

Downtown Strategic Plan Report

Flemington, New Jersey

Prepared for the Flemington B.I.D.

February 25, 2014



TerraNoble
DESIGN, PA

60 Forest Avenue
Glen Ridge, NJ 07028
T: 973.566.0278
www.terranoble.net

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Mr. Robert Shore, Chairman
Flemington Business Improvement District
123 Main Street
Flemington, New Jersey 08822



60 Forest Avenue
Glen Ridge, NJ 07028
T: 973.566.0278
www.terrannoble.net

Dear Mr. Shore:

The Borough of Flemington was once one of New Jersey's best small towns. It is a town endowed with many architectural assets, a town steeped in history, a 'knowable' town of pedestrian scale, and inhabited by residents who are deeply passionate about its future. However, until now it has been a town without a clear vision to guide its renaissance.

With the preparation of the Flemington Downtown Strategic Plan, the Bid now has a tool to guide a productive discussion with Borough leaders, residents, and the real estate development community. The time for action is now and taking the steps to position Flemington to take advantage of a strengthening economy is at a tipping point.

Amending land use regulations with a focus on real estate market drivers will enhance the Borough's competitiveness in attracting the very best developers. Through our preliminary discussions with a number of them, it is clear they believe that Flemington can become a desirable and unique place to live, work, and be entertained by focusing on attracting young professionals and active adults.

The plan cannot succeed solely by attracting the right people to the Borough with the right housing products. Developing Flemington's brand and identity; business retention and attraction; expansion of arts and cultural attractions; and "Placemaking" that distinguishes Flemington from other towns all must be advanced. I believe Flemington has the leadership, passion and drive to once again be one of New Jersey's great small towns!

Sincerely,

Timothy N. Delorm

Timothy N. Delorm, P.P., L.L.A.
President
TerraNoble Design, P.A.

A photograph of a building with a red brick facade and a row of trees with vibrant yellow and orange autumn leaves in the foreground.

**Flemington DT Strategic Plan:
Cover Letter**

The Flemington Downtown Strategic Plan

Prepared by:

The Flemington Business Improvement District
TerraNoble Design, P.A.

Prepared for:

The Borough of Flemington

In cooperation with:

Mayor Erica Edwards

Flemington Borough Council

Flemington Planning Board

The Flemington Historic Preservation Commission

The Hunterdon County Chamber of Commerce

HART

Property Owners

Members of the Public



**Flemington DT Strategic Plan:
Acknowledgments**

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Community Workshop

January 15, 2013



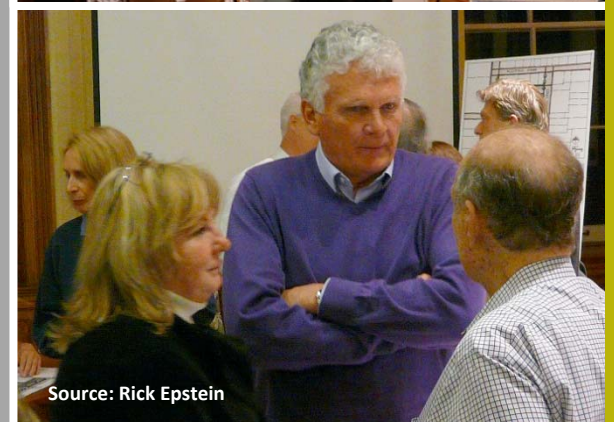
Source: Rick Epstein

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Community Workshop
January 15, 2013



Source: Rick Epstein

Flemington DT Strategic Plan: List of Exhibits

Introduction:

The Borough of Flemington was once one of New Jersey's best small towns. Agriculture and glass manufacturing drove the Borough's growth into the 1900's. Flemington's fruit crops were in high demand and peaches were shipped by the Central Railroad throughout the northeast. The Borough was also renowned for its pottery and glass manufacturing. The Fulper Bros. & Company made pottery and Stangl Glass and Flemington Cut Glass made glassware and etched glass. As the industries grew so did a rich architectural history, much of which is still visible today throughout the downtown. Changing consumer tastes, a globalizing economy, and changes in retailing caused the closing of the last remaining glass manufacturer, Flemington Cut Glass in 2006. The once bustling downtown began a slow decline with the closing of these local industries, the move of jobs abroad and to suburban campuses; and reorientation of retail businesses to highways.

Signs of a renaissance are clearly visible in Flemington with steps taken to reopen the Union Hotel, the opening of the Stangl Factory, several development proposals approved, and a few new restaurants and shops. Demographic trends including the aging of the "Baby Boomers" and emergence of the "Millennial" generation have renewed interest in living in unique downtown communities that offer a rich lifestyle. Flemington with its rich historic and architectural assets, walkable downtown, and passionate residents has the character to attract these groups and therefore the development community.

In order to capitalize on this opportunity the Borough of Flemington must adopt and promote a vision of the future that is broadly supported by the community, codified in land use regulations, made responsive to real estate market factors and widely promoted. The Downtown Strategic Plan was conceived to stimulate the formulation and adoption of a visionary strategic plan for implementation and to guide the Borough over the next 25 years.

The Strategic Plan builds upon previously completed studies and plans prepared for the Flemington Business Improvement District (FBID). Following Borough-wide reconnaissance, four areas were identified for study based upon their potential to strengthen downtown economic, cultural and social activity. This report documents the recommendations of the FBID and its consultant TerraNoble Design with regard to the North Main Street, Main Street, Flemington Cut Glass, and Fulper Road-Turntable Junction Properties. The recommendations are intended to provide guidance to the Borough Council and Planning Board in consideration of amendments to the Borough Master Plan, Zoning Ordinance, and to consider real estate incentives that will accelerate interest in Flemington.



Flemington DT Strategic Plan: Preferred Plan Introduction

Study Purpose: Create a Vision that Positions Flemington as one of N.J.'s Great Small Towns...a Vibrant Flourishing 21st Century Village!

- ☐ To partner with Flemington Borough to create a vision for downtown
- ☐ To inform Master Plan Amendments, Zoning & promote growth without eminent domain
- ☐ To build upon the S.A.G. Market Study
- ☐ To protect existing neighborhoods, while increasing luxury & workforce housing
- ☐ Strengthen & enhance the commercial sector
- ☐ To promote business attraction to diversify DT offerings including specialty retail & restaurants
- ☐ To reopen the Union Hotel & position it for long term success
- ☐ To attract arts & cultural uses to the Borough
- ☐ To create a regional destination – attraction that increases visitation
- ☐ To position sites to attract private real estate investment
- ☐ To make predictable & streamline the development process

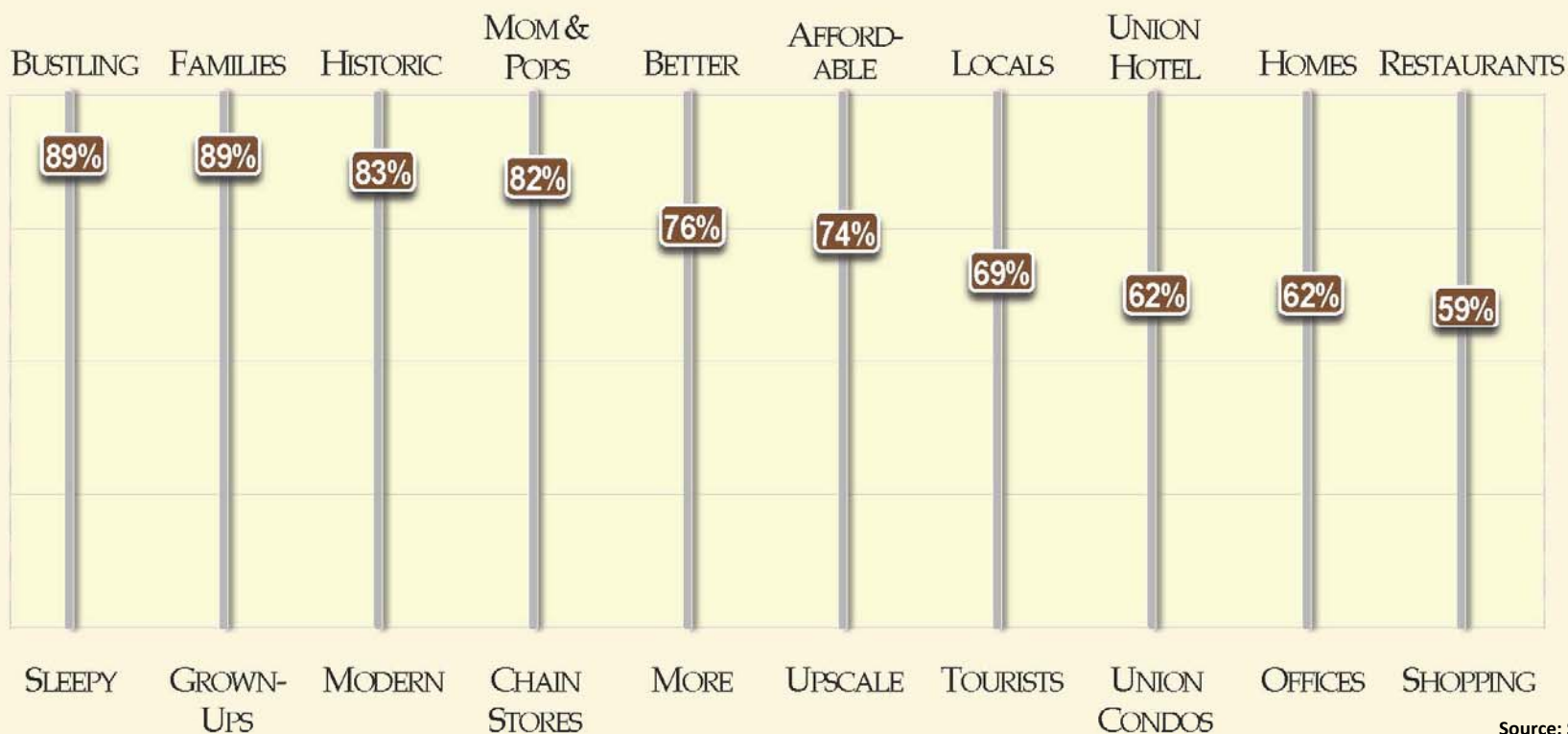
Market Report Summary of Findings

Source: Strategic Advisory Group (SAG)

- ❑ **Reopen Union Hotel: 50 rooms, 6KSF meeting space, restaurant-tavern**
- ❑ **Boutique Movie Theater or Performance Venue**
- ❑ **Arts, Film & Cultural Events & Festivals**
- ❑ **Restaurants: \$19.9 million outflow = opportunity**
- ❑ **Retail Opportunity without Hotel: 28,000 SF**
- ❑ **Retail Opportunity with Hotel: 69,000 SF**
- ❑ **Retail BEST GAFO Opportunities (w/o Hotel - w/Hotel)**
 - Restaurants: 8,000SF (3-4) - 22,000SF (8-10)
 - Home Furnishings: 6,000SF - 14,800SF
 - Misc. Retail: 4,000SF - 10,800SF
 - Entertainment: 5,000SF (2 screen) – 8,700SF (4 screen)
 - Specialty Grocery: 3,000SF – 7,900SF
 - Apparel: 2,800SF
 - Electronics: 1,100SF
- ❑ **Residential (w/o Hotel - w/Hotel)**
 - Townhouses (aver. 1,600SF): 20DU – 40DU
 - Rental Apartments (aver. 1,000SF): 40DU – 80DU
 - Upscale Condos (aver. 2,275SF): 0DU – 8DU

Type of Downtown Desired?

"Selecting only the first choice that comes to mind, which of the two terms do you most associate with the type of downtown you'd like to see in Flemington?"



Source: SAG Report

**Flemington DT Strategic Plan:
Outreach to Community**

What Downtown Really Needs is

All Items: "Strongly Agree" plus "Agree"



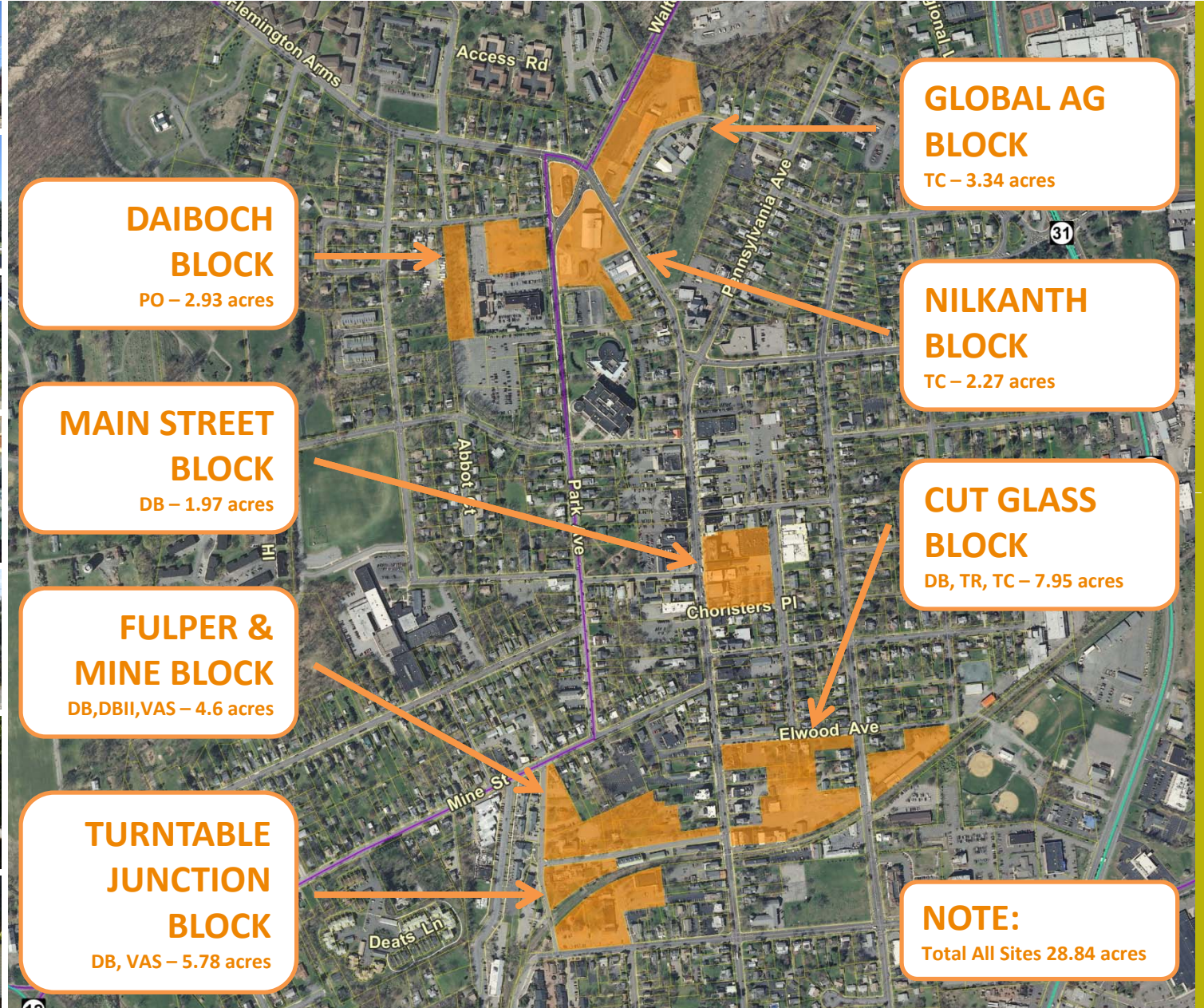
Source: SAG Report

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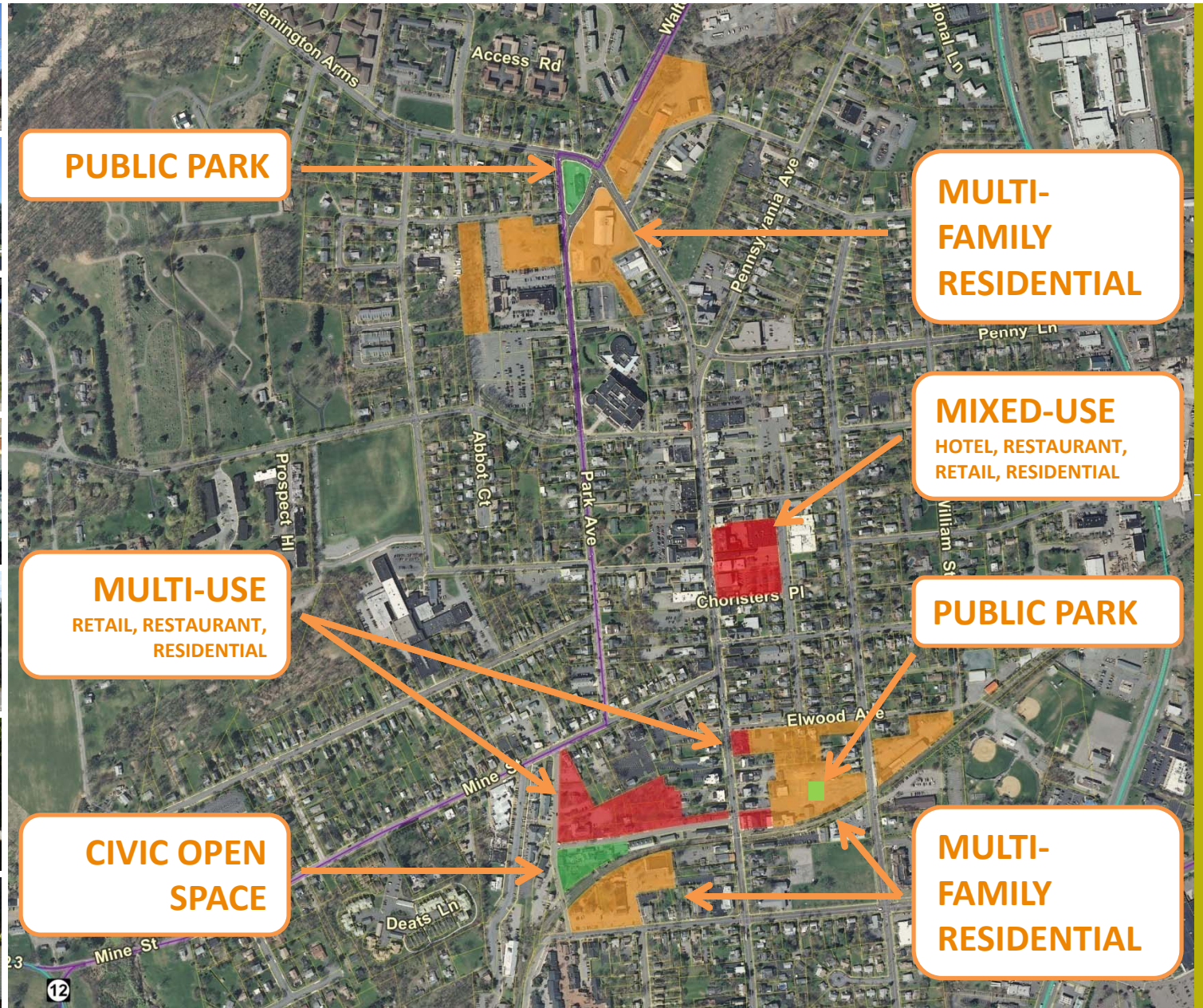
Flemington DT Strategic Plan:
Outreach to Community

What Real Estate Developers are saying:

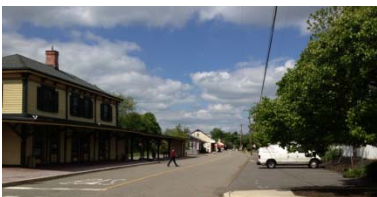
- ❑ Interviewed 6 of NJ's Best Development Companies
- ❑ All Like Flemington, make Flemington as Attractive as Competing Cities
- ❑ Region & County Job Growth Drives Residential (7% growth projected per year in Health, Retail & Construction)
- ❑ Retail & Commercial Development in DT Follows Residential
- ❑ Residential @ 4 story Height Limit with Surface Parking Most Cost Efficient, 100-300 DU the sweet spot
- ❑ How to Attract Developers
 - Build upon Assets to Create a Great "Place"
 - Focus on Empty Nesters & Under 35 Age Cohort
 - Optimize Zoning Envelope & Flexibility
 - Streamline & Make Entitlement Predictable
 - "Lower Our Cost of Entry"
 - Consider Incentives – Tax Abatements, Parking Authority Bonding, Incentive Zoning
 - Provide Flexibility in Providing Affordable Housing



Flemington DT Strategic Plan: Opportunity Sites Studied



Flemington DT Strategic Plan: Recommended Land Use Plan



Source: TerraNoble Design

N. MAIN BLOCKS

1. WIDEN SOUTH SIDE OF CORCORAN STREET & ADD SIDEWALKS

CUT GLASS

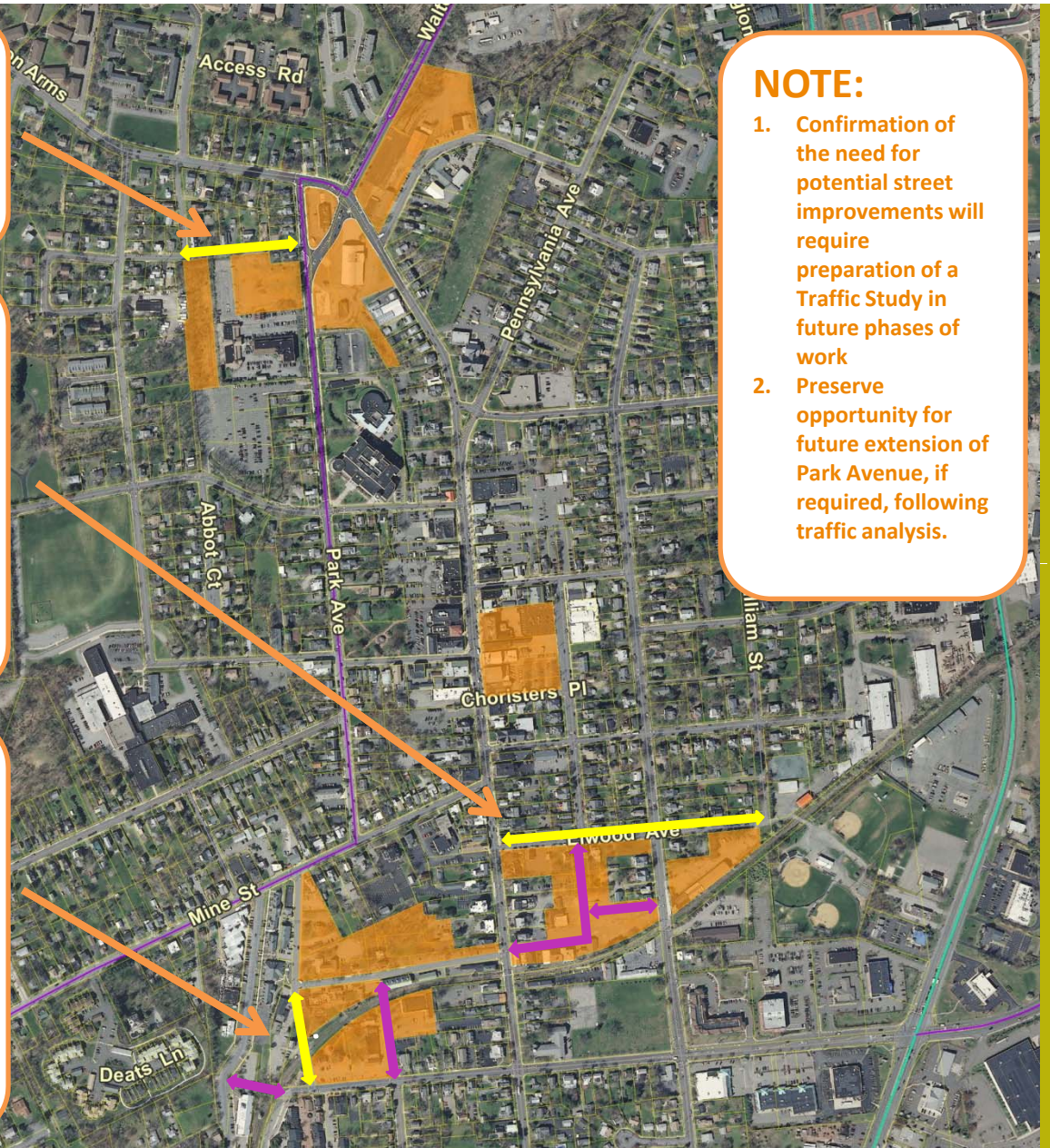
1. EXTEND SPRING STREET SOUTH TO MEET FULPER ROAD
2. PROVIDE SPRING STREET EXTENSION TO BROAD STREET CONNECTION
3. WIDEN WILLIAMS STREET SOUTH SIDE

T.J. BLOCK

1. WIDEN CENTRAL AVENUE SOUTH OF RR TO CHURCH STREET
2. EXTEND BROWN STREET TO FULPER ROAD
3. EXTEND CHURCH STREET TO STANGL ROAD

NOTE:

1. Confirmation of the need for potential street improvements will require preparation of a Traffic Study in future phases of work
2. Preserve opportunity for future extension of Park Avenue, if required, following traffic analysis.



Flemington DT Strategic Plan: Potential Street Improvement Plan



Source: Google Images

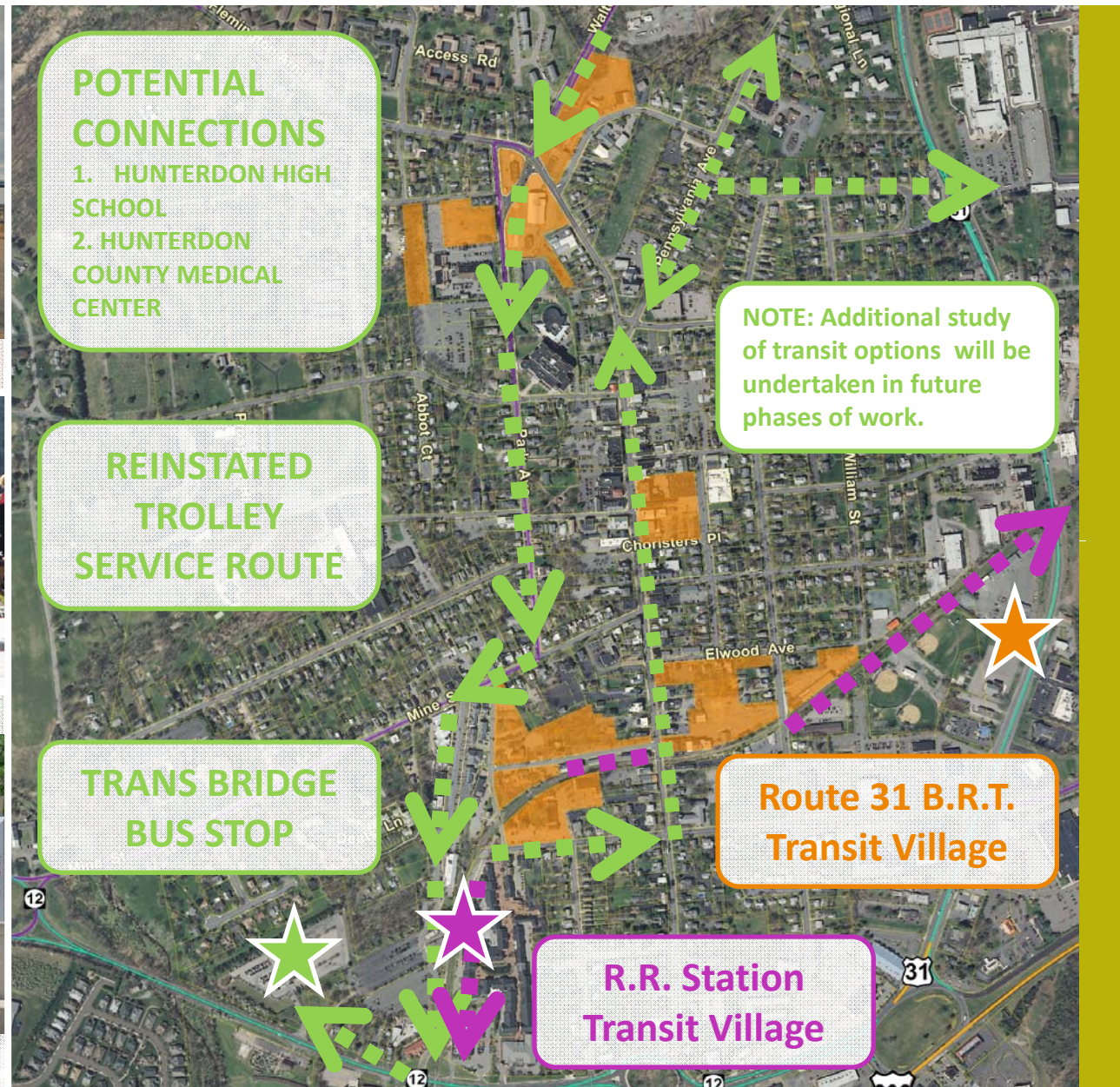
Historic Trolley



Green Eco-Bus



Cleveland Bus Rapid Transit (BRT)



Flemington DT Strategic Plan: Transit Opportunities



**Class II Bike Lane
Dedicated**

**Class III Shared
Lane (Sharrow)**

MAP LEGEND



**HART/COUNTY PROPOSED
BIKE ROUTES**



**FLEMINGTON BOROUGH
PROPOSED BIKE ROUTES**

BICYCLE PARKING & AMENITIES



Borough Destinations

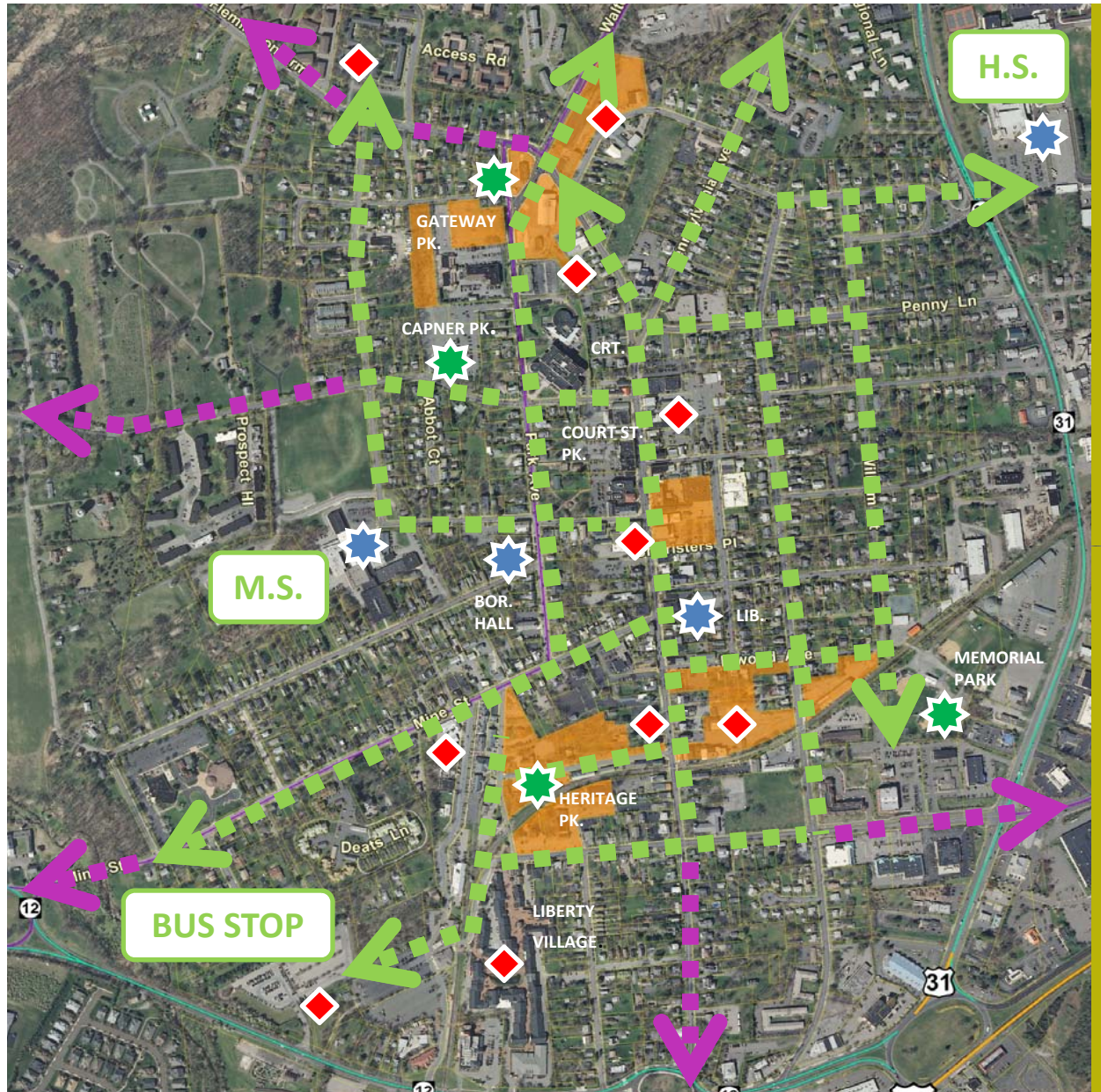


Parks Destinations

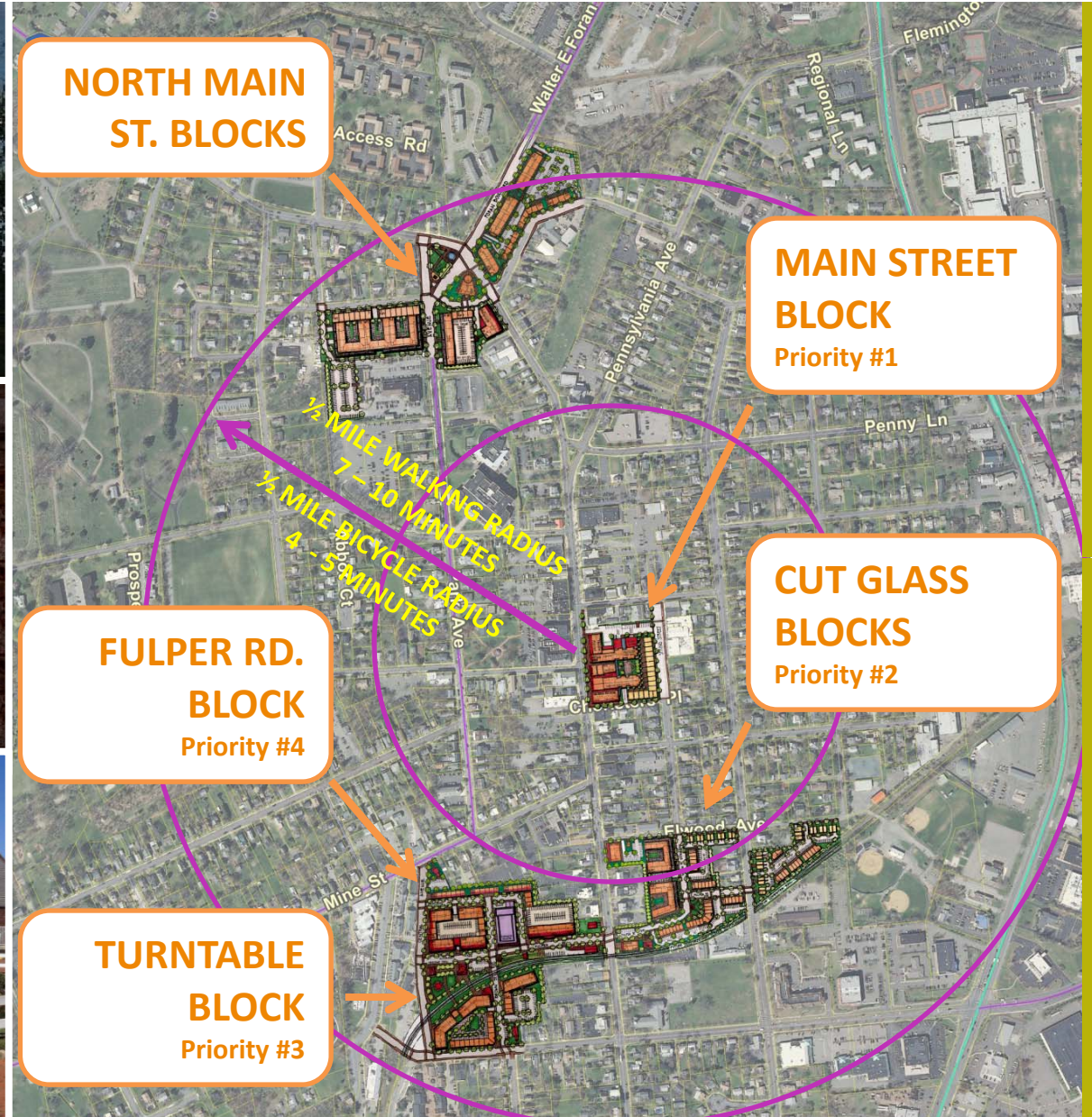


Other Bicycle Parking

NOTE: Downtown bicycle routes will likely be Class III - Shared Lanes. Class II - Dedicated Lanes should be provided where road width permits.



Flemington DT Strategic Plan: Recommended Bicycle Route Plan



Flemington DT Strategic Plan: Recommended Concept Plan

PRIORITY #1



Union Hotel



90 Main Street



DB = 1.97 Acres
Spring Street Back of Hotel



Choristers Place from Spring Street

**Main Street Block:
Existing Conditions**

Overview:

Existing Conditions: The Main Street Block is bordered by Main Street on the west; Chorister Place of the south, Spring Street on the west, and Flemington Fur's parking lot on the north. Prominent buildings include the Union Hotel, The Potting Shed, 90 Main Street, and 100 Main Street. The rear portion of the block is a combination of municipal and private parking lots.

The Vision: Located in the heart of the downtown the Main Street Block is the heart and soul of the Strategic Plan. As the number 1 priority it must set the bar for future projects in terms of predictability in the approvals process, design quality and character, and once again become Flemington's Post Card image. A mixed-use hospitality – retail – residential development is recommended at a density that will maintain the character of Main Street, create a residential character for Choristers and Spring Street, while locating parking resources out of view.

The Program:

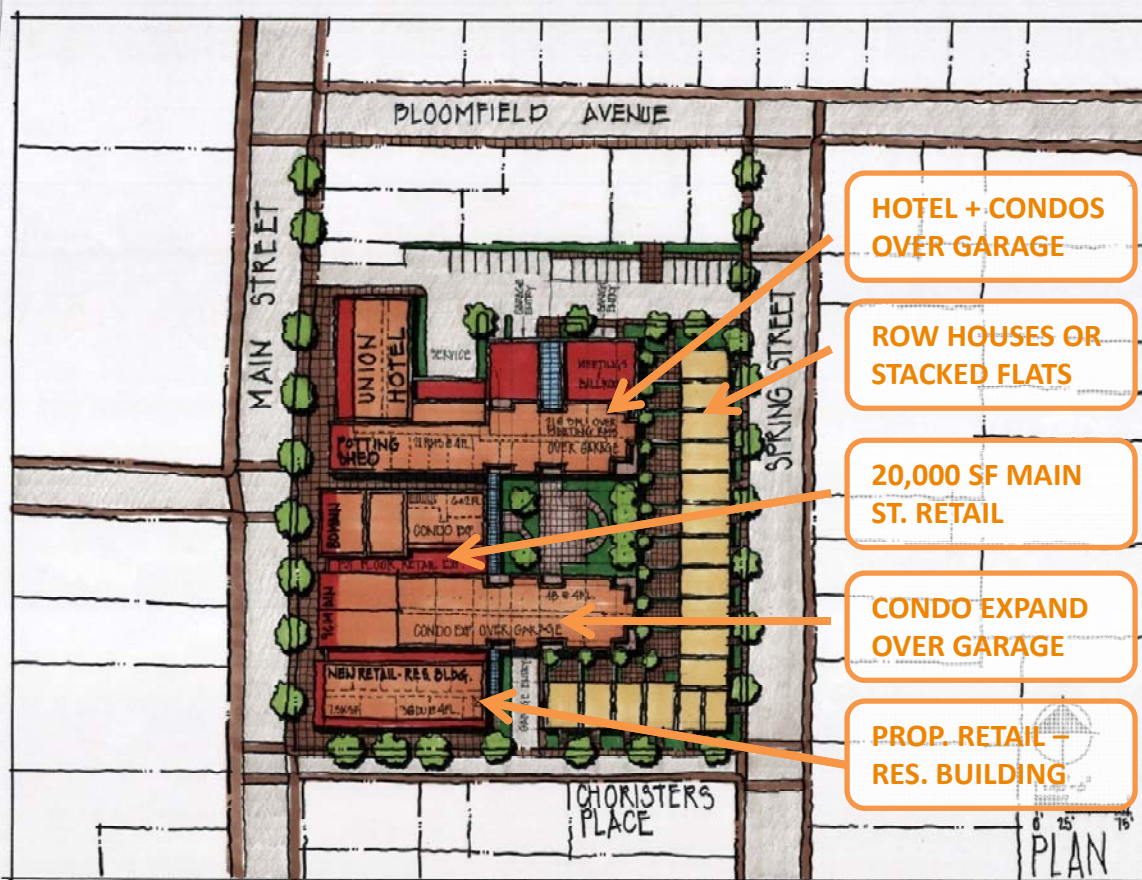
- Union Hotel Expansion to include a restaurant-tavern, additional hotel rooms, condominium apartments, concierge service, meeting room and ballroom space.
- Condominium expansion of 80 and 90 Main Street to the rear of the buildings and over the parking garage.
- Construction of a new retail - residential building on the corner of Main Street and Chorister Place.
- Construction of a multi-level parking garage internal to the property and not visible from the street.
- Construction of a roof top garden – plaza over the parking garage for hotel guests and residents.
- Construction of Row Houses and or Stacked Flats on the east portion of Chorister Place and along the block's Spring Street frontage.
- Maintenance of a portion of Flemington Furs' parking lot with additional dedicated garage parking spaces and access to their building fronting Bloomfield Street.
- Complete Streets construction – including sidewalk, streetscape, signage, and green infrastructure improvements on all frontages.

Development Summary: See page 42

Suggested Zoning Amendments: See page 44



Flemington Main Street Block: Recommended Plan Introduction



Reopen and Expand Union Hotel

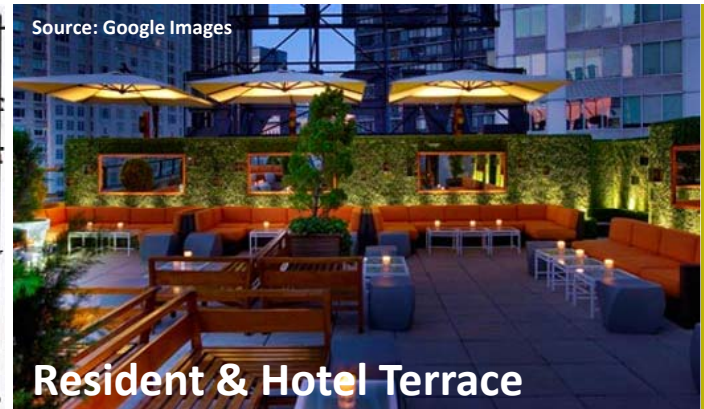
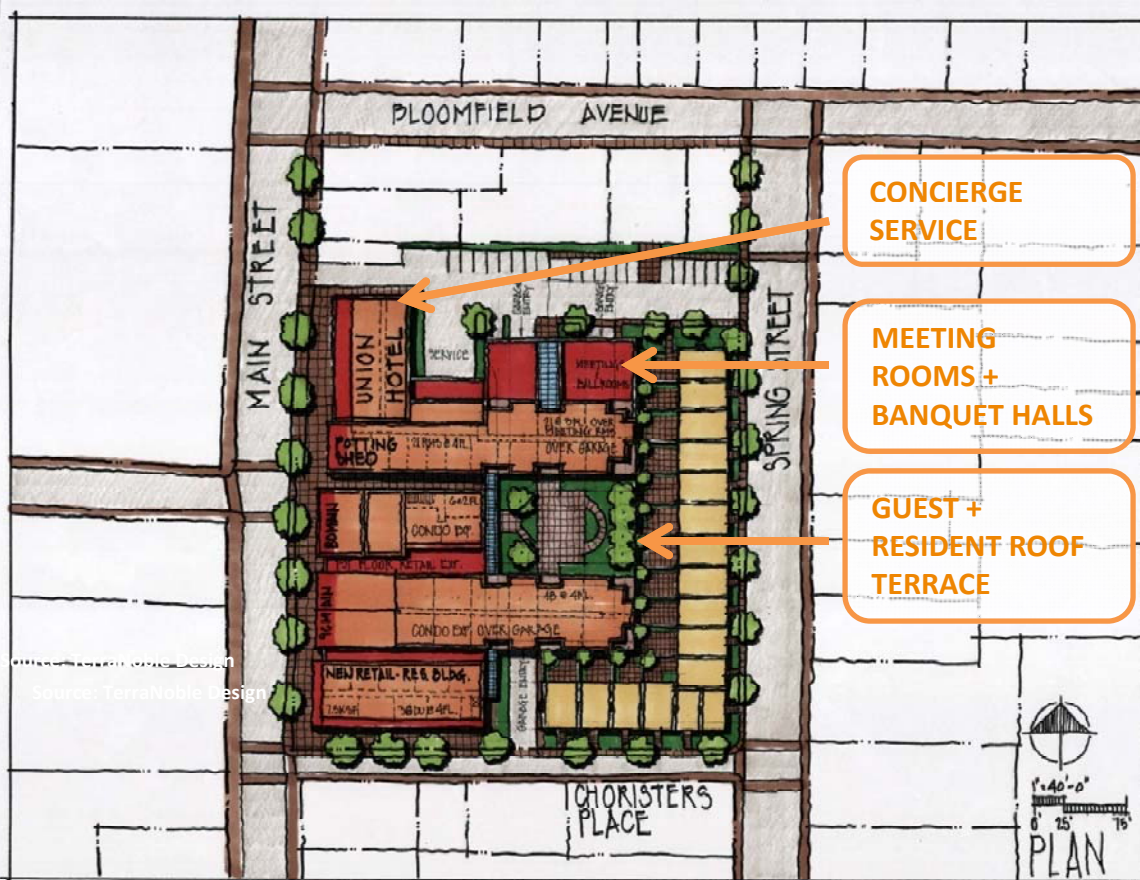


Princeton's Palmer Square



Gourmet Food Market

**Main Street Block:
Recommended Concept Plan**



**Main Street Block:
Expanded Hotel Services**



Source: TerraNoble Design

Main Street Block: Main Street - Today



Main Street Block: Main Street - Proposed



Source: TerraNoble Design

**Main Street Block:
Spring Street - Today**



Source: Skibba Illustration

**Main Street Block:
Spring Street - Proposed**

PRIORITY #2

Source: TerraNoble Design

Fulper Road

Fulper Road Vacant Lot

Fulper Road: DB-DBII-VAS = 4.6 Acres

**Fulper + Turntable Blocks:
Existing Conditions**



Turntable Junction Shops



Brown Street Extension

Turntable Junction: DB-DBII-VAS = 5.7 Acres

Overview:

Existing Conditions: The Fulper Road block is defined by Fulper Road on the south, Main Street on the east, Central Avenue on the west, and the approximate rear lot line of Holcombe-Fisher Funeral Home. The block is underdeveloped with one to two story retail shops and a mid-block invasive Norway Maple stand. The Turntable Junction block is bounded by Church Street to the south, Fulper Road to the north, Central Avenue to the west and the day care center to the east. The block is currently the site of one to two story low end retailers in an outdated destination retail model that cannot compete with new highway oriented retail.

The Vision: The Fulper Road – Turntable Junction blocks present an opportunity to create an entertainment and cultural destination in Flemington with the added benefit of connecting Main Street with Liberty Village. Fulper Road is envisioned as Flemington’s Restaurant Row supported by a boutique movie or community theater and specialty shops. Similar to Church Street in Montclair or Main Street in Somerville, Fulper Road has the potential to become a regional destination and a center for nightlife. A new civic plaza – park is proposed for the west end of Fulper Road with the development rights transferred via density bonus to Turntable Junction. The plaza may include relocation – reuse of the Nilkanth Train Depot as an Ice Cream Stand, a family restaurant, and conversion of the Turntable into a Klickity-Klack Train Carousel ride for children. The park will serve as a family entertainment zone and stage for civic events. Turntable Junction is proposed for construction as a residential development including market rate and workforce housing and support retail.

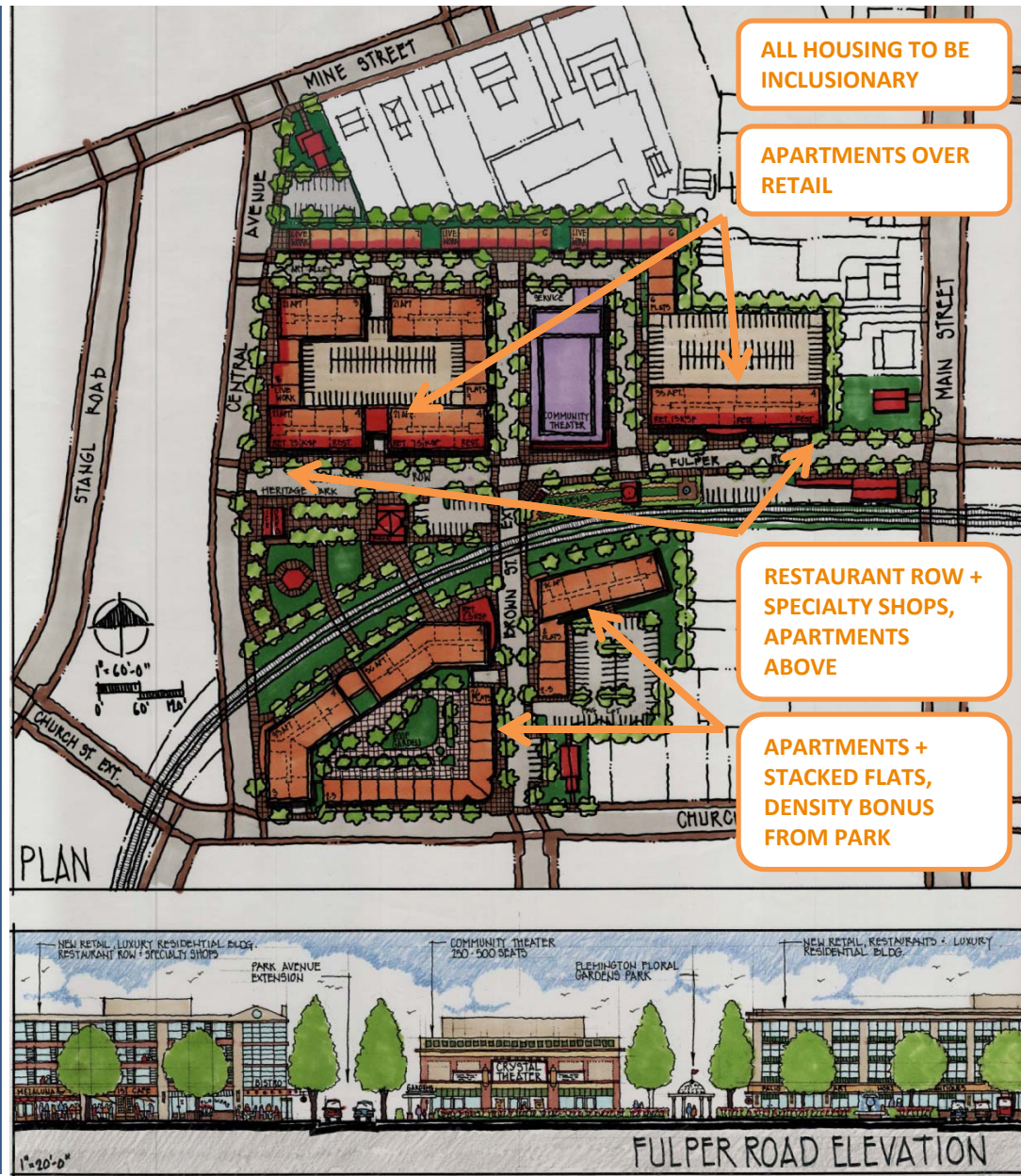
The Program:

- Multi-use retail – residential on the north side of Fulper Road
- A Boutique Cinema (2 – 4 screens) or Community Theater (250 – 500 seats)
- Artist Alley Live-Work galleries
- Construction of a 1.1 acre Civic Plaza – Park: family entertainment zone with green infrastructure & a formal public garden
- Construction of Turntable Junction Market-rate residential including workforce/affordable housing along the railroad tracks and stacked flats or townhouses on Church & Brown Streets
- Extension of Church Street to meet Stangl Road
- Complete Streets construction – sidewalk, streetscape, signage, and green infrastructure improvements on all frontages

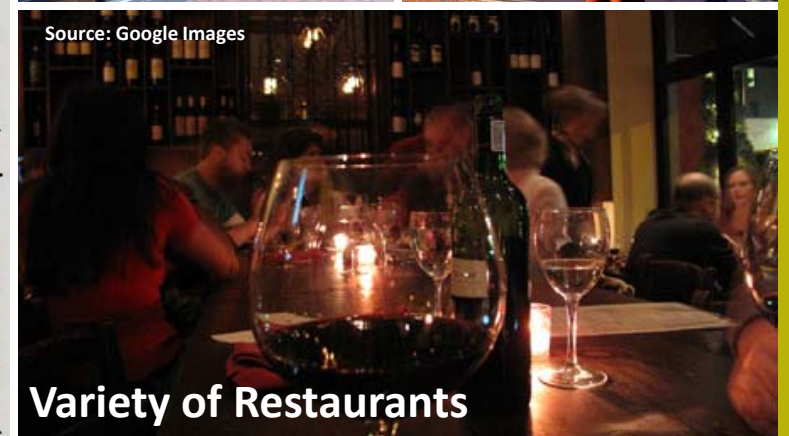
Development Summary: See page 42

Suggested Zoning Amendments: See page 44

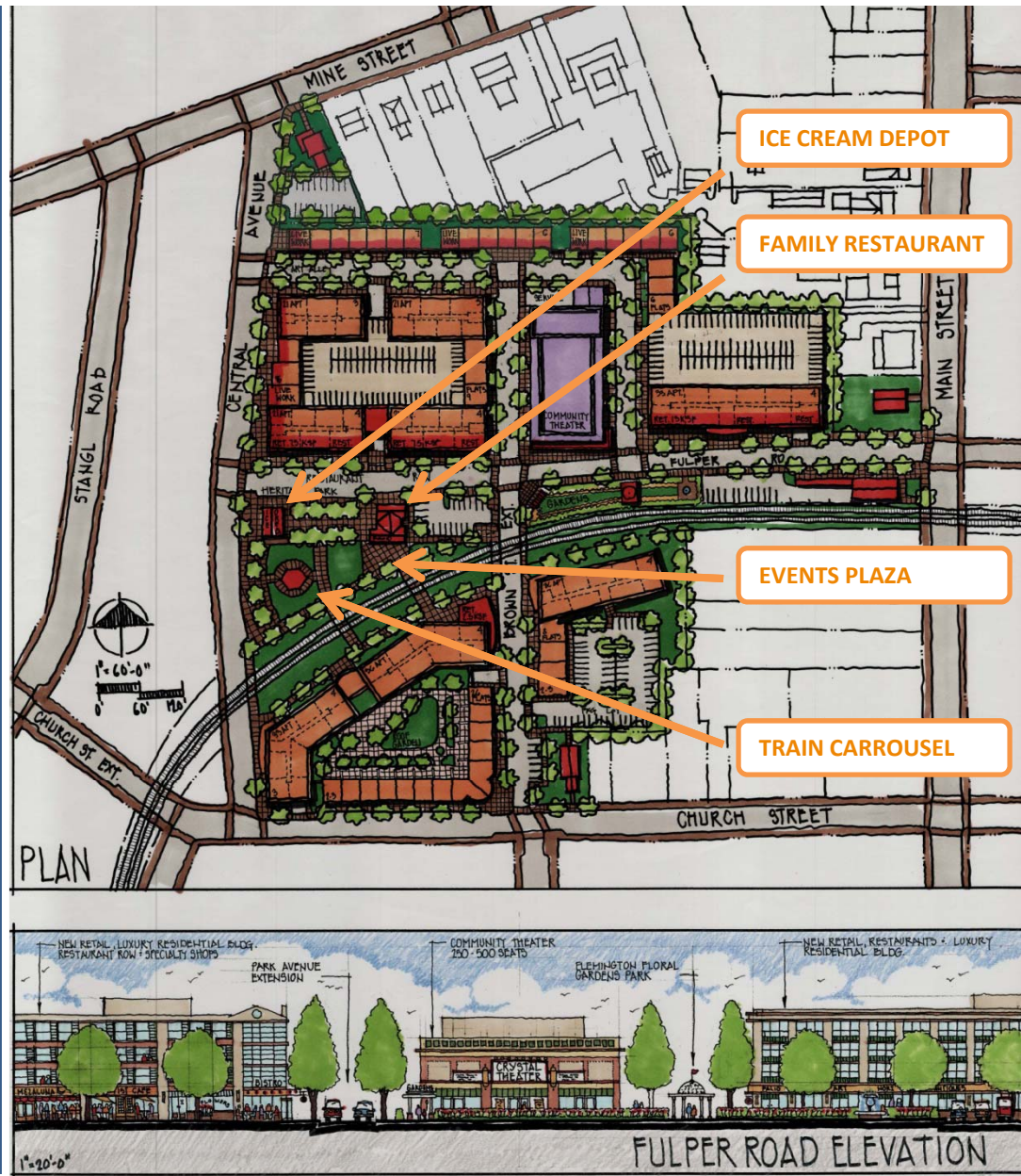
Fulper Road + Turntable Blocks: Recommended Plan Introduction



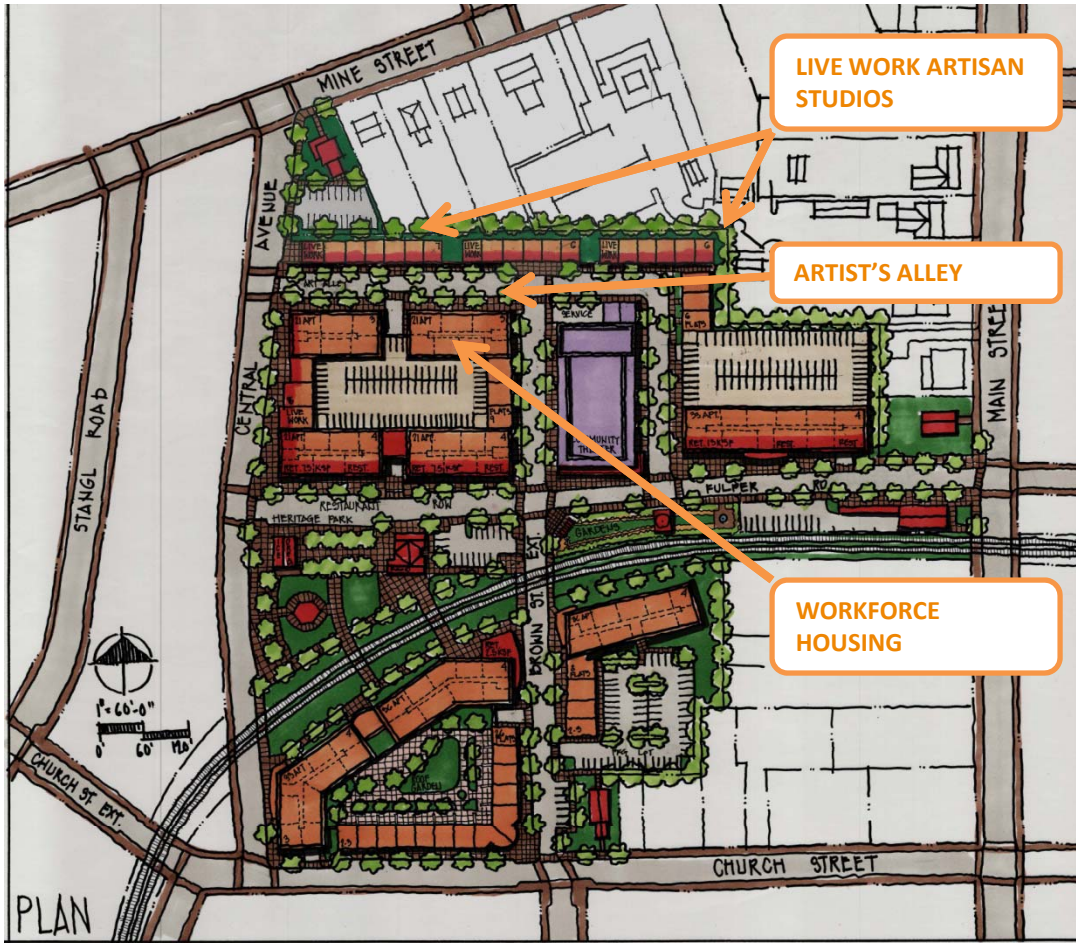
Source: Google Images



Fulper Road + Turntable Junction: Recommended Concept Plan



Heritage Park @ Turntable Junction: Recommended Concept Plan



Artist's Alley



One of A Kind Shops



Glass Artisans



Potters Classes



Maker's Space

Artist's Alley: Recommended Concept Plan



Source: TerraNoble Design

**Fulper Road + Turntable Junction:
Fulper Road - Today**



Source: Skibba Illustration

**Fulper Road + Turntable Junction:
Restaurant Row - Proposed**



Source: TerraNoble Design

**Fulper Road + Turntable Junction:
Turntable Junction - Today**



Fulper Road + Turntable Junction: Heritage Park - Proposed

PRIORITY #3



Flemington Cut Glass Store



Cut Glass Historic Saw Mill



William Street at Main Street

DB-TR-TC:
West Block = $2.6 + 3.55 = 6.15$ Acres



Cut Glass at Broad Street

East Block = 1.8 Acres, Total = 7.95

Source: TerraNoble Design

Cut Glass Block s:
Existing Conditions

Overview:

Existing Conditions: The Cut Glass Block is proposed to be expanded north to William Street. Commercial and residential lots fronting Main and Broad Street are deep lots. The remaining portion of these lots, after assembly of the rear portion for development, will still conform to zoning. The historically significant historic William Street home and historically contributing Old Saw Mill buildings are proposed to be adaptively reused. The existing service station on Main Street is proposed to be demolished.

The Vision: The Cut Glass Blocks are envisioned as a neighborhood. Spring Street is extended south to meet the Fulper Road Extension. An offset road connection between Spring and Broad Street is proposed to calm traffic while enhancing mobility on the south end of downtown. By doing so the historic block structure of Flemington is extended into the property. At the intersection of Spring and East Fulper Street a neighborhood pocket park is proposed. Apartment buildings, with 4th floor setbacks, are proposed on the west side of the Spring Street extension where they will have minimal visual impact. The remainder of the property is proposed as stacked flats and townhouses. All parking is located behind residences in alleys and not visible from the street. Proposed apartments are mechanism for granting the redeveloper additional density to offset the cost of adaptively reusing historic buildings on, cleaning up the service station lot, and constructing a neighborhood park. At the north and south end of Main Street multi-use retail – residential buildings are proposed to further enliven the street.

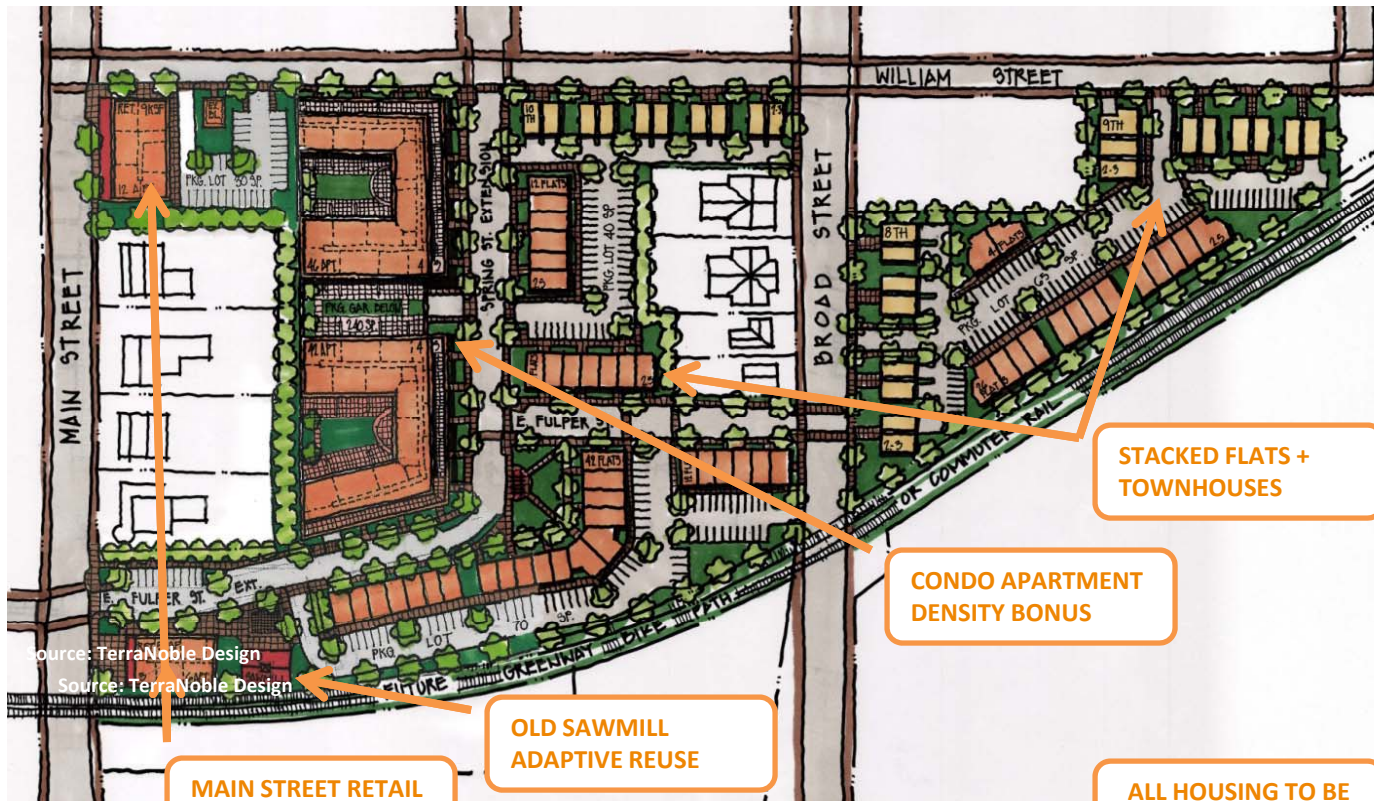
The Program:

- Adaptive reuse of the central portion of the Saw Mill & historic William Street home for retail, office, or residential use.
- Multi-use retail – residential on Main Street.
- Extensions of Spring Street south and Fulper Road east to Broad Street are proposed.
- Construction of a 0.2 acre neighborhood pocket park.
- Construction of market-rate apartments including workforce housing along the west side of the Spring Street extension. Added density is proposed as an incentive zoning bonus to offset adaptive reuse costs associated with the Saw Mill & historic William Street homes.
- Construction of stacked flats & townhouses including workforce/affordable housing on the remainder of the property.
- Complete Streets construction – including sidewalk, streetscape, signage, and green infrastructure improvements on all frontages.

Development Summary: See page 42

Suggested Zoning Amendments: See page 44

Cut Glass Blocks: Recommended Plan Introduction



Source: TerraNoble Design

Source: TerraNoble Design

MAIN STREET RETAIL
+ APARTMENTS

OLD SAWMILL
ADAPTIVE REUSE

CONDO APARTMENT
DENSITY BONUS

STACKED FLATS +
TOWNHOUSES

ALL HOUSING TO BE
INCLUSIONARY

Source: Google Images



Sawmill Reuse



Context Sensitive



Main St. Retail

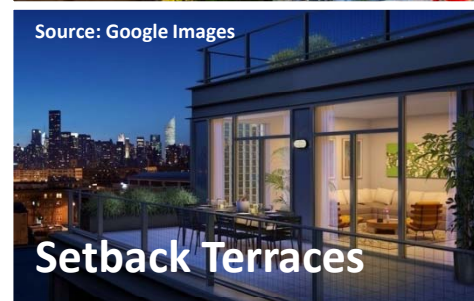
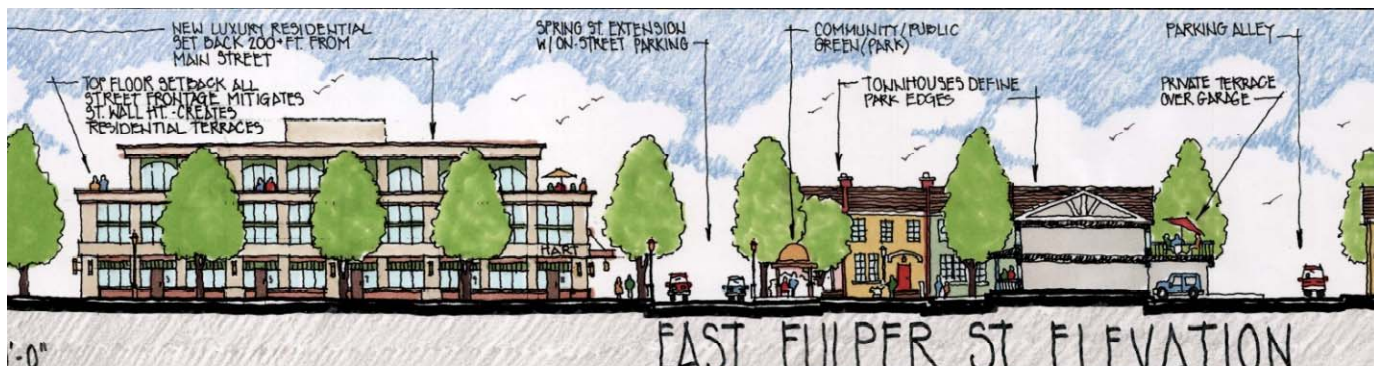
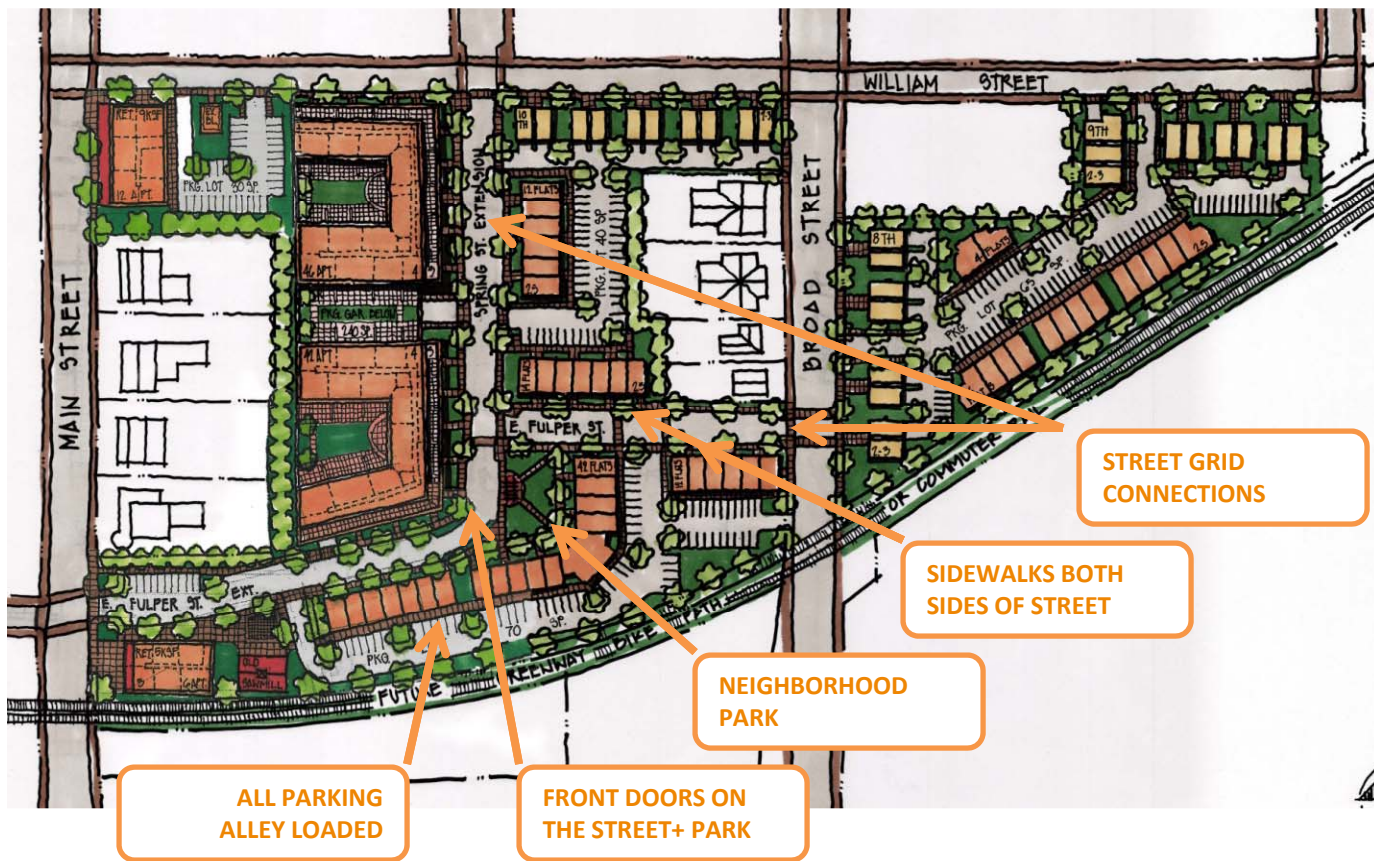


Walkable Streets



Source: TerraNoble Design

Cut Glass Blocks: Recommended Concept Plan



**Cut Glass Blocks:
Recommended Concept Plan**



Source: TerraNoble Design

Cut Glass Blocks:
Cut Glass - Today



Source: Skibba Illustration

**Cut Glass Blocks:
Neighborhood Park - Proposed**

PRIORITY #4

Corner of Main Street & Park Avenue
Nilkanth: TC = 2.27 Acres

Main Street Approaching Foran Boulevard
Global AG: TC = 3.34 Acres

Source: TerraNoble Design

Park Avenue Frontage
Daiboch: PO = 2.93 Acres

Main Street View North
Total Site Area: 8.54 Acres

North Main Street Blocks:
Existing Conditions

Overview:

Existing Conditions: The Global AG property between Foran Blvd. and Hopewell Street is in foreclosure and existing buildings should be demolished. The Nilkanth Property at the corner of Main Street and Foran Blvd. is vacant, however has an approved strip retail site plan approval. The rail depot building is proposed to be relocated to Turntable Junction for adaptive reuse; while the larger feed building for lack of a viable reuse alternative should be demolished. The Daiboch property at the corner of Park Avenue and Corcoran Street is an undeveloped site bisected by the Egg Auction parking lot. A land swap to relocate Egg Auction parking behind the building is recommended to consolidate the Daiboch properties to optimize development.

The Vision: The Foran Blvd., Main St., and Park Ave. intersection is an important gateway to the downtown that must create a positive first impression. An iconic gateway residential development and new civic park are proposed for these three properties. Construction of a 'Flatiron' style residential building and new park with water feature and sculpture will mark this important gateway intersection. The gateway effect will be enhanced by the addition of height to the iconic building; at a minimum, four floors are recommended with an architectural clear story or tower element extending above the roof to create a beacon at the entry to downtown Flemington.

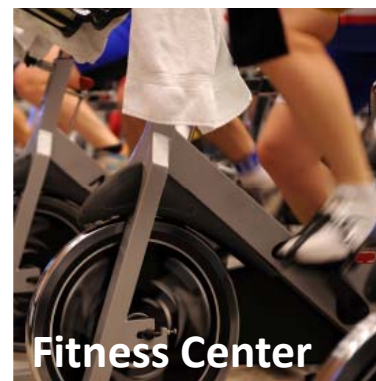
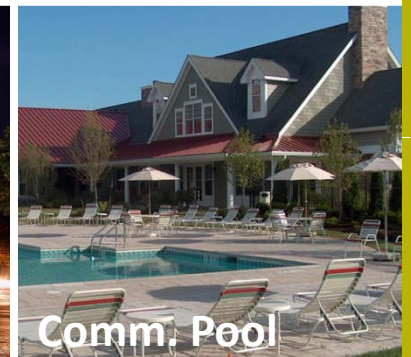
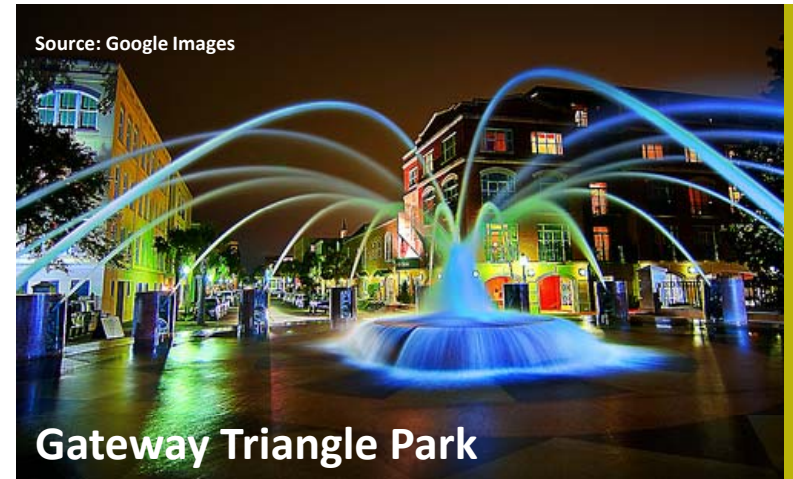
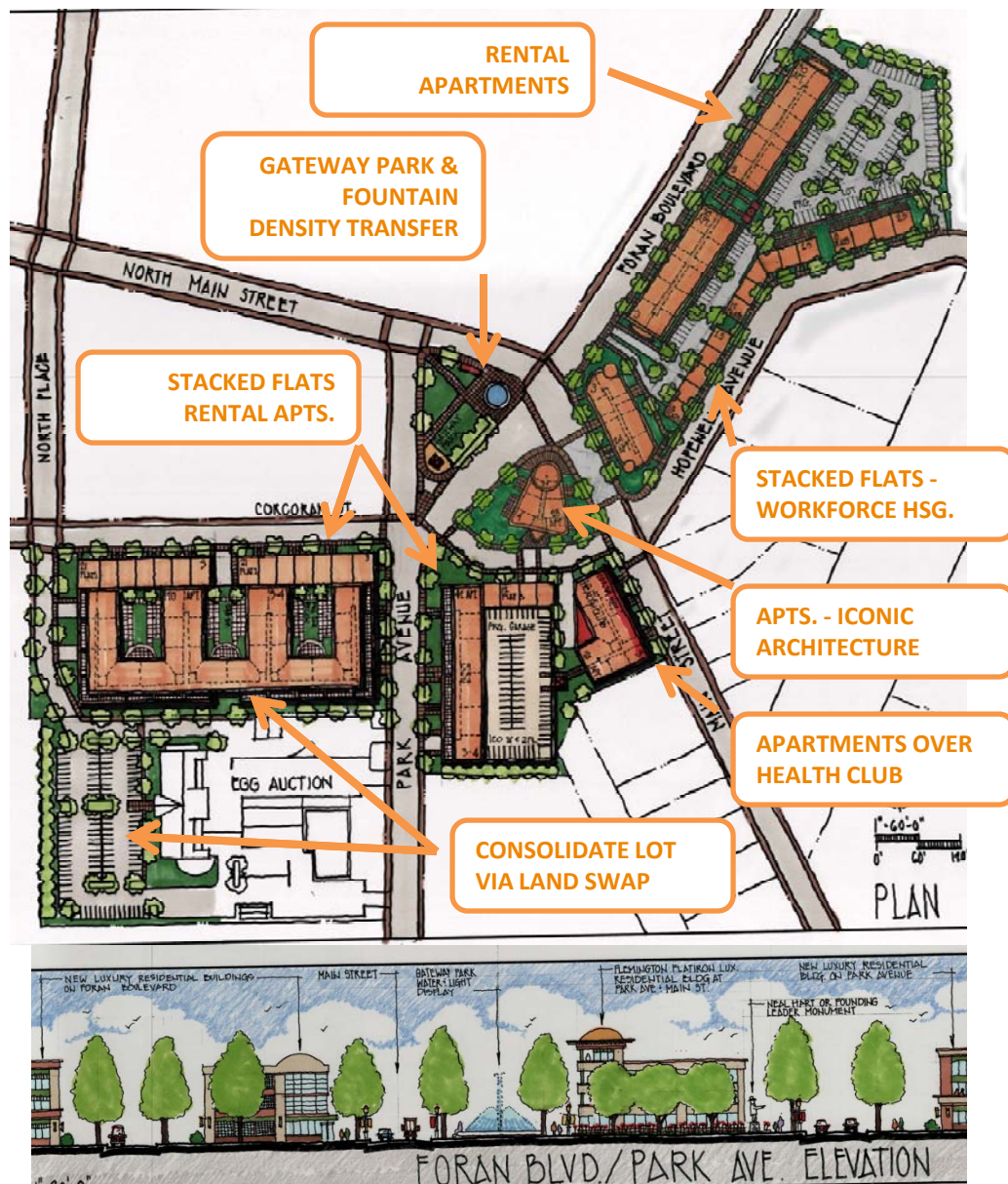
The Program:

- Construction of market-rate housing, including workforce housing, fronting Foran Boulevard, Park Avenue, and Main Street.
- Stacked Flats or Townhouses, including workforce/affordable housing, fronting Hopewell Street will provide compatible scale with the adjoining neighborhood.
- A new public park is proposed for the triangle occupied by the convenience store with development rights transferred via density bonus to the Nilkanth property.
- Stacked flats or townhouses will front Corcoran Street to maintain compatible scale with neighborhood homes.
- A multi-use retail-residential building fronting on Main Street next to the florist, with retail possibly including a fitness center/health club for residents and the public at this location.
- Complete Streets construction – including sidewalk, streetscape, signage, and green infrastructure improvements on all frontages.

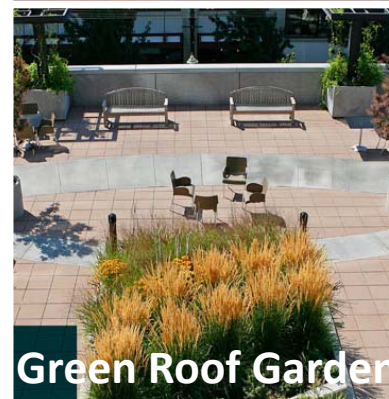
Development Summary: See page 42

Suggested Zoning Amendments: See page 44

North Main Street Blocks: Recommended Plan Introduction



North Main Street Blocks: Recommended Concept Plan



North Main Street Blocks: Preferred Concept Plan





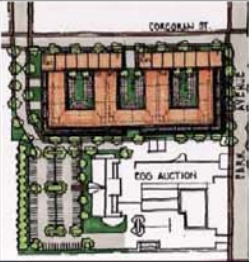
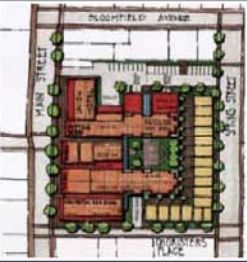



Source: TerraNoble Design

**North Main Street Blocks:
Foran Blvd. Gateway - Today**



Source: Skibba Illustration

North Main Street Blocks: Foran Blvd. Gateway - Proposed



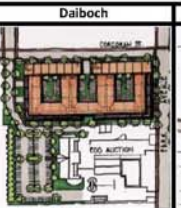

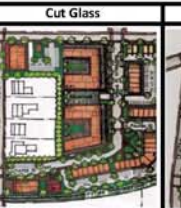


Global AG	Nilkanth	Daiboch	Main Street	Cut Glass	Fulper Road	Turntable Junction
						
Market-Rate Apartments, Stacked Flats	Condo Apartments, Health Club Retail	Stacked Flats, Condo Apartments	Multi-Use: Ground Floor Retail + Hotel, Condos + Flats	Townhouses, Flats, Apartments + Ground Floor Retail	Multi-Use: Theater, Retail + Live Work, Flats, Apartments	Heritage Park Stacked Flats, Apartments
3.34	2.27	2.93	1.97	7.95	4.6	5.7



FLEMINGTON: A GREAT SMALL TOWN Development Summary

Total Residential	900 – 1,100 DU
Total Retail	80,000 – 100,000 SF
Community Theater (Seats)	250 - 500 SE
Community Theater (GSF)	10,000 – 20,000 SF
Total Retail w/ Theater	100,000 – 120,000 SF
Total Off-Street Parking	2,150 – 2,400 SP
Total On-Street Parking	200 – 250 SP
New Community Parks	1.70 AC

Flemington DT Strategic Plan: Development Summary

	Global AG	Nikanth	Daiboch	Main Street	Cut Glass	Fulper Road	Turntable Junction	
								
Land Use(s)	Market-Rate Apartments, Stacked Flats	Condo Apartments, Health Club Retail	Stacked Flats, Condo Apartments	Multi-Use: Ground Floor Retail + Hotel, Condos + Flats	Townhouses, Flats, Apartments + Ground Floor Retail	Multi-Use: Theater, Retail + Live Work, Flats, Apartments	Heritage Park Stacked Flats, Apartments	
Block Area (Acres)	3.34	2.27	2.93	1.97	7.95	4.6	5.7	28.76
Live Work Residences						25		
Townhouses					27			27
Stacked Flats	30	12	42	51	102	15	34	286
Luxury Apartments	84	132	120	90	118	117	105	766
Residential - Total	114	144	162	141	247	157	139	1104
Residential Density	34	63	55	72	31	34	24	38
Retail - Ex. Rehab or Relocation						7,500		7500
Retail - Live Work						15,000		15000
Retail - Proposed		10,000		13,500	14,000	28,000	2,500	68000
Retail Hotel Restaurant & Tavern				6,000				6000
Retail - Restored Saw Mill					1,600			1600
Retail - Total	0	10,000	0	19,500	15,600	50,500	2,500	98100
Community Theater (500 seats)	0	0	0	0	0		20,000	20000
Public Park / Plaza		0.4			0.2		1.1	1.7
Parking								
Existing Parking				171				171
Parking - Residential	171	216	243	212	384	248	208.5	1682
Parking - Retail	0	40	0	78	62	202	10	392
Parking - Theater							167	167
Parking Total	171	256	243	461	446	450	385	2412
Notes								
Current Zoning	TC	TC	PO - TR	DB	DB - TR - TC	DBII - DB - VAS	VAS - DB	
Req. Area in Need of Redev. Designation	In Process	Yes	Yes	Expansion of Area	Expansion of Area	Yes	Yes	
Requires Master Plan Amendment	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Requires Zoning Change	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Number of Owners Impacted	1	1	2	6	7	10	3	

Flemington DT Strategic Plan: Detailed Program Summary

Zoning District	Permitted Uses	Lot Size			Sidewalk			Yards			Bldg. Height		Max. Imperv. Surface Ratio	Floor Area Ratio
		Min. Lot Area	Min. Lot Width	Min. Lot Depth	Min. Element Planting Zone	Min. Pedestrian Zone	Min. Storefront Zone	Min. Front Yard	Min. Side Yard	Min. Rear Yard	Max. Height	Max. Number Floors		
Main Street Block														
a. Main Street	Mixed-Use	7000	45	100	6	6	6	0**	0	10	45	4***	0.8	TBD
b. Choristers Street	Mixed-Use	7000	45	100	6	5	0	10	0	10	35	3	0.8	TBD
c. Choristers Street	Multi-Family Residential	960	24	40	6	5	0	10	5	10	35	3	0.8	TBD
d. Spring Street	Multi-Family Residential	960	24	40	6	5	0	10	5	10	35	3	0.8	TBD
Fulper Road Block	Mixed-Use													
a. Fulper Road (North Side)	Mixed-Use	7000	45	100	6	8	6	0**	0	10	45	4	0.8	TBD
b. Central Ave. & Brown St.	Mixed-Use	7000	45	100	6	5	5	0**	0	10	35	3	0.8	TBD
c. Artist Alley	Mixed-Use	1200	24	50	6	6	0	0**	0	10	35	3	0.8	TBD
Turntable Junction Block														
a. Fulper Road (South Side)	Open Space	0	0	0	6	6	0				25	2	0.1	TBD
b. Church Street	Multi-Family Residential	2400	24	100	6	5	0	10	0	10	25	2.5	0.8	TBD
c. Central Ave. & Brown St.	Mixed-Use	7000	45	100	6	5	0	10	0	10	35	3	0.8	TBD
Cut Glass Blocks														
a. William Street	Multi-Family Residential	1920	24	80	6	5	0	10	12	10	25****	2.5	0.8	TBD
b. Main Street	Mixed-Use	7000	45	100	6	5	5	0**	0	10	35	3	0.8	TBD
c. Broad Street	Multi-Family Residential	2400	24	100	6	5	0	20	12	10	25	2.5	0.75	TBD
d. Spring Street Extension	Multi-Family Residential	2400	24	100	6	5	0	15	12	10	25****	2.5	0.8	TBD
e. East Fulper Street	Multi-Family Residential	2400	24	100	6	5	0	10	12	10	25	2.5	0.8	TBD
Global AG Block														
a. Main Street	Multi-Family Residential	6000	45	100	6	6	0	10	12	10	35	3	0.8	TBD
b. Foran Boulevard	Multi-Family Residential	6000	45	100	6	5	0	10	12	10	35	3	0.8	TBD
c. Hopewell Avenue	Multi-Family Residential	1200	24	50	6	5	0	5	12	10	25	2.5	0.8	TBD
Nilkanth Block														
a. Corner of Main Street & Park Avenue	Multi-Family Residential	6000	45	100	6	6	0	10	12	10	45	4	0.8	TBD
b. Main Street	Mixed-Use	6000	45	100	6	6	6	10	12	10	35	3****	0.8	TBD
c. Park Avenue	Multi-Family Residential	6000	45	100	6	5	0	20	12	10	35	3	0.8	TBD
Daiboch Block														
a. Park Avenue	Multi-Family Residential	6000	45	100	6	5	0	20	12	10	35	3****	0.8	TBD
b. Corcoran Street	Multi-Family Residential	1200	24	50	6	5	0	10	12	10	25	2.5	0.8	TBD

Prepared by: TerraNoble Design, P.A., 60 Forest Avenue, Glen Ridge, New Jersey 07028, www.terrannoble.net, 973.566.0278

* Minimum walk width should be increased to 18' to 20' for outdoor dining

** Align Street Wall with adjacent buildings

*** 5 floors permitted set back 50 feet from property line on all sides

**** 25' Height limit east of Spring Street; West of Spring Street - 35' streetwall (3 floors), 45' (4 floors) with 15' sky exposure plane setback

***** 35' streetwall (3 floors), 45' (4 floors) with 15' sky exposure plane setback

Flemington DT Strategic Plan: Recommended Zoning Requirements

NEXT STEPS to A Vibrant, Flourishing 21st Century Village!

□ 2014 –

- Work with Borough to Implement Strategies
- Continue Property Owner Discussions
- Amend Borough Master Plan
- Make Area in Need of Redevelopment vs. Rehabilitation Determination
- Write Incentive Zoning
- Assess Parking Authority Feasibility
- Prepare Economic Impact Analysis
- Prepare Preliminary Traffic Impact Analysis
- Prepare Branding & Marketing Strategy
- Promote to R.E. Community



Source: TerraNoble Design



Source: Google Images



Flemington DT Strategic Plan: Next Steps

Streetscape Design Guidelines

Introduction:

The public realm, is the area contained in the street right-of-way. This area includes streets, sidewalks, open space, landscaping, lighting, and street furniture. Comprehensive planning and design of public and private streetscape elements can establish a cohesive character and, a stronger, more distinct identity for the Borough. Complete Streets are streets that are designed to safely accommodate all users: cars, pedestrians, bicycles and transit. When planning and designing Complete Streets, particular attention should be paid to the design of new and replacement sidewalks, crosswalks, use of storefront displays and merchandising to promote pedestrian traffic, retail display space, and provision of sidewalk dining areas. These guidelines are intended to be used as a planning tool for public projects and to guide conditions of approval for private projects. These guidelines contain precedent images, recommendations, and design guidance that will aid in implementation of public area improvements.

Design Objective:

On November 11, 2013 the Borough of Flemington adopted Resolution 2013-181 establishing a Complete Streets Policy for the Borough of Flemington. The Complete Streetscape Design Guidelines aim to guide development of streets and sidewalks for everyone. They are designed to enable safe access for all users. People of all ages and abilities are able to safely move along and across streets in a community, regardless of how they are traveling. Complete Streets make it easy to cross the street and walk or ride a bicycle to shops, schools and other destinations throughout town. Combined with traffic calming measures, green streets / sustainable stormwater management, and unique 'Placemaking' elements, Complete Streets offer a cost effective tool for enhancing the brand, identity, and character of Flemington.

1. Establish a clear sense of arrival through a distinct change in landscape, built areas, or special entrance features;
2. Organize signage, lighting, and street furniture to give people a sense of direction and orientation;
3. Create a public realm that is safe, secure, and enjoyable;
4. Establish a unique, high quality furniture palette that creates interest and promotes Flemington;
5. Balance the need of pedestrians with bicycle and vehicular traffic;
6. Ease the burden on infrastructure by introducing green streets / sustainable stormwater management systems.

Design Guidelines

Accessibility within the Public Rights-of-Way

Ensuring that the streets and public spaces are accessible to all, regardless of age or ability, is an important part of creating a walkable, inclusive and vibrant downtown. Promoting equality and providing access throughout our public spaces for people with disabilities is regulated by the United States Access Board. New revisions (both adopted and pending) to the Americans with Disabilities Act Accessibility Guidelines (ADAAG) include provisions that address access within the public rights-of-way including sidewalks, intersections, signage and street crossings. These guidelines are under development and evolving at the time of this report. Therefore, it is important that the Borough reference these guidelines to ensure compliance prior to planning, design or constructing streets and public spaces within the downtown. (www.access-board.gov)

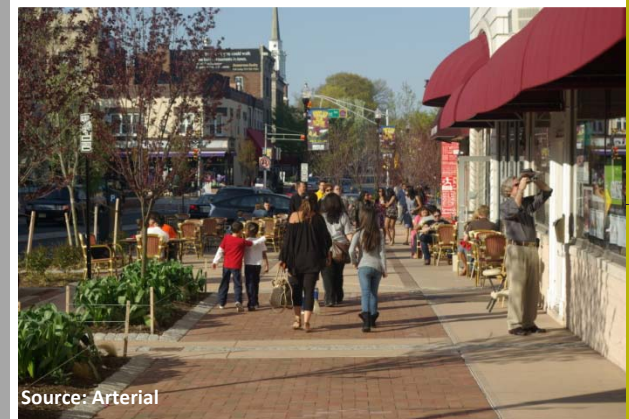
Sidewalks - Pedestrian Zone Guidelines

Sidewalks are the key pedestrian circulation component. They provide pedestrian access to virtually every activity and connect walking with other modes of travel, including bicycles, automobiles and public transit. The pedestrian experience will play an important part in the functionality and the economic health of the Borough of Flemington. The following are design guidelines for sidewalks and pedestrian treatments.

1. Sidewalks should be comprised of three zones:
 - a. A 'Pedestrian Zone' that is kept clear of fixtures and obstructions,.
 - b. A 'Building/Store Front Zone' to afford space for outdoor display, dining and window shopping, and
 - c. An 'Amenity Zone' at the curb line that buffers pedestrians from the vehicles and provides for the location of tree planting, and street furniture placement without impeding the pedestrian zone.
2. Commercial Retail Streets (Central Avenue): A minimum of a 5 foot Store Front Zone, 5' Pedestrian Zone and 6 foot amenity zone shall be provided. Overall sidewalk width - 16 feet.



Source: TerraNoble Design



Source: Arterial



Source: Arterial

Flemington DT Strategic Plan: Design Guidelines

Sidewalks - Pedestrian Zone Guidelines (cont.)

3. Restaurant Row (Fulper Street): A minimum of a 8 foot Store Front Zone, 6 - 8 foot Pedestrian Zone and 6 foot amenity zone shall be provided. Overall sidewalk width - 20 - 22 feet.
4. Residential Apartment Street: A minimum of a 10 foot Front Yard Setback, 6' Pedestrian Zone and 6 foot amenity zone shall be provided. Overall sidewalk width - 12 feet.
5. Residential Townhouse/Stacked Flat Street: A minimum of a 6 foot Front Yard Setback, 6' Pedestrian Zone and 6 foot amenity zone shall be provided. Overall sidewalk width - 12 feet.
6. Artist's Alley: A minimum of a 2 foot Store Front Zone, 5' Pedestrian Zone and 5 foot amenity zone shall be provided. Overall sidewalk width - 12 feet.
7. Sidewalk surfaces should be stable, firm, smooth, cleanable and slip-resistant.
8. Sidewalk paving pattern, color, and material should continue when driveways/curb cuts intersect. Where pedestrian circulation paths come in contact with vehicular circulation paths, crossing should clearly delineate a continuous pedestrian path (material change, contrasting color, or slightly raised surface).
9. Design features such as enhanced paving on walkways, landscaping, and lighting should be used to distinguish the pedestrian route from the vehicular route.
10. Sidewalks shall be well maintained, kept free of litter and cleaned regularly.
11. On-street parallel parking or diagonal parking, raised planters, and landscaped planting strips should be used to define the sidewalk edge and provide a buffer between pedestrians and moving vehicles.
12. Planting areas, bike racks, street lighting, transit furnishings, newspaper racks, and other street furniture should be contained in the furnishings zone located between the sidewalk and curb to keep the "through pedestrian zone" free for walking.
13. Sidewalks should be compliant with ADAAG and provide a minimum of 3' clear width and have a maximum cross slope of 2%



Crosswalks:

Pedestrian crossings are critical components of pedestrian mobility. On high volume streets, pedestrian crossings should be located at signalized intersections. Valuable improvements may include accent paving, additional landscaping, directional signs where appropriate, and sidewalk extensions (bump outs).

1. Crosswalks width shall comply with The Manual on Uniform Traffic Control Devices (MUTCD) standards. Crosswalks should be a minimum of 6' width but wider crosswalks are encouraged in areas with high pedestrian volumes.
2. HART conducted a crosswalk inventory in Flemington in November 2012 with the recommendation that "Continental" design crosswalks be used throughout the county.
3. Crossing distances should be minimized to the greatest extent possible. Uninterrupted pedestrian crossings without a central refuge island should be limited to a maximum of 50 feet.
4. Extensions of the sidewalk into the roadway at crosswalks are called "bump outs" or "curb extensions" and are designed to give pedestrians greater visibility as they approach the crossing. Bump outs decrease the crossing distance and calm vehicular traffic. Sidewalk bump outs should be used where feasible given the requirements of traffic volumes and specific storm drainage conditions. Landscaping in bump outs should be kept under 18 inches in height to allow for unobstructed driver and pedestrian visibility.
5. The curb radius at intersection corners should be minimized to reduce the crossing distance of pedestrians and help calm traffic. The turning radii needed for buses, trucks, and other large vehicles must be considered in designing curb radii when appropriate.
6. Intersections and crossings should be adequately lit, have clear sight distances, and be free of obstructions (i.e., foliage and poles at crosswalk entries and median refuge islands).
7. Mid-block pedestrian crossings are not preferred but may be considered on a case-by-case basis if block length between intersections exceed 350 feet. If a mid-block crossing is installed, advanced pedestrian crossing signs and indicators should be installed ranging from "Pedestrian Crossing" signs to Rapid Rectangular Flashing Beacons (RRFB's).
8. Countdown pedestrian walk-signals should be employed at intersections with high vehicular and pedestrian traffic.



Source: Google Images



Source: Arterial



Source: Arterial

Street Furniture

Street furnishings serve a utilitarian function and also improve the visual quality of the public realm. Street furnishings include streetlights, benches, bus shelters, bollards, trash cans, planters, tree grates, bicycle amenities, kiosks, signage, and newspaper racks. Proper design and placement of street furnishings has the power to reinforce the Borough's branding, define and unify districts and bring new life to the Borough of Flemington. The following design guidelines should be considered when selecting and locating street furniture amenities.

1. High-quality street furniture conveys a sense of permanence and shows the community that the public realm is important.
2. Materials and colors should be carefully selected to create the desired aesthetic and vision for the public realm. Metal components are preferred and shall be powder-coated the same color to create a sense of continuity.
3. The design and selection of street furniture should consider the safety, security, comfort, and convenience of the user.
4. Street furniture should be securely anchored to the sidewalk and a graffiti-resistant coating should be applied to ensure a good appearance over the long term.
5. Street furniture should be located to maintain a clear and sufficient width to accommodate pedestrians.
6. Furnishings should be grouped together to create a more organized and efficient use of sidewalk space. Trash and recycling cans should be located near benches.
7. Provisions to accommodate persons with disabilities should be incorporated into the design and location of furnishings. This includes a provision for space adjacent to walkways for wheelchair and/or stroller parking. A 48-inch clear zone should be maintained.
8. A six-foot bench, as well as trash and recycling receptacles, should be placed approximately every 100-feet, and should be clustered at transit stops and intersections.
9. Exterior electrical outlets or connection availability shall be provided where accent lights may be used. Additional outlets shall be provided to accommodate tree lighting.
10. The use of ADA compliant tree grates are required. Tree grates should be a minimum width of four feet and have progressive "knockouts" to allow for growth.



Flemington DT Strategic Plan: Design Guidelines

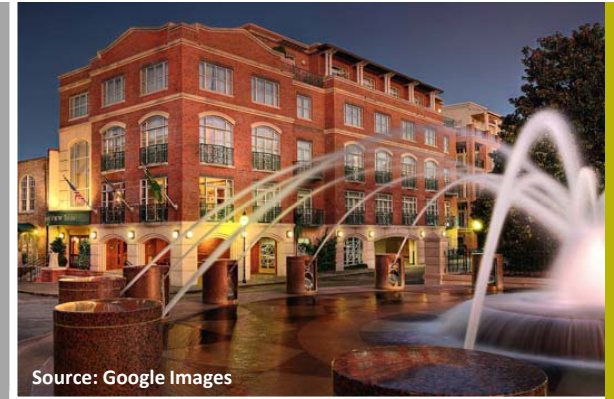
Street Furniture (cont.)

11. Bicycle racks and drinking fountains should be located near transit stops, civic uses, commercial areas, parking lots, and within parks and open spaces. Well placed and secure bicycle racks will encourage bicycle ridership and provide an attractive alternative to locking bicycles to trees and light poles. Along major streets, bicycle racks should be located on every block alternating sides of the street.
12. Drinking fountains, bollards, kiosks, and other street furnishings should also be carefully located throughout the Borough. Raised landscape planters or walls should be used to define selected sidewalk extensions and public plazas. When properly placed, bollards help to delineate between vehicle and pedestrian zones and create a safe walking environment.

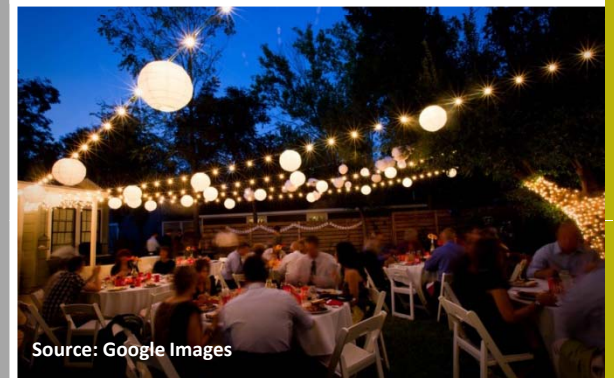
Lighting:

One of the most important and effective ways to unify the public realm is through lighting. The lighting style selected for major streets and public open spaces plays a critical role in the overall image the Borough presents to residents and visitors.

1. Pedestrian-scaled street lighting should be provided along sidewalks in addition to standard street lights. The average maintained horizontal illumination level recommended by the Illumination Engineering Society (IES) should not be less than 0.9 foot candles in commercial areas, 0.6 foot candles in mixed-use areas, and 0.4 foot candles in residential areas.
2. Pedestrian-scaled street lights should be provided at bus shelters in addition to standard street lights to provide heightened security for transit users.
3. Specialized lighting effects associated with restaurants, stores, and plazas are desirable on commercial streets since they bring life and activity to the street environment.
4. Electrical service for seasonal/event lighting shall be provided on light poles.
5. Exterior doors, aisles, passageways, and recesses should have a minimum illumination level of 1.0 foot candle during evening hours. These lights should be equipped with vandal resistant covers.
6. Street lights should be located within the 'Amenity Zone' and utilize Metal Halide or LED fixtures and contain internal reflectors to direct light downward.



Source: Google Images



Source: Google Images



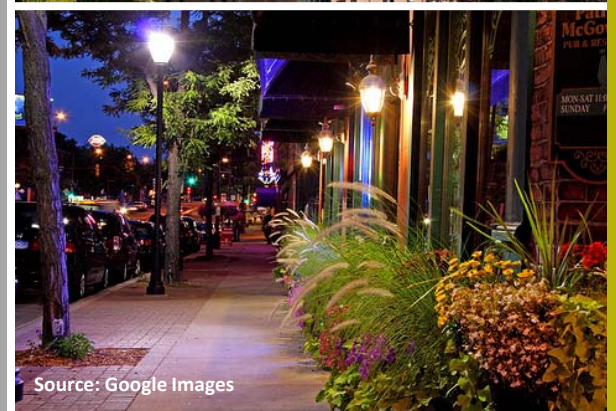
Source: Google Images

Flemington DT Strategic Plan: Design Guidelines

Landscaping:

Landscaping in the public right-of-way, including street trees, medians, parkways (landscaped strips between the street and sidewalk), and accent plantings, improves the appearance of roadways, complements private properties, and unifies the area. Plant materials and hardscaping should be easy to maintain and be appropriate to the locale. Safety and environmental impacts should be considered when selecting and locating trees and other landscaping elements. Urban “greening” is a key feature of redevelopment activities. The focus of landscaping should be to create comfortable and attractive pedestrian spaces.

1. Incorporate trees, shrubs, and ground cover into landscaping plans. Emphasis should be placed on regionally indigenous or native plants, ornamental plants, vines, and flowers.
2. Landscaping should complement the overall design theme.
3. Well placed lighting can provide a sense of excitement to the evening landscape.
4. Placement and choice of trees and large shrubs should avoid conflict with site features and utilities (water meter, gas meter, sewer laterals, fences, lighting, utility poles, driveways, walkways, fire hydrants, fire department sprinklers, standpipe connections, etc.). Street trees should typically be spaced at 30 to 40 feet and no closer than 20 feet to a street light.
5. Near side streets, tree clearance at intersections should be 40 feet and far side street tree clearance should be 20 feet set back from the intersection to maintain safe sight lines.
6. Two tree species are recommended to be planted on a block. A mix of species results in better long-term management as they are less prone to diseases and insects than use of a single species. At the same time, too many species creates a discordant urban scene.
7. Continuous street tree planting pits are strongly encouraged rather than traditional 5 foot square tree pits. Canopy size and general tree health are directly related to the size of the rooting zone and therefore the larger the planting zone the larger and more healthy urban street trees will be.
8. ADA compliant tree grates or pervious open jointed pavers are recommended where trees are planted in the sidewalk.
9. In pedestrian areas and on sidewalks, accent plants and flowers can be used in large ornamental pots and hanging baskets to bring charm and human scale to the streetscape.



Flemington DT Strategic Plan: Design Guidelines

Public Art:

Public art creates a sense of place by celebrating the community's unique history and character. Historic figures, events, industries, culture, and the human spirit provide an endless source for inspiration. Art can be integrated into public improvements such as benches, trash containers, street lights, signs, paving patterns, fountains, and gateways. Locations for public art pieces are suggested at most public spaces such as streets, plazas, or along pedestrian passageways.

1. Public art should be incorporated into the public realm wherever possible to promote a heightened aesthetic, provoke interest, and send the message that Flemington is a great place to visit.
2. Where possible, public art should incorporate unique Flemington elements. Murals are a way of illustrating the area's unique history and culture.
3. Interactive art (i.e., video projections, a climbing structure, or water features) can help create active street scenes.
4. Public art can be used as a landmark that attracts pedestrians to key locations (i.e., a park, plaza, or pedestrian alley).
5. Local artists and school children can provide creative works that strengthen their sense of community.
6. Public art should incorporate lighting to provide visibility and enjoyment during evening hours.

Traffic Calming and On-Street Parking:

The objective of traffic calming is to reduce vehicle speeds and improve quality of the pedestrian and bicycle environment, while conforming to required engineering standards. Typical traffic calming measures include refuge islands, bump outs, street trees, accent paving, and narrow travel lanes. These simple, easy to incorporate methods can transform the overall quality of Flemington's street network, resulting in a safer, friendlier, and more beautiful public realm.



Flemington DT Strategic Plan: Design Guidelines

Traffic Calming and On-Street Parking (cont.)

1. Sidewalk bump outs should be used where feasible considering traffic volumes and storm drainage conditions.
2. Intersections with bump outs should be designed so that the outer travel lane has adequate clearance for large vehicles to turn.
3. Mid-block bump outs should be considered on narrow sidewalks to provide an area for pedestrian amenities including benches and other street furniture.
4. On-street parking should be located on all commercial/retail streets and at least one side of the street in residential neighborhoods. Where runs of parallel parked vehicles exceed 10 cars mid-block bump outs should be installed to mitigate long views of parked vehicles.
5. Pedestrian crossings should be accented with stamped or textured colored concrete to provide visual and audible cues for motorists to slow down.
6. Travel lanes should be narrowed to 10 or 11 feet to lower speeds and reduce pedestrian street crossing distances.

Bicycle Routes

Providing safe bicycle routes in the downtown to schools, parks, shopping areas, attractions, and transit facilities is an important element of a transportation plan. By providing safe bicycle routes and amenities riding to work, school, shop or play can become an attractive alternative. In most instances on-road bicycle lanes whether designated with striping (Type II) or 'Share the Road' markings (Type III) are easily implemented and inexpensive. Refer to previous studies, [A Bicycle & Pedestrian Connectivity & Complete Streets Analysis of Flemington Borough & Raritan Township \(HART\)](#); [Raritan Township Non-Motorized Transportation Network Study & Plan \(Raritan Township\)](#).

1. Connect downtown bicycle routes to proposed Raritan Township & HART routes.
2. Provide bicycle route maps at all municipal buildings and at transit hubs.
3. Where existing road width permits, on busy streets, and in planning new roads consider Type II Standard or Buffered Painted Bike Lanes of 5 to 7 foot width.
4. On existing streets install Type III Shared Bicycle Lanes (with "Sharrows") and "Share the Road" signs.
5. Provide bicycle racks at all destinations -schools, municipal buildings, and parks. At transit stops provide bicycle covered bicycle parking, a tire pump, and a drinking fountain.
6. In commercial areas provide bicycle racks on every block alternating street side.



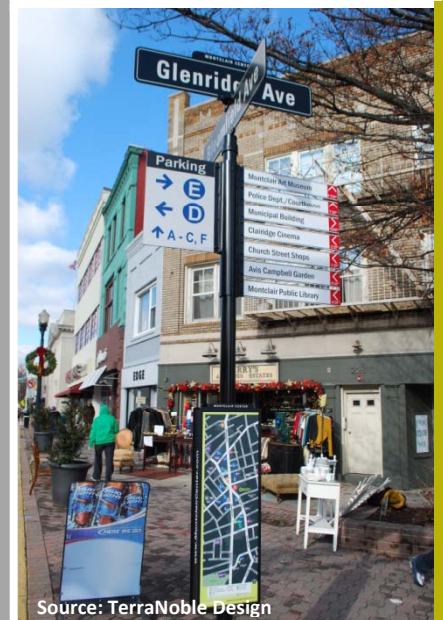
Wayfinding and Navigation Signage:

The establishment of a clear and attractive navigational (also known as wayfinding) system allows visitors to find important services and attractions such as Borough Hall, the public library, local businesses, performance venues, tourist attractions, shopping areas, restaurants, parks, public parking, and transportation facilities. The following guidelines relate to the development of a Borough wide wayfinding program.

1. Gateways will be instrumental in providing a sense of arrival and transition into the downtown and its neighborhoods. Physical elements of the entry, including medians, signs, archways, paving materials, and landscape planting materials, should function together to physically define the downtown and its neighborhoods. The primary entries should be located at significant entrance points along Routes 202, 31, 12, and other appropriate locations.
2. A sign program should include directional signs with arrows and labeling to denote the locations of key destinations. Signs for different districts may incorporate distinct logos, colors, or materials, but the directional signs should be similar enough to make them easy to use.
3. Vehicular and pedestrian directional signs should reflect design materials and components of the gateways and street signs to provide consistency and unity.
4. Vehicular directional signs should be oriented to vehicular traffic and of a size that makes them legible from a distance based on posted speed limits. Signs should be lighted, landscaped, and placed permanently at roadsides or within medians at key locations around the downtown. These signs should be smaller than gateways but similar in style.
5. Pedestrian kiosks should be located in key locations between parking, destinations, shopping areas, and in the public parks. Kiosks should include a downtown map, a you are here location arrow, and a directory of municipal facilities, businesses, shopping districts, tourist destinations, parks, parking facilities, and other points of interest. Kiosks effectively display information to facilitate moving people throughout the downtown.



Source: TerraNoble Design



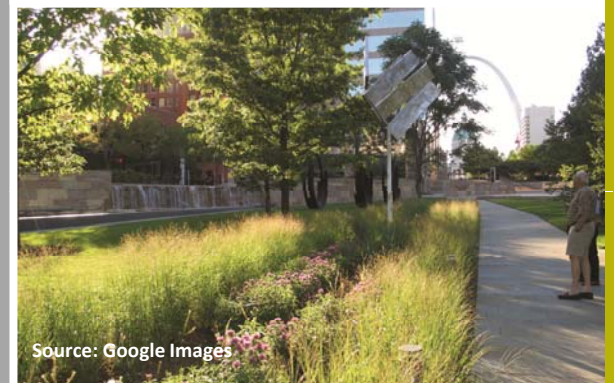
Source: TerraNoble Design

Green Street Infrastructure:

Stormwater runoff is a major cause of non-point source water pollution in urban areas. When rain falls in undeveloped areas, the water is absorbed and filtered by soil and plants. When rain falls on our roofs, streets, and parking lots runs quickly across paved surfaces into engineered collection systems and discharged into nearby water bodies. The stormwater carries trash, oil, grease, fertilizer, bacteria, heavy metals, and other non-point source pollutants from the urban landscape, degrading the quality of the receiving waters. Higher flows can also cause erosion and flooding in urban streams, damaging habitat, property, and infrastructure.

Green infrastructure uses vegetation, soils, and natural processes to manage water and create healthier urban environments. For Flemington, green infrastructure refers to stormwater management systems that mimic nature by soaking up and storing water. 'Green' streets serve to enhance environmental sustainability, particularly with regard to drainage and stormwater runoff issues too common in traditional streets. Optimal stormwater management looks beyond simply removing rainfall as quickly as possible. Rather, it focuses on efforts to retain and treat – or even eliminate – runoff at the source through cost-effective green infrastructure such as rain gardens and bioswales.

1. Install permeable pavements in on-street parking spaces, parking lots and parks to infiltrate, treat, and/or store rainwater where it falls. Permeable pavements may be constructed from pervious concrete, porous asphalt, permeable interlocking pavers, decomposed granite, and other materials. Large swaths of impervious pavement necessitate expensive drainage and treatment systems that can have harmful effects on water quality and quantity. Drainage facilities can affect pedestrians, bicyclists, and public transportation users in various ways as well.
2. Install linear bioswales in parks and within parking lots to collect run-off rather than installing closed piped systems.. Bioswales are vegetated, mulched, or xeriscaped channels that provide treatment and retention as they move stormwater from one place to another. Vegetated swales slow, infiltrate, and filter stormwater flows.



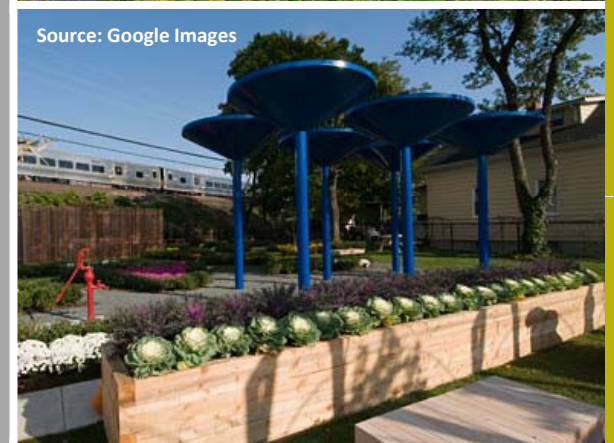
Green Street Infrastructure: (cont.)

3. Install planter boxes as a streetscape element in wide sidewalks. Planter boxes are urban rain gardens with vertical walls and open or closed bottoms that collect and absorb runoff from sidewalks, parking lots, and streets. Planter boxes will fit neatly into the 6 foot wide "Element Zone" behind the curb of most streets.
4. Rain gardens can be installed in almost any unpaved space including yard setback areas, parks, parking lot islands, among other spaces. Rain gardens (also known as bioretention or bioinfiltration cells) are shallow, vegetated basins that collect and absorb runoff from rooftops, sidewalks, and streets. Rain gardens mimic natural hydrology by infiltrating and evapotranspiring runoff.
5. Encourage building owners to reroute roof drainage pipes to drain rainwater to rain barrels, cisterns, or permeable areas instead of the storm sewer. Downspout disconnection stores stormwater for irrigation and/or allows stormwater to infiltrate into the soil.

Source: Google Images



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