

TODN NORTH AVENUE REDEVELOPMENT PLAN AMENDMENT

Prepared for:
City of Plainfield

Prepared by:



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September 19, 2019

**Transit Oriented Development Netherwood (TODN)
North Avenue Redevelopment Plan Amendment**

City of Plainfield, New Jersey
Approved: November 3, 2019
Amended: February 21, 2019
Amended: September 19, 2019

Prepared for:



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TODN-North Avenue Redevelopment Plan Amendment

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Plan Consistency Review

Introduction

The Transit-Oriented Development Netherwood – North Avenue Redevelopment Plan, known as the TODN-North Avenue Redevelopment Plan, (the “Plan”) regulates the North Avenue Redevelopment Area (the “Area”) of the City of Plainfield, Union County, New Jersey. The Plan is dated November 3, 2016, revised February 21, 2019, and includes 15 parcels covering approximately 25.6 acres. The Area is bounded by North Avenue to the northwest, Berckman Street to the southwest, Leland Avenue to the northeast and the NJ Transit Raritan Valley Line right-of-way to the southeast. The 15 parcels included in the Area are identified as the following Tax Blocks and Lots:

- Block: 402, Lots: 1-7
- Block: 344, Lots: 1-7
- Block: 341, Lot: 2

Purpose of Amendment

New mixed-use and residential property development must meet New Jersey Department of Environmental Protection (NJDEP) flood elevation requirements resulting in retail and commercial above the street level. Therefore, this Plan Amendment allows a level of flexibility that permits ground floor residential use. Permitting residential uses on the ground floor caters to the growing interest of existing and future residents who prefer to live in close proximity to the Netherwood Train Station. This complements the City’s Vision to provide a mixture of housing options in and around established neighborhoods. Additionally, the inclusion of civic and community space serves as an attractive amenity to area residents and the patrons of Seidler Field. Permitting residential uses on the ground floor along North Avenue may discourage repetitive commercial uses on the South Avenue corridor and avoid an abundance of commercial vacancies due to an oversaturated market.

There is also supplemental evidence indicating a need for housing in the immediate neighborhood. A brief analysis was conducted on August 12, 2019 to determine if residential demand exists within this neighborhood; specifically, the area bounded by Leland Avenue to the north, E 3rd Street to the west, Berckman Street to the south, and North Avenue to the east. According to Zillow, from January through August 2019, 24 residential properties were sold and 9 homes were listed. The significant number of residential properties sold and listed for sale during the first eight months of 2019 indicates that there is a high demand for housing. Therefore, increasing the residential supply is warranted along the North Avenue corridor.

This amendment also intends to maintain industrial uses along the North Avenue corridor in an effort to respond to existing and potential market demand in the City.

The following is the purpose stated in the initial Plan.

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 Land Use Ordinance and Zoning Ordinance.

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. (Section 3.1, Purpose)

The inclusion of residential, industrial, institutional as well as shared space can establish a critical mass of residents who could utilize the train station and other future amenities in the Area. Expanding the list of permitted uses can be a catalyst for transit-oriented redevelopment without creating a negative impact on the South Avenue commercial corridor. To that end, this Plan Amendment is consistent with the initial purpose of the Plan.

Additionally, the Plan Amendment is consistent with the following policies and objectives from the City's 2009 Master Plan Re-examination report:

- *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 area in accordance with the Land Use Ordinance (Policy 2.3: Residential Density).*
- *Development and redevelopment should be responsive to the needs of the Plainfield community by ameliorating condition 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 (Objective 2).*
- *The City should provide a diverse and strong economy with opportunities for employment over a range of occupational classifications (Objective 5).*

Amendment to the Redevelopment Plan

The Plan is modified only to the extent set forth herein. All other provisions in the Plan remain unchanged, valid and applicable. In the event of a specific conflict between this Plan Amendment and the Plan, the provisions of this Plan Amendment shall govern.

Permitted Uses

The following land uses shall be added to the list of permitted uses for the Trainside Commercial District (TSC):

- Residential use on the ground floor
- Live/work space
- Shared work space or co-working space
- Civic space or meeting center

The following land uses shall be added to the list of permitted uses for the Trainside Residential (TSR) Zone, the following land uses shall be added to the list of permitted uses:

- Light industrial

NOTE: All existing bulk regulations in the Plan shall apply. For any additional standards not set in this Plan, the Light Industrial District in the City Zoning Ordinance shall be referenced (Section 17:9-17).

Light industrial shall be defined as *“operations and facilities related to warehousing, distribution, research and development but shall not include activity involving heavy industry such as manufacturing, assemblage and automobile-related uses.”*

Bulk, Design and Additional Standards

At page 18, the Bulk Standards chart is amended as follows:

Requirements for all other properties in the TSC District – Density shall be 75 units/acre.

“Minimum commercial space not including amenities (Ground Floor) 15% of the building coverage” is deleted.

At page 19, Additional Standards is amended as follows:

- a) All parking areas shall be located in the rear yard or side yard of the property or on the ground floor under the building.
- b) All commercial areas shall be located in the front yard of the property, except within a flood zone.
- c) First floor parking area shall be appropriately screened with a faux wall.

- d) – h) remain unchanged and the provisions in the Plan remain valid and in effect.
- i) Shall be deleted in its entirety.
- j) – o) remain unchanged and the provisions in the Plan remain valid and in effect.

At page 24, Building Mass and Form, paragraph h) is amended to read as follows:

h) Parking lots shall be located to the rear or side of any buildings and away from public view. Parking may also be located on the ground floor under the building.

At page 24, Building Mass and Form, is supplemented with the addition of j) to read as follows:

j) For properties with frontage measuring 300 linear feet or more, the use of multiple principal buildings is encouraged. All buildings shall comply with Section 17:11-7 of the City Land Use Code.

At page 38, D. Parking Lot Landscaping is amended as follows:

Paragraph D2 is amended to read:

2. For parking lots with eleven (11) or more spaces, a minimum of five percent (5%) of the interior area of the parking lot shall be provided with planting islands containing a minimum of one (1) deciduous tree planted for every five (5) parking spaces abutting such island. For parking lots located under a building, the City Land Use Boards may, instead of requiring planting islands, require a contribution to the Plainfield Shade Tree Fund in accordance with Section 17:9-49C of the City Land Use Ordinance. Planting islands in parking lots shall also conform to the following requirements:

Requirements a-e remain unchanged, valid and in effect.

Exhibit

Exhibit 1: TODN North Avenue Redevelopment Plan

TODN-NORTH AVENUE REDEVELOPMENT PLAN

City of Plainfield, New Jersey

Approved: November 3, 2016

Revised: February 21, 2019

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Transit Oriented Development Netherwood - North Avenue Redevelopment Plan

City of Plainfield, New Jersey

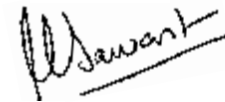
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1.0 INTRODUCTION

TODN-NORTH AVE



Figure 2: Historic Netherwood train station, Plainfield



Figure 1: Aerial Overview of the Redevelopment Area

After review of the North Avenue Area Investigation, dated May 19, 2016, by the City of Plainfield's Planning Board; the Board recommended to City Council that the area identified in the study be designated as an area in need of redevelopment under the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et. seq. (the "LRHL"). On August 15, 2016, Council memorialized a resolution designating North Avenue as an area in need of redevelopment with non condemnation (Resolution #294-16). Subsequently, Council authorized the preparation of a redevelopment plan. This document serves as the Redevelopment Plan.

The redevelopment area is comprised of 15 parcels, which together, cover an area of approximately 25.6 acres. The redevelopment area is bound by North Avenue to the northwest, Berckman Street to the southwest, Leland Avenue to the northeast

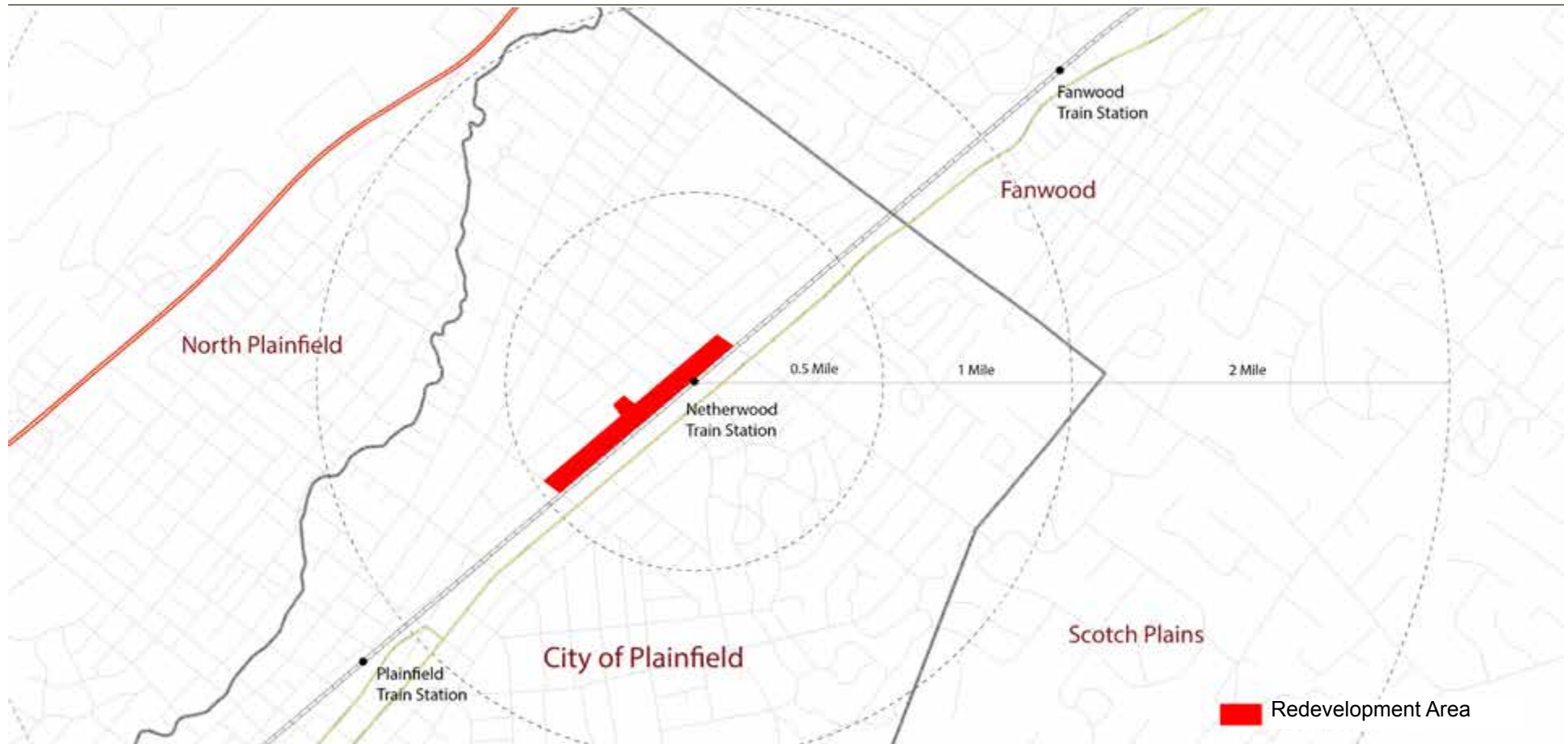


Figure 3: Redevelopment Area Context Map and NJ Transit Raritan Valley Line to the southeast.

The historic train station of Netherwood lies within the redevelopment 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 redevelopment area

was 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 redevelopment 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 PLAN 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 Avenue Redevelopment Area Boundary

2.2 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. 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.



- **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.



- **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.



- **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 Land Use Ordinance and Zoning Ordinance.

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 OBJECTIVES

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.
- Recapture and retain disposable income.

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, COUNTY, 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.

Union County Master Plan

The objectives and policies of this Plan are consistent with the goals and objectives outlined in the 1998 Union County Master Plan. The Land Use Element of the plan serves as a guide to the extent and intensity of future development within the County. As it relates to redevelopment, one of the objectives is to promote new development and redevelopment that is consistent and compatible with existing settlement patterns. This Redevelopment Plan ensures that all new development works within the framework of the neighborhood while being mindful of the existing structures to provide a cohesive development pattern.

City's Master Plan

The 2009 Re-Examination Report and Update provides a review of the 2006 Re-Examination Report and the 1998 City of Plainfield Master Plan (collectively, the "Master Plan"). 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. This Plan will complement and uphold the following goals and objectives of the Master Plan:

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 area in accordance with the Land Use Ordinance.

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 business 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 (TOD). This policy includes encouraging appropriate uses for the transit oriented development 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 village;
6. Additional residential uses in the transit villages;
7. Creation of events that attract potential customers;
8. Protect and enjoyment of the Green Brook; and
9. Creation of open space.

Relation to Adjacent Municipalities

The TODN-North Avenue Redevelopment Area is not adjacent to any surrounding municipalities. Given its separation, the Plan will not affect those nearby municipalities to an significant degree. Furthermore, Plan will positively impact the new uses that support economic development and Transit Oriented Development.

Transit Oriented Development Netherwood Zone (TODN).

In 2012, the Plainfield City Council adopted an ordinance to amend 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.

TODN-South Avenue Redevelopment Plan

In 2017, The City of Plainfield developed the TODN-South Avenue 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. Additionally, the current Redevelopment area is located on the opposite southern side of the train tracks; therefore, the designation of the subject area would help to spur development in both areas.

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.

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 the City’s Land Use Ordinance and Zoning Ordinance.

4.0 PROPOSED LAND USE PLAN

TODN-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 Zone (TODN) which is further categorized into seven (7) subdistricts. The North Avenue Redevelopment Plan area lies within three (3) of these subdistricts: 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) subdistrict contains a single property, Block 402, Lot 6. This subdistrict encompasses the train station and the North and South Avenue parking lots. The City envisions this district to be a hub of various activities and a vibrant center for the entire area. The district 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 district will provide for commuter parking.

Trainside Commercial Zone (TSC)

The Trainside Commercial subdistrict contains thirteen (13) properties and stretches along the entire length of the railroad on either sides of the Train Station. The district 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 district 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 district 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 regulations included in the Appendices of this Plan, respectively.

TRAINSIDE COMMERCIAL DISTRICT (TSC)

It is the intent of this Plan to encourage the redevelopment of the planned 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 usable 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

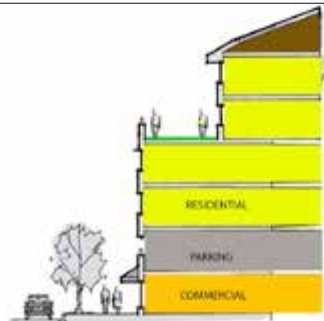
Regulation	Required
Train-Side Commercial District (TSC)	
Minimum Lot Area	20,000 square feet
Setbacks	
Minimum front yard setback	0'
Maximum front yard setback	5'
Minimum side yard setback	5'
Minimum combined side yard setback	20'
Minimum rear yard setback from property line	10'
Requirements for properties within 400 feet of the TSA Zone	
Maximum building coverage	90%
Maximum impervious coverage	90%
Density	100 units/acre
Floor area ratio(FAR)	3.85
Maximum building height	70'
Maximum number of stories	6
Stories within the first 20 feet from property line	4
Requirements for all other properties in the TSC District	
Maximum building coverage	75%
Maximum impervious coverage	90%
Density	70 units/acre
Floor area ratio(FAR)	3.3
Maximum building height	70'
Maximum number of stories	6
Number of stories within the first 20 feet of the property line	4
Other requirements for TSC District	
Minimum commercial space not including amenities (Ground floor)	15% of the building coverage
Minimum first floor height	12'
Minimum open space** required	5%

** Open space defined as an area within a development designed and intended for the use or enjoyment of all residents of the development or for the use and enjoyment of the public.

Additional Standards:

- a) All parking areas shall be located in the rear and/or side yard of the property.
- b) All commercial areas shall be located in the front yard of the property.
- c) First floor parking areas shall be appropriately screened with a faux wall. The faux wall shall comprise of architectural features and facade materials that are compatible with the ground floor commercial uses.
- d) Residential uses are not encouraged on the ground floor.
- e) There shall be no more than 300 feet of a continuous building facade on a single property.
- f) Studio, one-bedroom and two-bedroom units shall be no less than 500 square feet 750 square feet and 1,000 square feet, respectively.
- 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 regulations included in the Appendices of this Plan.
- i) A roof-top garden, landscaped roof area or deck shall be provided on every newly constructed building in the zone.
- 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.
- n) All signs shall be in accordance with the City's 2018 Signage Design Standards.
- o) Restaurants are encouraged in this district.

Faux Wall: Decorative wall that acts as a partition/ screen and does not bear any building load.



TRAINSIDE RESIDENTIAL DISTRICT (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.

Conditional Use:

- Surface parking

Parking lot.

Regulation	Required
Train-Side Residential District (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**	
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

** Open space defined as an area within a development designed and intended for the use or enjoyment of all residents of the development or for the use and enjoyment of the public.

Bulk Standards

Additional requirements

- a) Parking areas shall be located in the rear and/or side yard of the property however, no more than 25% of the parking shall be in the front yard.
- b) Beyond 3 stories, the building shall be setback 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.
- e) Parking ratios for all other uses shall be in accordance with the regulations included in the Appendices of this Plan.
- f) Sustainable design practices are strongly encouraged.
- g) There shall be a minimum of 150 feet between two curb-cuts combined access driveways along North Avenue. Multiple curb-cuts



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along North Avenue are prohibited.

TRAINSIDE STATION AREA DISTRICT (TSA)

Permitted uses:

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

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

Accessory Uses:

Any uses customarily incidental to the principal use.

Bulk Standards:

Regulation	Required
Train Station Area District (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%

Additional Standards:

- a) Sustainable design practices and LEED certifiable buildings are strongly encouraged.
- b) When designing plazas and public spaces the usage of permeable surfaces and materials is strongly encouraged.
- c) Parking ratios for all other uses shall be in accordance with the regulations included in the Appendices of this Plan..
- d) All signs shall be in accordance with City's 2018 Signage Design Standards.

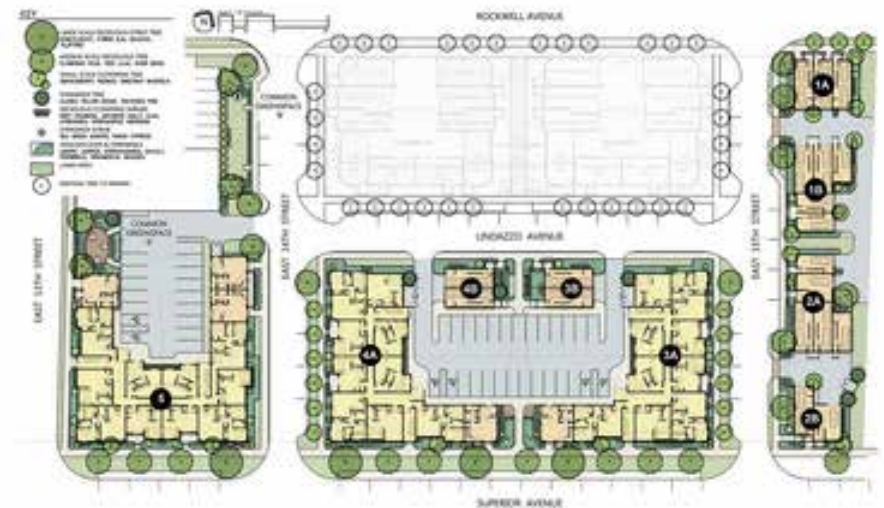
4.4 DESIGN STANDARDS

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) Variation in architectural massing is encouraged. Architectural massing is the arrangement of forms of a building. Massing refers to the structure in a three-dimensional form.
- 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 facade 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 Facade 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, especially over storefronts, at entrances or over display windows.



5.0 PROPOSED CIRCULATION ELEMENT

TODN-NORTH AVE

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 Redevelopment 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.

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 facade, 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 mean providing a clear zone for store entrances, a “slow” zone 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

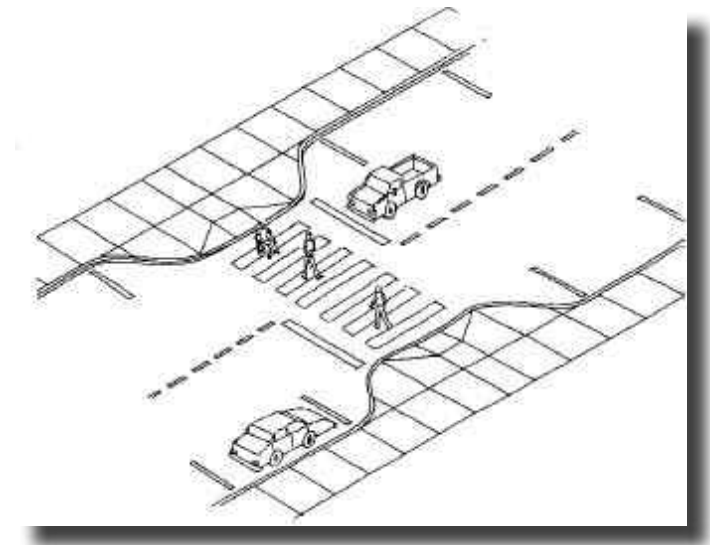
a) Included within the Amenity Zone, there shall be a continuous landscaped buffer of 4 feet between the parking lane and the side walk, except where parking meters, street lights, pedestrian connection between parking lane and the Walkway Zone and transit stops are required.

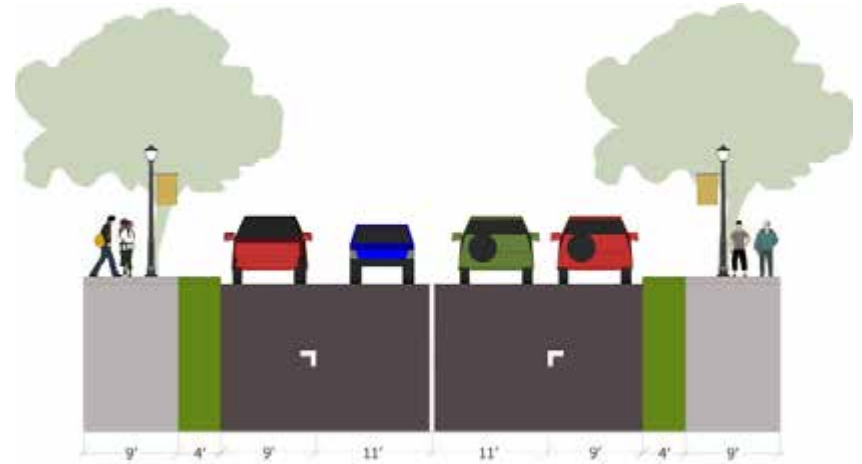
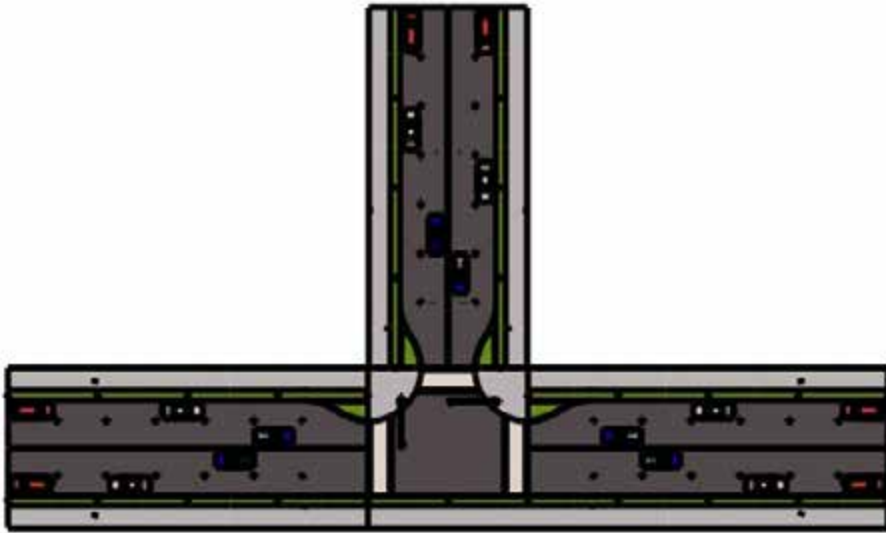
b) Street trees should be planted in accordance to the City's Streetscape Design Manual, Section 17:9-49C of the City's Ordinance and N.J.S.A. 40:64-01, et. seq.

Standards for Pedestrian Connectivity

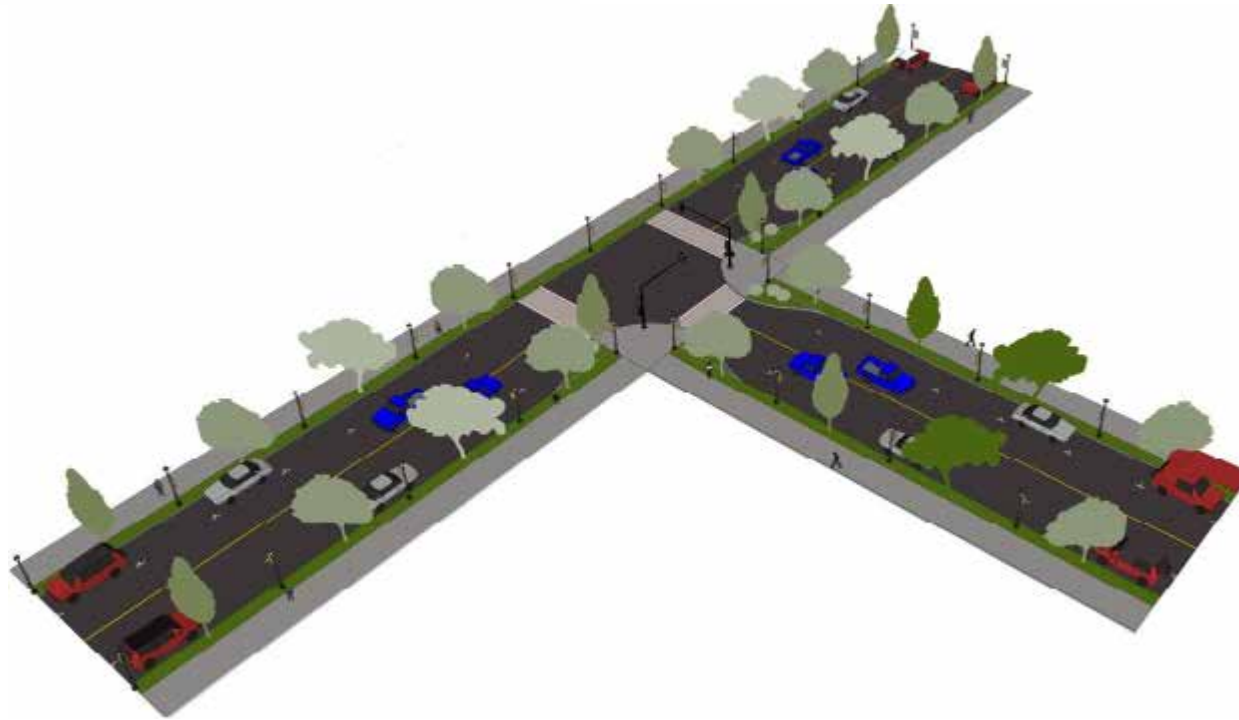
a) Locate walkways in a manner which provides unimpeded access to commercial buildings, residences, retail uses from transit stations or streets.

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





ROAD SECTION



6.0 GENERAL PROVISIONS

TODN-NORTH AVE

6.1 SITE PLAN AND SUBDIVISION APPLICATIONS

This Redevelopment Plan supersedes the City's Land Use Ordinance and Zoning Ordinance. Redevelopment activities shall be in conformance with this Redevelopment Plan which may be amended from time to time in accordance with law.

Site plan and subdivision 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 e seq.

6.2 DEVIATIONS

The Planning Board may grant deviations from the regulations within this Plan. The Board may also grant such relief in an application relation to a specific where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of the Plan and the benefits of the deviation would outweigh any detriments. An application for a deviation from the requirements of this Plan shall provide public notice of such application in accord with the requirements of public notice as set forth in N.J.S.A 40:55D-12a and b.

No deviations from this Redevelopment Plan are permitted which: 1. Deviate from permitted uses; 2. Expand a non-conforming use; 3. Deviate from standards with respect to conditional uses; 4. Increase the maximum floor area ratio; 5. Increase the maximum density; or 6. Increases the height of a principal structure by 10 feet or 10% of the permitted height.

No deviation from the requirements herein shall be cognizable by the Zoning Board of Adjustment.

7.0 IMPLEMENTATION OF THE PLAN

TODN-NORTH AVE

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 or its designee can undertake redevelopment activity in the redevelopment zone to which this Plan relates.

7.2 PERIOD OF APPLICABILITY

The provisions of this Redevelopment Plan shall be in effect for a period yet unspecified until such time as it may be rescinded by future actions.

7.3 RELOCATION ASSISTANCE

The Area governed by this Redevelopment Plan is a Non-Condemnation Redevelopment Area, which does not permit the City to acquire a property by condemnation. 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 et seq. 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.

APPENDICES

TODN-NORTH AVE

A. BUFFERING AND SCREENING REQUIREMENTS

1. Any residential use shall be suitably buffered and screened from all uses other than one- and two-family dwellings in order to minimize the impacts of noise, glare, vibration, vehicular traffic, pedestrian activity and other potential nuisances. All buffering and screening must be provided by the non-one- or two-family use. Unless otherwise provided in this chapter, the width of buffering and height of screening shall be provided based on the type of use that is being buffered as follows:

2. Requirements.

Type Use/Subject	Width Buffering	Height of Screening at Time Planting
Residential Uses	5'	3-4'
Nonresidential uses	10'	6'

3. Driveways and Parking Lots. All driveways and parking lots shall be suitably buffered and screened to minimize the impacts of noise, lighting and glare, exhaust fumes, views of parked vehicles and other nuisances. Buffering and screening shall minimize such impacts both from within the site itself, as well as from adjacent and nearby properties and public rights-of-way as follows:

a. Buffering shall consist of a minimum five (5) foot wide area surrounding all sides of a parking lot. Where such parking area is located on a tract adjacent to a residential use or district, such buffering shall consist of a minimum ten (10) foot wide

area surrounding all sides of a parking lot.

b. Screening shall consist of a minimum four (4) foot high visually impervious screen to be located within the buffering area. Where such parking area is located on a tract adjacent to a residential use or district, such screening shall consist of a minimum six (6) foot high visually impervious screen. The height of any required screen shall decrease to a maximum of three (3) feet in height where driveways approach sidewalks or walkways, in order to provide adequate visibility of pedestrians from motor vehicles and police visibility into the lot.

4. Loading Areas. All loading areas, including loading dock areas of buildings and driveways providing access to the same, shall be suitably buffered and screened to minimize the impacts of noise, loading and unloading activities, lighting and glare, exhaust fumes, views of loading and unloading vehicles and other nuisances. Buffering and screening shall minimize such impacts both from within the site itself, as well as from adjacent and nearby properties and public rights-of-way, as follows:

a. Buffering shall consist of a minimum ten (10) foot wide area surrounding all sides of a loading area. Where such loading area is located on a tract adjacent to a residential use or district, such buffering shall consist of a minimum twenty-five (25) foot wide area surrounding all sides of a parking lot.

b. Screening shall consist of a minimum ten (10) foot high visually impervious screen. If such screen consists of a wall or

fence, the buffer area between the wall or fence and the lot line shall be a minimum of ten (10) feet in width and shall also be extensively planted with both deciduous and evergreen trees.

5. HVAC equipment and utility service boxes. All ground level HVAC equipment and utility service boxes shall be suitably buffered and screened to minimize views of the same from both within the site itself, as well as from adjacent and nearby properties and public rights-of-way, as follows:

- a. Buffering shall consist of a minimum three (3) foot wide area surrounding all sides of HVAC equipment and utility storage boxes.
- b. Screening shall consist of a minimum four (4) foot high evergreen hedge along all sides of the same.

6. Fencing, in accordance with Section 17:9-29 may also be utilized to provide screening between residential uses.

B. FENCES AND WALLS

Fences and walls shall be permitted in all districts, but shall be considered structures requiring an approved development permit prior to construction. Adequate surveys, plans and details are to be submitted to the Zoning Officer in accordance with Article I in order for a determination to be made as to the proposed fence zoning conformance. Fences and walls shall be subject to the following provisions:

7. Front Yards.

- a. In nonresidential zone districts, fences and decorative walls may be erected in the front yard at or behind the front setback line extending to the rear and/or side lot lines, provided they do not exceed six (6) feet in height, as measured from the ground level. Fence posts, corners, gateways, and wall piers

and entryways may not exceed seven (7) feet in height.

- b. Chain link fences shall be prohibited in front yards in all zone districts.

8. Side and Rear Yards

- a. In nonresidential zones, both decorative walls and solid or nonsolid fences shall be permitted to be located in side or rear yards, provided such shall not exceed six (6) feet in height, as measured from the ground level. Fence posts, corners, gateways, and wall piers and entryways may not exceed seven (7) feet in height.

- b. Chain link fences shall be prohibited in side and rear yards of residential properties.

9. Finished Exterior Side. All fences or walls shall be constructed so that the finished side, with no fully exposed structurally supporting members, is located on the exterior facing outward away from the property upon which it is located.

10. Materials. No fence or wall shall be constructed or installed with barbed wire, metal spikes, or topped with concertina or razor wire, broken bottles or similar materials so as to be dangerous to humans or animals. Chain link fences existing in front yards at the date of passage of this chapter may be continued and/or replaced. No new chain link fences are allowed in front yards.

11. Drainage. Fences and decorative walls shall be constructed in a manner so as to permit the continued flow of natural drainage and shall not cause surface water to be blocked or dammed, either on the property upon which such is located or on any adjacent lot. Those applying for a development permit to erect a fence or decorative wall shall ensure compliance with this provision.

12. Obstruction. No fence shall be constructed within any sight

triangle as defined in this Article, or installed so as to constitute a hazard to traffic or public safety.

13. Retaining Walls. Any permitted wall proposed to be used as a retaining wall may be required to be reviewed by the City Engineer prior to the issuance of a development permit.
14. Exceptions. Fences or walls that constitute a permitted buffer area screen approved as part of a site plan application shall be excepted from the above height and location provisions. In addition, fencing required to enclose a tennis court or racquetball court shall be excepted from the above maximum height provisions. Said fence shall not exceed twelve (12) feet in height, as measured from ground level, and may not be located within a required setback area for accessory structures.

C. PARKING, DRIVEWAYS, AND LOADING

1. No nonresidential driveway shall be located within ten (10) feet of an existing adjacent residential property nor within five (5) feet of any other property line, unless otherwise regulated in this chapter. No residential driveway shall be located closer than two (2) feet from a property line.
2. No driveway shall be permitted to serve any use other than the permitted use on the lot upon which the driveway is located.
3. No building shall be oriented toward a parking lot. All buildings shall be located to allow for adequate fire and emergency access.
4. The minimum setbacks for buildings from driveways and parking areas within the site shall be five (5) feet. This does not apply for one- and two-family dwellings.
5. A parking lot shall be located to the rear of a building and/or the interior of the site where its visual impact to adjacent properties

and the public right-of-way can be minimized. Parking lots shall be prohibited in any required side yard setback area or front yard area.

6. The total number of off-street parking spaces and loading spaces required for all uses or combination of uses shall be provided as specified in this section. Any building or site containing more than one (1) use shall meet the combined parking space and loading requirements for all uses, based on the area utilized for each separate use. The parking space schedule and loading space schedule in this section represents general parking and loading requirements acceptable to the City. Since a specific use may generate parking usage and/or loading/unloading activities that deviates from the requirements enumerated in this section, documentation and testimony shall be presented to the Board as to the anticipated parking usage and loading activities. The parking requirements for any use not specifically indicated shall be determined by the Board based on evidence presented at the time of the application and based on requirements for similar type uses.
7. Driveways for one-car garages shall be a minimum of ten (10) feet wide and a maximum width of twelve (12) feet. Driveways for two-car garages shall be a maximum of twenty (20) feet wide.
8. Curb cuts for ten (10) foot wide driveways shall be a maximum of fourteen (14) feet wide. Curb cuts for twenty (20) foot wide driveways shall be a maximum of twenty-six (26) feet wide.
9. All driveways and parking areas shall be constructed of a durable and dustless asphalt or cement surface material except that driveways for one- and two-family residential dwellings may be decorative stone or pavers. Road stone and quarry stone are not decorative stone.
10. In all zone districts, except the Central Business District (CBD)

and the North Avenue Historic District Zones, there shall be provided, at the time that any building or structure is erected, enlarged, increased in capacity or has a change of use, parking spaces in accordance with the requirements of the following schedule.

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

Use	Off Street Requirements
Art studio/art gallery	1 space per 300 square feet of gross floor area
Bank	1 space per 300 square feet of gross floor area
Banquet hall	1 space per 3 persons based upon the maximum number of persons that can be accommodated at the same time in accordance with the design capacity of the structure under BOCA Regulations + 1 space for every two employees on the maximum shift
Childcare facility	1 space per employee but no less than 5 spaces
Health club	1 space per 75 square feet of gross floor area

Use	Off Street Requirements
Hotel	1 space per guest room + 1 space per 2 employees + 1 space per 150 square feet of banquet and conference space
Laundromat	1 space per 2 washer and dryer machines
Nightclub	1 space per 3 persons based upon the maximum number of persons that can be accommodated at the same time in accordance with the design capacity of the structure under BOCA Regulations
Office	1 space per 400 square feet of gross floor area
Personal service	1 space per 300 square feet of gross floor area
Restaurant	1 space per 3 seats
Retail sales and service	1 space per 300 square feet of gross floor area
Theater	1 space per 3 seats

11. All permitted and required accessory off-street parking spaces shall be located on the same lot as the use to which the spaces are accessory, or upon an adjacent lot in common ownership.
12. All loading areas shall be located on the same lot as the use being served. No loading area shall be located in a front yard. There shall be no loading in a yard abutting, or in a public right-of-way. No loading space shall be located within forty (40) feet of an intersection of any two (2) public rights-of-way. The off-street loading space shall be located on the property so as to permit any vehicle to be parked in the loading space with no portion of the vehicle extending into the public street.

- a. Loading spaces shall be provided and designed as required for all uses in the LUO. Shared loading areas, with shared ingress/egress points and properly recorded shared access easements, are encouraged in order to reduce access points at the public right-of-way. Shared loading areas are subject to approving authority review and approval.
 - b. In all TODN Zones loading spaces shall be provided and designed as required for all uses in the LUO. Shared loading areas, with shared ingress/egress points and properly recorded shared access easements, are encouraged in order to reduce access points at the public right-of-way. Shared loading areas are subject to approving authority review and approval.
13. No commercial parking garage or area for twenty-five (25) or more vehicles shall have an entrance or exit for vehicles within one thousand (1,000) feet along the same side of a street upon which is located a school, public playground, house of worship, hospital, public library or institution for dependents or children, except where such property is in another block or on another street on which the zone line does not abut. Such access shall not be closer to the intersections of any two (2) streets than fifty (50) feet. No access drive or driveway shall be located in any residential district to provide access to uses other than those permitted in such residential zone. No driveway shall serve any use other than the permitted use on the lot upon which the driveway is located.
 14. In all districts, for every building, or part thereof, which is to be utilized for a childcare facility there shall be provided one (1) off-street loading area (pick-up/drop-off) which shall have a minimum dimension of ten (10) feet by twenty-five (25) feet.
 15. In all zone districts and for all uses except single- and two-family dwellings, parking lots or individual spaces shall be prohibited within front yard areas. The front yard parking permitted accessory to one- and two-family dwellings is only those spaces directly in front of usable garages in accordance with the Residential Site Improvement Standards. No other front yard parking is permitted.
 16. Parking spaces are to be a minimum of nine feet by eighteen (9x18) feet.
 17. Use and occupancy of any structure containing two (2) or more residential dwelling units is subject to and conditioned upon an equitable distribution of off-street accessory parking spaces among those occupying the structure. Use and occupancy is further conditioned upon the property owner providing the tenants of each dwelling unit such parking as approved by the Planning Board or Zoning Board or other approving authority at no additional cost to the tenant. In addition, if parking is included in the rental agreement, such parking as required by the Residential Site Improvement Standards shall be provided. On-site parking shall not be provided to any party other than a resident of said structure, nor shall the parking be used for any purpose other than parking.
 18. TODN Zones.
 - a. In the TODN/PSR1 and PSR2 Zones, parking spaces for residential units must be on site.
 - b. In all other TODN Zones, parking requirements shall be satisfied by one of the following options, or a combination of the following options: (1) on-site parking; (2) purchase of long-term parking permits from the City Parking Bureau that must be renewed in order to retain certificates of occupancy, in which case the property owner bears the obligation of obtaining the permits and providing them to the tenants; or (3) adjacent to the property via cross-easements/long-term leases in order to create a seamless shared parking experience for patrons and residents in the area.
 - c. Shared parking is encouraged in all TODN Zones and

is required for the residential component of all mixed use developments. The methodology to calculate the number of shared parking spaces shall be that found in the most recent publication of the Urban Land Institute Shared Parking or approved equivalent.

d. Alternative parking standards to those shown in the Table of Parking Regulations shall be accepted if the applicant demonstrates these standards better reflect local conditions. Factors affecting minimum number of parking spaces include household characteristics, availability of mass transit, urban versus suburban location, and available off-site parking resources.

e. The approving authority may reduce the minimum number of parking spaces required where the applicant can demonstrate the following to the Board's satisfaction:

1. Variations is the accumulation of vehicles by hour, by day, or by season; or
2. Relationships that exist among the land uses that result in visiting multiple land uses on the same auto trip; or
3. Another shared parking approach.

f. A developer of new commercial and mixed use construction or residential rehabilitation, that requires the provision of parking spaces, may undertake a study, conducted by a transportation planner or engineer, to determine the modal split for travel by its employers and visitors. Based on the expected distribution of travel modes, the approving authority shall determine the parking requirement applicable to the proposed development. The authority can reduce the actual provision of parking spaces by requiring the applicant to pave, construct or pay for, through the parking structure mechanism, only the number of parking spaces determined necessary, based on the agree-upon results

of the modal split study.

g. Where possible, connections or provisions for future connections to abutting parking lots serving retail or service uses shall be shown on the site plan.

D. PARKING LOT LANDSCAPING

The interior area of all parking lots shall be landscaped to provide visual relief from the undesirable and monotonous appearance of extensive parking areas, and to provide shading that will reduce solar heat gain to both the surface of the parking lot and vehicles parked thereon. Such landscaped areas shall be provided in protected planting islands or peninsulas within the perimeter of the parking lot and shall be placed so as not to obstruct the vision of motorists. The area and types of plantings shall be provided based on the number of parking spaces in the lot, as follows:

1. For parking lots with ten (10) spaces or less, no such interior landscaping shall be required if the Board determines there is adequate landscaping directly surrounding the perimeter of the parking lot. If the Board finds that such landscaping is inadequate, then the requirements of subsection B.2 below shall apply.
2. For parking lots with eleven (11) or more spaces, a minimum of five percent (5%) of the interior area of the parking lot shall be provided with planting islands containing a minimum of one (1) deciduous tree planted for every five (5) parking spaces abutting such island. Planting islands in parking lots shall also conform to the following requirements:
 - a. The minimum width of planting islands shall be five (5) feet on the side of parking spaces ten (10) feet between parking bays. If sidewalks are incorporated through either the long sides of the landscape islands between parking bays or through the

landscape islands on the sides of parking spaces, their width shall be added to these requirements.

- b. No more than eight (8) parking spaces shall be placed in one (1) row of parking without an intervening landscape island.
- c. Where the parking lot design will result in pedestrians cutting perpendicularly through landscape islands, sidewalks shall be installed at regular intervals across the islands.
- d. The remainder of any such interior planting areas not containing trees shall be planted with low-growing evergreen shrubs.
- e. Parking lot lighting may be sited within landscape islands, however, without hindering necessary lighting coverage.

E. PORCHES AND DECKS

Porches and decks shall be permitted on all residential lots as accessory structures. Adequate surveys, plans and details are to be submitted to the Zoning Officer, in accordance with Article I, in order for a determination to be made as to the proposed porch and/or deck zoning conformance. Porches and decks shall require an approved development permit prior to construction, and shall be subject to the following provisions:

- 1. Porches. For all residential structures, porches shall not be located in the required side yard setback area but may be located in the required front or rear yard setback area, provided they do not extend more than eight (8) feet into the front yard setback area. Porches shall not be closer than seventeen (17) feet to the front property line and twenty-two (22) feet to the rear property line. The porch shall be considered a permanent encroachment into the front or rear yard setback of the principal building. The required setbacks shall continue to be measured from the foundation of the principal use. Porch flooring shall be

tongue and groove material and not made of structural lumber/pressure treated decking.

- 2. Decks. For residential structures, decks shall not be located in a front yard but may be located in the required side or rear yard, provided they do not extend more than fifteen (15) feet into the rear yard setback area or closer than six (6) feet to the side lot line. Decks are not permitted above the first story level of any structure.
- 3. Steps. Steps for porches and decks shall not be located closer than six (6) feet from the property line.
- 4. Enclosures. Porches and decks shall not be heated or air conditioned and at least fifty percent (50%) of the exterior wall area shall be open and nonglazed.
- 5. For townhouses, apartments and nonresidential uses, decks and porches may not extend into any required yard setback area.
- 6. Upper story structures are not permitted over decks/porches if those decks/porches encroach into required yards.
- 7. No use is permitted above a porch.

F. WIRELESS COMMUNICATION FACILITY (TELECOMMUNICATION FACILITY)

A wireless communication facility shall:

- 1. Be attached to or placed atop an existing structure or building, with a maximum height of ten (10) feet above the peak of the existing building;
- 2. Be located on the following prioritized locations:
 - a. On lands or structures owned by the City of Plainfield;

- b. On lands or structures where there are existing wireless facilities, water tanks or other structures;
 - c. Other locations proven to be essential to provide required service to the community, provide that the location does not result in the facility being visually solitary or prominent when viewed from residential areas and the public right-of-way.
3. Permit the location of telecommunications equipment in a detached building as an accessory use, provided the building complies with the following:
- a. The building must be located at least twice its intended height from a property line. The maximum height for the accessory building shall be twelve (12) feet.
 - b. A six (6) foot high security fence shall surround the building, and adequate screening shall surround the building.
 - c. Vehicular access to the building shall not interfere with the parking or vehicular circulation on the site for the principal use.
 - d. All lighting must be building mounted, motion-sensitive, and focused downward to reduce glare on adjacent properties.
 - e. Building-mounted antennas may not project more than two (2) feet from the exterior wall of a building.
4. Demonstrate that they minimize visual impacts on the surrounding area and are buffered by vegetation, topographic features or structures to the maximum extent feasible.

