



# **The City of Orange Township**

## *Central Orange Redevelopment Plan (CORP)*

Adopted: November 17, 2003  
as the *HOPE VI Redevelopment Plan*  
Revised: April 8, 2009  
Adopted: April 21, 2009

Orange Planning Board: Endorsed Amendments on March 9, 2011

City of Orange Township Council: June 8, 2011

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# CENTRAL ORANGE REDEVELOPMENT PLAN:

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## **Section I: Summary of 2011 Central Orange Plan Amendments**

Since the Central Orange Redevelopment Plan was amended in 2009, the City of Orange Township was designated the 20<sup>th</sup> Transit Village by the New Jersey Department of Transportation.

“The Transit Village Initiative creates incentives for municipalities to redevelop or revitalize the areas around transit stations using design standards of transit-oriented development (TOD). TOD helps municipalities create attractive, vibrant, pedestrian-friendly neighborhoods where people can live, shop, work and play without relying on automobiles. The Transit Village Initiative is an excellent model for Smart Growth because it encourages growth in areas where infrastructure and public transit already exist.

In addition to community revitalization, the Transit Village Initiative seeks to reduce traffic congestion and improve air quality by increasing transit ridership. Studies have shown that adding residential housing options within walking distance of a transit facility; typically a one-half mile radius increases transit ridership more than any other type of development. Therefore, one of the goals of the Transit Village Initiative is to bring more housing, businesses and people into the neighborhoods around transit stations.” from <http://www.state.nj.us/transportation/community/village>

As a result of designation, the City was initially awarded a grant for \$100,000, which it is using to install way-finding signs. It also received a grant of \$460,000 to make improvements to Tony Galento Plaza.

In the fall of 2010, the City of Orange issued a “Request for Proposals” for municipally owned property north of the Orange train station. The proposal stated:

“Tony Galento Plaza sits in the heart of the most active areas in town. The City is looking for a mixed-use (residential & commercial) project that capitalizes on the available transit options in the area, increases residential density and provides a vibrant walkable streetscape. The site is a prime location for commuters who work in Newark or NYC as well as those who want to live within walking distance of restaurants and retail shopping. The project will be seen from the train by thousands of riders daily and will serve as a public face for Orange, NJ. Respondents should design a project that is safe, accessible, sustainable and of a quality that downtown Orange deserves”.

As a result of the interested generated by the RFP, it is apparent that the area adjacent to the Orange train station would benefit from higher residential densities and is in keeping with the transit village initiative. The creation of Transit Village West in the area bordered by Main Street, South Essex Avenue, I-280 and Lincoln Avenue in 2009 effectively reduced the height of any development near the train station from 150’ to five stories and a density of 45 residential units per acre (down from 70). The amendments to this plan increase the maximum height in the Transit Village Center to 120’ and/or 12 stories. Minimum lot size and bulk requirements have been eliminated as have Floor Area Ratio (FAR) requirements. However, a “green standard” is now mandatory. Developers will have the option to choose between follow building standards: LEED Silver, Green Communities or Green Future building standards. Ground floor commercial within this TVC district is mandatory.

An updated system of Orange tax parcels was created several years ago. However, the established blocks and lots have been utilized up until December 31, 2010. Beginning January 1, 2011, new block and lot information has been utilized by the Tax Assessor and other municipal departments. Amendments to this plan reflect the new block and lot numbers effective in 2011.

The Department of Planning and Economic Development has been charged with developing “Green” standards for the City and is developing an Energy element for inclusion in the Orange Master Plan. Three different but commonly accepted green building standards and practices are proposed in this redevelopment area. Developers will have the choice to comply with LEED, Green Communities or Green Future building standards. Currently, the Reock Street Redevelopment Area is the only redevelopment area with a mandatory minimum green standard: LEED Silver. However, all new construction approved within the CORP in 2010 (Grand Central, Walter G Alexander Phase I & II, NSP I Scattered Sites, the former Peppermint Lounge and former Gregory’s Bar) all meet or exceed the green building standards proposed.

### **Central Orange Redevelopment Plan Changes:**

The original *HOPE VI Redevelopment Plan* included a zone called the Transit Village Mixed Use District (TVMUD). High-rise multi-family housing, retail sales and services, offices, plazas and parking were among the identified permitted uses. Commercial and/or mixed-use buildings were also permitted of up to 14 stories or 150’ in height. Maximum lot coverage was 90%, density 70 units per acre and Floor Area Ratio: 4.0. One parking space per residential unit was required.

The former TVMUD was all property within the redevelopment area north of I-280 bordered by S. Essex Avenue, Main Street and Lincoln Avenue. The library and post office are not included within the designated redevelopment area.

A Transit Village Center (TVC) zoning district is proposed for the former TVMUD. The zone is in keeping with the traditional concept of a high density, transit village development advocated in the Orange Master Plan, the Central Orange Redevelopment Plan and the New Jersey Department of Transportation’s Transit Village program. The boundaries of the TVC are Main Street, S. Essex Ave., I-280 and Lincoln Avenue. The boundary excludes the Orange Post Office or Orange Public Library. Bulk standards are as follows:

Permitted Uses:           High-rise, multi-family housing with minimum ground floor commercial use;  
Retail sales of goods and services;  
Full service restaurants;  
Banks and other financial institutions;  
Offices—professional, business and other;  
Hotels;  
Parking structures;  
Mixed-use buildings containing any of the above permitted uses;  
Pedestrian Plazas and parks open to the public.

Height Requirements: Maximum of 120’ or 12 stories

The minimum lot area shall be 4,000 square feet, minimum width of 50 feet and minimum depth of 80 feet.

Maximum Lot Coverage: up to 100%.

There is no maximum Floor Area Ratio or maximum residential density requirement.

Parking: Ground floor retail and commercial permitted uses shall be exempt from all parking requirements;  $\frac{3}{4}$  of one parking space shall be provided for each residential unit; parking spaces shall be a minimum of 9' by 18'. Smaller spaces for compact cars may be utilized in no more than 10% of the parking spaces created. For each 50 parking spaces created, 1 "shared car" space be designated. If more than one acre is assembled for a redevelopment project, parking requirements are reduced to  $\frac{1}{2}$  space per residential unit

The Planning Board may waive or vary the parking requirements upon demonstration that adequate off-site or shared parking resources exist.

Payments-in-lieu of parking requirements may be negotiated and funds utilized to create parking at or near the site. Shared parking agreements can also be presented and negotiated as part of the redevelopment process.

Language has been added that existing structures which are not identified on the "to be acquired" list and are being rehabilitated for a permitted use without expanding the building footprint may not be required to submit a full blown site plan application. The application would be reviewed administratively and permits issued accordingly.

The current General Business District is located on the northern side of Central Avenue and the east side of South Center Street. It will be eliminated and replaced by the Central Avenue Commercial Corridor district. It will address zoning on Central Avenue and S. Center Street that house commercial enterprises. It should be clarified that no one-story buildings will be permitted in the Central Avenue Corridor District and that relaxed parking criteria only apply to new construction, not existing structures. The CACC includes the portion of South Center Street (even numbered US Postal addresses, from Central Avenue to the intersection of Parrow Street.

## II. BOUNDARY DESCRIPTION

The Area consists of all lots within Blocks 2701, 2702, 2703, 2706, 3201, 3202, 3203, 3301, 3302, 3303, 3304, 3401, 3402, 3403, 3404, 3505, 3501, 3502, 3503, 3601, 3702, 3703, 3704. The following Block and Lots: Block 2905, Lot 1; Block 3001, Lot 1; Block 3101, Lot 1; Block 3102, Lots 1, 2, 3, and 4 and all of Block 2704 except Lots 2 and 3 (Post Office) and Block 2705 except Lot 8 (the Orange Library) in the City of Orange Township, New Jersey (the Redevelopment Area”); also know as former Tax Blocks 82 (all lots except 2 and 11), 83, 84, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 118, 119, and 120 in the City of Orange Township, Essex County, New Jersey

The boundary is illustrated on the Boundary Map



Since Block and Lot number may change from time to time due to the merger, subdivision or re-subdivision of the Blocks and Lots in question, the Boundary Map shall prevail should there be a discrepancy between the Blocks and Lots listed above and on the Boundary Map included in this *Central Orange Redevelopment Plan* (the Plan).

### III. POLICY STATEMENT OF THE REDEVELOPMENT PLAN

By adoption of this redevelopment plan, the Planning Board and City Council of the City of Orange Township seek to realize the following policy statements, which generally describe the goals and objectives as expressed by a broad community constituency and are to be achieved in support of the implementation of this plan.

- A. To redevelop the Area in a manner consistent with principles supportive of viable, self-sustaining, vibrant traditional neighborhoods, and Transit Friendly communities.
- B. To honor and promote the principals of a “Transit Village,” to provide pedestrian friendly public right-of-way improvements and connections within the Area and between the Area’s neighborhoods and educational, cultural, governmental, health and other institutions, especially Main Street and mass transit facilities, such as the New Jersey Transit Orange Station (Transit Center).
- C. To emphasize development to promote the creation of pedestrian oriented places and facilities, and to promote self-sustaining, safe and secure neighborhood environments.
- D. To promote lively, physically self-sustaining, pedestrian-oriented economic development opportunities and development, in and around the Transit Center, that is supportive and complimentary of the traditional Main Street commercial corridor.
- E. To encourage development activities which are compatible with the character and scale of the surrounding community, and which will foster vibrant and healthy neighborhoods and institutions.
- F. To encourage the formal designation, preservation and adaptive reuse of historic structures and sites, to contribute to the character and history of the Area.
- G. To provide for the development of a variety of high quality, well-designed housing types and commercial establishments, to provide a range of housing choices for a broad range of incomes.
- H. To encourage the revitalization and sustainability of existing neighborhood commercial nodes and corridors within designated mixed use zones, and where appropriate, at the base of buildings.
- I. To encourage the appropriate and orderly development of the vacant land within the Area, in keeping with the intent and purpose of this plan.
- J. To facilitate the development of roads, infrastructure, open space and other public improvements, which are to be, planned in a manner beneficial to the entire Area and the City.
- K. To provide for the timely redevelopment of non-conforming uses, in a manner consistent with the goals and objectives of the plan. The removal of non-conforming uses will be beneficial to the development of a cohesive and well-planned Area.
- L. To alleviate unsafe and congested vehicular traffic patterns, and to promote safe, comfortable and efficient pedestrian and vehicular access and circulation throughout the Area.
- M. To discourage land use and development patterns which overemphasize automobile use and parking. These uses tend to contribute to traffic congestion and the poor use of open and available land.
- N. To encourage rational, well-planned and managed expansion for educational, cultural and health related uses within the Area.
- O. To promote the reuse and appropriate redevelopment of existing sites containing underutilized or aging facilities, which, in their present form, no longer meet the needs of

the community and no longer contribution in a meaningful way to health and vitality of the Area.

- P. To encourage the development and implementation of quality homes, institutions, public spaces and amenities, neighborhood circulation, and an urban fabric consistent with the parameters contained within this plan, and reflective of the goals and objectives expressed by the many constituents who participated in the public planning process from which this plan evolved. The overriding mission of this Plan, as well as the proposed redevelopment activities described within the following sections, would not have been validly formulated without this direct community participation and expressed dedication.

#### **IV. TYPES OF PROPOSED REDEVELOPMENT ACTIONS**

It is proposed to substantially improve and upgrade the Area through a combination of redevelopment actions including, but not limited to, the following:

- A. The acquisition of specific properties within the Area by the City of Orange Township, acting as the Redevelopment Agency for this Area, and the conveyance of parcels to appropriate and qualified redevelopers, including, but not limited to, the Housing Authority of the City of Orange.
- B. The consolidation and re-subdivision of vacant land, underutilized sites or non-conforming uses within the Area into suitable parcels for redevelopment
- C. The provision of the full range of new or upgraded public infrastructure and amenities necessary to service and support the new development activities.
- D. The construction of new structures and complimentary public facilities.
- E. The preservation, rehabilitation, and adaptive reuse of appropriate sites and structures within the Area.

## V. ADMINISTRATIVE PROVISIONS

- A. This Plan shall supersede the applicable provisions of the development regulations of the City of Orange consistent with 40A: 12A-7c.
- B. All development within the Area shall be consistent with the guidelines, standards, and requirements of this Plan and the Plan's Land Use Map (Section XXI).
- C. The regulations and controls in this Plan may be implemented, where applicable, by appropriate covenants, or other provisions, or through agreements for land disposition and conveyances executed thereto.
- D. No building or structure shall be constructed over public rights-of-way or easements, without the prior, written approval of the Municipal Engineer and Site Plan approval by the Planning Board. No building or structure shall be constructed in the bed of a mapped street unless such street has been vacated by an act of the Municipal Council, and the Site Plan has been approved by the Planning Board.
- E. Prior to commencement of any new construction or any change in the use of any structure or parcel, a site plan for such shall be submitted by the developer or property owner to the Planning Board for review, so that compliance of such plans with this Plan can be determined. No building permit shall be issued for any work that would result in a change of use, for any premises within the Area without prior review and approval of such work by the Planning Board. Regular maintenance and minor repair shall not require review nor shall applications within the redevelopment area that retain the pre-existing use, enter into a redeveloper agreement with the City of Orange Township and do not expand the footprint of the structure.
- E. The provision of this plan specifying the redevelopment of the Area, and the requirements and restrictions with respect thereto, shall be in effect for a period of twenty (20) years from the original date of approval of this Plan (November 17, 2003) by the City of Orange Township Municipal Council. Subsequent amendments hereto shall not alter or extend this period of duration, unless specifically extended by such amendments.
- F. Site plan review shall be conducted by the Planning Board pursuant to NJSA 40:55D-1 et. seq. If a property owner wishes to rehabilitate an existing structure, does not propose changing uses and enters into a redeveloper agreement with the City of Orange Township, they may be issued building permits and a Certificate of Occupancy without being subject to Site Plan Review by the Orange Planning Board.
- G. Any subdivision of lots and parcels of land within the Area shall be in accordance with this Plan's requirements.
- H. The Planning Board may grant deviations from the regulations contained within this 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 or 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 Plan, would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Planning Board may also grant a deviation from the regulations contained within this Plan related to a specific piece of property where the purposes of this 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 this 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 the 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 Plan. No deviations may be granted which would result in permitting a use that is not a permitted use within this Plan. An application requesting a deviation from the requirements of this Plan shall provide public notice of such application in accordance with the public notice requirements set forth in NJSA 40:55D-12.a. & b.

- I. Interim uses may be approved by the Planning Board, subject to an agreement between the developers and the Planning Board that such uses will not have an adverse effect upon existing or contemplated development during the interim use period. This shall include any signage necessary for project identification during construction. Interim uses must be approved by the Planning Board, which may establish an interim use period of up to three (3) years in duration. The Planning Board may grant additional one (1) year renewals of interim uses.

## **VI. GENERAL URBAN DESIGN GUIDELINES AND MANDATORY “GREEN”/SUSTAINABLE CONSTRUCTION STANDARDS**

The General Design guidelines found in this section are recommended, not mandatory. The Planning Board will be able to make final decisions as to the intent of the plan relative to design guidelines.

The goal of this section is to establish a design framework for the redevelopment activities, and to define the character and quality of development initiatives that the City would like to see emerge from this document. The goals of the community as stated are to strengthen the character of the existing commercial and residential spaces, support new commercial development, to the extent that it is compatible with the overall character of the neighborhood, and to ensure the quality and integrity of new residential development.

The following standards and requirements may apply to all parcels and proposed development, or improvement to existing structures or sites, located within the Area. Specific provisions for new construction illustrate the preferred materials, building orientation, and the relationship between forms.

- A. **Architectural Style** The promotion of a particular building style or architectural period is not emphasized within the area. Although many existing buildings are representative of distinct periods and architectural treatments, the construction of well planned, creatively designed, and appropriately scaled and sited architecture, which will contribute to the overall quality of the built environment, is the overarching goal for new buildings. Although specific requirements are provided herein, they are open to interpretation and, when creatively followed, contribute towards the planning of well-designed buildings and projects.
- B. **Site Orientation** Spatial relationships between buildings and other structures shall be geometrically logical and/or architecturally formal. All structures within the Area may be situated with proper consideration of their relationship to other buildings, both existing and proposed, in terms of light, air and usable open space, access to public rights of way and off-street parking, height, and bulk.

- C. **Defensible Space** In all cases, buildings and facilities may be planned and designed to conform to the accepted principals of “Defensible Space” so as to promote the health, welfare, and well being of the public and area residents.
- D. **Barrier Free Environment** Handicapped accessible entrances shall be well incorporated into the porch or front entrance design so as to blend architecturally to the overall building composition. Wherever possible, rear yards should be graded in order to allow for handicap accessibility and visibility. In all cases, buildings, sidewalks, streets, paths of circulation, and public right-of-way improvements shall be planned and designed to conform to barrier-free design guidelines, so as to promote equitable neighborhood development patterns and equal opportunities for diverse populations.
- E. **Rhythm** As a general rule, buildings may reflect a continuity of treatment obtained by maintaining the building scale, or by gradual changes in form by maintaining front yard setbacks at the property lines, by maintaining base courses, by the use of front porches, stoops, and railings on low density residential buildings, by maintaining cornices lines, by extending horizontal lines of fenestration, and by echoing architectural styles and designs, design themes, building materials, and colors generally compatible with, or enlivening to, the surrounding buildings.
- F. **Mass and Scale**
1. Civic and Public Facilities: Larger mass and scale may distinguish all civic and public facilities. Civic and public facilities are usually considered significant buildings within a neighborhood community. As such, these prominent buildings shall be distinguished by enhanced height, massing, distinctive architectural treatments, or other distinguishing features, such as corner towers, bay windows, or dormers, and shall generally represent focal points or points of visual termination.
  2. Parking Structures: Where permitted, parking structures may be designed with the same care and attention to massing and detail as other structures constructed within the Area, and as described herein.
  3. Bulk Area Requirements: Building Mass and Style may respect the bulk and area requirements found in the Land Use Regulations found in Section XIV of this Plan.
  4. Grouping Related Buildings: Groups of related buildings may be designated to present a harmonious appearance in terms of architectural style and exterior materials.
  5. Two-Family Dwellings: Wherever possible, the exterior of half-double (“side-by-side”), two-family dwellings shall may be designed to appear as a single building, such as a large single-family detached dwelling. Each entrance may have a separately designed entrance/porch/external stair. Centrally placed dormers or other decorative features, which will be “split” on the primary façade along property lines, are prohibited.

### **Green/Sustainable Standards:**

All new construction and substantial rehabilitation must meet one of three recognized “Green” construction standards. The standards are:

1. GreenCommunities (Standards for New Construction and Rehabilitation);
2. LEED Silver (minimum—Gold and Platinum levels are encouraged);
3. NJ Green Future Building Standards (NJHMFA Standards)

It is the responsibility of the developer to select and meet one of the above standards. If they fail to do so, a Certificate of Occupancy for the approved project will not be issued. As part of the CORP site plan review processes, the developer will state which standard they will meet and provide appropriate documentation to the construction official. Waivers from these requirements may be requested and granted by the Orange Planning Board.

## VII. NEW BUILDING REQUIREMENTS

A. **Doors, Windows & Entrances** All building entrances may be defined and articulated by architectural elements, not limited to canopies, lintels, pediments, pilaster, columns, porches, railings, and balustrades. All architectural components may be well integrated and compatible with the style, materials, colors, and details of the entire building. The primary façade of all buildings may contain the primary entrance and may face onto the street. The principal orientation of the front façade of all buildings may be parallel to the street onto which they front.

All primary entrance doors on commercial buildings shall may be inset equal to or greater than the width of the door. Doorways may be wood paneled or commercial steel doors with glass insets filling a minimum of ½ of the door. Doorways should be single or double.

1. Primary Retail Entrances: Retail store entrances may have access from a defined pedestrian realm on a primary street or a major sidewalk. Only secondary entrances and service entrances are allowed from the parking lots.
2. Primary Residential Entrances: All residences may have their primary entrance on the street façade. Doors may be architecturally compatible with prevailing styles and with door types of surrounding neighborhoods. Residential screen doors, of provided, shall may be constructed of wood, shall may be architecturally compatible, shall may be painted, and shall may be removable. There may be no sliding doors on the primary or secondary facades of residential buildings. Any balcony door may be French door or a single-swing door.
3. Secondary Entrances: Street level secondary doors for the commercial unit may be permitted on the primary street façade if the entrance is well designed and compatible with the colors, materials, and style of the primary façade. Secondary entrances to rear yards may be of a similar design as the primary entrance, but not as completely decorated. Residential secondary entrances are not permitted on the primary façade.
4. Prominent Entries: Main building entries may be easily identifiable from the sidewalk and shall not occur simply as voids between buildings.
5. Windows (General): The windows of a building are a major element of style that gives character to the building. As such, it is critical that the components including number of panes, size of muntins, sills, lintels, trim and hoods of windows be architecturally compatible with the building composition and surrounding built environment. Generally, windows may

be proportioned vertically to square. To the extent possible, upper story windows and doors on the ground level, including storefront or display windows. Within street facing facades, the majority of windows may contain expressed lintels. At any location, all windows may have expressed sills.

6. **Windows (Residential Buildings):** All windows may be proportioned vertically (2:1) to square (1:1) on the surface. Window types such as large picture windows, casements, and bow windows are discouraged. Inappropriate window features such as plastic and metal awnings or fake, non-operable, synthetic muntins, shutters, and blinds are prohibited on all buildings. Windows on residential buildings should generally be double hung or projected awning of insulated sash and frames. Shutters may not appear on windows and buildings whose inclusion is not historically authentic and verified, and conspicuous from the public view shed. Each shutter may be measured to fit the height of the window and half of its width. In such cases, shutters may be fastened to the window frame and not to the siding. Window parts including frames, sashes, decorative glass, panes, sills, decorative lintels, moldings, and exterior shutters and blinds that are characteristic of prevailing styles are encouraged. At a minimum, windows may have molding and/or a heavy face frame on non-masonry new construction; masonry lintels, sills, and a frame are required for masonry construction.

B. **Building Frontages** Buildings may define the streetscape with uniform setback lines along the property line. The set back line may be generally continued across side yard setbacks between buildings using landscaping, walls or fences.

1. **Storefronts:** Storefronts are an integral component of commercial/mixed-use buildings and may be designed, along with the upper floors, in compatibility with the entire façade character. Ground floor retail, service, and restaurant uses may have large pane display windows. Windows may be framed by the surrounding wall and may comprise 75% of the total ground level façade area. Buildings with multiple storefronts may be unified with architecturally compatible materials, colors, details, awnings, signage, and light fixtures. Storefronts may not include any architectural features that have no historical basis, such as mansard roof overhangs, wood shakes, coach lanterns, and non-operable shutters. The functional and decorative features of traditional storefront design, including contemporary interpretations thereof, shall may be encouraged, and should aim to incorporate such elements as display windows, entrances, transoms, kick plates, rooflines, cornices, corner posts, and appropriate signage and graphics. Storefront windows may be lit at night in order to enliven commercial areas.

C. **Facades** All façade treatments and selections of materials, colors, and architectural details used on the exterior of a building may be compatible with the building’s own distinct style. Integral materials, colors, and/or details that are associated with prevailing styles of architecture may be incorporated into the design of buildings, only if appropriate to the design of the specific building. Care may be taken not to artificially create “period architecture” without the proper historic context and adjoining urban fabric. Major façade components may be incorporated with careful attention to proportions, slopes, rake, dimensions, and scale.

1. **Articulation:** All visibly exposed sides of a building may have an articulated base course and cornice. A cornice, which terminates or caps the top of a building wall may project horizontally from the vertical building wall shall may project horizontally from the vertical building wall plane and should be well expressed. The middle section of a

- building shall may be horizontally divided at the floor, lintel, or sill levels, with belt or stringcourses, or other architectural elements.
2. Façade Ratio: The percentage of void area (windows and other openings) in a building façade may be between 20% and 50%, except at street level storefront frontages where it shall may not be lower than 75%. The percentage of void area on residential primary facades shall may be not less than 30%.
  3. Façade Composition: “Scattered-window” facades may not be allowed at frontages. Windows on the upper stories of residential and mixed-use buildings may align vertically with the location of doors and windows on the ground level, and shall may be compatible with windows in adjacent buildings.
  4. Façade Color: A minimum of three colors may be used on each building: one base color and two or more implementing or contrasting colors. Trim and shutters may be painted a contrasting color (or colors) from the main body. Half-doubles (two-family) may receive a unified exterior color scheme.
  5. Mixed-Use Facades: The difference between ground floor commercial uses and entrances for upper level commercial or apartment uses may be reflected by differences in façade treatments. A cornice line shall may accentuate storefronts and other ground floor entrances. Further differentiation should be achieved through distinct but compatible materials, signs and awnings, enlarged display windows, and exterior lighting.
  6. Multiple-Family Residential Buildings: Buildings with more than one façade facing a public street or internal open space may be required to comply on all visible facades with front façade treatment requirements.
  7. Commercial Buildings: Building wall offsets, including projections, recesses, and changes in setbacks shall may be used in order to add architectural interest and variety, and to relieve the visual effect of a blank wall. Solid metal security gates or solid roll down metal windows may not be permitted. Link or grill type security devises may be permitted only if installed behind the window or doorframes. Security grilles shall may be recessed and concealed during normal business hours. Other types of security devices fastened to the exterior walls are not permitted.
  8. Prohibited:
    - a. Blank walls or service area treatments are prohibited on elevations visible from the public view shed. Where the construction of a blank wall is necessitated by a building code, the wall may be articulated with trimmed window openings (frames, sills, and lintels) or, if the building is occupied by a commercial use, by using recessed, or projecting display window cases. Intensive landscaping may used to mask the blank wall.
    - b. Commercial buildings may avoid long, monotonous, uninterrupted walls. Building wall offsets, including projections, recesses, and changes in setbacks may be used in order to add architectural interest and variety, and to relieve the visual effect of a blank wall.

#### D. **Building Materials**

1. Facades: Appropriate materials may include all “true” materials; those consistent with their appearance and material make-up. Such materials include, but are not limited to painted wood or cementitious horizontal siding, unit masonry such as brick, cement stucco, metal panels, architectural stone and architectural shingles. Generally, artificial stone

("Permastone"), artificial brick veneer ("brick face"), EIFS, asbestos or asphalt shingles are inappropriate and should be avoided. Vinyl or aluminum clapboard shall may not be permitted.

2. Roofing: Where appropriate, roofing materials may match in composition, size, shape, color, and texture to those of the surrounding structures. Roofing materials may complement that of the principal structure. Additions to roofs such as residential skylights, solar collectors, mechanical, and service equipment may be placed so that they are inconspicuous from the public view shed.

3. Residential Foundation: One and two-family residential buildings may be elevated a minimum of 18" above grade level and shall may incorporate either raised concrete pads or a raised wood joist floor with a perimeter foundation. Special accommodations may be made to accommodate barrier free environments. Foundations may be masonry not stucco.

4. Driveways: Driveways may be constructed of bituminous paving, concrete, concrete pavers or other decorative paving materials.

**E. Screening of Mechanical, Plumbing, Electrical, Media & Communications Equipment**

All transformers, air conditioning units, HVAC systems, exhaust pipes or stacks, elevator housing, satellite dishes, and other telecommunications receiving devices shall be thoroughly screened from view of the public right-of-way and from adjacent properties by using walls, fences, roof elements, penthouse-type screening devices, landscaping, or masked from frontages by building elements in a manner consistent with the design of the building. All parts and components of satellite dishes, and television and radio antennas shall be screened from view or shall be disguised within the architecture of a structure. Due consideration shall be given to the screening of rooftop mechanical equipment. Materials used for screening of rooftop mechanical equipment shall be harmonious with those used in the building's façade. In all cases, creative placement of said equipment is strongly encouraged in order to minimize the need for screening. Cellular phone antennas &/or structures are prohibited.

F. **Corner Lots** Buildings on corner lots have at least two facades exposed to the street and therefore shall be considered significant structures. These buildings shall be designed with additional height and/or architectural embellishments such as expressed corner components, bay windows, or dormers to emphasize their location.

## VIII. REHABILITATION REQUIREMENTS

If a building is to be preserved or rehabilitated, the following fundamental concepts should be followed:

- A. Historic Preservation Buildings and sites deemed worthy of historic preservation within the Area are to undergo rehabilitation in conformance with the Guidelines for Historic Preservation as presented by the Secretary of the Interior of the United States. Property owners are strongly encouraged to seek landmark designation for such structures and sites through the New Jersey State Historic Preservation Office. One such identified within this Area is the Orange Memorial Hospital Complex. It is specifically recommended that the following structures within this facility be retained for preservation and adaptive reuse; the Nursing School Building on Henry Street, the original Hospital Administration Building on the corner of Henry and South Essex Streets, and the Power Plant structure located on South Essex Street, just north of Central Avenue.
- B. Rehabilitation General rehabilitation work shall not destroy any distinguishing features or elements of the property, or its surroundings and site. Rehabilitation shall not remove, reconfigure, or otherwise alter any original building fabric or architectural component from which the structure derives its character and unique appearance.
- C. Replacement The preservation and sensitive repair of a building's deteriorated architectural features and details that comment on its character shall be preferred to replacement. In the event that replacement, either partial or complete, is necessary, then the replacement features shall match or directly correspond to the original in materials, composition, shape, size, texture and color as nearly as practical.
- D. Alterations All existing structure shall be recognized as products of their time period. Alterations to create modern appearances, which may obscure the original architectural character and features, shall not be permitted. Whenever possible, new additions and alterations to existing buildings shall be so designed and constructed that, if removed at a later time, the original structure and site shall be unimpaired and shall retain its original form.
- E. Integrated Design in Historic Context Well planned and executed contemporary design for new construction in old neighborhoods, or additions to existing buildings or sites are encouraged. Such design shall be compatible with and complimentary to the size, proportions, scale, color, material and character of the neighborhood, buildings, and surrounding environment. Artfully composed contemporary design may enhance the quality and character of existing older buildings, sites and neighborhoods.
- F. Non-Functioning/Non-Conforming Uses When adapting an existing structure or site for reuse, outmoded or non-functioning features that may diminish the new use or prohibit the structure from accommodating its new use, may be removed, provided that the State Historic Preservation Office has not deemed these components to be of unalterable historic significance.
- G. General Standards The general standards for the rehabilitation of existing buildings should conform to the following specific building component design regulations

1. Roof Preservation: The original shape of the roof, roofing material, function, and decorative features shall be retained and repaired rather than replaced. In the case of partial roof deterioration or feature deterioration, the replacement material or feature should match the original in material, composition, shape, size, texture, and color as nearly as practical. In the case of complete roofing deterioration, new material may be used but should be a compatible suitable material. Roof additions shall not damage nor obscure the distinctive architectural features of the roof and shall relate architecturally to the overall building's mass and style.
2. Façade Treatment and Materials: Distinctive architectural features including trim, eaves, and other decorative building elements should be preserved and repaired rather than replaced. When replacement is necessary, the new material should match the material replaced in composition, design, color, texture, and other visual qualities. Alterations, which have no historical basis and which seek to create an earlier appearance, are discouraged.
3. Window Preservation and Replacement: Modern window replacement window types and original window parts including frames, sashes, decorative glass, panes, sills, heads, moldings, and exterior shutters and blinds should be preserved and repaired rather than replaced. If replacement windows must be installed, they must be placed within the original unaltered openings, and shall match the original sash and frames with respect to function, configuration, style and material, whenever practical.
4. Façade Color: The painting of a building is not considered a permanent change. Therefore, rehabilitated buildings may chose a color/colors that are different from the original as long as the chosen colors are aesthetically appropriate with the character of the street in which the building is located.

## IX LANDSCAPE, STREETSCAPE, AND OPEN SPACE

A. **Streetscape** The streetscape shall be reinforced by lines of street trees, and bay be further identified by walls, hedges or fences that define the front yard.

1. Street Trees: Trees shall be planted along curb lines of streets at a maximum of 40 foot on center, and/or planted in front of each individual building lot at the curb, to further enhance the aesthetic quality of the pedestrian environment in the redevelopment area. Street trees shall be a minimum caliper of 2 to 2.5 inches as measured five (5) feet above the root ball.
2. Lighting Fixtures: Street lighting fixtures shall be located at the outer edge of all sidewalks and have a comprehensive fixture design or theme. Pedestrian scale lighting ranging in height from sixteen (16) to twenty-two (22) feet is encouraged. Lighting fixtures shall be in scale with the size and width of the street on which they are located and compatible with uses and structures directly fronting thereon.

In general, commercial streets and wider streets should have taller light fixtures; narrower streets and residential streets should have lower light fixtures. Street lighting fixtures should be of uniform height on any given street.

3. Street Furniture: Street furniture includes benches, waste containers, planters, phone booths, bus shelters, bicycle racks, and bollards. Street furniture shall be

compatible with the architecture of surrounding buildings, the character of the area, and other elements of the streetscape. Consistency in the selection and location of the various elements of street furniture is critical for maximum effect and functional usage.

4. Residential Buildings: The use of stoops and porches, landscaping, and traditional front yards is encouraged, and in some districts may be required; refer to Section XIV Land Use of this Plan.
5. Industrial Buildings: The streetscape shall continue across the industrial land use. Improvements to existing non-conforming industrial uses shall require adherence to these provisions.

## B. **Fencing**

1. Allowable Materials: Tubular steel or mild steel, “wrought iron”, decorative type fences are permitted along street frontage, but shall not exceed four (4) feet in height. Wooden board-on-board, picket fences (where the gaps between the pickets are at least  $\frac{1}{2}$  the width of the pickets) and similar types of fences may be permitted where visual screening is appropriate, and may exceed four (4) feet, but not more than six (6) feet in height. Vinyl coated small mesh chain link fencing may be used along interior lot lines.
  2. Enclosed Yards: Side and rear yards shall be enclosed by architecturally appropriate enclosures, which may include vinyl coated small mesh, chain link fencing, wrought iron fencing, picket fences, board-on-board fences (where the gaps between the boards are at least  $\frac{1}{2}$  the width of the boards) and other similar types of fences suitable to provide privacy and screen views of neighboring uses, trash receptacles/containers, or recycling bins; but shall not exceed six (6) feet in height. All fences are subject to review and approval by the Planning Board.
  3. Prohibited: Standard chain link fencing, hollow metal railings, opaque fencing or solid fences such as “Stockade” fences (board-on-board wooden fencing) are prohibited. Solid walls and other non-masonry, non-impervious fencing are prohibited. Barbed wire and other similar security fencing is prohibited. All fences are subject to review and approval by the Planning Board.
  4. Construction Fences: Chain link fencing and security fencing may be used during construction. However, all such fencing for construction shall be dismantled and removed prior to the issuance of a Certificate of Occupancy. All fences are subject to review and approval by the Planning Board
- C. **Landscaping** Landscaping shall be required for any part of any parcel not used for buildings, off-street parking, sidewalk area or other similar purposes. All proposed site plans shall include plans for landscaping indicating the location, size, and quantity off the various species to be used. All open space, including yards, shall be landscaped with plant materials unless said open space is specifically designed for other activities which require paving or other treatment.

1. **Plant Material:** All plant material used must be able to withstand the urban environment and shall be planted consistently with standards as established by the American Association of Nurserymen. Any landscaping that dies within one (1) year of planting shall be replaced. A planting schedule shall be provided by the developer as part of the Site Plan Application.
  2. **Buffers:** Green space (trees, scrubs, flowers, etc.) shall be used as buffers and/or to accent entrances and sidewalks. All screen planting shall be coniferous or evergreen in nature.
  3. **Residential Lots:** A minimum of fifteen (15%) percent of any lot, site, or parcel used for residential purposes must be landscaped area and may include structured planters. All residential lots shall have a front yard clearly defined by landscaping, porches, hedging, fencing, or brick or stone wall that defines the transition from the public to the private front yard space. Fences, hedges, and walls shall be limited to a maximum of 4' in height and be a minimum of 60% solid. Entrances, gates, and corners must be articulated with decorative post treatment. Specific design emphasis should be given to the pattern of the pickets and post finials.
  4. **Industrial Buildings:** Industrial buildings shall be appropriately set back and screened from neighboring uses by the use of plantings, masonry walls, including brick and stone, not more than 8' in height or a combination thereof. Plantings shall include shade trees that are native to the area, that are hardy for the Orange climatic zone, and appropriate in terms of size and function.
  5. **Open Space:** Park furniture includes benches, waste containers, picnic tables, play equipment, gazebos, bicycle racks, water fountains, and bollards. Park furniture shall be selected to enhance the character of the park, the character of the area, and other elements of the streetscape. Consistency in the selection and location of the various elements of park furniture is critical for maximum effect and functional usage.
  6. **Parking Areas (Screen Plantings):** Parking lots for five (5) or more vehicles shall provide screen plantings along any street line and along all property lines except in those instances where a building intervenes or where the proposed planting may interfere with sight triangles. The landscaping in said planting areas shall consist of dense evergreen material, flowering trees, and shrubs that are planted on a center that is consistent with the mature spread of the species planted.
  7. **Parking Area (Trees and Shrubs):** Within the parking area, a minimum of one tree shall be planted for every 10 parking spaces. These trees should be interspersed throughout the parking area, but may be located in the planting areas around the perimeter of the parking area if space limitations dictate such location. Landscaping shall be maintained with shrubs no higher than three (3) feet and trees with branches no lower than ten (10) feet, and designed so that the landscaping is dispersed around the parking area in an aesthetically pleasing manner.
- D. **Lighting** Street lighting fixtures shall be located at the outer edge of all sidewalks and have a comprehensive fixture design or theme. Pedestrian scale lighting ranging in height from sixteen (16) to twenty-two (22) feet is encouraged. Lighting fixtures shall be in

scale with the size and width of the street on which they are located, and compatible with uses and structures directly fronting thereon. In general, commercial streets and wider streets should have lower light fixtures. Street lighting fixtures should be of uniform height on any given street.

1. **Parking Areas:** Parking areas within each site shall sufficiently illuminate all areas to prevent “dark corner.” However, care should be taken not to “over illuminate” parking areas in order to reduce adverse impacts on adjacent properties. All lighting sources must be shielded to eliminate off-site glare and be capped to prevent upward glare.
2. **On-site Lighting Fixtures:** Lighting fixtures on-site shall be in scale with development. Pedestrian scale lighting of no more than fifteen (15) feet in height is encouraged.

**X. SIGNAGE** (for Transit Village Center, Transit Village District and Residential Transit Village District)

A. **Sign Guidelines** All signage shall be subject to site plan review and approval by the Planning Board. The Planning Board may at its discretion waive or allow deviations from the above regulations if a proposed sign or signage package will better meet the intent and purpose of this Plan and/or the proposed sign or signage package meets the highest standards of good civic design.

1. **General Sign Requirements:**
  - a. Under no circumstances shall fluorescent or glowing paint be permitted for any signage within the Area.
  - b. No sign shall be flashing or animated.
  - c. Roof signs are prohibited.
  - d. No sign shall be attached above the first story of any structure except for hospitals.
  - e. Billboards and signboards are prohibited.
  - f. Window signs shall not exceed twenty (20) percent of the window surface on which the display appears, and shall be prohibited above the second floor.
  - g. Neon signs are prohibited.
  - h. Backlit plastic or similar material signs are prohibited.
  - i. All signage shall be externally lit.
  - j. Kiosks for commercial uses and hospital uses listing tenants and giving directions may be provided but no advertising will be permitted. Such kiosks may not exceed eight (8) square feet of sign area.
2. **Offices:** Total exterior sign area shall not exceed the equivalent of ten (10) percent of the first story portion of the wall to which it is attached. One (1) use shall be permitted no more than one (1) sign for each street frontage. No sign on any structure shall be fifty (50) square feet.
3. **Mixed-Use:** Buildings with multiple uses shall have not more than one (1) sign per use provided the aggregate area of all signs does not exceed the maximum area permitted for each street frontage. No sign on any structure shall exceed fifty (50) square feet.
4. **Medium Rise Apartments:** One sign not to exceed eight (8) square feet, attached flush to the building wall, identifying the name of the building or complex, and street address only. All signage must be compatible with the residential character, color scheme and design of the principal structure.

5. Other Residential: No signage is permitted except for the street address of the property, which is required, and any necessary signage required for property mail delivery indicating the name of the resident of the building on the mail box or door bell.
6. Street Addresses: All buildings within the Area must display the street address of the building such that it is clearly visible from adjoining street right of way.
7. Construction Signs: During construction one (1) sign for each project or development indicating the name of the project or development, general contractor, subcontractor, financing institution, and public agency officials (where applicable). The sign area shall not exceed two hundred (200) square feet and shall be attached (where there is new construction). Said sign shall be removed upon the issuance of a Certificate of Occupancy.
8. Parking Garages and Lots: One (1) free standing or attached sign per parking entrance may be allowed indicating the parking facility by the international parking symbol and directional arrow. Said sign not to exceed eight (8) square feet. In addition, one (1) freestanding or attached sign per parking entrance may be allowed indicating parking rates, not to exceed eight (8) square feet. Said signs shall be located within ten (10) feet of the entrance. If necessitated by the circulation pattern, one (1) freestanding sign per street not to exceed four (4) square feet indicating directional location of a parking facility may be allowed subject to review by the Planning Board.
9. Retail Sales, Restaurants and Other Ground Floor Commercial Uses: Each such use may be allowed one (1) exterior sign not to exceed ten (10%) percent of the area of the storefront (ground floor) to which it is attached. Ground floor two-sided blade signs shall be permitted, providing they are placed a minimum of one (1) foot below the second story window sill, and they do not exceed five (5) square feet in area. Blade signs just be hand lettered and painted. Fabric banners shall only be permitted by direct approval of the Planning Board, upon careful review of the proposed signage, graphics, color, size and placement.
10. All other uses shall comply with the requirements of the Orange Zoning Ordinance (*Chapter 210: Development Regulations Ordinance—Zoning and Land Development*. Adopted May 2, 2006) and subsequent amendments.

## XI. AUTO STORAGE AND LOADING AREAS

- A. **Parking & Loading** Parking should not be the dominant visual element. Large concentrations of surface parking should be avoided and broken up with landscaping. All off-street surface parking areas shall be graded and paved with a durable dust free surface, adequately drained, and use poured in place concrete curbing or suitable material such as granite curbing to prevent vehicles from encroaching upon planted areas. The use of wheel stops is prohibited.
1. Off-Street Parking: All required off-street parking shall be provided on-site. Off-street parking may be provided in a structure as part of the principal building, in a detached structure, or in a common parking area. Cars parked within a structure, on the top level of the structure, or on a surface parking facility shall be screened to the maximum extent practical with architectural elements and landscaping.
    - a. Off-street parking and loading areas shall be coordinated with the public street system serving the Redevelopment Area in order to avoid conflicts with vehicular traffic and/or obstruction to pedestrian walkways and thoroughfares.
    - b. Off-street parking and loading areas shall be separated from streets. Access to said areas shall be clearly designated and arranged so as to avoid the backing in and out of vehicles onto the street right-of-way to the greatest extent practical, and to limit conflicts with pedestrian areas.
    - c. Parking requirements shall be reduced to one 3/4<sup>th</sup>'s space per one residential unit for low rise and mid-rise housing units that provide affordable housing and/or senior housing. A maximum density of 80 units per acre is permitted pending site plan review if an assembled parcel is larger than one acre. If one acre is assembled, the residential parking requirement is reduced to 1/2 space per residential unit.
  2. Lighting: Lighting should be used to illuminate off-street parking, and loading areas shall be arranged and shielded to prevent the spillage of light off the premises.
  3. One & Two Family Homes: Parking for one and two family homes may be provided in a garage within the building, in an attached or detached garage, or as surface parking behind the building.
  4. In-Fill Development: No off-street parking is required for In-Fill Development of one and two family homes, or, Mixed Use In-fill Development.
  5. Parking Spaces: All required parking spaces must be a minimum of 9 feet wide and 18 feet deep. The placement of a curb up to two (2) feet within the required 18 foot depth of the parking space is permitted, provided that there is an adequate area for an automobile occupying the parking space to overhang the said curb a like distance without infringing on required landscaping, pedestrian areas or adjacent parking spaces. All aisles shall be a minimum of 22 feet wide. Up to 15% of required parking spaces may be compact spaces, and shall be a minimum of 8 feet wide by 16 feet deep.
  6. Loading: Developers shall demonstrate that sufficient off-street loading will be provided to meet the needs of the proposed use. Loading operations shall be conducted to minimize conflicts with traffic circulation. On-street loading shall be limited to light deliveries that support the day-to-day functioning of the building with which they are associated. No loading shall occur within the vehicular travelway.
  7. Parking Structures: In all cases, openings for cars shall be treated in such a manner to be articulated with screening, security, or other façade components to provide visual interest to such openings. In no case shall the front portion of any vehicle be wholly

visible from public view. Where appropriate and required, ground floor commercial uses shall be well integrated within parking structures to read as a strong base component to the composition. These ground floor uses shall adhere to the appropriate provisions contained within this section concerning their use. Where buildings incorporate an internal above grade parking structures, façade treatments shall be utilized which integrate their appearance with that of the building as a whole.

- a. When incorporate as the base of a building, the parking portion of the structure shall be well articulated with regard to opening in relationship to the other openings in the building, to appear as a whole, uniform composition. The upper most parking level shall be separated from the first non-parking level by an appropriate horizontal treatment, such as material change or cornice.
  - b. When constructed as a free standing structure, or attached to an adjacent building, in all cases, the upper parking level shall be screened I an appropriate architectural and landscaped manner, to diminish from view parked cars. Free standing parking structures shall utilize architectural treatments and landscaping to integrate their appearance into the community.
7. Signage: One (1) free standing or attached sign per parking entrance may be allowed indicating the parking facility by the international parking symbol and a directional arrow. Said sign is not to exceed eight (8) square feet. In addition, one (1) freestanding or attached sign per parking entrance may be allowed indicating parking rates, not to exceed eight (8) square feet. Said signs shall be located within ten (10) feet of the entrance. If necessitated by the circulation pattern, one (1) free-standing sign per street not exceeding four (4) square feet indicating direction/location of a parking facility, may be allowed subject to review by the Planning Board.
  8. Prohibited Parking: Front yard parking is prohibited, including parking on the driveway apron of a garage, throughout the Redevelopment Area.

B. **Garages & Driveways** Residential buildings shall be designed in such a manner that the front facades do not create the appearance of a continuous row of garage doors and curb cuts along the street right of way. To the greatest extent possible, on-site parking and garage doors shall not be visible from the street.

1. Garage Doors: Garage doors located on front facades of one and two family dwellings shall be no more than ten (10) feet in width, and there shall be no more than one such door. The garage door shall be well designed and sensitively integrated within the overall architectural scheme of the structure to not appear prominent to the façade and out of place with the architectural composition.
2. Curb Cuts: Curb cuts shall be limited to the minimum number necessary. The use of common or shared driveways is encouraged. Curb cuts of driveways for one and two family homes shall not exceed twelve (12) feet in width. Shared curb cuts and driveways are encouraged for one and two family in-fill housing place on more than one (1) lot. (In-fill housing shall constitute development on three (3) or less contiguous lots.)
3. Driveways: Driveways may be constructed of bituminous paving, concrete, concrete pavers, or other decorative paving materials. Driveways for one and two family home shall be no wider than twelve (12) feet.

## **XII. CIRCULATION**

- A. Existing Conditions The existing conditions within the Study Area include some dead end streets, street frontages that are extraordinarily long, and blocks with proportions and/or shapes that are not easily subdivided into lots compatible with the proposed residential and mixed-use development. In areas when the above sidewalk and street landscape provisions cannot be met, trees may be provided outside of the Right-Of-Way, within the front yard property line, provided that the minimum sidewalk width is four feet (4'-0").
- B. Improve Auto Circulation Circulation within the Area will be improved by the reconstruction and/or repaving of certain streets in the Area. The provisions of off-street parking for the new and redeveloped uses in the Area will also improve general circulation and traffic flow.
- C. Improve Pedestrian Circulation New sidewalks at a minimum width of four feet (4' 0") and curbing will also be constructed where appropriate within the Area. Improvements to the pedestrian environment on the existing bridges over I-280 are also planned, especially in the vicinity of the Orange Train Station, to connect the Residential Village section of the Area to mass transit opportunities and Main Street.
- D. Rehabilitate Non-Functioning Streets Where appropriate and feasible, dead end streets will be extended to become through streets and new streets may be constructed to divide large blocks into appropriate dimensions for proposed development. This will have the effect of generally improving vehicular and pedestrian circulation in the Area, especially for emergency and public safety vehicles and equipment. These improvements should also serve to help tie the neighborhood together by encouraging pedestrian movement within the neighborhood and removing factors that isolate certain blocks from other portions of the neighborhood.
- E. Enhanced Pedestrian Safety The streetscape will be enhanced by the addition of street trees and pedestrian scale lighting. It is also anticipated that utilities will be constructed underground, where practical. The overall affect of these improvements is to enhance pedestrian safety, improve traffic circulation, and improve the overall feel of the community.

## **XIII. WASTE STORAGE & PROHIBITED, NOXIOUS USES**

- A. Recycling & Waste Storage All recycling and trash storage areas shall be screened from public view at the ground level using masonry or wooden walls, landscaping, hedging, or combination thereof. The height of such walls/enclosures shall be one and one half feet (1' 6") higher than the containers. The screening materials and design shall complement and enhance the adjacent principle structure.

## **B. Prohibited & Noxious Uses**

1. **Stored Vehicles:** No junked motor vehicles, or parts thereof shall be permitted to be stored on any lot within the Area. Outdoor parking of vehicles that are inoperable or unregistered shall be prohibited. Automotive repairs of any type are prohibited within the Area. On street parking of truck, tractor-trailers, trailers of any type, and buses, mini-buses and jitneys shall be prohibited.
2. **Non Conforming Uses:** Individual vacant lots or combined contiguous lots, which do not contain a prominent, habitable structure in continuous use, including lots with paved surfaces over the majority of their area, shall not be used for the storage or parking of vehicles of any kind unless these lots are part of, and integrated within, an overall site plan application, approved by the Planning Board. Such uses shall be considered Non-Conforming and therefore shall be a discouraged use within the Area.
3. **Above Ground Utilities:** All utility distribution lines and utility service connections from such lines to the Area's individual uses shall be located underground. Remote readers for all utilities, in lieu of external location of the actual metering devices, are required. Developers are required to arrange for connections to public and private utilities.
4. **Chain Link Fencing:** Chain link fencing shall be prohibited along all street frontages within the Area, except during construction. Chain link fencing for construction shall be dismantled and removed prior to the issuance of a Certificate of Occupancy.
5. **Noxious Uses:** No use or reuse shall be permitted which produces toxic or noxious fumes, hazardous discharges, glare, electromagnetic disturbances, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features that are detrimental to the public health, safety or general welfare or that are damaging to the physical environment.
6. **Demolition:** Upon demolition of any existing structure, in whole or in significant part, the site shall be property graded, planted and sodded, unless new construction is to commence on the site within thirty (30) days.

## **XVI. SPECIFIC LAND USE REGULATION**

### **A. Transit Village Center (TVC)**

The original HOPE VI Redevelopment Plan included a zone called the Transit Village Mixed Use District (TVMUD). High-rise multi-family housing, retail sales and services, offices, plazas and parking were among the identified permitted uses. Commercial and/or mixed-use buildings were also permitted of up to 14 stories or 150' in height. Maximum lot coverage was 90%, density 70 units per acre and Floor Area Ratio: 4.0. One parking space per residential unit was required.

The former TVMUD was all property within the redevelopment area north of I-280 bordered by S. Essex Avenue, Main Street and Lincoln Avenue. The library and post office are not included within the designated redevelopment area.

A Transit Village Center (TVC) zoning district is in keeping with the traditional concept of a high density, transit village development advocated in the Orange Master Plan, the Central Orange Redevelopment Plan and the New Jersey Department of Transportation's Transit Village program. The boundaries of the TVC are Main Street, S. Essex Ave., I-280 and Lincoln Avenue. The boundary excludes the Orange Post Office or Orange Public Library. Bulk standards are as follows:

Permitted Uses:       High-rise, multi-family housing with minimum ground floor commercial use;  
Retail sales of goods and services;  
Full service restaurants;  
Banks and other financial institutions;  
Offices—professional, business and other;  
Hotels;  
Parking structures;  
Mixed-use buildings containing any of the above permitted uses;  
Pedestrian Plazas and parks open to the public.

Height Requirements: Maximum of 120' or 12 stories

The minimum lot area shall be 4,000 square feet, minimum width of 50 feet and minimum depth of 80 feet.

Maximum Lot Coverage: up to 100%.

There is no maximum Floor Area Ratio or maximum residential density requirement.

Parking:           Ground floor retail and commercial permitted uses shall be exempt from all parking requirements;  
 $\frac{3}{4}$  of one parking space shall be provided for each residential unit; parking spaces shall be a minimum of 9' by 18'.

The Planning Board may waive or vary the parking requirements upon demonstration that adequate off-site or shared parking resources exist.

As part of redeveloper agreements, payments-in-lieu of parking requirements may be negotiated and funds utilized to create parking at or near the site. Shared parking agreements can also be presented and negotiated as part of the redevelopment process.

**B. Residential Transit Village District:** It is the intent of the Residential Transit Village District to provide for a variety of residential building and unit types within easy walking distance of the Orange Train Station. General Commercial District uses intended to serve the immediate neighborhood and surrounding community are also permitted along specific street frontages along eastern portions of South Center Street (even numbered street addresses) and parcels Central Avenue (odd numbered street addresses).

1. Permitted Principal Uses and Structures:

- a. Single Family and Two Family Detached Houses.
- b. Single Family and Two Family Townhouses.
- c. Low-rise Multi-Family Housing.
- d. Mid-rise Multi-Family Housing, restricted to corner lots only.
- e. Schools.
- f. Existing Houses of Worship.
- g. Government Uses.
- h. Parks and Playgrounds.

2. Permitted Accessory Uses and Structures:

- a. Off-street parking, including private residential garages.
- b. Parking structures when incorporated into a residential or mixed-use building
- c. Sheds, fences and walls.
- d. Porches, decks and patios.
- e. Signs.

3. Height Requirements: (Maximum)

- a. Detached housing – 3 Stories, 35 feet.
- b. Attached Housing – 4 Stories, 45 feet.
- c. Low rise Multi-family Housing – 3 Stories, 40 feet.
- d. Mid rise Multi-family Housing – 4 Stories, 50 feet.
- e. Commercial Building – 3 Stories, 40 feet.
- f. Mixed use Residential/Commercial Buildings:
  - Low-rise – 3 Stories, 40 feet
  - Attached Housing – 4 Stories, 45 feet.
  - Mid-rise – 4 Stories, 50 feet.
- g. Other principal uses and buildings not listed above shall conform to requirements of the City of Orange Township Zoning Ordinance.
- h. Accessory Structures:
  - Residential Garages – 1 Story, 15 feet.
  - Residential Sheds – 1 Story, 10 feet.
  - Parking Structures – 3 levels, 25 feet.
  - Fences, Walls – 4 feet along street frontages, 6 feet elsewhere.

**NOTE:** All commercial and mixed-use buildings must be a minimum of two (2) stories tall and contain either commercial or residential uses on the upper floor or floors as further regulated within this plan.

4. Minimum Lot Area:

- a. Detached Housing – 2,000 square feet, or 1,800 square feet for in-fill development.
- b. Attached Housing:
  - One Family – 1,800 square feet.
  - Two Family – 2,000 square feet.
- c. Low-rise Multi-family Housing – 6,000 square feet.
- d. Mid-rise Multi-family Housing – 8,000 square feet.

- e. Commercial Buildings – 4,000 square feet.
  - f. Mixed use Residential/Commercial Buildings:
    - Low-rise - 3, 000 square feet.
    - Mid-rise – 8,000 square feet.
  - g. Other principal uses and buildings not listed above shall conform to requirements of the City of Orange Township Zoning Ordinance.
5. Minimum Lot Width and Depth:
- a. Detached Housing – 30 feet by 100 feet, or prevailing for in-fill development.
  - b. Attached Housing:
  - c. Low-rise Multi-family Housing – 60 feet by 100 feet.
  - d. Mid-rise Multi-family – 80 feet by 100 feet.
  - e. Commercial Buildings – 40 feet by 100 feet.
  - f. Mixed-use Residential/Commercial Buildings:
    - Low-rise 30 feet by 100 feet.
    - Mid-rise 80 feet by 100 feet.
  - h. Other principal uses and buildings not listed above shall conform to requirements of the City of Orange Township Zoning Ordinance.
6. Minimum Yard Requirements  
(Front\*\*\*Each Side-Rear)
- a. Detached Housing – 10 feet, 3 feet, 25 feet (not mandatory)
  - b. Attached Housing – 10 feet, 5 feet, 25 feet (not mandatory)
  - c. Low-rise Multi-family – 10 feet, 5 feet, 25 feet
  - d. Mid-rise Multi-family – 10 feet, 10 feet, 30 feet \*\*
  - e. Commercial Buildings – 0 feet, 0 or 10 feet \*\*
  - f. Mixed-use Residential/Commercial
    - Low-rise – 0 feet, 0 or 3 feet \*\*, 25 feet
    - Mid-rise – 0 feet, 0 or 10 feet \*\*, 30 feet
  - g. Other principal uses and buildings not listed above shall conform to requirements of the City of Orange Township Zoning Ordinance.

\*When a parking structure of not more than 2 levels is integrated into a Mid-rise Multi-family building, the rear yard to the parking structure may be reduced to 15 feet.

\*\*No side yard is required, however, if one is provided than the side yard must measure at least the width of the number provided above.

\*\*\*Prevailing front yard setbacks within a single block shall take precedence over these minimum requirements.

7. Maximum Coverage: (**Building-Lot**)
- a. Detached Housing – 50%, 75%
  - b. Attached Housing – 60%, 80%
  - c. Low-rise Multi-family Housing – 60%, 80%
  - d. Mid-rise Multi-family Housing - 60%, 80%
  - e. Commercial Buildings – 60%, 80%
  - f. Mixed-use Residential/Commercial Buildings:
    - Low-rise – 60%, 80%
    - Mid-rise – 60%, 80%
  - g. Other principal uses and buildings not listed above shall conform to requirements of the City of Orange Township Zoning Ordinance.

**NOTE:** detached private residential garages shall not count against Building Coverage, but shall be counted against total lot coverage. Further, where a parking structure of not more than 2 levels is integrated into a Mid-rise Multi-family building, the parking structure shall not be counted against building coverage, but shall be counted against lot coverage.

8. Maximum Density: The density of detached and attached housing shall be regulated by the lot size requirements. The density for all other residential building types shall be regulated as follows:
  - a. Low-rise Multi-family Housing – 30 Units per acre.
  - b. Mid-rise Multi-family Housing – 45 Units per acre.
  - c. Mid-rise, Multi-family housing and or Mixed-use Residential/Commercial buildings may have a maximum density of up to eighty (80) units if at least 1 (one) acre is assembled and the parcel is located within a Transit Village District.
  - d. Mixed-use Residential/Commercial Buildings:
    - Low-rise-30 Units per Acre
    - Mid-rise-45 Units per acre
  - e. Other principal uses and buildings not listed above shall conform to requirements of the City of Orange Township Zoning Ordinance.

**NOTE:** the first 5,000 square feet of commercial space within a Mixed-Use Residential/Commercial Building shall not be counted against the permitted density. Thereafter, each additional 1,000 square feet or portion thereof shall be counted as one dwelling against the permitted density.

9. Minimum Off-Street Parking Requirements:

10.

- a. Residential: One (1) space per unit, except the residential units within infill detached housing and within infill low-rise mixed-use residential buildings shall be exempt from these parking requirements and multi-family units within the Transit Village Districts. Parking requirements shall be reduced to one 3/4<sup>th</sup>'s space per one residential unit for low rise and mid-rise housing units that provide affordable housing and/or senior housing. A maximum density of 80 units per acre is permitted pending site plan review if an assembled parcel is larger than one acre.
- b. All other uses shall conform to the requirements of the City of Orange Township Zoning Ordinance, except that within the General Commercial areas within this Plan, the first 5,000 square feet of commercial development, including but not limited to, retail sales of goods and services, offices, restaurants and banks, shall be exempt from all parking requirements.

**C. Transit Village District (TVD)**

The intent of the Transit Village District (TVD) is to encourage mixed-use, transit-supportive development – with a significant residential component – within walking distance of Orange and Brick Church Stations. Some of the general characteristics of such development within the TVD are as follows:

- Uses are encouraged to be mixed within individual blocks, and in some cases, within individual buildings;
- Building height and density should be higher closer to Orange Station and/or in the vicinity of a major development project;
- Parking ratios for business, retail and commercial use will take into account that some trips in the TVD are made via mass transit, pedestrian ways and bicycle ways; shared parking between uses is encouraged; surface parking lots in excess of two acres are

prohibited; parking for low and mid rise multi-family units shall be 3/4<sup>th</sup> of a space per 1 residential unit.

- Buildings will be set close to the sidewalk with minimal setback;
  - Buildings should front on public streets or public open space; larger buildings will have articulated facades to make them more pedestrian-scale in appearance;
  - Windows and doors, rather than blank walls, should face the street level; parking decks should have active first floor uses;
  - Medium- to larger-scale projects should maintain the street grid network and add new streets to break up large blocks;
- Surface parking areas, individual garages, dumpsters and utility enclosures should be located behind buildings; and Pedestrian paths to Orange Station are required; mid-block pedestrian connections are encouraged, where appropriate

**Bulk Table Information:** (see Appendix I)

Permitted Residential Uses within the TVD:

- ❑ Commercial buildings with one or more dwelling units above the ground floor;
- ❑ Conversion from Single Family dwelling to two family dwelling;
- ❑ Conversion of single or two family dwelling into a three family dwelling;
- ❑ Townhouse dwelling units
- ❑ Low-rise and Mid-rise multi-family units with densities of up to 80 units per acre;

Nonresidential Uses within the TVD:

- ❑ Child care or adult day care center;
- ❑ Commercial sales and service establishments related to businesses and professional offices (provided the commercial sales and service establishments are primarily intended to serve the occupants of the principal business, professional and/or government use and the floor area of the related commercial sales and service establishments does not exceed 20% of the principal floor area);
- ❑ Freestanding fast food restaurants (are conditional uses);
- ❑ Freestanding restaurants;
- ❑ Non-profit, charitable and fraternal organizations;
- ❑ Private institutional use;
- ❑ Professional businesses and offices;
- ❑ Retail food stores up to 12,000 sf;
- ❑ Retail sales of goods (excluding retail food stores, freestanding restaurants, automobile services stations, automobile service stations with quickmart, auto repair centers, auto body shops and car washes)
- ❑ Taverns.

Additional Regulations: Density for both TVD's is increased to 60 units per acre with 1 affordable unit of housing created for every 10 units of market rate housing for both districts. Both districts on average must still must create 20% of new construction as affordable housing. Parking requirements shall be reduced to one 3/4<sup>th</sup>'s space per one residential unit for low rise and mid-rise housing units. A maximum density of 80 units per acre is permitted pending site plan review if an assembled parcel is larger than one acre.

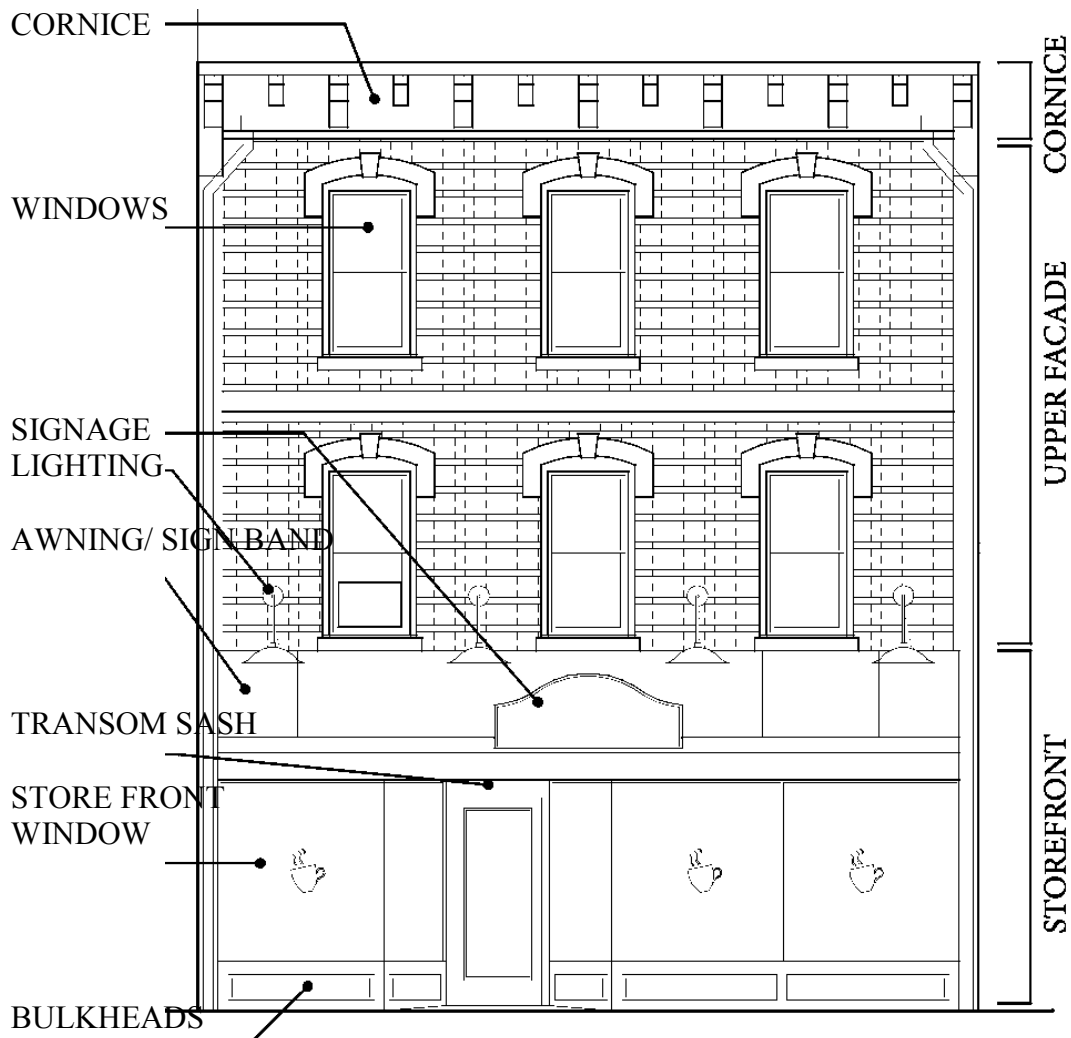
## D. Central Avenue Commercial Corridor (CACC)

### Introduction

Design Standards for the City of Orange's Central Business District Corridor includes City regulations requirements and codes pertaining to any physical changes made to a property or structure including, but not limited to, the following site work: new construction; additions; alterations; exterior restorations; cleaning; lighting; new or replacement signage; painting; street furniture and landscaping.

The Central Avenue Commercial Corridor includes: The northern side of Central Avenue including adjacent properties from the East Orange border to the intersection of South Center Street.

### ILLUSTRATIVE FAÇADE



## Design Standards

Except as otherwise set forth herein, all provisions of the Zoning and Development Regulations of the City of Orange Township and the Code of the City of Orange Township shall govern.

- 1. Style** There are no specific "style" requirements for buildings in the District. All work performed within the District shall be visually compatible with the existing buildings in the District and must not compromise the architectural integrity of the building upon which the work is being performed.
- 2. Materials** New construction or additions shall employ materials used in existing structures throughout the District in order to maintain visual compatibility. Such materials include, but are not limited to: wood siding; brick; stucco; stone; painted and non reflective metals; glass; aluminum; wrought iron; matte finish ceramic; slate and terra cotta. In doing repairs or renovations, original materials shall be retained and restored wherever possible. If original materials need to be replaced, they should be replaced with complementary materials of the same design and substance. Covering existing building materials with secondary materials for cosmetic or other reasons is prohibited. Materials that simulate or imitate other materials are not permitted except in unusual circumstances. Reflective materials are not permitted. The original finish of masonry façades must be maintained. Masonry that was originally unpainted shall remain so.
- 3. Colors** Colors shall be visually compatible with that of the materials of the building and adjacent buildings. Original colors on old buildings are preferred where information exists on them. All "day-glow" colors are prohibited within the District.

Brick and stone begin to define a family of colors that go well with them such as natural or muted colors such as beige, terra cotta, brick-red, blue gray, warm gray, etc. Additionally, strong deep color such as navy blue, dark green and chocolate brown can be effectively used on buildings in certain blocks.

Wood and metal trim surrounding surfaces, doors and windows allow use of a second color. A light-to-medium color such as off-white creates a snappy, crisp look. Dark brick-red, black and deep tones go well with red brick and natural stone to create a rich harmonious blend. (*Note: color palette differs from the recommendations for awnings in the current statute.*)

*Suggested guidelines for paint color placement:*

Store windows: match trim color

Shutters: door color or other dark color that compliments wall color

Iron work: black or other dark color

Cornices: if wood or metal match trim color

Dormer windows: match window color

Gutters/downspouts: bronze, green or other dark colors or match trim color

Utility equipment: such as permanent (non window) air conditioning units, including roof top air conditioning units visible from the street, fire escapes and other equipment shall be painted so as to be unobtrusive (i.e., they should match the wall color of the building or be painted dark or gray)

Security gates: match door or window color

Sign panels: field color should be compatible with the color of the surface to which the sign is attached

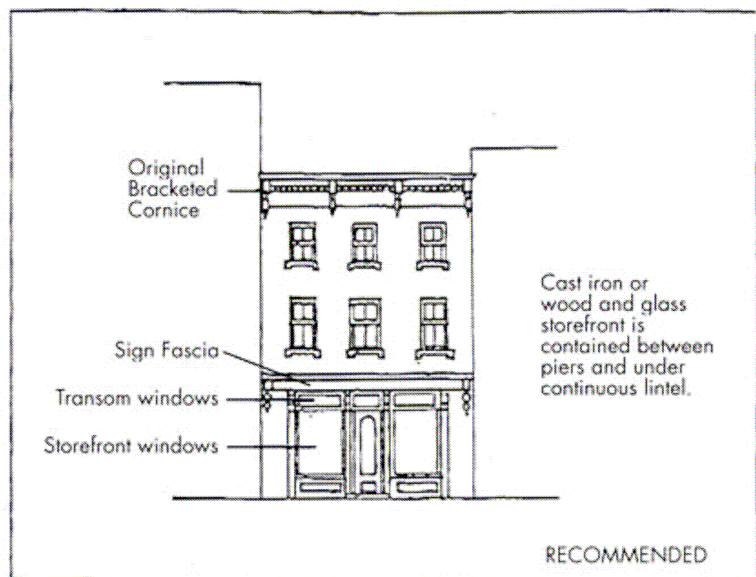
#### 4. Buildings

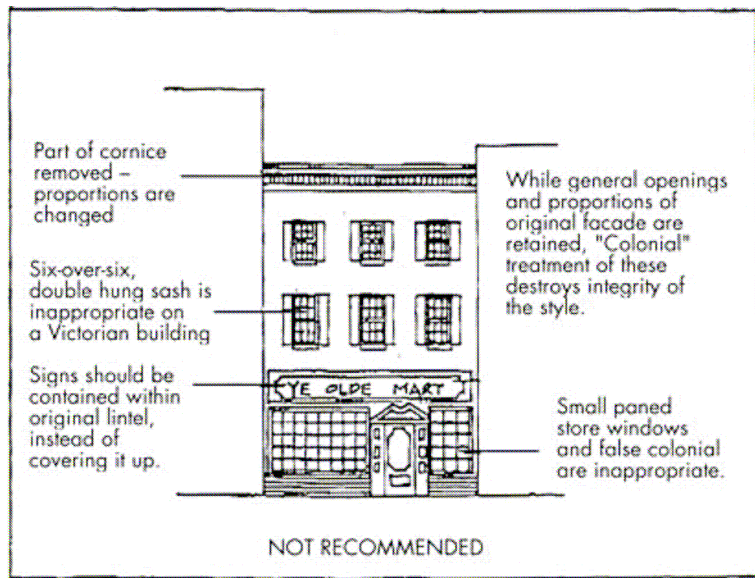
##### a) New Construction and Additions:

New construction within the District shall be visually compatible with other structures in the District and shall be constructed of the same, similar or complimentary materials. Additions to existing buildings should be visually compatible with adjacent structures. Additions should incorporate elements of the original façade into their design.

##### b) Repairs and Restorations of Existing Buildings:

All such work shall preserve the architectural integrity of the existing building. Original building materials and details should be retained and restored in like material and form. When it becomes necessary to introduce new features, they should be visually compatible with the existing features. If an earlier "improvement" to the original structure was not done in a way that respects the architectural integrity of the building or does not maintain visual compatibility with adjacent structures, the incompatible improvement should be reversed, where practicable, and corrected when alterations/repairs to that component are undertaken.





**Massing:**

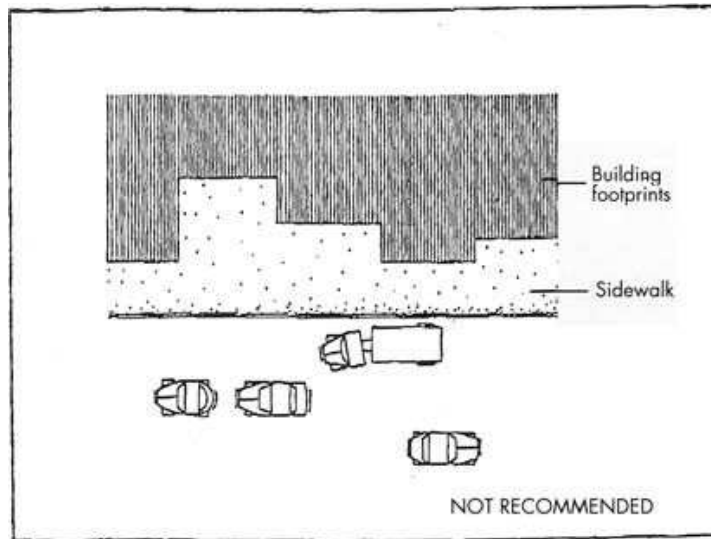
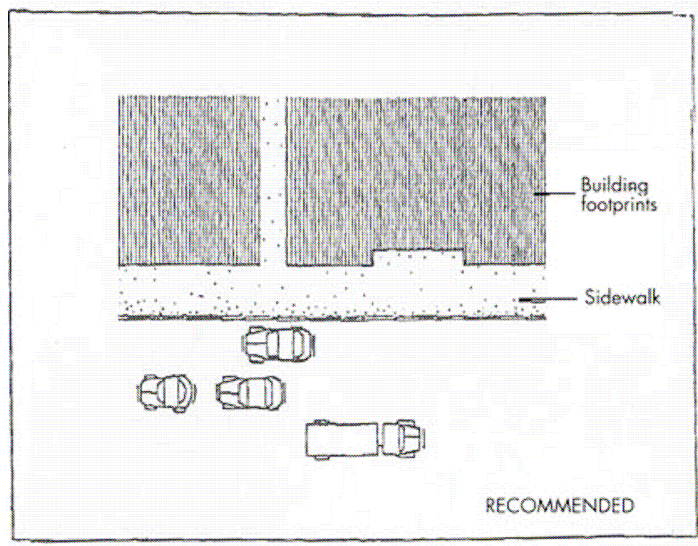
The building and its parts shall appear to be balanced and the mass of a façade shall not interrupt the continuity of the appearance of the street.

**Proportion and Scale:**

Buildings should be in proportion to and of a similar scale to existing buildings in the District.

**Set Backs:**

New construction and additions should maintain the alignment of principal facades at the sidewalk edge, or uniform setback lines of buildings on a block. Furthermore, parking spaces in front of the store as well as drive-throughs are prohibited. This is to maintain an uninterrupted browse-shopping experience for shoppers.



**Roofs:**

Buildings in the Districts must have roof lines the same as or similar to those found on adjacent buildings. Roofs must be less dominant than walls in the building's total design.

**Proportion of Façades:**

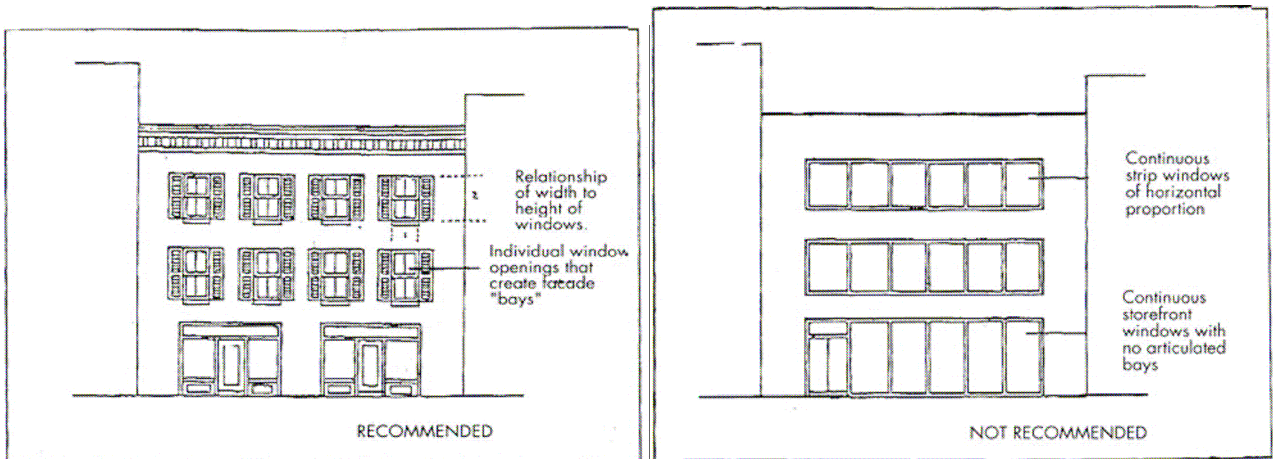
The relationship of the width to the height of the front elevation and its elements shall be visually compatible with that of adjacent buildings.

**Character of Façades:**

Buildings with expansive blank exterior walls not punctuated by window and door openings, horizontal decorative elements or vertical bays are not allowed in the Districts.

**Proportion of Openings:**

The relationship of the width to the height of window proportions on the front elevation shall be visually compatible with surrounding buildings. Window openings should create bays within the principal façade. Buildings with continuous bands of horizontal windows and/or storefront are prohibited.



**Windows and Doors:**

New buildings or additions must maintain a distinction between upper and lower floor windows--the first floor shall be primarily transparent whereas the upper floor windows' openings shall be smaller.

Replacement windows: Replacement windows and doors must be of the same, size, shape, style, material (or complementary material) and construction as the original windows and doors (includes display windows).

Filler strips: Decorative panels or filler strips that reduce the size of original window and door sash openings to accommodate standard size replacements are prohibited.

Display widows and window display areas: All windows exposed to public view shall be kept clean and free of marks and foreign substances. Except when necessary in the course of changing displays, no storage of materials, stock or inventory shall be permitted in window display areas

ordinarily exposed to public view. All screening of interiors shall be maintained in a clean and attractive manner and in a good state of repair.

Shutters: When used, shutters must be the type that when closed fully cover the window openings. Non-working (decorative) shutters are not permitted.

**Electrical Wiring:**

All electrical wiring should be concealed rather than visible in exposed conduit wherever feasible.

**Graffiti:**

All graffiti is prohibited regardless of the consent of the property owner. Graffiti should be removed by the property owner within one (1) week of its appearance. Graffiti on unpainted surfaces must be removed by cleaning and not by painting.

**Incongruous features:**

Air conditioners, vents, chimneys, etc. are not permitted on the principal façade(s) of a building. If the features are installed on a roof, they should be set back far enough or concealed to be imperceptible to the shoppers on the sidewalk.

**Fire escapes:**

New fire escapes are not permitted on the principal façades, i.e., the façade facing the street(s), on which a building is located of a building.

**Lighting:**

Lighting for a building must be contained on the property on which the building is located. All floodlights must employ glare guards so as to minimize light pollution and the lighting of unintended areas. Storefront window displays must be illuminated from dusk until 10:00 pm. No flashing or "chasing" lighting is permitted.

- 5. Grandfathering** When new work on a grandfathered non-conforming component of a building requiring a permit is undertaken, such work voids the legality of the non-conforming component. In other words, if work is proposed on a non-conforming condition it must be corrected, but non-conforming conditions on which no work is being performed may remain.
- 6. Demolition** Except in instances where the Uniform Construction Code requires the demolition of a fire damaged building, **no building within the District shall be demolished without its owner demonstrating significant financial hardship and without having a proposed alternative for new construction** (i.e., schematic plans drawn by a licensed architect or engineer) approved by the City Committee and the Planning Board with proof of project financing, i.e., lease agreements, loan agreements, mortgage commitments, etc.
- 7. Vacancy** Signage and window display areas on vacant storefronts must be maintained in the same good condition required of occupied properties. Something must be

installed over the windows to obscure the vacant property and maintain the feeling of a prosperous, lively downtown like a mural, advertising panel, or general window display. Property owners with storefronts vacant for more than sixty (60) days must install one such display approved by the Committee.

## 8. Signage & Graphics

### Window Graphics

**Temporary window graphics must be removed within two (2) days after the close of the sale or special event that they advertise and in no event may be displayed for more than thirty (30) days.** Accordingly, all temporary window graphics must have a removal date indicated on their backside. **Temporary window graphics may not occupy more than 25% of the total window area in which displayed.** Except for "For Rent" signs, any temporary sign or other advertising material shall be removed, within two (2) days after the expiration of the event, sale or special event, and in no event may be displayed for more than thirty (30) days, whichever shall have occurred sooner. "Grand Opening" signs may be displayed for no more than fourteen (14) days. **Permanent window graphics may not occupy more than twenty-five percent (25%) of the total area of the window in which displayed, including the windows of glazed doors. The display window area should permit a view inside the store, so that shoppers can see the interior.**

### Wall Graphics

**Wall graphics cannot occupy more than 75% of the linear footage of the sign fascia.** Wall graphics are permitted within the sign fascia only. Each establishment shall display a permanent wall graphic bearing the name of such establishment. Permanent window graphics may be substituted for such wall graphics where no sign fascia exists.

Permanent signs are permitted on solid doors as long as they do not exceed twenty-five percent (25%) of the total area of the door.

Shown below are some excellent examples of signs that follow these principles:



## **Projecting Signs**

Projecting signs are permitted below the second story, provided that:

Projecting signs must be securely attached to the building by an ornamental bracket.

No projecting sign may have more than two (2) faces.

No projecting sign, including brackets, may project more than 48 inches from the building to which it is attached.

A projecting sign shall not be larger than nine (9) square feet in area. Ornamental brackets are not included in this calculation.

Not more than one projecting sign is permitted for each entrance door.

The bottom of any projecting sign must be at least 7.5 feet above the ground level; its top may not extend higher than whichever of the following is the lowest: 25 feet above grade; the bottom of the sills of the first level of windows above the ground floor; or the top of an existing sign fascia band or panel.

Box-lit projecting signs are prohibited.

## **Areas of Special Control**

The following graphics are also **prohibited**:

Flashing, "chasing", intermittent or changing color light including LEDs, fiber optic signs, strobe lights, highway flashers or other "attention getting" optical displays for graphics.

Temporary pennants and flags, and permanent pennants, banners, steamers, advertising flags, inflatable objects, twirlers and like objects are prohibited except as authorized from time to time by the district for district-wide advertising purposes. Temporary banners are allowed, but must be removed within two (2) days after the close of the sale or special event that they advertise and in no event may be displayed for more than thirty (30) days.

Freestanding advertising signs and/or displays. All off-premises signage.

Time and temperature displays.

**Awnings and canopies** are permitted in the District.

Lettering on awnings may be no more than four (4) inches in height and must all be on one line. Lettering should appear only on the drop flap and must have a margin on all sides of the letters.

Style:

Extended awnings shall be in the shape of a sloped flat plane.

"Bubble" or "waterfall" shaped awnings are prohibited.

Materials: All awnings must be made of fabric. Vinyl and metal awnings are not permitted.

Colors: Colors shall conform to the general building color guidelines (see earlier section of this document).

Other Characteristics:

Internally illuminated awnings are not permitted.

Mounting: No awning shall conceal, damage or cause the removal of an architectural feature or element, such as doors, windows, friezes, belt coursing or other decorative elements, nor shall it extend more than five (5) feet from the building exterior. No awning shall extend less than 7.5 feet from the grade level of the sidewalk.

Temporary window graphics are not debited against the allowable graphic area for wall and ground graphics. The total area occupied by both Permanent and Temporary window graphics combined shall not exceed twenty five percent (25%) of the total area of the window or glazed door in which displayed.

**"Indirect illumination"**, i.e., a light source not seen directly, is permitted. Internally illuminated or back lighted signs are not permitted. Integral lighting is allowed for halo illuminated signs only.

**Floodlight illumination** is permitted, provided that it employs guards and none of the light shines onto an adjoining property or in the eyes of motorists or pedestrians.

### **Additional Provisions**

#### **Mural Signs:**

Painted directly on structures, accessory buildings, bridges, retaining walls, etc. are prohibited unless, in the opinion of the City Committee, such a sign has historical value. Mural signs are prohibited from the principal facade(s) of a building, i.e., the facade(s) fronting on the street. The bottom of any sign painted directly on a structure must be located at least 10 feet above ground level.

**Menu Boxes:** Must be attached to the building and must adhere to the placement and sign restrictions for wall graphics. Any illumination must be indirect and concealed from view at the sides of the box.

#### **Second Floor Occupancy Signs:**

Neon or other illuminated signs are not permitted in second floor windows. Permanent wall graphics are not permitted for second story businesses. First floor directories listing second story businesses are permitted provided that they: contain no more than one sign per tenant; that lettering and signage for all tenants is uniform; that they are affixed in a designated area adjacent to the building entry; that the total signage panel does not exceed four (4) square feet. Second floor businesses are permitted only to display lettering and/or graphics in a related second floor window, subject to the size and area restrictions outlined above for permanent window graphics.

**Video Displays:** Exterior video displays are prohibited.

**Billboards:** All billboards are prohibited.

**Neon signage** displayed in the window area is considered a permanent window graphic. One neon window graphic is permitted on each frontage. Due to its special character neon graphics may not occupy more than 10% of the total area of the window in which it is displayed. Neon signs are not permitted in second story windows. An establishment is permitted to have a neon window graphic or a neon wall graphic but not both. Neon lighting is not permitted to outline windows or architectural features such as doors, cornices, friezes, etc.

#### **Miscellaneous Elements:**

Planters, benches and/or private waste containers or other street furniture items are subject to the approval of the City Committee and should be consistent with the street furniture selected by the City of Orange Township.

#### **Vending machines:**

The location at which all newspaper vending machines, express mail boxes, and/or other such dispensers must be located in areas designated for these items by the City. Advertising, soda or other merchandising vending machines are not permitted in the district, except as otherwise determined by the City Committee.

**Audio devices:**

Attention-getting sound sources, such as loudspeakers or chimes are prohibited.

**Trash enclosures:**

All trash enclosures and screening devices must be made of wood fencing material or other material compatible with that of the building it is related to or be a solid wood bin with sloping lid. Chain link and other metal enclosures are prohibited.

**Security Gates:**

No security gate shall be solid or impermeable in nature. Security gates shall be of a type commonly referred to as the grate or lattice type, with a minimum of sixty to eighty percent (60 to 80%) of the gate area being of see-through composition. All gates and accompanying hardware should be maintained in a state of good repair. Permanent window bars or grillwork are permitted on side and rear facades only.

**Definitions****Architectural Feature/Element:**

Those portions of a building or structure that account for its unique style and character, including roof line, entrances, fenestration and decorative details, such as cornices, brackets, balustrades, friezes, moldings, pilasters, sills, lintels, etc.

**Architectural Integrity:**

An appearance which retains the architectural features/elements of a building and conforms to the requirements for visual compatibility, massing, proportion and scale, proportion of facades, character of facades and proportion of openings.

**Building Scale:**

The relationship of a particular building, in terms of building mass, to other area buildings.

**Building Mass:**

The three dimensional bulk of a structure: height; width and depth.

**Building Proportion:**

The width-to-height relationship of one building part to another building part or of one building to another.

**Site Plan Review Committee:**

Individuals and professionals appointed by the Mayor and Chairperson of the Planning Board responsible for reviewing all permits and applications.

**District:**

The northern portion (odd numbered postal addresses) of Central Avenue from the East Orange border to the intersection of South Center Street.

**Façade:**

Any exterior building face or wall.

**Permanent window graphic:**

Any sign made of a material other than paper or cardboard that is visible from the window area, or that is applied or adhered directly to the window glazing or etched into that glazing.

**Planning Board:** The City of Orange Township Planning Board.

**Principal Façade:** The façade(s) of a building that front on major streets or that are intended to contain the primary entrance to a building.

**Public Nuisance:**

Public nuisance shall include any structure that is in a state of dilapidation, deterioration or decay; faulty construction; overcrowded; open to the elements, vacant, unused or abandoned; damaged by fire to the extent so as not to provide shelter; in danger of collapse or failure; and dangerous to anyone on or near the premises.

**Sign Fascia:**

The natural frame created by a building's architectural elements to accommodate a sign without obscuring any doors, windows, transoms, entrances or decorative detail.

**Street Furniture:**

Functional elements of the streetscape, including, but not limited to: curbs; benches; phone installations; lighting fixtures; trash receptacles and benches.

**Streetscape:**

The individual natural and man made elements that constitute the physical make-up of a street and that, as a group, define its character.

**Temporary window graphic:**

Any sign visible from the window display area or adhered to window or door glazing other than permanent window graphics, including: community flyers; signs advertising a sale or promotion; or any other non-professionally manufactured sign. All paper and cardboard signs are considered to be temporary window graphics. No temporary graphics may be adhered to the exterior of a building.

**Visual Compatibility:**

The design of buildings which is sufficiently consistent in scale or character and/or citing with other buildings or man made or natural elements in the area, so as to avoid abrupt and/or severe differences. The repair, alteration or renovation of a building in a manner in which such work is consistent with the existing architectural features of a building, its scale, mass, proportions, materials and colors.

**Work:**

Any physical change made to a property or structure to increase its value and utility, or to enhance its appearance including, but not limited to, the following: site work; new construction; additions; alterations; exterior restorations; cleaning; lighting; new or replacement signage; painting; street furniture and landscaping.

**Penalties**

Violations of the above provisions will be punishable pursuant to applicable ordinances.

## Design Review Process

All work requiring a building permit, including but not limited to painting, repairs, renovation, alteration and new construction should be approved prior to the start of work by the Site Plan Review Committee and or Orange Planning Board. Subsequent to approval, the applicant shall proceed to secure a building permit from the Construction Official of the City of Orange Township.

In the event that the Committee and/or Planning Board denies approval for proposed work, the applicant shall be provided a written denial setting forth the specifics forming the basis of the denial.

Type of Work	Design Review Required	Permit Required
Replacing an existing a sign or awning	Yes	Yes
Installing a temporary banner	Yes	No
Installing a new sign or awning	Yes	Yes
Installing a permanent window graphic	Yes	No
Building a new building or addition	Yes	Yes
Painting or cleaning a building	Yes	Yes
Removing/replacing doors or windows	Yes	Yes
Installing fencing or trash enclosure	Yes	No
Installing street furniture	Yes	No
Installing temporary window covering on vacant storefronts	Yes	No
Making, closing or relocating door window openings	Yes	Yes

### Permitted Uses:

Permitted uses, as defined, are for commercial properties on the north side of Central Avenue (from the East Orange border to the intersection of South Center Street) and for the even numbered addresses along South Center Street (from Central Avenue to Parrow Street). This district is formerly the boundary for the General Business District. Uses are expressed as a permissive set of uses rather than prohibitive. Any business type not listed is not permitted. To improve clarity of use definitions in this section, the North American Industry Classification System (NAICS) developed by the U.S. Census Bureau for standardized business coding has been incorporated into this corridor. NAICS definitions for 2012 (proposed) can be found at: <http://www.census.gov/eos/www/naics/>.

In addition to permitted uses, no new construction of less than two stories is permitted. Existing structures that do not meet stated bulk standards are not entitled to a waiver of the first 5,000 square feet of retail/commercial parking requirement. All second floor uses must be permitted uses—office and residential uses on second, third and fourth floors may not be combined. All structures must be commercial/retail on the first floor and either office or residential on second, third and fourth floors.



NAICS Permitted Use (1 = at grade and/or above)  
Code (2 = only on upper floors)

531120	Lessors of professional & other office buildings	2
531210	Offices of residential real estate agents & brokers	1
531311	Residential property managers	2
532111	Passenger car rental	1
532112	Passenger car leasing	1
532120	Truck rental	1
532220	Formal wear rental	1
532291	Home health equipment rental	1
532292	Recreational goods rental	1
532299	All other consumer goods rental	1
541110	Legal aid societies & similar legal services	1
541191	Title abstract & settlement offices	1
541199	All other legal services	1
541211	Offices of certified public accountants	2
541213	Tax return preparation services	2
541214	Payroll services	2
541219	Other accounting services	2
541430	Commercial art	2
541490	Other design services	2
541511	Custom computer programming services	2
541512	Computer systems design services	2
541611	Administrative management & general management consulting services	2
541612	Human resources & executive search consulting services	2
541613	Marketing consulting services	2
541614	Process, physical distribution, & logistics consulting services	2
541618	Other management consulting services	2
541690	Sci & related consulting serv (exc environmental & actuarial)	2
541820	Public relations services	1
541840	Radio & television advertising representatives	1
541850	Outdoor advertising services	1
541860	Direct mail advertising services, (except mail list services)	1
541890	Advertising specialties goods distributors	1
541910	Market research & public opinion polling	1
541921	Photographic studios, portrait	1
541922	Commercial photography	1
551111	Offices of bank holding companies	1
561421	Telephone answering services	2
561422	Telemarketing bureaus	2
561431	Private mail centers	2
561439	Other business service centers (including copy shops)	2
561450	Mercantile reporting agencies	2
561492	Court reporting & stenotype services	2
561591	Convention & visitors bureaus	1
561599	All other travel arrangement & reservation services	1
561611	Investigation services	2
561621	Security systems services (except locksmiths)	2
561622	Locksmiths	1
611420	Computer training (except computer repair training)	2
611511	Cosmetology & barber schools	2
611512	Flight training	
611513	Apprenticeship training	2
611519	Other trade & technical schools	2
611610	Dance school or studio w/instruction (incl children's & prof)	2
611691	Exam preparation & tutoring	2
611692	Automobile driving schools	1
611699	All other miscellaneous schools & instruction	2

NAICS Code Permitted Use (1 = at grade and/or above)  
(2 = only on upper floors)

611710	Educational testing and evaluation services	2
621111	Offices of physicians (except mental health specialists)	1
621112	Offices of physicians, mental health specialists	1
621340	Offices of physical & occupational therapists	1
621391	Offices of podiatrists	1
621399	Offices of all other miscellaneous health practitioners	1
621410	Childbirth preparation classes	1
624190	Other individual & family social services	1
624410	Babysitting services	1
713120	Arcades & family fun centers	1
722211	Limited-service restaurants (1* = No drive-thru)	1
722212	Cafeterias	1
722213	Snack & nonalcoholic beverage bars	1
722320	Caterers	1
722410	Drinking Places	1
811211	Consumer electronics repair & maintenance	1
811212	Computer & office machine repair & maintenance	1
811213	Communication equipment repair & maintenance	1
811219	Other electronic & precision equipment repair & maintenance	1
811411	Home & garden equipment repair & maintenance	1
811412	Appliance repair & maintenance	1
811430	Shoe repair shops	1
812111	Barber shops	1
812112	Beauty shops	1
812113	Nail salons	1
812191	Diet & weight reducing services	1
812210	Funeral homes	1
812310	Coin-operated laundries & drycleaning stores	1
812320	Laundries, family & commercial	1
812921	Photofinishing laboratories (except one-hour)	1
812922	One-hour photofinishing	1
813211	Grantmaking foundations	1
813212	Voluntary health organizations	1
813219	Other grantmaking & giving services	1
813311	Human rights organizations	1
813312	Environment, conservation, & wildlife organizations	1
813319	Other social advocacy organizations	1
813410	Civic and social organizations with restaurants and bars	1
813990	Condominium or cooperative owners assn (engaged in property m	2

## **XV. RELOCATION PLAN**

There is expected to be a minimum of relocation persons or businesses to implement the Plan. This is the result of the selective acquisition of vacant and/or underutilized land within the Area. Any relocation of affected persons or businesses that should become necessary will receive the careful attention of local officials. All persons and businesses to be relocated will be interviewed to determine their housing, occupancy and/or relocation needs. Assistance will be provided to locate suitable relocation opportunities, and be conducted in accordance with the requirements of all applicable Federal, State, and Local Laws. As part of this process, a “Workable Relocation Plan” will be developed in accordance with the law and filed with the State of New Jersey.

## **XVI. ACQUISITION PLAN**

The Area is a well defined region within the City of Orange Township. Interstate Route 280, Central Avenue, and the East Orange municipal boundary form three of the Area’s boundary lines. Main Street is partially located within the Area as well as the Orange NJ Transit Train Station.

The Area is significant to the community as a neighborhood of residential and commercial redevelopment that will be compatible with surrounding land uses, the Master Plan, and the underlying zoning. Because of the Area’s proximity to the train station and to numerous bus routes, the Area is well located to function as a mixed use, Transit Village.

In order to accomplish the goals and objectives of this Plan, vacant land, dilapidated buildings, incompatible land uses and other impediments to proper development must be removed in an orderly, planned, and phased manner. All properties acquired at this time are listed in the Acquisition Schedule as part of the Property Survey in Appendix A. The acquisition plan may be amended pursuant to requirements of law as a later date.

In terms of prioritizing property acquisition, first consideration will be given to vacant land and buildings. In addition, land that is owned by the municipality, housing authority, or other government agencies will be assembled into development parcels. Properties containing buildings that are substandard, unsafe, and/or generally conducive to unwholesome or unhealthy living or working conditions will also be prioritized. Properties containing buildings or improvements that are dilapidated or obsolescent, containing deleterious land uses, or which are overcrowded and are deemed to be detrimental to the safety, health, morals, or welfare of the community, have also been given high consideration for acquisition. In general, since the Area is in need of redevelopment and is useful and valuable for contributing to and serving the public health, safety, and welfare, properties that demonstrate a growing or total lack of proper utilization, and/or demonstrate a stagnant or not fully productive condition, such as vacant land, surface parking lots, and vacant buildings, will be assembled for redevelopment purposes. In certain rare situations, occupied buildings and/or properties that may not demonstrate the conditions discussed above may be acquired. However, it is anticipated that acquisition under these circumstances will rarely, if ever, occur. Properties containing sound, well-maintained compatible structures and land uses will not be acquired.

## **XVII. PROVISION TO MEET STATE AND LOCAL REQUIREMENTS**

In accordance with NJSA 40A: 12A-1 et seq., Chapter 79, Laws of New Jersey 1992, known as “The Local Redevelopment and Housing Law”, the following statements are made:

- A. The Plan herein has delineated a definite relationship between local objectives and appropriate land uses, density of population, improved traffic and public transportation, public utilities, recreation and community facilities, and other public improvements.
- B. The Plan has presented various strategies in order to carry out the objectives of this plan.
- C. The Plan has presented proposed land uses and building requirements for the Area.
- D. The Acquisition Plan, which is contained in this Plan, indicates all property to be acquired as a result of this Plan.
- E. The Plan is in general compliance with the Master Plan of the City of Orange Township and the Master Plan of the County of Essex.

The plan does not conflict with the Master Plan and development pattern of the adjoining municipality of East Orange. The area of East Orange adjoining the Area included in this plan is primarily developed and zoned for residential purposes. Commercial uses are also permitted along Central Avenue. This plan similarly primarily permits residential development, as well as commercial uses along Ventral Avenue and in specific neighborhood commercial areas.

The Plan complies with the goals and objectives of the New Jersey Development and Redevelopment Plan because both plans recognize the need to preserve and enhance urban areas and the residential quality of life. This Plan is specifically consistent with the goals of the State Plan in terms of its intent to revitalize deteriorating areas and to provide adequate housing.

- F. This Plan shall supersede all provisions of the City of Orange Township Zoning Ordinance that are specifically addressed herein. Any zoning related question that is not address herein shall refer to the Zoning Ordinance for clarification. No variance from the requirements herein shall be recognizable by the Zoning Board of Adjustment. The Planning Board alone shall have the authority to grant deviations from the requirements of this plan, as provided herein. Upon final adoption of this Plan by the Municipal Council, the Orange Zoning Map shall be amended to rezone the area covered by this Plan as the Area, and all underlying zoning will be voided in compliance with this Plan.

## **XVIII. PROCEDURE FOR AMENDING THE PLAN**

- A. This Plan may be amended periodically upon compliance with the law.
- B. No amendment to this Plan shall be approved without a review by the Planning Board at a public meeting, and a public hearing and adoption by Municipal Council in conformance with NJSA 40A:12A-7.

Amendments to this plan were endorsed by resolution of the City of Orange Township Planning Board on March 9, 2011.

## **XIX. VALIDITY OF ORDINANCE**

If any section, paragraph, division, subdivision, clause, provision, word, or phrase of this Plan shall be adjudged by the courts of competent jurisdiction to be invalid, illegal, or unconstitutional, such adjudication shall comply only to the section, paragraph, division, subdivision, clause, provision, word, or phrases so adjudged, and the remainder of this plan shall remain, and be deemed valid and effective.

## **XX. DEFINITIONS**

**Banquet Facility:** A facility available for rent to accommodate special events such as family celebrations, company meetings and parties, and private interest gatherings. A banquet facility may include the preparation and serving of food and beverages, and entertainment including dancing and music.

**Detached House:** A residential building that is not attached to any other building by any means. A detached house may contain one or two dwelling units.

**Infill Development:** The construction of residential or mixed-use residential/commercial development that resembles in proportion, scale, height and bulk the adjacent buildings.

- Residential infill development shall be considered to consist of the development of not more than three (3) one &/or two family houses on adjacent lots.
- Mixed-use infill development shall be considered to consist of the development of a mixed-use residential/commercial building on an individual lot not more than seventy-five (75) feet in width.

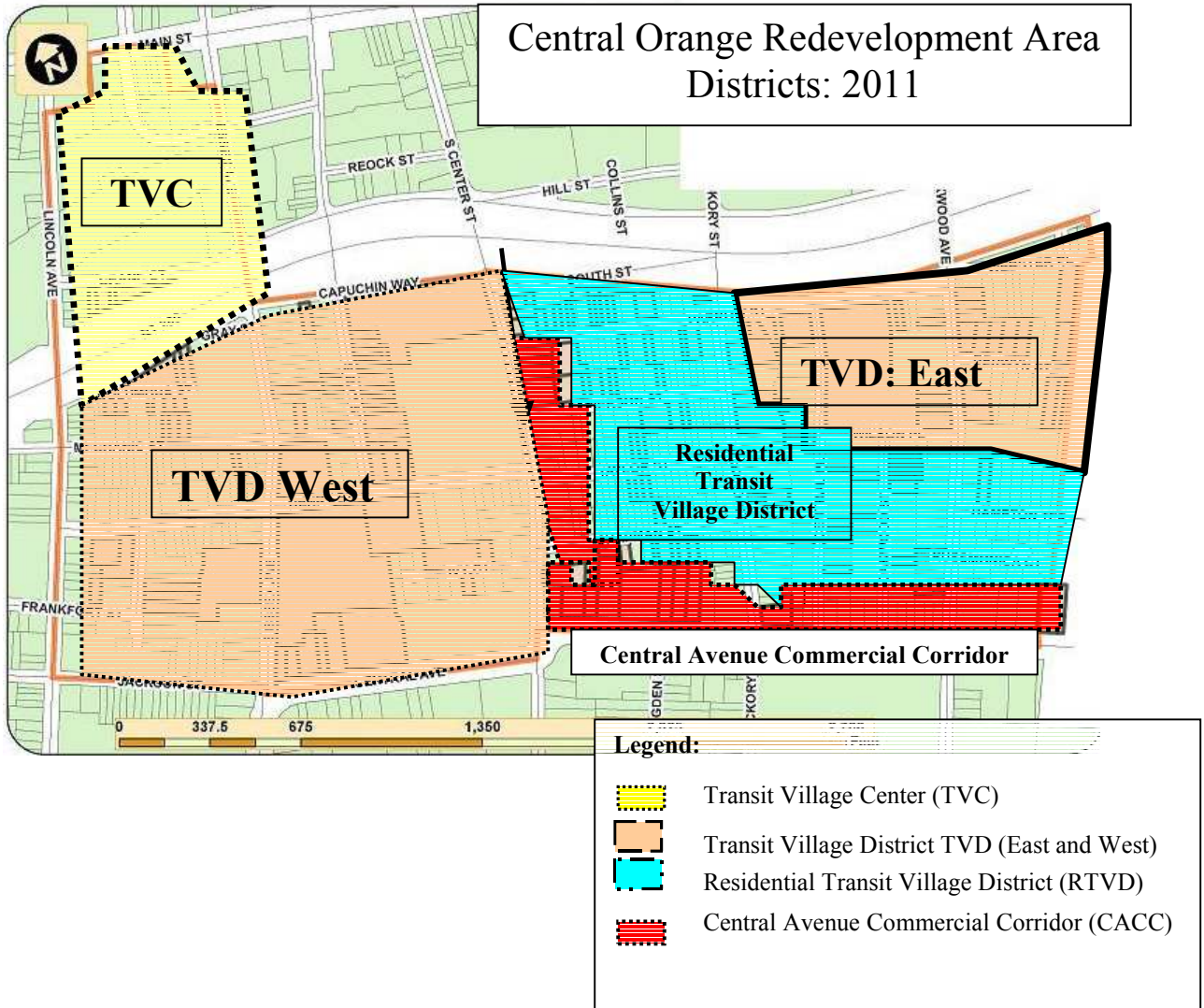
**Multi-Family:** A building containing three (3) or more dwelling units that share common horizontal and vertical separations.

- Low-rise Multi-Family- a building containing no more than three (3) stories.
- Mid-rise Multi-Family- a building containing at least four (4), but no more than six (6) stories (TVDE and TVDW only)
- High-rise Multi-Family- a building containing at least seven (7) stories. (TVDE and TVDW only)

**Townhouse:** A residential building in which each townhouse building has its own front and rear access to the outside and is separated from adjacent townhouse buildings by a common fire-resistant and sound-resistant vertical building wall. Each townhouse may contain one or two dwelling units.

**Station Kiosks:** A one-story decorative building, commonly associated with a train station or bus station, and intended to house a commercial use related to the retail sales of goods and services, primarily to commuters.

**XXI. LAND USE MAP**



## APPENDIX A

Area in Need of Redevelopment Study and Property Survey  
(On file with Municipal Clerk as part of the original 2003 *HOPE VI Redevelopment Plan*)

## APPENDIX B

Existing Conditions Map (Based on MOD IV Data)



(Area does not include US Post Office or Orange Library Sites)

### Legend: Existing Land Use

- Commercial
- Orange Public Schools
- Public Spaces
- Residential
- No data
- CORP Boundary

Source: City of Orange MOD IV data

**APPENDIX C: City of Orange Township Tax Block and Lot Information as of January 1, 2011: Properties Identified as “To Be Acquired” from the Original *Hope VI Redevelopment Plan* (2003) and still valid for 2011.**

Central Orange Redevelopment Plan: Block and Lot Conversion--To Be Acquired parcels							3/16/2011
Old Block	Old Lot		New Blk	New Lot	Address	Add'l Lots	Acquisition
83	8		2702	5	378 Crane Street		Acquire
83	9		2702	6	376 Crane Street		Acquire
83	10		2702	7	374 Crane Street		
83	11		2702	8	372 Crane Street		Acquire
84	12		2701	16	364 Gray Street		Acquire
84	14		2701	19	357 Columbus Street	L-13, 15	Acquire
84	16		2701	18	345 Columbus Street		Acquire
84	17		2701	17	348 Gray Street		Acquire
84	39		2701	20	351 Mechanic Street		Acquire
84	40		2701	14	346 Columbus Street		Acquire
84	41		2701	21	355 Mechanic Street		Acquire
84	42		2701	13	354 Columbus Street		Acquire
84	43		2701	21	357 Mechanic Street		Acquire
84	47		2701	11	362 Columbus Street		Acquire
84	52		2701	9	372 Columbus Street		Acquire
84	55		2701	8	376 Columbus Street		Acquire
101	1		3203	1	61 Berwyn Street		Acquire
101	2		3203	2	116 Oakwood Avenue		Acquire
101	3		3203	3	114 Oakwood Avenue		Acquire
101	4		3203	4	108 Oakwood Avenue		Acquire
101	13		3203	12	22 Webster Place		Acquire
101	16		3203	15	35 Berwyn Street		Acquire
101	19		3203	18	43 Berwyn Street		Acquire
101	20		3203	19	47 Berwyn Street		Acquire
101	21		3203	20	53-55 Berwyn Street		Acquire
101	1A		3203	21	57 Berwyn Street		Acquire
102	3		3202	4	150 Oakwood Avenue		Acquire
102	9		3202	11	36 Berwyn Street		Acquire
102	10		3202	11	34 Berwyn Street		Acquire
102	19		3202	21	61 Hampton Terrace		Acquire
103	13		3201	24	39 Central Avenue		Acquire
104	6		3303	7	202 Oakwood Place		Acquire
104	15		3303	16	183 Oakwood Avenue	L-25, 26, 27	Acquire
104	16		3303	19	172 Oakwood Place		Acquire
104	17		3303	17	170 Oakwood Place		Acquire
104	18		3303	18	168 Oakwood Place		Acquire
104	19		3303	19	166 Oakwood Place		Acquire
104	20		3303	20	164 Oakwood Place		Acquire
104	21		3303	21	162 Oakwood Place		Acquire
104	33		3303	30	201 Oakwood Avenue		Acquire
104	36		3303	39	219 Oakwood Avenue		Acquire
105	5		3304	6	200 Central Place		Acquire
105	9		3304	10	188 Central Place		Acquire
105	10		3304	11	186 Central Place		Acquire
105	11		3304	12	184 Central Place		Acquire
105	19		3304	19	164-8 Central Place		Acquire
105	27		3304	28	171 Oakwood Place		Acquire
105	33		3304	34	185 Oakwood Place		Acquire
105	34		3304	35	189 Oakwood Place		Acquire
106	1		3302	1	105 Wilson Place	L-2-20, 39-50	Acquire
106	22		3302	3	84 Parrow Street		Acquire
106	27		3302	8	117 Oakwood Avenue		Acquire
106	30		3302	10	141 Oakwood Avenue		Acquire
106	31		3302	11	145 Oakwood Avenue		Acquire
106	33		3302	13	153 Oakwood Avenue		Acquire
106	34		3302	1.04	Orange Housing Authority Properties	L-35-38, L-34	Acquire
107	4		3301	4	206 Hickory Street		Acquire
107	15		3301	16	180 Hickory Street		Acquire
107	16		3301	17	176 Hickory Street		Acquire
107	24		3301	25	156 Hickory Street RL	L25, 26, 48A	Acquire

Central Orange Redevelopment Plan: Block and Lot Conversion--To Be Acquired parcels							3/16/2011
Old Block	Old Lot		New Blk	New Lot	Address	Add'l Lots	Acquisition
107	27		3301	26	142 Hickory Street		Acquire
107	30		3301	29	128 Hickory Street	L31	Acquire
107	34		3301	32	142 Parrow Street		Acquire
107	35		3301	33	138-140 Parrow Street		Acquire
107	36		3301	34	134 Parrow Street		Acquire
107	37		3301	35	132 Parrow Street	(double check)	Acquire
107	52		3301	48	151 Central Place		Acquire
107	53		3301	49	153 Central Place		Acquire
107	64		3301	61	189 Central Place		Acquire
107	73		3301	1	133 Central Avenue	L-74, 75	Acquire
107	14A		3301	15	Hickory Street Rear Lot		Acquire
107	40A		3301	36	128 Parrow Street	L39, 40	Acquire
108	1		3401	1	212 South Center Street		Acquire
108	4		3401	5	192 Chapman Street		Acquire
108	10		3401	10	170 Chapman Street		Acquire
108	11		3401	11	168 Chapman Street		Acquire
108	23		3401	8	169 Central Avenue		Acquire
108	24		3401	9	173 Central Avenue		Acquire
108	24		3401	8	177 Central Avenue	L-7, 8	Acquire
108	26		3401	24	191 Central Avenue		Acquire
108	27		3401	4	199 Central Avenue	L3	Acquire
108	28		3401	25	211 Central Avenue	(consolidated 2	Acquire
109	13		3402	13	188 Taylor Street		Acquire
109	14		3402	14	186 Taylor Street		Acquire
109	15		3402	15	184 Taylor Street		Acquire
109	33		3402	34	179 Chapman Street		Acquire
110	11		3403	10	168-170 Pierson Street		Acquire
110	12		3403	12	164 Pierson Street		Acquire
110	25		3403	27	183 Taylor Street		Acquire
110	25.01		3403	26	181 Taylor Street		Acquire
111	1		3404	1	142 South Center Street		Acquire
111	2		3401	1	138 South Center Street		Acquire
111	3		3304	2	134 South Center Street		Acquire
111	4		3404	3	132 South Center Street		Acquire
111	5		3404	6	200 Parrow Street	(198 Parrow)	Acquire
111	12		3404	9	184 Parrow Street		Acquire
111	15		3404	12	172 Parrow Street		Acquire
111	18		3404	16	160 Parrow Street		Acquire
111	19		3404	17	156 Parrow Street		Acquire
111	30		3404	26	173 Pierson Street		Acquire
111	35		3404	35	187 Pierson Street		Acquire
111	37		3401	1	195 Pierson Street		Acquire
111	38		3401	1	197 Pierson Street		Acquire
111	39		3401	1	209 Pierson Street		Acquire
112	2		3405	2	116 South Center Street	(118 S. Ctr)	Acquire
112	3		3405	3	112 South Center Street	(220 S. Ctr)	Acquire
112	4		3405	4	218 South Center Street	(222 S. Ctr)	Acquire
112	7		3405	8	198 South Street		Acquire
112	8		3405	8	196 South Street		Acquire
112	9		3405	9	192 South Street		Acquire
<del>112</del>	<del>40</del>				<del>190 South Street</del>	(NJDOT)	<del>Acquire</del>
<del>112</del>	<del>41</del>				<del>186 South Street</del>	(NJDOT)	<del>Acquire</del>
112	20		3405	10	107 Hickory Street		Acquire
112	27		3405	16	173 Parrow Street R L	L-27.A	Acquire
112	28		3405	17	177 Parrow Street		Acquire
112	29				181 Parrow Street		Acquire
112	30		3405	19	185 Parrow Street		Acquire
112	32		3405	21	189 Parrow Street		Acquire
112	33		3405	22	191 Parrow Street		Acquire
112	37		3405	27	205 Parrow Street		Acquire

Central Orange Redevelopment Plan: Block and Lot Conversion--To Be Acquired parcels							3/16/2011
Old Block	Old Lot	New Blk	New Lot	Address	Add'l Lots	Acquisition	
112	38.01	3405	29	209 Parrow Street		Acquire	
112	38.02	3405	28	207 Parrow Street		Acquire	
<del>112</del>	<del>43A</del>			<del>170 South Street</del>	(NJDOT)	<del>Acquire</del>	
112	35A	3405	25	201 Parrow Street		Acquire	
113	1	3502	1	104 South Day Street	Mt. Carmel	Acquire	
113	16	3502	4	267 Henry Street		Acquire	
113	17	3502	5	271 Henry Street		Acquire	
113	18	3502	6	273 Henry Street		Acquire	
113	19	3502	9	146 South Day Street		Acquire	
113	20	3502	10	140 South Day Street		Acquire	
113	22	3502	10	136 South Day Street	L-21	Acquire	
113	23	3502	10	132 South Day Street		Acquire	
113	24	3502	10	130 South Day Street		Acquire	
113	25	3502	10	126 South Day Street		Acquire	
113	26	3502	10	122 South Day Street		Acquire	
113	27	3502	10	120 South Day Street		Acquire	
113	28	3502	11	116 South Day Street		Acquire	
113	29	3502	12	112 South Day Street		Acquire	
113	30	3502	1	108 South Day Street	Mt. Carmel	Acquire	
113	16A	3502	3	267 Henry Street	OH Site	Acquire	
113	17A	3502	3	271 Henry Street Rear Lot	Orange Hospital	Acquire	
113	18A	3502	3	152 South Day Street	Site	Acquire	
113	18B	3502	3	148 South Day Street	Orange Hospital	Acquire	
113	27A	3502	3	118 South Day Street	Site	Acquire	
114	1	3501	3	304 Capuchin Way		Acquire	
114	7	3501	9	115-117 South Day Street	L-8	Acquire	
114	9	3501	10	121 South Day Street		Acquire	
114	17	3501	18	141 South Day Street		Acquire	
114	20	3501	22	305 Mechanic Street		Acquire	
114	25	3501	27	130 South Essex Avenue		Acquire	
115	1	3503	1	310 Mechanic Street		Acquire	
115	12	3503	2	313 Henry Street	1.A, 2, 3, 4, 7-1	Acquire	
116	1	3601	1	188 South Essex Avenue		Acquire	
116	2	3601	2	280 Henry Street		Acquire	
116	2.01	3601	2	280 Henry Street		Acquire	
116	19	3601	17	243 Ivy Court		Acquire	
116	20	3601	18	269 Ivy Court	L-20.B	Acquire	
116	35	3601	33	281-297 Central Avenue	L-34, 36	Acquire	
116	37	3601	34	301 Central Avenue		Acquire	
116	38	3601	35	307 Central Avenue		Acquire	
116	39	3601	36	311 Central Avenue		Acquire	
116	40	3601	37	319 Central Avenue		Acquire	
116	41	3601	38	323 Central Avenue		Acquire	
116	28A	3601	27	250 Ivy Court		Acquire	
118	30	3702	4	191 South Essex Avenue		Acquire	
118	30A			South Essex Avenue	L-10-12, 27-29,	Acquire	
119	7	3703	7	376-380 Henry Street	L-8, 9	Acquire	
119	10	3703	8	372 Henry Street	L-11	Acquire	
119	15	3703	12	379 Frankfort Street		Acquire	
120	20	3704	22	332 Mechanic Street		Acquire	

APPENDIX D

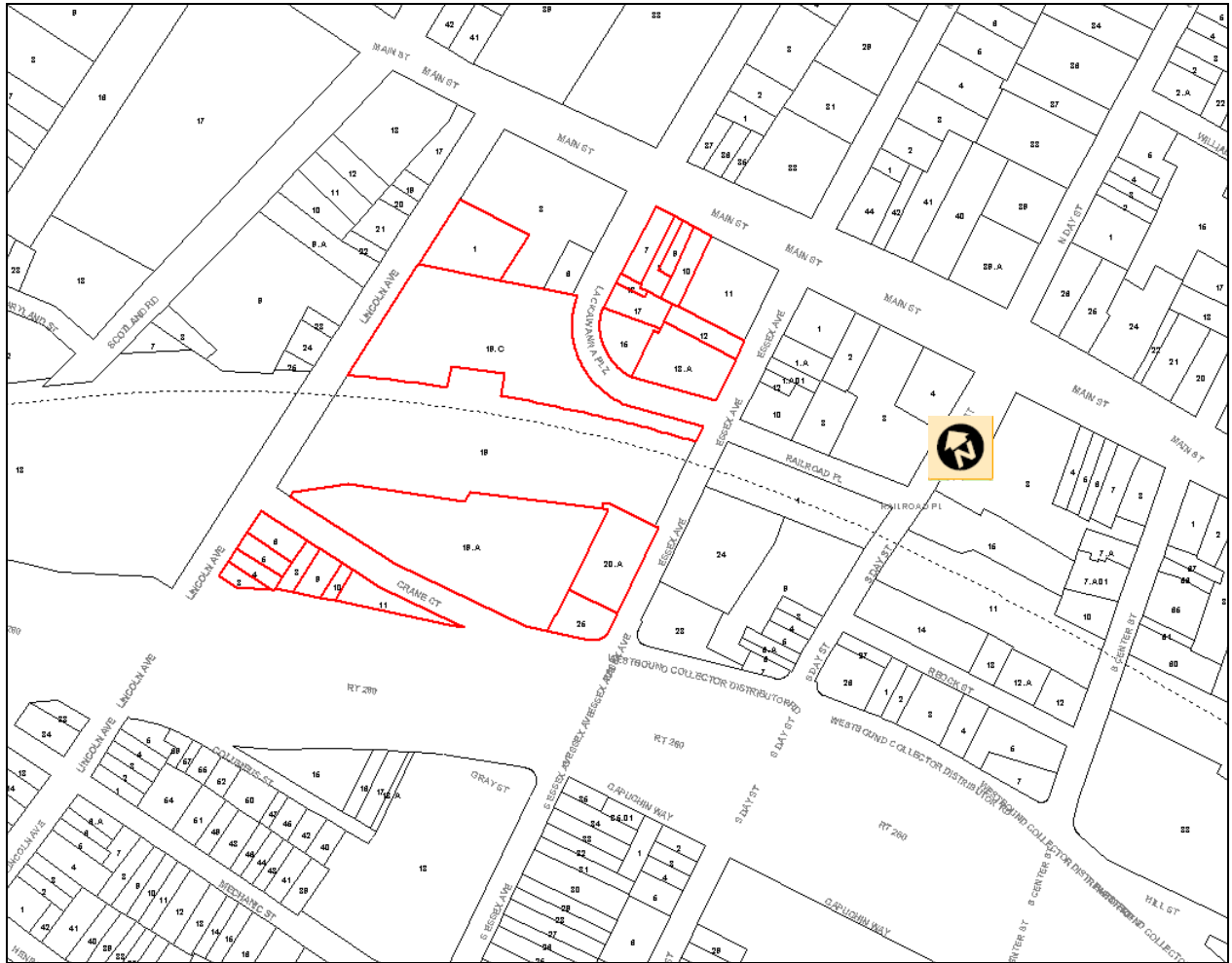
Central Orange Redevelopment Area Parcels (All):



1" = 400'

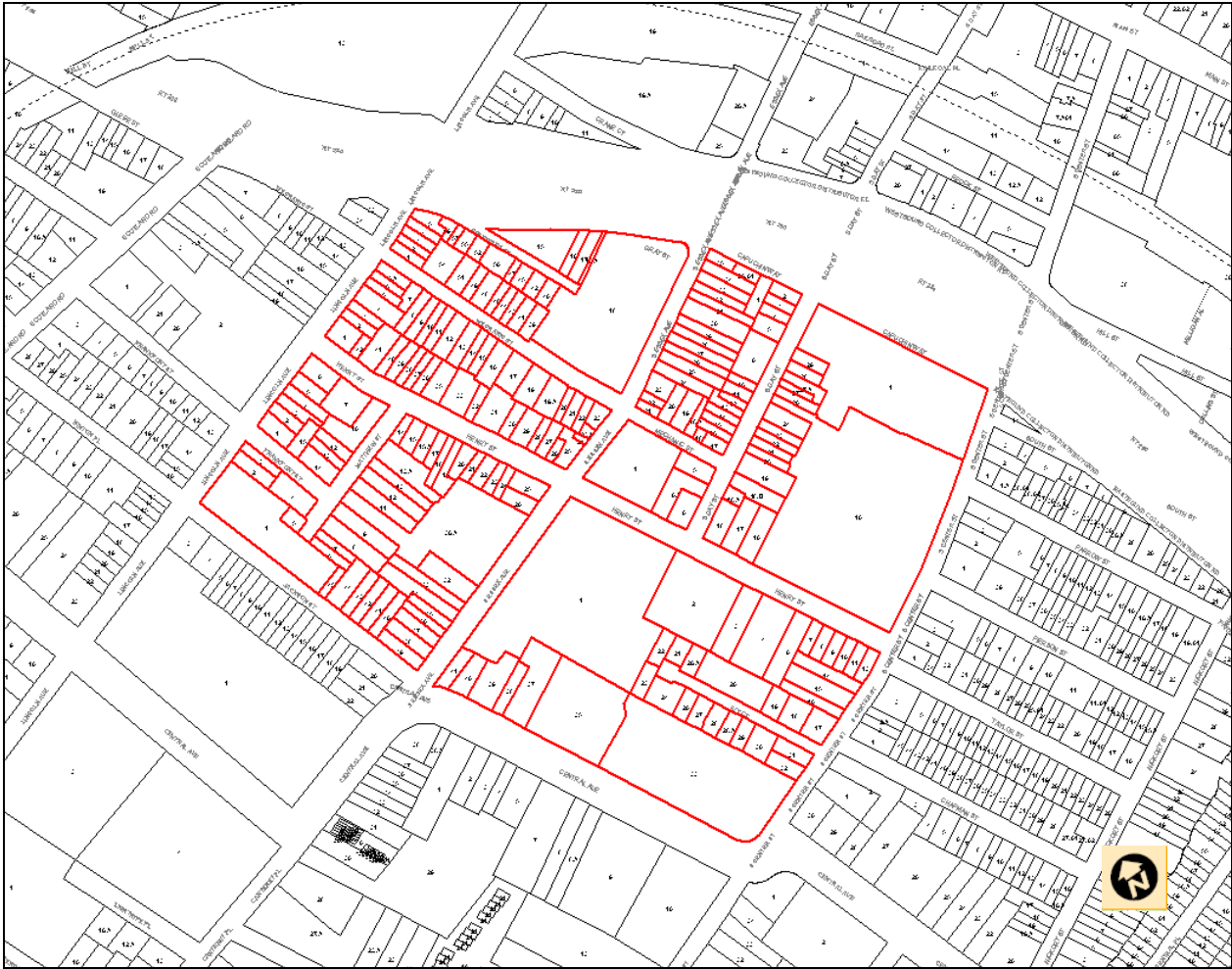
# Central Orange Redevelopment Plan Districts:

## Transit Village Center (TVC)



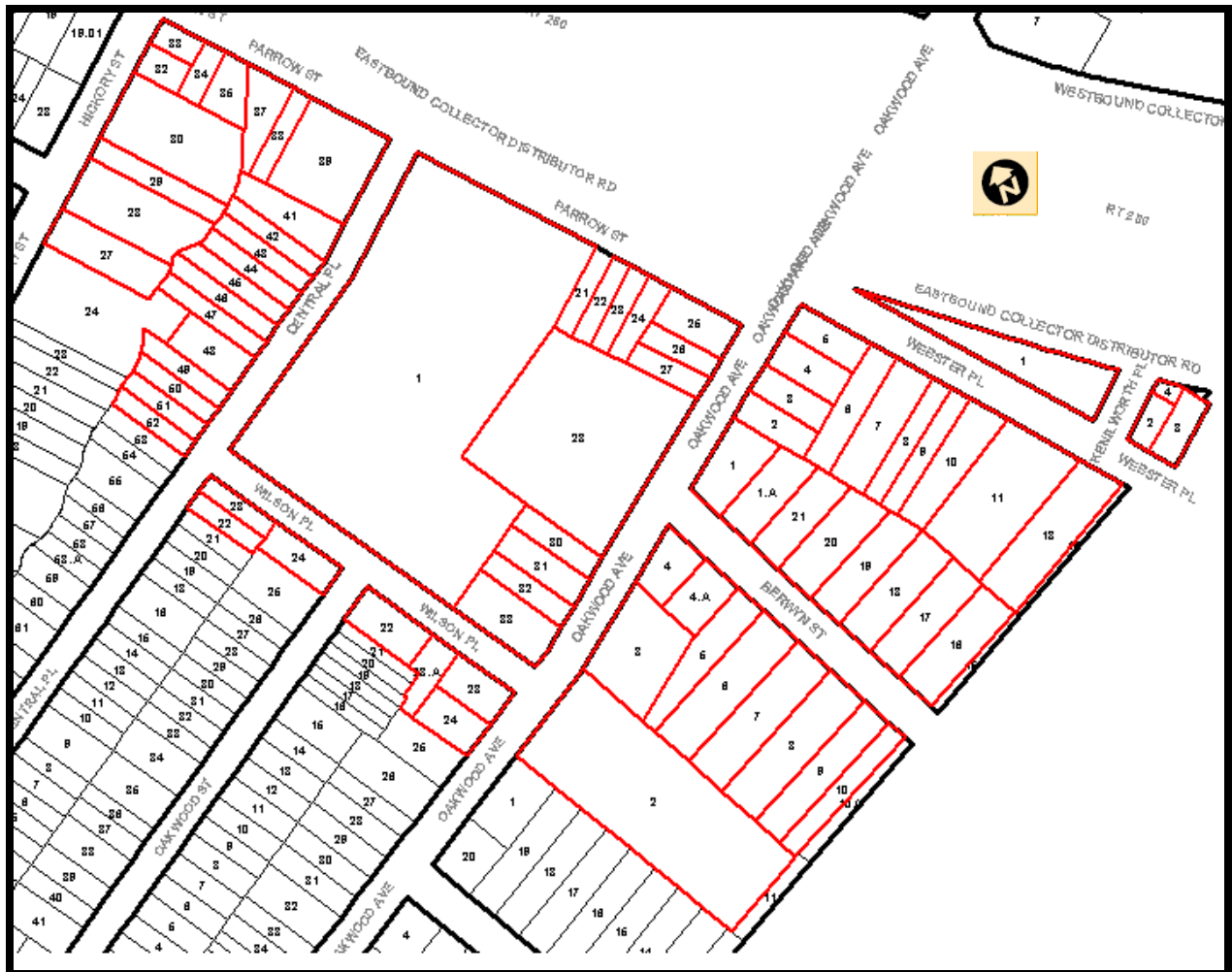
1" = 200'

# Transit Village District West: (TVDW)



1" = 200'

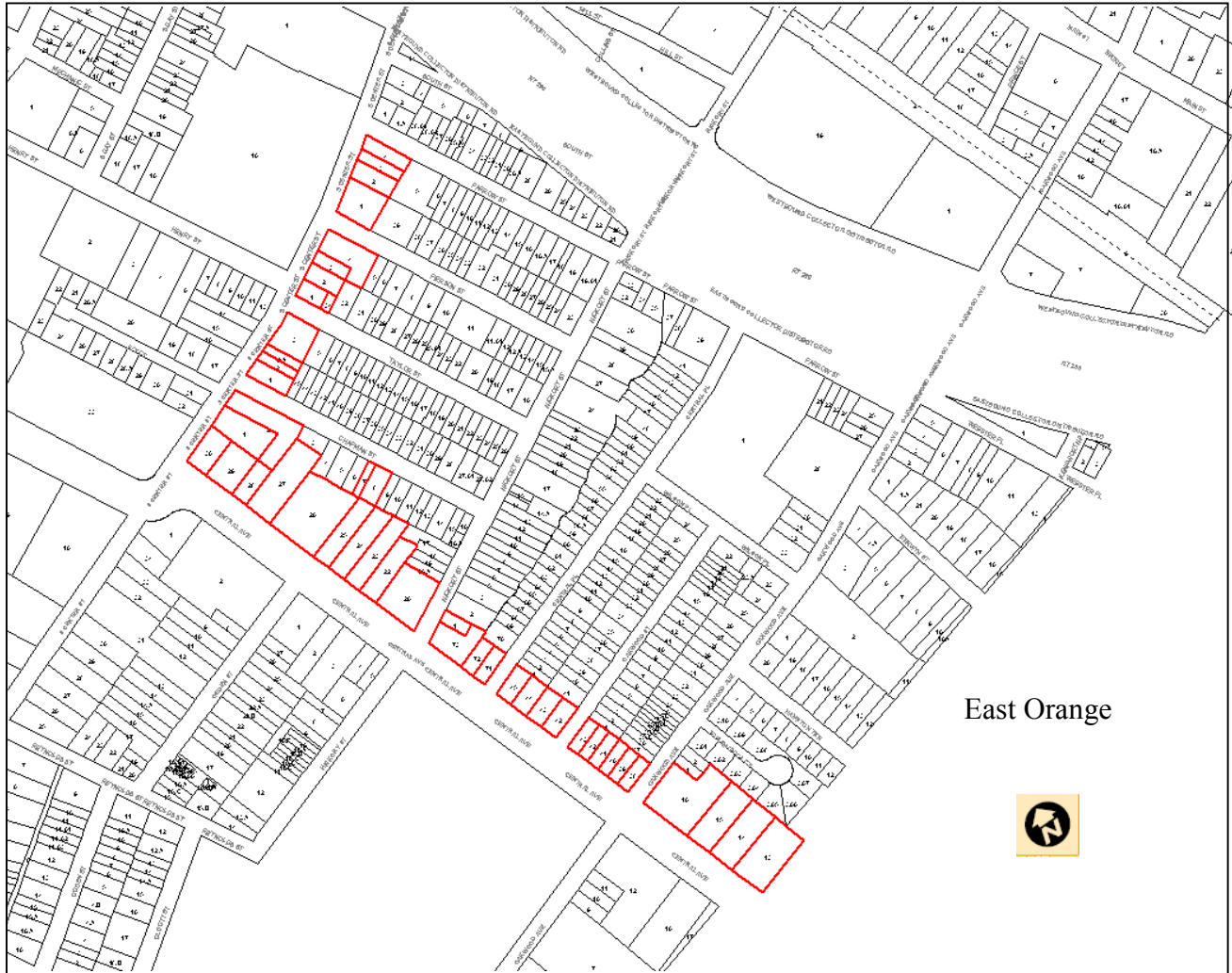
# Transit Village District East: (TVDE)



1" = 200'



# Central Avenue Commercial Corridor



1" = 300'

## **APPENDIX E:**

### **Regional Plan Association (RPA) report from the 2009 Mayor's Design Institute conducted in Princeton, New Jersey on January 31, 2009.**

The City of Orange Township participated in the Mayors Design Institute hosted by the Regional Plan Association (RPA) on January 31, 2009 in Princeton, New Jersey.

#### **City of Orange: Walter G. Housing Complex Neighborhood Recommendations**

##### **Key Issues**

Leverage Orange's substantial public transit amenities to promote transit-oriented development. Enhance safety around redeveloped Walter G. Alexander public housing complex and Oakwood Elementary school to increase the appeal and marketability of the area.

Improve the streetscape and public spaces in this area to demonstrate to the public that the City is invested in this neighborhood's success and to encourage residents to take ownership of public spaces.

Significantly redesign and improve the transition between the new housing, the school and the surrounding neighborhood.

##### **Vision Statement**

Redevelop the Walter G. Alexander public housing complex by attracting mixed income residents while providing safe and affordable homes for the existing residents of the area.

### **MAYORS INSTITUTE RECOMMENDATIONS (January 2009)**

#### **Take advantage of transit connections**

The site's biggest asset is its proximity to regional transit. Located roughly halfway between two stops on the Morris and Essex line, one with express service to Manhattan, this area is ripe to attract young professionals looking for an affordable place to live while working in Manhattan.

Although the Brick Church train station is located just over the border in neighboring East Orange, this should not discourage Orange residents from taking full advantage of their close proximity to this station. NJ Transit funds jitney services which might be a workable option to expediently transport residents from all over the city to the station. In addition, increased ridership will help NJ Transit justify enhanced service at the Orange train station. With rising energy costs, a growing public awareness of the importance of lowering greenhouse gas emissions, and a resurgence in the desire to live in areas with increased transit options, more people are choosing to live in dense centers close to transit: in short, places just like Orange.

Another strength of the area is the fact that housing prices in Orange are significantly lower than those in other towns along the Morris and Essex Line. An RPA study found that when Midtown Direct was instituted, creating a one seat ride into Penn Station, housing values within walking distance of these stations rose an average of \$100,000. This puts owning a home along this train line out of reach for many young families and empty nesters looking to downsize. Developing this site at a density appropriate for such transit access will be important. Orange's cost advantage is a great asset and marketing tool for the City.

### **Make the area safer for school children -- make it better for everyone**

The removal of the two public housing buildings is an important first step towards creating a safer environment for everyone involved with Oakwood Elementary School, but it may not be enough. Orange needs to make this area so attractive to kids, families, and senior citizens, that it is no longer an attractive location for crime.

Part of the solution will initially rely on an enhanced security presence. Short-term, Orange can locate more police officers in the area. A long-term solution will require attracting a different demographic mix (no concentration of poverty) along with appropriate design responses.

New housing types should have a clear distinction between public, semi-public and private spaces, including stoops, granny lofts and front lawns that put more eyes on the street, increase informal surveillance and encourage people to take ownership of both private and public spaces.

Creating a “safe routes to school” program and perhaps a “walking school bus” will also be important to make sure children and their families feel safe, once again, walking around the neighborhood. Figuring out ways for the school to host other, community-oriented uses would also ensure the area has a constant flow of activities and people during off-hours, therefore revitalizing the neighborhood. For instance, if the school were to function as a community center, perhaps with programs for seniors, it would become an anchor for the area’s existing active senior population. These seniors might in turn volunteer to help keep the school safe, by tutoring or monitoring the students or even functioning as a sort of safety patrol.

Redevelopment of the public housing site also offers an opportunity to significantly improve conditions at the school, by softening and greening the transition between the school and the new surrounding neighborhood and perhaps by creating new public space(s) that might double as recreation space(s) for the children. One possible strategy is to block off local neighborhood streets around the school during school hours to further calm traffic and enhance the feeling of safety. Another design opportunity involves improving visibility and intuitive access to the school’s front door, by providing it with a real street address instead of being buried within a public housing project.

### **Design new housing to blend with the rest of the neighborhood**

One of the problems with the existing public housing is that it is completely out of scale – in terms of building height, massing, materials and character -- with the existing housing in the surrounding neighborhood. This leads to quick stigmatization and poor public perception.

Redevelopment of the site should redress this and create a softer and smarter transition in terms of scale, building height and architectural character. One approach would be to mass the higher density, multi-family component of the project along Parrow Street, while using a variety of smaller housing types – townhouses and small lot single-families -- to transition the back of the site towards the predominantly small-lot single-family neighborhood surrounding it. Given the location’s transit friendly attributes and the Housing Authority’s responsibility towards relocating existing tenants, it is critical that a solution be found that both satisfies the Housing Authority’s density requirements and is transit-supportive, while remaining sympathetic to the school’s proximity and balancing other neighborhood needs.

### **Use public spaces as transitions between housing and the school**

One important strategy in creating a seamless environment is to use public spaces to transition between the surrounding neighborhood, the school and the public housing site. Given the site’s limitations in terms of size, these public spaces would have to be small, intimate and carefully designed. Nevertheless, with appropriate care, one (or more) small public spaces could be instrumental in articulating these transitions to everyone’s advantage.

### **Streetscape improvements will help bring life back to the neighborhood**

Visible and meaningful streetscape improvements on this site and around its edges will make the neighborhood feel safer and demonstrate that the City is invested in its future. Creating better visual linkages to the truly world class, Olmsted-designed Orange Park, just a few blocks away would further enhance this location and help define its address in real estate terms. Additionally, better pedestrian linkages across Rt. 280 to the downtown would create a safer pedestrian environment and further encourage residents to patronize local retail and services.

### **Create a linear park along the front of the site**

A major opportunity to enhance real estate value on this site exists along the Parrow Street frontage, where the site is also least attractive and most vulnerable to pass-by traffic. The City should consider vacating Parrow St as part of this redevelopment and turning the area between Parrow and South Street into a linear park. Any utilities that might be located under Parrow could remain, as long as appropriate care is given with respect to the planting of new large trees with significant root structures. The resulting linear park would establish this as a premier residential address and mark a stark contrast for the better with existing conditions. An additional thought would be to take one lane from South Street, which runs parallel to 280 and seems grossly over-dimensioned, and turn it into a segment of a larger bicycle path, perhaps eventually providing access to not only the school but also the nearby parks and transit facilities.

## APPENDIX F

### Summary of 2009 Central Orange Redevelopment Plan Amendments

1. Rename area and plan to Central Orange—Central Orange Redevelopment Plan
2. Expand the existing Transit Village District from I-280 south to Central Avenue, East to Lincoln Avenue and North to I-280; Create Transit Village District (West)
3. Create a second Transit Village District (East) bordered by I-280 south along the East Orange/Orange municipal border to Hampton Terrace, North on Oakwood Avenue to Wilson Place, east on Wilson Place to Central Place and north on Central Place to Parrow Street. The TVD would include all parcels touching and adjacent to the streets and avenues identified. Density for both TVD's would be increased to 60 units per acre with 1 affordable unit of housing created for every 10 units of market rate housing for both districts. Both districts must still create, on average, 20% of new construction for affordable housing. Parking requirements shall be reduced to one 3/4<sup>th</sup>'s space per one residential unit for low rise and mid-rise housing units that provide affordable housing and/or senior housing. A maximum density of 80 units per acre is permitted pending site plan review if an assembled parcel is larger than one acre.
4. Eliminate the Medical Services Overlay District
5. Eliminate the Transit Village Center District (also referred to as the Transit Village Mixed Use District—the portion of the redevelopment area north of I-280). Replace with TVD requirements;
6. Eliminate Neighborhood Commercial Uses Overlay;
7. Expand the General Commercial Uses Overlay District to include properties on the East side of S. Center Street from Central Avenue to Parrow Street. Eliminate plazas as permitted uses. Allow Banquet facilities as permitted uses.
8. Consider recommendations of Mayors Urban Design Institute as part of the revised *Central Orange Redevelopment Plan*. The Plan proposes an extension of Pierson Street and creation of a linear park utilizing Parrow Street between Hickory and S. Center Streets. Public spaces should be used to aid in transition between the surrounding neighborhood, the school and the public housing site and to access the Brick Church Train Station. (RPA Mayor's Design Institute added as Appendix E).
9. Reduce minimum lot size from 2,400 square feet to 2,000 square feet for Attached Housing and Detached—Two-family within the Residential Transit Village District.
10. If a property owner wishes to rehabilitate an existing structure, does not propose changing uses and enters into a redeveloper agreement with the City of Orange Township, they may be issued building permits and a Certificate of Occupancy without being subject to Site Plan Review by the Orange Planning Board.
11. Permitted Principal Uses and Structures shall be modified to include Existing Houses of Worship as permitted. Any proposed new or structures adapted for houses of worship must meet the criteria stated and defined in Chapter 210: Development Regulations Ordinance—Zoning and Land Development.
12. Mandatory guidelines found in Section VI. GENERAL URBAN DESIGN GUIDELINES will become recommended, not mandatory. The Planning Board will make final decisions as to the intent of the plan relative to design guidelines.

## APPENDIX G

### INTRODUCTION (*HOPE VI Redevelopment Plan--2003*)

The following document is a product of the vision and commitment of a diverse group of dedicated community and municipal stakeholders. At the very heart of this plan is the participation of the Father Rasi Public Housing Community, who, for too many years, has endured the realities of a neighborhood in need of revitalization and change. Through economic and physical transitions, this neighborhood has been separated by major highway construction and adversely affected by demographic and other changing patterns not necessarily supportive of traditional urban life.

Through the ongoing commitment of the Father Rasi and other community members, the impetus for much needed change has begun. In fact, many important milestones have already been met. The Housing Authority of Orange (HACO) has received the approval and the funds to demolish Father Rasi Homes under the HOPE VI program administered by the Department of Housing and Urban Development (HUD). The former residents have been successfully relocated; some are committed to returning to the new homes already planned for the Father Rasi site. In the fall, HACO will be submitting an application to HUD for HOPE VI Revitalization funds. A successful HOPE VI application will provide additional resources for the revitalization of this community.

The neighborhood defined by this plan has very distinct boundaries. The proceeding Section (II Boundaries) will technically define the Orange HOPE VI Redevelopment Area (the Area). But, generally, the neighborhood is located in the very center of Orange Township (the City). It is bounded on the East by the city line with the City of East Orange, to the west by Lincoln Avenue, to the South by Central Avenue and to the North by Route 280-with the exception of the inclusion of the Orange Station and adjacent properties and access streets.

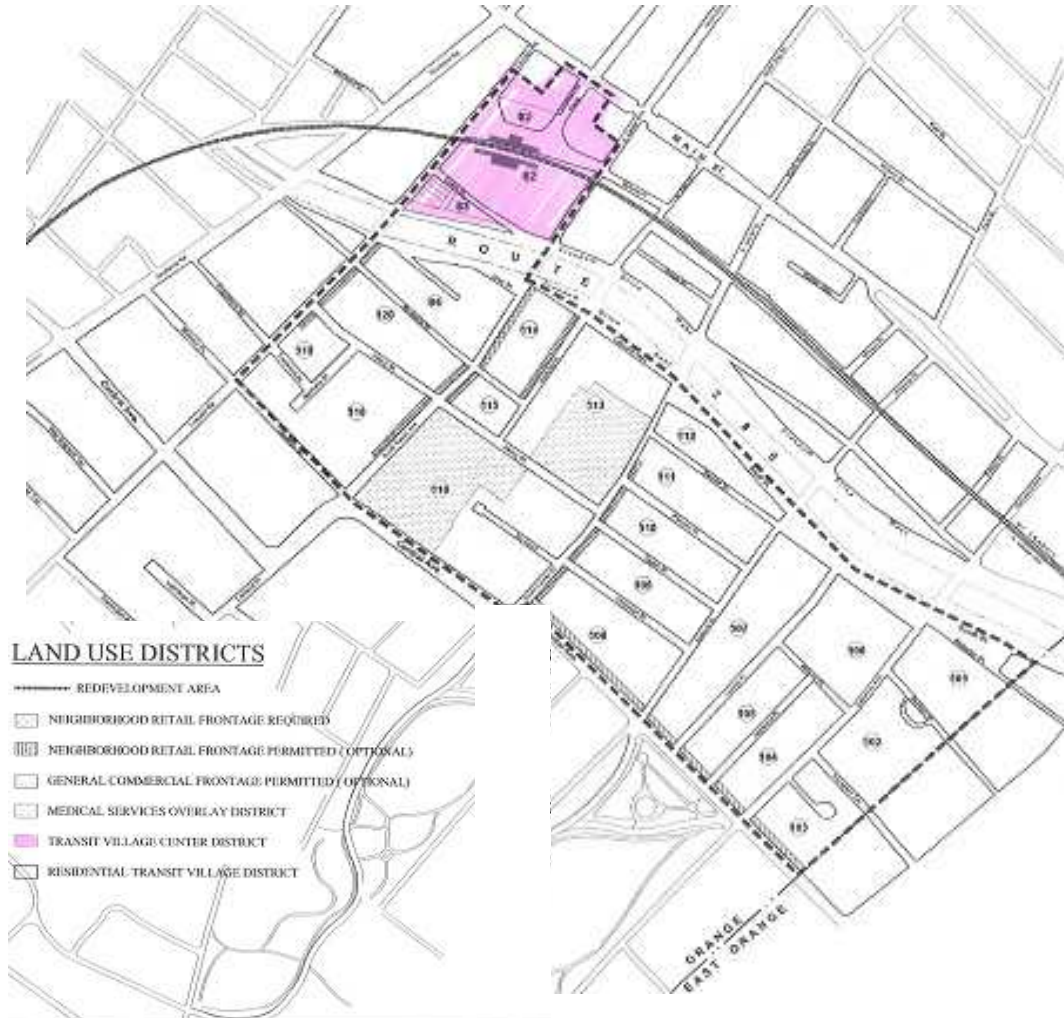
The neighborhood does not have the one distinct style or pattern of development. Rather, it represents a lively mix of what was once a vital and thriving neighborhood. The housing stock is diverse, with much of it having been built during the earlier and middle parts of the last century. Housing types include single and two family, as well as multi-family structures. Much of the housing within the community has been impacted by unchecked growth of roads and highways, and institutions. Pockets of aging neighborhood retail attest to the once busy street trade within the residential neighborhoods. The Area includes many institutions and community facilities. Many of these institutions are aging, and are also undergoing needed change. In some cases, they will be expanding, in other cases they may need to close. Route 280 has had a significant impact on this Area. The connecting bridges now represent, through daunting to pedestrians, the only physical linkage to Orange Station, Main Street and significant amenities and institutions to the north, including the new Middle School now under construction. Rail service at New Jersey Transit's Orange Station has been recently upgraded to include direct service to New York City. This, as well as other under exploited potential at the station and surrounding area, has led the city to apply to the State of New Jersey for "Transit Village" designation for this community.

This document will support and describe not only the compelling need for neighborhood revitalization, but will reveal the goals and objectives for change, and set forth the administrative and physical requirements for the transition of a neighborhood with a meaningful history and potential to once again be a viable, self-sustaining community.

# APPENDIX H

## HOPE VI LAND USE MAP (2003)

City of Orange, Essex County, New Jersey



Lindeman Winckelmann Deupree Martin  
& Associates PC

APPENDIX I CENTRAL ORANGE REDEVELOPMENT PLAN: Bulk Standards (Revised: April 19, 2011)												
District	Use	Use	Lot Area (minimum sq. ft.)	Lot Width (min. feet)	Lot Depth (min. feet)	Density (maximum dwelling units per acres)	Height (stories/ feet) (maximum)	Yards			Coverage (max. %) Bldg/Lot	Parking
								Front (min. feet)	Side One/Both (min. feet)	Rear (min. feet)		
<b>TVC:</b>	<b>Transit Village Center</b>	<b>Mixed Use:</b> commercial/retail, office, residential	4000	50	80	none	12/120'	0	0	0	100	*3/4 per res unit (d)
<b>TVD:</b>	<b>Transit Village</b>	<b>Mixed Use Development,</b> retail, office bldgs and multi-family uses (1) Commercial/retail uses only (e)	5,000	40	100	45 D	5/55	0	E	10	80%	3/4 per res unit (d) 210-29.1
(1) All other principal uses, buildings and accessory uses not listed shall conform to requirements in the Orange Zoning Ordinance: Chapter 210 Development Regulations Ordinance--Zoning and Land Development (May 2, 2006)												
<b>Residential Transit Village District RTVD</b>												
<b>Detached Housing</b>												
		1-family	1,800	18	100		3/35	10	3	25	50/70	1 per unit
		2-family	2,000	20	100		4/45	10	3	25	60/80	1 per unit, a
<b>Attached Housing</b>												
	A, B, C, D	Low-rise Multi-family	6,000	60	100	30	3/40	10	5	25	60/80	a
	A, B, C, D	Mid-rise Multi-family	8,000	80	100	45 D	4/50	10	10	30	60/80	d
<b>Mixed Use Residential/Commercial</b>												
	A, B, C	Low-rise	3,000	30	100	30	3/40					a, b, d, e
	A, B, C, D	Mid-rise	8,000	80	100	45	4/50					a, b, d, e
<b>Central Avenue Commercial Corridor CACC**</b>												
<b>Mixed Use Residential/Commercial Bldgs:</b>												
		Low-rise:	3,000	30	100	30	3/40	0	0/3	25	60/80	note b
		Mid-rise	8,000	80	100	45 D	6/65	0	0/10	30	60/80	note b
		Commercial	4,000	40	100	45 D					60/80	210-29.1 e
A: Where a parking structure of not more than 2 levels is integrated into a Mid-rise Multi-family building, the rear yard may be reduced to 15'												
B: No side yard is required, however, if one is provided than the side yard must measure at least the width of the number provided above.												
C: Prevailing front yard setbacks within a single block shall take precedence over these minimum requirements.												
D: Maximum density of 80 units if more than 1 acre assembled for development--parking reduced to 1/2 space per residential unit												
E: No side yard required--However, a minimum of 10' if one is provided												
+ : Floor Area Ratio not to exceed 3.00												
<b>Accessory Structures:</b>												
		Residential Garages:				stories/feet	1/15					
		Residential Sheds				stories/feet	1/10					
max. = maximum		Parking Structures: (levels/feet)				stories/feet	3/25'					
min. = minimum		Fences/Walls: (front/elsewhere)				feet/feet	4/6'					

Minimum Off-Street Parking Requirements:											
a. one space per unit except the residential units within infill detached housing and within infill low-rise mixed-use residential buildings shall be exempt from these parking requirements											
b. the first 5,000 square feet of commercial space within a new Mixed-use Residential/Commercial building shall not be counted against the permitted density nor shall the first 5,000 square feet of commercial development including but not limited to: retail sales of goods and services, offices, restaurants and banks. Thereafter, each additional 1,000 square feet or portion thereof shall count as one dwelling unit against permitted density											
c. 3/4ths of one space per unit shall be provided for all low-rise and mid-rise structures within Transit Village Districts (TVD and TVC)											
d. all other parking uses shall conform to the requirements of Chapter 210: Land Development Ordinance Zoning and Land Development											
note: when 50 or more parking spaces are required, one designated "go car" or shared car rental space must be created as one of each 50 spaces											
e. commercial/retail only uses must comply with parking standards found in Chapter 210-Section 29.1 Off Street Parking											
Chapter 210 Development Regulations Ordinance--Zoning and Land Development (May 2, 2006)											
* payment in lieu of parking and/or shared parking agreements can be utilized if required number of parking spaces is not provided on site											
** no one story new construction is allowed within the CACC											
TVD Uses are identified in Chapter 210 Article IV: Zoning Regulations (p.53) as TVO or Transit Village Overlay (TVO) district uses. Residential and non-residential uses are identified in the CORP Bulk Tables (p. 53 and 54)											