

**SOMERVILLE**

**A CASE FOR COMPLETE STREETS**

**October 26, 2015**

# Introduction

## Borough of Somerville :-

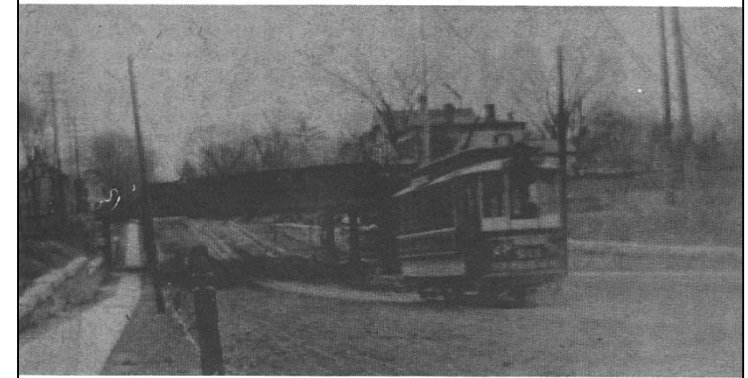
- Virtually the center of the State
- Somerset County seat of government
- Highest tax rate in county
- 2.2 square miles in area
- Population 12,400
- No undeveloped space – one possible exception
- 4 redevelopment areas – in varying stages of progress
- Major NJ Transit railway station
- Thriving “Down Town Main Street”
- 30% of property’s are exempt from tax



*John Frick's Somerville-Raritan Stage*

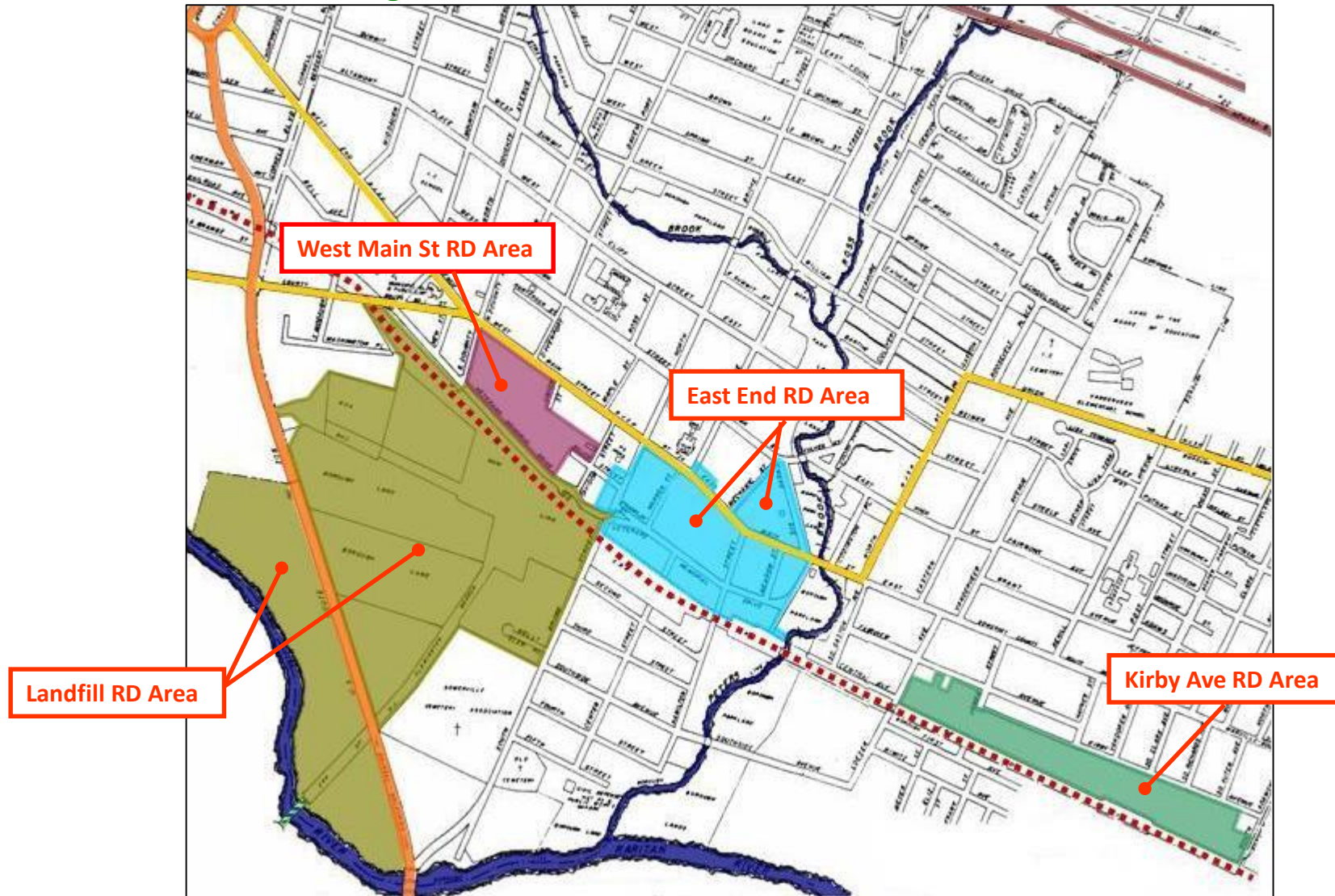


*Central Railroad Station as viewed from the tracks*



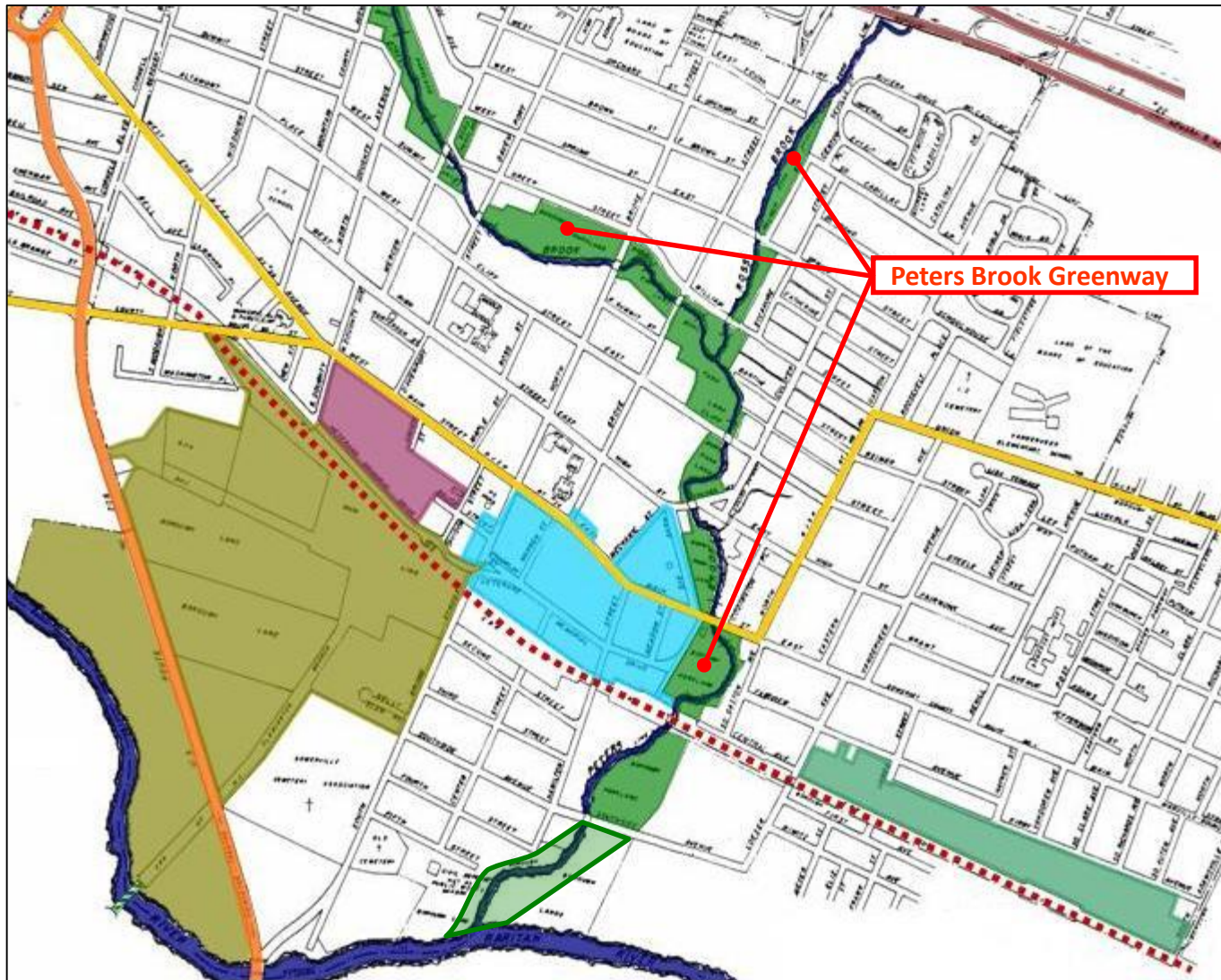
*Trolley traveling up the Somerset Street hill toward Main*

# Redevelopment Areas in Somerville

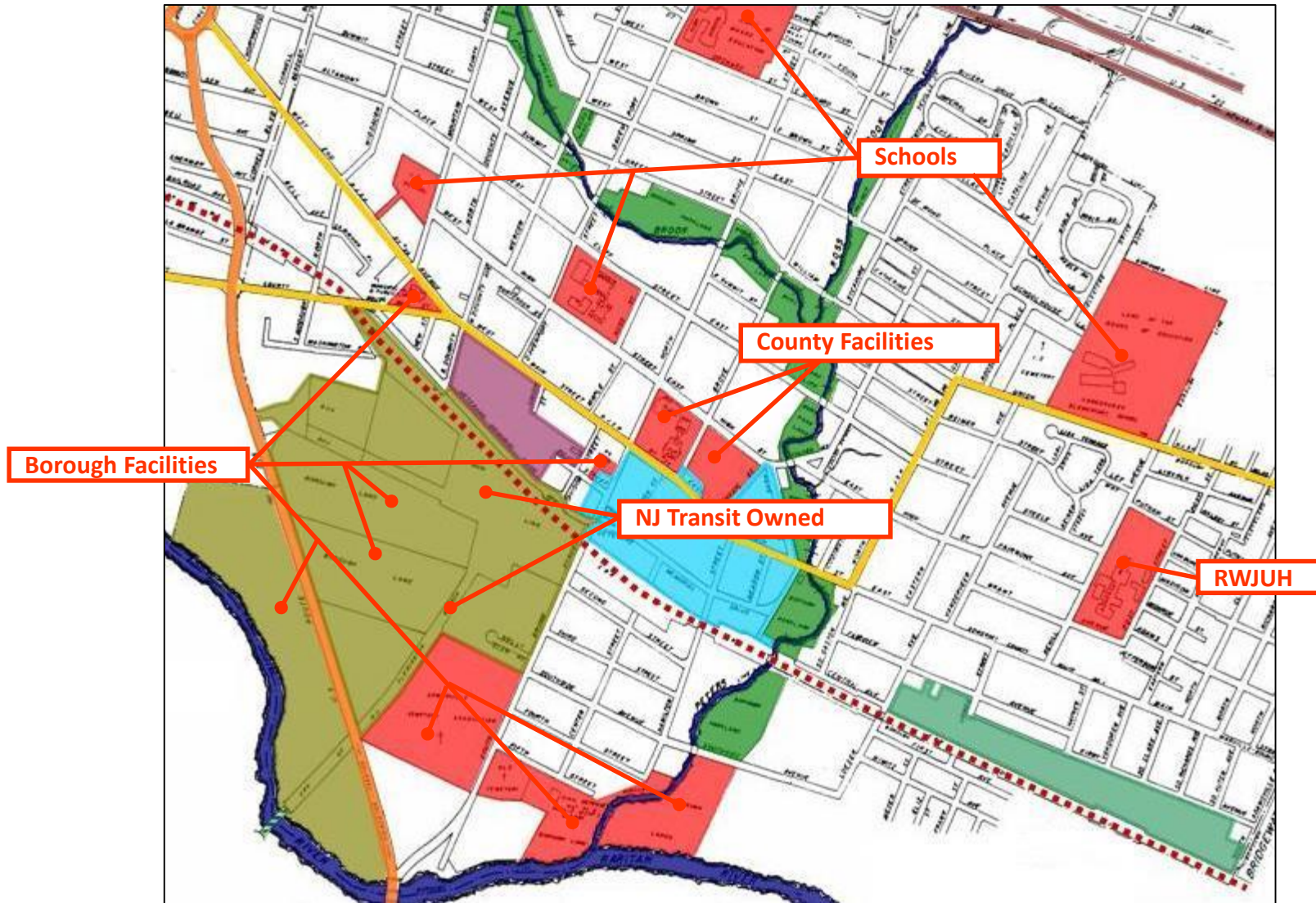




# RD Areas -Including Greenway

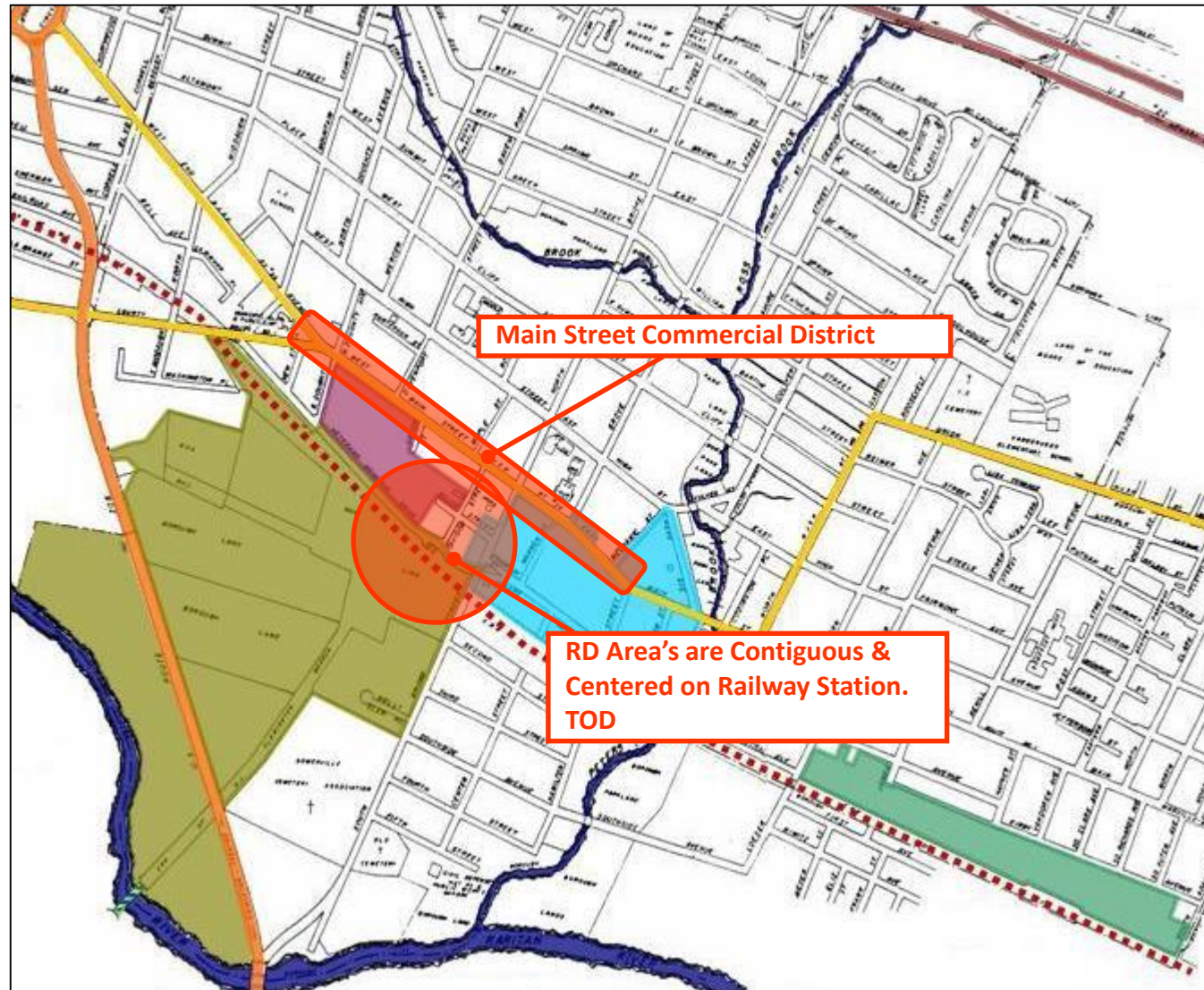


# RD Areas-Greenway & Exempt Properties





# Redevelopment Areas -Critical Linkages



# A Vibrant Downtown





# A NEW BEGINNING 2005

In June of 2005 New Jersey Transit and the NJ DCA – Office of Smart Growth provided funding for what was to be known as the Somerville Visioning Project.

Ultimately the New Jersey DOT funded portion of this study and The Somerset County Planning Department contributed significantly.



# A VISION

## Visioning goals:

To build consensus on community needs and issues.

To create a market driven, environmentally feasible, and community and NJ TRANSIT sanctioned transit oriented development plan that is based on the principles of Smart Growth

To ensure that the proposed development program is compatible with and supports downtown businesses and nearby residents and creates a vibrant and attractive town center that functions 24/7

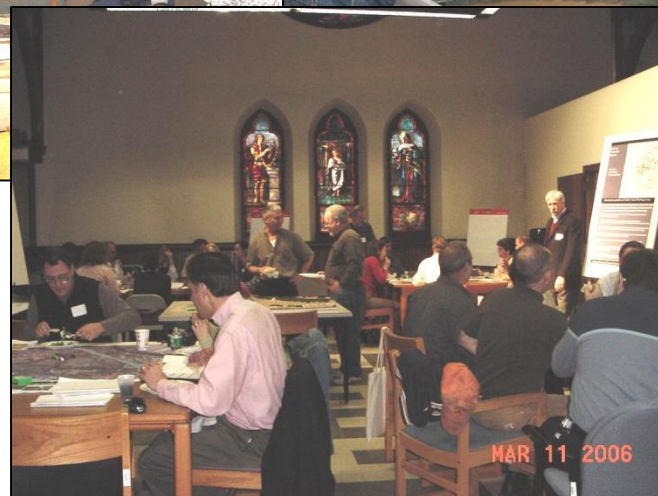
To use the train station as a catalyst to spur the economic revitalization of the landfill site

To consider the environmental constraints of the landfill as an opportunity to create active and passive public open space that can anchor key land uses within the site

To ensure that the proposed circulation system aims to create a safe and attractive pedestrian, cyclist and transit experience and that the use of the automobile is relegated to a less dominant role over other modes.

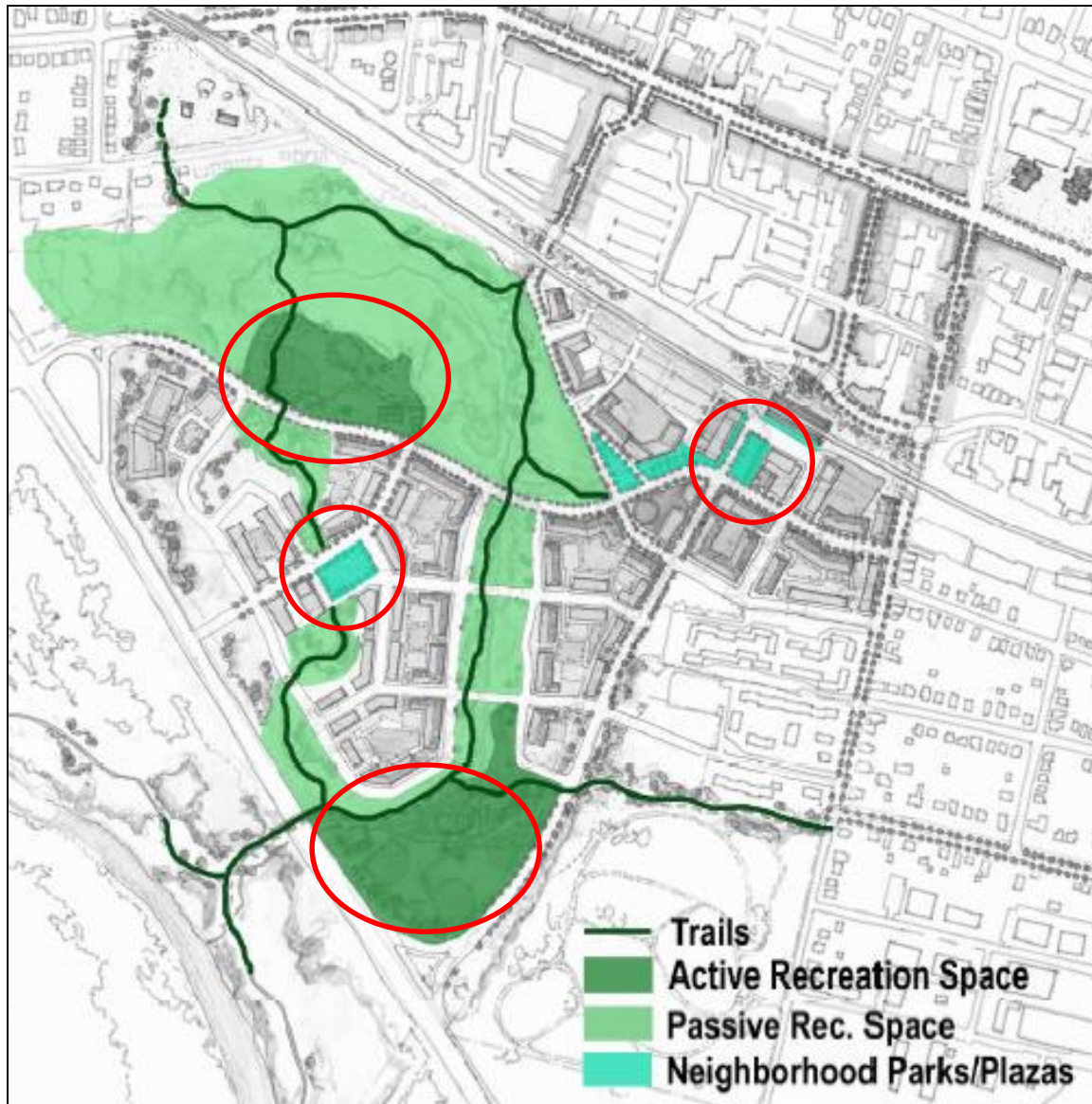
To enhance pedestrian access between the project site and the downtown, the surrounding residential neighborhoods, schools (education linkage), and the greenways

# FROM VISION TO PLAN





# GREEN SPACE



## Open Space/Green Space

More than 41 acres, almost 40% of the site, is devoted to open space uses of different kinds.

There are large areas of wetlands that can be enhanced to create a great passive amenity for the community. This is suited for trails, meadows, and habitat.

In addition to passive open spaces, there are two active recreation areas.

The first is a park midway along the proposed Wetlands Parkway. Together with the wetlands, it provides the most centralized park space, visible from each of the major gateways to the area.

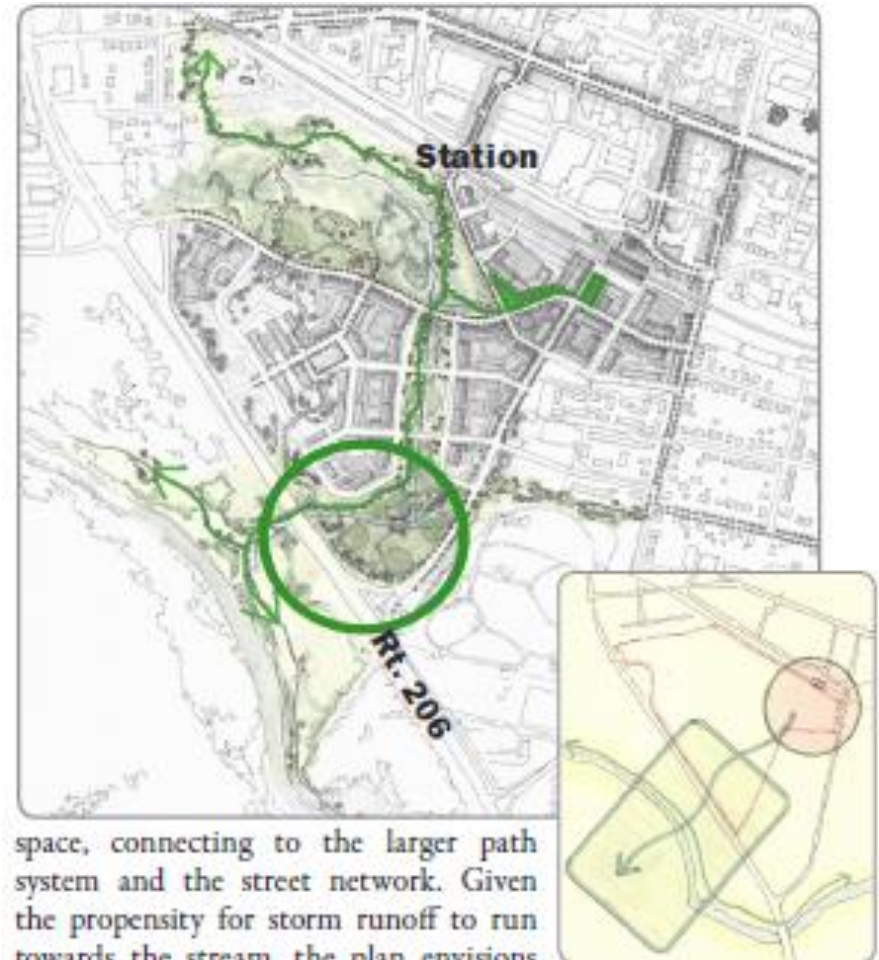
The other active recreation area is a major park at the south end of the green seam. It is large enough to be a shared resource with other municipalities.

There are also more formal open spaces in each of the neighborhoods.

In the “Hub” neighborhood, it is the Station Plaza

In the Heights neighborhood, it is a neighborhood “green” – a traditional neighborhood scale park surrounded primarily by residential buildings.

# GATEWAYS





# TRAFFIC



## Roadway Hierarchy

In keeping with the strategy of providing a flexible framework, this diagram describes a hierarchy of roads – not in terms of vehicle capacity, but in terms of implementation, from roads that should be built with certainty versus those where there can be more flexibility.

Primary roads are those that should be mapped in any future plan. Indeed, some variation of these roads can be found in almost any of the earlier plans. These are the Station Road from Route 206, the Wetlands Parkway from Orlando Drive and the Davenport Street extension.

Secondary roads are those that frame the neighborhoods and reinforce the overall distribution of uses and densities suggested by the Hub, Heights and Green Seam framework. These roads also ensure overall connectivity. Included here are the two north-south roads that frame the wetlands and which are part of the overall green infrastructure strategy for the site.

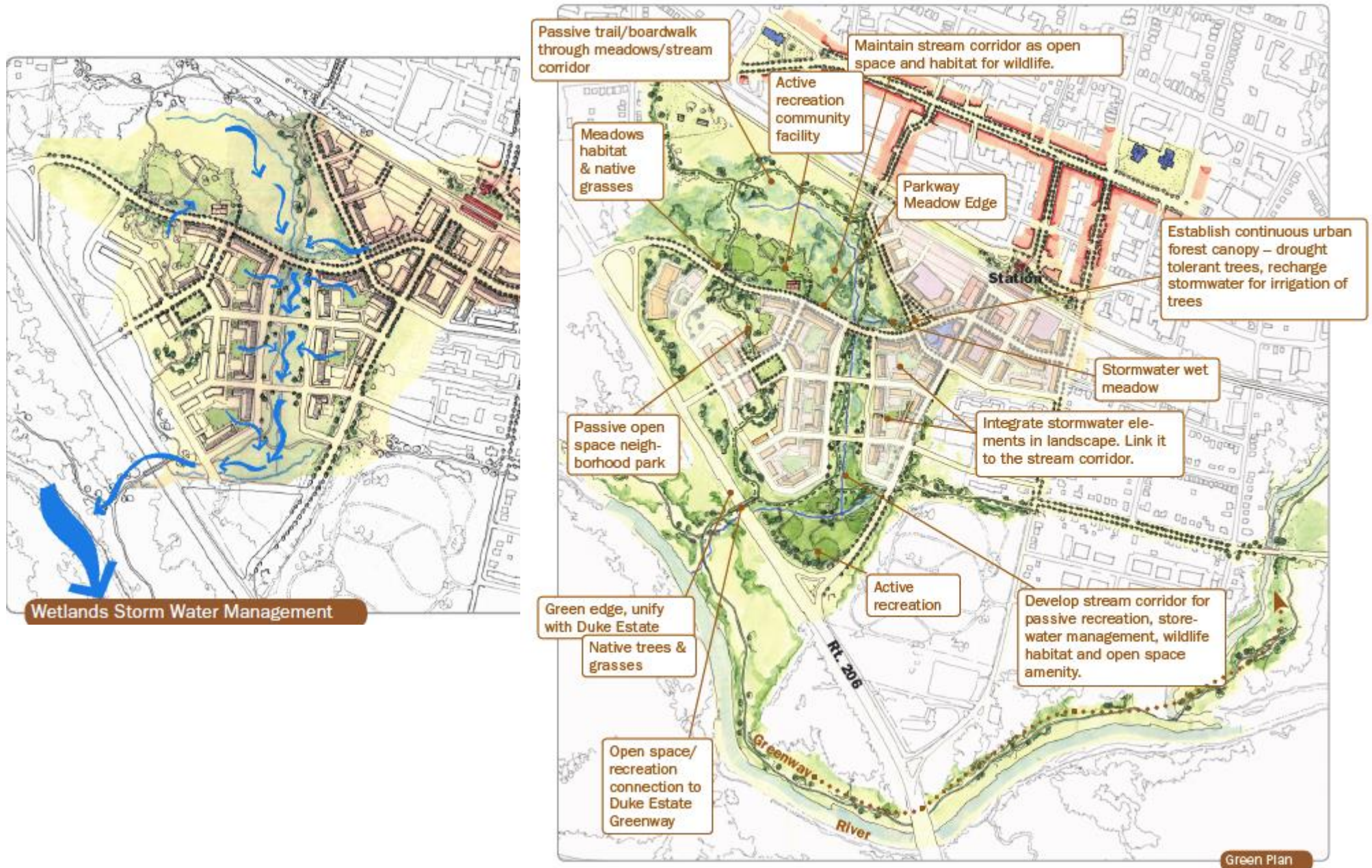
Finally, there are the minor roads that are more closely calibrated to the specific designs of the neighborhoods – the building types, parking strategies, etc. Here the developers and their designers may want some flexibility.

# PEDESTRIANS





# THE ENVIRONMENTAL CHALLENGE



# THE REDEVELOPMENT PLAN





# THANK YOU

