

**ORDINANCE TO AMEND VARIOUS ZONING DESIGNATIONS FOR  
LAND USE IN THE CITY LAND USE ORDINANCE  
(CHAPTER 17) AND THE CITY ZONING MAP AS  
RECOMMENDED IN THE 2009 CITY MASTER PLAN TO  
CREATE A TRANSIT ORIENTED DEVELOPMENT –  
DOWNTOWN (TODD) ZONE IN THE CITY OF  
PLAINFIELD**

**WHEREAS**, the Planning Board adopted the City Re-Examination Report and Master Plan pursuant to N.J.S.A. 40:55D-89 on December 10, 1998; and

**WHEREAS**, the Planning Board adopted a General Re-Examination Report on September 21, 2006; and

**WHEREAS**, in accordance with the provisions of the Municipal Land Use Law that require periodic updates of the city master plan and land use ordinance, the Planning Board adopted an updated Master Plan and Reexamination Report on May 21, 2009, and,

**WHEREAS**, the Master Plan was re-examined to update the 1998 City of Plainfield Master Plan to advance the Objectives and Policies identified in the September 21, 2006 report and recommend specific amendments to the City of Plainfield Land Use Ordinance, (LUO), and,

**WHEREAS**, the City Council adopted Ordinance No. 2002-29 on December 2, 2002, which enacted a comprehensive LUO) for the City of Plainfield based on the 1998 Master Plan; and

**WHEREAS**, City Council adopted amendments to the LUO on several occasions, with the last amendments adopted on December 12, 2011; and

**WHEREAS**, the Plainfield Planning Board continues to review and refine the LUO in order to identify necessary changes and improvements and is now proposing the creation of a new Transit Oriented Development – Downtown (TODD) Zone; and

**WHEREAS**, City Council has reviewed and considered the Planning Board's recommendations to amend the LUO and has considered the Planning Board's resolution recommending adoption of the included changes; and

**WHEREAS**, City Council accepts the recommendations of the Planning Board and agrees that these amendments promote sound planning, and

**WHEREAS**, the Plainfield Planning Board has recommended the following zoning changes as indicated herein and on the attached Zoning Map:

**ARTICLE I –GENERAL PROVISIONS AND DEFINITIONS**

**Amend Section 17:1-6 –DEFINITIONS**

**Art studio** – The working place of a painter, sculptor, photographer or similar artisan.

**Art gallery** – A room or building devoted to the exhibition of works of art.

**College** – An educational institution authorized by the state to issue associate, baccalaureate or higher degrees.

**Fraternal organization** – A group of people formally organized for a common interest, usually cultural or religious in nature, with regular meetings, and formal written membership requirements and bylaws, with the objective of promoting the interests of its members.

**Museum**- An institution devoted to the procurement, care, study, and display of objects of lasting interest and value.

**Zone** – When used in the TODD zones, the word “zone” is synonymous with the word “district.”

## **ARTICLE IX – ZONING CONTROLS**

### **Amend Section 17:9-1 ESTABLISHMENT OF ZONES**

Change title of first column from ‘USE’ to ‘ZONE NAME’; Change title of second column from ‘ZONES’ to ‘ZONE DESIGNATION’

Add zones by name into zone chart after ‘Civic Historic District’

**Transit Oriented Development Downtown Central Business District (TODD/CBD)**

**Transit Oriented Development Downtown North Avenue Historic District (TODD/NAHD)**

**Transit Oriented Development Downtown Cleveland Arts District (TODD/CLAD)**

**Transit Oriented Development Downtown Parking District (TODD/PD)**

**Transit Oriented Development Downtown College District (TODD/CD)**

**Transit Oriented Development Downtown Civic Historic District (TODD/CHD)**

**Transit Oriented Development Downtown Transition District (TODD/TD)**

Delete ‘Central Business District – CBD in 17:9-1

Delete North Avenue Historic District –NAHD’ in 17:9-1

Delete ‘CBD –Central Business District’ in 17:9-13; Add note to indicate that the CBD Zone is now contained within the TODD/CBD

Delete reference to North Avenue (NAHD) and Civic (CHD) in 17:9-18 in Title and change to TODD/NAHD and TODD/CHD. Add notes to indicate that the NAHD and CHD are contained within the TODD/NAHD and TODD/CHD.

Add Section 17:9-18.A Transit Oriented Development Downtown Zones (TODD)

### **New Section 17:9-18A**

## **TRANSIT ORIENTED DEVELOPMENT DOWNTOWN ZONES (TODD)**

### **A. Purpose.**

The purpose of the Transit Oriented Development Downtown Zones (TODD) is to provide the foundation for a complementary mixture of appropriately intensive commercial and high-density residential land uses in close proximity to the downtown train station. The TODD zones are intended to be pedestrian friendly to create a symbiotic benefit through the provision of an aesthetically improved, vibrant, and commercially active downtown for Plainfield residents and visitors. The TODD zones consolidate most of the existing zones within an irregularly based ¼ mile distance from the downtown Plainfield train station. The TODD zones are seven (7) distinct zone districts, with different purposes, that foster formation of an active,

thriving downtown appropriately buffered from surrounding lower density residential uses. Related goals include the following:

1. To increase the use of the downtown train station by providing for a concentrated mix of retail, office, residential, public and open space uses that are within walking distance of each other and the train station for shoppers, commuters, residents, employees and visitors;
2. To revitalize the downtown train station area by providing for land uses that generate train ridership and enhance economic activity and vitality during day and evening use;
3. To improve the appearance and safety of the downtown from the transit corridor to attract shoppers and visitors;
4. To encourage a safe, efficient, user friendly and environmentally conscious pedestrian and bicycle oriented system linked to transit use;
5. To encourage public and private investment and thereby improve the tax base of the city;
6. To provide transit supportive and user-friendly site-design guidelines.
7. To preserve and maintain residential neighborhoods in and adjacent to the zones;
8. To advance the development of the Green Brook walkway through the area and to add a linkage between the train station and Green Brook through physical and visual connections.
9. To address existing and future parking needs of residents, businesses, shoppers and commuters;
10. To develop an improved coordinated, visual streetscape within the zones.

**B. Master Plan And New Jersey Transit Plan Consistency**

Design of all development in the TODD zones shall take into consideration the city master plan guidelines regarding transit-oriented development, most particularly within the Land Use and Circulation elements. The planning board may submit site plans for developments within the TODD zones to New Jersey Transit (NJT) for its advice and comments concerning the relationship of the development to NJT facilities and services and the NJT "Planning for Transit-Friendly Land Use" handbook.

**C. Transit Oriented Development Downtown/Central Business District  
(TODD/CBD)**

- A. Purpose: This zone serves as the main pedestrian shopping district.
- B. Permitted Uses. See Schedule A.\*
- C. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
- D. Bulk Requirements. See Schedule B.\*

**E. Transit Oriented Development Downtown/North Avenue Historic District (TODD/NAHD)**

- A. Purpose: This district serves as the entryway into the city for transit users, since it is adjacent to the north side of the downtown train station, and the North Avenue Historic District is the first impression that many travelers have of Plainfield. In addition to Planning Board approval, development is subject to review by the Historic Preservation Commission.

- B. Permitted Uses are as shown in Schedule A.
- C. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
- D. Bulk Requirements. See Schedule B.\*

**F. Transit Oriented Development Downtown/Cleveland Arts District (TODD/CLAD)**

- A. Purpose: This district is intended to promote arts, culture, restaurant and entertainment immediately adjacent to the south of the train station. These facilities shall provide pedestrian connections to existing art-oriented activities and historic structures to the surrounding neighborhoods.
- B. Permitted Uses are as shown in Schedule A.
- C. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
- D. Bulk Requirements. See Schedule B.\*

**G. Transit Oriented Development Downtown/Parking District (TODD/PD)**

- A. Purpose: This district provides parking for the entire TODD Zone. Regulations requiring property owners/developers to pay assessments based on parking needs will be implemented in the future as part of a TODD parking/traffic study.
- B. Permitted Uses are as shown in Schedule A.
- C. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
- D. Bulk Requirements. See Schedule B.\*

**H. Transit Oriented Development Downtown/College District (TODD/CD)**

- A. Purpose: This district provides for the present and future needs of the Plainfield campus of Union County College (UCC), which anchors this district. This district designates the college as a permitted use and promotes its expansion. Blocks 308 and 309 shall be developed as one unified college campus with linked buildings, open space and safe pedestrian crossings.
- B. Permitted Uses are as shown in Schedule A.
- C. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
- D. Bulk Requirements. See Schedule B.\*

**I. Transit Oriented Development Downtown/Civic Historic District (TODD/CHD)**

- A. Purpose: This district preserves the character of the existing Civic Historic District composed of City Hall, the City Hall Annex, the YMCA building and the War Memorial monument within the larger TODD.
- B. Permitted Uses are as shown in Schedule A.
- C. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
- D. Bulk Requirements. See Schedule B.\*

**J. Transit Oriented Development Downtown /Transition District Zone (TODD/TD)**

- A. Purpose: This district serves as a transition between the high intensity uses permitted in the TODD, CBD, NAHD, CLAD and PD

- Districts and the surrounding lower density housing and commercial uses at the perimeter of the TODD Zone.
- B. Permitted Uses are as shown in Schedule A.
  - C. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
  - D. Bulk Requirements. See Schedule B.\*

## **ARTICLE IX –ZONE CONTROLS**

### **Insert at Section 17:9-9- 52A –Transit Oriented Development Downtown Zone Regulations**

#### **TODD/CBD - All development within the TODD/CBD shall conform to the following:**

- A. The use and design of the ground floor shall contain retail and service uses that are intended to generate pedestrian traffic. No residential dwelling units shall be located on the ground floor.
- B. Any new or renovated mixed -use structure, where the renovation involves upper floors, must have a residential floor area at least as large as large as the existing upper floor areas or fifty percent of the area of the ground floor, whichever is less.
- C. No dwelling unit shall contain more than three bedrooms.
- D. Buildings with residential uses shall provide laundry facilities and central air conditioning for each dwelling unit either in the unit or in common areas accessible only to residents. Window air conditioning units are not permitted. . Television connection shall be provided for each unit. Satellite dishes shall be located only on the roof.

#### **TODD/NAHD - All development within the TODD/NAHD shall conform to the following:**

- A. All development within the TODD/NAHD shall be compatible with the historic character of the district and subject to review by the Historic Preservation Commission.
- B. The use and design of the ground floor shall contain retail and service uses that are intended to generate pedestrian traffic. No residential dwelling units shall be located on the ground floor.
- C. No dwelling unit shall contain more than three bedrooms.
- D. Buildings with residential uses shall provide laundry facilities and central air conditioning for each dwelling unit either in the unit or in common areas accessible only to residents. Window air conditioning units are not permitted. Television connection shall be provided for each unit. Satellite dishes shall be located only on the roof.

#### **TODD/CLAD - All development within the TODD/CLAD shall conform to the following:**

- A. Parking shall be provided in accordance with the TOD standards set forth for the TODD zones in Section 17:9-42A of the LUO
- B. Pedestrian walkways connecting Cleveland Avenue with Watchung Avenue are to be preserved and enhanced consistent with pedestrian design standards at Sections 17:11-21 and 22.
- C. The use and design of the ground floor shall contain permitted uses that are intended to generate pedestrian traffic. No residential dwelling units shall be located on the ground floor.
- D. No dwelling unit shall contain more than three bedrooms.
- E. The approving authority can grant a height bonus to construct one additional story for providing an additional front yard setback of five

feet for a total front yard setback of fifteen feet to be used for outdoor dining, art exhibits, or other permitted uses, or for first floor art gallery, cultural activities, or restaurant uses as deemed appropriate.

- F. Buildings with residential uses shall provide laundry facilities and central air conditioning for each dwelling unit either in the unit or in common areas accessible only to residents. Window air conditioning units are not permitted. Television connection shall be provided for each unit. Satellite dishes shall be located only on the roof.

**TODD/CD - All development within the TODD/CD shall conform to the following:**

A. Parking shall be provided in accordance with the TOD standards set forth for the TODD zones in Section 17:9-42A of the LUO

B. Conformance with the pedestrian and bicycle provisions located at Sections 17:11-21 and 22 is required.

**TODD/PD – All development within the TODD/PD shall conform to the following:**

- A. The design, building, operating and maintaining of any parking structure shall only be addressed on completion of the Downtown Parking and Traffic Study and as part of a capital improvement program.
- B. Parking structures and related facilities must be owned or operated by a public agency in order to be allowed as a principal use.
- C. All ground floor street frontage floor area, other than that necessary for vehicular and pedestrian and utility access must be occupied by the permitted uses, other than residential uses. No more than fifty percent of the ground floor can be used for parking.
- D. At least 25% of the upper floor parking spaces are reserved for commuters.
- E. The façade of the parking structure shall be compatible with adopted architectural standards and the surrounding character of the area, subject to architectural review by the approving authority.
- F. The use and design of the ground floor area that is not used for parking shall contain permitted uses that are intended to generate pedestrian traffic. No residential dwelling units shall be located on the ground floor.
- G. No dwelling unit shall contain more than three bedrooms.
- H. Buildings with residential uses shall provide laundry facilities and central air conditioning for each dwelling unit either in the unit or in common areas accessible only to residents. Window air conditioning units are not permitted. Television connection shall be provided for each unit. Satellite dishes shall be located only on the roof.
- I. Two additional floors may be constructed above the four levels of the parking structure provided the following provisions are satisfied:
  - i. Only residential uses are permitted on the fifth and sixth floors..
  - ii. Each residential dwelling is to have a minimum of 1,000 square feet of livable floor area.
  - iii. All other residential dwelling unit standards contained in the LUO are followed.
  - iv. One parking space is reserved in the parking deck for each residential unit.
  - v. Indoor bicycle storage areas consistent with Section 17:11-22 are included.
- J. The pedestrian walkways between East Second Street and Front Street are to be preserved and enhanced for pedestrian linkage to

the Green Brook Walkway and the train station consistent with pedestrian standards at Section 17:11-21.

**TODD/CHD - All development within the TODD/CHD shall conform to the following:**

- A. Be compatible with the historic character of the district and subject to review by the Planning Board and the Historic Preservation Commission.

**TODD/TD -All development within the TODD/TD shall conform to the following:**

- A. Dwellings shall conform to Article IX 17:9-48A- Residential Dwelling Units.
- B. Parking shall be provided in accordance with the TOD standards set forth for the TODD zones in Section 17:9-42A of the LUO

**Insert at 17:9-42J - Parking, Driveways and Loading is amended to add the following to Paragraph J**

Consistent with the principles for TOD, the proximity to and availability of mass transit and the pedestrian orientation of development in the TOD zones, parking requirements that are otherwise required for the uses set forth in the schedule are modified to reduce and eliminate the number of parking spaces required, with the specific intent of regulating parking through zoning rather than as a design and performance standard. Nevertheless, the concepts for shared parking and use of on-street parking in the Residential Site Improvement Standards are incorporated into the schedule.

The TABLE OF PARKING REGULATIONS is amended as follows:

Residential units in all TOD zones – 1 parking space for each dwelling unit.

**New Paragraph 17:9-42R**

- R. In the TODD/TD Zones, on-site parking spaces for residential units and any other parking that is provided must be on site.
- S. In all other TODD zones, on-site parking is not required. Parking requirements and optional parking shall be provided by one of the following options, or a combination of the following options: (1) On-site parking; (2) Purchase of long-term parking permits from the city parking bureau that must be renewed in order to retain certificates of occupancy, in which case the property owner bears the obligation of obtaining the permits and providing them to the tenants; or (3) Contribution to a public parking deck.
- T. Shared parking is encouraged in all TOD zones and is required for the residential component of all mixed use developments. The methodology to calculate the number of shared parking spaces shall be that found in the most recent publication of the Urban Land Institute Shared Parking or approved equivalent.
- U. Alternative parking standards to those shown in the Table of parking regulations shall be accepted if the applicant demonstrates these standards better reflect local conditions. Factors affecting minimum number of parking spaces include household characteristics, availability of mass transit, urban versus suburban location, and available off-site parking resources.
- V. The approving authority may reduce the minimum number of parking spaces required where the applicant can demonstrate the following to the board's satisfaction:

1. Variations in the accumulation of vehicles by hour, by day, or by season; or
  2. Relationships that exist among the land uses that result in visiting multiple land uses on the same auto trip; or
  3. Another shared parking approach.
- W. A developer of new commercial and mixed use construction or residential rehabilitation, that requires the provision of parking spaces, may undertake a study, conducted by a transportation planner or engineer, to determine the modal split for travel by its employers and visitors. Based on the expected distribution of travel modes, the approving authority shall determine the parking requirement applicable to the proposed development. The authority can reduce the actual provision of parking spaces by requiring the applicant to pave, construct or pay for, through the parking structure mechanism, only the number of parking spaces determined necessary, based on the agreed-upon results of the modal split study.
- X. Where possible, connections or provisions for future connections to abutting parking lots serving retail or service uses shall be shown on the site plan.

**Amend Paragraph M Loading** - Loading spaces shall be provided and designed as required for all uses in the LUO. Shared loading areas, with shared ingress/egress points and properly recorded shared access easements, are encouraged in order to reduce access points at the public right of way. Shared loading areas are subject to approving authority review and approval.

#### **INSERT AT ARTICLE XI –SITE PLAN AND SUBDIVISION STANDARDS**

##### **17:11-20 -Architectural Design Standards in the TODD/CBD, NAHD, CLAD, and PD Zones**

- A. New buildings shall be oriented to the front yard and relate to public right-of-ways or plazas, both functionally and visually. The primary orientation of a building shall not be towards a parking lot.
- B. Fire escapes shall be prohibited on the front façade of any building.
- C. Buildings shall include, at ground level, design elements that encourage pedestrian interest such as large windows, multiple entries and clear signage.
- D. Security grilles and doors found to be necessary for security purposes must be at least 60% open construction to allow visibility. Solid 'rolling service doors' fabricated of interlocking slats or panels with no openings are not permitted.
- E. The intent of these standards is to create a historically appropriate and architecturally attractive urban style of building construction sensitive to the intended function and active use of the TODD. Towards that goal:
  1. Buildings shall form a strong continuous street wall to define and relate to the public space in front of them and along the street frontage.
  2. Buildings shall reflect the history of the city in their style and materials.
  3. Buildings shall directly contribute to the attractiveness, safety and function of the street and public areas.
  4. Buildings shall be designed to accommodate a range of uses over time without the need to be demolished and rebuilt.
  5. Buildings that accommodate retail at grade level shall emphasize the retail component over the building's architectural character and style.
  6. Buildings shall be constructed in a manner and with materials that are highly durable and will continue to look good over time, especially adjacent to public and pedestrian areas.



7. It is the intent of this code to encourage a variety of building and design solutions in response to the standards and regulations outlined herein.

F. Block Face -The intent of the adoption of specific regulations regarding building walls is to create structures that have building facades that are continuous to create a strong transition at the right-of-way line and to contribute to the creation of an attractive pedestrian environment. Realizing that goal requires the allowance of some limited variation and opportunities for such uses as outside dining, pocket parks and special building features.

1. Street facades shall contain continuous building frontage with the exception of a midblock access to parking which is to be no greater than thirty feet (30'), or less than fifteen feet (15') in width, or less than sixteen feet in height for vehicular access and pedestrian safety. Continuous building frontage shall be considered to be met if 80% or more of the building façade is built to the right-of-way line. The provisions in this paragraph do not apply to the CLAD zone when public open space is dedicated in the front yard.

2. Facades shall be built parallel to the street frontage, except at street intersections, where façades containing a primary building entrance may be curved or angled toward the intersection for historic or sight triangle purposes.

#### G. Building Form

1. All buildings shall be designed and constructed so that they have a distinct base, middle and top.

2. All windows shall have a vertical proportion.

3. Any building that is located at a corner of a street right-of-way intersection in the TODD-CBD, NAHD, and CLAD zones shall be considered a hallmark building. Existing buildings with their distinctive architectural features shall be preserved. New structures shall be designed to take advantage of the location, such as an accentuated entry and unique building articulation that is offset from the front wall planes and extends above the main building eave or parapet line. Corner entries may count as a primary entry for both intersecting streets.

4. Drive-through windows are prohibited due to the essential purpose of the TOD zones to enhance pedestrian access and reduce vehicular conflicts.

5. Ground floors of buildings in the TODD/CBD, NAHD, CLAD and PD zones shall be designed to accommodate permitted use other than residential uses. This design shall include placing entry doors at grade with no elevated stoop, having clear glass windows comprising no less than 60% of the ground floor façade and interior ceiling clear heights no less than 14 feet.

#### H. Architectural Features

1. Buildings that are greater than four stories in height shall be set back at the fifth floor and above, at least twelve feet behind the building face of the first four floors along street frontages.

2. Windows, except for retail at grade, shall be vertical in proportion and have a minimum four-inch inset.

3. No glass curtain walls shall be permitted.

4. Each building and separate leased space at grade in the TODD/NAHD zone shall have a functioning primary entry from the public right-of-way. Entries must be inset from the front building plane by at least three feet. Functioning entries must be located no greater than seventy feet (70') apart.

I. External Façade Materials - The following shall apply to all exterior walls of buildings and parking structures that are clearly visible from a public street, walkway or open space.

1. The ground floor exterior walls, excluding windows, doors, and other openings shall be faced with brick, stone, or cultured stone.
2. A minimum of eight-five percent (85%) of exterior walls, excluding windows, doors, and other openings, shall be faced with brick, stone or cultured stone.
3. Fifteen percent (15%) of exterior walls, excluding windows, doors, and other openings, shall be constructed of noncombustible materials including exterior stucco and Class PB exterior insulating and finishing systems (EIFS). Stucco and EIFS shall only be used for walls, architectural features, and embellishments not subject to physical contact. In the TODD-TDZ, cementitious fiberboard may be used for up to ten percent (10%) of the façade provided it is above the ground floor.
4. Windows and glazing shall be limited to a minimum of thirty percent (30%) and a maximum of seventy percent (70%) of each front yard building elevation.
5. Unpainted metal, galvanized metal, or metal subject to ordinary rusting, shall not be used as a building material. Factory finished metal elements, as well as metals that develop an attractive oxidized finish, such as copper or weathering steel, may be used as architectural accents.

J. Color

1. The dominant color of all buildings in the TODD/CBD, NAHD, CLAD, and PD zones shall be colors that coordinate with and complement existing commercial architecture in those zones.
2. There are no restrictions on accent colors that comprise less than 0.5% of the building façade, except that fluorescent colors are prohibited.
3. Light color, energy reflective roof colors are encouraged. Dark, heat absorbing colors are prohibited. Reflective colors may be used in conjunction with solar panels, which are encouraged on roof areas, provided they are screened from public view. Any proposal to install solar panels in the TODD/NAHD is subject to Historic Preservation Commission review.

K. The ground floor of buildings adjacent to a right-of way shall be designed for a permitted use for a minimum depth of twenty-five feet (25').

L. Structures in the TODD/TD Zone are not subject to the architectural standards herein, but are subject to the applicable residential or non-residential architectural standards found elsewhere in the LUO.

**17:11-21 –Pedestrian Design Standards in the TODD/CBD, NAHD, CLAD, CD, and TD Zones**

- A. Pedestrian walkways shall be provided between bus stops and building entrances and, where possible, between the downtown train station and adjacent buildings.
- B. The approving authority may require the provision of pedestrian right-of-way easements with a minimum dimension of ten feet (10') thorough the center of blocks that are more than 600 feet long in order to provide convenient pedestrian access to transit stops, shopping, the Green Brook or other community facilities.
- C. Pedestrian walkways shall be provided connecting parking areas to the buildings they serve by the most direct route. The walkways shall be unencumbered by parking spaces for vehicles.
- D. New development within the TODD shall incorporate linkages to, or implementation of, the Green Brook Walkway into its design.

- E. Existing pedestrian walkways between Front Street and East Second Street and Front Street and the Green Brook shall be improved in appearance and design.
- F. Where practical, pedestrian walkways shall be raised above the grade of streets, drives, parking lots and other paved areas. Where pedestrian walks cannot be raised, they shall be constructed of a material that is different from the adjacent pavement. Pedestrian walkways shall be of a different material than parking areas.
- G. Walks, sidewalks and parking areas shall have lighting as required by Articles IX and II of Chapter 17. Appropriate directional signage indicating the location of transit stations and other points of interest may be required.
- H. Walkways and sidewalks shall be a minimum of four feet wide and shall be designed to comply with the requirements of the Americans with Disabilities Act (ADA).

**17:11-22 –Bicycle Parking Design Standards in the TODD/CBD, NAHD, CLAD, CD, and TD Zones**

- A. Bicycle parking is required in all municipal and private parking lots and in accordance with the City Streetscape Design Manual and other guidelines adopted by the governing body.
- B. Required Bicycle Parking
  - 1. If onsite parking is provided, bicycle parking shall also be provided based on a standard of one space for each ten automobile parking spaces.
  - 2. Bicycle parking for a college will be one bicycle space for each five automobile parking spaces provided.
- C. Bicycle Parking Standards
  - Location
    - 1. Required bicycle parking must be located within fifty feet (50') of an entrance to a building. The parking may be located on private property, or in designated bicycle racks, in accordance with the Streetscape Design Manual of the City of Plainfield.
    - 2. Bicycle parking may be provided within a building, but the location must be readily accessible. Central indoor bicycle storage or lockers for residents are acceptable.
- D. Bicycle parking dimensions
  - 1. Bicycle parking spaces must be at least six feet long and two feet wide, and in covered situations, the overhead clearance must be at least seven feet.
  - 2. A minimum five-foot aisle for bicycle maneuvering must be provided and maintained beside or between each row of bicycle parking spaces.
- E. Each required bicycle parking space must be accessible without moving another bicycle.
- G. Areas set aside for bicycle parking must be clearly marked and reserved for bicycle parking only.

**17:11-23 –Open Space Standards in the TODD/CBD, NAHD, CLAD, CD, and TD Zones**

- A. Open Space
  - 1. Public and private parks are encouraged throughout the TODD, as the area is deficient in open space for the anticipated population.
  - 2. As a means to transfer development rights, the approving authority may permit additional bedrooms beyond the three bedrooms per unit maximum, if public open space is provided and dedicated in the TODD.
  - 3. All new commercial and mixed use development with office, all residential conversions and new residential uses within the TODD zones, except for development within the Civic Historic and Transition Districts, are required to provide open space. This open

**TRANSIT ORIENTED DEVELOPMENT DOWNTOWN (TODD) DISTRICTS -SCHEDULE A** (revised 6-19-12)

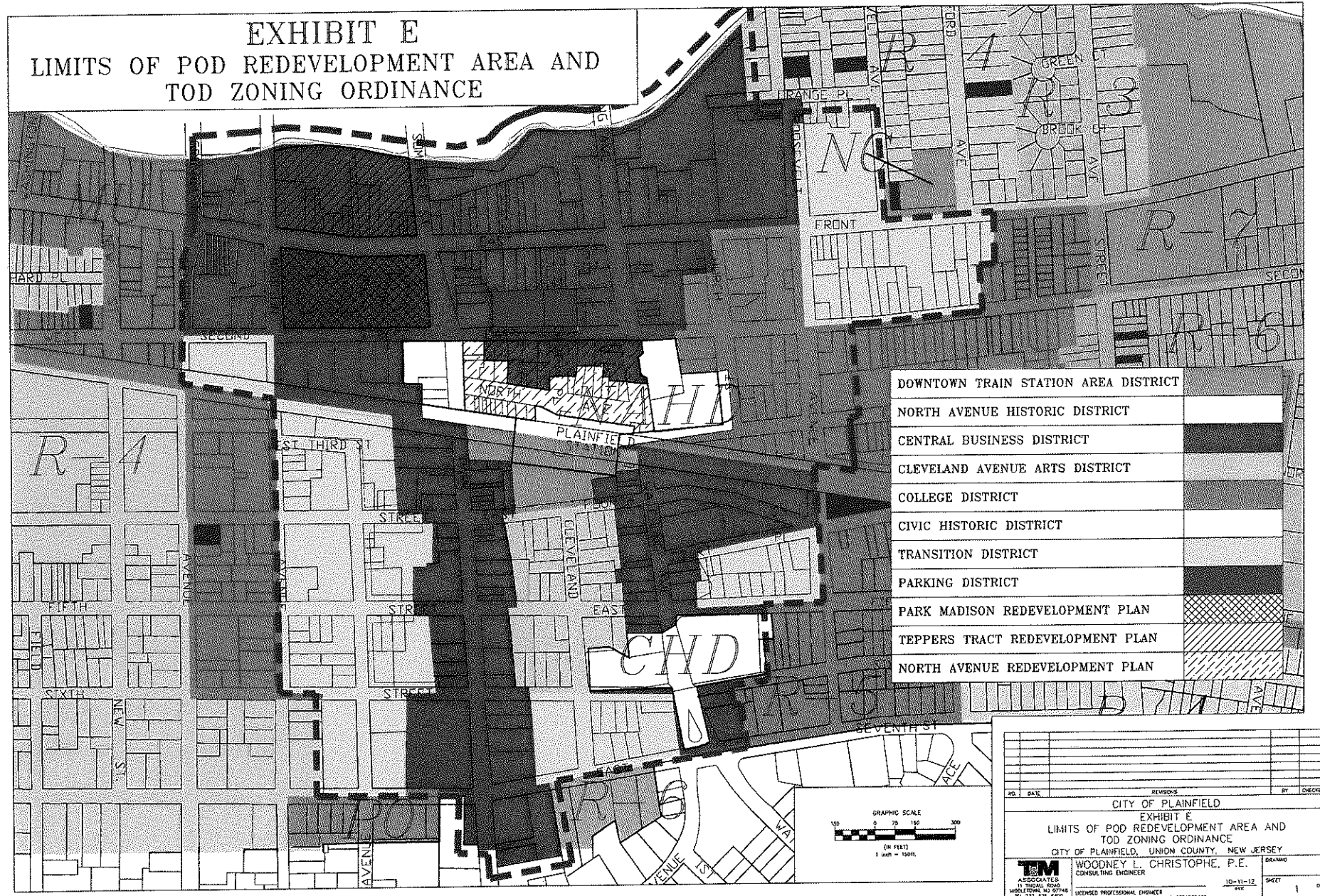
<b>USES</b>	<b>TODD Central Business District (TODD/CBD)</b>	<b>TODD North Avenue Historic District (TODD/NAHD)</b>	<b>TODD Cleveland Arts District (TODD/CLAD)</b>	<b>TODD Parking District (TODD/PD)</b>	<b>TODD College District (TODD/CD)</b>	<b>TODD Civic Historic District (TODD/CHD)</b>	<b>TODD Transition District (TODD/TD)</b>
Mixed-use structure	X	X	X	X	X		X
Apartments							X
Townhouses							X
Child-care center	X	X	X		X		X
Retail sales	X	X	X	X	X		X
Personal service establishment	X	X	X	X	X		X
Office	X	X	X	X	X	X	X
Art studio		X	X		X		X
Art gallery		X	X		X		X
Museum		X	X		X	X	X
Restaurants	X	X	X	X	X		X
Tavern	X	X	X		X		X
Nightclub	X	X	X		X		
Bank, with drive-through facility				X			X
Bank, excluding drive-through facility	X		X	X	X		X
Health and fitness club	X	X	X	X	X		X
Theater	X						
Hotel	X	X					
Banquet hall	X						X
Parking lot	X				X		X
Parking structure				X			
Laundromat							X
Nursing home							X
Adult day care facility	X						X
Assisted living facility							X
Funeral home							X
Wireless communication facility	X			X			
House of worship							X
Fraternal organization	X						X
College					X		
Open space	X	X	X	X	X	X	X

PLOTTED

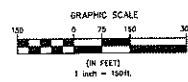
Base Plot 510

DATE 10/10/11 - 10/10/11

CITY OF PLAINFIELD, NEW JERSEY  
CITY ENGINEER  
WOODNEY L. CHRISTOPHE, P.E.  
CONSULTING ENGINEER  
10-11-12  
SHEET 1 OF 1



DOWNTOWN TRAIN STATION AREA DISTRICT	
NORTH AVENUE HISTORIC DISTRICT	
CENTRAL BUSINESS DISTRICT	
CLEVELAND AVENUE ARTS DISTRICT	
COLLEGE DISTRICT	
CIVIC HISTORIC DISTRICT	
TRANSITION DISTRICT	
PARKING DISTRICT	
PARK MADISON REDEVELOPMENT PLAN	
TEPPERS TRACT REDEVELOPMENT PLAN	
NORTH AVENUE REDEVELOPMENT PLAN	



NO.	DATE	REVISIONS	BY	CHECKED
CITY OF PLAINFIELD				
EXHIBIT E				
LIMITS OF POD REDEVELOPMENT AREA AND				
TOD ZONING ORDINANCE				
CITY OF PLAINFIELD, UNION COUNTY, NEW JERSEY				
WOODNEY L. CHRISTOPHE, P.E.				
CONSULTING ENGINEER				
10-11-12				
SHEET 1 OF 1				

SCHEDULE B – CITY OF PLAINFIELD BULK ZONING REQUIREMENTS –Transit Oriented Development Downtown (TODD) Zones

TODD	Minimum Lot Area (square feet)	Maximum Density (d.u. per acre)	Minimum Lot Width (feet)	Minimum Lot Frontage (feet)	Minimum Lot Depth (feet)	Front Yard Setback (feet)	Side Yard Setback (feet)	Combined Side Yard Setbacks (feet)	Rear Yard Setback (feet)	Maximum Floor Area Ratio (FAR)	Maximum Percent Building Cover	Maximum Percent Total Lot Cover	Minimum Number of Stories	Maximum Number of Stories	Maximum Building Height (feet)	Minimum Improvable Area (MIA) (square feet)	MIA- Diameter of Circle (feet)
Central Business District	5,000	100	50	50	100	0	0	0	10	4.5	75%	90%	4	6	65	2,700	36
North Avenue Historic District (NAHD)	5,000	50	50	50	100	0	0	0	10	3	75%	90%	3	4	45	2,700	36
Cleveland Arts District (CLAD)	5,000	100	50	50	100	10	0	0	10	3.5	90%	90%	3	4.5 See Bonus	56		
College District (CD)	5,000	NA	50	50	100	10	20	40	25	4.0	75%	90%	3	5	56		
Parking District (PD)	43,560	100-SEE BONUS	350	350	140	0	20	20	20	45	90%	95%	4	6	56		
Civic Historic District (CHD)	5,000	50	50	50	100	0	0	0	10	4.5	75%	90%	N/A	4	45	2,700	36
Transition District (TD)																	
Mixed Use	5,000	25	50	50	100	10	5	10	15	1.8	60%	70%	N/A	3	35	2,100	32
Commercial Uses	5,000	N/A	50	50	100	10	5	10	15	1.8	60%	80%	N/A	3	35	1,500	27
Apartment	22,000	12	150	150		30	25	50	30	N/A	30%	40%	N/A	3	40	5,300	51
Town-house	43,560	10	150	150	150	25	30	60	30	N/A	30%	45%	N/A	2.5	35	11,800	76

TODD – Schedule B revised 11-17-11

- space may be satisfied by providing on-site private open space for residents and tenants of the building.
4. Each dwelling unit shall have a minimum of 64 square feet of open space. This open space may be provided on the exterior ground level, on the rooftop or in common interior space.
  5. For office development, a minimum of 10% of the total ground floor area shall be required for open space, and may be provided in interior lobby areas, malls, mezzanines and similar areas accessible to the general public.
  6. In lieu of providing on-site open space, off-site public space at the same ratio can be provided. If the developer chooses to provide the requisite open space off-site, a contribution to improved open space may be provided at the same ratio as the on-site requirement on any property in the TODD zones. The off-site property may be either privately owned or owned by the City.

#### **17:11-24 Streetscape Design Standards in the TODD Zones**

The public right-of-way frontage of all properties within the TODD zones except the TODD-Transition District shall be improved in accordance with the Streetscape Design Manual.

**NOW, THEREFORE BE IT ENACTED** by the City Council of the City of Plainfield, that:

SECTION 1: The validity or enforceability of any provisions of this ordinance shall not affect the remaining provision of this ordinance which shall remain in full force and effect.

SECTION 2: A notice of this action shall be published in the official newspaper authorized to publish legal notices for the city.

SECTION 3: A copy of the Land Use Ordinance and map as amended is to be filed with the Union County Planning Board in accordance with N.J.S.A. 40:55D-16 of the Municipal Land Use Law.

SECTION 4: This ordinance shall take effect twenty (20) days after final passage and approval, as provided law.

TOD -ninth draft zoning regs 9-5-12 -- draft w WN rspns to MD comments -9-5-12

**FIRST READING**

**OCTOBER 9, 2012**

**SECOND READING AND FINAL PASSAGE**

**NOVEMBER 26, 2012**

**ADOPTED BY THE CITY COUNCIL**

**NOVEMBER 26, 2012**

**APPROVED BY THE MAYOR**

**DECEMBER 6, 2012**

**ATTESTED BY THE CITY CLERK**

**DECEMBER 7, 2012**

**This will certify that the  
foregoing is a true copy**

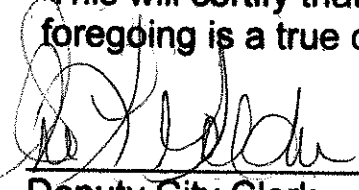
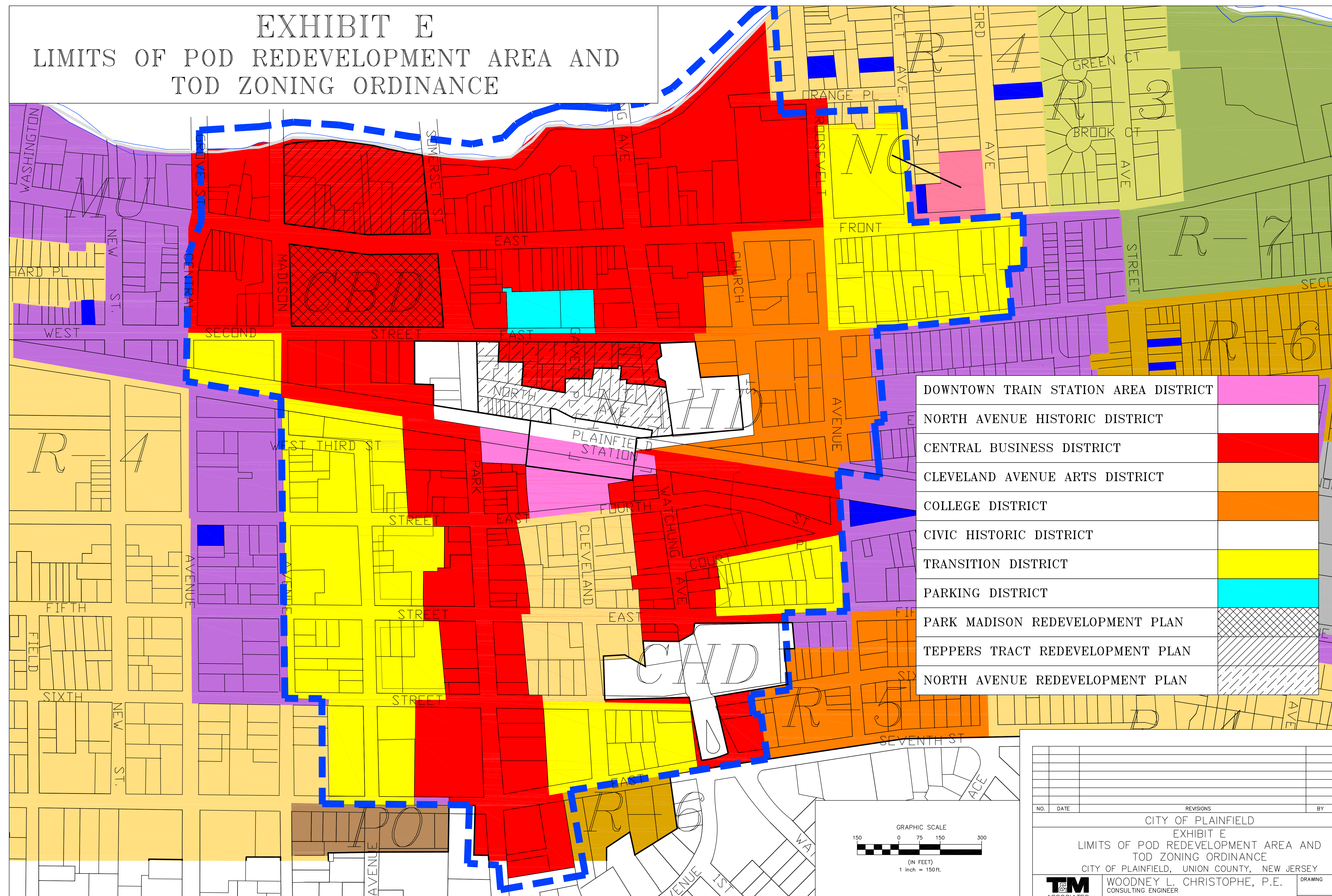
  
**Deputy City Clerk**



EXHIBIT E

LIMITS OF POD REDEVELOPMENT AREA AND  
TOD ZONING ORDINANCE



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