

**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 – NETHERWOOD (TODN) ZONE
IN THE CITY OF PLAINFIELD**

MC 2013-01

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, on November 26, 2012, the City Council adopted ordinance MC2012-20 designating the downtown as a Transit Oriented Development Downtown (TODD) Zone; 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 – Netherwood (TODN) 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

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

Electric Vehicle Charging Station (EVCS)- An element in an infrastructure that supplies electric energy for the recharging of plug-in electric vehicles, including all-electric cars, zip cars, and plug-in hybrids. EVCSs are considered accessory uses to all commercial uses.

ARTICLE IX – ZONING CONTROLS

Amend Section 17:9-1 ESTABLISHMENT OF ZONES

Transit Oriented Development Netherwood Train Station Area Zone
(TODN/TSA)

Transit Oriented Development Netherwood Trainside Commercial Zone
(TODN/TSC)

Transit Oriented Development Netherwood Trainside Residential Zone (TODN/TSR)

Transit Oriented Development Netherwood Parkside Residential 1 Zone
(TODN/PSR1)

Transit Oriented Development Netherwood Parkside Residential 2 Zone
(TODN/PSR2)

Transit Oriented Development Netherwood High-Density Residential (TODN/R-8)

Transit Oriented Development Netherwood Professional Office (TODN/PO)

New Section 17:9-18A

TRANSIT ORIENTED DEVELOPMENT NETHERWOOD ZONES (TODN)

A. Purpose.

The purpose of the Transit Oriented Development Netherwood Zones (TODN) is to provide the foundation for a complementary mixture of appropriately intensive commercial and high-density residential land uses in close proximity to the Netherwood Train Station. The TODN zones are intended to be pedestrian friendly to create a symbiotic benefit through the provision of an aesthetically improved, vibrant, Netherwood commercial district for Plainfield residents and visitors. The TODN zones consolidate most of the existing zones within an irregularly based ¼ mile distance from the Netherwood train station. The TODN zones are seven (7) distinct zone districts, with different purposes, that foster formation of an active, thriving area buffered from surrounding lower density residential uses. Related goals include the following:

1. To increase the use of the Netherwood 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 Netherwood 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 Netherwood District 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 address existing and future parking needs of residents, businesses, shoppers and commuters;
9. 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 TODN 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 TODN 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 Netherwood/Train Station Area Zone (TODN/TSA)

1. Purpose: This zone encompasses the train station proper, and the North and South Avenue train station parking lots only.
2. Permitted Uses. See Schedule A.
3. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
4. Bulk Requirements. See Schedule B.

D. Transit Oriented Development Netherwood/ Trainside Commercial Zone (TODN/TSC)

1. Purpose: This zone is intended to be the primary commercial and mixed-use area for the TODN. The zone stretches the entire length of the railroad on both sides of the train station; foot traffic will be strongest in this zone.
2. Permitted Uses are as shown in Schedule A.
3. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
4. Bulk Requirements. See Schedule B.

E. Transit Oriented Development Netherwood/Trainside Residential Zone (TODN/TSR)

1. Purpose: This zone is intended to provide a mixed-use district similar to the TSC but at a lower scale, density, and use intensity. It should also serve as a main provider for TOD-style residential units.
2. Permitted Uses are as shown in Schedule A.
3. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
4. Bulk Requirements. See Schedule B.

F. Transit Oriented Development Netherwood/Parkside Residential Zone 1 (TODN/PSR1)

1. Purpose: This zone serves as the transition buffer between the high intensity uses permitted in the TSR and PSR 2 zones with the surrounding existing lower density housing.
2. Permitted Uses are as shown in Schedule A.
3. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
4. Bulk Requirements. See Schedule B.

G. Transit Oriented Development Netherwood/Parkside Residential Zone 2 (TODN/PSR2)

1. Purpose: This zone serves as a buffer between the higher densities encouraged through the TSC and TSR zones and the existing adjacent residential development.
2. Permitted Uses are as shown in Schedule A.
3. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
4. Bulk Requirements. See Schedule B.

H. Transit Oriented Development Netherwood /Professional Office Zone (TODN/PO)

1. Purpose: This zone serves as a transition between the high intensity uses permitted in the TODN, and the surrounding lower density housing uses at the perimeter of the TODN Zone. This area will serve as the entryway into the TODN zone and conversion of the existing structures to mixed professional offices/ residential uses is encouraged.
2. Permitted Uses are as shown in Schedule A.
3. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
4. Bulk Requirements. See Schedule B.

I. High-Density Residential Zone (R-8)

1. Purpose: This zone provides for higher density residential development along Old South Avenue where commercial development is inappropriate. It is located a half mile from the Netherwood and Scotch Plains/Fanwood Train Stations.
2. Permitted Uses are as shown in Schedule A.
3. Accessory uses as defined in Section 17:1-6 are permitted subject to the supplementary zoning restrictions where applicable.
4. Bulk Requirements. See Schedule B.

ARTICLE IX –ZONE CONTROLS

Insert at Section 17:9-9- 52A –Transit Oriented Development Netherwood Zone Regulations

TODN/TSA - All development within the TODN/TSA shall conform to the following:

- A. No dwelling units are to be built in this zone. The zone will consist only of the historically designated Netherwood train station and NJ Transit parking lots.
- B. The train station structure shall contain retail, restaurant, and service uses that are complimentary to, and of reasonable assistance to the traveling public.

TODN/TSC - All development within the TODN/TSC shall conform to the following:

- A. Parking shall be provided in accordance with the Residential Site Improvement Standards as set forth in Section 17:9-42 of the LUO. Approving authorities may allow a reduced number of spaces as provided for therein.
- B. The provision of the “Netherwood Walkway” connecting all properties in the TSC adjacent to the Raritan Valley Railroad Line to the Netherwood Train Station is required as a part of development of all properties. The walkway design is to be consistent with the pedestrian design standards in Sections 17:11-25.
- C. The use and design of the ground floor shall contain permitted uses that are intended to generate pedestrian traffic. No residential dwelling units except a rear unit for an on-site manager shall be located on the ground floor.
- D. No dwelling unit shall contain more than three bedrooms.
- E. 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.
- F. All ground floors of mixed-use buildings shall contain an entrance lobby and 50% of the rear first floor area shall consist of private, indoor building amenities and common space for residents. This area can be reduced below 50% if an on-site manager’s apartment is provided as per C. above.

TODN/TSR - All development within the TODN/TSR 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. No dwelling unit shall contain more than three bedrooms.
- C. 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.

TODN/PSR1 - All development within the TODN/PSR1 shall conform to the following:

- A. Parking shall be provided in accordance with the Residential Site Improvement Standards as set forth in Section 17:9-42 of the LUO. Approving authorities may allow a reduced number of spaces as provided for therein.
- B. Conformance with the pedestrian and bicycle provisions located at Sections 17:11-25 and 26 is required.

TODN/PSR2 – All development within the TODN/PSR2 shall conform to the following:

- A. Parking shall be provided in accordance with the Residential Site Improvement Standards as set forth in Section 17:9-42 of the LUO. Approving authorities may allow a reduced number of spaces as provided for therein.
- B. Conformance with the pedestrian and bicycle provisions located at Sections 17:11-25 and 26 is required.

TODN/R-8 - All development within the TODN/R-8 shall conform to the following:

- A. Dwellings shall conform to Article IX 17:9-48A & B- Residential Dwelling Units.
- B. Parking shall be provided in accordance with the Residential Site Improvement Standards as set forth in Section 17:9-42 of the LUO. Approving authorities may allow a reduced number of spaces as provided for therein
- C. Conformance with the pedestrian and bicycle provisions located at Sections 17:11-25 and 26 is required.
- 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.

TODN/PO -All development within the TODN/PO shall conform to the following:

- A. Dwellings shall conform to Article IX 17:9-48A & B- Residential Dwelling Units.
- B. Parking shall be provided in accordance with the Residential Site Improvement Standards as set forth in Section 17:9-42 of the LUO. Approving authorities may allow a reduced number of spaces as provided for therein
- C. Conformance with the pedestrian and bicycle provisions located at Sections 17:11-25 and 26 is required.
- 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.

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 17:9-42S

- A. In the TODN/PSR1 and PSR2 Zones, Parking spaces for residential units must be on site.
- B. In all other TODN zones, parking requirements shall be satisfied 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) adjacent to the property via cross-easements/ long-term leases in order to create a seamless shared parking experience for patrons and residents in the area.
- C. Shared parking is encouraged in all TODN 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.
- D. 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.
- E. 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.
- F. 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.
- G. 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 – In all TOD zones 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

17:11-25 –Pedestrian Design Standards in the TODN/TSA, TSC, TSR, PSR1, PSR2, PO, and R-8 Zones

- A. Pedestrian walkways shall be provided between bus stops and building entrances and, where possible, between the Netherwood train station and adjacent buildings.
- B. Pedestrian/Bicycle ways (Netherwood Walkway) of a minimum 8’ width are required at the rear of all properties adjacent to the railroad to provide convenient pedestrian access to transit stops, shopping, the Netherwood Train Station, or other community facilities. Cross access easements are required to be provided among all such ways in order to allow access from all parking lots to the train station. The area of these ways will be counted as open space.
- 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 TODN shall incorporate linkages to, or implementation of, the Netherwood Walkway into its design.
- E. 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.
- F. 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.
- G. 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).

17:11-26 –Bicycle Parking Design Standards in the TODN/TSA, TSC, TSR, PSR1, PSR2 and PO 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. If onsite parking is provided, bicycle parking shall also be provided based on a standard of one space for each ten automobile parking spaces.
- 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.

17:11-27 –Open Space Standards in the TODN/TSA, TSC, TSR, PSR1, PSR2 and PO Zones

A.Open Space

1. Public and private parks are encouraged throughout the TODN, as the area is deficient in open space for the anticipated population.
2. A portion of the current City Yard should be developed for additional open space.
3. All new commercial and mixed use development with office, all residential conversions and new residential uses within the TODN zones are required to provide open space. This open 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 in the TODN-TSC Zone, 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.
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 TODN zones. The off-site property may be either privately or public owned.
7. The TODN zone encourages the creation of a pedestrian walkway/ bikeway to the rear of properties adjacent to the Railroad stretching from Berckman to Leland avenues along North and South avenues for additional open space.

17:11-28 Streetscape Design Standards in the TODN Zones

The public right-of-way frontage of all properties within the TODN zones 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.

FIRST READING

APRIL 8, 2013

SCHEDULED PUBLIC HEARING

MAY 13, 2013

SECOND READING & FINAL PASSAGE

MAY 13, 2013

APPROVED BY THE MAYOR

MAY 28, 2013

HON. SHARON ROBINSON-BRIGGS, MAYOR

ATTESTED BY THE CITY CLERK

MAY 28, 2013

ABUBAKAR JALLOH, MUNICIPAL CLERK

TRANSIT ORIENTED DEVELOPMENT NETHERWOOD (TODN) DISTRICTS -SCHEDULE A

USES	TODN Train Station Area Zone (TODN/TSA)	TODN Trainside Commercial Zone (TODN/TSC)	TODN Trainside Residential Zone (TODN/TSR)	TODN Professional Office Zone (TODD/PO)	TODN Parkside Residential Zone (TODN/PSR 1)	TODN Parkside Residential Zone (TODN/PSR 2)	High Density Residential R-8 Zone
Single Family Dwellings				X	X	X	
Two Family Dwellings				X	X	X	
Mixed-use structure		X	X	X			X
Apartments		X	X			X	X
Townhouses			X		X	X	X
Child-care center		X	X	X		X	X
Retail sales	X	X	X				
Personal service establishment	X	X	X				
Office	X	X	X	X			
Art studio		X					
Art gallery		X					
Museum	X	X					
Restaurants	X	X					
Tavern		X					
Nightclub		X					
Bank, with drive-through facility		X					
Bank, excluding drive-through facility		X	X				
Health and fitness club		X					
Theater		X					
Hotel		X					
Banquet hall		X					
Parking lot	X	X					
Parking structure	X	X					
Laundromat		X					

TRANSIT ORIENTED DEVELOPMENT NETHERWOOD (TODN) DISTRICTS -SCHEDULE A

USES	TODN Train Station Area Zone (TODN/TSA)	TODN Trainside Commercial Zone (TODN/TSC)	TODN Trainside Residential Zone (TODN/TSR)	TODN Professional Office Zone (TODD-PO)	TODN Parkside Residential Zone (TODN/PSR 1)	TODN Parkside Residential Zone (TODN/PSR 2)	High Density Residential R-8 Zone
Nursing home						X	X
Adult day care facility						X	X
Assisted living facility						X	X
Funeral home		X	X	X			
Wireless communication facility		X					
House of worship			X				
Fraternal organization		X					
College							
Open space	X	X	X	X	X	X	X
Electric Vehicle Charging Station (EVCS) – as principal use	X	X					

revised 2-15-13

SCHEDULE B – CITY OF PLAINFIELD BULK ZONING REQUIREMENTS –Transit Oriented Development Netherwood (TODN) Zones

TODN	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)
TODN Train Station Area Zone (TODN/TSA)	43,560	N/A	200	200	150	150	5	10	0	0.2	10%	90%	1	2	25	N/A	N/A
TODN Trainside Commercial Zone (TODN/TSC)	20,000	40	100	100	100	5	5	10	75	1.5	40%	90%	3	4	56	10,800	45
TODN Trainside Residential Zone (TODN/TSR)	10,000	24	100	100	100	5	5	10	45	1.05	40%	80%	2	3	42	4,500	50
TODN Parkside Residential Zone 1 (TODN/PSR1)	10,000	8.7	50	50	100	10	5	10	25	NA	30%	50%	NA	2.5	35	6,000	40
TODN Parkside Residential Zone 2 (TODN/PSR2)	20,000	20	80	80	100	10	10	20	25	NA	35%	60%	NA	3	38	4,200	60
Professional Office/Permitted Commercial/Mixed Uses	8,000	N/A	80	80	120	25	10	20	50	0.25	25%	70%	NA	3.0	40	2,700	45
Single-Family	7500	5.8	50	50	100	25	10	20	30	NA	25%	40%	NA	2.5	30	2,000	31
Two-Family	10000	8.7	8.0	80	100	25	10	25	30	NA	25%	40%	NA	2.5	35	2,400	34
R-8 Zone (R-8)	20,000	60	100	100	200	20	10	20	75	1.7	40%	80%	4	5	56	8,000	80

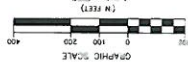
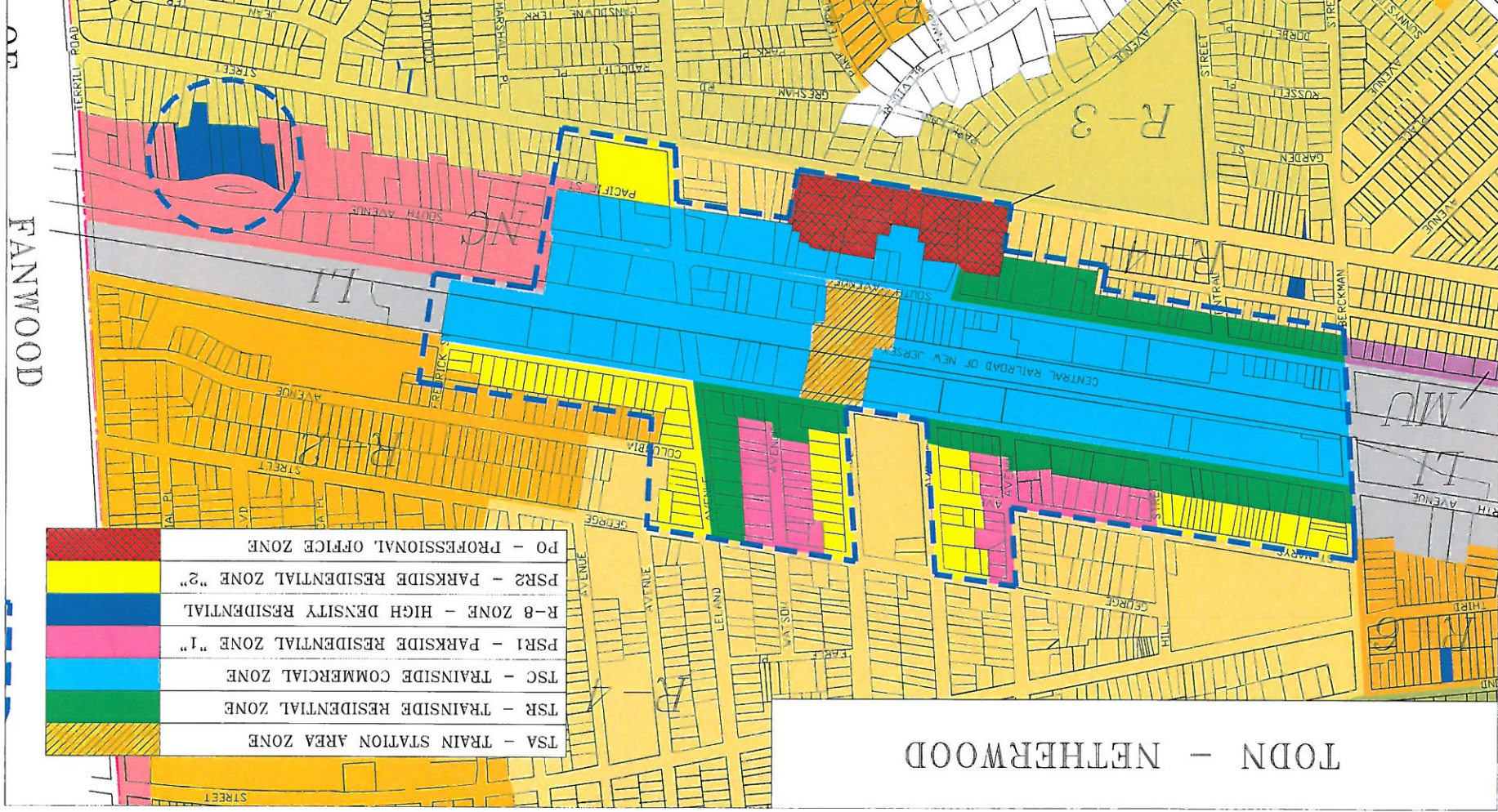
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THE COMMISSIONER OF THE DEPARTMENT OF TRANSPORTATION, FOR OTHER THAN THE ORIGINAL PROJECT OR
THE PROJECT, SHALL BE RESPONSIBLE FOR THE REPRODUCTION OF THIS DOCUMENT IN ANY MANNER.

Scale: 1" = 100' - 1" = 100' - 1" = 100'

Notes:

TODN - NETHERWOOD

TSA - TRAIN STATION AREA ZONE	
TSR - TRAINSIDE RESIDENTIAL ZONE	
TSC - TRAINSIDE COMMERCIAL ZONE	
PSR1 - PARKSIDE RESIDENTIAL ZONE "1"	
R-8 ZONE - HIGH DENSITY RESIDENTIAL	
PSR2 - PARKSIDE RESIDENTIAL ZONE "2"	
PO - PROFESSIONAL OFFICE ZONE	



NO.	DATE	REVISIONS
1	4-17-12	PLANNING BOARD COMMENTS
2	5-24-12	PLANNING BOARD COMMENTS
3	6-14-12	PLANNING BOARD COMMENTS
4	6-21-12	PLANNING BOARD COMMENTS
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