

Explanation: This Ordinance amends Chapter 188, titled “Land Use and Development”, of the Code of the Township of Hillsborough, to add a new Article X, titled “Architectural and Design Overlay Design Standards.”

HILLSBOROUGH TOWNSHIP

ORDINANCE 2005-21

AN ORDINANCE AMENDING CHAPTER 188, TITLED “LAND USE AND DEVELOPMENT”, OF THE CODE OF THE TOWNSHIP OF HILLSBOROUGH, TO ADD A NEW ARTICLE X, TITLED “ARCHITECTURAL AND DESIGN OVERLAY DESIGN STANDARDS.”

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

1. Chapter 188 of the Code of the Township of Hillsborough is amended to add a new Article X, titled “Architectural and Design Overlay Design Standards”, as follows:

**ARTICLE X
ARCHITECTURAL AND SITE DESIGN OVERLAY ZONE**

SECTION 188-167 INTRODUCTION

1. Design matters considerably, for both functional as well as aesthetic reasons. From a functional perspective, design can be a powerful influence on human behavior — it can promote or deter human interaction as well as inspire a sense of security or provoke apprehension. It can also improve efficiencies in infrastructure and service provisions; and it strongly influences transportation choices. An appropriately supportive physical environment will encourage walking, bicycling and the use of public transit, whereas a barren environment will discourage these modes of transportation and increase auto-dependence.
2. From an aesthetic viewpoint, design plays an important role in the quality-of-life assessments which we all make on a daily basis, and it influences the location choices and investment decisions of both residents and employers. A well-designed environment is much more than the sum of its parts — it represents an asset to the community, it enriches its users, and it creates or enhances real estate value. A bleak and uninspiring physical environment will not achieve these ends — it will alienate its users, reinforce feelings of disenfranchisement and vulnerability and lead to disinvestment and community fragmentation.
3. These standards are intended to shift the focus from “designing for cars” to “designing for people.” The most important task of design is to facilitate the creation of places with a recognizable identity and a distinct character. Places are the physical foundation of community.

These standards reflect the desired architectural and site design components which shall be used to guide architects and planners involved with new construction and redevelopment within the two primary roadway corridors within the Township of Hillsborough; namely, Route 206 and Amwell Road (County Route 514).

SECTION 188-168 PURPOSES

1. To establish a more defined community identity for the Township through the integration of creative design components, which will enhance the functional and desirable forms of development.
2. To develop architectural and site design standards, which are reasonable and predictable, and provide for the creation of functional pedestrian-oriented development within the Township of Hillsborough. This will be accomplished through architectural styles and themes, which reflect the scale, details, massing and ornamentation characteristics of traditional building design as determined by the residents of the Township through the Community Vision Survey.
3. To promote a desirable visual environment through creative development techniques and good civic design.
4. To encourage a reduction in vehicular trips and to link neighborhoods with the major elements and community attributes of the Township by promoting improvements to pedestrian/bicycle circulation and by creating places that are desirable destination points within reasonable walking or biking distances.
5. To improve the image and economic vitality of the Township thereby supporting the Town Center, and protect the quality of the Township's environment while promoting beneficial economic growth, development and renewal.
6. To coordinate public and private investments to better define the identity of the Township in accordance with these goals and to support the eventual Main Street and a Town Center Concept plan in accordance with the Master Plan of the Township and the State Development and Redevelopment Plan.
7. To establish standards to be used by the Architectural and Site Design Advisory Subcommittee hereafter created.

SECTION 188-169 DEFINITIONS

As used only in this Article X, the following words shall be defined as follows:

Awning: An ancillary lightweight structure usually of canvas, cantilevered from a facade providing shade to the fenestration and spatial containment to the pedestrian. Awnings, to be an effective adjunct to a shop front, must thoroughly overlap the sidewalk and should be no higher than ten (10) feet at the front edge of the sidewalk.

Building Scale: The relationship between the mass of a building and its surroundings, including the width of the street, open space and mass of surrounding buildings.

Canopy: The mass and cover created by the upper branches of trees.

Civic Use: Premises used by organizations considered to support the common good and therefore accorded special treatment. Civic Uses include educational, cultural, social, service and religious not-for-profit organizations.

Cornice: The top most element composed of moldings for an entablature in formal architecture orders or used alone at the roof line or ceilings.

Curb Cut: These allow wheelchairs, strollers and bicycles easy access to the sidewalk when crossing a street. The curb cut must be flush with existing street grade.

Deciduous Tree: Tree species that shed their leaves in colder climates, create shade in summer while allowing sunlight to warm buildings and open spaces in winter. Evergreen or conifers do not shed their leaves or needles and therefore are better suited to performing a masking function in a screen design.

Dormer: A projecting vertical structure on the slope of a roof which provides light and headroom to the interior space.

Eave: The junction of a wall of a building and an overhanging roof. In order to encourage pitched roofs, the designated maximum building height may be measured to the eave, not to the top of the roof.

Facade: A primary vertical building face or wall.

Frieze: Used as one of the ornamentation elements of particular Greek and then Roman design. Applied to the top of a horizontal segment of a mantelpiece, which assumes temple format with side supports serving as pilasters.

Gable: The part of the end wall of a building between the eaves and a pitched or gambrel roof. The gable orientation shows the vertical triangular plane rather than the slope side of the roof. A gable facing towards a frontage individualizes a building more strongly than its alignment parallel to a frontage.

Lancet: Shape of a window, usually narrow and tall, with sharp pointed arch as head.

Lintel: The topmost horizontal member over an opening, which helps carry weight of vertical structure above it.

Massing: The three dimensional bulk of a structure: height, width and depth.

Mixed-use Building: A building with two or more uses, such as retail and services on the ground floor and office or residential on upper levels.

Mixed-use Development: A tract of land with three or more different uses such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment, in a compact, pedestrian-oriented form.

Parapet: A low, horizontal wall at the edge of a roof.

Pedestrian Design Considerations: A pedestrian trip must have a destination, and that destination should be useful or in some way rewarding. It should be accessible within a 5-minute walk, or it may consist of such increments, for example from a parked car. It should be logical, uninterrupted and provided with efficient shortcuts whenever possible. It should be along pedestrian frontages and

streetscapes that are spatially defined and interesting, avoiding parking lots. Continuous landscaping is not an adequate frontage. It should be temperate, shaded when hot and wind-shielded when cold. It should be perceived to be safe, shielded from traffic by parked cars. It should be pleasant and overlooked by windows.

Pediment: A crowning triangular element at the face of a roof or above a door opening.

Pilaster: A thin segment of a square column attached on a wall, which matches in details accompanying freestanding columns or on corners of buildings.

Portico: A small square porch placed at the entrance of a building executed in classical mode with columns carrying an entablature and a flattened hipped roof.

Roof: That element of a building which covers the top as the walls enclose the sides. The roof, perhaps more than any other tectonic element, defines a harmonious vernacular and should therefore be controlled for material, slope and overhang.

Roof, Gable: A pitched roof with one downward slope on either side of a central, horizontal ridge.

Roof, Gambrel: A pitched roof with two different slopes on either side of a central, horizontal ridge.

Roof, Hipped: A roof with four equal slopes all pitching inward toward a crown.

Roof, Mansard: A roof with two slopes on each side; the lower very steep.

Roof, Saltbox: A New England term for a steeply pitched side-gable roof.

Roof, Shed: A shallow, single-sloped roof.

Sidewalk: A walkway network for pedestrians of suitable width and texture that connects all the components of a livable community.

Sill: The horizontal member at the bottom of a door or window opening.

Stormwater Management: The control and management of stormwater to minimize the detrimental effects of surface water runoff related to quantity and quality.

Street Furniture: Functional elements of the streetscape including, but not limited to, benches, planters and streetlights.

Streetscape: The built and planted elements of a street which defines its character. This, in combination with the building frontage and the street itself, compromise the public realm.

Transom: A horizontal window above a door or window, usually rectangular in shape.

Vernacular: A regional adaptation of an architectural style or styles; usage has intrinsically resolved the architectural response to climate, construction technique, and, to some extent, social mores.

SECTION 188-170 ESTABLISHMENT OF ARCHITECTURAL AND SITE DESIGN OVERLAY ZONE

An Architectural and Site Design (“ASD”) Overlay Zone is hereby created.

The ASD Overlay Zone shall include any and all lands within the shaded region of the attached ASD Overlay Zone Map.

SECTION 188-171 APPLICABILITY

This Article is intended to apply to all site plans to be proposed within the ASD Overlay Zone.

SECTION 188-172 WAIVERS

A. The following are exempt from provisions of this Article:

1. The construction or reconstruction of a single- or two-family dwelling on an individual lot that will be used exclusively as a residential use, including a home occupation as regulated by Section 188-54.
2. Routine maintenance or replacement in-kind of existing features or any residential or nonresidential building.
3. Historic structures or structures with existing historic character that are aligned with spirit and intent of this Article shall be maintained and upgraded consistently with the predominant architectural style of the structure. Such historic structures that are to be utilized for nonresidential use shall be subject to review by the appropriate Board.

SECTION 188-173 ARCHITECTURAL AND SITE DESIGN ADVISORY SUBCOMMITTEE

1. An Architectural and Site Design Advisory Subcommittee (“Advisory Subcommittee”) is hereby established, which is to serve in an advisory capacity to the Planning Board and Zoning Board of Adjustment to foster predictability and consistency with the applicability of these regulations. Primary responsibility of the Advisory Subcommittee is to review the development proposals in the ASD Overlay Zone.
2. Membership on the Advisory Subcommittee shall be appointed annually at the reorganization meeting of the Township, and shall consist of the following five (5) members:
 - a. One (1) member of the Township Committee, appointed by the Mayor, who may or may not be a member of the Planning Board.
 - b. One (1) member of the Business and Economic Development Commission, as appointed by the Mayor.
 - c. One (1) member of the Environmental Commission, appointed by the Mayor.
 - d. A first alternate who will be a member of the Historic Preservation Commission, as appointed by the Mayor.
 - e. A second alternate who is to be a member of the public who has specific training in architecture, landscape architecture, urban design and planning, as appointed by the Mayor.

- f. In the event an alternate cannot be obtained as provided in Section 188-173(d) and (f), then the alternate should be a property owner in the Township that is located in the ASD Overlay Zone, as appointed by the Mayor.
3. All meetings of the Advisory Subcommittee established herein shall be open to the public and shall be conducted pursuant to Robert's Rules of Order.

SECTION 188-174 COMPLIANCE

1. Applications for development in the ASD Overlay Zone shall be forwarded by the Planning Department to the Advisory Subcommittee for its review and recommendation. It shall be the responsibility of the Advisory Subcommittee to schedule a review of applications before public hearings that are held by the Planning Board or the Zoning Board of Adjustment as the case may be, and to comment on applications within thirty (30) days. The lack of comment from the Advisory Subcommittee before the time of a required public hearing shall not be deemed a positive recommendation of the development application by the Advisory Subcommittee. Final approval, in accordance with these standards is the responsibility of the Planning Board and the Zoning Board of Adjustment, as the case may be.

SECTION 188-175 STANDARDS AND GUIDELINES FOR SITE PLANS IN THE ASD OVERLAY ZONE

188-175.1 General Building Designs

1. The placement of buildings along a street has a profound impact on the definition of that street. Placement of the building in relation to the surrounding elements is as important as the design of the building. All principal buildings and principal uses must front upon an existing or newly created street. Buildings should be oriented so that the entrances are clearly identifiable and directly accessible from a sidewalk. Buildings should be accessible for pedestrians and public transit users, not only for people driving private automobiles. Buildings that front directly onto parking lots are discouraged. Parking lots shall be to the side or the rear of the buildings.
2. Buildings shall define the streetscape through the use of architectural features and building treatments described in these standards. The proposed building orientation should respect the orientation of surrounding buildings, existing pedestrian paths and sidewalks, and the orientation of surrounding streets. Rows of buildings, which create a monotonous design, shall be discouraged.
3. The placement of building walls is critical in defining street space. In general, building massing should reinforce street space through a continuity of predominant facade lines, building height and scale. Exceptions to this general rule can occur in the placement of buildings which are intentionally more prominent, either because of their use (civic) or location, on corner lots or at points of visual termination.
4. In order to promote walking from store to store and building to building, storefront street side entrances shall not be more than fifty (50) feet apart to encourage pedestrian traffic. Furthermore, the assembly of buildings within commercial cores shall not generally be greater than forty (40) feet apart. Where this is not feasible or practical, then the design may integrate more formalized public spaces such as plazas where seasonal flower gardens, fountains, public monuments, civic art, seasonal outdoor displays, and other features that will add visual interest. Similarly extending the pedestrian experience along a decorative path or concrete sidewalk, complete with shade trees, shrubs, hedges, alcoves with benches or other means may also be deemed an appropriate design alternative.

5. Building orientation should respect climatic conditions by minimizing heat gain and considering the impact of shade on adjacent land uses and areas. Buildings should maximize public comfort by providing shaded public outdoor areas, minimizing glare, and facilitating breezes.
6. Buildings should be oriented to allow for the use of common driveways, where a reduction in the number of curb openings will enhance the streetscape and promote traffic safety.
7. Setbacks of buildings must conform to the setback standard required by the zoning district where the development is located. Variation in building footprints and requests for reductions in the minimum setbacks (front and sideyard) may be acceptable to the approving authority where the design supports the goals of the ASD Overlay Zone and the Master Plan. Large setbacks that isolate stand-alone buildings from the street are discouraged and therefore, the appropriate board may require adherence to a maximum build-to-line in order to maintain the continuity of the streetscape.
8. Buildings located at identified gateways in the ASD Overlay Zone shall mark the transition into and out of this area in a distinct fashion using massing, additional height, enclosure of spaces by varying setbacks, contrasting materials, and/or architectural treatments to obtain this effect.
9. Buildings on corner lots and end buildings shall be considered significant structures, because they have at least two facades exposed to the street. Specialized facade treatments and appropriate embellishments, such as corner towers, are recommended to be integrated into the design to mark their prominence. Additionally, pedestrian flow can be emphasized by arcades or chamfered corners.
10. Focal points or points of visual termination along the corridor shall generally be occupied by more prominent structures that employ enhanced height, massing, distinct architectural treatments or other distinguishing features.
11. On a lot with multiple buildings, those buildings located on the interior of a site shall front towards and relate to one another, both functionally and visually. Additionally, interior buildings shall be organized around features such as courtyards, greens, plazas or other small public spaces in order to encourage pedestrian activity and social interaction.
12. Backs of buildings may face a parking lot. However, the rear of the building shall be treated to be compatible with the overall design of the building. Access from the front and rear of buildings is encouraged.
13. Garage doors associated with commercial/retail/industrial establishments, such as auto repair shops, car wash facilities, self storage buildings or the loading docks of larger buildings shall not front on a primary street, unless there is no demonstrated practical alternative building configuration and provided that appropriate screening is designed into the overall building layout.
14. All junction, accessory boxes, HVAC or rooftop equipment shall not be visible from view of adjacent property and public rights-of-way through screening landscaping or architectural treatment integrated with the building served.

188-175.2 Proportion, Scale and Massing

1. Single story buildings shall be discouraged in an effort to provide a sense of enclosure which is appropriately proportioned to the street. In multiple-building complexes, fifty (50) percent of the

buildings shall be encouraged to be two stories. Two-story buildings are encouraged on properties with more than 120 feet of frontage along Route 206 or Amwell Road.

2. Scale relationships must be carefully considered, and appropriate transitions provided where a change of scale is proposed or required. Stair-stepping building height, breaking up the mass of the building and shifting building placement can help mitigate the impact of differing building scales and intensities and is encouraged.

3. Proposed commercial buildings should respect the scale of any adjacent residential buildings, and, where desirable, provide an orderly transition to the different scale of development. For example, the actual height and bulk of a two-story office building is usually greater than that of a two-story residence. These buildings would not normally be compatible in close proximity unless distance, articulated elevation, or a landscape buffer/screen separates them.

4. External details in building facades, entries, stairways, retaining walls and other features provide visual interest, enrichment and texture to buildings. New developments should incorporate the use of strong vertical and/or horizontal reveals, off-sets, and three dimensional detail between surface planes to create shadow lines and break up flat surface areas. If large blank surfaces are proposed, they should be for some compelling design purpose, and the design should incorporate mitigating features to enrich the appearance of the project and provide a sense of human scale at the ground level.

5. Buildings shall avoid long, monotonous, uninterrupted walls and/or roof planes. Individual buildings within the ASD Overlay Zone shall not exceed one-hundred (100) feet in length along any wall, roof or footprint plane. Building fronts wider than forty (40) feet as viewed from the public realm shall be modulated to break the facade to give the appearance of several buildings or through the use of building wall offsets, including projections, recesses and changes in cap line, wall height, and floor level. The total measurement of such offsets shall equal a minimum of ten (10) percent of the building wall length. The minimum projection or depth of any individual offset shall be not less than four feet.

6. Roof-line offsets, cross gables and dormers shall be provided along any roofline measuring longer than seventy-five (75) feet, in order to provide interest and variety to the massing of the building roof line.

188-175.3 Roofs and Roof Materials

A: Roofs

1. The type, shape, pitch, texture, and color of the roof shall be considered as an integral part of the design of the building and shall be architecturally compatible with the style, materials, colors and details of said building.

2. Encouraged roof types shall be front or side gabled, gambrel, hipped, saltbox, or a combination of these. The minimum pitch for gable roofs shall be 9/12. All gables on a building shall be of the same pitch. Where hipped roofs are used, the recommended minimum pitch is 6/12. Both gable and hipped roofs shall have overhanging eaves on all sides that extend a minimum of one (1) foot beyond the building wall which may be bracketed or have exposed rafters.

3. The use of cross gables and dormers shall be encouraged. Dormers may be hipped, gabled, shed, pediment, or eyebrow.

4. Flat roofs, mansard, or gambrel roofs shall be prohibited on one (1) or one-and-a-half (1 1/2) story buildings. False mansard roofs shall be prohibited on all buildings.

5. Flat roofs are permitted on two-story or higher buildings, provided that all visible walls have an articulated cornice that projects horizontally from the vertical wall. Pediments are also encouraged on the front façade of two-story or higher buildings.

6. Roof form and architectural embellishments that add visual interest to roofs, such as cross-gables, dormers, belvederes, masonry chimneys, cupolas, clock towers, and other similar elements shall be encouraged and shall not be used to calculate the height of the building.

7. All rooftop air conditioning units, HVAC systems, elevator housing, satellite dishes, and other outdoor utility equipment shall be screened from the public right-of-way view by the use of walls or other roof features. Noise generating equipment shall be properly baffled in accordance with applicable state and local regulations.

B. Roof Materials

1. Permitted roof materials for pitched roofs shall be as follows :

- a) Slate;
- b) Cedar wood shingles;
- c) Dimensioned asphalt;
- d) Composite tile (simulated slate);
- e) Standing seam copper or anodized aluminum (porch roofs only); and
- f) Any alternate roof material approved by the appropriate Board.

2. Roof colors shall be brown or gray earth tones, copper roof, oxidized copper tones, or an alternate color recommended by the Advisory Committee and approved by the appropriate Board.

188 – 175.4 Entrances and Windows

A. Entrances

1. The patterns created by the window and door placement can help add variety and interest to the design. All entrances and doors to a buildings shall mark their prominence along the street through the use of architectural elements such as columns, lintels, pediments, pilasters, porticos, porches, overhangs, railing balustrades, fanlights, transoms, and sidelights where appropriate. These elements shall be compatible in style, material, color, and detail of the building. Second story balconies, compatible with the overall building design, shall be encouraged.

2. The primary entrance of retail stores shall be located along and accessed from the street sidewalk. Recessed retail storefront entries shall be encouraged to provide additional window display space, sheltered transitions and distinction to the entrance of the building. A minimum of sixty (60) percent of the surface area of commercial retail entry doors shall consist of glass panels of vertical proportions.

B. Windows

1. Buildings and windows should be located to maximize occupant surveillance of the street. Designers should employ several related rhythms to avoid repetition of one, or very few, elements throughout the building.
2. Windows shall be compatible with the style, materials, colors, and details of the building's architecture. Windows shall be balanced and vertically proportioned to one another. At a minimum, there shall be a decorated lintel, face frame, and drip mold over the door and windows. Windows shall be coordinated with the articulation of bays and balconies to offer the greatest expression.
3. Commercial retail structures shall have ground floor display windows that occupy a minimum of sixty (60) percent and a maximum of seventy-five (75) percent of the front of the building and shall be positioned twenty-six (26) to thirty-six (36) inches off the ground. Transoms above display windows are recommended. All other windows shall be casement or double-hung. Muntins or divided light grids are encouraged. They may be snap-on or set between the window glazing. Opaque materials shall not block or obscure the views inside windows.

188-175.5 Facade Treatment and Facade Materials

1. The primary public entrance (i.e., the front façade) of the building shall face the street. The architectural treatment of the front façade shall be continued, in its major feature, around all visibly exposed sides of a building and shall be designed to be consistent with regard to style, materials, colors, and details. Rear building elevations facing adjoining residential areas shall be aesthetically enhanced with materials to match the front of the building.
2. Materials and colors in the surrounding area of the development should be considered when selecting the materials and colors to be used in the proposed project. Materials and colors can unify an area through the use of a clearly defined palette. Colors and materials should be selected for compatibility with the site, as well as compatibility with the neighboring area.
3. In general, building facades are most accomplished when following the tri-partite model, which involves a distinct base, middle, and cap. All visibly exposed sides of buildings shall have an articulated base course and cap. The base course shall align with either the door kickplate or sill level of the first story. The cap shall consist of a cornice, frieze, parapet, or eave at the top of a building wall and shall project horizontally from the vertical building wall plane and may be ornamented with moldings, brackets, and other details. The middle section of a building may be horizontally divided at the floor, lintel, or sill levels with a belt or string courses.
4. Facades shall consist of no more than three materials, textures, or colors. The heavier, more textured and darker materials and colors shall be below the others. This does not apply to trim and shutters which are encouraged to be painted, stained or sided with a contrasting color (or colors) from the main building surface to accent and compliment the overall building design.
5. Compatible window design, the width and profile of trim boards, the provision of shutters, the cornice and brackets designs and the like as well as integrated colors, detailing, awnings and signage shall unify buildings with multiple storefronts.
6. Solid, blank, windowless walls or service areas visible from the public view shall be prohibited. Where necessary, walls shall be articulated by masonry treatment, blind windows, display window cases, and/or intensive landscaping treatment.

7. Façade materials for commercial and mixed-used buildings shall be clad in brick, stone, cast stone, hardi plank, wood clapboard, simulated manufactured clapboard, aluminum or vinyl horizontal siding or a combination thereof. The use of exterior insulation and finish systems ("EFIS") is permitted provided it does comprise more than 30 percent of the façade of the building inclusive of the window and door openings and it is used in combination with other façade materials. EFIS shall have either a smooth or textured finish, and shall be in the cream-to-russet color range.
8. Brick colors shall be in the brown and red range. Brick shall be laid in English or Flemish bond. Brick mortar joints shall not exceed 1/2 inch. Mortar joints shall be struck. Stone and masonry veneer shall be earthtones.
9. Exposed bare aluminum, other bare metal, exposed construction grade concrete or cinder block is prohibited.
10. Wood surfaces shall be painted or stained. Color combinations shall be either Benjamin Moore Paint color combinations, from the Benjamin Moore pamphlet entitled "Historical Color Collection—Interior/Exterior" or other brands of paint if the color combinations have been matched to the color combinations in the above pamphlet. Simulated clapboard or siding shall match the required paint colors as closely as possible. Accessory structures shall be of the same colors as the principal structure.
11. In mixed-use buildings, the entrances of ground floor commercial uses and entrances to upper level uses shall be differentiated in appearance, such as door design, where appropriate. Storefronts shall be integrally designed with the upper floors to be compatible with the overall façade character.
12. All buildings shall be, at a minimum, trimmed with gable and eave boards all around. Trim ornaments may be elaborated to any of the following: a) plain or decorated frieze, b) overhanging eaves, c) boxed cornice, d) dentilled cornice, e) bracketed cornice. Tight eaves shall be finished by molding.
13. Window and door trim shall consist of wood, steel, anodized aluminum, fiberglass or vinyl clad wood. Cornice shall consist of wood, PVC, or fiberglass. Gutters, leaders and flashing shall consist of galvanized steel, copper, colored anodized aluminum, or terne-coated stainless steel and shall be compatible with the building design.
14. Shutters are encouraged to enhance the appearance of windows, where appropriate, on one or more facades. Shutters shall be wood, high-quality vinyl with woodgrain imprint, or high quality metal equivalent. Chimneys shall match the building vernacular. Exposed flues shall be painted the color of the roof.
15. Decorative walls and/or fence design and attendant railing and picket design shall be compatible with the design of the building. PVC or aluminium fence materials may be substituted for painted wooden fence material. Highway-style metal guard rail, concrete barrier, stockade, shadow box, or contemporary security fencing such as chainlink, barbed or razor wire are prohibited in the front yards of properties. Where necessary to comply with New Jersey Department of Transportation ("NJDOT") design criteria, all guardrail shall be weathering steel or wooden-beam in accordance with NJDOT specifications.
16. Side and rear yards may be defined by masonry walls, wooden fence, muted chain link, PVC, or aluminum fence, trellis, lattice or vegetative hedge to either screen the view from the street or adjoining property or to enclose the space for personal or security reasons.

188 – 175.6 Arcades, Awnings and Porches

1. Arcades (permanent covered walkways) are encouraged along the front facade of retail buildings that contain four (4) or more stores.
2. Where provided, arcades shall be at least eight (8) feet wide and serve as an extension of the building through a combination of the open display windows and inviting door design. The ceiling of the arcade shall not exceed eight (8) feet in height.
3. Arcades are encouraged to connect adjacent buildings, especially where the separation of the buildings is no more than twenty-five (25) feet.
4. Where an arcade is not provided, fixed or retractable awnings are encouraged at ground floor level to provide pedestrian cover. Awnings on upper floor levels may be used to complement the building's architectural style, materials, color and details and to unify the multiple storefronts of a building or buildings.
5. Awnings shall be made of canvas or other waterproof materials and shall not conceal significant building features such as cornices, columns or pilasters. Plastic or aluminum awnings shall be prohibited. Colors and patterns of the awnings shall compliment the building architecture. Awnings shall be maintained in good condition, free from tears, fading, or excessive staining. Awnings signage shall comply with the Township Sign Ordinance at Section 188-83.
6. Front porches and second story balconies shall be encouraged. Although they are not traditionally associated with retail sales, they can provide an attractive setting for professional offices, restaurants, cafes and the like. Porches for this purpose shall be at least eight (8) feet wide from the front wall to the porch railing. Front porches may be wrapped around the sides of the building and shall be supported by decorative structural posts, columns, or piers. Porch foundations shall be faced with wood, stone face, or brick and contain railings and balusters to complement the overall design.

188-175.7 Lighting

1. Street lights shall be in an architectural style consistent with Bostonian Lantern with the Holland Post by Beacon Products. Equivalent substitutes of this design product may be permitted by the appropriate Board. Light posts shall be of aluminum or cast iron construction.
2. Streets and developments shall be provided with adequate lighting, while minimizing adverse impacts, such as glare and overhead sky glow, on adjacent properties. House shields shall be provided where the lighting would abut residential property.
3. Twelve (12) foot high decorative lamp-posts shall be provided at regular intervals along all commercial or mixed-use streets, parking areas, sidewalks, walkways, courtyards, community greens and interior open spaces. In parking lots, post heights may be extended or high-mast lighting may be required to obtain safe lighting levels at the direction of the Township Engineer. Parking lot lighting shall be located within landscape islands as practical.
4. Light posts shall be spaced at no greater than sixty (60) feet on-center.
5. Lighting shall be minimum wattage metal halide. Non-color corrected low pressure sodium lights shall be discouraged. Artificial light sources shall have a color rendering index equal to or greater than eighty (80).

6. Porch lights and yard post lighting shall be encouraged to compliment the street lighting design. Light fixtures attached to the exterior of a building shall be architecturally compatible with the style, materials, colors and details of the building. Up-lighting that highlights the architectural and landscaped features of the site and buildings is encouraged.

7. Lamps intended to be dedicated or otherwise maintained by a public entity shall have a minimum rating of not less than eighty-thousand (80,000) hours.

188-175.8 Landscaping and Street Trees

A. Landscaping

1. All land areas not covered with buildings, parking, or other impervious surface shall be landscaped with suitable materials as part of a comprehensive landscape plan. Landscaping shall consist of trees, shrubs, ground cover, perennials, and annuals in combination with inanimate materials such as mulch, stones, rocks, water, sculpture art, walls, fences, and paving materials.

2. Landscape plans shall be conceived holistically and be designed to achieve a thorough integration of the various elements of site design, including building and parking placement, the natural features of the site, and the preservation of pleasing or aesthetic views. Landscaping shall be used to accent and complement the form and type of building(s) proposed.

3. A landscape design plan shall be provided as part of any site plan application.

4. The landscape design plan shall designate existing trees to remain and areas for the replanting of new trees to mitigate those cleared from the site in accordance with Section 188-164. A plant's susceptibility to disease, their color, texture, shape, blossom, and foliage characteristics shall be considered in the overall design of a landscape plan. Local soil conditions and water availability shall be considered in the choice of landscaping.

5. Landscaping shall be located to provide effective climatic control. The east and west walls of a building should be most heavily vegetated to shade for summer sun and the north and northwest area for winter prevailing winds. The southerly facing side of a building should be shaded from the summer sun but open for solar gain during the winter.

B. Street Trees

1. In the design process, the eventual maturity of the plant materials shall be considered for its effect on circulation patterns, solar access, site lighting, drainage, emergency access, above ground and below ground utilities and the relationship to buildings and the streetscape.

2. Street trees shall be installed along the street frontage in accordance with an approved landscape plan. Trees shall be spaced evenly along the street according to Table 1 below within a designated planting strip between the curb and sidewalk. The width of the planting strip shall generally be five (5) feet, but may be less depending upon the tree species. Street trees may be required to be placed in a public access easement to create a planting strip at least five (5) feet wide to facilitate street tree growth where inadequate room exists in the right-of-way. In areas where the existing or planned sidewalk will extend to the curb, trees shall be placed in tree wells with root guard systems. Such tree wells shall have sufficient soil volume to support tree growth according to Table 1 below. Areas under sidewalks may be

used to meet the soil volume requirements provided no more than fifty (50) percent of the volume is located under such paving.

Table 1: Mature Tree	Tree Well Soil Volume (cubic feet)	Spacing along street (feet)
Large trees (45'+)	200	40
Medium trees (30-45')	150	30
Small trees (to 30')	100	20

3. All street trees shall be planted at predetermined intervals along streets; spacing shall depend on tree size and species as shown in Table 1 above. The precise tree spacing may vary to within ten (10) feet of the required interval to avoid interference with utilities, roadways, sidewalks, on-street parking spaces, sight easements, and streetlights.

4. All landscaping plants shall be typical in size and weight for their species and shall conform to the standards of the American Association of Nurserymen for quality and installation. All plants shall be tolerant of specific site conditions. The use of indigenous species is strongly encouraged. Exotic non-native invasive plant species shall be prohibited.

5. Trees shall be properly planted and staked and shall follow the most recent edition of the American Standard for Nursery Stock and be under the supervision of a qualified nurseryman or landscape architect. All trees shall be from certified healthy stock and balled and burlapped. Upon planting, all synthetic tie straps or twine shall be removed. Wire baskets shall be snipped. Trees shall be substantially uniform in size and shape and have straight trunks. Provisions shall be made for regular watering and maintenance until trees are established. Dead or dying trees shall be replaced by the next suitable planting season.

6. Street tree species selection may vary depending on the desired overall effect. As a rule, all street trees shall be large deciduous trees (Table 1C below) except as needed to obtain special effects. Flowering trees shall be encouraged. The appropriate Board shall approve tree selection in accordance with Tables 1A, 1B, and 1C below. These tables specify a variety of species of street trees and the required caliper size of the tree, measured at diameter breast height (“d.b.h.”). The appropriate Board may approve alternate tree selections upon the recommendation of the Township Environmental Commission or Tree Preservation Commission.

Table 1A:	Small Street Trees	Minimum Planting Size
Botanical Name	Common Name	Caliper inches at d.b.h.
<i>Acer campestre</i>	Hedge Maple	2-3
<i>Acer ginnala</i>	Amur Maple	2-3
<i>Crataegus phaenopyrum x. fastigiata</i>	Washington Hawthorne	2-3
<i>Crataegus lavalleyi</i>	Lavalle Hawthorne	2-3
<i>Malus baccata</i>	Siberian Crabapple	3 - 3.5
<i>Malus x zumi</i>	Zumi Crabapple	3 - 3.5
<i>Cercis canadensis</i>	American Redbud	2-3
<i>Cornus mas</i>	Cornealian Cherry	2-3

Table 1B:	Medium Street Trees	Minimum Planting Size
Botanical Name	Common Name	Caliper inches at dbh
<i>Acer rubrum 'Northwood'</i>	Northwood Red Maple	2.5–3
<i>Acer rubrum 'Scanlon'</i>	Scanlon Red Maple	3-3.5
<i>Acer saccharum 'Goldspire'</i>	Goldspire Sugar Maple	3 - 3.5
<i>Celtis bungeana</i>	Bunge Hackberry	2.5-3
<i>Cladratis lutea</i>	Yellowwood	2.5—3
<i>Carpinus caroliniana</i>	American Hornbeam	2.5 – 3
<i>Malus baccata 'Manchurian'</i>	Manchurian Crabapple	3—3.5
<i>Phellodendron amurense</i>	Amur Corktree	2.5-3
<i>Prunus serrulta Kwanzan</i>	Kwanzan Cherry	2.5 –3

Table 1C	Large Street Trees	Minimum Planting Size
Botanical Name	Common Name	Caliper inches at dbh
<i>Acer rubrum</i> 'October Glory'	October Glory Red Maple	3.5-4
<i>Acer rubrum</i> 'Red sunset'	Red Sunset Red Maple	3.5-4
<i>Celtis occidentalis</i> "Magnifica"	Hackberry	3.5-4
<i>Fraxinus americana</i> 'Autum Purple'	Autumn Purple Ash	3.5-4
<i>Ginkgo biloba</i> (male only)	Ginko	3.5-4
<i>Platanus acerifolia</i>	London Planetree	3.5-4
<i>Platanus occidentalis</i>	Sycamore	3.5-4
<i>Quercus coccinea</i>	Scarlet Oak	3.5-4
<i>Quercus rubra</i>	Red Oak	3.5-4
<i>Quercus phellos</i>	Willow Oak	3.5-4
<i>Gleditsia triac inermis</i> Shademaster	Shademaster Thornless Honeylocust	3.5-4
<i>Gleditsia triac inermis</i> Continenta	Continental Honeylocust	3.5-4
<i>Tilia euchlora</i>	Crimean Linden	3.5-4
<i>Sophora japonica</i> Princeton Upright	Princeton Upright Scholartree	3.5-4

A. Pedestrian Circulation

1. Pedestrianism requires a continuous and integrated structure of streets and passageways which does not, as a rule, favor any single mode of transportation over others and which provides considerable mobility options. Pedestrianism makes modes of transportation other than the single-occupancy vehicle both plausible and feasible. Linkages — the degree of continuity and ease with which pedestrian and vehicular circulation occur — are a vital feature of this approach, which strongly favors uninterrupted circulation systems. These same principles apply to bicycling, which complements pedestrianism and extends its radius.
2. It is recognized that, in practical terms, not every use or every location will be accessible by foot, and that walking is not always feasible, desirable or convenient. Nevertheless, physical design solutions should not preclude, either deliberately or through oversight, under normal circumstances, the opportunity for pedestrian access.
3. Pedestrianism requires a comprehensive network of pedestrian facilities, in the form of sidewalks, pathways, alleys, cut-throughs, short cuts and others which effectively link uses and destinations and encourages increased pedestrian mobility. Pedestrian facilities should be designed for both functional and recreational purposes, should be convenient, attractive and safe, and should provide a meaningful alternative to vehicular trips. Provisions for access for disabled persons must be incorporated into the overall pedestrian circulation system.
4. Pedestrianism affects building orientation and location of entranceways. Buildings and building entrances shall be oriented toward the primary pedestrian means of access, with secondary entrances facing other means of access, such as parking lots. Similarly, physical barriers to pedestrian activity — such as excessive setbacks, improperly placed buffers and berms, excessive street widths, which encourage vehicular speed over pedestrian safety, shall be discouraged.
5. Common areas shall be accessible from all buildings and connected by a comprehensive, on-site pedestrian circulation system. Clearly defined buffers enhance the attractiveness of the streetscape and promote pedestrian safety. Sidewalks and plazas should be made comfortable for use by pedestrians through the use of landscaping, overhangs and canopies in order to provide shade and non-heat absorbing materials. Pedestrian circulation layout on any development site should take into account all off-site generators of pedestrian movement, such as open spaces, schools, retail centers, bus stops.
6. The visual and surface properties of the proposed paving materials shall be designed to enhance overall pedestrian circulation throughout the community. Pavement intended for pedestrian traffic shall be stable, firm and skid resistant and shall not have an irregular surface that is uncomfortable or dangerous to walk on.
7. Sidewalks shall be no less than five (5) feet in width and shall be wider in areas with anticipated increased pedestrian usage as determined by the Board. Sidewalks along retail storefronts shall range from eight (8) to eighteen (18) feet depending on the anticipated pedestrian usage and the mix of retail types.
8. Concrete sidewalks shall be pigmented concrete with a broom finish. The use of brick pavers or stone blocks as trim within the outer edge of the sidewalk to connect tree wells and, where appropriate,

to enable easy access to buried utilities along the street, is encouraged. Modular masonry materials, such as brick, slate, scored or stamped concrete are appropriate treatments for plazas, courtyards, pedestrian passageways between parking areas and shops, crosswalks and other public gathering spaces.

9. The sidewalk design shall incorporate an appropriate planting strip according to Section 188-175.8A Landscaping, above, generally between the curb and sidewalk, to provide for the planting of street trees either within trees wells or in a continuous landscaped parkway area.

10. Walls, hedges, and picket fences in front yards shall be limited to a maximum of three and a half in height. Wrought iron fences may be up to five (5) feet high. Entrances, gates, and corners should be specifically treated to define their function.

11. Crosswalks shall be prominently located and delineated by a change in texture of materials, reflective paints, and appropriate pedestrian crossing signage and street lighting. The use of bump-outs and refuge islands shall be used to provide safe pedestrian access across a street and through parking lots and internal roadways. Raised sidewalks and speed tables may also be required to reduce potential auto/pedestrian conflicts as determined by the appropriate Board and Township Engineer.

B. Public Spaces and Street Furniture

1. Public open space recreation areas, plazas and courtyards shall be located and landscaped to take advantage of solar orientation, provide protection from prevailing wind, and to afford summer shade and winter sunshine. Generous opportunities shall be offered for sitting – on benches, chairs, ledges, low walls or other comfortable surfaces. Movable chairs should be provided, where feasible. Sitting locations should be related with shade tree plantings and areas that provide shielding from wind and trap sun in the winter. Uninterrupted views from the street into the plaza and of the street from the plaza should be provided. Plazas should be designed to be level with the street and not elevated or sunken. The use of fountains is encouraged.

2. Formal public open spaces shall be linked to the streetscape by convenient pedestrian access. Comfortable and attractive street furniture that is accessible to all including the physically disabled should be provided in public spaces for public enjoyment and comfort. Street furniture may include park benches, seating and tables, drinking fountains, trash receptacles, information kiosks, and directories, bicycle racks, bollards, play ground equipment, gazebos, civic art, monuments, and formal gardens. Where the development is located on an established bus route, bus turnouts and shelters should be incorporated in the site design.

3. Similarly, street furniture shall be provided in all semi-public spaces to unify the pedestrian realm and the streetscape. Eating opportunities should be provided in these semi-public spaces– through cafes and restaurants, which should be allowed to expand to satisfy market demand. Active ground floor uses with articulated facades should front on plazas and other public spaces. Often, courtyards can be very simple; a solid brick-paver treatment, large trees, and benches. However, designs of more elaborate semi-public spaces may also include, sitting walls, trash receptacles, planters, tree racks, bicycle racks, water fountains, bollards, bus shelters, and phone booths and the like.

188-175.10 Driveways and Parking Lot Design

1. The principal design objective for any off-street parking facility is the provision of safe customer service and convenience coupled with minimal interference to street traffic flow.

2. Parking areas shall be designed to be interconnected with adjacent properties and shall utilize common entrances and exits where feasible to minimize access points to the street. Such interconnections shall be established through an appropriate cross-access easement. The use of rear lanes or commercial service roads is encouraged to avoid individual curb cuts onto Route 206 and Amwell Road (County Route 514).
3. Shared parking shall be encouraged. The appropriate Board may approve an equivalent parking ratio based upon shared parking and use of cross-access easements with the off-street parking of an adjacent tract within the ASD Overlay Zone.
4. Parking in front of new buildings will be permitted only as on-street parking. On-site parking lots shall not be located between the front facade of new buildings and the street. Parking lots shall be located to the side and rear of buildings. The driveway and the side yard parking shall occupy no more than thirty (30) percent of the lot frontage along the street and providing that this distance does not impair pedestrian access. Colored and textured paving of project entry drives, and parking court entries are encouraged to soften the streetscape.
5. If the development plan provides for new street construction with on-street parking, then the on-street parking created can be credit toward the total off-street parking requirements for the development. Similarly, existing on-street parking directly fronting a lot shall count toward fulfilling the parking requirement.
6. Large undivided parking areas shall be discouraged. Large parking lots should be functionally divided by internal circulation corridors or aisles to establish several smaller lots to prevent random or high-speed movements and to provide for the planting of street trees and other landscaping. The recommended maximum number of spaces within such a sub-lot, or lots separated by an island or planting strip, shall be one-hundred (100) spaces, with fifty (50) or fewer preferred. End aisles should be delineated by landscaped islands, not by painted asphalt.
7. Where angle parking is used, the angle and design of parking spaces and aisles shall be consistent throughout. One way angled parking aisles shall be designed to alternate the direction for adjacent aisles. Proper signs and markings shall be required to reinforce traffic circulation and flow.
8. Curb cuts for new parking lots should be kept to a minimum. Rear service alleys that run parallel to the street are encouraged. Parking shall be discouraged along entrance drives. Driveway locations shall be more than ten (10) feet from the side wall of a principal building. Driveway access may be through the front of a building lot providing that there is no service alley entrance within two-hundred (200) feet of the lot. The driveway curb radius shall not exceed eight (8) feet. Special provisions for truck access shall be integrated into the design of the curb treatment where appropriate.
9. There shall be a comprehensive network of sidewalks and pedestrian passageways that connect the parking lots with the front, sides and rear of the buildings. The sidewalks and passageways shall be linked to other off-site pedestrian connections where appropriate based on proximity to existing residential areas, proposed intended use of the building, and provision of existing or planned pedestrian or bicycle improvements.
10. Pedestrian passageways shall connect rear parking lots between buildings with textured walking surfaces, street furniture and landscaping. In addition, the design of the building may incorporate

window displays, side door entrances, or other interesting features along the passageway. Lighting should be provided for all parking facilities and sidewalks.

11. The perimeter of all parking lots shall be visually screened through a combination of low (maximum three (3) feet high) masonry walls, fences, and/or landscaping, with an emphasis on any portions fronting a street. The screening of parking lots shall prevent direct views of parked vehicles from streets and sidewalks, spill-over streetlights, headlight glare, noise, or exhaust fumes onto adjacent properties, especially when near residential uses.

12. The interior of parking lots shall be landscaped to provide shade and visual relief. Parking lots with ten (10) spaces or less may not require interior landscaping if the appropriate Board determines there is adequate perimeter landscaping.

13. In parking lots with eleven (11) or more spaces, a minimum of one (1) 2-inch dbh deciduous street tree shall be planted for every ten (10) parking spaces. Trees shall be planted according to Section 188-175.8A Landscaping, above, within interior planting islands at least five (5) feet in width. Additionally, a 6-foot wide by 10-foot long tree peninsula perpendicular to the island shall be required for every ten (10) adjacent spaces.

14. Tree diamonds and larger planting islands may be integrated into the overall landscape plan, where narrow islands or peninsulas are not appropriate. Islands within parking lots shall be planted with a combination of deciduous trees, evergreen and deciduous shrubs and ground cover at a rate of six (6) large or medium trees, four (4) small or ornamental trees and sixty (60) shrubs per one-hundred (100) linear feet along the axis of the island. Sidewalk cross-over locations with depressed curbs may be required within the tree island depending on the length of the island and the type of use proposed.

15. Parking lot designs shall incorporate existing large trees (dbh 8") to the extent practical. Up to a 3:1 credit shall be given to meet the requirements above based on a tree preservation sensitive design.

16. Streets should be designed for pedestrians, small vehicles, and other everyday users. Although public safety is a primary concern in the design of all projects, occasional users such as fire trucks, snowplows, moving vans or other vehicles requiring wide clearance should be accommodated, however shall not be the prevailing design consideration.

188-175.11 Stormwater Basin Landscape Design

1. The primary method for controlling non-point source pollution shall start at the initial site design process. Efforts to reduce the creation of impervious surfaces, promote infiltration, maintaining natural areas, streams and wetland buffers (above what is typically required by existing regulations) are all reasonable approaches to reducing the amount of runoff and non-point source pollution from a site.

2. Stormwater quantity may be addressed through contributions to a regional stormwater facility where it is available and if it is designed to accommodate the additional stormwater runoff volume.

3. Where stormwater basins are proposed, the use of wet ponds, wetland basins, low maintenance basins and multi-purpose basins are encouraged due to their efficacy in enhancing the quality of stormwater flow off-site. Landscaping that includes wildflowers, wet-tolerant grass mixture, and native shrubs and trees shall also be encouraged.

4. Stormwater basins shall be located to the rear of a property unless the design of the facility will add to the overall quality of the site design by incorporating it as wet basin, a serpentine stream-like basin, or landscaped wetland basin using native trees and shrubs. Picket, rail or corral fences of durable, natural materials that accentuate visually prominent basin locations are encouraged.

188-175.12 Recycling and Trash Storage

The following standards shall apply:

- 1. All trash and recycling storage areas shall be located to the rear of buildings and shall be screened from the public view at the ground level using brick or masonry walls, solid wooden fences or simulated wooden (e.g., PVC) fences and perimeter landscaping on three sides and a compatible gate design on the fourth side. All dumpsters shall have a secure lid.
- 2. Masonry walls shall be textured to blend into the overall design of the project. Wood fences shall be constructed of cedar, or high-grade pressure treated pine. The height of the screening walls shall be six (6) feet. Semi-enclosed roof designs are encouraged.
- 3. Buildings shall be able to provide a hose connection that would enable the area to be regularly cleaned.

2. This Ordinance shall become effective according to law.

Introduced: 6/14/05
Published: 7/14/05
Public Hearing: 7/26/05
Adopted: 7/26/05
Published: 8/4/05

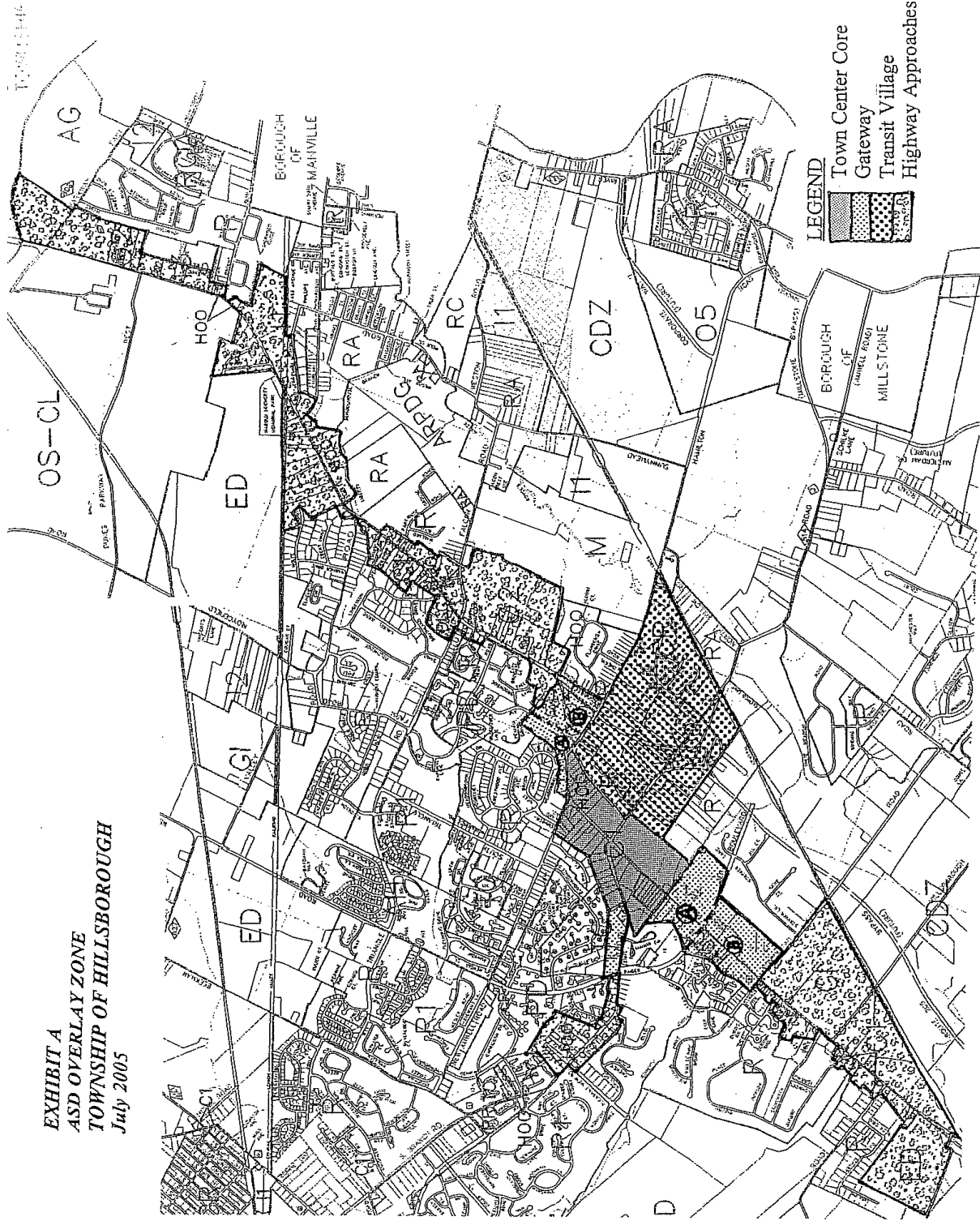
ATTEST:

HILLSBOROUGH TOWNSHIP COMMITTEE

By: _____
Kevin P. Davis, Clerk

By: _____
Robert C. Wagner, Jr., Mayor

EXHIBIT A
ASD OVERLAY ZONE
TOWNSHIP OF HILLSBOROUGH
 July 2005



**ASD OVERLAY ZONE
BULK STANDARDS**

District	Min. Lot Size	Min. Front Yd	Max. Front Yd	Min. Side Yd	Min. Rear Yd	Min. Height	Max. Height	Max. FAR	Max. Imp. Cover
Town Center	1 ac	0	5 ft. (1)	0	25 ft.	2 stories	4 stories (2)	0.45	80%
Gateway A	2 ac.	10 ft.	20 ft.	25 ft.	50 ft.	1 story	2 ½ stories	0.25	60%
Gateway B	2 ac	50 ft.	75 ft.	25 ft.	75 ft.	1 story	2 ¾ stories	0.20	50%
Transit Village	3 ac.	50 ft.	75 ft.	50 ft.	100 ft.	2 stories (3)	4 stories (3)	0.3	60%
Highway Approaches	* The underlying zoning requirements shall govern.								

Notes:

- (1) Maximum 5 ft. setback for non-residential uses and 10 ft. for residential uses.
- (2) Maximum 4 story building height along Route 206 and Anwell Road with 3 story height permitted elsewhere.
- (3) For residential uses, a minimum 2 stories up to 3 stories and for non-residential use, a minimum 2 stories up to 4 stories.