

# TODD-West Redevelopment Plan

City of Plainfield, New Jersey



May 18 , 2017

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# Transit Oriented Downtown Development(TODD)- WEST Redevelopment Plan

City of Plainfield, New Jersey

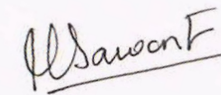
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# 1.0 INTRODUCTION

## TODD-WEST

Pursuant to the statutory powers instituted by the State of New Jersey (C.40:12A-5) and Plainfield Council Resolution R 090-16 dated February 8, 2016, the Transit-Oriented Development-Downtown West (TODD) area containing eleven (11) parcels located within a single block, Block 247, was designated as 'an area in need of redevelopment and rehabilitation'. Subsequently, the Planning Board authorized preparation of the TODD-West area redevelopment plan. The TODD-West area plan includes the City's vision for this area and provides a framework for development and redevelopment within the designated area. The boundaries of the redevelopment area is comprised of 11 lots located within the same block, which collectively cover an area of approximately 2.84 acres. The plan area is bound by Madison Avenue to the east and Central Avenue to the west, West Front Street to the north and West Second Street to the south. The designated area is located in the northern portion of the City and lies fully within the Transit Oriented Development Downtown (TODD). The Netherwood Train Station lies within 1.45 miles from the designated area and 0.3 miles from the Plainfield Train Station. The designated area is also accessible via the NJ Transit bus lines: 59, 113, and 819.

In the past, this area served as the primary retail center for the City's residents and neighboring municipalities; however, over a period of time the retail activity along the entire corridor has

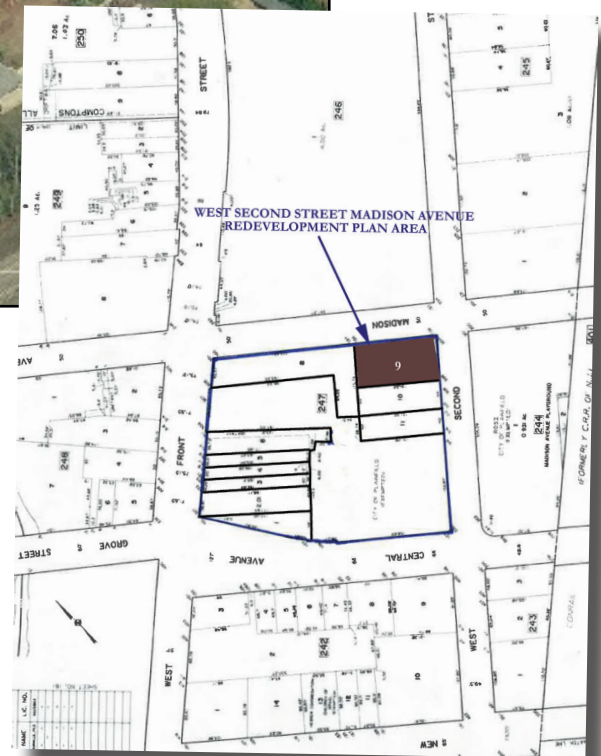






**Figure 3: Study Area Context Map**  
declined.

In 2005, Block 247, Lot 9, which is one of the 11 lots, was designated by City Council as the West Second Street Madison Avenue Redevelopment Area. However, to date, Lot 9 is vacant and enclosed by a fence. Due to the lack of development in the designated area and reoccurring vacancies, the City responded by passing a resolution designating all parcels within the block as an “Area in Need of Redevelopment” and an “Area in Need of Rehabilitation”.





# 2.0 DISTRICT OVERVIEW

## TODD-WEST



### 2.1 PLANNING AREA BOUNDARY

According to the 2010 U.S. Census, the plan area includes Census Tract #039300 and Census Block #3001: which has a population of 206 persons. The plan area is located in the northwest portion of the City and occupies an area of approximately 2.84 acres. Boundaries are: Madison Avenue (east), West Second Street (south, Central Avenue (west) and West Front Street (north).

**Figure 4:** TODD-WEST Plan Area Boundary

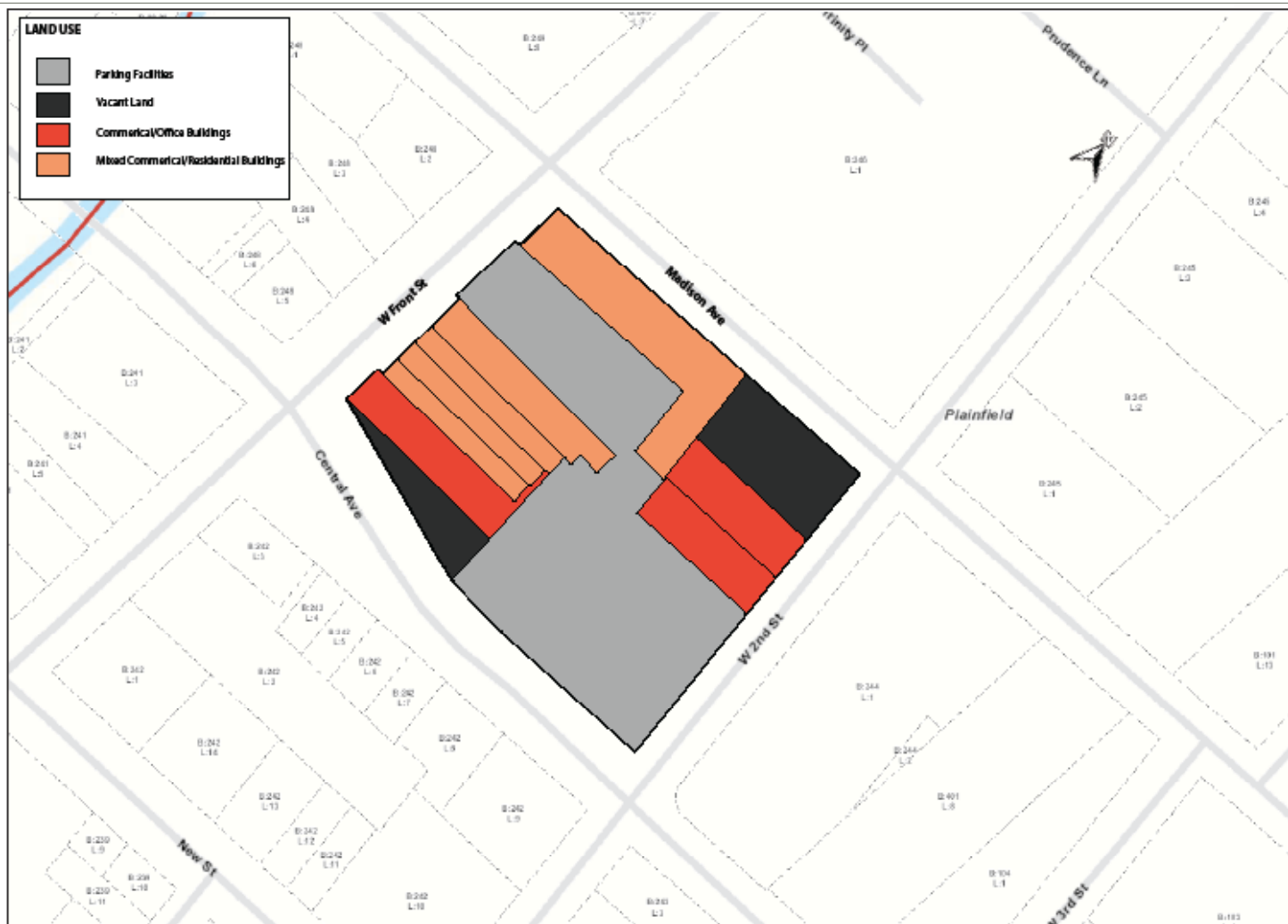
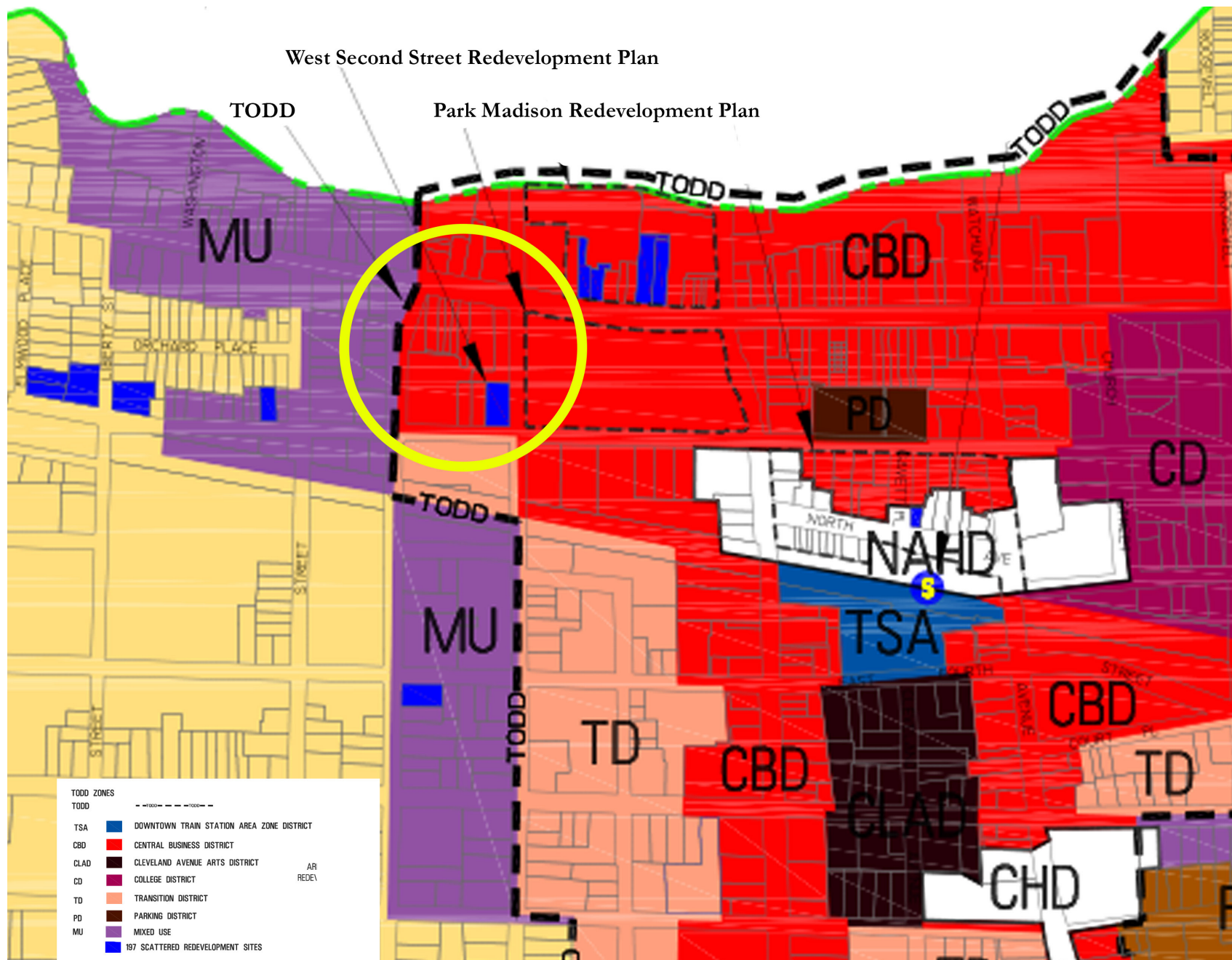


Figure 5: TODD-WEST Existing Land Use Map source: tax map

## 2.2 EXISTING LAND USE

The plan area consists of 11 parcels: Five mixed-use (commercial and residential), three commercial, and three exempt parcels that are municipally owned of which two (2) are vacant and one(1) contains a parking lot.





## 2.3 EXISTING ZONING

The zoning ordinance is a legal instrument to regulate and establish limits on the use of land and building size, shape, height, and setback. It aims at promoting an orderly pattern of development and helps separate incompatible land uses ensuring creation of a pleasant environment. In some instances, the ordinance sets forth standards regarding site design such as lighting and landscape standards as well as architectural standards. Plainfield is currently zoned into 31 separate districts.

The designated area is located in the Transit Oriented Development Downtown (TODD)/Central Business District (CBD) and the West Second and Madison Avenue Redevelopment Area. The purpose of the Transit Oriented Development (TOD) zone is to promote complementary mixture of appropriately intensive mixed commercial and high density residential land uses in close proximity to the downtown train station. This zone serves as the primary pedestrian-oriented shopping district. Additionally, the West Second and Madison Avenue Redevelopment designation supports the stimulation of mixed-use development to improve the character of the area.

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

The TODD/CBD zone currently permits mixed-use structures, child care centers, retail sale, professional service establishments, offices, restaurants, taverns, nightclubs, banks; excluding drive-thru facilities, health and fitness clubs, theaters, hotels, banquet halls, parking lots, adult day care facilities, wireless

communication facilities, fraternal organizations, and open space.

The ordinance encourages retail activity that generates pedestrian traffic on the ground floor with residential uses above. Residential units are envisioned to be not more than three bedrooms per unit. The purpose of this zone is to attract young nesters and professionals commuting to the City and who use mass-transit and aren't dependent on vehicles for day-to-day activities. The zone aims at creating a compact, vibrant, pedestrian-friendly neighborhood.

Pursuant to Schedule B- TODD City of Plainfield Bulk Zoning Requirements, the required minimum lot area for the designated area is 5,000 square feet. The minimum lot width requirement is 50 feet. The rear yard setback requirement is 10 feet. The maximum floor area ratio is 4.5. With the front and side yard setback requirement at zero feet, the ordinance allows buildings in the zone to be designed closer to the sidewalk thereby, offering proximity and more street frontage, providing increased accessibility to residents and added vitality and liveliness to the public areas of the neighborhood.

The maximum building coverage is 75% and lot coverage is 90%. The height requirement for buildings is a minimum of 4 stories and a maximum of 6 stories, in which buildings should not exceed a height of 65 feet. The height restrictions promotes adequate natural lighting in which pedestrians are not intimidated by overwhelming structures.



## 2.4 DISTRICT ISSUES

The existing TODD redevelopment area is faced with a number of issues and challenges that this Redevelopment Plan intends to address. These challenges have been identified by the City's Planning Division, Office of Economic Development, supporting consultants, local businesses and residents. The redevelopment area, that once served as the primary retail center for the City's residents and neighboring municipalities, has experienced gradual decline in development and retail activity over a period of time. Additionally, the demolition of retail structures that were located to the east of the designated area and the west of Park Avenue played a significant role in stagnation and scarcity of retail activity within the entire corridor.

In 2005, Block 247 Lot 9, which is one of the 11 lots in the plan area, was designated by City Council as the West Second Street Madison Avenue Redevelopment Area. The redevelopment plan promotes mixed use development. Unfortunately, little development has occurred on the lot since it's designation due to the recession and developers inability to secure funds during that time. PSE&G temporary leased the site from the City, for a switching station in 2015; however, the utility company relocated at the end of that year. Currently the use is discontinued and the site is vacant.

In an effort to better understand and remedy the existing conditions, the City initiated an area investigation which helped identify the critical issues that could be mitigated by this plan. Issues plaguing the area are listed in the right column:



- **Stagnant commercial and retail growth:**

Although the designated redevelopment area lies within the TODD, the area does not offer a variety of housing options and mixed-use developments. The redevelopment regulations could lift the zoning restrictions on the parcels within the redevelopment area, making them more appealing for various types of development.

- **Vacant sites**

The area contains three publicly-owned vacant properties. These parcels are tax exempt.

- **Lack of amenities**

Although the sites are within walking distance to the downtown train station, they are either devoid of sidewalks or are poorly maintained.

- **Excessive surface parking**

Two of the total 11 lots contain surface parking. These two lots cover approximately 0.9 acres of land.

# 3.0 THE REDEVELOPMENT PLAN

## TODD-WEST

### 3.1 PURPOSE

This plan serves as a guide for future development and redevelopment within the designated area and is targeted at creating a compact and concentrated, vibrant, pedestrian-friendly, mixed-use downtown within walking distance of the train station or public transportation. The proposed uses are intended to revitalize this area and to boost economic activity by creating new employment opportunities in the city's business district. The plan includes a framework for design standards and statutory guidelines that will enhance the area. The area is ripe for redevelopment due to its location in the Central Business District and its proximity to the train station.

The primary goal of the plan is to create a TODD in the CBD that provides a stimulus for development and economic growth while serving as a 24/7 "living" district where people choose to live, work and play. The plan is based on leveraging the area assets to create a successful transit-oriented development district that will set a precedent for smart growth development while, also being consistent with the State Planning Act. The Redevelopment Plan's main goals are consistent with the State Development and Redevelopment Plan (SDRP) and adhere to the general TODD framework evidenced in NJ TRANSIT's Transit-Friendly Land Use publication. The zoning and design standards in this plan shall supersede the City's current Land Use Ordinance, procedures, site plan review regulations and Zoning Ordinance where applicable. Where not mentioned in the redevelopment plan, city's current land use ordinance shall supersede.

### 3.2 GOALS AND OBJECTIVE

**1**  
Promote Transit-Oriented Development and Activity



**2**  
Improve Economic Development



**3**  
Increase Sustainability



**4**  
Manage Parking and Traffic





1

### Promote Transit-Oriented Development and Activity

- Create compact, concentrated development with sufficient density to support transit ridership located within easy walking distance of transit stops.
- Leverage the city's assets to optimize transit-oriented development and increase pedestrian activity and circulation within and into the area.
- Enhance the area's retail activities and, enhance and revitalize the entire area.
- Increase the TODD/CBD district's residential population by providing an array of housing types and amenities.
- Increase market rate housing stock.
- Improve existing CBD/TODD while creating new destinations and neighborhood anchors.
- Introduce creative parking strategies without dividing a site such that parking is not the dominating design factor.

2

### Improve Economic development

- Contribute to job creation for the residents.
- Develop a new retail shopping destination.
- Attract office and retail use that creates new jobs and employ the residents.
- Encourage public amenities such as art galleries and art studios, and meeting and banquet facilities.

3

### Increase Sustainability

- Maximize opportunities to better leverage transit assets by promoting transit use and planning around transit.
- Promote increased density around transit and other appropriate areas.
- Encourage walking, biking, bus travel, and commuter rail selection.
- Support a walkable corridor through pedestrian-oriented streetscapes and investments in the public realm.
- Reduce the heat island effect through street trees, vegetated corridors, and intensive & extensive green decks and roofs.
- Encourage use and reuse of energy efficient materials.
- Add streetscape standards.

4

### Manage Parking and Traffic

- Encourage shared parking between different uses.
- Encourage usage of Union County parking facility through long-term parking arrangement.

### 3.3 COMPATIBILITY WITH STATE AND LOCAL PLANS

#### Master Plan

The 2009 Land Use Plan Element of the Master Plan sets forth the goals and objectives to guide future development in the City. Specific to the context of the investigation area, this redevelopment plan supports the following master plan goals and objectives:

**“Objective 1:”**

Existing residential neighborhoods will be preserved to protect and enhance their character.

**“Objective 2:”**

Development and redevelopment should be responsive to the needs of the Plainfield community by ameliorating conditions suggestive of physical and economic deterioration, by supporting sustainability, creating economic opportunity and providing a variety of housing. Redevelopment planning is to be implemented in a comprehensive city-wide manner and where appropriate to promote transit oriented design.

**Policy 2.3**

**Residential Density.** Residential redevelopment should be of a scale that promotes increased neighborhood densities in the TOD areas while reinforcing existing neighborhood character in areas outside of designated TOD areas in accordance with the Land Use Ordinance.

**“Objective 3:”**

Housing redevelopment and rehabilitation should be consistent with the City’s Housing Element.

**Policy 3.1**

**Vacant and Boarded Dwellings.** It is policy and a continued priority of the city to eliminate the presence of all vacant and boarded structures through rehabilitation, redevelopment, enforcement of the Abandoned Properties Ordinance, and where necessary, demolition.

**Policy 3.4**

**Barrier Free Requirements.** New residential construction is to satisfy the barrier free requirements of the New Jersey Uniform Construction Code N.J.A.C. 5:23 et seq.

**“Objective 5:”**

The city should promote a diverse and strong economy with opportunities for employment over a range of occupational classifications.

**Policy 5.1**

**Business Retention, Expansion and Growth.** The city should support the retention and expansion of existing businesses consistent with the land use ordinance and provide new areas for growth. These efforts should be undertaken within existing commercial corridors, the various Neighborhood Commercial zones throughout the City, and where designated, in TOD areas, and areas along the Raritan Valley Line which connect them, so as to enhance economic opportunity through the introduction of a range of permitted commercial uses.

**“Objective 6:”**

Transit oriented development (TOD) areas and the central business district will be the primary economic development areas of emphasis for the City of Plainfield.



**Policy 6.1**

**Zoning.** The City should prepare land development/zoning ordinances that promote transit oriented development. This policy includes encouraging appropriate uses for the transit oriented development (TOD) areas while discouraging similar activity-generating uses from locating in areas of the City, where they negatively impact existing neighborhoods.

**Policy 6.3**

**Capitalization of the Transportation Strengths of the City.** The City, in concert with City merchants, residents, and business persons, will create a climate for revitalization within transit oriented development (TOD) areas and areas proximate to transit hubs to address issues impacting the growth of business, such as:

1. Smart Growth;
2. Parking availability, location and appearance;
3. Viability and impacts of various retail uses;
4. Retail and service market-capture within the region;
5. Implementation of infrastructure improvements to support higher density residential uses in the transit villages;
6. Additional residential uses in the transit villages;
7. Creation of events that attract potential customers;
8. Protection and enjoyment of the Green Brook;
9. Creation of open space.

**“Objective 7:”**

Preserve and protect environmental resources.

**Policy 7.6**

**Energy Efficient Construction.** The City land development regulations should require that newly constructed buildings as well as buildings being redeveloped be energy efficient through their design, orientation, and utilization of energy efficient building systems. National and state standards such as LEEDS should be adopted to guide construction

**“Objective 8:”**

The City should seek to preserve and acquire open space in order to enhance the quality of life in the City of Plainfield in a manner consistent with the Open Space/Recreation Element.

**Policy 8.5**

**Provision of Open Space.** The City should seek to provide open space in its residential, civic, commercial, industrial, and mixed use areas; and evaluate the current utilization of existing publicly owned open space to ensure satisfaction of the needs of the City’s residents, neighborhoods, employees, and visitors.

**“Objective 9:”**

The City of Plainfield should seek to promote the arts as an important element of the city’s culture and character. The City recognizes that it is a culturally rich and diverse community and acknowledges the benefits of expanding the arts as a means of enriching the City’s quality of life.

**Policy 9.1** Promotion of the Arts in Redevelopment. Redevelopment should seek to incorporate cultural activities whenever feasible, particularly within transit oriented development (TOD) areas and the central business district

**“Objective 20:”**

Redevelopment activities undertaken by the City should be consistent with the Master Plan.

**Policy 20.1**

**Targeted Areas.** Redevelopment initiatives should be employed throughout the city in areas manifesting conditions suggestive of economic and physical deterioration consistent with the criteria established under the LRHL and deemed appropriate for redevelopment by this master plan (N.J.S.A. 40A:12A-1 et seq.).

## West Second Street and Madison Avenue Redevelopment Plan

In 2005, the City Council approved the West Second Street and Madison Avenue Redevelopment Plan, which consists of a single parcel (Lot 9). The Plan defines the area as a zone which permits mixed use structures containing commercial/residential uses. The design standards included in the Plan have special emphasis on pedestrian circulation; building, mass and facade treatment; and material and texture in addition to supplemental standards (i.e. parking, signage and lighting).

The goal of the redevelopment plan is to:

- (1) Prevent conditions which cause economic deterioration;
- (2) Stimulate productive land utilization;
- (3) Promote economic opportunity;
- (4) Attract development through redevelopment incentives; and,
- (5) Promote mixed use development.

## 3.4 Statutory basis for the Redevelopment Plan

This Plan (the “Plan”) is prepared on the basis that the City Council designated the Front Street (TODD West) area as “An Area in Need of Redevelopment” pursuant to the New Jersey Local Housing and Redevelopment Law (LRHL) on 2/08/16, Resolution number R-090-16. This determination was based on a finding that the entire area lies fully within the Urban Enterprise Zone and is consistent with the smart growth planning principles, 1 out of the 11 properties in the area is a brownfield site and two sites are vacant.

The purpose of this plan is to guide future development and redevelopment within the plan area as well as set forth design standards and zoning guidelines that will enhance and revitalize this area. The regulatory and design standards in this plan shall supersede applicable provisions of the city’s current Land Use Ordinance, existing Redevelopment Plan for a portion of the area, Land Subdivision (site plan) Ordinance, and Zoning Ordinance as codified under Section 17:9, of the City’s Revised General Ordinances as amended where applicable. Where plan is silent, Code shall be applicable.



# 4.0 PROPOSED LAND USE PLAN

## TODD-WEST



### 4.1 LAND USE PLAN

This section describes the proposed land use plan and provides a framework to implement the City's vision for this area. The subsequent zoning regulations lay the foundation and provide guidelines for any development that occurs in the area. The TODD-West Redevelopment Area is located within the TODD / CBD. This plan aims at fostering a vibrant, livable, sustainable development area by creating of a compact, concentrated, high-density, walkable, pedestrian-oriented, mixed-use community centered around easily accessible transit systems.

Figure 9: Proposed Land Uses

4.2 Hardship Exception

All properties in the TODD West Redevelopment Area lie within the Special Flood Hazard Area (Zone AO). In accordance to the applicable and proposed Flood Hazard regulations, the lowest habitable floor space should be constructed four (4) feet above the Design Flood Elevation (DFE). Pursuant to N.J.A.C. 7:13-15.1, the developers, however, have the option to apply for and obtain a hardship exception for access from NJDEP, in connection with an individual permit for the property and the proposed development.

4.3 District Standards

The district standards contain information pertaining to the purpose of each zone; the permitted and accessory uses; bulk standards; and other regulatory requirements specific to the zone. The general design standards identified in the redevelopment plan apply to all zones. Landscaping, Buffer and Screening and Signage shall comply with the City’s Ordinance section 17:9-24, 17:9-44 and 17:9-51, respectively.

TRANSIT-ORIENTED DOWNTOWNTOWN DEVELOPMENT/  
CENTRAL BUSINESS DISTRICT (TODD/CBD)

It is the intent of this Plan to redevelop the study area through inclusion of residential, retail, restaurant, amenities, and public space uses that can enhance and increase the vitality of the entire block; to take advantage of the proximity to the train station; and to provide new accessible and useable open space/plaza for residents.

Permitted Uses:

<ul style="list-style-type: none"><li>• Mixed use structures</li><li>• Studio, one and two-bedroom apartments above retail and office</li><li>• Child care facility</li><li>• Retail and office</li><li>• Restaurants, outdoor dining, and other culinary establishments</li><li>• Personal service establishment</li><li>• Office</li><li>• Art studio</li><li>• Art gallery</li></ul>	<ul style="list-style-type: none"><li>• Museum</li><li>• Nightclub</li><li>• Beer pub</li><li>• Bank, without drive thru facility</li><li>• Health and fitness club</li><li>• Theater</li><li>• Hotel</li><li>• Banquet hall</li><li>• Parking structure/lots</li><li>• Adult day care facilities</li><li>• Roof-top wireless communication facility</li></ul>
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Accessory Uses:

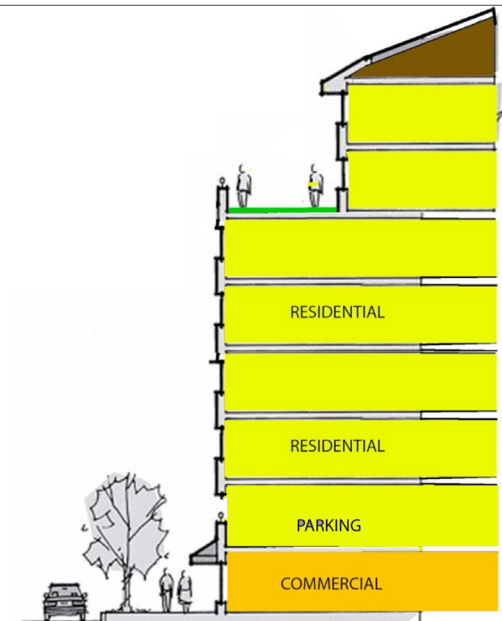
Health club, laundry, and other facilities associated with the residential uses, plazas, parking, including structured parking, and other uses customarily incidental to the principal use.





## Bulk Standards

Required Regulation	
Minimum Lot Area	5,000 square feet
Setbacks	
Minimum front yard setback	0'
Maximum front yard setback	0'
Minimum side yard setback	0'
Minimum rear yard setback from property line	10'
Maximum building coverage	90%
Maximum impervious coverage	90%
Density	125 units/acre
Floor area ratio(FAR)	5.5
Maximum building height	85'
Maximum number of stories	8
Maximum stories within the first 20 feet from property line	6
Other requirements	
Minimum first floor height	12'
Minimum restaurant use	15% of the non-residential floor area



## Bulk Standards

### Additional Requirements:

#### ***Parking Study and Transportation Demand Management (TDM)***

The redeveloper is required to submit a parking study to determine off-street parking needs for all uses on the site. This parking study should identify any potential parking ratio reductions through employment of a Transportation Demand Management (TDM) strategy/measure. TDM is the application of strategies and policies to reduce travel demand, or to redistribute demand via physical space or during specific times of day. TDM techniques are associated with and support community movements for sustainable transport. The TDM shall demonstrate how the site will encourage more efficient use of existing or neighboring parking facilities, reduce. The assigned redeveloper must submit a TDM strategies and a parking study to the Planning Board prior to the commencement of the site plan application process.

As part of any development proposal for this area, the redeveloper shall submit a Parking Study that demonstrates how the requisite parking requirement will be satisfied. The parking study shall include, but not be limited to, a description of the off-site parking arrangement, shared parking arrangement and/or a travel demand study. Additionally, the parking study will determine exact off-street parking needs for all uses on individual sites. This parking study therefore, will identify any potential off-site parking arrangements or parking ratio reductions through employment of a TDM strategy/measure. The Planning Board, upon review, will have the jurisdiction to grant up to a 15% reduction in the existing parking requirements.

### ***Demolition Strategy***

The purpose of the demolition strategy is to ensure the safety, health and welfare of the general public from building demolition. In addition to the site plan application, the redeveloper must submit a narrative explaining the demolition approach of all buildings and structures in the redevelopment area to the City's Planning and Building Division. The strategy should explain how the Redeveloper intends to control and secure the area and protect neighboring structures throughout the demolition phase.

Prior to the submission of the development application, the Applicant shall request and receive written permission from the adjacent property owner(s), if demolition will require access to their property.



### ***Adaptive Re-use***

Adaptive Re-use is the rehabilitation of the majority of an existing structure to satisfy a new use. When the original use of a structure changes or is no longer required, designers have the opportunity to change the primary use of the structure, while often retaining some of the existing architectural details that make the building unique. This plan acknowledges that the designated area includes structurally sound buildings which are also rich in architectural and aesthetical value. The plan supports inclusion of adaptive reuse development.



### ***Additional Standards:***

#### **Residential use**

- a) No residential uses shall be permitted on the ground floor.
- b) No more than twenty (20) percent of the total residential use shall be studio apartments.
- c) One and two-bedroom units shall provide a parking ratio of 1 space for every unit (i.e. 1:1 parking ratio). Studios shall provide a parking ratio of 1 space for every two units.
- d) Studio, one-bedroom and two-bedroom units shall be a minimum of 500 square feet 750 square feet and 1,000 square feet, respectively.



## Frontage

- a) The entire street frontage along West Front Street and Madison Avenue shall be occupied by non-residential uses on the ground floor, with the exception of an entrance lobby serving the residential use. No driveways are allowed along West Front Street and Madison Avenue.
- b) Seventy-five (75) percent of the street frontage along Second Street and Central Avenue shall be non-residential use on the ground floor, with the exception of an entrance lobby serving the residential use. Parking decks or any surface parking areas shall have access through Central Avenue and Second Street, only.

## Parking

- a) Parking ratios for all other uses shall be in accordance with the Section 17:9-42 of the City's Land Use Ordinance.
- b) Any parking provided in conjunction with this use should be shared with other uses.
- c) First floor parking areas shall be appropriately screened with façade materials that are compatible with the adjacent structure designs.
- d) On-street parking may be counted towards the parking requirement for ground floor non-residential uses, except for the parking required for a restaurant.
- e) Required parking for restaurant use shall be provided even if no such use is proposed at the time of filing a site plan application.
- f) All of the required parking for banquet hall, art galleries and museums may be satisfied through the implementation of long-term, off-site parking agreements established with nearby Union

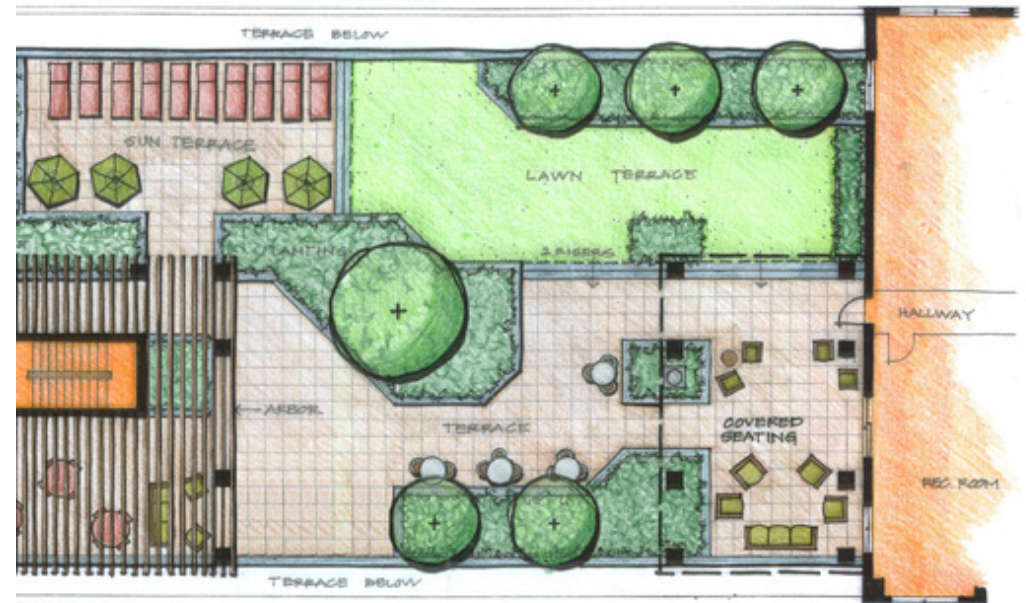
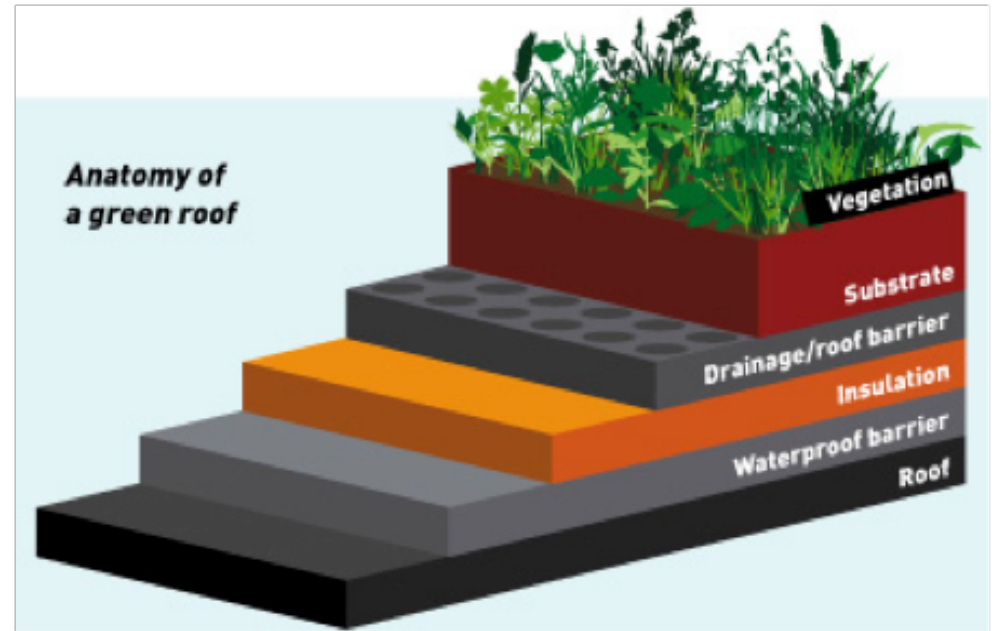
County parking facility. These uses shall be located no more than 200 feet from the parking facility.

- g) The TDM and parking study shall be reviewed by the Planning Division prior to the submission of a site plan application.
- h) Upon review and recommendation by the Planning Department, the Planning Board may grant up to 15% reduction in the parking requirement.
- i) Shared parking arrangement among uses is encouraged. A maximum of 20% reduction in the parking requirement is allowed for commercial/retail uses that have a shared parking arrangement.



## Green Roof

- a) A roof-top garden or landscaped roof area may be provided on newly constructed building in the plan area. The green roof area should cover a minimum of 50% of the roof.
- b) A green roof shall consist of four layers: a waterproof membrane, a layer of insulation, a drainage layer, and the growing medium (substrate). Additionally, a protective layer of PVC or other suitable material may be placed beneath the growing medium to protect against roots penetrating the waterproofing layer.
- c) Roof-top garden or landscaped area may be made accessible to the residents of the building.
- d) Where roof decks are provided, a minimum of 50% of the deck area should be landscaped. This area may be made accessible to the general public.
- e) Roof decks may include restaurant seating.
- f) Where building setbacks create terraces, landscaping is encouraged.
- g) Sustainable design practices and LEED certifiable buildings are strongly encouraged.
- h) Other rooftop appurtenances, including but not limited to radio or television antennas, elevator or stair bulkheads, mechanical equipment, alternative energy installations, water tanks and cooling towers, shall be permitted.
- i) Roof appurtenances may not exceed a height of 10 feet above the main roof slab and shall not be affixed to the roof of an elevator or stair bulkhead.





## Signage

- a) All signs shall be in accordance with Section 17:9-53 of the Ordinance.

## 4.4 DESIGN STANDARDS

A vibrant and attractive setting for the TODD West redevelopment area is envisioned. The City recognizes that a number of urban design and improvements are necessary in order to achieve this vision. These improvements include pedestrian and parking upgrades and new residential and commercial developments as a way to attract additional investment, residents and patrons to the area. The key elements of the design standards are listed below:

### Building, Mass and Form

- a) Architectural massing is encouraged.
- b) Shared driveways and shipping and receiving points are encouraged to reduce the number of curb openings to enhance the streetscape and promote traffic safety.





- c) Buildings should include, at the street level, design elements that encourage pedestrian interest such as large display windows, multiple entries, and clear signage. All windows shall comply with Section 17.11-7F of the Code.
- d) Building entries may be recessed into the façade and partially covered, allowing pedestrians to escape inclement weather.
- e) Buildings with expansive blank walls are prohibited. Only blank walls adjacent to through-block sidewalks are permitted; however these must be treated with landscaping, artwork, or other treatment.
- f) Parking lots shall be located to the rear side of any buildings and away from public view.
- g) Parking lot and other services areas shall be appropriately screened with a landscape buffer.



### Architectural standards and façade treatments

- a) Structures should be designed to encourage architectural variety within an overall framework of design continuity.
- b) A 'human scale' of development shall be achieved at grade and along street frontage through the use of building elements such as enhanced entrances, corners, display windows, doors, columns, awnings, canopies, and graphic panels. These are encouraged to provide a visually attractive environment and help alleviate the monotony of pedestrian trips.
- c) Architectural features are to be provided when using a flat roof; these features are to include a parapet wall accented with a cornice and frieze. Capped roof or sloping roof structures are en-





couraged.

- d) Spatial gaps created in the street wall by parking or other non-pedestrian areas should be minimized.
- e) Multi-tenant buildings shall provide varied storefronts. Upper floors may be coordinated with ground floors through common materials and colors.
- f) Design emphasis shall be placed on primary building entrances. They should be vertical in character, particularly when there is the need to provide contrast with a long linear building footprint, and such details as piers, columns, awnings and framing should be utilized to reinforce verticality.
- g) If a parking deck/ structure is constructed, the facade elevations shall receive architectural treatment that complements the principal building.
- h) The building design is to incorporate to the greatest extent

practicable green design techniques and promote energy efficiency through the choice of materials and major systems.

- i) Buildings on corner lots may be required to incorporate an architectural or pedestrian-oriented feature at the corner. Many options are possible including plazas, artwork, turrets, curved corners, etc.

### Services standards

- a) All loading areas should be located in a rear yard and screened from view from public right-of-ways.
- b) Service areas should be screened from public view.
- c) Service areas should be designed to fit within a site and screened from views with walls, fencing, landscaping or other materials that complement adjacent buildings and provide screening during all seasons.



d) Individual loading, service, and utility areas for businesses are discouraged. Shared service areas are highly encouraged. The entire plan should have no more than two loading, service and utility area.

### **Material and Texture**

a) A variety of materials shall be utilized. Masonry, which works well at the base of the building, can vary in size, color, and texture, and enable the provision of a decorative pattern or band. Above 12 feet, it can be substituted with other suitable material. Vinyl is prohibited.

b) The use of fabric or metal canopies is to be encouraged, especially over storefronts, at entrances or over display windows.

# 5.0 PROJECT REVIEW PROCESS AND AMENDMENTS OF THE PLAN

## TODD-WEST

### 5.1 SITE PLAN AND SUBDIVISION APPLICATIONS

In the execution of this redevelopment plan, it should be noted that development and subdivision within the area shall be governed by the requirements set forth under the applicable development regulations of the City of Plainfield. Redevelopment activities shall be in conformance with the adopted redevelopment plan which may be amended from time to time in accordance with law.

Site plan review, as may be required, shall be conducted by the Planning Board of the City of Plainfield, pursuant to the provision of the Municipal Land Use Law N.J.S.A. 40:55D-1 et. seq.

All leases, agreements, deeds, and other instruments from, or between, the Redevelopment Agency, and to, or with a redeveloper, shall comply with the applicable provisions of Title 40, Chapter 37A.

### 5.2 DEVIATIONS

The Zoning Board of Adjustment may review and retain jurisdiction over applications requiring relief for deviations, other than with respect to permitted uses, from this redevelopment plan or other City development ordinances. Accordingly, an

amendment to the redevelopment plan shall not be necessary if the selected redeveloper(s) or property owner desires to deviate from the bulk provisions set forth in this redevelopment plan or the pertinent sections of City's Land Development Ordinance, or from the design standards set forth in this redevelopment plan or other City development ordinances. All requests for such relief shall be made to the Zoning Board accompanied by a complete application for development as otherwise required by City ordinance.

The Local Redevelopment Housing Law contemplates that in reviewing a Redevelopment Plan, the planning board will carry out a function analogous to its normal function in reviewing applications for development under the Municipal Land Use Law. The zoning board also has jurisdiction to carry out the functions it ordinarily would discharge under the MLUL, in particular, the granting of use variances from the overlay requirements of the Redevelopment Plan as well as from the requirements of the underlying zoning ordinance. As such, any use variances would be properly directed to the zoning board.

Any deviation from permitted standards, which would typically result in a "d" variance, shall be addressed as an amendment to the Plan. The Board of Adjustment shall not have authority to allow deviations, which would result in a "d" variance. such relief.



### 5.3 RELIEF FROM OR APPLICABILITY OF OTHER REGULATIONS

All other uses shall be required to comply with the Residential Site Improvement Standards parking regulations. For all other regulations not addressed in this plan Chapter 17 - The Land Use Ordinance of the City of Plainfield shall apply.

# 6.0 IMPLEMENTATION OF THE PLAN

## TODD-WEST

### 6.1 SELECTION OF REDEVELOPERS

This Plan is to be implemented in accordance with the procedures of the Local Redevelopment and Housing Law. Only the redeveloper formally designated by the City Council of the City of Plainfield and/ or its designee can undertake redevelopment activity in the redevelopment zone to which this Plan relates. Redevelopers will be selected based on qualifications including, but not limited to, the following:

- Experience with constructing comparable projects generally;
- Capability to finance the acquisition and construction of proposed improvements;
- Capability to perform given resources committed to other projects;
- Demonstration of ability to observe project schedules; and
- Ability to provide references for verification.

The City may conditionally designate a redeveloper to undertake the redevelopment plan with which to exclusively negotiate the terms and conditions of a redeveloper agreement. The City's conditional designation of a redeveloper, and the conduct of exclusive negotiations, shall last no longer than 6 months. If a redevelopers agreement is not executed by both parties within such a period, the City shall revoke its conditional redeveloper designation and may repeat the process with another redeveloper.

### 6.2 CERTIFICATION OF COMPLETION

A redevelopment project will be certified as being completed by the City upon final inspection and issuance of a certificate of occupancy by the construction official for all buildings and the release of all performance and maintenance bonds for improvements by the City Council. The redevelopment entity will issue a certificate of completion to the redeveloper, which will release the redeveloper from any further obligations under the redeveloper agreement for that project.

### 6.3 STATUTORILY PERMITTED ACTIONS

Upon the adoption of a redevelopment plan pursuant to section 7 of P.L. 1992, c. 79 (C.40A: 12A-7), the municipality or redevelopment entity designated by the governing body may proceed with the clearance, re-planning, development and redevelopment of the area designated in that plan. In order to carry out and effectuate the purposes of this act and the terms of the redevelopment plan, the municipality or designated redevelopment entity may:

- 1) Undertake redevelopment projects, and for this purpose issue bonds in accordance with the provisions of section 29 of P.L. 1992, c. 79 (C.40A:12A-29) and issue bonds.

2) Acquire, by condemnation, any land or building which is necessary for the redevelopment project, pursuant to subsection i. of Section 22 of P.L. 1992, c. 79 (C:40A-12 through 22).

3) Acquire any condemnation, any land or building which is necessary for the redevelopment project, pursuant to the provisions of the “Eminent Domain Act of 1971,” P.L. 1971, c. 361 (C. 20:3-14) Clear any area owned or acquired and install or reconstruct infrastructure

5) Prepare or arrange by contract for the provision of professional services and the preparation of plans by licensed professionals and/ or other consultants for the carrying out of redevelopment projects.

6) Arrange or contract with public agencies or redevelopers.

7) Lease or convey property or improvements without public bidding.

8) Enter upon buildings or property for conduct of investigations or surveys.

9) Provide for relocation assistance

10) Carry out a voluntary rehabilitation program and develop plans for the enforcement of codes and regulations relating to use and occupancy, rehabilitation, demolition, and removal of buildings or improvements.

11) Request the designation of particular areas as areas in need of redevelopment or rehabilitation.

## 6.4 AGREEMENTS WITH (RE-)DEVELOPER

Agreements with redevelopers shall note that only those uses established in the redevelopment plan shall be constructed, and prohibit, without approval of the redevelopment entity, the sale, leasing, or transferring of the redevelopment project, or portion thereof, without written consent. Agreements will also specify that the redeveloper is responsible for the performance of a Phase I Environmental Site Assessment to be conducted the designated district’s need for redevelopment has been fulfilled.in accordance with American Section of the International Association for Testing Materials (ASTM) International Standards. Based upon information obtained from the Phase I study, testing will be performed at the discretion of the City. The redeveloper will bear the cost of needed environmental testing and required remediation, and will provide a guarantee to ensure said work in the form found acceptable to the City and the Union County Improvement Authority.

## 6.5 EQUAL OPPORTUNITY

The land within the project area shall not be restricted on the basis of race, creed, color, or national origin in the sale, use, lease, or occupancy thereof.

## 6.6 PERIOD OF APPLICABILITY

The provisions of this plan, specifying the redevelopment plan for the project area and requirements and restrictions with respect thereto, shall be in effect for a period yet unspecified until such time as the purpose of the plan has been satisfied and the designated district’s need for redevelopment has been substantially alleviated.



## 6.7 RELOCATION ASSISTANCE

The Redevelopment Area governed by this Redevelopment Plan is a Non-Condensation Redevelopment Area, which does not permit the City to is underway. Prior to the undertaking of any voluntary acquisition of property by the designated redeveloper(s), to the extent required by law, a Workable Relocation Assistance Plan shall be submitted to and approved by the Department of Community Affairs in accordance with the requirements of N.J.A.C. 5:11-1.1 etseq. The City will not use its power of eminent domain to acquire property in this redevelopment area and, therefore, will not be responsible for relocation. If applicable, the designated Redeveloper shall, at its sole cost and expense, be responsible for providing Relocation Assistance. The Redeveloper shall comply with the requirements of the Relocation Assistance Act, N.J.S.A. 20:4-1, and the Relocation Assistance Law, N.J.S.A. 52:31B-1 et seq., if applicable. The Workable Relocation Assistance Plan shall also be submitted to be approved by the City of Plainfield and will be included in any related redevelopment agreement.

