

City of Rahway, New Jersey  
Route 1 Corridor  
Redevelopment Area

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Portion of Block 388  
Route 1 Corridor  
Redevelopment Plan

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Prepared by:  
Department of Building, Planning,  
Engineering and Economic Development  
September, 2003

City of Rahway, New Jersey  
Portion of Block 388-Route 1 Corridor  
Redevelopment Plan

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Designation of Area and Plan Development

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A. Designation of the Redevelopment Area

The process, consistent with applicable state statutes, followed by the city in the determination as to the area's qualification and designation as an area in need of redevelopment was:

1. The Rahway Municipal Council authorized the Rahway Planning Board to conduct a preliminary of redevelopment.
2. To assist in the planning board in its preliminary investigation the city authorized its Department of Building, Planning, and Economic Development to conduct a study and survey of the area and prepare a report on the findings of the survey.
3. The planning board held a public hearing at which the matter of the designation of the area as an area in need of redevelopment was considered.
4. Prior to the hearing, a map of the area and statement as required by statute was prepared and all owners of record and claimants of an interest in property in the area were duly notified of the hearing.
5. At the hearing the planning board considers information and objections both oral and written and makes this part of the public record.
6. The planning board may after due consideration of applicable documentation and objections recommend to the municipal council by resolution that a portion of the study area be designated as an area in need of redevelopment.
7. After receiving the recommendation of the planning board, the municipal council may adopt a resolution determining the area or any portion thereof is a redevelopment area.

B. Redevelopment Plan Preparation Process

A redevelopment plan must be prepared and adopted by ordinance prior to undertaking any redevelopment project. The process, which is consistent with applicable state statutes, followed by the city in the preparation of this redevelopment plan, may be summarized as follows:

1. The municipal council authorized the planning board to prepare a redevelopment plan for the area if the board determined the area to be in need of redevelopment.
2. To assist the planning board in its preparation of a redevelopment plan the city authorized its Department of Building, Planning, and Economic Development to draft the required redevelopment plan.
3. The redevelopment plan is considered by the planning board after taking action to recommend designation of the study area as an area in need of redevelopment.
4. The board, after considering the redevelopment plan provides a report to the mayor and council of its recommendation concerning the redevelopment plan.
5. The mayor and council consider the redevelopment plan for adoption as an ordinance.

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Description of Redevelopment Area

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This redevelopment plan is applicable to the portion of the Route 1 Corridor Redevelopment Study Area also known as Block 388, Lots 7,8,9,10,11,12,13, 14 and 15 on the Tax Maps of the City of Rahway, and determined by the Planning Board and the Mayor and Council as an area in need of redevelopment and graphically presented on accompanying report maps is generally described as follows:

Beginning, at a point determined by the intersection of the northeastern right-of-way line of East Grand Avenue and the southeasterly right-of-way line of New Jersey State Highway Route #1; thence, 396.84 feet, more or less in a northnortheasterly direction along the southeasterly right-of-way line of New Jersey State Highway Route #1; thence, 16.20 feet on a radius in an east to south direction; thence, 149.60 feet in a southerly direction along the southwest right-of-way line of East Scott Avenue; thence, 115 feet in a southwest direction along the lot line of Block 388, Lot 15 on the Tax Maps of the City of Rahway; thence, 42.82 feet in a southerly direction to a point; thence, 117.0 feet in a southsouthwesterly direction to a point; thence, 125.8 feet in a southerly direction to a point at the northeasterly right-of-way line of East Grand Avenue; thence, 232.87 feet in a northwesterly direction along the northeastern right-of-way line of East Grand Avenue which is the Point of Beginning, in the City of Rahway, County of Union, and State of New Jersey.

The City of Rahway Tax Lots that comprise the Portion of Block 388-Route 1 Corridor Redevelopment Area are:

Block 388, Lots 7,8,9,10,11,12,13, 14 and 15

Statement of Redevelopment Goals and Objectives

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The Route 1 Redevelopment Area has demonstrated lack of proper utilization of property resulting in a stagnant and not fully productive condition of land which could be potentially more useful and valuable resource contributing to and serving the public health, safety and welfare of the community.

The city seeks to alleviate the conditions found in the redevelopment area and support use of property in the area in a manner, which will better contribute to and serve the public health, safety and welfare of the community. To achieve this overall goal the following redevelopment goals and objectives have been established.

A. Redevelopment Goals

The redevelopment goals the city wishes to achieve in the Route 1 Corridor Redevelopment Area are as follows:

1. The elimination of substandard structures which, by reason of dilapidation, deterioration, vacancy, obsolescence and related factors, are unsafe or substantially impair the sound growth, planning and functioning of this area of the City.
2. The revitalization of the Route 1 Corridor Area with the inclusion of land uses of appropriate type, scope and scale to meet the demands of the area.
3. The stimulation of investment in the surrounding areas of the city and the development of an attractive and visually appealing environment.
4. The establishment of an economically viable and environmentally sound area which will serve to create an area conducive to a wholesome living and working environment beneficial to the safety, health, morals and welfare of the community.



SHEET 99

SHEET 103

SHEET 104

SHEET

EAST

ROUTE #1

STATE HIGHWAY

EAST

CITY OF LINDEN

UNION COUNTY

AVENUE  
LINCOLN

COURT  
FLEVER

AVENUE  
SCOTT

AVENUE  
EAST GRAND

BARNETT

STREET  
BEACON

STREET  
HENRY

STREET  
WALL

STREET

TAX MAP  
CITY OF LINDEN  
UNION COUNTY, N.J.

FRANK J. JONES, PLS.  
ROBERT W. LEE ASSOCIATES, INC.  
2000 E. STATE ST., SUITE 200  
LINDEN, N.J. 07036

DEED  
RECORDED  
IN THE  
OFFICE OF THE  
CLERK OF THE  
SUPERIOR COURT  
AT LINDEN, N.J.  
ON 08/15/2000  
AT 10:30 AM  
BOOK 1000  
PAGE 100

PROPERTY COMMUNICATION  
SERVANTS WITNESS

P.G.

390

390

390

1.35 AC. 123

1.24 AC. 124

210 AC. 127

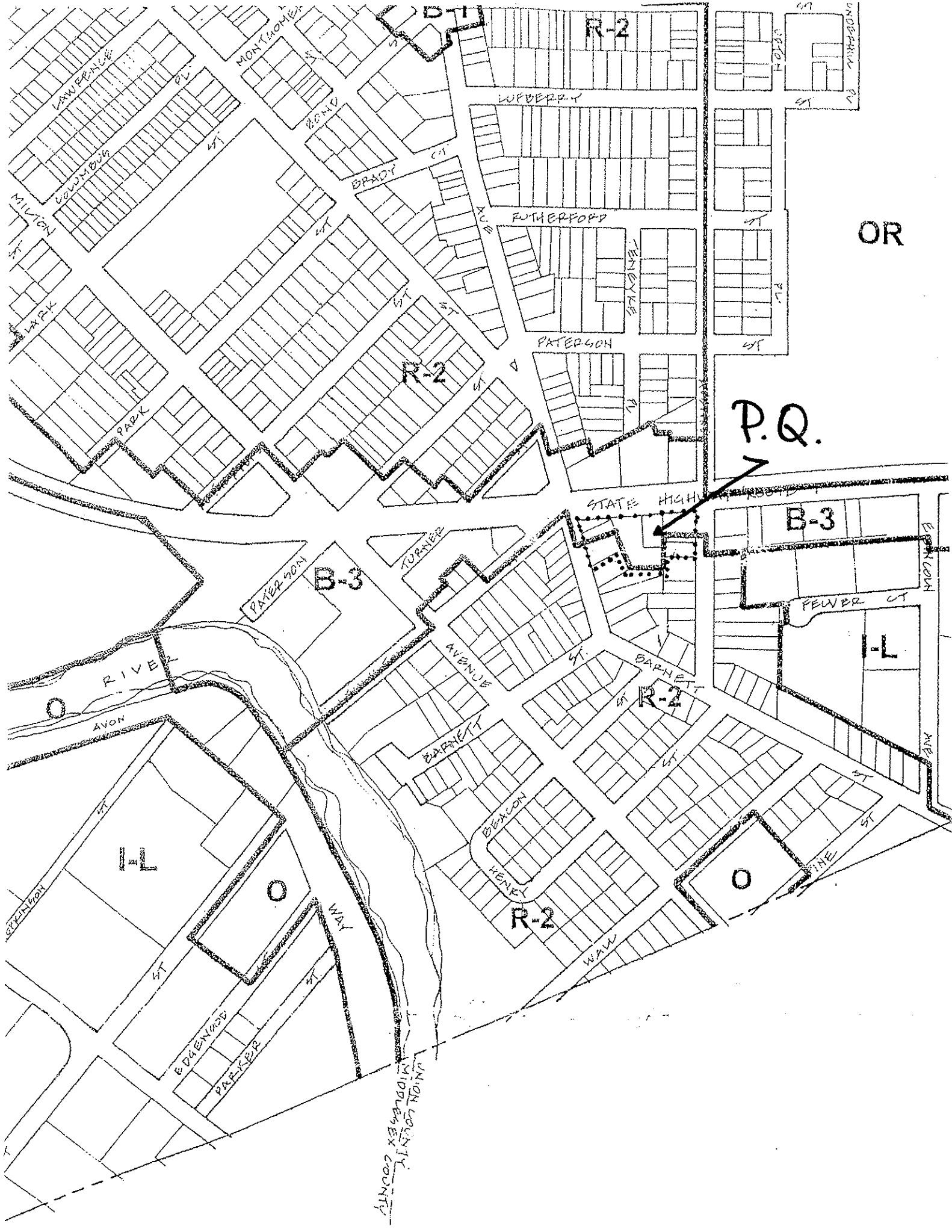
112 AC. 131

104

103

99





OR

P.Q.

UNION COUNTY  
MIDDLESEX COUNTY

B. Redevelopment Objectives

Activities to be initiated in the Route 1 Corridor Redevelopment Area will be undertaken in conformity with and will be designated to meet the following objectives of this redevelopment plan:

1. Physical Objectives – Objectives to enhance the physical environment present in the redevelopment area including the following:
  - a. Eliminate physical and functional deterioration by removing structures, which are either substandard, functionally obsolete, or exert an adverse influence on the area.
  - b. Support private and public improvements intended to develop an attractive and aesthetically pleasing environment for residents, workers, and users of the area.
2. Land Use Objectives – Objectives to support better land use in the redevelopment area include the following:
  - a. Support commercial uses appropriate to the redevelopment area as a means of expanding the vitality of the area.
  - b. Discourage industrial uses which are nonconforming to the zoning codes and detrimental to the surrounding neighborhood.
3. Transportation Objectives – Objectives to support transportation initiatives in the redevelopment area including the following:
  - a. Continue the State, County and City programs funding roadway improvements in the redevelopment area and surrounding neighborhood.
  - b. Support transportation initiatives through the development of improved off street parking for the redevelopment area.
  - c. Support continued efforts to develop pedestrian and bikeway access routes, both intra-district and inter-district, as they relate to the redevelopment area.
4. Other Public Improvement Objectives – Objectives to support other public improvements in the redevelopment area include the following:
  - a. Continue State, County, City, and utility entities public improvement programs by allowing and supporting appropriate public improvements, consistent with the overall goals and objectives of the Route 1 Corridor Redevelopment Plan.
  - b. Support the upgrade and expansion of public improvements supportive of the goals and objectives of the redevelopment plan.
5. Economic Objectives – Objectives to support economic development initiatives in the redevelopment area include the following:
  - a. Encourage economic development and related activities, which will support increased employment opportunities, tax ratables, and economic growth in the area and city.



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- b. Support private and public investment in the area, which will tend to generate economic growth and expanded employment opportunities in the area and the city.
- c. Leverage private capital investment with available state and federal programs.

Proposed Redevelopment Area Land uses and Building Requirements

The land use regulations and ordinances of the City of Rahway currently designate the permitted land uses and related regulatory controls associated with development and redevelopment in the Route 1 Corridor Redevelopment Area. These regulations and ordinances have recently been subjected to extensive scrutiny and revision. Consistent with that action by city staff, planning board members and governing body representatives the revised ordinances and land, use regulations of the City of Rahway, as they may be amended from time to time, shall be applicable in all respects to the Route 1 Corridor Redevelopment Area and shall form the land use and building requirements for the redevelopment area. At such time as the City of Rahway ordinances and land use regulations listed below may be amended in the future the amendment shall concurrently apply to the land use and building requirements of this redevelopment plan unless specifically excluded in the amendment.

Accordingly, the following City of Rahway ordinances and land use regulations shall apply as the redevelopment uses and building requirements for the redevelopment area.

- Zoning Ordinance – Chapter 195
- Land Use Procedures – Chapter 35
- Subdivision of land – Chapter 174
- Site Plan review – Adopted December 8, 1997

The permitted uses are as shown on the Zoning Map of the City of Rahway which shall constitute the Land Use map for the Portion of Block 388-Route 1 Corridor Redevelopment Area. The uses permitted in the redevelopment area, as designated on the appended copy of the Zoning map of the City of Rahway are:

- R-2 Medium Density Single Family
- B-3 Highway Business

Further, it is intended and expressly understood that all other ordinances and regulations of the City of Rahway not contravened in this redevelopment plan shall apply to the redevelopment area.

Redevelopment Zoning to supercede existing zoning applicable to:

Block 388, Lots 7,8,9,10,11,12,13, 14 and 15

The redevelopment zoning set forth below shall apply only to the Route 1 Corridor Redevelopment Area as defined within the "**Description of Redevelopment Area**" also know as Block 388, Lots 7,8,9,10,11,12,13, 14 and 15 on the Tax Maps of the City of Rahway, New Jersey and as depicted on the attached zoning map. The following regulations shall apply (supercede the existing zoning regulations) in this area only.

- A. Permitted Principal Land Uses:
  - 1. Retail uses, Convenience retail, distribution of gasoline and gasoline-related products
  - 2. Drive in/Drive through uses, including restaurants/eating and drinking establishments
  - 3. Sales and distribution of product

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B. Permitted Accessory Uses

1. Private off-street parking lots and off-street customer or employee parking; off-street loading may be provided as necessary
  - a. Parking shall be permitted within the front yard setback
  - b. Pavement shall be permitted a minimum of 2 feet from any property line, so long as buffering, consisting of fencing and/or landscaping to a width determined by the Board is provided as necessary
2. Drive-thru lanes
  - a. Drive-thru lanes shall have a minimum setback of 3 feet from all property lines
3. Awnings
4. Outdoor seating, shall be permitted within 0 feet of residential zone and 5 feet from parking area. Outdoor seating shall not be required to be screened from parking area.
5. Refuse containers, storage and recycling facilities
6. Fencing and hedges
7. Landscaping and buffering as deemed appropriate by the Planning Board. Buffer planting width shall be determined based on the final plan layout and the area provided to allow the plant material to successfully flourish
8. Lighting, designed to be directed downward, so as not to unduly interfere with the neighboring residential properties, to an intensity not to exceed 7 footcandles.
9. Signage
  - a. Freestanding
    1. One free-standing sign permitted
    2. Minimum distance from property line-8 feet
    3. Minimum distance from residential district property line for directional signs-0 feet
    4. Maximum square footage of sign-150 square feet
  - b. Façade
    1. Maximum area of the façade signs shall not exceed 30% of the front façade area.

B. Additional Bulk Requirements

- a. Minimum front yard setback for canopy shall be 0 feet
- b. Minimum lot depth shall be 157 feet.
- c. Lot coverage shall not exceed 80%
- d. Minimum lot width shall be 75 feet
- e. Minimum side yard setback shall be 5 feet
- f. Minimum rear yard setback shall be 5 feet
- g. Maximum building coverage shall be 20%
- h. Minimum number of parking stalls shall be 20
- i. Maximum driveway width shall be 40 feet
- j. Minimum driveway setback shall be 0 feet
- k. Loading shall be permitted in side yard
- l. Minimum loading zone size shall be 12 feet by 45 feet

Proposed Redevelopment Actions

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A. The principal redevelopment action contemplated by this plan is substantial and comprehensive redevelopment of the redevelopment area through the following actions:

1. Acquire and raze existing structures that are obsolete or blighted as necessary to achieve the goals and objectives of this plan.
2. Construct an approximately 5000 square foot retail facility with gasoline pump service for the purpose of selling goods and gasoline products to the public, where the facility will be constructed consistent with the

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3. City of Rahway ordinances and land use regulations as they apply to the redevelopment area and pursuant to the goals and objectives of the City of Rahway
4. Construction of public improvements supportive of the goals and objectives of this redevelopment plan.
5. Construct amenities, such as, but not limited to, parking, refuse collection areas, fencing, landscaping, signage and lighting which are supportive of the goals and objectives of this redevelopment plan.

B. Other Redevelopment Actions

All properties in the Portion of Block 388-Route 1 Corridor Redevelopment Area designated for acquisition below in this redevelopment plan are to be acquired by the Redevelopment Agency of the City of Rahway. Any site occupants will be relocated in compliance with all applicable provisions of state and federal statutes. As federal funds may be involved in aspects of the acquisition of particular properties, the city has determined that the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended to date, as well as applicable state laws shall apply to all acquisition and relocation activities.

Buildings located on property designated as to be acquired under provisions of this plan will be treated as specified in this plan. Properties to be acquired and the treatment of buildings on properties to be acquired may be modified by an amendment to this plan.

Proposed land acquisition and building demolition

A. Property to be acquired

Pursuant to this redevelopment plan, all parcels shown for acquisition on the Project Boundary and Land Acquisition Map are to be acquired, any buildings thereon are to be treated as noted below and the assembled site developed in accordance with the provisions of this redevelopment plan. All properties in the Portion of Block 388-Route 1 Corridor Redevelopment Area designated to be acquired, not already owned by the Redevelopment Agency of the City of Rahway will be acquired in fee simple title by the Redevelopment Agency of the City and subsequently redeveloped in accordance with the provisions of this Redevelopment Plan.

The following properties as shown on the Project Boundary and Land Acquisition Map, will be acquired:

<u>Block</u>	<u>Lot</u>	<u>Building Treatment</u>
388	7	Demolition
388	8	Demolition
388	9	Demolition
388	10	Demolition
388	11	Demolition
388	12	Demolition
388	13	Demolition
388	14	Demolition
388	15	Demolition

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B. Property not to be acquired

As shown on the Project Boundary and Land Acquisition Map, all properties not specifically designated as to be acquired thereon and listed above are not to be acquired under provisions of this plan. These not to be acquired properties will be subject to the continued enforcement of all applicable codes and ordinances of the City of Rahway.

Relationship of the Redevelopment Plan to Other Plans

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A. Relationship to Plans of Contiguous Municipalities

The Route 1 Corridor Redevelopment Area is located in the southeast quadrant of the City of Rahway. Municipalities contiguous to the City of Rahway and the redevelopment plan's impact on these municipalities and their plans is as follows:

1. Clark Township, Union County – Clark Township is located approximately 1.75 miles northerly of the redevelopment area from the area's closest proximity to that township. The redevelopment plan does not change proposed uses in the Rahway master Plan adjacent the Township of Clark and the City of Rahway's master Plan uses have previously been found to be compatible with the Clark Master Plan uses. Therefore, this redevelopment plan is compatible with the Clark Master Plan.
2. City of Linden, Union County – The City of Linden is located approximately 0.5 miles easterly of the redevelopment area from the area's closest proximity to that city. The redevelopment plan does not change proposed uses in the Rahway Master Plan adjacent the City of Linden and the City of Rahway's master Plan uses have previously been found compatible with the Linden Master Plan uses. Therefore, this redevelopment plan is compatible with the Linden Master Plan.
3. Woodbridge Township, Middlesex County – Woodbridge Township is located approximately 0.5 miles southerly and 1.0 miles westerly of the redevelopment area from the area's closest proximity to that township. The redevelopment plan does not change proposed uses in the Rahway master Plan adjacent the Township of Woodbridge and the City of Rahway's Master Plan uses have previously been found to be compatible with the Woodbridge Master Plan uses. Therefore, this redevelopment plan is compatible with the Woodbridge Master Plan.

B. Relationship to Union County Master Plan

The Land Use Plan of Union County, adopted by the Union County Planning Board, shows the Route 1 Corridor Redevelopment Area as primarily open space with residential uses in the northern and eastern portion of the area. Since the Redevelopment Plan proposes land uses for the redevelopment area consistent with the county plan uses, there is no conflict with the county plan land use proposals. In addition, the county plan sets forth as its goal and objectives the following:

1. Identify land areas that are environmentally sensitive including lands that physiographic characteristics including floodplains, freshwater and/or saline wetlands, steep slopes, rock outcroppings and mature forests.
2. Promote new development and redevelopment that is consistent and compatible with existing settlement patterns.

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3. Promote the revitalization of urban centers and older suburban area through industrial and commercial adaptive reuse, economic development programs, environmental clean-up of contaminated sites, upgrading community infrastructure, and upgrading of transportation and transit facilities.
4. Promote the continued development and expansion of recreational facilities to meet the recreational needs of existing and future residents and encourage the maintenance of open space and the protection of sensitive environmental features.

The Route 1 Corridor Redevelopment Plan endorses these objectives, and as applicable to the redevelopment plan specifically incorporates and proposes implementing them.

C. Relationship to Other Union County Plans

In addition to the Union County Master Plan, conformity with certain other Union County plans has been considered. Principal among these plans is the Union County Transportation Development District Plan. The Route 1 Corridor Redevelopment Plan is consistent with this county plan in that it specifically incorporates objectives supportive of transportation improvement uses.

D. Relationship to State Development and Redevelopment Plan

The State Development and Redevelopment Plan: Interim Plan (SDRP) which was approved by the New Jersey State Planning Commission in March 1999 to serve as a framework for guiding future growth and development in the State. While the SDRP is not intended to substitute for local master plans, it is designed to guide and coordinate actions among various agencies and across all levels of government. The SDRP divides the state geographically into five planning areas, ranging from Metropolitan Planning Area (PA-1) to Environmentally Sensitive (PA-5), and its urban areas into hierarchy of three centers – Urban Centers, Regional Centers and Towns, and Villages and Hamlets.

"Planning areas" are large masses, which share similar characteristics. For example, PA-1 Metropolitan Areas, into which the entire City of Rahway falls, is seen to be comprised of urban centers and post-war suburbs which are part of the large metropolitan region surrounding New York City and Philadelphia. The communities that fall within the Metropolitan Planning Area tend to have many things in common: density of more than 1,000 people per square mile; aging infrastructure systems; limited regional commercial, institutional, cultural, and transportation opportunities. In addition, these communities recognize that redevelopment is, or will be in the not-too-distant future, the predominant form of growth.

The major policy objectives for Metropolitan Planning Areas are as follows:

1. Land Use: Promote redevelopment and development in areas that have been identified through cooperative regional planning efforts. Promote diversification of land uses, including housing where appropriate, in single-use developments and enhance their linkages to the rest of the community. Ensure efficient and beneficial utilization of scarce land resources throughout the planning area to strengthen its existing diversified and compact nature.
2. Housing: Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse, and the introduction of new housing into appropriate non-residential settings.
3. Economic Development: Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements.

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4. Encourage private sector investment through supportive government regulations, policies, and programs, including tax policies and expedited review of proposals that support appropriate development.
5. Transportation: Maintain and enhance a transportation system that capitalizes in high-density settlement patterns by encouraging the use of public transit systems, walking, and alternative modes of transportation to reduce auto dependency.
6. Natural Resource Conservation: Reclaim environmentally damaged sites and mitigate future negative impacts, particularly to waterfront, scenic vistas, wildlife habitats and to critical environmental sites and historical and cultural sites. Give special emphasis to improving air quality. Use open space to reinforce neighborhood and community identity.
7. Recreation: Provide maximum active and passive recreational opportunities and facilities at the neighborhood, local, and regional levels by concentrating on the maintenance and rehabilitation of existing parks and open space while expanding and linking the system through redevelopment and reclamation projects.
8. Redevelopment: Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.
9. Historic Preservation: Encourage the preservation and adaptive reuse of historic or significant buildings, historic and cultural sites, neighborhoods and districts in ways that will not compromise either the historic resource or the area's ability to redevelop.
10. Public Facilities and Services: Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region.
11. Intergovernmental Coordination: Regionalize as many public services as feasible and economical to enhance the cost-effective delivery of those services. Establish multi-jurisdictional policy and planning entities to guide the efforts of state, county, and municipal governments to ensure compatible and coordinated redevelopment.

The Route 1 Corridor Redevelopment Plan endorses these policy objectives, and as applicable to the plan specifically incorporates and proposes implementing them. A review of the redevelopment plan's goals and objectives provides clear evidence of the redevelopment plan's consistency with these SDRP Interim Plan policy objectives.

Relationship of the Redevelopment Plan to Other City Plans and Regulations

The controls and restrictions of this Redevelopment Plan shall apply to all development within the East Hazelwood Avenue Redevelopment Area. The controls and restrictions incorporated in this plan are fully consistent with the city's master plan goals and objectives, special planning studies related to the area and applicable land use ordinances and regulations.

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A. Master Plan

The Master Plan for the City of Rahway, adopted February, 1997, includes goals and objectives. This redevelopment plan is consistent with and will serve to implement the master plan goals and objectives, which are stated as follows:

1. Maintain a proper balance between land uses so that the City's population is adequately served by a sound employment base and sufficient services.
2. Protect residential neighborhoods from commercial, industrial and office encroachments.
3. Ensure that new development on vacant or underutilized land is in keeping with existing neighborhood character.

This Portion of Block 388-Route 1 Corridor Redevelopment Plan endorses these goals and objectives and, as applicable to the plan, specifically incorporates and proposes implementing them. A review of the redevelopment plan's goals and objectives provides clear evidence of the redevelopment plan's consistency with the goals and objectives of the City's Master Plan.

B. Other Plans

The Portion of Block 388-Route 1 Corridor Redevelopment Plan and portions thereof have been the subject of planning studies prepared by the City of Rahway and other entities. These studies have included the following:

Union County Transportation Development District Phase II Report, dated October 24, 2001.

Obligations of Developers

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Lands within the redevelopment area may be sold to developers. In the event of such a sale, the city may solicit requests for proposals from qualified developers. The city may establish a developer rating and ranking process, and the selection of a developer may be at the discretion of the Redevelopment Agency of the City of Rahway and be based upon the rating and ranking of development proposals. The selected developer will be required to:

A. Development Plans

Submit development plans which include, but may not be limited to, drawings of site and building plans and elevations in sufficient detail to show building layout, building construction, landscaping, and signage. These documents shall be submitted to the Redevelopment Agency of the City of Rahway for review and endorsement and to the Planning Board for review and approval of any plans by the redevelopment agency and/or planning board applies to any features shown thereon and that any subsequent additions, deletions or other modifications thereof are required to be submitted by the developer for final approval by the Planning Board before construction can begin.

B. Development Schedule

A written development schedule shall be submitted and the commencement of the development and completion of same shall be in accordance with the development schedule.

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C. Deed Covenants

Agree that no covenant, conveyance agreement or other instrument relating to the property shall be effected or executed on the basis of race, creed, sex, religion, color, age, sexual preference, national origin or ancestry in the lease, use or occupancy thereof.

D. Development Standards

Develop and maintain the structures and facilities in accordance with all codes and ordinances of the City of Rahway, or, as otherwise amended by this plan, the County of Union, the State of New Jersey, and the Federal Government of the United States, as applicable.

Duration of Redevelopment Plan Restrictions

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This redevelopment plan and/or any modifications thereof shall be in force and effect for a period of 20 years from the date of approval of this redevelopment plan by the City of Rahway.

The termination of this redevelopment plan shall in no way permit the project land or any part thereof to be restricted on the basis of race, creed, sex, religion, color, age, sexual preference, national origin or ancestry.

Amendments to the Approved Redevelopment Plan

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This redevelopment plan may be amended from time to time in accordance with the provisions of the Local Redevelopment and Housing Law of 1992, as may be amended.