Healthcare and Research Pavilion Redevelopment Plan

DRAFT

City of New Brunswick
Department of Planning, Community and Economic Development

Adopted: Ordinance: O-032006

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Executive Summary
The intent of the Redevelopment Plan is to create a development program for the 3.2-acre site on Block 51, Lots 2.01, 5, 6, 27, 28, 29, 29.02, 31, and 31.01, situated on Somerset Street between Division and Hardenberg Streets in downtown New Brunswick. The site or “plan area” is located in an Area in Need of Rehabilitation. The rehabilitation area designation does not allow for eminent domain acquisitions pursuant to the redevelopment powers in the Local Redevelopment and Housing Law (NJSA 40A:12A-1 et seq.)

Historically, the plan area has been developed with a school, offices and residences. The plan area is adjacent to several existing and well-established medical uses, including the Rutgers Cancer Institute of New Jersey, Robert Wood Johnson University Hospital, Robert Wood Johnson Medical School, and the Children’s Specialized Hospital.

The plan proposes to permit various medical uses including patient care, research, and offices in order to meet the growing demand for such uses. The proposed plan satisfies several goals and objectives of the city’s master plan. In addition, the plan area borders the city’s Transit Village District, where dense development is preferred in order to take advantage of the transit and pedestrian infrastructure proximate to this location.

Map No. 1 - Redevelopment Plan Boundaries – Aerial Map
Design flexibility is allowed by the plan so that architects have freedom to design and/or develop functional and aesthetically pleasing structures.

The plan regulates uses, bulk, height, parking loading, lighting, signs, circulation, right of way improvements, and other aspects of development.

The plan proposes high-density development, as called for in the City Master Plan and City 2012 Master Plan Re-exam Report. The zoning standards cap the floor area ratio ("FAR"). Additionally, the uses and standards in the plan are consistent with the City, County and State master plans, which call for the area to be developed as a high-density urban area that takes advantage of the existing public infrastructure.

Parking standards reflect the plan area’s proximity to a strong transit network, including the Northeast Corridor rail line, inter-city bus hub and an extensive pedestrian-oriented downtown street grid.
Section 1  Redevelopment Plan Purpose
The purpose of the Redevelopment Plan is to accommodate the increased demand for health services and medical research in the city by allowing for the expansion of medical uses in the downtown area.

Section 2  Neighborhood and Development Context
The plan area is located in the heart of New Brunswick’s downtown. The surrounding uses include:

- Robert Wood Johnson University Hospital, a Level 1 Trauma Center with over 600 hospital beds and part of the RWJ Barnabas Health System
- Rutgers Cancer Institute of New Jersey
- Bristol Myers Squibb Children’s Hospital
- PSE&G Children’s Specialized Hospital
- Rutgers Robert Wood Johnson Medical School

Map No. 3 – Surrounding Health Care Uses
Photos of Surrounding Area

Little Albany Street showing RWJ University Hospital and Rutgers Cancer Institute of New Jersey

Somerset Street looking northeast
The plan area borders an area designated by the New Jersey Department of Transportation ("NJDOT") as a Transit Village. As part of the designation, both the State and the City agreed to support high-density, mixed-use development in the plan area, so as to efficiently use the investments that have been made in transit infrastructure in this area, namely the train station, bus hubs and access to major highways.

**Map No. 4 – New Jersey Transit Village Map**

The New Brunswick train station is located approximately ¼ mile to the south of the plan area. It is located on the Northeast Corridor rail line. This rail corridor is the busiest in the State and the New Brunswick Station is one of the busier non-terminal stations. The station area also serves as a bus hub for both inter-city commuter buses and intra-city buses.
New Brunswick Train Station
Section 3  Planning and Development Principles

− Clustering of like uses, particularly a public purpose use, creates benefits to the community and promotes sound planning principles.

− Development of high-rise buildings should have varied architectural lines and create visual interest.

− Increased density should be permitted in areas of existing infrastructure.

− The streetscape should create a positive pedestrian environment that encourages a vibrant street atmosphere.

Section 4  Land Use and Development Requirements

The intent of the design and zoning regulations is to create development standards that support the purposes of the Redevelopment Plan to expand the existing health care related development in downtown New Brunswick. The design and zoning standards are intended to promote development that creates an attractive high-density, walkable downtown center that takes advantage of the rich transportation infrastructure surrounding the plan area.

The following land use controls and building requirements apply to the plan area.

Land within the plan area is to be developed according to the standards set forth in this plan, as well as the standards of the City of New Brunswick Zoning Ordinance. The controls, regulations and requirements of this plan supplement and supersede the requirements of the Zoning Ordinance. In instances where the plan does not impose a supplemental or superseding control or requirement, the standards of the Zoning Ordinance shall apply. The standards of the D-HI Downtown Hospital-Institutional District shall apply to bulk standards not superseded by the controls and regulations of this plan. Redevelopers may seek to justify the granting of “bulk” variances pursuant to NJSA 40:55D-70.c, as well as waivers and exceptions from the applicable provisions of the Redevelopment Plan, but may not seek “use” variances pursuant to NJSA 40:55D-70.d.
Permitted Uses

**Table 1: Permitted Uses**

Medical and surgical hospitals, medical centers, health centers and other medically related facilities

Medical offices, clinics or laboratories

Educational, research and training centers associated with medical facilities

Commercial uses permitted in the D-HI Downtown Hospital-Institutional District

General and professional offices

Public parking

Mechanical and utility systems

Permitted Accessory Uses

Pedestrian bridge for cross campus interconnectivity

Any other uses customary and incidental to the permitted principal uses.

Permitted Conditional Uses

None

Bulk Standards

**Table 2: Bulk Standards**

<table>
<thead>
<tr>
<th>Description</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Size</td>
<td>20,000 sf</td>
</tr>
<tr>
<td>Minimum Lot Width</td>
<td>100 ft.</td>
</tr>
<tr>
<td>Minimum Lot Depth</td>
<td>100 ft.</td>
</tr>
<tr>
<td>Minimum Front Yard Setback</td>
<td>-160 ft.</td>
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<tr>
<td>Minimum Side Yard Setbacks</td>
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</tr>
<tr>
<td>Minimum Rear Yard Setback</td>
<td>0 ft</td>
</tr>
<tr>
<td>Maximum Building Height</td>
<td>225 ft.</td>
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<tr>
<td>Maximum Building Coverage</td>
<td>100%</td>
</tr>
<tr>
<td>Maximum Impervious Coverage</td>
<td>100%</td>
</tr>
<tr>
<td>Maximum F.A.R.</td>
<td>10.0</td>
</tr>
</tbody>
</table>

Circulation and Parking

Parking should be provided to adequately service the parking needs of the development, but should not be over-supplied, so as to minimize the deadening effect of surface and structured parking and to encourage the use of mass and alternate transit.
Shared parking is to be encouraged to promote the efficient use of the parking that is developed.

Development should be oriented to maximize the convenience of mass transit and alternate transit use, e.g., the train station and bus facilities, for employees and visitors.

Development design and building orientation should create a walkable environment to encourage alternate transportation.

Parking Strategy
A parking strategy between medical, office, retail and public uses is encouraged so as to efficiently manage the use of parking facilities. This strategy effectively meets parking demand while minimizing the amount of parking constructed in order to reduce the deadening effect of parking facilities on street-level activities. Parking should be adequate, but not over-supplied. Improvements to transit facilities to enhance the convenience of their use and improvements to the walkability of the area should be considered before building additional parking to meet the needs of employees and visitors to access the development.

The parking standards have been developed to reflect the plan area’s proximity to the train station and bus hub, as well as the walkability of the downtown area based on parking management best practices.

A parking strategy should consider strategies such as shared parking, car share, discounted transit passes and similar strategies to both reduce the parking demand for the uses in the plan area and to efficiently and effectively use the parking spaces that are developed.

Shared parking facilities shall conform to the requirements of the City of New Brunswick’s Zoning Ordinance at Section 17.05.010.

Parking Requirements
Table 3 lists the parking requirements for the permitted uses in the Redevelopment Plan. In addition to the requirements for the number of spaces, the design guidelines for parking facilities set forth later in this section also apply. Credits shall be given against the required parking for shared parking pursuant to the City’s shared parking ordinance (Ord. Section 17.05.010).

Parking credits against the minimum space requirement are available to medical and office uses for car share programs. If no car-share organization or company is willing to use the space(s), the space owner may make the space(s) available to the general public. However, upon 90-days written notice from the City, the property owner must make the space available to a bona fide car share organization or company.
### Table 3: Parking Requirement

<table>
<thead>
<tr>
<th>Facilities</th>
<th>Per 1,000 sf of GFA</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospitals, medical centers, and other medically related facilities</td>
<td></td>
<td>1.2</td>
</tr>
<tr>
<td>Office, Office Buildings, including medical offices</td>
<td></td>
<td>1.2</td>
</tr>
<tr>
<td>Educational, laboratory, research and training centers associated with medical facilities;</td>
<td></td>
<td>1.2</td>
</tr>
<tr>
<td>Retail stores</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>Commercial establishments not otherwise classified</td>
<td></td>
<td>1.5</td>
</tr>
</tbody>
</table>

**Parking Location**

Parking should be provided in the plan area, to the extent feasible. If needed parking cannot be accommodated in the plan area, off-site locations can be used, including existing facilities. If space is available off-site, the availability shall be evidenced by an enforceable written agreement or other documentation acceptable to the Planning Board. The redeveloper shall demonstrate that any off-site parking location will function efficiently for access to the facility for parking and for access to the uses developed in the plan area that the parking is serving. Different parking uses will have different appropriate locations. For example, parking for retail uses would generally need to be closer to the site than parking for office uses, as shoppers can be expected to walk a shorter distance to their shopping location than an office worker will walk to their job location.

Newly developed off-site parking should also conform to the parking design standards of this plan.

**Parking Dimensions, Size and Access**

Each off-street parking space and access aisle shall meet all applicable provisions of this section. The dimensions for parking lots, spaces, drive aisles, and other provisions are as set forth in Figure 1 and supersede the standards set forth in the City of New Brunswick Engineering, Utility and Landscaping Standards, Section 8.10.
Figure 1. Parking Dimensions

(A) Angle of parking space
(B) Parking module
(C) Vehicle projection
(D) Aisle width
(E) Stall width projection
(F) Stall width

<table>
<thead>
<tr>
<th>Table 4: Parking Space Size</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td><strong>One-Way Parking</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>A</strong></td>
</tr>
<tr>
<td>Parallel</td>
</tr>
<tr>
<td>Angle</td>
</tr>
<tr>
<td></td>
</tr>
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<tr>
<td></td>
</tr>
<tr>
<td>Compact</td>
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<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

| **Two-Way Parking**         |
|                             |
| **A** | **B** | **C** | **D** | **E** | **F** |
| Parallel | 0° | 36’ | 8’ | 20’ | 23’ | 8’ |
| Angle    | 90° | 60’ | 18’ | 24’ | 8’9” | 8’9” |
| Compact  | 90° | 15’ | 20’ | 8’ |

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Bicycle Rack Standards
Bicycle racks shall be installed on a permanent foundation (e.g., concrete pad) to ensure stability and security. They should be securely anchored into or on the foundation with tamper-proof nuts if surface mounted and support the bicycle frame in two (2) or more places with support for both wheels on the ground.

Bicycle racks shall have the ability to support a variety of bicycle sizes and frame shapes. They should have space to secure the frame and one or both wheels to the rack with a cable, chain, or u-lock. Diameter of locking pole shall be no more than 1.5 inches. Galvanized or stainless steel racks are recommended and are required for racks on public property.

Acceptable racks designs, including the “Inverted U,” “Swerve” and “Post and Ring” racks, have two-point support and fit a variety of bicycle types. Custom designs and “artistic” racks are permitted if they meet the above standards.

Bicycle Rack Location
Short term bicycle parking spaces shall be located in a convenient and visible area. Long-term bicycle parking spaces shall be located in enclosed, secured or supervised areas providing protection from theft, vandalism, and weather and shall be accessible to intended users.

Off-Street Loading
Off-street loading shall be provided as necessary to provide functional operations without significantly impacting adjacent roadways. At a minimum, four (4) off-street loading areas shall be provided to support the redevelopment area.

Loading areas shall not be subject to setback bulk requirements of this plan and may encroach into the Right of Way as needed.

Table 5: Bicycle Parking

<table>
<thead>
<tr>
<th>Description</th>
<th>Per 1,000 sf of GFA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospitals, medical centers, and other medically related facilities</td>
<td>0.1</td>
</tr>
<tr>
<td>Office, Office Buildings, including medical offices</td>
<td>0.1</td>
</tr>
<tr>
<td>Educational, laboratory, research and training centers associated with medical facilities</td>
<td>0.1</td>
</tr>
<tr>
<td>Retail stores</td>
<td>0.1</td>
</tr>
<tr>
<td>Commercial establishments not otherwise classified</td>
<td>0.1</td>
</tr>
</tbody>
</table>
Street Light and Streetscape Standards
A coordinated streetscape design for street lighting, benches, trash/recycling receptacles, bike racks, wayfinding signage, and other similar street furniture items shall be used throughout the plan area. The design palette shall be harmonious with the existing streetscape improvements. The streetscape design palette shall be reviewed and approved by the City’s Technical Advisory Committee prior to site plan approval.

Landscaping
All open areas and parking areas shall be attractively and appropriately screened or landscaped. All setback areas shall be landscaped.

Fire Escapes
Fire escapes are prohibited on the principal façade of a building. They may be permitted on the side or rear if not in conflict with zoning, property ownership or code requirements.

Security Gates
Exterior security gates are prohibited, except for the loading entrance area.

Awnings, Canopies and Marquees
The setback requirements of this plan or the underlying zoning shall not apply to this paragraph. No awning, canopy or marquee shall extend more than fifteen feet (15') into the public right-of-way, and no awning, canopy or marquee shall be less than eight feet (8') above grade. Awnings, canopies or marquees shall not be placed so as to conceal or disfigure an architectural feature or detail.

Pedestrian Bridge
Any pedestrian bridge will be permitted to have signage on both “façades.” They may stretch to cover the entirety of the pedestrian bridge, but cannot exceed the height of the roof nor extend below the bottom of the “façades.”

Blade Signs
Blade signs will be permitted as follows:
- Up to two (2) on the Somerset Street frontage
- No more than one (1) on each of the other street frontages
- Blade signs will be no more than eighteen (18) inches thick
- Blade signs will be no more than forty (40) square feet

Wall Signs
Wall signs will be permitted as follows:
- Up to two (2) per façade.
- Maximum wall sign size equal to 10% of façade area.

Window Signs
Window signs will be permitted as long as no more than 50% of the total pedestrian level window area is covered by signage.
Design Guidelines

General Provisions

Overall Design Concept: All new buildings should relate visually to existing buildings and other significant structures in the vicinity. The design strategy may include the careful study of the building’s massing or material in conjunction with surrounding buildings and/or the creation of focal points with respect to avenues of approach, terrain features or other buildings.

Area Design Features: New buildings should, where appropriate, strengthen particular urban conditions of its immediate context by, for example, framing a view corridor, enclosing an open space area, and responding or reinforcing a particular contextual design feature. New construction should respect the existing street pattern to preserve the circulation plan or add to and reinforce it where appropriate.

Building Design Elements: The selection of building design elements, for example, in the use of materials, fenestration, color, texture, etc., should ensure that such treatment is visually appealing. The building facades should “reflect” the setbacks of adjacent buildings and those across the street where possible.

Environmental Consideration: New buildings should be responsive to the natural environment. For example, the design and location of pedestrian areas and plazas, with respect to building orientation, should allow use in all weather conditions year-round. Appropriate uses of outdoor space related to buildings, such as outdoor cafes are encouraged if they conform to all other ordinance requirements. Where possible and appropriate, the building’s massing and facade should be designed to respond to the building’s particular relationship to solar and wind exposure.

Building Additions: Building additions should be designed to reflect the existing building in terms of scale, materials, fenestration and color. A change in scale, for example, may require a transitional design element between the addition and the existing building. Additions are encouraged that are sympathetic to the original building yet contemporary in spirit.

Building Height and Setting: The redevelopment plan allows for greater height than surrounding uses, therefore, new buildings in the plan area should have design elements that fit with and enhance the urban fabric. Developments are encouraged to have buildings with a mix of heights and architectural variety to create interest and to preserve, to the extent practicable, light and views of existing buildings.

The particular location of new buildings on a site should provide an appropriate harmonious relationship to existing area structures, land forms and water bodies, in terms of height, setback, view preservation, and related aspects of its urban context. Where the site slopes, a new building’s design should fit within an envelope that follows the land’s contours. Stepped designs are appropriate to preserve light, views, and to reinforce the scale of a particular site or an assemblage of lots, where the heights, massing and siting of buildings need special care to reinforce existing relationships.
**Side and Rear Elevations:** Appearance of the side and rear elevations of buildings is important in commercial districts, especially if parking is provided next to the buildings.

**Facade Composition:** The ground floor and main entrance areas of buildings should be visually open and transparent where possible to promote an active and healthy streetscape. Upper stories should be designed to adequately respond to the buildings’ uses while achieving a sufficient amount of variation and detail to ensure an aesthetically pleasing building. Building materials should relate to those used in the immediate context, though do not need to match.

**Massing:** Large, horizontal portions of buildings of limited height should be broken down into segments having vertical orientation. Repetition of bays and fenestration are encouraged to establish a sense of scale while allowing individual identity for each storefront.

**Character of Primary Facades:** Blank walls and/or highly monotonous walls that have no relationship to the overall design character of the downtown area should be avoided. While potentially modern in design, new buildings should include qualities of scale, texture and proportion common to traditional urban buildings.

**Roof Forms:** Buildings should be designed to be “wall dominated” in that the roofs are visually less dominant in the total design. Roof forms may be similar to those predominantly found on adjacent buildings and may serve to visually concentrate building massing where appropriate on a site.

**Scale:** A pedestrian scale should be achieved at ground level and along street frontages and entryways through the use of appropriately sized windows, entrances, windows, soffits and canopies.

**Structured Parking Design Guidelines**

Future parking structures should be constructed with the understanding that required parking spaces for an area should be shared over the course of a day to maximize efficiency.

While the construction of new parking garages will be critical to accommodate future vehicles in the study area, it is important to establish parking ratios that promote the use of public transportation and encourage development that generates less traffic. New parking facilities must be designed in such a way that does not adversely affect their surroundings.

Monotonous and unadorned parking structure elevations are prohibited. No blank walls or exposed parking levels should face directly onto primary streets. To the extent practicable, the ground floor of parking structures should be “wrapped” with commercial or residential uses to screen the parking structure from view on the fronting street. Attempts should be made to reduce the overall visual mass of the parking garage through the architectural expression of stair towers, canopies and screening devices. Parking garage elevations shall be screened from view with the incorporation of lightweight design elements that add visual interest to the elevations.
(such as trellis panels) and filter the view to parked cars. When possible, building edges that face primary streets should incorporate programmable spaces into the ground floor of the parking structure (such as small commercial/retail uses) to activate the street edge. Garage entries shall not exceed 16 feet clear height and 30 feet clear width. Provisions shall be made for audible and/or visible warnings at garage exits to protect pedestrians from vehicles

**Surface Parking**

Surface parking lots should be avoided unless other parking alternatives are not feasible or a special use requires a limited number of surface parking spaces.

Parking shall be placed behind the buildings, but where accommodation of the minimum parking requirements is not adequately met, parking on the side of buildings is acceptable, provided that the parking is screened from view from any adjoining right-of-way. On-street parking available along the frontage lines that correspond to each lot shall be counted toward the parking requirement for the parcel. By exemption, the required parking may be provided within a five minute (1/4 mile) walking radius of the site which it serves.

Avoid large, unbroken expanses of pavement. Divide large parking lots into smaller paved areas that are separated by landscaping, access driveways, or ancillary structures. Parking lots shall include parking islands to break down the scale of the surface lot, with the inclusion of pedestrian-scale lighting in lieu of standard lot lighting. A visual buffer of landscaping shall be provided towards adjacent properties. Any parking lot adjoining a public street shall be screened from view to a height of three (3) feet by walls, berms, landscaping, or a combination of these three. If landscaping is used, the planting bed shall be a minimum of 10 feet wide. Separate parking areas from buildings by use of a raised walkway or planting strip. Avoid directly abutting parking aisles or spaces to the edge of a building.

Bicycle parking shall be provided per the standards for bicycle parking set forth above in this section.

**Design Freedom**

The specific proposals for the redevelopment of all parcels will be evaluated as to the manner in which they achieve the objectives of this Redevelopment Plan. While the Redeveloper(s) will be given freedom in concept design, layout within the standards specified in this Redevelopment Plan, the structure and other improvements to be erected must reflect the vision, goals and public purposes of the Redevelopment Plan. The designs shall exhibit distinguished architectural expression and promote pedestrian-oriented, street-level activity.
Section 5  Air Rights, Right-Of-Way, Traffic, Transit, and Utility Adjustment and/or Improvements

Air Rights

Through the utilization of the negative setback rights included in the Bulk Standards section of this plan, a building may encroach into the City’s right-of-way for the development of building overhangs and skywalks/bridges, subject to Planning Board review. The Bulk Standards criteria of this plan shall not otherwise be applicable to such portions of a building, nor shall other bulk standards apply to a building, that is connected by a skywalk/bridge to a building constructed pursuant to this plan.

Right-of-Way Improvements

Loading Areas: On-street loading areas for the operation of a building constructed pursuant to this plan may encroach into the City’s right-of-way, subject to Planning Board review.

Traffic Improvements

Efficient traffic circulation for vehicles, pedestrians and alternate modes of transportation is important to the successful redevelopment of the area. Circulation design should accommodate all modes of travel and should reflect the pedestrian and transit orientation of the downtown area.

Transit Adjustments

The plan area is adjacent to the City’s Transit Village, with nearby bus stops for local and commuter buses.

Pedestrian Circulation Through the Plan Area

Pedestrian-oriented space shall be provided to allow for pedestrian and bicycle access. The pedestrian-oriented space should be designed to encourage outdoor cafes and other activities that activate and enliven the pedestrian space. Pedestrian-oriented space may include shared space.

Sidewalks

Sidewalks must be continuous throughout the streets within the area. Minimum and maximum sidewalk widths are required to ensure that sidewalks will be wide enough to encourage comfortable pedestrian movements for expected pedestrian volumes, but not so wide as to create a sense of vacant streets.

The City Council has determined that encroachments into the City’s right-of-way resulting from the use of negative setbacks in connection with the construction and operation of a building pursuant to this plan shall be permitted.
Minimum sidewalk width:
Somerset Street: 5 feet of clear sidewalk
Division Street: 5 feet of clear sidewalk
Hardenberg Street: 5 feet of clear sidewalk

Maximum sidewalk width:
22 feet, inclusive of the area for street furniture. Plaza areas at building entrances are not considered to be sidewalks.

Corners & Crosswalks: Street corners should minimize pedestrian crossing distances and reduce the speeds of turning vehicles. Crosswalks shall be at all intersections and shall striped with high-volume markings.

Wayfinding Signage: Develop a wayfinding signage system to efficiently and conveniently direct drivers leaving the on-site parking to return to major arterial roads, such as Route 27 and Route 18. The intent of the wayfinding is to reduce traffic volume on local streets due to drivers who get lost, or take incorrect or inefficient routes to leave the area.
Install directional signage at the intersections adjacent to the redevelopment area to direct motorists to the correct route to access Route 27 and Route 18, as well as other significant streets.

Criteria Related to Utility and Right-Of-Way Changes and Improvements
The right-of-way and utility changes and/or improvements required for the implementation of this plan, including the layout of water, gas, electric, telephone, fire alarm and fire hydrant systems, sanitary and storm sewer systems, the relocation or abandonment of same, and easements related thereto, will be as determined by the appropriate public utilities and governmental authorities. These changes and/or improvements will be made by the public agency(ies) and/or private corporations designated by the public utilities and common carriers responsible for the same and by the public agency(ies) and/or private corporations designated by the City Council for this purpose.

Where the Redevelopment Plan provides for the closing or vacating of a street or other public way along or under which any public utility or common carrier property is located and which is used to provide a commodity or service the utility or carrier is authorized to furnish, the City Council shall determine by resolution whether the retention of such property in its existing location will interfere with the implementation of the Redevelopment Plan. If the City Council determines that the retention of this property will interfere with the implementation of the Redevelopment Plan, the City Council will make an order requiring the public utility or common carrier owning or using the property to remove or relocate the property. The public utility or common carrier will then take ordered actions. The cost for removing or relocating the property, including the cost of installing new property and the cost of land and/or easements required for relocation shall be paid for by the City, the Redevelopment Agency or by the designated redeveloper.
Where property is relocated to allow for the implementation of the Redevelopment Plan, the utility or common carrier owning or using the property shall be allowed to maintain and operate such property upon the same terms and conditions as it had the right to maintain and operate such property in its former location.

If the City Council determines that the retention of the property in a closed or vacated street will not interfere with the implementation of the Redevelopment Plan, the City Council will authorize the execution of easements or other land interests necessary to allow the public utility or common carrier to operate, maintain, replace, or remove such property.

Section 6 Relationship of Redevelopment Plan to Local Objectives

New Brunswick Master Plan: This plan is in substantial conformance with the approved Master Plan of the City of New Brunswick and any and all parts thereof. The plan provides an outline for re-planning and redeveloping the plan area, and is sufficiently complete to indicate its relationship to defined local objectives as to appropriate land uses, density, and improved traffic, public transportation, public utilities, recreation, and community facilities and other public improvements.

The Redevelopment Plan supports the following planning goals identified in the Master Plan (NBMP I-12-15):

1. Concentration of major medical facilities and hospitals within their respective compact growth districts. The plan proposes a variety of medical uses adjacent to existing medical facilities.
2. Concentration of cultural, entertainment, commercial, public health and institutional activities in clearly defined and distinctive activity centers. The plan proposes to concentrate additional medical uses in the area already established with similar uses.
3. Improved inter- and intra-municipal traffic movement. The plan encourages greater use of transit infrastructure and alternative means of travel through its location adjacent to the train station, the downtown bus hub and the walkable downtown street grid.
4. Diversification of industrial uses by encouraging the development of more research and development and high-technology uses.
5. Continued redevelopment and enhancement of the City’s downtown district, including medical, research and commercial uses.
6. Provision of an inter-modal transportation system that promotes and provides for non-auto transportation to, from and within the City to the greatest degree possible. The plan proposes substantial development in the heart of the transit village district that will take advantage of the rich transportation environment in downtown New Brunswick, including the plan area’s close proximity to the train station and bus hubs.
7. Provision of a parking supply that meets the needs of, and is convenient to, users of the City’s commercial, residential and industrial areas. The plan provides a location for additional downtown parking to accommodate development in the project area and provide shared parking opportunities.
Section 7  Provisions to Meet Other State and Local Objectives

The State Plan

The Redevelopment Plan supports the goals and policies of the 2001 New Jersey State Development and Redevelopment Plan ("NJSDRP").

New Brunswick is one of eight designated urban centers in New Jersey and is located in a Metropolitan Planning Area. Metropolitan Planning Areas are "envisioned as cooperative, sustainable regions comprised of a cohesive system of vibrant Urban Centers that serve as employment, governmental, cultural and transportation anchors." (2001 NJSDRP, p. 156).

The Redevelopment Plan supports the three key goals of the State Master Plan:

1. To encourage development, redevelopment and economic growth in locations that are well situated with respect to present or anticipated public services or facilities and to discourage development where it may impair or destroy natural resources or environmental qualities.

2. To reduce sprawl.

3. To promote development and redevelopment in a manner consistent with sound planning and where infrastructure can be provided at private expense or with reasonable expenditures of public funds. (2001 NJSDRP, p. 24)

The Redevelopment Plan proposes medical uses in the City's downtown area that are within walking distance to both rail and bus transit, within walking distance to major centers such as Johnson and Johnson, the downtown medical campus and Rutgers University and within walking distance of cultural institutions such as the New Brunswick Performing Arts Center and the State Theater.

The proposed development will support increased use of mass transit and alternative transit, the use existing public infrastructure and downtown commercial businesses. The redevelopment area is well suited with respect to present and anticipated public facilities.

Redevelopment within the already highly developed urban core of New Brunswick minimizes negative impacts on and impairments of natural resources and environmental quality by using existing infrastructure, promoting access to mass and alternative transit. The proposed redevelopment is consistent with sound planning as it promotes a compact development pattern that reduces sprawl and that relies on existing infrastructure and which will help support the viability of the existing business and residential communities within New Brunswick by providing new jobs and new housing in an appropriate location.

The State Plan sets forth economic development objectives for Metropolitan Planning Areas (2001 NJSDRP, p. 191). These policies include strategic land assembly, infill development, and public/private partnerships that support an
identified role for the community within the regional marketplace. The Redevelopment Plan promotes the use of public/private partnerships between the City of New Brunswick and private development interests to carry out the Redevelopment Plan in a manner that is economically attractive to the private sector and which will support sound planning on the part of the public sector. The development proposed in the Redevelopment Plan will support and enhance New Brunswick’s role as a commercial center for Central New Jersey.

The State Plan objectives also include the support of development at sufficient intensities to support transit, a broad range of uses, efficient use of infrastructure and that encourages the use of public transit and walking (2001 NJSDRP, p.191). Redevelopment Plan supports these objectives. As previously cited, the redevelopment area is in the City’s downtown area and is within walking distance to both rail and bus transit, within walking distance to major institutions and cultural centers. The high-density development proposed for portions of the redevelopment area provide sufficient employment and residential density to support viable mass transit service.

Middlesex County Master Plan
This plan is substantially consistent with the goals and objectives of the Middlesex County Master Plan.

Franklin Township Master Plan
Identified as one of the “strengths and opportunities” in the Franklin Township Master Plan is the “proximity to Rutgers University, Robert Wood Johnson and Saint Peter’s hospitals, theaters, etc. in New Brunswick.”

The economic development section of the Township’s 2016 Master Plan Reexamination Report states:

Although health services were not a part of Franklin’s basic economy in 2001, given the Township’s proximity to two major hospitals, nursing and personal care, pharmaceutical and medical and dental establishments are becoming more competitive in the Township. In fact, several health care clusters are found along Route 27, Easton Avenue and Clyde Road. Additional medical office space is locating on World’s Fair Drive and Veronica Avenue. The report suggests that Franklin Township has the necessary ingredients for an agglomeration of health-related service industries including medical office and suppliers to medical offices. The Township should continue to promote these types of uses.

The Redevelopment Plan has no common boundary with any other municipality, so it would not be expected to have a significant impact on the plans of any municipality that borders the City of New Brunswick.
Section 8 Acquisition

No property within the plan area shall be subject to condemnation pursuant to the authority in section 8(c) of the Local Redevelopment and Housing Law.

The Redevelopment Agency or other authorized governmental entity may will, where required, acquire such interest(s) in real property as is necessary to effect the public improvements to right-of-way, traffic, facility and utility adjustments changes and/or Improvements permitted through this plan.

The power of eminent domain pursuant to the Local Redevelopment and Housing Law shall not be exercised to acquire any property, or interests in property within the plan area owned or used by any public utility, as defined in R.S. 48:2-13, in furnishing any commodity or service which by law it is authorized to furnish.

Section 9

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Section 10 Displacement and Relocation of Families, Individuals and Businesses

The Redevelopment Plan is based upon a declaration of the plan area being in need of rehabilitation (see Map 1). Acquisition of property by the Redevelopment Agency for redevelopment purposes in a plan area that is in need of rehabilitation is not permitted unless the area is declared a Condemnation Redevelopment Area pursuant to NJSA 40A:12-5 and 6. Therefore, no displacement or relocation of families, individuals, or business will be undertaken by the Redevelopment Agency unless the area is first determined to be a Condemnation Redevelopment Area pursuant to NJSA 40A:12-5 and 6.

Section 11 Clearance of Acquired Property

Any property privately acquired by the designated redeveloper that requires clearance will be cleared by the designated redeveloper.
Section 12  Redeveloper Designation, Other Controls and Obligations and Non-Discrimination

In order to assure that the vision, goals, and public purposes of the Redevelopment Plan are implemented in a comprehensive and timely manner, the Redevelopment Plan shall only be implemented by a designated redeveloper(s). Designation of a prospective redeveloper(s) shall be made by the City of New Brunswick’s designated redevelopment agency, the New Brunswick Housing and Urban Development Authority, or any other authorized agency designated by the City (“Redevelopment Agency”).

All designated redevelopers are required to enter into a Redevelopment Agreement with and satisfactory to the Redevelopment Agency.

The designated redeveloper shall be responsible for carrying out this Redevelopment Plan and will obtain all necessary approvals from the City Council, Planning Board, City agencies and outside agencies to legally effectuate and carry out the Redevelopment Plan, including but not limited to easements, permits, licenses or approvals, and any and all street vacation proceedings.

The various elements of this Redevelopment Plan are in compliance with the requirements of all applicable state and local laws and regulations and there are no additional requirements with respect to a Redevelopment Plan which have not been complied with.

Redeveloper Designation

In order to be considered for designation as a redeveloper, a prospective redeveloper will submit the following information and materials to the Redevelopment Agency:

- Preliminary site plan and architectural plans sufficient in scope to demonstrate compliance with the design standards and guidelines of the Redevelopment Plan, including architectural elevations and floor plans, engineering site plan, building layout, intensity of uses, parking, loading, landscaping, recreation space and public improvements. Proposed residential uses should information about the residential units, including number of units, unit square footages and number of bedrooms.

- Documentation evidencing the financial responsibility and capability of the proposed redeveloper to carry out the proposed redevelopment project, including: comparable projects completed, financing plan, disclosure of ownership interests in the proposed redeveloper including general and limited partners, and financial profile of the proposed redeveloper and its parent, if applicable.

- Estimated total development cost for the proposed redevelopment project.

- Estimated timeline for the start and completion of development.
Other Redeveloper Requirements

The estimates referred to above shall be finalized by the designated Redeveloper(s) at the time of execution of the Redeveloper Agreement. Prior to the commencement of construction of any improvements in the plan area, final plans and specifications must be submitted to the Redevelopment Agency by the Redeveloper for approval to insure conformance with the approved preliminary submission.

The Redeveloper(s) will be obligated to carry out certain specified improvements in accordance with the Redevelopment Plan, Authority, or any successor agency. The Redevelopment Agency shall consider both

The Redeveloper(s) and its successors or assigns shall devote land to the use(s) specified in this Redevelopment Plan for such area for the period of the duration of the Redevelopment Plan and shall not devote such land to any other use(s).

The Redeveloper(s) shall begin and complete the development of said land for the use(s) required in this Redevelopment Plan within a reasonable time as determined by the Redevelopment Agency.

The Redevelopment Agency shall consent to the disposition of all or any part of the Redeveloper's interest in the Redevelopment Area, such consent to be effective upon the completion by the Redeveloper(s) of all the improvements, rebuilding and redevelopment work required. The Redeveloper(s) will not be permitted to dispose of property until the improvements are completed without the prior written consent of the Redevelopment Agency, which consent will not be granted except under conditions that will prevent speculation and protect the interests of the City of New Brunswick.

Planning Board Site Plan Review

Redevelopment projects are subject to typical Planning Board site plan and variance review pursuant to the Municipal Land Use Law, NJSA 40:55D-1 et seq. The Planning Board may consider “c” variances for the redevelopment project, as well as waivers and exceptions from the applicable provisions of the Redevelopment Plan. No “d” variances shall be considered by either the Planning Board or Zoning Board of Adjustment. Any change to the redevelopment project that would require a “d” variance can only be addressed by amending the Redevelopment Plan and re-approval of the redevelopment project by the Redevelopment Agency.

Additionally, the Planning Board shall consider a site plan for the redevelopment project incomplete unless the Redevelopment Agency has found the proposed project to be consistent with the Redevelopment Plan and submitted such finding as part of the site plan application.
Regulation Conflicts
In the event that any of the standards, controls or requirements of the Redevelopment Plan are found to be in conflict with Zoning Ordinance or Land Development Ordinance of the City of New Brunswick, the standards, controls or requirements of the Redevelopment Plan shall apply. If a standard of the Zoning Ordinance or Land Development Ordinance is not addressed in the Redevelopment Plan, the standard, control or requirement of the Zoning Ordinance or Land Development Ordinance shall apply.

Certificate of Completion
After completion of the redevelopment project and upon inspection, verification and approval by the Redevelopment Agency that all obligations under the Redevelopment Agreement have been satisfactorily complied with, the redeveloper shall be entitled to the issuance or a certificate of completion. After issuance of the certificate of completion, the redeveloped parcel shall no longer be deemed in need of redevelopment or rehabilitation.

Temporary Land Uses
Permitted temporary land use(s) shall be for public recreation, public parking or other use of benefit to the public, including uses by or sponsored by non-profit organizations, e.g., farm markets or community concerts. Such use(s) shall be permitted in cleared land areas or unoccupied buildings until such time as the lands are needed for redevelopment. Temporary uses shall be subject to other appropriate provisions in the City of New Brunswick Zoning Ordinance, including temporary use permits and/or land disposition instruments.

Non-Discrimination
No covenant, agreement, lease, conveyance or other instrument shall be effected or executed by the City of New Brunswick or its Redevelopment Agency or by purchasers or lessees from them or by any successors in interest of such purchasers or lessees, by which land in the Redevelopment Area is restricted as to sale, lease or occupancy upon the basis of race, color, creed, religion, ancestry, national origin, sex, or marital status. Neither the City of New Brunswick nor its Redevelopment Agency nor any of their assigns nor any purchasers or lessees from them nor any successors in interest to any such purchasers or lessees shall discriminate upon the basis of race, color, creed, religion, ancestry, national origin, sex or marital status in the sale, lease or rental or in the use and occupancy of land or improvements erected or to be erected thereon, or any part thereof, in the plan area. Furthermore, no covenant, agreement, lease, conveyance or other instrument shall be effected or executed by the City of New Brunswick nor its Redevelopment Agency nor by any purchaser or lessee from them or by any successor in interest of such a purchaser or lessee, whereby land in the Redevelopment Area to be used for residential purposes is restricted in occupancy to persons who have or do not have children in their household. The foregoing restrictions shall be implemented by appropriate covenants or other provisions in disposition instruments.
Section 13  Procedures for Amendment of Redevelopment Plan

Upon compliance with the requirements of applicable law, the City Council, subject to study and recommendation of the Planning Board of the City of New Brunswick, may amend, revise or modify this Redevelopment Plan at any time, provided that, in respect to any land in the Redevelopment Area previously disposed of, for redevelopment in accordance with the provisions of the Redevelopment Plan, the City Council must first receive the written consent of such purchaser(s), or lessee(s), or their successor(s) in interest(s), whose land(s) in the sole opinion of the Redevelopment Agency would be adversely affected by amendment, revision or modification of the Redevelopment Plan.

Section 14  Termination of Redevelopment Plan

This Redevelopment Plan and amendments, revisions or modifications thereof shall be in full force and effect for a period of thirty (30) years from the date of approval of this Redevelopment Plan by the City Council. The termination of this Redevelopment Plan under the provision shall not affect the provision of Section 9.b hereof.

Section 15  Severability

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