

# Woodbridge-Perth Amboy Redevelopment Plan



Prepared by  
The Township of Woodbridge Department of Planning & Development  
&  
Topology Planning Consultants for The City of Perth Amboy

ENDORSED 4/17/2024 by Township of Woodbridge Planning Board

ADOPTED 5/7/2024 by Township of Woodbridge Council

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ADOPTED 5/8/2024 by City of Perth Amboy Council

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April 2024

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Department of Planning &  
Development

Topology Planning Consultants  
for the City of Perth Amboy

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Cover Rendering  
Future public riverfront access  
Courtesy of Langan Engineering

## Table of Contents

INTRODUCTION .....	1
STATUTORY REQUIREMENTS .....	2
PLANNING CONTEXT .....	3
HISTORY OF THE SITE .....	6
MASTER PLANNING AND ZONING DESIGNATION HISTORY .....	6
PLAN GOALS .....	7
AFFORDABLE HOUSING .....	8
DEFINITIONS.....	11
AREA ZONING STANDARDS .....	12
PLAN RELATIONSHIP WITH OTHER PLANS .....	23
IMPLEMENTATION OF THE REDEVELOPMENT PLAN .....	26
Redevelopment Entities .....	26
Selection of Designated Developers.....	26
Appointment of a Designated Redeveloper.....	28
Conditions in Redevelopment Agreement(s).....	30
Development Review & APPROVAL PROCESS.....	32
Certificates of Completion.....	34
Upon completion of a project, the developer shall submit for a Certificate of Completion.....	34
Tax Abatement Program .....	34
Duration of Redevelopment Plan .....	34
Amending the Redevelopment Plan.....	34
Adverse Influences .....	34
Land Use Map & zoning ordinance Amendments .....	35
<i>Figure 1: Redevelopment Area Parcel Map.....</i>	<i>4</i>
<i>Figure 2: Redevelopment Area Aerial Map.....</i>	<i>5</i>
<i>Figure 3: Existing Zoning.....</i>	<i>9</i>

## INTRODUCTION

This joint Redevelopment Plan, between the Township of Woodbridge and the City of Perth Amboy (the “Township” and “City” respectively, and “Municipalities” collectively) represents an opportunity to redevelop land along the Raritan River in Woodbridge Township and the City of Perth Amboy, which has historically been used as a single industrial site. This Redevelopment Plan (“Plan”) applies to the following properties as depicted on the Tax Maps of the City of Perth Amboy: Block 92, Lot 1; Block 92, Lot 1.01; Block 92.01 Lot 1.01; and Block 92.01, 1.02, and the following properties as depicted on the Tax Maps of the Township of Woodbridge: Block 25, Lot 1.01; Block 25, Lot 2.01; Block 25.01, Lot 1; Block 1200.07, Lot 11 (hereinafter referred to as the “Redevelopment Area,” “Project Area,” “Site,” or “Area”). The Area extends between both Municipalities and is located on the south side of Smith Street extending to the Raritan River. This joint Redevelopment Plan will foster the transformation of the property in both Municipalities into a modern industrial site. The Redevelopment Area should be a highly desirable location for businesses to thrive and for people to work.

The Township of Woodbridge and the City of Perth Amboy have each taken the necessary steps to designate the areas pertaining to this redevelopment plan in their respective municipalities as “an area in need of redevelopment (non-condemnation).” The Mayor and City Council of the City of Perth Amboy adopted resolution R-103-2/23 to authorize the Perth Amboy Planning Board to undertake a preliminary investigation and redevelopment study of the area. After a public hearing, the Perth Amboy Planning Board adopted a resolution on August 16, 2023, recommending the designation of the studied properties “as an area in need of redevelopment.” Following the Planning Board’s evaluation, the City Council of Perth Amboy designated the area as a non-condemnation “area in need of redevelopment on September 13, 2023.

The Woodbridge Township Council requested the Planning Board to evaluate certain properties as a non-condemnation “area in need of redevelopment” on April 25, 2023. The Woodbridge Planning Board conducted a public hearing on September 27, 2023, at which the results of the redevelopment study were presented, and adopted a resolution recommending the designation of the studied properties “as an area in need of redevelopment.” Following the Planning Board’s evaluation, the Township Council designated the area as a non-condemnation “area in need of redevelopment” on October 10, 2023.

Due to the Area’s importance to the economic well-being of both of the Municipalities and its proximity to local neighborhoods, significant regional highways, and the

Raritan River riverfront, this Redevelopment Plan puts a premium on context-sensitive solutions that provide benefits in the daily life of the community. The Area is a gateway to both Municipalities for visitors and residents alike. As such, building design should prioritize elements that create a more attractive built environment, while adding value as a source of accessible employment. Additionally, the site serves as a valuable opportunity to increase public access to the waterfront.

## **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:

- 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;
- Proposed land uses and building requirements in the project area;
- 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 in the existing local housing market;
- An identification of any property within the Redevelopment Area proposed to be acquired in accordance with the Redevelopment Plan;
- Any significant relationship of the Redevelopment Plan to:
  - a) The Master Plans of contiguous municipalities;
  - b) The Master Plan of the County in which the Municipalities are located;  
and;
  - c) The State Development and Redevelopment Plans adopted pursuant to the “State Planning Act.”

## PLANNING CONTEXT

The Township of Woodbridge is 24.2 square miles in size and located in northeastern Middlesex County. Woodbridge is bordered by Clark Township, the City of Rahway, the City of Linden, and Union County to the north; the Borough of Carteret, 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 redevelopment area is located in the Keasbey section of the Woodbridge Township. Redevelopment of Keasbey began in 1996 with the Keasbey-Port Reading Redevelopment Plan. This redevelopment plan is in furtherance of redevelopment in the Keasbey.

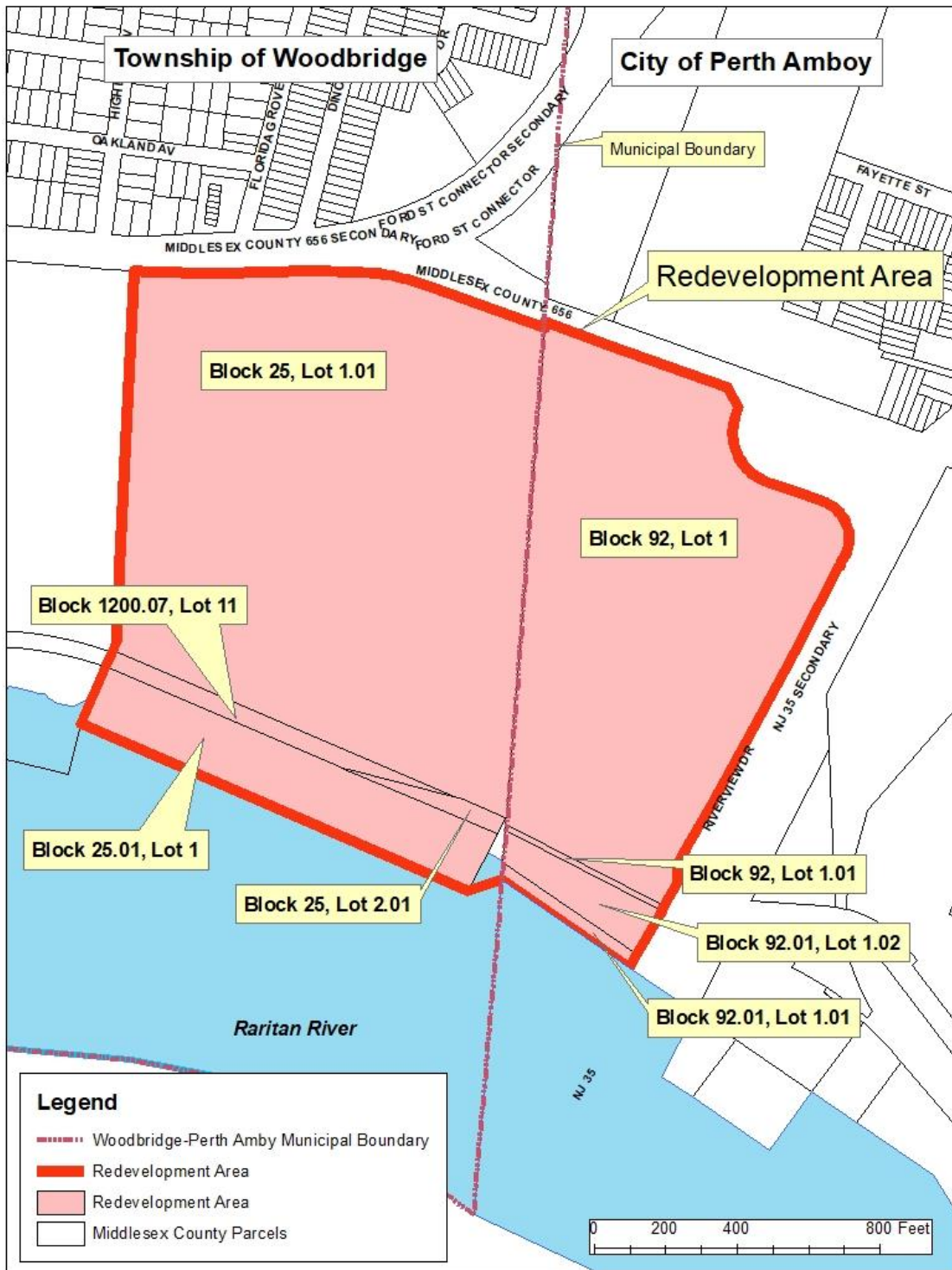
The City of Perth Amboy is an urban community with a rich cultural history and a maritime and industrial legacy that is greater than 300 years old. Located in southeastern Middlesex County, Perth Amboy enjoys shorelines along the Arthur Kill and the Raritan River and is known as one of New Jersey's great waterfront cities. The City is further bordered by Woodbridge Township to the north and west. The City comprises a land area of 4.55 square miles with a population of 55,436 according to the 2020 Census. The City of Perth Amboy has had many successful redevelopment areas in the last 15 years. This redevelopment plan is a continuation of the City's economic development efforts.

The Redevelopment Area is comprised of the former Hess tank farm between Smith Street and the Raritan River and straddles the Woodbridge Township-City of Perth Amboy municipal border, with the sole point of ingress and egress located within Perth Amboy. The redevelopment area is bound by the Riverview Drive, the Victory Bridge portion of Route 35 (Convery Boulevard) to the east and an industrial site to the west. The redevelopment area is approximately 65 acres, including riparian rights.

Properties within the redevelopment area:

<b>Woodbridge Township</b>		<b>City of Perth Amboy</b>		
<b>Block</b>	<b>Lot</b>	<b>Block</b>	<b>Lot</b>	<b>Additional Lot</b>
25	1.01	92	1	1.01
25	2.01	92.01	1.01	1.02
25.01	1			
1200.07	11			

**Figure 1: Redevelopment Area Parcel Map**



**Figure 2: Redevelopment Area Aerial Map**



## **HISTORY OF THE SITE**

The site had been owned and operated by Hess as a bulk petroleum storage and distribution facility from 1960 to 2013. The site contains 26 storage tanks. Buckeye acquired the site in 2013 and continued to operate it as a bulk petroleum storage and distribution facility.

As of June 2023, only 25 percent of the facility's storage tanks were in use. The site has seen significant decline in use as the market demand for petroleum has diminished due to changing technology. The site has also experienced decline as many oil refinery complexes have converted to petroleum terminals, adding to the amount of storage capacity in the market. Furthermore, due to the shallow depth of the Raritan River at this terminal, the site presents logistical challenges and limitations for standard oil barges.

The site contains an unusual combined sewer overflow pipe which discharges stormwater and sewage overflow from the City of Perth Amboy into an open basin in the northeast corner of the site.

## **MASTER PLANNING AND ZONING DESIGNATION HISTORY**

### Woodbridge Township Master Plan and Zoning Designation

The Woodbridge Township Master Plan was adopted in February 2009 and reexamined in 2016. Over the past 15 years, the Township has been engaged in redevelopment. The Master Plan states:

“As a fully-built out community, development opportunities within the Township exist primarily through the rehabilitation and redevelopment of existing properties. The Township's goal is to improve the physical appearance of the Township and generate new ratables for the Township.”

The Woodbridge Township Master Plan Land Use Element recommended the Redevelopment Area be used as a heavy industrial use.

The Official Zoning Map for the Township of Woodbridge designates the study area as the M-2 Heavy Industrial Zone.

### Perth Amboy Master Plan and Zoning Designation

The Perth Amboy Master Plan was adopted in 2003. The Master Plan of Perth Amboy designates the area within the redevelopment area as an “M-2 Medium Industrial Zone.” The purpose of the M-2 zone is for the development of medium industrial land uses. The Master Plan states that the M-2 zone is “designed to contain uses that are located on larger tracts of land and are more intensive than the uses permitted in the Light Industrial areas.” The Perth Amboy Master Plan, through its stated goals and objectives, encourages the redevelopment of contaminated and underutilized industrial sites. The Perth Amboy Master Plan contains a goal to “Encourage continued development and redevelopment of the City’s vacant and underutilized industrial areas.” The Master Plan also contains an objective for industrial land uses, which is to “Encourage continued remediation and redevelopment of existing brownfield sites within the City.”

## **PLAN GOALS**

The overall goal of this Redevelopment Plan is to address the existing conditions that have negatively impacted the Area and comprehensively upgrade the area for redevelopment. The Municipalities aim to reach the following goals:

- To provide a coordinated and cohesive redevelopment plan for a redevelopment area that is in both Woodbridge Township and the City of Perth Amboy;
- To revitalize a languishing industrial site;
- To stimulate economic investment in the Area;
- To promote the effective use of all the Redevelopment Area property and to increase property tax base in both municipalities;
- To improve the physical appearance of the Area;
- To remediate contamination, bringing properties back onto the tax rolls and for effective reuse;
- To improve and upgrade stormwater infrastructure and separate stormwater management from the combined sewer system to the fullest extent possible;
- Eliminate those conditions that have caused the properties within the Redevelopment Area boundaries to be considered as an area in need of redevelopment;
  - Safeguard the health, safety, and welfare of the residents of both Perth Amboy and Woodbridge through the repositioning of underutilized

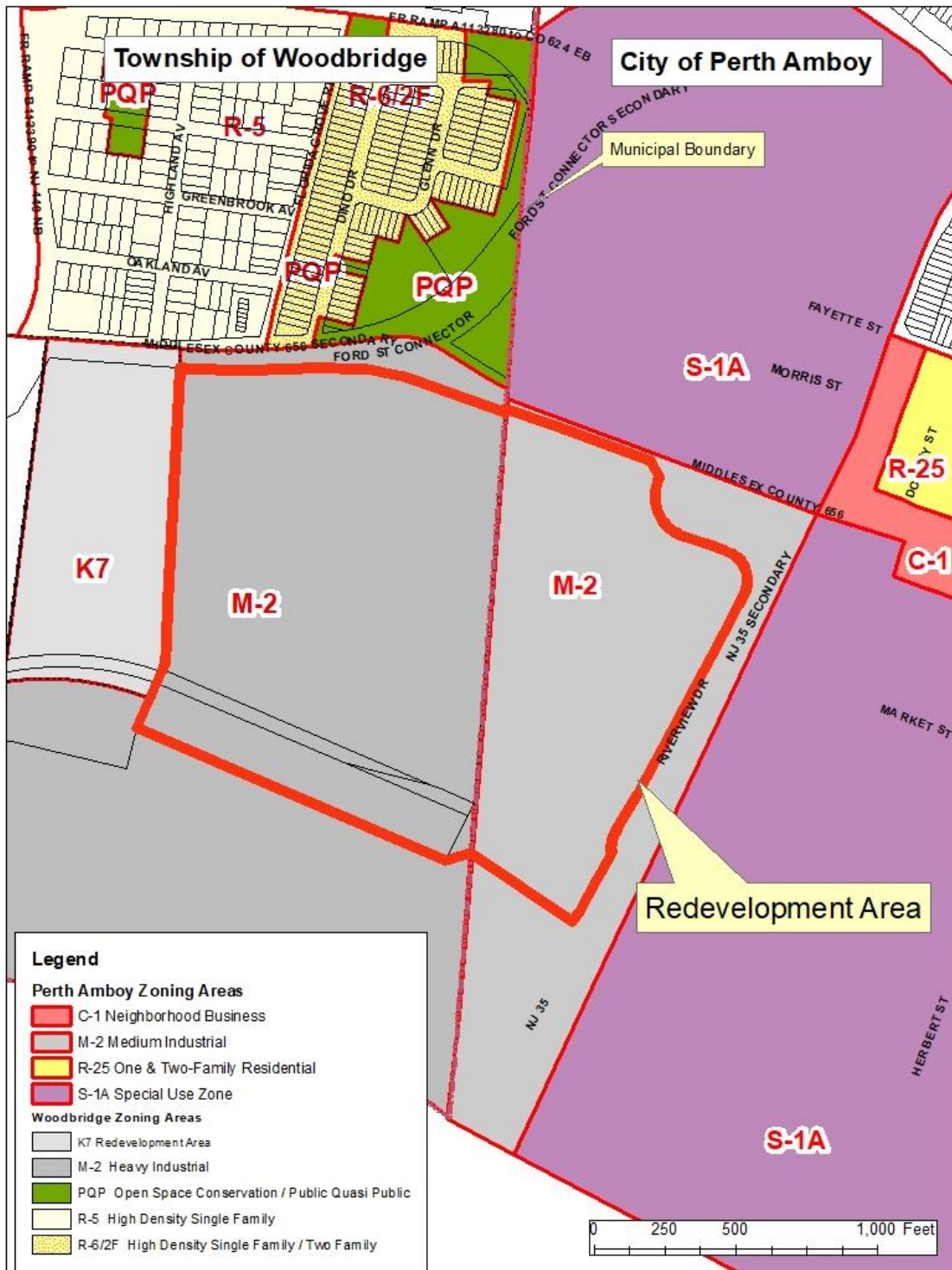
property that can contribute to the economic wellbeing of the Municipalities.

- Encourage investment and revitalization from both the public and private markets;
  - Build upon previous initiatives to integrate the Raritan River riverfront and the adjacent Gateway Redevelopment Area to create job opportunities and spaces for businesses to thrive.
- Increase open space;
  - Design public and open spaces in and around the property to provide the opportunity for social interaction and enjoyment. This includes areas for passive outdoor recreation.
  - Coordinate design for public space and streetscape elements that utilize similar plantings, visual cues, and sidewalks to create a uniform and attractive public realm.
- Improve resiliency to future flooding events;
  - Maximize water capture and reduce pooling during heavy precipitation events with structural and passive non-structural stormwater management techniques.
- Encourage environmental sustainability;
  - Incorporate street trees and green infrastructure elements into planned building and landscaping designs to reduce runoff and improve local water quality.
  - Design and construct Energy Star commercial spaces, as applicable.
  - Incorporate community solar installations on suitable surfaces including roofs or parking areas.
- Redefine the waterfront as a destination;
  - Provide opportunities for interactions with the Raritan River waterfront through increased public access and recreational amenities including piers and promenade.

## **AFFORDABLE HOUSING**

A redeveloper shall be responsible for any affordable housing obligation in each municipality generated by redevelopment.

**Figure 3: Existing Zoning**



## **RELATIONSHIP OF PLAN TO THE LOCAL MUNICIPAL ZONING AND LAND USE DEVELOPMENT ORDINANCE (APPLICATION & PROCESS)**

The Redevelopment Area shall be redeveloped in accordance with the standards detailed in this Redevelopment Plan. This Plan supersedes the use and bulk provisions of the Woodbridge Township Land Use and Development Ordinance (Chapter 150) and the City of Perth Amboy Zoning and Land Development Ordinance (Chapter 430) for the Redevelopment Area unless specifically referenced. Other City and Township regulations affecting developments that are in conflict are superseded by this Plan; however, existing engineering standards, design or performance standards and definitions set forth in the Land Use Ordinances of the Municipalities shall apply unless specified in the Plan.

In connection with site plan or subdivision applications, the Planning Board of either municipality may grant deviations from the regulations contained within this Redevelopment Plan that apply to their municipal jurisdiction 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 redeveloper of such property, which are adequately demonstrated. The Planning Board of either municipality may also grant a minor deviation from the regulations contained within this Redevelopment Plan that apply to their municipal jurisdiction 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 of either municipality may grant exceptions or waivers of design standards from the requirements for site plan or subdivision approval that apply to their municipal jurisdiction 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 which would render the redevelopment of the site infeasible. 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 deviations 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 either the City’s or 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 of the appropriate municipality and shall be submitted through the normal site plan and subdivision procedures as identified as N.J.S.A. 40:55D, et seq. The Planning Board of each municipality is limited to approving development within their local jurisdiction. Any development that encompasses the entire redevelopment area must obtain approval from each municipal Planning Board separately.

Final adoption of this Redevelopment Plan by the Perth Amboy City Council and the Woodbridge Township Municipal Council shall be considered an amendment to the Perth Amboy Zoning and Land Development Ordinance and Zoning Map and the Township of Woodbridge Land Use and Development Ordinance and Zoning Map respectively. 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 Ordinance and the City’s Zoning and Land Development Ordinance. Each development approval by a Planning Board shall be subject to and specifically conditioned upon the approval of the Planning Board of the other municipality.

## **DEFINITIONS**

**BUILDING HEIGHT** - The vertical distance measured from the lowest elevation of the proposed finished grade at the front of the building to the highest point of ceiling of the top story in the case of a flat roof; to the deckline of a mansard roof, and to the average height of a gable, hip or gambrel roof. The building height shall not include church steeples, elevator shafts, emergency exits, chimneys, or roof-mounted equipment

**OPEN SPACE** – Includes only that part of the ground area of a zoning lot which is devoted to outdoor active or passive recreational space, greenery or services which are normally carried on outdoors. Open space may not be devoted to private roadways open to vehicular transportation, accessory off-street parking space or accessory off-street loading berths. There shall be no private structures on the ground, except stormwater management facilities and structures which are privately owned and publicly accessible. When above grade, open space must be safe, adequately surfaced and protected, and accessible and available to the public.

**PARKING STRUCTURE** – A public or private structure or portion thereof composed of one or more levels or floors used exclusively for the parking or storage of motor vehicles, including vans and box trucks. A parking structure may be totally below grade or either partially or totally above grade with those levels being either open or enclosed.

**POLLUTION RESISTANT STREET SHADE TREES** – Are those trees that provide a fundamental barrier against gas, clouds of dust and heat by absorbing thousands of pounds of carbon dioxide over their life span, while being adaptable to almost every kind of soil. These species would include all variety of oak and chestnut trees.

**RECREATIONAL AREA** – Open space areas which include amenities or programmable space that are designed to accommodate the public’s participation in outdoor performance arts, sports, fishing, socializing and passive enjoyment of natural areas, among other activities.

**WAREHOUSE** – A facility used for the storage and distribution of goods, merchandise, and materials, such as wholesale and retail distribution centers, cold storage and e-commerce fulfillment facilities.

## **AREA ZONING STANDARDS**

The following standards contain information pertaining to the purpose of the redevelopment zone, the permitted and accessory uses, bulk standards, and other district-specific standards. The proposed Plan and standards take into account all of the possible constraints and challenges full scale development of the site pose for attractive redevelopment of these properties. Given the history of the property as a large site which straddled the Woodbridge Township-City of Perth Amboy municipal boundary, the following standards permit development to occur across the municipal boundary.

### ***Permitted Uses:***

A building may be erected, altered or used and a lot or premises may be occupied and used for any of the following purposes:

- Manufacturing and assembly
- Fabrication and assembly of products
- Warehouses, wholesale sales, storage and distribution
- Green energy producing entities and their structures
- Green technology and laboratory or utility buildings

- Data Centers and Disaster Recovery Facilities
- Improved open space and recreational areas, such as parks, plazas, waterfront walkways/promenades, trails, pocket parks, and fishing piers
- In addition to the above, any use not inconsistent with the above that is similar in purpose, function, character and effort
- Any use that is not a permitted use is strictly prohibited.

***Permitted Accessory Uses and Structures:***

- Parking structures and surface lots for a permitted principal use
- Fences, walls and hedges
- Public open space and passive recreation amenities, including but not limited to shade structures and piers
- Stormwater management facilities
- Security and/or guardhouse
- Water tanks
- Any other use or structure customarily incidental and subordinate to a permitted principal use

***Bulk Standards:***

***Principal Building:***

- Minimum lot size: 25 acres
- Minimum lot width: 200 feet
- Minimum lot depth: 300 feet
- Minimum front yard setback: 75 feet
- Minimum rear yard setback: 50 feet
- Minimum side yard setback: 100 feet
  - Side setback may be reduced to 0 feet for buildings extended over two different lots, regardless of municipal boundaries
- Minimum 2 side yard setback: 200 feet
- Minimum gross floor area: 16,000 square feet
- Maximum lot coverage: 50%
- Maximum Impervious Coverage: 85%
- Maximum building height: 60 feet or 4 stories
- Maximum distance between buildings: 50 feet

***Accessory Buildings:***

- Accessory buildings shall be set back a minimum of 5 feet from property lines.

- Accessory buildings may be located adjacent to each other and/or to a principal structure.
- Water tanks (maximum permitted height: 50 feet)
- Structures attached to the principal structure shall be considered part of the principal structure

*Green Buildings:*

- All buildings are encouraged to employ sustainable features and techniques similar to those of LEED-certified buildings.
- Proposed energy saving techniques shall be considered as part of architectural plans and renderings
- New development or rehabilitation of existing buildings should employ green building practices and infrastructure (referring to the Township's Green Building Checklist). A detailed explanation shall be included as part of a site plan application

*Community Resiliency:*

While southern portions of this redevelopment area are located in high risk flood hazard areas, this Plan promotes resiliency to climate change by permitting redevelopment in the upland low risk Flood Zone (X (Unshaded)). Furthermore, this development shall comply with all municipal and state stormwater regulations, including any requirements for green infrastructure. Stormwater Management plans shall be provided as part of all applications.

*Additional Bulk Standards:*

*General Standards*

- All setbacks shall be measured from the property line
- Lot depth shall be measured from the largest lot dimension fronting on any street for corner lots and shall be taken from the exterior of the tract, and not be looked at by individual municipalities.
- Outdoor garbage storage shall not be located within the required setback area from any street frontage. All garbage storage shall be screened by an enclosure that matches the architecture of the building(s) it serves.

- No development other than open space amenities and waterfront walkways may be located closer than twenty feet (20') from the top of the riverbank of the Raritan River.
- Paving within the Project Area must utilize a durable, non-toxic material and conform with environmental remediation requirements of the New Jersey Department of Environmental Protection
- Security cameras shall be provided to ensure public safety within all private and public areas within the project bounds, in concert with emergency services and police departments.

#### Open Space and Recreational Areas:

- Open space/recreational areas shall be landscaped. Native species and tree grouping or clustering are encouraged.
- Stormwater basins and similar stormwater management facilities shall be allowed within open space areas. Porous pavement and green infrastructure, such as bioswales and rain gardens, are encouraged
- Passive recreational and pedestrian-oriented amenities, such as paved internal walkways, decorative lighting, benches, and trash receptacles, bike racks, and other attractive street furniture shall be provided
- The developer may choose to dedicate the open space/ recreational area to the Municipalities subject to the acceptance of the Municipalities. Open space improvements (ownership/maintenance) will be specified and negotiated between the Municipal Redevelopment Agencies and redeveloper as part of the redevelopment agreement(s).
- Waterfront access and improvements shall be provided by the developer, including: walkways, pier improvements, seating areas, and other amenities approved by the municipal agencies.

#### *Parking:*

##### Vehicular Parking

- Minimum off-street parking requirements shall be in compliance with the bulk standards outlined in this document.
- Off-street parking and loading areas shall be coordinated with the public street system serving the Area to reduce conflicts with through traffic, obstruction with pedestrian circulation, and vehicle thoroughfares
- All parking areas shall meet or exceed American with Disabilities Act (ADA) standards
- All car parking spaces shall be nine (9) feet wide and eighteen (18) feet deep
- All trailer parking stalls shall be a minimum twelve (12) feet in width and fifty-five (55) feet in depth

- Aisles accommodating two-way traffic shall be a minimum of twenty four (24) feet in width
- Manufacturing, research, industrial, warehouses, wholesale or laboratories: 4 spaces per 10,000 square feet of gross floor area. An office component is assumed to be a part of the primary building use.
- Tandem parking is not permitted for automobiles. Exceptions may be made for staffed parking facilities.
- Requirements for electric vehicle supply / charging equipment shall be governed by the New Jersey Department of Community Affairs Model Statewide Municipal Vehicle Electric Ordinance, pursuant to P.L. 2021, c.171. All definitions associated with P.L. 2021, c.171 shall prevail in this Redevelopment Plan

### Bicycle Parking

- All required outdoor bicycle parking must be convenient and accessible to a main building entrance and street access.
- Bicycle parking shall be sited in a highly visible location to discourage theft and vandalism, and promote awareness of existence and availability.
- Bicycle parking shall be located so as not to block the pedestrian path on a sidewalk or within a site. A minimum of four (4) feet of unobstructed passage is required on public sidewalks.
- Bicycle parking facilities within an automobile parking area shall be separated by a physical barrier to protect bicycles from damage by cars.
- Bike racks must be securely attached to concrete footings and made to withstand severe weather and permanent exposure to the elements.
- All bike racks shall be located at least 24 inches (24”) in all directions from a wall, door, landscaping, or other obstruction that would render use of racks difficult or impractical.
- Minimum of bicycle parking spaces:
  - 1 space per 40,000 square feet of gross floor area
  - 1 space per 5,000 square feet of open space in the public waterfront area.
- 

### *Circulation:*

- Parking areas can be interconnected with adjacent properties, and utilize common entrances and exits, to minimize the number of vehicular access points wherever possible.
- Curbs cuts and site driveways shall be sized to accommodate the safe access and egress of large tractor trailers and emergency services equipment.

- Existing curb cuts at the properties may remain as currently located and configured.
- Curb cuts offset distance may be reduced to zero where existing curb return crosses an existing property line.

*Loading:*

- Loading and unloading shall be provided according to the following schedule: one (1) loading space per 15,000 square feet of gross floor area
- Loading spaces shall be at least 12 feet in width and 55 feet in length.

*Buffering and Screening:*

- There shall be landscaped buffer areas along the perimeter of the Project Area portion where the Project Area is contiguous to neighboring properties and streets.
- Such buffer areas shall have a minimum width of 20 feet and provide a screening height of 6 feet above grade at planting.
- The buffer areas may consist of hedges, shrubs, berms, and other similar plantings or a mix of plantings.
- Every effort should be made to maintain the existing vegetative buffer to all residential properties.
- 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 contained and screened from public view to the greatest extent possible.

*Lighting:*

- Accent lighting on buildings is encouraged
- 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
- Lighting fixtures shall not be taller than 40 feet
- The minimum footcandle in lighted areas shall be 0.2; Except at driveway entrance/exits, the light intensity shall not exceed 0.3 footcandles along any property line and shall be so arranged and shielded to reflect the light away from adjoining streets and/or properties

- All lights shall be concealed source nonglare lighting and shall be focused downward with cutoffs so that the direct source of light is not visible from adjoining streets or properties. No light shall shine into building windows or onto streets and driveways to interfere with or distract driver vision
- Average illumination level shall be no less than one-half horizontal foot-candle at the surface.
- All proposed fixtures shall have a correlated color temperature of between 2,400K and 4,000K
- All lights are to be capable of control by timer.
- Where adjacent to residential uses, fencing, landscaping, or other techniques must be used to shield the glare of vehicle headlights from the adjacent properties.
- Parking areas
  - All parking areas and walkways thereto and appurtenant passageways, building entrances, loading areas and driveways required for nonresidential uses shall be adequately illuminated during the hours of operation which occur after sunset
  - Any adjacent residential zone or use shall be shielded from the glare of illumination from site lighting and automobile headlights.
  - Freestanding lights within parking lots shall be protected to avoid being damaged by vehicles. Freestanding lights at the perimeter of parking lots shall be aligned with the parking stall striping and located a minimum of 2 1/2 feet to the edge of curb. The exposed concrete light foundation shall not exceed two inches above grade or six inches above grade if located within a lawn area.

*Utilities:*

- Wherever practical, consideration should be given to relocating above ground utilities to underground.
- Pad mounted generators, transformers and refrigeration equipment are permitted when used in conjunction with the principal use.

*Signage:*

The following signage requirements shall apply within the Redevelopment Area:

- All signage (street, directional, and facility) details will be provided in the proposed site plans for review and approval.

- Each project must include a signage plan for the property with a map of proposed location, renderings of proposed signage, and dimensions of proposed signage in the redevelopment agreement(s).
- Signs may be lit by architectural lighting, channel letters, halo lights, gooseneck lamps, or similar.
- Murals approved by the Municipalities with approval from the Property Owner shall not be considered signs, as long as they do not advertise a business, activity, or product.
- Banners, flags, and pennants shall be permitted subject to review and approval of the municipalities and Planning Boards. Said Banners, Flags, and Pennants should be designed to reflect a consistent theme and placed to enhance the architecture and design of the surrounding buildings, streetscape and open space.
- Ground signs shall be placed and maintained in a landscaped bed that features a mix of flowering and green plantings. Ground signs and their landscaped beds should be integrated with the general landscaping design of the site where such sign is located.
- Up to three (3) freestanding monument signs shall be permitted for each building. Said signs shall not exceed 50 square feet per side; have a maximum height of 10 feet; and be located no closer than 5 feet to any lot line.
- Up to four (4) individual lettered façade signs, identifying the tenant may be installed at a maximum of 250 square feet for each tenant, shall be permitted for the principal building. Each letter of this shall be calculated in that total number. The aggregate signage per building shall not exceed 1,000 square feet.
- Tenant emblems or logos, excluding words and letters, may be placed in an amount not to exceed one (1) per each building side. Emblems are encouraged to be located above entrances, at a size appropriate to bring attention to the entrance.
- Directional signs are permitted.

*Landscaping:*

- Any development application shall include a tree survey. Tree removals and plantings must be done in compliance with the Township's Tree Ordinance.
- Minimum Landscaped Area Required: 15%
- The perimeter of all surface parking and loading areas shall be screened by low shrubs with a minimum height of 3 feet. Where parking or loading areas are adjacent to required Project Area Landscaped Buffer Areas, such buffer areas shall satisfy the parking/loading area landscaping requirement.
- A minimum of 5% of the interior parking area shall be landscaped through the use of protected islands or peninsulas planted with deciduous trees and low

growing evergreen shrubs. A minimum of 1 deciduous tree (minimum 3” caliper) shall be planted for every 10 non-structured parking spaces.

- Utilizing green infrastructure such as raingardens and bioswales as part of interior landscaping is strongly encouraged.
- Planting islands or peninsulas are to be curbed using Belgian block, with the exception of Warehouse areas, where concrete curbing is permitted. Where a rain garden is provided, curb cuts should be every 3 feet to allow infiltration.
- Landscape design should be integrated into overall site design and plans should include a watering and maintenance schedule for each area

### *Design Standards*

#### A. Architectural Design Guidelines

- a. A consistent rhythm of architectural elements such as windows, doors, and/or porticoes should be provided, and should provide a sense of relationship between buildings or their elements within the Project Area. Scale, siting, and rhythm should be considered in terms of its relationship with any neighboring, off-site development.
- b. Building facades should have a base capped with horizontal articulation or midline cornice.
- c. Building wall offsets, such as change in façade plane depth, change in materials, shadow windows, use of stone, and brickwork, should be provided at regular intervals to break down the building mass vertically.
- d. Side and rear facades should feature materials, colors, treatment, and detailing that are similar and compatible in design and aesthetics as the street-facing facades.
- e. Materials and details should be extended around building corners and extensions in order to avoid a pasted-on appearance.
- f. Material changes should occur at a logical transition point, related to dimensional architectural massing or detailing, rather than, for example, creating an arbitrary pattern within a flat facade.
- g. Primary entrances to buildings should be clearly marked and architecturally framed.

#### B. General Architectural Standards

- a. Buildings shall be constructed of masonry (e.g. brick panel systems, smooth finish decorative block, precast concrete or stone), glass, or metal elements, except warehouse/distribution buildings shall also be permitted to use pre-cast or tilt up concrete panels. The use of EIFS (exterior finish system) shall be limited to a secondary accent

material and shall not be located lower than 6 feet above grade level. EIFS shall not exceed 25% of the façade area.

- b. No unfinished cement block shall be permitted on any exterior façade, except for screening walls or accessory structures.
- c. Entirely blank, unarticulated walls shall be prohibited.
- d. Rooftop appurtenances, such as but not limited to, HVAC equipment, elevator housing, exhaust pipes and other mechanical equipment shall be setback at least 10 feet from the edge of the roof and screened by a parapet wall and/or equipment enclosure to minimize visibility from adjacent properties and public rights-of-way (except Route 35/Victory Bridge).
- e. Fire escapes and secondary points of egress are to be internal.
- f. Safety lighting is required on all structures.
- g. Security gates shall be open grate or grill style, except that solid panels shall be allowed from the bottom of the security gate up to a maximum of 48 inches. The gate shall be placed on the interior side of the window, within the building, and hidden from view when closed.

C. Streetscape (applicable where a property line abuts a public street)

- a. Crosswalks
  - i. White thermoplastic continental style crosswalks shall be used to define pedestrian zones at every intersection. Alternate design proposals may be considered
  - ii. Crosswalks shall be ten feet (10') wide
- b. Sidewalks
  - i. Sidewalks are required along both sides of all new and improved streets, and should be provided to allow for safe pedestrian access from Riverview Drive to any publicly accessible waterfront amenities.
  - ii. Continuous Portland concrete cement sidewalks are to be equipped with depressed curbs with detectable warnings at all intersections to provide barrier-free accessibility throughout the district, in compliance with ADA regulations.
  - iii. Sidewalks are to be a minimum of ten feet (10') wide
- c. Curbing
  - i. Concrete curbing, where provided, shall meet the current NJDOT guidelines for materials and installation.
- d. Street Lights

- i. Lights are to be provided at a minimum of seventy-five (75) foot intervals along all public streets or bicycle and pedestrian facilities accessible to the public and should be no taller than twenty feet (20')
  - ii. Any pathways shall be lit for pedestrians in addition to any street lighting that is proposed
  - iii. All lights are to be capable of control by timer.
  - iv. All light fixtures to utilize LED lighting
  - v. Street lights shall be of a decorative historic pole mounted "Woodbridge Miller" type lighting fixture as supplied by the local utility company or as approved by the Municipalities. "Cobra" type light fixtures shall be discouraged except where required to provide appropriate foot candles at pedestrian walkways.
- e. Street Trees
- i. Pollution resistant street shade trees are to be planted along both sides of the street, at regular intervals, twenty five feet (25') on center. Trees shall be a minimum of 3.5 caliper measured at 8' above the grade.
  - ii. Tree irrigation bags must be installed and maintained for at least six (6) months after planting.
  - iii. Raingardens and/or bioswales are encouraged within landscaping and tree pits.
- f. Street Furniture
- i. Any street furniture provided, including but not limited to benches, trash receptacles, and tables, shall be located such that a minimum of eight (8) feet of unobstructed sidewalk remains for the safe passage of pedestrians.
  - ii. Benches shall be provided at a minimum of every one-hundred (100) feet on center in retail/commercial areas. Alternatives will be considered by the Municipalities.
  - iii. At least one trash receptacle is to be provided at every street intersection. Additional receptacles may be required based on the specific uses in an area. For blocks greater than two-hundred feet (200'), trash receptacles should be placed a maximum of every two-hundred (200') feet from the corner.

Note: When a numerical calculation of zoning standards for a particular lot results in a fractional number, such numbers shall be rounded down to the next whole number for fractions less than .500 and rounded up for fractions .500 and above.

## PLAN RELATIONSHIP WITH OTHER PLANS

### RELATIONSHIP TO THE CITY OF PERTH AMBOY MASTER PLAN

The Perth Amboy Master Plan was adopted in 2003. The Master Plan of Perth Amboy designates the area within the redevelopment area as an “M-2 Medium Industrial Zone.” The purpose of the M-2 zone is for the development of medium industrial land uses. The Master Plan states that the M-2 zone is “designed to contain uses that are located on larger tracts of land and are more intensive than the uses permitted in the Light Industrial areas.” The Perth Amboy Master Plan, through its stated goals and objectives, encourages the redevelopment of contaminated and underutilized industrial sites.

The Perth Amboy Master Plan contains the following goals applicable to this redevelopment plan:

- “Encourage continued development and redevelopment of the City’s vacant and underutilized industrial areas,” and to
- “Protect and enhance the water quality of the Raritan River, Raritan Bay, and the Arthur Kill.”

The Master Plan also contains the following objectives for industrial land uses applicable to this redevelopment plan:

- “Encourage continued remediation and redevelopment of existing brownfield sites within the City.”
- Promote Perth Amboy to light industry and warehouse/distribution uses as an ideal location due to its proximity to major highways, waterways and New York City.”

This redevelopment plan is anticipated to compliment redevelopment efforts on the adjacent property in the City of Perth Amboy.

### RELATIONSHIP TO THE WOODBRIDGE 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 industrial and business uses.

The Master Plan adopted the following goals that are relevant to this Plan:

- 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 control industrial development:
  - By limiting industrial development to land suitable for industrial use, including sites with flat topography, good drainage and access to arterial and primary roadways.

## MASTER PLANS OF ADJACENT MUNICIPALITIES

The Woodbridge-Perth Amboy Redevelopment Area is located in southeastern corner of Woodbridge Township and the southwestern corner of the City of Perth Amboy. The Township of Edison is the closest adjacent municipalities to the redevelopment area. This redevelopment will not have an impact on the Township of Edison.

## MIDDLESEX COUNTY PLANS

### *Consistency with Middlesex County Master Plan*

The Woodbridge-Perth Amboy Redevelopment Plan is generally consistent with the elements of the Middlesex County Master Plan, a document that addresses sprawl and sustainability in the region. This Redevelopment Plan adheres directly to the goals, values and objectives of the Middlesex County Master Plan which aims to:

- Make fuller use of existing transportation lines and facilities;
- Find a more feasible alternative to the present situation of “strip” commercial development found on major roads, and single-family homes on unnecessarily large lots;
- “Cluster” future growth around definable town centers and transportation facilities to include commercial and office employment as well as residential, with land use intensity decreasing as distance from the town center increases.

### *New Jersey State Development & Redevelopment Plan (2001)*

This 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;
- Ensure sound and integrated planning and implementation statewide.

The SDRP 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, "Environs," areas to be protected from future growth. "Town Centers" are "traditional centers of commerce or government...with diverse residential neighborhoods served by a mixed-use core offering locally oriented goods and services." The City of Perth Amboy and Township of Woodbridge fall 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' includes:

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

This Plan will serve to meet each of these goals for the designated area.

## IMPLEMENTATION OF THE REDEVELOPMENT PLAN

Other actions may be taken by the Municipalities in their sole discretion, to further the goals of the Plan. These actions may include, but shall not be limited to, provisions for public infrastructure necessary to service new development and vacation of public utility easements and other easements and rights-of-way as may be necessary for redevelopment. The costs for such actions shall be borne by the designated redeveloper(s).

## REDEVELOPMENT ENTITIES

The Woodbridge Township Redevelopment Agency will serve as the Redevelopment Entity for development in Woodbridge Township. The Perth Amboy Redevelopment Agency acting as the Redevelopment Entity will be solely responsible for the implementation of this Redevelopment Plan for development in the City of Perth Amboy.

### 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, as required by specific provisions negotiated in the redevelopment agreement(s).

## SELECTION OF DESIGNATED DEVELOPERS

Anytime the word "developer" is utilized in this Redevelopment Plan, the same shall mean the redeveloper or redeveloper(s) that are to be jointly designated by the Municipal Redevelopment Agencies in accordance with this Redevelopment Plan. Only redevelopers designated by the Municipal Redevelopment Agencies may proceed to implement the redevelopment projects set forth in this Redevelopment Plan. In order to assure that the vision of this Redevelopment Plan will be successfully implemented in an effective, comprehensive and timely way, and in order to promptly achieve the public purpose goals of the Plan, the Municipal Redevelopment Agencies, will jointly select the redeveloper(s) in all areas governed by this Redevelopment Plan.

## Procedural Standards for Redeveloper Applications

1. All designated redeveloper(s) will be required to execute a Redevelopment Agreement satisfactory to and authorized by the Municipal Redevelopment Agencies. The procedural standards described here will guide redeveloper selection. The Municipal Redevelopment Entities may, at any time, entertain unsolicited proposal(s) from a prospective redeveloper(s) for redevelopment of one or more parcels. A prospective redeveloper will be required to provide a Pre-Submission Form to each of the Municipal Redevelopment Agencies including information that specifies their qualifications, financial resources, experience and design approach to the proposed redevelopment project and compliance with municipal Pay to Play Ordinances, if and as may be applicable. The selection process will likely include the submission of some or all of the following materials (additional submission materials may be requested by the Municipal Redevelopment Agencies as deemed appropriate to the particular project sites):
  - a. Conceptual plans and elevations sufficient in scope to demonstrate that the design approach, architectural concepts, number and type of commercial uses, parking, traffic circulation, flood mitigation, landscaping, recreation areas, open space, estimated development cost, construction time schedule, including estimated preconstruction time period to secure permits and approvals, and other elements are consistent with the objectives and standards of this Redevelopment Plan.
  - b. Documentation evidencing the financial responsibility and capability of the proposed redeveloper with respect to carrying out the proposed redevelopment including but not limited to: type of company or partnership, disclosure of ownership interest, list of comparable projects successfully completed, list of references with name, address and phone information, list of any general or limited partners, financing plan, and financial profile of the redeveloper entity and its parent, if applicable.
  - c. Redeveloper applications shall include a Fiscal Impact Analysis.

## Evaluation of the Pre-Submission Form – Conditional Designation Interim Cost Agreement

After the evaluation of the Pre-Submission Form, The Municipal Redevelopment Agencies will consider the execution of a Conditional Designation and Interim Cost Agreement to establish a period of exclusive negotiations and the establishment of escrow funds with the Municipal Redevelopment Agencies to defray the costs incurred by the Municipal Redevelopment Agencies in the effort to negotiate a Redevelopment Agreement.

### APPOINTMENT OF A DESIGNATED REDEVELOPER

The Municipal Redevelopment Entities may jointly 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 Municipal Redevelopment Entities will negotiate a formal Redevelopment Agreement. Each of the Municipal Redevelopment Entities and the designated developer shall be parties to a singular Redevelopment Agreement.

Designation of a Redeveloper(s) by the Municipal Redevelopment Entities shall be subject to the execution of negotiated Redevelopment Agreement(s).

### Redevelopment Agreement Minimum Provisions

The following provisions regarding redevelopment are hereby included in connection with the implementation of this Redevelopment Plan and the selection of redeveloper(s) for any property or properties included in the Redevelopment Plan and shall apply notwithstanding the provisions of any zoning or building ordinance or other regulations to the contrary:

1. The redeveloper, its successor or assigns shall develop the property in accordance with the uses and building requirements specified in the Redevelopment Plan and shall comply with all the terms and obligations of the Redeveloper Agreement.
2. Until the required improvements are completed and a Certificate of Completion is issued by the Municipal Redevelopment Agencies, the redeveloper covenants

provided for in N.J.S.A. 40A:12A-9 and imposed in any redeveloper agreement, lease, deed or other instrument shall remain in full force and effect.

3. The Redevelopment Agreement(s) shall include a provision that requires the redeveloper to provide affordable housing development fees as is required by operation of law, including but not limited to the requirements as set forth in the respective Municipal Ordinances.
4. The Redevelopment Agreement(s) shall contain provisions to assure the timely construction of the redevelopment project, the qualifications, financial capability and financial guarantees of the redeveloper(s) and any other provisions to assure the successful completion of the project.

## CONDITIONS IN REDEVELOPMENT AGREEMENT(S)

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

1. The Redevelopment Agreement will incorporate the pertinent aspects of the selected redeveloper's proposal, any negotiated community amenities, 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(s). The redeveloper, at the redeveloper's cost and expense, shall provide all necessary engineering studies for, and construct or install all on- and off-site municipal infrastructure improvements and capacity enhancements or upgrades required in connection with the provision of traffic control measures, water, sanitary sewer, flood mitigation measures, and stormwater sewer service to the project, in addition to all required tie-in or connection fees. The redeveloper shall also be responsible for providing, at the redeveloper's cost and expense, all sidewalks, curbs, streetscape improvements (street trees and other landscaping), street lighting, and on and off-site traffic controls and road improvements for the, project or as set forth in negotiated Redevelopment Agreement(s).
3. The Redeveloper shall record a declaration in accordance with the Redevelopment Agreement(s), which will, among other things, include a covenant that the designated redeveloper, and its successors or assigns, shall devote the land to the uses specified in the Redevelopment Plan.
4. The Redeveloper, at the Redeveloper's sole cost and expense, shall provide studies necessary to determine the anticipated impacts of their proposal on local traffic networks including but not limited to a Traffic Impact Study and a Noise Study.
5. The Redeveloper shall provide a proposed Truck Routing Plan for inclusion in the Redevelopment Agreement(s).

6. No designated redeveloper will be permitted to dispose of property or transfer interest in the Redeveloper until the issuance of the Certificate of Completion, unless the prior written consent of the Redevelopment Agency has been obtained, subject to the terms and conditions of the Redevelopment Agreement(s).
7. No covenant, lease, conveyance or other instrument shall be affected or executed by the Municipalities by a developer or any of his successors or assignees, whereby land within the Redevelopment Area is restricted by the Municipal Governing Bodies or the developer, upon the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use of any part of the Redevelopment Area on the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender.
8. The Redeveloper(s) shall pay to the Redevelopment Entities (of each municipality) an application fee for consideration of redeveloper as a designated redeveloper and will fund an escrow for the Agency's costs in implementing redevelopment. At a minimum, the Redevelopment Agreement(s) shall provide that the redeveloper shall be responsible to post sufficient escrows to cover any and all costs of the Municipalities and the professional consultants retained by the Municipalities to negotiate the Redevelopment Agreement(s), undertake any studies in connection with the project, review the proposed redevelopment project and advise the Municipalities on any and all aspects of the redevelopment process and as otherwise set forth in the Redevelopment Agreement(s).
9. The Perth Amboy Redevelopment Agency, Woodbridge Redevelopment Agency, and the City of Perth Amboy and the Township of Woodbridge reserve the right to terminate any Redevelopment Agreement(s) with a designated redeveloper subject to the terms and conditions of the Redevelopment Agreement(s).

## DEVELOPMENT REVIEW & APPROVAL PROCESS

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 respective Redevelopment Entity of each municipality and has executed a Redevelopment Agreement(s) with the appropriate Redevelopment Entity providing for the proposed application. In addition to any requirements of the Agencies, major preliminary and/or Final Site Plans and/or subdivisions, with details sufficient to comply with the Local Ordinances, shall be submitted for the appropriate Planning Board review and approval for each development parcel, pursuant to N.J.S.A. 40:55D-1 et seq.

In order to comply with this Redevelopment Plan and to maximize the effectiveness of the review process, the following procedure will be followed:

### Municipal Redevelopment Agency Review

The Municipal Redevelopment Agencies shall review all proposed redevelopment projects within the Redevelopment Area to ensure that such project(s) is consistent with the Redevelopment Plan and relevant Redeveloper Agreement(s). Such review shall occur prior to the submission of an application for approval of the redevelopment project(s) to the Municipal Planning Boards. As part of its review, the Municipal Redevelopment Agencies may require the redeveloper(s) to submit proposed site plan applications to the Municipal Redevelopment Agencies or to a subcommittee organized prior to the submission of such applications to the Municipal Planning Boards. Such subcommittee may include members of the Municipal Governing Bodies and any other members and/or professionals as determined necessary and appropriate by the Municipal Redevelopment Agencies. Such subcommittee shall make its recommendations to the Municipal Redevelopment Agencies. In undertaking its review, the Municipal Redevelopment Agencies shall determine whether the proposal is consistent with this Redevelopment Plan and relevant Redeveloper Agreement(s). In addition, the review may address the site and building design elements of the project to ensure that the project adequately addresses the goals and objectives of this Plan.

### Municipal Planning Board Review Process

After the Municipal Redevelopment Agencies' Review process noted above is completed, all development applications shall be submitted to the Municipal Planning Boards through the site plan and subdivision procedures as outlined in N.J.S.A. 40:55D-1 et seq. Applications shall be reviewed by a joint Woodbridge Township and City of

Perth Amboy Technical Review Committee prior to any municipal planning board meetings. The Municipal Planning Boards shall deem any application for redevelopment for any property subject to this Redevelopment Plan incomplete if the applicant has not been designated by the Municipal Redevelopment Agencies as a redeveloper(s), a Redevelopment Agreement has not been fully executed and the project plan has not been reviewed and approved by the Municipal Redevelopment Agencies. Additionally, the Municipal Planning Boards shall deem any application for redevelopment for any property subject to this Redevelopment Plan incomplete if the applicant has not received approval from the Municipal Redevelopment Agencies or any subcommittee that the Municipal Redevelopment Agencies may designate for such purpose, stating that the application is consistent with the Redevelopment Plan and Redevelopment Agreement(s).

#### Site Plan and Subdivision Review

Prior to commencement of construction, site plans for the construction of improvements within the Redevelopment Area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.), shall be submitted by the applicants for review and approval by the Municipal Planning Boards. Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Redevelopment Plan, the Redevelopment Agreement(s), and any subdivision ordinance of the Municipalities, except that where this Redevelopment Plan contains provisions that differ from those in the subdivision ordinance, this Plan shall prevail.

#### Approvals by Other Agencies

The redeveloper shall be required to provide the Municipalities with copies of all permit applications made to federal, state and county agencies upon filing such applications, as will be required by the Redevelopment Agreement(s) to be executed between the redeveloper and the Municipalities.

#### Bonding

The Planning Boards shall require the developer to provide a bond or bonds in compliance with the requirements of the Municipal Land Use Law.

### Certificates of Completion

Upon completion of a project, the developer shall request in writing and pursue the issuance of a Certificate of Completion from each Municipal Redevelopment Agency.

### TAX ABATEMENT PROGRAM

By designating the study area as an area in need of redevelopment, the Municipal Redevelopment Agencies are given the authority to offer tax exemptions or abatements as a financial incentive to encourage redevelopment of the area, in accordance with N.J.S.A. 40A:20-1 et seq and N.J.A.C. 40A:21-1 et seq. Any Payment-in-Lieu-of-Taxes (PILOT) agreement shall be subject to a negotiated Financial Agreement with the Municipality (i.e. a separate agreement for each Municipality), subject to the adoption of authorizing legislation, which shall be in the discretion of each Municipality.

### DURATION OF REDEVELOPMENT PLAN

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. Furthermore, all amendments made to this Plan must be mutually agreed upon by both the Township of Woodbridge and the City of Perth Amboy.

### EASEMENTS

No building shall be constructed over a public easement in the Redevelopment Area without prior written approval of the Municipal Redevelopment Agencies.

### ADVERSE INFLUENCES

No use or reuse shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue

noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

#### LAND USE MAP & ZONING ORDINANCE AMENDMENTS

The redevelopment plan shall supersede applicable provisions of the development regulations of the municipality. The ordinance adopting the redevelopment plan shall contain an explicit amendment to the zoning district map included in the zoning ordinance. The zoning district map as amended shall indicate the redevelopment area to which the redevelopment plan applies. Notwithstanding the provisions of the "Municipal Land Use Law," P.L.1975, c.291 (C.40:55D-1 et seq.) or of other law, no notice beyond that required for adoption of ordinances by the municipality shall be required for the hearing on or adoption of the redevelopment plan or subsequent amendments thereof.

#### SEVERABILITY

The provisions of this Redevelopment Plan are subject to approval by Ordinance. If a Court of competent jurisdiction finds any word, phrase, clause, section, or provision of this Redevelopment Plan to be invalid, illegal, or unconstitutional, the word, phrase, clause, section, or provision shall be deemed severable, and the remainder of the Redevelopment Plan and implementing Ordinance shall remain in full force and effect.