

CITY COUNCIL**The City of Orange Township, New Jersey**

DATE _____

NUMBER 79-2023

TITLE: AN ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF ORANGE TOWNSHIP, COUNTY OF ESSEX, STATE OF NEW JERSEY, AMENDING THE CENTRAL ORANGE REDEVELOPMENT PLAN IN ACCORDANCE WITH THE LOCAL REDEVELOPMENT AND HOUSING LAW, *N.J.S.A. 40A:12A-1 ET SEQ.* TO INCREASE MINIMUM OFF-STREET RESIDENTIAL PARKING REQUIREMENTS WITHIN THE CENTRAL ORANGE REDEVELOPMENT AREA.

WHEREAS, in accordance with the Local Redevelopment and Housing Law (“LRHL”), *N.J.S.A. 40A:12A-1 et seq.*, the Municipal Council (“Municipal Council”) of the City of Orange Township (“City”) initially adopted the *Central Orange Redevelopment Plan* as the *HOPE VI Redevelopment Plan* on November 17, 2003, with amendments thereafter from time-to-time (“Redevelopment Plan”); and,

WHEREAS, the Redevelopment Plan relates to an area in need of redevelopment known as the *Central Orange Redevelopment Area* comprising approximately 924 parcels across 133 acres bounded generally by Freeway Drive West to the North, Central Avenue and Jackson Street to the South, Lincoln Avenue to the West, and the City’s border with the City of East Orange to the East (“Redevelopment Area”); and,

WHEREAS, the Redevelopment Area is divided into 6 sections, designated as Districts A through F, each of which is governed by a separate set of bulk standards that establish minimum off-street residential parking requirements for all new development (collectively, “Residential Parking Requirements”); and,

WHEREAS, after re-examining the Residential Parking Requirements in the context of parking needs created by new development, it was found that they do not accurately reflect those needs, resulting in overflow of new parked vehicles on surrounding streets; and,

WHEREAS, to address this deficiency, the Municipal Council now wishes to amend the Redevelopment Plan in order to increase the Residential Parking Requirements, such that:

1. new single-family, 2-family and townhouse residences shall be required to have a minimum of 2 off-street parking spaces for each unit; and,
2. new multi-family residential buildings shall be required to have a minimum of 1 off-street parking space for each studio, 1- and 2-bedroom unit, and a minimum of 2 off-street parking spaces for each unit with 3+ bedrooms;

(together, “Plan Amendment”); and,

WHEREAS, through adoption of Resolution No. 461-2023 on December 5, 2023, the Municipal Council referred its proposed Plan Amendment to the City of Orange Township Planning Board (“Planning Board”) for consideration in accordance with *N.J.S.A. 40A:12A-7(e)*; and,

WHEREAS, the Planning Board reviewed the Plan Amendment at its regular meeting on January __, 2024, and authorized the Planning Board Attorney to issue correspondence to the Mayor and Municipal Council advising the Municipal Council of its findings, comments and recommendations regarding same; and,

WHEREAS, having considered the Planning Board’s written findings, comments and recommendations, the Municipal Council now wishes to approve and adopt the Plan Amendment.

(UNDERSCORES ARE ADDITIONS, {BRACED-STRIKEOUTS} ARE DELETIONS)



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NOW, THEREFORE, BE IT ORDAINED BY THE MUNICIPAL COUNCIL OF THE CITY OF ORANGE TOWNSHIP, COUNTY OF ESSEX, STATE OF NEW JERSEY as follows:

Section 1 Amendments to Central Orange Redevelopment Plan.

Section 4 (“The Land Use Plan”), Subsection 4.2 (“District Standards”) of the Redevelopment Plan is hereby amended as follows:

District ‘A’

District ‘A’ ~~proposes~~ is a high density, transit village development area advocated in the Orange Master Plan, the Central Orange Redevelopment Plan and the New Jersey Department of Transportation’s Transit Village program. The boundaries of the District are Main Street, S. Essex Ave., I-280 and Lincoln Avenue. The boundary excludes the Orange Post Office ~~or~~ and Orange Public Library.

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Bulk Standards

Regulation	Proposed Standard
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Minimum Number of Parking Spaces	
For Studio, 1 Bedroom, 2 Bedroom <u>in Multi-Family</u>	0.8 <u>1</u> space s per unit
For 3+ Bedroom or more <u>in Multi-Family</u>	1 <u>2</u> spaces per unit
For Restaurant, Bar, Lounge	1 space per 100 Sq. Ft.
For All Other Commercial Uses	1 space per 300 Sq. Ft.

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District ‘B’

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Bulk Standards

Regulation	Single, Two family Residential and Townhouses	Other Uses
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Minimum Number of Parking Spaces		
For all residential uses	1 space/unit	1 space/unit
For 1 Family, 2 Family, Townhouse	<u>2 spaces per unit</u>	=
For Studio, 1 Bedroom, 2 Bedroom <u>in Multi-Family</u>	=	<u>1 space per unit</u>
For 3+ Bedroom <u>in Multi-Family</u>	=	<u>2 spaces per unit</u>
For All Other Uses	-	1 space / per 300 Sq. Ft.

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District ‘C’

The intent of this District is to encourage mixed-use, transit-supportive development ~~with~~ including a significant residential component within walking distance of Orange and Brick Church Train Stations.

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Bulk Standards

Regulation	{Proposed} Standard
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Minimum Number of Parking Spaces	
For Studio, 1 Bedroom, 2 Bedroom <u>in Multi-Family</u>	{0.8} <u>1 space{s}</u> per unit
For 3+ Bedroom {or more} <u>in Multi-Family</u>	{1} <u>2 spaces</u> per unit
For Restaurant	1 space per 100 Sq. Ft.
For All Other {Commercial} Uses	1 space per 300 Sq. Ft.

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District 'D'

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Bulk Standards

Regulation	{Proposed} Standard
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Minimum Number of Parking Spaces	
For {all Residential Uses} Studio, 1 Bedroom, 2 Bedroom <u>in Multi-Family</u>	1 space {/} per unit
For 3+ Bedroom {or more} <u>in Multi-Family</u>	<u>2 spaces</u> per unit
For All Other {Commercial} Uses	1 space per 300 Sq. Ft.

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District 'E'

The intent of this District is to provide for a variety of housing types within walking distance of the Orange Train Station. Neighborhood Commercial uses intended to serve the immediate neighborhood and surrounding community are also permitted along with institutional uses.

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Bulk Standards

Regulation	{Commercial/Non-Residential} Standard
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Minimum Number of Parking Spaces	
For 1 Family, 2 Family, Townhouse	<u>2 spaces</u> per unit
For Studio, 1 Bedroom, 2 Bedroom <u>in Multi-Family</u>	{0.8} <u>1 space{s}</u> per unit
For 3+ Bedroom {or more} <u>in Multi-Family</u>	{1} <u>2 spaces</u> per unit
{For Retail}	{1 space per 300 Sq. Ft.}
For All Other Uses	1 space per 300 Sq. Ft.

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District 'F'

The intent of this District is to encourage high-rise, mixed-use, transit-supportive development ~~{with}~~ including a significant residential component within walking distance of Orange and Brick Church Train Stations.

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Bulk Standards

Regulation	{Commercial/Non-Residential} Standard
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Minimum Number of Parking Spaces	
For Studio, 1 Bedroom, 2 Bedroom in Multi-Family	{0.5} <u>1</u> space {s} per unit
For 3+ Bedroom {or more} in Multi-Family	{1} <u>2</u> spaces per unit
{For Retail}	{1 space per 300 Sq. Ft.}
For Restaurant, Cafe	1 space per 100 Sq. Ft.
For All Other Uses	1 space per 300 Sq. Ft.

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Section 2 Severability of Ordinance Provisions.

Each Section of this Ordinance is an independent Section and any part hereof found unconstitutional, void or ineffective for any cause shall not affect the validity or constitutionality of any other parts hereof.

Section 3 Conflicts and Inconsistencies.

All other Ordinances and parts of Ordinances that conflict or are inconsistent with this Ordinance are hereby repealed, but only to the extent of such conflict or inconsistency.

Section 4 Effective Date.

Following final passage, this Ordinance shall take effect upon the expiration of 20 days after publication, unless otherwise provided by the Municipal Council.

PURPOSE: To increase minimum off-street residential parking requirements within the Central Orange Redevelopment Area.

FISCAL IMPACT: None.

Adopted:

Joyce L. Lanier
City Clerk

Tency A. Eason
Council President

Approved:

Dwayne D. Warren, Esq.
Mayor