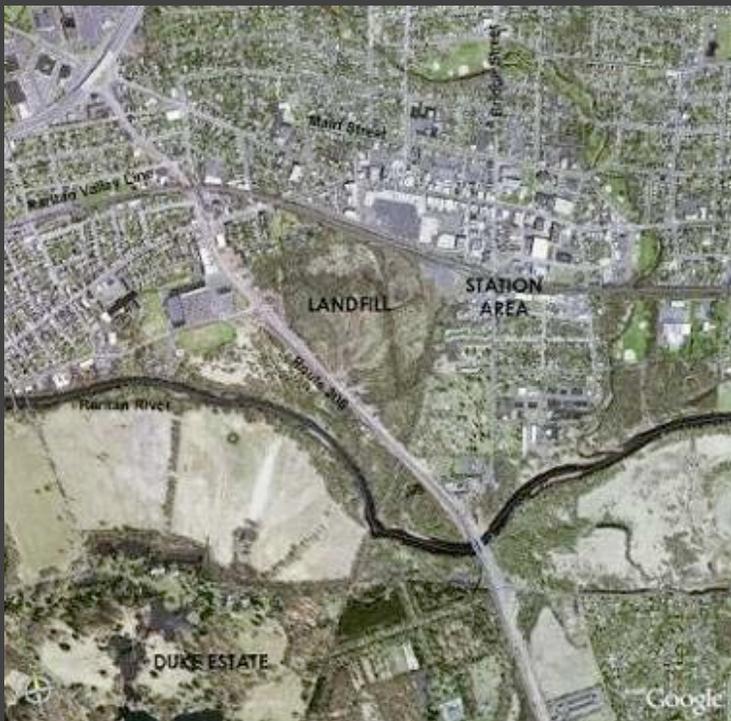


Somerville Landfill and Station Area Redevelopment Plan Process

Phillips Preiss Shapiro Associates, Inc.

April, 2007



Create a plan for the Somerville landfill and train station areas that is environmentally sustainable, transit-friendly, and supports the economy and community of the Borough of Somerville.

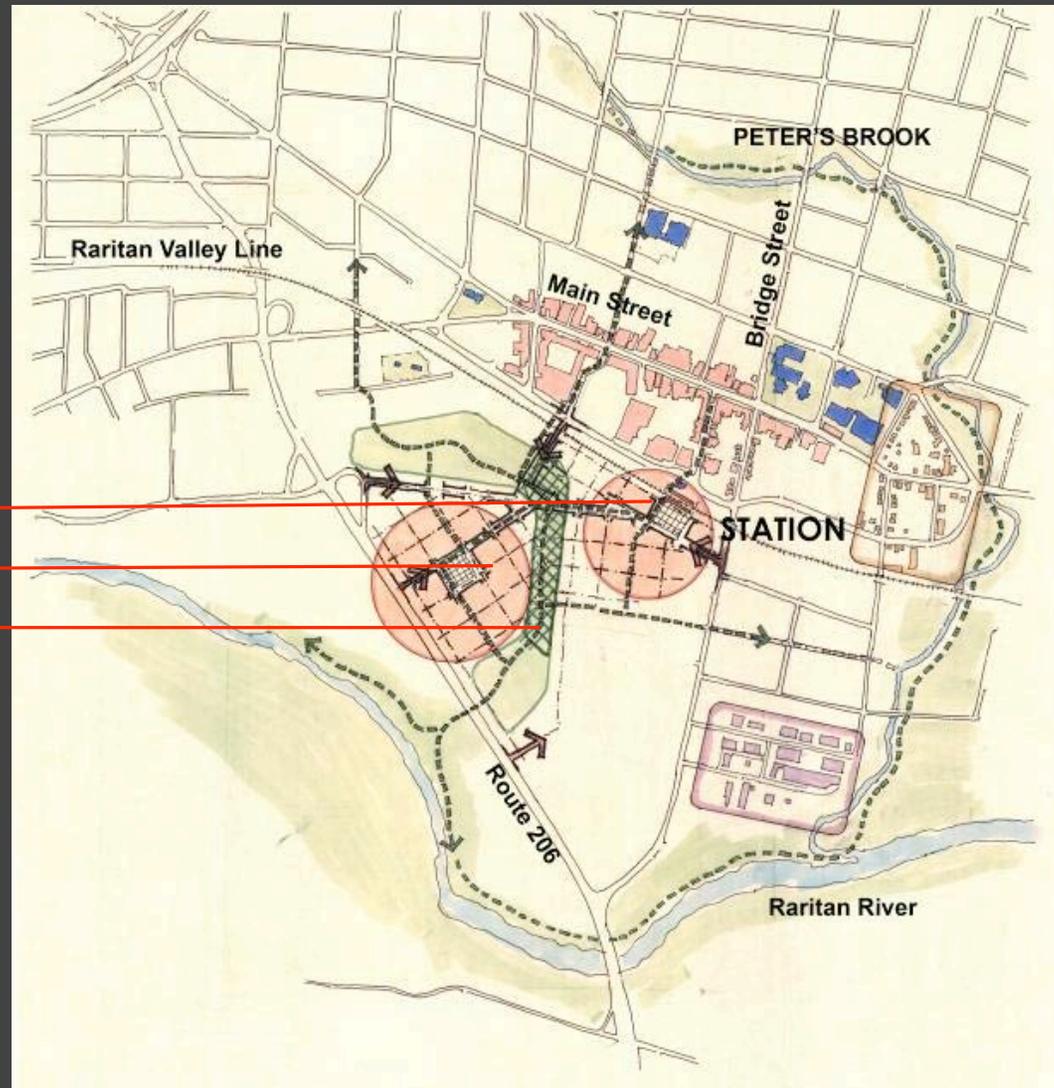
- The plan should be a seamless extension of the Downtown area and the surrounding neighborhoods.
- The plan should insure diverse, mixed-use redevelopment that is complementary with the municipality and can accommodate phasing over time.
- The plan should create a transit and pedestrian oriented development plan that is based on the principles of Smart Growth and appropriate urban design.
- The Somerville train station should be a catalyst to spur the redevelopment of the study area and the downtown business district.
- The design of the buildings should complement the historic character of Somerville.
- The vision plan should respect and enhance the environmental integrity of the site to the greatest extent possible and take advantage of the many opportunities this offers.
- The plan should create new roadway access (Gateway) and parking opportunities without compromising the needs of the pedestrian, cyclist or transit user.

The Goals

Create a plan for the Somerville landfill and train station areas that is environmentally sustainable, transit-friendly, and supports the economy and community of the Borough of Somerville.

The Framework

- The “Hub”
- The “Heights”
- The “Green Seam”



The Design Workshop

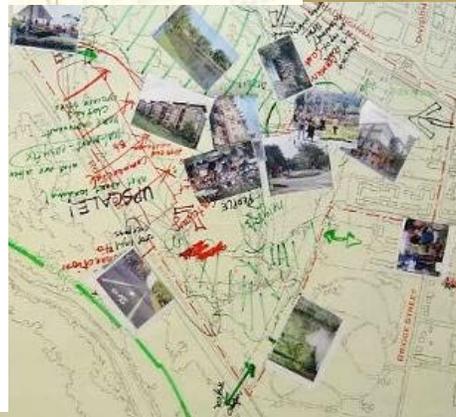


SOMERVILLE SCENARIO TESTING

#4

| Use | Conversion Factors (per acre) | | | Downtown Destination (per acre) | | | Your Scenario (per acre) | | |
|-------------------------|-------------------------------|-----------------|--------------|---------------------------------|---------|------------------|--------------------------|------------|------------|
| | TOD Yield | Land Value | Annual Taxes | Program | Acreage | Land Value | Program | Acreage | Land Value |
| Non-Residential: | | | | | | | | | |
| Conventional retail | 8,000 sf | \$ 100,000 | \$ 24,000 | 0 sf | 0 | 0 | 100,000 | 8 | 2,900,000 |
| Station retail | 13,000 | 200,000 | 20,000 | 50,000 | 4* | \$ 100,000 | 30,000 | | 40,000 |
| Professional offices | 9,000 | 100,000 | 33,000 | 0 | 0 | 0 | 0 | 100,000 | 175,000 |
| Bio-medical | 9,000 | 0 | 14,000 | 200,000 | 23 | 4,600,000 | 320,000 | | 2,000,000 |
| Hotel / Conference | 11,000 | 200,000 | 23,000 | 0 | 0 | 0 | 0 | | 23,000 |
| Residential: | | | | | | | | | |
| Townhouse | 12 du | 300,000 | 7,000 | 0 du | 0 | 0 | 0 | | |
| Stacked townhouse | 24 | 300,000 | 40,000 | 300 | 13 | 10,400,000 | 530,000 | | |
| Condos (4-story) | 35 | 900,000 | 110,000 | 600 | 17 | 15,300,000 | 1,870,000 | 750 | 13,500,000 |
| Condos (6-story) | 50 | 1,400,000 | 155,000 | 300 | 6 | 8,400,000 | 930,000 | | |
| Age-restricted | 30 | 1,000,000 | 12,000 | 0 | 0 | 0 | 0 | | |
| Subtotal for Private | na | na | na | na | 59 | 38,800,000 | 3,660,000 | | |
| Public: | | | | | | | | | |
| Park / Amenities | na | (-200,000)** | 0 | na | 17 | (-3,400,000) | 0 | | |
| Wetlands / Open Space | 1 | (-20,000)** | 0 | na | 69 | (-1,400,000) | 0 | | |
| Station Garage | 400 cars | (-4,000,000)*** | 0 | 1,200 cars | 3* | (-12,000,000)*** | 0 | | |
| Subtotal for Public | na | na | na | na | 96 | (-16,800,000) | 0 | | |
| Total (Rounded) | na | na | na | na | 145 | \$20 million | \$5.5 million | 18,000,000 | 2,100,000 |

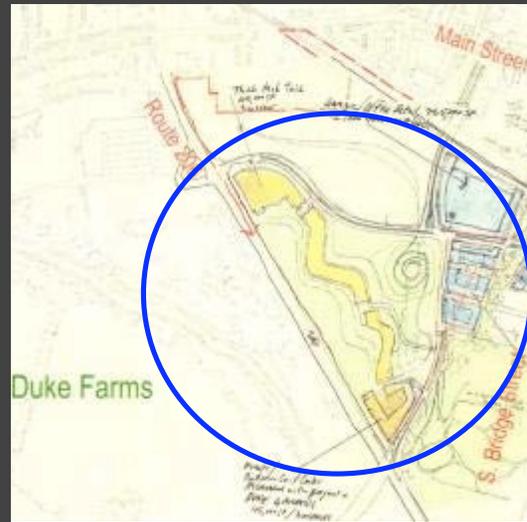
* While four acres for purposes of valuation and fiscal impact, the station retail would in fact be in the base of New Jersey Transit (NJT) garage (taking up three or so acres) and/or Transit Oriented Development (TOD) housing; and thus will not take up additional acreage.
 ** Assumption is that the development should account for the full remediation cost for park and open space, but not the cost of playgrounds, playfields, trails, etc.
 *** Assumption is that the land sales should account for one-half of the cost of the structured parking at the NJ Transit train station.
 Discrepancies between numbers in this table and those in the Sensitivity Analysis report are due to rounding, for purposes of simplifying the exercise.



The Workshop: Design: 5 Big Ideas

Other Issues

- Protect Neighborhood to east
- Green design
- Design of Veterans Drive
- Support something special on site



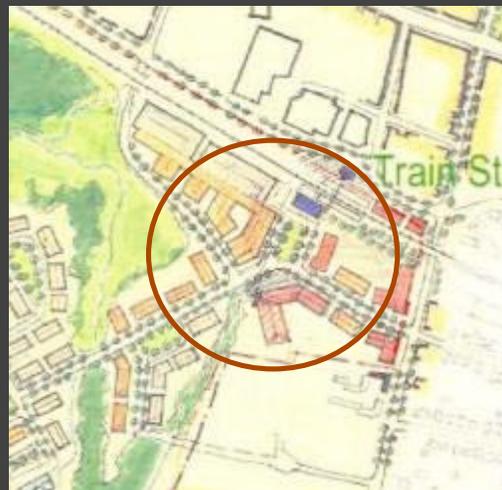
Regional Identity at 206



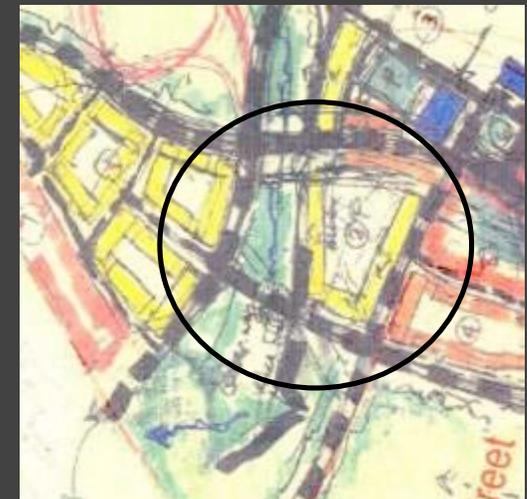
Environment as Armature



New Neighborhood



Station Area Mixed-use



Extend E. neighborhood

Costs

Community Amenities

Approximate Cost

Baseball Field

\$600,000

Civic Building (library, town meeting hall)

\$ 6,500,000 to \$ 10,000,000

Environment

Environmental Remediation

\$11,500,000

Additional Structural costs

%15 premium

Infrastructure

Davenport Street tunnel

\$20,000,000

Structured parking

\$20,000,000

Revenue Summary

| <u>Use</u> | <u>Net TOD Density</u> | <u>Net Value (per acre)</u> | <u>Typical Fiscal Impact</u> |
|-------------------------|----------------------------|---------------------------------|----------------------------------|
| Non-Residential: | | | |
| Lrg. format retail | .20 far | \$200,000 | \$ 4.00/psf* |
| Offices | 0.2 | 100,000 | 3 |
| Residential | | | |
| Single family | 5 du-acre | \$100,000 | \$ (-1,800/du) |
| Townhouses | 12 du/acre | \$ 300,000 | \$ 600 |
| Lofts (2-3 story) | 30 du/acre | \$,800,000 | \$ 3,100 |

Costs: Summary

\$100 million in total costs

Assume half of the total is paid for through private development:

\$50,000,000 goal.

| | |
|--------------------|---------------|
| Clean-up costs | \$ 11,500,000 |
| Affordable housing | \$ 4,900,000 |
| Parking Deck | \$ 20,000,000 |
| Civic Building | \$ 4,500,000 |
| Park Spaces | \$ 2,000,000 |

The Fiscal "Worksheet"

SOMERVILLE SCENARIO TESTING

| Use | Conversion Factors (per acre) * | | | Downtown Destination (per acre) | | | | Your Scenario (per acre) | | | |
|-------------------------|---------------------------------|-----------------|--------------|---------------------------------|---------|------------------|---------------|--------------------------|---------|------------|-----------|
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| Station retail | 13,000 | 200,000 | 20,000 | 50,000 | 4* | \$ 100,000 | 20,000 | | | | |
| Professional offices | 9,000 | 100,000 | 33,000 | 0 | 0 | 0 | 0 | 100,000 | 10 | 260,000 | 175,000 |
| Bio-medical | 9,000 | 0 | 14,000 | 200,000 | 23 | 4,600,000 | 320,000 | | | 200,000 | 23,000 |
| Hotel / Conference | 11,000 | 200,000 | 23,000 | 0 | 0 | 0 | 0 | | | | |
| Residential: | | | | | | | | | | | |
| Townhouse | 12 du | 300,000 | 7,000 | 0 du | 0 | 0 | 0 | | | | |
| Stacked townhouse | 24 | 800,000 | 40,000 | 300 | 13 | 10,400,000 | 520,000 | | | | |
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| Subtotal for Private | na | na | na | na | 59 | 38,800,000 | 3,660,000 | | | | |
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| Station Garage | 400 cars | (-4,000,000)*** | 0 | 1,200 cars | 3* | (-12,000,000)*** | 0 | | | | |
| Subtotal for Public | na | na | na | na | 86 | (-16,800,000) | 0 | | | | |
| Total (Rounded) | na | na | na | na | 145 | \$20 million | \$3.5 million | | | 18,000,000 | 2,100,000 |

* While four acres for purposes of valuation and fiscal impact, the station retail would in fact be in the base of New Jersey Transit (NJT) garage (taking up three or so acres) and/or Transit Oriented Development (TOD) housing; and thus will not take up additional acreage.

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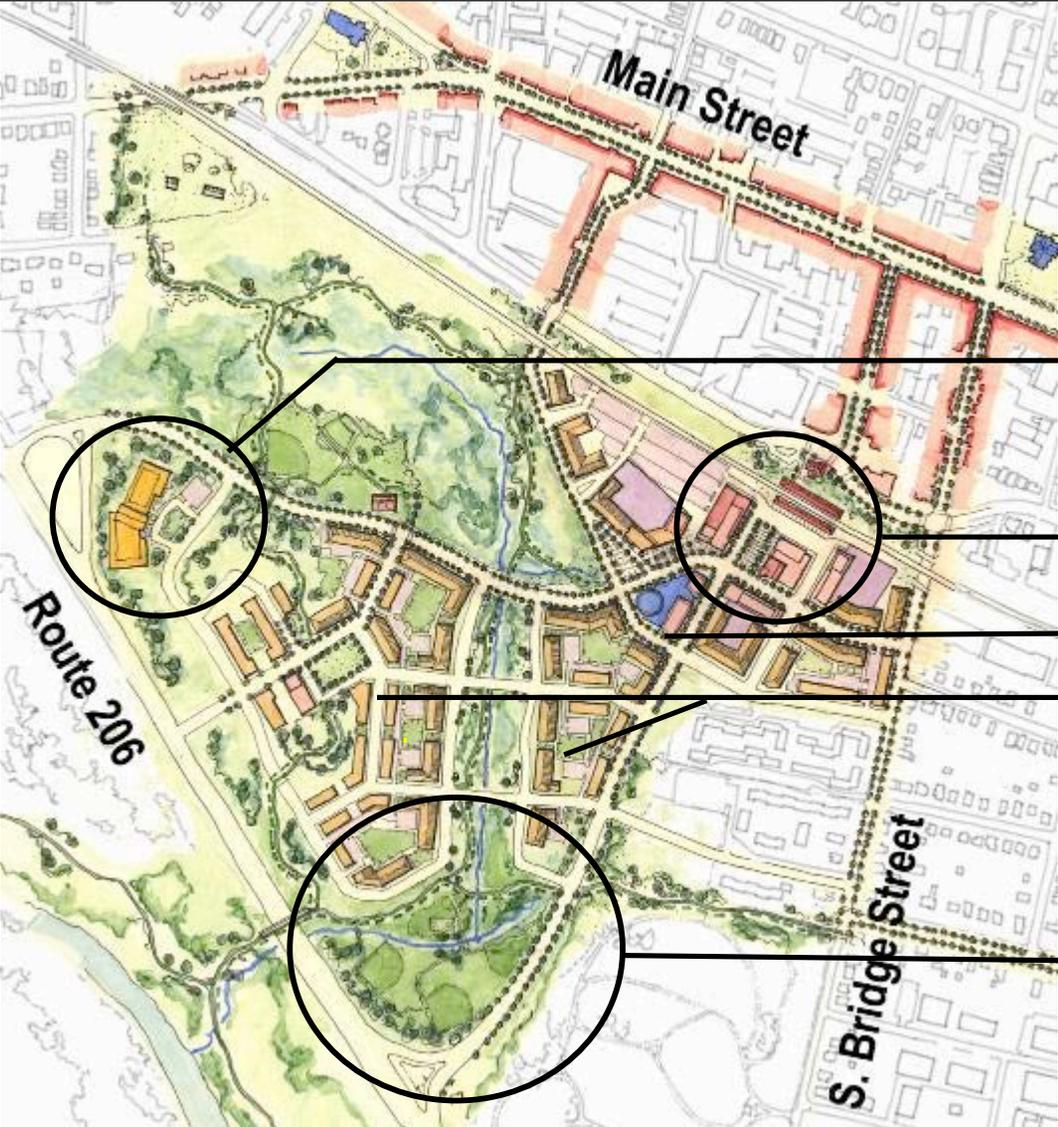
*** Assumption is that the land sales should account for one-half of the cost of the structured parking at the NJ Transit train station.

Discrepancies between numbers in this table and those in the Sensitivity Analysis report are due to rounding, for purposes of simplifying the exercise.

Overview – Design



Consensus plan



Downtown gateway

Mixed-use station area

New civic space

Two new neighborhoods

Green gateway

Station Area

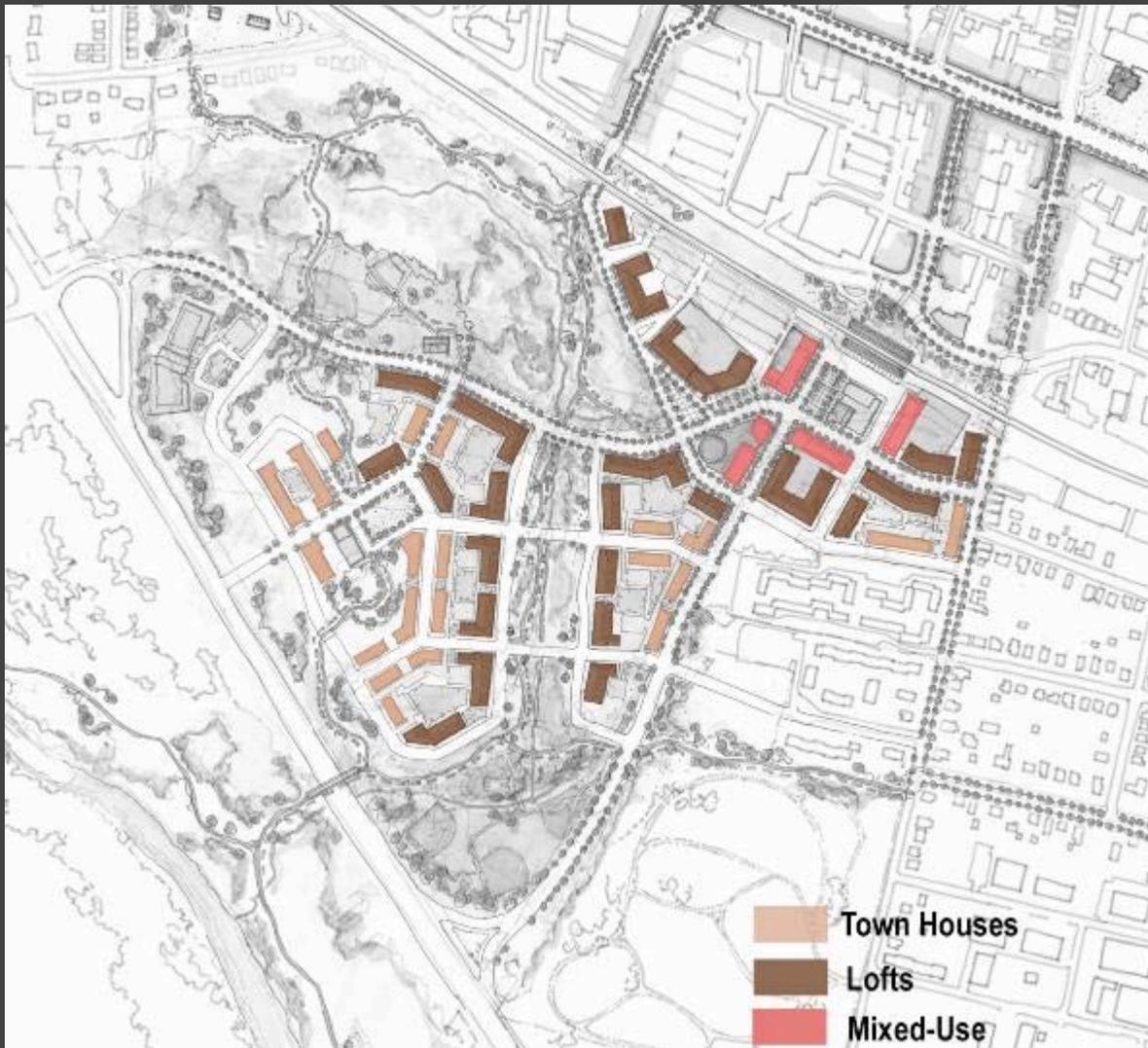


Motels Theatre



Station Area

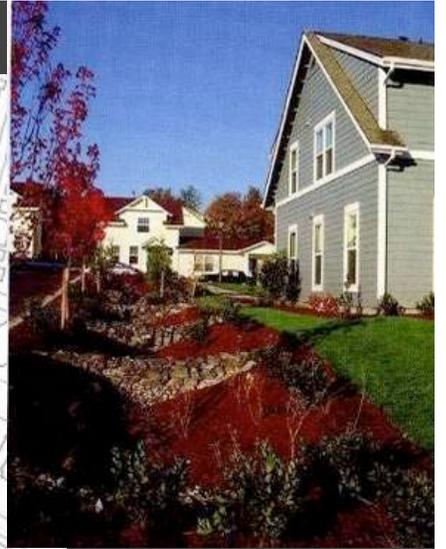
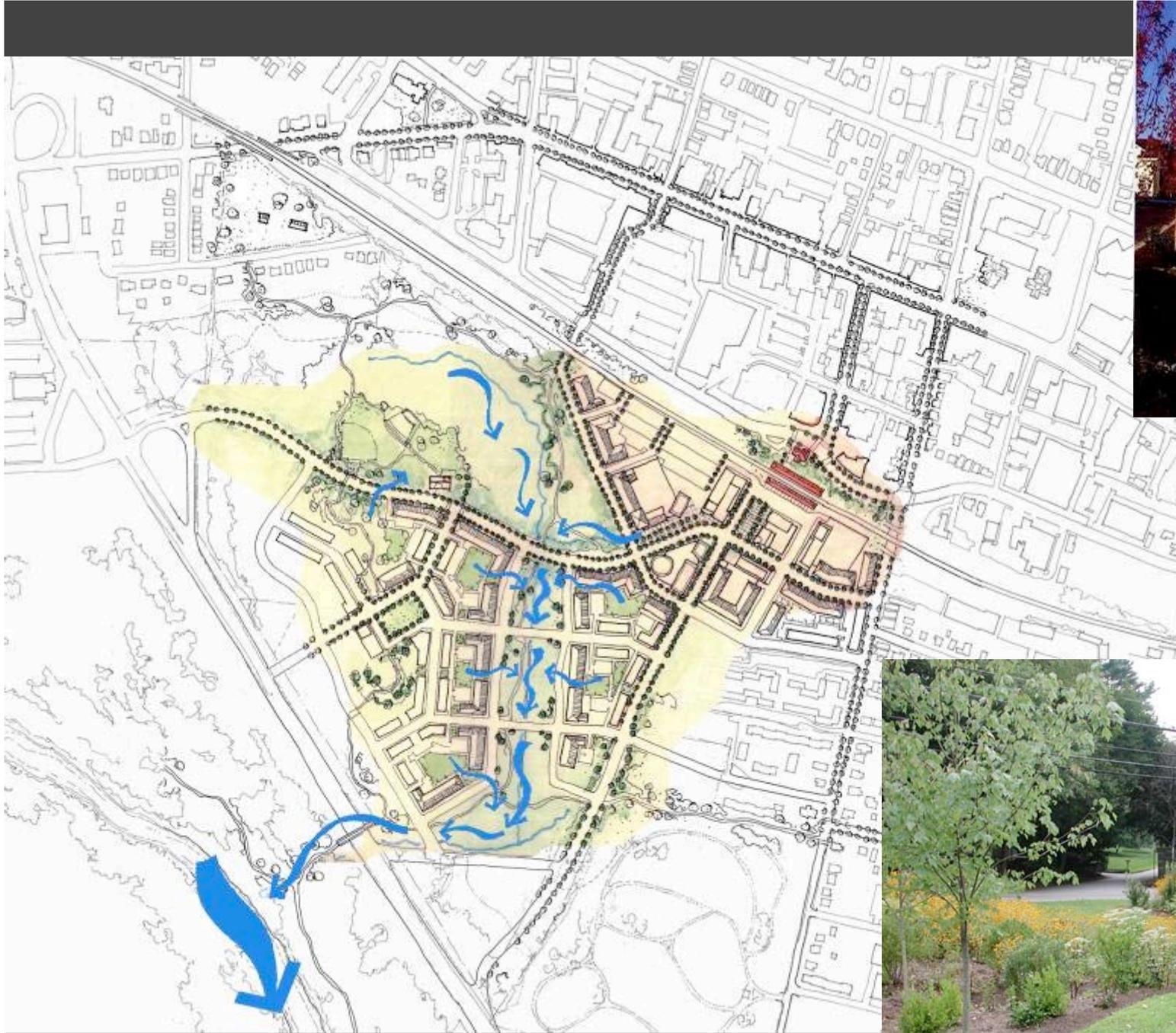




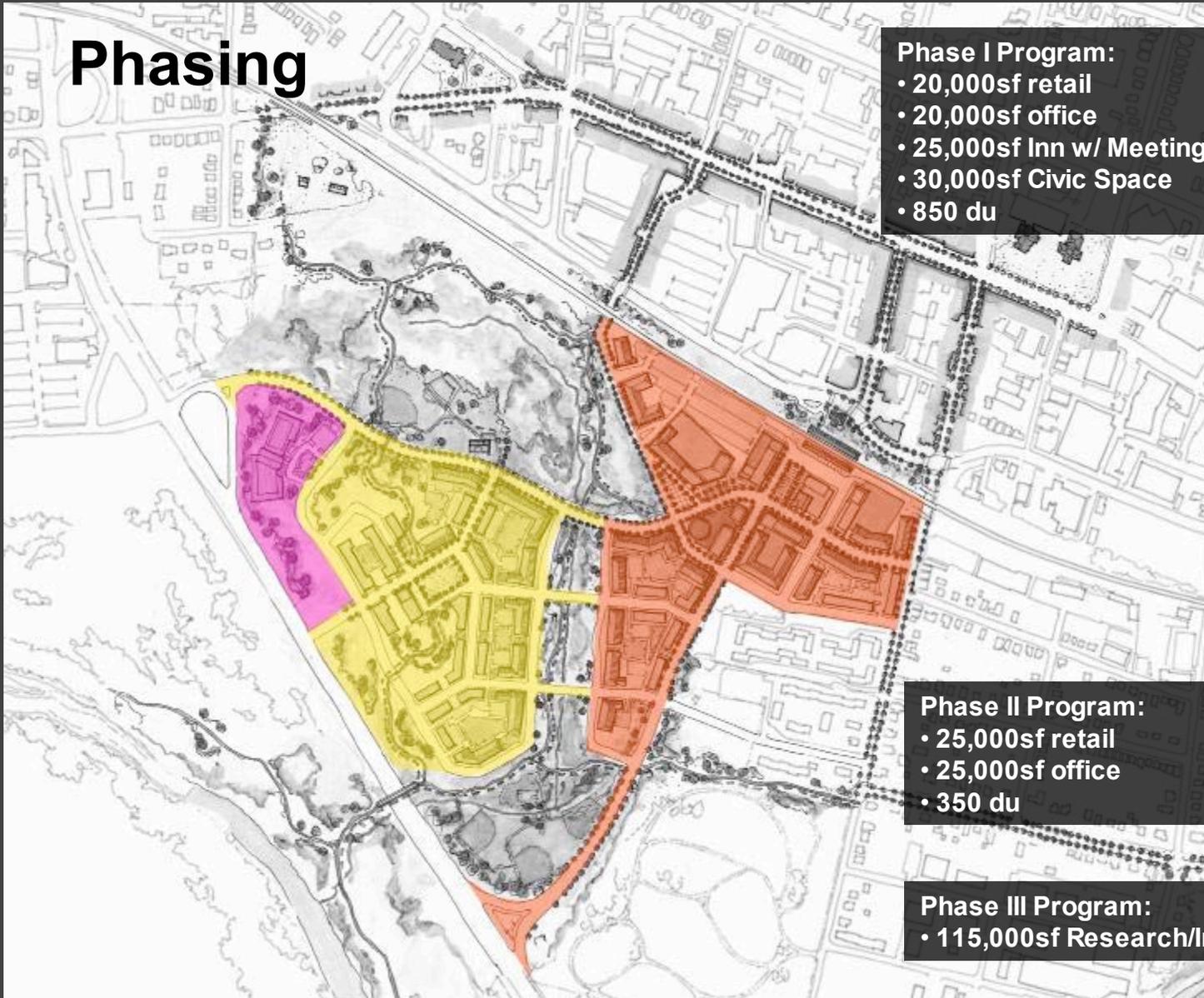
Neighborhoods

Green Seam – View towards the Raritan River greenway





Phasing



Phase I Program:

- 20,000sf retail
- 20,000sf office
- 25,000sf Inn w/ Meeting Rooms
- 30,000sf Civic Space
- 850 du

Phase II Program:

- 25,000sf retail
- 25,000sf office
- 350 du

Phase III Program:

- 115,000sf Research/Institutional

Linkages and Access



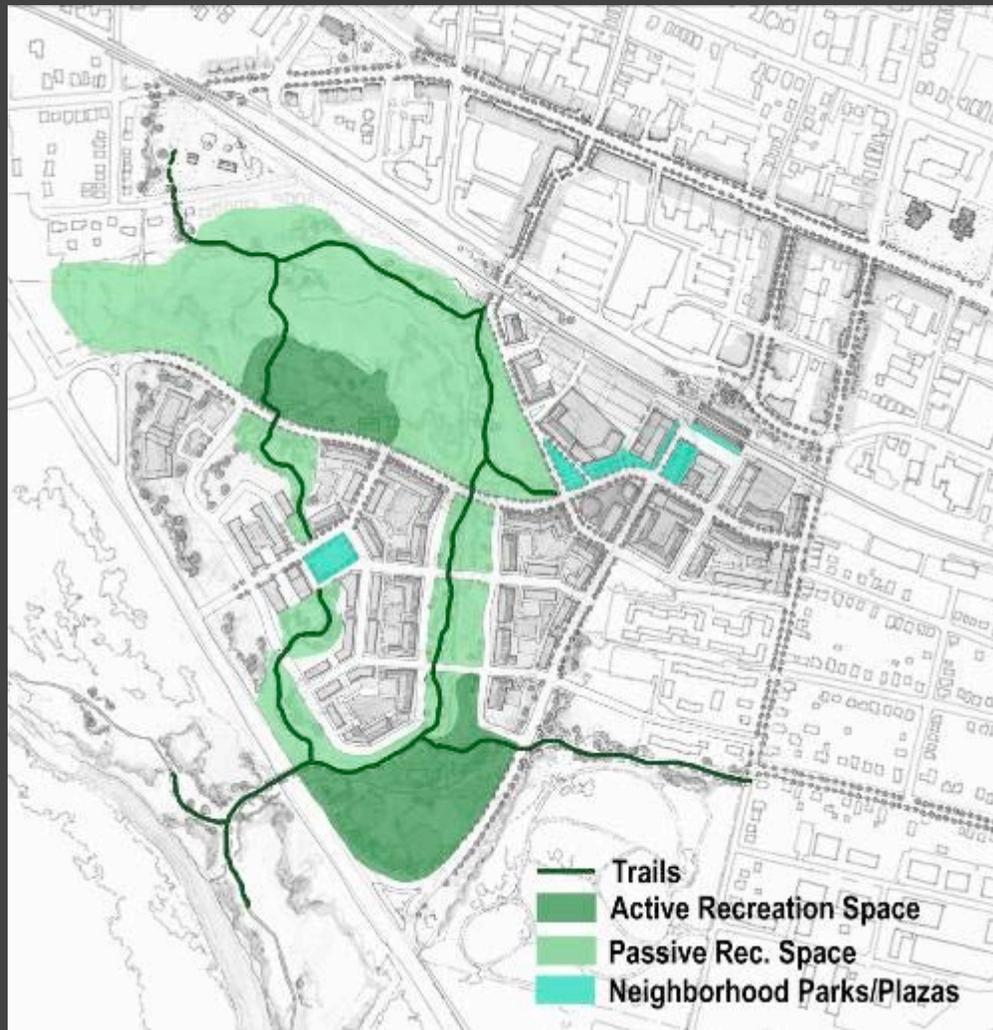
Road Network Hierarchy



Open Space Uses

Total Open Space 41 a (36%)

Trails

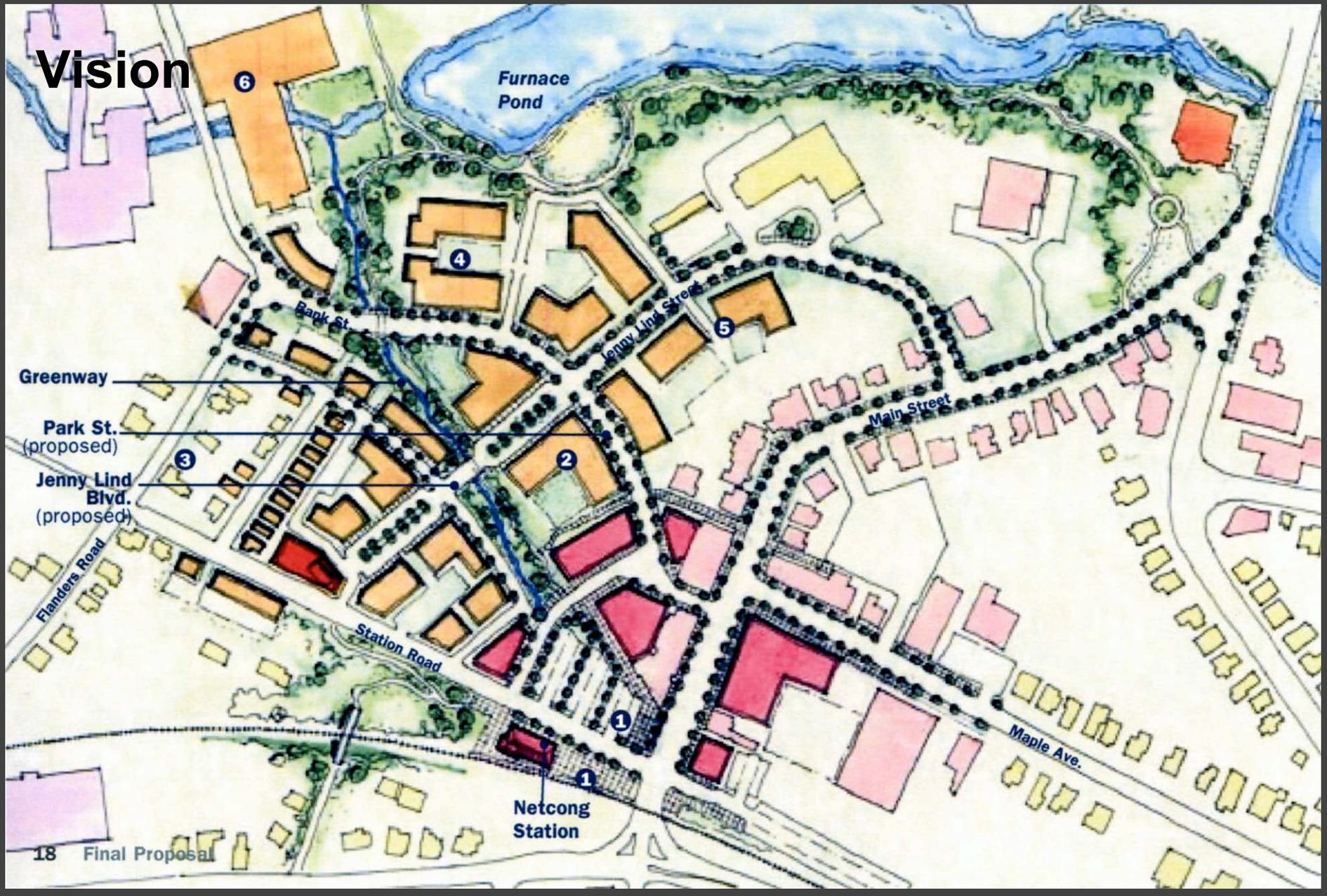


What is a Redevelopment Plan?

- **Step 1** The municipal governing body directs the planning board to undertake a preliminary investigation to determine whether or not an identified area is in need of redevelopment.
- **Step 2** The planning board conducts an investigation and holds a public hearing on the proposed redevelopment-area designation.
- **Step 3** Based on the planning board's recommendation, the governing body may designate all or a portion of the area as an area in need of redevelopment.
- **Step 4** The governing body prepares a redevelopment plan for the area or directs the planning board to prepare the redevelopment plan.
- **Step 5** The governing body adopts the redevelopment plan.
- **Step 6** The governing body or another public agency or authority designated by the governing body as the "redevelopment entity" oversees the implementation of the redevelopment plan.
- **Step 7** The redevelopment entity selects a redeveloper to undertake the redevelopment project or projects that implement the plan.

Goal → Translate Vision to Redevelopment

Vision



Goal → Translate Vision to Redevelopment

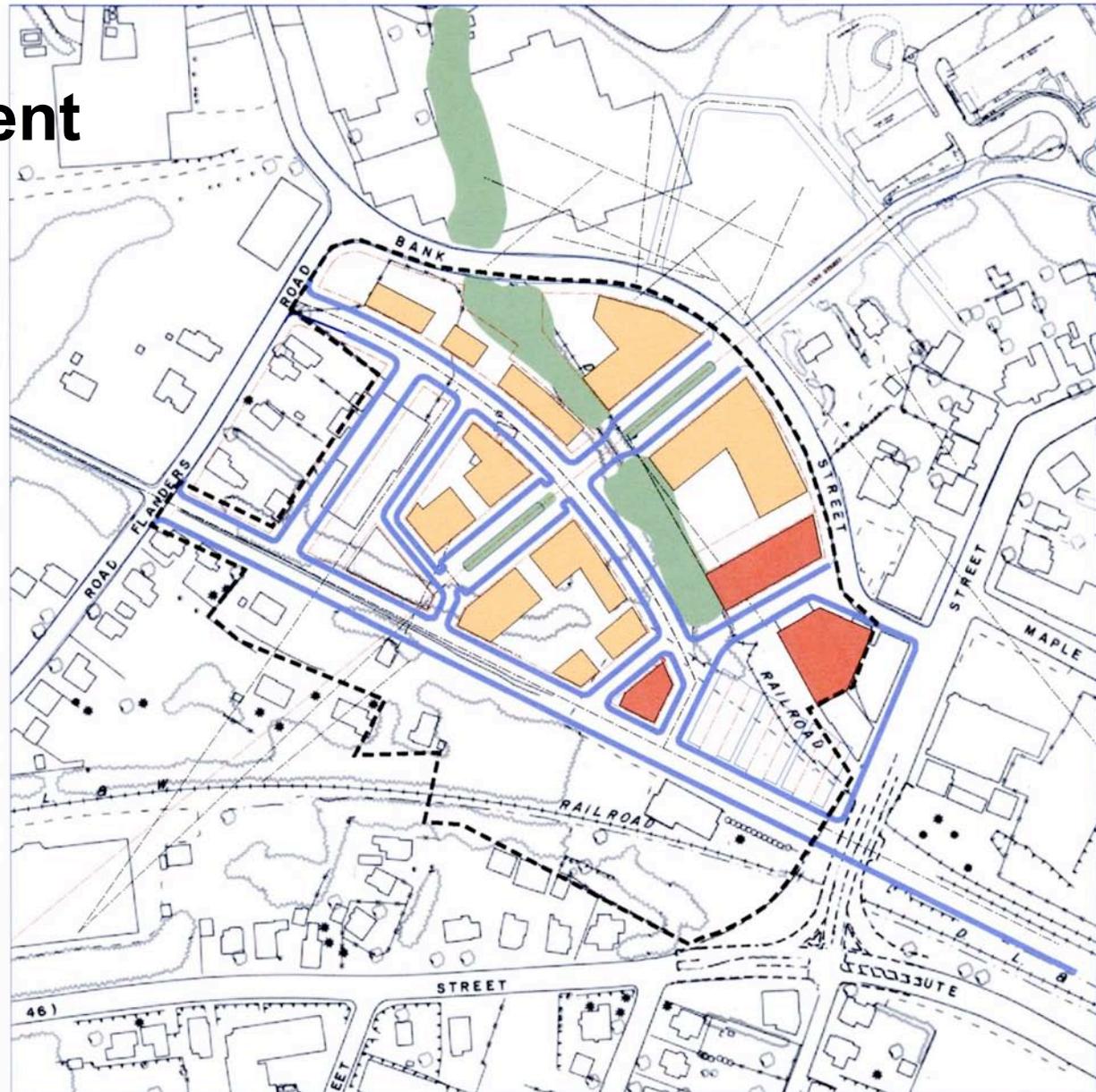
Redevelopment

Netcong Redevelopment Area

Figure 5.
Conceptual Development Plan

-  Project Area Boundary
-  Residential
-  Ground Floor Retail with Upper Story Residential or Commercial
-  Open Space/Greenway
-  New Streets

Source: Regional Plan Association, 2004



Goal → Translate Vision to Redevelopment



Vision



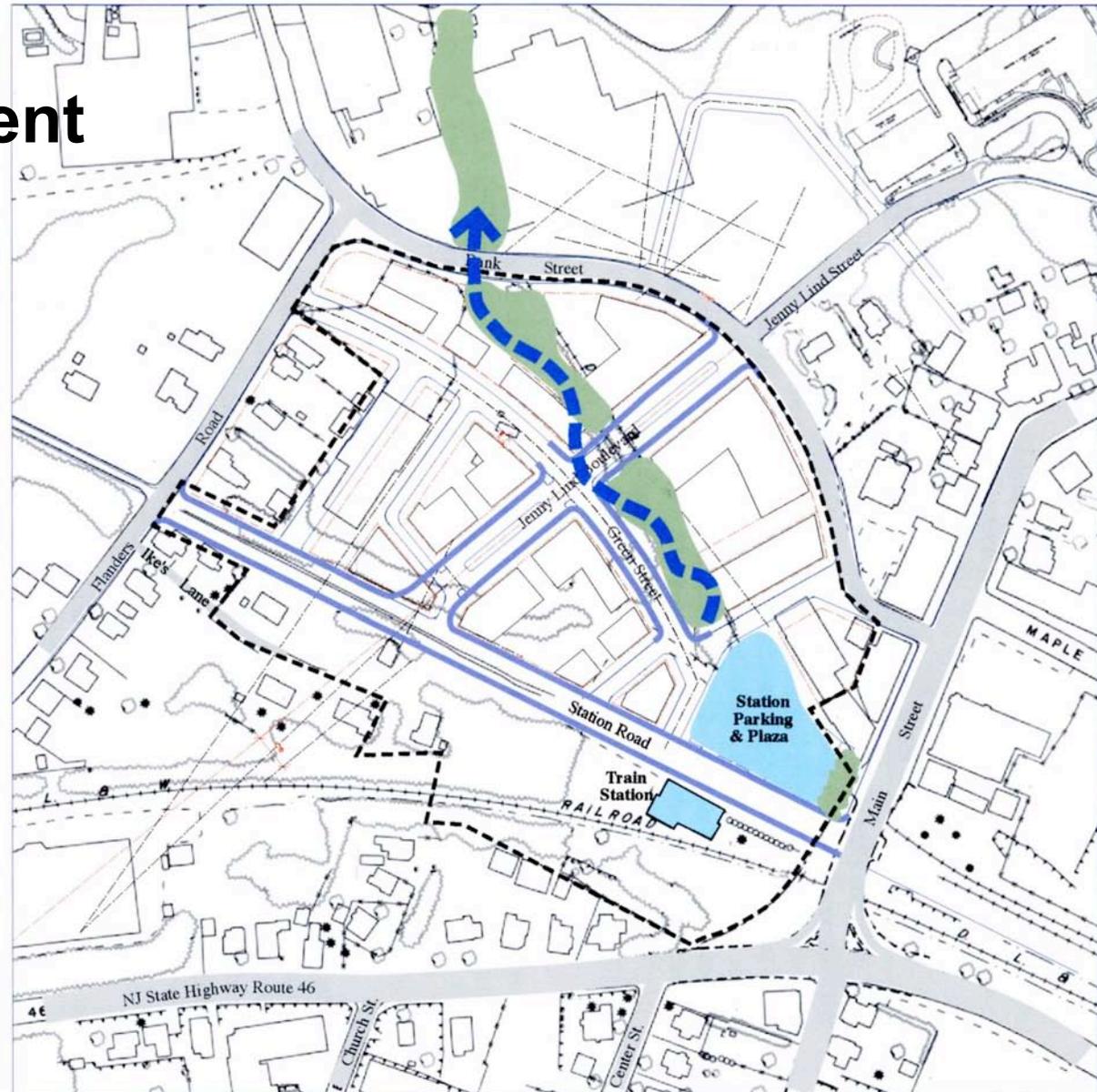
Goal → Translate Vision to Redevelopment

Redevelopment

Netcong Redevelopment Area

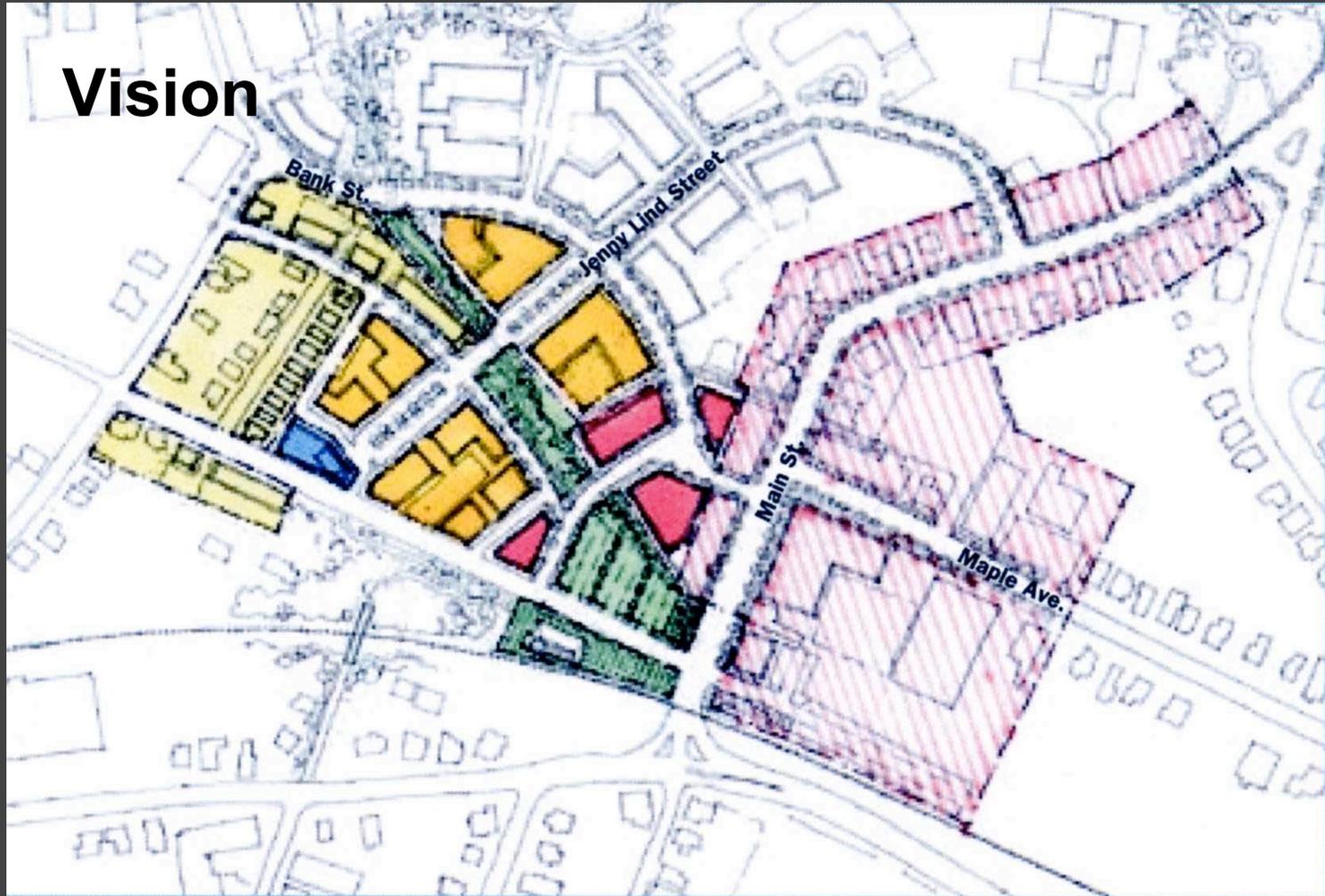
**Figure 6.
Public Realm**

-  Project Area Boundary
-  Existing Streets
-  Required New Streets
-  Suggested Open Space/Greenway
-  Required View Corridor and Public Easement (Pedestrian and/or Vehicular Circulation Element)



Goal → Translate Vision to Redevelopment

Vision



Land-Use-Phase I

- Commercial
- Low Density Residential
- High Density Residential
- Institutional
- Open Space/Park
- Mixed Use Main Street redevelopment

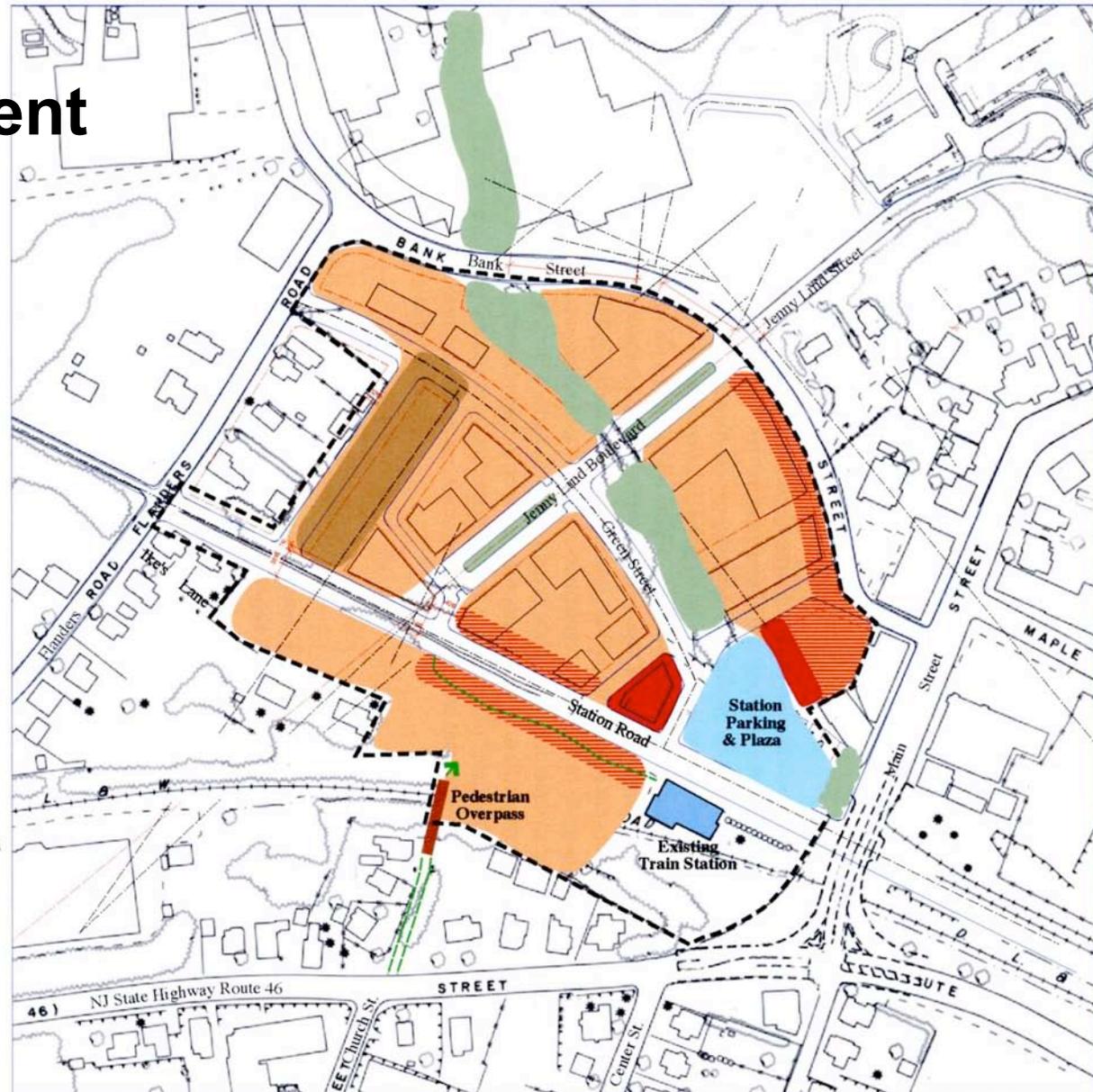
Goal → Translate Vision to Redevelopment

Redevelopment

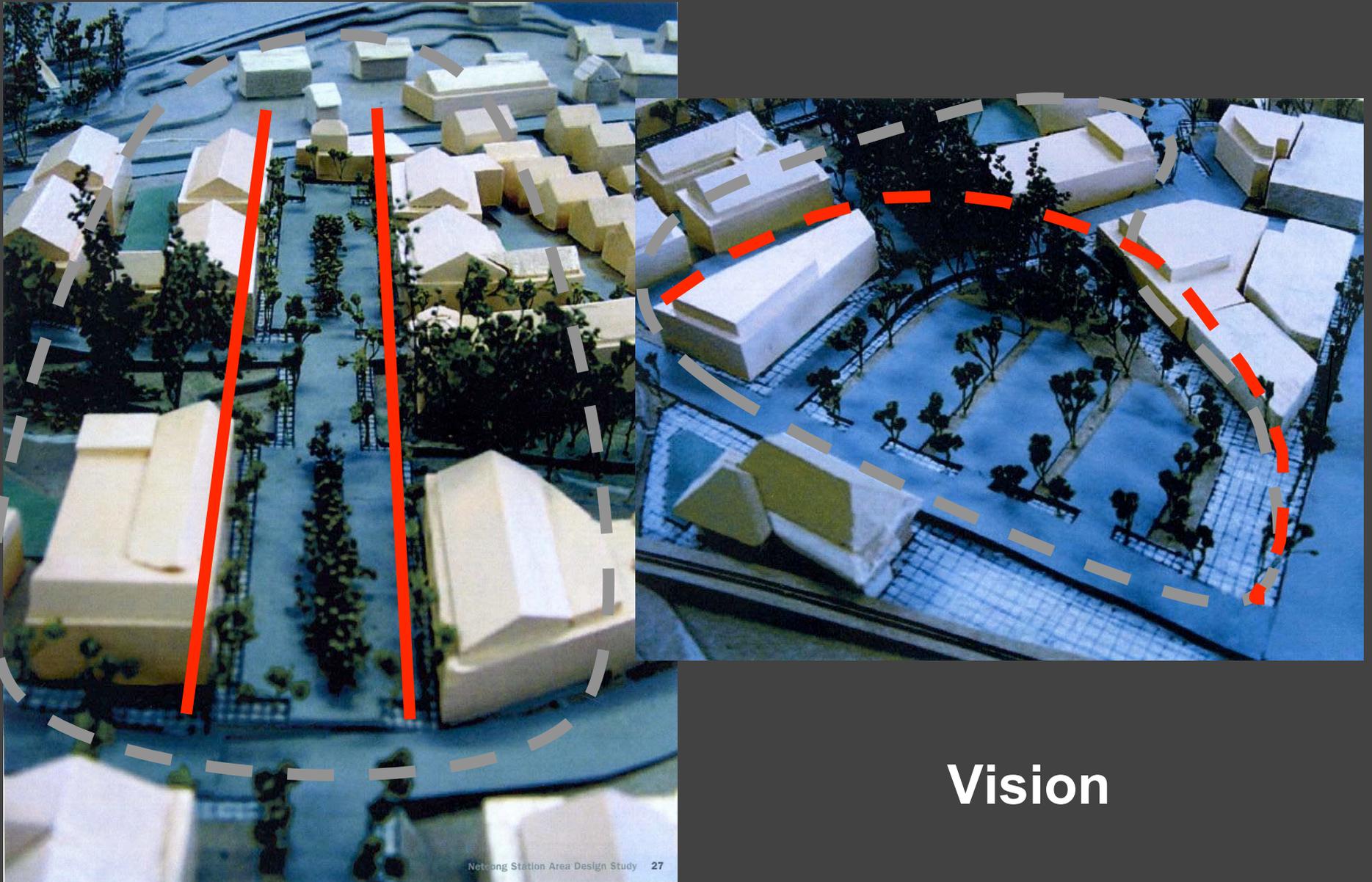
Netcong Redevelopment Area

Figure 7.
Land Use Plan

-  Project Area Boundary
-  Residential and/or Upper Story Commercial
-  Optional Ground Floor Retail
-  Required Ground Floor Retail Facing Station Area
-  Suggested Open Space/Greenway
-  Townhouse Residential



Goal → Translate Vision to Redevelopment



Vision

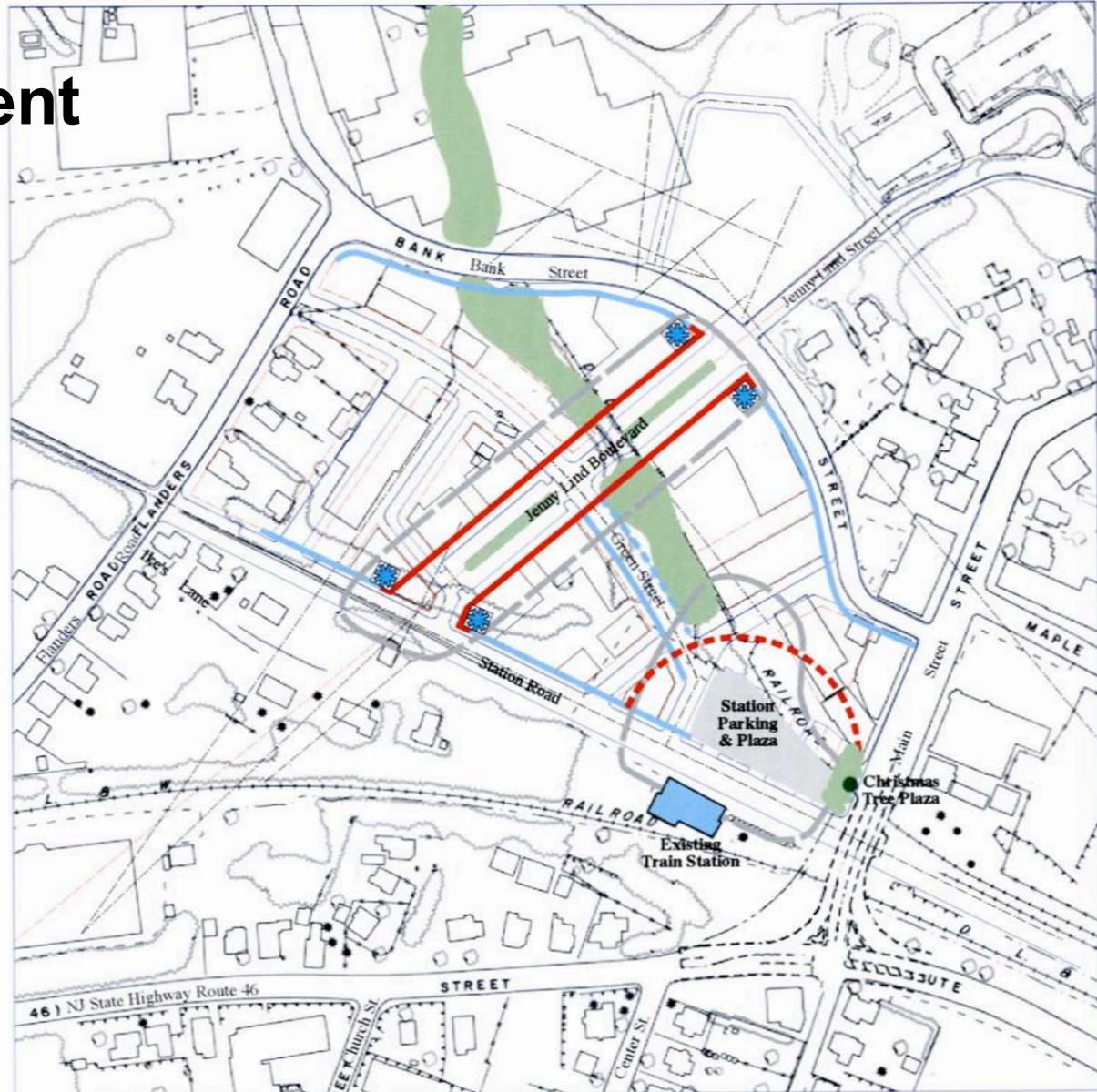
Goal → Translate Vision to Redevelopment

Redevelopment

Netcong Redevelopment Area

Figure 8.
Urban Design

-  Project Area Boundary
-  Special Focus Areas
-  75% Build-to Line Along Jenny Lind Blvd.
-  75% Build-to Line at Blocks Bordering Station
-  50% Build-to Line along Bank and Station Road
-  50% Build-to Line if no Greenway
-  Corner Element Detailing in Building Design
-  Suggested Open Space/Greenway



Goal → Translate Vision to Redevelopment

2.4.1. Permitted Uses

Subareas A1, A2, and Area D

- a. Retail sales, but excluding the sale of building materials, motor vehicles, boats or swimming pools;
- b. Personal and business services;
- c. Restaurants and similar establishments selling food and/or beverages;
- d. Banks and savings and loan institutions, financial services, brokerage agencies;
- e. Publicly or privately-owned open spaces, such as parks and plazas available to the general public;
- f. Health or fitness clubs;
- g. Supermarkets (only in Subarea A1);
- h. Residential uses, except located on the ground floor fronting on a public street.
- i. Office uses, including professional offices, but only within the ground floor of buildings in Area D fronting on Bank Street.
- j. Public or private parking structures owned or operated by a public agency or private entity.

Goal → Translate Vision to Redevelopment

2.4.2. Development Yard, Bulk, and Related Requirements

All setbacks from public streets shall be measured from the curb line.

Area A

Setbacks and Coverage

For parking garage structures, minimum setbacks shall be as follows:

- Market Street: 125 feet
- West Park Place: 125 feet
- DeHart Street: 100 feet
- Maple Avenue: 75 feet

For all other uses, minimum setbacks shall be as follows:

- Market Street: 10 feet
- West Park Place: 19 feet
- DeHart Street and Maple Avenue: 10 feet

Minimum Interior Side Yard – 0 feet

Minimum Rear Yard – 0 feet

Buildings along Market Street or West Park Place shall not exceed 200 linear feet in length, measured along any street-facing façade. Parking garages are excluded from this requirement.

Maximum Lot Coverage – 100 percent

Maximum Impervious Coverage – 100 percent

Goal → Translate Vision to Redevelopment

1. Massing and articulation

a. Meet the same criteria as in Pedestrian-Friendly Building Design, as well as the following:

- Exterior balconies are encouraged, but shall not protrude beyond the face of the front facade; rather, they should be recessed into the building. Balconies should be of ornamental steel or wrought iron.
- Roofs shall have a simple, flat (not peaked) form, and should be emphasized with a parapet wall and/or balustrade, deep cornice with a minimum 8 inch projection, or sunshade.
- Retail signage shall be lit with industrial-style, utilitarian lighting fixtures, such as "gooseneck" lights

2. Entries and windows

a. Meet the same criteria as in Pedestrian-Friendly Building Design, as well as the following:

- Residential upper-level units shall have windows occupying at least 45 percent of upper-level façades. These windows should be operable, industrial-style casement windows with divided lites.
- The ground floor area devoted to windows shall be maximized, with glazing occupying at least 65 percent of the ground-floor façade area.
- Roll-up, accordion-fold, or louvered doors, all with 3/4 to full glazing, are encouraged for retail storefronts, restaurants, and cafes.
- The primary building entry to loft units shall be distinguished with an industrial-style metal or glass overhang or canopy, which may project up to 6 feet from the façade plane.
- A continuous bulkhead or kickplate of 18 to 36 inches in height and transom windows are encouraged on the ground level façade.

Goal → Translate Vision to Redevelopment

3. Materials

- a. Stone, masonry, and brick, as well as glass block, cast stone, cast iron, steel, and other types of metal are preferred primary materials for façades. However, no more than four different materials should be used as primary materials on the building facade.
- b. Façades facing parking garages may be stucco, concrete or other masonry material.
- c. Facades should be enlivened with artwork, decorative tiling, or ornamental ironwork where possible, such on as security grates, access panels, and at the sill of the ground floor.
- d. Building facades adjacent to or easily visible from a public street, walkway, or open space should exhibit the same degree of architectural detailing.
- e. Materials should be extended around corners and extensions in order to avoid a “pasted-on” appearance.

Goal → Translate Vision to Redevelopment

2.4.7. Other Design Criteria

Building Orientation

Front facades and entries shall face a public street or internal walkway or green. No primary building entries shall face a parking garage or parking lot.

In no case shall the rear of a building face a public street.

Exterior Design Requirements

All development shall give consideration to the historic character of the area and individual buildings within the area as determined by the State Historic Preservation Office (where it has jurisdiction). The advice of the Morristown Historic Preservation Commission shall also be considered provided it is not inconsistent with the State Historic Preservation Office.

Landscaping and Site Amenities

All projects within the Areas A, B and D shall adhere to the streetscape design standards as promulgated by the Morristown Partnership. In addition, a landscape architect, licensed by the State of New Jersey, shall prepare a detailed landscape plan for each project. The landscape plan shall utilize a variety of trees, shrubs and any other landscaping materials appropriate for urban settings.

Corner Clearance

Within the Rehabilitation Areas A, B, and C the required corner clearance shall be determined by using twenty (20) feet of each street line, measured from their intersection, as the two sides, and the diagonal line connecting the two twenty (20) foot points as the third side. Corner clearance shall not be required at corners of signalized intersections. In no case shall the required corner clearance be less than the required American Association of State Highway and Transportation Officials (AASHTO) sight triangle for the street type in question.

Corner clearance shall not be required in Area D.

What is a Redevelopment Plan?

Components of a Redevelopment Plan

Mandatory

A redevelopment plan is an outline for the planning, development, redevelopment, or rehabilitation of a redevelopment project area. At minimum, it must identify or describe:

- its relationship to “definite” local objectives regarding land uses, population density, improved traffic and public transportation, public utilities, recreational and community facilities, and other public improvements;
- the proposed land uses and building requirements in the redevelopment project area;
- a plan for the temporary and permanent relocation of displaced residents and businesses, including an estimate of available housing;
- any property that may be acquired in accordance with the redevelopment plan;
- its relationship to the master plans of contiguous municipalities, the county master plan, and the State Development and Redevelopment Plan; and
- its relationship to the development regulations of the municipality (e.g., whether the plan supercedes existing zoning or constitutes an overlay zone).

Optional

Although not required by the Local Redevelopment and Housing Law, a redevelopment plan may include:

- controls on the affordability of housing constructed as part of a redevelopment project;
- procedures and standards for amending the redevelopment plan; and
- additional provisions the governing body may deem necessary for the successful implementation of the redevelopment plan.

Community Input

Community Facilities Preference

- *Ranking of “wish list” that came out of Vision Plan*

Visual Preference Survey

- *Ranking of community’s preferred architectural styles*



***Solicitation of input via Borough website**

Community Input: Physical Needs

Environment

- *Landfill cleanup*

Parking

- *800 Space NJT Parking Deck (in phases)*

Open Space

- *Passive Recreation/ Trails & Greenways*
- *Active Recreation*

Vehicle Infrastructure

- *Davenport St. tunnel & Veteran's Memorial Dr. intersection improvements*
- *Internal Roads (Wetlands Pkwy/Station Rd./Davenport St.)*
- *Improve Orlando Dr. & Route 206 intersection*
- *Improve Route 206 & Bridge Street intersection*
- *Eliminate 2nd Lt. Turn on Somerset St. in each direction at Route 206*

Pedestrian Infrastructure

- *Pedestrian bridge across Route 206 to future Raritan River Greenway*
- *Safe pedestrian crossings along Veteran's Memorial Dr. & S. Bridge St.*

Community Input: Amenities Wish List

(Rank from 1 to 5 for greatest to least important)

- Municipal Library
- Borough Hall
- Police Station
- Recreation/Community Center
- Amphitheater

Community Input: Visual Preference Survey

Residential & Nonresidential

-Examples from Somerville

-Examples outside Somerville

-Traditional architectural styles

-Modern architectural styles

Public ranks the above mix

+5 +4 +3 +2 +1 0 -1 -2 -3 -4 -5

**Gives direct input regarding
community architectural
preferences for redevelopment*



Community Input: Visual Preference Survey

Traditional Design – Somerville Detached Residential



Community Input: Visual Preference Survey

Traditional Design – Detached Residential



Modern Design – Detached Residential



Community Input: Visual Preference Survey

Traditional Design – Apartments/Townhouses



Modern Design – Apartments/Townhouses



Community Input: Visual Preference Survey

Traditional Design – Somerville Mixed-Use

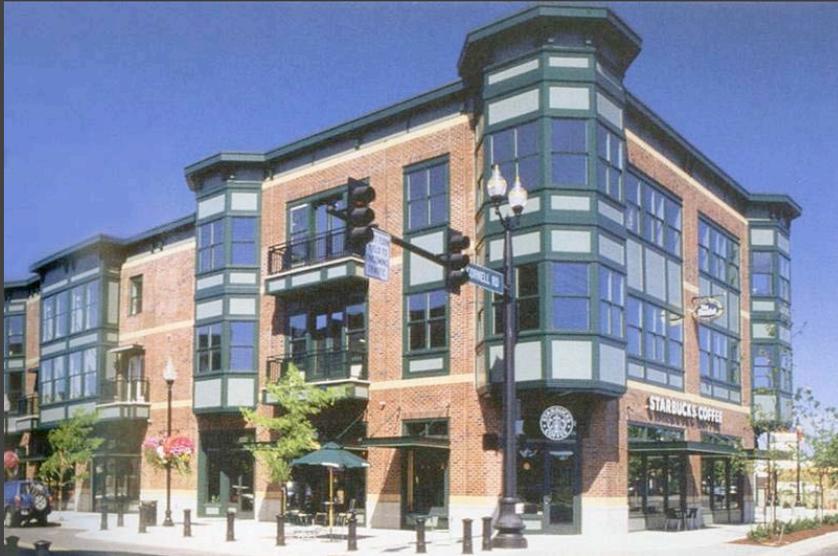


Modern Design – Somerville Mixed-Use



Community Input: Visual Preference Survey

Traditional Design – Mixed-Use Station Area



Modern Design – Mixed-Use Station Area



Community Input: Visual Preference Survey

Traditional Design – Somerville Nonresidential



Modern Design – Somerville Nonresidential



Community Input: Visual Preference Survey

Traditional Design – Nonresidential



Modern Design – Nonresidential

