# REDEVELOPMENT PLAN

## SCATTERED SITES

## Summer 2006 Program

### AREAS IN NEED OF REDEVELOPMENT

Prepared by Township Staff
Department of Administration

Adopted December 27, 2006 [MC-3333]

# TABLE OF CONTENTS

**INTRODUCTION** ..... 1

**1.0 THE REDEVELOPMENT PLAN** ..... 2
1.1 DEFINITIONS ..... 2
1.2 REDEVELOPMENT GOALS AND OBJECTIVES ..... 3
1.3 REDEVELOPMENT STRATEGY ..... 4
1.4 LAND USE AND BULK REQUIREMENTS ..... 5
1.4.1 Permitted Uses ..... 5
PERMITTED USES SCHEDULE ..... 5
1.4.2 Bulk Requirements ..... 8
BULK AND AREA SCHEDULE ..... 8
1.5 DESIGN STANDARDS ..... 9
1.5.1 Project Design Concepts ..... 9
1.5.2 Site Design Standards ..... 12
1.5.3 Street Design Standards ..... 19
1.5.4 Building Design Standards ..... 21
1.6 DESIGN EXCEPTIONS ..... 25
1.7 OTHER PROVISIONS ..... 26
1.7.1 Provisions Related to Environmental Standards ..... 26
1.7.2 Provisions Related to Rehabilitation ..... 26
1.7.3 Provisions Related to Off-Site Improvements ..... 26

**2.0 CONSISTENCY REVIEW** ..... 27
2.1 IRVINGTON ZONING ORDINANCE ..... 27
2.2 IRVINGTON MASTER PLAN ..... 27
2.4 MASTER PLANS OF ADJACENT MUNICIPALITIES ..... 28
2.5 ESSEX COUNTY MASTER PLAN ..... 30
2.6 STATE DEVELOPMENT AND REDEVELOPMENT PLAN ..... 31

**3.0 IMPLEMENTATION AND COMPLETION** ..... 33
3.1 REDEVELOPER SELECTION ..... 33
3.2 AMENDMENTS TO REDEVELOPMENT PLAN ..... 34
3.3 CERTIFICATES OF COMPLETION ..... 34

**EXHIBITS**
MAP 1 THRU 16: ..... After Page 34

# Introduction

This Plan was adopted on December 27, 2006 by ordinance of the Irvington Municipal Council. This Plan guides the redevelopment of blighted land parcels throughout the Township. These areas were designated by the Municipal Council on August 9, 2006 following the recommendation of the Irvington Planning Board. The parcels designated for redevelopment are depicted in Maps 1 - 16.

**Investigation Findings: Parcels are Blighted and Unproductive**
An investigation of various land parcels was concluded by staff of the Department of Administration during May 2006. It was determined by the investigation that 77 properties have persisted in unproductive condition and in many cases had unsafe structures on them. These properties drive down property values. This is the cancerous effect of permitting substandard conditions to prevail in neighborhoods. The investigation observed:

> *Residents who live in adjacent homes have become increasingly exasperated at the conditions of these properties. An interesting observation is that in some neighborhoods where these eyesores persist there are compliant home-owners who are maintaining their homes and landscape areas. These neighbors do not want to fight losing battles as they make investments to preserve their property values. The 19th Avenue block between Grove Street and Eastern Parkway is a stark case in point. This Township block has devastation in several parcels on both sides of the street and also contains very attractively maintained homes towards the Eastern Parkway end of 19th Avenue.*
>
> *There is an urgent need to redevelop these parcels because of the blight they threaten. They are scattered throughout neighborhoods, which makes addressing the issue a must-succeed in-fill course of redevelopment. Most of the scattered parcels that need to be redeveloped are primarily concentrated in the East and South Wards.*

The Township's 2002 Master Plan calls for redevelopment as one of the means Irvington will deploy to return unproductive, dilapidated land parcels to their former selves as tax-yielding, attractive properties. This redevelopment plan implements the Master Plan with goals and objectives and a zoning scheme to guide development of these lands.

The Township will conduct a redevelopment strategy through this Plan as a priority undertaking. This strategy is targeting primarily the residential lands that have gone bad and creates this opportunity through specific zoning

enhancements .The goals that this strategy will achieve are addressing critical needs facing the Township: to enhance the quality of residential life, to stimulate job formation, to create opportunities for existing business expansion and for new businesses to startup, and to make Irvington an amenity-filled place for visitors.

# 1.0 THE REDEVELOPMENT PLAN

## 1.1 Definitions

All terms used herein shall have the same meaning as defined in the Township of Irvington Zoning Ordinance unless otherwise specified in this redevelopment plan.

# 1.2 Redevelopment Goals and Objective

The seven general goals of this Redevelopment Plan are:

1. To transform vacant and underutilized lots and buildings into economically and socially productive uses; and

2. to limit opportunistic crime through encouraging development of defensible spaces

The objectives to achieve these goals of the redevelopment plan are to:

1. Establish land use and building requirements specific to the redevelopment area and that are sensitive to neighborhoods

2. Provide a economically diverse (affordable and market-rate housing) for existing and future residents of the neighborhood through redevelopment and rehabilitation projects, with recognition of the need for alternative housing for senior citizens to enable them to remain in neighborhoods;

3. Provide opportunities for neighborhood-scale commercial and neighborhood retail services by encouraging public-private partnerships;

4. Utilize high quality design standards in construction and rehabilitation of homes;

5. Provide infrastructure improvements to streets, curbs, sidewalks, and drainage;

6. Assemble underutilized, unproductive, undersized or shallow privately owned and Township owned lots to create redevelopment parcels suitable for building new/rehabilitated retail businesses, personal service businesses and residential uses.

# 1.3 Redevelopment Strategy

This Plan contemplates that redevelopment projects will occur where derelict, abandoned and obsolescent properties currently exist and is intended to offer a broad context for the initiation of specific redevelopment projects on certain properties within the redevelopment area consistent with redeveloper agreements between the Township and designated redevelopers.

Existing property owners will be afforded an opportunity to submit proposals to redevelop or rehabilitate their own properties and/or damaged, undersized, underutilized properties adjacent thereto. Those desiring to do so should make a submission to the Township consistent with the requirements of this plan. The Township reserves the right to review all proposals submitted to determine whether they are consistent with the objectives of this plan and in the best interests of the municipality, especially the objective of increasing tax ratables and generating new jobs.

# 1.4 Land Use and Bulk Requirements

This section describes the use and physical dimension requirements of land development targeting the scattered sites referenced in this Plan. Table 1 lists these properties. Maps 1 – 16 show the parcels locations.

### 1.4.1 Permitted and Conditional Uses

Redevelopment projects constructed on the properties, which are the subject of this Plan shall be developed in accordance with the permitted uses requirements in this Section.

Uses are defined for each of the scattered sites as listed below in the Land Use Schedule. Uses specified in Table 2 that are not permitted nor are conditional are not allowed under this Redevelopment Plan. The list of scattered sites includes the specific zoning designation, which overlays and may differ from the district designation of the underlying general zoning ordinance. In the case where this Plan superimposes a new zoning designation, the Plan's designation shall supercede the general zoning ordinance; otherwise, the general zoning ordinance remains the controlling standard.

## LAND USE SCHEDULE

| **TABLE 2: RESIDENTIAL USES** | **R-1** | **R-2** | **R-3** | **R-4** | **R-5** | **CBD** | **B-1** | **B-2** | **B-3** | **B-4** | **B-5** |
|---|---|---|---|---|---|---|---|---|---|---|---|
| One-family dwellings | **P** | **P** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** |
| Two-family dwellings | **-** | **P** | **P** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** |
| Three-family dwellings | **-** | **P** | **P** | **P** | **-** | **-** | **-** | **-** | **-** | **-** | **-** |
| Four-family dwellings | **-** | **-** | **-** | **P** | **P** | **-** | **C** | **C** | **C** | **-** | **-** |
| Two-story apartments | **-** | **-** | **P[1]** | **P** | **C** | **C** | **-** | **-** | **-** | **-** | **-** |
| Three-story apartments | **-** | **-** | **P[2]** | **P** | **P** | **C** | **-** | **-** | **-** | **-** | **-** |
| Townhouses | **-** | **-** | **-** | **P** | **P** | **C** | **-** | **-** | **-** | **-** | **-** |
| High-rise apartments | **-** | **-** | **-** | **-** | **P** | **P** | **C** | **C** | **C** | **C** | **C** |
| Upper floor dwelling units over businesses | **-** | **-** | **-** | **-** | **-** | **P** | **P** | **P** | **P** | **P** | **P** |
| Boarding houses and rooming houses | **-** | **-** | **-** | **-** | **-** | **C** | **C** | **C** | **C** | **C** | **C** |
| Group homes | **-** | **-** | **-** | **-** | **-** | **P** | **P** | **P** | **P** | **P** | **P** |

[1] Up to six units per building permitted
[2] Up to eight units per building permitted

### 1.4.2 Bulk Minimum and Maximum Requirements

The scattered parcels shall be developed in accordance with the bulk and area requirements in this Section.

Bulk and area requirements are specified below in the Bulk and Area Schedule. For the purposes of this redevelopment plan bulk and area *maximums* may generally be interpreted as what the Township is requiring not to be designed by redevelopers whereas bulk and area *minimums* are what is required to be done by redevelopers. In other words, redevelopers will be encouraged to exceed minimums in their project designs.

## BULK AND AREA SCHEDULE

Bulk Requirements are defined for each zoning district as listed below.

| **RESIDENTIAL USES** | R-1 | R-2 | R-3 | R-4 | R-5 |
|---|---|---|---|---|---|
| **Maximum Floor Area Ratio** | | | | | |
| Ground floor only | 0.60 | n.a. | n.a. | n.a. | n.a. |
| Entire Building | 2.40 | 0.40 | 0.40 | 0.40 | 0.35 |
| **Minimum Lot Area (square feet)** | | | | | |
| One-Family | 2,500 | 1,700 | 1,500 | 1,200 | n.p. |
| Two-, Three, or Four-Family | n.p. | 1,500/unit | 1,500/unit | 1,200/ unit | n.p. |
| Garden Apartments | n.p. | n.p. | n.p. | 1,320/ unit | 1,320/unit |
| High-rise Apartments | n.p. | n.p. | n.p. | n.p. | 730/unit |
| **Maximum Impervious Coverage (percent)** | 80% | 80% | 75% | 75% | 70% |
| **Minimum Lot Width (feet)** | | | | | |
| One-, Two-, Three-, or Four-Family | 25 | 25[1] | 28[1] | 28[1] | n.p. |
| Garden or High-rise Apartments | n.p. | n.p. | n.p. | 250 | 250 |
| **Minimum Yards (feet)** | | | | | |
| Front | 0 | 10 | 10 | 15[2] | 50 |
| Side (One/Both) | 0/0 | 0/0[3] | 0/0[3] | 10/25 | 100 |
| Rear | 20 | 15 | 15 | 15 | 150 |
| **Maximum Stories** | 3 | 2½[4] | 2½[4] | 5 | 10 |
| **Maximum Building Height (feet)** | 45 | 35 | 35 | 80 | 150 |

1. Applies only to one and two family lots. For each additional dwelling unit, the minimum lot width is increased by ten (10) feet.
2. Applies to one-, two-, three-, and four-family lots. For garden apartments, the minimum yards shall be as required for the R-5 zoning district
3. Applies only to one-family lots. For each additional dwelling unit, the minimum side yard (one) is increased by 3.2 feet and the minimum side yard (both) is increased by 6 feet
4. Maximum stories are 3 where the first floor is being used as a garage

| **BUSINESS USES** | B-1 | B-2 | B-3 | B-4 | B-5 | CBD |
|---|---|---|---|---|---|---|
| Maximum Floor Area Ratio | | | | | | |
| Ground floor only | 0.60 | n.a. | n.a. | n.a. | n.a. | 0.75 |
| Entire Building | 2.40 | 0.45 | 0.40 | 0.40 | 0.35 | 2.25 |
| Minimum Lot Area (square feet) | 3,500 | 2 acres | 10,000 | 10,000 | 5 acres | 3,500 |
| Maximum Impervious Coverage (percent) | 80% | 80% | 75% | 75% | 70% | 85% |
| Minimum Lot Width (feet) | 30 | 200 | 80 | 80 | 300 | 30 |
| Minimum Yards (feet) | | | | | | |
| Front | 0 | 40 | 10 | 10 | 150 | 0 |
| Side (One/Both) | 0/0 | 40/100 | 10/25 | 10/25 | 100 | 0/0 |
| Rear | 20 | 80 | 25 | 25 | 150 | 20 |
| Maximum Stories | 3 | 1 | 1 | 1 | 1 | 3 |
| Maximum Building Height (feet) | 45 | 30 | 20 | 20 | 30 | 45 |

| INDUSTRIAL USES | M-1 | M-2 | M-3 |
|---|---|---|---|
| Maximum Floor Area Ratio | 0.40 | 0.50 | 0.60 |
| Minimum Lot Area (square feet) | 1 acre | 1 acre | 2 acres |
| Maximum Impervious Coverage (percent) | 60% | 75% | 75% |
| Minimum Lot Width (feet) | 150 | 150 | 200 |
| Minimum Yards (feet) | | | |
| Front | 25 | 25 | 40 |
| Side (One/Both) | 25/60 | 25/60 | 40/100 |
| Rear | 50 | 50 | 50 |
| Maximum Stories | 2 | 2 | 2 |
| Maximum Building Height (feet) | 35 | 35 | 35 |

# 1.5 Design Standards

This plan provides for specific design standards to control the physical appearance of development project concepts. Also, these design standards will enable development to fit within the thematic concept Irvington has envisioned for the the scattered sites listed in Table 1.

The critical elements of the design standards established in this section have cross-cutting themes that address landscape ecology, transit oriented design, crime-prevention design, environmental protection, architectural interest, pedestrian amenities and safety, and neighborhood ambiance.

## 1.5.1 Project Concept Design Standards

MIXED RESIDENTIAL PROJECT
Densities should be 7-15 units per net acre.

Vertical mixed uses are encouraged.

Housing uses include single family and multifamily dwellings.

*Critical Element*: Zero side-yard lot lines are encouraged where undersized lots are contiguous *and* are part of single development project provided walls are sound and fire proof per building code and where parking can be provided in the rear lot.

Open space uses limited to parks, playgrounds, and recreation fields.

*Critical Design Element*: Cul-de-sacs or dead-end streets will be discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections.

**RESIDENTIAL-BUSINESS TRANSITION**
Densities should be 7-15 units per net acre.

Housing uses are efficiency, loft and multifamily dwellings; reduce parking ratios

Vertical mixed uses are encouraged

Should be mixed-use and contain public, core-mixed use, and residential uses

*Critical Design Element*: Zero side-yard lot lines are encouraged where undersized lots are contiguous *and* are part of single development project provided walls are sound and fire proof and where parking can be provided in the rear lot.

Open space uses include parks, playgrounds, recreation fields, squares and plazas.

Well-designed, pedestrian-friendly buildings are encouraged as opposed to berms, fences, and walls when providing a transition along street frontages from business uses to the surrounding neighborhoods.

This transition area should contain some buildings that are vertically mixed in use.

In a mixed use building: retail uses must be placed at street level, office uses can be at street, rear or upper levels and residential uses must be placed in the rear or on the upper stories; reduce parking ratios.

Stand-alone live-work professional offices are included: signage per zoning ordinance; parking in rear and parking ratios per zoning ordinance

In a mixed use building: residential entrances should be raised above the sidewalk a minimum of 2 feet to reinforce a privacy zone and distinguish them from the commercial entrances.

Open space uses include parks, playgrounds, squares and plazas

Higher intensity buildings should not cast a shadow line on surrounding neighborhoods. To avoid this, buildings could be stepped back on their upper stories or designed in such a manner as to allow sunlight to pass through certain portions of the building.

Vegetative landscaping, walls, and fences should be provided around rear parking areas that abut residential development consistent with the zoning ordinance. Undisturbed natural areas that function as opaque screens are preferable to new plantings.

*Critical Design Element*: Block faces should have a length generally not exceeding 660 feet.

Mid-block and rear alleys should be utilized for access to parking, utilities, service and loading areas to minimize the number of driveways along the main pedestrian spaces.

*Critical Element*: Cul-de-sacs or dead-end streets will be discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections

**CENTRAL BUSINESS DISTRICT**
Business uses include office buildings, retail storefronts; mixed use buildings include lofts (live-work units) and mid-rise housing uses above ground level retail.

Higher intensity buildings should not cast a shadow line on surrounding neighborhoods. To avoid this, buildings could be stepped back on their upper stories or designed in such a manner as to allow sunlight to pass through certain portions of the building.

Open space uses are limited to squares and plazas.

**COMMERCIAL-INDUSTRIAL AREA**
Vegetative landscaping, walls, and fences should be provided around rear parking areas that separate commercial from industrial development consistent with the zoning ordinance. Undisturbed natural areas that function as opaque screens are preferable to new plantings.

*Critical Element*: Cul-de-sacs or dead-end streets will be discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections

**ADAPTIVE BUILDING RE-USE**
In a mixed use building: retail uses must be placed at street level, office uses can be at street, rear or upper levels and residential uses must be placed in the rear or on the upper stories; reduce parking ratios.

Stand-alone live-work professional offices are include with parking in rear

In a mixed use building: residential entrances should be raised above the sidewalk a minimum of 2 feet to reinforce a privacy zone and distinguish them from the commercial entrances.

**SIGNS**

A. Wall:

1. Size: Maximum 5% of building face or 400 square feet, whichever is less.
2. Amount: Two per building. Secondary wall signs may be constructed on a secondary wall façades provided its area does not exceed 40% of the area of the primary sign.

B. Freestanding Monument Sign

1. Size: Maximum 200 square feet per sign face, excluding monument base.
2. Amount: One (1) per tract.
3. Height: Maximum of 30'

C. Sign Setback from Road or Street

No sign shall be erected nearer to any street or road than one-half (1/2) the setback distance required for the principal building.

D. Temporary Sign

A temporary sign shall not exceed fifteen (15) square feet in area. A temporary sign shall be removed within twenty-four (24) hours after its purpose has been met .

E. Area of Sign

In the interpretation of the area of signs, the size shall be the display surface available for advertising, including decorative trim, or, in a case of individual box letters, the box dimensions encompassing all the letters, including decorative trim.

# 1.5.2 SITE DESIGN STANDARDS

### 1.5.2.1 BUILDING PLACEMENT

1. Locate buildings close to the pedestrian street (within 25 feet of the curb), with off-street parking behind and/or beside buildings.

2. If the building is located at a street intersection, place the main building, or part of the building, at the corner. Parking, loading or service should not be located at an intersection.

3. To maximize the street frontage of buildings and minimize the street frontage of parking lots, building should be articulated so that the long side fronts of the street.

4. Pedestrian circulation should be an integral part of the initial site layout. Organize the site so that the buildings frame and reinforce pedestrian circulation,

and so that the pedestrians walk along building fronts rather than along or across parking lots and driveways. Also arrange buildings to create view corridors between pedestrian destinations within and adjacent to the site including building entrances, transit stops, urban open space, and nearby public amenities including parks and green-ways.

**1.5.2.2 OPEN SPACE**

1. To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.

2. New urban open spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.

3. The space should be well-buffered from moving cars so that users can enjoy and relax in the space. The space may be visible from streets or internal drives but should not be wholly exposed to them. Partially enclose the space with building walls, freestanding walls, landscaping, raised planters, or on-street parking to help buffer it and create a comfortable "outdoor room".

4. Programming specific activities for the space will help make it a lively place.

5. Many street corners are not a good location for urban open space. Plazas and other open space features at high-traffic street corners may be attractive to look at or pass by, but are not very well used. Street corners that may be acceptable locations for useable open space include intersections (other than thoroughfares and arterials) and locations where the space can be set above the level of the street and be well-buffered with vegetation and/or a low wall or fence.

6. The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic and uses for the space including retail, cafes and restaurants and higher-density residential.

7. A properly defined urban open space is visually enclosed by the fronting building to create an outdoor room that is comfortable to its users.

8. General Design Specifications:
One (1) tree (3 ½" caliper minimum at installation) for every 1,000 s.f. of provided open space to be planted in at least 350 s.f. of soil.

A minimum of 25 linear feet of seating should be provided for every 1,000 square feet of urban open space. Seating should be more than 12" and less than 30" in height and not less than 16" in depth. Seating more than 28" in depth and

accessible from two sides should count double. Moveable chairs are encouraged and each count as 2 ½ linear feet of suggested seating.

At least half of the open space should be at street level.

One water tap for each 5,000 s.f. of each landscaped open space.

One garbage receptacle for each 5,000 s.f. of each physically separated open space.

Public art is encouraged to be placed within the open space.

### 1.5.2.3 PUBLIC SEATING

1. New public spaces should provide as many seating opportunities as possible.

2. Planter walls should be set at a maximum height of 2½ feet to allow for their use as seating.

3. Moveable chairs and sidewalk cafes are strongly encouraged.

### 1.5.2.4 PUBLIC ART

1. Property owners are encouraged to provide outdoor public art on their property or in the adjacent public right-of-way, to enrich the pedestrian experience and create a stronger sense of place.

2. Artwork may be free-standing pieces (e.g. a sculpture or water fountain) or it may be integrated into its surroundings as an architectural element (e.g. relief sculpture imbedded in pavement or a wall, a mosaic or mural on a wall, lighting or sound effects, or decorative railing or lighting).

3. New urban open spaces and infrastructure improvements should have a significant component of public art to the project that has a visible presence.

### 1.5.2.5 OUTDOOR LIGHTING

1. Use a low intensity of high-quality light, which will provide good, uniform visibility while avoiding light pollution.

2. Use decorative bases, posts, luminaries, and bollards in lieu of standard wood poles.

3. A lighting program should consider the illumination of sidewalks and other multi-use pathways using low intensity fixtures that provide an even distribution of light while avoiding areas of intense shadows.

4. To consolidate the number of fixtures placed within the right-of-way, consider the co-location of light fixtures along with other streetscape elements on single poles (i.e. street lighting, pedestrian lighting, and banners).

5. A substantial amount of lighting for pedestrians should be provided from the storefronts using either indirect illumination from within the building or direct illumination under canopies or awnings.

6. All site lighting will be required to meet the Township's regulation that discourages glare and reduces light trespass.

### 1.5.2.6 LANDSCAPING

1. The Plan specifies site landscaping requirements, including amount and size of plant material, berm dimensions, maintenance, and replacement. These guidelines encourage developers to exceed those standards.

2. The corners of street intersections, particularly gateways and site entries (entries from both street and sidewalk) should be distinguished by special landscape treatments: flower displays, specimen trees and shrubs, accent rocks, low walls, signage, decorative lighting, sculpture, architectural elements, and/or special paving. Features for vehicular entry points must meet the Township's sight triangle requirements.

3. Fences are recommended only where they are of complimentary design, materials and construction. Fences should supplement the existing and/or required plantings. The use of chain link or stockade fences visible from any public street within the CBD is strongly discouraged.

4. Consider utilizing drought tolerant plants and other xeriscape techniques. These include: amending the soil, mulching, grouping plants by water need, and utilizing water-efficient irrigation equipment and schedules.

### 1.5.2.7 PEDESTRIAN AND BICYCLE AMENITIES

1. Pedestrian pathways should be provided from the street to the parking area between buildings, as necessary to ensure reasonably safe, direct, and convenient access to building entrances and off-street parking. They should be clearly defined and enjoyable to use. To aid pedestrian navigation and comfort, provide the following elements along paths:

Landscaping, such as rows of trees and shrubs, flower beds, and planters

Pedestrian scaled lighting, such as lighted bollards

Small, color-coded way-finding signs, or a directory

Vertical architectural elements, such as markers or arches

Seating and resting spots

Special paving

2. Whenever pathways cross internal drives and curb cuts, provide a highly-visible crosswalk, made of a material that provides strong contrast with the vehicular surface (e.g. concrete in asphalt, unit pavers in concrete). Crosswalk stripes are acceptable, but require frequent repainting. Consider elevating the crosswalk to the level of the connecting walk. Also use standards warning signs and light fixtures (per the Manual of Traffic Control Devices) to alert drivers to crossings.

3. Pedestrian routes should be direct and should minimize potential conflicts with vehicles. For pedestrian safety and comfort, where a main pedestrian route must go along or across a parking lot or driveway, provide a separate path with buffer landscaping and other amenities. Where this is not possible, use highly visible crosswalks made of material that provides strong contrast with the vehicular surface (e.g. concrete unit pavers) and use traffic calming devices to slow vehicles at crosswalks.

4. No pedestrian paths should be less than 5 feet in paved width. Multi-use paths (bicycle and pedestrian) should not be less than 8 feet in paved width, though 10 feet is preferred. Whenever any parking abuts a walkway (head-in, diagonal or parallel), add 1.5 feet to the walkway width to accommodate car overhang or opening car doors. A bumper block may be used to prevent car overhang instead.

5. For Commercial and Apartment House uses where more than 19 spaces are required, provide 1 bike parking space for every 50 car spaces. Inverted “U” or "Cora"-type racks are suggested though others of similar durability and ease of use may be approved by Township staff.

6. Bike racks should be located close to the main building entrance(s) so they are highly visible and convenient. To facilitate access, install a curb ramp in any drive near the bike parking.

### 1.5.2.8 INTERFACE WITH ADJACENT PROPERTIES

1. Avoid erecting walls, fences, or berms that act as barriers to adjacent properties. At a minimum, create breaks in existing barriers for vehicles and pedestrians. In some cases a fence or wall is required for privacy, security, or mitigation between incompatible uses. In these cases provide parallel fence segments with overlapping gaps or a gate where needed for pedestrian cross-access.

2. Try to match the grade of abutting properties where the properties meet. If there is a significant grade difference, create an attractive transition, using creative grading and landscaping or a decorative retaining wall. Be sure to incorporate vehicular and pedestrian cross-access. Avoid using a blank or unscreened concrete retaining wall or a rock-covered slope.

3. Provide pedestrian and bicycle links to each adjacent property (in addition to the public sidewalk). They should be highly visible and conveniently located. Avoid steps; provide curb ramps to accommodate wheelchairs, bicyclists, and baby strollers. If no immediate benefit can be derived from the pedestrian link, maintain the potential at-grade link and provide a construction easement to the adjoining property.

### 1.5.2.9 VEHICULAR FLOW

1. Whenever possible, internal access drives should be located to join together existing public streets and/or connect to adjacent private drives, so that the internal circulation functions as an integral part of the surrounding transportation network.

2. Provide at least one vehicular link to each abutting property containing or designated for non-residential, apartment house, or group housing development the extent practical. This is most often accomplished by joining adjacent parking lots and recording cross-access easements. Provide (at an appropriate grade) part of the connection or maintain the potential for a future link.

3. Minimize or eliminate curb cuts along a public street. Where possible, share vehicular access with adjacent properties and/or utilize alleys for access.

### 1.5.2.10 AUTOMOBILE PARKING

1. Parking lots should be located behind buildings or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or no more than 64 feet, whichever is less.

2. Shared parking is strongly encouraged between adjacent or vertically mixed uses whose peak demand is off-set from each other (e.g. Offices and Housing).

3. Consider the feasibility of providing a parking structure rather than surface parking to conserve land and minimize the impacts on the environment.

4. Parking aisles must be separated from one another by planted medians with shade trees as per the provisions this Plan. When possible, it is recommended that parking aisles and their shade trees be aligned in a solar orientation to cast

shade on parked cars during the summer months, if such an orientation does not compromise other design criteria of this Plan.

5. Large surface parking lots larger than 75,000 square feet of vehicular surface should be visually and functionally segmented into several smaller lots.

6. Parking lots along the street must be screened from the adjacent street and sidewalk by walls, fences, or landscaping, to the standards stated in this Plan.

7. For areas that require overflow or peak-season parking such as large retail areas, consider the use of pervious pavement systems. This strategy is strongly recommended adjacent to environmentally sensitive areas, in floodplains, or in locations where a parking structure is infeasible.

### 1.5.2.11 PARKING STRUCTURES

1. The ground-level of a parking structure should be wrapped by retail, office or some other active use along at least the primary façade.

2. Along the pedestrian-oriented street, parking structure facades should be treated with high quality materials and given vertical articulation and emphasis compatible to the principal structure. The façade should be designed to visually screen cars.

3. Pedestrian entries should be clearly visible. The vertical circulation should not be located in the center of the structure so that it is difficult or circuitous to locate.

4. Off-street bicycle rack parking and storage lockers are strongly encouraged inside the structure.

### 1.5.2.12 TRANSIT STOPS

1. Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.

2. Bus stops and routes are encouraged to locate within the CDB.

3. In general, far-side stops (stops located immediately before the intersection) result in fewer traffic delays, provide better sight distance for drivers and pedestrians, allow more room for maneuvering, and create fewer conflicts between buses and pedestrians.

4. Clearance between the curb and benches or shelters should be no less than 3 feet and no more than 10 feet.

5. Concrete pads for shelters should range in width from a minimum of 10 feet to a maximum of 25 feet in length. Sidewalks should be 10 to 12 feet wide.

6. Provide a curb-side concrete pad for wheelchair loading, 10 feet long by 12 feet deep. This area will also serve as a "clear zone" for passengers to avoid splash from passing vehicles.

7. Where practical, bus stops should be located at or near building entrances and should have identifiable architectural and site elements. They should be provided with basic amenities including pedestrian-scaled lighting, seating, trash receptacles, water fountains, telephones and shelter.

8. Colors, textures and materials used around the stop should be compatible with the adjacent development.

#### 1.5.2.13 ENVIRONMENT PROTECTION

1. Piping of creeks should be avoided and channelization should be minimized.

2. Where crossing of existing creeks is necessary, a bridge structure is superior to a culvert. Bridges permit the natural ecosystem of the stream to remain unimpeded under the crossing.

3. Multi-use paths can be constructed along creeks and streams, thus serving a dual function of allowing public access to open space and providing paths to destinations along the edges of of linear parks and greenways. The location of such paths should be field-located to minimize environmental impacts such as stream bank degradation and excessive clearing of vegetation in riparian buffers.

4. Existing vegetation and large specimen trees should be preserved and incorporated into the site design in order to create a natural landscape and the impression of a mature landscape.

## 1.5.3 STREET DESIGN GUIDELINES

#### 1.5.3.1 GENERAL STREET DESIGN PRINCIPLES

1. Sidewalks should be 5-8 feet wide and located on both sides of the street. Sidewalks in commercial areas should be a minimum of 12-16 feet wide to accommodate sidewalk uses such and vendors, merchandising, and outdoor seating.

2. Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets should

provide for an appropriate canopy, which shades both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street tree landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from heaving the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with this Plan's landscaping, lighting and street sight distance requirements.

3. In the CDB, trees may be planted in tree wells with grates over the top to protect the roots. Irrigation should be provided. Unit pavers are preferred over concrete.

4. Planted medians are encouraged on multilane roads to provide additional tree canopy and reduce the visual height-to-width ratio of the overall streetscape. They also provide for safe, convenient pedestrian refuges at crossings.

5. Wherever possible, street locations should account for difficult topographical conditions, by avoiding excessive cuts and fills and the destruction of significant trees and vegetation outside of street-rights-of way on adjacent lands.

6. Closed or gated streets are strongly discouraged.

7. On-street parking provided should be parallel. Curb or angle parking is permitted only on low-volume, low-speed streets.

8. Where on-street parking is provided, the landscape strip should be planted in grass at-grade. This will enable people to walk directly from their car to the sidewalk. Shrubs, ground covers, trees and raised planters should be located so as not to conflict with opening car doors or pedestrians' access to and from on-street parking.

9. Streets should be designed so pedestrians have convenient and safe means to cross streets. Allowable treatments may include but not be limited to roundabouts, raised pedestrian crosswalks, multi-way stops, "bulb-outs", alternative pavement treatments, and signals at crosswalks when warranted.

10. Streetscape designs should include a system of pedestrian trailblazing signs, kiosks and other environmental graphics to supply directions to the pedestrian. This should be done in a unified and comprehensive manner for Mixed-Use Centers.

11. Landscaping and pedestrian features such as bump outs and tree planters need only be placed at the end of the block and at mid-block-crossings. Mid-block crossings are necessary where the block face is more than 200 feet.

12. Angle parking is encouraged in commercial areas as a way to provide additional, convenient parking spaces for merchants and restaurants.

### 1.5.3.2 SPATIAL DEFINITION

1. A 1:6 height-to-width ratio is the minimum for appropriate spatial definition. An appropriate average ratio is 1:3. This Plan contemplates that a stronger sense of place is accomplished as the ratio is tighter.
2. Spatial enclosure is particularly important for shopping streets in order to provide very effective spatial definition.

## 1.5.4 BUILDING DESIGN GUIDELINES

### 1.5.4.1 BUILDING DESIGN IN GENERAL

1. Each building should be designed to form part of the larger composition of the area within which it is located.

2. New buildings should strive for a contextual approach to design. A contextual design approach is not intended to necessarily mean a historicist approach, but rather one that is sensitive to the surrounding urban, built and natural conditions.

3. Adjacent buildings should relate in similarity of scale, height, and configuration.

4. Larger buildings (those with facades greater than 64 feet in width) should be broken down in scale by means of the articulation of separate volumes. These should be well proportioned and related to create a satisfactory composition.

5. Drive-through windows and services are not permitted in the CBD. If provided in other business districts, they should be accessed at the building facade facing the rear property line away from the pedestrian street.

6. New buildings and the adaptive use of buildings should as much as possible use green building technologies for mechanical systems, energy needs and construction materials.

7. The adaptive use of the valuable historic building stock is an effective sustainable practice and is encouraged.

### 1.5.4.2 MASSING

1. For human scale and visual interest, break down the mass of the building, horizontally and vertically, into a hierarchy of volumes. Do not create a large

monolithic structure. Within each volume or bay there should be an orderly placement of windows and doors.

2. If a building is long or large, more than one entrance may be needed on the front façade, or entrances may be needed on a number of building sides. In general, for walkability in the CBD area, building or store entrances should occur at a minimum every 150 feet.

3. Building heights should not the maximum heights specified in the Bulk and Area Schedule of this Plan. Building heights should transition to lower heights from the CBD to its edge.

4. Buildings in the CBD above two (2) stories should be recessed a minimum of 25 feet to permit sunlight to enter the street and open up views of the sky to the pedestrian.

### **1.5.4.3** FAÇADE TREATMENT

1. The principal façade of commercial and mixed-use buildings should be divided into a base, middle, and top. Taller buildings are created by adding height in the middle tier.

2. The primary entrance shall be both architecturally and functionally designed on the front façade of the building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting façade.

3. Buildings at street corners should be designed to address the corner - that is, to engage the interest of drivers, pedestrians and bicyclists at the intersection. Provide a building entry, additional building mass, and distinctive architectural elements at the corner.

4. Use building massing, special architectural features, and changes in the roof line to emphasize building entrances.

5. The ground level of the building must offer pedestrian interest along sidewalks and paths. This includes windows, entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.

6. Storefront windows should be transparent. Mirrorized glass, faux or display casements are strongly discouraged in lieu of exterior window treatments for the frontage elevation.

7. Frontage walls shall have either a window or functional general access doorway every 15 feet.

8. Exterior building materials should have a human scale; this helps people relate to the size of the building. Examples include stone and brick. Non-modular exterior materials, such as stucco, and those in large modules, such as concrete panels, will need extra pedestrian-level façade details to reduce the building's bulk and create human scale.

9. Windows, bays, and door openings should be proportioned so that verticals dominate horizontals except for street-level storefront windows, which may be square. Large openings, such as large areas of glass or porches, should be made up of smaller vertically proportioned elements grouped together to create the desired width.

10. Canopies and awnings may be permitted to encroach over a sidewalk as permitted by the state Building Code.

### 1.5.4.4 STREET LEVEL ACTIVITY

1. The ground floors of buildings should be encouraged to contain public or semi-public uses such as retail or entertainment uses with direct entry from the street.

2. Retail activities within buildings should be oriented towards the street and have direct access from sidewalks through storefront entries.

3. Open-air pedestrian passageways (with or without overhead cover) are generally more visible and more inviting than interior hallways. This can be an attractive, successful location for store entries, window displays, and/or restaurant/café seating.

4. Take the "indoors" outdoors by spilling interior space (e.g. dining areas, small merchandise displays) onto walkways and plazas and bring the "outdoors" into the building by opening interior spaces (e.g. atriums) to views and sunshine.

### 1.5.4.5 UTILITIES AND SERVICE

1. Locate trash storage, loading, and truck parking to minimize visibility from the Street/sidewalk and building entrances. Avoid locating service and loading areas along important view corridors. Since delivery and trash trucks can be noisy, also do not locate service areas adjacent to residential units, hotel rooms, and useable open space.

2. All exterior trash receptacles should be screened from public view on three sides; and, on the fourth side, by a gate that also screens the receptacles from view. The enclosure should be made of materials and colors compatible to that of the principal structure(s).

4. Screen loading docks and truck parking from public view using building mass, freestanding walls, and/or landscaping.

5. Consult with the utility companies early in the design process about the location of utility boxes and meters. Ensure that all utility equipment is located, sized, and designed to be as inconspicuous as possible. All utilities, both new and existing, should be placed underground in conduits and vaults. All utility services shall be underground.

6. Do not locate HVAC equipment on the street-side of the building or, since it can be noisy, adjacent to public open spaces. In addition, locate all building-mounted, non-street utility meters and service equipment to the side or rear of the building. Screen all rooftop equipment from public view.

# 1.6 Design Exceptions and Waivers

Variation from the development requirements and design standards set forth by this redevelopment plan may be necessary in certain unusual circumstances.

Existing Conditions Hardship: In situations where the redeveloper is confronted with a hardship arising from an existing condition of the land, the Planning Board may grant exceptions from certain bulk, parking or design requirements if the designated redeveloper demonstrates that:

- such design exception will not substantially impair the intent of the redevelopment plan
- such design will not present a substantial detriment to the public health, safety and welfare.

Special Reasons Hardship: In situations where the redeveloper has created the hardship and for special reasons is seeking a design waiver, the Planning Board may grant exceptions from certain bulk, parking or design requirements if the designated redeveloper demonstrates that:

- such design exception will not substantially impair the intent of the redevelopment plan;
- such design will not present a substantial detriment to the public health, safety and welfare
- such design will advance the purposes of this redevelopment plan

To gain approval of such exception or waiver of a development requirement or design standard, the applicant shall demonstrate that the resulting change will:

a) Generally satisfy Redevelopment Plan's goals and objectives;
b) Be designed in accordance with the Township's normally acceptable engineering, planning and/or architectural practices;
c) Not have an adverse impact on the physical, visual or spatial characteristics of the overall development plan for the parcel or tract to be developed;
d) Generally enhance the overall development plan for the tract;
e) Not have an adverse impact on the physical, visual or spatial characteristics of the existing streetscape in which such development is located or of the Redevelopment Plan;
f) Generally enhance the streetscape area;
g) Not reduce the useful life or increase the cost of maintenance of the improvement to be modified or otherwise have an adverse impact on the long-term function of the development; and,
h) Not materially detract from the real property value of the development or adjacent or nearby properties.

# 1.7 Other Provisions

### 1.7.1 Provisions Related to Environmental Standards

The designated redeveloper shall be responsible for determining the extent of any on-site contamination caused by previous land uses and the subsequent mitigation of that contamination to appropriate NJDEP and federal standards.

### 1.7.2 Provisions Related to Rehabilitation

The scattered sites which are not to be privately acquired and/or assembled for the purpose of redevelopment in the form of new construction upon application for rehabilitation to the Planning Board or Zoning Board of Adjustment and/or permit approval shall be substantially rehabilitated by the property owner to conform to any standards included in this redevelopment plan as well as all other applicable Township and State codes, regulations and standards.

### 1.7.3 Provisions Related to Off-site Improvements

The extent of the redeveloper's responsibility for any installation or upgrade of infrastructure related to their project, whether on-site or off-site, will be outlined in the redeveloper's agreement with the Township. Off-site responsibility for properties not covered under the redeveloper's agreement will be determined in the same manner as other development projects during the permit and/or site plan review phases.

All infrastructure improvements shall comply with applicable local, state and federal codes including the Americans With Disabilities Act. All streetscape improvements shall also comply with applicable standards found in this Redevelopment Plan.

# 2.0 CONSISTENCY REVIEW

## *2.1 Relationship to Irvington Zoning*

### 2.1.1 Township Zoning Ordinance

The standards contained within this redevelopment plan shall constitute an overlay within the redevelopment area and shall apply to any redevelopment or rehabilitation project designed to implement this Plan. Where regulations of this Plan conflict with the Zoning Ordinance, this Plan shall control.

The continued use or improvement of existing properties is permitted pursuant to the underlying Zoning regulations until the property is to be redeveloped or substantially rehabilitated, at which time the provisions of this Plan shall apply. In the case where a particular land use or site standard is not covered in this redevelopment plan, compliance with the Township of Irvington Zoning Ordinance or other applicable Township of Irvington code or ordinance will be required.

### 2.1.2 Relationship to Previously Adopted Redevelopment Plans

The Township has adopted three redevelopment plans: 1) *East Ward/Springfield Avenue East Redevelopment Area*; 2) *Coit Street Phase I Redevelopment Area and 3) Urban Enterprise Rehabilitation Area*. The zoning in these plans cover areas that may be adjacent to the scattered site parcels. Notwithstanding this, the provisions of this Plan shall not apply to these redevelopment areas. Where regulations of those threee plans conflict with this Plan, those plans shall control

## *2.2 Relationship to Irvington Master Plan*

As required by the Redevelopment and Housing Law, this section describes the consistency between this Redevelopment Plan and Irvington's Master Plan and how the provisions herein are designed to effectuate the Master Plan. It also describes the relationship of the redevelopment plan to (a) master plans of contiguous municipalities (Newark. Hillside, Union), (b) the Essex County Master Plan, and (c) the New Jersey State Development and Redevelopment Plan.

The Irvington Planning Board adopted the Irvington Master Plan during April 2002. While, the Master Plan Future Land Use Plan recommends mostly single use zoning districts, this Redevelopment Plan, provides an overlay zone permitting mixed-used development as a way of attracting economic growth and activity.

# *2.3 MASTER PLANS OF ADJACENT MUNICIPALITIES*

## City of Newark

### Vailsburg Section

Generally, the Vailsburg part of Newark, north of Irvington, has compatible land use designations and existing development. These areas are predominantly zoned for R-1 First Residence (about 9 units per net acre) and R-2 Second Residence (about 29 units per net acre). These densities are generally compatible with the residential densities that are permitted on the Irvington side under the future land use plan. Major commercial corridors in this part of Newark, including Sanford Avenue, Stuyvesant Avenue, 18th Avenue, and South Orange Avenue are zoned B-2 Second Business. These zones allow not only retail uses, but also manufacturing uses that could negatively impact adjacent residential areas in both Newark and Irvington.

At the northern tip of Irvington, Vailsburg Park, the Garden State Parkway right-of-way, and the Pabst Brewery site are zoned P-1 Public, and these sites would be expected to impose little impact on Irvington. In fact, the park provides a great amenity to adjacent Irvington residents. As of January 2001, the Pabst Brewery site is undergoing a development to create a mixed-use neighborhood center, with rental units, for-sale housing, and neighborhood retail. This sort of development would be compatible with existing uses and zoning designations in Irvington.

### Pabst Brewery to Clinton Avenue

Alongside the East Ward, areas between the Pabst Brewery and Clinton Avenue in Newark have intensive residential zoning that could pose potential conflicts with Irvington's East Ward. Newark's R-3 Third Residence or District zoning allows multi-family residential development at densities of more than 180 units per net acre or townhouses, two-family houses, and three-family houses at densities of 36 to 109 units per net acre. These figures suggest a far greater potential residential density than on the Irvington side, where the R-3 and R-4 zones would allow 26 to 33 units per acre under the future land use plan. Higher density housing could impose additional traffic, drainage, and crime impacts on this part of the Township, which already suffers from such problems.

The South Orange Avenue, 16th Avenue, Springfield Avenue, and Clinton Avenue corridors in this area are zoned B-2, B-1, and B-3, and B-2 respectively on the Newark side. While the B-1 zone permits exclusively retail uses and is

compatible with residential areas, both B-2 and B-3 allow manufacturing uses that could negatively impact the places where people live.

### Clinton Avenue to Hillside Border

From Clinton Avenue south to the Hillside border, designations create land use incompatibilities. While areas on the Irvington side are zoned for and have been built with industrial and warehouse uses, areas on the Newark side are zoned for residential uses, including R-2, R-3, and R-4, with potential residential densities as high as 180 units per net acre. The high potential densities in these areas suggest that large populations would potentially be subject to the off-site impacts of Irvington's adjacent industrial activities.

The Newark border from Lyons Avenue to Chancellor Avenue defines the eastern boundary of the Coit Street Phase I Redevelopment Area. The consistency of this adjacent land use is discussed in the Coit Street Phase I Redevelopment Plan.

## Maplewood Township

Maplewood Township, on the western side of Irvington, has very compatible land use designations with the scattered sites. Immediately north of the Union Township border, Maplewood is zoned for R-2-4 Residential Two-family and RGA Residential Garden Apartments. These moderate-density residential areas are consistent with the retail uses permitted on Stuyvesant Avenue. In fact, they provide a potential market for the Stuyvesant Avenue/Mill Road shopping area. The Maplewood side of Olympic Park has virtually identical light industrial zoning as Irvington, as a result of a joint effort by the two municipalities to develop the business park in the 1970's. The HB Highway Business designation north of Olympic Park is compatible with the general commercial uses on the Irvington side of Springfield Avenue.

On the north side of Springfield Avenue, Maplewood is zoned RO Research Office, and a NJ Transit bus facility was built on that site in the 1990's. This designation and land use is incompatible with the adjacent residential neighborhood and the Springfield commercial area west of Elmwood Street in Irvington. Farther north, Maplewood is zoned mostly R-2-4 and RGA, and a small commercial node at Clinton and Parker is zoned NB Neighborhood Business. These designations are compatible with the proposed R-2 and B-1 zoning on the Irvington side. Irvington's R-2 zoning could result in densities of about 20 units per net acre, compared to about 10 to 18 per net acre for the R-2-4 zone and 12 to 15 units per net acre for the RGA zone in Maplewood. The lower densities in Maplewood suggest that new residential development in that area would have little or no impact on Irvington neighborhoods.

## Union Township

Land use designations in Union Township are compatible with those in this redevelopment plan. Located south of Irvington, the Union Township border runs between the western edge of the Township and the Elizabeth River, which resurfaces on the west side of the Garden State Parkway in the southern part of Irvington. This part of Union Township is zoned for a mix of single-family and multi-family residential development (RA One-family at about 8 units per net acre, RC Multi-family at about 20 units per net acre, and RM Multi-family at about 18 units per net acre). The Union portion of the Stuyvesant Avenue retail corridor is zoned for BB Retail Business.

These zones are consistent with the residential designations and land uses on the Irvington side. Irvington's R-4 zone allows residential development at densities of about 26 units per net acre, which is more intensive than Union, creating potential traffic or visual impacts on Union Township. Union's business zoning is consistent with the business designation and existing shops on the Irvington side

## Hillside Township

The Hillside area immediately south of Irvington is zoned entirely for HI Heavy Industrial. This is compatible with the industrial zoning and land uses that are located east of Coit Street. On the west side of Coit Street, Irvington's residential areas are exposed to Hillside's industrial park. Although a light industrial zone buffers the Hillside industrial area in two small areas, Irvington's residential areas extend right up to the Hillside border. Heavy industrial activity in Hillside generates pollution, truck traffic, visual incompatibilities that negatively impact adjacent Irvington neighborhoods.

## Essex County Master Plan

The most current version of the Essex County Master Plan is the Land Use/Housing Element (August, 1980). A review of this document revealed the following excerpts from the Goals and Objectives section of the County's 1980 Plan that are relevant to its consistency with this Plan:

- (Page I-7) Commercial Use – "To promote the restoration, preservation and development of existing commercial areas. Such action will generate additional business and remove the blighting influence of commercial properties on nearby residential neighborhoods.

- To encourage the development of multipurpose cluster zones with diversified retail facilities and adequate off-street parking. This land use pattern would discourage the further fragmented development of commercial strips along major arteries which impede the efficient flow of traffic."
- That municipalities grant tax abatement for qualified low and moderate income units to encourage development.
- Protecting and restoring established neighborhoods by encouraging housing rehabilitation as an alternative to new construction.

While the current version of the Essex County Master Plan is 20 years old, it remains substantially consistent with the Township's ongoing planning efforts to revitalize, reinforce and support its neighborhoods and commercial areas.

## State Development and Redevelopment Plan

On March 1, 2001, the State Planning Commission adopted the New Jersey State Development and Redevelopment Plan (NJSDRP). The NJSDRP is voluntary for municipalities to follow, and is a guide for investing and spending state dollars in a manner that is consistent with the plan's goals.

This Redevelopment Plan furthers statewide goals and strategies to: (1) revitalize the State's cities and towns, and (2) promote economic growth, development and renewal for all residents of New Jersey.

The 2001 NJSDRP identifies the Township of Irvington as part of the Metropolitan Planning Area (PA-1). The goals and objectives of this Redevelopment Plan have a positive relationship with the State Plan's intention for the PA-1. Specifically, the State Plan's intention in the PA-1 is to:

- provide for much of the state's future redevelopment;
- revitalize cities and towns;
- promote growth in compact forms;
- stabilize older suburbs;
- redesign areas of sprawl; and
- protect the character of existing stable communities.

The PA-1 policy objectives of the NJSDRP are compatible with the goals and objectives of this Redevelopment Plan. This Redevelopment Plan furthers the following specific NJSDRP policy objectives for the PA-1:

**Land Use:** Promote redevelopment and development in Cores and Neighborhoods of Centers and in Nodes that have been identified through cooperative regional planning efforts. Promote diversification of land uses,

including housing where appropriate, in single-use developments and enhance their linkages to the rest of the community. Ensure efficient and beneficial utilization of scarce land resources throughout the Planning Area to strengthen its existing diversified and compact nature.

**Economic Development:** Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements that support an identified role for the community within the regional marketplace. Encourage job training and other incentives to retain and attract businesses. Encourage private sector investment through supportive government regulations, policies, and programs, including tax policies and expedited review of proposals that support appropriate development.

**Transportation**: Facilitate efficient goods movement through strategic investments and intermodal linkages. Preserve and stabilize general aviation airports and, where appropriate, encourage community economic development and promote complementary uses for airport property such as business centers

**Redevelopment:** Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.

**Public Facilities and Services**: Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region. Encourage the concentration of public facilities and services in Centers and Cores.

# 3.0 Implementation and Completion

## *3.1 Redeveloper Selection*

This Plan may be implemented in accordance with the procedures of the Redevelopment and Housing Law for the execution of agreements between a redeveloper and the Township of Irvington. Redevelopers will be selected based on qualifications including but not limited to:

A. Experience with constructing comparable projects in redevelopment areas;
B. Experience with constructing comparable projects generally;
C. Capability to finance the construction of proposed improvements;
D. Capability to perform given resources committed to other projects;
E. Ability to provide references for verification.

Applicants for designation as redeveloper must submit the following materials to the designated entity for review and approval:

A. Documentation evidencing financial responsibility and capability with respect to the proposed development, including certified financial statements for principals and/or entity providing equity contribution for the prior three years;
B. Estimated total development cost, including sources and uses of funds and pro forma analysis;
C. Fiscal impact analysis addressing the effect of the proposed project on municipal services and tax base;
D. Estimated time schedule for start and completion of development;
E. Documentation, including references, regarding prior successful experience in similar projects;
F. Conceptual plans and elevation sufficient in scope to demonstrate the design, architectural concepts, parking, traffic circulation, landscaping, and sign proposals for all uses; and
G. Projection of additional jobs to be generated by the project.

The redeveloper(s) will be obligated to carry out the specified improvements in accordance with the Redevelopment Plan. The redeveloper(s) shall begin and complete the development of said land for the use(s) required in this Redevelopment Plan within a period of time which the Township fixes as reasonable.

Until the completion of the improvements, the redeveloper(s) will not be permitted to sell, lease or otherwise transfer or dispose of property within the Redevelopment Area without prior written consent of the designated entity. Upon completion of the required improvements, the conditions determined to exist at the time the Rehabilitation/Redevelopment Area was determined to be in need of redevelop shall be deemed to no longer exist, and the land and improvements thereon shall no longer be subject to eminent domain as a result of those determinations. No covenant, agreement, lease, conveyance or other instrument shall be effected or executed by the redeveloper(s), the Governing Body, or the successors, lessees, or assigns of either of them, by which land in the Redevelopment Area is restricted as to sale, lease or occupancy upon the basis of race, color, creed, religion, ancestry, national origin, sex or marital status. Neither the redeveloper(s) nor the Governing Body, nor the successors, lessees, or assigns or either of them shall discriminate upon the basis of race, color, creed, religion, ancestry, national origin, sex or marital status in the sale, lease or rental or in the use and occupancy of land or improvements erected or to be erected thereon, or any part thereof, in the Rehabilitation/Redevelopment Area.

## *3.2 Amendments to the Redevelopment Plan*

This Plan may be amended from time to time in accordance with the procedures of the Redevelopment and Housing Law (N.J.S.A. 40A:12A-7).

## *3.3 Certificates of Completion*

Upon the inspection and verification by the Township of Irvington's redevelopment agency that a specific redevelopment parcel has been completed, a Certificate of Completion shall be issued to the redeveloper and the conditions determined to exist at the time the area was determined to be in need of redevelopment/rehabilitation shall be deemed to no longer exist, and the land and improvements thereon shall no longer be subject to eminent domain as a result of those determinations.

This Redevelopment Plan shall remain effective until all the Rehabilitation/Redevelopment Area has been redeveloped and deemed no longer in need of redevelopment or rehabilitation by the governing body of the Township of Irvington.