

ORDINANCE 2006-19

AN ORDINANCE AMENDING CHAPTER 188 (DEVELOPMENT REGULATIONS) OF THE CODE OF THE TOWNSHIP OF HILLSBOROUGH, SOMERSET COUNTY, STATE OF NEW JERSEY, TO ADD A NEW DEFINITION IN SECTION 188-3 AND TO CREATE THE GATEWAY A AND GATEWAY B DISTRICTS FOLLOWING SECTION 188-113.

BE IT ORDAINED by the Township Committee of the Township of Hillsborough, County of Somerset, State of New Jersey as follows:

SECTION 1: Chapter 188, Section 3 (Word and Terms Defined) of the Code of the Township of Hillsborough shall be amended to include the following definition:

USABLE FLOOR AREA- The net or usable square footage of floor area, exclusive of areas such as, but not limited to stairwells, elevators, restrooms, closets, storage areas and hallways.

SECTION 2: Chapter 188, Section 113 of the Municipal Code of the Township of Hillsborough shall be amended to create the following sections:

Section 113.1 GA Gateway A District

- A. **Purpose.** The purpose of the Gateway A District is to promote land uses along Route 206, New Amwell Road and Amwell Road next to the town center development area that are compatibly designed and function as a transition between the highway and the emerging Town Center development. The Gateway A District is delineated on the revised Zoning map referred to herein and provided as part of this ordinance.
- B. **Permitted Principal Uses.** All uses shall be provided at a scale and size that is appropriate for the district. There may be more than one (1) permitted principal use or structure on a lot subject to compliance with Sections 113.1 C-H as contained below.
 - 1. Retail sales of goods and services.
 - 2. Offices, medical centers and veterinary hospitals.
 - 3. Theaters, bowling alleys and indoor and outdoor recreation facilities, including fitness centers, gymnasiums, tennis courts and pools.

4. Banks, fiduciary institutions and insurance offices.
5. Business services.
6. Restaurants, including sit-down and carryout as long as food and/or drink shall not be served directly to patrons in motor vehicles.
7. Utilities which are compatibly designed and/or screened, as appropriate.
8. Public playgrounds, conservation areas, parks and other public gathering places.
9. Mixed used development, including the permitted principal uses indicated above, shall be permitted where a property located in the Gateway A District directly abuts the Town Center and any existing residential development, such that the residential component shall not exceed a density of four (4) dwelling units per acre and shall be located as a buffer between existing residential development and commercial development in the Town Center.

C. *Accessory Uses.*

1. Street furniture such as benches, street lamps, bicycle racks, trash receptacles, tree grates, bus shelters, landscape planters and hanging baskets and similar items shall be provided. The Planning Board or Board of Adjustment may require that street furniture shall be permanently secured to the sidewalk.
2. All streets, alleys, sidewalks and pathways shall connect to other streets within the same development and connect to existing streets outside the development, as appropriate. Dead-end streets are not permitted within any new developments unless such condition is unavoidable, subject to the granting of a waiver as part of Planning Board or Board of Adjustment approval.
3. Parking areas are required and shall be designed to be coordinated with adjoining lots to control the number of access points to Route 206. However, access drives may be granted temporary approval to be removed when alternate access becomes available.
4. Trash and garbage collection areas which are fully screened.
5. Loading areas which are fully screened.

D. *Area, Yard and Bulk Regulations.*

1. Minimums:

- (a) Lot area: two (2) acres.
- (b) Lot width: two hundred (200) feet.
- (c) Lot depth: two hundred fifty (250) feet from any proposed right-of-way as shown on the Master Plan.
- (d) Front yard set back: the minimum front yard shall be ten (10) feet.
- (e) Side yard set back: the minimum side yard shall be five (5) feet, unless abutting a residential zone or use in which case the side yard shall be ten (10) feet. There shall be no internal side yard setback where multiple buildings occupy one (1) lot.
- (f) Rear yard set back: the minimum rear yard shall be twenty five (25) feet, unless abutting a residential zone or use in which case the rear yard set back shall be fifty (50) feet
- (g) Floor area ratio: 0.25
- (h) Building height: two (2) stories or thirty (30) feet

2. Maximums.

- (a) Floor area ratio: 0.35.
- (b) Lot coverage: sixty (60%) percent.
- (c) Building height: two and a half (2 1/2) stories and thirty five (35) feet.

3. Buffer areas shall be at least fifteen (15) feet wide and are required along all property lines abutting any residential zone or use, around loading and trash collection points and along street lines where residences or residential zoning is across the street.

E. Off-Street Parking Requirements.

- 1. On-street parking, where provided within 500 feet of any proposed use, shall count towards the off-street required parking.

2. The minimum number of required off-street parking spaces for the permitted uses in the GA District are as follows:
 - (a) Retail at 3.5 spaces per 1,000 square feet of gross floor area.
 - (b) Office, bank, fiduciary institution at 3 spaces per 1,000 square feet of usable floor area.
 - (c) Medical office, veterinary hospital at 4 spaces per 1,000 square feet of usable floor area.
 - (d) Theater, bowling alley and indoor/outdoor recreation facility at 3.5 spaces per 1,000 square feet of gross floor area.
 - (e) Business service at 3.5 spaces per 1,000 square feet of gross floor area.
 - (f) Restaurant at 4 spaces per 1,000 square feet of gross floor area.
 - (g) Public uses at 4 spaces per acre or portion thereof.
 - (h) Residential at 1.5 spaces per dwelling unit

F. ***Supplemental Regulations.***

1. Site relationships.
 - (a) Building placement, front setback:
 - (1) Minimum front setback for new buildings shall be ten (10) feet.
 - (2) Maximum front setback shall be twenty (20) feet.
 - (b) Building placement, orientation:
 - (1) A minimum forty percent (40%) of the front façade of any new building shall be located ten (10) feet from the front property line.
 - (2) Buildings and site improvements shall be designed to minimize changes to existing topography and mature vegetation.
 - (3) The primary entrance of each building shall accommodate pedestrian access from the streets as well as from the parking lots.
 - (4) Secondary public entrances, if provided, shall be designed in a manner consistent with primary entrances if visible from public streets or parking lots.
 - (c) Vehicular and pedestrian access.
 - (1) A maximum of one (1) curb cut shall be allowed for lots with street frontage less than or equal to 500 feet. One pair of one-way curb cuts

shall count as one (1) curb cut.

- (2) For lots with street frontage greater than 500 feet, one additional driveway opening per 250 feet of street frontage shall be allowed.
- (3) The maximum width of curb cuts shall be:
 - i. Twelve (12) feet for one-way drives; and
 - ii. Twenty-four (24) feet for two-way drives.

Wider curb cuts with landscaped medians may be allowed for multi-directional traffic on lots with street frontage greater than 250 feet or for shared driveways.

- (4) Shared driveways that serve more than one (1) property are encouraged to be provided where deemed appropriate by the Planning Board or Board of Adjustment. Cross access shall be required between adjoining properties.
- (5) Pedestrian and/or bicycle connections to the primary public entrance of the building shall be provided.
- (6) To the greatest extent possible, all portions of the development site shall be linked via a sidewalk and pathway network as approved by the Planning Board or Board of Adjustment; the site shall be pedestrian-oriented, with a design that enables and encourages pedestrian and bicycle circulation, with linkages to surrounding areas. The applicant shall utilize the Master Plan in developing a pedestrian and bicycle pathway network. Adequate bicycle storage facilities shall be provided.
- (7) Where a service or commercial lane or access drive is incorporated into the design, the Planning Board or Board of Adjustment may further restrict the number of curb cuts.

2. Route 206 right-of-way.

The following are specific requirements for property fronting along Route 206:

- (a) The right-of-way shall be at least ninety seven (97) feet. An illustrative cross section is provided.

- (b) A minimum five (5) foot wide sidewalk and ten (10) foot wide planting strip with street trees and curbing shall be provided along Route 206 property frontage.
- (c) Future reservation should be provided for an eight (8) foot wide parallel on-street parking strip when existing Route 206 is changed in function due to the completion of the Route 206 bypass or equivalent.
- (d) Future reservation should be provided for a six (6) foot wide bike lane when existing Route 206 is changed in function due to the completion of the Route 206 bypass or equivalent.

3. Landscaping.

- (a) A landscape plan shall be provided for the entire site and shall be prepared by a licensed landscape architect.
- (b) All trees planted in front of the front building line shall be at least three (3) inches in diameter for single-stemmed trees, or ten (10) to twelve (12) feet in height for multi-stemmed trees at the time of planting. All other trees shall be 2½ inches in diameter at the time of planting, unless otherwise provided by these standards.
- (c) Existing trees having a DBH (diameter-at-breast-height, measured at 4½ feet above ground level) over six (6) inches shall be preserved unless removal is approved by the Planning Board or Board of Adjustment. If a preserved tree dies, it must be replaced with a two and a half (2 1/2) inch diameter tree of the same or similar tree species, subject to approval by the Township Planning Department.
- (d) Impervious materials shall not be placed over the critical root zone of a preserved tree. The critical zone is a ratio of one (1) inch DBH to one (1) foot radius around the tree.
- (e) All exposed soil areas shall be covered with bark, ground cover, or other weed control measures.
- (f) A single row of canopy trees shall be planted along property lines abutting a street at a ratio of one (1) tree for every forty (40) linear feet within a minimum ten (10) foot wide planting strip.

4. Off-street parking site design.

- (a) Parking areas shall be designed as a series of smaller lots that provide space for no more than twenty (20) cars for double-sided parking and ten (10) cars for

single-sided parking. The small parking lots shall be separated by minimum five (5) foot wide internal planting areas that feature trees planted in grass or other approved landscape material.

- (b) Parking areas shall be located behind or on the side of buildings and subject to appropriate screening requirements as provided in this section. Parking areas shall not be located between the roadway and the fronts of buildings.
- (c) All parking areas, where visible from a public street, shall be screened by a five (5) foot high solid wall, architectural fence and/or solid evergreen hedge.
- (d) One (1) canopy tree shall be provided at a ratio of one (1) tree to every four (4) parking spaces in the parking area.
- (e) Each parking space shall be within fifty (50) feet of a planted or retained tree trunk.
- (f) Where slopes over five percent (5%) exist, parking bays shall be terraced, with planting between changes in level.
- (g) Where over one hundred (100) parking spaces are provided, pedestrian pathways identified with smaller scale pavement (pavers or scoring) oriented toward the principal building entrances shall be provided.
- (h) Each separate planting area shall have a minimum of one hundred fifty (150) square feet per tree and shall have a minimum dimension of at least five (5) feet.
- (i) In addition to required trees, planting areas shall be landscaped with shrubs, ground cover, or other approved landscaping material not exceeding 3½ feet in height.
- (j) Where parking is adjacent to a public right-of-way, a ten (10) foot wide landscape buffer shall be provided between the edge of the right-of-way and the edge of the parking lot. In addition to the required trees and screening, the buffer shall consist of one of the following:

(1) Landscaping with one (1) shrub to every three (3) linear feet.

(2) Berm with a three (3) foot minimum height planted with ground cover, shrubs, and trees.

5. Pedestrian Circulation.

- (a) Paving materials shall identify pedestrian pathways within parking lots.
- (b) Pedestrian walkways, at least five (5) feet in width, shall be provided from public sidewalks adjoining the property to a principal public/customer entrance.
- (c) Along facades with a public/customer entrance and along any façade abutting public parking areas, sidewalks, at least five (5) feet in width, shall be provided along the full length of the façade.
- (d) Walkways shall have at least two of the following:
 - (1) Landscaped areas along at least thirty (30%) percent of their length;
 - (2) Use of smaller scale pavement (pavers or scoring);
 - (3) Pedestrian scale lighting;
 - (4) Rain protection (awnings, arcades).

6. Decorative walls, fences and screening design.

- (a) Decorative walls and fencing may be required by the Planning Board or Board of Adjustment to compliment the structure style, type and design of the principal structure.
- (b) Walls and fencing are allowed only in side and rear yards and behind the front building line, with the exception of outdoor eating and play areas.
- (c) Walls and fencing shall be constructed of durable high-quality materials and shall display a high quality in finish and detail and shall be made of masonry, ornamental metal, wood, stucco, or a combination of these materials.
- (d) Walls and fencing greater than fifty (50) feet in length shall have a change in plane, height, material, or material texture, or significant landscape massing.
- (e) Planting shall be considered as part of any wall or fence plan.

7. Loading, outdoor storage, and service areas.

- (a) Where these areas face adjacent residential uses or public rights-of-way, an earthen berm, no less than six (6) feet in height, containing, at a minimum, evergreen trees planted at intervals of twenty (20) feet on center and seven (7)

evergreen shrubs per tree, shall be provided.

- (b) No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within thirty five (35) feet of any public street or public sidewalk.
- (c) Materials, colors, and design of screening walls and/or fences shall conform to those used as predominant materials and colors on the principal building.
- (d) Service functions shall be incorporated into the overall design of the building and landscaping, so that they are fully contained and out of view from adjacent properties and rights-of-way.
- (e) Truck delivery and circulation routes shall be separated from customer circulation.

8. Supplemental Affordable Housing Requirements.

- (a) For permitted nonresidential uses, a minimum of one (1) affordable unit is required for every 20 new jobs created subject to all applicable affordable housing requirements as contained in this Chapter.
- (b) For permitted residential uses, a minimum of 20% of the total dwelling units shall be affordable subject to all applicable affordable housing requirements as contained in this Chapter.

H. Architectural Standards.

1. General. Exterior building design shall be coordinated with regard to color, types of materials, architectural form, and detailing. Multiple buildings on the same site shall be designed to create a cohesive relationship between the buildings. The requirements in the Architectural and Site Design Overlay Zone, as contained in Sections 188-167 to 175.12 shall apply, except as otherwise provided in the Gateway A District requirements, as indicated herein.
2. Requirements for establishments with drive-through windows.
 - (a) A drive-through facility shall be architecturally integrated into the principal building.
 - (b) A drive-through facility shall not be located on the street side of the building or in front of the front building line.

- (c) A drive-through facility shall be permitted only at locations where such facility is not a dominant visual element within the Gateway A District.
- (d) A drive-through facility shall be limited to two service lanes.
- (e) A drive-through facility, accompanying driveway and associated signage shall be set back a minimum distance of 50 feet from any land zoned for residential development.
- (f) A drive-through facility and associated signage shall be provided with landscaping to visually enhance views of the facility, signage and driveway as seen from the surrounding area.
- (g) A drive-through facility shall not adversely impede or conflict with pedestrian and/or vehicular circulation in the area.
- (h) The Planning Board or Board of Adjustment shall be satisfied that the on-site and off-tract traffic circulation is capable of accommodating the proposed traffic volume associated with such facility, particularly during peak hours. The stacking driveway for the drive-through window shall provide room for at least five (5) automobiles and shall be separated from any off-street parking areas and their access aisles, loading areas or trash enclosures.

3. Signs.

A signage program shall be established as part of the development review and approval process.

- (a) There shall be a consistent sign design theme throughout the development. A unifying design theme shall include style of lettering, method of attachment, construction, material, size, proportion, lighting, position and day/night impacts. Color of letters and background shall be carefully considered in relation to the color of the material of the building(s) or where the signs are proposed to be located. Signs shall be a subordinate rather than predominant feature of any building. The lettering and sign shall be compatible with the architecture of the building.
- (b) A comprehensive signage plan shall be provided which covers overall project identification, window signage and lettering, individual building/tenant identification, traffic regulations, pedestrian crossing, street identification, parking and directional instructions. A signage hierarchy shall be established governing the above signage

categories.

- (c) All permanent signage shall be affixed to a building façade, canopy or arcade; be located no higher than the sills of second-story windows; and be visible to both pedestrians and drivers.
- (d) The maximum sign area in the Gateway A District for permitted Nonresidential uses shall be ten (10) percent of the first floor façade of each tenant or use, but in no event greater than twenty (20) square feet.

Section 113.2 GB Gateway B District

A. Purpose. The purpose of the GB Gateway B District is to establish a transition zone between the Gateway A District and adjacent areas along major roads. The essence of this district is to save existing residential structures, allow new structures and uses that have a residential look and are compatible with adjoining residential uses, and to create a linear entry zone set in a heavily street-treed, medianed boulevard. The Gateway B District is delineated on the revised Zoning Map referred to herein and provided as part of this ordinance.

B. Permitted Principal Uses. All uses shall be provided at a scale and size that is appropriate for the district. There may be more than one (1) permitted principal use or structure on a lot subject to compliance with Sections 113.2 C-H as contained below.

1. Single-family detached dwellings.
2. Offices, medical centers and veterinary hospitals.
3. Indoor and outdoor recreation facilities, except bowling alleys, but including gymnasiums, tennis courts, pools and similar uses.
4. Banks, fiduciary institutions, financial and insurance offices.
5. Business services.
6. Conversion of existing residential structures to permitted nonresidential uses, subject to site plan review and the following requirements:
 - (a) The conversion of an existing residential structure shall only be permitted where the character of the existing structure is maintained and where all off-street parking and other requirements contained in this section are met.
 - (b) There shall be no physical evidence of said nonresidential use from the exterior of the building.

(c) The remodeling of any residential building in order to create an impression of business activity is prohibited.

(d) A freestanding sign shall be subject to Section 188-83 J(5).

(e) At the time of site plan review, placement of an access drive shall be determined so as to allow for a future common drive with an adjacent parcel at one (1) side yard. In addition, reservation of an access easement to allow for such a possibility at the opposite side yard may be required. Similarly, depending on lot configuration, rear yard cross-easements to permit for interconnection of parking areas may be required.

(f) No parking shall be permitted in the existing front yard of the dwelling.

(g) Rear and side yards shall be a minimum of ten (10) feet with adequate landscaping and/or screening to shield parking areas from adjoining lots.

(h) There shall be no minimum lot size on which a conversion may be permitted, however, no lot existing at the time of adoption of this amendment, on which a conversion is subsequently proposed, shall be further reduced in size.

7. Home occupations, as regulated in Section 188-54.

8. Live/work dwelling units.

9. Bed and breakfast establishments, including restaurants.

10. Child-care centers.

(a) Child-care centers shall be subject not only to site plan approval, but to revised site plan approval where the original site plan did not anticipate use of all or a part of the premises as a child-care center but such use subsequently occurs.

(b) No building permit shall issue for modification of all or part of premises for use as a child-care center until revised site plan approval has been obtained from the Planning Board or Board of Adjustment.

11. Utilities which are compatibly designed and/or screened, as appropriate.

12. Public playgrounds, conservation areas, parks and other public gathering places.

C. Accessory Uses.

1. Street furniture such as benches, street lamps, bicycle racks, trash receptacles, tree grates, bus stops, landscape planters and hanging baskets and similar items shall be provided. The Planning Board or Board of Adjustment may require that street furniture shall be permanently secured to the sidewalk.

2. All streets, alleys, sidewalks and pathways shall connect to other streets within the same development and connect to existing streets outside the development, as appropriate. Dead-end streets are generally not permitted within any new developments unless such condition is unavoidable, subject to Planning Board or Board of Adjustment approval.

3. Parking areas are required and shall be designed to be coordinated and have access with adjoining lots to control the number of access points to Route 206. However, access drives may be granted temporary approval, to be removed when alternate access becomes available.

4. Trash and garbage collection areas which are fully screened.

5. Loading areas which are fully screened.

D. Area, Yard and Bulk Regulations.

1. Minimums.

(a) Lot area: two (2) acres

(b) Lot width: two hundred (200) feet.

(c) Lot depth: two hundred fifty (250) feet from any proposed right-of-way as shown on the Master Plan.

(d) Front yard: the minimum front yard shall be fifty (50) feet.

(e) Side yard: the minimum side yard shall be twenty (20) feet. There shall be no internal side yard setback where multiple buildings occur on one (1) lot.

(f) Rear yard: seventy five (75) feet.

2. Maximums.

(a) Floor area ratio: 0.30.

(b) Lot coverage: fifty percent (50%).

(c) Building height: 2½ stories or thirty five (35) feet.

3. Buffer areas shall be at least fifteen (15) feet wide and are required along all property lines abutting any residential district, around loading and trash collection points and along street lines where residences or residential zoning is across the street.

E. Off-Street Parking Requirements.

1. The minimum number of required off-street parking spaces for the permitted uses in the GB District are as follows:

- (a) Office, bank, fiduciary institution, insurance office at 3 spaces per 1,000 square feet of usable floor area
- (b) Medical office, veterinary hospital at 4 spaces per 1,000 square feet of usable floor area
- (c) Indoor/outdoor recreation facility at 3.5 spaces per 1,000 square feet of gross floor area
- (d) Business service at 3.5 spaces per 1,000 square feet of gross floor area
- (e) Home occupation at 2 spaces per dwelling plus 2 spaces per employee
- (f) Bed and Breakfast establishment at 1 space per guest room plus 1 space per employee plus 4 spaces per 1,000 square feet of gross floor area for any restaurant
- (g) Live/work dwelling unit at 2 spaces per dwelling plus 2 spaces per employee
- (h) Child-care center at 1 space per employee plus 1 space per 10 children enrolled
- (i) Public uses at 4 spaces per acre or portion thereof
- (j) Residential at 2 spaces per dwelling unit

F. Supplemental Regulations.

1. Site relationships.

(a) Building placement, front setback:

- (1) Minimum front setback for new buildings shall be fifty (50) feet.
- (2) Service areas and any new parking shall be located behind the front building setback line.

(b) Building placement, orientation:

- (1) A minimum of forty percent (40%) of the front façade shall be located fifty (50) to sixty-five (65) feet from the front property line.
- (2) Buildings and site improvements shall be designed to minimize changes to existing

topography and mature vegetation.

- (3) The primary entrance of each building shall accommodate pedestrian access from the streets as well as from the parking lots.
- (4) Secondary public entrances, if provided, shall be designed in a manner consistent with primary entrances if visible from public streets or parking lots.

(c) Vehicular and pedestrian access.

- (1) A maximum of one (1) curb cut shall be allowed for lots with street frontage less than or equal to 500 feet. One pair of one-way curb cuts shall count as one (1) curb cut.
- (2) For lots with street frontage greater than 500 feet, one additional driveway opening per 250 feet of street frontage shall be allowed.
- (3) The maximum width of curb cuts shall be:
 - i. Twelve (12) feet for one-way drives; and
 - ii. Twenty-four (24) feet for two-way drives.Wider curb cuts with landscaped medians may be allowed for multi-directional traffic on lots with street frontage greater than 250 feet or for shared driveways.
- (4) Shared driveways that serve more than one (1) property are encouraged to be provided where deemed appropriate by the Planning Board or Board of Adjustment. Cross access shall be required between adjoining properties.
- (5) Bicycle connections to the primary public entrance of the building shall be provided where a public sidewalk or bikeway is adjacent to property.
- (6) To the greatest extent possible, all portions of the development site shall be linked via a sidewalk and pathway network as approved by the Planning Board or Board of Adjustment; the site shall be pedestrian oriented, with a design that enables and encourages pedestrian and bicycle circulation, with linkages to surrounding areas. The applicant shall utilize the Master Plan in developing a pedestrian and bicycle pathway network. Adequate bicycle storage facilities shall be provided.

2. Route 206 right-of-way.

The following are specific requirements for property fronting along Route 206:

- (a) The right-of-way shall be at least eighty six (86) feet. An illustrative cross section is provided.
- (b) A five (5) foot wide sidewalk and ten (10) foot wide planting strip with street trees and curbing shall be provided along property frontage.

(c) On-street parking is prohibited.

(d) Future reservation should be provided for a six (6) foot wide bike lane when existing Route 206 is changed in function due to the completion of the Route 206 bypass or equivalent.

(e) Twenty (20) foot wide curbed grass medians with left turn lanes shall be provided for at each major intersection.

3. Landscaping.

(a) A landscape plan shall be provided for the entire site and shall be prepared by a licensed Landscape Architect.

(b) All trees planted in front of the front building line shall be at least three (3) inches in diameter for single-stemmed trees, or ten (10) to twelve (12) feet in height for multi-stemmed trees at the time of planting. All other trees shall be 2½ inches in diameter at the time of planting, unless otherwise provided by these standards.

(c) Existing trees having a DBH (diameter-at-breast-height, measured at 4½ feet above ground level) over six (6) inches shall be preserved unless removal is approved by the Planning Board or Board of Adjustment. If a preserved tree dies, it must be replaced with a two and one half (2 1/2) inch diameter tree of the same or similar tree species, subject to approval by the Township Planning Department.

(d) Impervious materials shall not be placed over the critical root zone of a preserved tree. The critical zone is a ratio of one (1) inch DBH to one (1) foot radius around the tree.

(e) All exposed soil areas shall be covered with bark, mulch, or other weed control measures.

(f) A double row of canopy trees shall be planted along property lines abutting a street at a ratio of one (1) tree for every forty (40) linear feet within a minimum ten (10) foot wide planting strip.

(g) Canopy trees shall be planted within the front yard setback area.

4. Off-street parking site design.

(a) Parking areas shall be designed as a series of smaller lots that provide space for no more than twenty (20) cars for double-sided parking and ten (10) cars for single-sided parking. The small parking lots shall be separated by minimum five (5) foot wide internal planting areas that feature trees planted in grass or other approved landscape material.

(b) Parking areas shall be located behind the front yard setback line and not in front of the buildings.

(c) All parking areas, where visible from a public street, shall be screened by a five (5) foot high solid wall, architectural fence and/or solid evergreen hedge.

(d) One (1) canopy tree shall be provided at a ratio of one (1) tree to every four (4) parking spaces in the parking area.

(e) Each parking space shall be within fifty (50) feet of a planted or retained tree trunk.

(f) Where slopes over five percent (5%) exist, parking bays shall be terraced, with planting between changes in level.

(g) Where over one hundred (100) parking spaces are provided, pedestrian pathways identified with smaller scale pavement (pavers or scoring) oriented toward the principal building entrances shall be provided.

(h) Each separate planting area shall have a minimum of one hundred fifty (150) square feet per tree and shall have a minimum dimension of at least five (5) feet.

(i) In addition to required trees, planting areas shall be landscaped with shrubs, ground cover, or other approved landscaping material not exceeding 3½ feet in height.

(j) Where parking is adjacent to a public right-of-way, a ten (10) foot wide landscape buffer shall be provided between the edge of the right-of-way and the edge of the parking lot. In addition to the required trees, the buffer shall consist of one of the following:

(1) Landscaping with one (1) shrub to every three (3) linear feet.

(2) Berm with a three (3) foot minimum height, which shall be planted with ground cover, shrubs and trees.

5. Pedestrian Circulation in Parking Lots.

(a) Paving materials shall identify pedestrian pathways within parking lots.

(b) Pedestrian walkways, at least five (5) feet in width, shall be provided from public sidewalks, adjoining the property to a principal public/customer entrance.

(c) Along facades with a public/customer entrance and along any façade abutting public parking areas, sidewalks at least five (5) feet in width shall be provided along the full length of the façade.

(d) Walkways shall have at least two of the following:

(1) Landscaped areas along at least thirty percent (30%) of their length;

(2) Use of smaller scale pavement (pavers or scoring);

(3) Pedestrian scale lighting;

(4) Rain protection (awnings, arcades).

6. Decorative walls, fences and screening design.

(a) Decorative walls and fencing may be required by the Planning Board or Board of Adjustment to complement the structure style, type and design of the principal structure.

(b) Walls and fencing are allowed only in side and rear yards and behind the front building line, with the exception of outdoor eating and play areas.

(c) Walls and fencing shall be constructed of durable high-quality materials and shall display a high quality in finish and detail, and shall be made of masonry, ornamental metal, wood, stucco, or a combination of these materials.

(d) Walls and fencing greater than fifty (50) feet in length shall have a change in plane, height, material, or material texture, or significant landscape massing.

(e) Planting shall be considered as part of any wall or fence plan.

7. Loading, outdoor storage, and service areas.

(a) Where these areas face adjacent residential uses or public rights-of-way, an earthen berm, no less than six (6) feet in height, containing, at a minimum, evergreen trees planted at intervals of twenty (20) feet on center and seven (7) evergreen shrubs per tree, shall be provided.

(b) No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within thirty five (35) feet of any public street or public sidewalk.

(c) Materials, colors, and design of screening walls and/or fences shall conform to those used as predominant materials and colors on the principal building.

(d) Service functions shall be incorporated into the overall design of the building and landscaping, so that they are fully contained and out of view from adjacent properties and rights-of-way.

(e) Truck delivery and circulation routes shall be separated from customer circulation where possible.

8. Supplemental Affordable Housing Requirements.

(a) Residential. For permitted residential uses, a minimum of fifteen percent (15%) of the total dwelling units constructed must be affordable subject to the applicable affordable housing requirements contained in this Chapter.

(b) Non-residential. For permitted non-residential uses, a minimum of 1 affordable unit must be provided for every 20 new jobs created subject to the applicable affordable housing requirements as contained in this Chapter.

G. Architectural Standards.

1. General. Exterior building design shall be coordinated with regard to color, types of materials, architectural form, and detailing. Multiple buildings on the same site shall be designed to create a cohesive relationship between the buildings. The requirements in the Architectural and Site Design Overlay Zone, as contained in Sections 188-167 to 175.12 shall apply, except as otherwise provided in the GB District requirements, as indicated herein.

2. Requirements for establishments with drive-through windows.

(a) A drive-through facility shall be architecturally integrated into the principal building.

(b) A drive-through facility shall not be located on the street side of the building or in front of the front building line.

(c) A drive-through facility shall be permitted only at locations where such facility is not a dominant visual element with the Gateway B District.

(d) A drive-through facility shall be limited to two service lanes.

(e) A drive-through facility, accompanying driveway and associated signage shall be set back a minimum distance of 50 feet from any land zoned for residential development.

(f) A drive-through facility and associated signage shall be provided with landscaping to visually enhance views of the facility, signage and driveway as seen from the surrounding area.

(g) A drive-through facility shall not adversely impede or conflict with pedestrian and/or vehicular circulation in the area.

(h) The Planning Board or Board of Adjustment shall be satisfied that the on-site and off-tract traffic circulation is capable of accommodating the proposed traffic volume associated with such facility, particularly during peak hours. The stacking driveway for the drive-through window shall provide room for at least five (5) automobiles and shall be separated from any off street parking areas and their access aisles, loading areas or trash enclosures.

3. Signs. A signage program shall be established as part of the development review and approval process.

(a) There shall be a consistent sign design theme throughout the development. A unifying design theme shall include style of lettering, method of attachment, construction, material, size, proportion, lighting, position and day/night impacts. Color of letters and background shall be carefully considered in relation to the color of the material of the building(s) or where the signs are proposed to be located. Signs shall be a subordinate rather than predominant feature of any building. The lettering and sign shall be compatible with the architecture of the building.

(b) A comprehensive signage plan shall be provided which covers overall project identification, window signage and lettering, individual building/tenant identification, traffic regulations, pedestrian crossing, street identification, parking and directional instructions. A signage hierarchy shall be established governing the above signage categories.

(c) All permanent signage shall be affixed to a building façade, canopy or arcade; be located no higher than the sills of second-story windows; and be visible to both pedestrians and drivers.

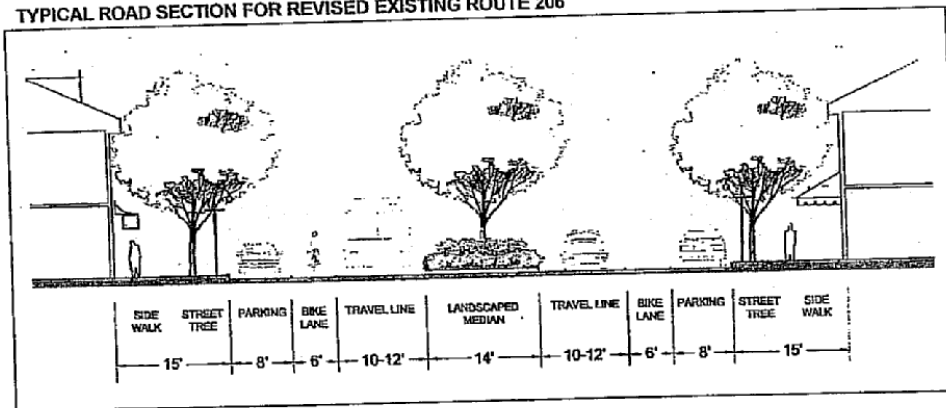
(d) The maximum sign area in the Gateway B District for permitted nonresidential uses shall be ten (10) percent of the first floor façade for each tenant or use, but in no event greater than twenty (20) square feet.

SECTION 3: Should any provision of this ordinance be determined invalid by a court or administrative tribunal of competent jurisdiction, such determination shall not affect the remaining provisions.

SECTION 4: This ordinance shall take effect upon its adoption, passage and publication according to law.

**ILLUSTRATIVE EXAMPLE TO SUPPLEMENT
SECTIONS 113.1 F(2) AND 113.2 F(2)**

TYPICAL ROAD SECTION FOR REVISED EXISTING ROUTE 206





**GATEWAY A AND B DISTRICTS
TOWNSHIP OF HILLSBOROUGH
MAY 2006**



Introduced: May 9, 2006

Published: [May 18, 2006](#)
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ATTEST:

TOWNSHIP OF HILLSBOROUGH

Kevin P. Davis, RMC
Township Administrator/Clerk

Carl Suraci, Mayor