

Ordinance 2022-04
Borough of Dunellen

Adopted February 7, 2022

This ordinance amends the Dunellen Downtown Redevelopment Plan, Phase One, that was adopted in February 2003 and revised on July 12, 2004, with further Amendments in June 2011, August 2013, November 2014, February 2016, November 2017, September 4, 2018, October 1, 2018 and June 7, 2021.

The following contains sections being modified and reflect the amended versions for:

7.4.1 Site #1. Train Station North (Block 69/All Lots)

Principal Permitted Uses:

Commercial/Residential - This land use designation contemplates a mixed-use development that may include commercial uses on the ground floor and office commercial and residential uses on the upper floors. The commercial uses to be limited to the ground floor include personal and business service establishments, offices, restaurants, craft breweries, craft distilleries, winery salesrooms, brewpubs, and cider and meadery establishments. Office uses also may be permitted on the upper floors.

Building Requirements:

1. Building height requirements. The maximum building height shall be three (3) stories.
2. Minimum unit size:
 - a. Studio unit – 500 sf exclusive of balconies or other outdoor seating areas.
 - b. One (1) bedroom unit – 700 sf inclusive of balconies or other outdoor seating areas.
 - c. Two (2) bedroom unit – 800 sf inclusive of balconies or other outdoor seating areas.
 - d. Three (3) bedroom unit – 1,000 sf inclusive of balconies or other outdoor seating areas.

7.4.2 Site #2. Train Station South (Block 70/Lot 13 and 13.01)

Principal Permitted Uses:

Commercial/ Parking Garage. This land use designation contemplates a mixed-use development that may include commercial uses on the ground floor or outer edge of a parking deck, possibly mixed with residential units. The commercial uses to be primarily on the ground floor include personal and business service establishments, offices, public uses, coffee shops, craft breweries, craft distilleries, winery salesrooms, brewpubs and cider and meadery establishments and restaurants. The parking deck should be designed and utilized as shared parking for the downtown commercial district as well as for commuters utilizing the train and buses.

Building Requirements:

1. Building height requirements. The maximum building height shall be three stories.

2. Minimum unit size:
 - a. Studio unit – 500 sf exclusive of balconies or other outdoor seating areas.
 - b. One (1) bedroom unit – 700 sf inclusive of balconies or other outdoor seating areas.
 - c. Two (2) bedroom unit – 800 sf inclusive of balconies or other outdoor seating areas.
 - d. Three (3) bedroom unit – 1,000 sf inclusive of balconies or other outdoor seating areas.

7.4.3 Site #3. South Washington Avenue (Block 85/Lot 1)

Principal Permitted Uses:

Commercial/Retail/Residential/Recreational. This land use designation contemplates a mixed-use development not exceeding four (4) stories that may include residential, commercial/retail, office, craft breweries, craft distilleries, winery salesrooms, brewpubs and cider and meadery establishments and recreational uses. Only retail and commercial uses shall be permitted on the ground floor of a building(s) ("First Floor Commercial/Retail") that immediately fronts or faces South Washington Avenue. Office and residential uses shall be permitted on the floors above the ground floor of said buildings. Residential development shall be permitted on all floors in any building that does not immediately front on South Washington Avenue, with the maximum number of residential units in all buildings not to exceed 382 in number. The residential development may include an activity center and other typical uses and structures accessory to residential uses. To facilitate this mixed-use development, the property may be subdivided into two or more parcels but shall be subject to a unified development plan. Notwithstanding any subdivision of the property, density shall be calculated based upon the total land area in the unified plan. Ground Floor

Commercial/Retail uses may include (but is not limited to) personal and business service establishments, restaurants, retail stores, bakeries, delicatessens, drug stores, beauty parlors, food stores and supermarkets, all of which may include drive-through facilities. Any residential development may be for sale or rental, or a combination thereof, at the option of the developer, except as may be otherwise provided in a redevelopment agreement.

7.4.4 Remainder Properties Designated as Next Phase(s) Redevelopment Areas

Principal Permitted Uses:

Commercial/Residential. This land use designation contemplates a mixed-use development that may include commercial uses on the ground floor and office commercial and residential uses on the upper floors. The commercial uses to be limited to the ground floor include personal and business service establishments, offices, restaurants, craft breweries, craft distilleries, winery salesrooms, brewpubs and cider and meadery establishments. Office uses also may be permitted on the upper floors.

Building Requirements:

1. Building height requirements. The maximum building height shall be three stories.
2. Minimum Unit Size:
 - a. Studio unit – 500 sf exclusive of balconies or other outdoor seating areas.
 - b. One (1) bedroom unit – 700 sf inclusive of balconies or other outdoor seating areas.
 - c. Two (2) bedroom unit – 800 sf inclusive of balconies or other outdoor seating areas.
 - d. Three (3) bedroom unit – 1,000 sf inclusive of balconies or other outdoor seating areas.

8.12 Transit Supportive Architectural Design Guidelines

Transit supportive architectural design guidelines are important for insuring, among other goals, appropriate building massing, orientation, scale, entries, windows, facades and roofs. Buildings fronting on a public street shall be designed to have attractive, finished appearances from all public spaces and shall comply with the following guidelines.

1. Facades
 - a. Buildings should have a well-defined front facade with primary entrances facing

the street.

- b. Buildings should be aligned so that the dominant lines of their facades parallel the line of the street and create a well-defined edge.
- c. The primary façade(s) (viewable by the public from streets and parking lots) of buildings of 60 feet or greater in width should be articulated into smaller increments through the following or similar techniques:
 1. Stepping back or extending forward about compatible materials.
 2. Division into storefronts with separate display windows and entrances.
 3. Arcades, awnings, window bays, balconies or similar ornamental features.
 4. Variation in rooflines to reinforce the articulation of the primary façade.
 5. Use of different building materials that are contextual to the building façade.

8.13 Transit Supportive Parking Requirements

Parking standards within the transit village district should reflect proximity to high frequency transit service, pedestrian-friendly built forms, and mix of uses.

1. For new and rehabilitated sites under 20,000 sf there will be no on-site parking requirements for restaurants, commercial, retail, personal service establishment uses, theaters, bars, and nightclubs.
2. For new and rehabilitated sites, the on-site parking requirements for residential uses are as follows:
 - a. Studio unit – one (1) parking space per unit
 - b. One (1) bedroom unit – one (1) parking space per unit
 - c. Two (2) bedroom units – one and half (1.5) parking space per unit
 - d. Three (3) bedroom units – one and three quarters (1.75) parking space per unit
19. All applications are required to comply State regulation P.L. 2021, c.171 *An ordinance authorizing and encouraging electric vehicle supply/service equipment (EVSE) and make ready parking spaces*. For new and rehabilitated sites, each application involving a multiple dwelling with five or more units of dwelling space the developer or owner, as applicable, shall:
 - a. prepare as Make-Ready parking spaces at least 15 percent of the required off-street parking spaces, and install EVSE in at least one-third of the 15 percent of Make-Ready parking spaces;
 - b. within three years following the date of the issuance of the certificate of occupancy, install EVSE in an additional one-third of the original 15 percent of Make-Ready parking spaces; and

- c. within six years following the date of the issuance of the certificate of occupancy, install EVSE in the final one-third of the original 15 percent of Make-Ready parking spaces.
- d. Throughout the installation of EVSE in the Make-Ready parking spaces, at least five percent of the electric vehicle supply equipment shall be accessible for people with disabilities.

Each application involving a parking lot or garage not covered in 8.13.19 shall:

- a. Install at least one Make-Ready parking space if there will be 50 or fewer off-street parking spaces.
- b. Install at least two Make-Ready parking spaces if there will be 51 to 75 off-street parking spaces.
- c. Install at least three Make-Ready parking spaces if there will be 76 to 100 off-street parking spaces.
- d. Install at least four Make-Ready parking spaces, at least one of which shall be accessible for people with disabilities, if there will be 101 to 150 off-street parking spaces.
- e. Install at least four percent of the total parking spaces as Make-Ready parking spaces, at least five percent of which shall be accessible for people with disabilities, if there will be more than 150 off-street parking spaces.
- f. In lieu of installing Make-Ready parking spaces, a parking lot or garage may install EVSE to satisfy the requirements of this subsection.

All parking spaces with EVSE and Make-Ready equipment shall be included in the calculation of minimum required parking spaces, pursuant to Section 8.13.

A parking space prepared with EVSE or Make-Ready equipment shall count as at least two parking spaces for the purpose of complying with a minimum parking space requirement. This shall result in a reduction of no more than 10 percent of the total required parking.

All parking spaces calculations for EVSE and Make-Ready equipment shall be rounded up to the next full parking space.

Additional installation of EVSE and Make-Ready parking spaces above what is required above may be encouraged, but shall not be required in development projects.