

TODN-North Avenue Redevelopment Plan

City of Plainfield, New Jersey

November 3, 2016

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Transit Oriented Development Netherwood - North Avenue Redevelopment Plan

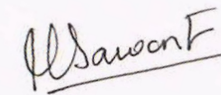
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1.0 INTRODUCTION

TODN-NORTH AVE



Figure 2: Historic Netherwood train station, Plainfield



Figure 1: Aerial Overview of the Study Area

The study area is comprised of 15 parcels, which together, cover an area of approximately 26 acres. The study area is bound by North Avenue to the northwest, Berckman Street to the southwest, and Leland Avenue to the northeast.

The historic train station of Netherwood lies within the study area. Netherwood is a New Jersey Transit railroad station on the Raritan Valley Line, in Plainfield, Union County, New Jersey. The station was built in 1877 and in 1892, the station house was destroyed in a fire. It was later rebuilt in 1894 and renovated in 1998. In 1984 the train station was placed on the New Jersey State and National Register of Historic Places list. The station was designed in the Richardsonian Romanesques-Queen Anne style. The 1998 Land Use Element indicated that the study area was

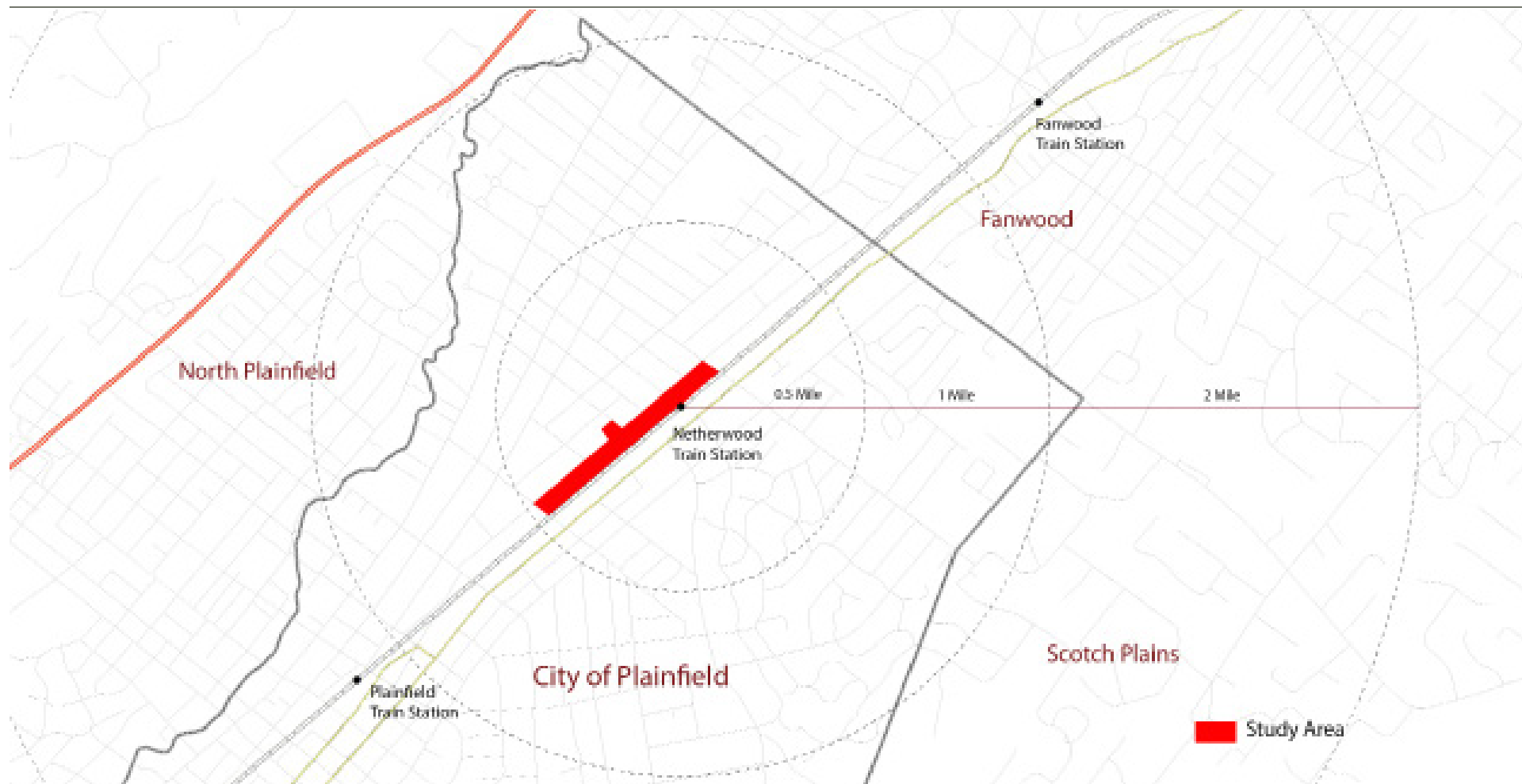


Figure 3: Study Area Context Map

primarily industrial land. The area was described as “strips of land adjacent to railroad tracks that were designated for industrial use. At that time this industrial corridor was located in a flood plain and was subjected to frequent flooding and property damage. Subsequently, the City invested \$3,000,000 in flood mitigation, drainage, roadway and pedestrian infrastructure. Based on Plainfield’s Public Library’s records and blueprints it was found

that between 1800’s to the present era; the current study area was occupied by industrial or commercial use (i.e. storage, factories, garage, etc.). The land use has remained unaltered. The past businesses include, the Elizabethtown Water Company, U.S. Express, Polskin Brothers Manufacturing, Polskin Sportswear Company and Plainfield Welders & Fabricators; just to name a few.

2.0 DISTRICT OVERVIEW

TODN-NORTH AVE



2.1 PLANNING AREA BOUNDARY

The designated area is located in the eastern portion of the City and occupies approximately 25.6 acres of land. The area is bound by North Avenue to the northwest, Berckman Street to the southwest, Leland Avenue to the northeast and NJ Transit Raritan Valley Line to the southeast.

Figure 4: North Ave Plan Area Boundary



Figure 5: North Ave Existing Zoning Map

2.2 EXISTING ZONING

The designated redevelopment area contains 15 properties, of which 7 contain industrial uses and 3 properties contain commercial uses. Additionally, two properties are vacant, 1 prop-

erty contains a railroad facility and 2 properties are exempt. This study area exists within three sub-districts within the Transit Oriented Development Netherwood (TODN) zones. The parcels are illustrated in the maps above.

Trainside Commercial Zone (TSC)

Block 402, Lot 1-5, 7 and Block 344; Lot 1-7 exists with the TSC sub-district. This zone is intended to be primarily commercial and mixed use area for the TODN. The zone stretches the entire length of the railroad on both sides of the Train Station; Pedestrian traffic will be strongest in this zone. Permitted uses in this zone are mixed-use structure, apartments, child-care center, retail sales, personal service establishment, office, art studio, art gallery, museum, restaurants, taverns, nightclubs, bank (with drive-through facility), bank (excluding drive-through facility), health and fitness club, theater, hotel, banquet hall, parking lot, parking structure, laundromat, funeral home, wireless communication facility, fraternal organization, open space, and electric vehicle charging station.

Any uses other than those uses mentioned are not permitted. The ordinance permits a minimum lot area of 20,000 square feet. The minimum lot width and minimum frontage is 100 feet. The permitted front and side yard setbacks is 5 feet, combined side yard setbacks are 10 feet and the rear yard setbacks is 75 feet. The maximum floor area ratio is 1.5. The maximum permitted building coverage is 40% and the maximum total lot coverage is 90%. All buildings should be built to a minimum of 3 stories and maximum of 4 stories. The maximum buildings height is 56 feet.

Train Station Area Zone (TSA)

Block 402, Lot 6 exists within the TSA sub-district. This zone encompasses the train station proper, and the North and South Avenue train station parking lots only. Permitted uses in this zone include retail sales, personal service establishment, office, restaurant, museums, parking lots and structures, open space and electric vehicle charging station. Any uses other than those uses mentioned above are not permitted.

The ordinance permits a minimum lot area of 43,560 square feet. The minimum lot width and frontage is 200 feet. The minimum lot depth and front yard setback is 150 feet. The side yard setback is 5 feet and the combined setback is 10 feet. A one story minimum and story maximum is permitted. The maximum allowable height is 25 feet.

Trainside Residential Zone (TSR)

Block 341, Lot 2 exists within the TSR sub-district. This zone is intended to provide a mixed-use district similar to Trainside Commercial Zone but at a lower scale, density, and use intensity. It should also serve as a main provider for TODN style residential units. Permitted uses in this zone includes mixed-use structure, apartments, townhouses, child-cares center, retail sales, personal service establishment, office, bank (excluding drive-through facility), funeral home, house of worship, and open space. Any uses other than those mentioned above are not permitted.

The ordinance permits a minimum lot area of 10,000 square feet. The minimum lot width, lot frontage, and lot depth is 100 feet. The front yard and side yard setback is 5 feet and combined side yard setbacks are 10 feet. The rear yard setback is 45 feet. The maximum floor area ratio is 1.05. The maximum permitted building coverage is 40% and maximum total lot coverage is 80%. All buildings should be built to a minimum of 2 stories or a maximum of 3 stories. The maximum building height is 42 feet.

2.3 DISTRICT ISSUES

The existing station area is faced with a number of issues and challenges that the Redevelopment Plan intends to address. These challenges have been identified by the City's planning department, economic development department, supporting consultants, developers, local businesses and residents. In its quest to better understand the existing conditions, the City initiated an area investigation which helped identify the core of critical issues to be mitigated by this plan. Issues plaguing the area are listed below:



- **Contaminated Sites:**

The majority of the properties within the designated redevelopment area (11 out of the 15 properties) are brownfield sites, and hence, are contaminated.



- **Stagnant commercial and retail growth:**

Although the designated redevelopment area lies within the TODN, the area does not offer a variety of housing options and mixed-use developments.



- **Vacant and abandoned properties:**

The properties within the area are underutilized and contain two vacant sites.



- **Amenities:**

In spite of all sites being within walking distance of the train station, they are either devoid of sidewalks or are poorly maintained.



- **Open Space:**

The area lacks open space, is devoid of any streetscape and contains very limited street trees.

3.0 THE REDEVELOPMENT PLAN

TODN-NORTH AVE

3.1 PURPOSE

The TODN North Avenue Redevelopment Plan serves as a guide for future development and redevelopment within the target area. It sets forth a framework for design standards and statutory guidelines that will enhance and improve this area. 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.

The primary goal of the plan is to create a transit-oriented development hub that serves 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 adheres to the general TOD framework evidenced in NJ TRANSIT's Transit-Friendly Land Use publication.

3.2 GOALS AND OBJECTIVE

The area presents a unique opportunity to attract new development that will catalyze activity around the existing station area and economic development that will benefit residents of the adjacent areas and throughout Plainfield. The TODN North Avenue Redevelopment Plan therefore intends to satisfy the following policy goals and objectives for development in these Districts:



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

- Leverage the city's assets to optimize transit-oriented development and increase pedestrian activity and circulation within and into the area.
- Enhance the Station's role as a hub of activity and a vibrant center for the entire area and adjacent neighborhoods.
- Increase the Netherwood district's residential population by providing a variety of housing types.
- Increase housing stock and options for various income groups including, affordable housing and market rate housing suitable.
- Improve existing neighborhood identity in the two districts while creating new places and neighborhood anchors.

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.

3

Increase Sustainability

- Better leverage of transit as sets by promoting transit use and planning around transit.
- Promote high densities around transit and other appropriate areas.
- Minimize vehicular miles traveled in the proposed districts to 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 roofs.
- Encourage use and reuse of energy efficient materials.

4

Manage Parking and Traffic

- Maximize opportunities for shared and mixed-use facilities.
- Minimize traffic impacts to residential neighborhoods.

3.3 COMPATIBILITY WITH STATE AND LOCAL PLANS

This Plan is consistent with the goals and policies of the SDRP because redevelopment activity is being promoted in a Metropolitan Planning Area (PA1) which is also considered to be a growth area under the State Plan. Further, it is with the SDRP consistent through its emphasis on promoting economic development by encouraging infill development and opportunity for public/private partnership. The Plan is also in general compliance with the Master Plan of Union County.

City's Master Plan

The 2009 Land Use Plan Element of the Master Plan sets forth the goals and objectives for land uses within the City of Plainfield. The Master Plan contains a variety of goals and objectives to guide future development in the City. Specific to the context of the redevelopment area, certain goals and objectives are as follows:

Master Plan 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.

Master Plan Objective 20:

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

Transit Oriented Development Netherwood Zone (TODN).

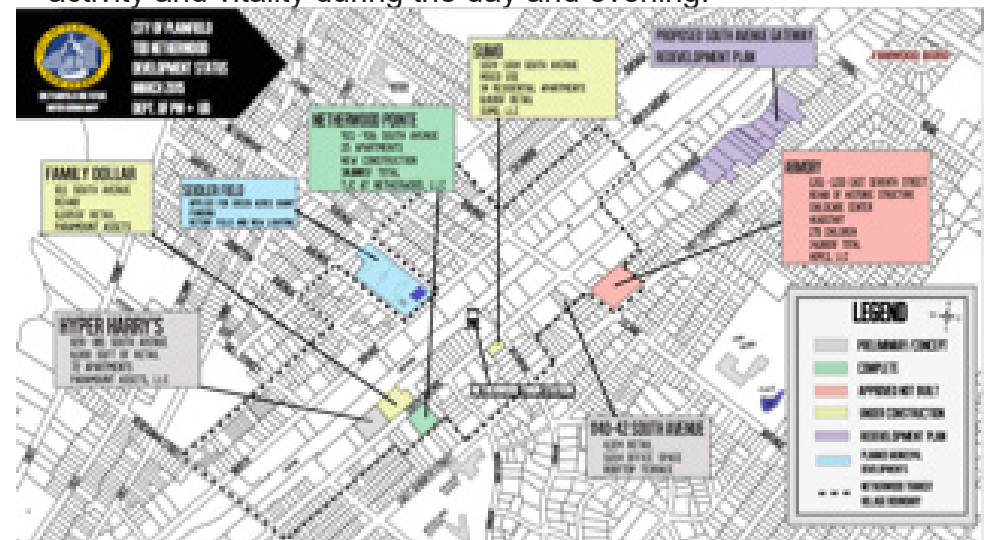
In 2012, the Plainfield City Council adopted an ordinance to adopt Chapter 17 of the land use ordinance and the City Zoning Map to illustrate the Transit Oriented Development Netherwood Zone. Section 17:9-18A identified the purpose of the zone and its importance to the Netherwood Train Station. Specific goals related to the context of this Redevelopment Plan are as follows:

Goal 1:

To increase the use of the Netherwood Train Station by providing for a concentration of mixed 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.

Goal 2:

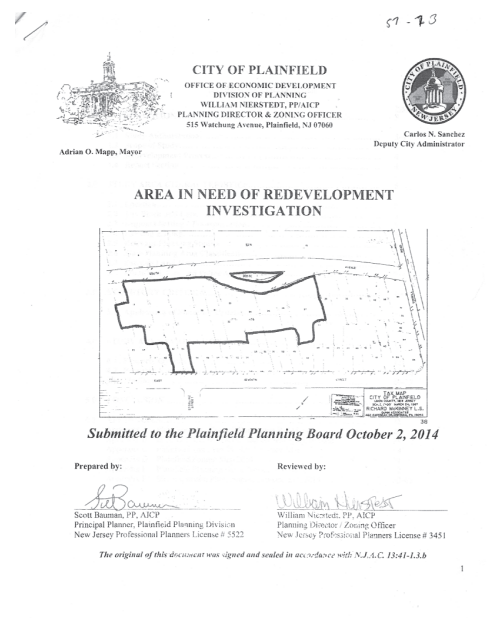
To revitalize the Netherwood train station area by providing for land uses that generate train ridership and enhance economic activity and vitality during the day and evening.



South Avenue Gateway Development Plan

In 2014, The City of Plainfield developed the South Avenue Gateway Redevelopment Plan. The Plan establishes new residential anchors which would provide access to new and existing retail shopping, restaurants and open spaces, in addition to promoting walk-ability to Plainfield's Netherwood Station and the Fanwood Borough Station. Though the Redevelopment Area is not located in the TODN Area, it supports the planning rationale instilled by the designation. Additionally, the current Study Area is located in close proximity to the South Avenue Gateway Redevelopment Area; therefore, the designation of the subject area would help to spur development in both areas.

Parenthetically, the recently adopted general reexamination of the master plan specifically mentions that consideration should be given to the preparation of a redevelopment plan for the area, the subject of this report, as the area has been declared in need of redevelopment.



3.4 STATUTORY BASIS FOR THE REDEVELOPMENT PLAN

This Plan (the “Plan”) is prepared on the basis that the City Council designated the North Avenue area as “An Area in Need of Redevelopment” pursuant to the New Jersey Local Housing and Redevelopment Law (LRHL) on August 15, 2016, Resolution number R-294-16. This determination was based on a finding that the entire area lies fully within the Urban Enterprise Zone, 11 out of the 15 properties in the area are brownfield sites and few sites are vacant.

The purpose of this Plan is to establish a redevelopment plan to guide future development and redevelopment within the Plan Area as well as set forth a framework for design standards and guidelines that will invigorate this area. The regulatory and design standards in this plan shall supersede applicable provisions of the city’s current Land Use Procedures Ordinance, 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.

4.0 PROPOSED LAND USE PLAN

■ NETHERWOOD-NORTH AVE



Figure 9: Proposed Land Use Plan

4.1 LAND USE PLAN

This section describes the proposed land use plan and provides a framework to implement the City's vision for the station area. The subsequent zoning regulations lay the foundation and provide guidelines for any development that occurs in the area. The Plan Area is located in the Transit Oriented Development Netherwood Zones (TODN) which is further categorized into seven sub-districts. The North Avenue Redevelopment Plan area lies within three (3) of these sub-districts: Train Station Area Zone (TSA), Trainside Commercial Zone (TSC) and Trainside Residential Zone (TSR). The text below summarizes land use patterns within these three (3) zones.

Train Station Area (TSA)

The Train Station Area (TSA) sub-district contains a single property, Block 402, Lot 6. This zone encompasses the trains station and the North and South Avenue parking lots. The City envisions this zone to be a hub of various activities and a vibrant center for the entire area. The zone is designed to allow retail and office use and service that cater to the daily needs of the commuters. The area will be served by a network of walkways that stem from all directions and converge into plazas or open spaces that serve as a focal point for commuters traversing through the station areas. Additionally, this zone will provide for commuter parking.

Trainside Commercial Zone (TSC)

The Trainside Commercial Zone contains 13 properties and stretches along the entire length of the railroad on either sides of the Train Station. The zone includes features of a traditional mixed-use downtown. This district includes ground floor retail/commercial use with apartments on upper floors. Significant portions of the ground floor are covered by non-residential uses. Buildings are located close to the sidewalk of the street right-of-way (0 to 5 ft.) and side yard setbacks are not required. Since the area is envisioned to be busy with pedestrian activities, the required sidewalks will be wide and will include continual street tree planting. This district contains the tightest spatial enclosure of buildings and the highest combination of residential and non-residential intensity in the City while providing the necessary parking and open space. The zone also allows for relaxed parking requirements to encourage shared parking between different uses. To support the objective of providing a variety of housing types, the housing strategy defines two distinct housing density areas within the TSC Zone: High-density mixed-use area that contains properties within 400 feet of the TSA Zone and Moderate-density mixed-use area that contains all other properties within the TSC Zone. The map on the next page shows the density variation in the district.

Trainside Residential Zone (TSR)

The Trainside Residential Zone (TSR) contains a single lot, Block 341, Lot 2. This zone is intended to provide a variety of housing types but, at a lower scale, density, and intensity. The City envisions this zone to be the main provider for TODN style residential units. The housing types include, townhouses, stacked town homes, two-family homes and apartments.

Density Map



4.2 Hardship Exception

All properties in the North Avenue 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 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.

TRAINSIDE COMMERCIAL ZONE (TSC)

It is the intent of this Plan to encourage the redevelopment of the study area with residential, retail, restaurant, and public space uses that enhance the vitality of North Avenue; 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"> • Mixed Use Structures • Studio, one and two-bedroom apartments over commercial uses • Child care facility • Commercial uses (first floor only) • Restaurants, outdoor dining, and other culinary establishments • Personal Service Establishment • Office • Art Studio • Art Gallery • Museum • Nightclub 	<ul style="list-style-type: none"> • Bank, without drive thru facility • Health and fitness club • Theater • Hotel • Banquet hall • Parking structure • Laundromat • Wireless communication facility • Fraternal organization • Electric vehicle charging station
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Accessory Uses:

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

Bulk Standards

Regulation	Required
Train-Side Commercial Zone (TSC)	
Minimum Lot Area	20,000 square feet
Setbacks	
Minimum front yard setback	0'
Maximum front yard setback	5'
Minimum side yard setback	5'
Minimum combined side yard setback	20'
Minimum rear yard setback from property line	10'
Requirements for properties within 400 feet of the TSA Zone	
Maximum building coverage	90%
Maximum impervious coverage	90%
Density	90 units/acre
Floor area ratio(FAR)	3.85
Maximum building height	65'
Maximum number of stories	6
Stories within the first 20 feet from property line	4
Requirements for all other properties in the TSC Zone	
Maximum building coverage	75%
Maximum impervious coverage	90%
Density	70 units/acre
Floor area ratio(FAR)	3.3
Maximum building height	65'
Maximum number of stories	6
Number of stories within the first 20 feet of the property line	4
Other requirements	
Minimum commercial space not including amenities (Ground floor)	40% of the building coverage
Minimum first floor height	12'
Minimum restaurant use	15% of the commercial
Minimum open space required	5%

Additional Standards:

a) All parking areas shall be located in the rear and/or side yard of the property.

b) First floor parking areas shall be appropriately screened with a faux wall. The faux wall shall comprise of architectural features and façade materials that are compatible with the ground floor commercial uses.

c) No residential uses shall be permitted on the ground floor.

d) There shall be no more than 300 feet of a continuous building façade on a single property.

e) Studio, one-bedroom and two-bedroom units shall not be more than 500 square feet, 750 square feet and 1,000 square feet, respectively.

f) No more than twenty (20) percent of the total residential use shall be studio apartments.

g) One and two-bedroom units shall provide a parking ratio of 1 space for every unit (i.e. 1:1 parking ratio).

h) Parking ratios for all other uses shall be in accordance with the Section 17:9-42 of the City's Ordinance.

i) A roof-top garden or landscaped roof area shall be provided on every newly constructed building in the zone. The green roof area shall be in excess of the required 5% open space.

j) Where building setbacks create terraces, landscaping is encouraged.

k) Sustainable design practices and LEED certifiable buildings are strongly encouraged.

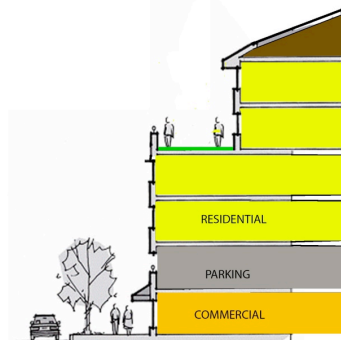
l) When designing plazas and public spaces the usage of permeable surfaces and materials are strongly encouraged.

m) 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.

n) All signs shall be in accordance with Section 17:9-51 of the Ordinance.

o) Required parking for restaurant use shall be provided even if no such use is proposed at the time of filing a site plan application.

p) Every private property shall have a minimum of 64 square feet of area reserved for outdoor dining. Any additional outdoor dining space is encouraged on public property.



TRAINSIDE RESIDENTIAL ZONE (TSR)**Permitted uses:**

- Stacked townhomes
- Two to four-family homes

- Child care facility

Accessory uses:

Health club, gym and other such recreational facilities associated

with the residential uses.

Regulation	Required
Train-Side Residential Zone (TSR)	
Minimum Lot Area	10,000 square feet
Setbacks	
Minimum front yard setback	5'
Maximum front yard setback	8'
Side yard setback combined	15'
Minimum rear yard setback from property line	25'
Density	
Maximum floor area ratio	2
Maximum density	54 units/acre
Coverage	
Maximum building coverage	45%
Maximum impervious coverage	90%
Open Space/Civic Space	
Minimum open space required	10%
Building Height	
Maximum building height within the first 55' of North Avenue	45' / 4 stories
Maximum building height beyond the first 55' of North Avenue	35' / 3 stories

Bulk Standards

Additional requirements

- a) All parking areas shall be located in the rear and/or side yard of the property.
- b) Beyond 3 stories, the building shall be set backed at least 25 feet from the driveway aisle and/or the rear building line.
- c) Only studio, one and two-bedroom units shall be permitted.
- d) One and two-bedroom units shall provide a parking ratio of 1 space for every unit. Residential Site Improvement Standards Parking allotments shall apply for three-bedroom units.
- e) Parking ratios for all other uses shall be in accordance with the Section 17:9-42 of the City's Ordinance.
- f) Sustainable design practices are strongly encouraged.
- g) There shall be a minimum of 150 feet between two combined access driveways along North Avenue. Multiple curb-cuts along North Avenue are prohibited.



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TRAINSIDE STATION AREA ZONE (TSA)

Permitted uses:

- Mixed-use structures
- Commercial/Retail
- Personal service establishment
- Office
- Museum
- Restaurant

Accessory Uses:

- Parking lots
- Parking Structures
- Electric vehicle charging station
- Plaza

Any uses customarily incidental to the

Regulation	Required
Train Station Area Zone (TSA)	
Minimum Lot Area	43,560 square feet
Setbacks	
Minimum front yard setback	8'
Maximum front yard setback	20'
Side yard setback each	5'
Minimum rear yard setback from property line	0'
Coverage	
Maximum building coverage	60%
Maximum impervious coverage	90%
Density and Height requirements	
Floor area ratio(FAR)	2.4
Maximum building height	45'
Maximum number of stories	4
Other requirements	
Minimum open space/plaza required	10%

principal use.

Bulk Standards:

Additional Standards:

a) Sustainable design practices and LEED certifiable buildings are strongly encouraged.

a) When designing plazas and public spaces the usage of permeable surfaces and materials is strongly encouraged.

b) Parking ratios for all other uses shall be in accordance with the Section 17:9-42 of the City's Ordinance.

c) All signs shall be in accordance with Section 17:9-51 of the Ordinance.

4.4 DESIGN STANDARDS



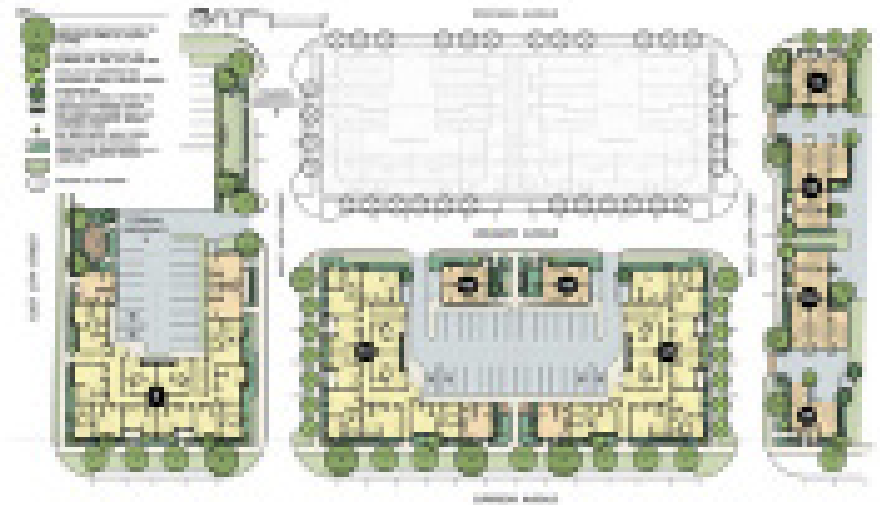
Plainfield envisions a vibrant and attractive setting for Netherwood Station. The City recognizes that a number of urban design and improvements are necessary in order to achieve this vision. These improvements include pedestrian and parking upgrades to new residential and commercial developments; all aiming at increasing the desirability of the Station Area as a place of residence and commerce. The key elements on which the design standards are listed below:

Building, Mass and form

a) Architectural massing is encouraged.

b) Primary entrances shall be conveniently oriented to public streets or plazas to allow safe, convenient access to and from transit facilities and/or services.

c) Buildings should be placed to minimize the number of driveways along main streets and primary pedestrian routes. Shared driveways and shipping and receiving points are encouraged to reduce the number of curb openings to enhance the streetscape



and promote traffic safety.

d) Buildings should include, at the street level, design elements that encourage pedestrian interest such as large display windows, multiple entries, and clear signage.

e) Building entries may be recessed into the façade and partially covered, allowing pedestrians to escape inclement weather.

f) 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.

g) Parking for the town house or stacked home developments shall be located to the rear side of the buildings to avoid multiple curb-cuts and to allow continuous pedestrians walkways.

h) Parking lots shall be located to the rear side of any buildings and away from public view.

i) 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) Building facades of two-family homes, duplexes and stacked townhomes shall include architectural features such as dormers, bay windows, balconies, etc. Such features may be permitted to project over pedestrian sidewalks, with a minimum clearance of 8.5 feet, to within four feet of a curb.



d) 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 encouraged.

e) Spatial gaps created in the streetwall by parking or other non-pedestrian areas should be minimized.

f) Multi-tenant buildings shall provide varied storefronts. Upper floors may be coordinated with ground floors through common materials and colors.

g) 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, and framing should be utilized to reinforce verticality. This is especially important when designing site layouts on long and shallow lots along North Avenue.

h) Side and rear yard elevations should receive architectural treatments comparable to the front facades when public access

or public parking is provided next to the buildings.

i) If a parking deck/ structure is constructed, the facade elevations shall receive architectural treatment that complements the principal building.

j) 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.

k) 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 rights-of-ways.

b) Service areas and storage yards 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 in all seasons.

d) Individual loading, service, and utility areas for businesses are discouraged. Shared service areas should be considered for ease of maintenance and improved aesthetics as well as the potential to create new site area for landscaping and/or parking spaces.

Material and Texture



a) A variety of materials may be appropriate and 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.

b) The use of fabric or metal canopies is to be encouraged, es-

5.0 PROPOSED CIRCULATION ELEMENT

NORTH AVE

pecially over storefronts, at entrances or over display windows.

5.1 ISSUES

Based on the City Engineering Division's inspection conducted on April 27, 2016, the following conditions were reported:

- The City Tax Maps show the right of way of North Avenue as 66 feet wide. The cartway width is about 40 feet, leaving 13 feet of right of way behind the curb on each side of the roadway.
- Utility poles and overhead wires occupy the entire length along the south side of North Avenue.
- Sidewalk is not present about 100 feet east of Berckman to Hill Street. The right of way area behind the curb is flat. However, there is a portion of the right of way that is sloped and would require significant regrading in order to install a sidewalk.
- Concrete sidewalk exists west of Hill Street; however, it is deteriorating for several hundred feet. Sidewalk beyond the center portion of the Study Area is concrete and generally in good condition down to Leland Avenue.
- There are no street trees along most of the south side of North Avenue. There is a short length of roadway in the center portion with small street trees that appear to have been recently planted.

5.2 PLAN

This plan aims at addressing some of the concerns raised in the above segments. The City's 2009 Master Plan Re-examination report reaffirms the City's policy of encouraging bicycle use by improving the feasibility and attractiveness of bicycling. The City envisions achieving this by increasing the number of bicycling facilities provided, improving connectivity of bike lanes, and ensuring that bicycle lanes are safe, perceived as safe, and aesthetically pleasing. Plainfield recently created a Streetscape Design Manual. These standards will serve as a guideline for the City Council, the Planning Board, Zoning Board of Adjustment, Historic Preservation Commission, and developers when planning improvements within the public right-of-way and designing walkways within the City's commercial districts (including mixed use residential districts). These standards will advance consistent and comprehensive installation of all public ROW improvements, from sidewalks to benches and litter receptacles, to street light poles. The adoption and use of these standards will give developers the information that they need to determine anticipated costs and advance a project. Street improvements and walkways proposed

in the North Avenue Redevelopment area shall be consistent with the design standards laid out in the Streetscape Design Manual.

Walkways

There shall be a 10-foot wide bike path and pedestrian walkway along the rear of the properties adjacent to the railroad right-of-way. The purpose is to provide greater accessibility and direct connectivity to the train station. Each applicant shall submit detailed drawings for the walkway to the Land Use Board and



City Engineer for approval in order to assure continuity of the walkway.

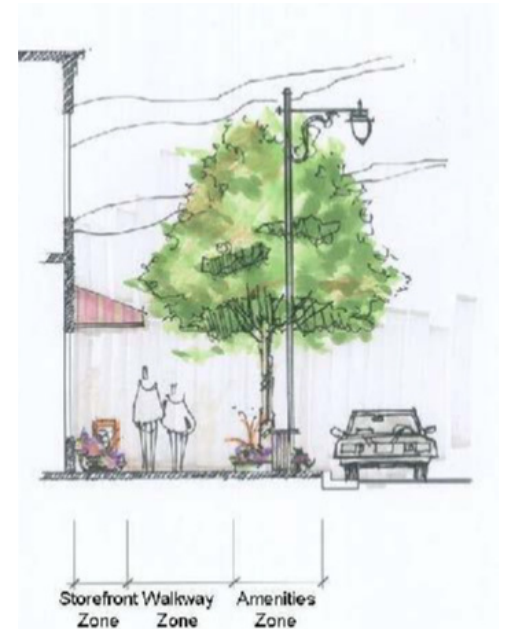
The walkway shall be constructed of a 12" x 24" alternating joint patterned concrete, with expansion joints every 8 feet, including the use of 4" x 8" pre-cast red concrete brick pavers in a running bond pattern, as a soldier course around the perimeter of the walkway, surrounding tree grates and provided perpendicular

to fence post locations along the walkway. For further details refer to the City's Streetscape Design Manual.

Sidewalks

The sidewalk comprises of a 4-foot wide amenities zone, 4-foot wide walkway zone and 5-foot wide storefront zone.

Storefront Zone. The 5-foot wide storefront zone forms the outer edge of the public ROW and typically is defined by a building façade, landscaping, fence, wall, plaza, or park. The design of this zone should be responsive to and support the adjoining use, which, depending on context, may



for retail displays and window shopping, or a furnished zone for outdoor dining.

Walkway zone. The 4-foot wide walkway zone is the middle

section of the sidewalk. Its primary function is to accommodate the efficient movement of pedestrians. As such, it needs to provide an unobstructed, linear sidewalk space that is free of any street furniture or public amenities.

Amenity Zone. The 4-foot wide amenity zone is the section of sidewalk that adjoins the street and buffers pedestrians from the adjacent roadway. This zone is the appropriate location for the majority of the public facilities and streetscape amenities that enhance and serve the pedestrian zone, including features such as street trees, landscaping, street lights, transit stops, parking meters, fire hydrants, benches, news racks, and other street furniture and amenities.

Landscape buffer

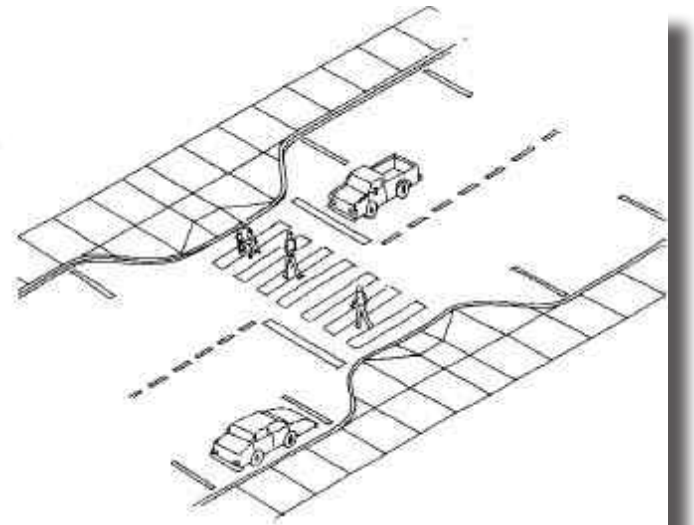
- a) Included within the Amenity Zone, there shall be a continuous landscaped buffer of 4 feet between the parking lane and the side walk, except where parking meters, street lights, pedestrian connection between parking lane and the Walkway Zone and transit stops are required.
- b) Street trees should be planted in accordance to the City's Streetscape Design Manual and the City's shade tree ordinance _____.

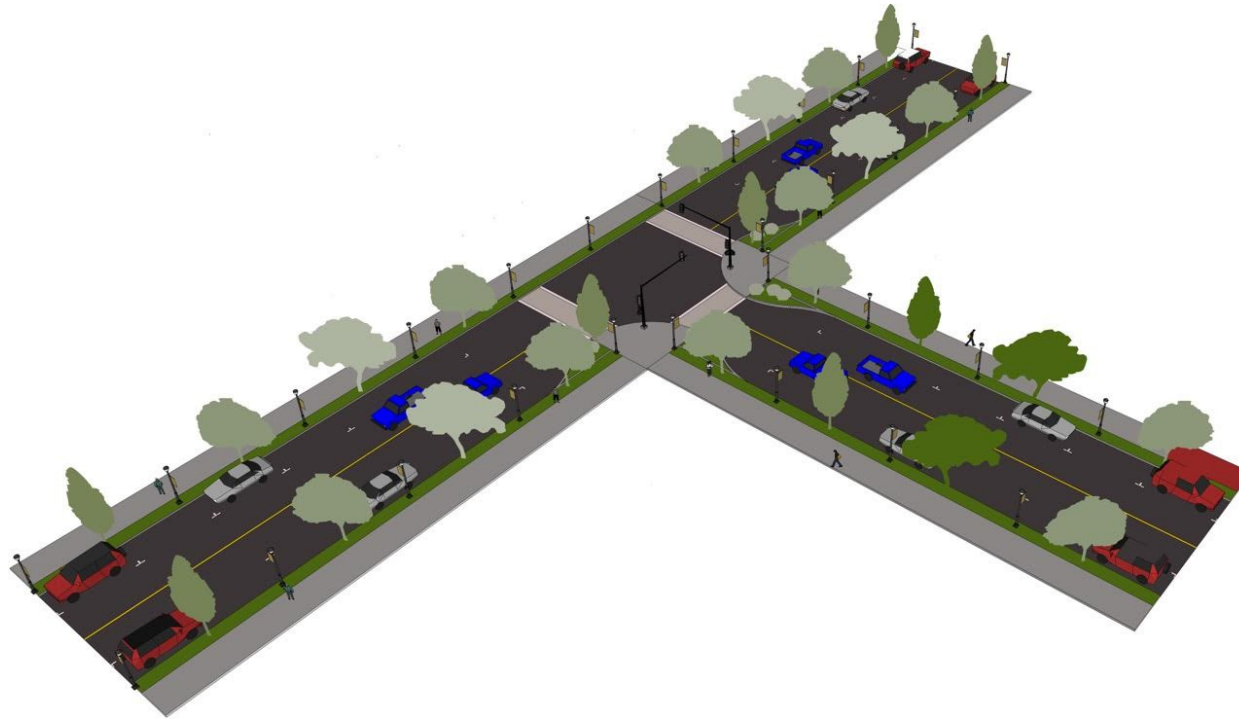
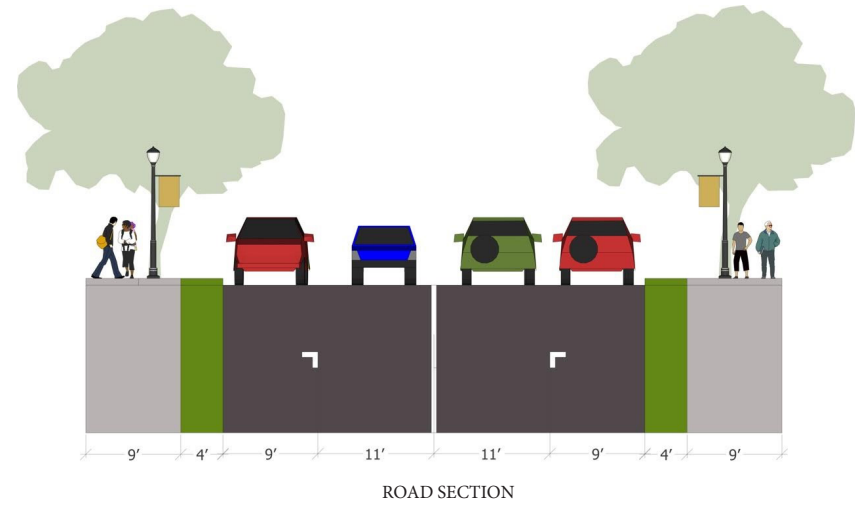
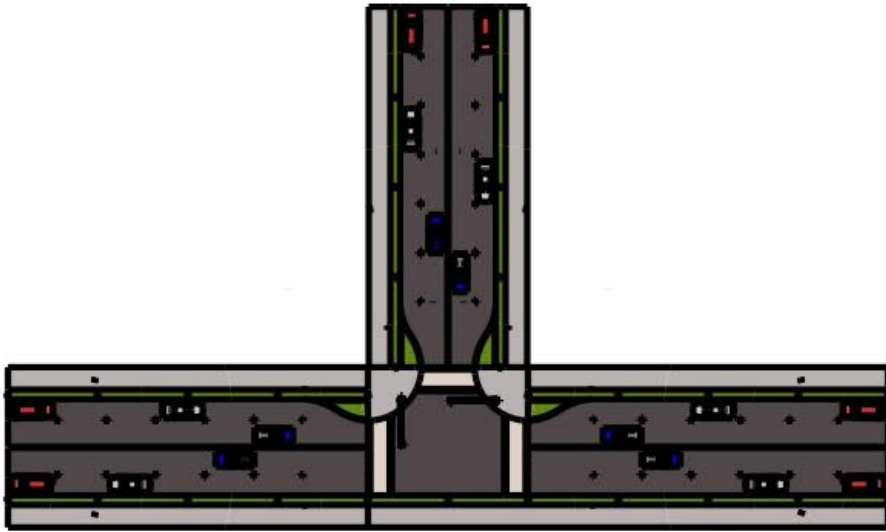
Standards for Pedestrian Connectivity

- a) Locate walkways in a manner which provides unimpeded access to commercial buildings, residences, retail uses from transit stations or streets.
- b) Continuous sidewalks of required width (as discussed in previous sections) should be provided along all street frontages.
- c) Sidewalks connecting the transit facility to key destinations should be direct, visually unobstructed, pleasing, and provide a

safe experience for pedestrians.

- d) Bicycle networks within the walkway should run throughout the area and link directly to the transit facility with clear signage delineating the way.





6.0 PROJECT REVIEW PROCESS AND AMENDMENTS OF THE PLAN

NORTH AVE

6.1 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.

6.2 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 Zoning Board of Adjustments may grant deviations from the regulations contained within this redevelopment plan, where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, or by reason of an extraordinary and exceptional situation uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this redevelopment plan, would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Board may also grant such relief in an application relating to a specific piece of property where the purposes of this redevelopment plan would be advanced by a deviation from the strict requirements of this plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be

granted without substantial detriment to the public good and will not substantially impair the intent and purpose of this redevelopment plan. Notice, pursuant to NJSA 40:55D-12.a. and b., shall be given by an applicant seeking such relief.

6.3 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.

7.0 IMPLEMENTATION OF THE PLAN

NORTH AVE

e) Eliminate security fences, gates and barriers between different uses.

7.1 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 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 redeveloper agreement is not executed by both parties within such a period, the City shall revoke its conditional redeveloper designa-

tion and may repeat the process with another redeveloper.

7.2 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.

7.3 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, replanning, 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 nec-

essary for the redevelopment project, pursuant to subsection i. of section 22 of P.L. 1992, c. 79 (C:40A-12-22).

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. 20:3-1 et. seq.).

4) 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.

7.4 AGREEMENTS WITH (RE-)DEVELOPER

Agreements with developers 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 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.

7.5 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.

7.6 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.

