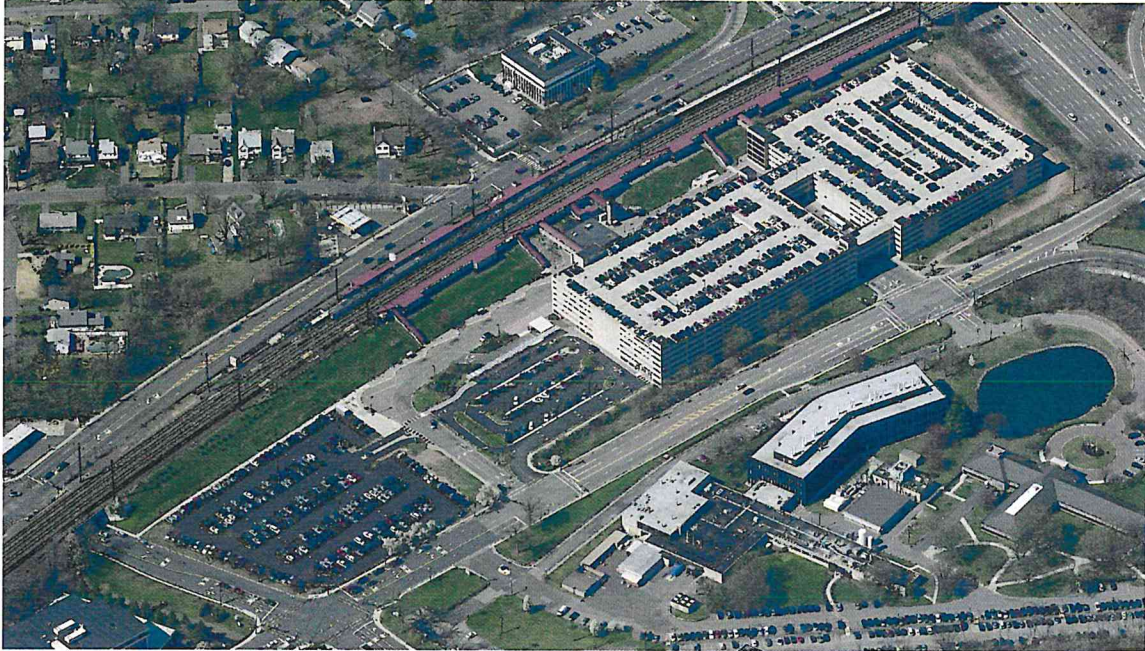



METROPARK STATION REDEVELOPMENT PLAN



Township of Woodbridge
Middlesex County, New Jersey

Prepared by:
Marta Lefsky Darden, A.I.C.P., P.P.
Director of Planning & Development,
Township of Woodbridge



Marta Lefsky Darden, A.I.C.P., P.P.
License No. 33LI00517700

June 2022

Table of Contents

| | |
|---|----|
| INTRODUCTION | 1 |
| STATUTORY REQUIREMENTS | 2 |
| PLAN PRINCIPLES | 2 |
| PLANNING CONTEXT | 3 |
| Figure 1: Parcel Map..... | 5 |
| Figure 2: Aerial Map..... | 6 |
| MASTER PLANNING AND ZONING DESIGNATION HISTORY | 7 |
| PLAN GOALS | 8 |
| RELATIONSHIP OF PLAN TO THE WOODBRIDGE TOWNSHIP LAND DEVELOPMENT REGULATIONS | 9 |
| REDEVELOPMENT AREA STANDARDS | 11 |
| COMMUNITY HEALTH | 15 |
| COMMUNITY RESILIENCY | 15 |
| AFFORDABLE HOUSING | 15 |
| RELATIONSHIP OF PLAN TO THE TOWNSHIP LAND USE AND DEVELOPMENT ORDINANCE (APPLICATION & PROCESS)..... | 16 |
| PLAN RELATIONSHIP WITH OTHER PLANS | 18 |
| IMPLEMENTATION OF THE REDEVELOPMENT PLAN..... | 21 |

List of Figures

| | |
|---------------------------|---|
| Figure 1: Area Map..... | 5 |
| Figure 2: Aerial Map..... | 6 |

INTRODUCTION

The Metropark Station Redevelopment Plan presents a unique opportunity for the Township of Woodbridge and NJ Transit in partnership to redevelop the Metropark Train Station property in the Iselin section of the Township. This Plan is part of an overall strategy to revitalize the 12.4-acre Metropark Train Station and surrounding properties along Middlesex-Essex Turnpike and Wood Avenue. The parcel is located on the north side of Middlesex-Essex Turnpike between the Garden State Parkway and Wood Avenue and south of Route 27. This area consists of one (1) parcel known as New Jersey Transit's Metropark Train Station and is owned entirely by New Jersey Transit (NJ TRANSIT).

The primary purposes of this redevelopment effort are to: 1) Comprehensively re-plan the area to provide residential, commercial, retail and tourism opportunities while continuing to provide commuter parking and access to bus and rail transit in the region; 2) Create a sense of place at and around the station, while also developing a sense of community at one of the busiest office markets in the State; 3) Reinvigoration and rethinking of this public transportation hub, carrying it into the future, providing state of the art transportation infrastructure and efficiencies.

In response to the physical and economic conditions in the Metropark Area, pursuant to a Resolution dated July 1, 2008, the Woodbridge Township Council requested that the Woodbridge Township Planning Board evaluate the subject property in the Iselin section of Woodbridge Township designated as Block 434, Lot 1.02. As a result, the formal redevelopment process was initiated. The Planning Board adopted a resolution dated August 27, 2008 recommending that the Metropark Study area be designated by the Council as an area in need of redevelopment as defined in the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1, *et seq.* The Woodbridge Township Council then adopted a resolution dated September 2, 2008 designating that the Metropark Study Area is in need of redevelopment pursuant to the LRHL (the Study Area is hereafter referred to as the "Redevelopment Area"). The Redevelopment Area is depicted on Figures 1 and 2.

STATUTORY REQUIREMENTS

According to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1, et seq.), the Redevelopment Plan shall include an outline for the planning, development, redevelopment or rehabilitation of the project area sufficient to indicate:

1. Its relationship to definitive local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
2. Proposed land uses and building requirements in the project area;
3. Adequate provision for the temporary and permanent relocation as necessary of residents in the project area including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market;
4. An identification of any property within the Redevelopment Area proposed to be acquired in accordance with the Redevelopment Plan;
5. Any significant relationship of the Redevelopment Plan to:
 - The Master Plans of contiguous municipalities;
 - The Master Plan of the County in which the municipality is located; and
 - The State Development and Redevelopment Plan adopted pursuant to the “State Planning Act” PL 1985, C398 (C52:18A-196 et al.).

PLAN PRINCIPLES

The Township of Woodbridge has an unprecedented opportunity to create vital land use opportunities providing for the following:

- Redevelopment of an underutilized property;

- Create a true transit village;
- Enhance and update an amenity-starved transit station;
- Provide long-awaited improvements to the Metropark Station property;
- Create a vibrant residential, commercial, retail and office complex;
- Create a community and a sense of place in Metropark;
- Create a 24-hour live/work community, bringing vibrancy and life to the site in reimagined opportunities to maximize efficiencies of use, parking, and location

The total area of the property in this plan area is approximately 12.4 acres, the majority of which is the existing parking decks. It is envisioned that there will be upgrades to the entire surrounding infrastructure in multiple ways.

Specific to this Plan, the Metropark site presents a unique opportunity to locate and develop retail, office and residential structures. The site is advantageously located in close proximity to state highway Route 27 and the Garden State Parkway. Additionally, in walking distance to the heading south along Wood Avenue are large office complexes and a hotel. The site is also strategically located along the Northeast Corridor Rail Line, which provides both AMTRAK regional rail service between Washington, DC; New York; and Boston and NJ TRANSIT commuter services between Trenton, Newark and midtown Manhattan.

PLANNING CONTEXT

Metropark - Redevelopment Area and Location

The property is located along Middlesex Essex Turnpike in Iselin. The property contains the Metropark Rail Station and is owned entirely by New Jersey Transit Corporation. The Metropark Rail Station serves, not only the residents of Woodbridge Township and neighboring municipalities, but being located just off the Garden State Parkway, also serves New Jerseyans who may drive to the rail station from outside the immediate area. The rail station is located north of the Metropark office park, comprised of several large office buildings and hotels along Wood Avenue South.

The northern boundary is Route 27. The southern property line is along Middlesex Essex Turnpike where vehicular access to the train station is provided. To the east is the Garden State Parkway. To the west is Wood Avenue and the Township border with Edison Township.

There are 3,591 commuter parking spaces provided in two multi-level parking decks and additional surface parking spaces, provided in the overflow commuter parking lot at the southwestern portion of the property and a short-term parking lot in the middle of the property.

Figure 1: Parcel Map



Figure 2: Aerial Map



History and Growth of the Area

The Metropark Train Station was first proposed in 1968 by the New Jersey Department of Transportation. It opened in 1972 and provides Amtrak and New Jersey Transit service along the Northeast Corridor line.

The original 1,791 surface parking lot was replaced in the 1990s with two (2) multi-level parking decks, which contain a total of 3,591 parking spaces. There is also an overflow surface lot west of the passenger pick-up/drop off area, which accommodates approximately 300 parking spaces. Approximately 4 million passengers per year use Metropark, according to New Jersey Transit, making it one of the busiest transportation facilities along the Northeast Corridor. The station is easily accessible off various Parkway exits.

There is also bus service at Metropark as the New Jersey Transit. The #48 bus travels to Woodbridge Center, Elizabeth and Perth Amboy. There are also Metropark Loop bus lines, which serve the surrounding community during peak commuter hours.

MASTER PLANNING AND ZONING DESIGNATION HISTORY

The Woodbridge Township Master Plan, adopted in 2009, recognized that this area has been historically zoned for OR - Office Research and the Land Use Plan recommended it to remain OR- Office Research. The current zoning is OR. The Master Plan was reexamined in 2016.

The Master Plan of 1990 recommended Metropark for OR Office Research and the entire surrounding area south to the Parkway and the Menlo Park Terrace section of the Township as OR Office Research. The Master Plan of 1990 stated that Metropark was the most heavily used of the three (3) Township rail stations, ahead of the Woodbridge and Avenel stations, and that there was a parking shortage at Metropark at the time of the document.

PLAN GOALS

The overall goal of this Redevelopment Plan is to comprehensively upgrade the Area as a major destination:

- To promote the effective use of all the Redevelopment Area property;
- To develop new economic generating activities which benefit the Township;
- To improve property values within the Area to increase local revenues;
- To maximize the leveraging of public and private funds to accomplish comprehensive redevelopment of the Area;
- To provide amenities to a public transportation hub; a highly utilized office market; and the surrounding general community;
- To upgrade and update the entire area for generations to come.

RELATIONSHIP OF PLAN TO THE WOODBRIDGE TOWNSHIP LAND DEVELOPMENT REGULATIONS

The Redevelopment Area shall be redeveloped in accordance with the standards detailed in this Redevelopment Plan. The Redevelopment Plan supersedes the use and bulk provisions of the Township Land Use and Development Regulations (Chapter 150) for the Redevelopment Area unless specifically referenced. Other Township regulations affecting developments that are in conflict are superseded by this Plan; however, existing engineering standards, performance standards and definitions shall apply.

In connection with site plan or subdivision applications, the Planning Board may grant deviations from the regulations contained within this Redevelopment Plan where by reason of exceptional narrowness, shallowness or shape of a specific piece of property or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, or by reason of an extraordinary and exceptional situation uniquely affecting a specific piece of property of the structures lawfully existing thereon, the strict application of any provision of, or regulation adopted pursuant to this Redevelopment Plan would result in peculiar and exceptional practical difficulties to, or exceptional or undue hardship upon, the developer or redeveloper of such property. The Planning Board may also grant a deviation from the regulations contained within this Redevelopment Plan related to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by such deviation from the strict application of the requirements of this Plan and the benefits of granting the deviation would outweigh any detriments.

The Planning Board may grant exceptions or waivers from design standards from the requirements for site plan or subdivision approval as may be reasonable and within the general purpose and intent of the provisions for site plan review and/or subdivision approval within the Redevelopment Plan, if the literal enforcement of one or more provisions of the Plan is impracticable or would exact undue hardship because of peculiar conditions pertaining to the land in question.

No deviations may be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of the Redevelopment Plan. No deviations may be granted which will result in permitting a use that is not a permitted use within this Redevelopment Plan. Any deviation from standards of this Redevelopment Plan that results in a “d” variance pursuant to N.J.S.A. 40:55D-70d shall be addressed as an amendment to the Plan rather than via variance relief through the Township’s Zoning Board of Adjustment. All development must be approved by the Planning Board and shall be submitted through the normal site plan and subdivision procedures as identified by N.J.S.A. 40:55D, et seq.

Final adoption of this Redevelopment Plan by the Township Council shall be considered an amendment to the Township of Woodbridge Land Use and Development Regulations Ordinance and Zoning Map. Unless otherwise defined in the Plan, terms used in this Plan shall have the same meaning as defined in the Township’s Land Use and Development Regulations Ordinance.

Nothing in this redevelopment plan, having been designed for the specific purpose of regulating the construction of a vibrant and sustainable transit-oriented development on property owned by New Jersey Transit and situated adjacent to an active public transportation hub, shall be construed or interpreted in a manner that infringes upon the rights, prerogatives, and privileges of New Jersey Transit, undermines its core functions as a public transit system, or limits its ability to exercise any power conferred upon it under its enabling statute, the New Jersey Public Transportation Act of 1979, N.J.S.A. 27:25-1 et seq.

REDEVELOPMENT AREA STANDARDS

The purpose of this Redevelopment Zone is to enhance current opportunities for this property with access to public transit opportunities; to promote compatible land use development of attractive building groups; and to improve and provide for the efficient and safe traffic flow within.

Permitted Uses:

The purpose of this Redevelopment Area is to enhance current opportunities for this transit hub; to promote compatible land use development of attractive building groups; and to improve and provide for the efficient and safe traffic flow within.

Permitted Uses:

A mix of diverse, compatible uses is encouraged:

Permitted principal uses shall include:

- Offices, including buildings for administrative, business, educational, medical and/or professional purposes;
- Medical care facilities;
- Research and development, including activities of an engineering, medical or scientific nature;
- Data processing and computer operations;
- Governmental, educational or cultural facilities;
- Hotels and conference centers, which may include food service, cafés or restaurants with provisions for serving alcohol and other related commercial/convenience uses;
- Retail sales and service establishments, financial institutions, banks (including drive-through banks), pharmacies and dry cleaning facilities;
- Restaurants (including drive-in and fast food);
- Taverns and bars;
- Multi-family residential, including apartment buildings, condominiums and townhomes;
- Family oriented entertainment opportunities;
- Lifestyle Centers featuring shopping, pedestrian circulation, entertaining attractions in concert with the downtown business district;
- Public Transit Stations and infrastructure

The Township will consider amendment to this plan for other compatible activities.

Bulk Standards:

Principal Building:

- Minimum lot size: 1 acre;
- Minimum lot width: 150 feet;
- Minimum lot depth: 150 feet;
- Minimum front yard setback: 15 feet, except for front yards facing the Garden State Parkway which may be reduced to 0 feet;
- Minimum side-yard setback: 0 feet;
- Minimum rear-yard setback: 0 feet;
- Maximum building height (excluding mechanical and/or electrical equipment and penthouses, and excluding stories devoted in whole or in part to structured parking, cellars, and/or basements):
 - At the intersection of Middlesex Essex Turnpike and Wood Avenue: 6 stories/75 feet
 - Adjacent to the existing parking decks: 10 stories/150 feet
- Maximum Lot Coverage (including principal and accessory buildings only): 85%;
- Maximum Impervious Surface Coverage: 100%.

Accessory Buildings:

Accessory Buildings shall conform to the same height and setback requirements as the principal building, except as set forth below:

- Minimum front-yard, side yard, and rear-yard setback: 10 feet.

Sustainability:

- Proposed energy saving techniques shall be considered as part of architectural plans and renderings;
- New development or rehabilitation of existing buildings should employ green building practices (refer to the Township’s Green Building Checklist).
- All development is encouraged to incorporate green building practices.
- Solar Panels are permitted on buildings and on the top level of parking structures.
- “Make-Ready” electric vehicle parking spaces and installed electric vehicle supply equipment shall be installed according to state legislation.
- Bike share programs, and car share programs are all encouraged.

Additional Standards:

Parking & Loading Spaces:

Shared Parking:

Shared parking spaces shall be permitted to promote efficiency. The existing site provides a unique opportunity to employ shared parking, minimizing the need to construct as much new parking during each phase of community construction as possible. As documented by NJ Transit counts and usage patterns, currently the existing parking decks leave unused a minimum of 700-900 parking spaces daily, of the 3,500 parking spaces in the two structured decks located at the station.

It is the intention of this plan to encourage use of these spaces on a consistent basis, by decreasing the proposed construction of new spaces and utilizing a percentage of these open and unused spaces daily and encouraging actual, physical, shared-parking.

The required number of parking spaces shall be in accordance with the following requirements:

- 1 minimum parking space for each residential unit;
- 1.6 minimum parking spaces for every 1,000 square feet of restaurant and/or retail use;
- 1.8 minimum parking spaces for every 1,000 square feet of office use (including medical and dental).

In order to best monitor the shared parking and partner with NJ Transit, each calendar year as of January 1, NJ Transit shall submit a report to the Director (Planning & Development) detailing parking utilization by commuters and the various uses over the last 12 months on the site.

The required size of parking spaces in the Redevelopment Area shall be as follows:

- At grade, perpendicular parking spaces: 9 feet wide x 18 feet long;
- Structured/garage parking: 8.5 feet wide x 18 feet long;
- Parallel parking spaces: 7 feet wide x 22 feet long;
- Compact parking spaces in structured/garage parking: 8 feet x 16 feet, provided that compact spaces shall not exceed 10% of the total number of spaces provided.

The required number of loading spaces in the Redevelopment Area shall be as follows:

- One (1) minimum loading area required for each mixed use building, either off-street or on-street

Lighting and Signage:

- Lighting and Signage shall be in accordance with the requirements set forth in the Land Use and Development Ordinance.

Circulation:

- Bike lanes and walkways should be considered at appropriate locations.

Landscaping and Replacement of Trees:

- Minimum landscape coverage limits for Redevelopment Zone sites shall be: fifteen percent (15%) which shall be inclusive of rooftop gardens, courtyards, and other open air parks;
- Landscaped area required: In calculating the landscaped areas, the areas of plazas, open pedestrian shopping malls, sitting areas, green roofs, pools and fountains shall be included. For purposes of this subsection, the landscaping in areas of a paved parking lot shall be included for purposes of determining the percentage of the site that shall be devoted to landscaped areas. There shall be no landscaping required within the paved parking areas of a parking lot containing one hundred fifty (150) spaces or less. In parking lots containing more than one hundred fifty (150) spaces, landscaping may be allowed within the paved parking areas of the parking lot;
- Any trees removed shall be in accordance with the tree replacement ordinance of the Land Use and Development Ordinance.

Multiple Buildings and Uses:

A lot in the Redevelopment Area may contain multiple principal buildings and uses, and multiple accessory buildings and uses.

COMMUNITY HEALTH

Redevelopment of any site within the Township which is either outdated and/or not fully productive promotes community health. New construction promotes a reduction in the nuisance (and overall anxiety of residents and flood inundation dealing with a nuisance) of properties.

This Plan specifically promotes community health by permitting a compact dense residential development near commercial properties. The location of this redevelopment area offers opportunities for residents to walk or bike to nearby businesses and transportation hubs, encouraging an active lifestyle.

COMMUNITY RESILIENCY

This Plan promotes resiliency to climate change by permitting redevelopment in an area of minimal flood hazard, outside the 500-year flood. Furthermore, this development shall comply with all municipal and state stormwater regulations, including any requirements for green infrastructure. Additionally, this redevelopment area is located next to the Metropark Train Station, which encourages the use the public transportation and if utilized, will reduce automobile emissions.

AFFORDABLE HOUSING

Any construction of new housing units presents an opportunity to contribute to the Township's affordable housing stock. Affordable housing shall be provided as required by New Jersey Transit.

PUBLIC INFRASTRUCTURE

The designated redeveloper shall be obligated to build new and/or update existing critical public infrastructure and utilities in accordance with agreements to be executed by and between the designated redeveloper and New Jersey Transit.

RELATIONSHIP OF PLAN TO THE TOWNSHIP LAND USE AND DEVELOPMENT ORDINANCE (APPLICATION & PROCESS)

The Redevelopment Area shall be redeveloped in accordance with the standards detailed in this Redevelopment Plan. This Plan supersedes the use and bulk provisions of the Township Land Use and Development Ordinance (Chapter 150) for the Redevelopment Area unless specifically referenced. Other Township regulations affecting developments that are in conflict are superseded by this Plan; however, existing engineering standards, performance standards and definitions shall apply.

In connection with site plan or subdivision applications, the Planning Board may grant deviations from the regulations contained within this Redevelopment Plan where by reason of exceptional narrowness, shallowness or shape of a specific piece of property or by reason of exceptional topographic conditions, pre-existing structures and physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan would result in peculiar and exceptional practical difficulties to, or exceptional or undue hardship upon, the developer or redeveloper of such property. The Planning Board may also grant a deviation from the regulations contained within this Redevelopment Plan related to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by such deviation from the strict application of the requirements of this Plan and the benefits of granting the deviation would outweigh any detriments.

The Planning Board may grant exceptions or waivers of design standards from the requirements for site plan or subdivision approval as may be reasonable and within the general purpose and intent of the provisions for site plan review and/or subdivision approval within the Plan, if the literal enforcement of one or more provisions of the Plan is impracticable or would exact undue hardship because of peculiar conditions pertaining to this site. No deviations may be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of the Redevelopment Plan.

No deviations may be granted which will result in permitting a use that is not a permitted use within this Redevelopment Plan. Any deviations from standards of this Plan that results in a “d” variance pursuant to N.J.S.A. 40:55D-70d shall be addressed as an amendment to the Plan rather than via variance relief through the Township’s Zoning Board of Adjustment. An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirement set forth in N.J.S.A. 40:55D- 12a.&b. All development must be approved by the

Planning Board and shall be submitted through the normal site plan and subdivision procedures as identified as N.J.S.A. 40:55D, et seq.

Final adoption of this Redevelopment Plan by the Township Council shall be considered an amendment to the Township of Woodbridge Land Use and Development Ordinance and Zoning Map. Unless otherwise defined in the Plan, terms used in this Plan shall have the same meaning as defined in the Township's Land Use and Development Ordinance.

PLAN RELATIONSHIP WITH OTHER PLANS

RELATIONSHIP TO THE TOWNSHIP MASTER PLAN

The Township of Woodbridge's last comprehensive Master Plan was prepared in February 2009 and reexamined in 2016. The Master Plan recommended this area be devoted to redevelopment.

The Master Plan adopted the following goals that are relevant to this Plan:

- To permit residential uses at appropriate densities in locations accessible to major roadways, commercial services, public facilities and traditional downtown areas;
- To provide sufficient residential opportunities, in locations with access to facilities and services, to help the Township's senior residents age in place;
- To preserve the existing character consistent with current development patterns through:
 - Zoning standards that correspond to existing development patterns
- To minimize conflicts between residential and non-residential development through appropriate lighting, buffering/landscaping, loading, parking and storage standards;
- To continue attracting premier Retail, Industrial and Office end users to the Township;
- To expand and protect the Township's ratable base through the attraction and retention of nationally known and respected companies;

MASTER PLANS OF ADJACENT MUNICIPALITIES

The Redevelopment Area is located in the Iselin section of the Township. The closest adjacent municipality to the area is the Township of Edison to the west. The redevelopment plan is not anticipated to have an adverse impact on the Township of Edison.

STATE AND COUNTY PLANS

Consistency with Middlesex County Master Plan

The Redevelopment Plan is generally consistent with the elements of the Middlesex County Master Plan, a document that addresses sprawl and sustainability in the region. This Redevelopment Plan adheres directly to the goals, values and objectives of the Middlesex County Master Plan, which aims to:

- Make fuller use of existing transportation lines and facilities. The County Plan anticipated that public transportation would achieve greater significance as a necessary alternative to the private automobile, with its attendant problems of pollution, energy availability, and congestion;
- Find a more feasible alternative to the present situation of “strip” commercial development found on major roads, and single-family homes on unnecessarily large lots;
- “Cluster” future growth around definable town centers and transportation facilities to include commercial and office employment as well as residential, with land use intensity decreasing as distance from the town center increases.

New Jersey State Development & Redevelopment Plan (2001)

This Redevelopment Plan is consistent and would effectuate the plans and policies of the New Jersey State Development and Redevelopment Plan (SDRP), adopted in 2001. The SDRP is a unique document that guides State-level development and redevelopment policy as well as local and regional planning efforts. This Plan is consistent with the following statewide goals in the SDRP.

- Revitalize the State’s cities and towns;
- Promote beneficial economic growth, development and renewal for all state residents;
- Protect the environment, prevent and clean up pollution;
- Provide adequate public facilities and services at a reasonable cost;
- Preserve and enhance areas with historic, cultural, scenic, open space, and recreational value;
- Ensure sound and integrated planning and implementation statewide.

The SDRP also includes a State Plan Policy Map, which divides the state into regions, known as Planning Areas, and includes specific goals for each area.

The Policy Map also identifies “Centers”, locations into which development is to be directed, “Environs,” areas to be protected from future growth. The Township of Woodbridge falls in the ‘Metropolitan Planning Area’ (PA1). The State Plan recognizes that all communities in this planning area are essentially fully developed; hence much of the change in land uses will occur as redevelopment.

The State Plan’s planning objectives for the ‘Metropolitan Planning Area’ includes:

- Providing for much of the state’s future redevelopment;
- Revitalizing cities and towns;
- Redesigning areas of sprawl;
- Protecting the character of existing stable communities.

This Plan will serve to meet each of these goals for the designated area.

The New Jersey Department of State has been preparing a new State Strategic Plan since 2012. The proposed plan has not been adopted by the State Planning Commission.

IMPLEMENTATION OF THE REDEVELOPMENT PLAN

REDEVELOPMENT ENTITY

The Woodbridge Township Redevelopment Agency will serve as the Redevelopment Entity.

PHASING:

- Projects may be developed in phases;
- The phasing may include phased start and completion dates among the various land use components, as well as internal phasing schedules within sections, subject to specific provisions in the redevelopment agreement.

APPOINTMENT OF A DESIGNATED REDEVELOPER

The Redevelopment Entity may select one or more redevelopers to participate in the implementation of the Redevelopment Plan.

As part of the process to be designated a redeveloper, the Redevelopment Entity will negotiate a formal Redevelopment Agreement.

Designation of a Redeveloper(s) by the Redevelopment Entity shall be subject to the execution of an appropriate Redevelopment Agreement.

The Redevelopment Entity shall not designate a redeveloper without the knowledge and consent of New Jersey Transit, which consent shall be memorialized in writing.

CONDITIONS IN REDEVELOPMENT AGREEMENT(S)

Each Redevelopment Agreement will be contingent upon the following conditions, restrictions, and/or requirements.

1. Each Redevelopment Agreement will incorporate the pertinent aspects of the selected redeveloper's proposal and will address financial considerations, planning, phasing, development and such other issues as deemed appropriate and/or as required according to state law in order to implement the Redevelopment Plan.

2. A designated redeveloper will be obligated to complete on-site improvements as approved, together with any specified off-site improvements, as may be required in accordance with the Redevelopment Plan and the Redevelopment Agreement.
3. No designated redeveloper will be permitted to dispose of property until the issuance of the Certificate of Completion, unless the prior written consent of the Redevelopment Agency has been obtained, subject to the terms and conditions of the Redevelopment Agreement.
4. The Redeveloper(s) shall pay to the Redevelopment Entity an application fee for consideration of redeveloper as a designated redeveloper and will fund an escrow for the Agency's costs in implementing redevelopment.

DEVELOPMENT REVIEW

No application for development or redevelopment in the area may be filed with the Planning Board until such time as the applicant has applied for and received a designation as redeveloper from the Redevelopment Entity and has executed a Redevelopment Agreement with the Redevelopment Entity providing for the proposed application. In addition to any requirements of the Agency, major preliminary and/or Final Site Plans and/or subdivisions, with details sufficient to comply with the Municipal Land Use Law and Local Ordinance, shall be submitted for Planning Board review and approval for each development parcel, pursuant to N.J.S.A. 40:55D-1 et seq.

The Planning Board shall require the developer to provide a bond or bonds in accordance with the requirements of the Municipal Land Use Law.

DURATION OF REDEVELOPMENT PLAN

During the time that the Redevelopment Plan is in effect, any party acting as a redeveloper, (as defined in the LRHL) must obtain the approval of the Redevelopment Entity. The Redevelopment Plan will remain in effect for 30 years.

AMENDING THE REDEVELOPMENT PLAN

This Redevelopment Plan may be amended from time to time in compliance with the requirements of law, provided that with respect to any land in the project area previously disposed of by the Redevelopment Entity for use in accordance with the Redevelopment Plan, the Entity will notice the owner of such land whose interests may be materially affected by such amendment.