

**The Avenel Arts Village**

**Redevelopment Plan**



Prepared for The Township of Woodbridge, NJ  
**PHILLIPS PREISS GRYGIEL LLC** | Planning & Real Estate  
Consultants January 2009  
Amended March 2013, February 2017

# **The Avenel Arts Village Redevelopment Plan**

PREPARED BY PHILLIPS PREISS GRYGIEL LLC  
FOR THE TOWNSHIP OF WOODBRIDGE, NEW JERSEY

JANUARY 2009  
AMENDED MARCH 2013  
FEBRUARY 2017

<b>1</b>	<b>INTRODUCTION .....</b>	<b>4</b>
	BASIS FOR THE PLAN .....	4
	OVERVIEW OF PLAN .....	4
	NOTE ON PLAN TERMINOLOGY .....	5
	LOCATION OF REDEVELOPMENT AREA.....	5
<b>2</b>	<b>VISION, GOALS, &amp; CONTEXT .....</b>	<b>10</b>
	REDEVELOPMENT PLAN VISION .....	10
	ILLUSTRATIVE PLAN .....	11
	RELATIONSHIP TO MASTER PLAN AND LOCAL GOALS .....	11
	RELATIONSHIP TO ZONING CODE .....	13
<b>3</b>	<b>PUBLIC REALM: STREETS AND OPEN SPACE.....</b>	<b>16</b>
	INTENT.....	16
	ACCESS TO AND FUTURE SUBDIVISION WITHIN THE REDEVELOPMENT AREA .....	16
	REQUIRED STREETS WITHIN THE REDEVELOPMENT AREA.....	16
	STREET CONFIGURATION AND ORIENTATION .....	17
	STREETSCAPE IMPROVEMENTS .....	18
	PUBLIC OPEN SPACE .....	18
<b>4</b>	<b>LAND USE, DEVELOPMENT YIELD, BULK AND PARKING .....</b>	<b>20</b>
	LAND USES.....	20
	DEVELOPMENT YIELD .....	22
	AFFORDABLE HOUSING .....	22
	BULK AND MASSING .....	22
	PARKING .....	24
	LOADING .....	26
<b>5</b>	<b>SITE PLANNING AND BUILDING DESIGN.....</b>	<b>27</b>
	INTENT.....	27
	BUILDING PLACEMENT AND ORIENTATION.....	27
	BUILDING TRANSPARENCY .....	27
	BUILDING MATERIALS .....	29
	GREEN DESIGN.....	29
	SIGNAGE .....	30
	SUPPORT SERVICES .....	31
<b>6</b>	<b>PLAN CONSISTENCY REVIEW .....</b>	<b>33</b>
	RELATIONSHIP TO WOODBRIDGE ZONING CODE .....	33
	RELATIONSHIP TO ADJACENT MUNICIPALITIES .....	33
	RELATIONSHIP TO THE MIDDLESEX COUNTY MASTER PLAN .....	33
	RELATIONSHIP TO THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN.....	33

<b>7</b>	<b>REDEVELOPMENT ACTIONS .....</b>	<b>35</b>
	OUTLINE OF PROPOSED ACTIONS .....	35
	PROPERTIES TO BE ACQUIRED .....	35
	RELOCATION.....	35
	OTHER ACTIONS.....	35
<b>8</b>	<b>GENERAL PROVISIONS.....</b>	<b>36</b>
	DEFINITIONS.....	36
	EASEMENTS .....	36
	SITE PLAN AND SUBDIVISION REVIEW .....	36
	APPROVALS BY OTHER AGENCIES.....	36
	ADVERSE INFLUENCES .....	36
	NON-DISCRIMINATION PROVISIONS.....	37
	DURATION OF THE PLAN .....	37
	DEVIATION REQUESTS.....	37
	ESCROWS .....	37
	INFRASTRUCTURE.....	38
<b>9</b>	<b>OTHER PROVISIONS.....</b>	<b>39</b>
<b>10</b>	<b>PROCEDURE FOR AMENDING THE APPROVED PLAN.....</b>	<b>40</b>
<b>11</b>	<b>APPENDIX: ILLUSTRATIVE FAÇADE ELEVATIONS.....</b>	<b>41</b>

**List of Figures**

FIGURE 1: LOCATION OF REDEVELOPMENT AREA.....	6
FIGURE 2: GENERALIZED LAND USES.....	7
FIGURE 3: REDEVELOPMENT AREA CONTEXT .....	8
FIGURE 4: ILLUSTRATIVE PLAN .....	12
FIGURE 5: ZONING CONTEXT.....	14

# 1 Introduction

## **BASIS FOR THE PLAN**

---

This redevelopment plan has been prepared for the Avenel Arts Village Redevelopment Area within the Township of Woodbridge, Middlesex County, New Jersey. It consists of one former industrial facility, commonly referred to as the General Dynamics property, located in the northeastern portion of the municipality, within an area bounded by the New Jersey Transit right-of-way to the west; Avenel Street to the south; a residential area and city-owned park to the east; and an institutional use to the north. In this plan, the Avenel Arts Village Redevelopment Area will generally be referred to as the “Redevelopment Area” or “Plan Area.”

The Township of Woodbridge Council directed the Township’s Planning Board on June 12, 2007 to study the area in order to determine whether it was an “Area in Need of Redevelopment” in accordance with the criteria specified at N.J.S.A. 40A:12A-5. The Township retained Phillips Preiss Shapiro Associates to conduct the Redevelopment Area investigation. A public hearing on the investigation was held by the Planning Board on December 12, 2007, and the Board recommended that the study area be designated as an Area in Need of Redevelopment by Resolution on that same date. The Woodbridge Council subsequently declared the area in need of redevelopment by Resolution dated January 1, 2008.

The Redevelopment Area consists of one property located on two (2) tax lots within two (2) tax blocks: Blocks 859a, Lot 1.01 and Block 867, Lot 1.081. The development parcel totals ± 27.255 acres in area and is irregular in shape. The site is relatively evenly graded and mostly without foliage or trees, though the northern portion of the property contains a wooded area.

Currently, the property is comprised of a cluster of vacant, former industrial buildings, together with several ancillary structures. The main plant complex consists of a series of four contiguous buildings. The former administrative building and water tower, though physically separate, connect to the main plant complex via a hallway. The compressor building is an ancillary building located near the NJ Transit rail tracks along the southwestern border of the site. There is also a small, standalone garage structure located in front of the plant near the Avenel Street frontage.

The property has not been in active use for approximately a dozen years and has fallen into disrepair. In addition, the environmental contamination that remains on the site will have to be remediated as a prerequisite to development.

## **OVERVIEW OF PLAN**

---

The intent of the Plan is to allow for development that is not only consistent with the surrounding neighborhood context, but also takes advantage of its proximity to the adjacent Avenel train station. Moreover, the Plan attempts to limit the site’s potential impacts on adjacent residential neighborhoods and serve as an asset and focal point for the community at-large.

The Redevelopment Plan provides for development of up to 500 housing units. In addition, the Plan provides for a 10,000 square foot arts center and an additional 25,000 square feet of retail/arts village support space. The Plan aims to create a walkable, pedestrian-friendly development with a variety of moderate-density housing types, together with retail and arts spaces within a neighborhood context. The Plan seeks to serve surrounding residents by increasing access to the train station and providing a public gathering space focused on arts, retail and community-type uses.

The Plan sets forth standards for land use, circulation, open space, parking and design. Some Plan elements are fixed, such as the location of certain new streets and public open spaces, while others are flexible though in keeping with overall Plan goals and objectives.

## **NOTE ON PLAN TERMINOLOGY**

---

Throughout this Redevelopment Plan, a meaningful distinction is made in the regulations between “shall” and “should.”

“Shall” or “must” means that a developer is required to comply with the specific regulation, without deviation.

“Should” means that a developer is encouraged to comply but is not required to do so. If the exact recommendation cannot be met, the Planning Board will entertain any modification that meets the underlying spirit and intent of the regulation and/or the Redevelopment Plan generally.

## **LOCATION OF REDEVELOPMENT AREA**

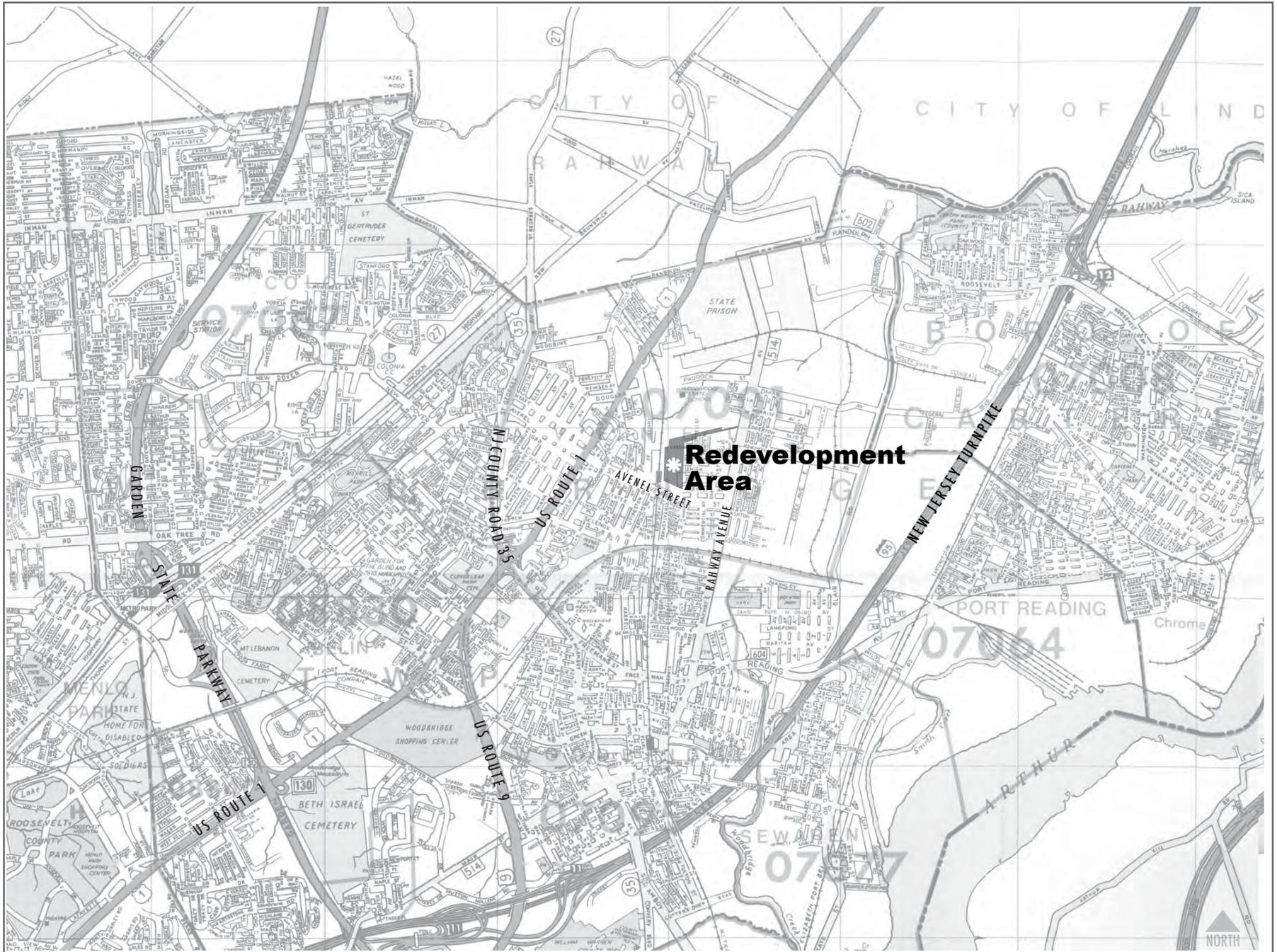
---

The Township of Woodbridge is located in the northeastern corner of Middlesex County, New Jersey and is approximately one square-mile in area. The Redevelopment Area is located in the Avenel section of the Township. The Redevelopment Area is located at the northeastern edge of Woodbridge, bordering shared NJ Transit / freight tracks. See Figure 1, Location of Redevelopment Area.

### **Land Uses**

The Redevelopment Area is surrounded by a mix of uses, including single-family residential and recreational uses to the east; commercial and residential uses to the south; the Conrail/New Jersey Transit rail line to the west; and an institutional use to the north. The remainder of the surrounding area is largely single-family residential in nature. See Figure 2, Land Uses in the Redevelopment Area, and Figure 3, Site Context Aerial.

Located immediately east is a neighborhood of single-family houses with frontage on east-west streets that dead-end at the Redevelopment Area, as well as a Township-owned recreation area. To the south is a commercial area fronting Avenel Street consisting of several buildings with on-site parking. Directly north is the Woodbridge Developmental Center. Further west of the Redevelopment Area across the NJ Transit rail line and beyond is an established commercial, office and industrial area bordering on a single-family residential neighborhood.



**Figure 1: Location of Redevelopment Area** Woodbridge Township, NJ



**Figure 2: Generalized Land Uses** Woodbridge Township, NJ



**Figure 3: Redevelopment Area Context** Woodbridge Township, NJ

Phillips Preiss Grygiel LLC March 2013

## **Streets & Access**

The Redevelopment Area is fairly isolated and not fully integrated into the surrounding street network. The area contains one primary access point via Avenel Street, which served the former industrial property. Avenel Street connects eastward to Rahway Avenue, and westward to Route 1. The available access from Avenel Street is partly constrained by a retaining wall along the southern edge of the Redevelopment Area.

The Avenel Train Station is located at the southwestern edge of the property, and provides another means of accessing the Redevelopment Area. Though not currently used to its potential (current estimates by NJ Transit indicate that 140 persons use the Avenel Station each day), the train station provides the opportunity for future transit-oriented development on the property. New Jersey Transit has indicated that it would consider increasing the frequency of train service at this station if the Township fosters transit-oriented infill development.

The various east-west streets that currently dead-end at the Redevelopment Area boundary could also be used to integrate the new development with the surrounding residential community via possible future pedestrian connections.

## 2 Vision, Goals, & Context

### **REDEVELOPMENT PLAN VISION**

---

The following is a summary of the key Redevelopment Plan goals and objectives.

- Provide for the type of redevelopment that can eliminate an existing blighting influence and further serve as a stimulus for future revitalization efforts within the larger Avenel community.
- Establish an appropriate scheme for redevelopment that will hasten the remediation and revitalization of this former industrial site.
- Create a walkable, human-scaled community that provides the opportunity to integrate an arts village and retail shopping with appropriately-scaled residential development.
- Recognize the importance of the Avenel train station as a focal point and catalyst for redevelopment.
- Encourage retail/arts opportunities in the southerly portion of the Plan Area, which is physically close to the train station and easily accessible to Avenel Street.
- Take advantage of the existing train station by encouraging higher-density residential and pedestrian-friendly uses, setting a precedent for high-quality Transit-Oriented Development and urban design.
- Develop a critical mass of new residential development adjacent to the Avenel train station so as to encourage transit ridership and mode choice.
- Provide a variety of housing types, including both market-rate and affordable housing, so as to expand housing options and choices in the Township.
- Provide a “village green” as a public gathering space.
- Enhance the use of the Avenel train station by creating a walkable and inviting streetscape.
- Provide pedestrian connections to the train station.
- Design streets to be multi-modal (i.e., accommodating both pedestrians and vehicles) and be pedestrian-friendly.
- Establish site and building design standards that foster a visually pleasing streetscape and high-quality construction within the Plan Area.
- Minimize impacts on surrounding residential neighborhoods, particularly in terms of traffic on adjacent residential streets, but also relative to the nature and scale of new residential development.

## **ILLUSTRATIVE PLAN**

---

The Illustrative Concept Plan depicted in Figure 4 is intended to provide a generalized plan-view representation of the recommended site design and layout of the redevelopment project. Figure 4 shows the general location of building mass and type, parking, access, streets, open spaces and other improvements. While some of these Plan elements are fixed, as set forth in ensuing sections of the Plan, others are flexible and allow for changes to occur based on more complete site survey information and more detailed architectural and engineering plans.

## **RELATIONSHIP TO MASTER PLAN AND LOCAL GOALS**

---

### ***1990 MASTER PLAN***

The most recent comprehensive Master Plan for the Township of Woodbridge was adopted in 1990. The 1990 Master Plan Land Use Element divided the Township into nine distinct sections, with the subject property located in Avenel. The Avenel Land Use Plan shows the subject neighborhood as a mix of residential, commercial, public and industrial uses. In particular, the General Dynamics property was primarily designated for industrial use, with the “tail” section running out to Rahway Avenue designated for high-density single-family residential use. At the time, the industrial operation was still active.

In short, the Land Use Element of the 1990 Master Plan designated the bulk of the Redevelopment Area for industrial use, which is not consistent with the Redevelopment Plan vision. However, recognizing that the premises are no longer in active industrial use, a number of recommendations and goals set forth under the 1990 Master Plan will be advanced as part of the Plan. For example, the Master Plan recommended increased use of the Avenel/NJ Transit station. It states:

The use of the Avenel/NJ Transit train station should be increased. The close proximity of this station to US Routes 1/9 makes it a good choice for regional access, which may alleviate some of the current capacity problems at Metropark station. However, this facility’s success could be greatly enhanced by the construction of a ramp from the southbound Garden State Parkway to US Route 1 north.

It goes on to state:

Increased use of the Avenel train station could revitalize the area somewhat, however, the provision of additional parking should be investigated, since no parking for NJ Transit patrons is currently provided. Possible sources of additional parking include shared business/transit parking arrangements and improved use of on-street geometry.



**Figure 4: Illustrative Plan** Woodbridge Township, NJ

Phillips Preiss Grygiel LLC | March 2013

The Redevelopment Plan further advances the following specific goals and objectives of the 1990 Master Plan:

- *To promote a variety of residential, commercial, industrial, recreational, public, and conservation land uses*
- *To preserve the residential character of neighborhoods within the Township while providing a mix of housing types and uses*
- *To encourage mixed-use development*
- *To permit multi-family residential use in locations accessible to major roadways, commercial services, and public facilities*
- *To preserve the integrity of existing residential areas by preventing intrusion of nonresidential uses into residential neighborhoods and by maintaining existing development intensity and population density consistent with residential neighborhood patterns.*

### **2003 MASTER PLAN REEXAMINATION**

Subsequent to the adoption of the 1990 Comprehensive Master Plan, the Township adopted Master Plan Reexamination Reports in 1994 and 2003. With regard to the 2003 Reexamination in particular, the recommendations centered on reclamation of brownfields and underutilized and vacant lands in need of redevelopment. The 2003 Reexamination further recognizes that the Township is approaching full build-out and that the majority of vacant parcels are environmentally sensitive.

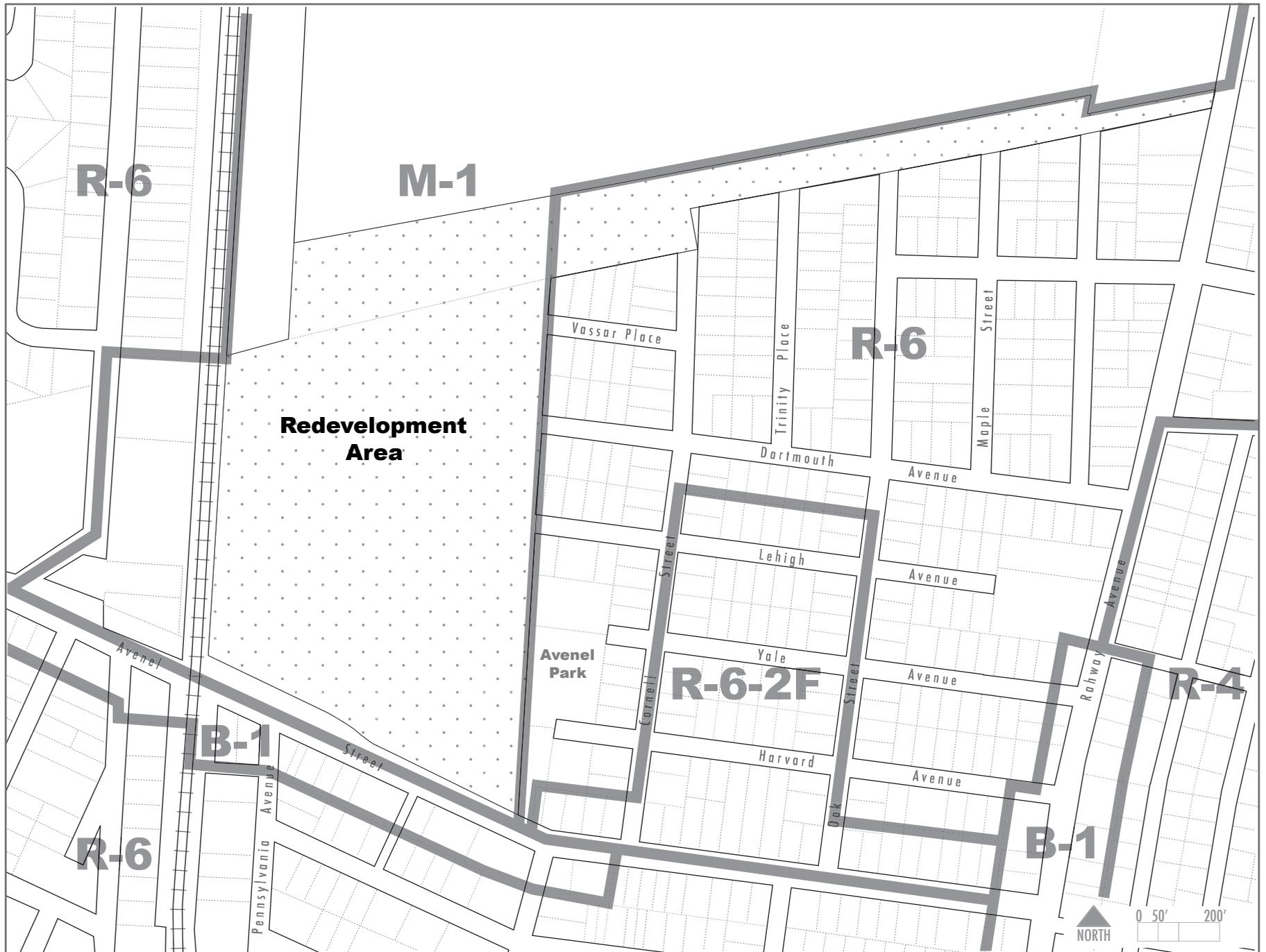
In particular, the 2003 Reexamination notes that much of the development in Woodbridge is now occurring through redevelopment and designation of redevelopment zones; and it further states that one of the new Plan objectives for industrial properties is to “extend redevelopment areas to all industrial property that would benefit from inclusion in such as plan.” Thus, the Plan is substantially consistent with this recent Master Plan policy directive in that it seeks to reclaim a former industrial (and brownfields) property for productive use via the redevelopment process.

Lastly, the Township is currently in the process of updating its Master Plan to reflect the property’s redevelopment area status and plan vision.

### **RELATIONSHIP TO ZONING CODE**

---

Under the current zone plan, the Redevelopment Area lies primarily in the M-1 Light Industrial zoning district and partially in the R-6 High-Density Single-Family Residential district. Zoning boundaries are shown in Figure 5, Zoning Context. The M-1 zone bisects the property, encompassing ±22.84 acres in the area north of Avenel Street. The remainder of the property to the north, totaling ±4.415 acres, is located in the R-6 zone, which includes portions of the large rear parking lot and the wooded area to the north which extends easterly out to Rahway Avenue.



**Figure 5: Zoning Context** Woodbridge Township, NJ

Permitted uses in the M-1 Light Industrial zone include manufacturing and assembly of light machinery; fabrication and assembly of metal products, paper products, concrete and plastic products; food and associated industries; television and radio studios and antennas; warehouses and wholesale sales; storage and distribution; newspaper and publishing plants; and general office buildings. Permitted conditional uses include lumberyards and building material sales; construction contractors; automotive repair garages; public utility installations; and government and public buildings. Accessory uses include private garage space; signs; and fences and hedges.

Bulk standards in the M-1 Light Industrial zone require a minimum lot area of one acre, minimum lot width of 150 feet and minimum lot depth of 200 feet. The required minimum front setback is 60 feet, the minimum rear setback is 60 feet (or 100 feet when abutting a residential zone), and the minimum side yard setbacks are 30 feet for each side (or 100 feet when abutting a residential zone). The maximum building height is 50 feet and minimum gross floor area is 8,000 square feet. Maximum lot coverage is 45% and the maximum FAR is 1.50.

The primary permitted use in the R-6 district is detached one-family dwellings. Home occupations/home office use is a permitted accessory use subject to certain conditions. Additional accessory uses include private garages, buildings for tools and equipment, swimming pools and tennis courts, signs and fences and hedges. Permitted conditional uses include government buildings and services; churches; synagogues, parish houses and similar religious uses; and public utility installations.

Bulk standards in the R-6 zone for permitted principal uses require a minimum lot area of 6,000 square feet, minimum lot width of 60 feet and minimum lot depth of 100 feet. The minimum front setback is 25 feet or prevailing, side setback is 15 feet for one and 15 feet for both, and the rear setback is 20 feet. The maximum lot coverage is 25 percent, the minimum gross floor area is 900 square feet, and the maximum floor area ratio is 0.85. The maximum building height is 2.5 stories or 35 feet, whichever is less.

Since the vision for the Redevelopment Plan is for multi-family residential development together with a retail/arts component, the current zoning classifications are no longer relevant for the area.

# 3 Public Realm: Streets and Open Space

## **INTENT**

---

Streets, parks and other public spaces constitute the “public realm,” or the primary public spaces that form the character and identity of the Redevelopment Area. They provide the physical framework within which new building construction will occur and create the kind of environment that project residents, shoppers, workers and visitors will experience.

The Redevelopment Plan provides a pedestrian-friendly network of streets and open spaces intended to serve project and neighborhood residents and integrate the development with the surrounding built context.

## **ACCESS TO AND FUTURE SUBDIVISION WITHIN THE REDEVELOPMENT AREA**

---

The Plan provides for the following vehicular access to the Redevelopment Area.

### **From Avenel Street**

Avenel Street shall be used as the primary access to the Plan Area. In order to accommodate the increased traffic demands of the development and to ensure the public safety, a signalized intersection shall be installed and turning lane shall be provided on the eastbound side of Avenel Street.

## **REQUIRED STREETS WITHIN THE REDEVELOPMENT AREA**

---

The following additional connections are required within the Plan Area.

### ***Main Street: North-South Street Linking Avenel Street to Rahway Avenue***

A two-way “Main Street” running north-south and connecting to Avenel Street shall be provided. This street shall be a vehicular, tree-lined street with sidewalks on both sides. This roadway should provide a visually pleasing and pedestrian-friendly gateway to the development.

**Station Street: East-West Connection to the Train Station**

An east-west street shall be provided to give a direct connection to the train station from the “Main Street.” The eastern edge of Station Street shall connect with Main Street within the Plan Area. At the western end of the roadway, a drop-off area shall be provided to circulate traffic effectively in and out of the train station area. Further, the drop-off area shall be pedestrian friendly, and shall be served by side-walks.

**Neighborhood Connector/Mews**

In terms of the general street grid layout within the Plan Area, east/west paved pedestrian “mews” must be aligned with existing residential streets to the east, i.e., Vassar Place, Dartmouth Avenue, or Lehigh Avenue. This pedestrian mews will allow the surrounding residents to walk to the train station directly through the site. In addition, the “mews” will serve as a neighborhood pedestrian connection to the retail, arts and other public spaces within the Plan Area.

**STREET CONFIGURATION AND ORIENTATION**

---

Streets within the Plan Area are intended to function as public spaces and serve as signature elements that telegraph the quality and appearance of new development. The street network shall be designed as a positive organizing element that provides attractive and connected multi-modal routes through the Plan Area.

**Street Types**

All streets can have diagonal or parallel on-street parking and it is recommended that diagonal on-street parking be provided for the retail and transit areas. New streets within the Plan Area should match one of the following types:

- Two-way street: One travel lane in each direction, on-street parallel or diagonal parking and side-walks on both sides.
- One-way street: One travel lane in one direction, on-street parallel or diagonal parking and sidewalks on both sides.
- “Mews”: Pedestrian-only rights-of-ways. Mews shall be decoratively paved with unit pavers, cobblestones or grasscrete, and may include additional plantings. They provide access to the front door of units but unlike a typical cul-de-sac they do not provide surface parking or access to residential garages. They are typically connected to vehicular streets or open spaces at both ends, and/or complemented by a garage access lane that provides access to parking at the rear of the units. The front door of all units on a walkway or mews should be no more than 200 feet from a vehicular street. The right-of-way of mews and walkways shall be between 25 and 40 feet in width to ensure sufficient light and air and visibility for safety.
- Garage access lane: Located behind low-rise residential buildings and townhouse units and providing access to rear parking garages. Garage access lanes shall be no more than 30 feet in width in

any location. Garage access lanes are used in tandem with a vehicular street or “mews” at the front of the house, allowing the front of the house to have a pedestrian-friendly appearance with no curb cuts or garages.

## **Street Alignment**

In order to establish enjoyable, attractive public spaces, streets should be aligned so that the fronts or sides of buildings face onto them. Backs of buildings, blank walls, and parking garages are not permitted to face streets. Buildings and streets should also frame parks in order to enhance visibility and safety in these public spaces. In order to maximize park access and maintain a public atmosphere, all parks and open spaces must be surrounded by streets on at least 2 and preferably 3 sides.

## **STREETSCAPE IMPROVEMENTS**

---

In general, all streetscape and landscape improvements shall be integrated with building design and placement, parking, buffering and other site features.

Public benches shall be provided along Main Street and Station Street, especially near the retail/arts spaces and near parks. The station drop-off area should also have a well-lit paved seating area with benches for transit riders.

### **Street Trees**

Sidewalks on all new streets within the Plan Area shall incorporate street trees spaced at approximately thirty (30) feet on center.

### **Street Lighting**

All streets and mews shall be lit with pedestrian-scale streetlamps. All outdoor lighting, including street lamps and accent lighting, shall be downcast and illuminate only the intended areas so as not to cause disabling glare that affects driver safety and reduces the visibility of starry night skies.

Bright, stadium-style lighting is prohibited in all areas, including parks.

### **Utilities**

All utilities shall be installed underground.

## **PUBLIC OPEN SPACE**

---

At least 3 required open spaces shall be provided—a Village “Green,” a residential vest-pocket park/square and a transit plaza.

Landscaping of parks, plazas and other public areas may include trees, shrubs, ground cover, planters and flowers, as well as sculptures, art and similar materials, and shall be designed to fulfill aesthetic environmental, ornamental and related objectives. Parks and other open spaces within the Plan Area should also include street tree plantings along any borders with streets or public open spaces.

## **Village Green**

A “Village Green” shall be provided to serve as a public open space and focal point within the Plan Area. Ideally, the “Village Green” should be located in the easterly portion of the Plan Area along the east side of Main Street. The green shall meet the following minimum standards:

- Bordered by streets and buildings on at least 2 sides
- Minimum length of 150 feet on any one-side
- Minimum required area of 25,000 square feet

## **Residential Vest-Pocket Park/Square**

One or more residential vest-pocket parks/squares shall be provided to serve as an amenity for project residents. The park/square area(s) shall meet the following minimum standards:

- Minimum length of 50 feet on any side
- Minimum required area of 20,000 square feet
- Located at the grade of the sidewalk, with barrier-free access
- Provided with seating facing the streets and into the green.

## **Transit Plaza**

A small transit plaza with waiting area, benches, lighting and attractive paving and landscaped areas shall be provided near the Avenel transit station to serve current and new transit riders.

# 4 Land Use, Development Yield, Bulk and Parking

## LAND USES

---

### **RESIDENTIAL**

The residential building types listed below are permitted subject to the requirements set forth in the ensuing section on 'Yield'.

#### Multi-family buildings

A multi-family building has multiple housing units sharing a building floor. Multi-family buildings typically have elevators serving upper-level units; however, they may also be built as "walk-up" buildings with staircases only.

- Live/work units: Live/work units for owner-occupied businesses/residences within multi-family buildings are optional as part of the Plan. The live/work units encourage artists, architects, designers and other design professionals to occupy these spaces and contribute to the visual diversity and overall safety of the neighborhood. These units are duplexes with a work space on the first floor facing the street and the bulk of the living area on the upper floor connected via an internal stairway. The live/work units are designed so that the first floor can be used as work spaces for small home-based businesses or be converted into residential "bonus" uses such as study, recreation room, etc. The units should have separate entries for the live and work spaces, one on each level.

- Low-rise buildings

Low-rise buildings contain units that are stacked vertically, with each unit either occupying its own floor (a flat) or occupying all or half a floor with space on two levels (a duplex unit).

Low-rise residential buildings resemble townhouses in form and massing, and are typically built in 22 to 28 feet wide sections, with eight to sixteen units per building with party walls between each section.

The first level unit shall have its own street level entrance with access to upper-level units via staircases (rather than elevators).

- Townhouses

Townhouse units are attached horizontally in a row of at least three such units with no unit located over another unit and with party walls between each unit.

## ***AVENEL ARTS VILLAGE***

One of the key objectives of the Redevelopment Plan is to develop an arts village, the focal point of which will be an arts center/arts incubator. The arts village is intended to achieve the following: provide a means by which local artists and arts organizations create, display and sell their work; provide training and marketing for emerging artists; provide a vital link between artists and the community at large; serve as an economic engine for the redevelopment of the former General Dynamics property as well as the revitalization of Avenel generally; and function as a central meeting place for Avenel residents and the Woodbridge community at-large. The Avenel arts center/arts incubator building shall be located on the east side of Main Street immediately south of the Village Green. The arts center/arts incubator space shall include multi-purpose space. The following types of space are envisioned: rehearsal space, a theater, office gallery space, studio space, a reception and sales area, meeting rooms and classrooms, which may be either dedicated or multi-purpose space.

## ***RETAIL AND ARTS VILLAGE SUPPORT***

The following uses are permitted within the Plan Area and are designed to support project residents as well as the community at-large.

- Retail, business and personal services
- Restaurants and cafes
- Community centers and community meeting rooms
- Family day care and child care centers
- Studios including dance, rehearsal, exercise, music and multi-media
- Crafts and design studios
- Galleries used by artists
- Offices used by architects, interior designers, graphic and web designers, and other design-trade related uses.

Retail and arts village support uses shall be located along the Avenel Street frontage and shall also be no less than 200 feet from the Avenel arts center/incubator building.

## **PERMITTED ACCESSORY USES**

In addition to the uses listed above, the following are permitted as accessory uses:

- Off-street parking (for the principal uses, as well as for transit riders and park visitors)
- On-street parking (Refer to section on Parking Management)
- Parks, pocket parks, greenways, plazas, linear parks and other open spaces intended to serve residents of the development and/or the general public, including both passive and active recreation areas such as lawns, sitting areas and playgrounds.
- Other accessory uses customarily incident to the principal uses.

## **DEVELOPMENT YIELD**

---

The number of residential units within the Plan Area shall not exceed 500. Development shall also provide for a minimum of 25,000 square feet of space for retail and arts village support uses and 10,000 square feet of space for an arts center/arts incubator (or such other size as shall be agreed upon by the Township Redevelopment Entity and Redeveloper after further review).

Of the total residential units, at least 60 units shall be built as low-rise units or townhouses.

All residential units shall consist exclusively of either 1- or 2-bedrooms. Any unit may have a den area, provided that it does not have its own separate door or interior closet and provided further that any entry door to the den be transparent (i.e., glass) rather than solid.

## **AFFORDABLE HOUSING**

---

Any redeveloper designated as such by the Redevelopment Entity for the Redevelopment Area shall build and set a total of 50 units for affordable housing. All such affordable housing shall be built on site in the Redevelopment Area, the phasing and location of which affordable housing shall be mutually agreed to between the Redevelopment Entity and the designated redeveloper. Although affordable housing units are permitted to be constructed in separate buildings, said buildings shall not be placed in a location within the Plan Area that is removed from market-rate buildings and they shall be subject to all bulk/massing and buildings design requirements/guidelines contained herein.

## **BULK AND MASSING**

---

### **Building Height**

Building heights should step down from the area nearest the train tracks to the area closest to existing single-family residences so as to provide an appropriate transition and afford the necessary protection to neighborhood residents.

The following height limits apply to the different allowable building types:

- Low-rise residential buildings and townhouses within 100 feet of a single-family residential use may be up to two stories and 35 feet in height.
- Low-rise residential buildings and townhouses in excess of 100 feet from a single-family residential use may be up to three stories and 45 feet in height.
- Multifamily buildings may be up to three stories and 45 feet in height.
- Retail and arts village support buildings may be up to two stories and 35 feet in height.
- The arts center/arts incubator building may be up to two stories and 35 feet in height.

In no event shall the arts center/arts incubator building, or any multi-family or retail and arts village support building, be located closer than 100 feet from a single-family residential use.

Height is measured from the average elevation of the finished grade of the building to the top of the roof surface for mansard and flat roofs and to the mean height of the roof for peaked roofs.

Elevator shafts and stairwells for multi-family buildings are permitted to extend one level above the maximum building height if necessary to provide roof access, and shall be set back at least 10 feet from all facades.

## **Building Length**

The maximum length of a multi-family building shall be 225 feet.

The maximum length of a building containing low-rise residential units or townhouse units shall be 175 feet.

## **Building Massing and Materials**

Buildings should be designed to reflect the Redevelopment Area's industrial past. To the extent practical, buildings should be rectilinear in nature (i.e., placed at right angle to one another). Buildings may have pitched or flat roofs. Brick, metal and cementitious panels should be utilized in the building exterior.

Facades of buildings should be broken down in scale so as to appear as a series of differentiated buildings or distinct bays. The design and dimensions of bays along one building façade should create a varied articulation; a monotonous repetition of the same bay along a very wide façade should be avoided. Bays may be differentiated through a change in the façade plane complemented by variations in materials, textures, patterns or fenestrations.

For flat roofs, the top of the building should be emphasized with a parapet wall and/or balustrade or cornices. Top-level roof areas should serve as common landscaped roof decks for use of all building residents, or be designed as green roofs.

## **Rooftop Mechanical Equipment**

Any rooftop mechanical equipment shall be set back at least 10 feet from upper-level building facades and should not be seen from the street. All rooftop equipment shall be screened from view in a manner consistent with the architectural design and materials of the building.

## **Building Setbacks**

### ***Property line setbacks***

Along Avenel Street, a minimum setback of 5 feet and maximum setback of 20 feet shall be provided. Along the eastern property line that borders the existing single-family residential lots, and along the northern property line, a minimum setback of 30 feet is required.

Buildings shall be set back at least 50 feet from the NJ Transit right-of-way. Within this setback, a minimum 10-foot planted buffer shall be required.

### ***Street-facing setbacks***

For multi-family buildings, all street-facing facades shall be located within 10 to 25 feet of the curblines of a street.

The front entrances and façades of low-rise residential buildings and townhouse units shall be located within 5 to 15 feet of the curblines of a street or mews.

No parking, alleys or driveways are allowed within street-facing setbacks unless they are perpendicular to the setback and provide access to near or side parking areas.

### ***SEPARATION BETWEEN LOW-RISE RESIDENTIAL BUILDINGS/TOWNHOUSES***

A minimum separation of 40 feet shall be provided between front-facing facades of either low-rise residential buildings or townhouses. In addition, a minimum separation of 30 feet shall be provided from adjacent side facades (i.e. front-to-side, side-to-side or rear-to-side conditions) of low-rise residential buildings or townhouses.

### ***SEPARATION BETWEEN MULTI-FAMILY BUILDINGS***

A minimum separation of 50 feet shall be provided between front-facing facades of multi-family buildings. In addition, a minimum separation of 35 feet shall be provided from adjacent side facades (i.e., front-to-side, side-to-side or rear-to-side conditions) of multi-family buildings.

## **PARKING**

---

### **Parking Ratios**

Minimum parking ratios for Plan Area uses shall be as follows:

- Multi-family units: 1.5 off-street parking spaces per unit.
- Live/work units: 1.5 off-street spaces per unit
- Low-rise residential units: 1.75 off-street parking spaces per unit.
- Townhouses: 2.0 off-street parking spaces per unit.
- Retail/arts village support uses: 3.0 spaces per 1,000 square feet of gross floor area. Such spaces may be provided on-street.

- Arts center/arts incubator: 4.0 spaces per 1,000 square feet of gross floor area. Such spaces may be provided on-street.

Due to the location of the Plan Area directly adjacent to the Avenel train station, and in consideration of the unit bedroom distribution prescribed herein, the developer(s) is encouraged to provide parking at ratios at or as close to the minimums set forth above so that as much land as possible can be devoted towards green space.

The Plan further recognizes that the opportunity may exist for shared parking, whereby spaces may be utilized by more than one use at different times during the day. In such cases, the total number of parking spaces required may be reduced by a maximum of 25 percent if credible evidence to the satisfaction of the Planning Board is provided which indicates that the peak parking demand of two or more uses sharing a parking lot or facility do not coincide, and that the accumulated parking demand at any one time of the two or more uses do not exceed the total capacity of the facility. Such evidence shall indicate the use of the facility by residents, employees, customers and visitors on both weekdays and weekends, and both during the day and overnight.

No shared parking facility shall be located more than 300 feet from the establishment which it serves.

## **Parking Location**

The following regulations apply with respect to the location of parking facilities.

- The bulk of low-rise residential and townhouse parking shall be located in garages within the rear of buildings, with ground-floor living space located in front of the garage space to screen it from view of the street. Such parking shall be accessed from a garage access lane located behind the building. It is preferable that garages be structured within and at the rear of each unit; alternately, they may be in freestanding single-story garages or parking lots located behind the residences.
- Multi-family parking may be located fully or partially underground, above-grade, or at-grade. Any above-grade parking shall be screened from view of streets, parks, and other open spaces by active uses or architectural screening. In this way, the visual intrusion of parking is minimized and the building maintains an active relationship to the street.
- Tandem parking (by which one car parks in front of the other) is permitted for all residential building types in order to provide more than one space per individual unit.

All surface parking lots should be located behind buildings, away from the view of public streets, parks and other open spaces.

## **Commuter Parking**

Within the Plan Area, a small commuter parking area shall be provided with the capacity to accommodate a minimum of 30 and maximum of 40 parking spaces. These spaces are intended for use by neighborhood residents utilizing New Jersey Transit's Avenel Station. The commuter parking area should be located near the transit plaza at the west end of Station Street.

## **Parking Management**

On-street parking is required on all streets within the Plan Area. On-street spaces shall be striped so that such parking is used efficiently. To avoid conflict between residents and retail shoppers on streets with higher public activity, parking time-limits are recommended. In addition, the transit drop-off area should have a time limit on stopping or standing.

On primarily residential streets, a parking management program should be considered in order to preserve on-street spaces for residential use, both long- and short-term. A well-defined and thoughtful parking management plan will ensure that the development is accessible to shoppers, transit-riders, residents and other users.

## **LOADING**

---

The number of loading spaces, if any, shall be determined during the site plan review process. Any loading spaces should be located at the side, rear or interior of buildings, away from the street-facing front-ages.

# 5 Site Planning and Building Design

## **INTENT**

---

This section sets forth standards for the Plan Area that are designed to foster a walkable and pedestrian-scaled neighborhood with visually interesting and high-quality buildings that complement the network of streets, parks and other public spaces. The design standards seek to create a “sense of place” by locating buildings to frame streets, parks and public spaces; by emphasizing important visual corridors; by shaping buildings to create an active relationship with streets; by screening parking; by encouraging green design; and by requiring high-quality choice and application of materials.

## **BUILDING PLACEMENT AND ORIENTATION**

---

The front facades and major pedestrian entries of all buildings shall face a street or mews. Buildings should be placed at or close to streets or other public spaces so as to create “streetwalls” that reinforce the public realm.

The fronts of dwelling units may face the fronts of other dwelling units (e.g., across a street or walkway) and the rear of a unit may face the side of another unit. However, the rear of a unit may not face the front of another unit.

Any live/work units should be located so as to frame the residential vest-pocket park/square and be pedestrian-friendly in design with individual entries on the first floor. If the number of live/work units exceeds the area around the park/square then the excess live/work units may be placed elsewhere in the Plan Area.

Low-rise residential buildings and townhouse units shall be provided along the eastern edge of the Plan Area in order to provide a transition in scale between the surrounding single-family neighborhood and any new multi-family buildings.

Parks and open space should be surrounded by streets to the extent practical in order to keep them public and maintain visibility and safety. In addition, the Village Green shall be framed by buildings (i.e., across streets) on at least two sides.

## **BUILDING TRANSPARENCY**

---

### **Entries, Stoops and Porches**

Porches, stoops and lobbies are encouraged in order to create a transition from the private space of a residence to streets and other public spaces and to further convey a “friendly” appearance. Requirements for porches, stoops and entries are as follows.

- Each townhouse shall have its own front stoop or porch.

- Multi-family buildings shall have a shared entry and lobby, highlighted by building massing, generous glazing, and architectural features. Individual unit entries are encouraged for any first-floor residential units within multi-family buildings.
- All retail/arts village support spaces shall have individual unit entries from the street or parking area.
- All retail/arts village support space entries shall be located at grade for accessibility.

## **Ground-Floor Retail/Arts Village Support Spaces**

Ground-floor retail/arts village support space should be constructed with a finished floor elevation at grade and should have at least 10 feet clear height in order to maintain visibility from the street and clearly define such non-residential space.

## **Windows**

Blank walls are prohibited on facades facing or visible from streets, mews or other public open spaces. The specific requirements for window transparency are described below.

### ***Window Placement & Orientation***

All windows, with the exception of storefront windows, should be operable. Deep framing around flush windows or windows recessed at least three to four inches in relation to the building façade are encouraged in order to ensure an adequate shadow line.

### ***Window Materials***

Window glass should be clear or lightly tinted. Energy-efficient coatings that tint glass are permitted provided the coating closest to clear is chosen to meet the energy criteria. Colored or stained window glass is permitted only for retail clerestory or transom windows. Dark tinted, opaque and mirrored glass is prohibited.

### ***Ground-floor and Upper-level Windows***

The ground floor facades of non-residential spaces shall include a generous proportion of windows in order to create a relationship between the private space of the building and the public space of the street.

- Multi-paned windows with mullions and muntins are encouraged for ground-floor residential windows facing streets, open spaces, walkways and other public areas since they provide privacy by diffusing views. At least 35 percent of the façade area of ground-floor residential facades shall be glazed with windows.
- Live/work units should have at least 35 percent glazing on the ground floor façade in order to maintain a visual connection with the street.

- All arts space/retail windows shall have at least 50 percent glazing with clear glass windows. Night security gates, grids, or any other security covering of windows are prohibited.

All residential buildings should have at least 25 percent glazing on upper-level façade levels, and residential windows should be vertically proportioned.

## **Balconies**

Upper-level balconies are permitted on all residential facades. Balconies on street-facing facades shall be fully recessed within the building plane. However, “Juliet” or French balconies (shallow balconies connected to French doors) are permitted to project from building façades up to two (2) feet in any location.

## **BUILDING MATERIALS**

---

Materials should be authentic and high quality. Preferred building materials are clapboard siding (of wood or synthetic materials) and brick. Accent materials include metal, tile, stucco, stone and cultured stone. EIFS and other synthetic stucco are prohibited, in favor of substitutes such as fiber-cement. Building materials should harmonize with materials used in surrounding development. Multi-family buildings shall be designed so that all street-facing facades are treated with the same amount of design detailing. Any changes in primary wall material from lower to upper levels should occur along a horizontal line, with the visually-heavier material below the visually-lighter material.

## **GREEN DESIGN**

---

Site and building design shall seek to minimize environmental damage and impact on adjacent uses, and reduce energy use and strain on municipal utilities by means of the following measures.

### **Stormwater Management**

Development within the Plan Area shall provide features to reduce stormwater runoff rates by detaining stormwater on-site and allowing for groundwater infiltration consistent with the terms of any remedial action work plan approved by NJDEP. Porous pavement, green sidewalk planting strips, infiltration strips within roadway sections, and use of parks, swales, and other grassy areas for stormwater detention are encouraged.

### **Tree Preservation**

Where possible, development shall preserve existing trees, particularly the largest and oldest, by incorporating them into the site plan.

### **Buffers**

Development shall provide a planted buffer of at least 10 feet in depth along the western edge of the Plan Area. Buffers of at least ten (10) feet in depth are also required along the eastern edge of the Plan Area, where it abuts existing single-family residences. Buffers shall include evergreen plantings so as to provide a year-round screen, and shall provide a screen at least five (5) feet in height when newly planted.

## **LEED/Green Building Design**

Development is encouraged to create “green buildings” that comply with the intent of the Leadership in Energy and Environmental Design (LEED) system sponsored by the US Green Building Council (USGBC). Broadly speaking, green building design goals include reduced energy and water use; use of sustainable, renewable, non-toxic and locally-produced materials; improved indoor air quality; environmentally-conscious site planning; and a location in a central, developed area with existing services and resources.

## **Façade Elevations**

The rendering elevation in the Appendix is intended to illustrate how the requirements of Chapters 3, 4 and 5 of the Redevelopment Plan will be translated into building design and architecture. The general architectural style, appearance and “feel” is expected to remain the same; however, details such as materials and colors, window shape and placement, retail/arts village support façade definition, and precise location and width of bays may change as the building design is refined. While the illustrations are intended to guide the Planning Board during the site plan review process, it should be emphasized that wherever the text of this Redevelopment Plan imposes additional requirements beyond those that can be determined from the elevation/rendering, the text of the Redevelopment Plan shall take precedence.

## **SIGNAGE**

---

### **Residential Signage**

A lobby serving more than 20 units may have a sign naming the building, not to exceed twenty (20) square feet. The style of the lettering shall be in character with the architecture of the building and should not obstruct architectural features.

Signage at entrances to individual ground-level units is limited to a street number not to exceed six (6) inches by six (6) inches each.

### **Retail Signage**

Every retail establishment is permitted one façade sign along the Avenel Street frontage and a second façade sign when pedestrian access is provided from an interior parking area. In addition, awning signs and window signs are permitted.

#### ***Façade Signs***

Façade signs shall not exceed 30 inches in height and shall not extend beyond the width of the storefront opening.

Façade signs may be pin-mounted or printed directly onto the façade or onto a wood, metal or opaque glass panel that is mounted flat and horizontally within or just above the enframed façade opening.

### ***Awning Signs***

Lettering is permitted on the front vertical panel of awnings, if any. Such lettering shall not exceed  $\frac{2}{3}$  of the height of this panel or twenty (20) inches, whichever is less.

Lettering and business logos are permitted on the upper panel of awnings. Here, the maximum letter height is 18 inches and the overall sign is limited to 50% of the awning panel area.

### ***Window Signs***

Signage is permitted on retail windows, in the form of foil or silkscreen lettering applied directly to the glass; such signage shall not occupy more than 30 percent of the window area and should maintain clear visibility into the storefront space.

## **General Signage Requirements**

The following additional signage requirements shall apply within the Plan Area:

- All signage shall be subject to Site Plan review and approval by the Planning Board.
- NJ Transit wayfinding signage shall be exempt from the signage requirements of the Township Code.
- Signs should be architecturally compatible with the style, composition, materials, colors and details of the building. Signs should not obscure the architectural details of a façade.
- No fluorescent or glowing paint is permitted for any signage within the Plan Area.
- No signs or advertising devices that are rooftop mounted, intermittently illuminated, flashing or moving are allowed.
- Private businesses and residences are prohibited from installing signs that might be mistaken for traffic control devices.
- Freestanding signs are prohibited, with the exception of wayfinding identification installed with the approval of the Planning Board.
- Signage above the second story of any building is prohibited.

## **SUPPORT SERVICES**

---

### **Solid Waste and Recycling**

Each building shall be designed to provide adequate storage of solid waste disposal, including provisions for recycled materials, within buildings or parking facilities. Each multi-family building shall have at least one trash and recycling pickup location.

All exterior trash and recycling locations shall be enclosed and located in a manner which is obscured from view from parking lots, streets and adjacent buildings by a fence, wall, planting or combination thereof.

### **Mechanical and Utilities**

All machinery and the mechanical controls for same, including but not limited to transformers, junction boxes, lift stations, electrical meters, condensers and signal boxes shall be masked by building elements (in a manner consistent with the design of the building) or shall be sufficiently screened from view by landscaping or fencing, or a combination thereof.

### **Telecommunications Equipment**

With the exception of the antenna, all parts and components of personal communications antennas, satellite dishes and television and radio antennas shall be screened from view regardless of elevation, or shall be disguised within an enclosed structure.

The screening shall be designed as part of the overall design theme of the building to which it is associated.

Antenna panels for personal communications services (PCS) may be attached to the parapet of a building provided they are indistinguishable in color and texture from the building material and do not extend above the top of the parapet to which they are attached.

## 6 Plan Consistency Review

### **RELATIONSHIP TO WOODBRIDGE ZONING CODE**

---

This Redevelopment Plan shall supersede all provisions of the Zoning and Development Regulations of the Township of Woodbridge regulating development in the area addressed by this Redevelopment Plan. In all situations where underlying zoning requirements are not specifically addressed herein, the Woodbridge Zoning and Development Regulations shall, however, remain in effect. Final adoption of this Plan by the Township Council shall be considered an amendment of the Township of Woodbridge Zoning Map.

### **RELATIONSHIP TO ADJACENT MUNICIPALITIES**

---

The Redevelopment Area is situated in the southwestern section of the County of Middlesex. The adjacent municipalities are Carteret, Rahway, Edison and Linden. The nearest border to an adjacent municipality is approximately 1.5 miles away. Given its physical separation from the adjacent municipalities, the Redevelopment Plan will have little or no impact on these communities.

### **RELATIONSHIP TO THE MIDDLESEX COUNTY MASTER PLAN**

---

The Middlesex County Master Plan had not been updated since 1970. Recognizing that land use conditions have changed since that time, as have many of its goals and policies, the County is in the process of updating the Master Plan. The Master Plan did, however, identify a set of general goals, pertinent among them that there should be good variety of housing options for the county and “attractive living and working areas through creative building and site design, and through conservation and preservation of nature.”

### **RELATIONSHIP TO THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN**

---

Among the State Plan’s intentions is to revitalize the state’s existing urban areas by directing growth and development to those areas. On the State Plan Policy Map, the Redevelopment Area is located in the Metropolitan Planning Area, which is identified in the State Plan as an appropriate location for much of the State’s new growth.

A stated goal of the State Plan is to revitalize the State’s cities and towns by protecting, preserving and developing the valuable human and economic assets in cities, towns and other urban areas. The Redevelopment Area, by virtue of its location within a part of New Jersey that has extensive existing infrastructure and a long history of development, is by all measures an appropriate location for growth and redevelopment. The Redevelopment Plan will facilitate growth in this area and contribute to the economic revitalization of the State. The objectives of the Redevelopment Plan are consistent with the goals, strategies and policies of the State Plan. The Redevelopment Plan will redevelop a deteriorated and underutilized area within Woodbridge, placing currently unproductive lands into productive use in order to better serve the needs of residents and the County as a whole. The Redevelopment Plan aims to revitalize the area around the transit station; to provide housing choices for the citizens of Woodbridge; to pro-

vide support services for new residents; to provide for the creation of a center for the arts in Woodbridge; and to provide for usable open space within the Plan Area.

# 7 Redevelopment Actions

## **OUTLINE OF PROPOSED ACTIONS**

---

### **New Construction**

Construction of new structures and other improvements will take place as proposed in Chapters 3, 4, and 5 of this Redevelopment Plan. The redeveloper must adhere to the overall parameters for development presented in Chapters 3, 4 and 5 of this Plan and is encouraged to otherwise refine the design concepts presented therein in developing a unique and high-quality project proposal. Once a redeveloper is selected, the redeveloper will be required to enter into a Redeveloper's Agreement with the Township that stipulates the precise nature and extent of the improvements to be made and their timing and phasing as permitted therein.

### **PROPERTIES TO BE ACQUIRED**

---

The Township of Woodbridge does not anticipate the need for acquisition of any privately-owned land within the Plan Area in order to effectuate this Redevelopment Plan. However, the Township reserves the right, up until such time as the redevelopment within the Plan Area is deemed complete, to acquire any or all of the privately-owned lots in the designated Redevelopment Area should it be necessary to facilitate redevelopment.

### **RELOCATION**

---

Implementation of the Redevelopment Plan does not require the displacement or relocation of any residents or businesses within the Plan Area.

### **OTHER ACTIONS**

---

In addition to the demolition, new construction and acquisition described above, several other actions may be taken by the governing body to further the goals of this plan. These actions may include, but shall not be limited to: (1) provisions for public infrastructure necessary to service new development, (2) environmental remediation, (3) vacation of public utility easements and other easements and rights-of-way as may be necessary for redevelopment.

# 8 General Provisions

## **DEFINITIONS**

---

Except for those words defined below in this Section, words that appear in this Redevelopment Plan shall be defined in accordance with the definitions that appear in the Township's land use ordinances, or, where these ordinances do not provide a definition, in accordance with the definitions in the Municipal Land Use Law.

## **EASEMENTS**

---

No building shall be constructed over a public easement in the Redevelopment Area without prior written approval of the Township of Woodbridge.

## **SITE PLAN AND SUBDIVISION REVIEW**

---

Prior to commencement of construction, site plans for the construction of improvements within the Redevelopment Area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.), shall be submitted by the applicants for review and approval by the Woodbridge Planning Board.

Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Redevelopment Plan and the subdivision ordinance of the Township of Woodbridge, except that the redeveloper shall be required to subdivide and leave in its natural state the narrow strip of wooded land, or so-called "tail" section of the property that connects with Rahway Avenue, provided that the balance (i.e., developable portion) of the property is at least 20 acres in size.

## **APPROVALS BY OTHER AGENCIES**

---

The redeveloper shall be required to provide the Township with copies of all permit applications made to federal, state and county agencies upon filing such applications, as will be required by the redeveloper's agreement to be executed between the redeveloper and the Township.

## **ADVERSE INFLUENCES**

---

No use or reuse shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

## **NON-DISCRIMINATION PROVISIONS**

---

No covenant, lease, conveyance or other instrument shall be affected or executed by the Township Council or by a developer or any of his successors or assignees, whereby land within the Redevelopment Area is restricted by the Township Council, or the developer, upon the basis of race, creed, color, or national origin in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use of any part of the Redevelopment Area on the basis of race, creed, color or national origin.

## **DURATION OF THE PLAN**

---

The provisions of this Plan specifying the redevelopment of the Redevelopment Area and the requirements and restrictions with respect thereto shall be in effect for a period of 40 years from the date of approval of this plan by the Township Council.

## **DEVIATION REQUESTS**

---

The Woodbridge 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 or 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 practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Woodbridge Planning Board may also grant such relief in an application relating to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of this Plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of the Redevelopment Plan. An application for a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accord with the requirements of public notice as set forth in N.J.S.A. 40:55D-12.a. and b.

Notwithstanding the above, any changes to the uses permitted in the Redevelopment Area or any change requiring a "d" variance in accordance with NJSA 40:55D-70 shall be permitted only by means of an amendment of the Redevelopment Plan by the Township governing body, and only upon a finding that such amendment would be consistent with and in furtherance of the goals and objectives of this Plan.

## **ESCROWS**

---

The redeveloper shall be responsible to post sufficient escrows to cover any and all costs of the professional consultants retained by the Township to review the proposed redevelopment project, including the site plan submissions, and advise the Township on any and all aspects of the redevelopment process.

## **INFRASTRUCTURE**

---

The redeveloper, at the Redeveloper's cost and expense, shall provide all necessary engineering studies for, and construct or install all on- and off-site municipal infrastructure improvements and capacity enhancements or upgrades required in connection with the provision of water, sanitary sewer, and stormwater sewer service to the project, in addition to all required tie-in or connection fees. The redeveloper shall also be responsible for providing, at the redeveloper's cost and expense, all sidewalks, curbs, streetscape improvements (street trees and other landscaping), street lighting, and on- and off-site traffic controls and road improvements for the project or required as a result of the impacts of the project. The Redevelopment Agreement between the Township and the Redeveloper will contain the terms, conditions, specifications, and a description of required performance guarantees (such as performance bonds or other acceptable performance security) pertaining to Redeveloper's obligation to provide the infrastructure and improvements required for the project.

## 9 Other Provisions

In accordance with N.J.S.A. 40A:12A-1 et seq., known as The Local Redevelopment and Housing Law, the following statements are made:

- The Redevelopment Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreation and community facilities and other public improvements. The Plan has laid out various programs and strategies needed to be implemented in order to carry out the objectives of this Plan.
- The Redevelopment Plan lays out the proposed land uses and building requirements for the Redevelopment Area.
- All privately owned lots within the Redevelopment Area are subject to acquisition by the Township of Woodbridge as part of the redevelopment effort.
- The Redevelopment Plan is substantially consistent with the Master Plan for the Township of Woodbridge. The Plan also complies with the goals and objectives of the New Jersey State Development and Redevelopment Plan.
- This Redevelopment Plan shall supersede all provisions of the Zoning and Development Regulations of the Township of Woodbridge regulating development in the area addressed by this Redevelopment Plan, except where specifically mentioned within the text of this Plan. In all situations where zoning issues are not specifically addressed herein, the Woodbridge Zoning and Development Regulations shall, however, remain in effect. Final adoption of this Plan by the Township Committee shall be considered an amendment of the Township of Woodbridge Zoning Map.
- If any section, paragraph, division, subdivision, clause or provision of this Redevelopment Plan shall be adjudged by the courts to be invalid, such adjudication shall only apply to the section, paragraph, division, subdivision, clause or provision so judged, and the remainder of this Redevelopment Plan shall be deemed valid and effective.

# 10 Procedure for Amending the Approved Plan

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of state law. A non-refundable application fee of \$500 shall be paid by the party requesting such amendment, unless the request is issued from an agency of the Township. The Woodbridge Township Council, at its sole discretion, may require the party requesting the amendments to prepare a study of the impact of such amendments, which study must be prepared by a professional planner licensed in the State of New Jersey.

# 11 Appendix: Illustrative Façade Elevations

