

# REOCK STREET REDEVELOPMENT PLAN

(Condemnation Area In Need of Redevelopment)

**City of Orange Township, New Jersey**

Presented: November 30, 2020

Adopted by the Ordinance 1-2021: February 2, 2021

Prepared for:



Prepared By:



# REOCK STREET REDEVELOPMENT PLAN

(Condemnation Area In Need of Redevelopment)

## City of Orange Township, New Jersey

Adopted by Ordinance 6-2010: April 20, 2010

Amendment Presented: November 30, 2020

Amended and Adopted by the Ordinance 1-2021: February 2, 2021

Prepared For:



Prepared By:

A handwritten signature in black ink, appearing to read "Mrunmayee".

Mrunmayee Atre, PIT, AICP Candidate,  
LEED Green Associate  
(PIT) License#: PT-006

A handwritten signature in black ink, appearing to read "Michele S. Delisfort".

Michele S. Delisfort, PP, AICP  
New Jersey Professional Planner  
(PP) License#: 33L100615500



# CONTENTS

1. INTRODUCTION	4
1.1 Statutory Basis for the Redevelopment Area	
1.2 Purpose	
2. DISTRICT OVERVIEW	6
2.1 Plan Area Boundary	
2.2 Existing conditions	
2.3 Redevelopment Area Analysis - Issues and Opportunities	
3. RELATIONSHIP TO LOCAL PLANNING	9
4. THE REDEVELOPMENT PLAN	11
4.1 Goals and Objectives	
4.2 Vision and Illustrative concept	
4.3 Land Use Plan	
4.4 District Standards	
4.5 Design Standards	
5. PROJECT REVIEW PROCESS	25
5.1 Site Plan and Subdivision Applications	
5.2 Powers of the Planning Board	
5.3 Relief from Applicability of other regulations	
5.4 Procedures for amending the Plan	
6. IMPLEMENTATION OF THE PLAN	26
6.1 Selection of Redevelopers	
6.2 Certification of Completion	
6.3 Relocation Plan	
6.4 Acquisition Plan	
6.5 Other Provisions to Meet State and Local Requirements	
6.6 Agreements with Redeveloper	
6.7 Equal Opportunity	
6.8 Period of Applicability	
7. DEFINITIONS	29

## 1. INTRODUCTION

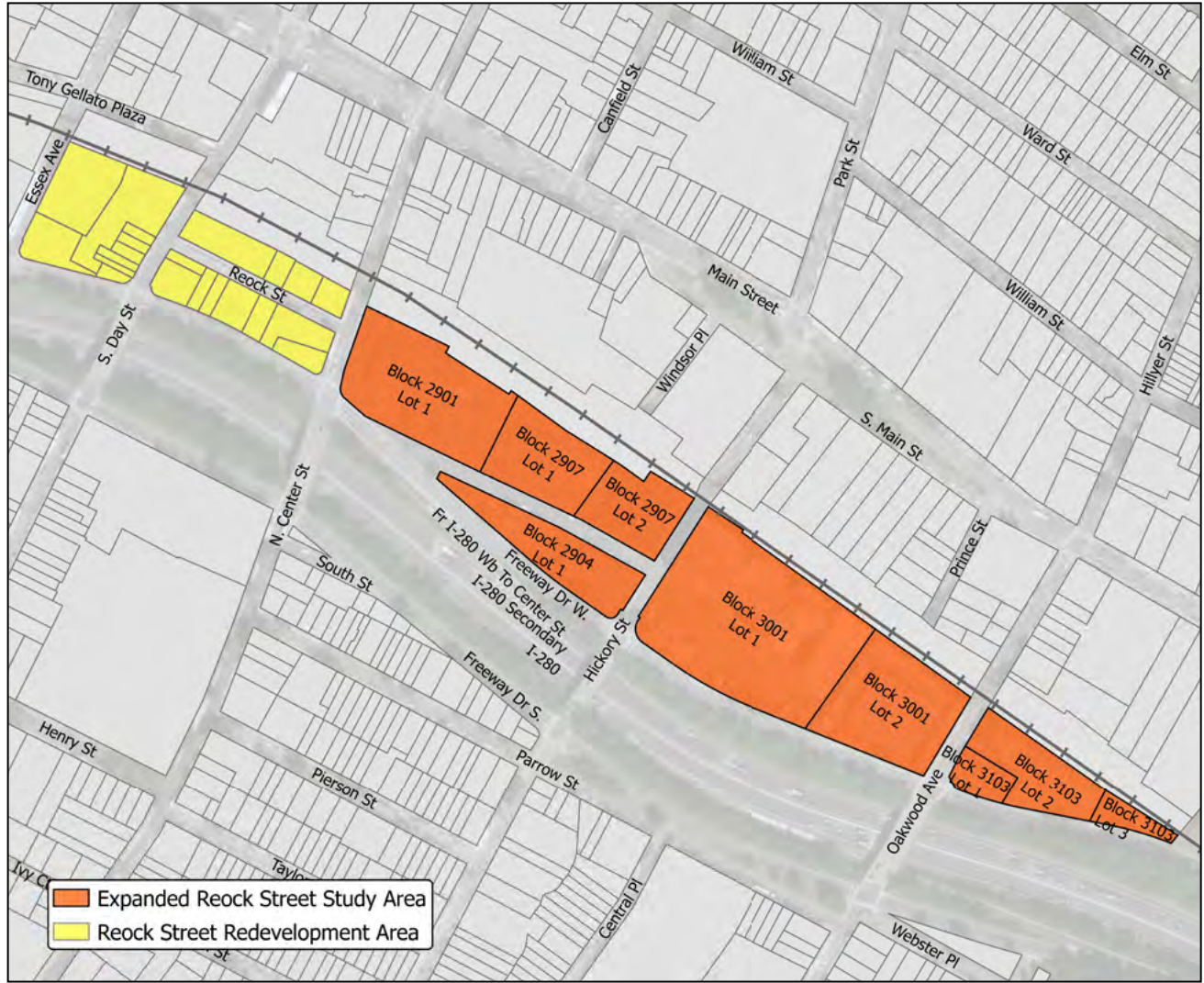
### 1.1 STATUTORY BASIS FOR THE REDEVELOPMENT AREA

The existing Reock Street Redevelopment Area includes Block 2803, Lots 1, 2, 3, 4; Block 2804, Lots 1, 2, 3, 4, 5, 7, 9, 11; Block 2805, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9. This is a **Condemnation Redevelopment Area**.

Under statutory powers instituted by the State of New Jersey (C.40A: 12A-5) and City Council Resolution: 311-2020 dated August 5, 2020, the City of Orange Township City Council authorized the conduction of a preliminary investigation of parcels within the East Ward of the City. **This is a Condemnation Study**. The parcels, collectively known as the “Expanded Reock Street Study Area” consist of Block 2901, Lot 1; Block 2904, Lot 1; Block 2907, Lots 1, 2; Block 3001, Lots 1, 2; and Block 3103, Lots 1, 2, 3.

The Reock Street Redevelopment Plan was first adopted on April 20, 2010 by ordinance 6-2010 and was revised in 2011. This document acts as an amendment to the Reock Street Redevelopment Plan and includes standards for existing as well as expanded Reock Street Redevelopment Area.

This Plan amendment is prepared on the basis that the City Council designated the Expanded Reock Street area as a **“Condemnation Area in Need of Redevelopment”** pursuant to the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et. seq. (the “Redevelopment Law”) on -----, ordinance number -----.



Map 1: Redevelopment Area

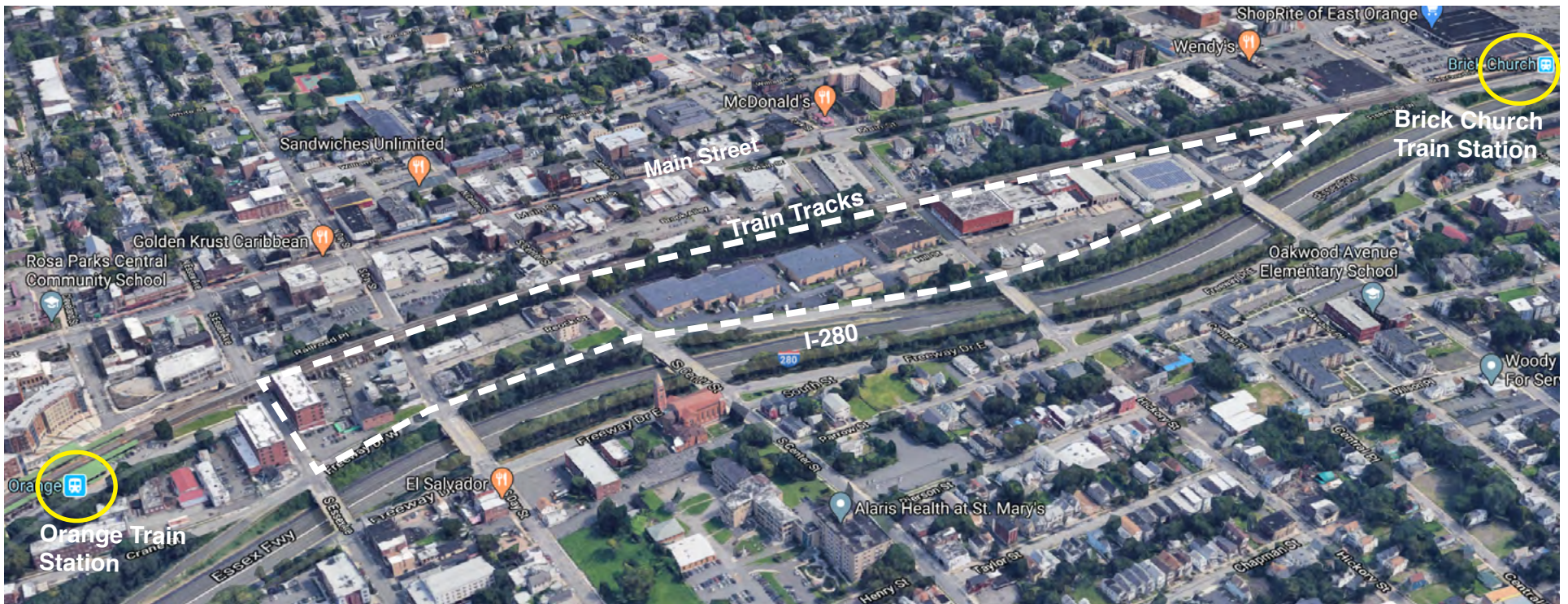


## 1.2 PURPOSE

This Plan is intended to create a development district for the Redevelopment Area that serves primarily as a combination of commercial/industrial and entertainment/arts/cultural district and proposes high density residential uses. The Redevelopment Area is within a 10 minute (0.5 miles) walking distance from the Orange Train Station and Brick Church Train Station.

The purpose of this Redevelopment Plan is to:

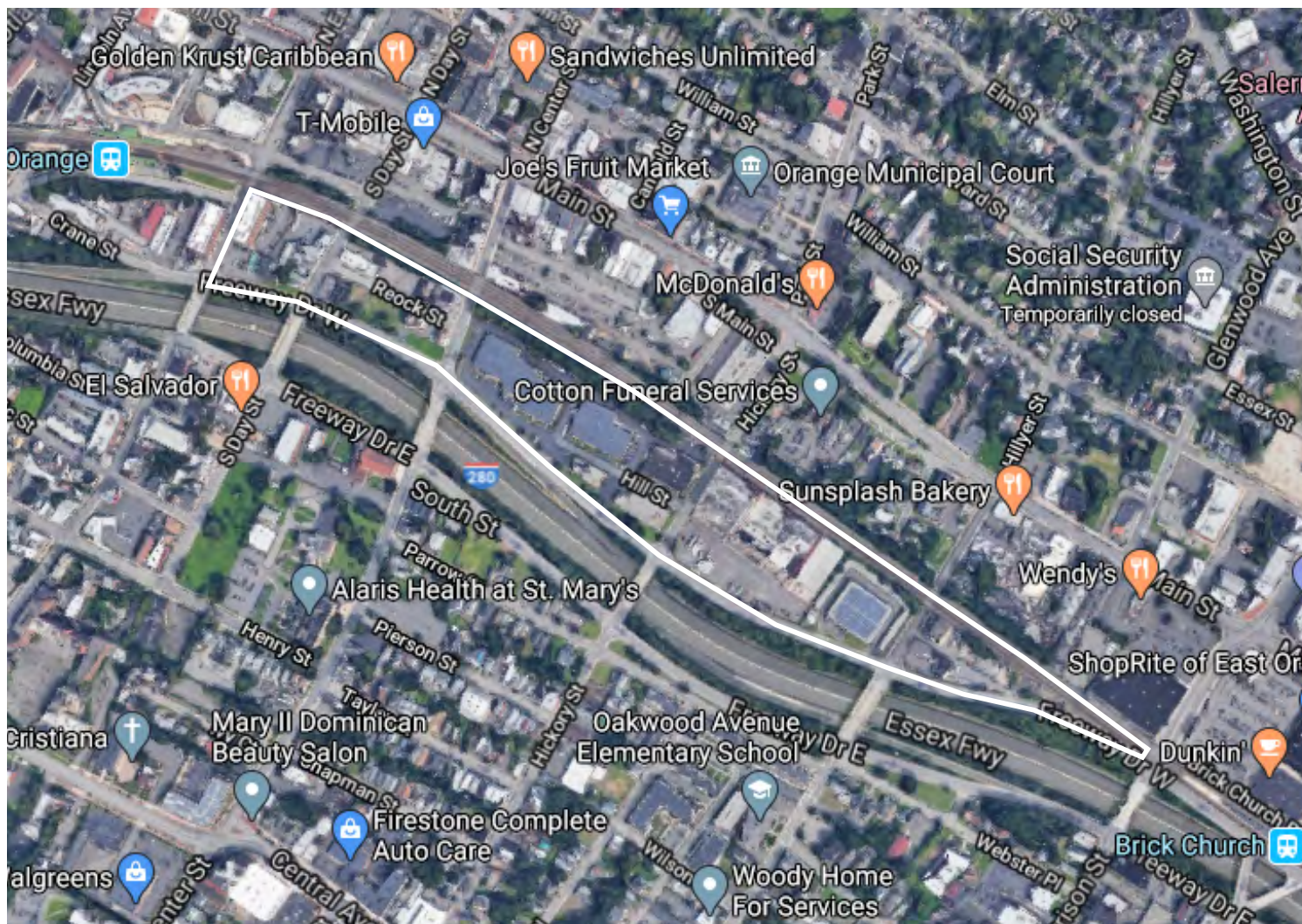
- Create regulations for existing as well as expanded Redevelopment Area.
- Redefine land use standards, zoning regulations and design standards for future development within the Redevelopment Area.
- Establish criteria to create a mixed use commercial, industrial, arts and entertainment district which is located adjacent to I-280 Interstate highway, train tracks and in close proximity to the Main Street shopping district.
- Provide an incentive to investors to revitalize the area.
- Retain and improve the area's industrial character while integrating new development.



Map 2: Location

## 2. DISTRICT REVIEW

### 2.1 PLAN AREA BOUNDARY



The Redevelopment Area is located in the eastern portion of the City, situated between the railroad right-of-way and I-280.

As shown on Map 3 Redevelopment Plan Boundary, the Redevelopment Area is bounded by train tracks to the North, S Essex Avenue to the West, Freeway Drive (I-280) to the South and East Orange border to the East.

Map 3: Redevelopment Plan Boundary

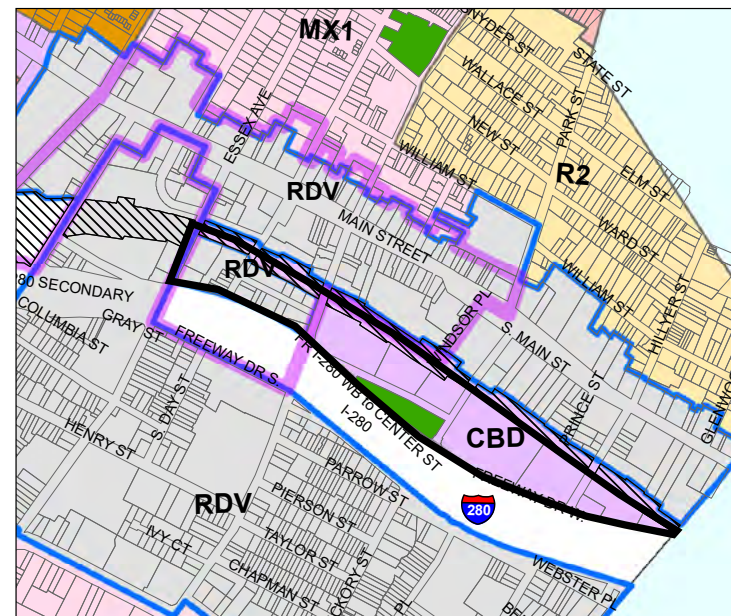


## 2.2 EXISTING CONDITIONS

### Context

The City of Orange Township has a total area of 2.2 square miles and is located in the center of Essex County, in northwestern New Jersey, approximately 15.6 miles from New York City. Seven municipalities border Orange: East Orange to the east, Glen Ridge to the North, Montclair to the northwest, West Orange to the West, and South Orange to the South. The City is serviced by two train stations along the Morristown Line, offering connectivity from Hackettstown to New York Penn Station.

The Redevelopment Area is considered a Smart Growth Area. There are community services such as shopping district, parks, municipal facilities and multiple access points to public transportation within a walking distance from the Redevelopment Area. It is also adjacent to the Business District of Transit Oriented Development in East Orange and Transit Village in the City of Orange Township.



### Existing Zoning and Land Use

This section tabulates the existing zoning for parcels within the redevelopment area. It is accompanied by a land use map illustrating the location of existing residential, commercial, industrial and mixed uses in the area. The importance of this section is to understand the intended classification of the area and compare and assess the actual activity on parcels within the district. The underlined zone for the expanded Reock Street Redevelopment Area includes CBD (Central Business District). The existing Reock Redevelopment Area is located within the Transit Village District.

## 2.3 REDEVELOPMENT AREA ANALYSIS - ISSUES AND OPPORTUNITIES

### Limited Land Uses

**Issue:** The Redevelopment Area consists of a limited combination of land uses.

**Opportunity:** To regulate and discourage incompatible land uses. To create a complimentary mixture of land uses.



### Poor Pedestrian Infrastructure

**Issue:** The area is not well maintained and lacks streetscape improvements (i.e. Pedestrian scaled lighting, trees, trash receptacles, etc).

**Opportunity:** Design to improve the pedestrian experience in the area.



### Vacant, Underutilized and Contaminated Sites

**Issue:** Several parcels within the Redevelopment Area are underutilized and contain vacant and contaminated sites as well as obsolete layouts. These parcels diminish neighboring property values, which may place a financial strain on the City by decreasing tax revenue and creates unsafe environments.

**Opportunity:** To improve property values, create employment opportunities for local residents and diversity housing options, and enhance aesthetic conditions of the immediate district.

### Lack of Strategic Development

**Issue:** The Redevelopment Area is within half a mile from two train stations, freeway drive and other community facilities.

**Opportunity:** To create a built environment that supports TOD and also provides ancillary parking, open interactive spaces and innovative businesses.





## 3. RELATIONSHIP TO LOCAL PLANNING

### 3.1 STATE DEVELOPMENT AND REDEVELOPMENT PLAN

This Redevelopment Plan satisfies the goals and policies of the State Development and Redevelopment Plan (SDRP) that promotes planned development within the Metropolitan Planning Area (PA1), an area that is targeted for growth. More specifically, it permits commercial and related uses and promotes economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements.

### 3.2 ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN

The Essex County Comprehensive Transportation Plan was developed to meet mobility and transportation safety needs across Essex County, New Jersey through the year 2035. CORP incorporates the following vision and goals of Essex County Plan.

- Increase the Use of Mass Transit
- Increase and/or provide opportunities for walking & bicycling
- Connectivity for all modes of Transportation

### 3.3 2018 CITY OF ORANGE TOWNSHIP MASTER PLAN

The 2018 City of Orange Township Master Plan sets forth the recommendations to guide future development in the City. Specific to the context of the CORA, the recommendations that support redevelopment and rehabilitation area are as follows:

- Increase homeownership opportunities through infill development and multifamily condominium and townhouse development.

- Identify and assess vacant/abandoned contiguous parcels for potential use as public open space.
- Create a system of trails, pedestrian pathways and bicycle routes that would provide links to significant historic sites.
- Update the 2004 Orange Open Space & Recreation Plan, and assess whether the recommendations made there were met and determine a hard deadline and funding options for implementing incomplete items.
- Incorporate the use of green buildings and water conservation technologies to reduce energy and water consumption in buildings rehabilitations using public funds.
- Incorporate green buildings design strategies into municipal facilities and infrastructure as upgrades and renovations become necessary.
- Orange, for the most part, is completely developed. There are, however, many vacant and abandoned parcels that provide infill opportunities. Infill development has inherent sustainability since it does not rely upon new streets or the extension of infrastructure.
- Redevelopment Plans should be developed for targeted development areas around the City, to incentivize development. Targeted sites include the former Orange Memorial Hospital Site, Unicorp/Orange Garden Site and 350 Washington Street sites in the North End Planning Area.
- The permitted uses within each of the sub-districts of the CORA should be revisited to allow for a greater variety of recreational and entertainment uses.

### 3.4 OTHER REDEVELOPMENT PLANS IN THE NEIGHBORHOOD

#### MAIN STREET REDEVELOPMENT PLAN

In 2019, the City Council adopted the Main Street Redevelopment Plan. The Main Street Redevelopment Plan consists of a vision for that area of the City and provides a framework for development and redevelopment. The Main Street Redevelopment Plan Area consists of parcels on both sides along Main Street between Ridge Street and East Orange border. The goals of the Plan are to:

- Promote Transit-Oriented Development and activity.
- Incentivize and spur economic growth.
- Promote Main Street as a ‘destination place’.
- Better leverage the area’s proximity to the Brick Church Train Station, located just across the municipal border.
- Promote occupancy of the vacant and underutilized space above the ground floor commercial.
- Increase sustainability.
- Increase the presence of arts and public entertainment.
- Preserve and protect the historic characteristics of existing buildings along Main Street.

## CENTRAL ORANGE REDEVELOPMENT PLAN

In July 2020, the City Planning Board approved the latest amendment to the Central Orange Redevelopment Plan. The Central Orange Redevelopment Plan consists of a vision for that area of the City and provides a framework for development and redevelopment.

The boundary for the Central Orange Redevelopment Area (CORA) is Freeway Drive East (North), Central Avenue/ Jackson Street (South), Lincoln Avenue (West) and the borderline of the City of Orange Township and the City of East Orange (East). The goals and objectives of this amended plan are:

- The creation of public/private partnerships.
- Preserve and increase open space by utilizing incentive zoning.
- Modify the districts in order to comply to current development patterns and respect the character and history of the area.
- Update/Redefine the bulk standards in all districts.
- Update permitted uses in all districts.
- Allow for increased density and height in exchange for the

- dedication of open and public space, and sustainability standards.
- Decrease the parking criteria to encourage pedestrian oriented activity
- Encourage Complete Streets Concept.
- Promote a variety of housing options including the Housing Authority.
- Upgrade the old utility infrastructure to accommodate new development.
- Stimulate economic development.

## 3.5 RELATION TO ADJACENT MUNICIPALITIES

### EAST ORANGE

The Reock Street Redevelopment Area abuts East Orange’s Central Business District. The CBD falls within the City’s Transit Village District. Brick Church Train Station serves as the prominent feature of the Transit Village.

The Reock Street Redevelopment Area is situated in an ideal location given its close proximity to the Central Business District/Transit Village District and the Brick Church train station of its neighboring municipality.

## 4. THE REDEVELOPMENT PLAN

### 4.1 GOALS AND OBJECTIVES

#### Increase Vibrancy of the Redevelopment Area and Promote Smart Growth

- Leverage the City's assets to optimize transit-oriented development and increase pedestrian activity and circulation within and into the area.
- Increase vibrancy of the Redevelopment Area by providing a variety of housing, commercial, industrial and mixed use structures.
- Maintain existing industrial neighborhood identity while creating new places and neighborhood anchors.
- Provide housing options near train stations.

#### Leverage Economic Base of the Redevelopment Area

- Encourage adaptive reuse.
- Encourage new businesses, post COVID-19 pandemic business opportunities (shared office models/maker space) and live-work environment.
- Recapture and retain disposable income.

#### Promote Sustainability

- Promote appropriate development in the areas that are in close proximity to the transit options.
- Encourage the implementation of LEED standards in new building construction.
- Create a walkable corridor through pedestrian-oriented streetscapes and



Improved Streetscape



- investments in the public realm.
- Reduce the heat island effect through the planting of street trees, vegetated corridors, and green roofs.
- Encourage use and reuse of energy efficient materials.

#### Address Circulation Issues and Increase Accessibility

- Maximize opportunities for shared parking and mixed-use facilities.
- Manage traffic impacts due to increased density in residential neighborhoods.
- Increase accessibility to goods and services through the provision of mixed retail and improved pedestrian infrastructure.

#### Develop Vacant and Underutilized Properties

- Eliminate vacant parcels and improve underused properties which inevitably lead to nefarious activity, depreciation of land values.
- Rehabilitate properties with obsolete layout and design.

#### Improve Public Utilities

- All the public utility infrastructure in the area is at least 50 years old. Consider underground utility upgrades, measures to improve water quality etc.

## 4.2 VISION AND ILLUSTRATIVE CONCEPT

The Redevelopment Area is in close proximity to two train stations, Freeway Drive and Main Street shopping district along with East Orange Business District. This plan envisions to create and improve the built environment that reflects the industrial character of the area through use of materials, massing and architectural features. The Plan also proposes a balance between built and open spaces by creating open spaces, green roofs etc. The Plan promotes Smart Growth Principles by encouraging proper circulation, mix of land uses, sustainable designs and economic development.



*Example of Proposed Land Uses*

- Residential
- Commercial/Arts/Entertainment
- Industrial/Commercial
- Green/open space - on ground/roof top
- Parking

**Example of Proposed Land Uses:**

The illustration above shows a proposed mix of land uses. This is just an example of how the area would look like.

### 4.3 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.

The Redevelopment Area is located within walking distance from Orange and Brick Church train stations. This area is envisioned as a vibrant and walkable community while maintaining the commercial/industrial character of the area. It also promotes mixed use development, arts, recreation and entertainment uses, high rise residential use, improvements to the streetscape and the development of vacant, under utilized parcels and parcels with obsolete layout.

The district standards reflect the vision for the proposed Redevelopment Plan; the permitted and accessory uses; bulk standards; and other regulatory requirements specific to the Redevelopment Area.



## 4.4 DISTRICT STANDARDS

### BULK STANDARDS

Regulation	Residential	Mixed Use Buildings	Other Uses
<b>Redevelopment Area</b>			
Minimum Lot Area	5,000 Sq. Ft.	5,000 Sq. Ft.	7,500 Sq. Ft.
Minimum Lot Width	50 Ft.	50 Ft.	50 Ft.
<b>Minimum Setbacks</b>			
Front yard	5 Ft.	5 Ft.	5 Ft.
Rear Yard	10 Ft.	10 Ft.	10 Ft.
Side Yards (Each)	5 Ft.	5 Ft.	5 Ft.
<b>Other Standards</b>			
Maximum Building Coverage	90%	90%	80%
Maximum Impervious Coverage	90%	90%	90%
Maximum Height	85 Ft.	85 Ft.	75 Ft.
Maximum Number of Stories	8	8	5
Floor Area Ratio	3.5	3.5	4.0
Density (Maximum Number of Units)	100/acre	100/acre	-
<b>Minimum Number of Parking Spaces</b>			
For Studio, 1 Bedroom, 2 Bedroom	0.8 spaces per unit	0.8 spaces per unit	-
For 3 Bedroom or more	1.5 spaces per unit	1.5 spaces per unit	-
For Commercial uses	-	1 space per 300 Sq. Ft.	1 space per 300 Sq. Ft.
For Industrial uses	-	1 space per 700 Sq. Ft.	1 space per 700 Sq. Ft.

Parking requirements for all other uses: Refer to Chapter 210 - The Land Use Ordinance

**Note1:**

**Density Bonus:** If development site is doubled or greater than the required Minimum Lot Area, the Density may be increased by an additional ten (10) units/acre, Floor Area Ratio increased by 0.5, and Maximum Number of Stories by one (1) additional floor.



**PERMITTED USES**

- Mid-rise multifamily
- High-rise Multifamily
- Live-Work Units: In a separate or mixed use building
- Open space
  - Public open space
  - Private open space
- Arts, Entertainment and Recreational Uses
- Commercial Uses
  - Retail
  - Professional and business offices
  - Medical offices
  - Personal service establishments
  - Commercial sales and service establishments
  - Maker space
- Industrial Uses
  - Artisanal manufacturing
  - Craft brewery
  - Urban farming
- Parking
  - Structured parking
  - Mechanical/stacked parking
- Mixed Use buildings - any two or more of the above permitted uses in the same structure

**ACCESSORY USES**

- Health club and other such recreational facilities associated with the residential uses.
- Cafe
- Dry Cleaner
- Bicycle parking
- Greenhouse
- Electric vehicle charging station
- Solar panels

**CONDITIONAL USES**

- Outdoor Storage

Conditions: Outdoor storage of material is permitted only as a nonresidential accessory use, and such storage areas shall be adequately screened from adjacent properties or streets by a six (6) foot fence or hedge, which shall be placed so as to provide an adequate visual screen. Such outdoor storage shall not be permitted in any required front yard or any required side yard abutting a street.

*Note: The definitions are included in Section 7 of this Plan*

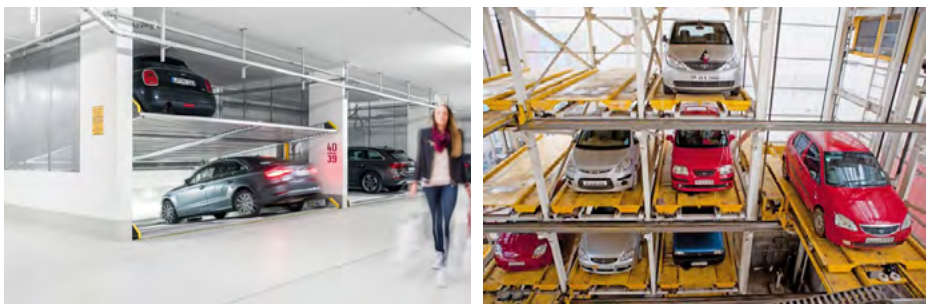
## OTHER STANDARDS

### Phasing

Development within the redevelopment area may occur in phases, however, individual/ common open space or parks shall be provided during the Phase 1 of the development.

### Parking

- First floor parking areas shall be appropriately screened with facade materials that are compatible with the adjacent structure designs.
- Stacked/mechanical parking is encouraged to preserve buildable land area and reduce the potential for excessive parking area.



### Open Space

A minimum of 5% of the total site area shall be reserved as open space. If two or more lots are developed together, each lot shall not have a separate open space. A combined open space can be designed to serve the entire development.

This mandatory open space shall be situated on the ground and/ or roof top garden. Refer to sustainability standards in this plan to design open space.

## Sustainability

- A roof-top garden or landscaped roof area may be provided on a newly constructed building in the plan area. The green roof area should cover a minimum of 50% of the roof.
- A green roof shall consist of four layers: a waterproof membrane, a layer of insulation, a drainage layer, and the growing medium (substrate). Additionally, a protective layer of PVC or other suitable material may be placed beneath the growing medium to protect against roots penetrating the waterproofing layer.
- Roof-top garden or landscaped area may be made accessible to the residents of the building.
- Where roof decks are provided, a minimum of 50% of the deck area should be landscaped. This area may be made accessible to the general public.
- Where building setbacks create terraces, landscaping is encouraged.
- Sustainable design practices and LEED certifiable buildings are strongly encouraged.
- Other rooftop appurtenances, including but not limited to radio or television antennas, elevator or stair bulkheads, mechanical equipment, alternative energy installations, water tanks and cooling towers, shall be permitted.
- Roof appurtenances may not exceed a height of 10 feet above the main roof slab and shall not be affixed to the roof of an elevator or stair bulkhead.
- Required minimum open space is encouraged to be a landscaped area that includes water retention, rain gardens etc.
- Minimize impervious surface area as much as possible.
- Use of sustainable building materials, solar panels etc. is highly encouraged.





## EXAMPLE OF BUILT-UP



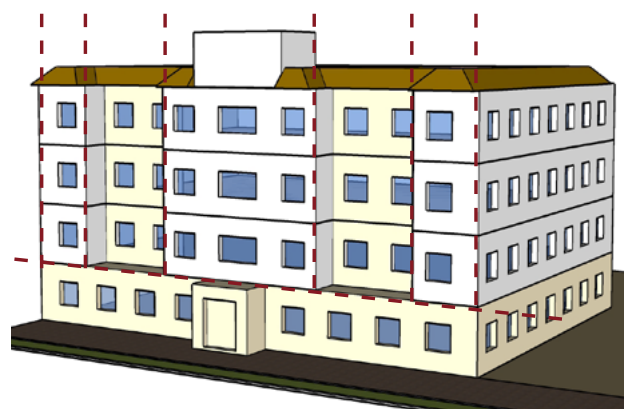
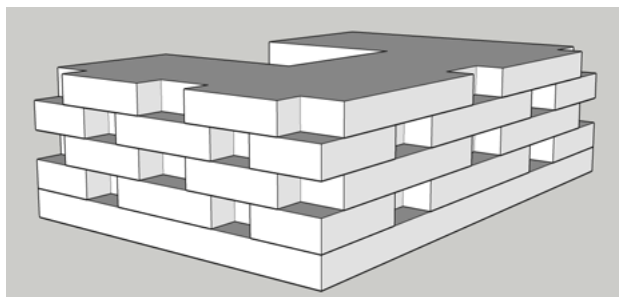
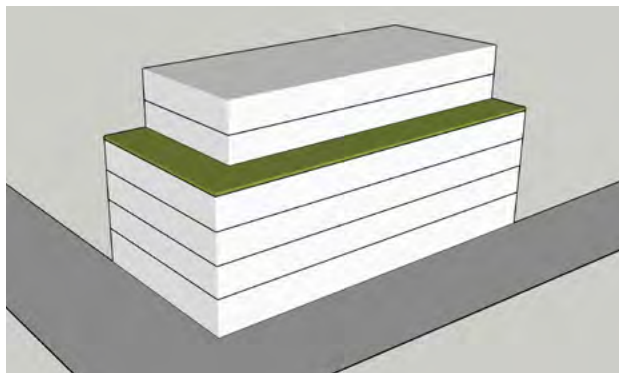
## 4.5 DESIGN STANDARDS

### ARCHITECTURAL STANDARDS

#### Building, Mass and form

1. Variation in building massing is encouraged to break the monotony of built environments.
2. Buildings are encouraged to make efforts to reduce the effect of building massing. This may be achieved by using various architectural strategies that may include voids, punctures in the building facade or varied building materials 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.
3. Primary entrances shall be conveniently oriented to public streets or plazas to allow safe, convenient access to and from transit facilities and/or services.
4. 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.
5. Buildings should include, at the street level, design elements that encourage pedestrian interest such as large display windows, multiple entries, and clear signage.

6. Building entries may be recessed into the facade and partially covered, allowing pedestrians to escape inclement weather.



#### 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 residential use are encouraged to include architectural features such as bay windows, balconies, etc. Such features may be permitted to project over pedestrian sidewalks, with a minimum height clearance of 8.5 feet, to project 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.

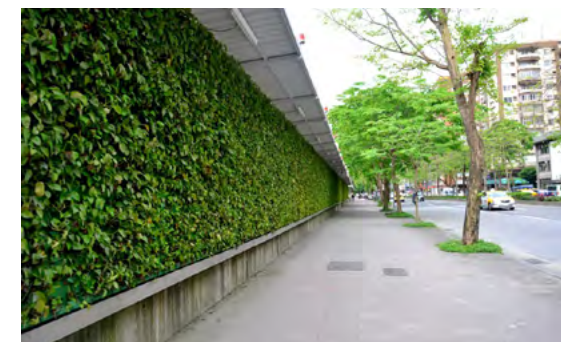
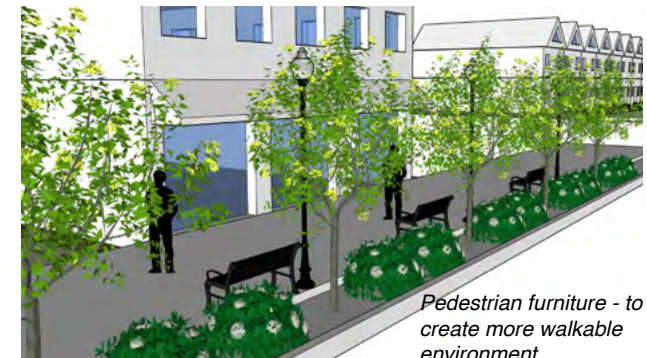
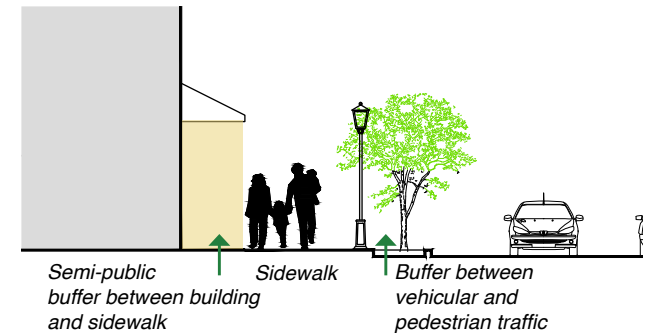


### Pedestrian Design Standards

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.
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 West Front Street are to be provided to the greatest extent practicable in order to encourage greater pedestrian connectivity with the uses developed under this 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.
6. Treatment for Blank Walls: Options for treating blank walls along a sidewalk or other pedestrian areas:

- Masonry patterns
- Art forms like murals, color patterns, textures

- Architectural decorative elements like cornices, canopies, columns etc.
- Trellis with plantings
- Lighting fixtures
- Opaque or translucent glass
- Vertical articulation
- Display window, Signages
- Vertical landscape, Green wall



Green wall

## Material and Texture

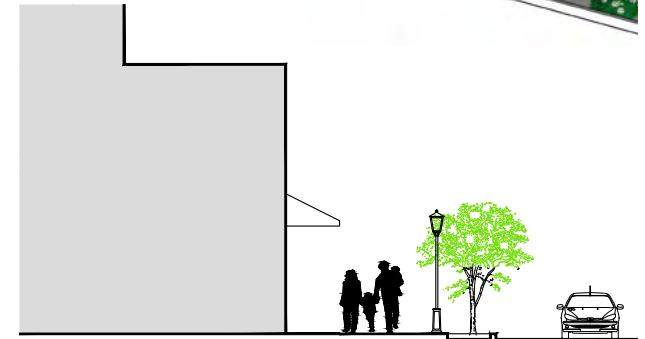
1. A variety of materials may be appropriate and utilized. Masonry, which works well at the base of the building, can vary in size, color, and texture, and enable the provision of a decorative pattern or band. Above 12 feet, it can be substituted with other suitable material, especially in mixed use buildings.
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 buildings in the vicinity.
4. Industrial buildings shall have materials that blend into the context and create a sense of community.



## LANDSCAPE STANDARDS

### A. Sidewalks and Pathways:

1. Commercial/ Mixed-use/ Other
  - Public sidewalks: Revitalize sidewalks along commercial uses with hard and soft landscaping. Sidewalks shall have lawn and/or formally arranged trees along the street.
  - Internal walkways: On site walkways shall be paved and shall connect all public spaces properly
  - Integrate buildings with open spaces on the site through public pathways, plazas, enhances entries and plantings.
  - In industrial areas, it is encouraged to provide a minimum of 3 feet wide planing strip between the building and sidewalk.
2. Residential
  - Public sidewalks: In residential areas sidewalks can have more informal, naturally asymmetric plantings.
  - There shall be paved/leveled driveways from sidewalks to parking garage and primary building entrance.
  - Rain gardens, bioswales can be created along sidewalks in residential neighborhoods.
  - Native species are encouraged to be planted along the streets.



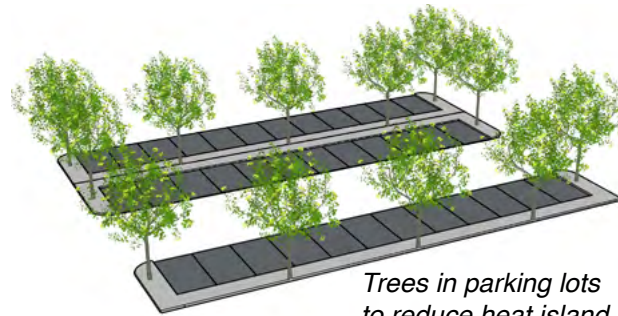
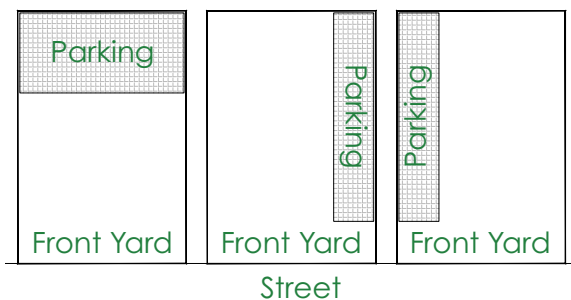
## B. Parking lots:

### 1. Commercial/ Mixed-use/ Other

- On-site parking lots shall be located in the rear and/or side yards. Parking in the front is not encouraged.
- Integrate trees and plantings in surface parking areas to reduce heat island effect.
- All the landscaping along site circulation shall be consistent.

### 2. Residential

- Parking areas are encouraged to be screened from pedestrian areas on site and from the sidewalk if located in the front yard.
- Parking garage shall be accessed through an alley or a driveway.
- For multifamily residential, parking may be located in the same building, in the basement or on the surface (preferably not in the front).



*Trees in parking lots to reduce heat island effect*

## C. Lighting:

- Lighting shall be provided along pedestrian walkways and sidewalks
- Lighting fixtures shall be proportional to the pedestrian scale.
- Lighting poles shall be rust proof and shall use underground wiring.
- Lighting pole measurement in:
  1. Pedestrian areas shall be not more than fifteen (15) feet.
  2. Parking, driveway and loading areas shall not be greater than twenty-five (25) feet or the maximum permitted building height whichever is less.

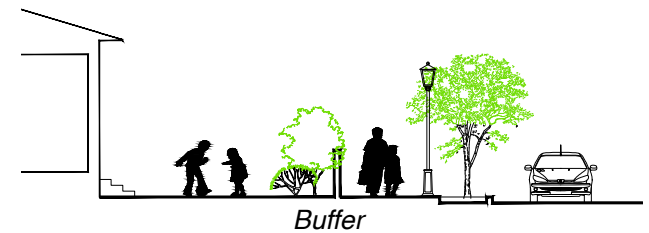


*Lighting pole styles and height*

## D. Screening and buffering:

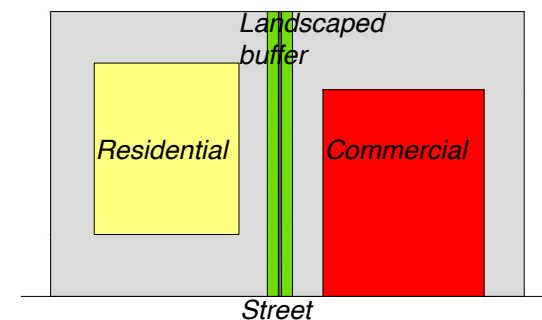
### 1. Along Sidewalk and Pathways:

- Between private and public spaces: Plantings, trees, low wooden walls can be used as a buffer between private and public areas.
- In residential areas pedestrian walks are encouraged to be separated from buildings by either landscaping or any art forms like murals, decorative building elements etc.
- In hilly areas, retaining walls can be used as a partition between a sidewalk and a private yard.



### 2. Buffer between Different Uses:

- Side and/or rear yard spaces between different uses on adjacent lots are encouraged to be landscaped with trees, shrubs, compounds etc.



### 3. Screening Service and Utility Areas:

- Landscape buffers like plantings, and fences shall be used as a buffer between utilities like dumpsters, recycling area as well as between service areas and other public areas.
- Service areas, loading areas shall be located in the rear or side yards on the site.
- Utilities, service areas on the site shall be screened with planters, grills, fencing etc.
- Recommended types of fences:
  1. Wooden fencing
  2. Synthetic fencing
  3. Metal fencing
- Chain-link fencing is discouraged.



*Wooden Fencing*



*Synthetic Fencing*



*Metal Fencing*

### E. Service Elements:

1. Service, Utility and Storage areas shall be located in the rear/ side yards to minimize its impact on pedestrian and public areas on site.
2. Utilities located on the roof shall not be visible from pedestrian areas and sidewalks.
3. Service areas that are visible from sidewalks shall be screened with landscaping or partitioning or with other architectural features.
4. Loading decks etc. shall be accessed from a driveway and shall be kept separate from pedestrian access.
5. Parking decks screening: Parking decks shall be screened with innovative architecture of vertical landscaping.
6. Surface parking lots: Surface lots shall be screened with plantings, fencing or other landscaping techniques.



*Screening Surface Parking*



*Screening Parking Deck*

**EXAMPLE OF BUILT-UP: COMMERCIAL**

Rendering A shows an example of a future commercial development in the Redevelopment Area. This rendering is created to the maximum bulk standards permitted for the area.

It only acts as an example for building massing, and an actual development could look different than this rendering.



*Existing  
Conditions*



*RENDERING A*

## EXAMPLE OF BUILT-UP: RESIDENTIAL

Rendering B shows an example of a future residential development in the Redevelopment Area. This rendering is created to the maximum bulk standards permitted for the area.

It only acts as an example for building massing, and an actual development could look different than this rendering.



**RENDERING B**



### EXAMPLE OF BUILT-UP: MIXED USE COMMERCIAL/INDUSTRIAL

Rendering C shows an example of a future mixed use (commercial+industrial) development in the Redevelopment Area. This rendering is created to the maximum bulk standards permitted for the area.

It only acts as an example for building massing, and an actual development could look different than this rendering.



Existing  
Conditions



RENDERING C

## 5. PROJECT REVIEW PROCESS

### 5.1 SITE PLAN AND SUBDIVISION APPLICATIONS

In the execution of this Plan, it should be noted that development and subdivision within the area shall be governed by the requirements set forth under the applicable development regulations of the City of Orange Township. Redevelopment activities shall be in conformance with this Redevelopment Plan which may be amended from time to time in accordance with law. Site plan review, as may be required, shall be conducted by the Planning Board of the City of Orange Township, pursuant to the provision of the Municipal Land Use Law N.J.S.A. 40:55D-1 et. seq.

All leases, agreements, deeds, and other instruments from, or between, the City, and to, or with a redeveloper, shall comply with the applicable provisions of N.J.S.A. 40A:12A-1 et seq.

### 5.2 POWERS OF THE PLANNING BOARD

The City Planning Board may grant deviations from the regulations contained within this Redevelopment Plan as part of site plan review where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan would result in peculiar practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Planning Board may also grant such relief in an application relating to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of this Plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public

good and without substantial impairment of the intent and purpose of the Redevelopment Plan. The Planning Board shall not grant any deviation from standards of this Redevelopment Plan that results in a "D" variance pursuant to N.J.S.A. 40:55D-70d.

The Zoning Board of Adjustment does not have jurisdiction to hear applications for development or deviation under this Plan.

### 5.3 RELIEF FROM OR APPLICABILITY OF OTHER REGULATIONS

All other uses shall be required to comply with the Residential Site Improvement Standards parking regulations. For all other regulations not addressed in this plan Chapter 210 - The Land Use Ordinance of the City of Orange Township shall apply.

### 5.4 PROCEDURE FOR AMENDING THE PLAN

1. This Plan may be amended periodically upon compliance with the law.
2. No amendment to this Plan shall be approved without a review by the Planning Board at a public meeting, and a public hearing and adoption by Municipal Council in conformance with NJSA 40A:12A-7.

## 6. IMPLEMENTATION OF THE PLAN

### 6.1 SELECTION OF REDEVELOPERS

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

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

The City may conditionally designate a redeveloper to negotiate a redeveloper agreement.

### 6.2 CERTIFICATION OF COMPLETION

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

### 6.3 RELOCATION PLAN

There is expected to be a minimum of relocation persons or

businesses to implement the Plan. This is the result of the selective acquisition of vacant and/or underutilized land within the Area. Any relocation of affected persons or businesses that should become necessary will receive the careful attention of local officials. All persons and businesses to be relocated will be interviewed to determine their housing, occupancy and/or relocation needs. Assistance will be provided to locate suitable relocation opportunities, and be conducted in accordance with the requirements of all applicable Federal, State, and Local Laws. As part of this process, a “Workable Relocation Plan” will be developed in accordance with the law and filed with the State of New Jersey.

### 6.4 ACQUISITION PLAN

The Area is a well-defined region within the City of Orange Township. Interstate Route 280, Central Avenue, and the East Orange municipal boundary form three of the Area’s boundary lines. Main Street is partially located within the Area as well as the Orange NJ Transit Train Station.

The Area is significant to the community as a neighborhood of residential and commercial redevelopment that will be compatible with surrounding land uses, the Master Plan, and the underlying zoning. Because of the Area’s proximity to the train station and to numerous bus routes, the Area is well located to function as a mixed use, Transit Village.

In order to accomplish the goals and objectives of this Plan, vacant land, dilapidated buildings, incompatible land uses and other impediments to proper development must be removed in an orderly, planned, and phased manner. The acquisition plan may be amended pursuant to requirements of law as a later date.

In terms of prioritizing property acquisition, first consideration will be given to vacant land and buildings. In addition, land that is owned by the municipality, housing authority, or other government agencies will be assembled into development parcels. Properties containing

buildings that are substandard, unsafe, and/or generally conducive to unwholesome or unhealthy living or working conditions will also be prioritized. Properties containing buildings or improvements that are dilapidated or obsolescent, containing deleterious land uses, or which are overcrowded and are deemed to be detrimental to the safety, health, morals, or welfare of the community, have also been given high consideration for acquisition. In general, since the Area is in need of redevelopment and is useful and valuable for contributing to and serving the public health, safety, and welfare, properties that demonstrate a growing or total lack of proper utilization, and/or demonstrate a stagnant or not fully productive condition, such as vacant land, surface parking lots, and vacant buildings, will be assembled for redevelopment purposes. In certain rare situations, occupied buildings and/or properties that may not demonstrate the conditions discussed above may be acquired. However, it is anticipated that acquisition under these circumstances will rarely, if ever, occur. Properties containing sound, well-maintained compatible structures and land uses will not be acquired.

## **6.5 OTHER PROVISIONS TO MEET STATE AND LOCAL REQUIREMENTS**

In accordance with NJSA 40A: 12A-1 et seq., Chapter 79, Laws of New Jersey 1992, known as “The Local Redevelopment and Housing Law”, the following statements are made:

- A. The Plan herein has delineated a definite relationship between local objectives and appropriate land uses, density of population, improved traffic and public transportation, public utilities, recreation and community facilities, and other public improvements.
- B. The Plan has presented various strategies in order to carry out the objectives of this plan.
- C. The Plan has presented proposed land uses and building requirements for the Area.
- D. The Acquisition Plan, which is contained in this Plan, indicates all property to be acquired as a result of this Plan.

E. The Plan is in general compliance with the Master Plan of the City of Orange Township and the Master Plan of the County of Essex.

## **6.6 AGREEMENTS WITH REDEVELOPER**

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

## **6.7 EQUAL OPPORTUNITY**

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

## **6.8 PERIOD OF APPLICABILITY**

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

## 7. DEFINITIONS

**Artisanal Manufacturing:** A production process characterized by minimal automation, little division of labor, and a small number of highly skilled craftsman as opposed to a larger, less-trained traditional workforce. Participants in an artisan process may be self-employed, or employed by a smaller-scale business.

**Building Articulation:** The use of elements such as window designs building materials colors and building features, both horizontal and vertical, that help create a streetscape of interest especially to pedestrians.

**Building Massing:** The three-dimensional form of the building or the general shape or shapes of a building that are being set forth for residential, commercial and mixed use buildings in the respective corridors.

**Commercial sales and service establishments:** Activity involving the sale of goods or services carried out for profit.

**Arts, Entertainment and Recreational uses:** The Arts, Entertainment, and Recreation sector includes a wide range of establishments that operate facilities or provide services to meet varied cultural, entertainment, and recreational interests of their patrons. This sector comprises (1) establishments that are involved in producing, promoting, or participating in live performances, events, or exhibits intended for public viewing; (2) establishments that preserve and exhibit objects and sites of historical, cultural, or educational interest; and (3) establishments that operate facilities or provide services that enable patrons to participate in recreational activities or pursue amusement, hobby, and leisure time interests.

**Facade:** That portion of any exterior elevation on the building extending from grade to top of the parapet, wall, or eaves and the entire width of the building elevation.

**Fenestration Details:** The size, design, type and placement of windows on the buildings in the corridor.

**Live-Work Unit:** A single unit (e.g., studio, loft, or one bedroom) consisting of both a commercial/office and a residential component that is occupied by the same resident.

**Mid-rise Multifamily:** An apartment building with five (5) to eight (8) regular residential floor levels.

**High-rise Multifamily:** An apartment building with nine (9) to fifteen (15) regular residential floor levels.

**Maker space:** A place in which people with shared interests, especially in computing or technology, can gather to work on projects while sharing ideas, equipment, and knowledge.

**Outdoor storage:** The keeping, in an unroofed area, of any goods, junk, material, merchandise or vehicles in the same place for more than twenty-four (24) hours.

**Personal service establishments:** An establishment which offers specialized goods and services purchased frequently by the consumer. Included are barbershops, beauty shops, massage facilities, chiropractic clinics, garment repair, laundry cleaning, pressing, dyeing, tailoring, shoe repair, and other similar establishments.

**Public open space:** A public open space is defined as an open piece of land both green space or hard space to which there is public access.

**Private open space:** An open space that is accessible only to the occupants of the property or to one/more units in an apartment building.

**Screening and Buffering:** The use of aesthetic elements to separate pedestrians from buildings, utilities, dumpsters, public and private areas and property lines.

**Urban farming:** Urban agriculture, urban farming, or urban gardening is the practice of cultivating, processing and distributing food in or around urban areas. Urban agriculture can also involve animal husbandry, aquaculture, agroforestry, urban beekeeping, and horticulture. These activities occur in peri-urban areas as well, and peri-urban agriculture may have different characteristics

# REOCK STREET REDEVELOPMENT PLAN

City of Orange Township, New Jersey

