

TOWNSHIP OF SOUTH ORANGE VILLAGE, ESSEX COUNTY, NEW JERSEY

VALLEY & THIRD STREETS REDEVELOPMENT PLAN

Adopted by the Board of Trustees of the
Township of South Orange Village

January 14, 2013



INTRODUCTION

One of the key planning initiatives of the Township of South Orange Village has been the revitalization of the Central Business District (CBD). The Village has determined that one of the most effective planning and implementation strategies is the use of redevelopment process in accordance with state statute. Since certain properties in the downtown were declared an “Area in need of Redevelopment” in the mid to late 1990s, the CBD has experienced significant change. The Village is seeing the results of its revitalization efforts and the implementation of its vision of the area.

The CBD Redevelopment Plan was originally adopted in 1996 with subsequent amendments to the Plan in 1999, 2002, 2008 and 2010. This Plan addresses one site within the larger redevelopment area. As shown on the aerial map, the 2.7 acre site (“the site”) is located at the intersection of Valley and Third Streets and includes Lots 3 through 9 in Block 2304. Although this Plan serves as a “stand alone” document for this site, the Plan should be considered in context with the more comprehensive CBD Redevelopment Plan.

Area and Site Description

The CBD Redevelopment Area, of which this site is a part, includes properties in 12 blocks of the Central Business District and adjacent areas. As shown on the aerial map, the area is located near the geographic center of the Village and

contains a traditional mix of uses for a downtown including retail sales and services, restaurants, financial institutions, mixed use buildings, offices, public uses, surface parking lots and the South Orange train station.

The site is located at the corner of Valley Street and Third Street and extends to the railroad tracks. The site is owned by the Village and is mostly vacant. The site contains the existing South Orange Rescue Squad and a surface commuter parking lot which contains 189 spaces. There is an approximate 17 foot grade change across the site from Valley Street to the railroad.

Since the CBD area was designated a redevelopment area in the mid 1990’s, significant revitalization has occurred both through public and private efforts:

- Streetscape Improvements

Public improvements are an important element of the Village revitalization efforts. Streetscape improvements have been completed along South Orange Avenue and along portions of Valley Street, Vose Avenue and Scotland Road. These improvements have assisted in creating a more aesthetically pleasing CBD which is pedestrian and shopper friendly. This, in turn, has reinforced the marketing efforts and redevelopment activities in the CBD Redevelopment Area.

Streetscape improvements included:

- Reducing South Orange Avenue from a four-lane roadway to a three-lane road with a dedicated turning lane
- Installing pavers at pedestrian crosswalks
- Expanding sidewalk areas at key locations
- Realigning parking
- Installing street trees, landscaped areas, new lighting and street furniture
- *South Orange Performing Arts Center (SOPAC)*
The approximately 35,000 square foot four level Performing Arts Center is adjacent to the Train Station. It contains 5 movie theatres, a performance theatre and a multipurpose room for community events.
- *Upgrade of South Orange Train Station and associated commuter parking.*
The Train Station Redevelopment Plan for the South Orange train station dated July, 1994 was the first step in the overall revitalization efforts of the Village CBD. The Plan addressed the major station improvements proposed by New Jersey Transit and the upgrade of the existing storefronts for commercial use. Subsequent to the adoption of the Redevelopment Plan, major renovations to the existing storefronts occurred and new commercial retail uses were established. These improvements were the first visible evidence of the revitalization

efforts of the Village.

- *Enhancements to the Greenway*
- *Private development*
 - Development of Eden Gourmet and The Above Restaurant at the former ShopRite site
 - Development of The Avenue on Vose Avenue
 - Development of Gaslight Commons, a 200 unit residential development on Third Street
 - Approval of a mixed use retail/residential development on the former Beifus site

STATUTORY REQUIREMENTS

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

1. Its relationship to definite local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
2. Proposed land uses and building requirements in the project area;
3. Adequate provision for the temporary and permanent relocation as necessary of residents in the project area including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market;
4. An identification of any property within the redevelopment area proposed to be acquired in accordance with the redevelopment plan;
5. Any significant relationship of the redevelopment plan to:
 - The master plans of contiguous municipalities;
 - The master plan of the County in which the municipality is located; and
6. As of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all housing units affordable to low and moderate income households, as defined pursuant to section 4 of P.L. 1985 c.222 (C.52:27D-304), that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions listed by affordability level, number of bedrooms, and tenure.
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan.

PLAN PRINCIPLES

- Building
 - Construction of a well designed integrated mixed use development.
 - Orient design to the pedestrian scale along facades facing the public street.
 - Construction of a parking deck “wrapped” with residential or other uses along Third & Valley Streets. The deck should be visually screened along the area above the railroad viaduct.
 - Incorporate the latest in green building technology and design as well as green stormwater management.
- Transportation and Parking
 - Provide an acceptable level of vehicular service along Third Street. It is expected that a comprehensive parking, pedestrian/bicycle and traffic study will be prepared as part of the Planning Board development application process.
 - Replace existing employee and commuter parking on site.
 - Provide sufficient parking on site for residents.
 - To the extent feasible, provide a bicycle and pedestrian route, adjacent to the railroad right-of-way, between Fourth Street and Third Street.
- Site Design
 - Consider context through site development including future development along Valley Street.
 - Incorporate the rescue squad into the development or relocate it to an appropriate location. It is preferable to relocate the rescue squad facility off site due to its potential impact on the proposed development.
 - Address the terminal view at the end of Sloan Street with an attractive facade.
- Economic Benefit to the Village
 - Create a positive economic development package for the Village. The package may include: acquisition price, costs of development, financing, infrastructure upgrades, provision of parking, financial contribution toward new Rescue Squad building facility, taxes and PILOT.
- Address affordable housing.

GOALS AND OBJECTIVES

- To capitalize on the site's proximity to the train station and downtown South Orange and the economic opportunities it presents.
- To create a new mixed use development that will be compatible with the uses, scale and intensity of the surrounding area.
- To address the supply, location of parking, and present and future parking needs of area businesses, residences and commuters who use the South Orange train station.
- To create a circulation pattern that will serve the proposed uses without overburdening the local road system.
- To encourage the development to meet sustainable/green standards.
- To improve the utilization of land which can be more effectively "redeveloped" for community benefit.
- To promote economic development and broaden the Village's tax base.
- To maximize the leveraging of public and private funding to accomplish redevelopment of the site and surrounding area.
- To create a "gateway" into the downtown.
- To encourage the development of higher density housing consistent with the designation of the CBD including this site as a Transit Village.
- To provide a bicycle and pedestrian connection adjacent to the railroad right of way from Fourth Street and Third Street.
- To provide, at a minimum, replacement of existing commuter parking on site.
- To address the existing Rescue Squad facility by making a financial contribution toward relocating the facility to a suitable off-site location or if relocation is not feasible, integrating the facility into the development.
- To create affordable housing.

RELATIONSHIP OF PLAN TO VILLAGE LAND DEVELOPMENT REGULATIONS

The Area shall be redeveloped in accordance with the standards detailed in this Redevelopment Plan. The Plan supersedes the use, bulk, and design standard provisions of the Village Land Development Regulations.

Any deviation from permitted use standards, or height of a principal structure standards which would result in a “d” variance shall be addressed as an amendment to the Plan. Neither the Planning Board nor the Board of Adjustment shall have authority to allow deviations which would result in a “d” variance. The Planning Board shall have power to grant relief from other bulk and dimensional requirements of this Plan to the same extent as the Board may grant relief from bulk and dimensional requirements pursuant to the N.J.S.A. 40:55D-70c.

All exceptions or waivers from design standards from the requirements for site plan or subdivision approval shall also be granted by the Village Planning Board.

All development must be approved by the Planning Board and shall be submitted through the normal site plan and subdivision procedures as identified by N.J.S.A. 40:55D, et seq. No deviations may be granted which will result in permitting a use that is not a permitted use within this Redevelopment Plan. An application

requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirements set forth in N.J.S.A. 40:55D-12.

Final adoption of this Redevelopment Plan by the Village Board of Trustees shall be considered an amendment to the Village Zoning Ordinance and Official Zoning Map.

No application for development or redevelopment in the site may be filed with the Planning Board until such time as the applicant has applied for and received a designation as redeveloper from the redevelopment entity and has executed a redevelopment agreement with the redevelopment entity providing for the proposed development.

LAND USE PLAN

A single comprehensive plan for the development of the entire site is required.

CBD Transit Oriented Development (TOD) District

Purpose:

To capitalize on the site's proximity to the South Orange train station and to construct a mixed use development including street level retail uses, possible live work units and residences. A multi-level parking structure is proposed as part of the redevelopment project.

The general intent of this Plan is to provide parking in the proposed multi level parking deck for the following:

- All existing parking that will be displaced by the development;
- All off street parking required for the proposed development; and
- Additional spaces to serve the downtown parking needs if economically feasible as determined by the Village and as set forth in a Redeveloper Agreement.

Principal Permitted Uses:

- Multi Family dwellings
- Live work units
- Child Care Centers

- Banks, commercial and savings
- Public Uses
- Restaurants
- Retail sales
- Retail services
- Taverns
- Cafes
- Retail markets
- Private recreational facilities
- Parking garages
- Essential services

Drive thru uses are not permitted.

Accessory Uses

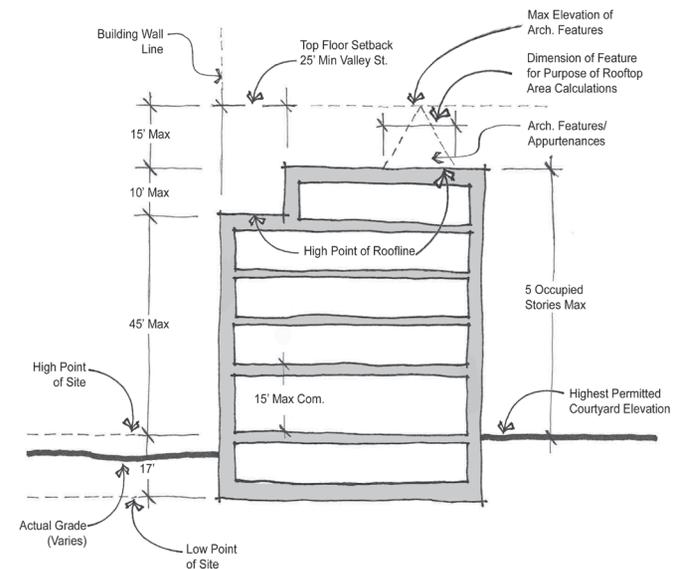
- Uses and structures customarily incidental to the principal permitted uses such as off street parking, outdoor plaza spaces, signage, gym facilities for on-site residents, laundry facilities for on-site residents and solar energy systems.

Bulk Standards

- Minimum Tract Area: The entire site
- Maximum Height:
 - 5 habitable stories. First floor heights for commercial uses shall be limited to 15 feet in height.
 - The maximum height of the building shall be 45 feet above Valley Street for the entire building perimeter. However, an additional story may be constructed provided that it is set back from the face of the building wall by at least 25 feet along Valley Street. For all sides of the building, the overall height shall not exceed 55 feet above Valley Street.
 - Rooftop appurtenances, including architectural features such as spires, cupolas, domes, and belfries, are permitted, as long as their highest points are no more than 15 feet above the maximum overall height of the building, and as long as the total area enclosed by the outer edges of the appurtenances, measured at the maximum overall height of the building, does not exceed 10 percent of the total horizontally projected roof area of the building, excluding the courtyard.
 - Stairs and elevator penthouses which project above the maximum overall height of the building shall count toward that 10% allowance. Parapet walls and equipment screens which project above the maximum overall height of the building shall also

count toward that 10% allowance.

- Mechanical equipment shall be permitted on rooftops as long as the equipment is visually screened by parapets or other screening methods so as to not be visible from public ways.
- Building height shall be measured to the highest point of the roof.



- Minimum building setbacks:
 - From Third Street and Valley Street: 0 feet
 - From the railroad right of way: 15 feet
 - From the shared lot line with parcels fronting on Fourth Street: 10 feet
- Minimum common including courtyard and plaza areas: 10%

The common courtyard/plaza areas shall be allocated for use by all the residences of the development. Common plaza areas located between a property line and street line shall not count toward that minimum. The floor of the courtyard shall be set at an elevation no higher than that of Valley Street.
- Minimum onsite parking:
 - Residential Dwelling Unit: 1.2 spaces per unit
 - Restaurants, taverns, cafes: 1 spaces per 4 dining seats
 - Nonresidential uses (excluding restaurants, taverns, cafes):
1 space per 500 square feet of net floor area
 - Minimum public parking
 - Replacement of existing spaces shall be provided within the parking structure.
 - A shared parking model may be employed using the methods described in Shared Parking published by the Urban Land Institute.
- Minimum Retail requirement:
 - A minimum of 3,000 square feet of retail space shall be required along Valley Street or at the corner of Third Street and Valley Street.
- Residential Bedroom Mix Standards for Market Rate Units
 - A minimum of 55% of the units shall be studio and one bedroom units.
 - A maximum of 45% of the units shall be 2 bedroom units and 3 bedroom units. Of these units, a maximum of 10% of the units shall be 3 bedroom units.
- Additional Standards
 - The existing Rescue Squad facility shall be addressed by relocating the facility to a suitable off site location or if relocation is not feasible, integrate the facility into the development. The specific obligations of the redeveloper with respect to the Rescue Squad facility will be detailed in the redeveloper agreement.
 - A minimum of 20% of the units shall be affordable. Of these, a minimum of 50% of the affordable units shall be provided on site. A maximum of 50% of the affordable units shall be provided off site.

DESIGN STANDARDS

General

- New buildings shall relate to existing context and be consistent in scale. Balance shall be achieved so that the new development will not overwhelm or be dwarfed by neighboring buildings.
- New buildings shall relate to public streets and plazas, both functionally and visually. The primary orientation of a building shall not be towards a parking lot or parking structure.
- The appearance of all sides of buildings is important. It may be desirable to develop alternative entries. Therefore, guidelines for the fronts of buildings shall also apply to other sides.
- Ground floor uses of buildings are encouraged to be uses which generate the greatest amount of pedestrian activity, such as retail, restaurants or service uses.
- The type, shape, pitch, texture and color of roof surfaces visible from the street shall be architecturally compatible with the building style, material, colors and details. Roof forms should be similar to those predominantly found on adjacent buildings. New rooftop elements (e.g. HVAC, antennas) shall be screened from the public right-of-way.
- All pedestrian entryways and/or lobbies shall be prominent, well-lit and separate from service entrances.
- In residential development, outside storage of materials and personal

belongings of residents shall be prohibited.

- All storage of refuse and recyclable materials shall be maintained within the confines of an enclosed building or structure and shall be reasonably accessible for vehicular collection on the site.

Architectural Standards

- The exterior walls of buildings shall not have large blank or featureless expanses. Parking garage façade will be visibly screened with an attractive and context sensitive treatment. The exterior walls shall be articulated in order to mitigate their width and height, relative to those of the surrounding buildings. The sole exception to these requirements shall be that portion of the west wall below the top of the railroad viaduct.
- The outer walls of enclosed rooftop areas, terraces, or balconies shall comply with the bulk standards.
- Rooftop planters, fences below the height of the parapets or railings, canvas terrace awnings, and outdoor furniture are permitted;
- If covered, stoops and porches shall be covered by a high quality roofing material, such as metal, slate, concrete or clay tile, and shall not be screened or otherwise enclosed;
- Trim elements and visible window framing shall be painted or sealed.
- The use of real materials, rather than imitations such a brick veneer, is

encouraged.

- Vinyl siding, plastic roof tiles, thin brick veneer or EIFS (Exterior Insulation Finish Systems) are prohibited at ground level and discouraged on upper floors facing public right-of-ways. There shall be no restrictions on interior courtyard facades.
- Materials used near sidewalks and adjacent to the entrance shall be durable and compatible with other building materials.
- Air conditioning units should not be placed into windows or any other openings visible from the street. Units located in non-window openings may be permitted if they are screened with a grille within the building wall.
- Foundation exposure shall be limited to a maximum of 36 inches above grade.
- Loading and service areas shall be integral to building design and screened from public view.
- Fences shall be made of aluminum or steel and may have stucco or masonry piers. Wood and chain link are not permitted as fencing materials.
- At first floor retail, financial, and food-related uses, at least 40% of their surface area shall be glazed, and the visible light transmittance of that glazing shall be at least 70%.
- The maximum height of the sill above the sidewalk shall be 3 feet for retail, financial and food related uses.
- Security grates are prohibited.
- Openings for windows and windowpanes shall have a vertical dimension

greater than or equal to the horizontal dimension.

- Windowsills shall project a minimum of 2 inches from the building face.
- All lintels shall extend a minimum of 4 inches beyond the edge of the opening.
- Doors, except garage doors, shall be or appear to be constructed of planks or raised panels (not flush with applied trim.)
- Dormers shall light habitable spaces, shall be placed flush with or a minimum of 3 feet from side building walls, and shall have shed roofs with a minimum slope of 3:12 or hipped with a slope to match the principal roof.
- All hipped or gabled roofs ends shall have eaves.
- Eaves shall be continuous, unless overhanging a balcony or porch.

Parking and Circulation

- All 90 degree parking spaces shall be a minimum of 9 feet in width by 18 feet in depth where aisle widths are less than 24 feet in width.
- Aisles shall be a minimum of 22 feet in width.
- Ninety degree parking spaces may be 8 feet, 6 inches in width by 18 feet in depth if the aisle width is a minimum of 24 feet in width.
- A maximum of 25 percent of required parking spaces may be compact spaces measuring eight (8) feet in width by sixteen (16) feet in depth if the aisle width is a minimum of 24 feet in width.
- All required parking spaces shall be in structures.

- Ground level street frontage of parking structures shall be occupied by permitted commercial or residential uses.
- Vehicular access to parking structures shall be designed so as not to negatively impact upon major pedestrian routes.
- Parking structure signage shall be consistent with signage standards for permitted commercial and residential uses in the District.
- Parking stalls in the public right of way shall not count towards required parking.
- A loading dock (a minimum of 12 feet in width and 25 feet in length) may be permitted at the ground level of the parking garage.
- The relationship between truck delivery, vehicular traffic, and pedestrian circulation shall be considered when designing service entries, walkways, and pedestrian entrances.

Green/Sustainable Standards

- Green Sustainable building, design and stormwater technology shall be incorporated into the development, to the extent feasible.
- At a minimum, the project shall achieve LEED Silver certification.

Signage

- Signage shall be in accordance with the Township of South Orange Land Development Ordinance (Chapter 92).

Streetscape Standards

- Poles at intersections shall be coordinated with street lights and traffic lights.
- Intersections shall contain handicapped accessible ramps.
- Intersections shall contain crosswalks, which will serve as an extension of the sidewalk.
- Setback areas are encouraged to be landscaped with a combination of flowering trees, shrubs, perennials and bulbs to create a garden space.
- Lawn and turf areas are discouraged in all front yards. More sustainable and less maintenance intensive groundcovers are encouraged.
- Maximum free standing fixture height shall not exceed 20 feet in height.
- Building lights shall be compatible with the fixtures of the street lights.
- Floodlights shall not be directed toward the street.
- Permissible lighting types include LED, CFL, incandescent, halogen and natural gas lighting. Sodium vapor fixtures shall be prohibited.
- Street trees, curbing, sidewalks, street lights, street furniture and crosswalks shall be provided and coordinated with the existing CBD Streetscape.
- Bicycle racks and storage shall be provided in accordance with Section 92-201 of the Land Development Ordinance.

Additional Design Standards

- Private terraces and patios in residential areas that are adjacent to or visible from public areas shall be demarcated with garden walls and/or fencing. Private terraces in the front yard shall only be permitted along Third Street.
- Roof-vent penetrations shall be located at least 10 feet from any exterior building face, if possible.
- Every effort shall be made to make utilities as visually unobtrusive as possible.
- Meters and access panels shall be integrated with street and building design.
- To the extent permitted by public utilities, transformers and generators shall be located interior to the building, on the roof or vaulted underground within the pavement area of an adjacent street or sidewalk. Location of transformers and generators within and upon the sidewalk, between the sidewalk and the building, or anywhere outside at grade is not permitted.
- Residential porches, stoops, private residential terraces and patios shall be a minimum of 2 feet above the adjacent sidewalk elevation except as required for ADA compliance;

RELATIONSHIP TO OTHER PLANS

2011 Reexamination Report

The 2011 Reexamination Report recognizes the Central Business District Redevelopment Plan as the document that provides the planning principles, goals and regulatory standards for the Central Business District. A general planning objective continues to be the revitalization of the Central Business District. Several recommendations were made regarding the Central Business District Redevelopment Plan. These included an update to the permitted uses and strengthening of the design standards. This Redevelopment Plan is consistent with the goals and recommendations in the 2011 Reexamination Report.

2009 Downtown Vision Plan

The Downtown Vision Plan identifies key development sites within the Central Business District and the Valley Street and Irvington Avenue business corridors and makes recommendations regarding their redevelopment opportunities.

The Third and Valley Streets Redevelopment area is identified as one of the “development” sites. The Vision Plan recommends the redevelopment of the existing Village owned property for a mixed use project containing between 90 to 180 residential units, first floor retail and structured parking including the replacement of the existing commuter and employee parking spaces. This

Redevelopment Plan is generally consistent with the 2009 Downtown Vision Plan.

2007 Smart Growth Plan

The Township of South Orange Smart Growth Plan dated October 2007 serves as a long range guide for the downtown and the Village as a whole. The Smart Growth Plan recognizes the CBD redevelopment efforts and recommends that stronger design standards be incorporated into the CBD redevelopment plan. The Plan identifies the adequacy of parking in the CBD as an issue. The need for structured parking near the downtown area was raised during the public outreach process.

Adjacent Municipalities

The Village of South Orange is bordered by the Town of West Orange, the Cities of Orange, East Orange and Newark, and the Township of Maplewood. None of these communities directly abut the Redevelopment Area since the Redevelopment Area is located in the geographic center of the Village. Revitalization of the CBD as the primary goal of the Redevelopment Plan is consistent with the efforts of adjacent communities in revitalizing their CBD areas and will not have any impact on adjacent municipalities.

Essex County Master Plan

The Essex County Master Plan recognized the existing Village CBD along South Orange Avenue and Valley Street. As a result, the County Plan designated the CBD as commercial. The County Plan is consistent with the Redevelopment Plan in that the continued viability and revitalization of an existing CBD is a mutual goal.

State Strategic Plan

The Final State Strategic Plan, released in October of 2011, outlines goals and principles for targeting investment and growth in the State of New Jersey. This Redevelopment Plan is consistent with the stated goals and objectives of the State plan. Specifically, this Plan is exemplary of the guiding principle of ‘spatial efficiency’, which will help guide state decision making. “Spatial Efficiency: The State of NJ will place value on the economic, social and environmental benefits of investing in areas where infrastructure already exists in an effort to control long-term costs of public services, re-invigorate existing communities, and protect important natural resources.”

The State Strategic Plan also identifies Garden State Values, many of which are consistent with this Plan. For instance, Garden State Value #1 is to concentrate and mix uses, while Garden State Value #2 is to prioritize redevelopment and infill development around existing infrastructure.

The State Plan also notes that priority areas targeted for investment and growth should be those which create compact livable communities that will attract business and workers, and efficiently use infrastructure.

Although the specific areas to be targeted as priorities for investment and growth have yet to be named, this Plan fits the criteria that are recommended by the State Strategic Plan as an area to be targeted for strategic investment.

Property Acquisition

The use of condemnation is not anticipated. The site is currently owned by the Township of South Orange Village and the Parking Authority of the Township.

Relocation

No relocation is necessary other than the potential relocation of the Rescue Squad.

Affordable Housing

No affordable housing units are identified to be removed as part of the implementation of this Redevelopment Plan. A minimum of 20% of the units shall be affordable. Of these, a minimum of 50% of the affordable units shall be provided on site. A maximum of 50% of the affordable units shall be provided off site.

ADMINISTRATIVE AND PROCEDURAL REQUIREMENTS

Duration of Redevelopment Plan

The Redevelopment Plan shall remain in effect for 30 years from the date of adoption of this Plan by the Board of Trustees. After that period, the Zoning Ordinance will regulate the development of the site.

Amending the Redevelopment Plan

This Redevelopment Plan may be amended from time to time in compliance with the requirements of law.

DEFINITIONS

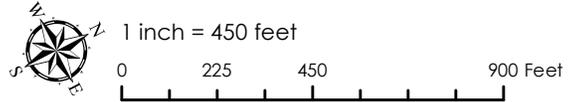
- Multi Family dwellings - A building having 3 or more dwelling units where entranceways, hallways, basements, attics, storage areas, heating systems, yards and similar services in the building may be shared, unshared or in combination.
- Live work units - A dwelling unit in which a significant portion of the space includes a permitted nonresidential use that is operated by the tenant.
- Child Care Centers - An establishment providing for the care, supervision and protection of children that is licensed by the State of New Jersey pursuant to P.L. 1983, c. 492 (N.J.S.A. 30:5B-1 et seq.).
- Banks, commercial and savings - – Establishments primarily accepting deposits, making commercial and consumer loans including mortgages and other real estate loans and investing in high grade securities and including vault storage.
- Public Uses - Public buildings and structures.
- Restaurants - An establishment where food and drink are prepared and/or served primarily within the principal building This may include sidewalk and rooftop dining where permitted and takeout service that does not include drive-through order and/or drive-through pickup.
- Retail sales - Establishments engaged in selling goods or merchandise to the general public for personal or household consumption.
- Retail services - Establishments engaged in providing services as opposed to products to the general public for personal and household use, including personal services; business services and miscellaneous repair services.
- Taverns - An establishment for the public whose primary business is the sale of alcohol for consumption within the principal building. Taverns include but are not limited to bars and nightclubs.
- Cafes - A beverage and food service establishment that focuses on serving breakfast and lunch oriented food products, non-alcoholic beverages such as coffee or tea, and offers a pedestrian friendly short term seating environment. Cafés are equally oriented for sit down as well as take-out services. Cafés may include areas for outdoor seating /sidewalk café. Cafés may include onsite food prep/ baking as long as the onsite prep area does not exceed 1/3 of the floor area. Uses such as coffee shops and tea rooms will be considered Cafés.
- Retail markets - Includes bakeries, coffee shops, meat and fish markets, delicatessens, grocery stores, food markets and ice cream parlors which may have, as an accessory use, on-premises food consumption but not wait service.
- Private recreational facilities - – Recreation facilities operated by a private organization and open only to bona fide members and guests of such organization. Health Clubs and gyms are defined as private recreation facilities.

- Parking garages - A public or private parking facility.
- Essential services - The erection, construction, alteration or maintenance of underground, surface or overhead gas, electrical, steam or water transmission systems, including poles, wires, mains, drains, sewers, pipes, conduits, cables, fire alarm boxes, traffic signals, light stanchions, telephone lines, hydrants and other similar equipment and accessories, reasonably necessary for the furnishing of adequate service to the zone or neighborhood where located by public utilities, municipal or other governmental agencies.



bing™

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Source: Bing Maps, NJDOT, NJGIN

CENTRAL BUSINESS DISTRICT REDEVELOPMENT AREA
SOUTH ORANGE VILLAGE, NEW JERSEY

HEYER GRUEL & ASSOCIATES
OCTOBER 2012

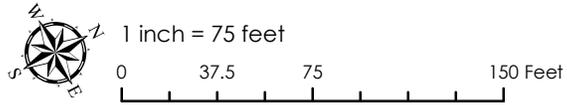




Block 2304
Lots 3-9

-  Redevelopment District
-  Railroad

1 inch = 75 feet



0 37.5 75 150 Feet

Source: Bing Maps, NJDOT, NJGIN