

## 4.0 LAND USE TRENDS AND INITIATIVES

### 4.1 ANALYSIS OF EXISTING CONDITIONS: STABLE, DEVELOPING AND STAGNATING AREAS

As discussed in the introductions to the previous two chapters, an understanding and appreciation for the existing land uses in the City of Newark, and a recognition that the City is not merely a compilation of existing uses, but comprised of diverse and identifiable neighborhoods and communities is important in designing the framework for future development and the arrangement of land uses in the City, i.e., the Land Use Plan. Beyond this, however, it is also important to recognize that different market and socioeconomic forces are at work in different parts of Newark, and future City policies will have to be differentiated based upon the differing conditions which exist in each of these parts. As a tool, and as a prelude to drawing up a long-term strategy for guiding development and redevelopment in the City, it is important to disaggregate Newark's land areas into classifications which reflect these factors.

As a simple and first step, this report has chosen three categories, as follows:

- (1) **Stable Areas:** these are areas of Newark where, generally, land uses have neither undergone significant deterioration nor experienced major redevelopment or change in the past few years. These are stable land uses, which appear to be doing sufficiently well not to require substantial changes in land use planning or policy. By this classification, it is by no means suggested that no positive improvements be introduced; merely that as the City looks forward to the next twenty years with perhaps scarce resources, these areas may require less governmental intervention in the City's efforts to improve the quality of life for its residents and employees.
  
- (2) **Developing Areas:** these are areas of Newark that have experienced in the past few years (and are currently experiencing) new land use development primarily as a result of private market forces. These are areas where there is a high demand for new housing, shopping, office, industrial or warehouse space and where land values have increased substantially in the past few years. In these areas, the City is unlikely to be called upon to expend much of its scarce resources to effect positive change; however, current City land use policies, expressed most commonly through the zoning ordinance and zone plan, may need to be adjusted in order not to prevent or inhibit such change from occurring. Making changes to the City's zoning ordinance can allow the market forces to operate to the City's benefit. Where necessary, governmental in-

tervention should be utilized to affect positive change where private market forces by themselves are unlikely to do so.

- (3) Stagnant Areas: These are areas of Newark which have undergone substantial deterioration and decline over the past thirty years, and are currently stagnant. Private market forces are presently insufficient to induce positive change in these areas. Whereas some of these areas are undergoing redevelopment, such redevelopment is a direct result of government intervention, and substantial governmental or non-profit investments and subsidies are required to underwrite such development. For the foreseeable future these areas will continue to require such governmental intervention in order to foster renewal and redevelopment.

There are no hard and fast boundaries of the three above classifications. This is because there are exceptions within each of the classifications; pockets of stagnating land uses exist in areas that are experiencing positive change; certain blocks of the City in otherwise stagnant and deteriorated areas are being redeveloped and rehabilitated. Additionally, this plan does not wish to stigmatize certain areas of the City with labels that may be misunderstood. The true purpose is to utilize such classifications as a means of determining those areas of the City most in need of change with respect to future land use and zoning designations, and those which will require more than a simple change in zoning to effectuate redevelopment.

Note also in the discussion below that only three of the five major land use categories are discussed—residential uses, retail and office uses, and industrial uses. The condition of and future opportunities for public and quasi-public uses are not dependent on private market forces, and vacant land and buildings (and sometimes parking lots) represent opportunities for redevelopment.

#### 4.1.1 Residential Areas

In general, the most stable residential areas of Newark are those where (1) single-family houses have historically been the predominant housing type; (2) areas of single-family or two-family houses where few of these houses have been converted for multiple families; and (3) where there has been a continuation of an influx of moderate-income immigrants. In the single-family housing areas, both effective enforcement of zoning laws as well as the continuing desirability of the neighborhoods in which they are located has prevented density increases and the intrusion of other elements that might ordinarily deter new homeowners or prospective buyers. In those areas with a large and continuing im-

migrant base, such as the Ironbound neighborhood, the continued demand for housing has kept real estate values high and has insured continued maintenance and stability of residential properties.

Another characteristic of the most stable neighborhoods is that they are somewhat buffered from the more stagnant parts of the City by significant physical barriers. For example, Vailsburg lies west of the Garden State Parkway, while the Ironbound lies east of the Northeast Corridor elevated rail line.

There is no single cause for those areas of residential development within the City which have undergone deterioration and remain somewhat stagnant. Deterioration and stagnation are not confined to areas which have historically been higher density in nature. There are neighborhoods which have deteriorated and become stagnant which have historically been predominantly detached single- or two-family in character. In other stagnant areas, mid-rise or high-rise multifamily housing predominates. Certain external events have had a lingering effect upon Newark's physical form: the civil disturbances in the late 1960s, coupled with the construction of formidable barriers—such as Interstate 78 through the South Ward—which have isolated and magnified the loss of community facilities, places of employment, and supportive socioeconomic networks. However, while this may explain why portions of the Springfield neighborhood have large vacant tracts, it does not account for the pockets of stable housing near Homestead and Mildred Helms Parks, both of which are relatively near Interstate 78. It is clear, though, that the areas most in decline appear to be in the Central Ward, the West Ward on the east side of the Garden State Parkway, and the South Ward north of Interstate 78. This indicates that there may have been a domino effect which caused neighboring blocks to become less desirable, an effect that was somewhat halted by these large physical barriers.

For the purposes of future neighborhood and community planning efforts, the following neighborhoods have the most stable residential areas:

- Forest Hill
- Upper and Lower Roseville
- Upper and Lower Vailsburg
- Weequahic
- Dayton/Weequahic Park
- North Ironbound.

Neighborhoods which have undergone a decline in housing which private market forces are now re-developing are:

- University Heights
- Mount Pleasant/Lower Broadway
- North Broadway
- Seventh Avenue
- South Ironbound.

Neighborhoods which appear to be in the greatest need of governmental intervention and investment in order to provide stability and enhance the quality of life for future residents are:

- Upper and Lower Clinton Hill
- West Side
- Fairmount
- South Broad Street
- Springfield/Belmont.

As already mentioned, no neighborhood is entirely stable or stagnant; they are not homogenous and each has areas within them that run counter to the general condition of stability or stagnation. For example, in the Springfield/Belmont neighborhood, the Society Hill townhouses and apartment projects between Springfield and South Orange Avenues create a stable presence, as does the housing developed by New Communities Corporation and Habitat for Humanity on and south of South Orange Avenue.

In the Weequahic neighborhood, a stable area encompassing portions of Shephard Avenue and areas closer to Interstate 78 have a number of vacant or deteriorated buildings which are in need of substantial reinvestment. It should be noted that the City has in the past several years been engaged in reversing the trend of deterioration in virtually all areas of the City. However, the task of addressing all such areas, given scarce resources, will take many years to accomplish. Nevertheless, over a period of time such governmental intervention may provide the stability and sense of renewal sufficient to result in sustainable development—development which will be undertaken by the private sector without the large subsidies which are now needed to begin the process of renewal.

#### 4.1.2 Commercial Areas

There is one sector of the downtown which lags behind office and entertainment use: retail uses. With the tremendous accessibility of downtown Newark and the significant daytime presence of employees, the retail sector is both weak and unvaried. While a return to its former glory as a region-wide shopping district is unlikely, efforts to capitalize on the disposable retail dollars of employees, residents in the City living in close proximity to the Center, and visitors to the new entertainment-related uses, should be undertaken. Planning efforts thus far and zoning policy have allowed the fear of crime to create isolated barricaded fortress-like office complexes that allow suburban workers or visitors to drive into parking lots or garages and work, dine and shop without ever setting foot on Newark's streets. By improving the downtown's image—the New Jersey Performing Arts Center and the Newark Bears and Eagles Riverfront Stadium are a major step in the right direction, and by instituting controls which mandate or encourage retail uses at the ground floor street level on certain downtown streets—will help to bring a greater retail presence and streetlife to the City center. An additional change in zoning policy would be helpful; allowing high-rise residential developments in the downtown above the retail ground floor. Also, permitting vacant or underutilized office space to be converted to residential apartments (perhaps creating incentives to do so) will also help to bring a residential presence to the downtown. The fact that so many college and university staff and students need to be in or close to the downtown is a large untapped residential market in the downtown. This reintroduction of a residential presence in the downtown or in University Heights will have two major benefits: it will bring additional retail dollars into the downtown, and an evening and weekend presence which helps to stem fears of crime.

Land uses within this classification encompass corridors and districts with retail uses, service businesses, offices and entertainment uses. The only area in which offices and entertainment uses are a significant presence is the Central Business District. With the recent opening and success of the New Jersey Performing Arts Center and the opening of Newark Bears and Eagles Riverfront Stadium, the new minor league baseball stadium, as well as significant increases in rent levels for offices, the downtown can be viewed as a “developing area.”

In addition, the land area wrapping around Newark Airport's northern and western borders is quickly developing into a hotel district. With only a few available sites remaining, hotels and other retail support services serving the Airport will have to locate elsewhere in the City in the intermediate to long term.

Continued immigration and proximity to the downtown help keep Ferry Street and Bloomfield Avenue stable. In these pedestrian-oriented corridors, there is enough foot traffic to provide a large customer base for retail uses. Ferry Street also benefits from its proximity to the Central Business District; downtown workers can walk to the Ironbound for lunch, and there is a shuttle available to carry theatergoers from the New Jersey Performing Arts Center to Ferry Street and Penn Station.

The retail corridors in most decline, primarily Springfield Avenue, South Orange Avenue east of the Garden State Parkway, Clinton Avenue, and portions of Central Avenue, are traditional pre-war, linear corridors. Businesses are located on small and shallow lots, typically abutting residential properties to the rear. They offer little off-street parking. These commercial corridors were developed at a time when automobile ownership was low and businesses could feed off neighborhood pedestrian traffic and transit stops located along the corridors. At the time, shopping was accomplished by frequenting multiple small stores, rather than large supermarkets, shopping centers or freestanding retail establishments.

Most of the declining or stagnant retail areas do not enjoy the high concentrations of population that surround Ferry Street and Bloomfield Avenue. With a large portion of the population having access to a car for shopping, these corridors are bypassed in favor of shopping centers with off-street parking and large-scale stores, many of which are located beyond Newark's borders.

Areas of the City considered to be stable with respect to commercial development are:

- Ferry and Wilson Streets in the North Ironbound neighborhood
- Bergen Street and Lyons Avenue in the Weequahic neighborhood
- 18th Street, Sandford Avenue and South Orange Avenue in the Upper and Lower Vailsburg neighborhoods
- Broadway in the North Broadway neighborhood
- Bloomfield Avenue in the Upper Roseville, Seventh Avenue and Mt. Pleasant/Lower Broadway neighborhoods.

Commercial areas of the City which are currently reversing decline through new private market investment are:

- The Central Business District neighborhood
- University Heights neighborhood

- Newark Airport and Port Newark neighborhood.

Commercial areas which appear to have undergone the greatest decline and which are currently stagnant include:

- Springfield Avenue in the Springfield/Belmont and West Side neighborhoods
- South Orange Avenue in the Fairmount and West Side neighborhoods.
- Clinton Avenue in the Upper and Lower Clinton Hill neighborhoods.

#### 4.1.3 Industrial Areas

Industrial uses once proliferated along Newark's major corridors. While manufacturing declined overall in Newark over the last 50 years, the loss of industrial businesses is most evident along the McCarter Highway corridor, the area between Frelinghuysen Avenue and U.S. Route 1&9 and a number of smaller industrial areas scattered throughout western Newark.

One of Newark's most rapidly developing or redeveloping areas are located within and adjacent to Newark Airport and Port Newark. In particular, Newark Airport has increased both passenger service and cargo handling, giving rise to increased demand for airport-related businesses—air cargo and express mail services, flight and kitchen services, long-term parking, etc.

Stable industrial areas in Newark are located close to the other two dominant modes of cargo transportation in Newark; vehicular highways such as the New Jersey Turnpike, US Route 1&9 and Interstate 78, and the Passaic River, and Port Newark, which provides access to waterborne transportation. These areas are comprised mostly of large, level tracts where industries were able to spread out and provide space for loading and unloading, and storage.

Industry most in a state of decline or of stagnation can be found in those areas of the City which are located in neighborhood far from the major highways, the airport or the Passaic River, i.e., areas which do not have access to regional transportation routes. A case in point is the Central Avenue area, where trucks have to traverse narrow, congested streets, competing with residential and commuter traffic to reach Interstate 280, the New Jersey Turnpike, or Interstate 78.

Developing industrial areas in Newark include the following neighborhoods:

- Newark Airport and Port Newark neighborhood (except along Frelinghuysen Avenue)
- The South Ironbound neighborhood

Stable industrial areas of Newark include:

- Portions of the Forest Hill neighborhood north of Verona Avenue
- Upper Roseville

Industrial areas which are currently stagnant include:

- South Broad Street neighborhood
- Fairmount neighborhood
- Seventh Avenue neighborhood
- Lower Clinton Hill neighborhood
- Mount Pleasant/Lower Broadway neighborhood
- North Broadway neighborhood
- Lower Roseville

## 4.2 ANALYSIS OF RECENT AND PROPOSED DEVELOPMENT IN NEWARK

### 4.2.1 Residential

Between 1980 and 1990, the City of Newark lost 16 percent of its population. A substantial number of housing units were abandoned and demolished during this period of time. While the City did embark on a program of providing replacement housing for many of the displaced residents, this program only provided for a small addition to Newark's housing stock in the early part of the decade. Later in the 1980s emigration abated and more replacement housing was constructed, so that by 1989 the number of new housing units exceeded the number demolished. From 1990 to 1997, more than 2,700 building permits for new housing had been authorized in Newark. At least 1,000 additional new units are currently either under construction or have been approved, while many more have been proposed. Housing construction in Newark has accelerated in the past 20 years, and recent housing starts may even be characterized as a boom.

The most significant housing trend in Newark in the 1990s has been the de-intensification of housing, particularly the shift away from high- or mid-rise apartment to attached single- and two-family houses or lower-density multifamily housing. From the 1930s, when Newark reached its peak population, through the 1960s, several high-rise residential buildings were built by both the private and public sector. The Newark Housing Authority, with funding from the federal government, undertook a program of urban renewal in which a number of high-rise public housing projects were developed throughout the City. Over the past several years many of the high-rise towers, which together contained more than 3,000 units, have been demolished. Most of the remaining residents in these developments have been moved to lower-density housing projects throughout the City.

Most of the new housing authorized in the 1980s was in small and mid-size apartment complexes. (Nearly 74% of the units authorized were in buildings of 5 or more units.) In the 1990s, the trend toward lower-density housing accelerated. Between 1990 and 1997, 65% of the 2,700 building permits authorized were for buildings of one- to five-family units. Not all of the units were publicly built or built with government subsidies. In certain parts of Newark, for example within the North Ironbound, and in the Mount Pleasant/Lower Broadway neighborhoods, a boom in single-, two- and three-family housing construction began to occur. This trend shows little sign of abating. Since most of this housing is being built by small contractors and is entirely privately financed, it is one of the most encouraging residential trends in the City and bodes well for helping to repopulate the City with a diverse economic and social base. Buildings of five or more units comprised only 25 percent of the new housing stock between 1990 and 1997. While recently there have been substantial renovations of existing private-sector high-rise housing projects in the City of Newark, particularly along Elizabeth Avenue opposite Weequahic Park, there currently are no plans to build additional new high-rise towers.

Much of the new housing is being built in areas identified as having undergone deterioration and stagnation, including the West Side, Springfield/Belmont, Lower Clinton Hill, and South Broad Street neighborhoods. This is due in part to the availability of large tracts of vacant land, and the presence of abandoned or deteriorated structures which can be more easily demolished or rehabilitated. More importantly, the areas chosen illustrate the City's attempts to restore the viability and stability of these neighborhoods for housing. The more stable areas of the City, such as Lower Vailsburg and Forest Hill, are essentially fully developed, and provide only a few opportunities to construct housing, mostly on infill properties.

There has also been a significant amount of new housing construction in the North Ironbound and South Ironbound neighborhoods. Some occurred through the adoption of redevelopment plans which

encouraged housing construction in place of vacant industrial buildings; however, opportunities for new development are now more scarce. In fact, sites have become so scarce and land expensive enough that construction in the Ironbound neighborhood has included land in the former Central Railroad right-of-way, which traverses the neighborhood and offers some of the last remaining sites available for infill development. In the South Ironbound, some new housing has supplanted obsolescent industrial uses. The Ironbound's reputation and success as an "urban village," and the liberal use regulations of the existing Zoning Ordinance, which allows low-density housing in virtually every zoning district including the light industrial district, has historically allowed housing to infiltrate non-residential portions of this neighborhood. Given the apparent strong demand for new houses in this neighborhood despite the high land values, it is reasonable to expect that housing will continue to supplant industrial and warehouse uses in the South Ironbound.

New housing in the City of Newark is generally being constructed at lower densities than the housing it replaces and the housing that originally existed on those properties which are now vacant. However, there has also been a trend toward higher density housing in certain parts of the City. Specifically, houses that were designed for one and two families have been converted to three- and four-family houses. In the North Broadway neighborhood and the western part of the Weequahic neighborhood, these trends are evident. Often such conversions occur illegally and the resulting housing is substandard with respect to both the Building Code and/or the current Zoning Ordinance. This situation requires intervention by the City, since it cannot be tolerated from a health and public safety point of view.

As to the future, the outlook for housing in the City of Newark seems bright. While most of the future residential development is comprised of low-density housing types, some higher-density housing has been proposed for University Heights and the Central Business District to accommodate the growing demands of the five colleges in the area. The University Heights/Science Park campus project being developed west of the New Jersey Institute of Technology will include the addition of 75 to 100 dwelling units to the University Heights area. A planned conversion of a number of non-residential buildings along University Street and Halsey Street (to residential use) will add another 200 units to the Central Business District. The New Newark Foundation is also planning to renovate the former Hahne's Building on Broad Street across from Military Park, which will include some live-work units in the upper floors of the building.

#### 4.2.2 Commercial

By the mid-1990s, a decline in Newark's employment sector came to a stop. In 1995, for the first time in 40 years, employment in the City in virtually all major sectors increased. This reversal can be attributed to several factors, including a strong national and regional economy, the fact that Newark's central location and its accessibility by land, sea and air has made it attractive for new businesses, and to the City's efforts to attract new retail and office development.

This trend is likely to continue as a significant amount of new office, commercial, educational and arts-related development has been proposed within the City over the next two decades. The majority of these proposed developments are concentrated in the Central Business District; in the industrial Ironbound and Lower Clinton Hill neighborhoods; and on parcels located to the north and west of Newark Airport.

With respect to retail development, downtown Newark was once a shopping and consumer service hub of central and northern New Jersey. There were three major department stores in downtown Newark in the 1940s and 1950s. The central business district, however, was hurt by the combination of population and employment loss, and competition from shopping centers and wholesale retail establishments in nearby municipalities in Union, Essex and Hudson Counties. The original downtown retailing base has to a large extent been replaced by smaller discount shopping outlets and retail services. While the recent increases in downtown office employment offers the prospect of increased market support, the internally-focused nature of the more recent office developments has limited their impact on downtown retailing. However, the combination of additional office development, along with major new arts, entertainment, and sports attractions, bodes well for a revival of retailing in the downtown.

In outlying areas of Newark, retail development historically was comprised primarily of multiple, attached but unrelated retail stores developed at the street line, with less reliance on on-street parking and more reliance on pedestrian customers or those arriving by bus or trolley service. Substantial retail corridors grew up along all the major streets leading to and from the downtown. As population in the neighborhoods dwindled and became more mobile, such areas declined, losing retail stores to shopping centers and highway business corridors where freestanding retail uses with plenty of on-site parking could be provided. With a dwindling market support in adjacent neighborhoods, and an inability to adequately capture pass-by traffic, Newark's traditional retail corridors have suffered greatly.

There is evidence of the introduction of both shopping centers and freestanding retail uses in Newark, but in comparison to the outlying communities in the region, these have been few and far between. For example, in the Springfield neighborhood, New Communities Corporation built a new neighborhood shopping center anchored by a supermarket with parking in the front yard facing South Orange Avenue.

There are a number of proposals that would add to these examples. A new K-Mart is to be developed by the New Community Corporation, in partnership with the City of Newark and Metropolitan Baptist Church. It will be located on a 13-acre shopping center on a site adjacent to Society Hill. A neighborhood shopping center with a grocery and drug store is planned for the former Pabst Brewery Site. La Casa de Con Pedro is working on a new retail hub on Lower Broadway that would be anchored by a full-scale supermarket. Given the increasing population and employment that is likely to result from new development in Newark, there will be a need for the City to establish opportunities where additional new shopping centers and freestanding retail uses can be accommodated.

There are several retail developments of significant scale now proposed in Newark; all are within or in close proximity to the Central Business District. The New Newark Foundation has selected a developer to rehabilitate the Hahne's Building along Broad Street to accommodate 100,000 square feet of ground floor retail. A new supermarket has been proposed for Broad Street in the Seventh Avenue neighborhood. An office and shopping center has been proposed on the site of the existing Tony's Pallet, a 15-acre site on McCarter Highway north of Route 280.

While retail development has been slowly on the rise, the office market has shown a much stronger trend towards renewed vigor and growth. This trend is manifested both in the demand for existing space in Newark's older buildings, as well as increasing interest in new office development. With regard to the former, perhaps no building symbolizes Newark's downtown office renewal than the turnaround of the 621,000 square foot Newark National Bank building on Broad Street between Clinton Street and Commerce Street. Saddled with a vacancy rate of 81 percent just a few years ago, the building has been renovated and now enjoys an occupancy rate of 82 percent.

There are several other significant office reuse projects completed or underway in Newark. IDT has relocated its headquarters to a 20-story, 450,000 SF building at 520 Broad Street. Savitor Realty Advisors of Miami has purchased the former Blue Cross- Blue Shield headquarters at 33 Washington Street, and will reposition the 382,000 square foot tower to attract new tenants. Tremont Capital Corporation has refurbished 550 Broad Street, a 282,000 square foot landmark office building, and Alex-

ander Summer Company is marketing the building with substantial success. Together, these developments are resulting in the refurbishment and reuse of over 1.2 million square feet.

In addition, there are several offices and other commercial and industrial developments under construction or proposed for the City of Newark, which should significantly increase the City's real property tax base, employment and overall economic health. MBNA recently completed a call center in Newark with 300 employees. The U.S. General Services Administration is building a 12-story, 240,000 square foot office tower for the FBI on the new bulkhead of Minish Park.

As the office market has rebounded, office rents have increased substantially, from \$16 per square foot a few years ago, to over \$27 per square foot today. These rents, when coupled with a lowered vacancy rate of 11 percent, have restored private-sector interest in new office construction. A new 8 story, 350,000 square foot office tower is planned for a site at the corner of Raymond Boulevard and McCarter Highway, next to the Legal Center. Edison Properties is planning a 22-story, 350,000 square foot building next to Penn Station, pending a substantial tenant, with three more potential towers contemplated. Hartz Mountain Industries has plans to develop a 10-story, 300,000 square foot tower (Penn Plaza III) adjacent to the Passaic River. A 578,000 square foot office building is planned for Two Newark Center.

In short, based upon the approvals and proposals summarized in the prior paragraph, Newark can reasonably expect 1.8 million square feet of new office development in the near term, with another 1.2 million square feet further down the road. These developments can also be expected to give rise to an increased demand for housing and for goods and services in the City, especially within the central business district.

Since 1985 the transportation, communications and utilities sector of the Newark economy has added more than 10,000 jobs to the City's employment base. This is due in large part to the growth of Newark Airport and Port Newark, as well as Newark's location as a center for utilities companies, such as Public Service Electric & Gas and New Jersey Bell (part of Bell Atlantic).

As a direct result of growth at the airport and in the downtown, as well as the recent completion of the Airport Rail Station, there are several hotels being proposed or under construction. There are presently 16 hotels in the City of Newark. Two are in the central business district and the remaining 14 are located in proximity to Newark Airport. Five new hotels have been proposed to be developed, four of which are in the Airport area. Another two hotels are contemplating an expansion.

Two new hotels are proposed for eight acres of land along routes 1 & 9, north of the existing Marriott Courtyard Hotel. Hartz Mountain Industries is planning a hotel and conference center to be located on the Waverly Yards, adjacent to the soon-to-be-completed Airport Rail Station, which will link Northeast Corridor trains to the airport via an extension of the airport monorail. The Millennium Group, Inc., is also planning a 300-room hotel adjacent to the station. A 276-room hotel is planned for the former location of the Rutgers University Law School on Washington Park. The Newark Airport Hilton is considering a \$35-million expansion that would add 220 guestrooms. In addition, the existing Holiday Inn Hotel on Frontage Road has recently completed a major expansion. The historic Robert Treat Hotel in downtown has recently undergone an upgrade including modernized facilities and a five-star restaurant. Finally, a new Comfort Suites Hotel was recently completed on McCarter Highway at Governour Street.

#### 4.2.3 Industrial

Consistent with trends in other parts of the State and the northeastern US, the amount of manufacturing and related warehousing in Newark has declined significantly over the past 40 years. Not all of this loss has resulted from regional market forces; many communities in New Jersey have discouraged new industrial development, especially heavy industries, by enacting strict environmental and zoning restrictions, or by encouraging residential developments adjacent to these areas, which inevitably leads to conflicts and nuisance suits, the result of which is typically the demise of the industrial uses. Newark's unparalleled transportation network and large amount of industrially-developed land which is far removed from residential areas, will allow it to continue to retain or even perhaps attract new industrial users, particularly the heavy industrial users, to these areas of the City.

These heavy industrial areas are not without problems: certain infrastructure improvements in these heavy industrial areas will be necessary if they are to continue to be viable, and known brownfield sites must be cleaned up. However, it would be a mistake for Newark to enact zoning regulations which curtailed the development of heavy industry in these areas or to enact regulations which might interfere with or undermine the viability of this highly valuable sector of its economy. With high-paying skilled jobs and excellent real estate rates, the existing heavy industries in Newark can continue to make significant contributions to the City's economy.

A number of major industrial developments are proposed in the City, as follows:

- The South Ward Industrial Park, located on Hawthorne Avenue in Lower Clinton Hill. This development will create between 100 to 300 jobs, and help to revive an industrial presence in this neighborhood, which is important in that it brings jobs closer to Newark's population base. The construction of 100 townhouses nearby will help to create a mixed-use environment in this part of the neighborhood. Currently, the City and NEDC are planning to build upon the successful development of 100,000s square feet of light industrial space by adding an additional 90,000 square feet of industrial/warehouse space in two buildings.
- At the Bayonne Barrel and Drum site, located on Raymond Boulevard close to Route 1&9 and the New Jersey Turnpike, NEDC is working with the City, NJDEP, and USEPA to remediate the environmental conditions and to increase the development potential of this 14.7-acre, City-owned property.
- NEDC is working with various parties interested in acquiring and remediating the 37-acre DuPont site, located at Roanoke and Doremus Avenue. DuPont has filed an application with NJDEP to enter the New Jersey Voluntary Cleanup Program, which sets the stage for accelerated remediation and redevelopment.
- Coca-Cola is proposing to build a bottling plant on Delancey Street east of US Route 1 & 9 which will create over 200 jobs. Plans include the building of a regional marketing center.
- In University Heights, New Community Corporation converted a former milk distribution plant into a modular housing factory and business incubator.

#### 4.2.4 Public and Quasi-Public

With the opening of the New Jersey Performing Arts Center in 1997, Newark began to regain its regional prominence as an entertainment and arts center. It was the largest entertainment/culture-related development in the City since Symphony Hall began operation in 1965.

There are three additional major arts and entertainment-related developments currently underway or proposed. On Broad and Bridge Streets, the 6,000-seat minor league baseball stadium, home to the Newark Bears, is open and operating successfully. An additional concert hall is to be built adjacent to the New Jersey Performing Arts Center. An arena for the New Jersey Nets National Basketball Association team is under consideration at this time. The site for the arena is to be located in the Central Business District just to the north and east of City Hall. The site has been the subject of two redevelopment area designations and a redevelopment area plan (described in section 4.3).

Related planning and development efforts are underway to bring housing and retail to downtown that will complement all of the major new developments. The New Newark Foundation has gained control of two blocks between the New Jersey Performing Arts Center and Rutgers University, including the site of the Hahne's Department Store building. As noted earlier, the recently issued developer's Request for Expressions of Interest for the first four parcels in the New Newark target area has already generated substantial interest.

The Regional Plan Association has completed a plan to create an "arts district" called the "Lincoln Park Coast Cultural District," which will mimic the shape of a barbell: the top bubble will encompass the New Jersey Performing Arts Center, the lower bubble will incorporate a revitalized Symphony Hall and the Lincoln Park area. Additional improvements and developments that will complement future entertainment, arts and cultural programming, as well as the reintroduction of artist housing and live-work space, is planned for these areas. This "arts district" will help underscore and enhance Newark's growing reputation as the arts capital of the region.

Also related to Symphony Hall are efforts to develop a Motion Picture and Television production facility that would complement the performing arts facility.

Over the past few years, the universities and colleges in Newark have been expanding their presence within the University Heights neighborhood. Rutgers University has constructed a Management Education Center, and will move its management programs from New Brunswick to Newark. The school has completed its new Center for Law and Justice, which replaced the former law school facility. The New Jersey Institute of Technology (NJIT) has built dormitories to house 300 students, and Essex County College opened a Center for Technology and a new Student Center in 1996 and 1997. Seton Hall University Law School has proposed either building or renovating housing for its students in the Central Business District. The latest such project is located at 1180 Raymond Boulevard.

One of the most significant new employment-generating projects in Newark is the University Heights Science Park. On 50 acres immediately west of NJIT, a science and technology park (essentially a research-office facility) is being created that would include up to one million square feet of technology-related space, two blocks of housing, a high school to accommodate 800 students, and a 160,000 square foot International Center for Public Health. All of this development would expand the presence of the educational institutions westward from College Heights toward I-280 and Bergen Street. The \$78 million International Center for Public Health Research is currently under development in the Science Park. (A full description of the park's development plan is provided in Section 4.3.)

The City is in the process of reviewing plans for development along the Passaic River waterfront. The Passaic Riverfront Revitalization Study, described in detail in Section 4.3, has recommended creating more of a mixed-use environment, with a strong residential, open space and recreational component on the waterfront. The Study also recommends increased office development, and better connections between the Riverfront and the NJPAC.

The City is also embarking on its first major public open space project in many years. From Bridge Street to Brill Street, a Passaic Riverfront walkway of varying lengths is being developed. The Joseph G. Minish Restoration and Historic Area project, which is located on the Passaic River waterfront adjacent to the downtown, is designed to create more open space along the Riverfront which is accessible to the downtown and to residents and employees from the Ironbound neighborhood. The riverfront walkway and Minish Park will also help to build connections between the offices in the downtown and entertainment uses such as the New Jersey Performing Arts Center to Newark's residential areas as well as providing a scenic backdrop to the expected future development of offices, hotels and housing on the Passaic River waterfront. As part of this project, the Essex County Improvement Authority is developing park space between Mott Street and Brill Street which will include active recreational uses, such as baseball fields, soccer fields, an in-line hockey rink, and tennis courts.

## 4.3 RECENT MAJOR STUDIES AND POLICY INITIATIVES IN NEWARK

### 4.3.1 Introduction

The land use studies underpinning Newark's Land Use Plan were initiated in 1997. Since that time, there have been a number of new developments and additional studies which have been undertaken in Newark. These plans have been commissioned by a variety of governmental and non-profit entities; some have specific land use implications, while others focus more on policy. However, there has been a clear need to ensure that the Land Use Plan and, eventually, the updated zoning ordinance reflect the content and recommendations of these studies.

With this purpose in mind the following section presents an overview of recent planning, regulatory and project initiatives in the City of Newark. Each individual document is summarized using a standard format. First, the document's official title, author, sponsoring entity, date (of drafting, completion or adoption), and purpose are listed. This is followed by a brief synopsis of the content of the docu-

ment. Finally, the specific implications of the document for both the Master Plan and the future zoning ordinance are given.

The review of these documents was detailed and thorough. The Land Use Plan was amended and updated as a result of the review process. At this time, Newark's Land Use Plan incorporates (via these summaries) and is consistent with (via adjustments to the land use designation and Land Use Plan Map) those studies and documents that have been adopted or endorsed by the City of Newark. Any inconsistencies between different studies, or between the Land Use Plan and individual reports (which are few in number), have been noted within the following summaries, along with the reason for such inconsistencies.

#### 4.3.2 Synopses of Recent Major Studies

### **CITY OF NEWARK ECONOMIC DEVELOPMENT, LAND USE AND TRANSPORTATION PLAN**

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Author: Parsons Brinckerhoff  
URS Greiner Woodward Clyde  
with:  
Wallace Roberts & Todd  
Basile Baumann Prost & Associates  
Rutgers Economic Advisory Services  
Lisa Davis & Associates  
New Jersey Institute of Technology  
Sponsor: City of Newark, Department of Engineering, Division of Transportation  
Date: December 2000  
Status: Draft  
Purpose: Identifies Engines of Growth and associated Development Nodes, sets forth a citywide Transportation Plan, makes development and transportation recommendations for the Development Nodes, and sets forth a strategy for implementation.

#### ***Brief Synopsis***

This plan is organized into five major chapters:

The Existing Conditions chapter provides the background information that informs the remainder of the study. Included are analyses of economic, demographic and real estate trends; land use and zoning; and transportation and non-transportation infrastructure. The chapter concludes with a listing of issues and opportunities, under the headings of General, Transportation, and Infrastructure Considerations. In general, the chapter finds a positive turnaround underway within the city, particularly

with regard to increased economic development. However, the demographic and land use analysis reveals that many challenges remain. The city's strongest opportunities continue to be related to its unique transportation infrastructure, while its strongest issues relate to land use, education, contaminated land, and continuing low incomes.

The Future Expectations chapter sets forth a series of five planning goals

1. Newark's position as the region's center for commercial, service, cultural, educational and institutional activities should be maintained and enhanced.
2. Newark should continue to be the regional center for industrial, manufacturing and warehousing activities in northern New Jersey.
3. Economic development efforts throughout Newark should continue to promote balanced, integrated, sustainable and interconnected community development.
4. Land use planning in Newark should be guided by the basic purposes of New Jersey's Municipal Land Use Law.
5. Newark should maintain and enhance its traditional role as a transportation hub in the metropolitan region for both people and goods.

This chapter also contains demographic and employment projections for Newark through the year 2012. These projections foresee modest but consistent growth in both employment and population, a reversal of historic trends.

The plan's specific land use recommendations are set forth in the chapter entitled Engines of Growth and Development Nodes. Seven development nodes are identified. Each node is the subject of a more detailed plan for development and redevelopment. These plans include a discussion of the reasons for selection, existing conditions and trends, and planning and design issues. These are followed by a proposed program of land development, and proposed transportation and infrastructure improvements. Finally, the economic benefits of the proposals are estimated, and immediate implementation steps are discussed. The land use implications of each development node plan are discussed in detail below.

The following chapter, The Transportation Plan, presents an overall program of transportation improvements for Newark. The proposals encompass vehicular, pedestrian, and bicycle access and circulation, as well as transit. The chapter also includes an analysis of future travel demand employing the Newark Sub-Area Model, a model based on the North Jersey Transportation Model, and developed expressly for the NEDLUTP.

The final chapter, Elements of the Implementation Program, includes detailed recommendations for implementing the recommendations of the plan. The implementation steps include enhanced capacity for planning at the City (through GIS and the TELUS transportation monitoring system); a prioritized Capital Improvement Program; modifications to the zoning regulations; financing mechanisms; an urban design handbook; and a special Seaport Support Zone. The zoning recommendations use the existing zoning as a base, and need to be modified based on the new land use classes contained within the updated Master Plan.

### ***Implications for the Master Plan and Zoning Ordinance***

The individual Development Node plans contain the most detailed land use recommendations, and therefore have the most direct implications for the Master Plan. In general, Newark's Land Use Plan as described in Chapter 5 is in agreement with the land use recommendations contained within the NEDLUTP, but there are some conflicts. The following is a description of the implications of each node:

#### **Broadway South End Node**

The node is located just north of the NJ TRANSIT Broad Street Station, and is bounded by Broadway and Bloomfield Avenue on the west, Broad Street on the east, and Crittenden Street on the North. The proposed development program calls for retail space and a multicultural complex with two theaters along Broadway between Gouverneur Street and Bloomfield Place. Mixed commercial development would be undertaken on the vacant property west of Broadway between Seventh Avenue and State Street.

The lands identified for development of the retail space and multi-cultural space are designated B-R (regional business) in Newark's Land Use Plan (Chapter 5). Retail, movie theaters, and performing arts theaters are uses allowed in this district. The vacant property identified for mixed commercial development is designated C-D (Downtown commercial), a district that allows a diverse mix of uses.

The development contemplated for this node in the NEDLUTP is therefore consistent with the Land Use Plan.

### **First and Orange Streets Node**

The node is bounded by Hecker Street between Orange and Dickerson Street, Dickerson Street between Hecker and Duryea Streets, Duryea Street between Dickerson Street and Central Avenue, Central Avenue between Duryea and 2<sup>nd</sup> Street, 2<sup>nd</sup> Street between Central Avenue and Gould Place, a line extending northerly from and parallel to 2<sup>nd</sup> Street from Gould Place to Orange Street, and Orange Street from the end of that line to Hecker Street.

The plan recommends residential infilling east of the city Subway, especially near the Orange Street Station. This would include developing housing on an existing open space, the Boys Park. Land west of the Subway would be targeted for non-residential uses, potentially related to the Science Park. The plan also calls for the renovation/reuse of the three multi-story warehouse/industrial buildings near First Street, possibly for incubator industries spilling over from Science Park.

Under the Newark Land Use Plan in Chapter 5, the lands slated for residential infill are designated R-HD. One exception is the Boy's Park, which is designated as S-P parks and open space in the plan. This designation would have to be removed to permit residential development on the park. However, the designation has been retained based on City and community input.

The land west of the Subway is designated C-C (Community commercial) and C-SC (Shopping center commercial) between the Subway and 1<sup>st</sup> Street, and R-HD west of 1<sup>st</sup> Street and also south of Dickerson Street. Bringing Newark's Land Use Plan into consistency with the NEDLUTP would require re-designating all of the land west of the Subway for commercial use. Residential designation is retained, however, in recognition of existing residential uses.

### **Broad Street Station/Westinghouse District**

The node is located in the northern edge of the CBD, and is bounded by Broad Street between I-280 and Orange Street, Orange Street between Broad and Essex Streets, Essex Streets between Orange and James Street, James Street between Broad and Boyden Streets, Boyden Street between James Street and Williams Alley, and a line extending northerly from and parallel to Boyden Street to I-280.

The plan calls for the redevelopment of the Westinghouse Building (located south of the train station) for a mix of retail, office and residential space. It also calls for the re-establishment of an “upscale” retail corridor around Orange Street, extending from Broad Street to Dr. Martin Luther King, Jr. Boulevard. Residential infilling would occur with the James Street Common Historic District along north-south streets, consistent with the existing scale and character.

Under the Newark Land Use Plan in Chapter 5, the Westinghouse Building and the north side of Orange Street are designated C-D (Downtown commercial). The south side of Orange Street is designated I-L (Light industrial), which does not encourage traditional retail development. A C-C designation would be more in keeping with the proposed shopping street. Portions of the James Street corridor are designated R-HD, permitting the proposed residential infill.

### **Riverfront East**

The node, located at the northern edge of the Ironbound neighborhood, is bounded on the north by the Passaic River, on the east by Van Buren Street, on the south by a line 164 feet south of and parallel to Market Street between Van Buren Street and Jefferson Street, and then by a line from Jefferson Street 164 feet south of Market Street to the western intersection of Jersey Street and Raymond Boulevard. The plan calls for residential development in a 3-4 story midrise configuration.

The sites targeted for residential development correspond to those identified in the *Passaic Riverfront Revitalization Study*. The designation of these sites in the Newark Land Use Plan in Chapter 5 is S-W for waterfront development. This designation permits most types of development including the housing prototype proposed. Note that the *Passaic Riverfront Revitalization Study* calls for a somewhat less intensive form of residential development than the NEDLUTP.

### **South Broad Street Service Cluster**

The node located south of the CBD and close to Newark International Airport, and is bounded on the east by McCarter Highway, on the south by Poinier Street, on the west by Pennsylvania Avenue, and on the north by Parkhurst Street. The plan calls for the renovation and reoccupation of the Kremenz Building at Murray Street and McCarter Highway, to house airline training facilities, freight shipping company offices, or other airport-related services. The plan also calls for 2-3 story office/flex space on sites along Vanderpool and Wright Streets. Infill housing development on cross streets between Broad and Pennsylvania would be built in a townhouse style.

The area targeted for flex and airport-related space is currently designated I-L (Light industrial) in Newark's Land Use Plan. This designation permits the type of development contemplated in the node plan. The area targeted for housing is designated R-HD (High-density one- to three-family and townhouse residential), a designation that permits attached townhouses, consistent with the proposed development.

### **South Ward Industrial District**

The node, located just north of I-78, is bounded on the east by Elizabeth Avenue, on the south by I-78, on the west by Badger Avenue, and on the north by West Bigelow Street. The node plan calls for light industrial, warehousing, and flex development south of Runyon Street, with infill housing to be developed north of Runyon Street. The development program is intended to take advantage of major changes in the street network proposed for this area, and precipitated by the forthcoming reconstruction and reconfiguration of the I-78 entrance and exit ramps.

Under the Newark Land Use Plan in Chapter 5, the area north of West Runyon Street is designated R-HD (High-density one- to three-family and townhouse residential) for residential development, in agreement with the node plan. However, the C-C (Community commercial) and R-HD (High-density one- to three-family and townhouse residential) districts located south of Hawthorne Street are in conflict with the idea of encouraging industrial development here. These districts are retained, however, in keeping with prevailing use patterns. Most of the land between Hawthorne and West Runyon Street is designated I-M (Medium industrial), in keeping with the goal of industrial development. The C-R (Regional commercial) district mapped along Elizabeth Avenue south of Peddie Street would appear to be in conflict, but should remain, as the sites here are too small to accommodate warehousing or flex development.

### **R-121 Sub-Area**

This node, by far the largest in the study, is bounded on the east by the NJ Turnpike, on the south by the Conrail Oak Island Yard, and on the west by Wheeler Point Road from the railroad to Chestnut Street, from Chestnut Street to Wilson Avenue by Gotthart Street, from Wilson Avenue to Saint Charles Street by Kossuth Street, from Saint Charles Street to Raymond Boulevard by a line existing from a parallel to Kossuth Street and Raymond Boulevard east to the Turnpike.

The proposed land development program calls for heavy industrial, warehousing and distribution space on new lots to be created by a reconfiguration of the street network, and office-flex development on the smaller size lots. The entire node is designated I-H (Heavy industrial), the most liberal industrial district, which would allow all manner of industrial development contemplated for this node.

## **Transportation Plan**

The other major portion of the study is the citywide Transportation Plan. The NEDLUTP indicates that the Transportation Plan should form the basis for the Circulation Element in the updated Master Plan. Although with the passage of time some updating is in order, the Transportation Plan can fulfill this role.

## **NEWARK COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY**

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Author: Newark Economic Development Corporation  
Urbanomics

Sponsor: City of Newark

Date: 2001

Status: Final, published report, and an official City document.

Purpose: To set forth recommendations to improve the City's job base and bring jobs to its diverse neighborhoods. It updates the Newark 1999 Overall Economic Development Program.

## **Brief Synopsis**

This plan is divided into two sections. The first section examines current conditions in the Newark; the second presents the challenges, objectives, strategies and priority projects. The first section sets the stage with a data-driven and descriptive analysis, while the second provides the policy and project response for continuing Newark's renewal.

The Current Conditions section is divided into four chapters. Chapter 1 provides a detailed description of each of Newark's neighborhoods. For each neighborhood, current conditions are discussed, transportation access is described, and lists of community development and service organizations, as well as distinguishing features, are provided. The next chapter provides a detailed overview of the economic and market trends in Newark, northern New Jersey, and the state. This is followed by a chapter

covering transportation and environmental conditions. Finally, population and housing are discussed using the most recently available data.

The Current Conditions section concludes that in the wake of economic restructuring that saw the local economy lose thousands of manufacturing jobs, investments in the downtown office core, port, airport, and other transportation infrastructure have laid the foundation for Newark's ongoing recovery. While growth continues in the Service and Transportation sectors, the retail sector appears poised for a revival as Newark gains both population and enhances its position as an employment and entertainment center.

The Objectives, Strategies and Projects section presents the specific recommendations that will build on past successes while addressing Newark's current and future issues and needs. The plan includes 8 Objectives and 49 specific Strategies aimed at rejuvenating Newark's economic and neighborhood infrastructure. The report also summarizes 53 short term and 15 long-term priority projects for the City. Many of these projects have already gotten underway, and many are referenced throughout the plans described in this chapter of Newark's Land Use Plan..

### **Implications for the Master Plan and Zoning Ordinance**

The plan includes several strategies with implications for the Newark Land Use Plan. These are as follows:

Strategy 1.3: To encourage the active use of the City's redevelopment powers to remove blighting influences and inappropriate or incompatible land uses

Discussion: All existing redevelopment areas have been mapped as part of the Land Use Plan. Moreover, the Land Use Plan has incorporated pending redevelopment area plans, including the Pabst Brewery Redevelopment Area and the Newark Arena District.

Strategy 1.6: To foster comprehensive development at appropriate sites in the City that will integrate housing, business and other uses.

Discussion: The Land Use Plan includes several mixed-use districts that promote integrated, mixed use development. These include the CBD district, the S-W special waterfront district, and the M-1 mixed residential/light industry district for the Ironbound.

- Strategy 1.7: To provide adequate dedicated parking or on-street parking for residents and visitors.
- Discussion: Parking is an accessory use and will be addressed in the future Zoning Ordinance.
- Strategy 2.1: To identify and provide areas for commercial redevelopment or revitalization near neighborhood population concentrations, established housing clusters, or new residential redevelopment areas.
- Discussion: An example of progress given is the recent “Smart Growth” planning grant for Springfield Avenue. Newark’s Land Use plan features revised commercial land use districts for older commercial corridors such as Springfield Avenue, which are located near existing and planned population concentrations.
- Strategy 2.2: To support the coordinate planning of neighborhood shopping centers, balancing the potential market-trade areas with the need to maintain the viability of existing neighborhood retailers.
- Discussion: An objective of the Land Use Plan is to restrict and consolidate commercial zoning along existing commercial corridors, to promote concentration and synergy. Parking requirements in the zoning ordinance should be reasonable, but not so strict as to preclude new development that recognizes the pedestrian orientation of many of Newark’s traditional shopping streets. The Land Use Plan also introduces a new C-SC Shopping center land use class for neighborhood-focused shopping centers.
- Strategy 2.5: To encourage design and architectural controls in commercial development and redevelopment area to maintain and enhance the appearance of local shopping areas.
- Discussion: Appropriate design controls can be built into the zoning ordinance for specific commercial districts, or included as a special "Design Overlay Zone" that can be mapped along traditional shopping streets. Additionally, very detailed design controls can be incorporated into redevelopment area plans.

- Strategy 2.7: To provide additional units of better-quality housing in all of the Newark's neighborhood and to ensure that developers work with community members for resident-focused developments.
- Discussion: The residential land use classifications applied to Newark's neighborhoods in the Land Use Plan are intended to promote quality housing of appropriate scale, and to preserve the value of new and existing housing over time.
- Strategy 3.2: To encourage station area planning and development activity along the NCSE alignment.
- Discussion: The bulk of the NCSE alignment is designated C-D (Downtown commercial), R-HM (High-rise multifamily residential) or I-L (light industrial). All of these designations allow for intense commercial and residential development, in keeping with the need to provide density along the NCSE alignment. Higher-density residential designation may need to be explored along the alignment south of Chestnut Street, where R-LM (Low-rise multifamily residential) or R-HM (High-rise multifamily residential) zoning could be extended to cover a larger area along Broad and Pennsylvania Avenues.
- Strategy 5.4: To encourage the development of housing in the CBD to promote 24-hour residential life in the downtown.
- Discussion: The CBD district permits housing, along with a variety of commercial uses.
- Strategy 6.1: To encourage additional residential development in areas servicing Newark's higher education and health care complex.
- Discussion: Much of the land surrounding this complex is designated I-L Light industry. R-LM designation is provided for the Society Hill development and surrounding lands. The C-D (Downtown commercial) designation east of the complex allows for both residential and commercial development.
- Strategy 6.2: To provide sites for light industrial and office space of high-tech and university-based new enterprise development.

- Discussion: The I-L (Light industrial) designation surrounding the educational and medical core addresses the issue of site availability.
- Strategy 6.3: To encourage retail establishments and related activities to locate in proximity to the City's higher education and health care complex.
- Discussion: Substantial commercial land use designation exists in and around the education/health care complex, including C-R (Regional commercial) and C-SC (Shopping center commercial) designations along major commercial avenues, and the C-D (Downtown commercial) designation in the CBD.
- Strategy 7.2: Identify uses that are compatible with the New Jersey Performing Arts Center, and encourage their location in appropriate areas.
- Discussion: The area around the NJPAC is designated C-D (Downtown commercial), which permits all manner of commercial uses which would complement the center.
- Strategy 7.5: To encourage the construction of the Newark Arena as a way to bring convention and other business travelers to the City
- Discussion: The Newark Arena District is discussed later.
- Strategy 8.3: To reserve areas of the City suited for industrial development primarily near Port Newark and Newark International Airport.
- Discussion: The Newark Land Use Plan designates these areas I-H Heavy industrial, to permit a full range of industrial uses.

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## **SUMMARY REPORT, NEWARK PUBLIC SCHOOLS 5-YEAR FACILITIES MANAGEMENT PLAN**

- Author: The Hillier Group
- Sponsor: The Newark Public Schools  
New Jersey Department of Education
- Date: October 15, 1999
- Status: A summary of the official Facilities Management Plan accepted by the NJDOE.

Purpose: The document is the summary of a court-mandated Five Year Facilities Management Plan for the “Abbot Districts,” including Newark. The purpose is to address projected enrollments and program space needs to support the Core Curriculum Content Standards and particularized needs of each Abbott district, and to articulate the corrective actions phased over a five-year period.

### ***Brief Synopsis***

The report covers the entire Newark Public School district, and was prompted by a court mandate to perform a Five-Year Facilities Management Plan for the “Abbot District” schools, including Newark.

The study found critical issues concerning Newark’s school facilities, including the following:

- The average age of a Newark public school is 80 years, with many schools over 100 years old
- Functional, life cycle and current code deficiencies were of such magnitude that an estimated \$390 million would be required to correct them all
- Three of the five SLTs (see below) do not have adequate capacity to accommodate projected enrollments
- As a result of demographic shifts, many schools are overcrowded while others are underutilized
- With so many older schools, many are either much smaller or much larger than current standards recommend. Further, many schools have inadequate classroom size and lack recommended specialized areas.
- Many schools have little no on-site parking or play areas.

In 1995, the Newark Public Schools district was subdivided into five School Leadership Teams (SLTs). The report addresses the facilities needs of each SLT separately. Each SLT is analyzed in great detail in the report. Existing conditions are described, in terms of capacity, facility condition, and other factors. A plan for redeveloping the school facilities is put forward. Costs estimates are provided, as is an implementation schedule.

### ***Implications for the Master Plan and Zoning Ordinance***

The Newark Land Use Plan contemplates that schools (and other public facilities) be a permitted use in every zoning district. Therefore, while the existing and proposed school sites have been mapped, the Newark Land Use Plan, and eventually the new zoning ordinance, will accommodate any new school site or expansion contemplated in the Facilities Management Plan.

## THE NEWARK PUBLIC SCHOOLS FACILITIES MANAGEMENT PLAN, SITE EVALUATION STUDY

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Author:	The Hillier Group
Sponsor:	The Newark Public Schools New Jersey Department of Education
Date:	November 2000
Status:	A summary of the official Facilities Management Plan accepted by the NJDOE.
Purpose:	To locate new sites to be acquired for new schools, or to ascertain the potential for expansion of sites that are currently owned or controlled by Newark Public Schools.

### ***Brief Synopsis***

The Newark Public Schools Facilities Management Plan identified the need for substantial school expansion, replacement, and new construction. These needs necessitated the identification of sites to accommodate new or expanded school facilities. This study presents the results of a detailed analysis of 120 potential sites. For each site, there are two sheets: an analysis sheet and a map sheet. The map sheet shows the site location and context. The analysis sheet summarizes the various factors under consideration: Building Characteristics, Site Characteristics, neighborhood Characteristics, Property Ownership, and "Other."

The study notes that while Newark has had many recent revitalization successes both downtown and in the neighborhoods, there is still much to be done to reach community goals for economic, social and community health, and that these new and renovated schools represent the largest community investment many neighborhoods have seen in generations. As such, it is especially important that opportunities be seized for linked redevelopment efforts, so that these investments might help to catalyze further renewal in the neighborhoods where they are sited. The study recommends 9 new schools; 34 replacement schools; 30 schools to be thoroughly renovated; and 14 to be consolidated or discontinued.

### ***Implications for the Master Plan and Zoning Ordinance***

The Land Use Element contemplates that schools (and other public facilities) be a permitted use in every zoning district. Therefore, the Master Plan, and eventually, the new zoning ordinance, will accommodate any new school site or expansion contemplated in the Site Evaluation Study.

While the plan identifies many more potential sites than will actually be acquired for school construction or expansion, they have been mapped so as to ensure their inclusion in any future plans or development in the City. The Newark Land Use Plan recommends allowing schools in all land use designations, ensuring that wherever future new or expanded schools are located, they can be built under the Plan.

## **PASSAIC RIVERFRONT REVITALIZATION STUDY**

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Author: Clark Caton Hintz/Ehrenkrantz Eckstat & Kuhn  
Sponsor: City of Newark  
Date: December 15, 1999  
Status: Final, published report. An official City document, but not formally adopted.  
Purpose: To create a plan guiding future public and private development of the Passaic waterfront for a mixture of open space, recreation, commercial development, cultural amenities, and housing.

### ***Brief Synopsis***

The plan covers the development of a new waterfront park and greenway stretching from the Route 1&9 Bridge to the northern City line. The plan is broad in scope, and contains recommendations for the new waterfront park and greenway; commercial and residential development on waterfront sites; transportation and roadway upgrades and access; and design standards for the park and new development.

The plan sets forth a number of design principles. These include:

- The creation of a “grand” amenity along the waterfront, comparable to the Battery Park City esplanade
- The creation of plan for water-based activities, including recreational boating
- Extending the street grid to the waterfront wherever possible, to maximize vehicular and pedestrian access
- Clustering the highest density development around Penn Station where it can be served by transit
- Building on the NJPAC and plaza by extending the plaza and arts uses down to the water
- Rebuilding the McCarter Highway as a landscaped boulevard with regular intersections at least 600-800 feet apart

- Redeveloping Raymond Boulevard as a major gateway with new development.

The first phase of the park development would occur from Bridge Street on the north to Brill Street on the south and east. Later phases would expand the park/greenway north to the City Line and east to the Route 1&9 bridge.

### ***Implications for the Master Plan and Zoning Ordinance***

The plan makes several recommendations for development that have implications for Newark's Land Use Plan.

The plan targets a “key development area” consisting of the vacant property between Penn Station, the Legal Center, and the NJPAC. This area is also referred to in the plan as the “key development site.” Under the Newark Land Use Plan in Chapter 5, the portion of this area between McCarter Highway, Raymond Boulevard, and the water is designated S-W for Waterfront uses. The Waterfront Plan contemplates three new office buildings and a hotel for this area. Since the S-W designation is a mixed-use district, this proposed development can be accommodated under the Newark Land Use Plan. Two additional office towers with ground floor retail are contemplated for sites across Center Street from the NJPAC. These sites are located in the area designated C-D (Downtown commercial), which specifically encourages such structures. The plan also recognizes the need and desirability of providing open space and green areas within the waterfront area.

Two office buildings are also planned for the area immediately east of the Northeast Corridor rail viaduct. One is identified as an extension to the existing Hartz Mountain complex, which is home to NJ Transit and Blue Cross/Blue Shield; the other is to be developed by Edison, which owns the underlying parking lot. These projects are both within the S-W (Waterfront uses) designation, which allows for such development.

Further to the east is an area north of Market Street originally designated C-C (Community commercial) for neighborhood business and M-1 Mixed-use for light industry mixed with residential uses. The Waterfront Plan calls for new, low-rise residential development in these areas. This area has been included in the S-W Waterfront land use designation to allow redevelopment to go forward consistent with the plan. (Note: The same sites were also targeted for mid-rise residential development in the *Economic Development, Land Use and Transportation Plan*).

In addition, there are several recommendations for roadways in the vicinity of the waterfront, including McCarter Highway. These include the reconstruction of McCarter Highway as a landscaped boulevard, with at-grade intersections allowing access to the waterfront; and several new street extensions. These recommendations should be accounted for in the transportation element of the Master Plan, when completed. They should also be reflected on the City's Official Map as mapped streets, to prevent development from occurring in the rights-of-way before the streets can be constructed.

## **NEWARK ARENA DISTRICT REDEVELOPMENT PLAN**

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Author: Ehrenkrantz Eckstut & Kuhn Architects PC  
The Hillier Group Architects

Sponsor: City of Newark

Date: January 10, 2000

Status: Not adopted—redevelopment area has not yet been designated

Purpose: To set forth the parameters of the redevelopment plan and the regulations governing development in the redevelopment area.

### ***Brief Synopsis***

This is the Redevelopment Plan for the proposed Newark Arena District Redevelopment Area. The plan contemplates the development of both an indoor arena and outdoor sports stadium in the downtown south of Market Street and east of Broad Street. Lands not occupied by the stadium and/or arena would be devoted to a hotel, structured parking, infill commercial and mixed-use development, and public open spaces. The goal of the plan is to further the revitalization of downtown Newark through the creation of mixed-use entertainment-focused district, supplementing the existing daytime office population with increased visitation on evenings and weekends.

The plan divides the redevelopment area into five districts:

1. The Arena District, to house a proposed NJ Nets arena.
2. The Stadium District, to house a proposed soccer stadium.
3. The Preservation and Infill district, where the emphasis is less on redevelopment than on restoring and enhancing the existing fabric.
4. The Mixed-Use Residential and Commercial District.
5. The Neighborhood Rehabilitation and Infill District.

Within the Arena and Stadium districts, there are two sub-areas. The primary sub-area houses the actual use, i.e., the arena or stadium. The support sub-area is used as a staging area during construction, a surface parking area in the short term, and a site for compatible development and structured parking in the long term.

The plan also includes an Intermodal Plaza, which is part of the forthcoming Newark City Subway Extension (NCSE). The Second Operable Segment of the NCSE will have a stop serving the arena district.

### ***Implications for the Master Plan and Zoning Ordinance***

The Redevelopment Area has not yet been designated, and the Plan has not been adopted. Therefore, the Plan has no immediate implications for the Newark Land Use Plan. In any event, the Newark Land Use Plan designates the area as C-D (Downtown commercial), and arenas are to be a permitted use in this district.

If adopted, the Redevelopment Area Plan will supersede the zoning ordinance. However, the Plan does make recommendations relevant to the Newark Land Use Plan and Zoning Ordinance, including the suggestion that a portion of the study area be removed from the redevelopment area and rezoned.

In the Neighborhood Rehabilitation and Infill district, the plan recommends that the I-M (Medium industrial) district be rezoned to R-HD (High-density one- to three-family and townhouse residential). It further recommends that this district be removed from the redevelopment area. The Newark Land Use Plan designates this area R-HD, except for a C-R Regional commercial designation along McCarter Highway.

The plan makes provisions for removing over time the “transitional uses,” or those uses not conforming to the redevelopment area plan. Specifically:

- Currently non-conforming uses remain non-conforming unless the Redevelopment Plan specifies otherwise. This means that the status of the zoning ordinance at the time of the Plan’s adoption influences which uses will be considered non-conforming.

- Conforming uses rendered non-conforming under the redevelopment ordinance will remain conforming until the property becomes vacant and/or is either substantially rehabilitated or redeveloped.

Moreover, existing buildings may be acquired for rehabilitation if their owners do not undertake upgrades.

Required office parking in the redevelopment areas is, at minimum, one space per 1,000 square feet.

## **NEWARK ARENA DISTRICT REDEVELOPMENT AREA INVESTIGATION: SUMMARY REPORT**

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Author: Schoor DePalma  
Sponsor: City of Newark  
Date: March 22, 2000  
Status: Final draft. Redevelopment area not yet designated.  
Purpose: To determine whether an 11-block area, more commonly referred to as the Newark Arena District, qualifies as an "area in need of redevelopment" as provided under NJSA 40A:12A.

### ***Brief Synopsis***

The report presents the results of a Redevelopment Area investigation for the study area bounded by Market Street and Edison Place to the north; Broad Street to the west, Green Street to the south; and McCarter Highway to the east.

The study begins with an analysis of the planning context of the redevelopment area. This includes its proximity to Penn Station, and relationship to the NJ Transit publication *Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities*. The report also looks at the relationship of the Arena District to other downtown plans and redevelopment areas. The plan then examines each of the properties against the statutory requirements for determining an area in need of redevelopment.

Although no summary of findings is provided, the report finds that the overwhelming majority of properties within the redevelopment area meet one or more of the criteria of the redevelopment area stat-

ute. Specifically, the report found that the study area was characterized by dilapidated buildings, unimproved parking lots, vacant property, and diverse ownership.

### ***Implications for the Master Plan & Zoning Ordinance***

The Redevelopment Area has not yet been designated, and the Redevelopment Area Plan has not been adopted. Therefore, this document has no immediate implications for Newark's Land Use Plan. As indicated before, Newark's Land Use Plan does include arenas as a permitted use in the C-D (Downtown commercial) designation.

## **REDEVELOPMENT AREA STUDY FOR THE NEWARK ARENA**

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Author: Abeles Phillips Preiss & Shapiro, Inc.  
Sponsor: City of Newark  
Date: March 2000  
Status: Final draft. Redevelopment area not yet designated.  
Purpose: To determine whether an 11-block area, more commonly referred to as the Newark Arena District, qualifies as an "area in need of redevelopment" as provided under NJSA 40A:12A.

### ***Brief Synopsis***

The study was prepared for the Planning Board and Municipal Council of the City of Newark. The area investigated was bounded by Market Street and Edison Place to the north; McCarter Highway to the east, including a portion of the former rail trestle that extends over McCarter Highway to the Pennsylvania Railroad; Green Street to the south; and Broad Street to the west. The study concluded that the area in question meets the statutory criteria for designation as a redevelopment area, based on the following findings:

- The study area boundaries have been appropriately and logically drawn from an overall planning perspective and in consideration of established land uses, property conditions and existing development trends.

- While adjacent areas have experienced major redevelopment over the last several decades, little or no new development has occurred within the study area proper. In fact, the major trend has been the expansion of existing parking areas. As a result, not only is the study area significantly underutilized, but it generates very little employment and minimal tax ratables in the context of its downtown setting.
- Review of aerial photographs indicates that the study area was at one time more intensively developed than it is today. In fact, the overwhelming majority of properties within the study area now consist of either vacant land, parking lots or predominantly vacant buildings. These conditions have worsened through the years as more and more buildings have been abandoned and demolished, only to be replaced by additional parking.
- For the most part, properties within the study area are small and ownership is diverse. This has effectively kept the area largely stagnant and unproductive. In addition, many of the study area properties are in tax arrears or have recently been tax delinquent.
- Most of the upper-floor office spaces in the commercial buildings that line Market Street and Broad Street are now vacant and/or obsolete. A number of these buildings have been abandoned. Some of the ground floor retail stores are also vacant.
- Most of the older, multi-story industrial buildings within the study area are no longer in active use for their intended purposes. Many of these buildings have either been abandoned due to obsolescence or are no longer used for other than storage.
- Residential properties within the study area are largely isolated within what are predominantly non-residential blocks that accommodate older industrial buildings, garages and vacant lots. Some of the buildings are in poor condition and others are apparently being used as rooming houses. Demolition has created additional vacant land that has been dedicated almost exclusively to private and public parking lots.
- The overwhelming number of properties and the large majority of the acreage within the study area meet one or more of the statutory criteria for redevelopment area designation. The prevailing condition within the study area is very clearly one of "an area in need of redevelopment."

In sum, the referenced 11-block study area is stagnant, less than fully productive and very clearly in need of redevelopment in accordance with the statutory criteria for same, as expressly set forth under NJSA 40A:12A-5.

***Implications for the Master Plan & Zoning Ordinance***

The Redevelopment Area has not yet been designated, and the Redevelopment Area Plan has not been adopted. Therefore, this document has no immediate implications for Newark's Land Use Plan. Newark's Land Use Plan does include arenas as a permitted use in the C-D (downtown commercial) designation.

**MOODY'S INVESTORS TOUR REPORT**

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Author: Moody's Investor Service  
Sponsor: Unknown  
Date: October, 2000  
Status: Unknown  
Purpose: The document is a briefing book for a tour of Newark by potential investors.

***Brief Synopsis***

The document essentially functions as a synopsis of current project plans and proposals, organized by geography. The report is in the form of a series of self-guided tours of discreet portions of Newark. There are six tour segments in all. Each segment begins with a page showing a map of the tour route, and a list of tour highlights. Maps showing proposed plans and projects within the tour area follow each of the tour pages.

***Implications for the Master Plan & Zoning Ordinance***

As a summary document providing an overview of current initiatives, the report has no implications for Newark's Land Use Plan beyond those already contained in the cited primary source documents.

## **PABST BREWERY REDEVELOPMENT REPORT AND ACTION PLAN**

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Author: Schoor DePalma Inc.  
Brown & Keener Urban Design  
Beacon Planning and Real Estate Advisors, LLC

Sponsor: Newark Economic Development Corporation  
Township of Irvington Urban Enterprise Zone  
NJRA

Date: May 12, 2000

Status: Unknown

Purpose: The document sets forth a reuse program and plan for the redevelopment of the former Pabst Brewery site and adjacent lands contained within a Redevelopment Area.

### ***Brief Synopsis***

The report is divided into two major parts: an Evaluation and Analysis of the study area; and the actual Redevelopment Program. The first part includes five assessments: economic, structural, urban design, environmental, and traffic.

The economic assessment finds that transportation limitations, specifically poor truck access, render the site unattractive for warehousing, industry, research, and office parks. Instead, the plan should focus on neighborhood-scaled retail and services, and new residential development. The structural assessment focused on the Pabst buildings, and found severe deficiencies due to lack of maintenance. The urban design analysis recommended that new development respect the surrounding neighborhood fabric. It also found that only one of the Pabst buildings lent itself to reuse. The environmental assessment, while preliminary, uncovered evidence of lead based paint, asbestos containing materials, and several underground storage tanks, some of which were leaking. Finally, the traffic assessment found that South Orange Avenue would be the primary access roadway for the site, perhaps requiring minor widening near the site to provide turn lanes. Because the Garden State Parkway prohibits trucks, trucks would approach on local streets from Interstates 280 or 78.

The Evaluation and Analysis section also summarized the Community Review process, by which area residents provided input and comments on the redevelopment plan through a series of workshops. The community placed a strong emphasis on accommodating job-creating uses on the site, with a

focus on jobs that could reasonably be filled by close-by residents. Other community priorities included the expansion of the Speedway School, including new recreation space; the provision of cultural/social uses; and preserving the existing neighborhood scale, although it was recognized that this goal might conflict with the employment goal.

In Part II, the Plan presents the actual redevelopment program. The land use plan calls for a Neighborhood Commercial center to be created along South Orange Avenue, centered around Grove Street, with ancillary parking lots extending south on Grove Street as far as the Irvington border. The major commercial buildings would be developed on the Pabst site on the south side of South Orange. In other locations, mixed-use buildings featuring apartments over shops are contemplated. The commercial program calls for a 35,000 square foot grocery; a 12,000 square foot pharmacy or convenience stores; a bank branch; around 18,000 square feet of "infill retail" or incubator space; and a kiosk.

Outside of the commercial core, infill residential development is to be pursued on several sites, including the block between Grove and Whitney Streets; two blocks straddling Grove Street and fronting on an extended Dassing Avenue; a block between Dassing and 14<sup>th</sup> Avenues, Grove and 21<sup>st</sup> Streets; and an area fronting on 19<sup>th</sup> Street. Other infill housing is proposed for various vacant lots scattered throughout the residential portion of the study area. Much of the housing falls on the Irvington side of the border. The residential program calls for 81 units on Pabst property, including 50 duplex units and 30 senior apartments. 102 units would be built elsewhere in the study area, including 69 duplexes in Newark and 33 in Irvington.

The Plan also includes detailed design guidelines for new development within the Redevelopment Area. These guidelines include the following:

- For South Orange Avenue and Grove Street Frontages: Buildings must have streetside access and parking on the side or rear. Retail stores must devote 50-70 percent of their front area to glass. Each shop must have an individual shop front.
- For residential development: New infill development should complement existing residential development. New development shall be two stories except senior apartments which may be three stories. Service alleys in the rear are to be provided wherever possible. Each new dwelling shall include an existing or newly planted street tree.

- Signage: One projecting (“shingle”) sign and one cornice sign is permitted for each business. Lighting must be external for all signs, and signs are limited in size and placement. Awning and canopies are permitted subject to restrictions.

There are also guidelines for fences, landscaping and street trees.

Because the proposed uses are less intense the uses they replace (when those uses were in operation), no traffic improvements are proposed beyond the reopening of several neighborhood streets. Traffic calming is recommended for the main commercial core to facilitate pedestrian movement. Off-street parking is required for newly constructed commercial uses in the ratio of 3 spaces per 1,000 square feet.

### ***Implications for the Master Plan and Zoning Ordinance***

In the Newark Land Use Plan in Chapter 5, the areas designated for commercial development are designated C-C (Community commercial) north of South Orange Avenue, and C-SC (Shopping center commercial) to the south, where the commercial center is to be developed. This designation is consistent with the type and scale of the development proposed in the Redevelopment Area Plan. The remainder of the study area is designated R-MD north of South Orange Avenue, and R-HD to the South. Except for lots fronting South Orange Avenue, the Redevelopment Area Plan calls for the new infill housing to consist of two-family homes, which are permitted in both the R-MD and R-HD designations. In areas where the higher-density senior housing is contemplated, R-HD would be more appropriate.

The Redevelopment Area Plan, if adopted, will supersede the zoning ordinance. Therefore, the details of the redevelopment plan do not need to be reflected directly in the zoning ordinance. The zoning map will be amended to reflect the boundaries of the redevelopment area.

## **UNIVERSITY HEIGHTS SCIENCE PARK CONCEPT PLAN**

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Author: CUH2A, Architects  
Ford, Farewell, Mills & Gatsch, Architects  
Sponsor: New Jersey Economic Development Authority  
University Heights Science Park, Inc.  
Date: November, 2000

Status: Unknown  
Purpose: Describes future development planned for the fifty-acre University Heights Science Park.

### ***Brief Synopsis***

The plan is intended to provide a general vision of how the Science Park may physically evolve and become part of the fabric of its immediate neighborhood and the City as a whole. It was prepared as part of the preliminary design process for the International Center for Public Health, which is a major research facility developed within the park.

The Science Park (or UHSP) is a university-related research park overseen by its own non-profit corporation. The concept plan is intended to fit the desired development program of the UHSP into its environs, as well as to provide an efficient working environment for employees of the Science Park. The UHSP, as currently envisioned, may accommodate up to 600,000 square feet of technology laboratories and offices; 50,000-100,000 square feet of technology incubator space; and up to 400,000 square feet of mixed research, commercial retail, office, parking and open space, a new Science High School, and some infill housing.

More specifically, the concept plan contemplates the following elements:

- **Research facilities:** Substantial research and development facilities are expected to be construction within the Science Park. These facilities will require very specialized and technical buildings, which could include wet laboratories; clean-rooms; provisions for back-up power; advanced telecommunications systems; specialized water and water systems; etc.
- **Commercial/Office Facilities:** New or retrofitted commercial space should be developed to complement and support the research facilities. This development might include offices that don't need to be in a laboratory building; institutional space; and retail services for science park employees.
- **Traffic/Transit/Parking:** Traffic and parking improvements are needed to balance the need of Science Park workers to get to and from their workplaces with minimum delay and inconvenience; and residents who shouldn't have to bear undue impacts from the Science Park. The improvements should include connections to major arterials; transit connections; service vehicle access;

and adequate employee parking. Traffic signalization, street signage, transit scheduling and structure parking are also among the improvements that are to be considered.

- **Pedestrian Amenities and Open Space:** The long-range plan includes open space, public areas, pedestrian linkages, and improved streetscapes. These are intended to help integrate the Science Park into the immediate neighborhoods.
- **Urban Design Context:** The Science Park should be developed in a manner to integrate and enhance the surrounding neighborhood, as well as provide a more attractive environment for investment.
- **Housing:** The plan anticipates the development of new housing west of Norfolk Street, to both serve existing residents and provide new housing opportunities.

### ***Implications for the Master Plan and Zoning Ordinance***

Since this plan only provides a general vision for future development, the uses it shows on various parcels are not set in stone, and cannot be viewed as official policy. However, since the plan was undertaken with community participation, the Newark Land Use Plan can and should reflect, in a general way, the development vision embodied in the plan. Moreover, the Land Use Plan should encourage the specific uses that are targeted for the Science Park.

Under the Newark Land Use Plan in Chapter 5, most of the Science Park is designated I-L Light industrial. This land use category permits the type of research and development facilities contemplated for the Park. In an earlier draft, the I-L designation was applied to the portions of the Science Park west of Norfolk Street, which are contemplated for housing development. To ensure consistency with the Concept Plan, these areas have been redesignated for residential development. An R-LM (Low-rise multifamily residential) designation is recommended, the same mapped for the Society Hill development to the south.

The portion of the Science Park located north of the Subway right of way is designated in the Newark Land Use Plan in Chapter 5 as C-R (Regional commercial). The Concept Plan envisions research, commercial and office uses in this portion of the Science Park. The C-R designation allows for retail and automotive uses on the ground floor, along with offices above. Since the Concept Plan anticipates ancillary, research-based and administrative offices in this district, rather than research labs;

and further calls for retail and services to serve the Science Park employees, the designation is a good fit with the Concept Plan.

## **FOREIGN TRADE ZONE WEBSITE INFORMATION**

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Author: The Port Authority of New York and New Jersey  
Sponsor: The Port Authority of New York and New Jersey  
Date: November, 2000  
Status: Informational material  
Purpose: Describes the purpose, scope and eligibility for Foreign Trade Zone benefits.

### ***Brief Synopsis***

The document is a brief promotional and informational brochure touting the benefits of Free Trade Zone 49, which encompasses land surrounding the Port of Newark and Elizabeth, as well as portions of Bayonne. A Foreign Trade Zone is a site that is on U.S. soil, but considered to be *outside* U.S. Customs territory. Companies operating within an FTZ may be able to defer, reduce or eliminate U.S. Customs duties.

No duty is paid on the value of labor, overhead or profit added in an FTZ, and no duties are paid until goods exit a zone. Companies can realize substantial duty reductions on parts and materials that have a higher duty rate the finished goods; are consumed or become scrap during production; or are destroyed or returned due to damage or obsolescence.

FTZ 49 is one of the largest contiguous zones in the nation, with more than 2,400 acres available for use. In addition to FTZ specific information, the brochure also contains general information relating the Port of New York and New Jersey, including intermodal connections, the size of the market which can be reached within one day of the port, and other locational advantages.

### ***Implications for the Master Plan and Zoning Ordinance***

In Newark, the FTZ is bounded by the New Jersey Turnpike on the west, I-78 on the north, and the Newark Bay on the east. The entirety of this area is designated I-H Heavy industrial in Newark's Land Use Plan. Since this is the most permissive of Newark's industrial designations, it should allow practi-

cally any conceivable use that would benefit from FTZ status. No changes to the Newark Land Use Plan are indicated.

## **PROPOSAL FOR PROFESSIONAL SERVICES FOR PREPARATION OF A SOLID WASTE MANAGEMENT PLAN AND RELATED SERVICES**

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Author: Malcolm Pirnie, Inc.  
Sponsor: City of Newark, Department of Engineering  
Date: February 17, 2000  
Status: Proposal was accepted, and Malcolm Pirnie eventually prepared a Solid Waste Management Plan for the City (see below)  
Purpose: A proposal to provide professional services for the preparation of a Solid Waste Management Plan and related services

### ***Brief Synopsis***

The need for a Solid Waste Management Plan had become more pressing, due to several circumstances that would be increasing the amount of solid waste handled in Newark. These included the closing of Fresh Kills Landfill in New York City, which was to result in increased usage of the transfer facilities in Newark, which is host to the Essex County Resource Recovery Facility. Moreover, NJDEP had ordered Waste Management, Inc. to undertake improvements to its two transfer stations in Newark.

The objectives of the study were proposed as follows:

- The identification and location of the various solid waste facilities located throughout the City including an evaluation of their current operating conditions
- An evaluation of the current and potential future volume of solid waste to be disposed of by solid waste facilities located throughout the City
- The identification of potential alternatives for minimizing the impact on the City from the increase in solid waste disposal activities including the identification of prospective sites for the potential consolidation of waste disposal facilities.
- An evaluation of the City's receipt of fair and reasonable host community fees/benefits
- The identification of potential future solid waste management program financing option.

The proposal put forth the following work tasks:

**Task Order No. 1—Solid Waste Management Action Plan**

- 1.1 Gather pertinent information
- 1.2 Evaluate existing and future solid waste activity impacts
- 1.3 Identify solid waste management program financing options (including the City's host-community fees/benefits)
- 1.4 Prepare solid waste management program action plan

**Task Order No. 2—General Solid Waste Consulting Services**

The purpose of this task is to provide general solid waste consulting services not defined in Task No. 1, but which may arise over the course of the project.

**CITY OF NEWARK SOLID WASTE ACTION PLAN**

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Author: Malcolm Pirnie, Inc.  
Sponsor: City of Newark, Department of Neighborhood and Recreational Services  
Date: April, 2001  
Status: Draft document  
Purpose: To assess existing solid waste facilities, determine the existing and future quantities of waste handled by those facilities, identify alternatives for minimizing solid waste impacts, and compare the host community fees to other communities for fairness and reasonableness.

***Brief Synopsis***

Solid waste is collected in Newark by two basic means. Almost all residential waste, as well as commercial waste from small businesses disposing of less than 100 pounds per collection day, is handled by the City's Sanitation Department. Larger commercial establishments contract with private waste haulers, which must have a trade waste permit. There are 14 such haulers with permits in Newark.

The City has eight active waste facilities, and another 28 that are inactive or closed. They fall into the following types:

- Transfer Stations, where waste is transferred from trucks to boats or trains for longer distance hauling
- Resource Recovery Facilities, where solid waste is incinerated, waste heat is used to generate electricity, and the resulting energy is sold.
- Recycling Facilities, where reusable materials are reprocessed.
- Scrap Yards, where manufacturing waste is sorted, cleaned and prepared for recycling.

In the year 2000, the City disposed of a total of 459,431 tons of waste, including both the commercial and residential sectors. On a per capita basis, Newark generated 9.2 pounds of waste per person per day. This is very high compared with the national average of 4.4 pounds, and even higher than the New York City average of over 7 pounds. The high number might be influenced in part by demolition and construction activity.

Neither the City's solid waste ordinance (Title 13) nor the City's zoning ordinance address the siting of solid waste facilities, or the requirements which might be imposed on those facilities.

The report describes the City's roadway system with a focus on how it might best handle truck traffic associated with the movement of solid waste. At the time of the report's writing, the author's were awaiting information from Schoor DePalma regarding designated truck carrying routes within the City.

The report finds that Newark's host community fee of \$3.50 is well above the state-mandated \$0.50 minimum, but lower than some communities which charge upwards of \$6.00. However, the City has not been receiving community fees from most of the transfer sites located within its boundaries, and is currently working to address this through legal action.

The report also recommends that the City consider contracting with a single franchisee to provide solid waste collection and hauling (in lieu of the existing City service), and that the City explore an "Activity Based Costing" approach to solid waste fees. Under this latter recommendation, the City would charge both households and businesses fees for solid waste removal more closely related to the amount of waste generated. Under the current scheme, where waste disposal costs are paid from general revenues, the true costs of waste disposal are hidden from the waste generators.

### ***Implications for the Master Plan and Zoning Ordinance***

The Newark Land Use Plan and the Newark zoning ordinance should address which zones ought to allow solid waste facilities of the types described above. The ability of the roadway network to support the required truck traffic, as well as the impact on residential areas, should be a criteria. Either the City's solid waste ordinance, or the zoning ordinance, should be revised to place performance and other standards on solid waste facilities, many of which are owned and operated by private sector entities.

Waste facilities are contemplated as a permitted use in the I-H Heavy industrial designation under Newark's Land Use Plan (Chapter 5). Restricting waste facilities in other districts should prevent such facilities from locating in areas with inadequate truck access, or where they might impact residential and/or lighter commercial areas.

### **DOWNTOWN FAMILY AND ENTERTAINMENT DISTRICT**

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Author: City of Newark  
Date: August 4, 2000  
Status: Unknown  
Purpose: To provide alternative rules for alcoholic beverage licensing in a designated Downtown Family and Entertainment District, thereby facilitating the co-location of restaurants and bars in the downtown.

#### **Brief Synopsis**

Currently, establishments wishing to secure a license to serve alcoholic beverages cannot be located within 1,000 feet of any other establishment with such a license. This effectively prevents the development of urban nightlife destination districts, such as are typically found in cities throughout the nation.

Under the new ordinance, the 1,000-foot rule would not apply in the instance of a place-to-place transfer of a liquor license to premises located within the boundaries of the Downtown Family Restaurant and Entertainment District ("District"). The establishment must, however, operate as a restaurant deriving 51% of its sales from food and non-alcoholic merchandise, be of a certain size, and not sell package goods. Moreover, its hours of operation must be 2 hours less than the current rules. Go-go bars and discotheques are not permitted under the new ordinance.

The district as proposed would fall within the following boundaries: From Clay Street south along the Passaic River to the Northeast Corridor tracks; south along the tracks to Chestnut Street; west along Chestnut Street and Spruce Street to Martin Luther King Boulevard; north along MLK Boulevard to I-280; east along I-280 to Broad Street; and north along Broad to Clay Street.

### **Implications for the Master Plan and Zoning Ordinance**

The proposed district is located in an area primarily designated CBD in Newark's Land Use Plan. The district is designated as O-E Entertainment overlay land use designation on the overlay maps of Newark's Land Use Plan.

### **RFP SMART GROWTH PLANNING GRANT, SPRINGFIELD AVENUE CORRIDOR: SMART GROWTH ALTERNATIVES**

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Author: Newark Economic Development Corporation  
Sponsor: Newark Economic Development Corporation  
Date: December 14, 2000  
Status: Near completion  
Purpose: To create a "Smart Growth" toolkit and guidelines for stakeholders within the Springfield Avenue corridor to use.

### ***Brief Synopsis***

This RFP for a Smart Growth Plan addresses Springfield Avenue from MLK Boulevard to Stuyvesant Avenue in Irvington, to promote commercial, retail and mixed uses which address the needs of adjoining residential neighborhoods, passers-by, commuters, and deliveries flowing to and from the downtown. Building on past market research and needs assessments conducted for the corridor, the plan's purpose would be to (1) assess the recommendations for actions flowing from these prior efforts and (2) develop a guide that cohesively sequences the action steps necessary to realize certain physical improvements along the Corridor.

The objectives of the study area as follows:

- Develop a plan that prioritizes and categorizes sites for development in order to maximize developable sites.
- Educate stakeholders (including residents, property owners, business operators, elected and appointed officials, community-based organizations) on the principles of Smart Growth planning and development so that they can fully participate in the planning process tailored to the unique characteristics of the Springfield Avenue corridor.
- Advance community efforts for revitalization, utilizing principles of Smart Growth Planning.
- Analyze retail services data by reviewing, updating, summarizing and evaluating prior studies and recommendations concerning market demand within this area.
- Conduct a “Best Practices” investigation to establish successful examples of Smart Growth planning and design in other similar cities.
- Assess land use and area conditions to draft an area in need of redevelopment study.
- Draft a redevelopment plan to inscribe into municipal code a cohesive vision for this corridor.
- Develop, evaluate and prioritize streetscape improvements to enhance pedestrian and traffic circulation.
- Conduct community visioning process so that concepts regarding future growth along the Corridor are generated and approved by local residents.
- Balance objectives to establish deliverables.
- Formulate policy recommendations for revisions to the land use element of the master plans of both municipalities.
- Analyze business growth along nearby corridors (i.e., 16th Avenue) to determine feasibility of relocation of certain commercial uses to Springfield Avenue.

To achieve these objectives, the RFP sets forth the following work program:

1. Education of Stakeholders
2. Data collection
  - a. Precedent review
  - b. Land use review
  - c. Identification of streetscape improvements for enhanced pedestrian and traffic circulation
  - d. Consolidation recommendations and plan
3. Community visioning sessions

## ***Implications for the Master Plan and Zoning Ordinance***

The plan, if complete, would include:

- Policy recommendations for the Land Use Elements of both the Newark and Irvington Master Plans.
- A Redevelopment Area study and plan for sites along the corridor.
- Design guidelines as incorporated into Municipal Zoning Ordinances, to drafted as either (1) an amendment to the existing ordinance, or (2) language for inclusion into an amended draft version of the ordinance.

Each of these proposed deliverables has implications for the Master Plan and Zoning Ordinance; yet, no completed plan exists at this time. When such a plan is completed, it can be reflected in the zoning ordinance, and incorporated into the next Reexamination Report for the Master Plan.

### **PROPOSAL: STATE OF NEW JERSEY SMART GROWTH GRANT: TO FORMULATE A NEIGHBORHOOD-BASED STRATEGY TO REBUILD AND REDEVELOP NEWARK'S CLINTON HILL AREA**

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Author: City of Newark  
Sponsor: City of Newark, Clinton Hill Community Collaboration  
Date: (no date)  
Status: Pending  
Purpose: To create a “Smart Growth” toolkit and guidelines for stakeholders to use to guide the future growth of the Clinton Hill neighborhood of Newark.

#### ***Brief Synopsis***

This document is an application submitted to the New Jersey Department of Community affairs for a Smart Growth Grant in the amount of \$260,000, to undertake smart growth planning in the Clinton Hill section of Newark. The proposed plan seeks to promote the growth of commercial, residential and industrial uses, to unite the efforts of the City of Newark, the Newark Housing Authority, the Newark Public Schools, relevant state agencies, and the Clinton Hill Community into a cohesive vision for the neighborhood’s future.

The study area is generally bounded by Avon Avenue to the north, Elizabeth Avenue to the east, I-78 to the south, and the Irvington border to the west. The study area is further subdivided into three sub-areas:

1. The Core Target Area bounded by Clinton Avenue, Elisabeth Avenue, I-78, and Bergen Street. Detailed land use plans are to be generated for this area, with a view to develop the Belmont-Runyon school site as a hub of the community.
2. Overall Target Area: this corresponds to the entire study area, and will be included in community outreach.
3. The Clinton and Bergen retail corridors are to be a focus for guidelines to encourage the growth of commercial and retail uses along these main arteries.

The Clinton Hill area is one of the most distressed areas in all of Newark. The plan proposes the following objectives:

- Advance community building utilizing principles of Smart Growth Planning.
- Conduct a community visioning process to define community objectives and ideas for their neighborhood's growth.
- Develop a comprehensive plan incorporating land use, education, public safety and job training.
- Assess current planning efforts and ownership patterns.
- Identify, design and propose streetscape improvements to enhance pedestrian and traffic circulation and act as buffers between residential and industrial land uses.
- Educate Stakeholders (including residents, property owners, business operators, elected and appointed officials, community-based organizations) on the principles of Smart Growth Planning.
- Formulate policy recommendations for revisions to the land use element of the master plan.
- Develop a plan that prioritizes and categorizes sites for development.
- Complete an Area in Need of Redevelopment Report in accordance with NJSA 40A:12A-1 et seq.
- Develop a Redevelopment Plan and amend existing plans as necessary.

To achieve these objectives, the plan sets forth the following recommended scope of work:

1. Data collection
  - a. Precedent review

2. Land use review
3. Identification of streetscape improvements for enhanced pedestrian and traffic circulation
4. Community communication
  - a. Identify a facilitator to oversee the planning process
  - b. Data compilation
  - c. Initiate 'collaboration' process
  - d. Determine needs
  - e. Identify resources
  - f. Define recommendation—strategic action plan
  - g. Community communications
  - h. Implementing the action plan
5. Education of Stakeholders

### ***Implications for Master Plan and Zoning Ordinance***

The plan, once completed, is intended to provide deliverables including the following:

- A Land Use Plan and Strategic Action Plan for the study area
- Amendments to the Land Use element of the Master Plan
- Amendments to the Economic Development element of the Master Plan
- Design guidelines to be incorporated into the City's zoning ordinance
- An Area in Need of Redevelopment Study
- A Redevelopment Plan for the Overall Target area which is community-driven

Each of these proposed deliverables has implications for the Master Plan and Zoning Ordinance; yet, no completed plan exists at this time. When such a plan is completed, it can be reflected in the zoning ordinance, and incorporated into the next Reexamination Report for the Master Plan.

It should be noted that the Core Target Area of this plan contains the South Ward Industrial District node in the *Newark Economic Development, Land Use and Transportation Plan*.

### **APPLICATION FOR SMART GROWTH PLANNING FOR AIRPORT SUPPORT ZONE**

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Author: City of Newark

Sponsor: City of Newark

Date: (no date)

Status: Application for grant funding—unknown if the grant was received, the plan went forward, is underway, or is completed

Purpose: Obtain a grant to implement “Smart Growth” planning principles that can be translated into a development area planning “framework,” to be used by developers and community members to follow in determining the best reuse and redevelopment of the City of Newark’s *Airport Support Zone*.

### ***Brief Synopsis***

This document is an application submitted to the New Jersey Department of Community affairs for a Smart Growth Grant in the amount of \$260,000, to undertake smart growth planning in a proposed *Airport Support Zone* adjacent to Newark International Airport. The Zone is a 75-acre area bordered on the north by the new Airport Railroad Station the east by Routes 1&9/Carnegie Avenue, the south at Virginia Avenue, and on the west by Weequahic Park. The area has at least 20 active businesses and several other structures.

The land is ideal for reuse for airport-related activities, such as food preparation and aircraft maintenance. Several industries, including Continental Airlines, have expressed interest in using some of the land in the Airport Support Zone for their operations. The area is bounded by neighborhoods experiencing high rates of unemployment, and has significant transit access to a large labor pool. As the airport expands and relocates “non-essential” uses off of airport property, the City would like to capture these uses, thus bringing jobs and ratables to Newark.

The grant application sets forth the following elements that will be carried out with the grant:

1. Conduct precedent review of best practices in Smart Growth Planning in similar cities
2. Execute a land use review
3. Implement community involvement in adjacent neighborhoods and among existing business leaders, and relevant local, state and federal officials
4. Produce a Geographic Information System map
5. Administer the grant and oversee the Smart Growth redevelopment process

These elements would be undertaken by a combination of City staff and consultants.

### ***Implications for Master Plan and Zoning Ordinance***

The Smart Growth planning process, once completed, is intended to provide deliverables including the following:

- Amendments to the Land Use element of the Newark Master Plan, that relates to land uses within the boundaries of the Airport Support Zone
- Amendment to the Economic Development element of the Master Plan
- Design guidelines that could be used by any potential businesses

Each of these proposed deliverables has implications for the Master Plan and Zoning Ordinance; yet, no completed plan exists at this time. When such a plan is completed, it can be reflected in the zoning ordinance, and incorporated into the next Reexamination Report for the Master Plan.

One possible outcome of the plan should be a strategy for promoting in Newark the capture of the higher-value uses which will be located around the airport, instead of lower-value uses such as vehicle storage.

### **PORTWAY**

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Author: James Clifford Greller, Executive Staff Associate  
Sponsor: New Jersey Department of Transportation  
Date: April 16, 1997  
Status: Project is still pending, some segments may be underway  
Purpose: Describes the Portway project, a dedicated container truck route serving the Port of New York and New Jersey.

### ***Brief Synopsis***

Portway is seen as an “urban retrofit” project, involving a series of improvement to a key service route that begins at the Newark-Elizabeth Seaport and Airport complex, extends through an adjacent industrial area north to the Croxton rail yard. The project also proposes a series of major systematic improvements from Union to Jersey City. The project would help relieve existing major congestion, as well as provide the capacity for future growth. The project cost was estimated at \$290 million in 1997.

The project addresses the following factors:

- A doubling of cargo volumes moving through the port, once dredging is complete
- Doublestack service feeding domestic as well as intermodal freight growth at Conrail's railheads
- New commercial activity at the nearby Orion Discount Shopping Mall expected to generate an average of 60,000 trips per day
- Nearby airport passenger and airfreight growth

The project consists of the following recommended initiatives:

- Truck-only Turnpike access between exits 13A and 14
- An express rail flyer that eliminates the at-grade rail crossing between Conrail's Greenville Branch
- A new container way, which would begin with a new intermodal service on highway on Conrail's Croxton facility, connect to a redesigned Charlotte Circle, proceed over an improved Fish House Road, and cross over Route 1&9 onto Central Avenue.
- A new bridge over the Passaic River, connecting Doremus Avenue in Newark to Central Avenue in Kearney.

### ***Implications for the Master Plan and Zoning Ordinance***

The Portway project includes a new road and bridge in Newark. Both improvements are located in the area designated I-3 for heavy industry. Although the project does affect Newark's circulation plan, it has no immediate implications for the Land Use Element. The project is expected to feed growth in the port and port-related activities, which can be accommodated in the I-3 land use designation.

### **RFEI NEW NEWARK FOUNDATION, INC., PARCELS A, B, C & D, NEWARK, NJ**

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Author: New Newark Foundation  
Ehrenkrantz Eckstut & Kuhn Architects (attached Development Plan)

Sponsor: New Newark Foundation

Date: (No date)

Status: Unknown

Purpose: To solicit developer interest in four parcels located within the downtown.

## **Brief Synopsis**

Startup funding has enabled the New Newark Foundation (NNF) to target and gain control of a number of contiguous properties in a target area bounded by Washington Street, Central Avenue, Broad Street, and Cedar Street/Raymond Boulevard. A development plan was formulated by NNF with the assistance of a consultant team consisting of Ehrenkrantz Eckstut & Kuhn Architects; Mikesell & Associates, Architects; and Paulus, Sokolowski & Sartor, engineers. The proposed plan is to fill the area with 24-hour activities including housing, retail, entertainment, galleries, restaurant and small office spaces.

The aim of the development Plan is to build upon the recent successes of the NJ PAC, Riverfront Stadium, and revival of the downtown office market. The plan addresses the public realm—the streets and open spaces that set the stage and provide an address for redevelopment. The plan also proposes a vibrant mix of uses, with the following objectives in mind:

- To enhance the image of downtown Newark as a thriving 24-hour regional destination, with uses that encourage and promote and active street life.
- To create a commercial, educational, and cultural destination for residents, students, business people, and to extend the stay of visitors to other attractions such as the PAC, Riverfront Stadium, and Newark Museum.
- To generate an exciting, lively village-like environment.
- To provide convenient, safe and attractive parking.

The specific development parcels identified are as follows:

### **Parcels A & B—The Hahne's and Griffith Buildings**

These lots consist of the former Hahne's Department Store and the Griffith Building, both of which are to be retained and reused with retail uses on the lower floors. Residential development is strongly preferred for the upper floors, although proposals for commercial uses will be considered.

### **Parcel C**

The parcel, located south of the Hahne's and Griffith Properties, is primarily vacant land. Ground floor retail is required, with the upper floors targeted for additional retail, entertainment retail, or other mixed uses.

### **Parcel D**

The Halsey Street frontage of this block is planned for a new residential building with small, ground floor specialty retail shops. The height of the building can be five stories, yielding a potential for 141,000 square feet. Parking for 250 vehicles is anticipated for two underground levels under the site.

### **Implications for the Master Plan and Zoning Ordinance**

The entire target area, including the four parcels included in the RFEI, are designated CBD in the Newark Land Use Plan. The CBD district permits all of the uses contemplated in the Development Plan. The updated zoning ordinance should reflect bulk and setback requirements consistent with the traditional urban, mixed-use nature of this project.

## **FROM PARK TO PARK: LINCOLN PARK ARTS CORRIDOR PLANNING PROJECT**

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Author: Regional Plan Association  
Sponsor: Unknown  
Date: (no date)  
Status: Draft document  
Purpose: To build upon the efforts of the existing cultural and business groups in Newark and the opening of the New Jersey Performing Arts Center to create a unified vision and to implement strategic revitalization projects in a recognized Lincoln Park Arts Corridor.

### **Brief Synopsis**

The report provides a background analysis of the role of the arts in revitalization strategies for other downtown areas. The plan seeks ways to complement Newark's cultural jewels (NJ PAC, Newark Museum, Newark Library, Symphony Hall) with a grassroots arts presence in the South Broad Street area around Lincoln Park. Issues addressed include:

- What should be the boundaries and components of Newark's Arts and Cultural District
- What activities, institutions and interventions can help Newark grown as an arts destination?
- Where have these initiatives been successful, and what can Newark learn from these successes?

The report begins with an overview of the impact of the arts on metropolitan economies, and the extent to which the arts are now a truly regional phenomena. The plan also gives an overview of RPA's Centers campaign, and how that campaign relates to the renewal efforts in central Newark, as well as the role the arts can play in renewal.

Three key elements for the basis to an arts-based revitalization efforts in the South Broad Street area:

- Discussing the future of Symphony Hall
- Improving the public environment and streetscape
- Creating artists' housing and working spaces

With regard to Symphony Hall, the report focuses on the programming vision for the facility, recognizing that much attention has been focused on the physical plant, its maintenance and upkeep. The recommendations include increasing resources and attention on programming; strengthening Symphony Hall's Board of Directors; and programming Symphony Hall to complement, rather than compete with, the NJ PAC. The most important need is for an artistic vision, to attract both audiences as well as philanthropic dollars.

The report also recommends public art and streetscape improvements in the neighborhood, and the creation of artist's live/work spaces. This latter recommendation would take its cue from similar efforts undertaken in Peekskill, Jersey City, and Providence, Rhode Island. The plan proposes supplementing live/work zoning with subsidies in the form of tax abatements and/or grants for artist's housing.

### **Implications for the Master Plan and Zoning Ordinance**

The bulk of the plan addresses uses which are consistent with the CBD and residential land use districts that are indicated for the neighborhood in Newark's Land Use Plan. However, the plan goes forward to propose a special set of zoning regulations for the Lincoln Park/Coast Cultural Corridor. Attached to the plan is a draft amendment to the Zoning Ordinance setting forth the proposed regulations for this district.

The district is divided into three planning areas:

- Planning Area 1 is intended to serve as the core area for artist live/work studios and arts and cultural institutions. Its boundaries are Kinney Street to the north, Mulberry and McCarter Highway to the east, South Street to the south, and Washington Street, Lincoln Park, and Pennsylvania Avenue to the west.
- Planning Area 2 is intended to serve as the support area for arts and cultural institutions, artist live/work studios, residential housing, and commercial and retail services for artists. This area is bounded by Market Street to the north, Mulberry and McCarter Highway to the east, Murray Street to the south, and Washington Street and Clinton Avenue to the west.
- Planning Area 3 is intended to serve as the boundary of the District, the primary area for residential housing and commercial and retail sales of goods and services. This area is bounded by Market Street to the North, NJ Railroad Avenue and the McCarter Highway to the east, the Viaduct to the south, and Market Luther King Boulevard to the West.

The District will serve as a zoning overlay, which provides for new permitted land uses which are in addition to those provided in the Newark City Zoning Ordinance, and incentive packages for artists and property owners. An important new regulatory body created by the ordinance is the Artist Certification Board (ACB). The board will determine who qualifies as an artist (and therefore is eligible for benefits under the program) and also manage funds generated by a 1 percent impact fee to be levied on the capital improvement costs of all new construction in the City of Newark.

The financial incentives proposed include the following:

- 50 grants of \$5,000 each available for closing costs for artists purchasing artist market rate live or live/work studios within Planning Area 1. Recipients must live in the Area for six years or forfeit the grant.
- 50 grants of \$1,000 for artists moving into market rate rental units within Planning Area 1. Recipients must live in the Area for three years or forfeit the grant.
- A five-year property tax abatement for property owners who renovate or convert their properties into artist work or live/work studios. Approval of the project as an artist work or live/work studio will be carried out by the ACB.

The new use regulations will be as follows:

#### Planning Area 1—Additional Permitted Uses

- Artist live/work studios certified by the ACB
- Artist work studios certified by the ACB
- Existing artist live/work studios that meet Newark’s Land Use Code requirements
- Retail sales of goods and services related to arts and the creation of artist, including, but not limited to, art galleries and arts supply stores.
- Art Performance Space, including, but not limited to, theater, poetry, dance performance or recital, live music
- No parking shall be require for any principal or accessory additional permitted use in the District.

#### Planning Area 2—Additional Permitted Uses

- The State of New Jersey’s warehouse reuse code requirements will be used
- All additional permitted uses in Planning Area 1, except parking requirements will be determined by present zoning requirements

#### Planning Area 3—Additional Permitted Uses

- All additional permitted uses in Planning Area 1, except parking.

Neither the plan nor the ordinance have been adopted by the City of Newark at this time. Therefore, neither are directly reflected in the Land Use Plan. If and when the ordinance is adopted, it will become a part of the City’s Zoning Ordinance, either as an overlay zone or through modification of the underlying District use and parking regulations.

#### **Brownfields Lists (Various)**

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Authors: Newark Economic Development Corporation  
New Jersey Department of Environmental Protection  
New Jersey Office of State Planning

Dates: July 1995 (NJ-DEP)  
October 12, 2000 (NJ-OSP)  
(no date) (Others)

Status: Unknown

Purpose: To provide a listing of known contaminated sites in the City of Newark. Lists vary with regard to level of detail. Some lists are to be used to market sites to potential redevelop-

ers, and contain detailed property and remediation information. Others are simply a property listing with no additional information.

## **Brief Synopsis**

Four lists were provided for review as part of the Master Plan process:

- A list of Known Contaminated Sites in New Jersey, Municipal Report for the City of Newark. This list is dated July 1995, and was prepared by the New Jersey Department of Environmental Protection. The list includes the site name, street address, identifier number, status, and a lead contact for each site.
- A spreadsheet printout with no authorship or agency information, listing Known Contaminated Sites in Newark. The spreadsheet contains the site's name, address, and identifying number (kcsitesnew1#). Spot cross checks imply that the list contains the same sites are listed in the 1995 NJ-DEP document. A total of 218 sites are listed. Maps are provided showing each site as a discreet point. The maps reveal that these sites are found throughout the City, with a particular concentration in the historically industrial areas.
- A printout of Newark Sites listed in the New Jersey Office of State Planning's Site Marketing Inventory. This document is dated October 12, 2000, and can be viewed on the Office of State Planning web site. Links are provided to maps. This list is intended to help potential developers find suitable brownfield sites statewide, and contains information regarding the level of contamination, remediation performed to date, transportation infrastructure, zoning, ownership, and other details. For many sites, however, the information is incomplete. A total of 28 sites are listed.
- The City of Newark Brownfields Opportunities Directory. This undated document is compiled by the Newark Economic Development Corporation. Although less complete than the other lists, it provides much more detailed information. In addition to basic property information such as block and lot, zoning, owner, land area and improvements, the list also provides detailed narratives describing the former use and remediation actions taken to date. A total of 26 sites are listed. The information for some sites is incomplete.

## **Implications for the Master Plan and Zoning Ordinance**

In theory, zoning should be coordinated with a reuse plan for all brownfields sites. However, these sites are so numerous, and many are so small, that it was not feasible to alter the land use designa-

tions in Newark's Land Use Plan based on the existence of brownfields sites. Moreover, the land use policy goals articulated in the Land Use Plan take precedence over the reuse of individual sites.

It should be noted, however, that many of the largest and most marketable brownfield sites are located in areas zoned for industrial uses. Industrial designation will help facilitate the eventual reuse of these sites for industry.