

**AMENDED
REDEVELOPMENT PLAN
CROSSROADS WOODBRIDGE PROJECT:
CROSSROADS REDEVELOPMENT PLAN
TRACT I AND TRACT II**

**AS INTRODUCED & RECOMMENDED
BY THE PLANNING BOARD
ON APRIL 27, 1998**

**AS ADOPTED
BY THE MUNICIPAL COUNCIL
ON MAY 12, 1998**

I. Introduction

The Township of Woodbridge, a highly-diversified community of some **95,000** persons located on the major transportation systems serving the northeast corridor, has enjoyed and continues to enjoy a long and prosperous history extending over three centuries. Its highly advantageous location has contributed to continued growth into the 1980's, particularly noteworthy in a period of economic stagnation in much of the region.

The provision of a full range of public services has been supported by an expanding economic base and well-established infrastructure for providing these services. The evolution of a new political philosophy in Washington and Trenton have, however, placed new and expanding burdens on all local governments. These challenges must be met by innovation and creativity if services are to be continued, improved and expanded where absolutely necessary.

Within this framework, Woodbridge recognizes the need to evaluate those assets which it possesses and to explore their use in a manner which will maximize the short and long-term benefits to the community. For these reasons, the Township of Woodbridge intends to fully examine the development potential of some 50 acres of land in the heart of the community so that their redevelopment will provide a lasting benefit to present and future generations.

II. Conformity to the General Plan

The subject properties, to be referred to as "Crossroads Woodbridge" for conceptual purposes, consists of a **45** acre parcel fronting on Woodbridge Center Drive, Main Street, Route 9 and Metuchen Avenue, (**Tract I**) as well as a 15 acre parcel fronting on Main Street further to the West (**Tract II**). The larger tract presently contains the Department of Public Works Garage and **the former** Police Pistol Range, while the smaller tract contains a structure which once served as the municipal incinerator as well as an inactive landfill. These parcels are located in a strategic position adjacent to or nearby major regional land use and represent the last significant publicly controlled property in an area of increased development pressure. The land was recently rezoned for office research purposes in recognition of its strategic location. The Master Plan designation for these lands is presently under review by the Planning Board in light of development trends since **1994**, when the **current** Master Plan was adopted.

III. Redevelopment Considerations

A. Land Acquisition

The Township intends to acquire no additional property other than the lands described earlier, already under Municipal control. Those properties presently controlled by the Police Pistol Club are expected to be remanded to the Township.

B. Demolition and Removal of Structures

It is expected that the redeveloper, once selected, will be responsible for the demolition and removal of all structures presently located on the subject property.

C. Redevelopment

The Municipality anticipates the redevelopment of both tracts of land in their entirety by one, or a combination of redevelopers.

D. Improvements

All improvements to the subject properties are anticipated to be installed and constructed by the redeveloper or redevelopers at their discretion in accordance with plans and specifications satisfactory to and approved by the Governing Body acting in the capacity of the Redevelopment Agency for this project , **and the Planning Board under required site plan approval.**

E. Conservation or Rehabilitation in Project Area

There are significant stands of mature trees on the larger of the two tracts which are to be retained to the extent possible as an integral part of the overall site design. Conservation of and alterations to the existing water courses on the larger tract shall also be treated in the overall site design.

F. Zoning

Both tracts are zoned OR (Office-Research) the Township anticipates that a creative development approach to obtain the maximum benefit to the Municipality will lead to significant amendments to the existing zoning standards, particularly in the area of bulk standards **as outlined below:**

G. Land Uses

Primary emphasis should be placed on **commercial** and **medical** office development in accordance with present zoning, and **the agreement reached by the court, through extensive litigation.**

Principal uses are as follows:

Advertising agencies

Advertising specialty offices

Amusement Center

Antique sales

Apparel

Appliance stores

Art galleries

Artist's supplies

Audiovisual equipment

Automobile parking lots and garage

Auto supplies, parts and accessories (not including used or junk parts)

Bakery shops

Banks

Barbershops

Beauty and cosmetic shops

Beer, ale and liquor sales

Bicycle shops

Blueprints and photostating

Book, periodical and newspaper sales

Broadcasting studio and offices
Business equipment sales
Business machine
Business offices
Business schools
Butcher shops or meat markets (no slaughtering permitted)
Cafeterias
Camera and/or photographic supply stores
Card stops
Candy sales
Caterers
Carpet rug and floor covering stores
Ceramic products
China shops
Churches and Synagogue
Cigars and tobacco sales
Cleaner pickup or laundry pickup
Clothing and pressing establishments
Clothing or accessory stores
Clubs
Cocktail Lounges
Coin dealers
Cosmetic shops
Costume rentals
Credit union offices
Curtain shops
Dance schools
Dairy products, retail
Delicatessens
Delivery services
Department stores
Diners
Display Equipment

Drugstores
Dry-cleaning and Linen supply
Dry goods
Eating establishments (non-drive-in, non-fast-food) sales
Electrical supplies
Employment agencies
Exterminators
Fabric shops
Finance companies
Fire houses
Fire protection equipment sales, (nonautomotive)
Floor covering
Florists
Food products
Fruit and vegetable markets
Funeral services
Furniture sales
Fur shops
Gift shops
Glassware
Greeting card shops
Groceries
Hairdresser
Hardware
Hobby shops
Home furnishings
Home improvement offices
Hospitals, animal
Household appliances
Ice cream shops
Indoor and outdoor tennis courts
Insurance companies
Interior decorators

Jewelry stores
Junior Department stores
Kitchen equipment
Laundry and dry cleaning
Leather goods and luggage
Libraries
Liquor stores
Locksmiths
Luncheonettes
Mail order houses
Major appliance sales
Medical clinics and offices
Metalware
Men's clothing and accessories
Motorcycle sales and rentals
Muffler, seat cover and auto accessory stores
Museums
Music stores, music schools
Musical instrument sales
Newsstands
Notaries
Nursing homes
Office equipment and supplies
Optical goods
Optometrists
Package liquor stores
Paint, glass and wallpaper
Parking lots and garages
Pet shops
Pharmacies
Phonographic sales and service
Photographic studios
Physical culture and health establishments

Police and fire stations
Private schools
Public utilities' offices
Quasi public uses
Racquetball courts
Real Estate and insurance offices
Record shops
Reducing salons
Restaurants (non-drive-thru, non-freestanding)
Sandwich shops
Safe depositories
Savings and loan associations
Seafood retail sales
Shoe stores
Shoe-shine parlors
Skating rinks
Snack bars
Social service organizations
Specialty stores (Retail)
Sporting goods
Stamp and coin stores
Stamp redemption centers
Stationery stores
Supermarkets
Surgical and medical supplies sales
Tailors
Taverns and Inns
Television, radio and electronics service-repairs
Theaters
Tobacco shops
Toy shops
Travel agencies
Travel ticket office

Uniform rentals and sales
Variety stores
Veterinary hospitals
Wallpaper stores
Window cleaning services
Women's clothing

H. Density - Bulk Standards

The Bulk Standards shall be different from Tract I to Tract II because the dimensions and physical characteristic of the land necessitate such recognition:

Tract 1: Corner of Main Street and Woodbridge Center Drive

Development Standards:

(1) Principal Buildings:

- (a) Minimum Lot Size: 40 acres**
- (b) Minimum Front Yard Setback: 100' feet along Main Street; 80' feet along Woodbridge Center Drive**
- (c) Minimum Side Yard Setback: 75' each**
- (d) Minimum Total Side Yard Setback: 150' each**
- (e) Minimum Rear Yard Setback: 75' each**
- (f) Maximum Lot Coverage: 25%**
- (g) Maximum Building Height: 65'**
- (h) Maximum Total Structure Square Footage: 400,000 sq. ft.**

(2) Accessory Buildings: Accessory Buildings shall conform to at least the same height and setback requirements as the principal building. Accessory Buildings are not permitted in the required front yard.

(3) Off - Street Parking Requirements:

A. Required area for each parking space. Each automobile parking space shall not be less than nine (9) feet wide or less than eighteen (18) feet deep, exclusive of passageways. In addition, there shall be provided adequate interior driveways to connect each parking space with a public right-of-way. In the case of a parallel parking space, each space shall not be less than twenty-four (24) feet wide for two-way ninety-degree parking; not less than sixteen (16) feet for one-way sixty-degree parking; and not less than thirteen (13) feet for forty-five degree one-way parking.

B. Provision for proper drainage and maintenance. All off-street parking, off-street loading and service facilities shall be graded and drained so as to dispose of all surface water accumulation in a sage manner while preventing damage to abutting properties and/or public streets. Except for single-family uses, they shall be surfaced with asphaltic, bituminous cement or other properly bound pavement which will assure a surface resistant to erosion. Such drainage and materials shall be installed as required by Municipal Engineer. All such areas shall be at all times maintained at the expense of the owners thereof in a clean, orderly and dust-free condition. Industrial areas shall be regulated by the municipal Property Maintenance Code.

C. Separation from walkways and streets. All off-street parking, off-street loading and service areas shall be separated from walkways, sidewalks, streets or alleys by curbing or other protective devices where necessary as required by the municipal agency.

D. Private walks adjacent to business buildings. A walkway, if provided, adjacent to a business building shall not be less than four (4) feet in width and shall be in addition to the other requirements of this section.

E. Site plan. Location and dimensions of pedestrian exits, walks and walkways shall be indicated submitted site plans.

F. Connection to a public right-of-way. Each off-street parking, loading or service area shall be connected to a public street right-of-way by means of a driveway constructed in accordance with at least the minimum standards required by this chapter.

G. Size of driveways. A driveway, exclusive of curb return radii, shall be not less than ten (10) feet in width in all residential zones and not less than fifteen (15) feet in all other zones. A curb return radius for a driveway at its entrance to a public street shall be a minimum of five (5) feet for single-family residential lots and a minimum of fifteen (15) feet for all other uses. The maximum width of the driveway, exclusive of curb-to-curb return radii, shall not exceed forty (40) feet.

H. Location of curb cuts. At the intersection of streets, a curb cut, where required or installed, shall be set back not less than twenty-five (25) feet from the intersection of two (2) curblines in all zones; between the curb cuts for any two (2) driveways serving the same property, there shall be at least fifty (50) feet. Curb cuts shall be located at least five (5) feet from abutting property lines in all zones. Curb cut offsets may be reduced to two and one-half (2½) feet only in the B-1 Zone.

I. Pavement markings and signs. Each off-street parking space shall be clearly marked, and pavement directional arrows or signs shall be provided wherever necessary. Markers, directional arrows, and signs shall be property maintained so as to ensure their maximum efficiency.

J. Lighting. All parking areas, walkways thereto and appurtenant passageways and driveways serving commercial, public office, industrial, multifamily and other similar uses having off-street parking and loading areas and building complexes times requiring area lighting shall be illuminated adequately during the hours between sunset and sunrise when the use is in operation. The lighting plan in and around the parking areas shall provide for nonglare, color-corrected lights focused downward. the light intensity provided at ground level shall be a minimum of three-tenths (0.3) footcandle anywhere in the area to be illuminated and shall be provided by fixtures with a mounting height not to be more than twenty (20) feet, measured from the ground level

to the center line of the light source of the height of the building if attached, whichever is lower, and spacing not to exceed five (5) the mounting height. Any other outdoor lighting, such as building and sidewalk, illumination, driveways with no adjacent parking and ornamental light, shall be shown on the lighting plan in sufficient detail to allow determination of the effects to adjacent properties, traffic safety and overhead sky glow. The objective of these specifications is to minimize undesirable off-premises effects. No light shall shine directly into windows or onto streets and driveways in such a manner as to interfere with or distract driver vision. No multiple string lights shall be permitted in any zone to illuminate or attract, whether in parking areas, display areas or yard areas. To achieve these requirements, the intensity of such light sources, light shielding and similar characteristics shall be subject to site plan approval by the municipal agency.

K. Parking provided on same lot as main building. Off-street parking spaces for all uses shall be located on the same lot as the main building to be served, except as permitted in Subsection A(17) and (18) of this section.

L. Paving locations restrictions. Paving for parking loading or access thereto, unless otherwise restricted, shall not be permitted within five (5) feet of any property line, with the exception of the B-1 Neighborhood Business Zone, where this distance may be reduced to two and one-half (2½) feet.

M. Other uses of off-street parking spaces prohibited. No required off-street parking or loading area shall be used for the storage, sale, repair, dismantling or servicing of any vehicle, equipment, materials or supplies.

N. Parking area site layout. Parking areas shall be divided into lots separated by appropriate landscaping, where possible. In addition, driveways and internal roads shall be separated from parking areas by curbed landscaped islands, where possible. Landscaping for parking areas, except for single-family residences, shall be subject to approval as part of the submitted site development plans.

O. Shared access. Nothing in this chapter is intended to prohibit the sharing of access by adjacent uses, provided that the common facility is a service drive.

P. Off-street parking shall be required at a ratio of one (1) space for each 200 square feet of gross floor area.

(4) Loading and Unloading:

Loading spaces shall be provided in accordance with the following schedule:

Gross Floor Area (square feet)	Spaces Required
4,000 to 25,000	1
25,001 to 50,000	2
50,001 to 75,000	3
75,001 to 100,000	4
Each additional 50,000	1 additional

Q. Location. Loading and unloading areas shall be permitted only in the side and rear yards except in the B-4 Zone.

R. Screening. Loading facilities shall be screened from public view by a solid fence and evergreen shrubs not less than six (6) feet height, unless loading facilities are totally below ground.

(5) Landscaping Requirements:

A. Landscaped areas. All areas in a development not used for construction of buildings, roads, accessway, parking or sidewalks shall be fully landscaped in accordance with these regulations.

B. Site considerations. Natural site features, such as existing trees, streams, rock outcroppings, etc. shall be preserved wherever possible. Whenever such natural features are absent or insufficient or have been destroyed during the development of the site, additional new plantings of a sufficient size as determined by the municipal agency shall be established to provide environmental protection to beautify the

buildings and grounds and to provide privacy, shade and the screening out of objectionable features created on the site.

C. Labeling. All landscape plans shall have a schedule of the Latin and common name, the quantity, the size, spacing and method of planting of each plant material.

D. A minimum landscaped area of five (5) feet in width shall be provided along all property lines, unless otherwise restricted, except that this distance may be reduced to two and one-half (2½) feet in the B-1 Zone.

E. All buffers and landscaped areas shall be protected from adjacent parking areas by curbs, or concrete, metal or wood bumpers at least six (6) inches in height and securely anchored into the ground.

F. All street trees and on-site deciduous shade trees shall not be less than two and one-half (2½) inches in diameter, measured one (1) foot above the root crown.

G. Landscaped Coverage: A minimum of 25% of the site, shall be devoted landscaped coverage and buffer/screening and aesthetic landscaping concerns.

H. Landscaped Area Required: A minimum of 15% of the site shall be devoted to landscaped area in addition to all required buffers.

Tract II: Main Street Former Landfill Site

Development Standards:

(1) Principal Buildings:

(a) Minimum Lot Size: 15 acres

(b) Minimum Front Yard Setback: 100' each

(c) Minimum Side Yard Setback: 50' each

(d) Minimum Total Side Yard Setback: 125' each

(e) Minimum Rear Yard Setback: 100 feet

(f) Maximum Lot Coverage: 25%

(g) Maximum Building Height: 35' or 2½ Stories whichever is less

(h) Maximum Total Structure Square Footage: 140,000 sq. ft.

(2) Accessory Buildings: Accessory Buildings shall conform to at least the same height and setback requirements as the principal building. Accessory buildings are not permitted in the front yard.

(3) Off Street Parking Requirements:

A. Required area for each parking space. Each automobile parking space shall not be less than nine (9) feet wide or less than eighteen (18) feet deep, exclusive of passageways. In addition, there shall be provided adequate interior driveways to connect each parking space with a public right-of-way. In the case of a parallel parking space, each space shall not be less than twenty-four (24) feet wide for two-way ninety-degree parking; not less than sixteen (16) feet for one-way sixty-degree parking; and not less than thirteen (13) feet for forty-five degree one-way parking.

B. Provision for proper drainage and maintenance. All off-street parking, off-street loading and service facilities shall be graded and drained so as to dispose of all surface water accumulation in a sage manner while preventing damage to abutting properties and/or public streets. Except for single-family uses, they shall be surfaced with asphaltic, bituminous cement or other properly bound pavement which will assure a surface resistant to erosion. Such drainage and materials shall be installed as required by Municipal Engineer. All such areas shall be at all times maintained at the expense of the owners thereof in a clean, orderly and dust-free condition. Industrial areas shall be regulated by the municipal Property Maintenance Code.

C. Separation from walkways and streets. All off-street parking, off-street loading and service areas shall be separated from walkways, sidewalks, streets or alleys by curbing or other protective devices where necessary as required by the municipal agency.

D. Private walks adjacent to business buildings. A walkway, if provided, adjacent to a business building shall not be less than four (4) feet in width and shall be in addition to the other requirements of this section.

E. Site plan. Location and dimensions of pedestrian exits, walks and walkways shall be indicated submitted site plans.

F. Connection to a public right-of-way. Each off-street parking, loading or service area shall be connected to a public street right-of-way by means of a driveway constructed in accordance with at least the minimum standards required by this chapter.

G. Size of driveways. A driveway, exclusive of curb return radii, shall be not less than ten (10) feet in width in all residential zones and not less than fifteen (15) feet in all other zones. A curb return radius for a driveway at its entrance to a public street shall be a minimum of five (5) feet for single-family residential lots and a minimum of fifteen (15) feet for all other uses. The maximum width of the driveway, exclusive of curb-to-curb return radii, shall not exceed forty (40) feet.

H. Location of curb cuts. At the intersection of streets, a curb cut, where required or installed, shall be set back not less than twenty-five (25) feet from the intersection of two (2) curblines in all zones; between the curb cuts for any two (2) driveways serving the same property, there shall be at least fifty (50) feet. Curb cuts shall be located at least five (5) feet from abutting property lines in all zones. Curb cut offsets may be reduced to two and one-half (2½) feet only in the B-1 Zone.

I. Pavement markings and signs. Each off-street parking space shall be clearly marked, and pavement directional arrows or signs shall be provided wherever necessary. Markers, directional arrows, and signs shall be property maintained so as to ensure their maximum efficiency.

J. Lighting. All parking areas, walkways thereto and appurtenant passageways and driveways serving commercial, public office, industrial, multifamily and other similar uses having off-street parking and loading areas and building complexes times

requiring area lighting shall be illuminated adequately during the hours between sunset and sunrise when the use is in operation. The lighting plan in and around the parking areas shall provide for nonglare, color-corrected lights focused downward. the light intensity provided at ground level shall be a minimum of three-tenths (0.3) footcandle anywhere in the area to be illuminated and shall be provided by fixtures with a mounting height not to be more than twenty (20) feet, measured from the ground level to the center line of the light source of the height of the building if attached, whichever is lower, and spacing not to exceed five (5) the mounting height. Any other outdoor lighting, such as building and sidewalk, illumination, driveways with no adjacent parking and ornamental light, shall be shown on the lighting plan in sufficient detail to allow determination of the effects to adjacent properties, traffic safety and overhead sky glow. The objective of these specifications is to minimize undesirable off-premises effects. No light shall shine directly into windows or onto streets and driveways in such a manner as to interfere with or distract driver vision. No multiple string lights shall be permitted in any zone to illuminate or attract, whether in parking areas, display areas or yard areas. To achieve these requirements, the intensity of such light sources, light shielding and similar characteristics shall be subject to site plan approval by the municipal agency.

K. Parking provided on same lot as main building. Off-street parking spaces for all uses shall be located on the same lot as the main building to be served, except as permitted in Subsection A(17) and (18) of this section.

L. Paving locations restrictions. Paving for parking loading or access thereto, unless otherwise restricted, shall not be permitted within five (5) feet of any property line, with the exception of the B-1 Neighborhood Business Zone, where this distance may be reduced to two and one-half (2½) feet.

M. Other uses of off-street parking spaces prohibited. No required off-street parking or loading area shall be used for the storage, sale, repair, dismantling or servicing of any vehicle, equipment, materials or supplies.

N. Parking area site layout. Parking areas shall be divided into lots separated by appropriate landscaping, where possible. In addition, driveways and internal roads shall be separated from parking areas by curbed landscaped islands, where possible. Landscaping for parking areas, except for single-family residences, shall be subject to approval as part of the submitted site development plans.

O. Shared access. Nothing in this chapter is intended to prohibit the sharing of access by adjacent uses, provided that the common facility is a service drive.

P. Off-street parking shall be required at a ratio of one (1) space for each 200 square feet of gross floor area.

(4) Loading and Unloading:

Loading spaces shall be provided in accordance with the he following schedule:

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50,001 to 75,000	3
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Each additional 50,000	1 additional

Q. Location. Loading and unloading areas shall be permitted only in the side and rear yards except in the B-4 Zone.

R. Screening. Loading facilities shall be screened from public view by a solid fence and evergreen shrubs not less than six (6) feet height, unless loading facilities are totally below ground.

(5) Landscaping Requirements:

A. Landscaped areas. All areas in a development not used for construction of buildings, roads, accessway, parking or sidewalks shall be fully landscaped in accordance with these regulations.

B. Site considerations. Natural site features, such as existing trees, streams, rock outcroppings, etc. shall be preserved wherever possible. Whenever such natural features are absent or insufficient or have been destroyed during the development of the site, additional new plantings of a sufficient size as determined by the municipal agency shall be established to provide environmental protection to beautify the buildings and grounds and to provide privacy, shade and the screening out of objectionable features created on the site.

C. Labeling. All landscape plans shall have a schedule of the Latin and common name, the quantity, the size, spacing and method of planting of each plant material.

D. A minimum landscaped area of five (5) feet in width shall be provided along all property lines, unless otherwise restricted, except that this distance may be reduced to two and one-half (2½) feet in the B-1 Zone.

E. All buffers and landscaped areas shall be protected from adjacent parking areas by curbs, or concrete, metal or wood bumpers at least six (6) inches in height and securely anchored into the ground.

F. All street trees and on-site deciduous shade trees shall not be less than two and one-half (2½) inches in diameter, measured one (1) foot above the root crown.

G. Landscaped Coverage: A minimum of 25% of the site, shall be devoted landscaped coverage and buffer/screening and aesthetic landscaping concerns.

H. Landscaped Area Required: A minimum of 15% of the site shall be devoted to landscaped area in addition to all required buffers.

I. Relationship to Local Objectives

1. Appropriate Land Uses - The office-research use is consistent with the present zoning of the subject property. It is also clear that the Public Works Garage

and Storage area are industrial in nature and increasingly incompatible with new development in the vicinity. By the same token, the Police pistol range has become would be an increasingly obtrusive land use in close proximity to recent residential and other higher intensity development in the area. The closed landfill is not utilized at present, and the incinerator building served as a minor repair and storage facility as well as the location for a activity which should be relocated to a more suitable site. Recent single and multi-family development to the North and West of this 15 acre tract would discourage the continuation of this improper utilization of the land. Any future development would be so designed to provide adequate buffers to protect these established residential areas. This provision would apply to both tracts of land. Additionally given the highly visible location of each of these sites, the aesthetic treatment of the site including landscaping, buffers, and building facades is critical to the impact of the uses on the surrounding community.

2. Traffic - Woodbridge has been provided with many major transportation routes over the years which have provided superb access to this section of the municipality in particular. This road network is now characterized by periodic congestion as a consequence of land development within Woodbridge and in surrounding jurisdictions.

This congestion is likely to increase unless a comprehensive approach is taken to improving traffic movements on all of the major connectors serving central Woodbridge. The active participation of the redeveloper in the planning, design and construction of the required improvements will greatly expedite the resolution of these significant problems. In the event that no redevelopment took place on the Township-controlled properties, these road deficiencies would still persist and increase in severity. Intensive private investment in the redevelopment of the Municipality's land, as well as other private property in the vicinity, will provide Woodbridge with the impetus to attack these problems on a cooperative basis. That is to say, we envision the joint efforts of private and public capital as the only approach having a reasonable chance of success in the near future. To this end, the economic development benefits to the region will encourage the active participation of the New Jersey Department of Transportation, the New Jersey

Turnpike Authority, Middlesex County and Woodbridge Township in this problem solving process. Preliminary consultations with all of these agencies have been met with enthusiasm and encouragement. **In March of 1997, Middlesex County has entered into an agreement with CME Associates to undertake an overall traffic study for the area.**

3. Public Transportation - We shall insist on the inclusion of public transit opportunities in the planning process designed to address the traffic considerations. This analysis should involve existing and proposed routes as well as accommodation of public transit vehicles in the site development planning process.
4. Public Utilities - Preliminary evaluation of the utility infrastructure indicates that there is **need for development** of adequate capacity to serve the intensive redevelopment of the Crossroads Woodbridge project area as well as other vacant or underutilized land in the area. This finding will be confirmed by intensive re-examination of the utility requirements prior to the final approval of any redevelopment project **by the Planning Board and the Governing Body.**
5. Recreation and Community Facilities - Design criteria developed by the Township include reference to the opportunity of providing access to such likely amenities as a retention ponding area, waterway greenbelts and other public places such as plazas and sitting areas. The design concept should encourage public use of appropriate areas of the site by providing an attractive environment **for** passive recreation purposes.
6. Other Public Improvements - Much of the subject property is devoid of greenery of any kind. We would anticipate the establishment of a substantial street tree population in the public rights-of-way which abut both tracts. This would provide an aesthetic benefit for all visitors to the area and help create a public identity of the redevelopment effort by adding these amenities in an area where none have existed in the recent past. The Redevelopment Plan also recognized that Middlesex County has scheduled the widening and reconstruction of Main Street from Route 9 West to the Garden State Parkway, a project which will significantly improve traffic movements in the area.

7. **Environmental Issues** - Given the specific characteristics of each of the two redevelopment parcels, specifically the landfill utilization on Tract II, and the drainage and pistol range utilization of Tract I, in depth environmental evaluation will be necessary on each of the parcels. All Department of Environmental Protection (DEP) required approvals, inspections and permits etc. will be adhered to and copies of which must be submitted to the Township for review by the appropriate officials.

IV. Redevelopment Strategy Recommendations

This Plan document achieves several purposes:

- **Enumeration of appropriate land uses to provide for adequate flexibility in effective development of the proposed sites;**
- **Ensure that the appropriate issues (including building, planting, aesthetics, traffic, environmental and drainage etc.) are addressed as part of the site planning process;**
- **Ensure that the Township serves as an active, long term partner in the redevelopment of efforts of each individual tract;**
- **Provide for appropriate standards relative to each site, by creating separate development standards and two (2) redevelopment areas.**