

Route 1 Redevelopment Plan

Redevelopment Area 7

Woodbridge Township

Middlesex County, NJ

February 2008

Prepared by
Heyer, Gruel & Associates
Community Planning Consultants

Amended by the Woodbridge Department of Planning & Development
November 2025
October 2018

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INTRODUCTION

The Route 1, Area 7 Redevelopment Plan presents an opportunity to redevelop the northern portion of the Route 1 Corridor and adjacent parcels along South Inman Avenue and the Conrail right-of-way in the Avenel section of Woodbridge Township. Today, Area 7 contains a mix of commercial, vehicle related and industrial uses. This Plan is a part of a comprehensive strategy to revitalize the entire Route 1 Corridor from the Township of Edison border to the City of Rahway border. The primary purpose of this redevelopment effort is to comprehensively replan the Route 1 area as a major regional commercial corridor. This plan is being amended to make industrial uses permitted as part of an overlay district in the zone.

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

The Township Council requested in November 2007 that the Planning Board re-evaluate the Area in light of past Court decisions and the comprehensive revision to the Township Master Plan, later adopted in 2009. As a result, the formal redevelopment process was reinstated. The Township Council adopted a resolution in January 2008 reaffirming that Area 7 is an area in need of redevelopment. This Plan was amended in 2018 to add an industrial overlay zone. This Plan further refines the redevelopment area.

The redevelopment of the Route One Corridor has continued over the years with new redevelopment plans adopted along Route 1. These areas include Route 1, Area 1; Route 1,

Area 2; Route 1, Area 7; Route 1, Area 14; Route 1, Area 15; Route 1, Area 16; Route 1, Area 17; Route 1, Area 18; Route 1, Area 19; Route 1 Area 20; Route 1, Area 21; Route 1, Area 22; Route 1, Area 24; and Route 1, Area 25.

This Plan supersedes the 1999 Route 1 Redevelopment Plan as it relates to Area 7 to reflect a refined vision of the Area.

STATUTORY REQUIREMENTS

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

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

PLANNING CONTEXT

Route 1 Corridor – “Area 7” Redevelopment Area and Location

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

The Route 1 Corridor – “Area 7” consists of five (5) parcels in the Avenel neighborhood of Woodbridge. The redevelopment area which is approximately 15.6 acres consists of parcels within blocks 771.01, 787 and 788, generally defined by the Conrail North Coast Line railroad right-of-way to the east; Route 1 to the north; the western boundary line of Block 787, Lot 1.011 to the west; and the southern boundary line of Block 788, Lot 1 to the south. (See Location Maps)

History and Growth of the Route 1 Corridor

US Route 1 is a major north-south highway that serves the east coast of the United States. It runs over 2,000 miles from Key West in Florida all the way north up to the Canadian Border in Fort Kent, Maine. Route 1 runs parallel to the New Jersey Turnpike and offers a toll-free alternative for many towns between Philadelphia and New York. Route 1 also acts as a major arterial route for truck traffic traveling between major traffic generators in Middlesex, Essex and Union Counties, including Newark Airport, Port Elizabeth, and many other industrial and commercial centers. In addition to truck and commuter traffic, Route 1 also serves residential, retail and other uses in its immediate vicinity, including two super regional shopping malls. Due to the advantage of its location and connectivity, Route 1 evolved over the years from a regional highway to a destination for shopping, office parks, industry, warehousing, and several other uses.

The Route 1 corridor within the Township of Woodbridge was originally zoned for industrial uses as far back as the early 1900's. By the 1940's, a larger portion of the corridor within Avenel was zoned for industrial uses, with residential zoning introduced at several locations along the

corridor. Development along the Route 1 corridor has been piece-meal and haphazard, and the Township Master Plans of 1970 and 1990 have offered recommendations such as consolidation of parking areas to improve circulation; re-zoning of portions of the corridor to accommodate regional business center development & office complexes; dedicated commercial areas; designation of a large portion of the Route1 corridor for commercial uses; removal of the M-1 Light Industrial designation at certain portions of the corridor; and re-examination for redevelopment of portions of the corridor. In spite of these efforts, the areas along the Route1 corridor still suffer from conditions of blight, intrusion of non-residential uses into residentially zoned areas, numerous curb-cuts and driveway entrances from Route 1, prominent surface parking lots, and inconsistent signage.

Figure 1: PARCEL MAP

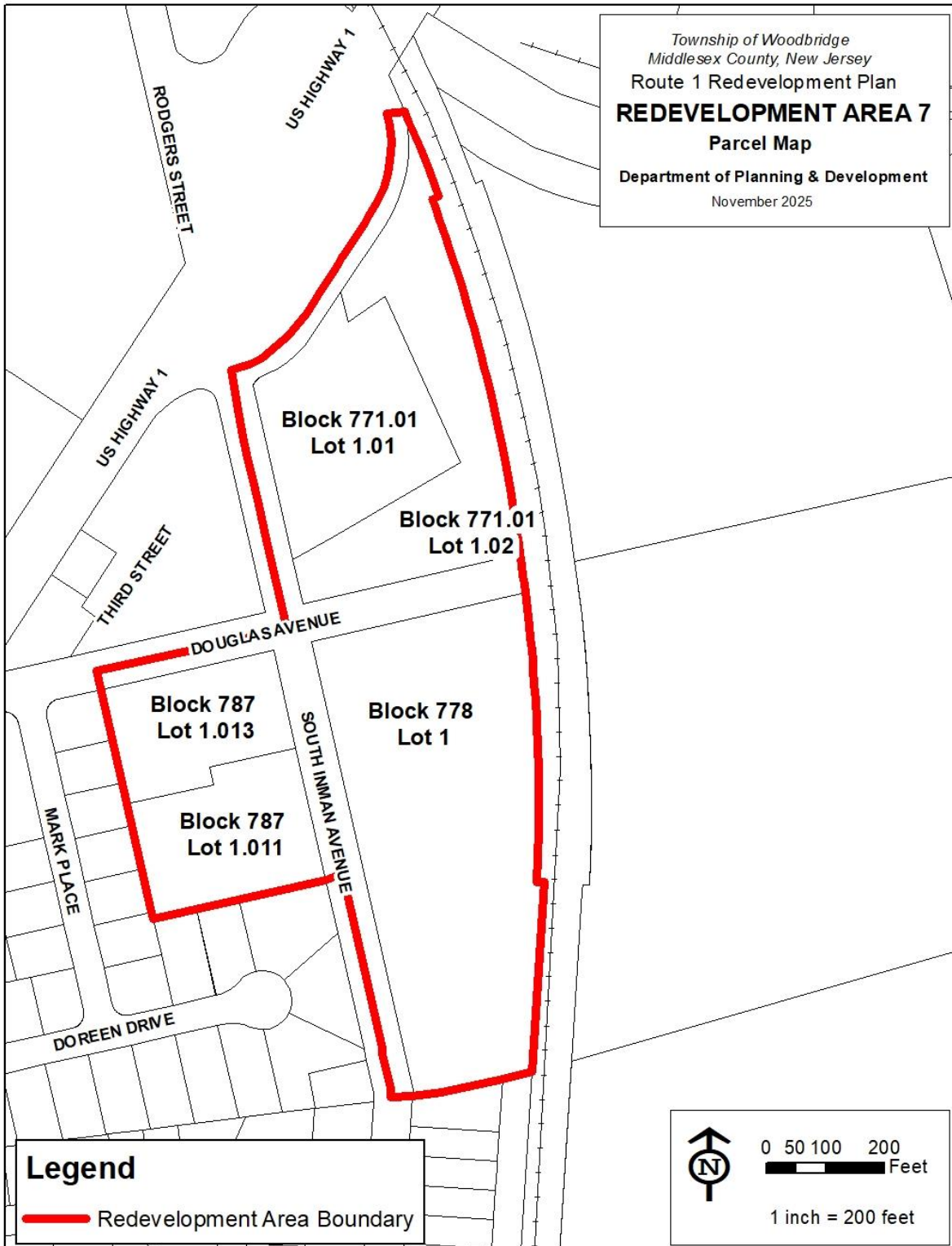


Figure 2: AERIAL MAP



PLAN GOALS

The overall goal of this Redevelopment Plan is to address the existing conditions that have negatively impacted the Route 1 Corridor and adjacent residential neighbors and to comprehensively upgrade the Area. Additional goals include:

- To stimulate economic investment in the Area.
- To promote the effective use of all the Redevelopment Area property and to increase the property tax base.
- To develop new economic generating activities that benefit the Township.
- To redevelop land occupied by obsolete structures and uses.
- To improve property values within the Area to increase local revenues.
- To remediate potentially contaminated sites as part of the redevelopment process.
- To maximize the leveraging of public and private funds to accomplish comprehensive redevelopment of the Area.
- To coordinate streetscape improvements with the NJDOT Route 1 roadway improvements.
- To minimize access points from Route 1 by coordinating on site circulation with adjacent properties.
- To provide adequate parking.
- To create circulation patterns that minimize commercial and industrial traffic on local residential streets to the extent feasible.
- To protect adjacent residential neighborhoods from the impacts of incompatible uses.
- To improve the physical appearance of the Area.
- To create a public park.
- To promote industrial uses that consolidate properties in the districts.

RELATIONSHIP OF PLAN TO THE TOWNSHIP LAND DEVELOPMENT REGULATIONS

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

In connection with site plan or subdivision applications, the Planning Board may grant deviations from the regulations contained within this Redevelopment Plan where by reason of exceptional narrowness, shallowness or shape of a specific piece of property or by reason of exceptional topographic conditions, pre-existing structures and physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan would result in peculiar and exceptional practical difficulties to, or exceptional or undue hardship upon, the developer or redeveloper of such property. The Planning Board may also grant a deviation from the regulations contained within this Redevelopment Plan related to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by such deviation from the strict application of the requirements of this Plan and the benefits of granting the deviation would outweigh any detriments.

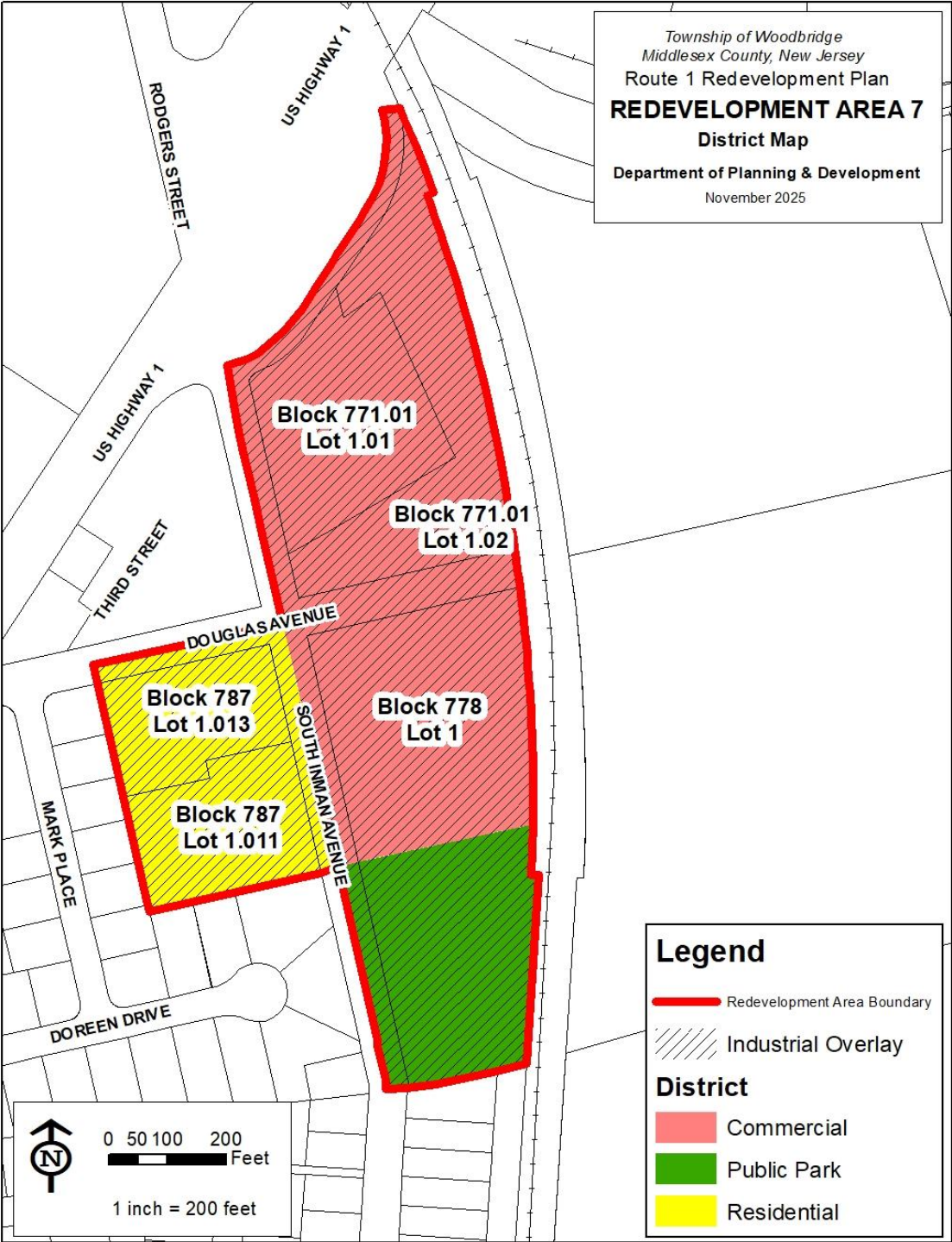
The Planning Board may grant exceptions or waivers from design standards from the requirements for site plan or subdivision approval as may be reasonable and within the general purpose and intent of the provisions for site plan review and/or subdivision approval within the Plan, if the literal enforcement of one or more provisions of the Plan is impracticable or would exact undue hardship because of peculiar conditions pertaining to this site. No deviations may be granted under the terms of this section unless such deviations can be granted without

resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of the Redevelopment Plan.

No deviations may be granted which will result in permitting a use that is not a permitted use within this Redevelopment Plan. Any deviation from standards of this Plan that results in a “d” variance pursuant to N.J.S.A. 40:55D-70d shall be addressed as an amendment to the Plan rather than via variance relief through the Township’s Zoning Board of Adjustment. An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirement set forth in N.J.S.A. 40:55D- 12a.&b. All development must be approved by the Planning Board and shall be submitted through the normal site plan and subdivision procedures as identified by N.J.S.A. 40:55D, et seq.

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

Figure 3: ZONING MAP



DISTRICT STANDARDS

It is the intent of this Plan to encourage the redevelopment of the Area with commercial uses that have frontage on Route 1 in order to enhance the vitality of Route 1 and to redevelop the existing industrially used properties to permit residential uses which will be compatible with the adjacent residential neighborhood. Further, the creation of a public park in the Area is also proposed. An Industrial Overlay is being added to the zone to permit industrial uses where appropriate.

The following standards apply to the three individual Districts and one overlay district within the Area:

- Commercial
- Residential
- Public Park
- Industrial Overlay

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

Commercial

- *Purpose:* To consolidate and redevelop the Area for commercial uses that will increase tax ratables and physically upgrade the Area.

Permitted Uses:

- Retail sales and services
- Self-storage facilities (not on ground floor adjacent to street)
- Restaurants
- Offices (excluding medical offices)
- Financial institutions

- Health Clubs

Accessory Uses: Uses which are customarily incidental to the principal use such as parking and signage.

Bulk Standards:

- Minimum lot size: 4.5 acres.
- Minimum front yard setback: 60 feet, except the yard fronting on the Douglas Avenue right-of-way shall be a minimum of 40 feet.
- Minimum rear yard setback: 25 feet
- Maximum building coverage: 35%
- Maximum impervious lot coverage: 80%
- Maximum building height: Four (4) stories and fifty (50) feet

Parking Standards:

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

Additional Standards:

- No access shall be provided from the ramp.
- A minimum 10 foot landscaped buffer shall be required along all public rights-of-way. No parking shall be permitted in the buffer.
- A minimum of 10% of all parking areas shall be landscaped

Residential

Purpose: The purpose of the district is to provide for new housing to continue the residential character along South Inman Avenue and to protect the surrounding residential neighborhood. The parcel on the east side of Inman Avenue adjacent to the Conrail right-of-way may also serve as a relocation site for the existing trailer park that fronts on Route 1.

Permitted Uses: Townhouses, relocation site for the existing trailer park.

Accessory Uses: *Accessory uses:* Recreational facilities associated with the residential uses, parking, signage, and other uses customarily incidental to the principal use.

Townhouse Residential Bulk Standards:

- Maximum density: 12 units per acre
- Minimum unit width: 24 feet
- Minimum front yard setback: 7 feet with rear loaded garage
- Minimum front yard setback: 20 feet with front loaded garages
- Maximum building height: 2-1/2 stories/35 feet
- Maximum building coverage: 50%
- Maximum impervious coverage: 75%
- Minimum distance between buildings: ½ the height of the buildings
- Maximum number of units in building: 8 units

Public Park

Permitted Uses:

- Public Park
- Active and passive recreation
- Municipal uses

Accessory Uses: Parking, signage and other uses customarily incidental to the principal use.

Standards:

- Minimum lot area: 2 acres

Industrial Overlay:

Purpose: To redevelop the Area by allowing light industrial uses and maintaining the character of the neighborhood where lots are utilized together or a large portion of the district is dedicated to a single use or uses that are compatible with each other.

Permitted Uses: Industrial Uses listed below are permitted as part of this overlay district on lots with a minimum lot size of 90,000 square feet.

- Truck Terminals
- Manufacturing and Assembly
- Warehouses
- Any industry not inconsistent with the above that is totally similar in purpose, function, character and effort.

Accessory Uses:

Uses which are customarily incidental to the principal use such as parking and signage

Bulk Standards:

- Minimum lot size: 90,000 square feet
- Minimum front yard setback: 60 feet, except the yard fronting on the Douglas Avenue right-of-way shall be a minimum of 40 feet.
- Minimum rear yard setback: 12 feet
- Maximum building coverage: 35%
- Maximum impervious lot coverage: 80%
- Maximum building height: Four (4) stories and fifty (50) feet

Affordable Housing

- A redeveloper shall be responsible for any affordable housing obligation generated by the development.

General Design Standards

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

Architectural

- Multiple buildings within a development must maintain a consistent style/architectural theme, utilizing common color schemes and materials.
- Entranceways shall be in keeping with the architectural character of the structure, and shall be clearly marked and framed architecturally. Entranceways are encouraged to receive design emphasis including marquees, awnings, decorative lighting, and signage.
- The type, shape, pitch, feature and color of a roof shall be architecturally compatible with the building style, material, colors and details.

Parking

- Off-street parking and loading areas should be coordinated with the public street system serving the Area to reduce conflicts with through traffic, obstruction with pedestrian circulation, and vehicle thoroughfares.
- All right angled parking spaces shall be nine (9) feet in width and eighteen (18) feet in depth.
- Aisles accommodating two-way traffic shall be a minimum of twenty four (24) feet in width.
- Dead-end aisles are prohibited.

Circulation

- It is recommended that, to the extent feasible, driveway access points to Route 1 be eliminated and access or shared service should be provided where feasible between adjacent parcels.

- There shall be a continuous 6 foot wide sidewalk along all public streets including along Route 1, except where the sidewalk would abut wetlands.
- Pedestrian circulation must be provided from the perimeter of the site to all buildings and all sidewalk areas designated to accommodate pedestrian activity.
- Internal pedestrian walkways within a parking lot must be distinguished from the driving surface by use of pavers, brick, integrally colored, or scored concrete.

Signage

- Signs shall be in harmony and consistent with the architecture of the building and relate to the features of the building in terms of location, scale, color, lettering, materials, texture and depth. Signs shall not be dominant but shall be proportionate and shall complement the building and surroundings.
- There shall be consistent sign design throughout a particular project. The design elements include style of lettering, construction material, size and illumination.
- No sign shall extend or project above the highest elevation of the wall to which it is attached or above the lowest part of the roofline of the building, whichever is less.
- Wayfinding signage to direct visitors toward parking areas and activity centers is encouraged.
- A total of one (1) ground identification sign is permitted at each driveway. Such ground sign shall not exceed 10 feet in height and shall not exceed 75 square feet in size, shall be located no closer than 5 feet to any property line, and shall not be located within the sight triangle of any intersection or access drive with a public street. The sign shall incorporate design and materials that match the architecture of the development.
- Wall sign – One wall sign is permitted per tenant which shall not exceed 5 percent of the primary building façade or 200 square feet, whichever is less.
- A comprehensive signage plan shall be submitted for each site which clearly indicates the location, dimension, area, color and materials of all existing and proposed permanent signs and provides a detail of each proposed sign.

Lighting

- Pedestrian-level, bollard lighting, ground-mounted lighting, or other low, glare-controlled fixtures mounted on building or landscape walls shall be used to light pedestrian walkways.
- Accent lighting on buildings is encouraged.
- Lighting shall be shielded to prevent glare on adjacent properties.
- Exterior light fixtures shall be compatible and relate to the architectural character of the buildings on a site. Site lighting shall be provided at the minimum level to accommodate safe pedestrian and vehicular movements, without causing any off-site glare.
- Parking lot lights shall not exceed 30 feet in height.

Landscaping

- All setback areas fronting public roadways should be defined by a combination of low walls, decorative fencing and/or landscaping. The landscape area within should contain a variety of flowering trees, shrubs, perennials, annuals, and bulbs to complement the architecture and provide seasonal interest.
- Landscape areas may also contain decorative lighting, and signage, which should be designed to complement the overall buffer design.
- Landscape design should be integrated into overall site design and plans should include a watering and maintenance schedule for each area.

Green Buildings

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

Utilities

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

IMPLEMENTATION OF THE REDEVELOPMENT PLAN

Redevelopment Entity

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

Phasing

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

Selection of a Designated Developer(s)

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

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

Appointment of a Designated Redeveloper

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

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

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

Conditions in Redevelopment Agreement(s)

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

1. Each Redevelopment Agreement will incorporate the pertinent aspects of the selected redeveloper's proposal and will address financial considerations, planning, phasing, development and such other issues as deemed appropriate and/or as required according to state law in order to implement the Redevelopment Plan.
2. A Designated Redeveloper will be obligated to complete on-site improvements as approved, together with any specified off-site improvements, as may be required in accordance with the Redevelopment Plan and the Redevelopment Agreement.
3. Any necessary deed of conveyance shall include a restriction that the Designated Redeveloper and his successors or assigns shall devote land to the user(s) specified in the Designated Redeveloper's final plan and shall not devote such land to any other uses.
4. No Designated Redeveloper will be permitted to dispose of property until all required improvements are completed, unless the prior written consent of the Redevelopment Entity has been obtained.
5. The consent of the Township of Woodbridge and the Redevelopment Entity shall be required prior to the disposition of all or any of the Designated Redeveloper's interest in the Redevelopment Area.
6. No covenant, agreement, lease, conveyance, or other instrument shall be effective or executed by the Township of Woodbridge and the Redevelopment Entity or by purchasers or lessees from them, or by any successors in interest of such purchasers or lessees, by which land in the Redevelopment Area is restricted as to sale, lease, or occupancy upon the basis of race, color, creed, religion, ancestry, national origin, sex, or marital status.

7. The Redeveloper(s) shall pay to the Redevelopment Entity an application fee for consideration of redeveloper as a designated redeveloper and will fund an escrow for the Agency's costs in implementing redevelopment.
8. The Township of Woodbridge or its designated Redevelopment Entity reserves the right to terminate any Redevelopment Agreement with a Designated Redeveloper subject to the terms and conditions of the Redevelopment Agreement.

Development Review

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

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

Duration of Redevelopment Plan

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

Amending the Redevelopment Plan

This Redevelopment Plan may be amended from time to time in compliance with the

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

PROPERTY TO BE ACQUIRED

This Redevelopment Plan authorizes the Township to exercise its condemnation powers on all properties in the Redevelopment Area, to acquire property or to eliminate any restrictive covenants, easements or similar property interests which may undermine the implementation of the Plan.

The Township plans, however, to assist the designated redevelopers in working with affected property owners and businesses to promote private redevelopment, where appropriate, of the parcels within the Redevelopment Area.

RELOCATION PLAN

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

PLAN RELATIONSHIP WITH OTHER PLANS

Relationship to the Township Master Plan

The Township of Woodbridge's last comprehensive Master Plan was prepared in February 2009 (after the original plan adopted) and reexamined in 2016. The Master Plan recommended this area be a redevelopment area.

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

- To permit residential uses at appropriate densities in locations accessible to major roadways, commercial services, public facilities and traditional downtown areas;
- To preserve the existing character consistent to existing development patterns:
 - Zoning standards that correspond to existing development patterns;
- To continue attracting premier Retail, Industrial, and Office end users to the Township.

Master Plans of Adjacent Municipalities

The Route 1, Area 7 Redevelopment Area is located in the northern section of Avenel close to the municipal border of the City of Rahway. This Redevelopment Plan is not anticipated to have an adverse impact on development within the City of Rahway.

Middlesex County Growth Management Strategy (GMS)

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

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

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

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

Raritan Center Case Study Area includes portions of Keasbey and Fords. The Arthur Kill/Raritan Bay Case Study Area includes portions of Keasbey, Fords, Hopelawn, Woodbridge Proper, Sewaren, and Port Reading

New Jersey State Development & Redevelopment Plan

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

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

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

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

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