

East Third and Richmond Street Redevelopment Plan

City of Plainfield, New Jersey

Approved: August 23, 2006

Revised: February 7, 2019

Revised: August 18, 2022

Prepared for:



Prepared By:



The original of this report was signed in accordance with NJSA 45:14A-12

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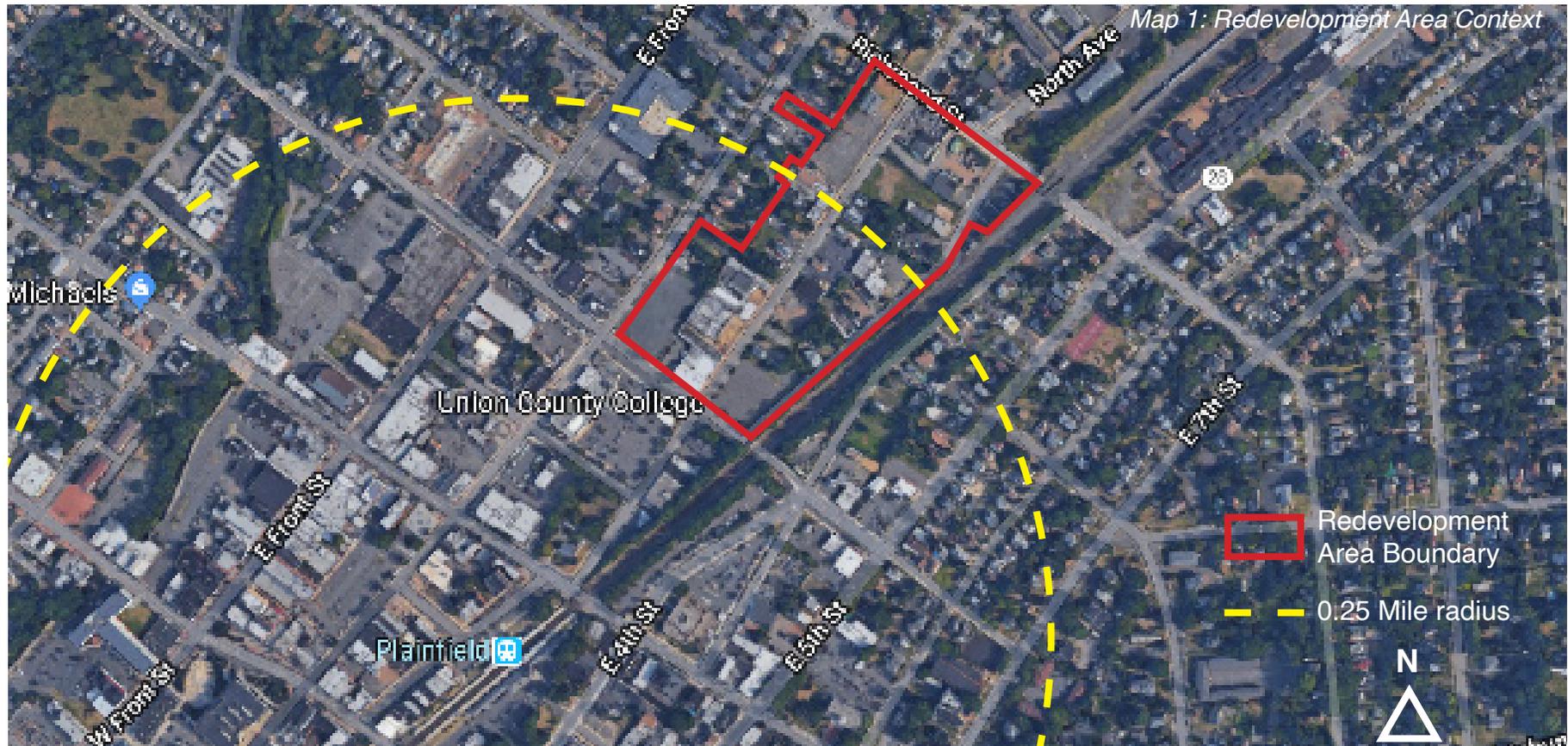
Mrunmayee Atre,
LEED Green Associate



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CONTEXT

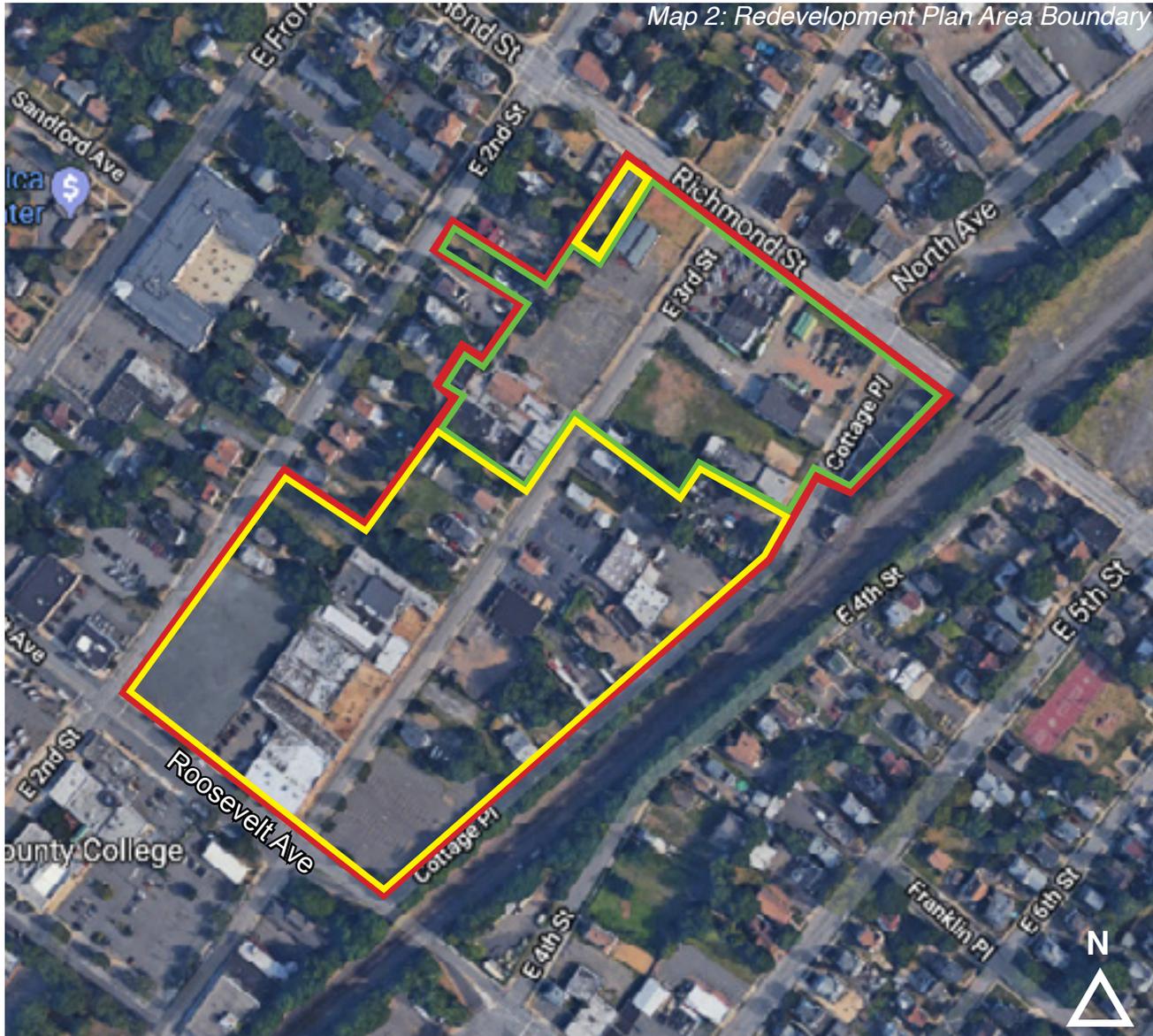


The designated Redevelopment Area is located in the eastern portion of the City and occupies approximately 13.15 acres of land. The area is bound by East 2nd Street to the northwest, Roosevelt Avenue to the southwest, Richmond Avenue to the northeast and Cottage Place and train tracks to the southeast.

This amended East Third and Richmond Redevelopment Plan is prepared on the basis that the City Council designated the area as “An Area in Need of Redevelopment” pursuant to the New Jersey “Redevelopment Law”, N.J.S.A. 40A:12A-1 et. seq. on January 22, 2019, Resolution number R 075-19. This determination was based on the existing redevelopment area and findings that the entire area lies within the Urban Enterprise Zone, characteristics of a smart growth area, existence of brownfield sites and vacant parcels. For the purposes of this document, the East Third and Richmond Redevelopment shall be referred to as “Plan”.

During the 1800s, the Redevelopment Area was primarily a residential neighborhood. Residential buildings were razed over time to accommodate the infill of industrial and commercial uses in the late 1900s. Unfortunately, the area remained unstable and soon became blighted after the industrial uses began to decline and vacate the existing structures.

2.1 PLAN AREA BOUNDARY



 Redevelopment Area

 Non-condemnation Redevelopment Area

 Condemnation Redevelopment Area

Existing East Third & Richmond Redevelopment Plan

In 2006, City Council enacted the East Third & Richmond Condemnation Redevelopment Plan. The purpose of the 2006 Plan was to promote opportunity for home ownership within the City through encouragement of high density multi-family housing as well as compatible commercial uses that serve the daily needs of residents. The Plan recommends for a single entity to develop multi-family residential development over a phased period of time.

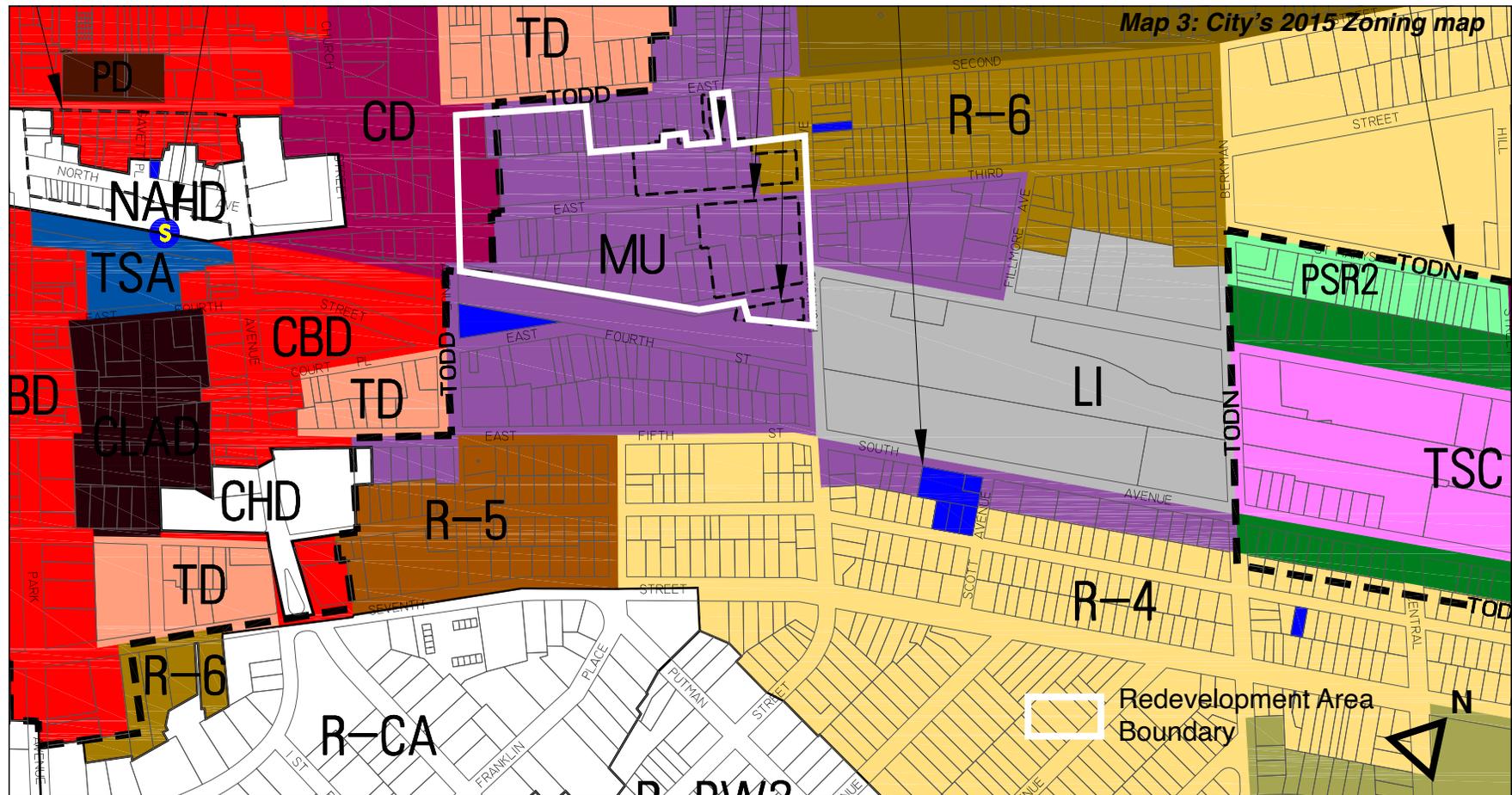
New Parcels

On January 22, 2019, City Council designated the yellow area in *Map 2* as a non-condemnation area in need of redevelopment along with the 2006 Condemnation Redevelopment Area.

Plan Area

This Redevelopment Plan encompasses both the Condemnation Redevelopment Area and the Non-Condemnation Redevelopment Area (together, the “Redevelopment Area”). This Redevelopment Plan supersedes all provisions of the 2006 Redevelopment Plan. The purpose of this Plan is to promote Transit Oriented Development.

2.2 EXISTING ZONING



- Medium/High Density Residential
- Mixed Use
- College District
- TODD Boundary
- TODN Boundary
- 2006 East 3rd and Richmond Redevelopment Area Boundary

Mixed Use (MU)

This zone is intended for land use that creates a buffer district between lower density residential areas and areas with higher concentrations of commercial uses. Mixed use areas are intended to exhibit retail or other commercial uses on the first floors and apartments above, as well as stand alone structures. These areas are targeted in close proximity to the railroad line and around the Central Business District.

2.3 DISTRICT ISSUES

The Redevelopment Area is faced with a number of issues and challenges that this Redevelopment Plan intends to address. These challenges have been identified by the City's planning 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:

Smart Growth

Most of the parcels in the plan area are within a quarter mile (5 minute walk) from Plainfield Train station. These parcels are in Smart Growth area, and need to be redeveloped to accommodate smart growth principles.

Sidewalk and Pedestrian Amenities

In spite of all sites being within 10 minute walking distance of the train station, they are either devoid of sidewalks or are poorly maintained.

Underutilized and/or Vacant Parcels and Buildings

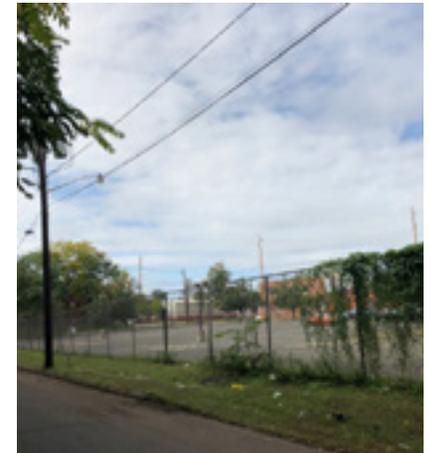
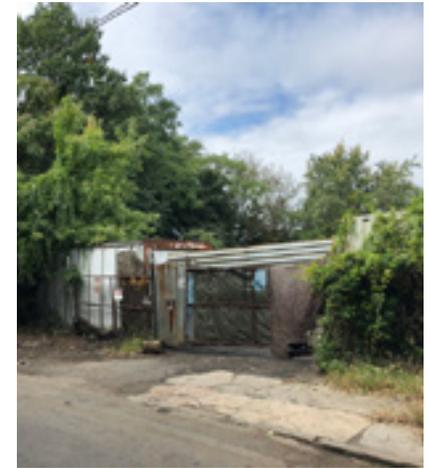
Some of the parcels within the area are underutilized and contain 10 vacant sites. Underutilized parcels diminish neighboring property values and put financial strain on the City by decreasing tax revenue. Vacant parcels and buildings create unsafe environment.

Poor Parking Planning

Some parcels contain surface parking with poorly defined parking aisles, lack of landscaping and buffer spaces.

Unsafe Storage of Materials

Some parcels contain unsafe and improper storage of materials that can be detrimental to the health and safety of the surrounding community.



3.1 PURPOSE

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

Promotion of Transit Oriented Development through high density, multi-family development, commercial uses, improvements to the streetscape, development of vacant and/or underutilized lands, and creation of open space are the principal tenets of this Redevelopment Plan.

3.2 GOALS AND OBJECTIVES

The area presents an opportunity to attract new development that will catalyze activity around the Plainfield train station, TODD (Transit Oriented Development Downtown) and TODN (Transit Oriented Development Netherwood) areas and economic development that will benefit residents of the adjacent neighborhoods and throughout Plainfield. This Redevelopment Plan therefore intends to satisfy the following policy goals and objectives for development in the Plan's Districts:

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.
- Increase the Redevelopment Area'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.
- Improve existing neighborhood identity in the Redevelopment Area while creating new places and neighborhood anchors.
- Reduce the need for automobiles through the encouragement of high density development in close proximity to mass transit.

Improve Economic Development

- Contribute to job creation for the residents.
- Provide retail shopping for the residents.

Increase Sustainability

- Better leverage of transit as set by promoting transit use and planning around transit.
- Promote high densities in the proximity of transit and other appropriate areas.
- Minimize vehicular miles traveled in the proposed districts to encourage walking, biking and public transport 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 green roofs.
- Encourage use and reuse of energy efficient materials.
- Incorporate open space through the implementation of public plazas, parks, and other natural amenities.

Manage Parking and Traffic

- Maximize opportunities for shared parking and mixed-use facilities.
- Minimize traffic impacts due to increased density in residential neighborhoods.

3.3 COMPATIBILITY WITH STATE AND LOCAL PLANS

This Redevelopment Plan is in concert with the goals and policies of the State Development and Redevelopment Plan (SDRP) in promoting planned development within the Metropolitan Planning Area (PA1), an area that is targeted for growth. It is further consistent through its emphasis on promoting economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements.

Union County Master Plan

This Plan is in general compliance with the Master Plan of Union County. 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 County Master 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.

Land Use Plan Element of the City's Master Plan

2020 Master Plan

In August 2020, the City adopted a new Master Plan. The East 3rd and Richmond Street Redevelopment Plan is consistent with this Master Plan as the following goals,

objectives and excerpts will be furthered:

- Explore a range of related development and quality of life opportunities (Land Use Element, pg. 20)
- Revitalize/redevelop underutilized areas. (Land Use Element, pg. 20)
- Restore stability in “transitional areas.” (Land Use Element, pg. 20)

2009 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”). The 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:

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 citywide 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 Transit Oriented Development areas while reinforcing existing neighborhood character in areas outside of designated Transit Oriented Development areas 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 businesses consistent with the land use ordinance and provide new area for growth. These efforts should be undertaken within existing commercial corridors, the various Neighborhood Commercial zones throughout the city, and where designated, in Transit Oriented Development areas, and areas along the Raritan Valley Line which connect them, so to enhance economic opportunity through the introduction of a range of permitted commercial uses.

Objective 20: Redevelopment activities undertaken by the City should be consistent with the Master Plan.

Policy 20.1 - Targeted Areas

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

Other Redevelopment Plans in the Neighborhood

Transit Oriented Development Downtown (TODD)

The purpose of the Transit Oriented Development Downtown Zone (TODD) is to provide the foundation for a complementary mixture of appropriately intensive commercial and high density uses in close proximity to the downtown train station. The TODD zones are intended to be pedestrian friendly to create a symbiotic benefit through the provision of an aesthetically improved, vibrant and commercially active downtown for Plainfield residents and visitors. The TODD zone consolidates most of the existing zones within an irregularly

based 0.25 mile distance from the downtown Plainfield train station. The TODD zone contains seven districts, with different purposes, that foster formation of an active, thriving downtown appropriately buffered from surrounding lower density residential uses.

A part of the Redevelopment Area is in the Transit Oriented Development Downtown (TODD) zone. Therefore, the Plan Area acts as a transition zone between the more intense TODD area and other abutting low density residential neighborhoods.

Transit Oriented Development Netherwood (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.

Relation to Adjacent Municipalities

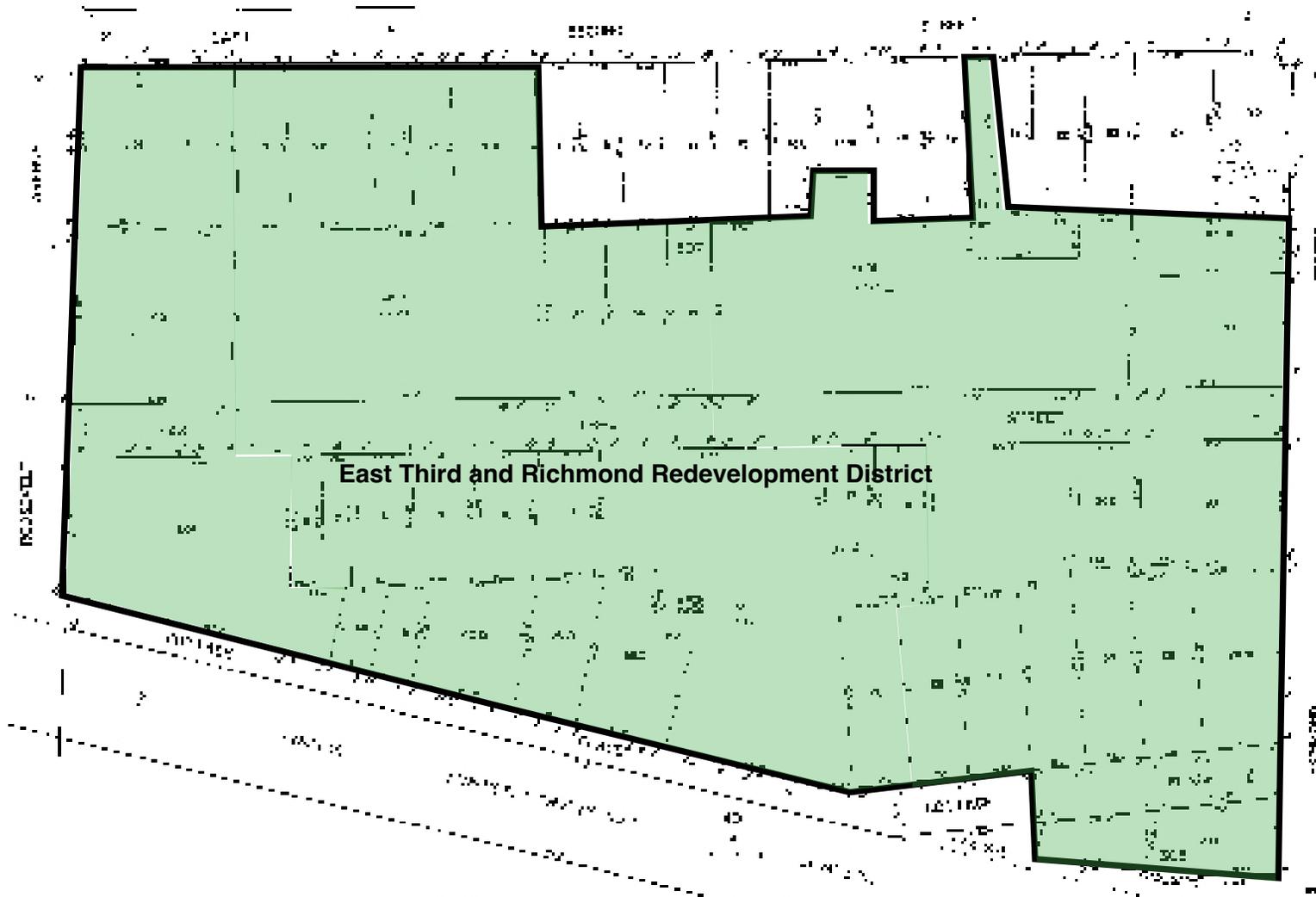
The Redevelopment Area is not adjacent to any surrounding municipalities. Given its separation, the Plan will not affect those nearby municipalities to a significant degree. Furthermore, Plan will positively impact the new uses that support economic development and Transit Oriented Development.

3.4 STATUTORY BASIS FOR THE REDEVELOPMENT PLAN

This Plan is prepared on the basis that the City Council designated the plan area as “An Area in Need of Redevelopment” pursuant to the New Jersey Local Housing and Redevelopment Law (LRHL) on January 22, 2019, Resolution number R-075-19.

The purpose of this Plan is to establish a Redevelopment Plan to guide future development and redevelopment within the Redevelopment 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.

4.1 LAND USE PLAN



This section describes the proposed land use plan and provides a framework to implement the City's vision for the Redevelopment Area. The subsequent zoning regulations lay the foundation and provide guidelines for any development that occurs in the area. A part of the Redevelopment Area is located in the Transit Oriented Development Downtown (TODD) zone, while the rest of the area is adjacent to TODD and is in close proximity of Transit Oriented Development Netherwood (TODN) zone.

This Plan is aligned with Transit Oriented Development principles and proposes mixed use, high density, sustainable development. It aims at fostering vibrant, walkable, livable community around easily accessible transit system, emphasizing residential and commercial uses.

4.2 DISTRICT STANDARDS

The district standards reflect the vision for the proposed East Third and Richmond Redevelopment Plan; the permitted and accessory uses; bulk standards; and other regulatory requirements specific to the district. The general Design Standards identified in the Plan apply to this Redevelopment Area. 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. (Listed in the appendices of this Plan).

EAST THIRD AND RICHMOND REDEVELOPMENT DISTRICT

This District is intended for high density, mixed use, Transit Oriented Development. Half of the Plan Area is located within quarter mile (i.e. 5 minute walking distance) from the Plainfield Train Station, while the rest of the Plan Area is within 10 minute walking distance from Plainfield Train Station. This district is envisioned as a vibrant, livable and walkable community and promotes high density, multi-family development, allowance for commercial uses, improvements to the streetscape and the development of vacant and/or underutilized lands. The District also allows the college as a permitted use and promotes its expansion.



Permitted Uses

- Mixed Use structure
- Apartments over Commercial
- Child care center
- Retail sales
- Drugstores and pharmacies
- Commercial uses
- Personal service establishment
- Office
- Art studio
- Art gallery
- Museum
- **Live/work space**
- Restaurants
- Tavern
- Nightclub
- Banquet hall
- Bank, excluding drive-through facility
- Parking lot
- Laundromat
- Assisted living facility
- College
- Open space
- Passive Recreation
- Health and fitness club
- Fraternal organization

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	Proposed
Redevelopment Area	
Minimum Lot Area	5,000 Sq. Ft.
Minimum Lot Width	50 Ft.
Minimum Setbacks	
Front Yard	0 Ft.
Rear Yard	10 Ft.
Side Yards	0 Ft.
Combined Side Yards	10 Ft.
Other Standards	
Maximum Building Coverage	75%
Maximum Impervious Coverage	95%
Maximum Height	78 Ft. 155 Ft.
Minimum Number of Stories	3
Maximum Number of Stories	6 14
Maximum Number of stories within first 20 10 feet from the street	4 5
Floor Area Ratio	2.0
Density (Maximum Number of Units)	100-150/ acre
Minimum Public Open Space	5%
Minimum Commercial Space not including Amenities (Ground Floor)	15% of the building coverage
Minimum Number of Parking Spaces	
For Studio, 1 Bedroom and 2 Bedroom	1 space per unit

Notes:

1. If a side yard setback exceeds 0 ft, a minimum width of 5 feet is to be provided.
2. Where a pitched roof is proposed, the maximum vertical dimension above grade to the mid point between the eaves and the peak of the roof is set at maximum height i.e. 78 feet.
3. For **all** parking standards (**except for residential use**) **not specified in this Plan**, refer to the Table of Parking Regulations, Section 17.9-43J of the Land Use Ordinance (Listed in the appendices of this Plan).
4. Street frontage of a thorough-lot shall be considered as front yard.

Additional Standards

1. All parking areas shall be located in the rear and/or side yard of the property.
2. Any surface parking must be screened from street view through the use of landscaping, decorative fencing, or construction of low walls.
3. All commercial areas in a mixed use structure shall be located in the front yard of the property.
4. Service areas, loading docks, solid waste and recycling facilities and other service areas shall be to the rear or side of buildings in visually unobtrusive locations. **Cottage Place will continue to be vehicularly traveled one-way, from west to east.**
5. First floor parking areas shall be appropriately screened with a faux wall. The faux wall shall consist of architectural feature and facade materials that are compatible with the ground floor commercial uses.
6. ~~Corner properties shall be accessed from East Third Street and Cottage Place.~~
7. There shall be no more than 300 feet of a continuous building facade on a single property.
8. A roof-top garden or landscaped roof area is encouraged on newly constructed/ redeveloped buildings in the area.
9. Sustainable design practices and LEED certifiable buildings are strongly encouraged.
10. When designing plazas and public spaces the usage of permeable surfaces and materials are strongly encouraged.
11. Shared parking among uses is encouraged **and permitted. Shared parking arrangements on any lot shall not exceed 20% of the required parking spaces among all uses.**
12. All signs shall be in accordance with City's 2018 Signage Design Standards.
13. A traffic study is to be submitted in conjunction with any development proposal, unless deemed to be unnecessary by the Planning Board, and should adequately demonstrate the amount of traffic to be generated and capacity of the

existing roadway network to absorb expected traffic volume. Such study must clearly demonstrate findings of no significant impact, or measures to be taken to alleviate expected traffic impact, which measures must be acceptable to the reviewing board.

14. Open Space Standards:

- Public ~~parks open space~~ **are is** encouraged as the Redevelopment Area is deficient in open space for the anticipated population.
- **The preferred, but not required, location for Ppublic open space shall be preferably located in the front yard of a lot.**
- **Public open space shall contain amenities, including, but not limited to, benches, kiosks, water features, planters, lawns, and plazas**
- **Public open space must be accessible to the public and maintained by the property owner.**
- **Public open space must be deed restricted for access by the public and use as open space**
- **Density Bonus: If ground level public open space is provided by the Redeveloper, a density bonus can be applied to other lots within the Redevelopment Area. The maximum density bonus is equal to the density that would have otherwise been permitted within the public open space. For example, if the public open space is 1 acre, the Redeveloper may take the 150 dwelling units that would have been able to be built on the 1 acre of public open space and increase the density on one or more other lots within the Redevelopment Area by a total of 150 dwelling units. In no event shall the density of the Redevelopment Area exceed 150 dwelling units per acre in total. In order to apply the density bonus, the public open space must be improved, deed restricted, and usable prior to the issuance of building permits for any and all lots which are taking advantage of the density bonus**

15. Minimum Parking Requirements:

- Residential: 0.8 spaces per dwelling unit
- Retail: 1 space per 500 square feet of gross floor area
- Live/work space: 1 space per 2 dwelling units
- Office: 1 space per 800 square feet of gross floor area
- The State electric vehicle ordinance regarding parking requirement reduction shall be applicable if the State requirement is fulfilled.

Design Standards

The City recognizes that a number of urban design standards and improvements are necessary in order to achieve vibrant and attractive smart growth around transit. These improvements include pedestrian and parking upgrades to new residential and commercial developments; all aiming at increasing the desirability of the redevelopment area as a place of residence and commerce. The key elements and the design standards are listed below:

Building, Mass and form

1. Architectural massing is encouraged. Architectural massing is the arrangement of forms of a building. Massing refers to the structure in a three-dimensional form.
2. Primary entrances shall be conveniently oriented to public streets or plazas to allow safe, convenient access to and from transit facilities and/or services.
3. 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.
4. Buildings should include, at the street level, design elements that encourage pedestrian interest such as large display windows, multiple entries, and clear signage.
5. Building entries may be recessed into the facade and partially covered, allowing pedestrians to escape inclement weather.
6. Buildings that are six (6) stories high, must make efforts to reduce the effect of building massing above the fourth floor. This may be achieved by using various architectural strategies that may include setbacks, voids in the building facade or varied building material to reduce the effect of the massing in all or some of the sides of the building, especially buildings that are adjacent to single family homes.



Architectural standards and Facade treatments

1. Structures should be designed to encourage architectural variety within an overall framework of design continuity.
2. 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.
3. Building facades of townhouses 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.
4. 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.
5. Any front façade of a nonresidential structure within the Redevelopment Area must be visually permeable (i.e. it should contain windows or other openings at eye level). Blank and windowless walls shall be permitted only along the rear of buildings. Retail frontage should have display windows with 40 to 60% of the façade transparent.
6. Multi-tenant buildings shall provide varied storefronts. Upper floors may be coordinated with ground floors through common materials and colors.
7. 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.
8. If a parking deck/ structure is constructed, the facade elevations shall receive architectural treatment that complements the principal building.



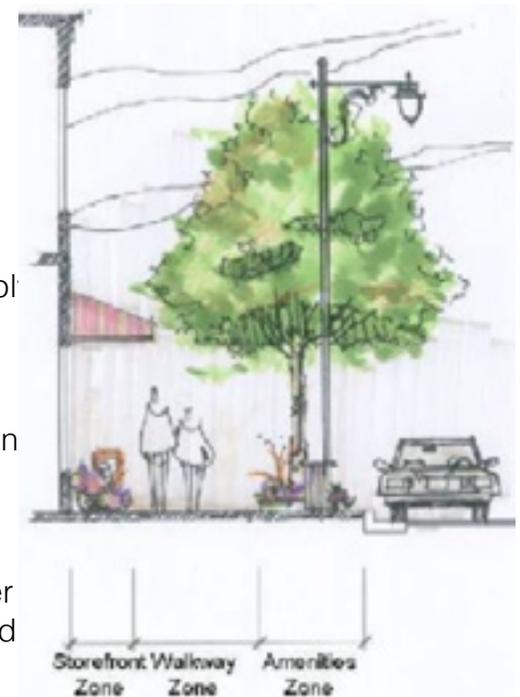
Material and Texture

1. 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.
2. The use of fabric or metal canopies is to be encouraged, especially over storefronts, at entrances or over display windows.
3. Materials shall be selected that are similar in appearance with the new development in the vicinity.



Pedestrian Design Standards

1. Pedestrian walkways shall be provided connecting parking areas to the buildings they serve by the most direct route. The walkways shall be unencumbered by parking spaces for vehicles. **Internal pedestrian walkways shall provide access and connectivity to all buildings.**
2. Where practical, pedestrian walkways shall be raised above the grade of streets, drives, parking lots and other paved areas. Where pedestrian walks cannot be raised, they shall be constructed of a material that is different from the adjacent pavement. Pedestrian walkways shall be of a different material than parking areas.
3. Walkways and sidewalks shall be a minimum of four feet wide and shall be designed to comply with the requirements of the Americans with Disabilities Act (ADA).
4. Textured crosswalks, landscaped buffers, and other streetscape improvements along Richmond Street, East Third Street and Cottage Place are to be provided to the greatest extent practicable in order to encourage greater pedestrian connectivity with the Richmond Street corridor as well as among the uses developed under this redevelopment plan.
5. Any proposed street trees must be indigenous to the region and be listed on the City's master list of preferred plantings; ornamental light fixtures and foundation plantings must be provided and a 10-foot landscaped buffer is to be installed along Richmond Street, a portion of which may extend into the right-of-way.
6. **The adopted Streetscape Design Manual shall apply to all development within the Redevelopment Area.**



Parking Area Landscaping

1. Where off-street parking areas within the Redevelopment Area would be visible from sidewalks or residential uses, a buffer should be provided enabling a year-round continuous visual screen at least five (5) feet in height at the time of planting and containing at least fifty percent (50%) evergreen plant material which is demonstratively effective for screening purposes. At the discretion of the planning board, decorative fences or walls may additionally be required for this purpose. The height of any required screen, hedge or wall must decrease where driveways approach sidewalks or walkways in order to provide adequate visibility of pedestrians from motor vehicles, and satisfy clear sight triangle requirements.
2. Parking areas shall be suitably landscaped to minimize noise, glare, and other nuisance characteristics as well as to improve on-site aesthetics. Surface parking areas providing for more than sixty (60) motor vehicle spaces shall be divided into modular parking bays. Each bay shall have no more than sixty (60) stalls.
3. Curbed landscaped islands with a minimum radius of three (3) feet shall be located at the end of each parking row and at an interval of every ten (10) spaces within areas of surface parking.
4. Required landscape or buffer areas shall be maintained in good condition at all times, may be interrupted by normal entrances and exits, and may have no improvements other than signs for customary traffic direction and control.



5.1 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.

5.2 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 nonconforming 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.

5.3 PROJECT PHASING

Each redevelopment project phase must contain the required parking for all components of said phase. Further, if any phase is taking advantage of the public open space density bonus, the associated public open space must be included in that phase or a previously completed phase.

6.1 SELECTION OF REDEVELOPERS

This Plan is to be implemented in accordance with the procedures of the Local Redevelopment and Housing Law. Only a redeveloper(s) formally designated by the City may undertake a redevelopment project within the Redevelopment Area.

6.2 LAND ACQUISITION

As authorized by the Local Redevelopment and Housing Law, lands and/or buildings in the Condemnation Redevelopment Area not owned by the City of Plainfield, necessary for the effective execution of this Redevelopment Plan, may be acquired by condemnation in accordance with the provisions of the Eminent Domain Act of 1971. Under Section 40A:12A-7.a.(4), properties proposed for acquisition are to be identified. Accordingly, this Redevelopment Plan specifies that all lands within the Condemnation Redevelopment Area are potential targets for acquisition either through the exercise of eminent domain or negotiated settlement.

6.3 RELOCATION ASSISTANCE

The redevelopment agency shall undertake all appropriate relocation measures as required by law pursuant to the Relocation Assistance Law of 1967, P.L. 1967, C. 79 (c. 52:31B-1 et. seq.) and the Relocation Assistance Act, P.L. 1971, C. 362 (c. 20:4-1 et. seq.) in the event of displacement of any resident from the Condemnation Redevelopment Area.

List of Properties to be Acquired

Block Number	Lot number
305	1, 2, 3
306	19, 20, 21, 22, 23, 24, 25, 26, 27, 28
307	20, 29, 30, 31, 32, 33.01, 34

Note: There is no affordable housing in the Redevelopment Area.



APPENDICES

Definitions:

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

Public Open Space: An open space located on a private property but made available for public use or public access.

Passive Recreation: Non consumptive uses such as walking, biking etc.

Live/work space: Space that combines the function of residential living space with the flexibility of utilizing the space for various types of work, including but not limited to desk or office, artists or other design professionals.

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:

1. 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.

2. Side and Rear Yards

a. In nonresidential zones, both decorative walls and solid or non solid 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.

3. 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.

4. 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.

5. 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.

6. 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.

7. 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.

8. 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:

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.

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.

D. 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.
5. Area shall be open and non-glazed.
6. For townhouses, apartments and nonresidential uses, decks and porches may not extend into any required yard setback area.
7. Upper story structures are not permitted over decks/porches if those decks/porches encroach into required yards.
8. No use is permitted above a porch.

~~E. 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.~~

East Third and Richmond Street Redevelopment Plan

