

Route 1 Redevelopment Plan Redevelopment Area 1

Woodbridge Township
Middlesex County, New Jersey

Originally Prepared by:
Heyer, Gruel & Associates
Community Planning Consultants
February 2008

Amended by:
Department of Planning & Development
Township of Woodbridge
October 2017

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INTRODUCTION

The Route 1, Area 1 Redevelopment Plan presents an opportunity to redevelop the southern section of the Route 1 Corridor north of Route 35 and South of West Smith Street. Today, Area 1 contains a mix of restaurant and hotel uses. Surplus land from NJDOT Route 1 road improvements is also part of the Area. This Plan is part of a comprehensive strategy to revitalize the entire Route 1 Corridor from the Route 35 interchange to the City of Rahway border. The primary purpose of this redevelopment effort is to comprehensively replan the Route 1 area as a major regional commercial corridor.

In response to the physical and economic conditions along the Route 1 corridor, the Township adopted the “Route 1 Redevelopment Study” and the subsequent “Route One Corridor Redevelopment Plan” in 1999. The project area of the 1999 plan generally included the properties within the first block extending on either side of the Route 1 highway. The Plan was intended to provide for a variety of uses that were designed to be compatible with adjacent residential development, and was implemented through a new zoning district, the “R-1-R Route One Redevelopment Zone”, that describes permitted and conditional uses, associated bulk standards and design guidelines.

The Township Council requested in November 2007 that the Planning Board re-evaluate the Area in light of recent Court decisions and the comprehensive revision of the Township Master

Plan. As a result, the formal redevelopment process was reinstated. The Township Council adopted a resolution in January 2008 reaffirming that Area 1 is an area in need of redevelopment. This Plan was written in 2008 to supersede the 1999 Route 1 Redevelopment Plan as it relates to Area 1 to reflect a refined vision of the Area.

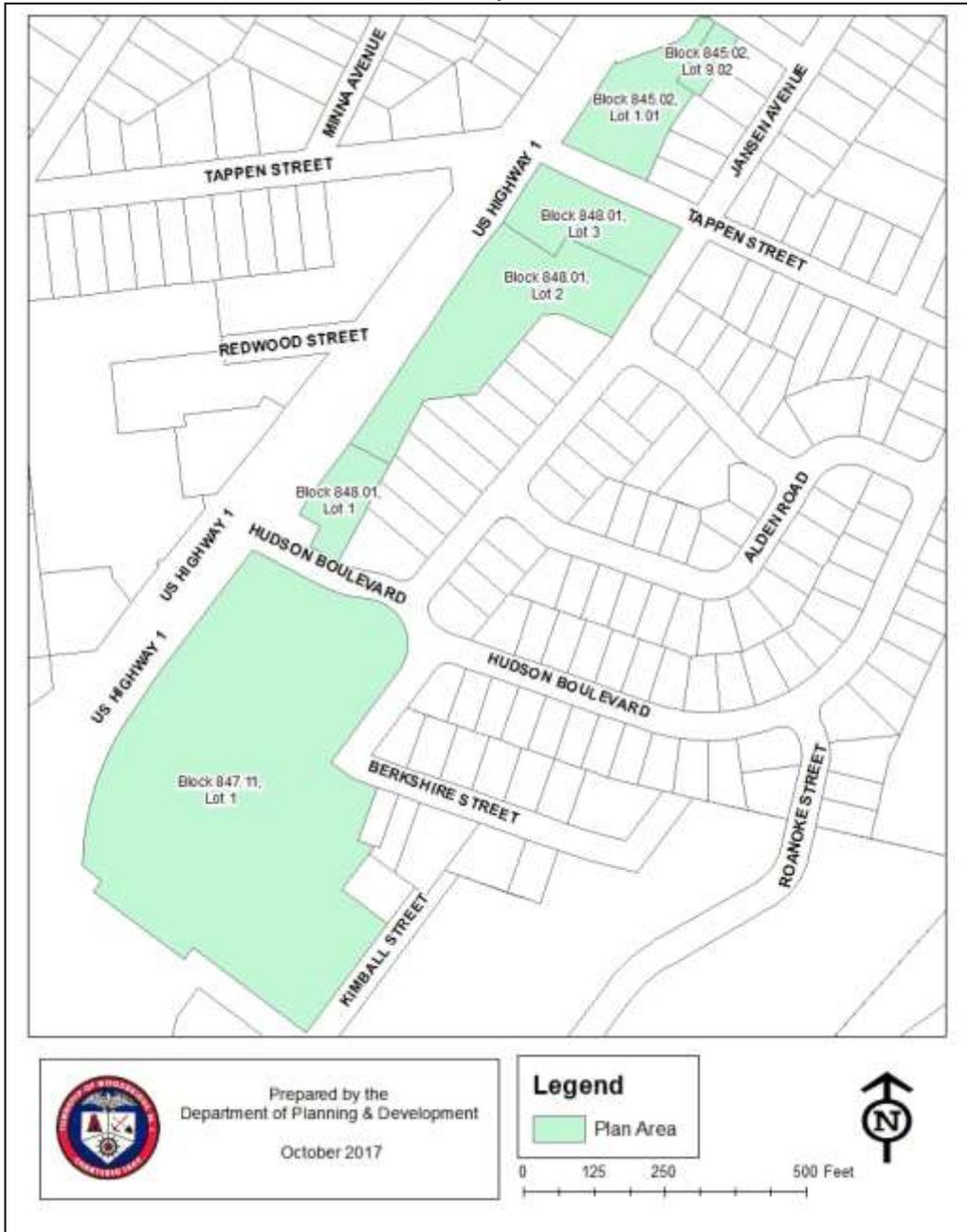
Since 2008, planning of the Route One Corridor has continued with new redevelopment plans being adopted along Route 1. These redevelopment areas include Route 1, Area 2; Route 1, Area 7; Route 1, Area 15; Route 1, Area 16; Route 1, Area 17-Ronson Road. This non-condemnation Redevelopment Plan is in furtherance of redevelopment efforts along Route 1. In order to comprehensively plan and promote redevelopment along Route 1, this Plan is being amended to add a parcel to the Area 1 redevelopment zone, specifically Block 845.02, Lot 9.02, which is currently in the Route 1 Redevelopment Area (R1R). The amended plan is also eliminating the current public park and single family infill districts and making the entire redevelopment area a fully commercial zone.

STATUTORY REQUIREMENTS

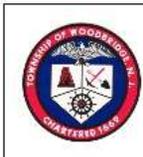
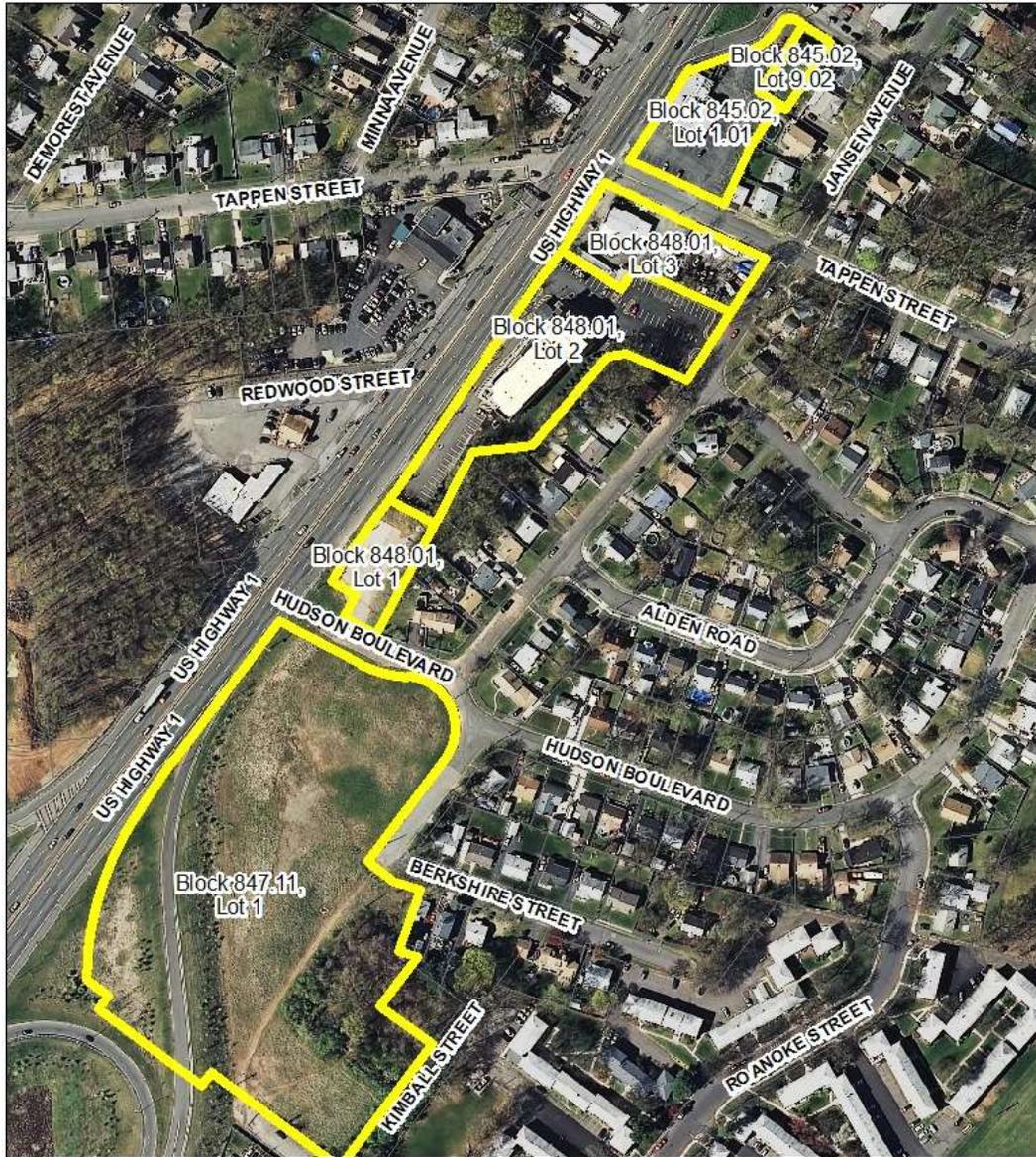
According to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1, et seq.), the Redevelopment Plan shall include an outline for the planning, development, redevelopment or rehabilitation of the project area sufficient to indicate:

1. Its relationship to definitive local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
2. Proposed land uses and building requirements in the project area;
3. Adequate provision for the temporary and permanent relocation as necessary of residents in the project area including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market;
4. An identification of any property within the Redevelopment Area proposed to be acquired in accordance with the Redevelopment Plan;
5. Any significant relationship of the Redevelopment Plan to:
 - The Master Plans of contiguous municipalities;
 - The Master Plan of the County in which the municipality is located; and
 - The State Development and Redevelopment Plan adopted pursuant to the “State Planning Act” PL 1985, C398 (C52:18A-196 et al.).

Parcel Map



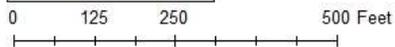
Aerial Map



Prepared by the
Department of Planning & Development
October 2017

Legend

 Plan Area



PLANNING CONTEXT

Route 1 Corridor – “Area 1” Redevelopment Area and Location

The Township of Woodbridge is 24.2 square miles in size and is located in northeastern Middlesex County. The Township of Woodbridge is bordered by Clark Township, the City of Rahway, The City of Linden, and the Borough of Carteret to the north; the Arthur Kill and the City of Perth Amboy to the east; the Raritan River to the south; and Edison Township to the west.

The Route 1 Corridor – “Area 1” consists of parcels in the Avenel section of Woodbridge. The Redevelopment area which is approximately 10.6 acres, consists of parcels designated on the Township Tax Maps as Block 845.02, Lots: 1.01, 9.02; Block 847.11, Lot 1; and Block 848.01, Lots: 1, 2, 3 (former lot 5 was consolidated with 3); generally defined by Jansen Avenue to the east, West Smith Street to the north, Route 1 to the west and the Route 1 Ramp from Route 35 to the south.

History and Growth of the Route 1 Corridor

US Route 1 is a major north-south highway that serves the east coast of the United States. It runs over 2,000 miles from Key West in Florida all the way north up to the Canadian Border in Fort Kent, Maine. Route 1 runs parallel to the New Jersey Turnpike and offers a toll-free alternative to several towns between Philadelphia and New York. Route 1 also acts as a major

arterial route for truck traffic traveling between major traffic generators in Middlesex, Essex and Union Counties, including Newark Airport, Port Elizabeth, and many other industrial and commercial centers. In addition to truck and commuter traffic, Route 1 also serves residential, retail and other uses in its immediate vicinity, including two regional shopping malls. Due to the advantage of its location and connectivity, Route1 evolved over the years from a regional highway to a destination for shopping, office parks, industry, warehousing, and several other uses.

The Route1 corridor within the Township of Woodbridge was originally zoned for industrial uses as far back as the early 1900's. By the 1940's, a larger portion of the corridor within Avenel was zoned for industrial uses, with residential zoning introduced at several locations along the corridor. Development along the Route 1 corridor has been piece-meal and haphazard, and the Township Master Plans of 1970 and 1990 have offered recommendations such as consolidation of parking areas to improve circulation; re-zoning of portions of the corridor to accommodate regional business center development & office complexes; dedicated commercial areas; designation of a large portion of the Route1 corridor for commercial uses; removal of the M-1 Light Industrial designation at certain portions of the corridor; and re-examination for redevelopment of portions of the corridor. In spite of these efforts, the areas along the Route1 corridor still suffer from conditions of, intrusion of non-residential uses into residentially zoned areas, numerous curb-cuts and driveway entrances from Route 1, prominent surface parking lots.

The Township's most recent plan was prepared in 2009 and was reexamined in 2016.

This Master Plan had the following goals that are applicable to the Route 1, Area 1

Plan Area:

- To continue attracting premier Retail, Industrial, and Office end users to the Township;
- To expand and protect the Township's ratable base through the attraction and retention of nationally known and respected companies;
- To minimize conflicts between residential and non-residential development through appropriate lighting, buffering/landscaping, loading, parking, and storage standards.

The Master Plan was reexamined in 2016 with no changes to the vision of this area.

PLAN GOALS

The overall goal of this Redevelopment Plan is to comprehensively upgrade the Area as a major commercial corridor.

- To stimulate economic investment in the Area.
- To promote the effective use of all the Redevelopment Area property and to increase the property tax base.
- To develop new economic generating activities that benefit the Township.
- To redevelop land occupied by obsolete structures and uses.
- To improve property values within the Area to increase local revenues.

Route 1, Area 1 Redevelopment Plan, Amended October 2017

- To maximize the leveraging of public and private funds to accomplish comprehensive redevelopment of the Area.
- To coordinate streetscape improvements with the NJDOT Route 1 roadway improvements.
- To minimize access points from Route 1 by coordinating on site circulation with adjacent properties.
- To provide adequate parking.
- To create circulation patterns that minimize commercial traffic on local residential streets to the extent feasible.
- To improve the physical appearance of the area.

RELATIONSHIP OF PLAN TO THE TOWNSHIP LAND DEVELOPMENT REGULATIONS

The Redevelopment Area shall be redeveloped in accordance with the standards detailed in this Redevelopment Plan. The Plan supersedes the use and bulk provisions of the Township Land Use and Development Regulations (Chapter 150) for the Redevelopment Area unless specifically referenced. Other Township regulations affecting developments that are in conflict are superseded by this Plan; however, existing engineering standards, performance standards and definitions shall apply.

In connection with site plan or subdivision applications, the Planning Board may grant deviations from the regulations contained within this Redevelopment Plan where by reason of exceptional narrowness, shallowness or shape of a specific piece of property or by reason of exceptional topographic conditions, pre-existing structures and 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 and exceptional practical difficulties to, or exceptional or undue hardship upon, the developer or redeveloper of such property. The Planning Board may also grant a deviation from the regulations contained within this Redevelopment Plan related to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by such deviation from the

strict application of the requirements of this Plan and the benefits of granting the deviation would outweigh any detriments.

The Planning Board may grant exceptions or waivers from design standards from the requirements for site plan or subdivision approval as may be reasonable and within the general purpose and intent of the provisions for site plan review and/or subdivision approval within the Plan, if the literal enforcement of one or more provisions of the Plan is impracticable or would exact undue hardship because of peculiar conditions pertaining to this site.

No deviations may be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of the Redevelopment Plan. No deviations may be granted which will result in permitting a use that is not a permitted use within this Redevelopment Plan. Any deviation from standards of this Plan that results in a “d” variance pursuant to N.J.S.A. 40:55D-70d shall be addressed as an amendment to the Plan rather than via variance relief through the Township’s Zoning Board of Adjustment. An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirement set forth in N.J.S.A. 40:55D- 12a.& b. All development must be approved by the Planning Board and shall be submitted through the normal site plan and subdivision procedures as identified by N.J.S.A. 40:55D, et seq.

Final adoption of this Redevelopment Plan by the Township Council shall be considered an amendment to the Township of Woodbridge Land Use and Development Regulations Ordinance and Zoning Map. Unless otherwise defined in the Plan, terms used in this Plan shall have the same meaning as defined in the Township's Land Use and Development Regulations Ordinance.

ZONE STANDARDS

The following standards apply to the Area:

The standards contain information pertaining to the purpose of the zone; the permitted and accessory uses; bulk standards; and other zone-specific standards. The general design standards apply to all zones. The evaluation of any proposal submitted under the Redevelopment Plan shall be based upon sections of this Redevelopment Plan entitled Relationship of Plan to the Township Land Development Regulations and Zone Standards.

Hotel, Restaurants and Commercial

Purpose: To comprehensively plan for a mix of uses along the Route 1 frontage. New uses may include restaurants, retail and a hotel. Curb cuts onto Route 1 shall be limited. Appropriate screening shall be provided to the adjacent residential lots.

Permitted Uses: Hotels; restaurants, including drive-thru restaurants; bars; lounges; taverns; retail sales and service; offices (excluding medical, dental), financial institutions.

Accessory Uses and Structures: Uses and structures customary and incidental to the principal use.

Bulk Standards:

- Minimum lot size: 40,000 square feet
- Minimum front yard setback: 15 feet
- Minimum side yard setback: (each) 10 feet
- Minimum rear yard setback: 15 feet
- Maximum impervious lot coverage: 80%
- Maximum building height: Four (4) stories and fifty (50) feet

Parking Standards:

- Hotels: 1 space per room
- Restaurants or taverns: one (1) parking space for each three seats.
- Retail sales and service: one (1) parking space for each two hundred (200) square feet of gross floor area.
- Offices, (not including medical and dental): one (1) parking space for each three hundred (300) square feet of gross floor area.
- Financial Institutions: One parking space for each 200 square feet of gross floor area.

Additional Standards:

- No access shall be permitted from ramp or jughandle.
- A minimum five-foot landscaped buffer shall be provided along all public rights-of-way and residential.
- A five-foot wide rear buffer shall be provided adjacent to the residential lots. The buffer shall include a combination of fencing and landscaping.
- Within a five (5) foot buffer of the Redevelopment Zone to a Single-Family Residential zone/uses, a bermed living wall shall be placed in the vicinity of the property line; at the property line, a fence or other solid architectural treatment shall be installed, being a minimum of six (6) feet in height and not greater than eight (8) feet in height.
- A sidewalk is required along Tappen Street
- Bike racks are required for all new uses to the extent feasible
- Construction may be permitted in phasing

General Design Standards

These design standards shall be applied with the use and bulk requirements detailed in this Plan. The design standards are intended to reinforce the physical, visual and spatial characteristics of the Redevelopment Area.

The following standards shall apply:

Architectural

- All facades visible from adjoining properties or public streets shall include pleasing scale features of the building and encourage community integration by featuring characteristics similar to a front façade.
- Entranceways shall be in keeping with the architectural character of the structure, and shall be clearly marked and framed architecturally. Entranceways are encouraged to receive design emphasis including marquees, awnings, decorative lighting, and signage.
- Buildings shall be designed so as to prevent exterior elevations from containing large expanses of blank or featureless walls. Murals and artistic wall treatments are encouraged.
- The type, shape, pitch, feature and color of a roof shall be architecturally compatible with the building style, material, colors and details.

Parking

- Off-street parking and loading areas should be coordinated with the public street system serving the Area to reduce conflicts with through traffic, obstruction with pedestrian circulation, and vehicle thoroughfares.

- All right angled parking spaces shall be nine (9) feet in width and eighteen (18) feet in depth.
- Aisles accommodating two-way traffic shall be a minimum of twenty four (24) feet in width.
- Dead-end aisles are prohibited.

Circulation

- It is recommended that, to the extent feasible, driveway access points to Route 1 be eliminated and access or shared service should be provided where feasible between adjacent parcels.
- Pedestrian circulation must be provided from the perimeter of the site to all buildings and all sidewalk areas designated to accommodate pedestrian activity.
- Internal pedestrian walkways within a parking lot must be distinguished from the driving surface by use of pavers, brick, integrally colored, or scored concrete.

Loading/Unloading

- Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash dumpsters, trash compaction, and other service functions shall be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties, residential uses and public streets. Screening materials must be the same as, or of equal quality to, the materials used for the primary building and landscaping. All service areas must be screened with a combination of low walls, decorative fencing and/or landscaping.

- Loading areas, outside storage, and service areas shall be located in areas of low visibility such as at the side or rear (non-street side) of buildings and properly screened from residential uses.
- For buildings less than 20,000 square feet only box trucks are permitted for deliveries and unloading.

Signage

- Signs shall be in harmony and consistent with the architecture of the building and relate to the features of the building in terms of location, scale, color, lettering, materials, texture and depth. Signs shall not be dominant but shall be proportionate and shall complement the building and surroundings.
- There shall be consistent sign design throughout a particular project. The design elements include style of lettering, construction material, size and illumination.
- No sign shall extend or project above the highest elevation of the wall to which it is attached or above the lowest part of the roofline of the building, whichever is less.
- Wayfinding signage to direct visitors toward parking areas and activity centers is encouraged.
- A total of five (5) freestanding identification signs are permitted. Such freestanding identification signs shall not exceed 25 feet in height and shall not exceed 80 square feet in size per side. Such shall be located no closer than 5 feet to any property line, and shall not be located within the sight triangle of any intersection or access drive with a public street. The sign shall incorporate design and materials that match the architecture of the development.

- Wall signs – Two wall signs are permitted per wall, which shall not exceed 10 percent of the primary building façade.
- Way finding signage to direct visitors toward parking areas, building identification, and building entrances is permitted as appropriate.
- A comprehensive signage plan shall be submitted for each site which clearly indicates the location, dimension, area, color and materials of all existing and proposed permanent signs and provides a detail of each proposed sign.

Lighting

- Pedestrian-level, bollard lighting, ground-mounted lighting, or other low, glare-controlled fixtures mounted on building or landscape walls shall be used to light pedestrian walkways.
- Accent lighting on buildings is encouraged.
- Lighting shall be shielded to prevent glare on adjacent properties and from residential uses.
- Exterior light fixtures shall be compatible and relate to the architectural character of the buildings on a site. Site lighting shall be provided at the minimum level to accommodate safe pedestrian and vehicular movements, without causing any off-site glare.
- Parking lot lights shall not exceed 20 feet in height and shall contain decorative fixtures.

Buffering and Landscaping

- All setback areas fronting public roadways should be defined by a combination of low walls, decorative fencing and/or landscaping. The landscape area within should contain a variety of

flowering trees, shrubs, perennials, annuals, and bulbs to complement the architecture and provide seasonal interest.

- Landscape areas may also contain decorative lighting, and signage, which should be designed to complement the overall buffer design.
- Landscape design should be integrated into overall site design and plans should include a watering and maintenance schedule for each area.
- All trees to be removed shall be done so in compliance with the Replacement of Trees section of the Township's Land Use and Development Ordinance.

Green Buildings

- All buildings are encouraged to be LEED-qualified buildings.

Utilities

- Wherever possible, all above ground utilities shall be located underground.

AFFORDABLE HOUSING

At a minimum, any redeveloper shall be responsible for any affordable housing obligation generated by the development and in compliance with the Township's Affordable Housing section of the Land Use and Development Ordinance.

RELOCATION PLAN

It is anticipated that the designated redevelopers will address any relocation needs through acquisition of parcels. The Township of Woodbridge, however, will provide all displaced tenants and landowners with the appropriate relocation assistance, pursuant to applicable State and Federal law, should relocation be necessary. Such assistance will be provided through an appropriately designated office which will assist in any relocation of persons, businesses or other entities. Further, the Township of Woodbridge and the surrounding area contains sufficient land and buildings which would be appropriate for relocation of existing businesses from the Redevelopment Area. If relocation is not directly caused by the Redevelopment Plan, the Township assumes no responsibility for relocation of businesses.

PLAN RELATIONSHIP WITH OTHER PLANS

Relationship to the Township Master Plan

The Township of Woodbridge's last comprehensive Master Plan was prepared in February 2009 and reexamined in 2016. The Master Plan recommended this area be devoted to redevelopment. The Master Plan adopted the following goals that are relevant to this Plan:

- To encourage and control commercial development by limiting regional commercial and office development to major highway corridors.
- To continue attracting premier Retail, Industrial, and Office end users to the Township.

- To expand and protect the Township’s ratable base through the attraction and retention of nationally known and respected companies.
- To expand retail and service activities in appropriate locations to meet the future shopping needs of Township residents.
- To permit residential densities in locations to accessible major roadways, commercial services, public facilities and traditional downtown areas.

Master Plans of Adjacent Municipalities

The Route 1, Area 1 Redevelopment Area is located in the northern section of Avenel close to the municipal border of the City of Rahway. This Redevelopment Plan is not anticipated to have an adverse impact on development within the City of Rahway.

Middlesex County Growth Management Strategy (GMS)

Between 1990 and 1995, Middlesex County prepared a three-phase Growth Management Plan to address infrastructure need, regional design system and growth management strategies. The County was subdivided into four regions. Woodbridge Township is located in the northeast region, along with the municipalities of Edison Township, the Borough of Metuchen, the Borough of Carteret, the Township of Perth Amboy, and the Borough of Highland Park.

Phase I of this Strategy found that large public & private investments would be required towards maintaining a significant level of service for projected growth in the County. The report estimates that the highest infrastructure costs facing the County are for maintaining and improving existing sewerage systems, parks, and roads. The report determined that this investment could be significantly reduced for utility systems (water & sewer) if growth occurred in areas where utilities are already in place.

The next phase in the County's Growth Management Strategy was a Phase II Report which focused on alternative approaches to managing actual growth in Middlesex County. In order to analyze the approaches, five specific case studies were conducted in the report. None of these five areas are located in Woodbridge Township.

The last phase of Middlesex County's Growth Management Strategy was the Phase III Report, which examined four additional case study areas; thereby analyzing nearly all of the potential growth areas in the County. In this Phase, additional techniques by which the County may assist and further coordinate with municipalities in planning and development review were also identified. The Township of Woodbridge was included in three study areas. The Metropark Case Study Area includes portions of Iselin, Menlo Park Terrace, Fords, and Woodbridge Proper. The Raritan Center Case Study Area includes portions of Keasbey and Fords. The Arthur Kill/Raritan Bay Case Study Area includes portions of Keasbey, Fords, Hopelawn, Woodbridge Proper, Sewaren, and Port Reading.

The Arthur Kill/Raritan Bay Case Study in Phase three provides three primary recommendations:

- The Arthur Kill shoreline would benefit from the redevelopment of underutilized and abandoned heavy industrial sites as businesses, residential and recreation sites.

Redevelopment planning also needs to address environmental concerns regarding past contamination of land, water and air quality along the shoreline.

- Improved road access is needed between redevelopment/ development parcels and major highways in order to avoid burdening local roads while providing accessibility. This recommendation includes the proposed signalization project on Route 35 and improved connections between Route 9, Route 35 and the Garden State Parkway.

- Because several areas along the Raritan estuary, Raritan Bay, and Arthur Kill are subject to tidal flooding, a shore protection master plan should be extended for this area.

The Metropark Case Study in Phase three provides three primary recommendations:

- Traffic congestion inhibits growth in the area. Access to Metropark is limited by the narrow rail underpasses and New Jersey Transit's parking expansion will place an even greater burden on local roads. Transportation management measures should be implemented intensively for this area.

- The NJ Transit parking deck project includes the construction of space for retail facilities to better serve commuter needs. Additional retail development to serve nearby office workers should also be evaluated.

- Growth in this study area is limited by increasingly scarce buildable land and the need for increased sewage capacity Township. A stormwater management plan should be developed for the entire South Branch of the Rahway River drainage area in order to determine the most effective stormwater control measures.

The Raritan Center Case Study in Phase three provides four primary recommendations:

- Raritan Center should include residential development to allow employees to live closer to work. A riverfront park along the Raritan River would provide needed recreational opportunities and improve public access to the waterfront.
- Development of the southern area of Raritan Centre is dependent on the completion of the Industrial Highway, which has been stalled by the presence of wetlands. An integrated resource planning project should be implemented for this area.
- The presence of three closed landfills along the Raritan River will constrain extension of a proposed riverfront park to the west until sites are remediated and/or properly closed. Efforts should be made to expedite landfill closure.
- Transit improvements should be investigated to make the Center accessible from New Brunswick, Perth Amboy, and from the Bayshore communities of Monmouth County. A transit link should be provided between Raritan Center, the NJ Transit Coast line (Perth Amboy) and the NJ Transit mainline (Metropark or Metuchen).

Where relevant, this Redevelopment plan is consistent with the recommendations discussed in the Middlesex County Growth Management Strategy.

New Jersey State Development & Redevelopment Plan:

The Route 1, Area 1 Redevelopment Plan is consistent, and would effectuate, the plans and policies of the New Jersey State Development and Redevelopment Plan (SDRP), adopted in 2001. The SDRP is a unique document that guides State-level development and redevelopment policy as well as local and regional planning efforts.

This Plan is consistent with the following statewide goals in the SDRP.

- Revitalize the State’s cities and towns.
- Promote beneficial economic growth, development and renewal for all residents of New Jersey.
- Protect the environment, prevent and clean up pollution.
- Provide adequate public facilities and services at a reasonable cost.
- Preserve and enhance areas with historic, cultural, scenic, open space, and recreational value.
- Ensure sound and integrated planning and implementation statewide.

The SDRP also includes a State Plan Policy Map, which divides the state into regions, known as Planning Areas, and includes specific goals for each area. The Policy Map also identifies “Centers,” locations into which development is to be directed, and “Environs,” areas to be protected from future growth. The Township of Woodbridge falls in the ‘Metropolitan Planning Area’ (PA1). The State Plan recognizes that all communities in this planning area are essentially fully developed; hence much of the change in land uses will occur as redevelopment.

The State Plan's planning objectives for the 'Metropolitan Planning Area' include:

- Providing for much of the state's future redevelopment;
- Revitalizing cities and towns;
- Redesigning areas of sprawl; and
- Protecting the character of existing stable communities.

The New Jersey Department of State has been preparing a new State Strategic Plan since 2012.

The proposed plan has not been adopted by the State Planning Commission.

IMPLEMENTATION OF THE REDEVELOPMENT PLAN

Redevelopment Entity

The Woodbridge Township Redevelopment Agency will serve as the Redevelopment Entity.

Phasing

Projects may be developed in phases. The phasing may include phased start and completion dates among the various land use components, as well as internal phasing schedules within sections, subject to specific provisions in the redevelopment agreement.

Selection of a Designated Developer(s)

Potential redevelopers will be required to submit to the Redevelopment Entity for review and approval prior to the designation of a redeveloper(s) at a minimum:

- Financial responsibility and capability
- Estimated development cost
- Estimated time schedule
- Conceptual site plans including elevations
- Fiscal impact analysis

Appointment of a Designated Redeveloper

The Redevelopment Entity may select one or more redevelopers to participate in the implementation of the Redevelopment Plan.

As part of the process to be designated a redeveloper, the Redevelopment Entity will negotiate a formal Redevelopment Agreement.

Designation of a Redeveloper(s) by the Redevelopment Entity shall be subject to the execution of an appropriate Redevelopment Agreement.

Conditions in Redevelopment Agreement(s)

Each Redevelopment Agreement will be contingent upon the following conditions, restrictions, and/or requirements.

1. Each Redevelopment Agreement will incorporate the pertinent aspects of the selected redeveloper's proposal and will address financial considerations, planning, phasing, development and such other issues as deemed appropriate and/or as required according to state law in order to implement the Redevelopment Plan.
2. A Designated Redeveloper will be obligated to complete on-site improvements as approved, together with any specified off-site improvements, as may be required in accordance with the Redevelopment Plan and the Redevelopment Agreement.
3. Any necessary deed of conveyance shall include a restriction that the Designated Redeveloper and his successors or assigns shall devote land to the user(s) specified in the Designated Redeveloper's final plan and shall not devote such land to any other uses.
4. No Designated Redeveloper will be permitted to dispose of property until all required improvements are completed, unless the prior written consent of the Redevelopment Entity has been obtained.
5. The consent of the Township of Woodbridge and the Redevelopment Entity shall be required prior to the disposition of all or any of the Designated Redeveloper's interest in the Redevelopment Area.
6. No covenant, agreement, lease, conveyance, or other instrument shall be effective or executed by the Township of Woodbridge and the Redevelopment Entity or by purchasers or lessees from them, or by any successors in interest of such purchasers or lessees, 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.
7. The Redeveloper(s) shall pay to the Redevelopment Entity an application fee for consideration of redeveloper as a designated redeveloper and will fund an escrow for the Agency's costs in implementing redevelopment.
8. The Township of Woodbridge or its designated redevelopment entity reserves the right to terminate any Redevelopment Agreement with a Designated Redeveloper subject to the terms and conditions of the Redevelopment Agreement.

Development Review

No application for development or redevelopment in the area may be filed with the Planning Board until such time as the applicant has applied for and received a designation as redeveloper from the Redevelopment Entity and has executed a Redevelopment Agreement with the Redevelopment Entity providing for the proposed application. In addition to any requirements of the Agency, major preliminary and/or Final Site Plans and/or subdivisions, with details sufficient to comply with the Municipal Land Use Law and local Ordinance, shall be submitted for Planning Board review and approval for each development parcel, pursuant to N.J.S.A. 40:55D-1 et seq.

The Planning Board shall require the developer to provide a bond or bonds of sufficient size and duration to guarantee the completion of the various phases of the project in compliance with the requirements of law and planning approvals.

Duration of Redevelopment Plan

During the time that the Redevelopment Plan is in effect, any party acting as a redeveloper (as defined in the LRHL) must obtain the approval of the Redevelopment Entity. The Redevelopment Plan will remain in effect for 30 years.

Amending the Redevelopment Plan

This Redevelopment Plan may be amended from time to time in compliance with the requirements of law, provided that with respect to any land in the project area previously disposed of by the Redevelopment Entity for use in accordance with the Redevelopment Plan, the Entity will notice the owner of such land whose interests may be materially affected by such amendment.