

Executive Summary

In accordance with the requirements set forth in New Jersey Statutes Annotated 40:55D, the Municipal Land Use Law, a Master Plan is written to assess the state of a municipality and to plan its future. Edison last adopted a Master Plan in 1989. Since then, changing conditions and new statewide planning initiatives have given reason to reassess Edison's needs and the direction in which future growth must proceed.

Past thinking has encouraged development of large pockets of retail, business and residential areas linked only by roadways. Further, this pattern has led to residential neighborhoods isolated from retail, commercial and employment centers. Consequently, this "sprawl" development has placed a particularly heavy burden on our roadways and other infrastructure. To reduce this burden, we will need to reduce the dependence on cars through a new approach to development and link existing neighborhoods to commercial areas.

To meet these goals, new guidelines and revisions to the zoning ordinance are proposed based on the principles of New Urbanism and the complimentary ideas of smart growth and transit-oriented development. Taken together, these guidelines will direct re-development, new development, and improvement of existing areas into anti-sprawl projects that take advantage of mixed uses, pedestrian and bicycle friendly street and sidewalk design, traffic control and the availability and convenience of transit as an alternative to driving.

We will continue our aggressive acquisition of open space utilizing the 2000 Edison Open Space Acquisition Plan. The preservation of open space will have a direct impact on improving the quality of life in Edison neighborhoods by providing areas for recreation, preventing over-development and preserving forests, wetlands, and other important natural resources. New initiatives will stress improvement and redevelopment over new development as a means of preserving valuable open space while controlling traffic and minimizing the impact to existing infrastructure.

This Master Plan will provide the blueprint for future planning based on the needs of residents rather than of automobiles.

Special thanks go out to those volunteers and committees who participated in the compilation of this Master Plan, especially the Master Plan Advisory Committee, the Open Space Advisory Committee and the Board of Education.

