uses such as indoor commercial recreation that are in demand and well-suited to adaptive reuse of existing industrial structures. Consideration should be given to the expansion of permitted uses consistent with the trend of replacing older heavy industrial uses with new light industrial uses and commercial uses. A capital improvement project to upgrade the Route 22 and Chimney Rock Road interchange and improve access, capacity and safety in the interchange area is ongoing and considered to be an asset for the development of the M-1A zone and prompts an aggressive approach to capture the benefits of this new interchange.

In this plan, the M-1A zone on the easterly side of Chimney Rock Road is distinguished from the M-1A zone on the westerly side of Chimney Rock Road. The M-1A zone, located to the east of Chimney Rock Road, is recommended to be re-designated as the HEC, Highway Enterprise Center zone. This new direction is in response to recommendations made in the 2005 Master Plan Amendment which considered this area to be underutilized and in need of a cohesive vision. The need for more structure in zoning is borne out by the fact that these properties have routinely sought use variance approvals in order to keep the industrial park viable.

This zone sits at a key spot within the Route 22 corridor and Bridgewater as a whole. The proposed Chimney Rock Road interchange improvements represent a tremendous opportunity as it will greatly enhance accessibility of certain properties in this area. Connections from Route 287 also will be improved, which will make these properties more valuable for certain high-value uses. This section of the corridor also is separated from most residential areas in the township and new development would have limited visual impacts on existing residences. The 5-story height for hotels is justified by the unique physical location and configuration of lots. Proximity to the Bridgewater railroad station on the New Jersey Transit

Raritan Valley Line and the TD Bank Ballpark minor league baseball stadium are additional assets. The importance of this area was recognized in the February 28, 2005 Master Plan Amendment and Reexamination report, which noted that “a number of efforts have focused on the future revitalization of this area as the East Gateway into the township.”

In light of these factors, it is recommended that portions of M-1A Zone adjacent to Route 22 be rezoned. Based on a presentation of available hotel space and needs of corporate tenants by the Economic Development Officer, the Board concludes that there is need for additional quality hotel rooms. It would be more appropriate to provide opportunities for development that capitalizes on this area’s location and its accessibility to the highway network and the Bridgewater railroad station. High-value, high-quality development is possible given these advantages.

The westerly side of Chimney Rock Road, a Somerset County roadway, should substantially retain the M-1A zoning characteristics. The existing uses in this area are recognized, and their continuation of use is supported by virtue of retaining the M-1A zoning. The zoning addition is that an M-1A Economic Development Option is also introduced which is intended to encourage consolidation of lots toward a more productive product. Minor use adjustments have been made to the existing zoning standards of the M-1A zone, based on workshop hearings. These will not hamper the existing uses on the lots in question. It was noted that car dealerships are not encouraged in this zone, and medical uses are more appropriately sited elsewhere in the Route 22 corridor. For the purpose of clarity, the global references for the M-1A zone is to also permit uses in the GCM and C-3 zones, The listing of permitted and conditional uses below removes new car dealerships from the otherwise permitted conditional uses found in the GCM zone. Medical offices and dental offices otherwise permitted from the C-3 zone are also eliminated. An Economic Development Option has also been introduced for the area to the west of Chimney Rock Road.

1. M-1A Manufacturing Zone-recommended amendment

A. Principal permitted uses.

- (1) Business, professional and service offices and establishments, such as engineering and architectural services; accounting and bookkeeping services; banking and bank-related functions; credit services; security and commodity brokers and dealers; insurance carriers and agents; real estate services; photographic services; advertising services; employment agencies; consumer and mercantile credit and collection services; printing, publishing, duplicating, mailing and stenographic services; consulting services; data processing.
- (2) Manufacturing.
- (3) Research laboratories and Research activities.

- (4) Essential services.
- (5) Trucking terminals.
- (6) Warehouses.
- (7) Multimedia production such as graphic design and web-based services.
- (8) Nursing homes and assisted living facilities.
- (9) Adult medical day care.
- (10) Indoor commercial recreation.
- (11) M-1A Economic Development Option (See below).

B. Permitted accessory uses.

- (1) Other uses and structures customarily incidental to a principal permitted use.
- (2) Public and private parking.
- (3) Signs (see § 126-162 and 126-195).
- (4) Limited retail that is accessory to the permitted use, internal to the permitted use, and primarily intended to service the needs of the employees.

C. Conditional uses.

- (1) Accessory retail services within professional business and research offices.
- (2) Child-care centers as part of professional business and research offices.
- (3) Animal hospitals and animal kennels.

D. Parking requirements. Parking shall conform to the standards set forth in § 126-169.

2. M-1A Economic Development Option for the westerly side of Chimney Rock Road-recommended amendment

The M-1A Economic Development Option is permitted for the section of the M-1A zone which is to the west of Chimney Rock Road and includes consolidation of the following lots:

- Block 234 Lot 2 (.79 acres per tax records)
- Block 234 Lot 3 (3.67 acres per tax records)
- Block 234 Lot 4 (4.95 acres per tax records)
- Block 234 Lot 5 (7.79 acres per tax records)

A. Zone Standards

The M-1A Economic Development Option is recommended only if the following minimum standards are met:

- (1) Consolidation of all lots noted above in this section of the M-1A zone is required. It is understood that Block 234, Lot 1, which is owned by Somerset County, will be used for interstate ramp improvement purposes and therefore is not available for development.
- (2) The plan for development must include a hotel of no less than 150 rooms.
- (3) The plan may be phased, but the design must be a fully-integrated design, with the hotel being the first building constructed in the phased plan.

B. Principal Permitted Uses

- (1) Professional or Business offices such as banking, bank-related functions; credit services, security and commodity brokers and dealers; insurance carriers and agents; real estate services; advertising services; employment agencies; storefront mailing services; engineering, accounting law, and architectural services.
- (2) Hotels.
- (3) Conference Centers.
- (4) Medical-support centers of limited service for uses such as diagnostic MRI facilities, out-patient rehabilitation centers, and out-patient surgical centers.
- (5) Gyms, health clubs, day spas, wellness centers.



(6) Essential Services.

(7) Restaurants, excluding drive-in and drive-through fast food establishments.

C. Permitted Accessory Uses

(1) Other uses and structures customarily incidental to the Principal Permitted Use.

(2) Parking.

(3) Signs.

(4) Accessory retail services, only when located within a professional or business office or hotel. The retail use must be clearly subordinate to the permitted use and may not occupy more than 10% of the floor area on which the accessory retail use is to be located.

(5) Meeting rooms within an office, or hotel.

D. Bulk Standards

The bulk standards for the development option will be the same as the underlying M-1A zone with the following exceptions:

(1) Hotels: Maximum building height shall be 5 stories and 60 feet. and the maximum floor area ratio is 0.40.

(2) All other uses shall have a maximum building height of 3 stories and 45 feet and the maximum floor area ratio is 0.35.

**E. Portion of M-1A Zone and HC Zone Change to HEC Highway Enterprise Center Zone**

On the east side of Chimney Rock Road between Routes 22 and 287, it is recommended that this area be rezoned from M-1A to the HEC Highway Enterprise Center zone. While it is recognized that there is a grandfathering protection for this area, the long-range vision is to promote more higher-value uses.

The current Highway Commercial (HC) zone contains only one parcel, the Bridgewater Manor conference and catering facility, which is located on the west side of Route 202-206 at the municipal border with Bedminster Township. The rationale for including a lot outside the study area for this zone is due to the identical uses appropriate for each and the desire to rename the zone from its

current designation as Hotel Conference Center, to a zone name which would infer that the zone is not limited to the hotel and conference centers.

The purpose of the Highway Enterprise Center (HEC) zone is to accommodate business, restaurant, hotel, conference center, and catering hall uses necessary to sustain and support the business environment and also to serve the needs of the residents of the township.

The following properties are proposed for the HEC Highway Enterprise Center.

Block	Lot
356	1
356	2
356	2.02
356	3
356	4
485	2 (Bridgewater Manor, aka 1251 Associates)

A. Zone Standards

Principal Permitted Uses.

- (1) Business, professional and service offices and establishments, such as banking and bank-related functions; credit services; security and commodity brokers; insurance carriers; real estate services; advertising services, employment agencies; consumer and mercantile credit and collection services; consulting services; data processing; engineering and architectural services; accounting services.
- (2) Health clubs, day spas and gyms.
- (3) Adult medical day-care.
- (4) Medical-support centers of limited service for uses such as diagnostic MRI facilities, out-patient rehabilitation centers, and out-patient surgical centers.
- (5) Indoor commercial recreation with the exception of inflated 'dome' structures which are not permitted.
- (6) Hotels and extended stay lodges.
- (7) Conference centers.
- (8) Banquet halls.

(9) Research laboratories and Research activities.

B. Permitted Accessory Uses.

- (1) Uses customarily incidental to the principal permitted uses, such as auditoriums, swimming pools, tennis courts, health clubs and retail and personal service establishments. All accessory uses are to be located within the same building(s) as the principal use(s), except that tennis courts and swimming pools which may be located outdoors.
- (2) Accessory retail services, only when located within a professional or business office, or hotel. The retail use must be clearly subordinate to the permitted use and may not occupy more than 10% of the floor area of the floor on which the accessory retail use is to be located.
- (3) Parking Garages.
- (4) Signs.

C. Conditional Uses

- (1) Restaurants, excluding drive-in and drive-through fast food establishments and only when an existing hotel or extended stay lodge is located in the zone.
- (2) All existing or approved new car, truck, construction equipment, recreational vehicle, and farm machinery sales uses shall have the right to continue, the right to be enlarged on the existing lot, and the right to be rebuilt if totally destroyed.

D. Supplemental Regulations

- (1) Design criteria. Development in this zone shall be designed in an integrated, cohesive fashion that will provide pedestrian and vehicular links among the various principal permitted uses selected for development.

E. Bulk Standards.

Bulk standards are not recommended to be changed, except for the following:

- (1) Maximum FAR: 0.40 for Hotels and 0.35 for all other uses.
- (2) Maximum Height: 5 stories/60 feet for Hotels; 3 stories/45 feet for all other uses.
- (3) In a single-story building the floor to ceiling height shall not be greater than 25-feet.

- (4) Parapets and similar projections above the roofline shall not exceed three feet above the roofline.

#### **F. M-1B Limited Manufacturing Zone – Small lot**

It is recommended that there be a relaxation of regulations currently controlling business offices in this zone. The following should be modified in the Ordinance.

1. Delete 126-317 A. (1)(a) which limits the lot area for a freestanding business structure to be on no more than 4 acres.
2. Delete 126-317 A. (1) (b) which controls the maximum office floor area for business office to 50,000 square feet.
3. Add medical offices and dental offices as principal permitted uses.
4. Add Medical-support centers of limited service for uses such as diagnostic MRI facilities, wellness centers, out-patient rehabilitation centers, out-patient surgical centers as principal permitted uses to this zone.

#### **G. C-5 Commercial/Nursing Home**

After examination of the uses and lots which comprise the C-5 zone, the Planning Board has concluded that the bulk requirements and uses found in the current ordinance are fully appropriate. However, the zone is recommended to have an added requirement that access to a permitted use in this zone be limited to only Route 22. Emergency access onto a local roadway may be considered by the Board, but any such access must be strictly limited for emergency access only.

#### **H. HIC Highway Interchange Commercial**

It is recommended that bulk standards for the HIC Highway Interchange Commercial Zone substantially remain as currently constructed, and that some Ordinance deletions be adopted:

1. Delete medical office and dental office use as a permitted use since the HIC zone incorporates the C-3 uses by reference. It is recommended that medical and dental offices be deleted from the permitted uses in the HIC zone because there is sufficient distribution of these permitted uses throughout the Route 22 corridor.
2. Delete the regulations found in Section 126-314.1G (hotel room count per site area) from the Ordinance. The correlation to room count and site

acreage is not viewed as an appropriate standard for intensity of development.

3. Delete Section 126-314.1F (front yard parking in the HIC zone) from the Ordinance since it conflicts with other sections of the Ordinance.
4. Modify Section 126-314.1 (C.2) Conditional Use for new car, truck, farm machinery, construction equipment, and recreation vehicle sales to read: All existing or approved new car, truck, construction equipment, recreational vehicle, and farm machinery sales uses shall have the right to continue, the right to be enlarged on the existing lot, and the right to be rebuilt if totally destroyed.

#### **I. LC Limited Commercial**

The Planning Board has considered input from the public at workshop sessions, the location of the zone along the corridor, parking standards applicable to the zone and permitted and conditional uses of the zone. The Board has determined that there should be no modification of bulk requirements or uses in the zone.

### **VI. OTHER RECOMMENDATIONS AND POLICY DETERMINATIONS**

#### **A. Definitions**

- (1) Delete the Definition terms, Motel and Motor Hotel from the definition section of the ordinance and from the body of the Ordinance.
- (2) Definitions: Indoor Commercial Recreation - Sporting activities conducted in a covered structure which includes sport activities such as swimming, soccer, archery, ice skating, ice hockey, basketball, football, tennis, baseball, rock climbing and laser tag. Indoor Commercial Recreation does not include activities such as bowling alleys, pool halls, theatres for music, theaters for live presentations or motion picture presentations, video arcades, paint ball or rifle ranges. Facilities may also include accessory eating and retail services within the facility. Inflated, 'dome' type structures are not permitted.
- (3) Definitions: Gyms - An establishment that provides classes and facilities for aerobic exercises, running and jogging, exercise equipment, showers, and lockers. Retail services are limited to the sale of related accessories, drinks, packaged food, and snacks for members and guests. The area devoted to such retail sales is limited to no more than 10% of the floor area of the gym facility.

- (4) Definitions: Health Club - An establishment that provides classes and facilities for aerobic exercises, running and jogging, exercise equipment, game courts, swimming facilities, saunas, showers, massage room and lockers. Health clubs may also include accessory eating (light meals and snacks) and retail services within the health club. The facility must comply with the massage spa and bodywork facility ordinance.
- (5) Definitions: Wellness Center - An establishment that offers health services for the body and mind. Wellness centers usually offer skin care services and body services such as fitness, personal training and nutrition consulting. Wellness centers may offer services such as chiropractic, acupuncture, or holistic approaches toward body health. Wellness centers must be consistent with the massage spa and bodywork facility ordinance.
- (6) Definitions: Day Spas - A facility providing licensed estheticians and therapists on staff offering personal services such as herbal baths, massages, deep tissue and deep muscle treatments, body packs and wraps, exfoliation, heat treatments, aroma therapy, cleansing facials and hydrotherapy. The facility must be consistent with the massage spa and bodywork facility ordinance.
- (7) Definitions: Nursing Homes - A long term facility or a distinct part of a facility licensed or approved as a nursing home, infirmary unit of a home for the aged, or a governmental medical institution.
- (8) Definitions: Intermediate Care Facility - A facility that provides, on a regular basis, personal care including dressing, eating, health-related care and services, to individuals who require such assistance but who do not require the degree of care and treatment that a hospital or skilled nursing facility provides.
- 9) Definitions: Long-Term Care Facility - An institution or a part of an institution that is licensed or approved to provide health care under medical supervision for 24 or more consecutive hours to two or more patients who are not related to the governing authority or its members by marriage, blood, or adoption.
- 10) Definitions: Convenience Stores - A retail establishment of up to 5,000 s.f. and open for long hours, providing quick service for take out. Convenience stores selling primarily food products, household items, newspapers and magazines, candy and beverages, and a limited amount of freshly prepared foods such as sandwiches and salads for off-premises consumption.

- (11) Definitions: Conference Center - A facility used for conferences and seminars, with accommodations for sleeping, food preparation and eating, recreation, entertainment, resource facilities, meeting rooms, fitness and health center, and retail stores and services primarily for conference center guests.
- (12) Definitions: Building Height - is to be modified to include the maximum height of a parapet and similar projections above the roof, which should not exceed three (3) feet above the roof line.
- (13) Definitions: Extended Stay Lodging - Limited-service hotels but with larger rooms (approximately 425 square feet) and with refrigerators, cook tops, microwave ovens, dishes, utensils, and with washers and dryers on premises. The extended-stay facility is for transients staying 5 or more days, with an average of 7-10 days but not to exceed 89-days. Extended-stay hotels will have a variety of room types, including studios and one- and two- bedroom suites.
- (14) Definitions: Hotel - A building designed for occupancy as a temporary residence of one or more persons who are lodged with or without meals, and where access to the room is through an interior corridor.

## **B. Zoning Ordinance Amendments**

- (1) Section 126-169 deals with parking standards. Public input during workshop meetings has raised the issue that not all parking standards can be addressed using this ordinance section. Consideration has been given to addressing minimum parking standards for uses that are located in the Route 22 corridor, and throughout the township. The requirements for particular uses may be onerous and result in the need to provide more paved area than necessary. Appropriate standards are difficult to address for all cases since scale of the use and changes in building uses over time demonstrate the need for flexibility. For example, a data center or a furniture store today may be a clothing outlet tomorrow. For this reason, it is recommended that unique circumstances be entitled to unique approaches to meet parking demands. It is recommended that the well-regarded publication by the Institute of Transportation Engineers (ITE) be used for these unique circumstances, upon acceptance of the data by the Board Engineer. A banked area for the unnecessary stalls would be required and implemented upon the direction of the township Engineer if the use were to be changed, requiring greater parking, or it was found that the parking was inadequate in the opinion of the Township Engineer. In any event, the banked parking area must include the entire lot, with all parking stalls (existing and banked) to meet all applicable

parking standards. Disagreements between the Engineer and owner may return to the Board for a determination.

- (2) Structured parking (i.e., parking garages) is explicitly encouraged throughout the township for major shopping and for office uses. Requirements for screening of structured parking levels, and the vehicles within them from, view through architectural elements or other methods should be made part of the Ordinance.
- (3) Clarity and relocation of the existing Highway setback requirements is recommended. Ordinance Section 126-304.3 should be shifted to be incorporated under the Ordinance section of Design Details and Criteria rather than under Use Regulations. Language should read, "Setbacks on buildings in nonresidential zones having frontage on Route 202 (west of Somerville Traffic Circle) and/or on Route 22. All principal buildings having frontage on Route 22 and/or Route 202 (west of the Somerville Traffic Circle) shall be set back a minimum of 200 feet from such highway. Parking, with respect to these properties, shall be located no closer than 100 feet from such highway."
- (4) Section 126-329C, Floor Area Ratio bonus should be amended to give a one percent (1%) increase in floor area ratio for every four percent (4%) permanent decrease in impervious coverage. The permanent decrease in impervious coverage should be perfected by recorded deed restriction.

### **C. Policy Determinations**

- (1) Hillside Development. Depending on the extent of slope (topography) of a site, the Hillside Development computations may require adjustment of the build-out potential of a lot. The Board considered whether the Hillside Development computations should be based on natural grades, and exclude those areas where man-made slopes have been introduced onto a site. After input from the Board's Engineer and evaluation by the Board, the Master Plan Amendment endorses the existing Ordinance and does not recommend modification.
- (2) Cut and Fill. There is concern regarding the potential for over-excavation and over-filling to such an extent that the visual character of property or the drainage characteristics of property are significantly modified. It is recommended that the Township Engineer consider the issue and offer future recommendations to the Council which will avoid the impacts of aesthetics and grading concerns.
- (3) Buffers. When non-residential uses abut residential uses, buffers are required. The depths of the buffers were a topic of discussion of whether greater buffer



setbacks should be recommended. The Board Planner noted that some buffers were increased in the Ordinance as a Council response to the 2005 Master Plan Amendment. Explanation was also offered which clarified that the buffer depth is measured from the property line and that the applicable building setback line distance is applied in addition to the required buffer. The planner gave illustration of the compounded setback for several zones along the Route 22 corridor. After consideration, the Master Plan Amendment endorses the existing Ordinance and does not recommend modification.

- (4) Renewable Energy. The Board endorses the concept of renewable energy.
- (5) Service Stations. There was discussion regarding whether more gas service stations should be encouraged along the Route 22 corridor. Some zones along Route 22 already permit gas service stations as a conditionally-permitted use. After consideration, the Board concluded that gasoline service stations were found in the westbound lane and in the eastbound lane of Route 22. Some of the stations are in Somerville, and some are in Bridgewater. The Board concluded that this use is adequately represented, and the Master Plan Amendment endorses the existing Ordinance and does not recommend additional service stations as a permitted use in other zones.
- (6) Design Guideline Recommendations for the Route 22 Corridor

The visual character of the Route 22 corridor is considered to be an important component in the identity of Bridgewater Township. The Planning Board endorses development guidelines which are intended to aid developers seeking assistance in developing an aesthetically pleasing project.

Recommended color and materials are in keeping with Planning Board workshop session preferences and recommendations in the 2005 Master Plan Amendment. The objective of the building design guidelines is to offer elements for overall high quality and complementary design of buildings. These elements are intended solely as Guidelines and not Ordinance requirements.

#### A. Building Mass

- (1) Solid or unarticulated buildings are less desirable. Where practical, the effects of mass and scale on buildings may be reduced by introducing staggered building walls, addition of dormers, or other architectural treatments.
- (2) Buildings with expansive blank walls facing the roadway are less desirable. The building should have the appearance of a functional second story if there is a need to have an interior of building with greater height.

- (3) Building mass should be consistent with the size of the lot. In the case of the Route 22 corridor, a two-story structure, with mixed non-residential uses, such as retail and offices, is seen as a suitable mass for the visual value of the corridor, as opposed to a one-story structure.
- (4) Building entries should be readily identifiable through the use of canopies and architectural treatment.
- (5) Vaulted roofs are not encouraged.
- (6) Small-scale elements, such as planter walls and hedges, are encouraged to be clustered around building entrances.
- (7) Larger street-facing building planes over a certain length (e.g., 150 feet) should be broken up into horizontal components, with no individual component having a length of more than 75 feet.
- (8) Green design standards (e.g., storm water management, rooftop solar, parking lot design, building design) are encouraged
- (9) Visual screening of parked cars in structured parking garages is encouraged through a variety of treatments, such as decorative blocks.

#### B. Materials

- (1) The faces of the structure which are visible from any roadway should be constructed principally with brick or stone rather than wood, metal, or cinder block. Drivet or split rib block may be used as an accent, but should be limited to no more than 10% of the façade.
- (2) One dominant material shall be selected and used as a theme for each building on a site.
- (3) Roof design shall be as aesthetically pleasing as possible (e.g. color, material, grouping) to minimize visual impact to adjacent uses and particularly residences.
- (4) Glass windows or some similar architectural treatment shall occupy more than 15% but less than 30% of the front elevation of a building, not including parapet area.
- (5) Design preferences include grille windows and transoms.
- (6) Crown molding, or similar roofline treatments are encouraged.
- (7) Parapets, facades and similar perimeter projections should not exceed a height of 3' above the roofline.
- (8) Peaks in roofline should be minimized.
- (9) Design treatments which do not meet the desired characteristics are:
  - Large plate glass windows without grilles.
  - Front yard parking without landscape berms as a buffer.
  - Massive structures which are out of scale with surrounding area.
  - Shed, mansard, and highly-sloped roofs are not recommended.
  - Aluminum siding, metal panels and mirrored glass surfaces are discouraged.

### C. Color and Texture

- (1) Variations in color on the building should be kept to a minimum and shall be consistent with a cohesive façade and signage plan.
- (2) Earth tones are preferred. Bold tones should be avoided.
- (3) Variation in texture is encouraged if it does not detract from the principal character of the building and theme.
- (4) Exterior building wall should be “finished” on sides visible from State and local highways.

## VII. RELATIONSHIP TO OTHER PLANNING DOCUMENTS

### A. Bridgewater Township Master Plans

The Amendment to the Bridgewater Township Master Plan was adopted in 1990 and Reexamination reports were adopted in 1996 and 2005. Many of the goals are still applicable and provide a basis for the planning reevaluation of the Route 22 corridor. Text adjustments have been made for specific application to the Route 22 corridor.

Among the goals of the 2005 Master Plan Amendment and Reexamination report relevant to economic development on the Route 22 corridor are the following:

- To preserve the development character and quality of Bridgewater Township.
- To safeguard the tax base, provide for a continuing employment source and tax ratables through appropriate use of non-residential lands.
- To encourage the redevelopment of large industrial tracts which are no longer viable for industrial or manufacturing uses.
- To limit the development of any additional high-density multi-family housing developments unless such are dedicated for senior citizen housing.

The 2005 Master Plan Reexamination Report states that Bridgewater recognizes the need for greater efficiency in the use of land devoted to retail, but warns that while retail opportunities may grow, these uses must not negatively affect the quality of life enjoyed by the surrounding neighborhood and by the township as a whole.

In addition, the Master Plan Amendment notes that Bridgewater is experiencing a slowing of commercial development. Past trends include an approximately 21 percent increase in properties used for commercial purposes and an approximately 40 percent decrease in vacant land consumed by commercial development between 1996 and 2003.

Master Plan Amendment recommendations applicable to the Route 22 corridor include the following:

- In limited industrial zones, many of the historic industrial uses have been redeveloped. Narrow the range of permitted uses within the zone while eliminating industrial uses such as manufacturing, chemical processing, and food processing, which have significant impacts. Where they have been permitted, study should be given to adjust the zoning to meet the use.
- In limited industrial zones, encourage pharmaceutical niche industries on major corridors.
- The township should identify and improve major gateway locations to enhance the image of the community.
- Update the land use plan to address areas where land uses are in transition and reinforce established residential neighborhoods, commercial zones and park/open space areas.
- Recommend amendments to the zoning ordinance and map that will implement the land use plan including permitted uses, bulk regulations and site plan/subdivision standards.
- Promote the development of underutilized industrial and commercial areas that complement the variety of uses within the township.
- Coordinate land use and transportation planning to provide a comprehensive approach to development.
- Evaluate a range of available planning, zoning and implementation tools available to the township including but not limited to design standards and public-private partnerships with the goal of enhancing the quality of life for the residents of Bridgewater.
- Expand regional coordination and cooperation through the Somerset County Regional Center Strategic Plan process.
- Identify and develop guidelines to visually improve major gateway locations to enhance the image of the community and strengthen its identity. Possible improvements include new signage, landscaping, streetscape improvements and public art.
- Brownfield sites should receive increased focus for clean-up and reuse.

#### East Gateway Area (Route 22 and I-287)

- New and infill developments in the East Gateway area should be designed to incorporate the principles of transit oriented development. This would allow for the Bus Rapid Transit (BRT) service.
- Existing buildings and areas should be retrofitted to make it easier to walk or ride a bicycle. This could be a long term strategy that results in an area that is friendly to any form of mass transit.
- Implement access management techniques along the Route 22 corridor such as combining driveways and minimizing any new access points.
- Encourages cross-easements for access between projects.

## Route 22

- Where safe and practical, available grade crossings should be bicycle and pedestrian friendly when incorporated with an engineering study of the safety of the corridor.
- At-grade railroad crossings should be eliminated, where possible.
- Land uses in the median are a safety hazard for both the customers and the regional traveling public. These uses and their access points need immediate attention. The township encourages existing uses located in the Route 22 median to be relocated to land off the median.

The Master Plan Amendment also includes a Somerset County Regional Center Element. Applicable goals, objectives and recommendations of the Plan relevant to Route 22 in Bridgewater are the following:

- Provide a balanced land use pattern in the township of residential, commercial, industrial, public/semi-public, conservation and parks/open space uses that supports residential neighborhoods, maintains and strengthens existing commercial zones, preserves some remaining industrial areas, increases parks, recreation and open space, protects environmentally sensitive natural features, accommodates community facilities and facilitates local/regional circulation without placing undue demands on infrastructure including roads.
- Reconcile the difference between the existing pattern of development and existing zoning. Assess appropriate zoning on vacant and underutilized parcels in order to determine consistency with the township "vision"

## **B. Bridgewater Regional Center Core Concepts**

The Bridgewater Regional Center Core is the commercial center of the Township of Bridgewater and is intended to function as a local and regional destination for shopping, services and employment. The following is a summary of applicable recommendations made for the Core:

- Develop diversity in permitted uses to promote the Core as the Township Center and a commercial destination of regional significance.
- Prepare an updated community design and access management plan that will upgrade the character of development and foster a sense of place while improving links to, and connections within, the Core through balanced access. Such access would include a pedestrian-friendly streetscape, expanded walking/bicycling infrastructure, mass transit access from a Regional Center Core shuttle and improved connections to neighborhoods within the township and Regional Center.

## Office Corridors

From a planning perspective, campus style office development remains appropriate given the existing land use pattern, highway access and the relatively low intensity character of the corridor. Existing front yard setbacks should be maintained. It is recommended that new development along the corridor consider mass transit service, provide shelters and bike racks, where appropriate, and create increased access through interconnections among developments.

## Industrial Areas in Transition

The Township of Bridgewater has multiple industrial areas that accommodate a broad range of manufacturing, warehousing/distribution and research/laboratory uses. These areas are concentrated within the southern section of Bridgewater in the Regional Center. Bridgewater's industrial development has evolved over time from an emphasis on heavy manufacturing clustered along the former Central Railroad of New Jersey Main Line to cleaner, truck-based warehouse, distribution and light manufacturing uses oriented to the regional highway system, but not on state highways.

Heavy industrial activity such as the former American Cyanamid (Wyeth) complex on East Main Street has given way to lighter industrial uses such as the UPS distribution hub on Route 28/Union Avenue. The primary exception to this trend is the industrial area where Stavola Construction Materials has an established quarry and mining facility with several decades of projected capacity.

It is anticipated that Bridgewater's remaining industrial and manufacturing activity will capture higher technology and value added industrial development generated by the bio-medical, health care and pharmaceutical industry clusters found in the Regional Center and central New Jersey.

There are also opportunities to return vacant and/or underutilized industrial properties to productive use through redevelopment, as has been done in the East Gateway and Route 22 corridor. The major issues to be addressed include: upgrading deteriorated parcels, refining permitted uses, redeveloping vacant or underutilized industrial sites while protecting adjacent residential neighborhoods from nuisance impacts.

Mixed-use non-residential area of the Middlebrook Crossing Industrial Park should be planned as part of the Regional Center East Gateway Area consistent with the mixed-use vision established in the 1996 Township Master Plan Reexamination Report and 1999 Regional Center Vision.

## Route 22 Suburban Boulevard

The Route 22 corridor through Bridgewater acts in part as the northern boundary of Regional Center. The area of this corridor east of Route 202/206 provides a large grassed and landscaped median that contains a variety of commercial land uses. The long range plan for this area is known as the "Suburban Boulevard". Study of this corridor is to be undertaken to determine what course of action should be taken to improve safety. This detailed study has not yet commenced. There are a few grade separated crossings which serves the corridor as a significant barrier between the northern and southern portions of the Regional Center. The few grade separated crossings also serve to create some of the more significant traffic bottlenecks in the Regional Center. These issues will be monitored throughout the study process.

### **C. Somerset County Regional Center Strategic Master Plan**

#### Redevelopment Areas, Economic Development and Community Design

- Encourage redevelopment in focus areas that will return underutilized land to productive use, improve the quality of life, enhance community character, create new employment opportunities and strengthen the municipal tax base.
- Encourage publicly accessible parks and open space as part of redevelopment areas where appropriate.
- Improve the quality of development in the Regional Center.
- Consider establishment of special design zones and guidelines to promote high quality development.
- Promote new development that is accessible, attractive and safe.
- Ensure that new development includes appropriate landscaping, street furniture, sidewalks and access to mass transit.
- Establish gateways and coordinated design focal points in the Regional Center.
- Promote coordinated and uniform design standards.
- Focus development in the Regional Center within the downtowns and Bridgewater Core area.
- Facilitate development through a coordinated, predictable and streamlined approval process.
- Increase State incentives for development in the Regional Center.
- Address quality-of-life issues such as affordable housing and transportation to improve the business climate.
- Pursue commercial development to attract tax ratables and reduce the residential tax burden.
- Strengthen the predictability of the business development process to encourage investment in the area.
- Create facilities and programs for attracting high tech businesses and service firms, as well as research and development activities, capitalizing on the technological and pharmaceutical clusters in the Regional Center.

- Foster diverse business opportunities that strengthen the Regional Center economic base.
- Upgrade and enhance existing infrastructure to sustain and promote economic development.

#### **D. State Development and Redevelopment Plan**

The State of New Jersey has published the Delta III Map, which highlights the planning areas of Bridgewater Township. For the most part, the corridor of Route 22 and portions of Route 202-206, particularly within the Regional Center, and in some cases areas that go beyond the regional center, are characterized as Planning Area 1. Planning Area 2 is found in some areas of the Regional Center just outside the Planning Area 1 designation. There are many areas that exhibit historic and environmentally critical zones, which are typically found for historic sites, steep slopes, wetlands, and other similar environmentally sensitive features.

##### Policies

The State Development and Redevelopment Plan include policies which provide recommendations to implement the goals. This element of the Master Plan Amendment advances many of these policies.

#2, Comprehensive Planning. The Economic Element of the Master Plan Amendment fulfills the goals of Statewide Policy #2, Comprehensive Planning, in being fully integrated with the Master Plan Updates of the adjacent municipalities.

Additional Statewide Policies which are tangibly advanced by the Master Plan Element include:

#3 Public Investment Priorities: This Plan recommends that public resources be used to upgrade infrastructure to maintain and enhance the value and quality of life of existing developed neighborhoods within a designated Center.

#11 Water Resources: This Plan seeks to protect the Raritan River and its tributaries through the designation of greenways along stream corridors. This provides a positive environment for economic growth.

#12 Open Lands and Natural Systems: By providing connecting corridors throughout the region, the proposed Raritan River Greenway will protect environmentally sensitive areas and provide expanded habitat for a variety of species. This provides a positive environment for economic growth.



#19 Design: This Plan proposes economic initiatives which will identify community design improvements to maintain and enhance the quality of life of those areas, including policies to promote economic vitality.

### **E. Impact of Potential Future Development on Adjoining Communities**

As required by the M.L.U.L., this Economic Element of the Master Plan Amendment considers the impacts of its recommendations beyond the borders of Bridgewater since actions taken along the Route 22 corridor in Bridgewater could possibly affect adjoining municipalities particularly, Raritan, Branchburg, Bound Brook, Green Brook and Somerville. Other municipalities located somewhat proximate to the corridor are Hillsborough, and Middlesex.

Development anticipated in the Route 22 corridor, in Bridgewater in accordance with the recommendations of this plan, will not negatively impact adjoining communities. As discussed, the corridor already is zoned to permit non-residential development, including areas adjacent to other municipalities. Proposed land uses would be compatible with land use patterns in the area. There is also no expectation that any new development that would result from implementation of this plan would burden any adjacent municipalities based on noise, light, economic or other impacts of development. Recommended land use changes are only proposed where such uses would be appropriate from both the local and regional context, and are not intended to undermine other planning efforts in the surrounding area.

Bridgewater Township borders eleven municipalities. Implementation of this economic element of the Master Plan Amendment will not significantly affect the municipalities abutting Bridgewater Township. Zoning recommendations and ordinance controls are adequate to address buffering against these abutting municipalities.

#### **Branchburg Township**

Branchburg Township borders Bridgewater Township to the west as well as Hillsborough Township and Bedminster Township. The jurisdiction between Branchburg and Bridgewater is defined by the North Branch of the Raritan River. Along this river are large areas of floodplain and parklands which lie on both sides of the river. Features that are along this border include the North Branch Cemetery Association off of Vanderveer Avenue in Branchburg. The Printmaker Council in North Branch Greenway Park in both Branchburg and Bridgewater, the North Branch Park with Somerset County Park Commission Headquarters, located in Bridgewater Township, as well as the Confluence Reservoir, which is a significant reservoir located in Branchburg Township as well as Bridgewater Township, and the Chipman Tract. There are no Bridgewater policies or objectives which would negatively impact this common border. The hamlet of North Branch is

also located in this area. Within Bridgewater Township, greenway projects proposed along the North Branch of the Raritan River will complement the adjacent land uses in Branchburg.

It is recommended that gateway treatments be applied to the Route 22 border with Branchburg Township. Travelers using this corridor should be made aware that they are entering Bridgewater Township. Signage and design treatments on the reconstructed Route 22 can provide an effective and attractive gateway which stimulates awareness to the commercial opportunities.

### Borough of Manville

On its southeast, Bridgewater borders the Borough of Manville, a historic town which has experienced extensive redevelopment since the floods caused by Hurricane Floyd in 1999. The Raritan River and its floodplains separate Bridgewater from an established residential zone and a former industrial area of Manville. However, redevelopment in Manville and in Bound Brook will likely generate increased traffic on FINDERNE Avenue, a main artery between Manville and Bound Brook. Signage and design treatments should be applied to this boundary to inform travelers that they are entering Bridgewater Township.

### Franklin Township

The Raritan River separates Bridgewater Township from Franklin Township on the southeast. This area of Bridgewater will remain undeveloped, as it is subject to severe environmental constraints and is separated from the rest of Bridgewater Township by a rail corridor. The Raritan River Greenway proposed for this area of Bridgewater will enhance the ambiance which is an asset to economic growth.

### Borough of Bound Brook

Like Manville, the Borough of Bound Brook is a historic community which was severely impacted by flooding associated with Hurricane Floyd. Bound Brook, which borders the FINDERNE section of Bridgewater on the east, has also proposed extensive redevelopment since the flooding occurred. The Middle Brook and Route 287 provide a sharp edge separating Bound Brook from Bridgewater. The zoning along the Route 22 corridor as it extends into Bound Brook is non-residential, except for a severely-sloped, wooded parcel which is not readily accessible from Route 22 and which holds very little residential development potential in light of the lack of sewers, steep slopes and highly wooded nature of the land. There are no proposed zoning changes along the common line with Bound Brook Borough.

As with the Branchburg boundary, signage and design treatments on Route 28 can help to establish gateways for both Bridgewater and Bound Brook.

### Middlesex Borough

Along the southeasterly border of Bridgewater Township is a coincidental jurisdictional line with Middlesex Borough. This is an area that wraps around the Borough of Bound Brook and is defined as to boundary by the Green Brook. This finger-like projection, which is sandwiched between Bound Brook Borough and Middlesex Borough, is primarily residential in nature. This is consistent with the residential character of Bound Brook. It also should be noted that there is a large Mount Laurel project just south of Route 22 that abuts Bound Brook; however, neither of these characteristics impacts the goals, objectives or zoning of Middlesex Borough. It is noted that the Green Brook Flood Control Commission is currently installing a levee system, which will provide a significant physical edge between Bridgewater Township and Middlesex Borough. No cross-border impacts are expected from the recommendations in the Master Plan Element.

### South Bound Brook Borough

A very small portion of Bridgewater Township touches the most northwesterly corner of South Bound Brook Borough. Since there is the intervening feature of the Raritan River, there are no economic aspects of the policies and objectives of the Master Plan Amendment which would have a negative effect on the Borough of South Bound Brook.

### Hillsborough Township

A small portion of Bridgewater borders Hillsborough Township on the south. The Raritan River forms the boundary between the two townships. The area, proposed for a portion of the Raritan Greenway in Bridgewater, is zoned Agricultural in Hillsborough, and is subject to environmental constraints on both sides of the border. No cross-border impacts are expected from the policies of either township.

### Bedminster Township

A small portion of the northerly section of Bridgewater Township lies along the jurisdictional line of Bedminster Township. This line follows Chambers Brook to a location north of Route 78. Just north of the boundary is the small village of Pluckemin which lies wholly within Bedminster Township. The village of Pluckemin is a commercial and office center. To the west of Pluckemin are residential neighborhoods and to the east of Route 202/206, along Washington Valley Road, is found portions of "The Hills," which is a multi-family townhouse and condominium

project. There are no cross-border impacts anticipated from the policies in either township.

### Bernards Township

Along the second ridge of the Watchung Mountains lies Bernards Township, which comprises a good deal of the northerly portion of Bridgewater Township. As a general comment, the Bernards Township jurisdictional line begins at the approximate ridge line of the second Watchung. Uses common to both Bridgewater and Bernards are large-lot, single-family dwellings. Due to the environmental characteristics of the Watchung Mountains, both communities have ordinances in place which are intended to protect these environmentally-sensitive slopes. There are no anticipated policies of disconnect between these two communities.

### Warren Township

Along the common line with Warren Township are also found primarily single-family residential communities. As with Bernards Township, Warren Township has a policy of preservation in areas which exhibit steep slopes. There are no anticipated changes in the policies of the Master Plan Amendment which would have a negative impact on Warren Township.

### Green Brook Township

Primary access into Green Brook Township is along the major corridor of Route 22. This general area is commercial along the highway corridor, and typically residential to the north and residential uses to the south. As with Bridgewater Township, this area of the corridor is viewed as highly active. There are no policies that would detract from the policies and objectives of Green Brook.

## **F. Communities within the Regional Center**

The Master Plan Amendment is consistent with the Regional Center Strategic Plan for Bridgewater, Somerville and Raritan. The Goals and Recommendations included in the Master Plan Amendment support the broader Goals and Recommendations of the Strategic Plan.

The Regional Center Strategic Plan (RCSP) provides a coordinated framework for planning for its three constituent municipalities. The recommendations in the Regional Center Strategic Plan are based on years of meetings and discussions, beginning with the Somerset County Regional Center Vision Initiative in 1999. Though the RCSP includes recommendations that apply specifically to Bridgewater, its recommendations transcend a purely local focus in that they reflect not only the existing and future conditions within Bridgewater, but also those within Somerville and Raritan.

As a result of the process leading to its completion, recommendations herein are based on a recognition of the connections between policies of Bridgewater and those recommended for Raritan and Somerville, and vice versa. For example, it does not recommend strong intensification in the Bridgewater Commercial Core because the Central Business Districts of Somerville and Raritan can more appropriately fill the role of “Downtown” for the Regional Center. In addition, the Bridgewater Commons fills the commercial draw of a Regional Center. This recognizes the symbiotic relationship between existing and future conditions in Bridgewater and those in Somerville and Raritan.

## **VIII. SCHEDULE OF AREA, YARD AND BUILDING REQUIREMENTS**

The revised Schedule of Area, Yard and Building Requirements Chart has been incorporated into the Master Plan Amendment. This Chart will be updated if the new, recommended zones are adopted into the Ordinance.



**SCHEDULE OF AREA, YARD AND BUILDING REQUIREMENTS  
TOWNSHIP OF BRIDGEWATER, SOMERSET COUNTY, NEW JERSEY**

1	2		3		4		5		6		7		8		9		10		11		12		13		14		15	
	Interior Lots		Corner Lots		Minimum Size of Lot		Minimum Yard Requirements		For Principal Buildings		For Accessory Structures		Maximum Percent of Improved Lot Coverage		Maximum Height		Maximum Floor Area Ratio (FAR)											
Zone	Area (square ft/ acres)	Width (feet)	Area (square ft/ acres)	Width (feet)	Front Yard	One Side Yard	Total of Two Side Yards	Rear Yard	Side Yard	Rear Yard	Lot Coverage (see note d)	Stories	Feet	Ratio (FAR)														
LC	10 acres	300	10 acres	300	50	75	175	100	75	100	60	3	45	0.3														
M-1	10 acres	500	10 acres	500	150	50	100	75	75	100	60	3	45	0.35														
M-1A	5 acres	200	5 acres	200	100	50	100	75	75	75	60	3	45	0.35														
M-1B	2 acres	200	2 acres	300(Note E)	60	50	100	50	75	75	60	2	35	0.35														
M-2	20 acres	500	20 acres	500	150	75	175	100	75	100	60	3	45	0.35														
M-3*	100 acres	500	100 acres	500	200	100	200	200	100	200	20	-	50	0.10														
MPD	35,000	160	35,000	160	40	25	50	25	15	10	60	3(Note F)	35(Note F)	.22(Note G)														
P	30,000	100	30,000	100	50	20	40	20	20	20	60	2.5	35	0.40														
P-2	20,000	100	20,000	100	50	20	40	25	20	25	50	2.5	35	0.25														
PCD/COP							See 126-345.1																					
PRCPD	20 acres	500	20 acres	500	150	75	175	100	75	100	60	3	45	0.35														
SC/HD	4 acres	200**	4 acres	250**	75**	50**	100**	50	50	50	60	7	80	0.6														
SC-R	17 acres	100			20(Note H)			25			50	2.5	35	0.6														
SC/MD	5 acres	100			35	35	70	75			60	2.5	35	0.35														
SED	30 acres	500	30 acres	500	200	50	150	100	75	75	50	3	45	0.20														

**NOTES:**

- \* No quarrying shall occur within one hundred fifty (150) feet of any property or street line
- \*\* Where a development contains more than one principal structure which is adjacent to an existing similar use, the lot width, side and front yard setbacks shall be determined as one integrated development and the individual structures shall not be considered to be on separate lots. However, the principal structures must be separated by a distance not less than the combined height of both structures (Added 7-16-1990 by Ord. No. 90-19)
- \*\*\* All principal buildings having frontage on Route 22 and/or Route 202 (West of Somerville Traffic Circle) shall be set back a minimum of 200 feet from such highway. Parking with respect to these properties, shall be located no closer than one-hundred-foot setback from such highway.
- (A) Minimum area requirements for all zones may be affected by other Township codes and ordinances and articles of this chapter, such as Hillside Development Article, Stormwater and Floodplain Article and Soil Erosion and Sediment Control Article. In any residential zone, except R-50, without public water and public sewer, the area and dimensional requirements of the R-40 Zone shall be applied.
- (B) Side and rear yard requirements may be reduced to ten (10) feet where the side or rear yard abuts an interstate highway or railroad.
- (C) None required except when abutting a residential zone or if residences are included as part of any C-1 commercial use, the side yards required under the R-10 Zone shall be used
- (D) See 126-329C for FAR bonus for decreases in improved lot coverage
- (E) Corner lots must have one (1) width of at least three hundred (300) feet. (Added 6-6-1983 by Ord. No. 83-12)
- (F) Reserved
- (G) Floor area ratio of .22 shall apply to all uses except for skilled nursing home and continuing-care facility, which shall be subject to the following regulation: The density shall not exceed 16 individual living units per acre. (Added 12-21-1987 by Ord. No. 87-49)
- (H) Minimum front yard shall be 75-ft from East Main Street
- (I) The driveway side yard shall have a minimum of 30-ft
- (J) Maximum FAR for 2-4 acres of land is 0.10; 4-8 acres is 0.12; Over 8 acres is 0.15

**(K)- All MDU ZONES**

Type	Min Lot Area (s.f)	Min Lot Width	Min Lot Front	Min Side One/Both	Min Rear	Max Coverage	Max Lot Height	Max FAR
Single Family Detached	7500	75	25	10 & 25	25	25%	35	0.25
Single Family Patio	6000	60	25	3 & 20	25	30%	35	0.25
Townhouse	1280*	16	20	n/a	20	60%	35	1.2
Multifamily						35%	38**	0.4

\* For fee simple units

\*\* For Multifamily structures, building height shall be defined as the ground elevation around the foundation to the level of the highest point of the roof surface if the roof is flat, or in the case of sloping roofs, to a point 1/2 the vertical distance between the top of the uppermost plate and the highest point of the roof. For structures with changes in roof heights, separate measurements may be made for each roof section. No multifamily structure shall exceed 3 stories in height.

## APPENDIX A - CURRENT ZONING ALONG ROUTE 22

### Current C-3 Office and Service Zone

#### A. Principal Permitted Uses.

- (1) Business, professional and service offices and establishments, such as banking and bank-related functions; credit services; security and commodity brokers and dealers; insurance carriers and agents; real estate services; photographic services; advertising services, employment agencies; consumer and mercantile credit and collection services; duplicating, mailing and stenographic services; consulting services; data processing; medical and dental services and laboratories; nursing homes and assisted living facilities; engineering and architectural services; accounting and bookkeeping services and research activities.
- (2) Any form of agriculture or horticulture, including the storage or sale of farm products where produced.
- (3) Essential services.
- (4) Nursing homes and assisted living facilities.

#### B. Permitted Accessory Uses.

- (4) Other uses and structures customarily incidental to a principal permitted use.
- (5) Public and private parking.
- (6) Signs.

#### C. Conditional Uses.

- (1) Accessory retail services within professional business and research offices.
- (2) Child-care centers as part of professional business and research offices.

#### Bulk Standards.

Minimum Lot Size	5 acres
Front Yard Setback	200 feet (Route 22/202)
Maximum Height	3 stories/45 feet
Maximum FAR	0.30



## **Current C-5 Commercial/Nursing Home Zone**

### **A. Principal Permitted Uses.**

- (1) Nursing homes, continuing-care retirement facilities, congregate-care facilities, assisted-living housing and senior housing.
- (2) General offices and medical/dental office.

### **B. Permitted Accessory Uses.**

- (1) Other uses and structures customarily incidental to a principal permitted use.
- (2) Public and private parking lots.

### **C. Conditional Uses.**

- (1) Service stations.

### **Bulk Standards.**

Minimum Lot Size	3 acres
Minimum Lot Width	200 feet
Front Yard Setback	75 feet
Minimum One Side	50 feet
Minimum Total Side Yard	100 feet
Minimum Rear Yard	75 feet
Maximum Impervious Coverage	40%
Maximum Height	2 stories/35 feet
Maximum FAR	0.25
Minimum Buffers	50 feet

## Current GCM General Commercial Manufacturing Zone

### A. Principal Permitted Uses.

- (1) Office and service uses as permitted in the C-3 Zone.
- (2) Manufacturing, laboratory, printing and publishing uses.
- (3) Research laboratories.
- (4) Essential services.
- (5) Any form of agriculture or horticulture, including the storage or sale of farm products where produced.

### B. Permitted Accessory Uses.

- (1) Other uses and structures customarily incidental to a principal permitted use.
- (2) Public and private parking.
- (3) Signs.

### C. Conditional Uses.

- (1) New car, truck, farm machinery, construction equipment and recreation vehicle sales.
- (2) Service stations.
- (3) Animal hospitals and animal kennels.
- (4) Accessory retail services within professional business and research offices.
- (5) Child-care centers as part of professional business and research offices.

### Bulk Standards.

Minimum Lot Size	5 acres
Front Yard Setback	100 feet
Maximum Height	3 stories/45 feet
Maximum FAR	0.35

## Current HC Hotel Conference Center Zone

A. The HC Zone allows business, office, hotel and conference center uses.

B. Principal Permitted Uses.

- (10) Business, professional and corporate offices.
- (11) Hotels.
- (12) Conference centers.
- (13) Restaurants, only if incorporated into another principal permitted use.
- (14) Existing restaurant and banquet center uses.

C. Permitted Accessory Uses.

- (5) Uses customarily incidental to the principal permitted uses, including but not limited to auditoriums, swimming pools, tennis courts, health clubs and retail and service stores. All accessory uses are to be located within the same building(s) as the principal use(s), except that tennis courts and swimming pools may be located outdoors.

D. Supplemental Regulations

- (2) Design criteria. Development in this zone shall be designed in an integrated, cohesive fashion that will provide pedestrian and vehicular links among the various principal permitted uses selected for development. The standards and principles for design set forth in Part 8 of this chapter shall be used in the design of developments in this zone.
- (3) Environmental credits. The density computation factors contained within this section shall incorporate the requirements of § 126-266 relating to floor area modification due to excessive slopes. No floor area ratio credits shall be given for lands identified as wetlands or located within a flood hazard area.

Bulk Standards.

Minimum Lot Size	6 acres
Maximum FAR	0.40 for Hotels; 0.20 for all other uses.
Maximum Height	5 stories/60 feet for Hotels; 3 stories/ 45 feet for all other uses.
Minimum Lot Width	400 feet
Minimum Front Yard	100 feet
Minimum Side Yard	50 feet (each)
Minimum Rear Yard	50 feet
Maximum Lot Coverage	60%

## Current HIC Highway Interchange Commercial Zone

### A. Principal Permitted Uses.

- (1) Office and service uses as permitted in the C-3 Zone
  - (a) Business, professional and service offices and establishments, such as banking and bank-related functions; credit services; security and commodity brokers and dealers; insurance carriers and agents; real estate services; photographic services; advertising services, employment agencies; consumer and mercantile credit and collection services; duplicating, mailing and stenographic services; consulting services; data processing; medical and dental services and laboratories; nursing homes and assisted living facilities; engineering and architectural services; accounting and bookkeeping services and research activities.
  - (b) Any form of agriculture or horticulture, including the storage or sale of farm products where produced.
  - (c) Essential services.
  - (d) Nursing homes and assisted living facilities.
- (2) Hotels and motels.

### B. Permitted Accessory Uses.

- (1) Other uses and structures customarily incidental to a principal permitted use.
- (2) Private and public parking, including parking garages.
- (3) Signs.
- (4) Indoor and outdoor swimming pools, tennis courts and other facilities customarily accessory to hotels/motels.
- (5) Auditoriums.

### C. Conditional Uses.

- (1) Service stations as regulated under Section 126-352, personal service uses, such as barbershops and beauty salons, child-care centers, blueprint, photostat and duplicating centers, travel agencies, computer service and data processing centers are permitted on properties two acres or greater, but less than four acres, with a minimum lot width of 150 feet, subject to the following minimum yard requirements.
  - (a) Minimum front yard: 100 feet.
  - (b) Minimum side yard: 35 feet.
  - (c) Minimum total of two side yards: 70 feet.
  - (d) Minimum rear yard: 50 feet.
- (2) New car, truck, farm machinery, construction equipment and recreation vehicle sales.
- (3) Inns, cocktail lounges and restaurants, excluding drive-in and drive-through-type fast food establishments, in conjunction with a hotel or motel use either as an internal operation or a separate structure on the same site.

Current HIC Highway Interchange Commercial Zone (continued)

ment, including a hotel or motel, restaurant and related supporting service uses, is permitted if it meets the following conditions, in addition to the other HIC Zone requirements.

- (4) Accessory retail services within professional business and research offices.
- (5) Child-care centers as part of professional business and research offices.

D. All uses in the HIC Zone must have direct access to a state highway. Direct access to a public street servicing residential zones is prohibited.

E. Motels and hotels shall be permitted four stories and be within the maximum height limit.

F. No parking is permitted in the first 50 feet of the front yard setback.

G. One hotel or motel room is permitted per 1,333 square feet of site area in a mixed development complex.

Bulk Standards.

Minimum Lot Size	5 acres
Minimum Lot Width	200 feet
Minimum Front Yard Setback	100 feet
Minimum One Side Yard	50 feet (each)
Minimum Rear Yard Setback	75 feet
Maximum Impervious Coverage	60%
Maximum Height	4 stories/45 feet (Hotels); 3 stories/45 feet (all other uses)
Maximum FAR	0.35

## Current M-1A Limited Manufacturing Zone

### A. Principal Permitted Uses.

- (1) Principal Permitted Uses Allowed in GCM zone.
  - (a.) Office and service uses as permitted in the C-3 Zone.
  - (b.) Manufacturing, laboratory, printing and publishing uses.
  - (c.) Research laboratories.
  - (d.) Essential services.
  - (e.) Any form of agriculture or horticulture, including the storage or sale of farm products where produced
- (2) (Reserved)
- (3) Trucking terminals.
- (4) Warehouses.
- (5) (Reserved)
- (6) Essential Services.
- (7) (Reserved)
- (8) Multimedia production such as graphic design and web-based services, high-technology business incubation, adult medical day care and limited retail uses subject to the requirements that they are accessory in size and scale to permitted uses.

### B. Permitted Accessory Uses.

- (1) Other uses and structures customarily incidental to a principal permitted use.
- (2) Public and private parking.
- (3) Signs.

### C. Conditional Uses.

- (1) Accessory retail services within professional business and research offices.
- (2) Child-care centers as part of professional business and research offices.
- (3) Conditional Uses allowed in GCM Zone.
  - (a.) New car, truck, farm machinery, construction equipment and recreation vehicle sales.
  - (b.) Service stations.
  - (c.) Animal hospitals and animal kennels.
  - (d.) Accessory retail services within professional business and research offices.
  - (e.) Child-care centers as part of professional business and research offices.

### Bulk Standards.

Minimum Lot Size	5 acres
Front Yard Setback	200 feet (Route 22/202)
Maximum Height	3 stories/45 feet
Maximum FAR	0.35

## Current M-1B Limited Manufacturing – Small Lot Zone

### A. Principal Permitted Uses.

- (1) Business offices.
  - (a) Maximum lot area for business use is no more than four acres per freestanding structure.
  - (b) Maximum office floor area for business office use is 50,000 square feet.
  - (c) Offices as an accessory use to other permitted uses in this zone area not regulated as to lot, area and building size.
- (2) Manufacturing.
- (3) Research laboratories.
- (4) Animal hospitals.
- (5) Warehouses and mini-warehouses.
- (6) Storage facilities.
- (7) Private security vaults.

### B. Permitted Accessory Uses.

- (1) Restaurant facilities totally integrated with permitted uses to primarily serve occupants and patrons of permitted uses in this zone.
- (2) No freestanding restaurant structure will be permitted.
- (3) No restaurant shall have more than 2,000 square feet of floor area for patron service or occupy more than 10% of any permitted structure.
- (4) Satellite dishes, special electronic power equipment, and other technological equipment uses serving a principal use are permitted.

### C. Conditional Uses.

- (1) Service stations may be located only at intersections of area collectors and minor roads.
- (2) Accessory retail services within professional business and research offices.
- (3) Child-care centers as part of professional business and research offices.

### D. Additional Requirements in the M-1B Zone. Uses in the M-1B Zone shall be subject to the following additional requirements:

- (1) Transfer of coverage and floor area credits. To encourage the maximum variety of small businesses and flexibility of site design, property owners with more than eight acres in the M-1B District are permitted additional impervious coverage of up to 80% and additional floor area of up to 45% in exchange for a deed restriction on a similar-sized lot or lots reducing the amount of coverage and floor area in the same amount as the increased development approved elsewhere on the applicant's property in the zone, provided that said properties have no other development constraints.
- (2) Land donated for public use will not alter permitted development intensity. Right-of-way dedication for state highways and municipal roads and land

donated for other public facilities given in accordance with this adopted M-1B District plan will not adversely affect a site's permitted development intensity. In other words, allowable floor area ratio, coverage, etc., will remain the same after dedication and setbacks will be calculated from the present right-of-way.

- (3) Compliance with zone plan. Each use in the M-1B Zone will be required to comply with the zone plan for off-tract improvements, storm water control, design features and site amenities.
- (4) There shall be a one-hundred-foot parking setback on Route 22. Parking will be permitted in one front yard (if screened) on corner lots only. No other parking shall be permitted in required front yard areas.

**Bulk Standards.**

Minimum Lot Size	2 acres
Front Yard Setback	60 feet
Maximum Height	2 stories/35 feet
Maximum FAR	0.35



## Current LC Commercial Zone

### A. Principal Permitted Uses.

- (1) Retail stores and shops (excluding auto repair and auto service uses), personal and business service, medical, business or professional offices, financial service and banks, restaurants (except restaurants with drive-through facilities), hotels and motels, movie theaters and auditoriums, commercial recreational facilities, recreational open space, community facilities and child-care centers.

### B. Permitted Accessory Uses.

- (1) Other uses and structures customarily incidental to a permitted use as set forth above in Subsection A(1). Flagpoles, clock towers, outdoor kiosks, vending pavilions and similar physical features are permitted. Public and private parking.
- (2) Public and private parking in accordance with the parking regulations in accordance with § 126-169.
- (3) Signs pursuant to §§ 126-162 and 126-195, except as otherwise designated herein.

### Bulk Standards.

Minimum Lot Size	10 acres
Minimum Lot Width:	300 feet
Front Yard Setback	200 feet from public right-of-way of any state or interstate highway; 50 feet from right-of-way of any other public street or highway; 10 feet from the curb line of any internal street or drive.
Maximum Impervious Coverage:	60%
Maximum Height	3 stories/45 feet
Maximum FAR	0.30
Maximum Floor Area:	60,000 s.f. for any single floor in any single retail building (excludes hotels/ motels, movie theatres, auditoriums and recreational facilities)