

Newark's Master Plan



Our City
Our Future

Volume 2

Newark's Master Plan



**Our City
Our Future**

Newark will set a national standard for urban transformation by marshalling its tremendous resources to achieve security, economic abundance, and an environment that is nurturing and empowering for families.

Volume 2

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Newark's Zoning Ordinance – the set of regulations that establish the type and amount of development that is permissible in different areas of the city – dates to the 1950s and has not been comprehensively revised since that time. As a result, it is out of touch with today's market forces and public interests.

Over the past three decades, most development projects in Newark have been undertaken through redevelopment plans or variances – i.e., processes that circumvent the Ordinance. This has led to uncertainty and dissatisfaction for residents and investors. The continued absence of an updated Ordinance, especially at a time when Newark is experiencing development and growth, will only result in irreversible and harmful land use decisions that undermine Newark's vision and goals.

The Land Use Element is the document that provides the basis for any changes to the current Zoning Ordinance, consistent with the requirements of the Municipal Land Use Law (MLUL). It builds upon recent planning efforts and is intended to further the goals and objectives of this Master Plan. More specifically, the Land Use Element recommends numerous changes to the Zoning Ordinance and other development regulations in support of these objectives, including sweeping reform in the use of redevelopment plans to regulate development.

The Land Use Element consists of four main parts: (1) an analysis of key development and demographic trends; (2) a thorough overview of existing land uses throughout the city; (3) a summary of existing development regulations; and (4) a Future Land Use Plan with recommendations for implementation.

Over the past three decades, most development projects in Newark have been undertaken through redevelopment plans or variances – processes that circumvent the Zoning Ordinance

01. Land Use Trends

An analysis of available data indicates that there has been significant investment in Newark over the past decade – especially in the housing sector. The increase in Newark’s population over the past decade corresponds with a growing emphasis in the city on both retaining existing residents and attracting new residents, particularly through the development of new housing in areas that were not historically residential, such as the downtown; many recent redevelopment initiatives have embraced mixed-use development with a residential component. Policies at the state level have also served to encourage higher density, mixed-use development in urban areas with access to public transportation. These investments are making Newark a more attractive place to live and work. Newark’s residential growth has been further bolstered by new immigrants, particularly in the Ironbound neighborhood, which remains the first destination for many new immigrants to the United States, as well as by general trends towards city living, particularly among young Americans and, increasingly, retirees.

Jersey from manufacturing to a more service-based economy. The 2009 Newark Master Plan Re-Examination Report noted this trend and a related need for Newark to capture retail spending that was being lost to competition from surrounding areas. However, Newark has many locational advantages for industrial land uses, particularly in the vicinity of the air and seaports.

Newark also has been impacted by the economic conditions and downturn in the real estate market that affected the country as a whole. While the total number of housing units in Newark has increased significantly between 2000 and 2010, so has the city’s vacancy rate – which in 2010 was 14%. The increase in commercial parcels since 1998 contrasts with a continuing decline in industrial properties since 1990, which correlates with a larger shift in New

FIG 11.1: Number of Parcels by Major Land Use Category
Newark, NJ, 1990, 1998, 2010

Land Use	1990		1998		2010	
	Number	Percent	Number	Percent	Number	Percent
Vacant Land	4,385	9%	5,366	11%	4,209	9%
Residential (non-apartment)	25,816	56%	26,013	54%	29,733	62%
Apartment	1,254	3%	1,141	2%	1,245	3%
Commercial/Retail	4,950	11%	4,850	10%	5,323	11%
Industrial	1,188	3%	1,080	2%	900	2%
Tax-Exempt (public, church, and non-profit)	8,688	19%	9,704	20%	6,646	14%
Railroad Property	223	1%	215	<1%	209	<1%
Public Utilities	2	<1%	1	<1%	1	<1%
Total	46,506		48,370		48,266	

Source: 2004 Newark Master Plan Land Use Element, City of Newark Assessor’s Office

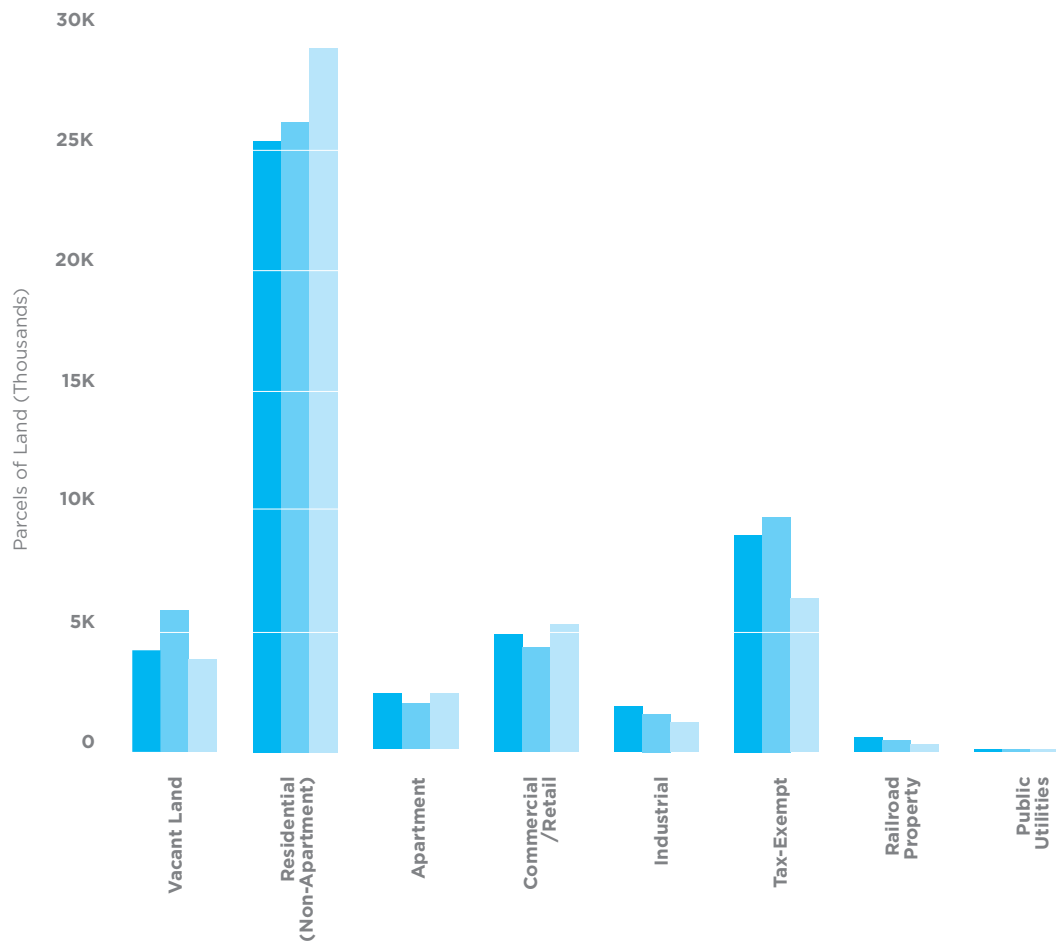
FIG 11.2: Change in Major Land Use Category between 1998 and 2010
Newark, NJ

Land Use	Change by Number	Percent Change	Percent Change of City Total
Vacant Land	-1,157	-22%	-2%
Residential (non-apartment)	3,720	14%	8%
Apartment	104	9%	0%
Commercial/Retail	473	10%	1%
Industrial	-180	-17%	0%
Tax-Exempt (public, church, and non-profit)	-3,058	-32%	-6%
Railroad Property	-6	-3%	0%
Public Utilities	0	0%	0%
Total	-104		

Source: 2004 Newark Master Plan Land Use Element, City of Newark Assessor's Office

FIG 11.3: Number of Parcels by Major Land Use Category
Newark, NJ, 1990, 1998, 2010

■ 1990 Parcels
■ 1998 Parcels
■ 2010 Parcels



Source: 2004 Newark Master Plan Land Use Element, City of Newark Assessor's Office

02. Existing Land Uses

Per the MLUL, a zoning ordinance must “be drawn with reasonable consideration to the character of each district and its peculiar suitability for particular uses and to encourage the most appropriate use of land.” An accurate accounting of existing land uses is therefore essential to meet this mandate, while providing the foundation for many other aspects of this Element and the Master Plan, in general. This is the baseline of existing conditions upon which projections and plans for future conditions will be based.

Existing land uses in Newark are depicted in Figure 11.4, and an accompanying table describes each of the 17 land use categories on the map. For maps that show existing land uses at the scale of the neighborhood, please refer to the Neighborhood Element.

Data Sources and Methodology

The existing land use categories depicted in the Master Plan are based on tax assessment data compiled in September 2010. Property class codes for each parcel, as provided in the tax assessment data, were mapped and used as a starting point for determining existing land use. Where property class codes were not available, the existing land uses for these properties were determined through field surveys and by examining aerial photography and street-level imagery.

GIS shapefiles with existing land use data from the 2004 Land Use Element were provided by the City of Newark. Existing land use data from the 2004 Land Use Element is based on a detailed block-by-block and – in most instances – parcel-by-parcel survey of land uses throughout the city, which were undertaken between October 1997 and March 1998. Therefore, a more up-to-date source of data was needed to determine existing land use for parcels in the city as of 2010: MOD IV tax assessment data obtained from the New Jersey Association of Tax Boards, which compiles information from the tax assessor’s office or similar entities in individual municipalities.

In order to create more nuanced land use categories for this Master Plan, property tax codes from the 2010 tax assessment data and 2004 existing land use classifications were compared for each parcel in the city. For example, the tax assessment data has only one commercial land use category, while the 2004 Land Use Element separates commercial land use into several categories (e.g., mixed-

use, commercial/retail). Where there were discrepancies between the two classifications, aerial photography and street-level imagery were used to determine the most appropriate classification for the parcel.

Existing Land Use Categories

Residential Uses

Newark is becoming an increasingly residential city, as evidenced by an increase in population, housing units, and residential parcels over the past decade. As the City continues to shift from its historical role as the center of industry and retail commerce in northern New Jersey, deliberate measures have been taken to make the city a more attractive place to live for both existing and potential new residents.

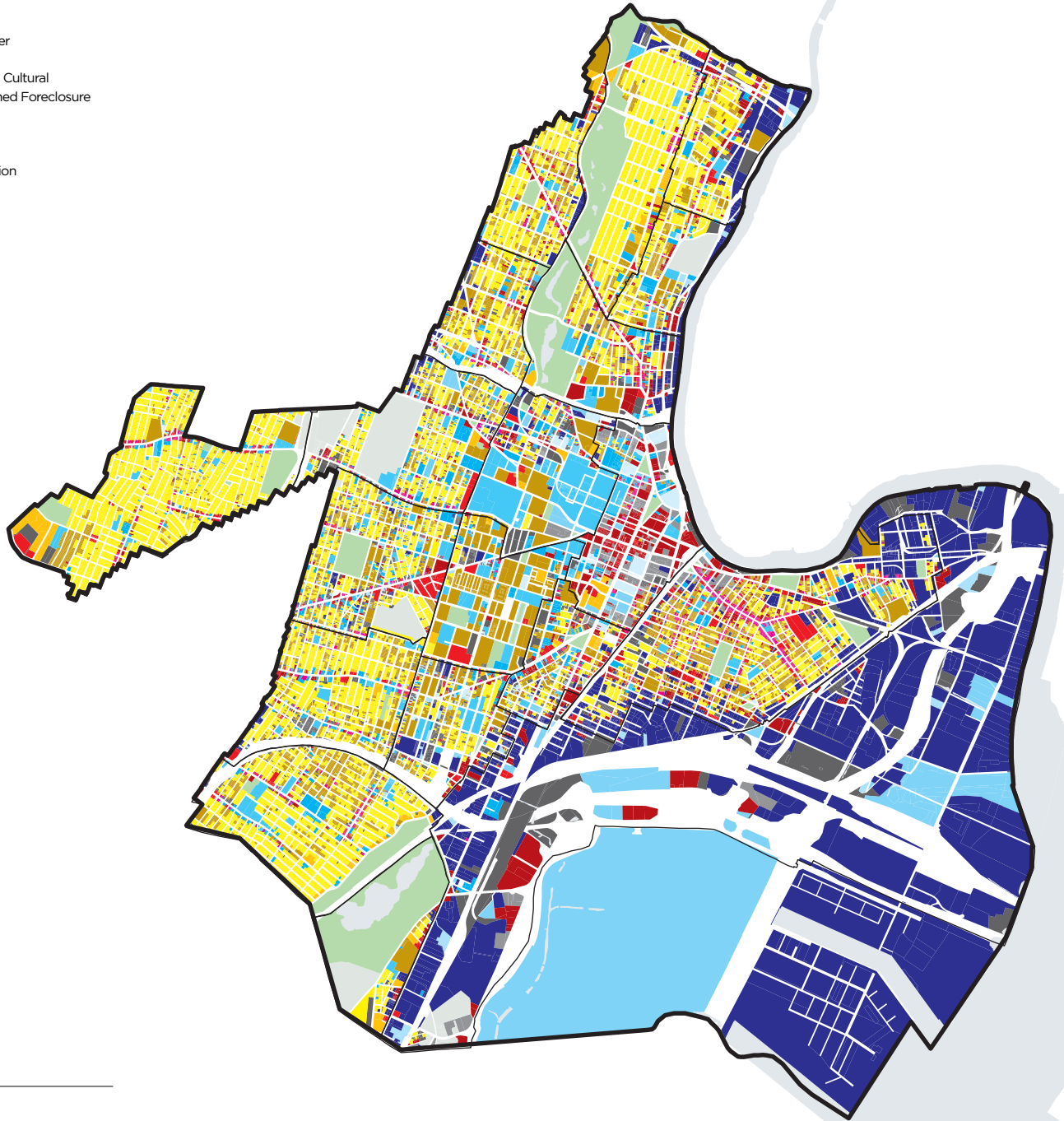
Redevelopment of former industrial land, as well as the traditionally commercial downtown, has often included a residential and/or mixed-use component. The Broad Street Station District and Living Downtown Redevelopment Plans, for example, seek to enliven the downtown through mixed-use development that supports an expanding residential population. Today, 30,978 parcels, or 65% of all developed parcels within the city, are dedicated to residential land uses. When the prior Land Use Element of the master plan was completed in 2004, the total number of residential parcels was 27,154, indicating a 14% increase in residential parcels in the intervening years.

Similarly, the number of housing units in Newark rose from 100,141 in 2000 to 109,520 in 2010 – an increase of nearly 10%. However, the citywide housing vacancy rate also increased during this period, from 9% to 14%, underscoring the extent of vacancy and abandonment that currently exists in parts of the city.

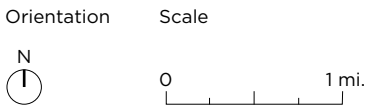
On the existing land use maps and in the descriptions below, residential uses are broken into the following categories: (1) one- and two-family; (2) multifamily – low-rise/mid-rise; and (3) multifamily – high-rise.

FIG 11.4: Existing Land Uses
Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant



Source: City of Newark



One- and Two-Family Residential

Single-family detached homes make up a minority of Newark's housing stock. Over the years, many of the large, single-family homes have been internally subdivided into two-family units. There are also a limited number of homes that were designed and built as two-family or semi-detached homes; while some of these remain, many have been sub-divided, either illegally or through variances, into three- and four-family homes. Detached single-family homes are more prevalent on the periphery of the city, proximate to the northern, western, and southern boundaries, in particular. There are three areas of Newark that are characterized by a large concentration of detached single-family housing: the Forest Hill neighborhood; west of Sandford Avenue in Vailsburg; and west of Weequahic Park. The Central Ward has increasingly been home to new single- and two-family housing units, as evidenced by the housing mix found in the Victory Gardens Complex. Most of the new single- and two-family units in the Central Ward were built using public subsidies as a means to create affordable housing, and reflect a deliberate policy of moving low- and moderate-income families from existing traditionally high-density housing to lower density housing.

Row house and townhouse uses are present but limited within Newark. These residences are defined as attached units wherein physical separation is provided by vertical "party walls" or tax lot lines. Sometimes referred to as "brownstones," row houses are typically older attached housing units located at the street line; these can be found along James Street in the James Street Commons Historic District and in the Lincoln Park neighborhood. Townhouses are residential units of two or more stories in height, separated by vertical walls, and located in buildings of between six and ten units; townhouse buildings are typically set back from the street line and from one another. While most townhouses in Newark were built in the late 1970s, 1980s, and early 1990s, they are one of several housing types selected by the Newark Housing Authority to replace high-rise public housing. An example of a townhouse project in Newark is the Society Hill Townhouses, located at the intersection of South Orange and Springfield Avenues.

Because it is difficult to definitively distinguish detached single-family homes from those that have been internally subdivided from the exterior, detached two-family residences, semi-detached houses, and detached single-family uses are shown on the existing land use maps as a single land use category.

Multifamily Residential: Low- and Mid-Rise Apartments

Low- and mid-rise apartment buildings comprise a significant portion of the multifamily housing stock in Newark. There are two basic types of apartment buildings of this magnitude within the city: (1) multifamily or garden apartment complexes and (2) single

apartment buildings. Multifamily or garden apartment complexes are typified by several two- or three-story brick buildings with stacked apartment units, interspersed with off-street parking and open space. Single apartment buildings are between three and six stories in height and range in size from three units to as many as 100 units; found on both small and large sites, these structures are located at or close to the street line.

Small multifamily apartment buildings of between three and eight units are one of the most commonly observed housing types in Newark. A concentration of such buildings, constructed in the late 19th and early 20th centuries, can be found in the Ironbound neighborhood; these typically have one or more units per floor and are separated from adjacent buildings by a narrow side yard. There are also many two- and three-story masonry or brick buildings with two apartments per floor throughout the city, as well as a number of three- and four-family homes that were originally designed and built as larger attached or detached single- and two-family homes.

In recent years, there have also been a growing number of conversions of older, vacant warehouse and industrial buildings into residential apartments, a trend that is expected to continue in the future. These conversions have occurred in multi-story loft-type buildings that are no longer suitable for modern industrial production. The presence of these vacant buildings in mixed-use neighborhoods with existing residential and retail uses, such as Tiffany Place in the North Ward and in the Ironbound neighborhood, often makes them highly desirable for conversion to residential "loft" apartments.

Multifamily Residential: High-Rise Apartments

For the purposes of this analysis, a residential building of six stories in height or more is considered to be high-rise. In general, there are two types of high-rise apartment complexes in Newark. The first are single high-rise buildings built by the private market from the 1920s to 1940s, and which tend to be located along some of the city's major arterial corridors. Convenience retail stores or service businesses can be found on the ground floor of some of these buildings. The second types of high-rise buildings were constructed by the Newark Housing Authority or other non-profit entities with government financing; these developments occupy large tracts and are comprised of one or more buildings in a single complex. Newark has several high-rise apartment complexes, most of which are concentrated along three major arterial streets or corridors: Elizabeth Avenue in the South Ward, Martin Luther King Jr. Boulevard in the Central Ward and Mount Prospect Avenue in the North Ward. Some of the towers on these streets rise to 20 or more stories.

FIG 11.5: Descriptions of Existing land Use Categories
Newark, NJ

Land Use	Description
One- and Two-Family Residential	Low-rise one- and two-family buildings, generally three stories or less
Multifamily Residential - Low- and Mid-Rise Apartments	Multifamily residential buildings with five stories or less
Multifamily Residential - High-Rise Apartments	Multifamily residential buildings with six stories or greater (In the event that a high rise residential building has ground-floor retail uses, it is categorized as a "Multifamily Residential - High-Rise" building)
Mixed Use	Ground-floor commercial uses with residential above
Commercial - Retail	All retail uses (e.g., stores, restaurants, shopping centers, etc.)
Commercial - Office/Other	All non-retail commercial uses, including offices, banks, Laundromats, hotels, auto-oriented uses, etc.
Industrial	Heavy and light industrial uses (In the event that it is unclear if a parcel in an industrial district and/or adjacent to industrial parcels is vacant after examining aerial photography and street-level imagery, the parcel is categorized as industrial)
Governmental - Civic and Cultural	Primarily City-owned property (e.g., City Hall, police and fire stations, public libraries), though also other cultural institutions, such as NJPAC
Governmental - City-Owned Foreclosure	City-owned foreclosures, as determined from City tax assessment records
Governmental - Other	Other government-owned property; includes Port Authority, Federal Government, State of New Jersey, Essex County, and other governmental agency and authority properties
Educational	Public and private schools, colleges, and universities
Institutional	Generally includes all tax-exempt properties that are not government-owned, including religious properties (e.g., churches, temples), hospitals, community centers associated with non-profit organizations, etc.
Open Space/Recreation	All parks and open space (City-, County-, or State-owned), including City-owned recreation centers
Cemetery	As determined from City tax assessment records
Transportation and Utility	Railroad properties, roadways when they are captured as a parcel, and PSE&G substations
Parking Facilities	Larger parking facilities primarily in the downtown area and near the airport; this category does not capture neighborhood parking lots associated with retail establishments, residences, churches, etc. (these parking lots have been categorized with the use they are associated with)
Vacant Land	Vacant land, as determined primarily from City tax assessment records

Mixed Use

Mixed-use buildings are structures that contain more than one use type. In Newark, mixed-use buildings are typically residential buildings with a retail ground-floor use. Other forms of mixed-use buildings include professional offices or home-based businesses where a residence (most often a detached single- or two-family unit) incorporates a studio or suite of professional offices, but where the predominant use remains residential. All of these types of uses have been depicted as “mixed use” on the existing land use maps. It should be noted that while some of the mid- or high-rise apartment buildings have office or retail uses on the ground floor, or some office buildings in the downtown incorporate retail uses on the ground or lower floors, these uses have been classified according to the predominant use: residential in the case of mid- or high-rise residential with retail below, and offices where retail services are found at the street level with multiple office floors above.

Most mixed-use buildings with ground-floor retail and residential units above are located along the older major arterial streets, such as Broadway, Bloomfield Avenue, Clinton Avenue, Ferry Street, Hawthorne Avenue, South Orange Avenue, and Springfield Avenue; others are located in the older industrial areas of Newark, such as in the Ironbound, Fairmount, and the Central Ward.

Commercial Uses

Commercial land uses in this category include both retail and office uses, and account for 5,323 parcels, or 11% of all parcels in Newark. The number of parcels dedicated to commercial uses in the city has increased by 473 parcels since 1998. This was accompanied by a decrease in industrial parcels, suggesting that the redevelopment of formerly industrial lands has included a commercial component.

There are two categories in which commercial land uses are included on the existing land use maps: retail and office/other.

Retail

Neighborhood retail establishments provide daily convenience goods and services to customers that live or work in the surrounding neighborhood. These establishments tend to cluster at the intersections of local and collector roads within the city’s lower-density residential neighborhoods and are comprised of bodegas, barber or beauty shops, and take-out restaurants, among others. Customers may visit these establishments on foot from the adjacent residential neighborhood or park in front of the stores on the street if arriving by car. Shopping trips of this type are frequent but quick.

Like neighborhood retail areas, community retail areas primarily serve residents and employees from the immediate neighborhood, but they also capitalize on regional pass-by traffic. Community retail establishments can be found along several arterial streets which pass through the residential neighborhoods outside of and leading into downtown Newark: Bloomfield Avenue north of Branch Brook Park, Orange Street, South Orange Avenue east of the Garden State Parkway, Clinton Avenue, Lyons Avenue, Bergen Street, Ferry Street, and Pacific Street. These areas typically provide a wider array of goods and services than neighborhood retail areas and include eating and drinking establishments, take-out and specialty food stores, electronics and appliance stores, florists, clothing, furniture stores, hair salons, household supplies, and drug stores.

Regional retail uses serve a broader customer base that neighborhood and community retailers, including shoppers from municipalities outside Newark and city residents from surrounding neighborhoods. These uses include strip commercial centers and shopping centers, as well as other retail uses that tend to draw shoppers from a geographic area beyond Newark’s boundaries. Strip commercial centers are comprised of a series of retail stores connected by a common on-site, off-street parking area. Shopping centers, on the other hand, are distinguished by the presence of at least one “anchor” store, which is typically larger in size and scale than other stores in the center, such as a department store, supermarket, or drug store. These large-scale, auto-oriented shopping centers were not part of Newark’s original urban streetscape and have been inserted into older retail corridors and areas as redevelopment has occurred. Such shopping centers tend to be located in neighborhoods outside of the downtown and include the Pathmark center on South Orange Avenue in Fairmount, the Home Depot center on Springfield Avenue in West Side, the Ivy Hill center on Irvington Avenue at Newark’s western border with Maplewood and South Orange, as well as several locations in the Ironbound.

Office/Other

Most of Newark’s office space is concentrated in the downtown. The largest and most recently built office facilities are located around Penn Station and along Raymond Boulevard, including Gateway Center, the Newark Legal and Communications Center and PSE&G headquarters. There are also several state, federal, and municipal government offices in Newark, most of which are also located in the downtown or just to the west. High-rise office buildings were built in Newark as early as the 1920s and 1930s; many of these were related to the insurance industry and are located along and in the vicinity of Broad Street.

A number of small business and professional offices are scattered throughout the commercial corridors outside of the downtown. Many of these facilities are operated by non-profit organizations that provide services to the communities in which they are located, including La Casa de Don Pedro, the Roman Catholic Archdiocese, and United Vailsburg Services Organization. In addition, there are many small medical or professional offices in these areas. Offices that are associated with charitable and non-profit organizations have been categorized as institutional uses on the existing land use maps.

There are several additional commercial uses that are captured within the office/other existing land use category. A concentration of hotels that primarily serve airport passengers can be found proximate to the Newark airport, particularly along the U.S. Route 1 & 9 corridor and west and north of the airport. Automobile-oriented uses, including gas stations, repair and service establishments, auto sales, and supply and body shops, can be found on Newark's arterial street system, which runs through the outlying residential areas into the downtown. These include Springfield Avenue, Central Avenue, Bloomfield Avenue south of Branch Brook Park, Broadway, McCarter Highway south of the downtown, Frelinghuysen Avenue east of Weequahic Park, and South Orange Avenue west of the Garden State Parkway.

Industrial Uses

The continued loss of Newark's industrial land base is reflective of the national decline in the manufacturing and warehousing sectors, as well as the preference of many industrial users for larger buildings and sites close to Interstate Highway interchanges. Today, 900 parcels are devoted to industrial and warehouse uses, representing 1% of the city's total parcels; this figure stood at 1,080 parcels in 1998 and 1,188 parcels in 1990. Despite this decline, industry remains important to Newark and its economy. The actual land area devoted to industrial land uses in Newark remains significant; inclusive of Newark's air and seaports, nearly one quarter of the city's land area is devoted to industrial uses.

For the purposes of this evaluation, industrial land uses have been depicted on the existing land use maps as a single industrial land use category. Within this land use classification, there are three major types of industrial and warehouse land uses: heavy, medium, and light industrial.

Heavy industrial areas tend to be older areas of heavy manufacturing that involve the use of heavy equipment and produce noise, odors, dust, glare, vibration, and other off-site impacts. Examples include chemical and paint factories, metal manufacturing, and auto salvaging plants. The heaviest industrial uses in the city are located

along the Passaic River from Chapel Street to the east of Route 1 & 9, and south to the air and seaports. The largest industrial operation in Newark is Port Newark/Elizabeth, which is operated by the Port Authority of New York and New Jersey (PANYNJ) on land leased from Newark and Elizabeth. Much of this area is paved open land utilized for the outdoor storage of vehicles and containers. An additional area of heavy industry extends south and westward to the Amtrak/New Jersey Transit railroad tracks and Frelinghuysen Avenue.

Medium industrial uses refer to manufacturing activities that fall somewhere between heavy industrial activities and the light fabrication, processing, assembly, and warehousing activities associated with light industries. They typically are not as large as heavy manufacturers and do not engage in practices that would be considered environmentally hazardous to nearby residents, but they are still not desirable near residential uses. Medium industrial uses are mostly located west of Route 1 & 9, along Frelinghuysen Avenue, along Verona Avenue in the northern part of Newark, and along McCarter Highway north of the downtown. There are also short stretches of medium industrial corridors along arterial streets in the Central, South, and North Wards.

Light industrial uses can include light assembly or fabrication where no raw materials are processed and where few off-site impacts are generated, as well as light warehousing and wholesaling, storage, and distribution. In Newark, light industrial uses are often located separate and apart from residential and commercial uses; in some cases, however, they are adjacent to and even sometimes interspersed with residential areas. This mix of uses has been permitted by zoning, whereby residential and retail uses have been permitted to be established within light industrial zones (i.e., the First Industrial District), consistent with development patterns that predate zoning in some instances.

Governmental

Public and quasi-public uses can be distinguished from other land uses in that they are owned and/or operated by governmental or other tax-exempt, non-profit organizations for the public good. Such tax-exempt uses include public, charitable, and non-profit uses, and comprise 6,642 parcels within the city (or 14% of the overall number). In 1998, tax-exempt parcels accounted for 20% of all city parcels.

Those uses included in the governmental existing land use category are comprised of the following: governmental uses, entertainment uses, and cultural institutions. This land use category includes the airport, entertainment uses (e.g., NJPAC and the Prudential Center), museums, libraries, and fire and police stations, among

others. While additional public and quasi-public uses exist within the city's boundaries, such as educational facilities, open space and recreation, cemeteries, hospitals, and utilities, these uses have been parsed out into separate existing land use categories and are discussed elsewhere in this chapter. In addition, tax-exempt and charitable land uses have been included in the institutional land use category for the purposes of this evaluation.

Civic and Cultural

This existing land use category is comprised of City-owned properties, as well as public and quasi-public cultural institutions. Most municipal agencies and departments are located in the downtown, including the Division of Community Health on William Street, the Board of Education on Cedar Street, and the Newark Parking Authority on Park Place. Newark City Hall is located on Broad Street in the southern portion of the downtown; built in 1902, City Hall was listed on the National Register of Historic Places in 1978. Some City agencies, as well as fire and police stations, are located in the outlying residential areas they serve.

The Newark Museum is located near Washington Park on Washington Street. Established in 1909, it was originally located on the fourth floor of the Newark Public Library building and moved to its current location in 1926. The Newark Public Library's main library is located on Washington Street one block north of the Newark Museum; there are eight additional community branches located throughout the city.

Newark has two major performance theaters and two professional sports facilities. The New Jersey Performing Arts Center (NJPAC) opened in 1997 in the northern portion of the Central Business District, just east of Military Park. NJPAC contains two theaters, two restaurants, a banquet hall, and a rehearsal facility. Newark Symphony Hall is located on Broad Street in the Lincoln Park neighborhood and contains a 3,500 seat concert hall. Built in 1925 by the Shriners, the theater was known as the Salaam Temple until the City purchased it in 1964; a non-profit organization was created to run the newly-renamed Symphony Hall. Newark currently has two professional sports facilities: the Prudential Center arena, which opened in 2007 for the New Jersey Devils professional hockey team and other sports and entertainment events, between Broad Street, Lafayette Street, Mulberry Street and Edison Place; and the Newark Bears and Eagles Riverfront Stadium, a baseball stadium located on McCarter Highway between Bridge and Orange Streets that is home to the minor league Newark Bears baseball team and the NJIT and Rutgers-Newark baseball teams.

City-Owned Foreclosure

In the event that a property owner becomes delinquent on their property taxes, the City may initiate foreclosure proceedings and

eventually foreclose on the property. These foreclosed properties, which are owned by the City, were identified using municipal tax assessment records and were depicted on the existing land use maps to provide a visual representation of those neighborhoods which have been impacted the greatest by such foreclosures, as well as to call attention to the liabilities they may present to the City. City-owned foreclosures can be found throughout Newark – most notably in the Fairmount, Lower Clinton Hill, and West Side neighborhoods. There are relatively few City-owned foreclosures in the North Ward and downtown.

Other

As the Essex County seat and a transportation and communications center for most of New Jersey, Newark has a variety of governmental offices and quasi-governmental uses, such as New Jersey Transit's headquarters, the United States District Court of New Jersey, and the Newark Main Post Office. The majority of these offices are located in the downtown. Government-owned property in Newark includes Port Authority, Federal Government, State of New Jersey, Essex County and other governmental agency and authority properties.

There are a number of government-owned properties located in the historically industrial areas of the city, such as east of Route 1 & 9 and south of the downtown. The Passaic Valley Sewerage Commissioners' wastewater treatment facility comprises 172 acres along Doremus Avenue within the Newark Industrial District. There is also property owned by the New Jersey Department of Transportation associated with highway maintenance. Additionally, there are two correctional facilities in the Newark Industrial District: the Northern State Prison on Frontage Road is operated by the New Jersey Department of Corrections; and the Essex County Correctional Facility on Doremus Avenue is operated by Essex County.

Another significant quasi-public institution is Newark Liberty International Airport. One of the busiest airports in the country, Newark Liberty International Airport received approximately 33 million passengers in 2010. The airport is also a significant handler of air cargo traffic and has 1.4 million square feet of cargo space.

Educational

Educational uses in Newark include preschools, public and private elementary, middle and high schools, and six colleges and universities. The major institutions of higher education include Essex County College, New Jersey Institute of Technology (NJIT), Seton Hall University Law School, the Newark campus of Rutgers University, and the University of Medicine and Dentistry of New Jersey (UMDNJ), as well as a campus of the for-profit Berkeley

College. All of the major secondary educational facilities in Newark (except for the Seton Hall Law School and Rutgers Business School buildings) are located in the University Heights section of Newark; Berkeley College is located in the downtown. As in other cities in the United States where a number of such institutions are clustered in a single location, private research-oriented businesses are often attracted to areas adjacent to them.

Public and private preschools and elementary, middle, and high schools are located throughout the City. Increasingly, charter schools are locating in the downtown, where they can easily rent large floor plates. Several day care centers and private elementary schools are associated with and physically connected to other uses – most frequently, churches. The churches of St. Lucy’s and Sacred Heart, for example, have adjoining private schools. Day care centers are captured within several different existing land use categories. Those day care centers that are privately owned and operated as a for-profit enterprise are included in the commercial land use category, while those that are operated by non-profit or charitable organizations are included in the institutional land use category. Day care centers that are associated with or physically connected to private and public schools, as well as childcare facilities operated by the Newark Preschool Council, are included in the educational land use category.

Institutional

The institutional existing land use category includes churches and other places of worship or religious affiliations (except for schools); civic and philanthropic uses; and social service centers and organizations (such as the Young Men’s Christian Association). With the exception of large religious institutions, such as the Cathedral Basilica of the Sacred Heart, most religious and non-profit uses are in locations where they can serve the immediate or surrounding community. Though there is no clustering or heavy concentration of such uses in a single district, Clinton Avenue does accommodate an unusually large number of churches compared to other locales in the city.

Newark has four major hospitals and various smaller medical facilities spread throughout the city. The largest of these is Beth Israel Medical Center in the Weequahic neighborhood. Other major health centers include UMDNJ’s University Hospital and St. Michael’s Medical Center in University Heights, as well as Columbus Hospital in the North Ward. Several hospitals have closed in recent years: St. James Hospital in the Ironbound closed in 2008 but continues to operate as a satellite campus of St. Michael’s Medical Center, providing non-acute medical services; Mount Carmel Guild Behavior Health Hospital, a Catholic-operated facility on Raymond Boulevard in the downtown, closed

in January 2010. Aside from their medical functions, health centers are economic development anchors that attract small-scale service and retail uses, as well as other medical and professional offices.

Open Space and Recreation

The open space and recreation existing land use category includes all public parks (which are maintained by City or County agencies), as well as swimming pools, recreation centers, and tracts of open space used by residents for recreational purposes (such as community gardens, which are maintained by community groups or non-profit associations).

The four largest parks in Newark are Essex County parks: Branch Brook Park (341 acres in Newark); Weequahic Park (311 acres); West Side Park (31 acres); and Vailsburg Park (30 acres). The City currently owns more than 50 additional open spaces totaling 80 acres. While some of these spaces – such as Nat Turner Park and Jesse Allen Park – are substantial assets, many are, in fact, small pocket parks, traffic triangles, and medians. Others, including a large portion of the Ironbound Recreation Center and Hayes Park East, are undeveloped and unusable. The City also operates five public recreational centers (one in each ward), five swimming pools, and an ice skating rink. These centers offer a range of recreational and educational programs targeted towards specific age groups, such as teens and seniors. Newark Public Schools is the third-largest provider of recreational space, with 71 centers and playgrounds spread throughout the city. These spaces are included in the educational existing land use category.

Cemetery

There are over a dozen cemeteries in the city. These include Fairmount Cemetery, Holy Sepulchre Cemetery, Talmud Torah Cemetery, and two smaller cemeteries in the West Ward; Mount Pleasant Cemetery in the North Ward; and Evergreen Cemetery, Floral Rest Memorial Park, Mount Olivet Cemetery, Woodland Cemetery, and a number of smaller cemeteries in the South Ward.

Transportation and Utility

On the existing land use maps, the transportation and utility land use category includes railroad right of ways, portions of the Newark Light Rail line, PSE&G electrical substations, and roads where they are represented on the land use maps as parcels. There are a number of railroad rights of way that still exist throughout Newark, many of which reflect historic freight and passenger lines that are no longer operational. The largest concentration of rail lines in the city can be found in and around the Newark Industrial District; many of these continue to play an important

role in providing freight service to the port. The Amtrak/NJ Transit Northeast Corridor railroad line traverses the city, running north to south through the Newark Industrial District and along the western boundary of the Ironbound neighborhood. NJ's Transit's Morris and Essex and Montclair-Boonton railroad lines run east to west through Newark (proximate to I-280), providing commuter train service to Broad Street Station. In addition, the original above-ground portion of the Newark Light Rail can be seen snaking its way through the city along the former Morris Canal bed, beginning in the University Heights neighborhood and extending northward along the western boundary of Branch Brook Park. An extension connecting Penn Station with Broad Street Station was completed in 2006.

Parking

This land use classification is intended to capture those properties being used as public and private parking facilities; it does not include neighborhood parking lots associated with retail establishments or residential uses. Public and private parking facilities in Newark, which comprise both paved surface parking lots and structured parking garages, are concentrated in the downtown to serve daytime workers and in University Heights to serve students, faculty, and visitors to the educational and medical facilities in the area. There are additional public parking facilities located near Route 1 & 9 to serve as long-term parking for the airport.

Vacant Land

There are 4,209 parcels within Newark that are classified as vacant, which represent 9% of all parcels. This figure does not include City-owned foreclosure properties, which may or may not be cleared. In 1998, there were 1,157 less vacant parcels than there are today, which reflects a demand for vacant development sites during this time period. Nevertheless, the number of vacant parcels remains high for a city as old and as densely developed as Newark. Many of these vacant parcels have resulted from deterioration, neglect, and abandonment of property during Newark's period of decline following World War II, and especially following the civil disturbances of the late 1960s.

The number of vacant buildings and the acreage they comprise could neither be ascertained by the land use survey nor are records or statistics available for this land use category. Throughout Newark – except for most of the Forest Hill, Upper Roseville, Upper Vailsburg, Weequahic and Ironbound neighborhoods – there are significant amounts of vacant residential, commercial, and industrial buildings. The greatest concentrations of vacant houses and apartments are in the West Side and Lower Clinton

Hill neighborhoods. There are a number of vacant storefronts and commercial spaces on Springfield Avenue and South Orange Avenue. In the downtown, office space in older three- and four-story buildings above retail stores in some areas is vacant. In the industrial areas of the city, the highest concentrations of vacant industrial buildings are along the Passaic River waterfront and along railroad rights of way east of Frelinghuysen Avenue.

03. Existing Development Regulations

Redevelopment Plans

Relationship of Redevelopment Plans to Zoning

The New Jersey Local Redevelopment and Housing Law (LRHL) allows a municipal governing body to adopt a redevelopment plan for an area that has been designated as “in need of redevelopment” or “in need of rehabilitation.” (An urban renewal plan originally adopted prior to the enactment of the LRHL is considered a redevelopment plan.) A redevelopment plan may supersede the applicable provisions of the development regulations of the municipality (i.e., the zoning ordinance) or constitute an overlay zoning district within the redevelopment area. The adoption of a redevelopment plan provides certain additional powers beyond those permitted by zoning. Most notably, development regulations can be more stringent in terms of building and site design than allowed by traditional zoning. A redevelopment plan for an area determined to be in need of redevelopment may also authorize the condemnation of property by eminent domain.

Major Redevelopment Plans

Newark currently has over 100 redevelopment and urban renewal areas, which cover areas of varying size and in locations throughout the city. The plans for these areas also vary in terms of how long ago they were adopted and how detailed they are. Below are brief descriptions of a few of the city’s redevelopment plans that have been adopted or amended in recent years that are notable due to their location or scope:

Bergen South

The Bergen South Redevelopment Plan was adopted in December 2008. It encompasses an area on both sides of Bergen Avenue between I-78 and Lyons Avenue and is intended to promote a vibrant neighborhood commercial area, with specific regulations for signage and building facades.

Broad Street Station District

The Broad Street Station District Redevelopment Plan was adopted in 2009 and includes seven sub-districts with varying regulations. This Plan covers the northern end of the downtown and portions of Lower Broadway and University Heights. It is generally located

between McCarter Highway, I-280, Norfolk Street, and Central Avenue, with additional lands flanking Broad Street north of I-280 and an area between Raymond Boulevard, Warren Street, and Colden Street adjacent to the NJIT campus.

Downtown Core

The Downtown Core Redevelopment Plan was adopted in 2004 and is focused on the area that includes the Prudential Center arena and nearby parcels.

Education Center

The Education Center Urban Renewal Plan was originally adopted in 1964, although the Plan has been amended in recent years. This plan covers an area that includes NJPAC and other properties.

Kent/Brenner/Springfield

The Kent/Brenner/Springfield Redevelopment Plan was adopted in April 2009. This Plan covers approximately 450 acres in both the Central and South Wards, including most of Newark’s West Side neighborhood. The redevelopment area is bounded by Bergen Street, Fifteenth Avenue, Avon Avenue, and the Township of Irvington.

Lincoln Park

The Lincoln Park Redevelopment Plan represents a revision and expansion of the former Symphony Hall West Redevelopment Area, which was adopted in 2004 and amended and renamed the Lincoln Park Redevelopment Plan in early 2011.

Living Downtown

The Living Downtown Plan was adopted in 2008. This redevelopment plan covers a substantial portion of the downtown located generally along Broad and Washington Streets between I-280 and West Kinney Street; it excludes areas in the Broad Street Station District, Downtown Core District, and Lincoln Park Redevelopment Plans, as well as the Education Center, Newark College Expansion, and Newark Plaza Urban Renewal Plans.

Newark Plaza

The Newark Plaza Urban Renewal Plan was originally adopted in 1963, although it has been amended in recent years. This Plan covers an area that includes Gateway Center, which is located directly to the west of Penn Station.

Newark’s River

This document was adopted in 2012 to supersede the underlying zoning or other redevelopment plans for the portion of the city's Passaic River waterfront and adjoining areas between Chapel Street in the Ironbound to Elwood Avenue in North Broadway.

Old Third Ward

The Urban Renewal Plan for the Old Third Ward Urban Renewal Project was originally adopted in 1960. It has been amended 19 times since then, most recently in 2008. This redevelopment area generally includes lands between Springfield Avenue, Martin Luther King Jr. Boulevard, Irvine Turner Boulevard, Avon Avenue, and Clinton Avenue.

Zoning Ordinance

Zoning is a legal tool for regulating development. In general, zoning ordinances control permitted uses, intensity, and bulk (e.g., set backs and height). Zoning usually includes text regulations and a zoning map. The New Jersey Municipal Land Use Law (MLUL) permits municipal governing bodies to adopt a zoning ordinance. According to the MLUL, a zoning ordinance generally must be "substantially consistent" with the municipality's master plan. Permitted uses in New Jersey include principal uses (the primary use of a property), accessory uses (only permitted in conjunction with a principal use), and conditional uses (permitted only if certain criteria are met).

The structure of the Newark Zoning Ordinance is relatively straightforward, with four residential districts, four business districts, three industrial districts, and one hospital district. However, since the 1970s, Newark has designated a number of properties as "areas in need of redevelopment," and has adopted well over 100 redevelopment plans to guide the redevelopment of these areas; redevelopment plans most often supersede regulations contained in the underlying zoning.

Residential Districts

There are four residential districts in Newark: the First (R-1), Second (R-2), Third (R-3), and Fourth (R-4) Residence Districts. The R-1 Zone is the least permissive with regard to principal uses and is a primarily single-family district; each subsequent district permits increasingly intense land uses.

The sole residential use permitted as-of-right in the R-1 Zone is the single-family home, while community-oriented non-residential uses are also permitted in the district, including municipal uses, primary and secondary schools, community centers and gardens, and places of worship. In addition to single-family dwellings, the

R-2 Zone permits two- and three-family dwellings, row houses, and townhouses. Day care facilities are permitted in the R-2 Zone, as are all of the non-residential uses which are permitted in the R-1 Zone. The R-3 Zone permits a wide range of residential uses, from single- to four-family dwellings, townhouses and row houses, and low- to mid-rise multifamily dwellings. In addition to the non-residential uses permitted in the R-1 and R-2 Zones, the R-3 Zone also permits development of a lot with a mix of permitted uses. Single- to four-family dwellings are not permitted as-of-right in the R-4 Zone, but the district does permit multifamily buildings ranging from townhouses to high-rise multifamily buildings; all of the non-residential uses which are permitted in the R-1 to R-3 Zones are permitted in the R-4 zone, plus college and university uses.

The maximum permitted height in the R-1 Zone is two and one-half stories or 35 feet, and the minimum lot area is 5,000 square feet. In the R-2 Zone, maximum permitted height is three stories or 35 feet, and one family is permitted for each 1,500 square feet of lot area. Maximum permitted height is five stories or 55 feet in the R-3 Zone and 140 feet in the R-4 Zone; in both zones, townhouses and two- and three-family dwellings may not exceed three stories or 35 feet. Minimum lot area in the R-3 and R-4 Zones varies: on lots of 2,500 to 3,200 square feet, a maximum of two dwelling units are permitted, and to encourage development proximate to public transportation, a maximum of three units are permitted on lots located within 1,200 feet of a light rail or bus rapid transit station, PATH train, or commuter rail service; on lots of 3,201 to 4,999 square feet, a maximum of three units are permitted; on lots of 5,000 to 6,000 square feet, a maximum of four dwelling units are permitted; and on lots larger than 6,001 square feet, one family is permitted on each floor for each 1,200 square feet, except in the case of large-scale developments larger than two acres.

Business Districts

There are four business districts in Newark: the First (B-1), Second (B-2), Third (B-3), and Fourth (B-4) Business Districts. Like in Newark's residential districts, permitted development intensity in the business districts progressively increases from the First to the Fourth Business District.

A wide range of residential uses are permitted in the B-1 Zone, from single-family dwellings and apartments above first story commercial units to townhouses and low-rise multifamily dwellings. A variety of municipal and community-oriented uses are also permitted in this district, including community centers and gardens, day care facilities, and primary and secondary schools. Commercial uses in the B-1 Zone are geared primarily towards serving customers at the neighborhood level, and

include laundromats, convenience retail establishments, family restaurants, offices, and retail bakeries.

In addition to those residential uses permitted in the B-1 Zone, the B-2 Zone also permits mid-rise multifamily dwellings and live/work space. Commercial uses permitted in the B-2 Zone are similar to that of the B-1 Zone, with the addition of fast food restaurants, hotels, indoor recreation, supermarkets, and theaters, among others. Permitted residential uses are the same for both the B-2 and B-3 Zones. Business and vocational schools, colleges and universities, and freestanding drug stores are permitted as-of-right in the B-3 zone, while conditional uses include drive-through restaurants, large format retail (e.g., big box stores), and auto-related uses, such as service, fuel, and sales; large format retail is not a permitted or conditional use in any other district in the city. In the B-4 Zone, single- to four-family dwellings are not permitted; rather, the district permits row houses, low- to high-rise multifamily dwellings, apartments above first story commercial units, and live/work space. While the B-4 Zone permits many of the same commercial uses as the B-3 Zone, it is somewhat less permissive; uses such as large-scale retail, establishments with drive-throughs, and supermarkets are not permitted or conditional uses in the B-4 Zone.

In the B-1 Zone, heights may not exceed the highest allowable height of buildings in any adjoining district, except that one-, two-, and three-family dwellings may not exceed three stories or 35 feet. In the B-2 Zone, height regulations are the same as those in the R-3 Zone, and in the B-3 Zone, height regulations are the same as those in the R-4 Zone. Height regulations for the B-4 Zone are specified for one- to three-family dwellings as the same as those in the R-2 district, though these uses are not permitted in this district.

For new construction along a “commercial row” in the all of the city’s business districts, the ground floor of the structure must be used as a commercial or live/work business area; lots must be at least 40 feet deep and 500 square feet long, and the floor-to-floor height must be at least 16 feet. (Commercial rows are defined as certain streets or portions of streets that have special use and bulk requirements in recognition of their existing commercial character.) The lot area per family is the same as in the R-3 and R-4 Zones above.

Industrial Districts

There are three industrial districts in Newark: the First (I-1), Second (I-2), and Third (I-3) Industrial Districts. The I-1 Zone is a highly permissive district. A wide range of housing types are permitted as-of-right, including one- to four-family dwellings, townhouses and row houses, low- and mid-rise multifamily

buildings, apartments above first floor commercial uses, and live/work space. Permitted non-residential uses in the I-1 Zone are limited to light industrial and other non-nuisance uses, such as motor vehicle service and repair, trade workshops, arts and crafts studios, and taxi parking/staging areas. A variety of commercial uses are also permitted, including hotels, convenience retail, gyms, and bars. More intense uses are permitted in the I-2 Zone, including medium industrial uses, research and development facilities and trade contractors, as well as some typical commercial uses, such as restaurants and convenience retail; residential uses are not permitted in this district. The I-3 Zone is reserved for the city’s traditionally heavy, nuisance-producing uses. Permitted uses in this district also include airports, bail bonds, and check cashing, while heavy industrial uses are conditional and residential uses are not permitted.

New construction along a “commercial row” within the I-1 Zone is subject to the same requirements as laid out for the business districts, described above. Maximum height of one- to three-family homes in the I-1 Zone is 35 feet or three stories; for all other uses, an additional 20 feet or two stories is permitted, as long as the additional height is set back 10 feet from the front wall. Height regulations in the I-2 Zone are the same as in the B-4 Zone. Lot area per family for the I-1 and I-2 Zones is the same as that of the R-4 Zone. There are no bulk regulations laid out in the zoning ordinance for the I-3 Zone.

Hospital District

The Hospital District permits only those uses which are hospital- and medical office-related, as well as a number of accessory uses. Accessory uses are permitted either on the lot containing the principal use or on a lot in the Hospital District within 200 feet of the principal use lot. Accessory uses include parking structures and lots, nursing and nursing home beds, child and adult day care centers, treatment and counseling clinics, research facilities, and health clubs and pharmacies for hospital and non-hospital customers, among others.

On sites of four acres or more, principal and accessory buildings may not exceed a height of 12 stories or 200 feet, subject to certain conditions related to building coverage. Buildings on a site of less than four contiguous acres may not exceed a height of five stories or 55 feet.

04. Future Land Use Plan

The Future Land Use Plan and accompanying Map provide a framework for development in Newark over the next 10 to 20 years and serve as the basis for any amendments to Newark's Zoning Ordinance and other development regulations. The recommendations contained in the Plan are based upon an analysis of existing land use and zoning patterns, consideration of demographic and development trends, discussions with City staff and agencies, review of community input, and coordination with the other Master Plan Elements' recommendations.

The Future Land Use Plan has five general categories of land use designations: Residential, Commercial, Industrial, Downtown, and Other, which are shown on the Future Land Use Map (Figure 11.6). Overlay land use designations are shown on Figure 11.8. In all, there are 27 separate recommended land use designations that are proposed for implementation by modifying the City's Zoning Ordinance and Map. Figure 11.7 provides a side-by-side comparison of existing and proposed zoning districts at a summary level.

The following section includes general categories of recommended uses and bulk standards for each land use designation. The implementing zoning will include more detailed regulations for use and bulk for each zoning district. Uses recommended to be permitted in all zoning districts are municipal uses and public parks, playgrounds, gardens, and open space.

For Future Land Use Maps at the scale of each neighborhood, please refer to the Neighborhoods Element.

Residential Land Use Designations

Six separate residential land use designations are recommended, whereas Newark's current Ordinance has only four residential zoning districts. The intent in adding two additional designations is to recognize and differentiate between the varied types of housing that exist or are being built in Newark. Permitted uses and major bulk standards recommended for each of the land use designations are listed after the description of each category.

It is recognized that there is some overlap between the categories, as residential uses are permitted in a few non-residential districts,

and a few non-residential uses are permitted in residential districts. However, the land use categories described in this section are primarily residential. Uses recommended to be permitted in all residential land use designations include primary and secondary schools, community gardens, and community facilities, which are supportive of and compatible with residential uses. Supplemental zoning regulations for such uses are recommended to ensure their compatibility with residential uses and to mitigate potential impacts, and thus such uses may be permitted only as conditional uses in accordance with certain specified standards. Appropriate parking regulations and building and site design standards should be provided in the zoning that implements these recommendations.

Home-based occupations should be permitted in all residential districts and subject to strict standards to ensure they will not be visible from the exterior. (Home-based occupations are occupations carried out entirely within the home by the resident of the home only, where there is no visible sign of such occupation from the exterior, no excessive fumes or noise, no additional traffic or parking generated, and no additional employees.) In certain districts, and confined to major roads where access and parking are available, home professional offices should be permitted. (A home professional office is the ancillary use of an owner-occupied single-family residence as the owner's professional office.)

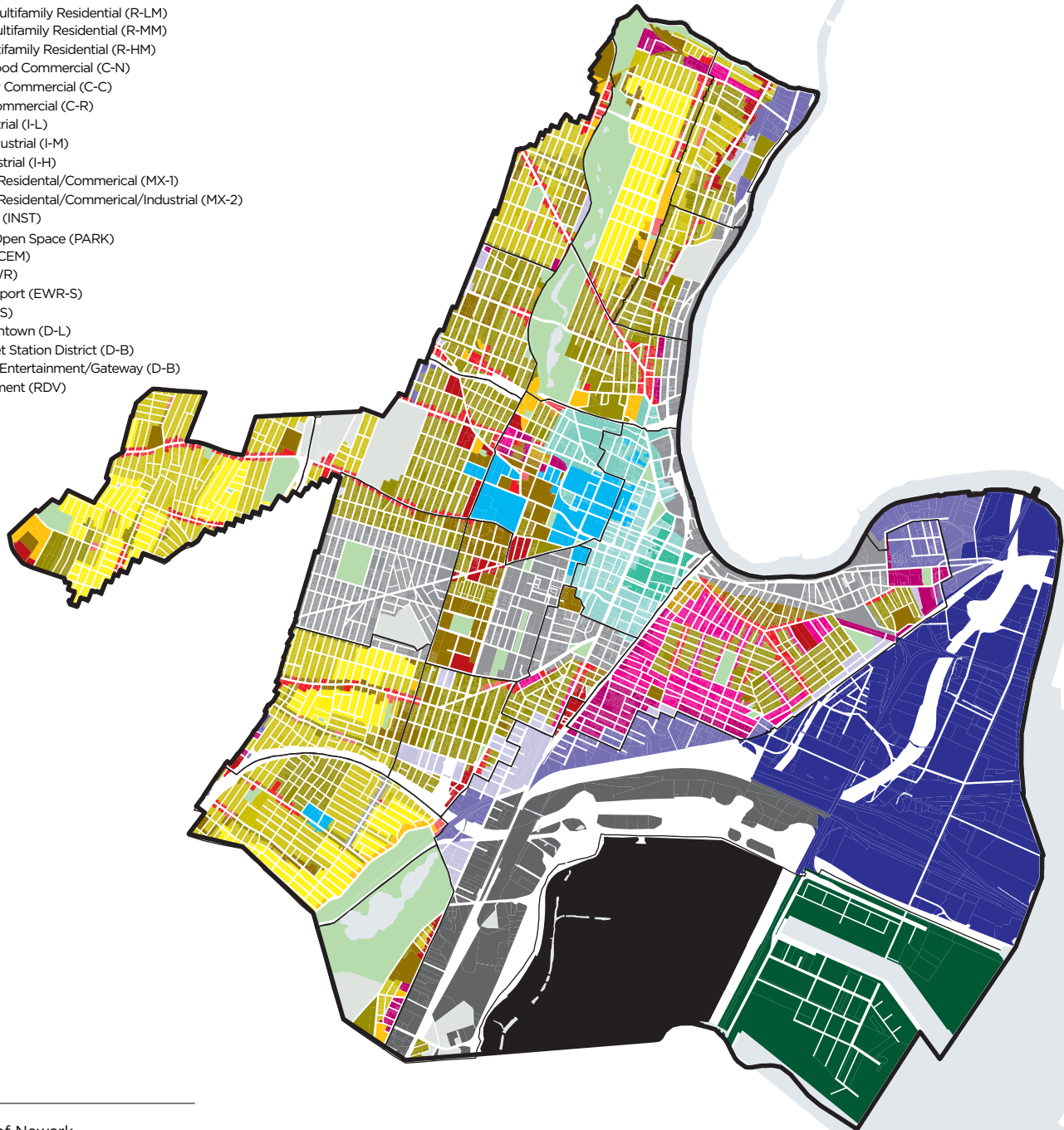
Finally, while one of the most important objectives of adopting new and clearly articulated regulations for different housing types in various land use designations is to protect the existing character of stable and developed areas from illegal conversions, the only method whereby such conversions can be prevented is through thorough and diligent enforcement of the City's new zoning laws, and a toughening of land use policies towards variance applications and rezoning requests. This Land Use Element strongly recommends such enforcement, and discourages actions that might undermine its intent and purpose.

R-1F Detached Single-Family Residential

The purpose of this designation is to recognize Newark's established single-family residential neighborhoods and to protect those areas from inappropriate intrusions. With a diminishing supply of truly detached single-family homes, the City will work to stabilize and

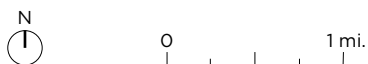
FIG 11.6: Future Land Use Plan
Newark, NJ, 2011

- Detached Single-Family Residential (R-1F)
- Single- and Two-Family Residential (R-2F)
- One- to Three-Family and Townhouse Residential (R-2F)
- Low-Rise Multifamily Residential (R-LM)
- Mid-Rise Multifamily Residential (R-MM)
- Hi-Rise Multifamily Residential (R-HM)
- Neighborhood Commercial (C-N)
- Community Commercial (C-C)
- Regional Commercial (C-R)
- Light Industrial (I-L)
- Medium Industrial (I-M)
- Heavy Industrial (I-H)
- Mixed Use, Residential/Commerical (MX-1)
- Mixed Use, Residential/Commerical/Industrial (MX-2)
- Institutional (INST)
- Parks and Open Space (PARK)
- Cemetery (CEM)
- Airport (EWR)
- Airport Support (EWR-S)
- Port (EWR-S)
- Living Downtown (D-L)
- Broad Street Station District (D-B)
- Downtown Entertainment/Gateway (D-B)
- Redevelopment (RDV)



Source: City of Newark

Orientation Scale



protect the areas where these homes predominate from future changes to higher densities. Maintaining such neighborhoods will help maintain a diverse and unique housing stock in the city, especially as other areas continue to allow for more intense housing development. In this land use designation, the minimum lot size of 5,000 square feet would be retained, as well as most of the other current bulk, area, and height requirements of the current First Residence District.

This designation is applied predominantly to those areas of the city that are presently located in the First and Second Residence Districts, and which still retain their predominantly detached single-family residential character. Areas of the city where the R-1F designation is prevalent include: the Forest Hill neighborhood in the North Ward; portions of Vailsburg in the West Ward; and portions of Upper Clinton Hill and Weequahic in the South Ward.

Permitted Uses

- Detached single-family dwellings
- Uses permitted in all districts (municipal uses, public parks, playgrounds, gardens, and open space)
- Uses permitted in all residential districts (home-based occupations, primary and secondary schools, community gardens)

Key Bulk and Design Standards

- Minimum lot area: 5,000 square feet
- Parking: one space per residential unit, but parking is not required if the site is within 1,200 feet of Broad Street, Penn, or Newark Light Rail stations, or if the lot has area of less than 5,000 square feet and has frontage exclusively on a collector or arterial street
- Most of the other current bulk, area, and height requirements of the current First Residence District

R-2F Single- and Two-Family Residential

This designation provides for more housing variety than in the R-1F designation, while still maintaining lower density residential character. It is generally applied to those areas of Newark currently located in the Second Residence District. These areas of the city were originally built out with two-family units; contain detached single-family houses that have been transformed into predominantly detached two-family houses; or have a mix of both detached single- and detached two-family houses on smaller lots.

There are only a few areas of Newark in which the housing stock was originally designed and occupied as two-family homes. More common are areas where detached single-family residences have been converted to two-family homes. The R-2F designation

recognizes both of these types of areas and encourages their upkeep and maintenance. In this land use designation, detached single- and two-family homes would be permitted to be built on preexisting lots of 2,500 square feet or more, but new lots for single- and two-family homes created through land subdivision would require a minimum lot size of 3,500 square feet. Areas designated for R-2F in the Land Use Plan include certain areas of Forest Hill, Mount Pleasant, Upper Broadway, and Upper Roseville in the North Ward; Fairmount and Vailsburg in the West Ward; and Dayton, Upper Clinton Hill, and Weequahic in the South Ward.

Permitted Uses

- Detached single- and two-family dwellings
- Places of worship as a conditional use
- Urban farms as a conditional use
- Uses permitted in all districts (municipal uses, public parks, playgrounds, gardens, and open space)
- Uses permitted in all residential districts (home-based occupations, primary and secondary schools, community gardens)

Key Bulk and Design Standards

- Minimum lot area, detached single- and two-family: 2,500 square feet (on preexisting lots) and 3,500 square feet (on new lots created by subdivision)
- Parking: one space per residential unit, but parking is not required if the site is within 1,200 feet of Broad Street, Penn, or Newark Light Rail stations, or if the lot has area of less than 5,000 square feet and has frontage exclusively on a collector or arterial street

R-3F One- to Three-Family and Townhouse Residential

The purpose of this designation is to allow a variety of dwelling types within specified limits. It recognizes that in areas with no single predominant dwelling type it is possible to have a mix of one-, two- and three-family homes. The R-3F designation is applied to areas of Newark that contain varied types of residential development, including detached three-family residential buildings, detached single-family residences that have been converted to two- or three-family homes, row houses or attached single-, two-, or three-family units, and townhouses. It is also applied to areas with high proportions of vacant infill parcels or marginal land, as well as where new housing is being built or is proposed in the form of townhouses or attached two- and three-family residential units. The R-3F designation is the largest of all the residential designations in the Future Land Use Plan.

In this designation, detached single- and two-family homes would be permitted on preexisting lots of 2,500 square feet. New detached

FIG 11.7 Comparison of Existing and Proposed Zoning Districts
Newark, NJ, 2012

Category	Existing Zoning Districts	Proposed Zoning Districts
Residential	R1 First Residential R2 Second Residential R3 Third Residential R4 Fourth Residential	R-1F Detached Single-Family Residential R-2F Single- and Two-Family Residential R-3F One- to Three-Family and Townhouse Residential R-LM Low-Rise Multifamily Residential R-MM Mid-Rise Multifamily Residential R-HM High-Rise Multifamily Residential
Commercial	B1 First Business B2 Second Business B3 Third Business B4 Fourth Business	C-N Neighborhood Commercial C-C Community Commercial C-R Regional Commercial
Industrial	I1 First Industrial I2 Second Industrial I3 Third Industrial	I-L Light Industrial I-M Medium Industrial I-H Heavy Industrial
Downtown		D-L Living Downtown D-B Broad Street Station District D-E Downtown Entertainment/Gateway
Other	H Hospital	RDV Redevelopment MX-1 Mixed Use, Residential/Commercial MX-2 Mixed Use, Residential/Commercial/Industrial INST Institutional EWR Airport EWR-S Airport Support PORT Port PARK Parks and Open Space CEM Cemeteries
Overlays	Downtown Family Restaurant and Entertainment Overlay	O-A Airport Safety Overlay O-H Historic District Overlay O-E Entertainment Overlay

three-family homes would only be permitted on preexisting lots of 3,500 square feet. For new lots created through land subdivision, the minimum lot size would be 3,500 square feet for detached single-, two-, and three-family dwellings. For attached units, whether single-, two-, or three-family (or row houses or townhouses) the maximum permitted density for new development would be in the range of 15 units per acre for single-family units and 40 units per acre for three-family units. Heights of three stories or 35 feet would be permitted.

While existing residential buildings with more than three stories and/or more than three units are not permitted in this district, the Master Plan recognizes their value in serving the housing needs of the community, and that their retention could be consistent with the overall goals and objectives of the Master Plan for the purposes of evaluating variances.

The R-3F designation is provided in all wards of the city and in every neighborhood except for the downtown and the Newark Industrial District. Significant concentrations are located in Mount Pleasant and Upper Broadway in the North Ward; Belmont, Lower Broadway, Lower Roseville, University Heights, and West Side in the Central Ward; Fairmount, Lower Roseville, and Vailsburg in the West Ward; Lower Clinton Hill, Upper Clinton Hill, and Weequahic in the South Ward; and the Ironbound and Lincoln Park in the East Ward.

Permitted Uses

- Detached single-, two-, and three-family dwellings
- Attached single-, two-, and three-family units, row houses, and townhouses

- Community centers as a conditional use
- Daycare facilities as a conditional use
- Places of worship as a conditional use
- Urban farms as a conditional use
- Uses permitted in all districts (municipal uses, public parks, playgrounds, gardens, and open space)
- Uses permitted in all residential districts (home-based occupations, primary and secondary schools, community gardens)

Key Bulk and Design Standards

- Minimum lot area, detached single- and two-family: 2,500 square feet (on preexisting lots) and 3,500 square feet (on new lots created by subdivision)
- Minimum lot area, detached three-family homes: 3,500 square feet (on existing or new lots)
- Maximum building height: three stories or 35 feet
- Parking: one space per residential unit, but parking is not required if the site is within 1,200 feet of Broad Street, Penn, or Newark Light Rail stations, or if the lot has area of less than 5,000 square feet and has frontage exclusively on a collector or arterial street

R-LM Low-Rise Multifamily Residential

This land use category permits a range of housing types and sizes, with larger buildings permitted on more sizable lots. It is mapped in locations where more intense residential development can be accommodated, yet where building heights should be kept relatively low. This designation is applied to those areas of Newark that have been developed with multifamily residential developments of four stories or less, and where such development is recommended to occur. There are historically different types of structures that have been developed in Newark that fall within this category. The first are small structures on individual lots – sometimes freestanding and sometimes attached to a similar building on the adjacent lot – in which there are two or more apartments per floor. These buildings tend to be brick or masonry with flat roofs and built at the street line. The second type are garden apartments comprised of a series of individual buildings or linked buildings containing two or three stories with a pitched roof; these are typically set back from the street and side lot lines and are surrounded by open space. The third type consists of more modern apartments, typically brick or masonry with flat or pitched roofs, which were built by the Newark Housing Authority or non-profit groups. Some of the subsidized housing being built in Newark today is in the form of low-rise multifamily apartments, and sites where this housing is to be located also fall within this designation.

Standards for detached and attached one-, two-, and three-family dwellings and for row houses and townhouses would be the same as indicated for the R-3F designation. New multifamily apartment buildings within this designation would permit a building height of four stories and a density of 60 units per acre. In addition, home professional offices, nursing homes and assisted living residences would be permitted in this designation as conditional uses. Conditional use standards will be designed to allow such uses only in appropriate locations and to limit their impacts on residential uses, such as through stricter requirements for home professional offices for medical and dental practitioners than for other professions.

Areas where there are significant concentrations of land designated R-LM include the Belmont and University Heights neighborhoods in the Central Ward, as well as the northern part of the Ironbound. Other sites also exist in the Dayton, Fairmount, Forest Hill, Lower Broadway, Lower Clinton Hill, Mount Pleasant, Upper Clinton Hill, Upper Roseville, Vailsburg, Weequahic and West Side neighborhoods.

Permitted Uses

- All permitted uses in R-3F
- Low-rise apartment buildings
- Ground-floor retail, service, and office uses permitted as conditional uses
- Home professional offices as a conditional use
- Nursing homes and assisted living as conditional uses

Key Bulk and Design Standards

- Maximum building height: four stories
- Parking: one space per residential unit, but parking is not required if the site is within 1,200 feet of Broad Street, Penn, or Newark Light Rail stations, except in developments with more than 50 units

R-MM Mid-Rise Multifamily Residential

This designation is mapped in a few select locations in the vicinity of transit stations. Its purpose is to promote more intense residential development within walking distance of transit and other services – but in locations not suited for high-rise residential. In addition, this designation is mapped in one location in Upper Clinton Hill where mid-rise residential already exists. While the primary focus of development in this designation is mid-rise residential with a height limitation of eight stories, office, retail, and supportive service establishments (such as gyms and health clubs) would be permitted on the ground floor. In addition, live-work space would also be permitted, along with certain other uses as conditional uses.

In designating the mid-rise and high-rise residential designations, the Master Plan recognizes the importance of locating higher density residential development close to public transit facilities, wherever appropriate. As with all of the residential designations, parking is not required to be provided for developments located proximate to transit stations, except in projects over a certain size. Any parking that is provided should be appropriately screened, whether a surface parking lot or located within a building.

Permitted Uses

- Low-rise apartment buildings
- Mid-rise apartment buildings
- Live-work space
- Daycare facilities as a conditional use
- Ground-floor retail, service, and office uses permitted as conditional uses
- Home professional offices as a conditional use
- Nursing homes and assisted living as conditional uses
- Places of worship as a conditional use
- Uses permitted in all districts (municipal uses, public parks, playgrounds, gardens, and open space)
- Uses permitted in all residential districts (primary and secondary schools, community gardens)

Key Bulk and Design Standards

- Maximum building height: eight stories
- Parking: one space per residential unit, but parking is not required if the site is within 1,200 feet of Broad Street, Penn, or Newark Light Rail stations, except in developments with more than 50 units

R-HM High-Rise Multifamily Residential

This designation provides for existing and new mid- and high-rise residential development in locations appropriate for higher densities, such as in the vicinity of transit stations and on heavily traveled roads. This designation is applied primarily to individual parcels where mid- or high-rise housing exists, or areas where mid- or high-rise housing is the predominant form of housing. Mid-rise multifamily housing (i.e., apartment buildings of five to eight stories in height) are permitted as-of-right in this designation. High-rise multifamily housing (i.e., buildings over eight stories in height) would be permitted by conditional use in this designation, with a limit of 20 stories. While the intent of the designation is to allow mid- and high-rise housing, low-rise housing is also permitted, as in some cases taller buildings may not be feasible.

Minimum lot size standards for attached and detached one-, two-, and three-family dwellings, row houses, and townhouses would be the same as those permitted in the R-LM designation. New mid-rise apartments would be permitted at a density of 100

units per acre, with a maximum height of eight stories. High-rise apartment buildings of nine stories or more would only be permitted by conditional use, with a maximum permitted height of 20 stories. As with all of the residential designations, parking is not required to be provided for developments located proximate to transit stations, except in projects over a certain size. Any parking that is provided should be appropriately screened, whether a surface lot or located within a building.

This designation is applied to areas located in Lower Roseville, Upper Fairmont, and Vailsburg in the West Ward; Forest Hill, North Broadway, and Upper Roseville in the North Ward; Lower Broadway and University Heights in the Central Ward; and Dayton and Weequahic in the South Ward.

Permitted Uses

- All permitted uses in R-MM
- High-rise apartment buildings (nine stories or more): permitted by conditional use

Key Bulk and Design Standards

- Maximum building height: eight stories, except high-rise apartments permitted as conditional use; maximum height of up to 20 stories depending on lot size
- Parking: one space per residential unit, but parking not required if the site is within 1,200 feet of Broad Street, Penn, or Newark Light Rail stations, except in developments with more than 50 units

Commercial Land Use Designations

Three separate commercial land use designations are provided for in the Future Land Use Plan. Newark's current Zoning Ordinance has four business zone districts, which includes the downtown. The Future Land Use Plan places the downtown in a separate category, as it is covered by various existing redevelopment plans. The intent under the Future Land Use Plan is to reorganize the commercial designations to be more in keeping with not only the distinct characteristics of the predominantly retail areas that have historically developed in Newark but also those which are currently being developed. The amount of land included in the three commercial land use categories has been significantly reduced from the existing zoning. The purpose of this reduction is to focus retail development in a smaller number of stronger commercial areas.

The three commercial designations – Neighborhood Commercial (C-N), Community Commercial (C-C), and Regional Commercial (C-R) – are essentially retail designations. While all three would

also permit other non-retail development, such as residential or office development above ground floors, the intent is to provide retail establishments to serve the residential populations in the neighborhoods of which they are part, or motorists traveling through the city. The development intensities vary in these three designations.

There are differences between the designations in terms of retail uses permitted within each district. For example, auto-related retail (e.g., gas stations, service and repair facilities, automotive sales, etc.) would only be allowed in the C-R designation and would not be permitted in any of the other designations. At the same time, some retail uses, such as convenience stores, would be permitted in all designations since they serve residents in the neighborhood, passing motorists, and downtown employees and visitors.

Each of the commercial designations is intended to promote a different physical form. The C-N designation is applied to clusters of small retail establishments typically found at the corners of collector roads in the midst of residential areas. The C-C and C-R designations are found in linear form along portions of the major arterial roadways originating in the downtown and passing through Newark's neighborhoods to join with communities beyond Newark, particularly on larger sites.

The commercial designations also encourage non-retail uses, particularly residential and office uses above ground floors. Civic, cultural, and entertainment uses are also permitted in most designations. It should be noted that whereas cultural and entertainment uses are to be encouraged in several of the commercial designations, certain types of uses that have the potential to disturb adjacent residential districts, including nightclubs, bars, and taverns, must be strictly controlled. This would require their being permitted as conditional uses only with stringent requirements relating to noise, parking, outdoor use, and hours of operation. Other commercial uses that have the potential to disrupt the quality of life or stability of a residential or commercial neighborhood, such as liquor stores, check-cashing establishments, and labor pool dispatching operations, would also be strictly controlled through conditional use regulations. Deviations from these conditional use standards through variances are to be strongly discouraged.

C-N Neighborhood Commercial

The purpose of this designation is to allow for convenience retail and service commercial uses to serve the population of the immediate surrounding area. This designation is applied to isolated, small-scale, and local convenience-oriented retail clusters serving local neighborhoods within predominantly residential areas. These

types of establishments are typically located on the corners of the intersections of collector streets or clustered in small groups along such collectors. The intent is to retain, strengthen, and consolidate such neighborhood-oriented shopping areas by restricting the extent of the commercial designations to a "node" rather than a "corridor" in the midst of, and accessible to, residential areas.

Uses permitted under this designation would be restricted to convenience-type retail establishments – such as those providing goods or services needed by residents on a daily basis – where proximity to housing is key. In physical form, development to the streetline is permitted and attached buildings (i.e., no side yard set backs) would be permitted. Up to four stories would be permitted to allow the upper floors to be utilized for small office uses or as residential apartments. Since trips are of short duration, parking would be provided on the street; no off-street parking would be required for these retail uses.

The C-N designation is confined primarily to small nodes in portions of neighborhoods not served by the two more intense commercial designations, C-C and C-R.

Permitted Uses

- Convenience retail/service commercial establishments on the ground floor only
- Residential and office uses above commercial
- Row houses, low-rise apartment buildings, primary and secondary schools, community centers, and private clubs and fraternal organizations are among uses permitted in all commercial zones
- Uses permitted in all districts (municipal uses, public parks, playgrounds, gardens, and open space)

Key Bulk and Design Standards

- No minimum front or side yards required
- Maximum building height: four stories
- Parking would be provided on-street; no off-street parking required for retail uses

C-C Community Commercial

This designation provides for a broader range of commercial uses serving a larger trade area than neighborhood commercial uses, while restricting uses that require high volumes of vehicular traffic. This designation covers the predominantly convenience-oriented shopping corridors that have developed along Newark's major radial arterials emanating from the downtown. A broad range of commercial uses, including both convenience and specialty retail, are permitted in the C-C designation. However, auto-related retail uses – such as gas stations, automobile service and repair stations,

automobile body shops, automotive sales, and automotive rentals – are not permitted in this designation. This difference in permitted uses is a key distinction between the C-C designation and the C-R designation, which also encompasses some of the same commercial corridors.

The distinction is important for a number of reasons. First, these community commercial corridors tend to have a continuous street wall – shops which are attached to one another and are built out to the street line. This encourages pedestrian traffic, with people either walking from nearby residential areas or parking on the street and visiting multiple stores along these continuous shopping areas. Second, auto-related uses often tend to drive higher-quality retail uses from the area. Third, auto-related uses are typically single-story uses without upper-floor uses, and thus are not conducive to creating a residential presence that can enliven and strengthen a shopping area.

The areas designated for C-C uses will reduce the extent of the linear corridors that currently permit retail uses. This will help to focus, consolidate, and strengthen these areas in nodes rather than continuous commercial corridors, while at the same time allowing for residential infill uses to provide a more mixed-use orientation. Office uses are recommended to be permitted on both the ground and upper floors in the C-C designation.

The corridors that have portions designated for C-C uses include Bloomfield Avenue, Broadway, Mount Prospect Avenue, and North 6th Street in the North Ward; 18th Avenue, Central Avenue, Orange Street, Sandford Avenue, and South Orange Avenue in the West Ward; Bloomfield Avenue, Broad Street, Broadway, and Park Avenue in the Central Ward; Chancellor Avenue, Clinton Avenue, Elizabeth Avenue, and Lyons Avenue in the South Ward; and Ferry Street, Pacific Street, Pulaski Street, and Wilson Avenue in the East Ward.

Permitted Uses

- All permitted uses in C-N
- Specialty retail uses
- Medical and professional offices
- Certain more intense commercial uses (e.g., printers, commercial bakeries) as conditional uses

Key Bulk and Design Standards

- No minimum front or side yards required
- Maximum building height: five stories
- Parking would be provided predominantly on-street; off-street parking would be required for developments over a certain size, except within 1,200 feet of Broad Street, Penn, or

Newark Light Rail stations; a maximum parking requirement should be provided

C-R Regional Commercial

This designation allows for a wide range of commercial uses, which may be of a larger scale and greater intensity than the other commercial designations. This designation would apply to portions of some of the same linear retail corridors identified for C-C designation – but only to sections of those corridors where automotive uses, in addition to convenience and specialty retail, have previously been permitted. The intent is to accommodate automotive uses along with other forms of retail development where they already exist, rather than permitting them to intrude in corridors of the city where they are presently absent (e.g., areas designated as C-C). Aside from automotive retail uses, the remaining types of retail and non-residential uses permitted would be the same as the C-C designation.

The C-R designation also includes parcels that have been developed or are proposed to be redeveloped as shopping centers, or which would be appropriate for such uses. The intent is to recognize and allow for shopping centers to be developed to meet the needs of Newark residents and to stem the leakage of retail dollars from Newark to other communities where residents now shop.

The retail mix in this land use designation would include all types of retail uses found in shopping centers, including movie theaters, and which have a more regional rather than neighborhood orientation. On-site parking would be required under this designation. While other uses, such as office and residential, would be permitted above the ground-level retail floor, in most cases it is anticipated that shopping centers would be single-story and single-use. As in the C-C designation, buildings devoted exclusively to commercial offices would be permitted in the C-R designation.

Areas containing this designation include portions of Broadway in the North Broadway neighborhood of the North Ward; two large parcels, as well as an existing retail strip, in Fairmount and an existing shopping center and adjacent property at the west end of Vailsburg in the West Ward; certain properties in Belmont and University Heights, as well as existing shopping centers in Belmont and Lower Broadway, in the Central Ward; the westerly frontage of McCarter Highway in Lincoln Park and the Newark Industrial District and an existing shopping center in the Ironbound in the East Ward; portions of Frelinghuysen Avenue in Weequahic, parcels in the vicinity of the I-78 ramps in Lower Clinton Hill, and a property on the west side of I-78 and north side of Chancellor Avenue in the South Ward.

Permitted Uses

- All permitted uses in C-C
- Automotive retail uses (e.g., drive-through windows, service stations, car washes, auto repair but not auto body shops)
- Movie theaters
- Shopping centers permitted as conditional uses

Key Bulk and Design Standards

- More flexible set back requirements; step backs required above four stories
- Maximum building height: eight stories
- Design standards for shopping centers and large-format retail
- On-site parking would be required for developments over a certain size, except within 1,200 feet of Broad Street, Penn, or Newark Light Rail stations; a maximum parking requirement should be provided

Industrial Land Use Designations

The Land Use Plan includes three industrial land use designations that are similar to those provided in the current Zoning Ordinance: Light (I-L), Medium (I-M), and Heavy Industrial (I-H). While the designations themselves are similar to the current zoning, the areas so designated are different from those on the current Zoning Map. Large areas currently zoned I-1 (First Industrial District) have been developed for other uses – particularly residential uses but also commercial uses. Moreover, the types of industrial and other non-residential uses developed in all three industrial districts generally do not follow their designations. Less intensive manufacturing uses and warehousing, distribution, storage uses, freight terminal, and cargo handling uses are found in all of the districts, not only in the First Industrial district where such uses would be expected.

The I-H designation is confined to those areas of Newark where heavy industries – e.g., chemical, petroleum, plastics, and paint manufacturing or processing, metal fabrication, etc. – are concentrated. The I-L designation is the most restrictive designation, primarily allowing office, research, warehousing, flex space, storage, and non-nuisance light fabrication and assembly uses. As such, permitted uses would not harm adjacent residential or commercial areas, while providing opportunities for new employment throughout the city. Areas of the developed with industrial uses that fall in between these two extremes – neither non-nuisance but not heavy industry – are designated I-M. Typically, such areas exist between the heavy industrial designation and other land use designations, serving as a transition area between these uses.

However, while some of the industrial districts in the current Zoning Ordinance permit both residential and commercial uses, as well as industrial uses, the industrial designations in this Land Use Plan generally do not. No residential uses are to be permitted in an industrial classification, and commercial uses would be strictly limited. The only commercial uses permitted in the industrial designation would be those supportive retail uses appropriate to a light manufacturing, office, or warehouse establishment, or in limited instances where location allows for large-scale commercial development.

I-L Light Industrial

The I-L Light Industrial designation is intended to encourage low-intensity, non-nuisance light fabrication and assembly-type manufacturing, as well as warehousing, storage, freight, and cargo handling, office, flex space, and research facilities. Areas designated for such use include locations where light manufacturing and warehousing types of activities have been established in industrial areas, as well as vacant lands or lands containing marginal uses. The I-L designation has also been applied to those small areas that have already been developed for industry in the midst of or adjacent to residential areas – to ensure their compatibility with such residential areas and to regulate the extent of their nuisance-potential activities. In most instances where the I-L designation has been applied to vacant or underutilized land, the intent is to encourage business office park-type uses or research office facilities rather than manufacturing.

The I-L designation would also allow for the conversion of existing large-scale warehouse or industrial buildings, or for the construction of new or large-scale commercial recreation facilities. Such uses include bowling alleys, batting cages, driving ranges, indoor gymnasiums or health clubs, skating rinks, and sports training facilities. In certain areas, such as along the frontage of the east side of Frelinghuysen Avenue north of Peddie Street, large-scale freestanding commercial retail uses would also be permitted subject to conditional use requirements, such as minimum lot size, frontage, and on-site parking.

The I-L designation is provided in areas of Lower Roseville, Upper Broadway, and Upper Roseville in the North Ward; Lower Roseville in the West Ward; the Ironbound in the East Ward; and Lincoln Park, Lower Clinton Hill, and the Newark Industrial District in the South Ward.

Permitted Uses

- Low-intensity, non-nuisance light fabrication and assembly-type manufacturing
- Warehousing and storage

- Freight and cargo handling
- Office
- Flex space
- Research facilities
- Commercial recreation
- Large-scale freestanding retail uses: permitted as conditional uses in certain areas (e.g., Frelinghuysen Avenue north of I-78)
- Places of worship as a conditional use
- Uses permitted in all districts (municipal uses, public parks, playgrounds, gardens, and open space)

Key Bulk and Design Standards

- Minimum lot area: 2,500 square feet (on preexisting lots) and 5,000 square feet (on new lots created by subdivision)
- Maximum building height: five stories or 55 feet; step back required for top two stories (20 feet)

I-M Medium Industrial

This designation is most often applied to older areas of Newark that have been developed for manufacturing, warehouse, and storage uses of a type and nature that, in general, do not produce smoke, noise, glare, vibration, and other outdoor activities that have nuisance-type impacts on adjacent uses. The intent of this designation is to retain and encourage redevelopment of these types of industrial activities in Newark, while not allowing their transformation to heavy industry. Generally, these industries produce high tax rates and high-paying jobs without threatening the quality of life of adjoining residential or commercial areas. In some instances, the availability of these redevelopment opportunities can provide existing and future Newark residents with employment opportunities, especially on large parcels with older industrial buildings.

Areas designated I-M include portions of land along McCarter Highway and the Passaic River in the North Ward; certain locations near the East Orange border in Fairmount in the West Ward; limited areas in Upper Clinton Hill and Weequahic along the Irvington border in the South Ward; and a large area adjacent to the Passaic River (north of Raymond Boulevard from Chapel Street to Blanchard Street) and a sizable area along the south end of the Ironbound in the Newark Industrial District (north of the railroad tracks) in the East Ward.

Permitted Uses

- All permitted uses in I-L except retail uses and places of worship
- Manufacturing, warehouse, and storage uses of a type and nature that, in general, do not produce smoke, noise, glare, vibration, and the type of outdoor activities that have nuisance-type impacts on adjacent uses

Key Bulk and Design Standards

- Minimum lot area: 5,000 square feet
- Maximum building height: 80 feet

I-H Heavy Industrial

This designation is applied to areas of Newark that have been developed with the heaviest types of industrial activities – those which have nuisance-type activities and those which are not located adjacent to existing or proposed residential or commercial areas where the continuity of such activities would have deleterious land use impacts. Most of these heavy industries have thrived in Newark because they have excellent road, rail, and water access and because they have not been interfered with or threatened by non-industrial intrusion. Located far from land uses where their activities would be considered a threat, they have been allowed to operate without disturbance. Since such manufacturing activities are being forced out of communities in the region, and since they can produce high tax rates and high-paying jobs, their retention and possible expansion in Newark will continue to be an economic asset to the community.

The I-H designation is confined to the Newark Industrial District in the East Ward, which generally runs east of Route 1 & 9 from the Passaic River in the north to the rail line just south of South Street and along the New Jersey Turnpike to the northern boundary of the airport.

Permitted Uses

- All permitted uses in I-M
- Other more intense types of industrial activities

Key Bulk and Design Standards

- Limited development regulations

Downtown Land Use Designations

Downtown Newark differs from other areas of the city. It has a mix of uses, greater development intensity, and is home to a number of regional attractions. It is well served by transit, highways, and arterial roads. There has also been extensive planning undertaken for the area: it is guided by a number of recently adopted redevelopment plans, which supersede the Fourth Business District zoning that formerly applied to most of the area.

There are three land use designations for the downtown, which include five existing redevelopment plans described below. These designations cover Newark's existing central business district and are more mixed-use, high-density development designations than primarily retail designations. The intent is to continue to promote a high-density central urban environment with ground-floor pedestrian-oriented retail stores along the major streets running through the downtown, with office and residential uses above ground floors. Taller buildings are permitted and encouraged in most locations. In addition, educational, cultural, sports, and entertainment uses (e.g., museums, galleries, performing arts theaters, movie theaters, sports arenas and stadiums, clubs, and restaurants) and parks and open space are recommended to be permitted. Uses and development designs that do not promote pedestrian activity are not recommended.

Off-street parking should generally be permitted only in structures. Surface parking lots should not be permitted, particularly in locations adjacent to and visible from streets.

One general recommendation is to align use types permitted in some or all redevelopment plans with the use categories in the Zoning Ordinance. This measure would provide for greater consistency between implementation documents and make these documents more user-friendly for residents, property owners, and developers.

Generally, the downtown land use designations encompass all of the area from I-280 in the north down to West Kinney Street in the south, and from McCarter Highway and the Amtrak/NJ Transit railroad in the east to University Avenue and Martin Luther King Jr. Boulevard to the west. They also include all of the Broad Street Station District Redevelopment Area, which encompasses some lands north of I-280 and west to Norfolk Street. Portions of the existing downtown redevelopment areas have been superseded by the recently adopted Riverfront Public Access and Redevelopment Plan

D-L Living Downtown

The Living Downtown Plan was adopted in 2008. This plan covers a substantial portion of the downtown located generally along Broad and Washington Streets between I-280 and West Kinney Street, but excludes areas included in the Broad Street Station District, Downtown Core District, and Lincoln Park Redevelopment Plans, as well as the Education Center, Newark College Expansion, and Newark Plaza Urban Renewal Plans. This designation includes areas under jurisdiction of the existing Living Downtown Redevelopment Plan, as well as other properties that are recommended be included within expanded redevelopment plan boundaries or have similar development regulations. (Some areas that were covered by the Living Downtown plan have been placed in the jurisdiction of the Riverfront Public Access and Redevelopment Plan.) The regulations of the Living Downtown redevelopment plan should remain in effect, except as noted below.

Permitted Uses

- Retail sales of goods
- Beauty salons, barber shops, nail salons
- Restaurants
- Museums, theaters, and art galleries
- Bars, night clubs, dance halls, banquet halls, and recording studios, all with sound proofing insulation installed to ensure compliance with local and state noise regulations
- Building lobbies
- Hotels and hotel lobbies
- Retail banking institutions (without drive-through facilities)
- Parking garages (ground floor retail requirement on certain streets)
- Offices
- Conference facilities
- Residential
- Artist studios
- Live-work spaces that only include permitted uses in the Living Downtown Plan
- Colleges, universities, and educational facilities
- Fitness and health clubs
- Parks and recreation areas

Key Bulk and Design Standards

- Most of the regulations of the existing redevelopment plan should remain intact
- One recommended change is to impose a limit on building height, with additional height allowed in exchange for provision of certain community amenities

D-B Broad Street Station District

This designation includes areas under the jurisdiction of the existing Broad Street Station District Redevelopment Plan, which was adopted in 2009 and includes seven sub-districts with varying regulations. This designation covers the northern end of the downtown and portions of Lower Broadway and University Heights. It is generally located between McCarter Highway, I-280, Norfolk Street, and Central Avenue, with additional lands flanking Broad Street north of I-280 and an area between Raymond Boulevard, Warren Street, and Colden Street adjacent to the NJIT campus. The regulations of this redevelopment plan should remain in effect.

Permitted Uses

- Retail sales of goods
- Beauty salons, barber shops, nail salons
- Restaurants
- Museums, theaters, and art galleries
- Bars, night clubs, dance halls, banquet halls, and recording studios, all with sound proofing insulation installed to ensure compliance with local and state noise regulations
- Building lobbies, including but not limited to, lobbies for office, residential, or hotels
- Retail banking institutions (without drive-through facilities)
- Parking garages (active ground floor use requirements on certain streets)
- Offices
- Conference facilities
- Residential buildings
- Artist studios
- Live-work spaces that only include permitted uses in the Broad Street Station District Plan
- Colleges, universities, and educational facilities
- Fitness and health clubs
- See redevelopment plan for the full list of permitted uses in each sub-district

Key Bulk and Design Standards

- See existing redevelopment plan for regulations

D-E Downtown - Entertainment/Gateway

This designation includes the areas currently within the jurisdiction of the Downtown Core District Redevelopment Plan and the Education Center and Newark Plaza Urban Renewal Plans. (Some parcels in the downtown area that were included in these plans were recently placed in the jurisdiction of the Riverfront Public Access and Redevelopment Plan.) The Downtown Core plan was adopted in 2004 and is focused on the area that includes the

Prudential Center arena and nearby parcels. The original adoption dates of the Education Center and Newark Plaza plans were 1964 and 1963, respectively, although both have been amended in recent years. These plans include the New Jersey Performing Arts Center (NJPAC) and Gateway Center, among other properties.

As these plans provide the statutory basis for the development of three of Newark's major anchors, they should remain in place. However, over time these plans should be updated or even phased out in order to promote planning concepts espoused in the Living Downtown and Broad Street Station District Redevelopment Plans, such as the promotion of pedestrian-friendly streetscapes and mixed-use buildings. Features that detract from active sidewalks, such as skywalks and large blank walls, should be discouraged or prohibited.

Permitted Uses

- Those uses currently permitted by the existing redevelopment and urban renewal plans
- In the future, uses that do not promote pedestrian activity are not recommended

Key Bulk and Design Standards

- See existing redevelopment and urban renewal plans for regulations
- In the future, development designs that do not promote pedestrian activity are not recommended

Other Land Use Designations

Newark's current Zoning Ordinance and Map have only traditional "single purpose" type districts: residential, business (commercial), and industrial. However, there are areas that do not fit into those categories. In addition to the downtown, these include areas with a mix of small-scale residential, retail, and industrial activities, and large educational institutions on whose campuses are buildings devoted to instruction, administration, residency, shopping, and recreation. In many areas of the city, the zoning is superseded by redevelopment plans. Newark also has a large inventory of parks and cemeteries located under several different land use designations. These various other land use designations are described below.

RDV Redevelopment

Newark currently has over 100 redevelopment areas, which have their own redevelopment or urban renewal plans. These redevelopment areas range from individual lots to many acres. The plans for these areas also vary in terms of how long ago they

were adopted and how detailed they are. As noted, there are five of these plans in the downtown area that are recommended to remain in place. The following five additional redevelopment plans, which cover areas primarily outside the central business district, should remain in effect:

- Bergen South
- Kent/Brenner/Springfield
- Lincoln Park
- Newark’s River: A Public Access and Redevelopment Plan
- Old Third Ward

As these plans have been recently prepared or updated, no revisions are recommended to their regulations at this time.

It is recommended that Newark’s other existing redevelopment and urban renewal plans be modified to utilize the underlying zoning instead of specific redevelopment regulations. This change would have to be made by ordinance in accordance with the applicable procedures of the New Jersey Local Redevelopment and Housing Law.

Permitted Uses

- Includes areas under jurisdiction of other existing relevant redevelopment plans (Bergen South, Kent/Brenner/Springfield, Lincoln Park, Newark’s River, Old Third Ward)

Key Bulk and Design Standards

- See respective redevelopment plans for regulations

MX-1 Mixed Use, Residential/Commercial

The intent of this designation is to permit a range of residential and commercial uses in areas already developed with a mix of land uses. Permitting a variety of uses would enable existing buildings to be reused with complementary uses over time, while not necessitating variances for existing non-conforming uses seeking to modify or expand.

The MX-1 designation is applied predominantly in the East Ward to mixed-use areas of the Ironbound neighborhood. It should be noted that areas of the Ironbound that have more single-purpose characteristics are designated as single-purpose districts in the Land Use Plan. For example, Ferry Street is designated Community Commercial (C-C), and areas which are purely residential are designated One- to Three-Family and Townhouse Residential (R-3F). Other areas in this designation include portions of the downtown, Lincoln Park, Lower Broadway, and North Broadway neighborhoods.

Permitted Uses

- Detached single-, two-, and three-family dwellings
- Attached single-, two-, and three-family units, row houses, and townhouses
- Low-rise apartment buildings
- Live-work space
- Daycare facilities
- Ground floor retail and service uses with upper floor apartments
- Medical and professional offices
- Uses permitted in all districts (municipal uses, public parks, playgrounds, gardens, and open space)

Key Bulk and Design Standards

- Maximum building height: four stories

MX-2 Mixed Use, Residential/Commercial/Industrial

The intent of this designation is to permit a range of residential and commercial uses, as well as light industrial uses. This designation is applied to those areas of Newark that have developed a mix of uses — generally including residential, retail, and light manufacturing — both adjacent to one another and in the same building on different floors. This arrangement can be productive, and its retention is recognition of its value, as well as an encouragement to continue. The intention of this designation is to prevent small-scale shopping and services that have co-existed with residential uses from being forced out by encroaching residential uses. While such complementary non-residential uses can enhance neighborhood vibrancy and provide goods, services, and jobs for residents, limitations on development should be provided. Development should be on a small scale consistent with existing block patterns, and the types of permitted light industrial activities must be non-nuisance producing uses. This designation would allow up to four-story buildings with minimal set backs, allowing retail ground-floor uses with apartments above, as well as small-scale workshops or light industrial shops on the ground floor. In addition, one- to three-family residential uses would also be permitted.

This designation includes areas located on the edges of the Ironbound. Other areas in this designation include portions of the downtown, Dayton, Forest Hill, Lower Broadway, Mount Pleasant, University Heights, Upper Clinton Hill, and Upper Roseville.

Permitted Uses

- Detached single-, two-, and three-family dwellings
- Attached single-, two-, and three-family units, row houses, and townhouses

- Low-rise apartment buildings
- Live-work space
- Daycare facilities
- Ground floor retail and service uses with upper floor apartments
- Medical and professional offices
- All permitted uses in I-L
- Uses permitted in all districts (municipal uses, public parks, playgrounds, gardens, and open space)

Key Bulk and Design Standards

- Maximum building height: four stories

INST Institutional

This designation is applied to the large institutional developments or campuses containing certain civic uses (e.g., the Essex County offices), educational institutions (e.g., NJIT, Rutgers, UMDNJ) and medical institutions (e.g., Beth Israel Medical Center), which tend to have multiple buildings on a single block or parcel and which often include on-site parking, driveways, and open space. This designation is not to be applied to individual primary and secondary schools, as they are to be permitted as-of-right in all residential districts, in addition to the Institutional designation. The Institutional designation recognizes the campus-like planned development character of such uses. In such instances, zoning controls with large minimum lot sizes, overall floor area ratios, and open space ratios provide the flexibility needed by such institutions to renovate, alter, and expand their facilities to meet the needs of their employees, students, visitors, and clients, while at the same time controlling their overall intensity to prevent overcrowding; ensure sufficient space for parking; landscaping, and buffering; accommodate utility needs (e.g., water, sewer, power); and provide access and on-site circulation.

This designation is applied only to the existing boundaries of these institutions. To the extent that such institutions seek to expand beyond their current boundaries, the INST designation would have to be extended by application for rezoning. The INST designation covers all of the city's major medical institutions, and the governmental/educational campuses located in the University Heights neighborhood of the Central Ward.

Permitted Uses

- Large institutional developments or campuses containing certain civic uses, educational institutions, and medical institutions, which tend to have multiple buildings on a single block or parcel
- Uses permitted in all districts (municipal uses, public parks, playgrounds, gardens, and open space)

- Places of worship as a conditional use
- Primary and secondary schools

Key Bulk and Design Standards

- Provide overall floor area ratios and open space ratios for large parcels to allow flexibility, while controlling overall development intensity
- Minimum set back requirements for campus edges
- Greater building heights should be permitted on larger lots

EWR Airport

This designation includes all of the lands of Newark Liberty International Airport located in Newark (part of the airport is located in the City of Elizabeth), which are under the control of the Port Authority of New York and New Jersey. The Airport and Port areas have historically been located in the Third Industrial District. It may be appropriate to change the zoning for these areas to better recognize existing transportation, distribution, and commercial uses, while maintaining flexibility for large-scale operations entailed by an international airport.

Permitted Uses

- Newark Liberty International Airport and related uses
- Uses permitted in all districts (municipal uses, public parks, playgrounds, gardens, and open space)

Key Bulk and Design Standards

- None

EWR-S Airport Support

This designation encompasses a large band of land that wraps around Newark Liberty International Airport – including areas east of Frelinghuysen Avenue to the airport's west and on the north side of I-78 to the north of the airport. The portion of this area located between Frelinghuysen Avenue and Route 1 & 9 was identified as the Liberty District in Newark's 2009 Master Plan Re-Examination.

This designation is intended to encourage industrial uses, warehousing and distribution, office, hotel, aviation support services, and related retail facilities that support the air and seaports, or which substantially benefit from their close proximity and direct access to the ports. This district would not permit low-intensity uses that involve low capital improvements, low employment, and lower real estate values, such as large automobile storage uses or container storage. Only uses that are employment-intensive and generate high tax ratables would be encouraged.

Permitted Uses

- Industrial uses, warehousing and distribution, office, hotel, aviation support services, and related retail facilities that support the air and seaports, or which substantially benefit from their close proximity and direct access to the ports
- Uses permitted in all districts (municipal uses, public parks, playgrounds, gardens and open space)

Key Bulk and Design Standards

- Maximum building height of 12 stories, subject to limitations in airport safety zones (i.e., within the approach area for airport runways)

PORT Port

This designation includes all of the lands of Port Newark, which includes areas under the control of the Port Authority of New York and New Jersey. The Airport and Port areas have historically been located in the Third Industrial District. It may be appropriate to change the zoning for these areas to better recognize existing transportation, distribution, and commercial uses, while maintaining flexibility for large-scale operations entailed by a major seaport.

Permitted Uses

- Port Newark and related uses
- Uses permitted in all districts (municipal uses, public parks, playgrounds, gardens, and open space)

Key Bulk and Design Standards

- None

PARK Parks and Open Space

This designation is applied to all of the City- and County-owned parkland and open space in Newark. These range from single small parcels in the midst of residential areas to the large regional parks, such as Branch Brook Park and Weequahic Park. Under current zoning, these parks fall into zoning designations where other uses may be permitted. The intent in providing a separate single purpose designation is to recognize them as permanent parks and open spaces, and to prevent the possibility (however unlikely) of their being utilized for non-park use.

Permitted Uses

- Public parks, playgrounds, gardens, and open space only

Key Bulk and Design Standards

- None

CEM Cemeteries

This designation is applied to all of the existing cemeteries in Newark in recognition of their existence and their unlikely transformation to other uses.

Permitted Uses

- Cemeteries only

Key Bulk and Design Standards

- Standards should be provided for mausoleums and other buildings

Overlays

The Future Land Use Plan includes three overlay land use designations, which are intended to provide certain additional land use regulations beyond those of the underlying land use designations (i.e., Residential, Commercial, Industrial, and Other categories) in specified locations. Therefore, land that is included in an overlay designation would have to adhere to the regulations of both the underlying designation, as well as the overlay designation.





O-A Airport Safety Overlay

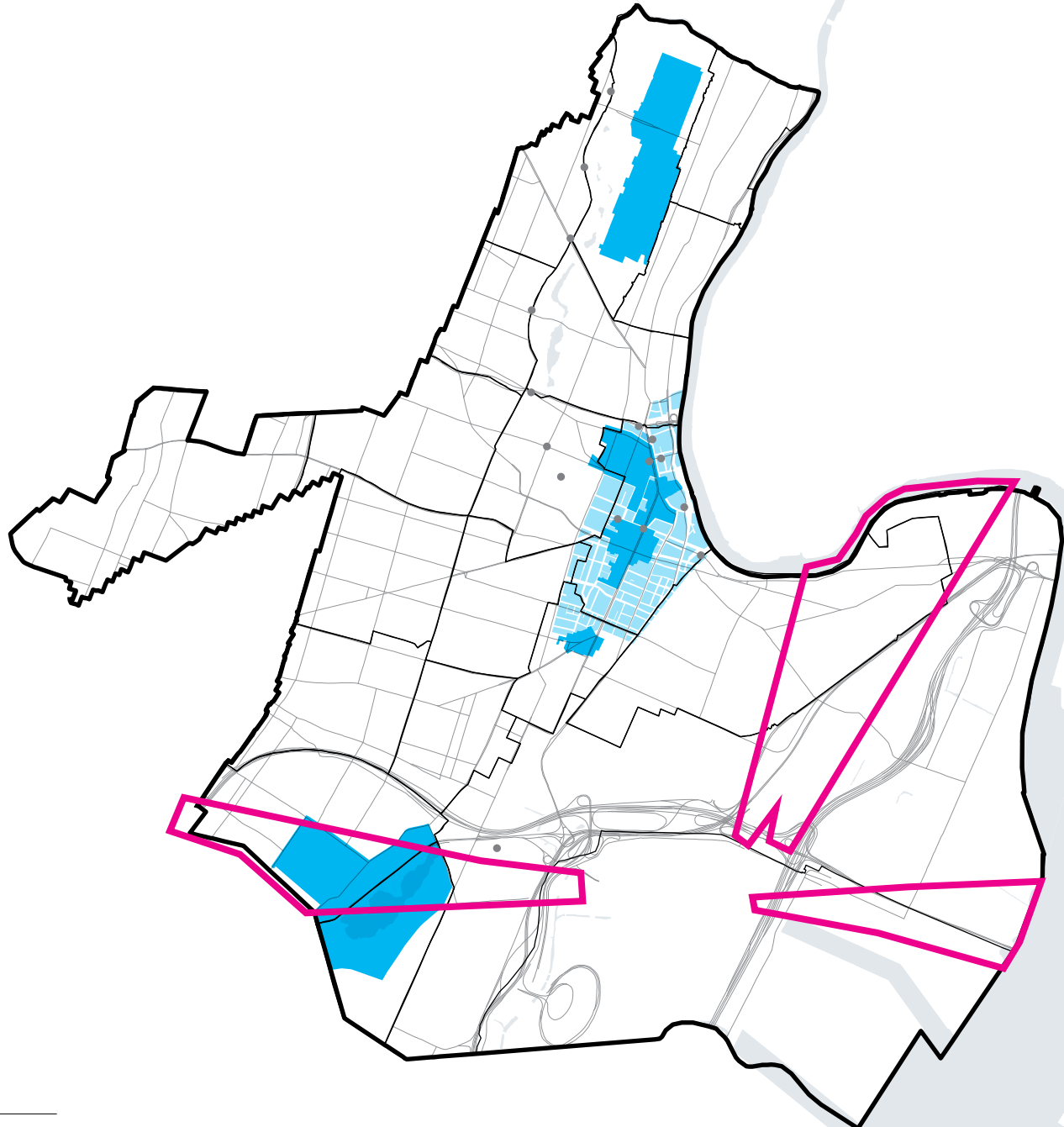
Newark Liberty International Airport is exempt from the requirements of New Jersey's "Air Safety and Zoning Act of 1983." Nevertheless, areas adjacent to the airport are and will continue to be susceptible to nuisances or potentially to hazards due to their location below the flight paths of aircraft taking off and landing at the airport, and therefore must be protected through the establishment of an "airport safety zone." Such areas have been identified by the Port Authority of New York and New Jersey, which previously proposed the establishment of an Airport Safety Zone, as documented in Newark's 2004 Master Plan Land Use Element. These Airport Safety Zones are located at the end of runways 4R-22L, 4L-22R, and 11-29. They begin as narrow, 600-foot bands at the terminus of each runway and fan outward from that point. The overlay designation would place additional restrictions on uses permitted within the overlay designation (e.g., those most susceptible to the noise and hazards of overhead flights). In addition, this overlay designation places restrictions on the height of structures that can be built or on objects such as trees, so as not to interfere with the flight path of aircraft.

O-H Historic District Overlay

This overlay designation encompasses all of the historic districts and historically designated buildings in Newark. For those sites

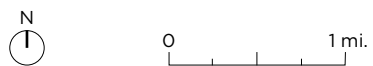
FIG 11.8: Land Use Overlay Zones
Newark, NJ, 2012

-  Entertainment Overlay
-  Historic District Overlay
-  Airport Safety Overlay
-  Rail Station



Source: City of Newark

Orientation Scale



or districts so designated, development would have to adhere both to the requirement of the underlying designation and the restrictions, standards, and regulations related to the historic designation. The historic districts within the designation are the Forest Hill, Four Corners, James Street Commons, Lincoln Park, Military Park Commons, North Broad Street, and Weequahic Park Historic Districts. Additional information regarding these districts and recommendations for future designation are included in the Historic Resources Element.

O-E Entertainment Overlay

The entertainment overlay designation covers an area of the city incorporating most of the downtown. It allows establishments holding liquor licenses to be located within less than 1,000 feet of one another – a restriction that prevails in all areas of the city that are outside of the overlay district. The O-E overlay zone should also permit the establishment of restaurants anywhere in the zone, but only by conditional use approval with conditions that ensure their compatibility with adjacent uses – particularly residential uses.

Treatment of Redevelopment Plans

There are a substantial number of existing redevelopment plans and urban renewal plans in Newark. These redevelopment areas range from individual lots to many acres in size. The plans for these areas also vary in terms of how long ago they were adopted and how detailed they are. As noted elsewhere in this chapter, it is recommended that the following plans should be maintained:

- Bergen South
- Broad Street Station District
- Downtown Core
- Education Center
- Kent/Brenner/Springfield
- Lincoln Park
- Living Downtown
- Newark Center
- Newark's River: A Public Access & Redevelopment Plan
- Old Third Ward

These plans should generally remain intact. Future changes are recommended for the Downtown Core, Education Center, and Newark Center plans, as discussed elsewhere in this chapter.

It is recommended that all of the other existing redevelopment and urban renewal plans be modified to utilize the underlying zoning instead of specific redevelopment regulations. This change would

have to be made by ordinance in accordance with the applicable procedures of the New Jersey Local Redevelopment and Housing Law. The City should consider adopting a single ordinance to simultaneously amend multiple redevelopment plans in this manner. The existing redevelopment plans should remain active in order to provide other benefits, such as the ability to obtain redevelopment financing and for Newark to better guide the redevelopment process.



**URBAN
DESIGN**

12

The goal of this Urban Design Element is to outline a framework for the growth of the city and articulate the design standards and guidelines that will regulate future development – in order to ensure that Newark’s essential qualities are preserved and enhanced

The practice of urban design endeavors to improve the connection between the public and private parts of a city. Cities are a complex mix of public and private pieces. Houses, offices, yards, and stores are generally private, and the diverse appearances of these places reflect their diverse ownership. At the same time, the spaces between these private places – streets, parks, sidewalks, plazas, and transit – are public. The public and private pieces of a city depend on one another to look good and function well.

This Urban Design Element, the first ever prepared for the City of Newark, looks at the types of private structures in Newark – from houses and apartment buildings to grocery stores and office towers – and how they connect with the public spaces of the city. Instead of deciding how specific buildings must look, it establishes a physical framework for private and public development that ensures Newark’s essential qualities will be preserved and enhanced as the city grows. Many of these rules will be implemented through the Zoning Ordinance. Others – including those addressing the design of public works, such as streets and community facilities – will be or are already being implemented as a matter of policy.

The creation of new urban design regulations is a slow process that must take many facts and interests into account. Especially in old cities like Newark, where the physical fabric of buildings and open spaces has evolved over centuries, the challenge is to create rules that preserve the character of a place while allowing new development to help it evolve and shine. Because the challenge of improving the urban design of a city cannot be “solved” once and for all, this Element aims to provoke and support an ongoing discussion between Newark residents and City government about how to improve Newark’s built environment.

01. The Framework of the City

This section describes the defining characteristics and essential qualities of Newark's built environment. Newark is defined by its history, culture, and geography. These qualities have influenced and continue to play a role in the physical form and development of the city, and they establish a precedent and touchstone for the set of guidelines and recommendations contained in this Element.

Street Grid

Newark has 10 primary street grid patterns that have emerged from a range of historical, physical, and economic forces. These grids are intersected by a series of important streets that flow toward the downtown and have increased prominence because of their movement patterns, design, scale, and intersections with the grids. The multiple irregular intersections between the grids – and the resulting triangle parks, such as Lincoln, Military, and Washington Parks – are characteristic of the city and create both visual interest and a means of orientation.

Major disruptions in the grid – including, in particular, the urban renewal super blocks in the Central Ward – are also disruptions in the flow and fabric of the city. They can be in comparison to jarring given the finer grain of the rest of the city, while undermining neighborhood identity and a sense of place. Strategies to resolve these and other disruptions caused by highways, vacant lots, and previous development on major corridors are needed moving forward. A careful study of the lessons of the grid can provide a strong setting for future development that is more harmonious with Newark's overall fabric.

Corridors

A series of major corridors flow through the city, the majority of which connect neighborhoods and the region to the downtown. These corridors are directors of movement within and to/from the city, and they have also been targets of considerable investment. Looking forward, continued planned and investment along these corridors can be defining components of the city's growth and development.

FIG 12.1: Street Grid

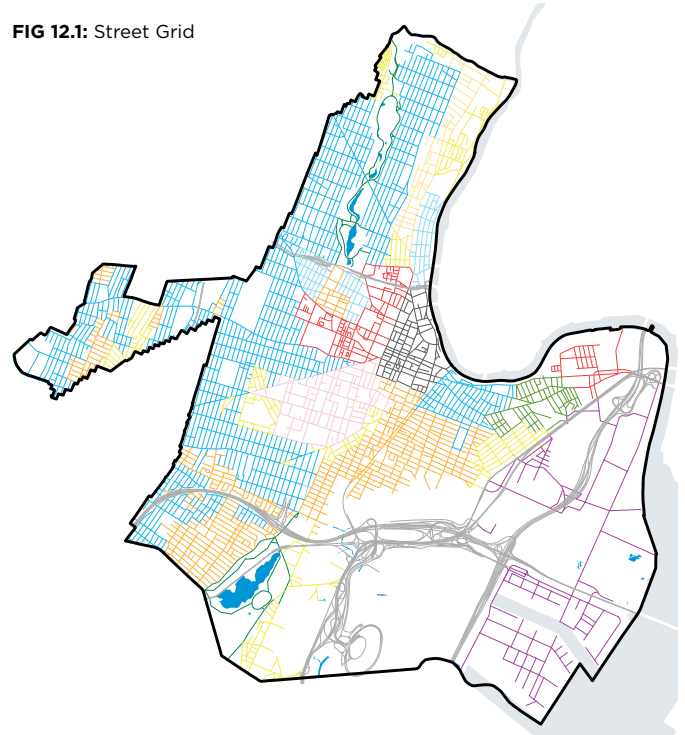
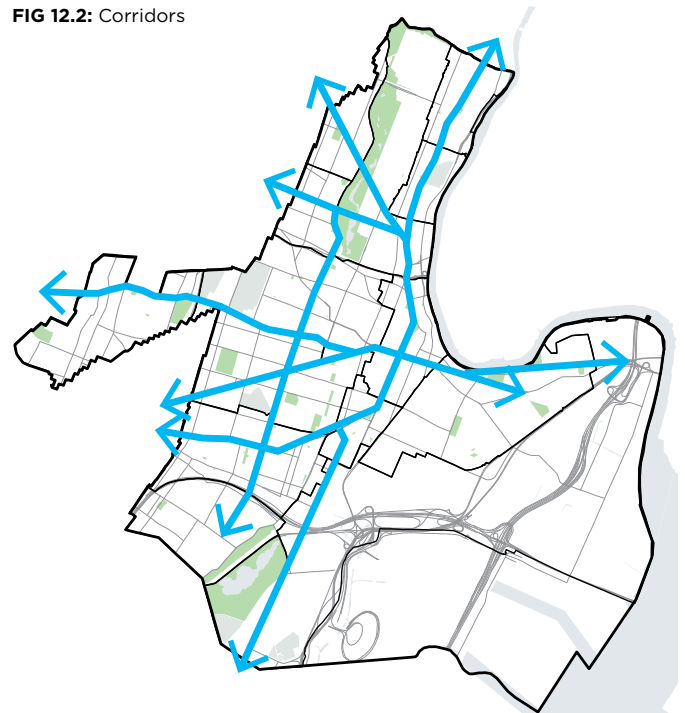


FIG 12.2: Corridors



Topography

Newark sits astride a north-south ridge that runs from approximately Branch Brook Park to Weequahic Park and creates a transition between the lower riverfront areas and the start of the rolling topography of Essex County. This topographical condition creates a visual sense of separation between the downtown and Newark’s residential neighborhoods to the west, while also contributing to an emphatic sense of arrival when approaching downtown. Multiple plans over the years, including the Olmsted open space plan, have proposed using the ridgeline as part of a larger park network. This ridgeline is bisected by two watersheds, which flow to the Passaic River and Newark Bay. These environmental features reinforce the view that Newark is one small part of a larger, interconnected geography.

Open Space and Waterfronts

While Newark as a whole is underserved by open space, its two largest parks, Branch Brook and Weequahic, are both major influences on their immediate surroundings. The scale and quality of Branch Brook Park, in particular, defines the northern part of the city, although the existing light rail along the west side of the park is a significant barrier for access and limits the park as a resource. Moving forward, the ongoing effort to create riverfront access will be transformative to immediate neighborhoods and should be considered within an overall connected open space network, both locally and regionally.

Scale

Newark is predominately a lower scale, moderate density city – one in which fine-grained neighborhoods have historically been the norm. This pattern is very evident when one looks at the figure ground and building scale maps. It is notable that the lower-scale residential city is predominately concentrated to the west of the ridge and is counter-balanced by higher density east of the ridge (i.e., in the downtown).

Regional Connections

Significant components in the overall structure of the city – the radial streets to the downtown, transit system, topography, watersheds, riverfront, and tree canopy are all components of larger regional systems and settings. Understanding Newark within this regional frame is critically important.

Neighborhoods

Strong neighborhoods in Newark are defined by clear community signifiers and /or places, including parks, commercial /retail streets, and community facilities. Neighborhoods with less neighborhood identity can be correlated to fewer community signifiers. The Master Plan seeks to promote a sense of neighborhood identity

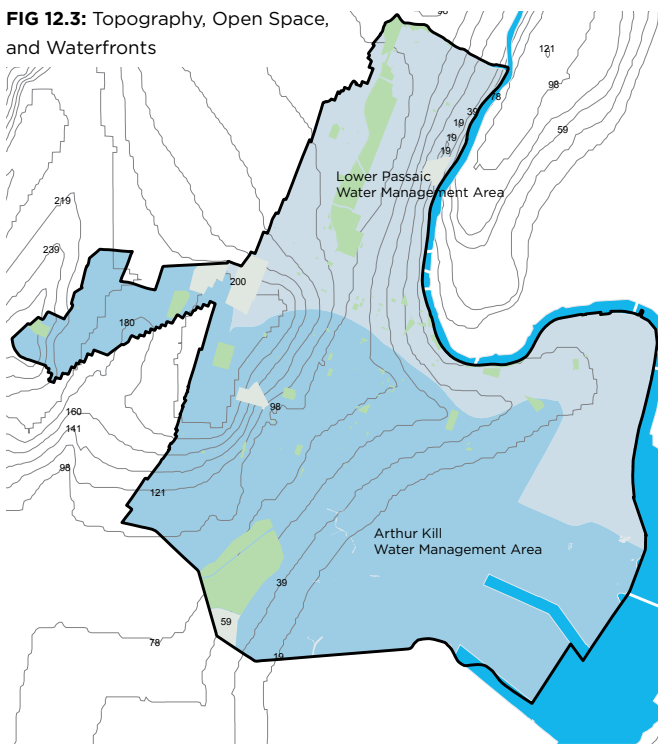


FIG 12.3: Topography, Open Space, and Waterfronts

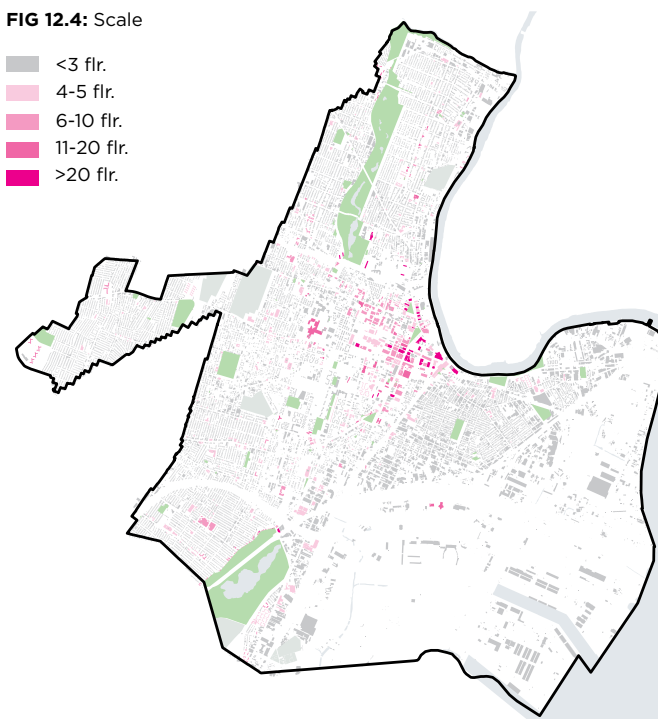


FIG 12.4: Scale

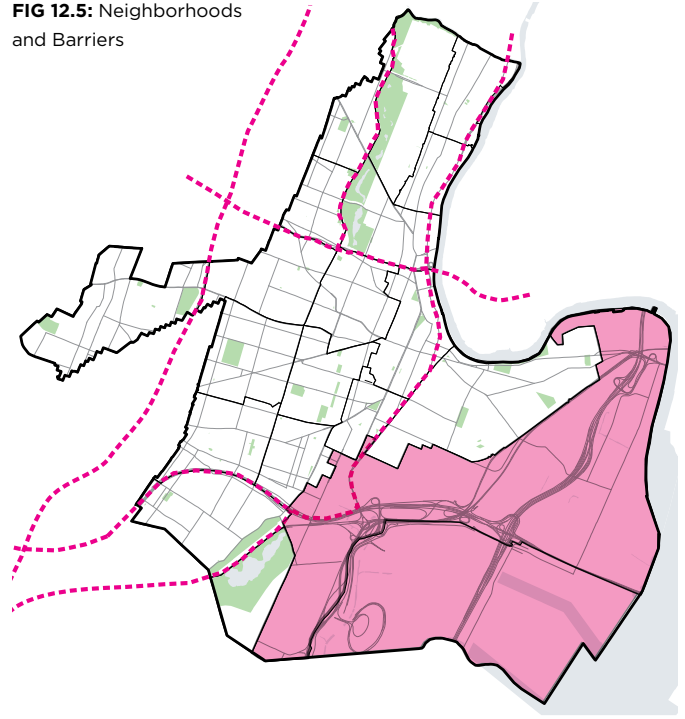
through the cultivation and leveraging of these historical, cultural, social, and physical markers.

Barriers

While not necessarily a positive contribution to the overall city framework, barriers are a significant influence on how Newark has developed. An entire one-third of the city is industrial (i.e., the Newark Industrial District) and is essentially removed from the core residential/downtown areas. This condition creates problems for access, both to jobs and the waterfront. It also suggests that Newark is actually a much smaller city than commonly understood (only 24 square miles versus 33 square miles).

Similarly, the existing highways, as well as streets that function as on/off ramps, are significant barriers to mobility within the city and disconnect certain neighborhoods from various assets, including the riverfront, parks, and essential neighborhood services (e.g., shopping, schools, etc.).

FIG 12.5: Neighborhoods and Barriers



02. Existing Regulations

The guidelines contained in this Element are based on and expand upon the many urban design controls that already exist in Newark. During the preparation of this document, the following sections of the Zoning Ordinance, municipal guidelines, and redevelopment plans were reviewed and assessed.

Zoning Ordinance (Volume II, Title XL)

District Regulations (Chapter 3)

Urban design-related regulations focus on yard requirements, transparency, fencing, and impervious surface for each zoning district in the city (e.g., Residential, Business, Industrial).

Additional and Special Regulations; Conditional Uses (Chapter 4)

A variety of urban design elements, such as fencing, landscaping, lighting, buffers, and trees, are addressed. This chapter of the Ordinance mostly complements what has not been addressed in other chapters, and most of the regulations are applicable citywide.

Parking; Loading Berths (Chapter 5)

Principally, parking structures in the downtown area are addressed in this chapter, with no comprehensive discussion of parking lots and structures citywide.

Historic Sites and Districts (Chapter 9)

This chapter addresses standards and procedures for the review and designation of historic districts and sites. The standards for reviewing any permit in a historic district or for a historic site include general standards for new additions, the preservation of historic features and characteristics, standards for protection, stabilization new construction, relocation, and demolition.

Signs (Chapter 10)

The signage chapter regulates the placement, size, and form of commercial signs and includes a detailed table with specific size regulations for each zoning district.

The Box and Beyond

This recent study addresses the design of one- to three-family homes in Newark (the most predominant building type), and

its recommendations have been adopted and integrated into the various chapters of the Zoning Ordinance.

Existing Guidelines

Facade Guidelines (draft: April, 2011)

These guidelines are applicable to Newark's commercial districts and corridors and address transparency, signage, lighting, artwork, awnings, and other façade components. Illustrations and photographs of best and worst practice examples are included.

Streetscape Guidelines (draft: July, 2011)

Also applicable to Newark's commercial districts and corridors, these guidelines include standard and alternative materials for streetscape elements, with illustrations and photographs for each component.

Historic District Guidelines

These guidelines establish best practices for facades and roofs of buildings in historic districts – with a particular focus on commercial storefronts. Some illustrations of best practices are included.

Redevelopment Plans

There are a substantial number of existing redevelopment and urban renewal plans in Newark. As described in the Land Use Element, many have design and land use regulations that should remain intact, while others (including those which are the most outdated) should revert to the underlying zoning, as amended. The following is a representative sample of major redevelopment plans with urban design regulations that are remaining in full force. These were evaluated for their applicability and relevance to the citywide guidelines contained in this chapter.

Bergen South

This plan provides general requirements for certain types of signage, billboards, fencing, and utilities. Guidelines are text-based with no illustrations.

Broad Street Station District

This plan offers general district design guidelines, as well as very specific guidelines for seven sub-districts and three project sites. Guidelines address parking garages, sustainable landscaping, street furniture, open spaces, ground-floor uses, bulk, infill development, and sustainability.

Kent/Brenner/Springfield

Relatively detailed form-based residential guidelines governed by lot width are included in this plan for setbacks, height, parking, and site landscaping. General architectural guidelines for materials and quality are also included, as well as retail and mixed-use guidelines.

Lincoln Park

This plan includes a very detailed form-based code with 10 building typologies: townhouse, narrow lot two-/three-family, live-work townhouse, storefront/mixed-use, apartment building, live-work lofts, stepped-back high-rise, wrap around/liner, civic/institutional/historic mansion, artisan, and light industrial. These urban design regulations are the most comprehensive of any of the city's redevelopment plans.

Living Downtown

This is essentially a zoning plan providing a list of prohibited uses, height/bulk standards, specific (by street) stepback standards, and parking requirements.

Newark's River: A Public Access and Redevelopment Plan

This plan provides a regulatory framework for waterfront redevelopment and enhanced public access, including land use and design regulations to better connect existing neighborhoods to the riverfront.

Old Third Ward

The only physical guideline contained in this plan is for a front yard setback on MLK Boulevard.

03. Citywide Objectives and Policies

The following set of urban design objectives and policies lay the groundwork for the more detailed building- and district-specific guidelines contained in the next section – and which make up the bulk of this Element. These overarching principles are organized by geographic area.

Policy 1

Downtown

Reposition downtown as a 24/7 center for urban living, business, culture, and commerce by implementing the urban design guidelines of The Living Downtown Plan

For more on the below policies, refer to The Living Downtown Plan

Policy 1.1: Reinforce Broad and Market as the downtown crossroads

- Promote active ground-floor uses at the crossroad of Broad and Market Streets to promote pedestrian activity

Policy 1.2: Support the development of thousands of new residential units

Policy 1.3: Create retail destinations in the downtown

- Support active 24/7 street life with diverse retail options at Broad and Market Streets; along Edison, Halsey, Mulberry, and Orange Streets; and on Central Avenue

Policy 1.4: Leverage proximity and access to transit

- Encourage office and mixed-use development that leverages proximity and access to Broad Street and Penn Stations

Policy 1.5: Connect the downtown to an active, engaged riverfront

- Link downtown parks, transit hubs, and cultural venues to a new high-density, mixed-use riverfront with office, hotel, residential, and world-class recreation and entertainment venues

Policy 1.6: Connect the downtown with vibrant, walkable, and active streets

- Transform downtown streets into safe and comfortable walking and biking environments with cars secondary to pedestrians and transit, and disruptive surface parking lots consolidated into shared parking facilities
- Coordinate street enhancements with a program for roadway and pedestrian lighting, curbs and sidewalks, landscape plantings, and street furnishings, including trash receptacles, newsstands, and signage systems

Policy 1.7: Protect historic places and neighborhoods

- Encourage development that complements and preserves downtown historic districts, as well as its many landmark buildings

Policy 1.8: Celebrate and expand on the downtown's great parks and culture

Policy 1.9: Create a sustainable downtown

- Create green design standards for the downtown that reduce the heat island effect, promote transit-oriented and high-density development, reduce auto use, improve the pedestrian realm, and promote the use of energy-efficient materials and best practices in stormwater management

Policy 2

Newark Industrial District

Ensure Newark's Industrial District can support land uses that expand job opportunities for Newark residents and is connected and accessible to residential areas

Policy 2.1: Preserve and promote high job-density uses

Policy 2.2: Promote high quality development and urban design

- The design of new industrial development should be of exemplary quality and create a safe and visually appealing public realm

Policy 2.3: Enhance road connections to the Industrial District

- Improvements to the local and regional road network should position the Industrial District as a growth area for industrial, manufacturing, and distribution sectors, while minimizing

impacts of congestion and air pollution on adjacent residential neighborhoods

- Local road improvements should strengthen pedestrian, bicycle, and public transit connections to the District and link residents to employment areas
- Strategic transit planning should enhance connections between Newark neighborhoods and job destinations in the District

Policy 2.4: Develop sustainable development guidelines

- Promote green industrial development standards for the District, including but not limited to: industrial ecologies, building and site materials, permeable parking and road surfaces, pedestrian and transportation access, energy generation, waste management, and stormwater management

Policy 3

Riverfront

Redevelop the Passaic River waterfront as a regional recreational amenity with a diverse mix of new development and strong, active street connections to Newark's neighborhoods

For more on the below policies, refer to Newark's River: A Public Access and Redevelopment Plan

Policy 3.1: Support riverfront redevelopment to include new housing, offices, retail, industry, and open space in appropriate locations

Policy 3.2: Support water-related activities near the river

- Provide water access amenities, new park spaces, and pedestrian connections to the riverfront

Policy 3.3: Connect existing neighborhoods to the riverfront through harmonious and walkable development and a safe and welcoming public realm

Policy 3.4: Develop design guidelines to protect view corridors and create appropriate setbacks from the river's edge

Policy 3.5: Ensure the inclusion of public riverfront access in private redevelopment projects

Policy 4

Corridors

Develop pedestrian-friendly corridors that are the primary visual connections between Newark neighborhoods and support shopping and employment opportunities for residents

Policy 4.1: Support and expand existing nodes of commercial activity on major city corridors by focusing new development in these areas

- New development should support walkable pedestrian areas with ground-floor activity and create a continuous street edge based on building orientation, height, setback, parking, and landscaping standards
- Develop guidelines for short-term uses and infill on oddly shaped and triangular lots on major city corridors that disrupt the street wall and ground-floor activity

Policy 4.2: Leverage regional transit for high-density development on corridors

- Locate high-density, mixed-use development near commuter and light rail stations in the downtown and University Heights

Policy 4.3: Promote economic growth and job opportunities for Newark residents

- Develop standards for large-format regional retail development on appropriate sites on Springfield, Bloomfield, and South Orange Avenues, as well as South Broad Street, among other places

Policy 4.4: Create vibrant, safe, and engaging pedestrian environments

- Develop "complete streets" guidelines for corridors that provide standards for traffic volumes and vehicular speed, street and sidewalk dimensions, lighting, signage, exterior furnishings, bicycle infrastructure, landscaping, and materials
- Consider green infrastructure along key corridors to promote larger regional connections and sustainability practices

Policy 5 Neighborhoods

Provide Newark residents with safe, healthy, and well-connected neighborhoods that they can take pride in and support raising a family

Policy 5.1: Promote safety and healthy living in the built environment

- Provide adequate lighting in public areas and sidewalks
- Direct trucks and other heavy vehicles away from residential streets to minimize exposure to air pollution and accidents
- Create an adequate sidewalk public realm and traffic calming infrastructure to reduce hazards to pedestrians and cyclists
- Develop standards for industrial and manufacturing uses located near residential areas
- Design public realm, transit, and recreation facilities to promote active lifestyles

Policy 5.2: Develop active and comfortable neighborhood streets

- Create residential street guidelines that promote human scale in the design of streets and sidewalks and include standards for lighting, landscaping, and materials
- Policy 5.3: Encourage high quality residential development
- Support high quality design for new housing at low, medium, and high densities
- Preserve and promote historic residential buildings
- Policy 5.4: Promote walkable neighborhoods with convenient connections to shopping and safe connections to schools and transit
- Emphasize connections from residential areas to city corridors and smaller scale mixed-use nodes through streetscape improvements and lighting
- Promote safe connections to schools, especially from public transit to schools and from schools to community and recreational facilities

Policy 5.5: Beautify the public realm through landscaping

- Plant and maintain trees on every residential street
- Develop planting requirements for different building types

Policy 5.6: Create safety from traffic as well as crime by providing adequate lighting in neighborhoods

- Install street lamps at public spaces, pedestrian intersections, along corridors, and on important neighborhood streets, including connections to parks and schools

Policy 5.7: Reinforce community and recreational facilities as centers of neighborhood life

- Develop standards for public facilities that promote active street life and are focal points in communities

Policy 5.8: Promote a high quality public realm by addressing visual gaps in the built environment

- Develop design standards for parking lots and signage in commercial and residential developments
- Develop guidelines for homeowners for fencing and parking
- Support community efforts to clean up and activate vacant lots.

Policy 5.9: Support community initiatives to manage and improve the built environment of neighborhoods, including their relationship to open spaces

- Protect community gardens and urban agriculture
- Support the creation of art in public spaces

Policy 6 Gateways

Promote pride in Newark and enhance development opportunities by creating distinctive visual gateway elements

Policy 6.1: Create public art, such as murals and lighting, at Newark municipal boundaries along major corridors

Policy 6.2: Emphasize important views, such as the downtown skyline and the riverfront, at important entrances to the city as seen from:

- National, regional, and local trains
- Regional highway corridors (e.g., I-78, I-95, I-280, US 1&9, NJ 21, and NJ 22)

Policy 6.3: Provide information about Newark at kiosks in airport terminals and train stations

Policy 7**Barriers**

Develop a more interconnected city street network by addressing barriers created by land uses, infrastructure, parking lots, and vacant land in order to create continuous and active ground-level streets in neighborhoods, to connect neighborhoods to the downtown, and to link the city to the riverfront

Policy 7.1: Ensure new riverfront development includes public access to the Passaic River through upland pedestrian connections and a waterfront walkway

Policy 7.2: Develop uses for open green space that is isolated by infrastructure, such as interstate highway ramps, and otherwise not viable for development; uses could include recreation space, gateway elements, or stormwater management (i.e., green infrastructure)

Policy 7.3: Improve pedestrian crossings where light rail creates a divide in residential areas and where it forms a barrier between neighborhoods and open space

Policy 7.4: Promote development that creates small-scale blocks or reduces the scale of existing superblocks; discourage development that closes streets to create gated cul-de-sacs

Policy 7.5: Encourage infill development in areas where more than 50% of the land area is parking

Policy 8**Environment / Open Space**

Enhance Newark's park system as a source of pride and a healthy lifestyle for residents by making parks safe, convenient to access, and well-programmed

Policy 8.1: Strengthen pedestrian and bicycle connections to City, County, and regional open space systems

Policy 8.2: Encourage new development around parks to enhance the quality of existing and new open spaces through appropriate scale, setback, and height and a high quality of design; encourage the private sector to invest in park development

Policy 8.3: Increase the amount of neighborhood open space through the redevelopment of vacant lots as small parks, community gardens, and playgrounds

Policy 8.4: Promote the management of public spaces and parks through innovative partnerships with community organizations

Policy 8.5: Integrate sustainability policy into the design and management of parks and public spaces to address the heat island effect, stormwater management, and energy-efficient construction, as well as reduce automobile use, among other things

04. Building- and District-Specific Guidelines and Regulations

Residential Development

General Guidelines

The following guidelines apply to all residential development.

Parking

Goals: Encourage pedestrian-friendly streets

Decrease off-street parking in front of buildings

Maintain a balanced supply of on- and off-street parking

Encourage the use of public transportation

- In order to promote a more affordable and walkable city, parking requirements should be reduced for:
 - » Small sites
 - » Sites along commercial corridors
 - » Sites within a 1,200-foot radius of a rail transit station
- To reduce the impact of parking on the quality of the pedestrian streetscape:
 - » Parking is not recommended in front of or forward of a street-facing façade
 - » Driveway openings on commercial or arterial streets are not recommended for small lots
 - » Driveways should be paired where feasible
 - » Driveways should not exceed 10 feet in width at the front lot line and for its full length in the front yard; driveways for parking areas with 10 or more parking spaces should not exceed 24 feet in width

FIG 12.6: Sites within 1,200 Feet of a Rail Transit Station

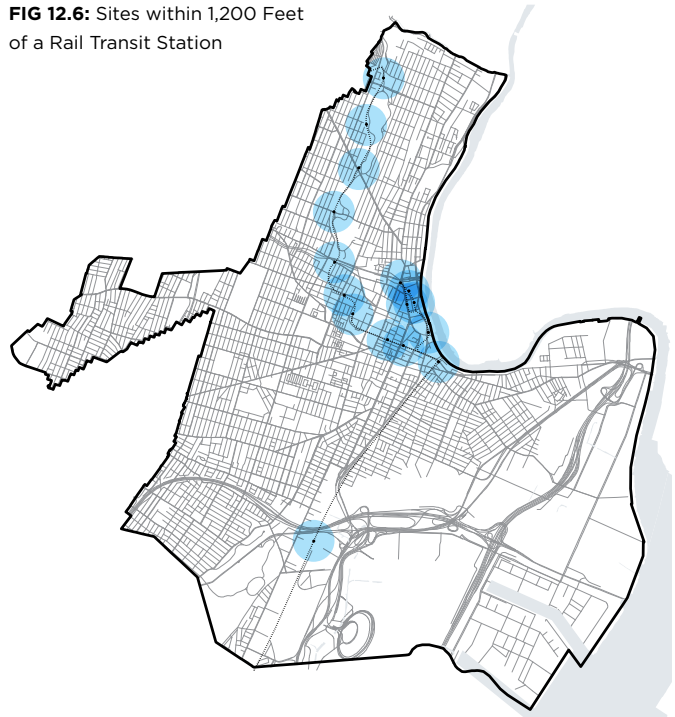
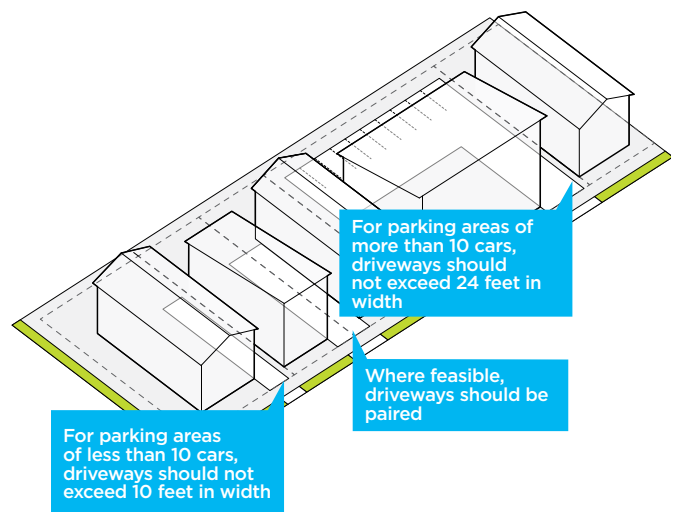


FIG 12.7: Parking and Driveways



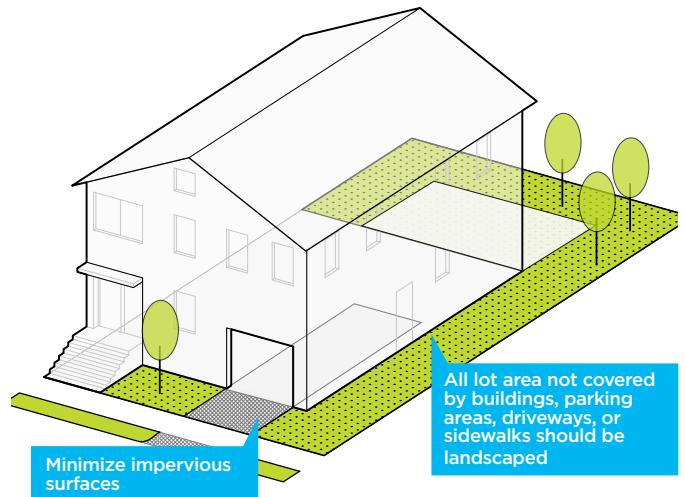
Landscaping

Goals: Encourage greening and the visual enhancement of Newark’s streets

Contribute to an ecologically sustainable city through the reduction of paved surfaces and the increased use of planted materials

- All of the lot area not covered by buildings, parking areas, driveways, sidewalks and other impervious surfaces should be landscaped with vegetative land cover, including appropriate plant material, trees, and open areas covered with grass and/or vegetation
- Street trees should be planted for all new development accordance with Newark Division of Traffic and Signals requirements (see Complete Streets guidelines for details)

FIG 12.8: Landscaping



Fencing

Goals: Encourage pedestrian-friendly streets

- Fencing should not obstruct views to and from a given property
- Fencing material should be consistent with surrounding buildings and be constructed of wrought iron, picket wood, or tubular metal fencing, brick, stucco, decorative concrete, natural stone, or other similar decorative material
 - » No solid fencing or chain-link fence should be permitted along a public right of way line or in a front yard
- No razor wire, barbed wire, or sharp projections should be permitted in residential, business districts, or industrial districts
- Gates in fencing at walkways and driveways should either:
 - Swing inside private property, or
 - Slide along the property line

FIG 12.9:

Fencing

Fencing should not obstruct views to/from a given property

Wrought iron fencing is encouraged, among other materials



1

No barbed wire fencing should be permitted



2

Architectural Details

Goals: Encourage high quality architecture and façade compositions

- Local models should be considered in building form, window spacing, architectural detailing, and façade composition
- Building walls should have perceivable thickness, visual interest, and character
 - » A selection of architectural details – such as vertical and horizontal recesses and projections, changes in height, floor levels, roof forms, parapets, cornice treatments, belt courses, pilasters, window reveals, forms, and color – as appropriate to each site can create shadows and texture and add to the character of a building
- Columns and piers should be spaced no further apart than they are tall
- False window mullions should be avoided
- Reflective glass is strongly discouraged
- Entries should be identifiable and prominent
- Balconies should be of sufficient width to be usable
- Balconies facing onto streets should be designed to prevent their use as storage spaces
 - » Railings should be designed to screen the view from the street onto the balconies
 - » Materials should be compatible with materials used throughout the surrounding community
- Ironwork detailing of railings, planters, façade color variations, and streetscape vegetation can create a quality pedestrian realm
- Corner buildings should appropriately treat both street facades
- Corner buildings should be architecturally memorable and distinctive and are encouraged to incorporate towers, corner bays, and/or gables
- All rooftop and ground-level mechanical equipment should be totally screened from view, both from the street and existing or planned neighboring buildings

FIG 12.10:
Architectural
Details

Corner
buildings should
appropriately
treat both street
facades



3

Architectural
details, such
as vertical
and horizontal
recesses, can
add to the
character of a
building

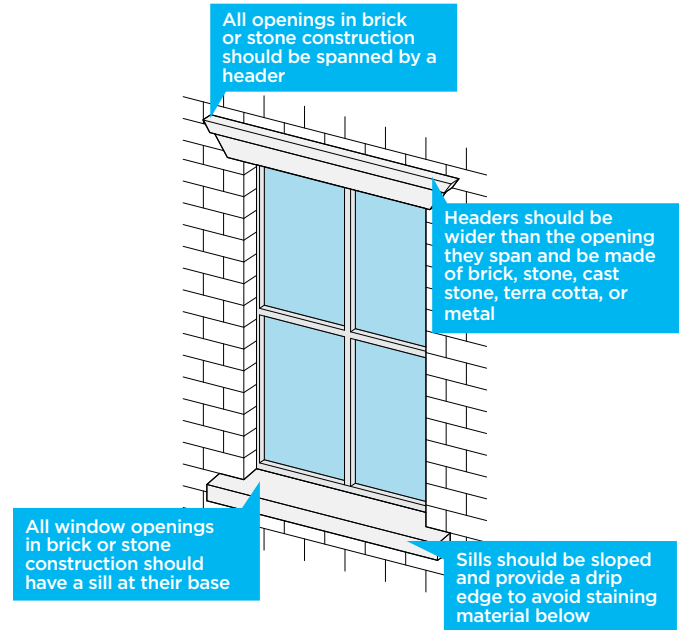


Materials

Goals: Encourage high quality architectural details

- Where more than one material is used, traditionally heavier materials (e.g., stone, brick, concrete with stucco, etc.) should be located below lighter materials (e.g., wood, fiber cement board, siding, etc.)
 - » The change in material should occur along a horizontal line, preferably at the floor level
- Veneer finishes should be configured in a way that corresponds with the material's traditional load-bearing configuration
- Buildings should use materials that are durable, economically maintained, and of a quality that will retain their appearance over time
- All openings in brick or stone construction should be spanned by a header
- All headers should:
 - » Use materials with regard to their traditional structural capacity (e.g., veneer finishes should be configured in a way that corresponds with the material's traditional load-bearing configuration);
 - » Be wider than the opening they span;
 - » Be made of brick, stone, cast stone, terra cotta, or metal; and
 - » Be in one of the following forms: lintel, arch, and jack arch
- All window openings in brick or stone construction should have a sill at their base, which should:
 - » Be wider than the window opening;
 - » Be generally rectangular in form and sloped slightly away from the window opening to shed water;
 - » Provide a drip edge to avoid staining materials below, and
 - » Be made of brick, stone, cast stone, or terra cotta
- All brick structures should contain a cap, which:
 - » Protects the tops of all brick structures exposed to the weather, including garden walls, stair treads, planter edges, and freestanding brick piers;
 - » Is made of stone, cast stone, terra cotta, or slate;
 - » Provide a drip edge to avoid staining material below, and
 - » Is rectangular or more highly detailed on the edges
- Where side façades are built of a different material than the front façade, the front façade material should extend around

FIG 12.11: Materials



Changes in material should occur along a horizontal line, preferably at the floor level



the corner and along the side façade for a minimum of 18 inches, or where visible from a public street

- Exposed foundation walls (i.e., below the first floor elevation) should be concrete (painted and/or stuccoed concrete block system [CBS]), brick, or natural or manufactured stone
- All chimneys should be finished with brick, stucco, or natural or manufactured stone
- Synthetic stucco (EIFS) and vinyl siding should not be used on visible elements
- Downspouts should match gutters in materials and finish

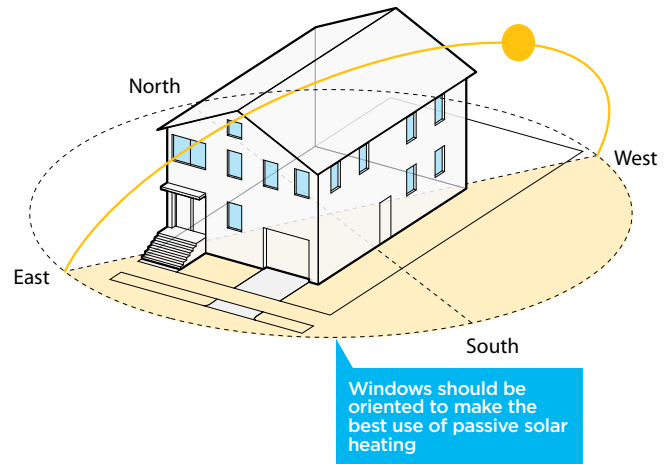
Sustainability

Goals: Encourage environmentally friendly construction

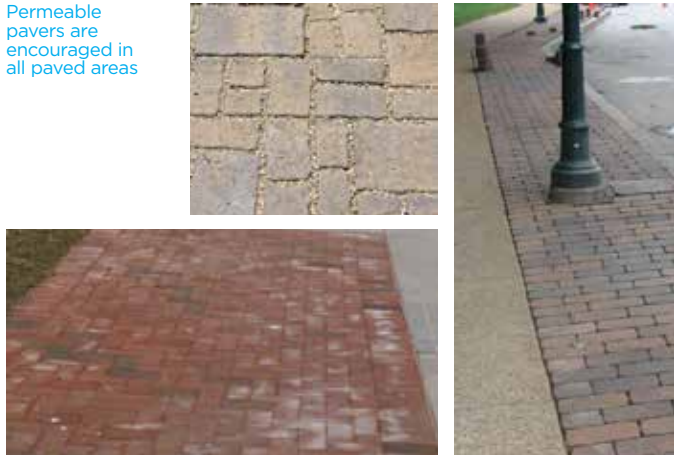
Promote on-site stormwater retention

- The massing of all buildings should be considerate of solar access to neighboring properties, particularly allowing sun during winter months to properties immediately to the north
- Windows should be oriented to make the best use of passive solar heating
- All windows should be operable
- Impervious surfaces in the front and rear of each building should be minimized
- Permeable pavers are encouraged in all paved areas

FIG 12.12:Sustainability



Permeable pavers are encouraged in all paved areas



Detached Single-Family Residential

The following guidelines apply only to detached single-family residential buildings in R-1F, R-2F, R-3F, R-LM, MX-1, and MX-2 land use designations.

Front Yard

Goals: Respect historic city patterns and discourage excessively deep setbacks

- Front yard setback standards should be measured to the structural front walls of applicable buildings and should not be based on the locations of open or enclosed porches, balconies, or bay windows
 - » Small sections of the façade may be recessed deeper than the required setback to allow for architectural detail
- It is recommended that the front setback of a new structure be no less than 15 feet unless the average front yard depth on the block is established otherwise, in which case the new structure should be built with this average front yard depth
- Through lots and corner lots having a frontage on two streets should have a front yard setback on each street as described above

Side Yard

Goals: Discourage side yards that are unusable and difficult to maintain

- Side yards on either side of a building should be wide enough to be usable and to provide light and air for adjacent structures

Rear Yard

Goals: Preserve the possibility of a usable and comfortable rear yard

- There should be a rear yard of no less than 25% of the total depth of the lot, but the rear yard need not exceed 50 feet

Height / Massing

Goals: Respect the existing moderate heights in residential neighborhoods

- It is recommended that no building should exceed 2.5 stories or 35 feet in height

FIG 12.13: Front, Side, and Rear Yards

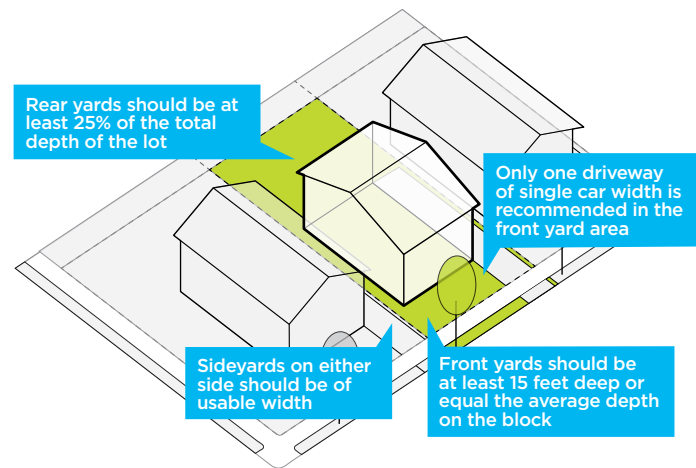
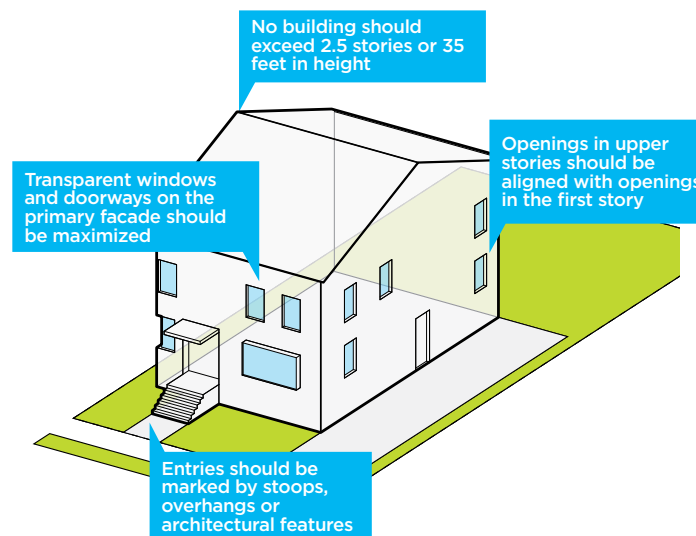


FIG 12.14: Height, Transparency, and Design



- » Architectural elements, such as towers and cupolas, may break this limit, but not by more than six feet

Parking / Driveway

Goals: Promote pedestrian-friendly streets

- All parking spaces should be inside or at the rear of the structure
 - » Front access garages are discouraged
- The paving of existing front or side yards is strongly discouraged
- Only one driveway of single car width is recommended in the front yard area
- Garage doors on a building's front façade should not exceed 10 feet in width

Transparency

Goals: Encourage "eyes on the street" to promote neighborhood safety

- The area of transparent windows and doorways on the primary front façade of the building should be maximized

Design Guidelines

Goals: Encourage high quality architectural details

- Openings in upper stories should be aligned with openings in the first story
- All houses should have an entry that faces the street
- Entries should be marked by stoops, overhangs, and/or architectural features
- So as not to be the most prominent feature, front-accessed garages should either be set back from the front façade or recessed into the front façade wall

FIG 12.15:
Transparency

Transparent windows and doorways on the primary front façade of the building should be maximized



Attached Single-Family and Two- and Three-Family Residential

The following guidelines apply only to attached single-family and two- and three-family residential buildings in R1-F, R-2F, R-3F, R-LM, MX-1, and MX-2 land use designations.

Front Yard

Goals: Respect historic city patterns and discourage excessively deep setbacks

- Front yard setback standards should be measured to the structural front walls of applicable buildings and should not be based on the locations of open or enclosed porches, balconies, or bay windows
 - » Small sections of the façade may be recessed deeper than the required setback to allow for architectural interest
- It is recommended that the front setback of a new structure be no less than six feet unless the average front yard depth on the block is established otherwise; in which case the new structure should be built with this average front yard depth
- Through lots having a frontage on two streets should have a front yard setback on each street as described above
- For corner lots, one of the setbacks of the new structure should match the lesser front setback of the closest principal building on that block

Side Yard

Goals: Respect historic city patterns and discourage side yards that are unusable and difficult to maintain

- Buildings should be permitted without side setbacks if the closest building on the adjacent lot is set back at least three feet from the common lot line or if the closest building on the adjacent lot has zero setback from the common lot line and the new structure’s wall can be built flush with the adjacent building’s wall
- On commercial streets, no side setback is recommended, and the new structure’s wall should be flush with any adjacent building walls present

FIG 12.16: Front, Side, and Rear Yards

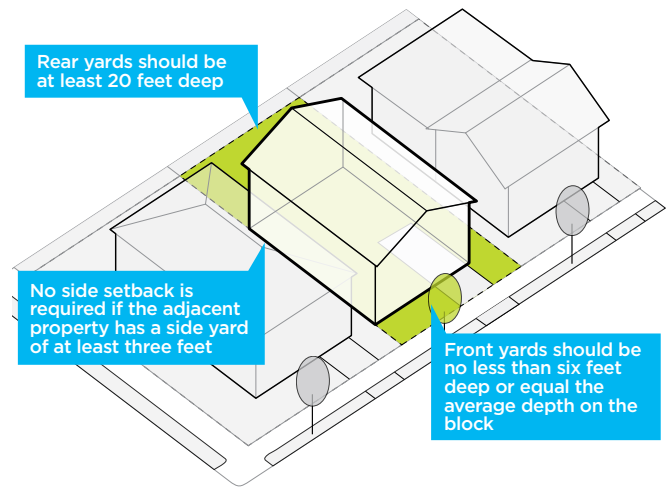
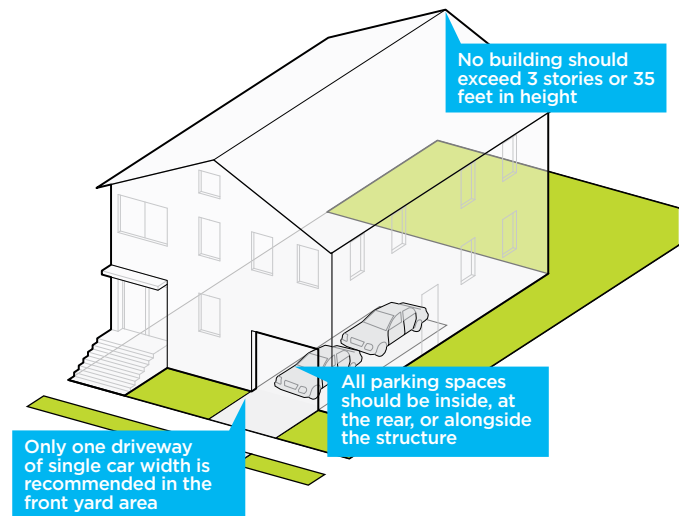


FIG 12.17: Height and Parking



- No new construction should encroach within three feet of another building’s windows or other fenestrations, or block emergency access to those fenestrations
 - » In cases where the side yard setback is to be zero, the setback from the adjacent building’s fenestrations should only extend from the location of the fenestration to the rear of the new structure

Rear Yard

Goals: Preserve the possibility of a usable and comfortable rear yard

- It is recommended that all lots have a 20-foot minimum rear yard setback

Height / Massing

Goals: Respect the existing moderate heights in residential neighborhoods

- It is recommended that no building should exceed three stories or 35 feet in height
 - » Architectural elements, such as towers and cupolas, may break this limit, but not by more than six feet

Parking / Driveway

Goals: Promote pedestrian-friendly streets

- All parking spaces should be inside, at the rear, or alongside the structure
 - » Front access garages are discouraged
- Only one driveway of single car width is recommended in the front yard area
 - » Tandem parking arrangements up to two spaces deep are permitted
- Garage doors on a building's front façade should not exceed 10 feet in width

Transparency

Goals: Encourage "eyes on the street" to promote neighborhood safety

- The area of transparent windows and doorways on the primary front façade of the building should be maximized

Design Guidelines

Goals: Encourage high quality architectural details

- New buildings should incorporate stylistic elements of the neighborhood's traditional buildings
 - » Contemporary or modern architecture can stand aside buildings of traditional design if designed to respect their neighbors

FIG 12.18: Transparency

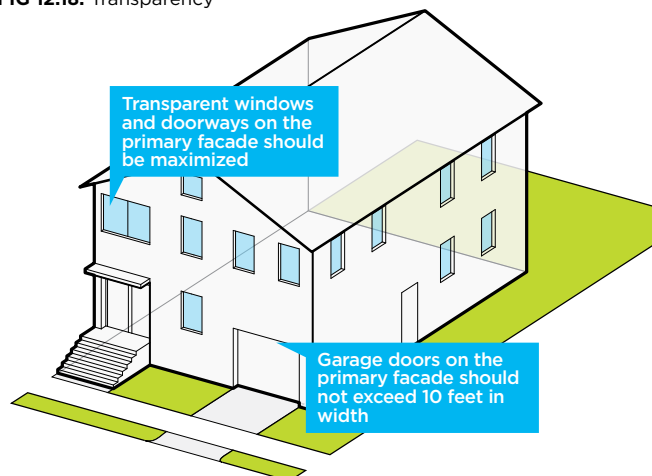
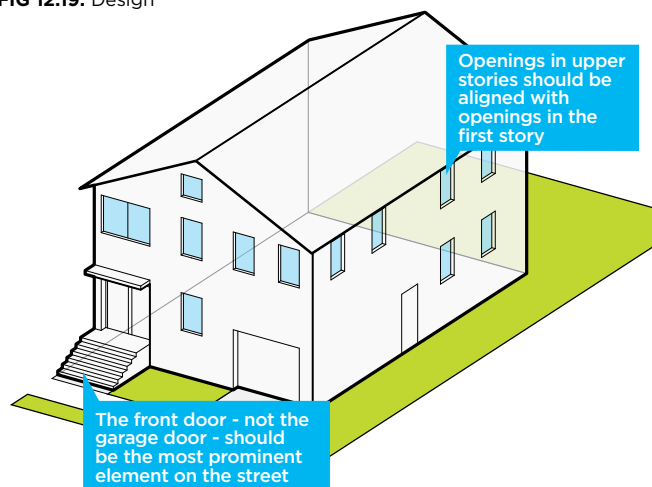


FIG 12.19: Design



- » The color, palette, and scale should be compatible with surrounding buildings
- Spacing between windows and doors should be consistent for adjacent units of the same architectural style, while architectural detailing can vary
- Openings in upper stories should be aligned with openings in the first story
- Buildings should be designed so that the front door – not the garage door – is the most prominent element on the street
- Entries should be marked by stoops, overhangs, and/or architectural features
- So as not to be the most prominent feature, front accessed garages should either be set back from the front façade or recessed into the front façade wall

Low-Rise Multifamily Residential

The following guidelines apply only to low-rise multifamily residential buildings in R-LM, R-MM, R-HM, C-N, C-C, C-R, MX-1, and MX-2 land use designations.

Front Yard

Goals: Respect historic city patterns and discourage excessively deep setbacks

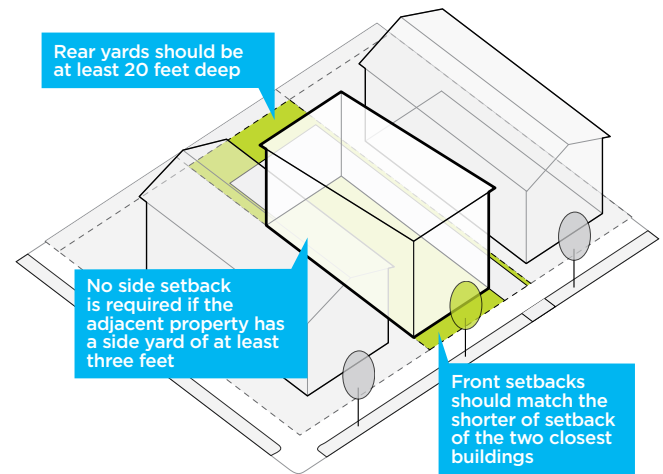
- Front yard setback standards should be measured to the structural front walls of applicable buildings and should not be based on the locations of open or enclosed porches, balconies, or bay windows
 - » Some elements of the façade may be recessed deeper than the required setback to allow for architectural interest
- The front setback of the new structure should match the shorter front setback of the two closest principal buildings on either side of the project site
- Bay windows balconies, stoops, and porches should be permitted to encroach into the front setback area
- For through lots, the street frontage where the closest principal buildings on each side of the lot have the lesser setback should be considered the front yard
- For corner lots, one of the setbacks of the new structure should match the lesser front setback of the closest principal building on that block

Side Yard

Goals: Respect historic city patterns and discourage side yards that are unusable and difficult to maintain

- Buildings should be permitted without side setbacks if the closest building on the adjacent lot is set back at least three feet from the common lot line or if the closest building on the adjacent lot has zero setback from the common lot line and the new structure's wall can be built flush with the adjacent building's wall
- On commercial streets, no side setback is recommended, and the new structure's wall should be flush with any adjacent building walls present

FIG 12.20: Front, Side, and Rear Yards



On commercial streets, no side setback is recommended



- No new construction should encroach within three feet of another building's windows or other fenestrations, or block emergency access to those fenestrations
 - » In cases where the side yard setback is to be zero, the setback from the adjacent building's fenestrations should only extend from the location of the fenestration to the rear of the new structure

Rear Yard

Goals: Preserve the possibility of a usable and comfortable rear yard

- It is recommended that all lots have a 20-foot minimum rear yard setback

Height / Massing

Goals: Respect the existing moderate heights in residential neighborhoods

- It is recommended that no building should exceed four stories
 - » Architectural elements, such as towers and cupolas, may break this limit, but not by more than six feet

Parking / Driveways

Goals: Promote pedestrian-friendly streets

- All parking spaces should be inside, at the rear, or alongside the structure
 - » Front access garages are discouraged
- Tandem parking arrangements up to two spaces deep are permitted only if they serve the same dwelling unit
- Parking areas should be screened from adjacent uses
- Whenever lot sizes allow, a landscaped buffer should be placed between a parking area and the closest property line
 - » The greatest effort possible should be made to design the parking area to accommodate the buffer area

Transparency

Goals: Encourage “eyes on the street” to promote neighborhood safety

- The area of transparent windows and doorways on the primary front façade of the building should be maximized

FIG 12.21: Height and Parking

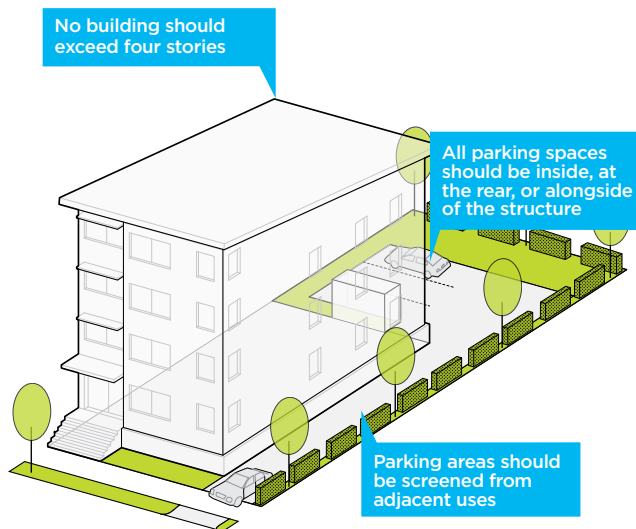
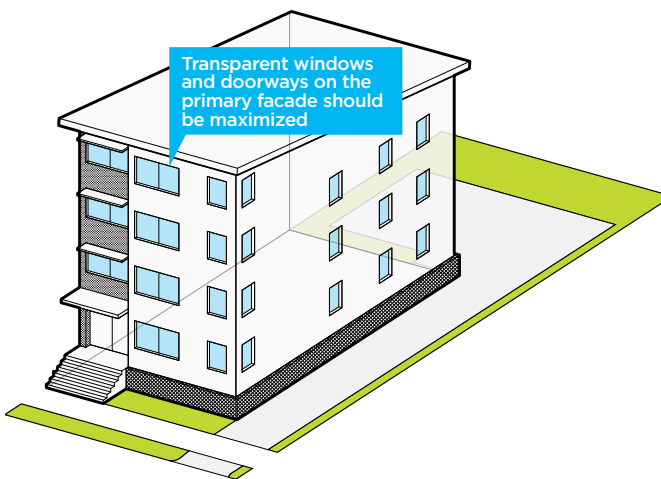


FIG 12.22: Transparency

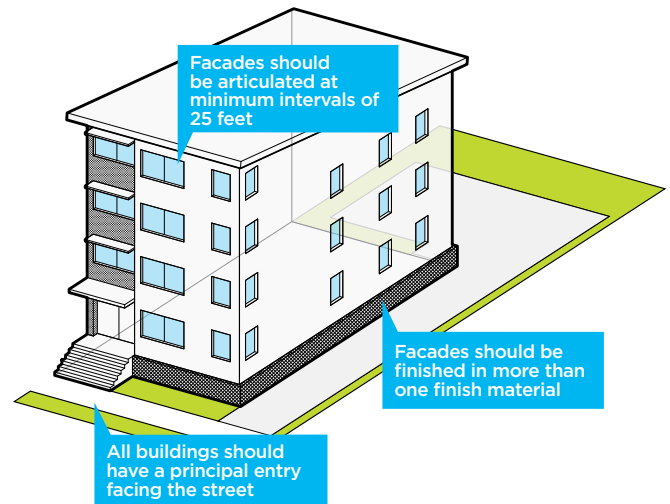


Design Guidelines

Goals: Encourage high quality architectural details

- New buildings should incorporate stylistic elements of the neighborhood’s traditional buildings
 - » Contemporary or modern architecture can stand aside buildings of traditional design if designed to respect their neighbors
 - » The color, palette, and scale should be compatible with surrounding buildings
- Spacing between windows and doors should be consistent for adjacent units of the same architectural style, while architectural detailing can vary
- In order to modulate their scale, multi-story buildings should articulate the base, middle, and top, separated by cornices, string cornices, setbacks or other articulating features
- Variation in building form should relate to the scale of individual building units or rooms, such as recessed or projecting bays, shifts in massing, or distinct roof shapes
- Façades should be articulated at minimum intervals of 25 feet
 - » Articulation should be achieved through changes in building plane or features, including but not limited to balconies, columns, bay windows, and pilasters
- Blank walls adjacent to streets are discouraged
- All buildings should have a principal façade and entry (with operable doors) that faces the street
 - » Buildings may have more than one principal façade and/or entry
- Buildings should be designed so that the front door – not the garage door – is the most prominent element on the street
- The ground floor must be directly accessible from the street

FIG 12.23: Design



- Entries should be marked by stoops, overhangs, and/or architectural features
- So as not to be the most prominent feature, front accessed garages should either be set back from the front façade or recessed into the front façade wall
- Lighting should sufficiently illuminate all areas to prevent “dark corners”
 - » All lighting sources should be shielded to prevent and eliminate any glare
- Building façades should be finished in more than one finish material

Mid- and High-Rise Multifamily Residential

The following guidelines apply only to mid- and high-rise multifamily residential buildings in R-MM, R-HM, and D-L land use designations.

Front Yard

Goals: Respect historic city patterns and discourage excessively deep setbacks

- Front yard setback standards should be measured to the structural front walls of applicable buildings and should not be based on the locations of open or enclosed porches, balconies, or bay windows
 - » Some elements of the façade may be recessed deeper than the required setback to allow for architectural interest
- The front setback of the new structure should match the shorter front setback of the two closest principal buildings on either side of the project site
- Bay windows balconies, stoops, and porches should be permitted to encroach into the front setback area
- For through lots, the street frontage where the closest principal buildings on each side of the lot have the lesser setback should be considered the front yard
- For corner lots, one of the setbacks of the new structure should match the lesser front setback of the closest principal building on that block

Side Yard

Goals: Respect historic city patterns and discourage side yards that are unusable and difficult to maintain

- Buildings should be permitted without side setbacks if the closest building on the adjacent lot is set back at least three feet from the common lot line or if the closest building on the adjacent lot has zero setback from the common lot line and the new structure’s wall can be built flush with the adjacent building’s wall
- On commercial streets, no side setback is recommended, and the new structure’s wall should be flush with any adjacent building walls present

FIG 12.24: Front, Side, and Rear Yards

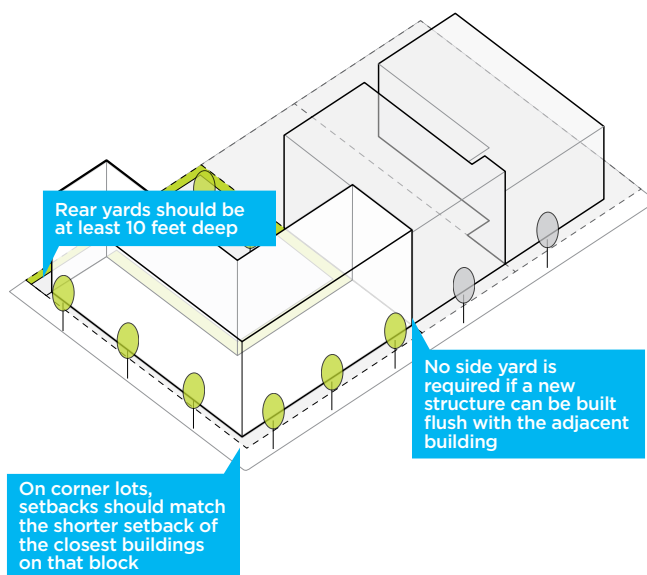


FIG 12.25: Design

Articulating features modulate the scale of multi-story buildings



Variation in building form should relate to the scale of individual building units or rooms



- No new construction should encroach within three feet of another building's windows or other fenestrations, or block emergency access to those fenestrations
 - » In cases where the side yard setback is to be zero, the setback from the adjacent building's fenestrations should only extend from the location of the fenestration to the rear of the new structure

Rear yard

Goals: Preserve the possibility of a usable and comfortable rear yard

- It is recommended that all lots have a 10-foot minimum rear yard setback

Height / Massing

Goals: Respect the existing heights in higher density neighborhoods

- It is recommended that no mid-rise multifamily building should exceed eight stories and no high-rise multifamily building should exceed 20 stories
 - » Architectural elements, such as towers and cupolas, may break this limit, but not by more than six feet
 - » Mechanical equipment, including solar panels, may exceed this limit but should be appropriately screened

Parking / Driveways

Goals: Promote pedestrian-friendly streets

- All parking spaces should be inside, at the rear, or alongside the structure
 - » Front access garages are discouraged
- Tandem parking arrangements up to two spaces deep are permitted only if they serve the same dwelling unit
- Parking areas should be screened from adjacent uses
- Whenever lot sizes allow, a landscaped buffer should be placed between a parking area and the closest property line
 - » The greatest effort possible should be made to design the parking area to accommodate the buffer area
- Parking garages and parking lots with more than 20 spaces should conform to the general parking guidelines described below

FIG 12.26: Parking

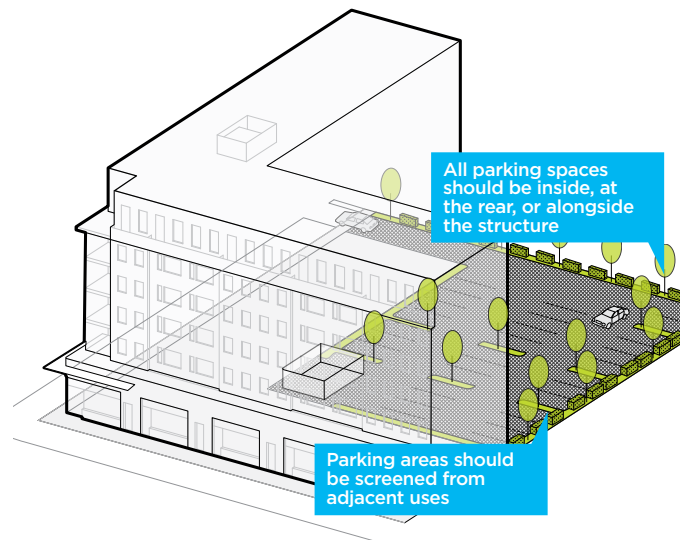
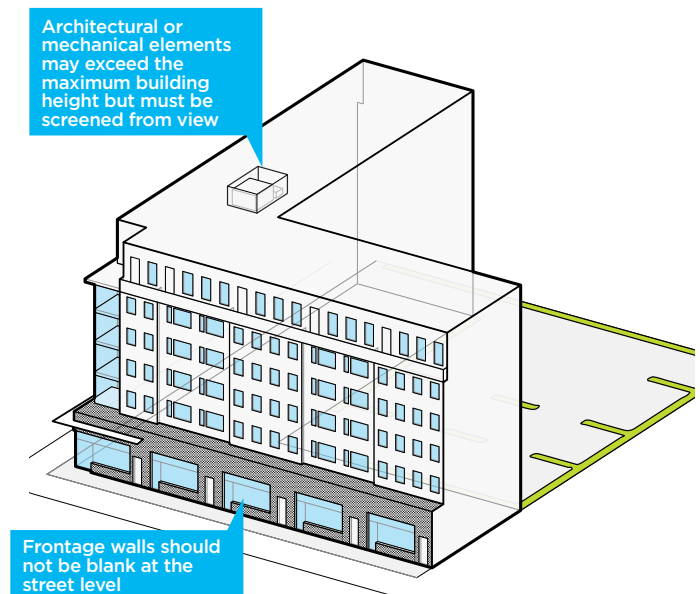


FIG 12.27: Design



Transparency

Goals: Encourage “eyes on the street” to promote neighborhood safety

- The area of transparent windows and doorways on the primary front façade of the building should be maximized

Landscaping

Goals: Minimize the impact of surface parking areas on adjacent properties

- Any on-site parking spaces should be screened from first- or second-floor residential units with plantings of a hardy (salt-, shade-, and drought-resistant) evergreen hedge-forming shrub variety
 - » Such plantings are not required in those instances where a permitted building or other structure screens such a parking lot
 - » Such plantings should not be permitted within sight triangles of driveways
 - » Such plantings may be substituted by a combination of plantings and walls or other opaque, durable, and decorative permitted fencing that sufficiently screens automobile headlights, provided that opaque fencing or walls are not placed along a lot line bordering a public right of way
 - » Chain link fencing with or without vinyl slats should not be permitted as a substitute for such plantings

Design Guidelines

Goals: Encourage high quality architectural details

- New buildings should incorporate stylistic elements of the neighborhood’s traditional buildings
 - » Contemporary or modern architecture can stand aside buildings of traditional design if designed to respect their neighbors
 - » The color, palette, and scale should be compatible with surrounding buildings
- Spacing between windows and doors should be consistent for adjacent units of the same architectural style, while architectural detailing can vary
- In order to modulate their scale, multi-story buildings should articulate the base, middle, and top, separated by cornices, string cornices, stepbacks or other articulating features

FIG 12.28: Design

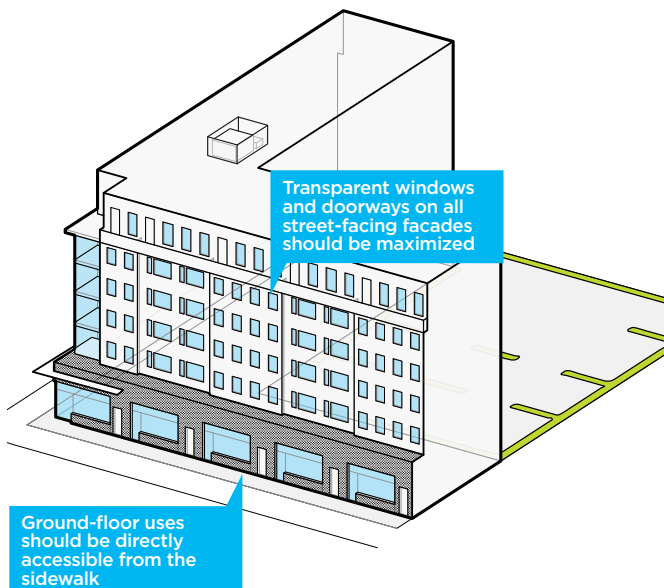


FIG 12.29:
Materials

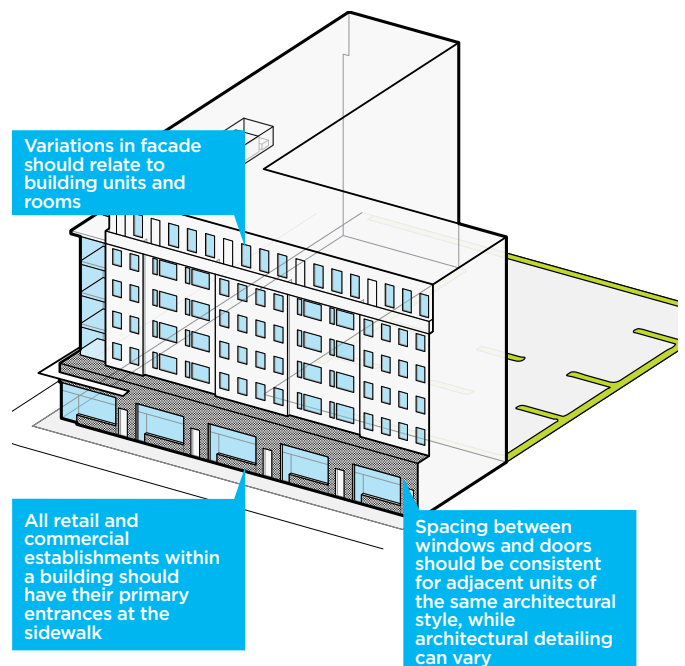
Where more than one material is used, traditionally heavier materials should be located below lighter materials



- Variation in building form should relate to the scale of individual building units or rooms, such as recessed or projecting bays, shifts in massing, or distinct roof shape
- Façades should be articulated at minimum intervals of 25 feet
 - » Articulation should be achieved through changes in building plane or features, including but not limited to balconies, columns, bay windows, and pilasters
- Frontage walls should not be blank at the street level
 - » First-floor walls at frontages should have no less than one window per structural bay, and the maximum spacing between window centerlines should be 25 feet
 - » These windows should form a pattern that suggests habitation
 - » Exposed basement walls at frontages should have at least one small window per structural bay, and the maximum spacing between window centerlines should be 25 feet
- All buildings should have a principal façade and entry (with operable doors) that faces the street
 - » Buildings may have more than one principal façade and/or entry
- Buildings should be designed so that the front door – not the garage door – is the most prominent element on the street
- Entries should be marked by stoops, overhangs, and/or architectural features
- Ground-floor units directly accessible from the street are encouraged
- Every apartment and office within a building should be provided with a path to and from the sidewalk that does not pass through a parking garage; this path should serve as the primary, prominent entrance
- All retail and commercial establishments within a building should have their primary entrances at the sidewalk
- So as not to be the most prominent feature, front accessed garages should either be set back from the front façade or recessed into the front façade wall
- Lighting should sufficiently illuminate all areas to prevent “dark corners”
 - » All lighting sources should be shielded to prevent and eliminate any glare
 - » The area of illumination should have a uniform pattern
- Building façades should be finished in more than one finish material
- Facades should be designed so that any expansion joints are rationalized by the logic of the composition, in order to render them less obvious; expansion joint gaps should be colored to match the surrounding wall
- All courtyards should maintain a minimum width-to-height ratio of 1:3 in at least one dimension, in order to avoid light well conditions

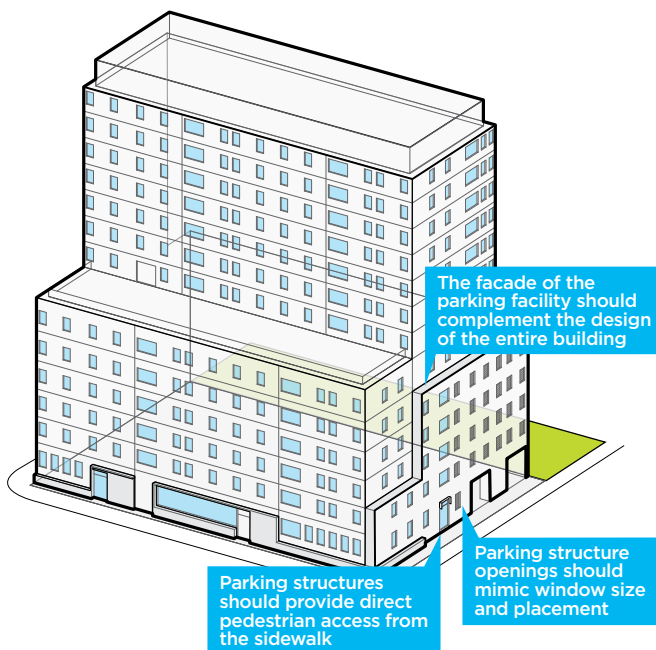
FIG 12.30:
Design

Multi-story buildings should articulate the base, middle, and top



- The maximum height from ground level to the uppermost portion of an awning should not exceed the height of the sill or bottom of a second-story window
- If a parking facility is integrated into a mixed-use structure, facade treatment should be designed as a whole, with the parking portion designed to complement the remainder of the building
 - » Except for the main entrance, all exposed facades should be designed to eliminate headlight lamp glare
 - » All garage openings should mimic the designed window size and placement of the rest of the building, using similar design language with decorative gates and fenestration
- Parking structures should be entered through vehicular openings in the frontage line wall of the building – not through gaps between buildings
- Parking structures should provide direct pedestrian access to sidewalks, such that users may exit the parking facility without entering a building
 - » All vertical circulation areas fronting the street should be fenestrated to approximate a residential stairwell and should be lit in the daylight-incandescent range
 - » Parking entrance doors should be of a complementary architectural style as the building and be painted a complementary color as the building
- All trash storage and recycling areas should be placed within parking structures or buildings and should not be visible from outside the building
- All machinery and the mechanical controls for same, including but not limited to transformers, dumpsters, junction boxes, lift stations, electrical meters, condensers, and signal boxes, should be interior to the block and masked from frontages by building elements in a manner consistent with the design of the building (e.g., incorporating false windows and dispersed venting to maintain the window rhythm and building pattern design)
 - » A wall of venting for mechanical rooms should not be permitted
 - » When a mid-block location is incorporated into the project or phase, the above referenced utilities should be located mid-block if technologically feasible

FIG 12.31: Parking

FIG 12.32:
Materials

Building facades should be finished in more than one materials



Commercial and Industrial Developments

General Guidelines

The following guidelines apply to all commercial and industrial development.

Parking / Service

Goals: Encourage pedestrian-friendly streets

Decrease off-street parking in front of buildings

Maintain a balanced supply of on- and off-street parking

Encourage the use of public transportation

- In order to promote a more affordable and walkable city, parking requirements should be reduced for:
 - » Small sites
 - » Sites along commercial corridors
 - » Sites within a 1,200-foot radius of a rail transit station
- To reduce the impact of parking on the quality of the pedestrian streetscape:
 - » Parking is not recommended in front of or forward of a street-facing façade
 - » Driveways should be paired where feasible
- All parking spaces should be inside, at the rear, or alongside the structure
- If parking is provided inside the structure, no parking should be provided on the ground floor along the primary street wall
 - » The maximum driveway width at the lot line should be 10 feet in width for less than 10 parking spaces or 24 feet in width for 10 or more parking spaces
 - » Driveway openings are not recommended on commercial or arterial streets if the site has less than 50 feet of width or is less than 5,000 square feet
 - » Sidewalk paving and scoring patterns should continue across the driveway
 - » Curb returns are not permitted
 - » Off-street parking areas should be set back from property lines along rights-of-way, excluding alleys
 - » Ground level parking facing streets or open spaces should be screened from the sidewalk and open space; screening may include buildings and/or landscaping
 - » Parking circulation aisles should be aligned in the direction of principal pedestrian travel, and walkways should be provided through landscaped areas at convenient locations

FIG 12.33: Sites within 1,200 Feet of a Rail Transit Station

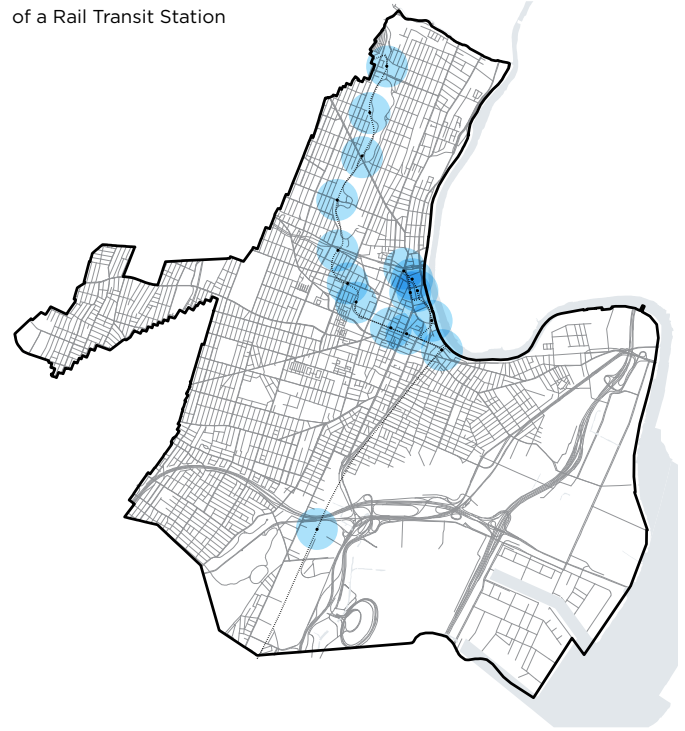
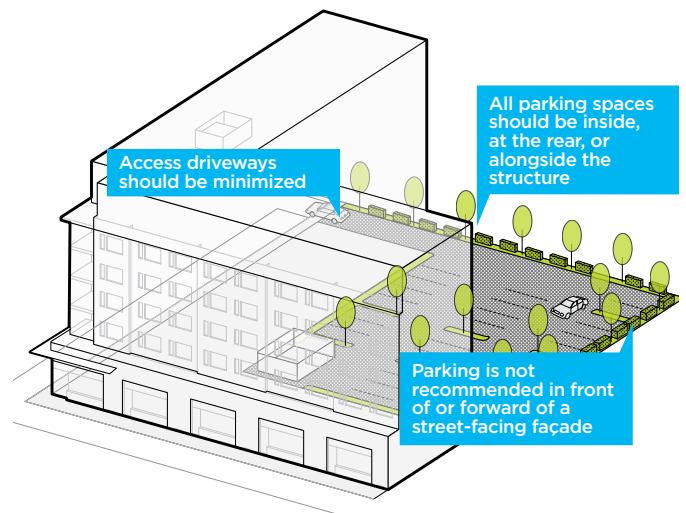


FIG 12.34: Parking



- » Paved areas for pedestrian travel within landscaped islands should be provided in addition to required landscaping on that island
- Any necessary back-of-house functions, such as service and loading areas, should be located away from major pedestrian routes and intersections
- Access driveways should be minimized
- All trash dumpsters and/or compactors should be located in appropriate staging areas, out of public sightlines
- Refuse and recycling containers should be screened with planting, fencing, or masonry walls

Landscaping

Goals: Encourage greening and the visual enhancement of Newark streets

Contribute to an ecologically sustainable city through the reduction of paved surfaces and the increased use of planted materials

- All of the lot area not covered by buildings, parking areas, driveways, sidewalks and other impervious surfaces should be landscaped with vegetative land cover, including appropriate plant material, trees, and open areas covered with grass and/or vegetation
- Street trees should be planted for all new development in accordance with the Newark Division of Traffic and Signals requirements (see Complete Streets guidelines for details)

Architectural Details

Goals: Encourage high quality architecture and façade compositions

- The massing, orientation, and design of buildings should recognize the special character of neighborhoods, terminating streets, and adjacent open spaces
- Areas in which street corridors terminate on buildings should be designed in a manner that reflects their importance
- Local models should be considered in building form, window spacing, architectural detailing, and facade composition
- Street-level frontage should be primarily devoted to entrances and windows
- Continuous lengths of flat walls should be avoided
 - » Articulation may include storefront bays with modulating building elements, such as recesses, projections, expressed entries, building form, columns, pilasters, and/or other clearly expressed architectural details

FIG 12.35: Landscaping

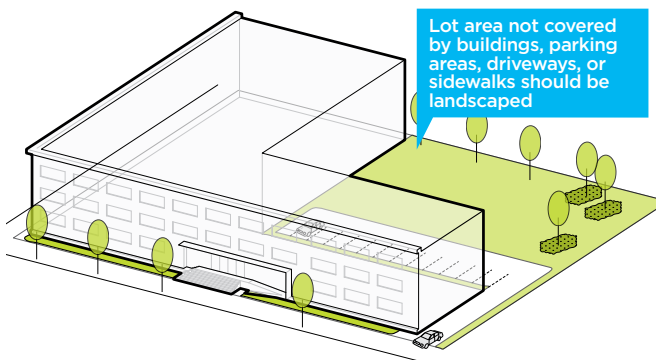


FIG 12.36: Service

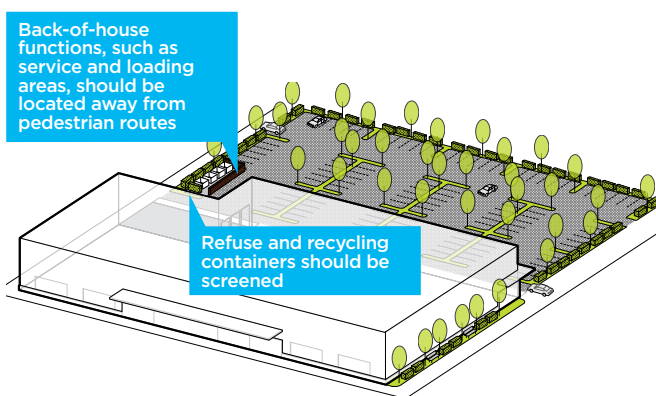
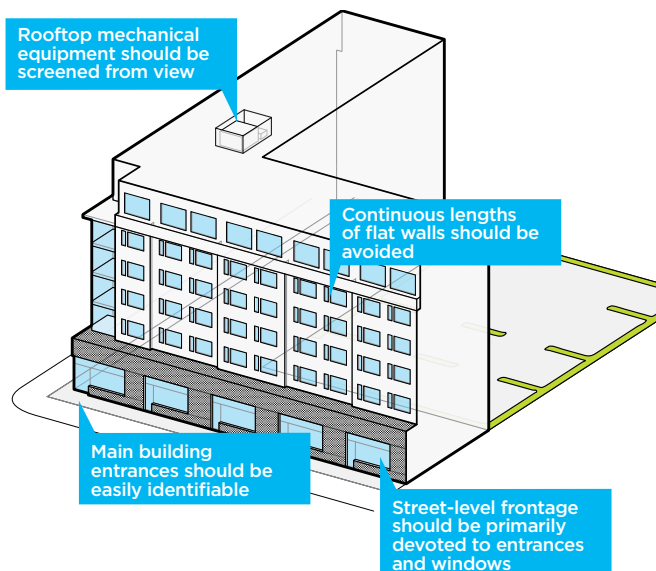


FIG 12.37: Architectural Details



- Main building entries should be easily identifiable as such from the sidewalk and should not occur simply as voids between buildings
- All buildings should have entrances accessed directly from the public sidewalk and/or from interior block spaces with shared courtyards
- Ornamental details should appear integral to overall building design in scale, design, and material
- Rooftop mechanical equipment should be screened from all viewing directions and elevations in order to minimize the negative aesthetic impact upon the viewer both from the street and as may be viewed from surrounding buildings
 - » All screening should be consistent with the architectural design and materials used for the building
- Mechanical structures should be fully integrated within the architectural and structural design of the building
- All parts and components of cellular phone antennas, satellite dishes, and television and radio antennas should be designed to harmonize with the surrounding architectural context
 - » Screening should only be permitted in such cases where other design solutions are not practicable

Materials

Goals: Encourage high quality architectural details

- Where more than one material is used, traditionally heavier materials (e.g., stone, brick, concrete masonry units with stucco, etc.) should be located below lighter materials (e.g., wood, fiber cement board, siding, etc.)
 - » The change in material should occur along a horizontal line, preferably at the floor level.
- Where side facades are built of a different material than the front facade, the front facade material should extend around the corner and along the side facade for a minimum of 18 inches
- Veneer finishes should be configured in a way that corresponds with the material's traditional load-bearing configuration
- Buildings should use materials that are durable, economically maintained, and of a quality that will retain their appearance over time
- Synthetic stucco (EIFS) should not be used on visible elements
- All openings in brick or stone construction should be spanned by a header
- All buildings with brick or stone construction and with a raised first floor level should have a water table

FIG 12.38:

Materials

Traditionally heavier materials should be located below lighter materials



Clear glass should be used to allow maximum visual interaction between pedestrians and the interior of the building



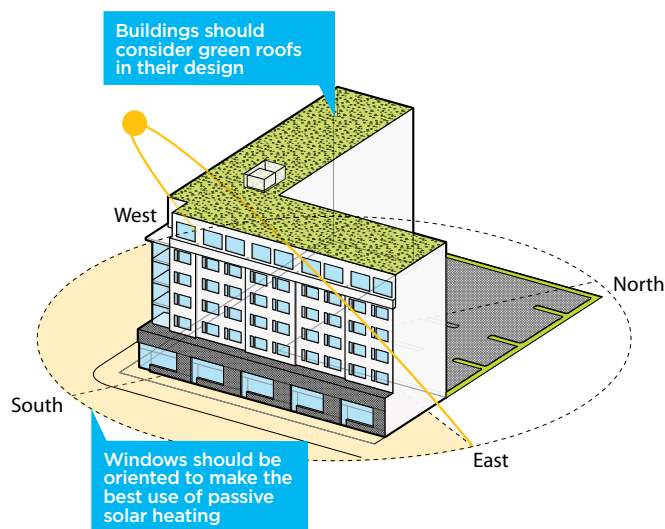
- All window openings in brick or stone construction should have a sill at their base
- Clear, un-tinted, and non-reflective glass should be used at street level to allow maximum visual interaction between pedestrians and the interior of the building
- Columns and piers should be spaced no farther apart than they are tall

Sustainability

Goals: Encourage the use of environmentally friendly construction

- LEED-certified buildings are encouraged
 - » If LEED certification is not feasible, buildings should incorporate some combination of energy efficient materials, green roofs, solar powered water heating, or solar panels
- The massing of all buildings should be considerate of solar access to neighboring properties, particularly allowing sun during winter to properties immediately to the north
- Windows should be oriented to make the best use of passive solar heating
- Solar panels should not be visible from the street
- Buildings should consider green roofs in their design
 - » Green roofs harvest rainwater that can be recycled for plant irrigation or for some domestic uses
 - » Green roofs are also effective in reducing the cooling load of the air-conditioning system of the building and reducing the heat island effect from the roof surface
- Effective stormwater management techniques are recommended
 - » Techniques include bio-swales on surface parking lots and rain gardens in landscaped areas
- The reuse and recycle of construction and demolition materials is encouraged
 - » The use of demolition materials as a base course for a parking lot keeps materials out of landfills and reduces costs
- The use of products with identifiable recycled content, including post-industrial content with a preference for post-consumer content, is encouraged

FIG 12.39: Sustainability



Green roofs harvest rainwater, mitigate the heat island effect, and can reduce the cooling load of a building's air-conditioning system



Commercial Office Guidelines

The following guidelines apply only to office buildings in C-C, C-R, MX-1, MX-2, and EWR-S land use designations.

Height / Bulk

Goals: Respect the existing heights in commercial and mixed-use neighborhoods

- The maximum height of a building should be determined by the height and bulk regulations of the respective zoning district in which a property is located

Orientation / Location

Goals: Support pedestrian-friendly streets

Promote high quality development and urban design

- All commercial buildings should have a primary entrance (with operable doors) facing a public right of way (or be highly visible from the nearest right-of-way)
 - » The façade containing the primary entrance should be considered the primary front façade
 - » Buildings may have more than one entry
- The primary façade of any office building should be located at the property line
 - » Additional setbacks, projections, stepbacks, modulation of built mass, and façade articulation should be defined relative to the primary front façade
- All parking spaces should be inside or at the rear of the structure

Transparency

Goals: Encourage “eyes on the street” to promote community safety

Create active and engaging streetscapes

- The area of transparent windows and doorways on the primary front façade of the building should be maximized

FIG 12.40: Orientation, Parking, and Design

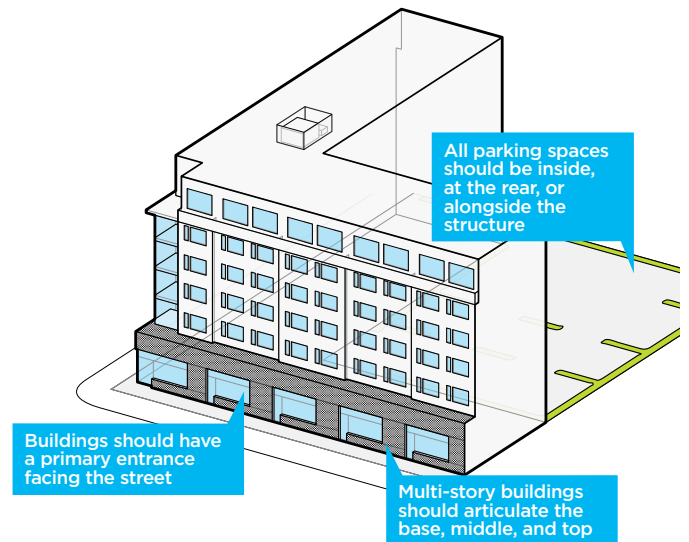


FIG 12.41: Orientation

The primary façade of any office building should be located at the property line

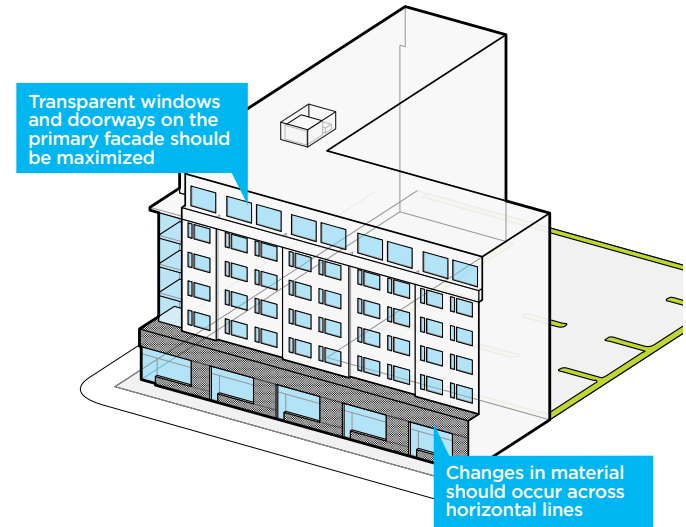


Design Guidelines

Goals: Encourage high quality architecture and façade compositions

- In order to modulate their scale, multi-story buildings should articulate the base, middle, and top, separated by cornices, string cornices, setbacks, or other articulating features
- To avoid visual chaos, façades should consist of no more than three materials, textures, or colors – excluding windows and framing
 - » Any changes in primary wall material should occur across a horizontal line, with the heavier-appearing material below the lighter (e.g., wood over bricks, or bricks over stone)
 - » If brick is used, it should be used to at least the floor line of the second floor

FIG 12.42: Transparency and Materials



Industrial Building Guidelines

The following guidelines apply only to light, medium, and heavy industrial buildings in I-L, I-M, I-H, MX-2, and EWR-S land use designations.

- Goals:** Preserve and promote high job-density uses
 Promote high quality development and urban design
 Encourage pedestrian-friendly streets

Height / Bulk

- Goals:** Respect the existing heights in commercial and mixed-use neighborhoods

- The maximum height of a building should be determined by the height and bulk regulations of the respective zoning district in which a property is located

Orientation / Location

- Goals:** Promote industrial development of exemplary quality
 Create a safe and visually appealing public realm

- All commercial buildings should have a primary entrance facing a public right of way (or be highly visible from the nearest right of way)
 - » The façade containing the primary entrance should be considered the primary front facade
- The primary front facade of any building should be located at the property line
 - » Additional setbacks, projections, stepbacks, modulation of built mass, and façade articulation should be defined relative to the primary front facade
- All parking spaces should be inside or at the rear of the structure

FIG 12.43: Orientation, Service, and Design

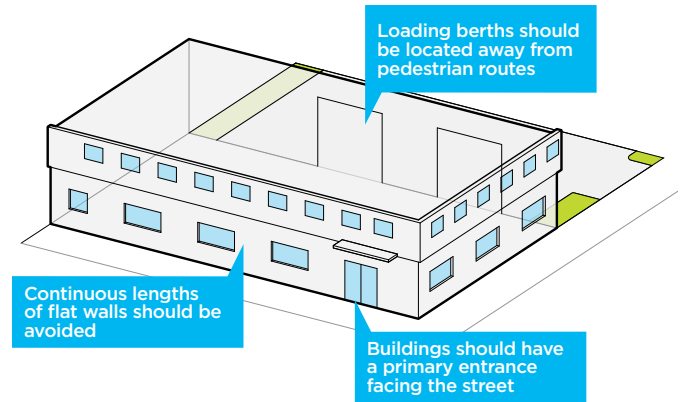


FIG 12.44: Orientation

All commercial buildings should have a primary entrance facing a public right of way



Transparency

Goals: Encourage “eyes on the street” to promote community safety

Create active and engaging streetscapes

- The area of transparent windows and doorways on the primary front façade of the building should be maximized

Parking / Driveway / Service

Goals: Encourage pedestrian-friendly streets

- Loading berth(s) should be provided for large buildings
- Loading berths should be located away from pedestrian routes and intersections; they are not permitted adjacent to the property line along a public right of way

Design Guidelines

Goals: Encourage high quality architecture and façade compositions

- Local industrial models should be considered in building form, window spacing, architectural detailing, and facade composition
- Simple, utilitarian, functional, and well-composed details, building elevations, and building forms are encouraged
- Continuous lengths of flat walls should be avoided
 - » Articulation may include modulating building elements, such as textured panels, color changes, recesses, projections, expressed entries, building form, columns, pilasters, and/or other clearly expressed architectural details
- Modern materials, especially sustainable building products, panels, and elements, are encouraged
- Synthetic Stucco (EIFS) is not recommended in truck loading dock areas

FIG 12.45:

Transparency

The primary front façade of any building should be located at the property line



The area of transparent windows and doorways on the primary front façade of the building should be maximized



FIG 12.46:

Design

Modern materials, especially sustainable building products, panels, and elements, are encouraged



Retail Guidelines

Neighborhood / Community Retail

The following guidelines apply only to retail development in C-N, C-C, MX-1, and MX-2 land use designations.

- Goals:** Promote walkable neighborhoods with convenient connections to shopping
- Support and expand existing nodes of commercial activity

Orientation / Location

- Goals:** Maintain high quality commercial streets and corridors
- Create pedestrian-friendly retail districts

- All retail buildings should have a primary entrance facing a public right of way (or be highly visible from the nearest right of way)
 - » The façade containing the primary entrance should be considered the primary front facade
- The primary front facade of any building should be located at the property line
- All parking spaces should be inside or at the rear of the structure

Transparency

- Goals:** Encourage “eyes on the street” to promote community safety
- Create active and engaging streetscapes

- The area of transparent windows and doorways on the primary front façade of the building should be maximized

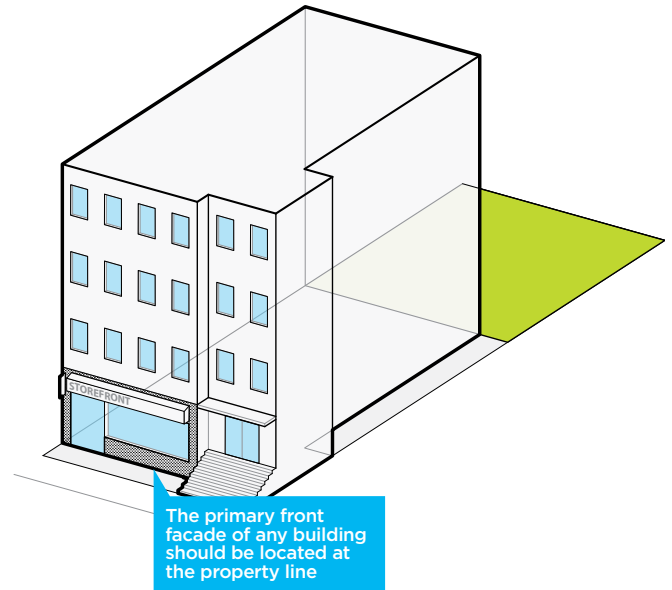
Design Guidelines

- Goals:** Encourage high quality architecture and façade compositions
- Encourage high quality retail streets that are safe and welcoming to pedestrians

- In neighborhood retail areas, street-level frontage should be primarily devoted to entrances, shop windows, or other displays

FIG 12.47:
Orientation

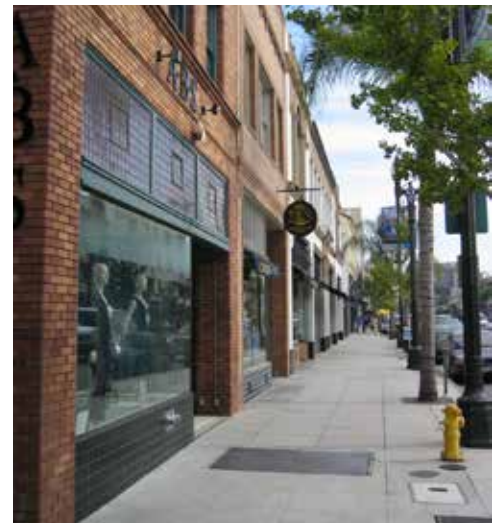
All retail buildings should have a primary entrance facing a public right of way



The primary front facade of any building should be located at the property line

FIG 12.48:
Transparency

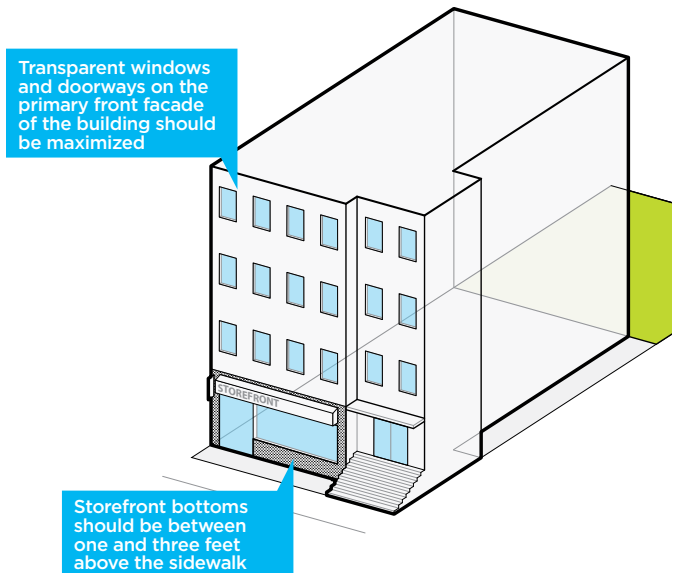
Street-level retail should contribute to active and engaging streetscapes



- In order to preserve the continuity and quality of the pedestrian environment, curb cuts for parking and service uses are strongly discouraged along retail frontages
- Clear un-tinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings
- Storefront window bottoms should be between one and three feet above sidewalk grade
- Where a substantial length of windowless wall is found to be unavoidable, eye-level displays, a contrast in wall treatment, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian area vitality
- Retail facades should be compatible with the proportions and design features of the residential and/or commercial facades above, as well as the facades of adjacent buildings
- Retail frontage is encouraged to have recessed or projecting bays, expression of architectural or structural modules and detail, and/or variations, such as surface relief, expressed joints and details, color, and texture
- The fronts of adjacent stores should be designed individually rather than according to a repeated template
- Drive-through service windows should only be located on the side or in the rear of a property and be internal to the block or accessible from an alley
- All security grilles should be of the open mesh variety so as to maintain storefront transparency but may have a solid portion at the base that does not exceed the height of the bulkhead it covers
 - » Consider installing internal gates that do not obscure the facade
- Create harmonious design themes, especially consistently located signage, where possible, to unify individual stores and create memorable shopping districts

FIG 12.49:
Design

In neighborhood retail areas, street-level frontage should be primarily devoted to entrances, shop windows, or other displays



Regional Retail

The following guidelines apply only to C-R and a portion of I-L land use designations.

- Goals: Promote economic growth and job opportunities for Newark residents**
- Promote walkable neighborhoods with convenient connections to shopping**
- Support and expand existing nodes of commercial activity**

Orientation / Location

Goals: Encourage integration with the context and scale of the neighborhood and street

- In the downtown and along commercial corridors, large-scale city-serving retail should be integrated into the ground floor of mixed-use buildings promoting 24/7 activities
- At street level, at least 70% of the street wall should be located at the property line
- An inviting pedestrian experience should be maintained on the street
 - » Along primary streets, street-level frontage, where feasible, should be primarily devoted to entrances, shop windows, displays, or other visually interesting features
- Breaks in the street wall should be a maximum of 40 feet wide and should only be constructed to accommodate vehicular access to rear parking and pedestrian access to interior retail and parking, or to construct ample, well-lit public plazas
- Necessary back-of-house functions, such as service and loading areas, should be located away from major pedestrian routes and intersections and should not impact adjacent residential neighborhoods
 - » Access driveways should be minimized
- Parking should be oriented away from pedestrian routes
 - » Where this is not feasible, parking should be screened with landscaping elements, such as shrubs, trees, or vines

Transparency

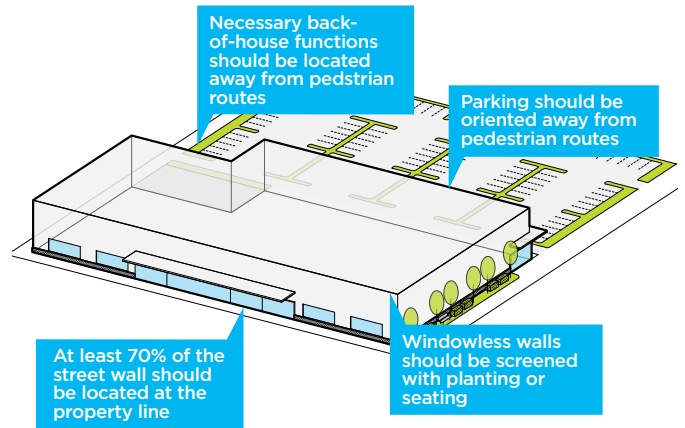
Goals: Encourage “eyes on the street” to promote community safety

Create active and engaging streetscapes

- The area of transparent windows and doorways on the primary front façade of the building should be maximized

FIG 12.50:
Orientation and Design

Along primary streets, street-level frontage, where feasible, should be primarily devoted to entrances, shop windows, displays, or other visually interesting features



Design Guidelines

Goals: Encourage high quality architecture and façade compositions

Encourage high quality retail environments that are safe and welcoming to pedestrians

- Clear un-tinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings
- Storefront window bottoms should be between one and three feet above sidewalk grade
- Where a substantial length of windowless wall is found to be unavoidable, eye-level displays, a contrast in wall treatment, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian area vitality
- Retail frontage should consider recessed or projecting bays, expression of architectural or structural modules and detail, and/or variations, such as surface relief, expressed joints and details, color, and texture
- Doors or entrances with public access should be provided at intervals no greater than 200 feet along a block
- Drive-through service windows should only be located on the side or in the rear of a property and be internal to the block or accessible from an alley
- Awnings and signage should be spaced and designed to indicate the building structure or individual retail units, as well as conform to signage guidelines described below
- All security grilles should be of the open mesh variety so as to maintain storefront transparency but may have a solid portion at the base that does not exceed the height of the bulkhead it covers
 - » Consider installing internal gates that do not obscure the facade

Used Car Lots

Design Guidelines

Goals: Minimize the impact of surface parking lots on the street

- Provide adequate screening from the sidewalk in the form of fencing or landscaping to attractively screen uses from pedestrians
 - » Screenings should be located on private property
- Setbacks from the property line are permitted to accommodate landscaping and other screening features, which might include climbing vines, trellises, trees, or similar landscape elements

FIG 12.51:

Parking

Parking should be screened from pedestrian routes with landscaping elements



- Curb cuts should be spaced and arranged to minimize sidewalk interruptions
- Sidewalk paving and scoring patterns should continue across the driveway
- Areas where cars are stored should be fully paved to prevent any leakage of oil or gasoline into the subsurface of the property
- Any structures or sales office should be a permanent structure with permanent foundations and should be visible from the sidewalk

Parking

Goals: Ensure that parking facilities are well integrated into their surrounding context and do not disturb pedestrian movement

Balance the needs of a pedestrian-oriented city with the vehicular accessibility needs of local businesses and commercial districts

General

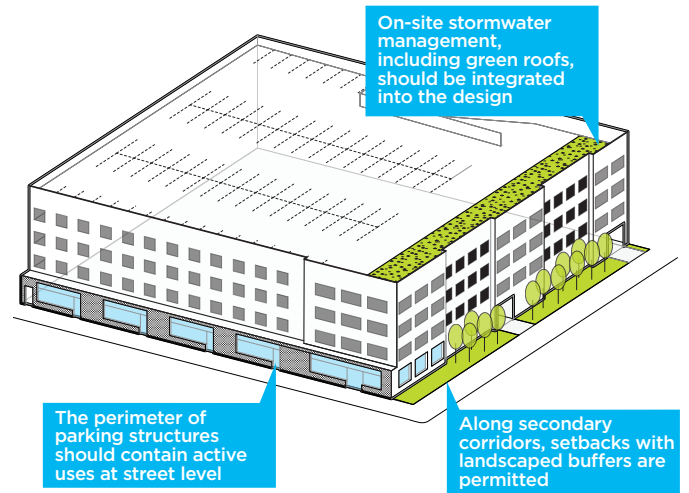
- The site design and size of any parking garage or surface parking lot should give consideration to existing parking opportunities within walking distance
- Where possible, multiple-use parking should be encouraged to maximize the utilization of parking spaces, while minimizing the total number of spaces required (e.g., combine commuter parking and retail parking within the same facility)

Garages

Orientation / Location

- At street level, the perimeter of a parking structure should avoid solid walls and contain active uses facing the sidewalk, where feasible, including but not limited to building entrances, lobbies, retail, or community facilities
 - » Parking garages along designated commercial corridors are required to have active street-level frontages
 - » Where an active perimeter cannot be provided (e.g., where entrance lobbies or retail are not feasible or desirable), the building base along the parking frontage should be designed with attention to detail compatible with adjacent buildings
- Along secondary streets, setbacks from the property line are permitted to accommodate landscaping and other buffer features
 - » These features might include climbing vines, trellises, trees, or similar landscape elements
- Curb cuts should be spaced and arranged to minimize sidewalk interruptions
- Sidewalk paving and scoring patterns should continue across the driveway
- Curb returns are not permitted

FIG 12.52: Parking Garages



Garages should be naturally ventilated, and facades should be partially enclosed or screened



Material and Design

- Garages should be naturally ventilated and lit where feasible to reduce energy consumption
- Signage and light sources internal to the parking structure should not be visible from outside the parking structure
 - » Lighting, particularly on parking decks, should not illuminate or produce glare to adjacent properties
- Parking garages should be compatible in color and materials with adjacent buildings and the development pattern in the neighborhood
 - » Public art and/or creative design and color schemes to make garage façade elevations aesthetically attractive and provocative to the street is encouraged
- In order to avoid open garages — for both aesthetics and safety — facades on all parking structures should be partially enclosed or screened
 - » 50% of the facade elevation should be enclosed for every floor except on retail streets
- If the garage is not located on a retail street with active ground-floor use standards, 50% of the area of the façade elevation above the ground floor (including any entries/exits) should be enclosed
 - » For all floors, parking garages are encouraged to use decorative exterior materials for enclosing and decorative screening of open areas
- All parking garages or structures with over 450 vehicles should have more than one entry/exit; the second entry/exit should be on a different street, if feasible
- Parking garages are encouraged to incorporate green roofs, sustainable materials, solar panels, and exterior vegetative landscaping features where appropriate
- Enough queuing area should be provided inside the facility to prevent entering cars from blocking the sidewalk
- Stairs and elevators should be located visibly near entrances and be well lit
- On-site stormwater management should be considered as an integrated component of the design

FIG 12.53:
Parking Garages

Green roofs and exterior vegetative landscaping features are encouraged



Parking garages should be compatible in color and materials with adjacent buildings and the development pattern in the neighborhood



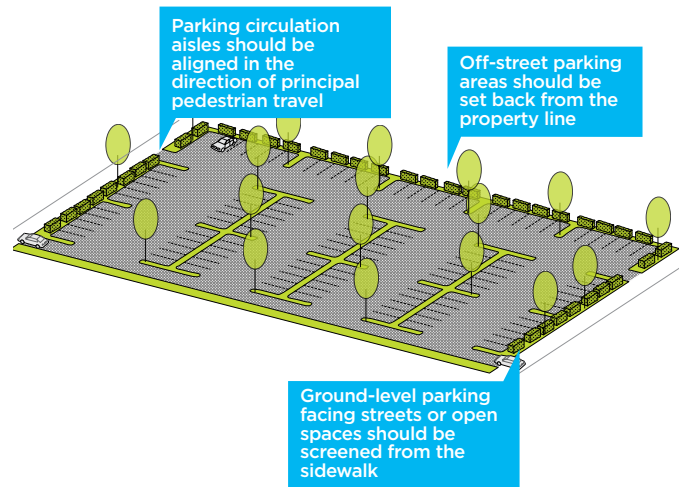
Surface Parking Lots

- Provide screening from the sidewalk with a buffer zone of planting of shrubs and trees
 - » Fencing around the perimeter of a parking lot should be designed to integrate well with its context and neighboring buildings
- Off-street parking areas should be set back from property lines along rights of way, excluding alleys
- Provide interior landscaping and green infrastructure elements to mitigate large pavement areas and manage stormwater on site
- Provide frequent openings for pedestrian access, including at corners
- The maximum driveway width at the lot line should be one car width for less than 10 parking spaces and two car widths for 10 or more parking spaces
- Sidewalk paving and scoring patterns should continue across the driveway
- Curb returns are not permitted
- Parking circulation aisles should be aligned in the direction of principal pedestrian travel, and walkways should be provided through landscaped areas at convenient locations
 - » Paved areas for pedestrian travel within landscaped islands should be provided in addition to required landscaping on that island

Landscaping

- Parking lots of more than six vehicles but less than 20 should provide plantings of a hardy (salt-, shade-, and drought-resistant) evergreen hedge-forming shrub variety
 - » Such planting should be located adjacent to the parking areas or along all property lines adjacent to such parking areas
 - » Such plantings may be substituted by a combination of plantings and walls or other opaque, durable, and decorative permitted fencing that sufficiently screens automobile headlights, provided that opaque fencing or walls are not placed along a lot line bordering a public right of way
 - » Chain link fencing with or without vinyl slats should not be permitted as a substitute for such plantings
- For parking lots with more than 20 spaces, the following landscaping requirements are recommended in addition to those above:
 - » There should be sufficient landscaping with appropriate trees, shrubs, ground cover, or other plant materials

FIG 12.54: Surface Parking



within the lot to assure the establishment of a safe, convenient, and attractive facility

- » Trees should be evenly distributed within the parking lot so that at tree maturity, 40% of the parking stalls, backup, and loading areas will be shaded at noon
- Raised planting islands, where appropriate, should be provided as necessary to guide vehicle movement and separate opposing rows of parking spaces, as well as to provide adequate space for plant growth, pedestrian circulation, and vehicle overhang
 - » Such raised planting islands and the landscaping within them should be designed and arranged so as to provide vertical definition to major traffic circulation aisles, entrances and exits, to channel interior traffic flow, to prevent the indiscriminate diagonal movement of vehicles, and to provide cooling shade and visual relief
 - » Curbs of such islands should be designed so as to facilitate surface drainage
- Parking lots should be designed with sufficient pervious surfaces to control stormwater run-off on site
 - » Curbing design should allow for the passage of stormwater into planted receiving areas and buffer strips (bio-swales) before discharge to a drainage system

Signage

Signage guidelines apply to commercial signage in the downtown, neighborhood commercial districts, and mixed-use corridors.

Goals: Reduce visual clutter, improve legibility, and promote a cohesive visual character

Orientation / Location

- No sign should extend or project above the highest elevation of the wall to which it is attached or above the lowest part of the roofline of the building, whichever is less
- Building signs should not obscure, conflict with, or cover any architectural element and must be aligned with major building elements, such as windows, trim, and structure lines
 - » No portion of a wall or blade sign should obscure any window
- No signs should be placed on public fences, walls, utility poles, trees, railway or road bridges, bridge supports or abutments, retaining walls, parking meters, or water towers unless approved by the Municipal Council
- No sign should be placed on an accessory building
- No sign should be allowed which obstructs the view of vehicle operators or pedestrians entering a public roadway from any parking area, service drive, public driveway, alley, or other thoroughfare

Materials / Design

- Signs should be in harmony and consistent with the architecture of the building and related to the features of the building in terms of location, scale, color, lettering, materials, texture and depth
- Signs should not be dominant; rather, they should be proportionate and complementary to the building, existing signs, and surroundings
- There should be consistent sign design throughout a particular project; design elements include style of lettering, construction materials, size, and illumination
- Use simple, appropriate graphics, like solid colors, simple shapes, or stripes

FIG 12.55:
Signage

No sign should extend or project above the highest elevation of the wall to which it is attached



Signs should be in harmony and consistent with the architecture of the building



Empty Lots

Goals: Ensure that vacant lots do not adversely affect pedestrian safety or comfort and contribute to the continuity of a visually attractive streetscape

Maintain and enhance the value of surrounding properties

Maintenance and Appearance

- Remove any hazardous waste or debris
- Provide clean, simple fencing around the perimeter of the lot to prevent vandalism and dumping
- Plants growing in vacant lots contribute to the sustainability of the city by absorbing stormwater and reducing the urban heat island effect
 - » Maximizing this ecological benefit should be encouraged, however plants should be maintained and cut back to not overgrow property lines or invite rodents

Temporary Use

- Engage community partners to occupy lots with temporary uses, such as community gardens, public art, or playgrounds
 - » Participate in the Adopt-a-Lot Program and/or partner with the Greater Newark Conservancy or other community-based organizations
- Vacant lots along corridors should be activated with temporary uses, such as markets, festivals, art, or gardening

FIG 12.56:
Empty Lots

Occupy vacant lots with temporary uses, such as community gardens



Plants growing in vacant lots contribute to the sustainability of the city by absorbing stormwater and reducing the urban heat island effect



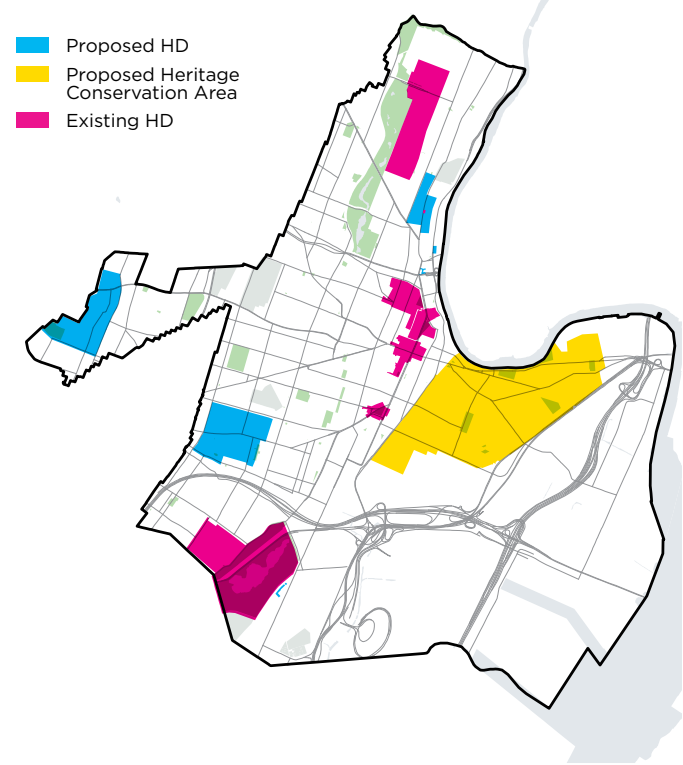
Historic Districts

Goals: Ensure that new development in historic districts enhances and preserves the critical elements that establish the character of the district

Design Character

- New development can enhance and preserve the distinctive qualities of a historic district if it is designed with consideration for the prevailing character and the effect it has on its surroundings
- Respect the character of older historic development nearby
- To conserve important design character in historic districts, some uniformity of detail, scale, proportion, texture, materials, color, and building form is desirable
- Buildings situated in designated historic districts should be preserved and maintained to their original designs and details
 - » Replacement materials must be as similar as possible to the original details, particularly on elements that are visible from public right of ways
- Modifications of buildings in historic districts should be consistent in design, dimension, and materials with the existing historic details

FIG 12.57: Historic Districts



Public Facilities

Goals: Ensure that the design and site planning of public facilities, including schools, libraries, police and fire stations, and administrative buildings, promote Newark’s goal of creating a safe and pedestrian-oriented environment and are models of high quality sustainable design

Orientation / Location

- The primary street wall of any public facility should be located at the property line
 - » Additional setbacks, projections, stepbacks, modulations of built mass, and articulations of the façade should be defined relative to the primary street wall
- Main entrances should be highly visible, be located along primary streets, and provide adequate gathering areas (e.g., for schools when students are let out)
 - » Entrances to parking should be located on side streets away from pedestrian flows
- Parking associated with public facilities should follow all urban design guidelines for surface parking lots as described above
- Ensure that building height, bulk, and materials are well integrated into the surrounding context, continue the street wall, and promote a sense of scale and safety for pedestrians

Design Guidelines

- Recognize that attractive, well-designed, and well-maintained public buildings, streets, and parks contribute to neighborhood quality and community pride and can stimulate private investment
- At street level, the perimeter of any public facility should contain active uses facing the sidewalk, such as building entrances and lobbies, and should be at least 50% transparent
- Public art and/or creative design and color schemes to highlight the civic purpose of the building and create an inviting environment should be considered for the façade and public areas within lobbies and grounds
- Material and design for public buildings should be of exemplary quality and meet high energy-efficiency and sustainability standards
 - » Consider waste management, energy production, and stormwater management as integrated components of site design

FIG 12.58: Orientation

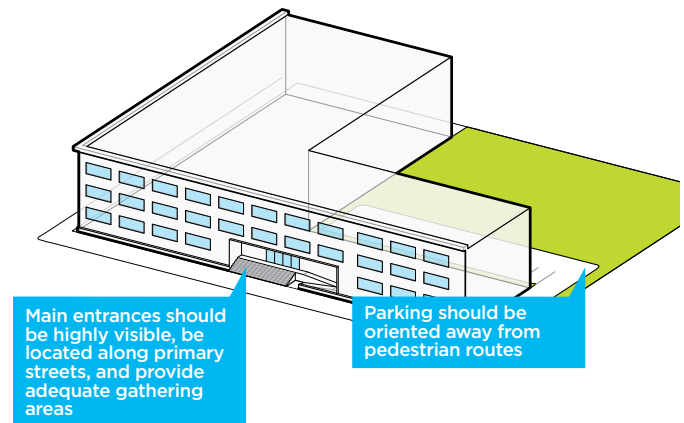
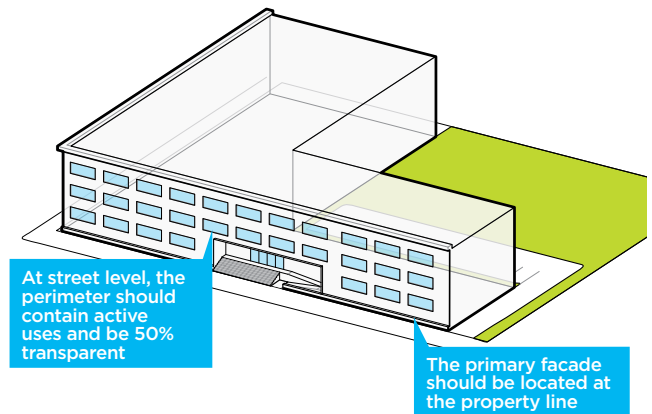


FIG 12.59: Design

Public art and/or creative design and color schemes should be considered to highlight the civic purpose of the building



- Unless otherwise noted, parking for public facilities is subject to the same guidelines and requirements as the general parking requirements described above
- Create a range of opportunities, from temporary to long term, for community partnerships in the programming and management of public facilities

Streets and Corridors

Goals: Promote safety and healthy living in the built environment

Develop active and comfortable neighborhood streets

Create vibrant, safe, and engaging pedestrian environments

Ensure that Newark's street network is designed and maintained with all users in mind, regardless of age or mode of transportation

Design streets that are balanced and safe for all modes, especially pedestrians

Complete Streets

General Sidewalk Standards

Goals: Promote safe, accessible, and welcoming public sidewalks

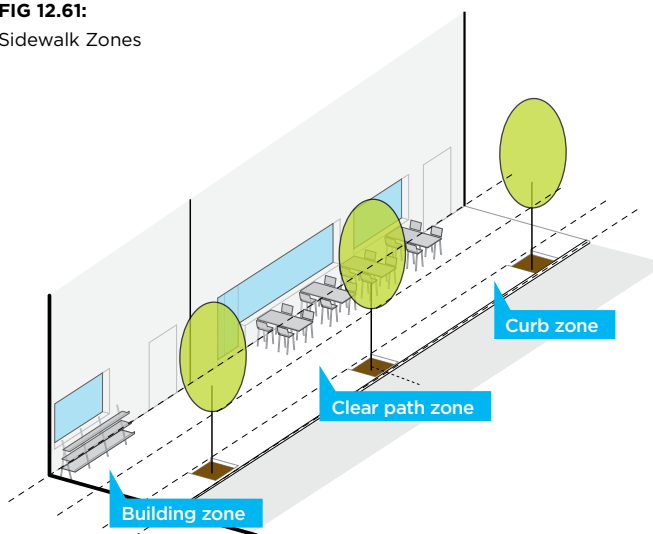
- Sidewalks can be differentiated into several zones that fulfill different purposes.
 - » The curb zone is the portion of the sidewalk closest to the roadway and generally the location for street trees, lighting, and other street furniture. It should have a minimum of four feet unless otherwise noted.
 - » The clear path zone is the portion of the sidewalk adjacent to the curb zone. This is the area that should be maintained free of vertical obstructions and with an even surface for pedestrian circulation. The minimum width of the clear path zone should be six feet.
 - » The building zone is the portion of the sidewalk closest to the adjacent building. Elements related to adjacent activities, such as outdoor seating, merchandise, awnings, and building signage may be placed in this zone. A maximum of 50% of the sidewalk may be counted towards the building zone, provided that minimum dimensions for the clear path zone and curb zone are met.
- Where total sidewalk width varies within a block, priority should be given to establishing a continuous clear path zone

FIG 12.60:
Complete Streets

Streets should be balanced and safe for all modes, especially pedestrians



FIG 12.61:
Sidewalk Zones



Paving

Goals: Ensure that sidewalks are well designed and easily maintained

- The minimum standard for sidewalk pavement should consist of durable material of colors and textures that are resistant to or hide stains
 - » Material can be tinted concrete or tinted concrete with exposed aggregate
 - » A consistent scoring pattern of five by five feet should be used for all sidewalk paving of concrete material
- Decorative brick pavers or hexagonal asphalt pavers may be used to highlight certain areas of the sidewalk, such as furniture zones, entrances to buildings, or corners
- Alternatively, permeable pavers may be used to reduce run-off and promote healthier street streets and urban forestry
 - » This material requires an annual maintenance program, which includes sweeping and replacing gravel, to maintain its permeability
 - » Permeable pavers are encouraged for driveways
 - » Rubber pavers may be used in areas where mature trees may heave, crack or damage other pavement choice; they minimize impact to existing root systems to ensure the long-term health of the trees

Landscaping

Goals: Promote the expansion of the city's tree canopy to create more welcoming streets and neighborhoods

Reduce the urban heat island effect

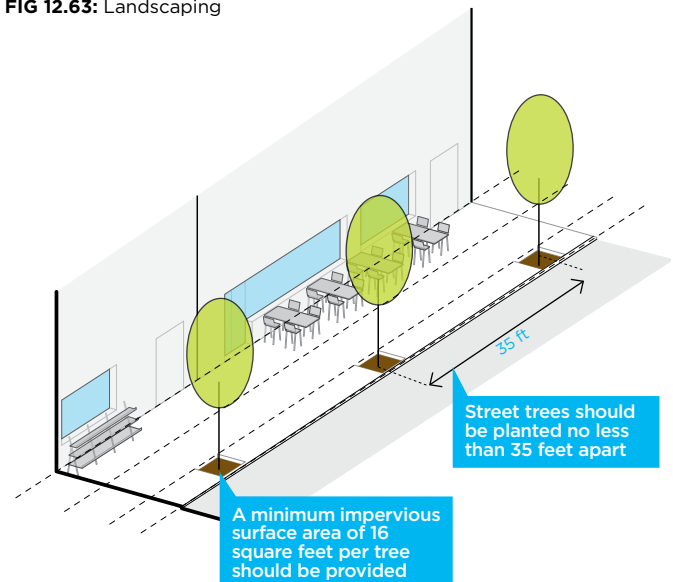
- Trees should be planted no less than 35 feet on-center along public streets in the right of way against the curb between the site's lot line and the curb – unless specifically prohibited by the Newark Division of Traffic and Signals
- There should be a minimum impervious surface area of 16 square feet per tree
- Trees should be staked or guyed for a minimum of one year after planting to promote straight growth and prevent damage from wind or vandalism
- Open tree pits are preferred due to minimal maintenance and cost
 - » Standard pit dimensions are four by six feet; where this is not possible due to sidewalk conditions, four by four feet pits are permissible
 - » Standard pit detail includes cobble or brick edges

FIG 12.62:
Paving

Decorative brick pavers or hexagonal asphalt pavers may be used to highlight certain areas of the sidewalk



FIG 12.63: Landscaping



Open tree pits with cobble or brick edges are encouraged



- » Property owners should be encouraged to “adopt” and plant additional vegetation and maintain tree pits in front of their property; in certain areas, the local Business Improvement District will provide seasonal plant material for the pits
- » Per ADA standards, at least three feet of sidewalk width must be unobstructed; in locations where sidewalks are too narrow to accommodate open pits, grates may be used

Bio-Swales

- Bio-Swales or infiltration planters are encouraged to capture and filter stormwater runoff from streets and/or sidewalks
 - » They require annual maintenance and should only be installed in areas that have established maintenance programs

Planters

- Alternatively, plants in planters may be installed in areas where maintenance programs can guarantee the longevity of these plants (e.g., in business improvement districts)
- Planters should be placed close to the curb and should be of durable material complementing the colors and material of the surrounding properties and streetscape
- No signage other than a district logo or similarly reduced message should be attached or engrave into the planter
- Planters (both pots and infiltration planters) should only be used for low shrubs and flowers if a maintenance agreement exists between the City and a property owner, business owner, or non-profit partner
- Planters should only be used for trees if underground utilities prevent the construction of tree pits along a whole block

Street Furniture

Goals: Ensure that the placement of streetscape elements creates safe, accessible, and welcoming public sidewalks

Benches

- Benches should be placed only at bus stops and on high traffic corners following approval by the City of Newark
 - » For all other areas, a maintenance agreement between a property or business owner and the City is required

FIG 12.64:
Landscaping

Bio-swales or infiltration planters are encouraged to capture and filter stormwater runoff from streets and/or sidewalks



Planters should be used for low shrubs and flowers



FIG 12.65:
Benches

Benches should be placed only at bus stops and on high traffic corners following approval by the City of Newark



Trash Receptacles

- Trash receptacles should always be placed at the following locations:
 - » Adjacent to benches
 - » Adjacent to bus stops, regardless as to whether benches or shelters exist
 - » At all four corners of an intersection
 - » On commercial strips, at least two but no more than four trash cans per block (one side) are sufficient depending on the length of the block and the presence of benches and bus stops

Bus Shelters

- The approval and installation of bus shelters is coordinated by the Newark Division of Traffic and Signals
 - » Where sidewalk width is insufficient for bus shelter placement (i.e., less than six feet wide), benches are to be used
- Bus shelters should be coordinated with all sidewalk design and should not impede the placement of street trees or obstruct traffic signs or entrances into adjacent buildings

Bike Racks

- Bicycle racks should be installed where demand is established or anticipated and where sidewalk dimensions allow for it
 - » Racks should be placed adjacent to commercial properties and destination institutions (e.g., libraries)
 - » Approval from the property or business owner is recommended for all installations
- Any new construction that provides off-street parking for vehicles should provide safe parking for bicycles on its premises

News Racks

- News racks should be placed in the curb zone of a sidewalk

Vendors

- Vendors should be located within the curb zone and must leave a minimum clear path of six feet between their cart or table and the nearest property line
- Sidewalk vending carts should not be more than five feet wide and six feet long
- Vendors should be prohibited from using gasoline powered electric generators
- Vendors should be prohibited from exceeding sound levels of 65 decibels
- No element of the vending activity may interfere with access to any building, including any path of travel
- All food vendors should provide at least one durable trash receptacle adjacent to the vending area; recycling receptacles are encouraged

FIG 12.66:
Bus Shelter

Bus shelters should be coordinated with all sidewalk design and should not impede the placement of street trees or obstruct traffic signs or entrances into adjacent buildings



FIG 12.67:
Bike Racks

Bicycle racks should be installed where demand is established or anticipated



Utilities

- All new or relocated cabinets should be located within adjacent buildings; access doors should be flush with the building surface
- When it is impossible to functionally locate a cabinet within an adjacent building, cabinets should be placed in the curb zone of a sidewalk

Bollards

- Where on-street parking is permitted, bollards should be placed 18 inches from the curb
- The standard bollard spacing is six feet
- Removable bollards are required in locations that require emergency vehicle access

Banners and Seasonal Decoration

- Banners and other streetscape decoration hung from street light poles should not obstruct in any way the public's view of traffic signals, street signs, or any other City-approved signs
- Banners should be made of durable cloth, canvas, or nylon

Sidewalk Cafés

- Permits for outdoor seating for eating and drinking establishments are subject to the following guidelines for placement and design:
 - » Sidewalk café seating is typically located in the building zone of a sidewalk; where space permits, seating may also be located in the curb zone provided that a minimum clear path of six feet is maintained
 - » Café divider systems or railings should be movable and not attached to the paving
 - » The sidewalk paving should not be painted, landscaped, covered, or altered in any way
 - » Movable planters are acceptable as a divider as long as they can be moved at any time; planters must be internally drained or include drain saucers
 - » No element of a sidewalk café may interfere with access to any building, including any path of travel or ingress/egress
 - » Food trays or cars, receptacles for dirty dishes, trays, or carts for linen and utensils, and cooking appliances should not be placed or stored on any portion of the sidewalk
 - » One trash receptacle should be provided in the sidewalk area during hours of operation and should be clean, sanitary, and in good repair at all times
 - » All umbrellas, tables, chairs, and other portable appurtenances should be removed from the area at the end of each business day or at the hour specified on the permit
 - » Tables and chairs must be clean, sanitary, and in good repair at all times

FIG 12.68:

Banners

Banners and seasonal decorations can enliven streets



FIG 12.69:

Sidewalk Cafés

No element of a sidewalk café may interfere with access to any building, including any path of travel or ingress/egress



Pedestrian Safety

Goals: Ensure that streets are designed to promote pedestrian safety, especially for children and along routes to schools and transit

- In order to ensure pedestrian safety at intersections, no streetscape elements (with the exception of necessary traffic signals and trash receptacles) should be placed within five feet of an intersection
- Crosswalks should be installed in a continuation of the clear path zone and should have a minimum width of 10 feet
 - » Crossing distance should be as short as possible
 - » Distances of more than 40 feet should provide a median rest area or extensions of the curb line to shorten the distance for pedestrians

Public Art

Goals: Promote neighborhood identity and pride in the public streetscape

- Public art should be used to enliven public and private spaces
 - » Public art can add humor, beauty, or a sense of history to the streetscape, as well as reinforce identity and a sense of place
- Any three-dimensional artwork should be restricted to sidewalks with sufficient space
 - » The artwork can be installed in either the curb zone or the building zone, provided that a minimum clear path of six feet is maintained
 - » Artwork should maintain a minimum distance of 24 inches from the curb
- Two-dimensional artwork on the surface of the sidewalk may be placed in any zone, including the pedestrian clear path, provided that it is not hazardous to pedestrian movement or conveys commercial intent
- Artwork that is attached to the building face may not extend into the path of travel of pedestrians

FIG 12.70:
Typical Complete
Street Intersection

No streetscape elements should be placed within five feet of an intersection

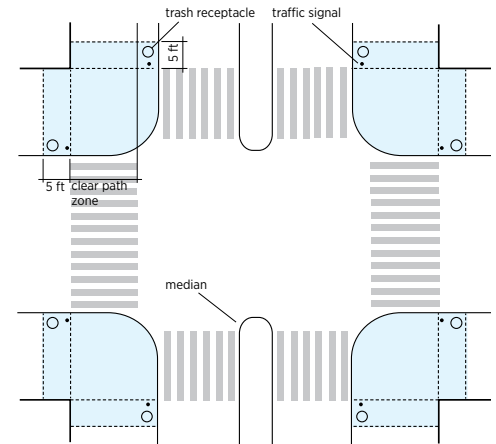


FIG 12.71:
Public Art

Public art should be used to enliven public and private spaces



Parking

Goals: Minimize the impact of street parking on streetscape design

- Street parking is encouraged on all public streets
- The minimum lane width for on-street parking should be eight feet
- Where possible, on street parking should be distinguished and delineated from the roadway through a change on surface material, such as paving, a low curb, or stripes

Bike Lanes

Goals: Encourage a coordinated network of safe and accessible bike routes

- See the Mobility Element for a citywide map of existing and proposed bicycle routes

Transit

Goals: Promote transit use with well-designed streets and transit stops

- On streets with high bus volume or on streets with high traffic volume and a Go Bus line, a dedicated bus lane should be installed to improve bus speeds and the reliability of bus service
- Dedicated bus lanes should be located directly adjacent to the curb or in the middle of the road with boarding islands (median bus lane)
- Dedicated bus lanes should be marked by striping, signs, and paved markings to indicate its preferred or exclusive use for buses
- Depending on bus service and traffic patterns throughout the day, bus lanes may be dedicated for portions of the day, but not permanently (e.g., during rush hour)
- A curb extension at a bus stop should be provided where such extension can enhance bus service and allow for the safer embarking and disembarking of passengers
- Such extensions will allow buses to stay in the moving lane while stopping, as well as prevent short-term parking in front of bus stops
- Bus bulbs should be long enough to encompass the front and rear doors of a bus and should be paved in similar material as the adjacent sidewalk

FIG 12.72:
Bike Lanes

See the Mobility Element for a citywide map of existing and proposed bicycle routes



FIG 12.73:
Transit

Dedicated bus lanes should be located directly adjacent to the curb or in the middle of the road (with boarding islands)

Curb extensions can improve service times and allow for the safe embarking and disembarking of passengers



Traffic Calming

Goals: Encourage safe neighborhoods with street designs that reduce traffic speeds and discourage through traffic

The following options are encouraged as traffic calming measures for residential streets per criteria established by the Newark Division of Traffic and Signals.

Speed Humps

- Raised speed reducers or speed humps/tables should be installed in streets where the design of the street does not reflect the desired vehicular speed
 - » Possible locations may be in front of schools, hospitals, and other areas where traffic speeds may otherwise endanger pedestrian movements
- A speed hump should be at least 13 feet long and three to four inches high
- A speed table can be 22 to 30 feet long and contain a flat section for midblock pedestrian crossings
- Appropriate warning signs must be installed in conjunction with any raised speed reducer
- Raised speed reducers should be located in the center of the roadway, leaving the gutter clear for proper drainage
- Recycled content should be used in paving materials

Curb Extensions

- Also known as neckdowns, curb extensions can enhance pedestrian safety by reducing crossing distances, relieve sidewalk crowding, and provide space for functional elements, such as seating, plantings, and furniture; in addition, curb extensions reduce traffic speed by physically and visually narrowing the roadway
- Curb extensions should match the pavement of the adjacent sidewalk
- Permeable surfaces should be maximized to reduce stormwater run-off
- Guards or wickets are permitted around planted areas where their use does not impede pedestrian flow
- Curb extensions should be installed at corners, at intersections with high pedestrian volume, near schools, where a two-way road transitions into a one-way road, to block wrong-way traffic, and next to pinch points on sidewalks
- Where there is a crosswalk, the curb extension should equal the width of the crosswalk

FIG 12.74:
Speed Humps

Raised speed reducers or speed humps/tables should be installed on streets where the design of the street does not reflect the desired vehicular speed



FIG 12.75:
Curb Extensions

Curb extensions can enhance pedestrian safety by reducing crossing distances



- Street furniture and plantings should be considered and meet the requirements as described above, but should not impede pedestrian flow
- Extensions must be designed in such a way that does not lead to flooding at the curb line
 - » Depending on location, this may require the design and installation of additional catch basins
- Vertical elements should be used to alert drivers of the narrowing of the roadbed

Mid-Block Narrowing

- Also referred to as a “choker,” mid-block narrowings reduce speeds by narrowing the roadbed in the middle of a block and alerting drivers to the presence of a mid-block crossing
 - » The mid-block extension can be occupied with planters or other street furniture
- The roadbed should be paved with distinctive pavers to further alert drivers of the change in geometry and the presence of pedestrians

Alternate Sides Extensions

- To reduce speed over the length of an entire block and discourage through traffic, curb extensions should be staggered on either side of the street
 - » These staggered curb extension should contain plantings and other vertical elements, including signage, that alert drivers of the extent of the traffic calming
- Alternate on-street parking can be used for a similar effect

Traffic Diverters

- In areas where a goal is to reduce motor vehicle through traffic, physical barriers should be used to make it impractical or impossible to use local streets for anything but local trips
 - » Barriers should be designed to divert motor vehicle movement but not bicycle and pedestrian movement
 - » The full closure of a segment of a street or the closure of one direction are appropriate strategies
- A raised curb should guide vehicle movement, and the barrier area should be designed to maximize permeable surfaces through permeable pavers and planting
- Signage, planting, and other vertical elements should alert drivers of the upcoming diverter

Medians

- On two-way multi-lane streets, such as gateway streets and corridors, the design and installation of a median should be considered
 - » The width and design of such medians can vary widely – from raised concrete islands to tree-lined promenades or intensively landscaped boulevards – depending on the width of the street, location, and opportunities for maintenance partnerships
- Medians should be wide enough (at least five feet) to provide refuge for pedestrians
 - » A large area should be provided at crossings to allow pedestrians to safely wait to cross the street
- No planting or other distinctive elements should reduce the width of a crosswalk crossing the median
- Tactile cues must be provided for pedestrians with visual impairments to indicate the border between the pedestrian refuge area and the motorized travel lanes
- Unpaved areas and planting should be used wherever possible to reduce stormwater run-off
- Where a full median is not feasible due to spatial constraints, a median refuge island at crossings should be considered to enhance pedestrian safety and shorten crossing distances

FIG 12.76:

Traffic Diverters

Barriers should be designed to divert vehicle movement but not bicycle and pedestrian movement



FIG 12.77:

Medians

On two-way multi-lane streets, such as gateway streets and corridors, the design and installation of a median should be considered



Traffic Circles / Roundabouts

- At lower traffic intersections, a traffic circle or roundabout should be installed in lieu of traffic signals or all-way stop signs
- Circles should be enhanced with plantings and other vertical elements to alert drivers of their presence
 - » Permeable surfaces and plantings should be maximized
 - » A curb and protective paved apron should be provided to protect plants from wide-turning vehicles
- Directional signage should be installed within the circle
 - » Raised speed reducers or a change in paving should be used at exit and entry into the roundabout
 - » To ensure the safety of cyclists and pedestrians, splitter islands, signs, and continuous bicycle lanes should be incorporated into the design of the roundabout

Raised Intersections and Crossings

- To increase pedestrian safety in areas with high pedestrian volume, a crossing or entire intersection may be raised to the level of the sidewalk
- Distinctive materials should be used to visually distinguish such an area from the roadbed
- Signage must be installed to alert drivers of the change in level
- Permeable pavers should be used in such designs to the extent possible
- Ramps for vehicles must be designed shallow enough to minimize the risk if vehicle damage

FIG 12.78:

Traffic Circles

Traffic Circles should be installed at lower traffic intersections



FIG 12.79:

Raised Intersections and Crossings

To increase pedestrian safety in areas with high pedestrian volume, a crossing or entire intersection may be raised to the level of the sidewalk



Low-Impact Design / Stormwater Management

Goals: Promote sustainable streetscape designs and decrease stormwater run-off, especially in combined sewer areas

Planted Areas

- Areas that are currently part of the public right of way but not part of a desired vehicular, bicycle, or pedestrian path should be considered for redesign to include plantings and permeable paving
 - » These include but are not limited to the many irregular intersections in Newark, whereby a corridor cuts diagonally through the grid of adjacent neighborhoods and, as result, creates large triangular areas of unused rights of way
- Areas should be designed to capture stormwater according to current standards
 - » They require annual maintenance and should only be installed in areas that have established maintenance programs

Bio-Swales

- Bio-swales or infiltration planters are encouraged to be used to capture and filter stormwater runoff from streets and/or sidewalks
 - » Bioswales are appropriate in areas of low foot traffic and where ribbon sidewalks are already common
- Swales should be at least 10 feet from building foundations
- Swales should be designed to be between five and 10 feet wide, with a two-foot flat bottom
- Longitudinal slopes should not be more than 5%
- To help sustain plant health, plant species should be chosen that require low maintenance and can tolerate frequent inundation, periods of drought, and salt
- Swales require annual maintenance and should only be installed in areas that have established maintenance programs

FIG 12.80:
Stormwater
Management

Bio-swales or infiltration planters are encouraged to be used to capture and filter stormwater runoff from streets and/or sidewalks



Corridors and Commercial Streets

Corridors include Bloomfield Avenue, Broadway, Clinton Avenue, Elizabeth Avenue, Frelinghuysen Avenue, McCarter Highway, Orange Street, Park Avenue, Raymond Boulevard, South Orange Avenue, and Springfield Avenue. These roads function as gateways into the city, as connectors between neighborhoods, and as arteries leading to the downtown. Several also have commercial uses and neighborhood shopping districts. These are Newark’s most heavily trafficked streets.

Goals: Develop corridors as safe, convenient, and attractive pedestrian environments that provide visual structure for the city across wards and connect Newark neighborhoods to the downtown and riverfront

Create a human-scale public realm on corridors that integrate transit, destinations, and pedestrian-oriented activities in order to increase commercial activity and promote new development opportunities

Encourage community-led improvements on corridors to promote resident pride in the built environment and enhance the character of Newark’s most trafficked streets

Encourage the installation of green infrastructure, green medians, and street trees along corridors to develop green arteries through the city

Buildings and Land use

- Concentrate development along corridors near existing active uses and encourage built form that complements surrounding scales and creates a continuous street wall
- Retail uses that activate the street should be located on the ground floor, with entrances located on the corridor
 - » Locate parking lots at the rear of the building
 - » Refer to the retail urban design guidelines, above

Pedestrian Realm

- Create an interesting and varied visual environment on corridors with street trees, plantings, tree grates, sidewalk materials, lighting, seating, and trash receptacles
- Support resident pride in city corridors through neighborhood-led initiatives, such as public art, gardens, and other strategies, to make them an integrated and highly visible part of the public realm
- Provide safe sidewalks with sufficient width to facilitate at least a six-foot clear path zone
- Prioritize pedestrian safety through traffic calming at appropriate locations, such as medians and curb extensions, especially where corridors intersect diagonally with the grid of adjacent neighborhoods
- Identify standards for road materials, bike and bus lanes, cross walks, sidewalk materials, curbs, pavers, trees and tree pits, lighting, and planters to be consistent throughout each commercial district

FIG 12.81: Commercial Street: Bloomfield Avenue
Potential street configuration

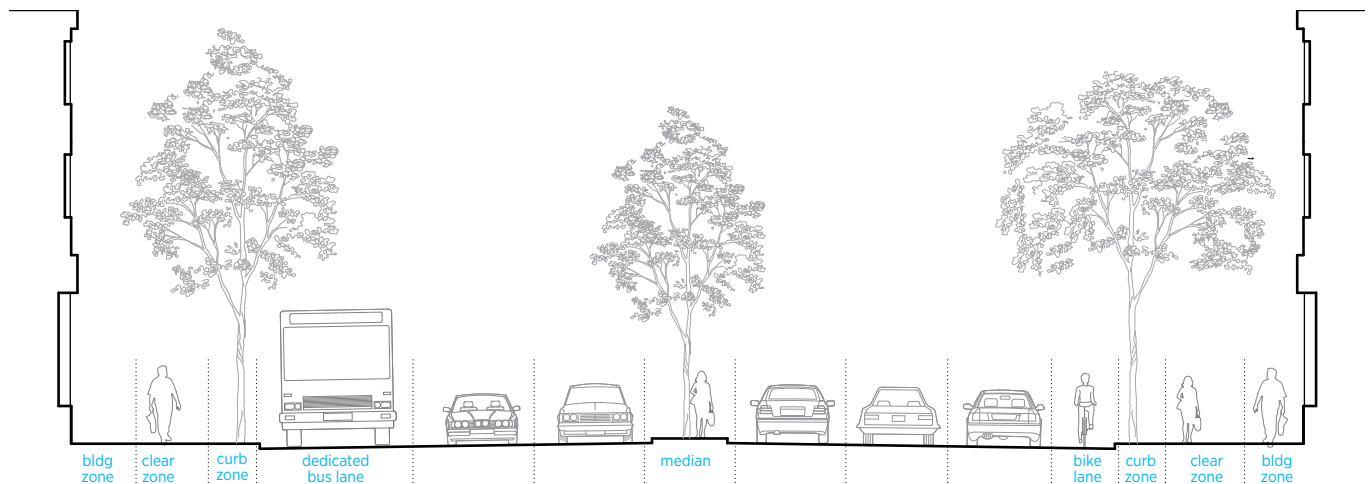
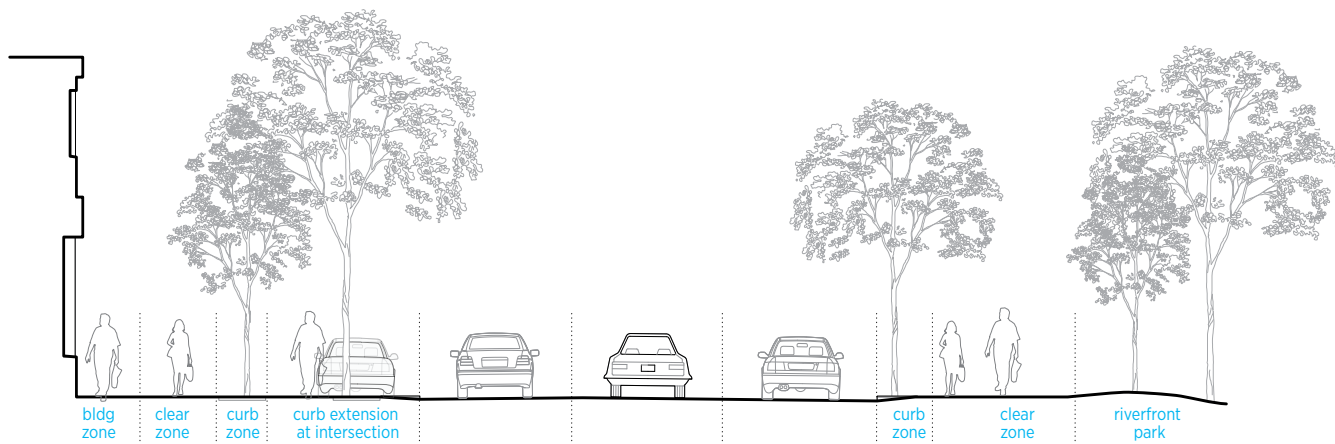


FIG 12.82: Gateway Street: Raymond Boulevard (between Fillmore and Reed Streets)

Potential street configuration



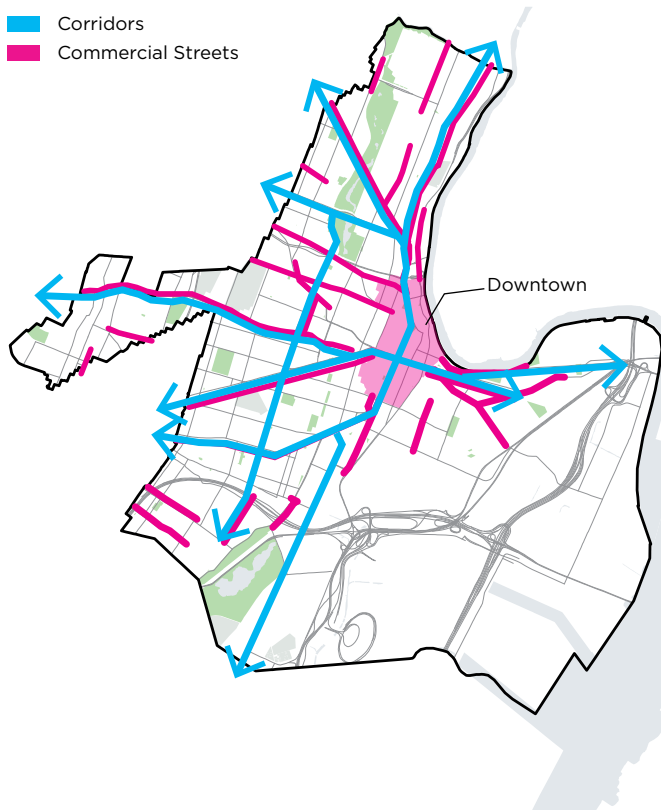
Urban Form

- Emphasize corridors as part of Newark’s visual identity and character by strengthening their relationship to the historic street grid and the urban pattern of surrounding neighborhoods.
- Preserve visual connections to the downtown and local neighborhood landmarks through building orientation, street wall, public art, and landscaping
- Areas in which street corridors terminate on buildings are important architectural opportunities and should be designed in a manner that reflects their importance
- Develop a distinct brand for each commercial district through art and streetscape improvements, building off local culture and history, to enhance pride in the area
- Support community-led initiatives to temporarily activate vacant ground-floor retail spaces and empty lots in commercial areas through events, “pop-up” stores, programming of underutilized parking and street space, and other forms of small-scale enterprise
- Promote higher densities of development and a mix of uses in order to establish commercial corridors as important destinations and neighborhood centers
- Where appropriate, provide paving, lighting, signage, landscaping, and other exterior furnishings to strengthen pedestrian connections between residential areas and commercial corridors

Gateway Streets

- Gateway points, such as large intersections, off-ramps, or bridges should be marked with public art, signage, lighting, and a landscaped median in order to signal the identity of Newark and one’s entrance into the city

FIG 12.83: Corridors and Commercial Streets



- Where possible, locate gateway elements so that they have a visual relationship to the downtown skyline, the riverfront, or other important symbolic elements of Newark’s built environment
- Odd-shaped sites where corridors intersect with the street grid are opportunities for architecturally outstanding developments

Residential Streets

Goals: Provide a safe, convenient, and attractive pedestrian environment on residential streets

Improve the quality of the visual environment on residential streets in order to enhance the unique identity of each neighborhood and support property values

Encourage community-led improvement of the public realm in neighborhoods, especially through the activation of vacant land and buildings, parks, and streets

Pedestrian Realm

- Provide a minimum sidewalk width of eight to 10 feet, with at least six feet of pedestrian clear path zone
 - Where possible, provide a four-foot curb zone with landscaping and street trees
 - Provide bulb-outs and pedestrian refuges at intersections, where appropriate, as well as traffic calming infrastructure, such as speed bumps, to discourage speeding and through-traffic on residential streets
 - Residential streets should be recognizable by the character of lighting, and lighting should promote pedestrian safety
 - » New residential development should contribute to street lighting through illuminated entrances
 - Encourage community-led public art, gardening, and other initiatives to enhance the visual quality of residential streetscapes and promote the unique character of individual streets
- Sidewalk paving and scoring patterns should continue across driveways
 - Tree planting should offer a rich canopy that covers the majority of the sidewalk and extends to the street
 - » The canopy should provide shade on the sidewalk but not be so thick as to prevent filtered sunshine
 - Infill trees should use species already established for that street or species with similar leaf type, color, and height
 - Tree removal for signage or streetscape elements is highly discouraged

Urban Form

- Create strong connections between residential areas and neighborhood centers, such as commercial corridors
- Where possible, remove asphalt to reveal brick paving in order to promote Newark's identity as "Brick City" and enhance the visual environment on residential streets

FIG 12.84: Residential Street: South 17th Street (between 14th and 15th Avenues)

Potential street configuration





NEIGHBORHOODS

The goal of the Neighborhoods Element is to lay the foundation for neighborhood planning and investment in Newark. On one level, it prioritizes municipal actions contained in the physical elements (e.g., Housing, Mobility, etc.) for implementation at the local level. On another, it serves as a tool for communities to ensure that projects and initiatives are consistent with self-expressed needs and desires.

For reasons of expediency, both political and economic, Newark has strayed from practicing planning in a comprehensive manner. Development decisions have too often been made on an individual, ad hoc basis without proper consideration of how such projects would affect the city, or a specific neighborhood, as a whole. Historically, planning in Newark has been a government-directed, “top down” process that lacks continuity between neighborhood-level priorities and the day-to-day decisions that affect how the city grows.

A more formal process is needed for proactive, citizen-centered planning that promotes direct connections between neighborhood planning, capital budgeting, and resource allocation, as well as land use and quality of life. Recent collaborations between City planners and communities have begun to bridge these gaps and facilitate a relationship that is built on inclusivity and trust. For instance, new neighborhood strategic and redevelopment plans in the downtown, Fairmount, Ironbound, Lincoln Park, Lower Broadway, University Heights, West Side, and other neighborhoods have been prepared with extensive community participation and insight. Planning staff are also partnering with community-based organizations to implement a diverse range of capital projects and programs throughout the city, including commercial streetscape and façade improvements, housing rehabilitation and development, open space creation, public art, and traffic calming and pedestrian safety initiatives.

The City will continue to partner with Newark’s neighborhoods in the planning and implementation of initiatives to promote healthy, safe, and connected communities. Such a partnership should:

- Be inclusive and transparent;
- Balance citywide and neighborhood goals, priorities, and resources;
- Result in the creation of capital plans and projects that are consistent with the Master Plan and tied to measurable, agreed-upon outcomes; and
- Ensure that all City departments with a direct impact on neighborhood quality of life are engaged, and that responses to neighborhood needs and initiatives are timely and well coordinated.

In supporting neighborhood planning efforts, the City will be challenged in accounting for different levels of neighborhood organizational capacity and need, as well as a wide range of market, land use, and physical conditions across Newark’s communities. This Element attempts to take stock of these conditions, while creating a framework for the implementation of key policies (e.g., zoning) and investments.

The City will continue to partner with Newark’s neighborhoods in the planning and implementation of initiatives to promote healthy, safe, and connected communities

Organization of the Element

Neighborhood Description, Assets, and Issues

At 20 public meetings and many more stakeholder interviews conducted in 2011 and 2012, the City and community leaders worked together to compile a body of neighborhood-level information and analysis, and to capture community visions, values, and ideas for each neighborhood.

Neighborhood Plans

This information was built on and incorporates the many existing community plans and advocacy efforts that have been ongoing in Newark over the past decade, which are summarized.

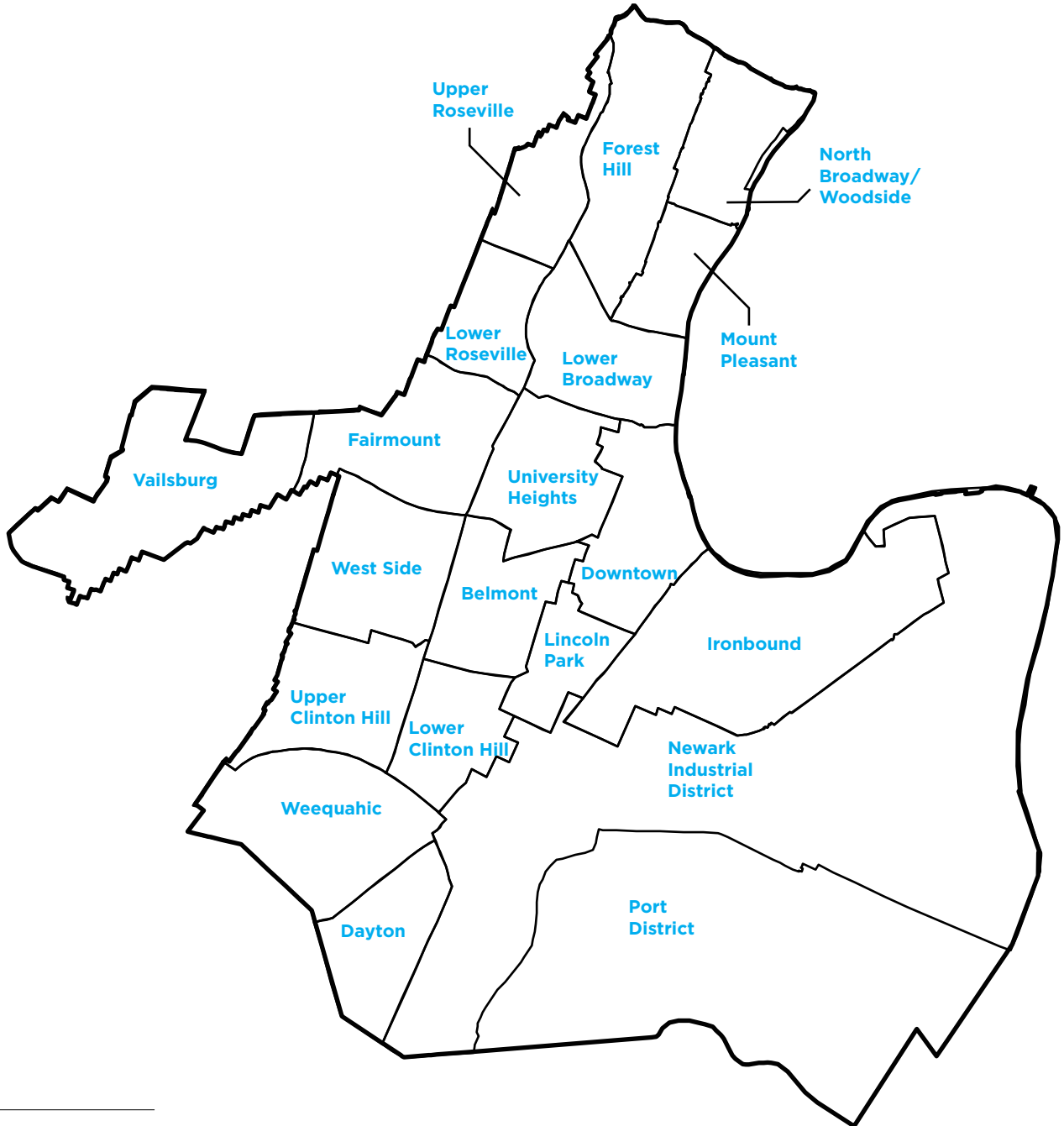
Future Land Use Plan

Proposed land use plans, which incorporate recommendations from existing plans and resident comments/feedback at the 20 public Master Plan meetings, are included. Key reforms in each neighborhood are highlighted.

Neighborhood Priorities

A series of neighborhood-level priorities are intended to guide physical development and improvements in Newark's neighborhoods through 2025.

FIG 12.1: Newark's Neighborhoods
Newark, NJ, 2011



Source: City of Newark

Orientation Scale



0 1 mi.

01. Upper Roseville

Neighborhood Description

The boundaries of the Upper Roseville neighborhood are 3rd Avenue to the south, Branch Brook Park and the Newark Light Rail right of way to the east, Franklin Avenue to the north, and the Newark municipal boundary with the City of East Orange to the west.

As the center of Italian culture in Newark during the 1960s, Roseville was home to Italian restaurants and bakeries, including Calandra's Bakery, which is still located at Bloomfield Avenue and First Avenue. Bloomfield Avenue is the neighborhood's main commercial corridor, linking western Essex County suburbs to Newark's downtown. Bloomfield Avenue is a primarily auto-oriented shopping corridor with a mix of retail and small office uses; there are also a number of mixed-use buildings, generally multi-stories with retail on the ground floor and storage, office, and residential uses on upper levels. There are some interruptions in the streetscape created by parking lots, but for the most part, buildings front directly on the sidewalk, creating a consistent street wall. Newark Schools Stadium, a prominent new facility, is located at the intersection of Bloomfield and Roseville Avenues. The stadium, nicknamed "The Old Lady of Bloomfield Avenue,"

was built in 1925 and is used for sporting events, including by local high schools. It was closed for reconstruction in 2006 and opened again in the fall of 2011.

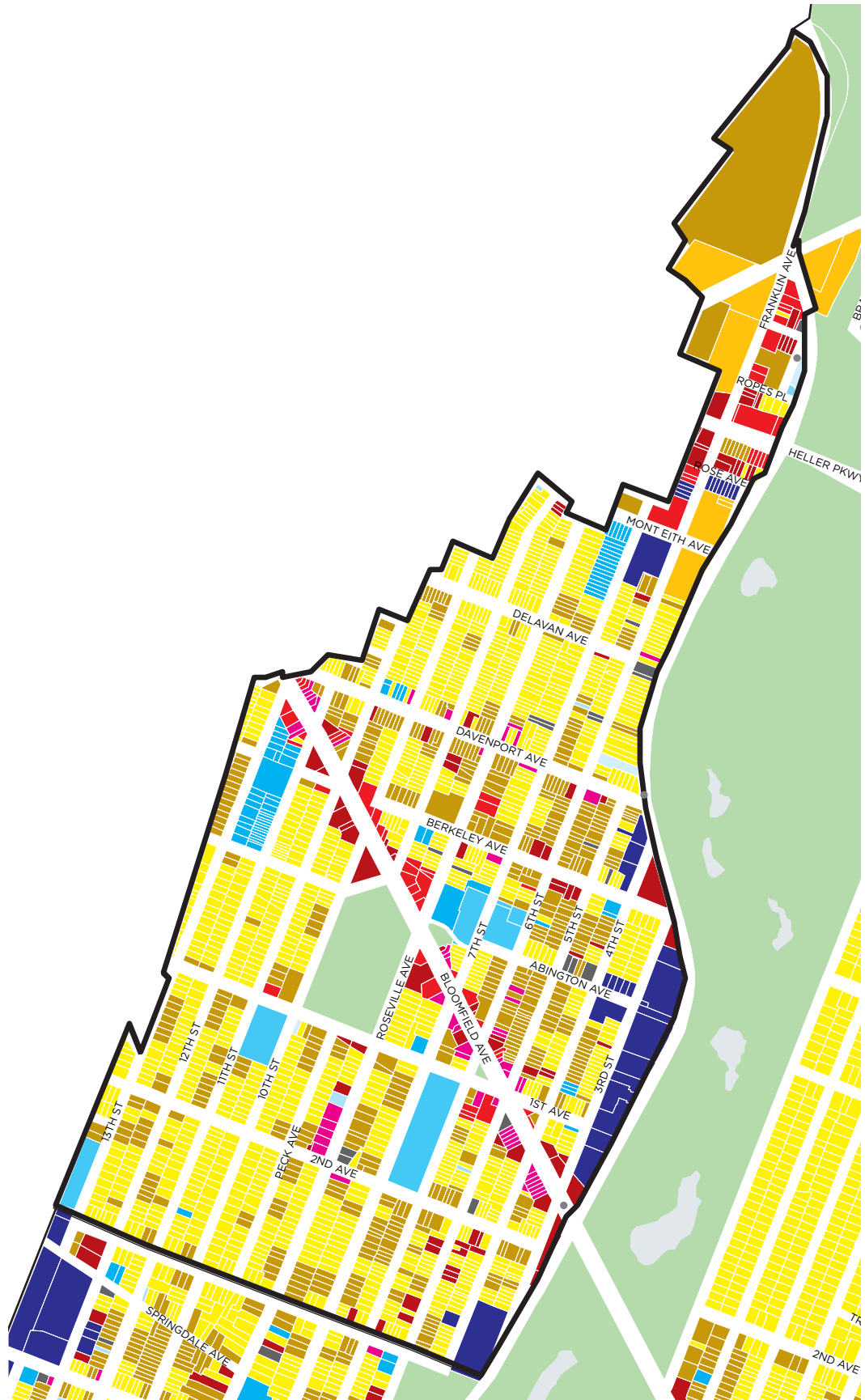
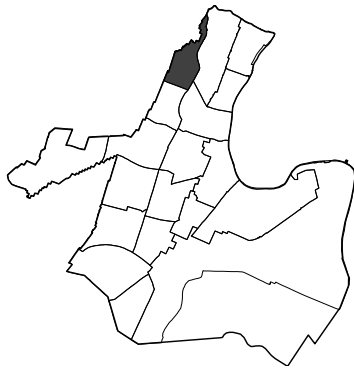
Further to the north, near the border with the Township of Belleville, there is also a concentration of relatively new commercial development in the vicinity of North 6th Street, Franklin Avenue, and Heller Parkway, proximate to the Branch Brook Park Light Rail Station. This retail area differs from Bloomfield Avenue in that it tends to be set back from the street with parking provided in front; it is comprised primarily of small-scale retail uses, such as fast food establishments, liquor stores, and convenience stores, although there is a small supermarket south of Heller Parkway and adjacent to Belleville. Opposite the stores along North 6th Street and Franklin Avenue, there are six high-rise buildings containing 750 senior apartments owned by the Newark Housing Authority.

Branch Brook Park lies to the east of Upper Roseville, though access to the park is limited somewhat by the Newark Light Rail right of way. Additional parks in the neighborhood include Salvatore Bontempo Memorial Park and St. Francis Park, a small plaza in front of St. Francis Xavier Church – both on Bloomfield Avenue. There are three Light Rail stations in Upper Roseville:



FIG 12.2: Existing Land Uses
Upper Roseville, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation

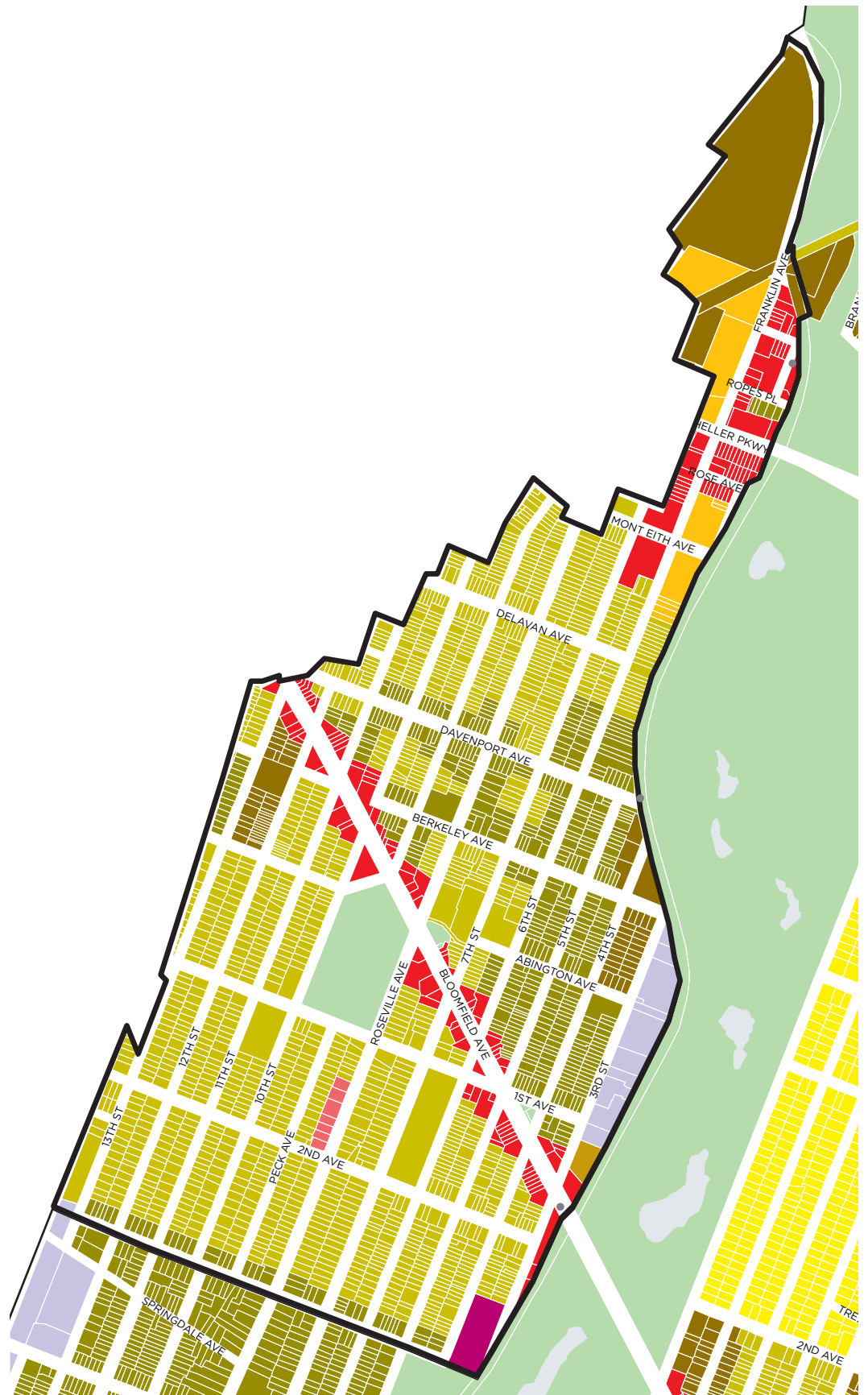


FIG 12.3: Future Land Use Plan
Upper Roseville, Newark, NJ, 2011



Zoning Amendments

1. R-2F and R-3F will preserve the scale and density of traditional residential areas
2. R-LM and R-HM will create opportunities for higher density residential development near 12th Street and Bloomfield Avenue, as well as on 3rd Street
3. C-C will expand commercial and retail development opportunities on Franklin Avenue, which is within walking distance of senior housing
4. I-L will preserve job-producing industrial land uses between 3rd Street and Branch Brook Park, which is within walking distance of residential areas





(1) the Bloomfield Avenue Station at Bloomfield Avenue and 3rd Street, with connections to the Go Bus; (2) the Davenport Avenue Station at Davenport Avenue, with a connection to Branch Brook Park; and (3) the Branch Brook Park Station on 5th Street north of Heller Parkway.

The Light Rail right of way is the former Morris Canal, which historically attracted industrial land uses along its route. Remnants of this manufacturing still exist, such as a mix of active industrial uses, abandoned buildings, and converted formerly industrial buildings. The demand for new housing in the area surrounding this historically industrial area has led to the demolition and replacement of some factories with residential buildings. New homes, for example, have been constructed directly across the street from industrial operations proximate to the Bloomfield Avenue Light Rail Station. In the southern portion of Upper Roseville, residential uses are generally one- to two-family, wood frame and brick row houses on smaller lots, while the northern reaches of this neighborhood, adjacent to Branch Brook Park, are characterized by high- and mid-rise residential uses.

There are several schools in Upper Roseville, including Dr. William H. Horten School, First Avenue School, Elliott Avenue School, and Abington Avenue School. Additionally, the old First Avenue School building is currently occupied by Elliott Street School from the North Broadway/Woodside neighborhood, which was destroyed

by a fire, and the Wilson Avenue School in the Ironbound has rented space in St. Anthony's School on the Belleville side of North 7th Street due to overcrowding. A private Catholic school affiliated with St. Francis Xavier Church is located on Bloomfield Avenue. Important institutions in this neighborhood include the Boys and Girls Club, which operates youth programs in the First Avenue School.

Assets

- Branch Brook Park
- Newark Schools Stadium
- Three Newark Light Rail stations
- Go Bus service along Bloomfield Avenue provides convenient access to the downtown, suburban Essex County, and Passaic County
- DeCamp bus service to Manhattan on Franklin Street
- Retail nodes on Bloomfield Avenue and Franklin Avenue / North 6th Street
- Healthy tree canopy on residential streets

Issues

- Lack of engagement among residents and stakeholders: no community development corporation, central convening

community-based organization, or geographically-focused merchants or homeowners associations

- Lack of access to Branch Brook Park as a result of Light Rail right of way
- Sidewalk and lighting conditions in the vicinity of the Bloomfield Avenue, Davenport, and Branch Brook Park Light Rail Stations need improvement
- Poor maintenance of the public realm and sidewalks on residential streets
- Vacant Columbus Hospital campus
- Lack of streetscape and pedestrian amenities along Bloomfield Avenue (a County highway)
- Poor pedestrian realm north of Heller Parkway / Franklin Street
- Speeding on north-south residential streets and Roseville Avenue
- Housing foreclosures

Typical Streets

Commercial Street

Bloomfield Avenue between 6th Street and 7th Street (north side)

Bloomfield Avenue is one of Newark's major commercial corridors. This county highway links Newark's downtown to Belleville and Bloomfield, and it continues west as the primary corridor for towns such as Montclair, Verona, and Caldwell. Newark's formerly thriving retail corridors have suffered from the shift to malls and strip retail, but Bloomfield Avenue in Newark has endured, with near-continuous retail and very limited vacancies – except along Branch Brook Park. One block south, a triangle is created by the intersection of 5th and 6th Streets, 1st Avenue, and Bloomfield Avenue, which is now Salvatore Bontempo Memorial Park. This small park features a unique stone crenellated tower, which is a memorial to Mayor Joseph E. Haynes and a former meter house for the Newark water supply. The Pequannock Gate, as the tower is officially called, is located at a point where the aqueducts from the Pequannock watershed meet the Newark city mains. The park

serves as a frontispiece to two additional North Ward institutions – Calandra's Bakery, a well-known old time bakery and the new First Avenue School, one of the few schools to have been built as a result of the Abbott Decision.

The street itself is wide with limited streetscape amenities for pedestrians. Crossing the street is dangerous given its width, heavy traffic, and high vehicle speeds. The buildings along Bloomfield Avenue are primarily two stories with retail on the ground floor and a mix of storage, office, or residential uses on the second floors. The buildings on the north side of the block front directly on the sidewalk, creating a consistent street wall, and have a mix of masonry and siding façades with some historical details and an array of types and quality of awnings, signage, and storefronts.

Upper Roseville Neighborhood Planning

The Upper Roseville community has not created a neighborhood plan.

Master Plan Recommendations

Neighborhood Priorities

1.1 Support the continued development of Bloomfield Avenue as a neighborhood-serving and regional commercial corridor

- Attract retail and commercial development
- Create a "gateway" where the boundaries of Belleville, Bloomfield, and Newark converge
- Support the development of a coalition of merchants and business owners to encourage local retail development and identify specific needs, such as streetscape and façade improvements

Bloomfield Avenue between 6th Street and 7th Street (north side)



1.2 Identify routes for improved pedestrian and bicycle connections to Branch Brook Park, and develop an implementation plan

- Plan for and identify opportunities to fund capital improvements within the community

1.3 Encourage the development of higher density mixed-income housing near the Branch Brook Park Light Rail Station

- Identify programs and initiatives to help community members address foreclosures and vacant property

1.4 Preserve job-producing land uses along the Branch Brook Park boundary

1.5 Identify and partner with neighborhood groups to increase capacity for neighborhood planning and the engagement of residents, merchants, and other stakeholders for various community improvement initiatives

- Encourage a process for ongoing planning led by local neighborhood leaders and advocates, and partner with the City for implementation

1.6 Partner with health care providers to offer more health services using Columbus Hospital's underutilized facilities or other venues along Bloomfield Avenue

02. Lower Roseville

Neighborhood Description

The boundaries of the Lower Roseville neighborhood are Interstate 280 to the south, Branch Brook Park and the Newark Light Rail right of way to the east, 3rd Avenue to the north, and the Newark municipal boundary with the City of East Orange to the west.

Lower Roseville is a mixed-use neighborhood. Orange Street, located in the southernmost portion of the area, serves as the neighborhood's principal shopping area, particularly at its intersection with Roseville Avenue. Park Avenue is the neighborhood's secondary commercial corridor. Commercial uses along these streets include small convenience-oriented establishments, either on the first floor of mixed-use buildings or in single-use, stand-alone buildings that front directly on the sidewalk. There is also a concentration of commercial uses, comprised primarily of fast food and auto-oriented uses, clustered around the Park Avenue Light Rail Station adjacent to Branch Brook Park.

A greater number of low- and mid-rise multifamily buildings can be found in Lower Roseville than in Upper Roseville – though the

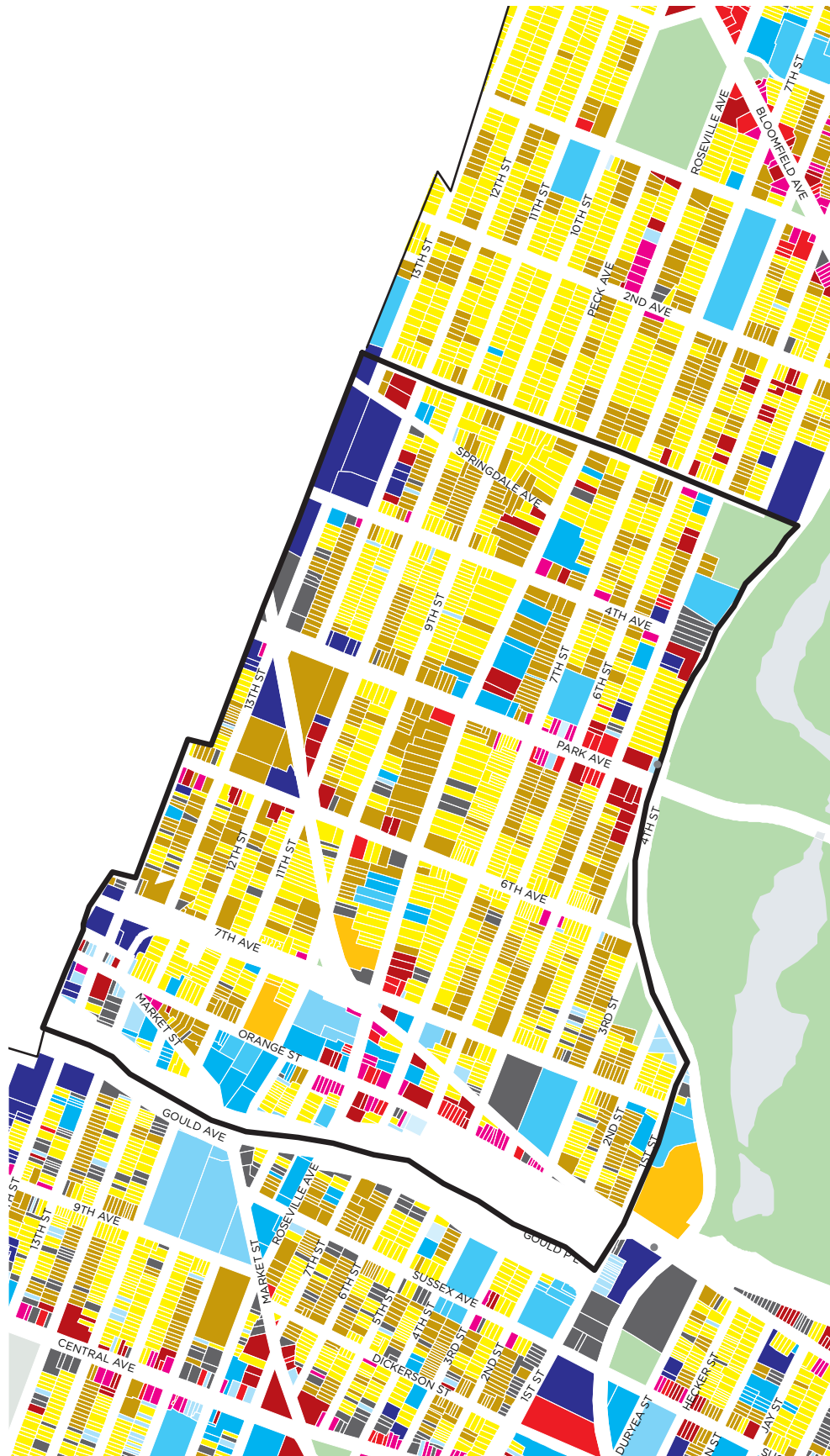
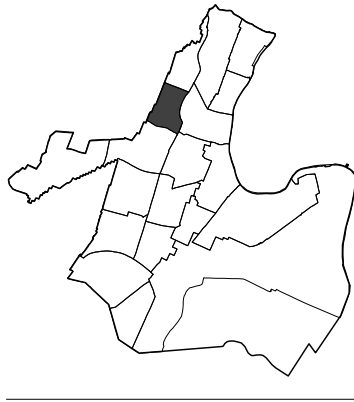
neighborhood's residential composition also includes detached and attached single- and two-family homes. Larger single-family homes from the late 19th century can be found along Roseville Avenue in the vicinity of Park Avenue; some have been repurposed for institutional uses or converted into multifamily units. Homes between 7th Avenue and I-280 are in the poorest condition, though this area has seen some new development in recent years. NJ Transit's Morris and Essex Line railroad right of way traverses the southern portion of the neighborhood, and a passenger station at 7th Avenue and North 9th Street was in operation until 1984. The railroad once served an industrial corridor here, the vestiges of which still exist along Newark's western boundary with East Orange.

In addition to Branch Brook Park, which is somewhat difficult to access due to the Newark Light Rail right of way, there are three parks in the Lower Roseville neighborhood: Kasberger Field on North 5th Street was renovated in 2010 to include new playing fields and an indoor batting cage; 1st Street Park and Thomas Silk Park were both renovated in 2009. There are a number of schools in Lower Roseville, including Roseville Avenue School, Dr. E. Alma Flagg School, Roseville Community Charter School, the Department of Children and Families Regional School, Audrey



FIG 12.4: Existing Land Uses
Lower Roseville, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation

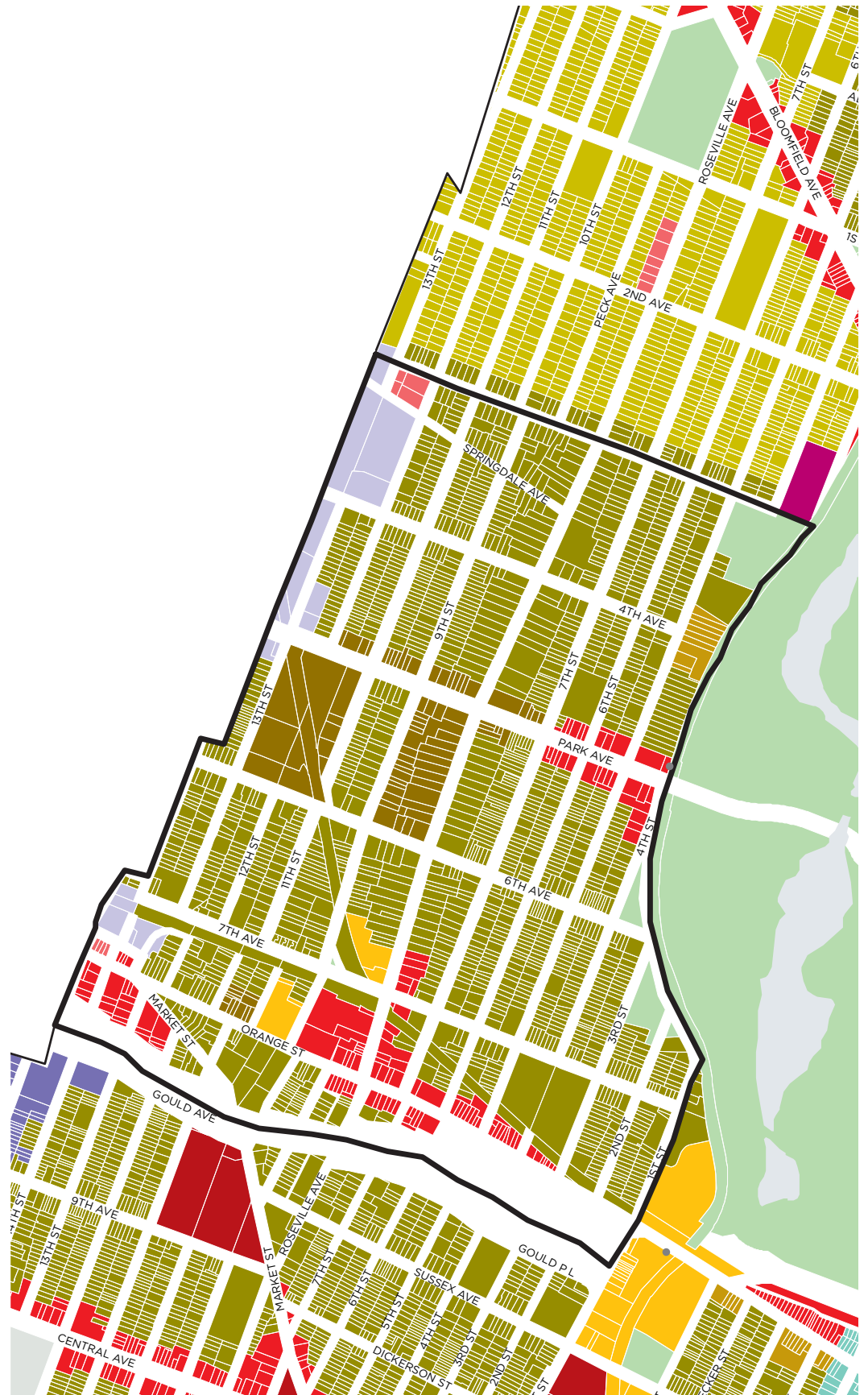


FIG 12.5: Future Land Use Plan
Lower Roseville, Newark, NJ, 2011



Zoning Amendments

1. R-3F will preserve the scale and density of residential areas south of 3rd Avenue
2. R-LM and R-HM will create opportunities for higher density residential development along Park Avenue, at 4th Avenue and 5th Street, and along Orange Street at 11th Street
3. C-C will expand commercial and retail development opportunities on Orange Street and Park Avenue
4. I-L will preserve job-producing industrial land uses along 12th, 13th, and 14th Streets at the municipal boundary



West Head Start Center, and Newark Business Training Institute. Important institutions in this neighborhood include the North Ward Cultural Center, New Community Corporation, Renaissance Church of Newark, and La Casa de Don Pedro Family Services and Childcare, which are generally concentrated along Roseville Avenue and Orange Street.

Assets

- Two Newark Light Rail stations
- Bus service to East Orange, Orange, Florham Park, East Hanover, Livingston, Parsippany, Montclair, and Newark Penn Station
- Two commercial nodes with neighborhood-serving retail (Orange Street and Park Avenue)
- Healthy tree canopy on some residential streets
- Historic buildings
- Roseville Avenue between 6th and 7th Avenues is a key development opportunity

Issues

- Although there are strong community-based organizations with a substantial presence in the neighborhood, there is no group focused primarily on neighborhood-wide issues
- Lack of access to Branch Brook Park as a result of Light Rail right of way
- Need for increased programming in Branch Brook Park
- Foreclosed and vacant residential properties, particularly south of Park Avenue, which are attracting rodents and crime
- Unimproved streetscapes on Park Avenue and Orange Street
- Bridges over Morris and Essex railroad right of way are structurally and aesthetically deficient
- Poor maintenance of the public realm and sidewalks on residential streets
- Poor condition of pedestrian amenities, including lighting, sidewalks, stairwells, and crosswalks leading to and around the Bloomfield and Park Avenue Light Rail Stations

- Lack of streetscape and pedestrian amenities along Bloomfield Avenue
- Lack of retail diversity on Bloomfield, Park, and Roseville Avenues
- Inconsistent street tree canopy
- Overcrowding in elementary schools
- Lack of bike lanes or facilities
- Several dangerous intersections

Typical Streets

Residential Street

Roseville Avenue between 2nd Avenue and 3rd Avenue (east side)

Roseville Avenue is a residential street with a mix of single-family homes, most of which have gated front yards and driveways that lead to a rear garage or carport. The buildings are consistently two and a half stories in height, though set backs range from enough space for a front lawn to just enough space to fit the front steps. Architecturally, there is some variation of style, though mostly in groupings of identical buildings. Building façade styles range from decorative columns with arched front porch canopies to modest front steps with simple A-frame roof covering. Many homes have vinyl or aluminum siding covering or obscuring unique architectural features. The street has a healthy tree canopy that extends the distance of the long block. Though there are areas for street planting along the sidewalk, these are mostly either filled in with asphalt or untended.

Lower Roseville Neighborhood Planning

The Lower Roseville community has not created a neighborhood plan.

Roseville Avenue between 2nd Avenue and 3rd Avenue (east side)



Master Plan Recommendations

Neighborhood Priorities

2.1 Improve pedestrian and bicycle connections to Branch Brook Park

- Enhance pedestrian amenities and create a neighborhood bicycle network

2.2 Support the continued development of Bloomfield Avenue as a neighborhood- and city-serving commercial corridor

- Attract retail and commercial development
- Implement streetscape improvements
- Create a “gateway” at the East Orange/Newark boundary

2.3 Support the continued development of Orange Street, Park Avenue, and Roseville Avenue as neighborhood-serving commercial corridors

- Attract retail and commercial development
- Develop a coalition of merchants and business owners on Orange Street and Park Avenue to improve these commercial areas and identify specific needs for streetscape and façade improvements

2.4 Rehabilitate foreclosed properties in residential areas, particularly south of Park Avenue

- Leverage development capacity and interest from the private and non-profit sectors to take advantage of City and State programs and initiatives to help community members address foreclosed and vacant properties

2.5 Support the redevelopment of vacant and abandoned properties on Roseville Avenue between 6th and 7th Avenues for residential and neighborhood services

2.6 Leverage the presence and capacity of La Casa de Don Pedro and New Communities Corporation to expand resident and stakeholder capacity, engage in planning, and work with the City to implement desired neighborhood improvements

- Plan and identify funding for capital improvements, including open space
- Create a process for ongoing planning led by local neighborhood leaders and advocates, and partner with the City for implementation

03. Forest Hill

Neighborhood Description

The boundaries of the Forest Hill neighborhood are Bloomfield Avenue to the south, both along and mid-block between Mount Prospect Avenue and Garside Street or Woodside Avenues to the east, the city's municipal boundary with the Township of Belleville to the north, and Branch Brook Park and the Newark Light Rail right of way to the west.

Forest Hill is a primarily residential neighborhood characterized by an interesting mix of architectural styles. Known for its late 19th and early 20th century mansions built by prosperous Newark families, a portion of the Forest Hill neighborhood, generally west of Mount Prospect Avenue and north of Elwood Avenue, was designated an historic district in 1990. While the interior of Forest Hill is almost entirely detached single-family residential in nature, multifamily residential buildings can be found in the northern and southernmost portions of the neighborhood, as

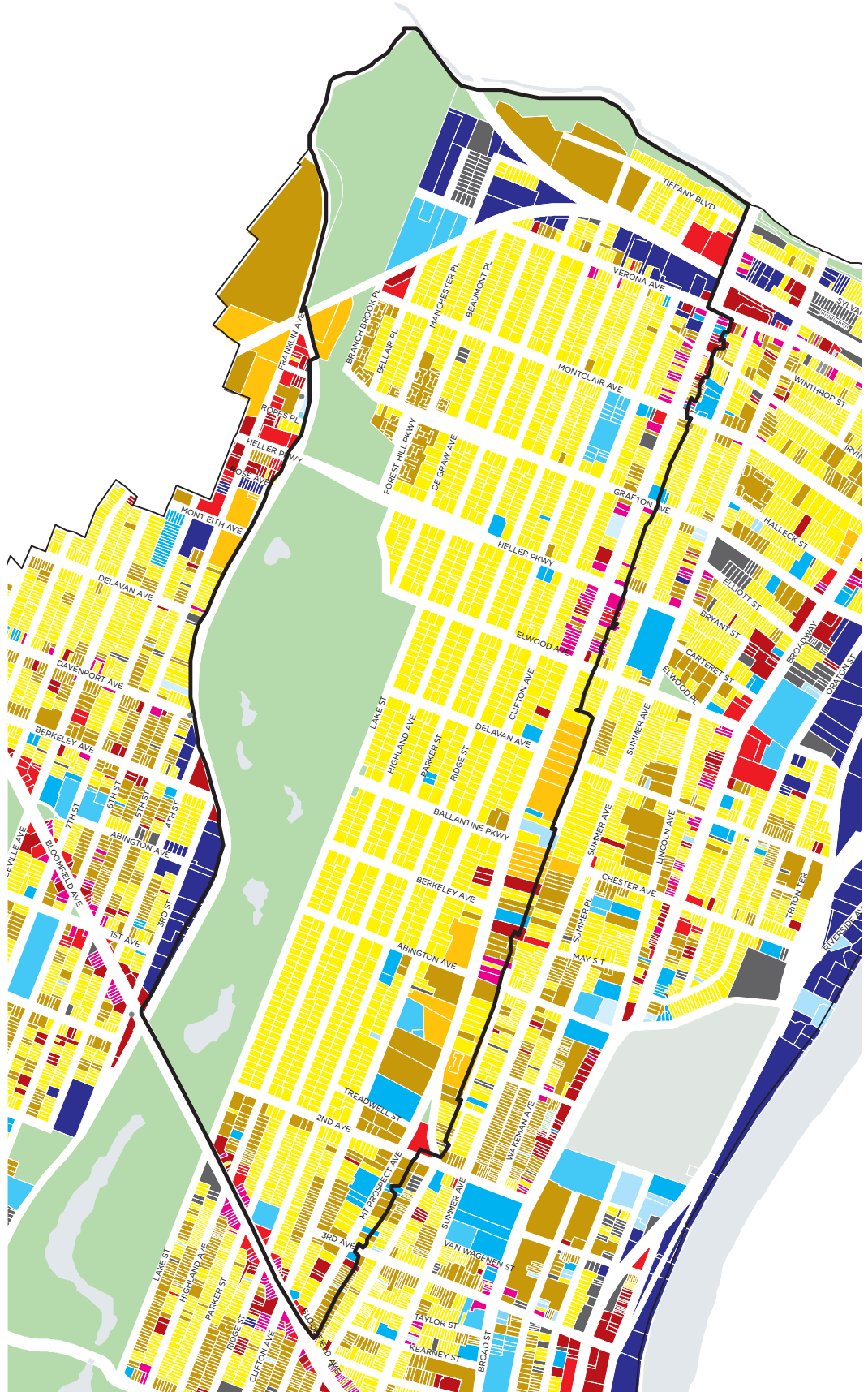
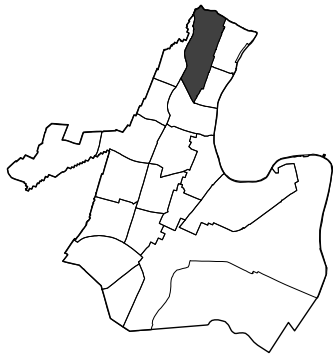
well as along Mount Prospect Avenue. The Forest Hill Terrace Apartments, for example, are comprised of approximately 15 low-rise multifamily buildings proximate to Grafton Avenue and Branch Brook Park's eastern boundary. Many of Forest Hill's homes have been preserved, though there has been development of some contextually inappropriate infill structures; illegal conversion of single-family homes into multifamily buildings; and conversion of homes into institutional residences that provide care for the mentally disabled.

The character of the Forest Hill neighborhood changes to the north of Verona Avenue, reflecting this area's industrial past. Historic freight lines, which served industrial land uses here until just after World War II, traverse the northernmost portion of the neighborhood. What remains of these industrial properties are located proximate to the railroad right of way, which is no longer operational. Many of these properties have become vacant or have been redeveloped in the intervening years. Just south of Newark's municipal boundary with Belleville, a silver plate jewelry factory



FIG 12.6: Existing Land Uses
Forest Hill, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation

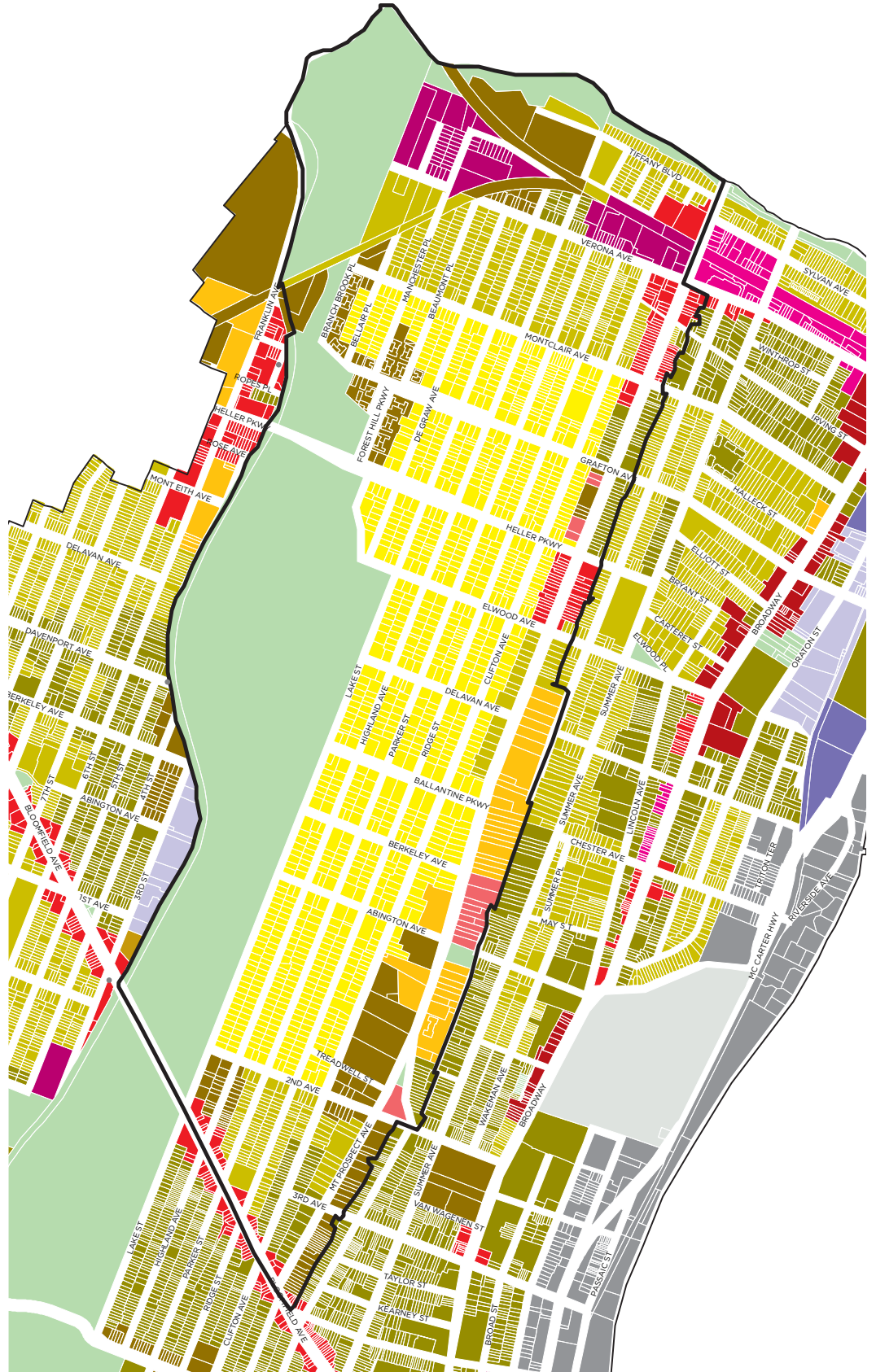


FIG 12.7: Future Land Use Plan
Forest Hill, Newark, NJ, 2011



Zoning Amendments

1. R-1F will preserve the character of the residential community and protect these areas from inappropriate intrusions
2. R-LM on Mount Prospect Avenue and Grafton Avenue near Branch Brook Place will allow for more intense residential development, while limiting building heights
3. R-HM on Mount Prospect Avenue creates opportunities for higher density residential development and commercial nodes at intersections with Heller Parkway and Montclair Avenue
4. C-R and C-C commercial nodes on Bloomfield Avenue and Mount Prospect Avenue (between Elwood Avenue and Tiffany Boulevard) will accommodate automotive retail uses and shopping centers
5. MX-2 on Verona Avenue and Manchester Place will allow for a range of residential, commercial, and light industrial uses





formerly owned by Tiffany & Company was converted to multifamily residential apartments and is now known as Tiffany Manor. Southwest of the Tiffany Manor apartments, Park Avenue Elementary School was also built on a former factory site.

There is a greater diversity of land uses along Mount Prospect Avenue, which runs north to south through Forest Hill and serves as the neighborhood's major commercial thoroughfare. There is a concentration of commercial establishments along Mount Prospect Avenue between Elwood Avenue and Heller Parkway, which are predominantly in mixed-use buildings fronting directly on the sidewalk, with residences above retail and small office uses. Traveling south, Mount Prospect Avenue becomes increasingly residential in character, with a mix of privately managed high-rise apartment buildings, low- and mid-rise multifamily buildings, and single-family residences. Small-scale commercial and mixed-use development can also be found along Bloomfield Avenue at the neighborhood's southern boundary.

Branch Brook Park is easily accessed from Forest Hill and is a defining feature of the neighborhood. The Second River, which serves as the city's northern boundary with Belleville, provides some additional open space in the northernmost portion of the

neighborhood. Schools include Branch Brook School, Ridge Street School, Robert Treat Academy Charter School, and Park School. Important institutions in the Forest Hill neighborhood include the Forest Hill Community Association, the North Ward Cultural Center, and the Residents for Community Action Senior Center.

Assets

- Strong neighborhood organizations, including the Forest Hill Community Association and the Mount Prospect Partnership
- Forest Hill Historic District
- Branch Brook Park
- Contains one of three business improvement districts (BIDs) in Newark, the Mount Prospect Partnership, on Mount Prospect Avenue
- Recent business façade and streetscape improvements – including paving, trees, lighting, exterior furnishings, and a bike lane – on Mount Prospect Avenue
- Access to physicians and medical services
- Light Rail service
- Bus service to the downtown, suburban Essex County, Passaic County, and New York City
- Healthy tree canopy on most streets
- Opportunity for community gardens near Ridge Street School

- Potential to convert vacant lots on Mount Prospect Avenue near Ballantine Parkway to open space
- Potential to extend Light Rail to Manchester Place and Mount Prospect Avenue via existing rail right of way
- Vacant parcel on Bloomfield Avenue between Lake Street and Highland Avenue presents an opportunity for new retail development

Issues

- Preservation of historic houses and landmark buildings
- Lack of or poor condition of signage and way-finding for Forest Hill Historic District
- Pedestrian safety
- Predominance of special needs housing in the neighborhood, particularly on Mount Prospect Avenue, is seen as a burden to further development
- Lack of parking on commercial streets
- Mount Prospect Avenue lacks pedestrian amenities and is a wide street that encourages speeding, which is also an issue throughout the neighborhood
- Poor pedestrian realm (e.g., low lighting) and lack of parking at Light Rail stations
- Poor drainage of walkway through Branch Brook Park to Davenport Light Rail Station
- Lack of retail options on Mount Prospect and Bloomfield Avenues

- Vacant housing on Highland Avenue north of Montclair Avenue
- Foreclosed houses on Verona Avenue
- Complete construction of addition to Ridge Street School to eliminate overcrowding
- Poor connections between schools, open spaces, and waterfront
- Limited recreation opportunities, especially after the Boys and Girls Club closed
- Lack of maintenance in Branch Brook Park (especially lighting along Bloomfield Avenue)
- Mount Prospect Park is in need of renovation
- Although Branch Brook Park is designed as a passive park to enjoy nature, there is constant pressure to increase active recreation facilities

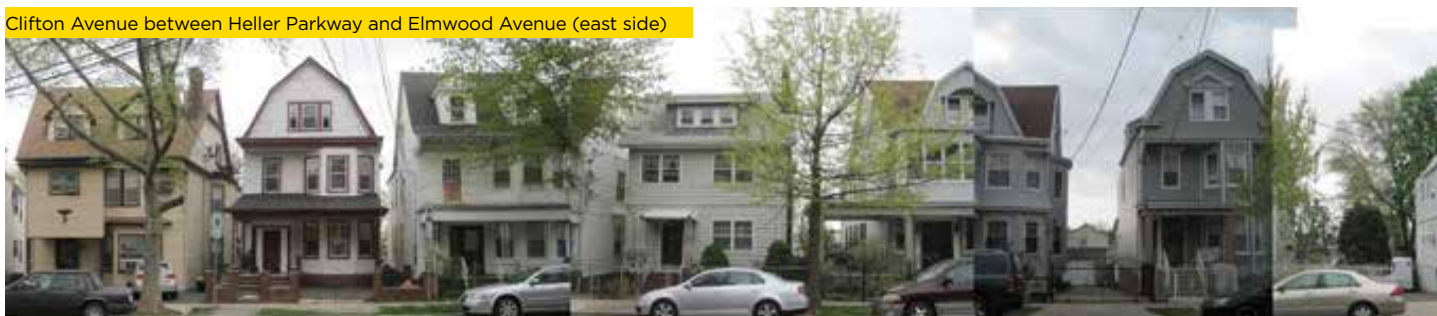
Typical Streets

Residential Street

Clifton Avenue between Heller Parkway and Elmwood Avenue (east side)

Clifton Avenue is a single-family mixed suburban- and urban-style street with shallow building set backs, some front porches, small gated front yards, and driveways mostly leading to garages in the rear of houses. Like most of the Forest Hill area, there is ample, well-kept landscaping and a healthy street tree canopy. The housing on this block – though not as stately as some in the

Clifton Avenue between Heller Parkway and Elmwood Avenue (east side)



Mount Prospect Avenue between Elwood Avenue and Tiffany Boulevard (east side)



historic district – has good character with primarily Victorian or Bungalow building types. Home improvements and limited new construction appear to have led to the simplification of details and the use of vinyl siding in place of wood clapboard.

Commercial Street

Mount Prospect Avenue between Elwood Avenue and Tiffany Boulevard (east side)

Mount Prospect is a secondary commercial corridor that serves as a bridge between two distinctly different neighborhoods. It includes a mix of one-, two-, and three-story buildings, with a mix of residential uses, ground-floor retail with housing above, professional and medical offices, and restaurants and food services. Building types include older masonry apartments and commercial buildings, residential multifamily buildings with ground-floor retail, and residential-only buildings with stoops and front porches. Facades range from stucco to vinyl siding to Spanish tile decoration. The newest buildings are EIFS-style stucco with foam detailing. Recent streetscape improvements include bump-outs, new streetlights, sidewalks, and landscaping. Future improvements include improved traffic management and a bike lane that will link to Branch Brook Park.

- Develop a homeowner assistance program that includes homeowner repair, home maintenance support, and first-time purchase support
- Prevent foreclosures throughout the neighborhood

3.4 Reduce speeding on residential streets by creating and implementing a circulation plan

- Improve pedestrian safety through traffic calming and streetscape improvements

3.5 Leverage the Financial Empowerment Center, the Forest Hill Community Association, the North Ward Center, and La Casa de Don Pedro to provide additional services to the community

- Build additional neighborhood planning and implementation capacity through these organizations
- Improve access to health care
- Improve access to neighborhood information

Forest Hill Neighborhood Planning

The Forest Hill community has not created a neighborhood plan.

Master Plan Recommendations

Neighborhood Priorities

3.1 Develop Bloomfield and Mount Prospect Avenues as neighborhood-serving commercial corridors

- Provide increased retail options
- Expand streetscape improvements
- Address Mount Prospect business and resident safety concerns

3.2 Develop and implement a plan to strengthen the enforcement of historic district regulations and historic property maintenance

3.3 Rehabilitate and address abandoned and foreclosed properties in residential areas, including foreclosed properties north of Montclair Avenue

04. North Broadway/Woodside

Neighborhood Description

The boundaries of the North Broadway/Woodside neighborhood are Chester Avenue to the south, the Passaic River to the east, the city's municipal boundary with the Township of Belleville to the north, and both along and mid-block between Mount Prospect and Woodside Avenues to the west.

The area, originally known as Woodside, was once an independent suburb of Newark, but the City annexed it in 1871. The neighborhood's strategic location along the Passaic River and its access to railroad transportation led to intense industrial development; large-scale industrial uses are still concentrated along the Passaic River, particularly in the northern portion of the neighborhood. A non-operational railroad right of way runs across the northern portion of North Broadway and continues west into Forest Hill. Adjacent land uses include auto body shops, a handful of mixed-use buildings with convenience retail or fast food on the ground floor, residential uses, and operational and vacant industrial sites.

The southern portion of the neighborhood is residential in character and comprised primarily of older single-family detached homes, some of which have been converted into two- and three-family units. Residential uses can also be found west of Broadway,

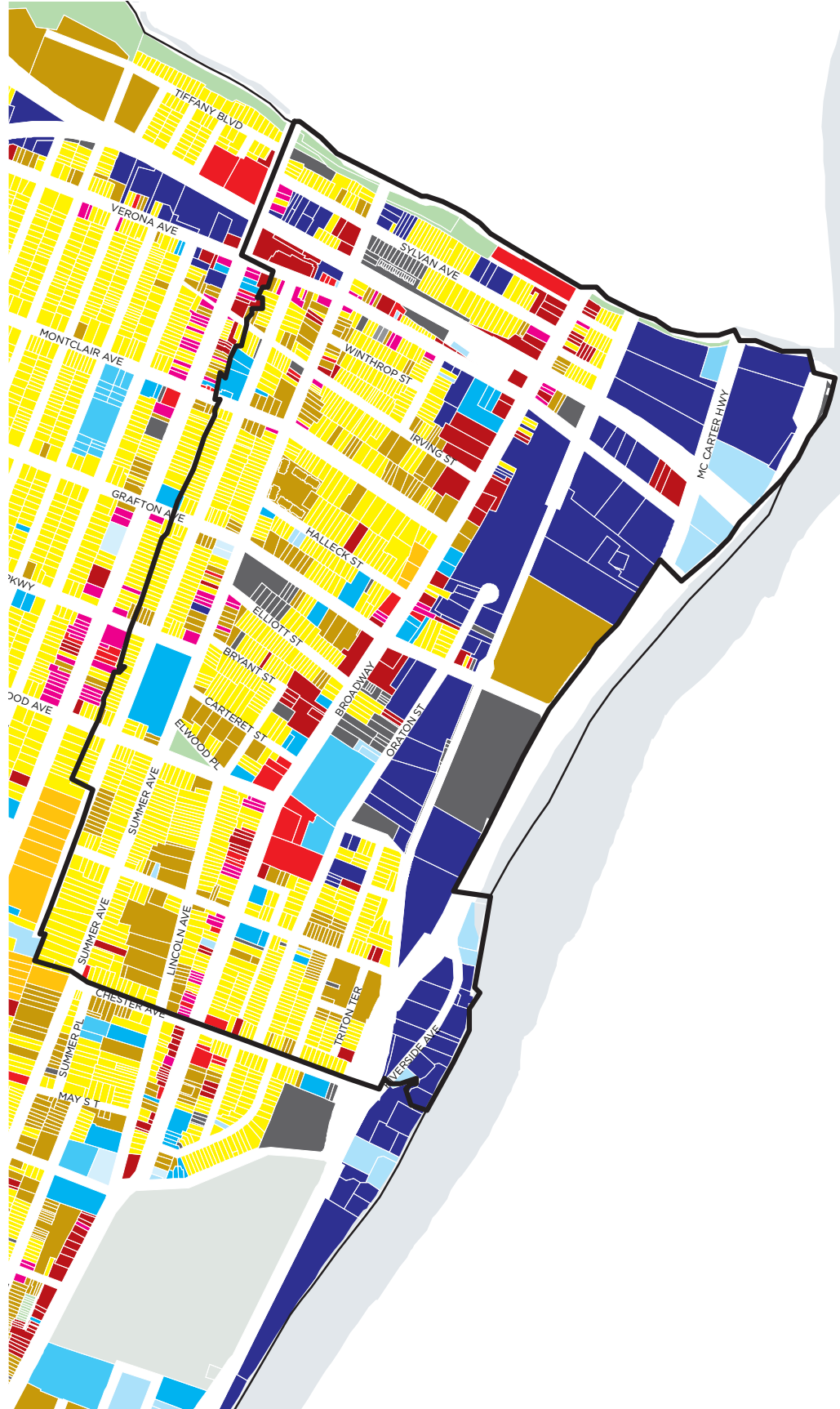
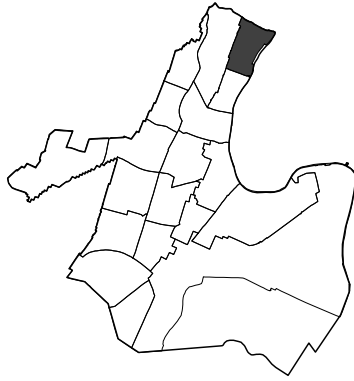
with three-story Bayonne Box-style infill development scattered throughout. Older mid-rise apartments, garden apartments, and townhouse developments contribute to the neighborhood housing mix. Riverside Villa, a low-rise townhouse development managed by the Newark Housing Authority, is located at Grafton Avenue and McCarter Highway; additional townhouse development is slated to be built on vacant land to the south of Grafton Avenue and adjacent to a Newark Housing Authority-sponsored recreational complex known as "The Waterfront". The site was formerly occupied by the Archbishop Walsh Homes, a complex of nine eight-story high-rise apartment buildings that opened in 1953. Conditions in the housing development deteriorated over the years, and it was demolished in 1994. Commercial and institutional development is focused along Broadway, with auto-oriented and commercial uses, ranging from fast food establishments with drive-throughs to more traditional mixed-use buildings with retail and service uses on the ground floors.

There is very little open space in North Broadway/Woodside: Phillips Park is comprised of a small triangle of land at the intersection of Summer Avenue and Elwood Avenue, and the City is developing a new park on Broadway south of Luis Munoz Marin Middle School. Important institutions in the North Broadway neighborhood include the Newark Community Health Center and the North Newark Senior Center. Schools include



FIG 12.8: Existing Land Uses
North Broadway, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation



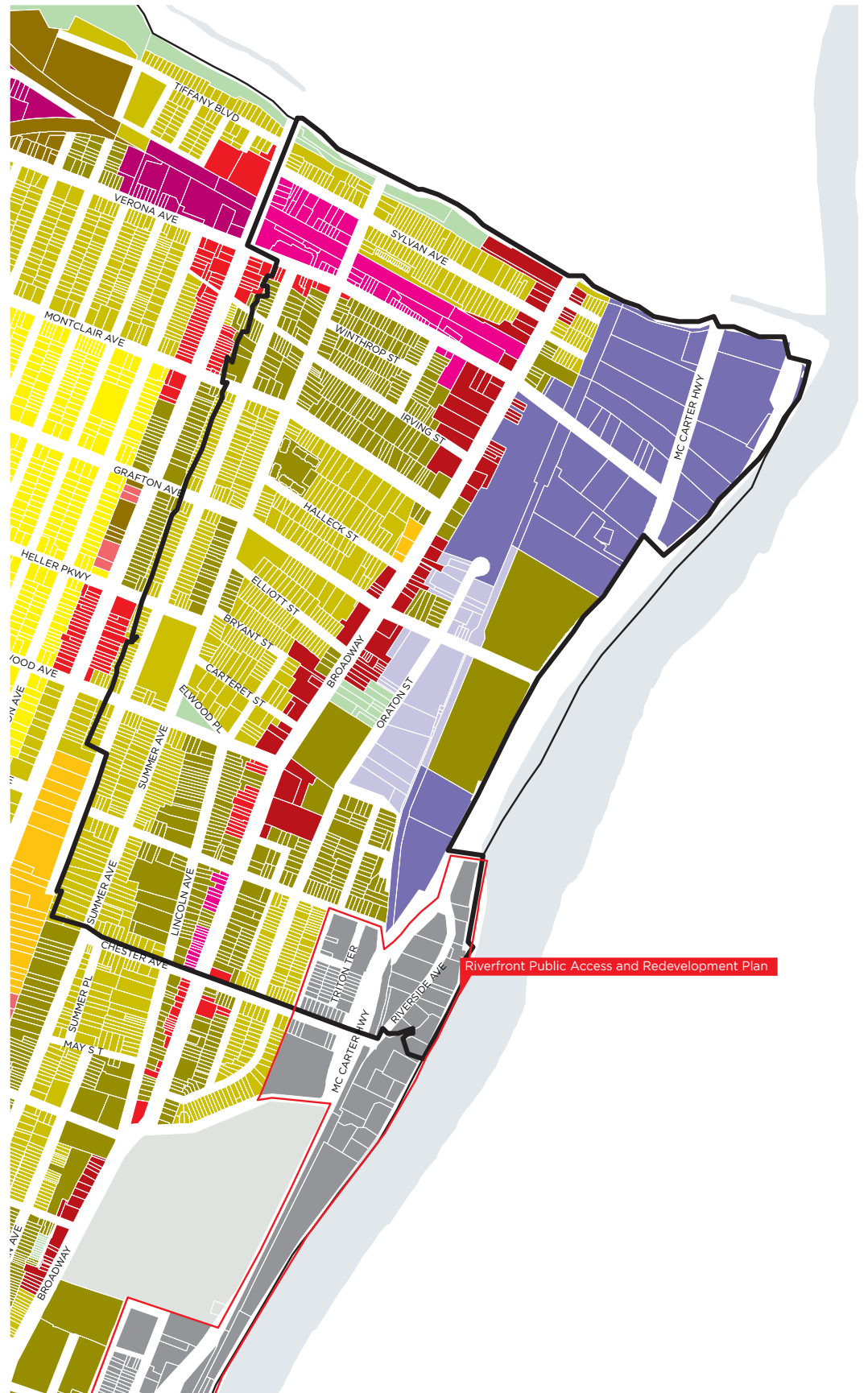
FIG 12.9 Future Land Use Plan
North Broadway, Newark, NJ, 2011

- Detached Single-Family Residential (R-1F)
- Single- and Two-Family Residential (R-2F)
- One- to Three-Family and Townhouse Residential (R-2F)
- Low-Rise Multifamily Residential (R-LM)
- Mid-Rise Multifamily Residential (R-MM)
- High-Rise Multifamily Residential (R-HM)
- Neighborhood Commercial (C-N)
- Community Commercial (C-C)
- Regional Commercial (C-R)
- Light Industrial (I-L)
- Medium Industrial (I-M)
- Heavy Industrial (I-H)
- Mixed Use, Residential/Commercial (MX-1)
- Mixed Use, Residential/Commercial/Industrial (MX-2)
- Institutional (INST)
- Parks and Open Space (PARK)
- Cemetery (CEM)
- Airport (EWR)
- Airport Support (EWR-S)
- Port (EWR-S)
- Living Downtown (D-L)
- Broad Street Station District (D-B)
- Downtown Entertainment/Gateway (D-B)
- Redevelopment (RDV)
- Rail Station

Zoning Amendments

1. Upzoning to R-3F in areas west of Broadway and south of Elwood Avenue will allow for a variety of residential dwelling types
2. Preserving I-L and I-M east of Broadway will retain and encourage redevelopment of light and medium industrial activity to sustain and provide jobs for residents
3. C-R on Broadway will continue to provide opportunities for a wide range of commercial uses

The Riverfront Public Access and Redevelopment Plan defines land use and design regulations for a small portion of the North Broadway/Woodside neighborhood. The Plan preserves job-intensive industrial uses along the river, while allowing for a mix of residential, light industrial, and retail uses on the west side of McCarter Highway.



Luis Muñoz Marin Middle School, Broadway Elementary School, Maria L. Varisco-Rogers Charter School, and Christ the King Preparatory School.

Assets

- Passaic River waterfront
- A new sports, arts, and entertainment center, “The Waterfront,” is being developed on Grafton Avenue by the Newark Housing Authority, across the street from 200 units of public housing
- Broadway commercial corridor
- Many historic Victorian-style wood frame homes remain in good condition on Woodside Avenue and other streets throughout the neighborhood
- Potential site for grocery store at Irving Street and Broadway

Issues

- Foreclosed and abandoned properties, particularly along Summer Avenue
- No waterfront access
- Need for pedestrian access to new recreation center, “The Waterfront”
- Need for connections from Newark Housing Authority housing along riverfront to Branch Brook Park – possible rail-to-trail conversion
- Lack of access to open space
- Contaminated and/or abandoned or underutilized industrial properties along the riverfront present opportunities for industrial or other redevelopment
- The border with Belleville, along Branch Brook Park canal and at crossings, needs improvement
- Garbage dumping on ramps to and from McCarter Highway near Mill Street and Chester Avenue
- Lack of maintenance of garbage bins along Summer Avenue and Broadway near retail areas and schools
- Lack of streetscape and pedestrian amenities on Broadway (a County highway)
- Improve on- and off-ramp conditions along Route 21 at Grafton and Chester Avenues
- Need for increased retail options and mix
- Many historic properties exist in this neighborhood, but most of the integrity of the original architecture has been lost (exceptions include brownstones and brick homes on Broadway and Summer Avenue)

North Broadway/Woodside Neighborhood Planning

The North Broadway/Woodside community has not created a neighborhood plan.

Master Plan Recommendations

Neighborhood Priorities

4.1 Develop Broadway as a stronger commercial corridor

- Attract retail and commercial development
- Improve streetscape and property facades, particularly for commercial nodes at Chester, Grafton, Elwood, and Delevan Avenues
- Establish a merchants association

4.2 Make connections to the riverfront by improving the pedestrian realm in a manner that is consistent with the Riverfront Public Access and Redevelopment Plan

- Identify areas to strengthen public realm connections to the new “Waterfront” recreation and community center on Grafton Avenue
- Provide connection from Luis Muñoz Martin School to the new recreation/community center
- Provide improved connections between the east and west sides of Broadway via a bike lane on Grafton Avenue that would connect Riverside Villa and the new waterfront recreation center with the rest of the neighborhood, as well as Branch Brook Park (via Heller Parkway)

4.3 Rehabilitate and develop new housing on vacant land north of Herbert Plan and east of Broadway, particularly at Chester Avenue and McCarter Highway

4.4 Preserve job-producing industrial land uses and remediate contaminated properties on the riverfront and along Oraton Street

4.5 Build capacity among neighborhood groups and residents to begin a planning process for physical development and investment; leverage the experience and capacity of La Casa de Don Pedro

05. Lower Broadway

Neighborhood Description

The boundaries of the Lower Broadway neighborhood are Interstate 280 to the south, the Passaic River to the east, 4th and Bloomfield Avenues to the north, and Branch Brook Park and the Newark Light Rail right of way to the west.

Lower Broadway is a primarily residential neighborhood characterized in the north by smaller lots with single- and two-family homes (many of which have been converted into two- and three-family units) and in the south by higher density residential development, particularly in the vicinity of 7th Avenue. Located at 7th Avenue and MLK Boulevard, the Newark Housing Authority's Wynona Lipman Gardens townhouse development opened in 2002 and occupies the former site of Christopher Columbus Homes, which was demolished in 1994. Adjacent to Wynona Lipman Gardens are the privately-owned high-rise Pavilion and Colonnade Apartments. Designed by architect Ludwig Mies van der Rohe, these apartment complexes opened in the 1960s and were intended to attract middle class families to the Lower Broadway neighborhood. Though a greater number of vacant and dilapidated homes can be found in Lower Broadway

than in other North Ward neighborhoods, its proximity to Broad Street Station has encouraged investment here in recent years.

Commercial development lines Broadway and Bloomfield Avenue and is comprised of mixed-use buildings with apartments above ground-floor retail and service establishments, as well as one-story stand-alone commercial establishments. With the exception of several auto repair shops and gas stations along Bloomfield Avenue, commercial buildings tend to front directly on the sidewalk. Industrial land uses prevail along McCarter Highway and the Passaic River. Strip malls, gas stations, auto body shops, and other highway commercial uses have been replacing formerly industrial and vacant land along McCarter Highway.

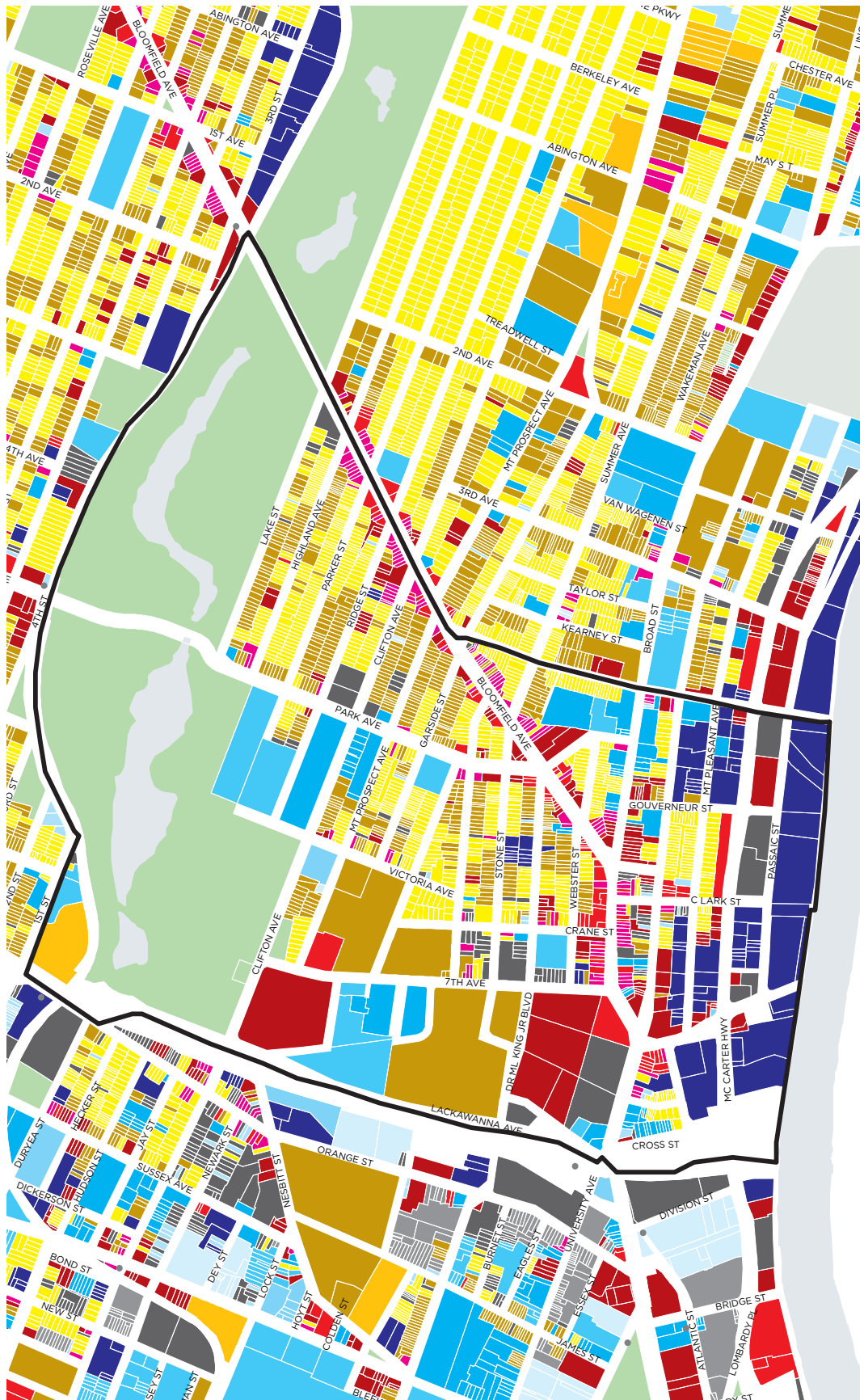
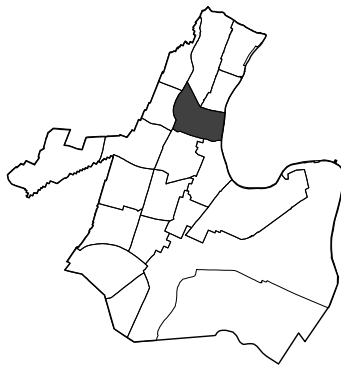
The southern portion of Branch Brook Park is included within Lower Broadway; the park provides a number of recreational amenities, including basketball courts, baseball diamonds, and a roller skating rink. Schools include McKinley Elementary School, Barringer High School, Franklin School, and St. Michael's School.

Once the heart of Newark's Italian community, much of the area south of 7th Avenue was cleared during the 1950s for construction of new high-rise apartment buildings and I-280. St. Lucy's Church



FIG 12.10: Existing Land Uses
Lower Broadway, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation



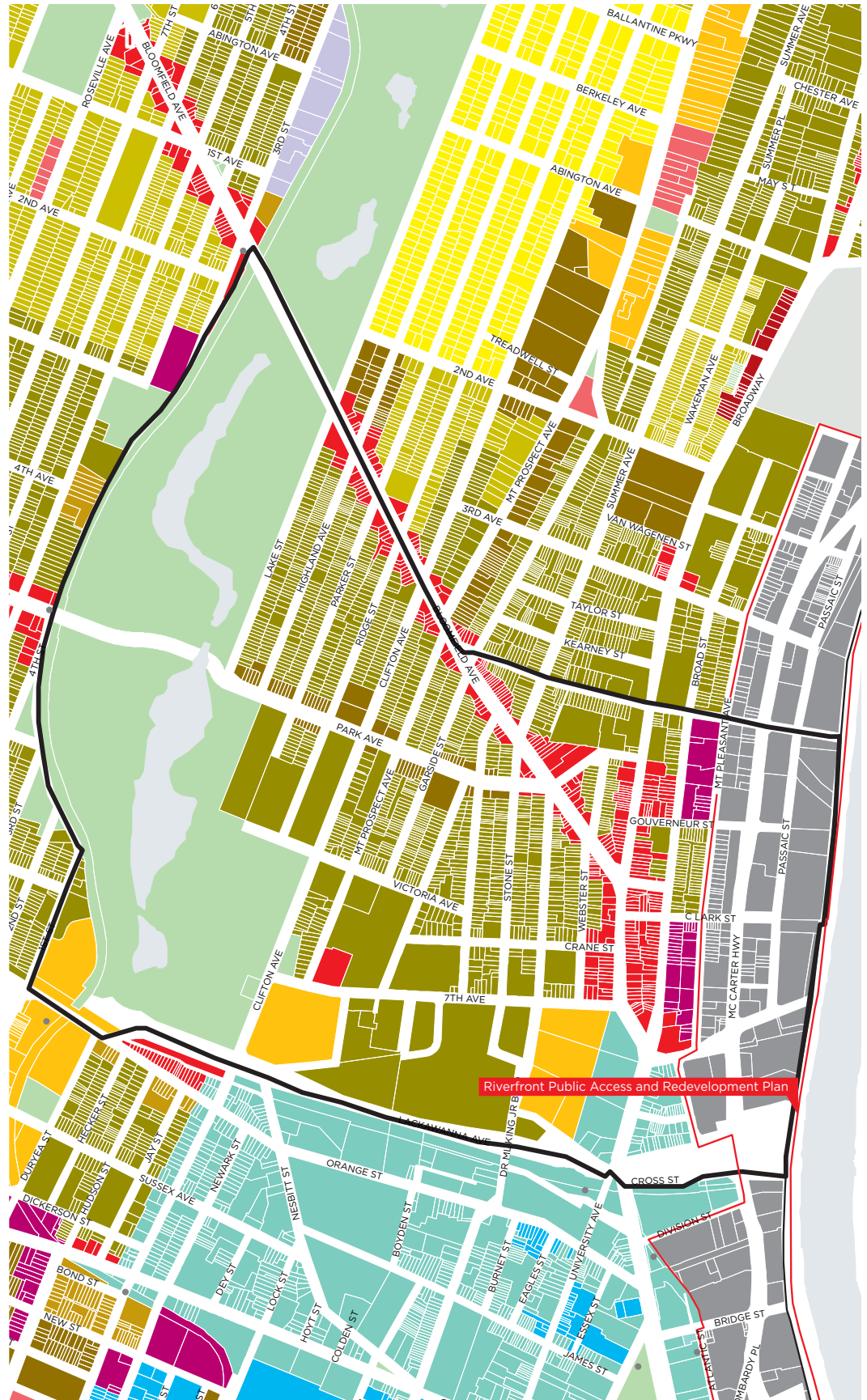
FIG 12.11: Future Land Use Plan
Lower Broadway, Newark, NJ, 2011

- Detached Single-Family Residential (R-1F)
- Single- and Two-Family Residential (R-2F)
- One- to Three-Family and Townhouse Residential (R-2F)
- Low-Rise Multifamily Residential (R-LM)
- Mid-Rise Multifamily Residential (R-MM)
- High-Rise Multifamily Residential (R-HM)
- Neighborhood Commercial (C-N)
- Community Commercial (C-C)
- Regional Commercial (C-R)
- Light Industrial (I-L)
- Medium Industrial (I-M)
- Heavy Industrial (I-H)
- Mixed Use, Residential/Commercial (MX-1)
- Mixed Use, Residential/Commercial/Industrial (MX-2)
- Institutional (INST)
- Parks and Open Space (PARK)
- Cemetery (CEM)
- Airport (EWR)
- Airport Support (EWR-S)
- Port (EWR-S)
- Living Downtown (D-L)
- Broad Street Station District (D-B)
- Downtown Entertainment/Gateway (D-B)
- Redevelopment (RDV)
- Rail Station

Zoning Amendments

1. R-3F throughout the neighborhood will allow for a variety of dwelling types
2. R-LM on Park Avenue will allow for more intense residential development, including small apartment buildings up to four stories in height
3. MX-2 for industrial properties on Broad Street and Mount Pleasant Avenue will allow for a range of residential, commercial, and light industrial uses

The Riverfront Public Access and Redevelopment Plan defines land use and design regulations along the riverfront in Lower Broadway, as well as for a number of blocks east of the river. The Plan allows for a mix of residential, light industrial, and retail uses between the riverfront and Mount Pleasant Avenue. South of Clay Street, only high density residential, office, and retail uses are permitted.



on 7th Avenue was founded by Italian immigrants in 1891, and it remains an important neighborhood institution; the current church building opened in 1926 and was added to the National Register of Historic Places in 1998. Additional institutions in Lower Broadway include the Cathedral Basilica of the Sacred Heart and main offices of the Roman Catholic Archdiocese of Newark; Congregation Ahavas Shalom, where many Jewish merchants who owned stores along Lower Broadway once worshipped; La Casa de Don Pedro; and Branch Brook Park Alliance.

Recent residential developments in this area include Studebaker Lofts and La Casa de Don Pedro's MLK Homes. La Casa de Don Pedro has plans to construct a new office building adjacent to its existing facilities on Broadway.

Assets

- Strong community organizations, including La Casa de Don Pedro, Aspira, and Newark Now
- Active resident and tenant groups included in newly formed Lower Broadway Neighborhood Association
- Branch Brook Park, which has seen extensive renovations to portions adjacent to the neighborhood
- Proximity to Broad Street Station
- Go Bus service on Bloomfield and Clifton Avenues
- Bus service for Colonnade and Pavilion apartment buildings to Manhattan
- Good bus service to the downtown, suburban Essex County, and Passaic County
- Lower Broadway commercial district has low vacancy
- Recent business façade and streetscape improvements – including new paving, trees, lighting, and exterior furnishings – on Broadway and Bloomfield Avenue
- Proximity to Passaic River waterfront
- Sacred Heart Cathedral Basilica
- St. Lucy's Church
- Historic 8th Avenue and Grant Street row houses
- Mies van der Rohe apartment buildings
- Congregation Ahavas Shalom
- Clinton Memorial AME Zion
- Large parcels of vacant land on west side of Broad Street and between McCarter Highway and the riverfront are key redevelopment opportunities
- Vacant parcel at southeast intersection of Bloomfield Avenue and Lake Street is a key redevelopment opportunity
- Key redevelopment opportunity at northwest corner of Clifton and Park Avenues
- Opportunities for public art on Bloomfield Avenue
- Opportunities for community gardens and playgrounds on City-owned vacant lots

Issues

- Poor signage and façade conditions in commercial corridors
- Crime
- Boarded up residential buildings lower property values of adjacent homes
- Vacant lots, especially east of Lower Broadway
- Portions of commercial corridors have narrow sidewalks and lack pedestrian amenities
- Poor sidewalk conditions throughout neighborhood
- Flooding of Broad Street at intersection with Broadway and Clay Street
- Lack of cleanliness
- Lack of street trees
- Major thoroughfares are unsafe safe pedestrian environments
- Insufficient pedestrian crosswalks at intersections
- Lack of bus shelters
- Uneven distribution of street lighting
- Limited late-night bus service
- Lack of adequate parking along commercial corridors
- Speeding
- Lack of diverse retail and commercial options on Lower Broadway
- Block between McCarter Highway and Spring Street is underutilized
- Graffiti
- Inappropriate signage and architectural treatment of façades
- Seventh Avenue mall out of character with neighborhood
- Aging wood frame housing stock often needs repair and system upgrades
- Illegal units added within existing houses
- Limited on- and off-street parking for residential streets
- Properties not well maintained
- Poor physical conditions at Benjamin Franklin School
- Overcrowding in schools
- No health/medical facilities within walking distance

Typical Streets

Residential Street

Summer Avenue between Crane Street and Park Avenue (west side)

Summer Avenue is a mixed single-family and multifamily residential block interspersed with older commercial buildings from a wide range of periods. Because it is in close proximity to a commercial area and is a one-way street, Summer Avenue is busy

with vehicular traffic. It also has many porches and stoops where youth play and older residents socialize. New construction is a mix of “Bayonne Box” multifamily dwellings and rehabilitated historic row houses, which are either built to the lot line or have modest setbacks. Architecturally, vinyl siding predominates on facades, and older building details have been covered. The street benefits from some large trees, yet they are in great need of care, and there is little other landscaping on the street. The narrow sidewalk is broken up by small driveways that lead to rear parking areas.

Commercial Street

Broadway between Bloomfield Avenue and Crane Street (west side)

This is one of the more vibrant streets in Newark, serving as the one-way link between Bloomfield Avenue, Broad Street, and the downtown. The street has ample on-street parking and a density of pedestrians that seem to keep the traffic in check – though traffic management and pedestrian safety would be a high priority for this street. With access to dense residential areas and high visibility from vehicular traffic, this segment of Broadway is a key opportunity for retail enhancement. It has an active merchant association and non-profit local leadership that have spearheaded a long-term process to leverage the area’s assets.

The buildings are a mix of one- to four-story structures, most of which have historic masonry facades and details – though many details are covered, altered, or under-appreciated. The buildings form a mostly continuous street wall that, together with the slight

curve of the street, offers a feeling of anticipation as one comes down the rise of Bloomfield Avenue and sees the downtown skyline. The jumbled storefront facades are a hodge-podge of oversize signs, awnings, and light fixtures. Some limited newer infill construction lacks the character of the older structures.

Lower Broadway Neighborhood Planning

In 2011, La Casa de Don Pedro created the Transforming Lower Broadway: Our Quality of Life Roadmap, which establishes four priority areas: Safety and Community Engagement; Economic Development and Affordable Housing; Access to Quality Education; and Family Empowerment. The following items are particularly relevant to the Master Plan:

- Implement recommendations from the neighborhood traffic study to increase traffic and pedestrian safety
- Create safe routes for students commuting to and from school
- Convene a lighting audit with stakeholders, including representatives from the City of Newark and PSEG, to determine where lighting needs to be improved
- Establish a community recreation center linked with the Police Athletic League and Newark Police Department
- Nominate Lower Broadway neighborhood landmarks (e.g. Pavilion, Colonnade, Barringer High School, and 8th Avenue

Summer Avenue between Crane Street and Park Avenue (west side)



Broadway between Bloomfield Avenue and Crane Street (west side)



and Grant Street row houses) to the National Register of Historic Places

- Identify, maintain, and publicize a list of appropriate sites in the neighborhood for community murals, and develop a plan to produce murals at those sites
- Collaborate with block clubs, local groups, and local artists to design community signs to be placed around the neighborhood
- Establish a uniform community identity by placing additional “Lower Broadway” signage throughout the neighborhood
- Empower merchants to create a strong, active business improvement district (BID)
- Implement the community-supported Streetscape Plan, and ensure public art is incorporated
- Implement a Façade Improvement Program, and facilitate increased participation of Lower Broadway Merchants
- Create additional options for long-term parking
- Bring a supermarket to Lower Broadway to offer a multitude of fresh, healthy, and economical food options
- Increase retail square footage to diversify retail mix through new retail/community/housing space
- Reduce commercial waste on commercial corridors through a pilot program to encourage composting of appropriate commercial (primarily restaurant) waste
- Increase business opportunities and jobs by working with owners of underutilized waterfront property to consider development
- Increase non-profit and private development of affordable and mixed-income homeownership and rental units in and around Lower Broadway
- Add usable public space by acquiring and programming vacant lots, such as the one on the corner of Bloomfield Place and Broadway

- Create a Lower Broadway Medical Center node on the commercial corridor by co-branding and bundling marketing efforts of medical providers on the corridor
- Open a wellness center on the commercial corridor to provide both health education and services
- Connect the neighborhood to Branch Brook Park via a “Cherry Blossom Walkway” tree planting initiative along Seventh Avenue
- Create more neighborhood parks and community gardens in residential areas
- Place recycling receptacles, along with trash receptacles, on the commercial corridor and elsewhere in the neighborhood
- Implement more community greening projects to enhance the air quality and aesthetics of the neighborhood, and encourage residents to get involved
- Incorporate sustainable stormwater management practices into development and streetscape projects to decrease area flooding and conserve and reuse water for local greening projects
- Remediate brownfields and other harmful sites located in the neighborhood, especially along the waterfront

These goals and strategies complement and build upon the main recommendations in La Casa de Don Pedro’s 2007 Lower Broadway Neighborhood Plan. Through an extensive public participation process, the Plan identified many goals. The following items are particularly relevant to the Master Plan:

- Conserve, preserve, and renovate existing housing to ensure a variety of housing options with a range of affordability levels
- Remove blight and inconsistent usage that detracts from the residential viability of neighborhoods, and





- develop new housing that is affordable, accessible, and architecturally appropriate
- Improve and manage the commuting traffic throughout the day and, in particular, during the morning and evening rush hours
- Ensure that Broad Street Station and the Broadway commercial corridor are safe and accessible for all – especially pedestrians
- Make Broadway the commercial, economic, and cultural epicenter of the neighborhood
- Make parking easier for residents and local merchants, as well as visitors and commuters
- Ensure accessible and usable open and recreational space throughout the community that is targeted to all age groups
- Create small pocket parks, tot lots, and community gardens
- Encourage walking, biking, and the use of public transportation
- Increase lighting around Broad Street Station and on major streets
- Provide landscaping, street furniture, and signage around Broad Street Station
- Design and implement pedestrian-friendly streets and sidewalks
- Implement traffic calming measures
- Increase the number of late-night buses (to reduce driving)
- Build shelters at all bus stops, and expand the number of stops

- Establish an information booth at Broad Street Station
- Make the local schools community centers open to and serving the entire public – above and beyond the school day
- Develop viable project sites for new retail space
- Create vendor opportunities around Broad Street Station
- Identify loading and service areas for retail

Master Plan Recommendations

Neighborhood Priorities

5.1 Develop a strategy to expand local housing options affordable to a range of incomes and needs

- Continue to participate in the Neighborhood Stabilization Program
- Rehabilitate abandoned properties
- Support foreclosure prevention programs

5.2 Support the development of Broadway as a neighborhood- and city-serving corridor

- Provide additional retail options
- Expand streetscape and façade improvements to attract commercial development
- Address parking and circulation issues to reduce congestion and improve the pedestrian environment
- Increase and enhance pedestrian and cycling amenities / facilities

- Establish a Lower Broadway business improvement district (BID)
- Promote new mixed-use development on the west side of Broad Street just north of the train station

5.3 Develop community gardens, pocket parks, and playgrounds on vacant lots, including those owned by the City

5.4 Support transit-oriented development north of Broad Street Station

5.6 Address circulation issues related to speeding on residential streets and congestion on Lower Broadway and Broad Street near the downtown

- In particular, address safety hazards at the intersections of:
 - » University Avenue and Broad, State, and Grant Streets
 - » Clay and Broad Streets
 - » Clay Street and McCarter Highway
 - » Bloomfield and Park Avenues
 - » Park Avenue and Lake Street

5.7 Build additional neighborhood capacity by increasing resident and local stakeholder capacity

- Leverage the Financial Empowerment Center and La Casa de Don Pedro to provide additional services to the community
- Encourage community block watches

06. Mount Pleasant

Neighborhood Description

The boundaries of the Mount Pleasant neighborhood are Fourth Avenue to the south, the Passaic River to the east, Chester Avenue to the north, and mid-block between Mount Prospect Avenue and Garside Street or Woodside Avenue to the west.

Though Mount Pleasant is in large part a residential neighborhood, a mix of uses can be found throughout. Single- and two-family residences that have been converted into two- and three-family residences make up a majority of the housing stock. In addition, two- and three-family row houses are concentrated along Wakeman Avenue, and newer infill development is scattered throughout the neighborhood. There is a fair amount of City-owned foreclosures and vacant land just south of Mount Pleasant Cemetery, as well as along McCarter Highway. Oriental Village, a multifamily townhouse development built in 1987 and managed by the Newark Housing Authority (NHA), is located along Broadway at Oriental Street. Mount Pleasant is also home to the innovative Newark Genesis Apartments, a HELP USA project with 51 units of affordable rental housing and 2,500 square feet of community service space.

Industrial development prevails in the vicinity of the Passaic River, yet as in Lower Broadway to the south, land along McCarter Highway has been increasingly converted into strip malls and

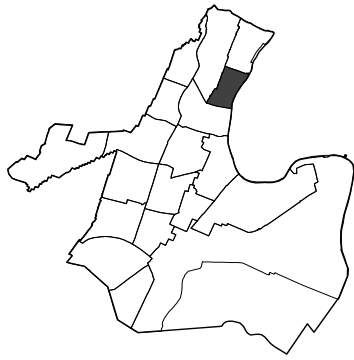
highway commercial uses. Commercial development in this neighborhood is concentrated along Broadway and McCarter Highway; it consists primarily of auto-oriented uses, such as car washes, used car lots, and auto body shops, as well as a limited number of mixed-use buildings with apartments above ground-floor retail and service uses (mainly in the northern portion of the neighborhood).

A defining feature of Mount Pleasant is Mount Pleasant Cemetery, which comprises approximately 40 acres within the neighborhood. Many prominent Newark citizens have been buried in Mount Pleasant Cemetery over the years, and it was listed on the National Register of Historic Places in 1998. The cemetery provides some open space to neighborhood residents; additional open space in Mount Pleasant is limited to Wilburton Place Park, an undeveloped midblock site between Broadway and Wakeman Avenue south of Nursery Street; and recreational areas provided by neighborhood schools. Important institutions include Broadway House, which provides care for persons with HIV/AIDS; Youth Consultation Services, which provides care and support for at-risk and special needs children; and a number of churches and temples scattered throughout. Schools include Technology High School, Newark Preschool Council at Mt. Zion, Roberto Clemente Elementary School, Newark Public Schools Student Center, Raphael Hernandez Elementary School, Ridge Street Early Childhood Center, and Summer Place Early Childhood Center.



FIG 12.12: Existing Land Uses
Mount Pleasant, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation

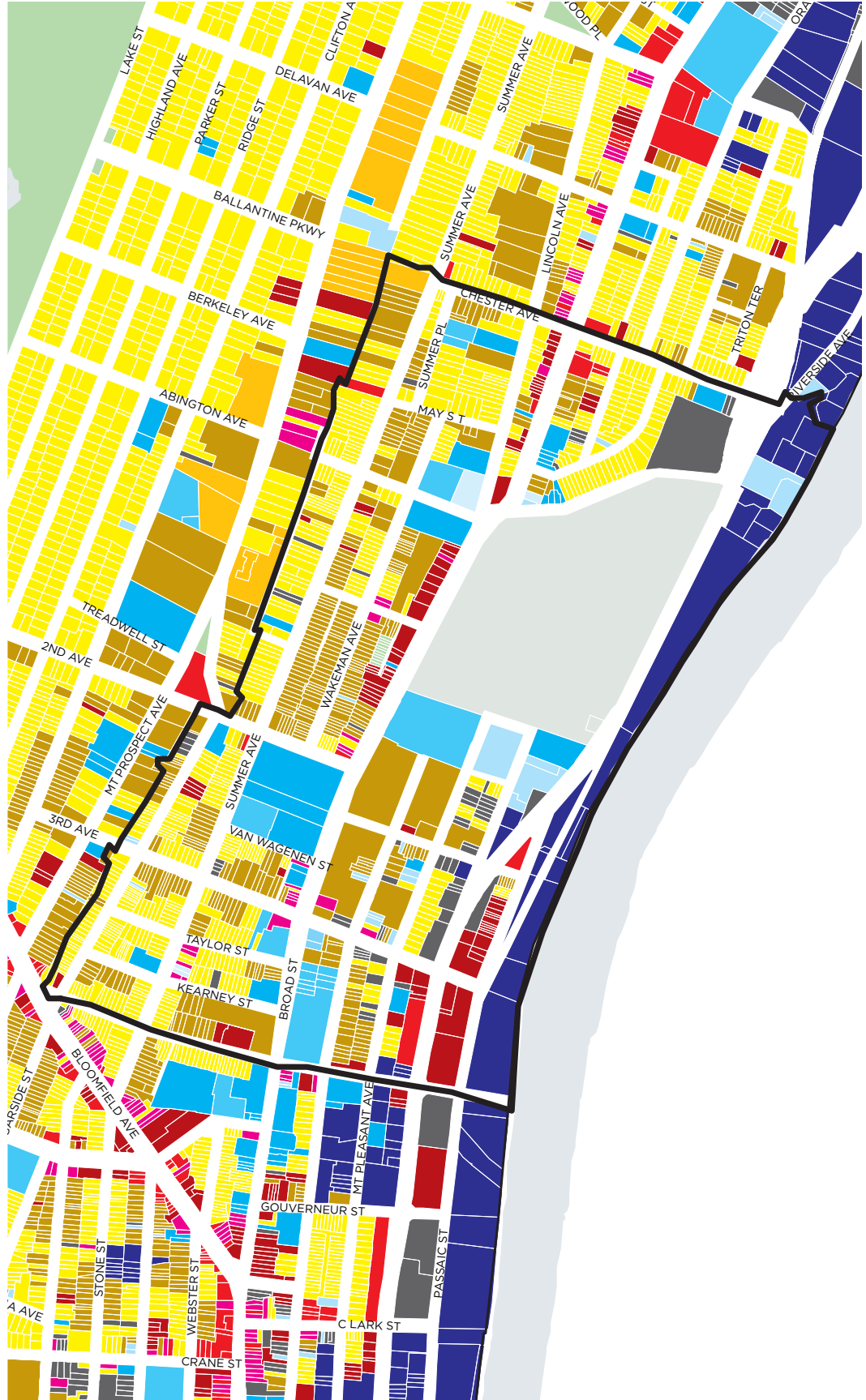


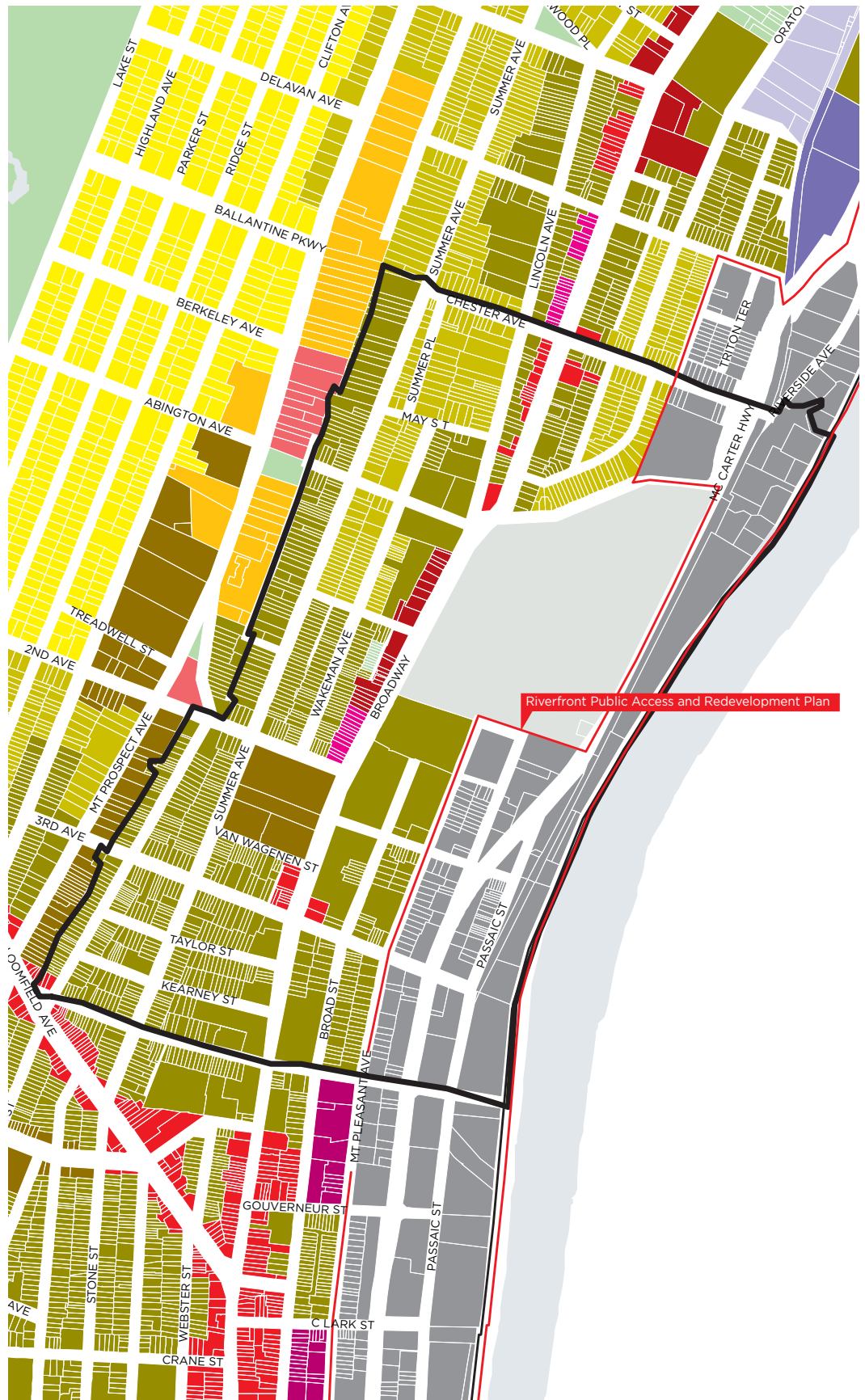
FIG 12.13: Future Land Use Plan
Mount Pleasant, Newark, NJ, 2011



Zoning Amendments

1. R-3F throughout the neighborhood will allow for a diversity of dwelling types
2. R-LM on Broadway will allow for higher residential densities
3. C-R on Broadway between Arlington and 2nd Avenues will allow for a wide range of commercial uses, with apartments on the upper stories
4. MX-2 on McCarter Highway will allow for a range of residential, commercial, and light industrial uses

The Riverfront Public Access and Redevelopment Plan defines land use and design regulations along the riverfront in Mount Pleasant, as well as for a number of blocks east of the river. The Plan preserves job-intensive industrial uses along the river, while allowing for a mix of residential, light industrial, and retail uses on the west side of McCarter Highway and Passaic Street.





Assets

- Strong community groups, including La Casa de Don Pedro
- Substantial recent affordable housing development
- Good bus service connecting to Newark's downtown, suburban Essex County, and Passaic County along Broadway and Bloomfield Avenue
- Newark Police Department's North Precinct at Lincoln Avenue near Broadway
- Passaic River Waterfront
- New Vista Nursing and Rehabilitation Center
- Dr. Marion A. Bolden Student Center, which serves high school students city-wide
- Broadway House for Continuing Care health care facility for persons with HIV / AIDS
- Historic resources, including:
 - » Mount Pleasant Cemetery
 - » Row houses on 2nd Avenue, 3rd Avenue, Broadway, Summer Avenue, and Wakeman Street
 - » New Vista Nursing and Rehabilitation Center / Broadway House (former Mutual Benefit Life office building)
 - » Dr. Marion A. Bolden Student Center (former New Jersey Historical Society Building)
- Potential for pedestrian connections to the riverfront via 3rd and 4th Avenues
- Potential for conversion of abandoned rail right of way to a walking/biking trail

Issues

- Inconsistent street wall and poor conditions of commercial corridor on Broadway
- Auto repair and used car lots across from cemetery with poor signage
- Vacant and abandoned properties, particularly on Summer Avenue, Garside Street, and Mount Pleasant Avenue
- Speeding makes for dangerous pedestrian conditions on Broad Street and Mount Pleasant Avenue
- Industrial and residential land use conflicts near McCarter Highway
- Poor condition of Passaic Street roadway
- Limited retail options
- Underutilized properties between McCarter Highway and the Passaic River
- Much existing housing stock in need of rehabilitation
- Lack of open space on the riverfront
- Unimproved Wilburton Place Park with limited access from Nursery Street

Mount Pleasant Neighborhood Planning

The Mount Pleasant community has not created a neighborhood plan but benefits from its proximity to Lower Broadway and the extensive planning conducted there by La Casa de Don Pedro (see Lower Broadway's neighborhood profile for details).

Master Plan Recommendations

Neighborhood Priorities

6.1 Develop Broadway as a neighborhood commercial corridor

- Attract retail and commercial development that is consistent with neighborhood needs
- Encourage merchants and business owners on Broadway to organize
- Identify incentives and opportunities to attract local investment

6.2 Improve the pedestrian realm and make connections to the riverfront in a manner that is consistent with the Riverfront Public Access and Redevelopment Plan

- Provide access at 3rd and 4th Avenues
- Improve the pedestrian realm and lighting at the periphery of Mount Pleasant Cemetery to deter crime and provide a safer and more attractive environment for walkers, joggers, and cyclists

6.3 Preserve and attract new job-producing industrial land uses and remediate contaminated properties on the riverfront

6.4 Foster the creation of new and strengthen existing neighborhood groups to plan for neighborhood improvements

- La Casa de Don Pedro is a resource that can be leveraged
- Create a process for ongoing planning led by local neighborhood leaders and advocates, and partner with the City for implementation

6.5 Develop community gardens, pocket parks, and playgrounds on vacant lots, including those owned by the City

07. Vailsburg

Neighborhood Description

The boundaries of the Mount Pleasant neighborhood are Fourth Avenue to the south, the Passaic River to the east, Chester Avenue to the north, and mid-block between Mount Prospect Avenue and Garside Street or Woodside Avenue to the west.

Newark’s westernmost neighborhood, Vailsburg, is essentially a peninsula separated from the rest of Newark by the Garden State Parkway and surrounded by the City of East Orange and the Townships of Irvington, Maplewood, and South Orange Village. Originally developed as an independent town with the advent of the streetcar, it was eventually annexed by the City of Newark in 1905.

Vailsburg is a residential neighborhood consisting mainly of wood frame, two-story detached single-family homes. There are several blocks of similarly designed two-story multifamily buildings with parking in the rear south of Mount Vernon Place (between Tuxedo Place and Norman Road). The Ivy Hill Park Apartments, New Jersey’s largest privately owned apartment complex, consists of five 14-story buildings and is located on Manor Drive in the southwestern portion of Vailsburg. The Newark Housing

Authority’s Bradley Court development, which is proximate to the Garden State Parkway, is comprised of both low-rise multifamily housing built in 1940 and townhomes built in 1981. In addition, St. Mary’s Villa offers of 360 units of federally assisted apartments for the elderly on Sandford Avenue at South Orange Avenue.

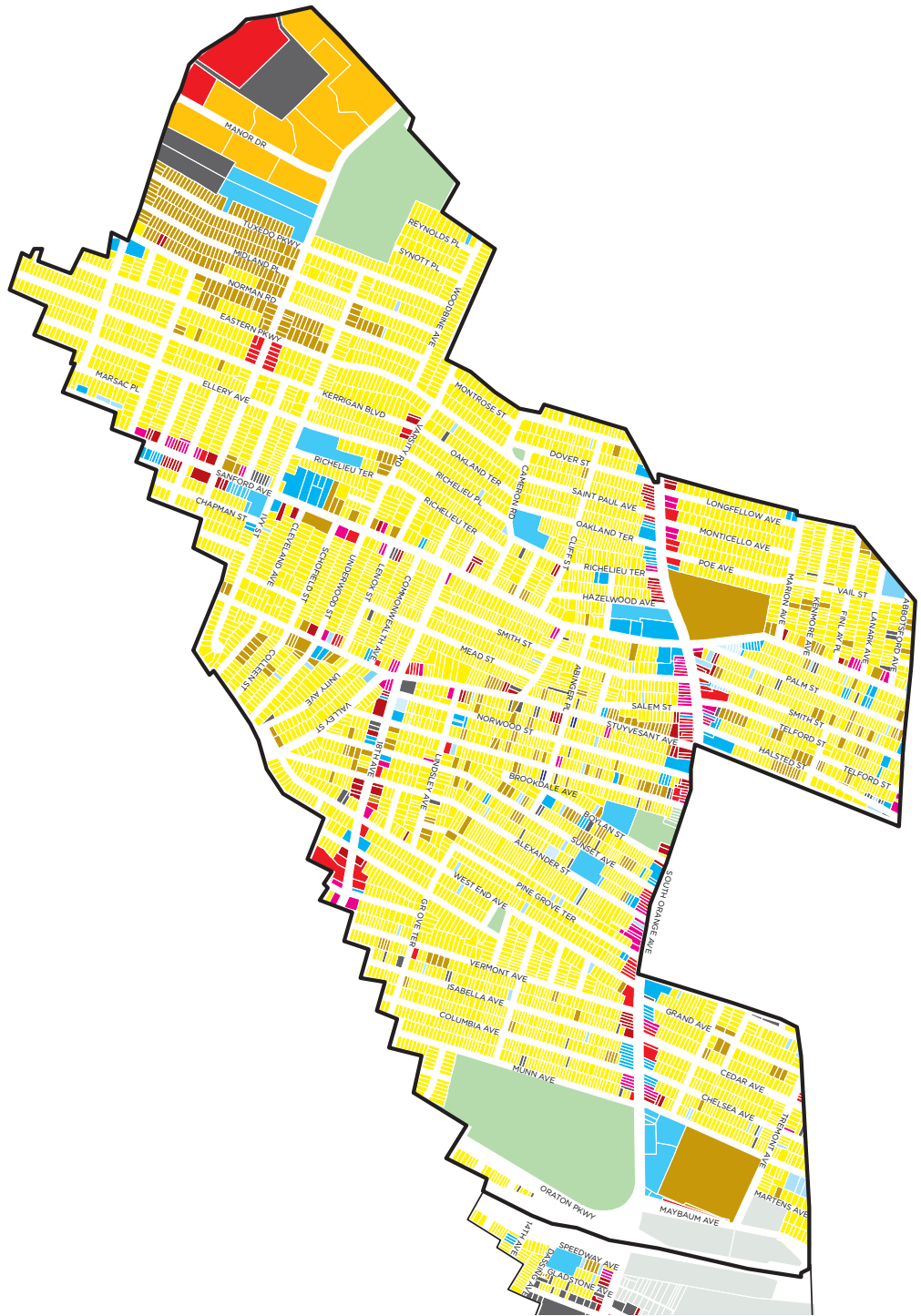
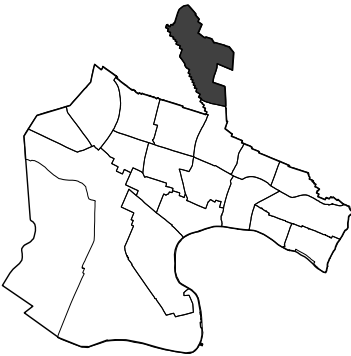
Vailsburg’s main commercial thoroughfare is South Orange Avenue, which connects the neighborhood to surrounding municipalities and the rest of Newark. Commercial buildings are comprised of one- to three-story mixed-use buildings that front directly on the sidewalk, as well as newer single-use establishments, including fast food establishments with drive-throughs, gas stations, and used car lots, many of which have on-site parking and are set back from the street. Additional pockets of commercial development can be found along Sandford Avenue south of Ivy Street and on 18th Avenue east of Stuyvesant Avenue. These areas are characterized by a mix of one- and two-story mixed-use buildings and newer infill development, including gas stations and a commercial bank branch. Ivy Plaza, a suburban-style shopping center, is located on Irvington Avenue proximate to the Ivy Hill Park Apartments and the city’s municipal boundary with the Township of South Orange.

Open space in Vailsburg consists of Ivy Hill Park and Vailsburg Park, both owned and managed by Essex County and designed



FIG 12.14: Existing Land Uses
Vailsburg, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation

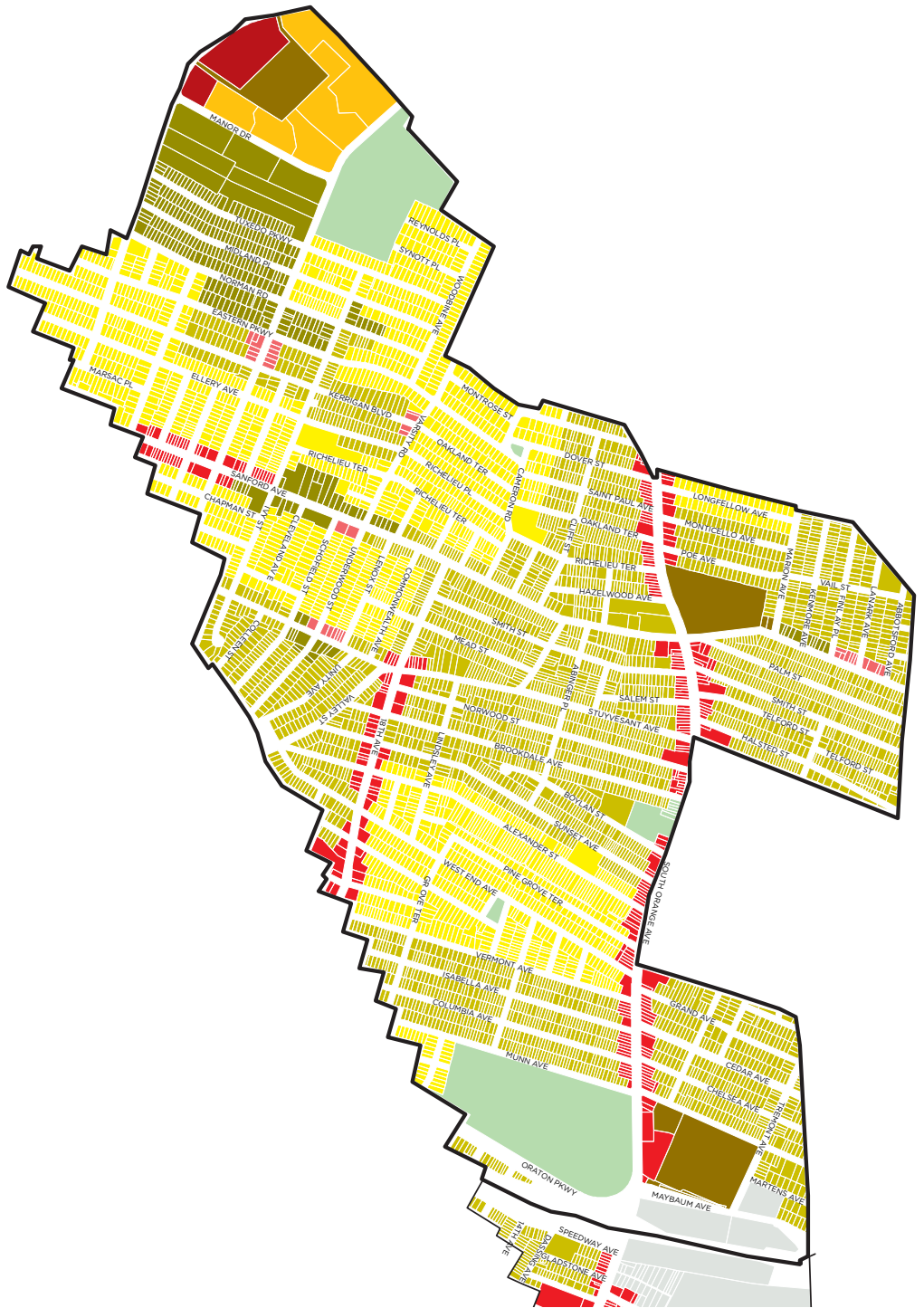


FIG 12.15: Future Land Use Plan
 Vailsburg, Newark, NJ, 2011



Zoning Amendments

1. R-1F and R-2F will preserve the low density residential character throughout the neighborhood
2. C-C on 18th Avenue, South Orange Avenue, and south Sandford Avenue will expand commercial and retail opportunities
3. C-N nodes at key locations will limit retail opportunities in predominantly residential areas
4. C-R at Ivy Hill Park Apartments will allow for a wider range of commercial uses, including large-format and auto-oriented retail uses





by the Olmsted Brothers. Additional open space includes the recently renovated West End Avenue Park and the Boylan Street Recreation Center. A portion of Holy Sepulchre Cemetery, which is traversed by the Garden State Parkway, provides some additional open space. Important institutions in Vailsburg include the United Vailsburg Service Organization and Senior Center, as well as several churches. Schools include Mount Vernon School, Ivy Hill Elementary School, North Star Academy Elementary Charter, Alexander Street School, Boylan Street School, and Speedway Elementary School.

Assets

- Neighborhood planning capacity (e.g., United Vailsburg Services Organization)
- Strong long-standing community-based organization, including the United Vailsburg Services Organization (UVSO), and active block associations
- Vailsburg and Ivy Hill Park
- West End Avenue Park and Boylan Street Recreation Center
- Retail nodes on South Orange Avenue, which include two grocery stores
- Historic housing stock (with potential for creating a new historic district)
- Well maintained residential streetscape and tree canopy
- Reliable NJ Transit and Coach USA bus service
- Good highway access to Garden State Parkway
- Proximity to VA Hospital in East Orange
- New Speedway School
- Potential historic resources include:
 - » Homes on Smith Street
 - » St. Mary’s Villa
 - » Firehouse across from St. Mary’s

- » Sacred Heart Church
- » Ukrainian Church on Sandford Avenue and Ivy Street
- Potential for farmers’ market at Ivy Hill Park
- Vacant lots represent potential sites for community gardens and/or public gathering areas
- Recently completed West Ward Traffic Calming Study, which will lead to the installation of speed humps and other measures to address speeding and improve pedestrian safety

Issues

- Unsafe crossings for students at Speedway School due to traffic conflicts on South Orange Avenue
- Speeding and daytime congestion on South Orange Avenue, Mount Vernon Place, Norman Road, and Kerrigan Boulevard
- Housing abandonment, high foreclosure rates, and lack of property maintenance throughout neighborhood
- Insufficient resources for low- and moderate-income homeowners to repair properties
- High crime
- Prevalence of vacant and abandoned properties on 18th Avenue, along the border with Irvington
- Poor pedestrian realm at bus stops
- No designated bicycle routes
- Lack of retail options and poor conditions of ground floors (including signage) on 18th Avenue, Mount Vernon Place, and South Orange Avenue
- Lack of cultural facilities, such as a libraries, for both adults and youth
- Lincoln School facilities need upgrades
- Newark Public Schools facilities in the area are operating at only 77% of capacity
- Lack of recreational facilities/playgrounds
- Ivy Hill Park needs renovations

- Poor tree maintenance and replacement efforts
- Boylan Street Recreation Center needs upgrades

Typical Streets

Residential Street

Dover Street between Cliff Street and Cameron Road (east side)

Dover Street is an attractive prototypical Vailsburg residential street. It is a small one-way street with tall street trees and old roots spilling over the curb. There are medium-sized single-family homes; some are set back with lawns, while others are close to the street. Many houses have picket fences, front porches, sunrooms, and upper-level bedroom bays, which give character to the street. The architecture is varied with simple Victorian and Bungalow inspired styles, along with some modified barn-style buildings. The buildings feature pitched roofs, hips, a range of dormers, and upper floor porches.

Commercial Street

South Orange Avenue between Halsted Street and Stuyvesant Avenue (south side)

As a county highway, South Orange Avenue is a major commercial corridor that links Newark’s downtown to South Orange and beyond to Morris County. West of the Garden State Parkway, it serves as the primary commercial corridor for Vailsburg and is

also used by residents in East Orange. As it rises and curves up the initial slope of South Mountain, the building densities change from detached single-purpose structures surrounded by parking lots and drive-throughs to a street wall of historic attached one-, two-, and three-story structures in a wide array of types and styles. There are a mix of services on this corridor, including professional offices, banks, take-out and sit-down restaurants, and for-sale goods.

Vailsburg Neighborhood Planning

The United Vailsburg Services Organization (UVSO) developed the Vailsburg Neighborhood Plan in 2006, which focuses on the need for housing, neighborhood facilities, community programs, capacity development, and social and educational services. Specific goals and proposed actions include:

- Expand homeownership opportunities: acquire and rehabilitate abandoned property, and pursue subsidies for homebuyers (target 20 units per year)
- Expand rental opportunities: target the development of 100 units of rental housing along South Orange Avenue, and pursue construction subsidies to keep units affordable
- Provide homeowner assistance for home maintenance and repairs
- Expand the UVSO service campus on South Orange Avenue

Dover Street between Cliff Street and Cameron Road (east side)



South Orange Avenue between Halsted Street and Stuyvesant Avenue (south side)



- Revitalize the South Orange Avenue commercial corridor: expand available retail/commercial space and upper floor rental units
- Improve organization among South Orange Avenue merchants by creating a business improvement district (BID)
- Expand workforce employment and training services and information
- Expand transportation assistance: provide pick-up/drop-off service to Penn Station and other transportation centers to reduce commuting costs
- Develop health and childcare space in partnership with UMDNJ
- Expand youth recreational opportunities (e.g., at Boylan Street Recreation Center)
- Improve safety through block associations

7.5 Leverage the services and capacity of the Unified Vailsburg Services Organization (UVSO) and the momentum from recent projects to further revitalize the community

- Update the UVSO neighborhood plan and partner with the City for implementation

Master Plan Recommendations

Neighborhood Priorities

7.1 Support South Orange Avenue as a neighborhood-serving and regional commercial corridor

- Expand retail options
- Identify incentives and opportunities to attract private investment
- Establish a business improvement district (BID) to unify merchants and business owners
- Expand streetscape improvements
- Increase and enhance pedestrian and cycling amenities/facilities

7.2 Develop a neighborhood circulation plan that addresses

- Traffic calming on commercial and residential streets
- Public realm improvements near bus stops
- Opportunities for bike routes

7.3 Preserve historic assets, especially in the Ivy Hill area

- Identify and nominate landmarks to the Local Register
- Identify and nominate a historic district to the Local Register

7.4 Rehabilitate abandoned housing and promote maintenance of residential properties

- Continue with targeted and aggressive foreclosure prevention efforts

08. Fairmount

Neighborhood Description

The boundaries of the Fairmount neighborhood are generally South Orange Avenue and the Township of Irvington to the south, Bergen and First Streets to the east, Interstate 280 to the north and the Garden State Parkway to the west. The boundary has been revised to include a small area across South Orange Avenue in the vicinity of Grove Street and west of B’Nai Abraham Cemetery near South 20th Street.

Fairmount is a mixed-use neighborhood. Residential uses range from detached single-family and attached two- and three-family homes to mid- and high-rise multifamily buildings. Located at Bergen and Market Streets, Georgia King Village is a privately owned, 18-acre site comprised of garden apartments and two high-rise apartment buildings. Central Avenue is the neighborhood’s main thoroughfare, and though some traditional mixed-use buildings with ground floor retail remain, many are in poor condition or are vacant, have been replaced by marginal commercial uses (including used car lots, gas stations, and storefront churches), or have been cleared and are now vacant lots. Commercial development found along Bergen Street, particularly between West Market Street and South Orange Avenue, is more auto-oriented, with pharmacy chains, fast food establishments with drive-through windows, and a supermarket — all set back from the street with on-site parking. Some industrial land uses remain in the far northwestern portion of the neighborhood, proximate to Newark’s municipal boundary with the City of East Orange. Made up of primarily small industrial establishments, including auto body shops and a UPS distribution center, many of these formerly industrial buildings are now vacant, and several lots have been cleared.

Covering two city blocks, the former United Hospitals Medical Center site is located at the intersection of Market Street and I-280. Founded as Presbyterian Hospital in 1912, it joined with several other area hospitals in 1958 to form United Hospitals Medical Center. After its closure in 1997, the campus was purchased by a group of medical professionals with the intent of operating a multi-service medical campus. Essex County purchased 40% of the site in 1999 with plans to transfer the County mental hospital there; after much community opposition, the County proposed instead to build a new vocational high school. Plans for the United Hospitals

site remains unsettled, as the medical group and County remain in a legal dispute over its future use.

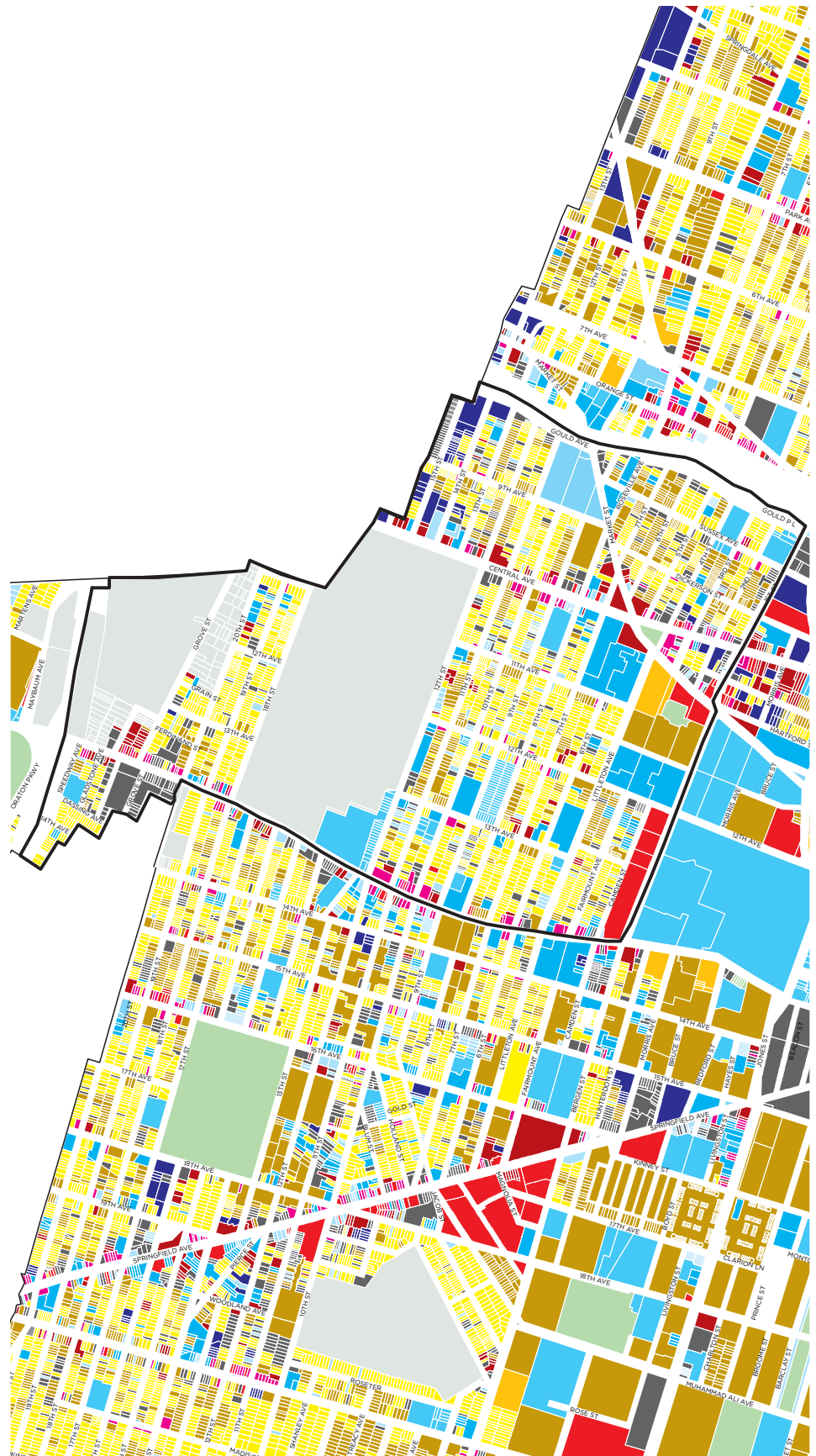
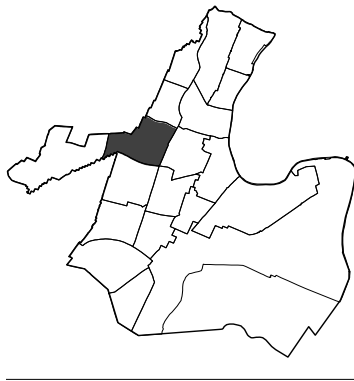
Open space in Fairmount is limited and includes the underutilized and hard-to-access Liberty Park, a small triangle of land formed by Market Street, Fourth Street, and Central Avenue, as well as some green space within the Georgia King Village development. The eastern portion of Holy Sepulchre Cemetery and Fairmount Cemetery could provide some additional open space, which, combined, make up approximately one quarter of the neighborhood’s land area. Important institutions in Fairmount include Provision of Promise Ministries, the Urban League of Essex County, and University Hospital of the University of Medicine and Dentistry of New Jersey (UMDNJ). Schools include West Side High School, Thirteenth Avenue Elementary School, John F. Kennedy School, Dr. Martin Luther King School, Sussex Avenue School, and Newark Christian School.

Assets

- Neighborhood planning capacity (e.g., Urban League of Essex County)
- Strong community-based organization and active block associations (e.g., Fairmount Neighborhood Association)
- Long-tenure residential population
- Diversity of housing types
- Community maintenance of front lawns with gardens and ornaments
- Affordable housing
- Multiple bus lines and proximity to the Orange Street Station (Newark Light Rail)
- Retail nodes on Central Avenue, Bergen Street, and South Orange Avenue
- Elevation provides views of downtown Newark
- Recent streetscape improvements on 12th Avenue
- Active developers rehabilitating vacant and creating new housing in some parts of the neighborhood
- The University of Medicine and Dentistry of New Jersey (UMDNJ) and University Hospital are within and immediately proximate to the neighborhood
- Mix of uses
- Existing community plans
- Historic resources, including:

FIG 12.16: Existing Land Uses
Fairmount, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation

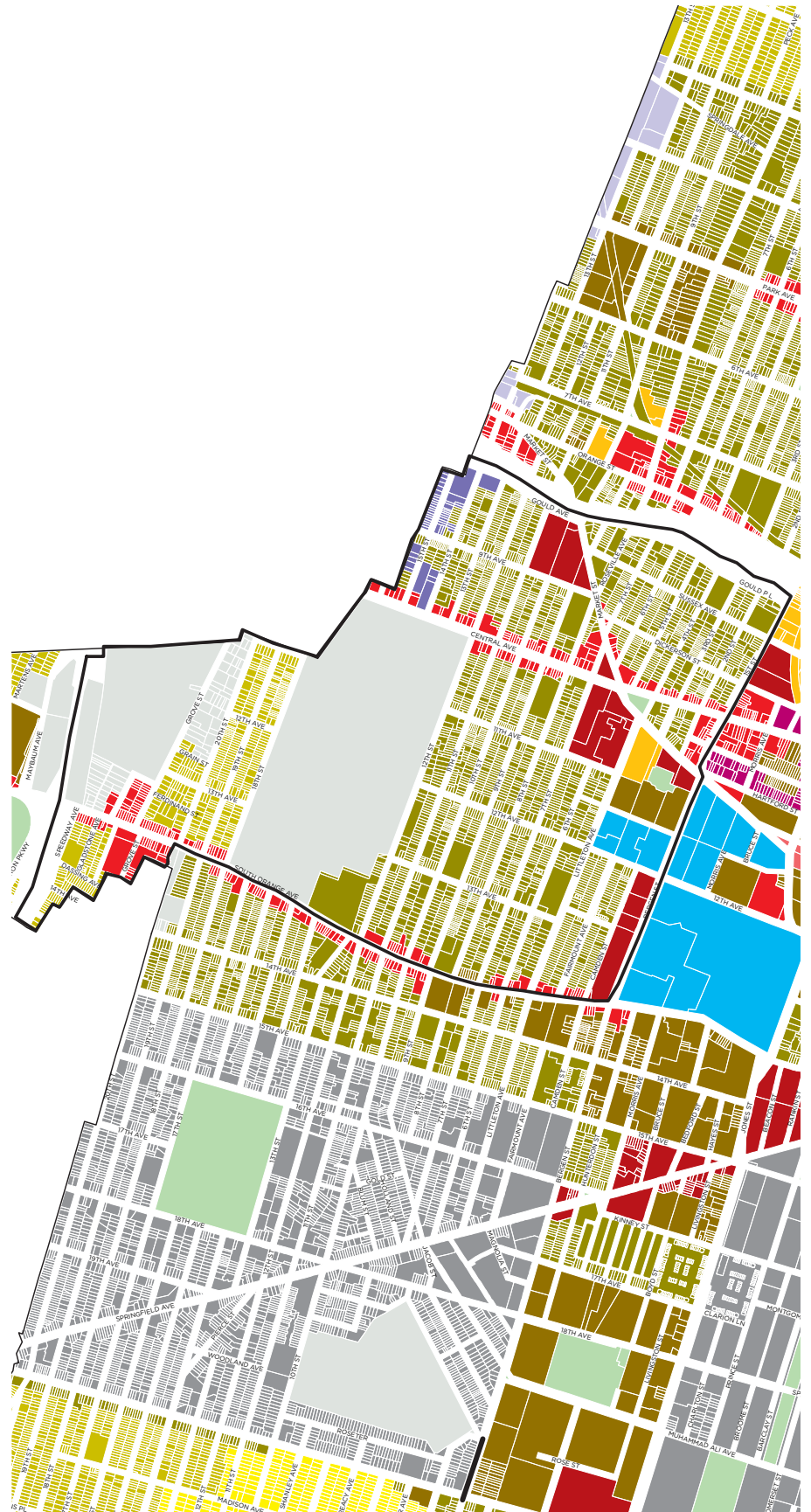


FIG 12.17: Future Land Use Plan
Fairmount, Newark, NJ, 2011

- Detached Single-Family Residential (R-1F)
- Single- and Two-Family Residential (R-2F)
- One- to Three-Family and Townhouse Residential (R-2F)
- Low-Rise Multifamily Residential (R-LM)
- Mid-Rise Multifamily Residential (R-MM)
- High-Rise Multifamily Residential (R-HM)
- Neighborhood Commercial (C-N)
- Community Commercial (C-C)
- Regional Commercial (C-R)
- Light Industrial (I-L)
- Medium Industrial (I-M)
- Heavy Industrial (I-H)
- Mixed Use, Residential/Commercial (MX-1)
- Mixed Use, Residential/Commercial/Industrial (MX-2)
- Institutional (INST)
- Parks and Open Space (PARK)
- Cemetery (CEM)
- Airport (EWR)
- Airport Support (EWR-S)
- Port (EWR-S)
- Living Downtown (D-L)
- Broad Street Station District (D-B)
- Downtown Entertainment/Gateway (D-B)
- Redevelopment (RDV)
- Rail Station

Zoning Amendments

1. R-3F east of Fairmount Cemetery will allow a variety of dwelling types and support a mix of one-, two-, and three-family homes
2. R-2F west of Fairmount Cemetery will maintain the lower density residential character created by single- and two-family dwellings
3. C-R will allow for a wide range of commercial uses at key sites: e.g., at the United Hospitals site; the triangle lot at Central Avenue and Market Street; Central Avenue and 7th Street; Bergen and West Market Streets; Bergen Street and 12th Avenue; and along Bergen Street between South Orange Avenue and West Market Street
4. I-M on 15th and 14th Streets will preserve the manufacturing, warehousing, and storage uses that are job-generating and generally do not produce nuisance-type impacts to surrounding neighbors
5. C-C on Central and South Orange Avenues will encourage a broad range of commercial uses





- » Fairmount Cemetery
- » Monastery at 13th Avenue and 10th Street
- » Church on South Orange Avenue and 9th Street
- » Row homes on 9th Street and 13th Avenue
- » Victorian-style homes on Littleton Avenue, 6th Street, and Fairmount Avenue
- Vacant lots are potential community open spaces
- United Hospitals site is a major development opportunity, which can potentially provide community facilities and other benefits
- Pabst Brewery site is a major development opportunity

Issues

- High vacancy and foreclosure rates (empty lots and buildings) throughout the neighborhood; much vacant land is publicly owned
- Low home values
- Homeowner and landlord neglect
- Many large historic homes in poor condition
- Low performing commercial corridor on Central Avenue and South Orange Avenue: lack of diverse retail options, high vacancy, and poor appearance and building conditions
- Upper floor vacancy on Central Avenue
- High crime
- High number of renters creates transiency
- Lack of open space
- Dilapidated fences and sidewalks; poor maintenance of the public realm
- Inadequate streetscape

- Lack of pedestrian amenities and bicycle facilities on Central and South Orange Avenues and Bergen and West Market Streets.
- Speeding on 11th and 12th Streets
- Need for increased tree canopy

Typical Streets

Residential Street

7th Street between 11th Avenue and Central Avenue (west side)

Though the east side of this block is a large vacant parcel, the west side of the block is typical for this and many other residential Central Ward neighborhoods. The buildings are close to the street with driveways that lead to rear parking areas and garages. The sidewalks are small but include a full street of new trees. The architecture consists of three-story barn roof and front bay buildings with some front porches. Some newer buildings are set back further from the street and have stucco instead of the siding of the older buildings, most of which has converted to vinyl. The long block is well taken care of and transitions nicely at Central Avenue with the presence of the Urban League of Essex County's office building.

Commercial Street

Central Avenue between 9th Street and 10th Street (north side)

Central Avenue operates more as a transportation arterial than a retail street, though sections of it have maintained or have started

to revive as retail hubs that are in line with the demand of area residents. Central Avenue extends into East Orange, where there is a much more thriving retail environment. This block is more typical of other areas on Central Avenue that have lost their historic commercial uses and have either transformed into parking lots or lower intensity uses mixed with some transitional retail. This part of Central Avenue also has the unique feature that gives this neighborhood its name, Fairmount Cemetery; its massive lawns and stately neoclassical main building face the street behind large, if not overgrown, trees.

Fairmount Neighborhood Planning

The Fairmount community benefits from both the comprehensive vision in the 2010 Fairmount Neighborhood Strategic Plan, a product of the Fairmount Heights Revitalization Project led by the Urban League of Essex County, as well as the City’s 2009 West Market Neighborhood Redevelopment Plan, which specifically focused on the Northern Fairmount area. The goals and strategies of the 2010 Fairmount Neighborhood Strategic Plan include the following:

Reduce crime and enhance public safety

- Enhance street lighting
- Start a neighborhood watch program
- Improve traffic and pedestrian safety

- Install more security cameras
- Improve code enforcement

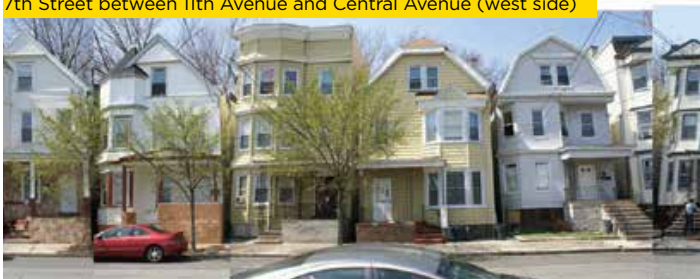
Strengthen the community, neighborhood, and families

- Create a ride sharing program
- Publish a transit guide
- Conduct frequent neighborhood clean ups
- Create a comprehensive guide to family and social services
- Accelerate the development of new housing
- Work with local employers on a “live where you work” program
- Encourage more social interaction

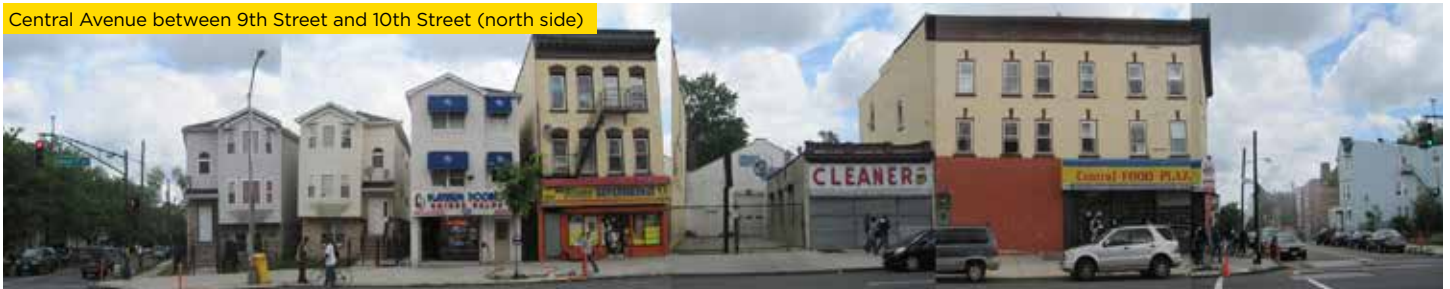
Expand economic development and employment opportunities

- Develop new stores that offer fresh meats and produce
- Develop a cluster of mixed retail stores
- Provide new businesses that serve neighborhood institutions
- Develop a micro-business incubator
- Create a Fairmount Business Innovation and Training Center
- Connect information about existing business programs
- Enhance business safety
- Create an incentive program to hire Fairmount residents
- Develop a guide for basic skills training

7th Street between 11th Avenue and Central Avenue (west side)



Central Avenue between 9th Street and 10th Street (north side)





Enhance education and job training

- Create a Fairmount parent-teacher collaborative
- Make the school buildings places that provide many community uses
- Provide a basic computer skills program for adults
- Create a community calendar
- Help train and place more teachers aides in the classrooms
- Link entrepreneurial programs to the micro-business incubator
- Create homework help lines
- Develop “computers in the home” program
- Provide safe corridors for school students

Improve land use and quality of life

- Amend local zoning to focus more retail and commercial development in the eastern end of the neighborhood (to strengthen the local business district)
- Eliminate disruptive land uses
- Green the neighborhood
- Coordinate improvements with other plans and programs

These goals and strategies complement and build upon the main recommendations of the City’s 2009 West Market Neighborhood Redevelopment Plan for Northern Fairmount, which include the following:

West Marketing

- Create a marketing program of community portraits to promote Fairmount’s affordability, great location, and good housing stock

Educating

- Establish a non-profit to provide programs on homeownership and housing assistance (e.g., collective negotiating with landlords, creating affordable ownership opportunities, cultivating alternative homeownership opportunities, and workshops on financial literacy)

Catalyzing – Temporary Improvements

- Clean Streets Program
- Community uses on vacant lots
- Temporary summer stage at United Campus
- Temporary basketball courts for tournament at United Campus
- Temporary facade lighting at United Campus
- Temporary tree nursery at United Campus
- Ninth Avenue farmers’ market

Catalyzing – Permanent Improvements

- Revise the zoning for the study area (ground-floor retail and residential on upper floors on Central Avenue; infill on vacant lots on Central Avenue in shopping area)

- Address crumbling infrastructure
- Improve neighborhood streetscape; repair sidewalks on Central Avenue
- Add metered parking to Central Avenue
- Add street trees and lighting along 9th and Central Avenues
- Create a farmers' market along 9th Avenue
- Create a neighborhood jogging path around the cemetery
- Improve connections to the cemetery

Improve Infrastructure

- Improve pedestrian safety
 - » Repair sidewalks, crosswalks and "Don't Walk" signs along Central Avenue
 - » Ensure one street light every 35 feet
- Increase street parking
 - » Remove "No Parking" signs along Central Avenue
 - » Install metered parking from South 7th to South 12th Street

Economic Empowerment

- Increase neighborhood population
 - » Create a marketing campaign to attract new residents and visitors
- Increase the neighborhood's appeal as a destination
 - » Attract arts, farmer's markets, and retail
- Educate renters and potential homeowners
 - » Model program on Boston's Life/Vida Urbana to offer home buying courses and one-on-one counseling, with offerings at night and on weekends in Spanish
 - » Workshops about predatory lending and personal financial management
 - » Collective negotiating with landlords

Physical Development

- Infill vacant lots to create a continuous street wall along Central Avenue
 - » Encourage ground-floor retail with residential units above
 - » Recommend appropriate transparent areas in the front facades of ground-floor retail
- Allow for temporary uses of vacant United Hospital grounds
 - » Construct temporary basketball courts, an outdoor summer stage, and tree and plant nurseries
- Install temporary lighting of main facades in collaboration with artists to make these vacant structures destinations on their own

Increase Community Vitality

- Develop a farmer's market
 - » Plan for farmers' market with stalls lining 9th Avenue
- Partner with community groups for events
- "Green" the neighborhood
 - » Plant street trees throughout the neighborhood
 - » Focus plantings along 9th and Central Avenues with distinctive poles also along Central Avenue

Facilities

- Make use of vacant lots for community purposes
 - » Fill vacant sites along West Market with nurseries to green the area
- Make use of Fairmont Cemetery as a neighborhood feature
 - » Construct a rubberized jogging path along city-controlled sidewalks surrounding the cemetery
 - » Look to Evergreen Cemetery Jogging Path in East Los Angeles for a model

Master Plan Recommendations

Neighborhood Priorities

8.1 Support Central and South Orange Avenues as neighborhood-serving and regional corridors

- Attract retail and commercial development
- Establish a streetscape and façade improvement program
- Create a "gateway" at the East Orange border
- Support the Urban League of Essex County's property development efforts on Central Avenue
- Develop a merchants association in the neighborhood, particularly for the Central Avenue, Bergen Street, and South Orange Avenue nodes

8.2 Support the rehabilitation of housing

- Create a homeowner repair program for the neighborhood
- Continue to implement the Neighborhood Stabilization Program (NSP) and other programs to address the rehabilitation of abandoned/foreclosed properties, particularly south of Central Avenue
- Create a foreclosure prevention program

8.3 Expand neighborhood open space opportunities by converting vacant lots to community gardens and playgrounds

- Partner with the Greater Newark Conservancy, the Urban League of Essex County, and the Block Association Networking District (BAND) to work with residents and churches to expand community gardening on vacant lots throughout the neighborhood
- Create a walking trail around the Fairmount Cemetery
- Clean and green vacant lots

8.4 Create a development strategy for the United Hospitals site and other large-scale development sites in the neighborhood

- Explore the attraction of new local companies using the Cleveland model; the University of Medicine and Dentistry of New Jersey is a potential demand source
- Build upon the West Market Redevelopment Plan and the Fairmount Neighborhood Strategic Plan

8.5 Leverage community resources, such as the Urban League of Essex County, to provide additional services to the community

- Expand the services of the family success center at Georgia King Village
- Support and leverage the Fairmount Neighborhood Association, the West Ward Block Collective Association, and the Block Association Networking District (BAND)
- Initiate private neighborhood-based code enforcement in collaboration with the City

8.6 Support community participation in protecting the neighborhood

- Encourage community block watches
- Support neighborhood-based policing capacity and upgraded technology
- Install safety cameras
- Employ targeted police patrols

09. University Heights

Neighborhood Description

The University Heights neighborhood is bounded by South Orange Avenue and Springfield Avenue to the south, University Avenue, Summit Street, Boyden Street, and MLK Boulevard to the east, Interstate 280 to the north, and 1st and Bergen Streets to the west.

As suggested by its name, a defining characteristic of the University Heights neighborhood is the concentration of institutions of higher education. Inspired by a vision of Newark as New Jersey's center of higher education and encouraged by state funding, plans for Rutgers University and the Newark College of Engineering (now the New Jersey Institute of Technology) campuses took shape after World War II and were built during the 1950s and 1960s. Today, Rutgers-Newark, the New Jersey Institute of Technology (NJIT), UMDNJ, and Essex County Community College comprise 170 acres in the University Heights neighborhood.

Though educational uses make up a significant portion of University Heights, they are concentrated in the central and southern portions of the neighborhood; a more diverse mix of land uses can be found to the north of the universities. Baxter Terrace, which opened 1941 and was one of the city's oldest housing projects, is now in the final stages of demolition. The Newark Housing Authority has plans to redevelop the 14-acre site,

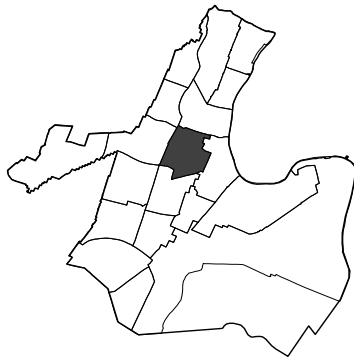
located at Orange and Nesbitt Streets, as a mix of affordable and market-rate housing with ground-floor retail. Residential uses in the northwestern corner of University Heights, generally between Central Avenue and Orange Street, are comprised primarily of infill residential units, with limited amounts of industrial and automotive establishments scattered throughout. There are a fair number of vacant sites in this section of the neighborhood, as well as along Springfield Avenue between Jones Street and Colgate Drive in the southernmost portion of the neighborhood. The Society Hill at University Heights residential development is located between NJIT and UMDNJ. This moderate-density, middle-income townhouse and apartment development was built in the 1980s. There is a concentration of restored brownstones west of University Avenue in the James Street Commons Historic District. Projects under development in the area include NHA's Baxter Park South, which will offer 90 affordable rental units and 4,000 square feet of ground-floor retail, and NJIT's Greek Village, which will create housing for 600 students.

There are three light rail stations in University Heights: Orange Street Station at Orange Street between 1st and Duryea Streets; Norfolk Street Station at Norfolk Street and Central Avenue; and Warren Street Station at Warren and Norfolk Streets. Open space in University Heights is comprised of Boys Park, which reopened after extensive renovations in 2008; Sussex Park, a small triangle



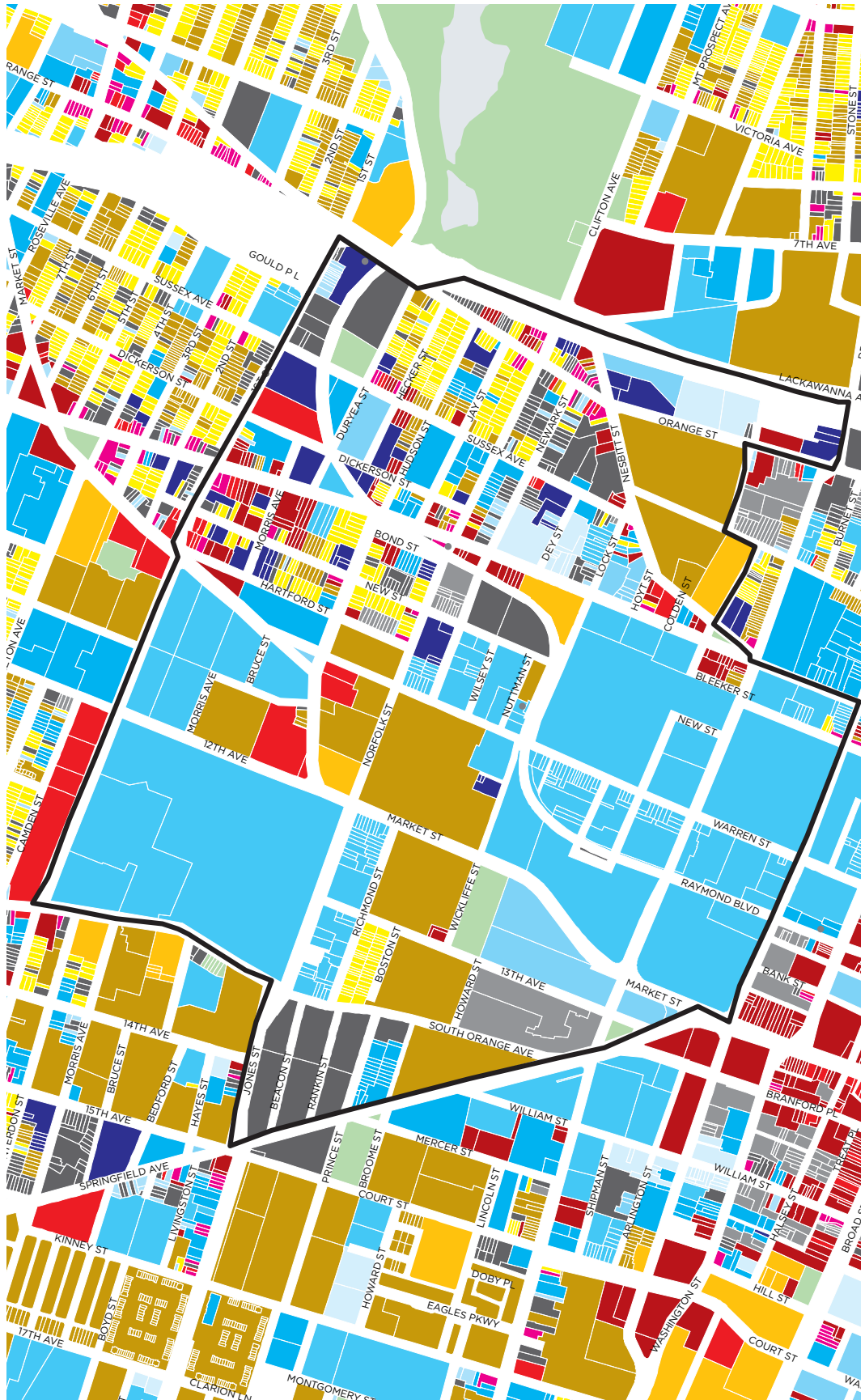
FIG 12.18 Existing Land Uses
University Heights, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation





of land formed by Central Avenue, Sussex Avenue and Summit Street; and recreational and green space provided by the university campuses and neighborhood schools. In addition to the institutions of higher learning, important institutions in this neighborhood include Renaissance House, Inc., NJRCI Community Support Center, Greater Newark Conservancy, and New Community Corporation. Schools include Warren Street Elementary School, University Heights Charter School, St. Vincent Academy, St. Philip's Academy, TEAM Charter School, Science Park High School, and Essex County Vocational Technical School.

Assets

- Six higher education institutions
- New TEAM Charter School on Norfolk Street
- St. Philip's Academy on Central Avenue
- University Heights Science Park (a science and technology business development district)
- Three Newark Light Rail stations
- Springfield Avenue Go Bus service
- New Veterans Memorial Park
- University student, faculty, and staff population
- Potential for transit-oriented development at Orange Street and Central Avenue Stations
- Opportunities for temporary programming in parking lots during the weekends
- Potential to improve walkability from Broad Street Station to universities
- Potential for additional Rutgers open space near Lock Street
- Potential for new open space on block bound by Orange Street, I-280, University Avenue, and MLK Boulevard

- Potential to expand Boys Park onto adjacent vacant lots
- Medium- or large-format retail opportunity on Springfield Avenue

Issues

- University population not on campus in the evenings
- Lack of retail options in the area, including restaurants and related services
- Poor physical connections between campus interiors and the public realm, the downtown, and adjacent neighborhoods
- High level of automobile commuting to universities, which leads to excessive parking facilities
- Low number of university graduates stay in Newark
- Garbage dumping on some streets north of Central Avenue
- Poor lighting and improved public realm near Central Avenue Station
- Speeding on Sussex Avenue
- Lack of housing options for students and young professionals
- Lack of housing options that are affordable to a range of income levels
- Lack of outdoor seating and pedestrian amenities

Typical Streets

Residential Street

Martin Luther King Jr. Boulevard between James Street and Central Avenue (west side)

Where MLK Boulevard continues towards I-280 from the universities is one of the most distinctive blocks in the city. This

block features a dense stretch of row houses, many of which are fraternities. These face the stately but largely vacant old St. Michael’s historic neo-gothic hospital structure across the street. Most of the row houses have partial basement apartments and steep stoops parallel to the sidewalk, some of which lead to porches overlooking the street. Top floors are faced in mansard and in an array of brick colors, from raw to garish.

Commercial Street

Martin Luther King Jr. Boulevard between Warren Street and Bleeker Street (east side)

More of an institutional street than commercial, and representative of the transition between the universities and the surrounding blocks, MLK Boulevard here is the center of University Heights and is flanked on either side by Rutgers and NJIT. To the south, MLK passes under an overpass building at Essex County College. While several active academic and administrative buildings are located on MLK, these are set back from the sidewalk and lack prominent entrances. For this reason, the institutional uses on MLK make the ground-level streetscape discontinuous and form a gap south of a more active block of retail and residential uses just to the north. The streets surrounding Rutgers and NJIT are very well lit, but because there is a lack of student housing downtown (among other reasons), this stretch of MLK lacks activity in the evenings.

University Heights Neighborhood Planning

The University Heights community does not have a neighborhood plan. However, the neighborhood’s universities have institutional plans.

Master Plan Recommendations

Neighborhood Priorities

9.1 Encourage transit-oriented development around Broad Street Station and the Newark Light Rail stations

- Link to university-related neighborhood development

9.2 Support the development of a mixed-use district on Central Avenue, from the Norfolk Street Light Rail Station to Bergen Street

- Develop a coalition of merchants and business owners to support local retail development and identify specific needs for streetscape and façade improvements
- Identify incentives and opportunities to attract local investment

Martin Luther King Jr. Boulevard between James Street and Central Avenue (west side)



Martin Luther King Jr. Boulevard between Warren Street and Bleeker Street (east side)



9.3 Support the development of housing for a range of income levels, especially to attract and retain graduating students

- Participate in City programs and initiatives to help community members address foreclosures and vacant property

9.4 Identify opportunities and advocate for the development of new open spaces

9.5 Develop a pedestrian and bicycle connectivity plan between the universities and the surrounding neighborhoods

9.6 Build organizational capacity for planning among universities and neighborhood residents to address the larger educational and economic development needs of the city

- Evaluate the potential for a special improvement district (SID) to supplement university services and make investments that benefit the larger community

9.7 Increase neighborhood development and social service and community engagement capacity through partnerships or the development of a high functioning community development corporation and community-based organization to identify local needs and strategic goals

- Create a process for ongoing planning led by local neighborhood leaders and advocates, and partner with the City for implementation

10. Downtown

Neighborhood Description

Newark's downtown is generally bounded by Court and Kinney Streets to the south; McCarter Highway, the Amtrak/NJ Transit Northeast Corridor right of way and the Passaic River to the east; Orange Street and Interstate 280 to the north; and University Avenue, Boyden Street, Summit Street, and Shipman Street to the west.

In the early 19th century, Newark's downtown was comprised of a mix of private homes, churches, and small commercial establishments. When railroads arrived in the 1830s, Newark was transformed into a regional industrial center, and by the late 19th century, Newark's economy had diversified to include manufacturing, including leather and paint, breweries, newspapers, and insurance sales. The downtown's position as the commercial center for all of northern New Jersey was solidified with the introduction of electric streetcar service in the 1880s, and the downtown shopping district was anchored by several prosperous department stores.

The "Four Corners," located at the intersection of Broad and Market Streets, was the historic heart of downtown and the point

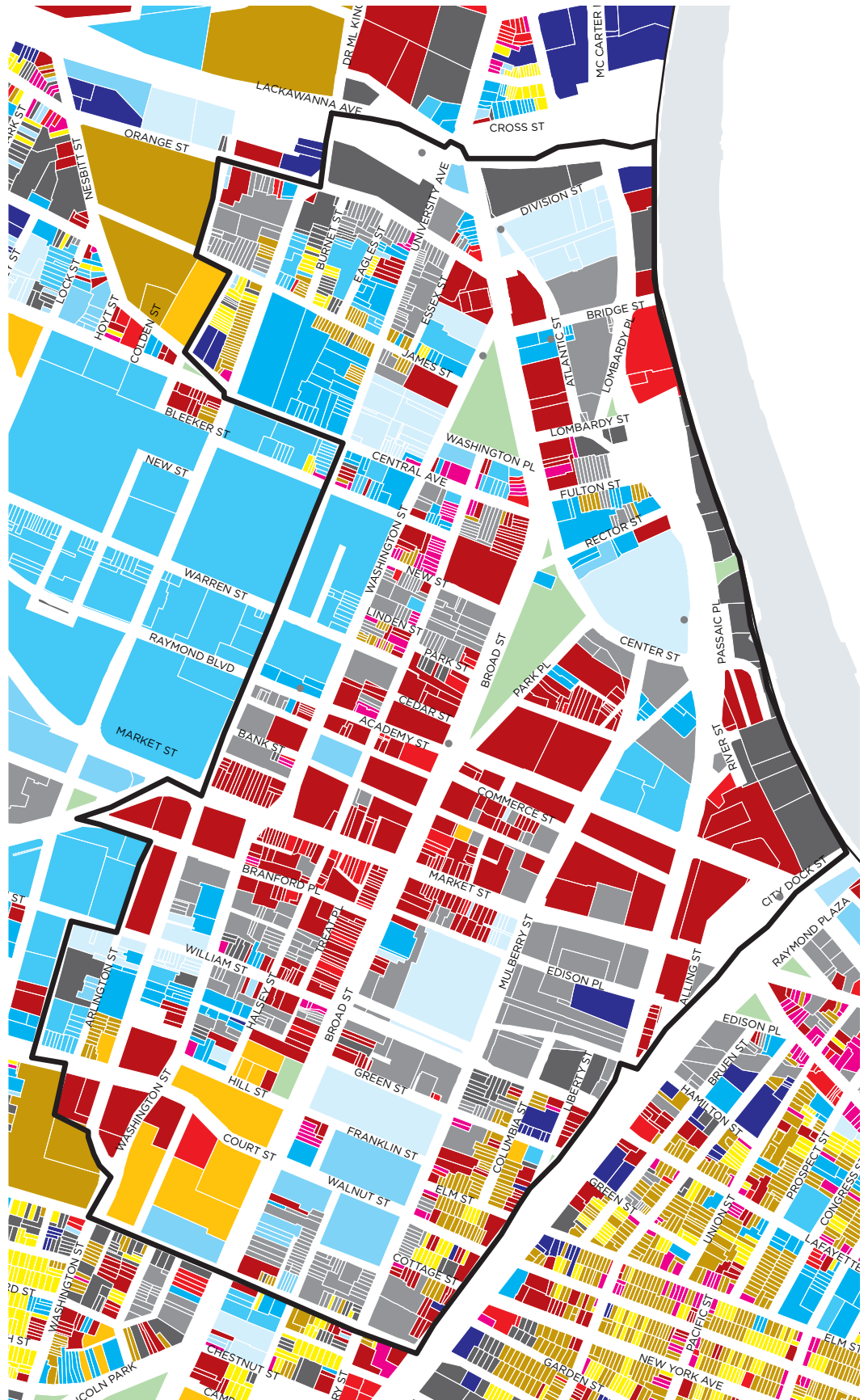
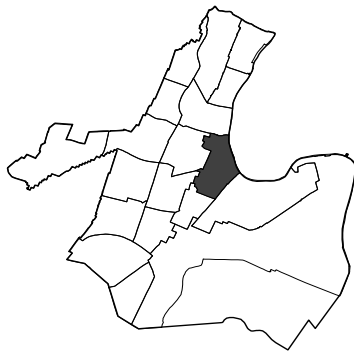
around which Newark grew; it became the social, commercial, and financial hub of the city. The Four Corners remains the traditional center of commerce and business today. Within the downtown, the tallest buildings can be found at the Four Corners and the southern edge of Military Park, while one- and two-story buildings can be found at either end of Broad Street. The city's two tallest buildings are in this district: the National Newark Building at 744 Broad Street, a 35-story office building, and Eleven 80, located at 1180 Raymond Boulevard, which was completed as an office building in 1930 and was converted to residential use in 2007. Broad and Market Streets remain the city's most active retail shopping center – attracting shoppers from within Newark – and there are few vacancies at the street level. Broad Street is typified by ground-floor retail uses, with predominantly office uses above.

Built during the 1970s and 1980s in an urban renewal area, the Gateway Center transformed Newark into a regional office center. Located just west of Penn Station, the Gateway Center is a large mixed-use development comprised of office, hotel, and retail uses interconnected by skyways and pedestrian malls. Additional office developments followed, including PSE&G headquarters and the Newark Legal and Communications Center. A number of governmental offices can be found within the downtown,



FIG 12.20: Existing Land Uses
Downtown, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

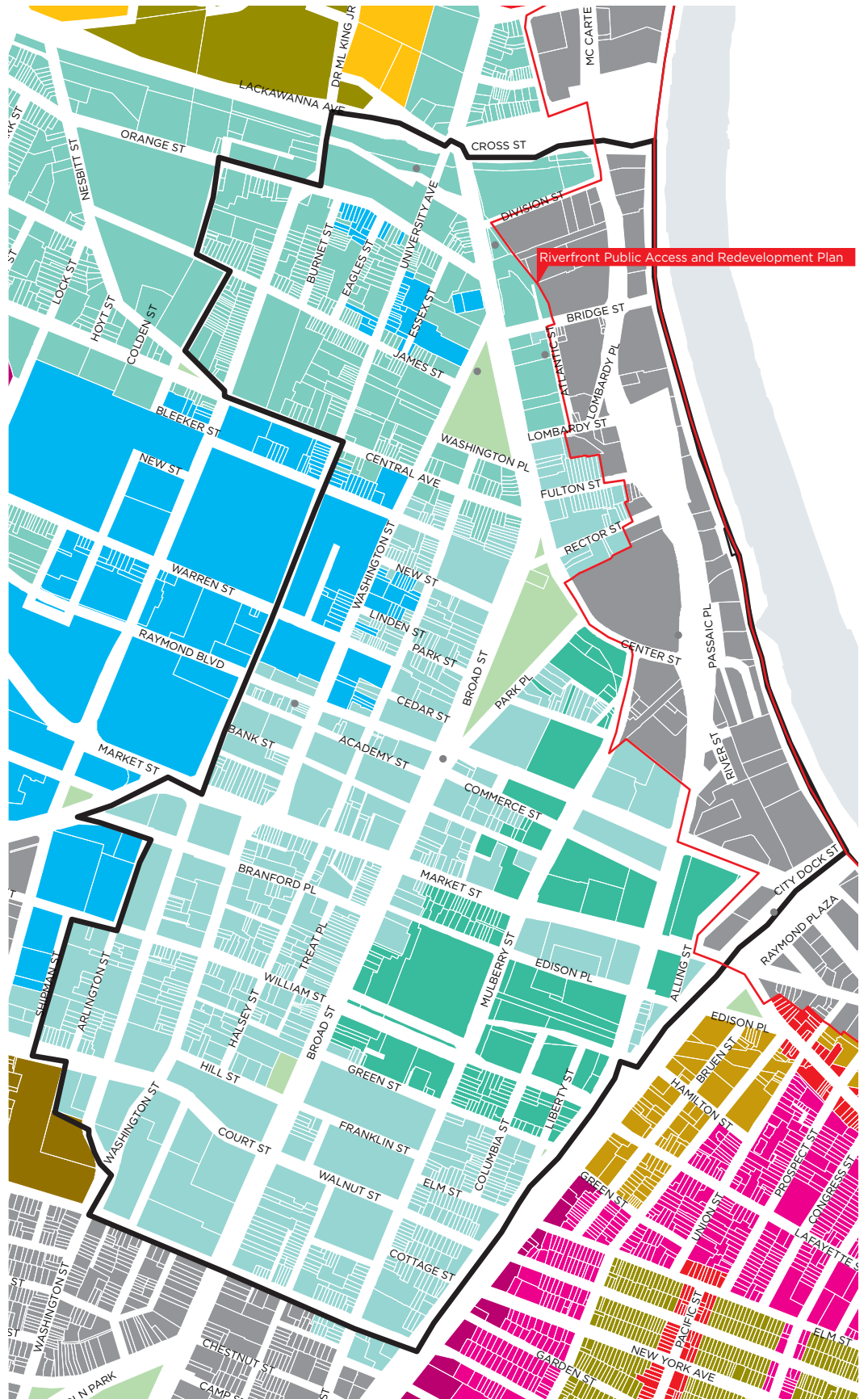
Orientation



FIG 12.21: Future Land Use Plan
Downtown, Newark, NJ, 2011

- Detached Single-Family Residential (R-1F)
- Single- and Two-Family Residential (R-2F)
- One- to Three-Family and Townhouse Residential (R-2F)
- Low-Rise Multifamily Residential (R-LM)
- Mid-Rise Multifamily Residential (R-MM)
- High-Rise Multifamily Residential (R-HM)
- Neighborhood Commercial (C-N)
- Community Commercial (C-C)
- Regional Commercial (C-R)
- Light Industrial (I-L)
- Medium Industrial (I-M)
- Heavy Industrial (I-H)
- Mixed Use, Residential/Commercial (MX-1)
- Mixed Use, Residential/Commercial/Industrial (MX-2)
- Institutional (INST)
- Parks and Open Space (PARK)
- Cemetery (CEM)
- Airport (EWR)
- Airport Support (EWR-S)
- Port (EWR-S)
- Living Downtown (D-L)
- Broad Street Station District (D-B)
- Downtown Entertainment/Gateway (D-B)
- Redevelopment (RDV)
- Rail Station

Land use and design regulations in the downtown are currently defined by a number of redevelopment plans, including the Broad Street Station District, Education Center, Downtown Core, Living Downtown, Newark Plaza, and Riverfront Redevelopment Plans.





including Newark, Essex County, and New Jersey administration and service buildings, courthouses, and agency headquarters, such as NJ Transit and the North Jersey Regional Transportation Planning Authority (NJTPA).

Much of the city's revitalization efforts have been focused on the downtown. Popular cultural and entertainment facilities, such as the New Jersey Performing Arts Center (NJPAC), the Prudential Center Arena, and the Newark Bears and Eagles Riverfront Stadium, have been built here. Additional cultural institutions include Symphony Hall and the Newark Museum. Two new hotels are under construction on Broad Street, one of which involves the restoration of a historic office building at 810 Broad Street. The Teachers Village project on Halsey Street, which is under construction, will bring over 200 units of housing, new street-level retail space, three charter schools, and a daycare center to the downtown.

Surface parking lots and structured parking decks can be found throughout the district, particularly in the vicinity of the Prudential Center Arena, where approximately 10 acres of surface lots offer potential development opportunities. There is some vacant land scattered throughout the district, especially along the Passaic River, south of Broad Street Station, and adjacent to I-280 between Broad Street and McCarter Highway.

There are three historic districts in the downtown: the James Street Commons was listed in 1978; the Four Corners Historic District was listed on the National Register in 2000; the Military Park

Historic District, which was used as a training ground for soldiers until 1869 and then became a town commons, was listed in 2004; and the James Street Commons was listed in 1978.

Major roadways include McCarter Highway, a busy highway that carries a high proportion of regional truck traffic, while Broad Street, Market Street, and Raymond Boulevard are busy commuter arterials. Public transportation makes the downtown very accessible. NJ Transit, Amtrak, and the Port Authority Trans-Hudson (PATH) trains provide service to north and south New Jersey, New York City, and regional destinations along the east coast. The Newark Light Rail connects Penn Station and portions of the downtown to the city's northern neighborhoods. NJ Transit bus lines provide access to more local destinations and adjoining communities in Essex and Union Counties.

The downtown has several large parks and open spaces, including Military Park, Washington Park, PSE&G Plaza, Championship Plaza, and Theater Square. There is a concentration of institutions and schools in the downtown, including the YMWCA of Newark and Vicinity, Covenant House Newark Crisis Center, Newark Arts Council, Essex-Newark Legal Services, and the Association for Children of New Jersey. Schools are comprised of mainly private and charter schools, as well as a magnet high school, and include Discovery Charter School, Gray Charter School, Renaissance Academy, North Star Academy, and Greater Newark Academy Charter School.

Assets

- Downtown cultural and entertainment institutions, including NJPAC, Newark Museum, Newark Library, Prudential Arena, and Symphony Hall
- New office developments underway for Panasonic and Prudential
- Major corporations and office buildings
- Good hotel accommodations
- Active business community, with the Newark Regional Business Partnership and Newark Alliance
- Recent streetscape improvements by the Newark Downtown District (local BID)
- Strong community group in James Street Commons area
- New and planned conversions of vacant upper story commercial space into housing
- New housing and school construction underway at Teachers Village
- Planned new residential towers across from NJPAC at Park Place and Rector Street
- Broad and Market Street retail center
- Military Park and Washington Park
- Passaic River waterfront
- Seton Hall Law School and Rutgers Business School, as well as proximity to Rutgers-Newark, NJIT, Essex County College, and UMDNJ
- Amtrak, NJ Transit, and PATH trains; light rail service
- Newark Penn Station (Amtrak, NJ Transit, PATH, Light Rail) and Broad Street Station (NJ Transit, Light Rail)
- National and regional bus service
- Good access to regional highways
- Historic building stock and landmarks

Issues

- Vacant and underutilized upper floors
- Building facades with inappropriate signage and in need of repair
- Buildings with blank ground floors and sky bridges

- Excessive surface parking lots
- Concerns about safety
- Disincentives to upper floor use and residential conversions
- Lack of unified urban design standards for buildings
- Lack of variety and quality of retail
- Lack of diverse housing types and options
- Streetscapes lack adequate lighting and landscaping
- Vacant lots, vacant buildings, and parking comprise up to one third (60 acres) of all land in the downtown
- Vacant properties impact continuity of streetscape and street wall
- Problematic traffic intersections, including:
 - » State Street, University Avenue, and Broad Streets
 - » MLK Boulevard and Orange Street
 - » MLK Boulevard and Central Avenue
- Lack of riverfront access
- Schools lack open spaces
- Existing open spaces underutilized or unwelcoming
- Lack of programming in Washington and Military Parks
- Lack of outdoor seating (especially in Washington Park)
- Infrequent garbage collection
- Lack of high-speed internet in some downtown locations
- Lack of public transit way-finding
- Poor pedestrian environment on Washington and Broad Streets
- Lack of activity on Central Avenue
- Lack of bike lanes and facilities
- Inactivate/vacant retail space on Halsey Street (a potential commercial/entertainment center)
- Lack of high quality public art

Typical Streets

Commercial Street

Halsey Street between Central Avenue and Bleeker Avenue (west side)

Halsey Street symbolizes – perhaps more than any other street in the downtown – the potential of Newark. Halsey is the pedestrian-oriented alternative to Broad Street, the city’s major commercial

Halsey Street between Central Avenue and Bleeker Avenue (west side)





thoroughfare. In the past, one could walk from Washington Park through the Four Corners retail area at Broad and Market to Lincoln Park, with clubs, cafes, and businesses of every kind lining either side of Halsey. Today, however, vacant buildings and lots characterize this route, especially south of Market.

This block on Halsey Street is active with new restaurants and service retail. The street features remarkably well-preserved attached three-story masonry buildings with historic cornices and ground-floor bays intact. Buildings have no setbacks and are flush with the sidewalk, and restaurant owners have introduced new bracket signage and restored retail facades. Streetscape amenities are lacking, with the exception of a few new street trees on the east side of the street.

Downtown Neighborhood Planning

The downtown community has not developed a neighborhood plan.

Master Plan Recommendations

Neighborhood Priorities

10.1 Encourage dense mixed-use development around downtown transit hubs

10.2 Increase the residential population

- Attract more students, faculty, and recent graduates from Newark's colleges and universities to live in the downtown
- Encourage the restoration and reuse of vacant or underutilized historic buildings

- Promote new housing along lands adjacent to McCarter Highway and the Passaic riverfront in the downtown

10.3 Enhance the quality of the downtown experience

- Continue and expand the Newark Downtown District's streetscape program and improvements
- Increase active street-level retail and entertainment, and connect nodes of activity in the downtown and University Heights
 - » Partner with the Newark Downtown District and major stakeholders within the Halsey and Mulberry Street corridors to create a comprehensive strategy for improvements, maintenance, programming, and marketing

10.4 Increase opportunities for visitation downtown

- Explore the viability of a downtown conference center or conference hotel
- Celebrate and promote historic resources and cultural institutions
- Promote the development of hotels to support downtown venues

10.5 Increase commuter transit ridership into the downtown, and promote walking and biking

- Develop a parking management plan for the downtown that encourages transit and reduces reliance on the automobile
- Work with employers and local institutions to develop Transportation Demand Management (TDM) strategies – such as car sharing, carpooling, and employee transit benefits – in the downtown and on university campuses

11. West Side

Neighborhood Description

The West Side neighborhood is bounded by Avon Avenue and Woodland Cemetery to the south, Bergen Street to the east, South Orange Avenue to the north, and the Newark municipal boundary with the Township of Irvington to the west.

Over the past several decades, West Side has quite likely seen the greatest change in land use. The original housing stock, typified by wood frame single-family homes, has in large part been cleared due to deterioration and abandonment. In recent years, new homes have been built by the Newark Housing Authority and non-profit groups, including the Corinthian Housing Development Corporation and Habitat for Humanity. These homes have primarily taken the form of small-scale attached infill housing units, though there are some instances of multifamily developments built through the assemblage of entire blocks. Vacant buildings, cleared land, and City-owned foreclosures are prevalent throughout the West Side, particularly south of Springfield Avenue.

West Side's main thoroughfare is Springfield Avenue, an arterial that links the Township of Irvington and communities to the west with downtown Newark. Stretches of vacant land and City-owned foreclosed properties line Springfield Avenue, while many existing businesses – including fast food and auto-related establishments, bodegas, and storefront churches, as well as some newer retail chains with on-site parking – are in fair condition. There is a large suburban-style shopping center on Springfield Avenue west of Bergen Street, anchored by Home Depot. South Orange Avenue, which traverses the northern portion of the neighborhood, has more active businesses than Springfield Avenue, but there are still a number of vacant buildings and lots. Commercial development is comprised primarily of mixed-use buildings with ground floor retail, including bodegas, fast-food establishments, and beauty salons. Industrial uses are limited and can be found scattered throughout the neighborhood, often adjacent to residential infill; many of these properties appear to be marginally operational and are in poor condition.

Open space in the West Side is comprised of the recently renovated 31-acre West Side Park, which was designed by the Olmsted Brothers. Additional, but unused, open space is provided by the 35-acre Woodland Cemetery, located in the far southeastern corner

of the neighborhood, which is largely abandoned. Important institutions include Habitat for Humanity, NCC Extended and Medical Care, Corinthian Housing Development Corporation, Tri-City People's Corporation, CREST Community Development Corporation, and the Salvation Army. Schools include the Newark Preschool Council at Edna Thomas, Fourteenth Avenue Elementary School, Fifteenth Avenue Elementary School, Harriet Tubman Elementary School, South Seventeenth Street Elementary School, Camden Street Elementary and Middle School, RISE Academy Charter School, and Marion P. Thomas Charter School.

Assets

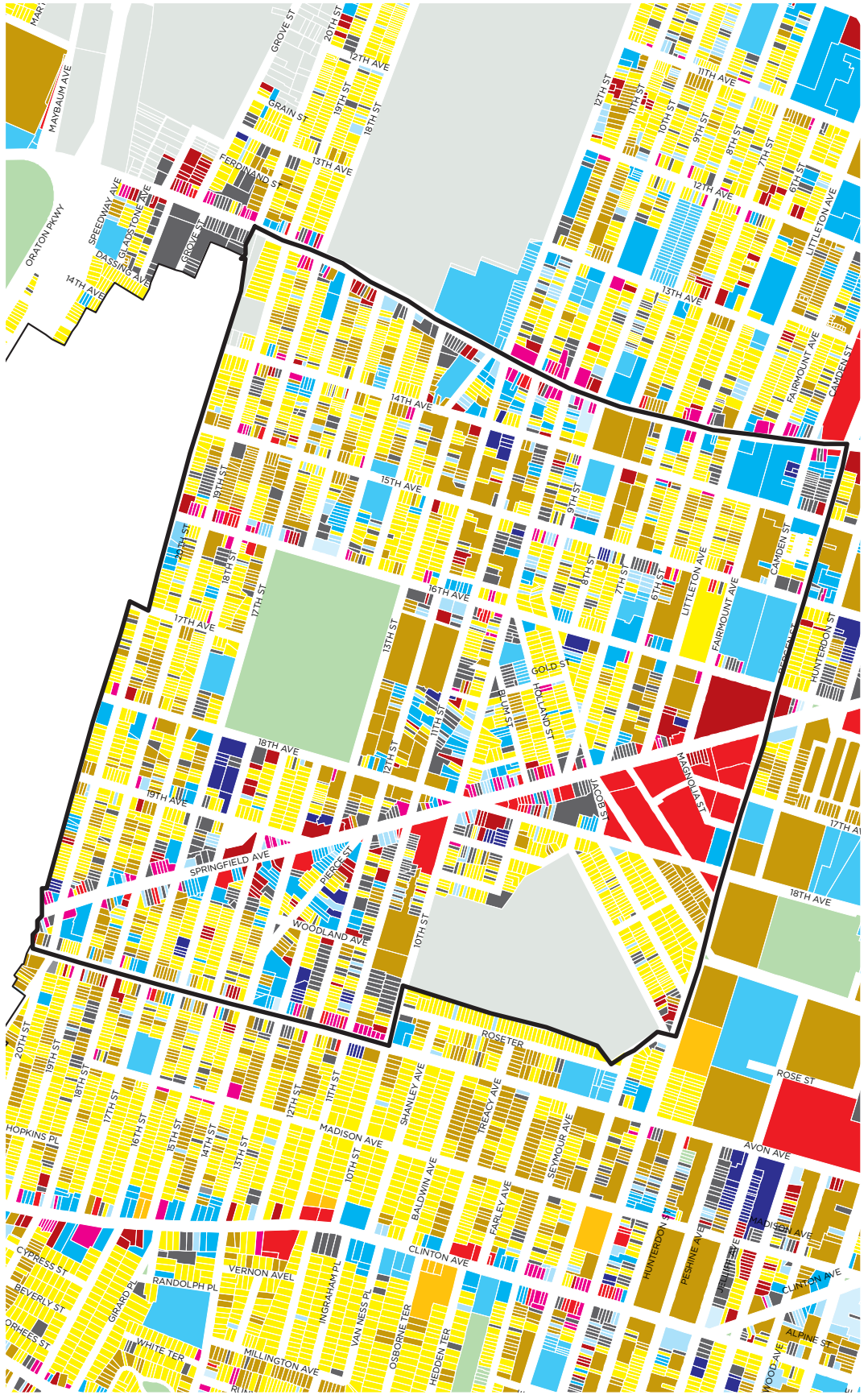
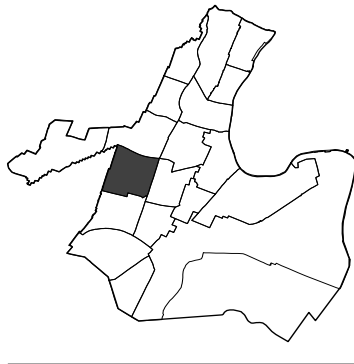
- West Side Park
- Springfield Avenue Go Bus 25 service
- Community gardens
- Harriet Tubman School
- Retail nodes on Springfield Avenue and South Orange Avenue
- Synagogue at 16th Avenue and Holland Street
- Potential to expand retail in Irvington on 18th Avenue into Newark
- Redeveloped Newark Screens movie theater
- Strong neighborhood service providers (e.g., New Community Corporation)

Issues

- Abandoned and derelict properties
- Homeowner and landlord neglect
- Lack of affordable housing choices
- Limited retail options and poor condition of commercial ground floors on Springfield Avenue
- Public safety issues, including crime, inappropriate curb cuts, and lack of parking
- Speeding on 11th and 12th Streets
- Lack of programming at West Side Park
- West Side Park perceived as unsafe

FIG 12.22: Existing Land Uses
West Side, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation



Typical Streets

Residential Street

19th Street between 17th Avenue and 18th Avenue (east side)

Much like in adjacent neighborhoods, such as Fairmount and Upper Clinton Hill, West Side has seen a proliferation of “Bayonne Box” residential infill on its many vacant lots. At the same time, West Side is unique for its large Victorian-style homes. Most homes are set back from the street to create small yards surrounded by fencing, though in new construction, driveways lead to garages in the front of the buildings. Many existing and new homes have been foreclosed, and so boarded up buildings are common on most residential blocks in West Side.

Commercial Street

Springfield Avenue between 10th Street and 11th Street (north side)

Springfield Avenue is the main transportation and commercial corridor in the Central Ward, connecting West Side with Belmont and the downtown. The beginnings of the first bus rapid transit route and limited service line, known as Go Bus, was introduced along Springfield Avenue and runs from Irvington through West Side to the downtown. Despite being the center of West Side, neighborhood retail here is lacking – along with some vacancies, there are storefront churches, delis and diners, and salons. Upper-level vacancy is also an issue, though some of the buildings along Springfield Avenue have residential uses on the upper floors.

While some of the two- and three-story buildings retain historic brick and masonry work, other façades have been covered with stucco and vinyl siding, and cornices or parapets have been removed or similarly covered. Where there is infill occurring on vacant lots, it is typically one-story brick buildings. The wide, busy boulevard, a lack of street trees, and lighting consisting only of cobra head lampposts all contribute to a harsh and uninviting pedestrian realm.

West Side Neighborhood Planning

In 2009, the City prepared and adopted the Kent/Brenner/Springfield Redevelopment Plan, which covers most of West Side, in response to community concerns about a lack of planning for redevelopment and growth. During the preparation of the Plan, the City held numerous community outreach and engagement sessions. The overarching goals of the Plan include:

- Revitalize Springfield Avenue through mixed-use development
- Create housing choices for residents of all income levels
- Ensure adequate and safe open spaces and recreation areas
- Ensure safety on neighborhood streets
- Create walkable, pedestrian-friendly streets that are home to commercial and retail uses, while retaining a distinctive residential feel
- Improve overall neighborhood circulation and connectivity

19th Street between 17th Avenue and 18th Avenue (east side)



Springfield Avenue between 10th Street and 11th Street (north side)





- Recognize West Side Park as a neighborhood asset and capitalize upon it
- Discourage and eliminate uses incompatible with residential development
- Stabilize smaller neighborhood convenience commercial nodes
- Increase the sense of community and neighborhood pride
- Enhance the availability of local goods and services, while increasing local employment opportunities by encouraging local hiring practices

- » Focus on two development patterns: the commercial/neighborhood center and the residential/mixed-use infill areas.

Specific action items in the Plan include the following:

Improve Infrastructure

- Increase transportation links to and from the neighborhood
 - » Ensure new development along Springfield Avenue leverages bus rapid transit and contributes to the walkability of the corridor
- Improve pedestrian safety
 - » Install raised or tabled crosswalks at busy intersections
- Furnish the streets
 - » Install benches, bike racks, and trash receptacles
 - » All installation, from sign poles to trash receptacles, should be architecturally appropriate for the neighborhood
 - » Install bicycle racks adjacent to bus stops and retail shopping

Physical Development

- Address issues related to abandoned and/or blighted properties
 - » Partner with developers for projects
 - » Condemn and acquire properties for development
- Ensure new development is socially responsible
 - » Uphold guidelines for pedestrian-oriented development
 - » Create a distinctive neighborhood character, while expanding housing and service options
 - » New designs should reflect and enhance existing architectural styles

Community Vitality

- Better utilize public and semi-public spaces for community-serving facilities (e.g., schools, houses of worship, Woodland Cemetery)
- Increase neighborhood awareness
 - » Create a neighborhood steering committee made up of various stakeholders
- “Green” the neighborhood
 - » Plant street trees and other plating throughout the neighborhood, mindful of scale

Economic Empowerment

- Reestablish Springfield Avenue as a thriving mixed-use corridor with concentrated retail

Facilities

- Continue to support efforts of the West Side Park Conservancy
 - » Adhere to guidelines for the park’s interior design and maintenance

Master Plan Recommendations

Neighborhood Priorities

11.1 Develop Springfield Avenue as a neighborhood- and city-serving corridor

- Attract retail and commercial development
- Establish a streetscape and facade improvement program
- Create a “gateway” at the Irvington border
- Develop a coalition of merchants and business owners to support local retail development and identify specific needs for streetscape and façade improvements

11.2 Identify sites for mixed-use, transit-oriented development along Springfield Avenue near the Go Bus station

11.3 Improve the quality of the public realm and site design, and identify commercial development opportunities near Home Depot

11.4 Increase access to open space and recreational opportunities

- Increase programming at West Side Park
- Develop a strategy for the maintenance and use of Woodland Cemetery
- Connect West Side Park to the new Irvine Turner Boulevard bike lane through neighborhood corridors, such as 16th Avenue

11.5 Support the rehabilitation of abandoned housing and industrial properties

11.6 Increase neighborhood development and community engagement by leveraging and increasing the capacity of existing community development corporations and other active community groups for a coalition-based approach to comprehensive neighborhood revitalization and strategic investment

12. Belmont

Neighborhood Description

The boundaries of the Belmont neighborhood are Avon Avenue to the south; Arlington Street, Clinton Avenue, MLK Boulevard, Quitman Street, and Shipman Street to the east; Branford Place, Springfield Avenue, and South Orange Avenue to the north; and Bergen Street to the west.

Belmont is predominantly comprised of large-scale multifamily residential uses. The area has seen many changes from the time it was a place for eastern European immigrants to settle. Housing needs for African-Americans from the south seeking employment led to the construction of low-income housing in the 1930s, including Douglass Harrison Homes (which was built by Prudential Insurance Company) and the Newark Housing Authority's Felix Fuld Homes, both of which are being redeveloped. During the 1950s and 1960s, more of these high-rise public housing projects were built in Belmont; most were demolished during the 1990s and have been replaced with lower density townhouse developments. Several cooperatively owned garden apartment complexes built in the late 1960s remain in good condition. HOPE I funds financed New Community Corporations's construction of 210 condominium townhouses and a large preschool center known as Community Hills. Scudder Homes, Hayes Homes, Stella Wright Homes, and Hill Manor have all been replaced with homeownership units, rental apartments, and mid-rise senior housing. Geraldine Foushee

Tower, the sole surviving tower of Scudder Homes, provides elderly housing and is scheduled for extensive renovations over the next two years. The senior high-rise, James C. White Manor on Bergen Street, was built in 1976 and is undergoing modernization. Another 1970s housing typology in Belmont is the two-story residential building with mansard roofs financed by New Jersey Housing and Mortgage Finance Agency – often in partnership with faith-based non-profit developers. What remains of Belmont's original housing stock can be found at the peripheries of the neighborhood and includes 1920s apartment buildings and detached two- and three-story single-family homes that have been converted into multifamily apartments. Interspersed among the older buildings are small townhouse infill developments with three-story "Bayonne Box" homes containing two to three units (typically with a large garage and driveway in the front).

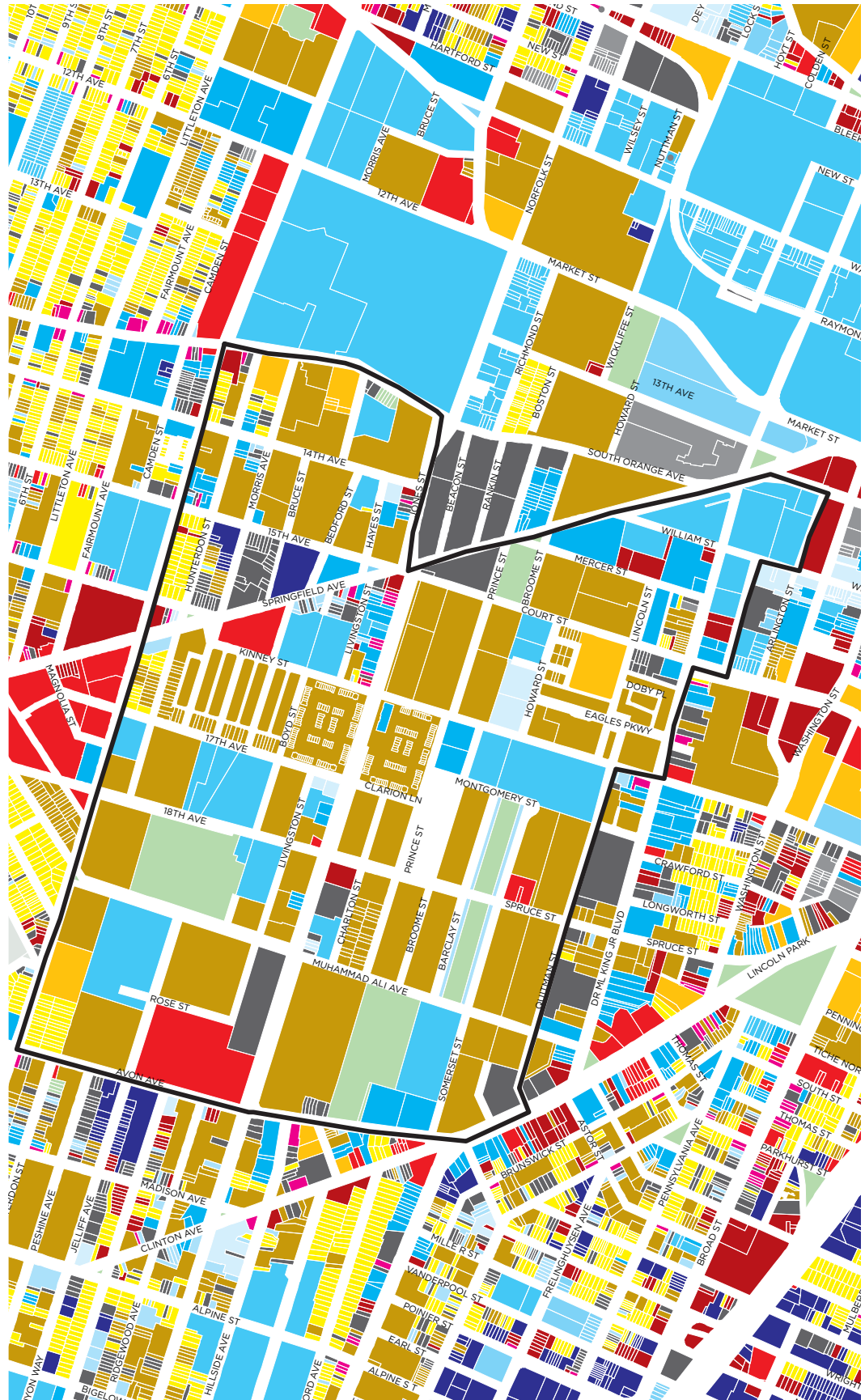
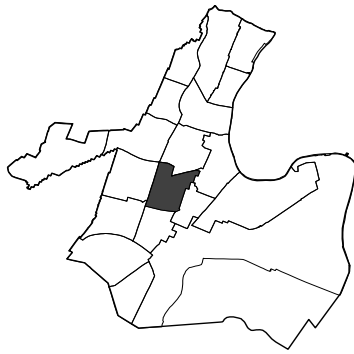
There is very little commercial development in Belmont. Retail along Springfield Avenue, a once-bustling commercial thoroughfare, is limited, and there is a poorly designed shopping plaza anchored by a large supermarket located at Avon Avenue and Irvine Turner Boulevard.

Open space in Belmont includes two completely renovated parks – Jesse Allen Park (which includes the city's first skate park) and Nat Turner Park – as well as Hank Aaron Field, and the JFK Recreation Center. Important institutions include Queen of Angels Church,



FIG 12.24: Existing Land Uses
Belmont, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation



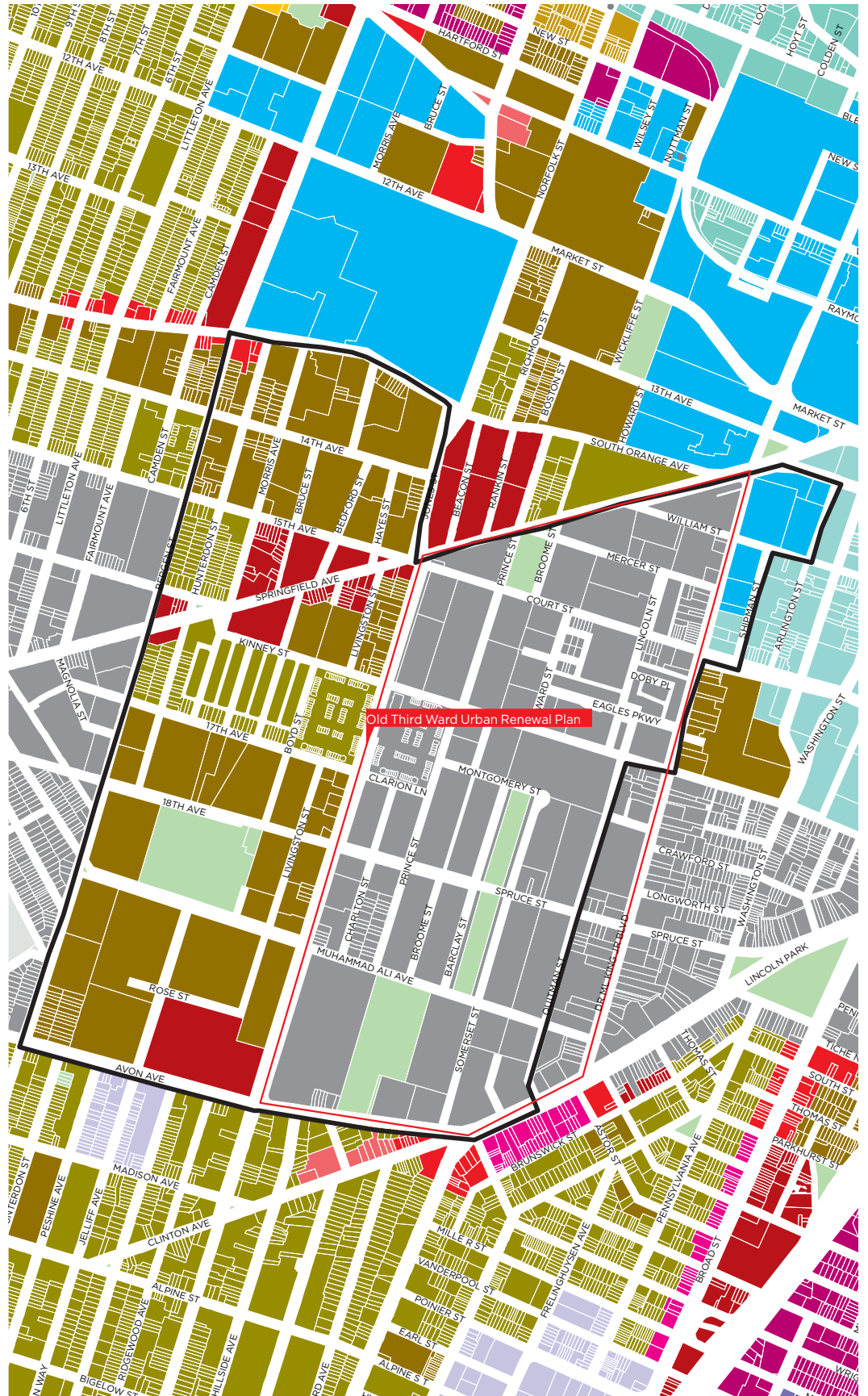
FIG 12.25: Future Land Use Plan
Belmont, Newark, NJ, 2011



Zoning Amendments

1. R-3F and R-LM west of Irvine Turner Boulevard will allow for a variety of dwelling types and residential developments that are limited in height
2. C-R along Springfield Avenue and Irvine Turner Boulevard at Avon Avenue create opportunities for a wide range of commercial uses

The Newark Housing Authority's Old Third Ward Urban Renewal Plan defines land use and design regulations for much of the Belmont neighborhood. The Plan was originally adopted in 1960 and last amended in 2008.





which was the first black parish in the Archdiocese of Newark and among the Newark churches visited by Dr. Martin Luther King, Jr., in the 1960s; the Boys and Girls Club of Newark on Avon Avenue; and several additional churches.

There are a large number of schools in Belmont, including Mount Pleasant Head Start, Newark Preschool Council at E.T. Bowser, Louise A. Spencer Elementary School, Cleveland Elementary School, Morton Street Elementary School, Eighteenth Avenue Elementary School, Newton Street Elementary School, Quitman Street Community School, Samuel L. Berliner School, West Kenney Junior High School, New Horizons Charter School, Robert Treat Academy Charter School, Queen of Angels Catholic School, American History High School, The Academy of Vocational Careers High School, Newark Vocational High School, and the recently constructed Central High School.

Assets

- Springfield Avenue Go Bus service
- Renovated parks, including Jesse Allen Park and Nat Turner Park
- New and renovated recreation centers, including JFK Recreation Center and The Clubhouse
- Greater Newark Conservancy community gardens
- New Central High School
- New streetscape and bike lane on Irvine Turner Boulevard
- Redevelopment of Douglass Harrison Homes represents opportunity for new park space

Issues

- Lack of neighborhood retail and commercial options on Avon Avenue, Irvine Turner Boulevard, South Orange Avenue, and Springfield Avenue

- Inactive and vacant housing developments
- Limited homeownership opportunities
- Vacant parcels on Springfield Avenue and Irvine Turner Boulevard
- Poor streetscape
- Unsafe environments
- Limited traffic calming
- Loss of “Zoom! We’re going places” shuttle, which served youth and seniors
- Limited bicycle lanes and facilities
- Krueger Scott Mansion remains unrestored and unused
- Limited youth programming at recreational facilities
- Firehouse at Muhammad Ali Avenue and Irvine Turner Boulevard is in need of renovation

Typical Streets

Residential Street

Broome Street between Muhammad Ali Avenue and Spruce Street (east side)

The housing on Broome Street is typical of the redevelopment that has occurred with much of the Urban Renewal-era public housing in the Central Ward. The large blocks of public housing have been reconfigured in order to restore the Central Ward’s street grid of long and narrow blocks by creating somewhat self-enclosed housing subdivisions on each block. The new two-story attached townhouses are nearly identical for several blocks, and the brick and vinyl facades reflect a traditional style. Each unit has a separate entrance and address as well as a small yard defined by fencing. Though the new townhouses face the street, they are setback between 10 and 30 feet, and two curb cuts provide access to parking on the block interiors. The streetscape includes concrete sidewalks, newly planted trees of a variety of species, and similarly

traditional exterior furnishings, such as acorn-head lampposts. Though in recent years many new community facilities, such as schools, recreation centers, and parks, have been constructed in the Central Ward, these new housing developments are single-use and lack access to nearby retail.

Commercial Street

Irvine Turner Boulevard between Muhammad Ali Avenue and Spruce Street (east side)

Irvine Turner Boulevard is one of only three major north-south connections in the Central Ward. The wide boulevard terminates in the south at the on-ramps to I-78 and continues north to University Heights. For the most part, Irvine Turner is a residential corridor with multifamily housing set back between 30 and 40 feet from the street. This area of the Central Ward has undergone significant HOPE VI redevelopment of Urban Renewal-era public housing. As a result of ongoing redevelopment, there are several large vacant parcels along Irvine Turner similar to the one on this block. "The Clubhouse," which includes athletic and performing arts facilities, opened in 2007 and is operated by the Newark Housing Authority. The vacant firehouses on the south end of the block is among the few pre-Urban Renewal-era buildings remaining in Belmont.

Belmont Neighborhood Planning

The Belmont community has not developed a neighborhood plan.

Master Plan Recommendations

Neighborhood Priorities

12.1 Develop Springfield Avenue as a neighborhood- and city-serving corridor

- Attract retail and commercial development
- Implement streetscape improvements
- Develop a coalition of merchants and business owners to support local retail development and identify specific needs for streetscape and façade improvements
- Leverage bus rapid transit service (e.g., Go Bus) with pedestrian-friendly mixed-use development of moderate density

12.2 Leverage the new streetscape and bike lane on Irvine Turner Boulevard by encouraging new pedestrian-friendly residential and limited mixed-use development

- Support and expand neighborhood convenience retail uses on Avon Avenue

12.3 Create an interim programming plan for vacant lots on Springfield Avenue

Broome Street between Muhammad Ali Avenue and Spruce Street (east side)



Irvine Turner Boulevard between Muhammad Ali Avenue and Spruce Street (east side)



12.4 Develop a neighborhood circulation and traffic calming plan

- Address the dangerous intersection at Springfield Avenue and Irvine Turner Boulevard

12.5 Build organizational capacity for neighborhood planning and services

- Increase neighborhood social service and community engagement capacity through partnerships or the development of high functioning community development corporations and community-based organizations to identify local needs and strategic goals
- Create a process for ongoing planning led by local neighborhood leaders and advocates, and partner with the City for implementation
- Provide homeowner assistance, as well as first-time home buyer support
- Improve access to health care
- Increase access to neighborhood information

13. Lincoln Park

Neighborhood Description

The Lincoln Park neighborhood is bounded by Poinier Street to the south; Broad Street and McCarter Highway to the east; Kinney and Court Streets to the north; and MLK Boulevard, Quitman Street, Clinton Avenue, and Elizabeth Avenue to the west.

Lincoln Park is a mixed-use neighborhood located just south of the downtown. Lincoln Park, for which the neighborhood is named, is one of Newark's three original colonial-era commons, and the neighborhood was at one time populated by Newark's business and cultural elite. In the early 20th century, it was an entertainment district known as "The Coast." Listed on the National Register of Historic Places in 1985, the Lincoln Park Historic District has a concentration of late 19th and early 20th century urban townhouses. Many buildings around Lincoln Park have since been converted to institutional offices and multifamily units, and side streets now house small offices, institutional organizations, and art galleries. In the 1970s, two large office buildings facing the park were converted to elderly housing: Lincoln Park Towers and Essex Plaza (with 80 and 450 units, respectively). More recently, the Colleoni Apartments opened with 29 renovated market-rate apartments, and new brick row houses and apartment buildings have been built in the district.

Residential uses beyond the historic district are made up, in large part, of multifamily three-story box-style homes with large garages and driveways in the front. Though there are a number of vacant and abandoned buildings, as well as cleared lots to the northwest of Lincoln Park, this area has seen increased investment in recent years, with home renovations and the construction of new townhouses and apartment buildings. On MLK Boulevard and Montgomery Street, a five-story building opened in 2010 with ground-floor retail and 60 affordable apartments.

Major commercial thoroughfares in Lincoln Park are Clinton Avenue, McCarter Highway, and Broad Street. Commercial uses along these streets consist primarily of large stores with on-site parking, such as supermarkets and pharmacies, fast food chains with drive-through windows, and automotive uses. These commercial corridors have a significant number of vacant buildings, City-owned foreclosures, and cleared lots. Industrial

uses can be found in the southern portion of the neighborhood, where it adjoins with the Newark Industrial District.

Open space in Lincoln Park is comprised of Lincoln Park; Clinton Park, located directly west of Lincoln Park; Clinton Avenue Park, a small triangle of unimproved land at the intersection of Clinton Avenue and MLK Boulevard; Jackson Park; and Tichenor Park/Skulls Field. Important institutions include Newark Symphony Hall; Integrity House, Lincoln Park Coast Cultural District, City Without Walls Gallery, CURA, Inc., Boys and Girls Club – Central Unit, and NAACP Newark. Schools include Link Community School, Adelaide L. Sanford Charter School, Newark Educators' Community Charter School, Newark Boys Chorus School, and Miller Street School.

Assets

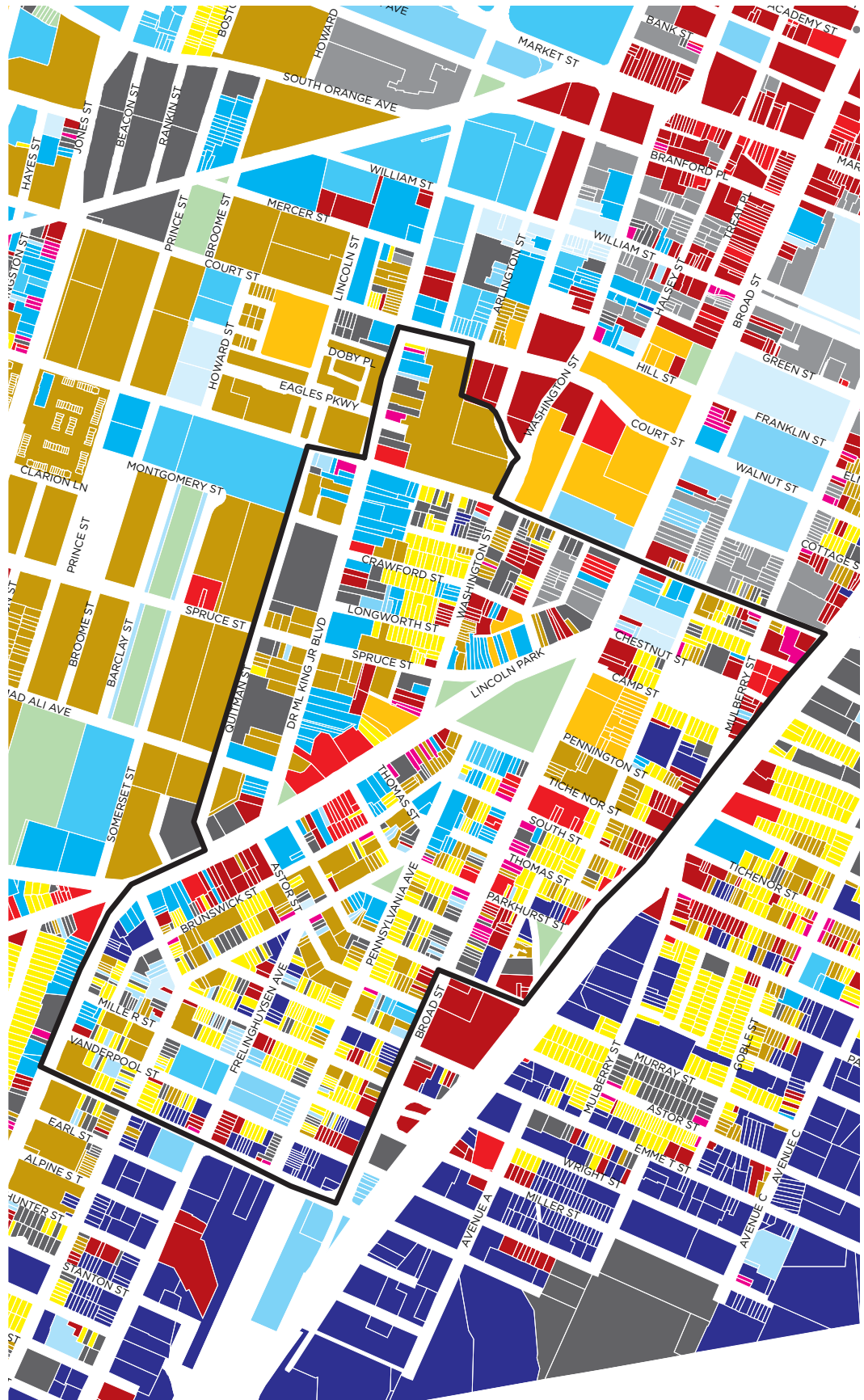
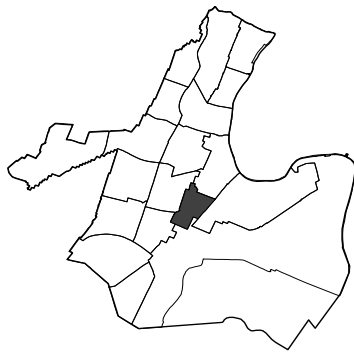
- Affordable housing development, including projects by New Communities Corporation, Lincoln Park Coast Cultural District, and Newark Housing Authority
- Lincoln Park
- Lincoln Park Historic District
- Cultural institutions, including art galleries, Symphony Hall, and the Newark School of Music
- Retail nodes on Clinton Avenue and Broad Street
- Proximity to the downtown and airport
- Extensive bus service, including Go Bus service to the airport
- Mansions on MLK Boulevard and Clinton Avenue
- St. Columba's Church

Issues

- Vacant parcels, including lots between Clinton Avenue and Sherman Streets and Thomas and Murray Streets
- Foreclosed properties
- Poor condition of pedestrian realm on residential streets
- Poor streetscape conditions on Clinton Avenue and Broad Street
- Lack of diverse neighborhood retail options
- Need for more waste bins
- Frequent and debilitating flooding issues on Clinton Avenue adjacent to Lincoln Park
- Lack of bicycle connections to parks

FIG 12.26: Existing Land Uses
Lincoln Park, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation



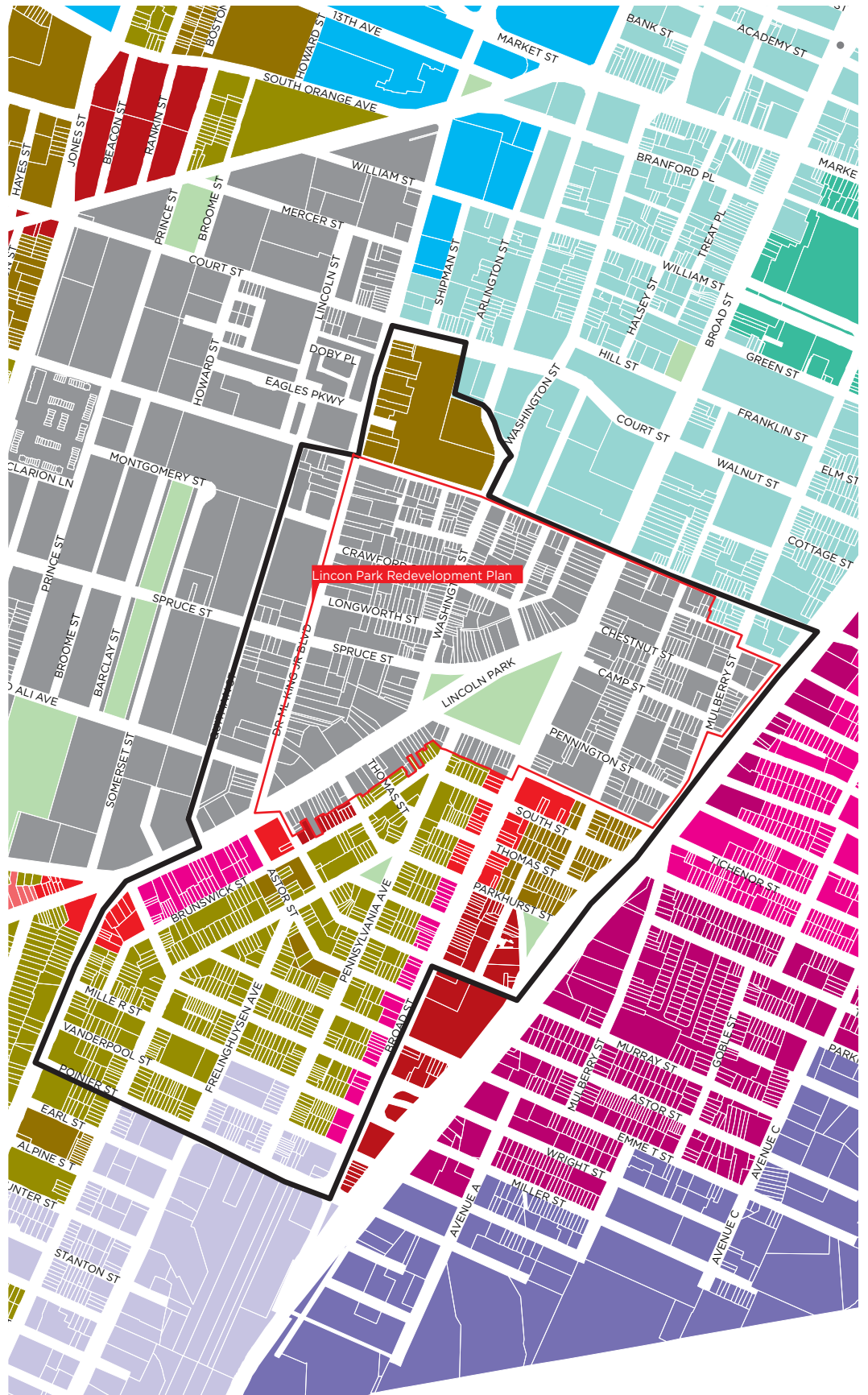
FIG 12.27: Future Land Use Plan
Lincoln Park, Newark, NJ, 2011



Zoning Amendments

1. R-3F will preserve the scale and density of residential areas, while allowing for a variety of dwelling types
2. R-LM on south Broad Street and Clinton Avenue will allow for more intense residential development, while limiting building heights
3. Industrial uses will be preserved in the southern portion of the neighborhood
4. C-R will support the creation of a commercial node on south Broad Street between Tichenor and Parkhurst Streets
5. MX-1 at Clinton Avenue and Astor Street will preserve the range of residential and commercial use that exist here

The Lincoln Park Redevelopment Plan defines land use and design regulations for the northern portion of the neighborhood.



- Symphony Hall needs renovations and increased programming
- Lincoln Park needs upgrades, including more benches, tables, waste bins, and lighting
- Use of Lincoln Park as a playground for charter schools results in damaged plantings and lawns

Typical Streets

Commercial Street

Clinton Avenue between Astor Street and Wright Street (south side)

Clinton Avenue is the primary commercial corridor for both Lower Clinton Hill and Upper Clinton Hill. It is accessible by a short walk from most of the neighborhood and connects to the Lincoln Park neighborhood, which is uphill and to the northeast. However, both a lack of streetscape amenities and inconsistent commercial infill on vacant lots has made Clinton Avenue generally unfriendly to pedestrians. The street includes three- and four-story multifamily buildings – some in Victorian style – interspersed with new single-story CMU buildings, including car repair shops, pharmacies, and storefront churches (but little neighborhood-serving retail). There is a lack of tree canopy and little continuity among ground-floor uses. Though not on this particular block, vacant lots are also common on Clinton Avenue. The large masonry gothic church on this block is typical of the rest of Clinton Avenue, which is known as “Church Row.”

Lincoln Park Neighborhood Planning

The Lincoln Park Redevelopment Plan, which was created through the efforts of the Lincoln Park Coast Cultural District (LPCCD), addresses the northern section of the neighborhood. Among other things, it incorporates an ambitious community vision to create LEED-certified affordable housing, restore historic assets, provide green collar job training for community members, and establish an eco-arts village and urban farm. Long-term goals for the area include the development of a vibrant, mixed-use neighborhood

with a wide range of commercial and residential uses that build on existing cultural institutions located here. Specific initiatives include the following:

Improve Infrastructure

- Improve pedestrian safety throughout the neighborhood
 - » Implement traffic calming, such as center medians, bump outs, bike lanes, etc.
 - » Install bike lanes on Clinton Avenue and MLK Boulevard
 - » Create more visible pedestrian crossings
 - » Evaluate traffic circulation patterns around schools and enhance traffic enforcement during peak hours
 - » Place crossing guards at key intersections, including Washington and Spruce Streets, Washington and Crawford Streets, and Washington Street and Clinton Avenue
 - » Increase aggressiveness of police enforcement of traffic laws
 - » Improve busy streets/intersections with brick pavers or pedestrian islands
- Improve vehicular traffic flow
 - » Review the synchronization of traffic lights at the intersections of Washington Street with Clinton Avenue and Spruce Street
- Increase area parking, both for autos and bikes
- Evaluate public transportation possibilities
 - » Establish bus rapid transit (e.g., Go Bus service) or a street trolley/light rail running along Broad Street to the downtown
 - » Advocate for the proposed NJ Transit third Newark Light Rail segment that would connect the downtown with Newark Liberty International Airport, with stops in the Lincoln Park neighborhood
- “Furnish” the streets
 - » Add benches, lighting, landscaping, paver sidewalks, street trees, and other sidewalk elements
 - » Designs and installations should follow the Newark Citywide Streetscape Design Standards

Clinton Avenue between Astor Street and Wright Street (south side)





Economic Empowerment

- Encourage small-scale commercial development
 - » Expedite the review process for cafes, restaurants, and shops
- Encourage unique retail uses along existing retail corridors
 - » Encourage “destination” shops, such as trendy cafes, to attract outsiders alongside shops catering to local needs along Washington and Broad Streets
- Expand supermarket access
 - » Evaluate site options for a new full-scale supermarket
 - » Work with the existing C-Town to expand the size and breadth of their store

Physical Development

- Expand the Lincoln Park Historic District
- Maintain neighborhood character with new construction
 - » Establish architectural standards
 - » Enforce historical styling in new construction in the historic district

Increase Community Vitality

- Establish a neighborhood watch
 - » Encourage residents to create a Neighborhood Watch Group
 - » Meet with police to discuss precinct boundaries and work to increase their presence

- Capitalize on the neighborhood’s increasingly diverse population
 - » Encourage a coalition forming among various neighborhood associations to pool knowledge and resources
- Continue to develop the area’s “artsy vibe”
 - » Evaluate sites for arts spaces and an “arts walk” area

Facilities

- Form a “Friends of Lincoln Park” group to oversee, program, and maintain the park
 - » Work with the City to improve and maintain the park
 - » Develop the park as a mixed-use rather than passive park
- Create new parks
 - » Identify vacant or City-owned lots with potential to be pocket parks or playgrounds, and identify funding for improvements
 - » Work with the City to establish temporary leases on vacant properties for residents who are interested in converting vacant lots to parks, community gardens, or other public uses
 - » The property at Clinton Avenue and MLK Boulevard, which is currently serving as walking path, is ideal for a future park and the addition of a monument to Dr. Martin Luther King, Jr.
- Increase recreation space for children
 - » Locate new recreation spaces near schools but ensure accessibility for all residents

Master Plan Recommendations

Neighborhood Priorities

13.1 Develop Elizabeth Avenue as a neighborhood-serving commercial corridor with retail and commercial development

- Expand fresh food access
- Implement streetscape improvements

13.2 Increase retail options on Broad Street and Clinton Avenue surrounding Lincoln Park

- Explore business improvement district (BID) designation for the area

13.3 Support the continued development of affordable housing

- Address vacant lots, particularly between Clinton and Sherman Avenues
- Pursue condemnation, acquisition, and redevelopment through partner developers
- Explore opportunities to participate in future Neighborhood Stabilization Program grants
- Expand foreclosure prevention programs

13.4 Identify additional historic buildings in the Lincoln Park Historic District for restoration and preservation

13.5 Expand Lincoln Park programming and improve park amenities and open spaces throughout the neighborhood

- Increase the presence of community gardens and urban farms

13.6 Enhance the pedestrian realm on Clinton and Elizabeth Avenues through traffic calming, bike lanes (including connections to parks), and improved pedestrian crossings

13.7 Increase the level of safety in the community

- Expand traffic calming around the park, especially at Clinton Avenue
- Address the prevalence of drugs in the community and property damage, such as car break-ins
- Establish a neighborhood watch

13.8 Leverage Newark One Stop institutions for more coordinated services

14. Ironbound

Neighborhood Description

The Ironbound neighborhood is generally bounded by Miller, Parkhurst, Thomas, and South Streets to the south, Route 1 & 9 and Lockwood Street to the east, Lister Avenue and the Passaic River to the north, and the Amtrak/NJ Transit Northeast Corridor right of way to the west.

The Ironbound is a vibrant, densely populated, mixed-use neighborhood. The center of Newark's manufacturing sector was historically located in the North Ironbound, particularly proximate to Route 1 & 9 to the east, and this industrial heritage is still apparent in some areas of the neighborhood. Home to a variety of ethnic communities over the past century, the Ironbound neighborhood has long attracted new immigrants looking to settle in the city, and continues to do so today. Portuguese and Spanish immigrants began to arrive in the Ironbound in the 1920s, adding to the mix of primarily Polish, Italian, Irish, and German residents. The Portuguese population continued to grow through the 1960 and 70s, soon followed by Portuguese-speaking Brazilians and, more recently, Central and South Americans.

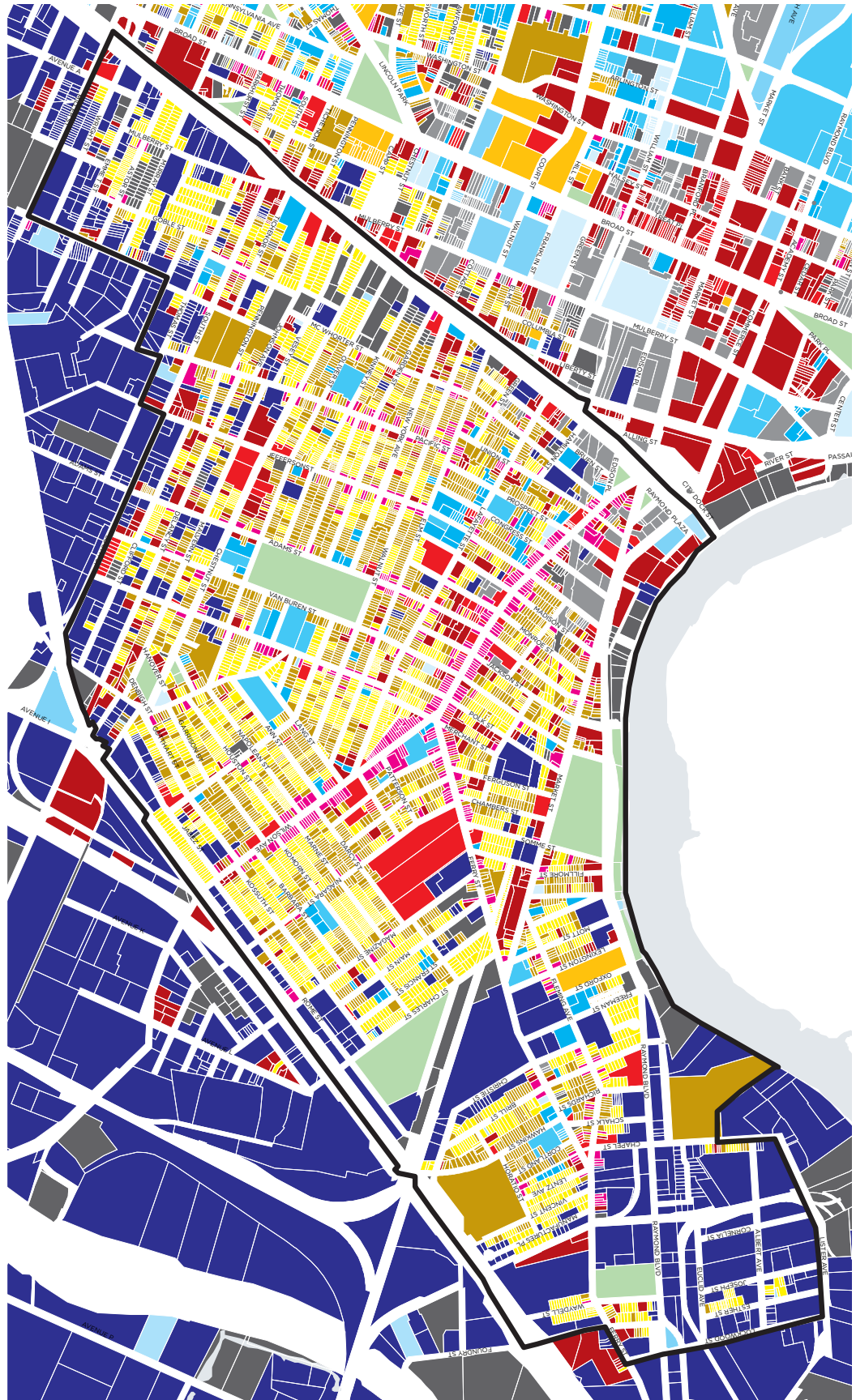
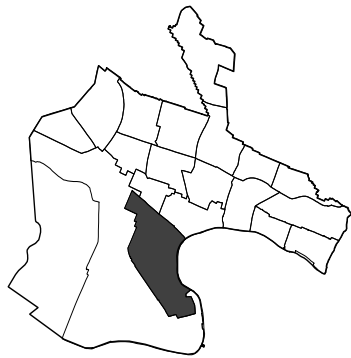
As might be expected in Newark's most dense neighborhood, single-family and two-family residences make up a relatively small proportion of the Ironbound's housing stock; homes are

comprised primarily of two and three-family buildings, with some small apartment buildings scattered throughout. A number of one- and two-family detached infill housing units have been built by the private market in recent years, and some homes on side streets have undergone extensive renovations, illustrating continued investment in the neighborhood. Renovated factory buildings and new construction focused around Penn Station have added to the housing variety, while further increasing housing densities. Entire blocks of former industrial land in the southwestern portion of the neighborhood, proximate to the Amtrak/NJ Transit Northeast Corridor right of way, are being redeveloped with two- and three-family detached box-style homes, typically of three stories with a large garage and driveway in front, though the recession of the late 2000s halted construction, leaving some blocks empty and half-built homes boarded up. There are several Newark Housing Authority developments in the Ironbound, including Millard E. Terrell Homes, a 275-unit development located in the northeastern portion of the neighborhood, comprised of low-rise multifamily apartment buildings built in 1946; Hyatt Court, located south of Terrell Homes proximate to Route 1 & 9, comprised of 406 units within low-rise multifamily apartment buildings built in 1941; and Pennington Court, located on South Street in South Ironbound, comprised of 236 units within low-rise multifamily apartment buildings built in 1939.



FIG 12.28: Existing Land Uses
Ironbound, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation



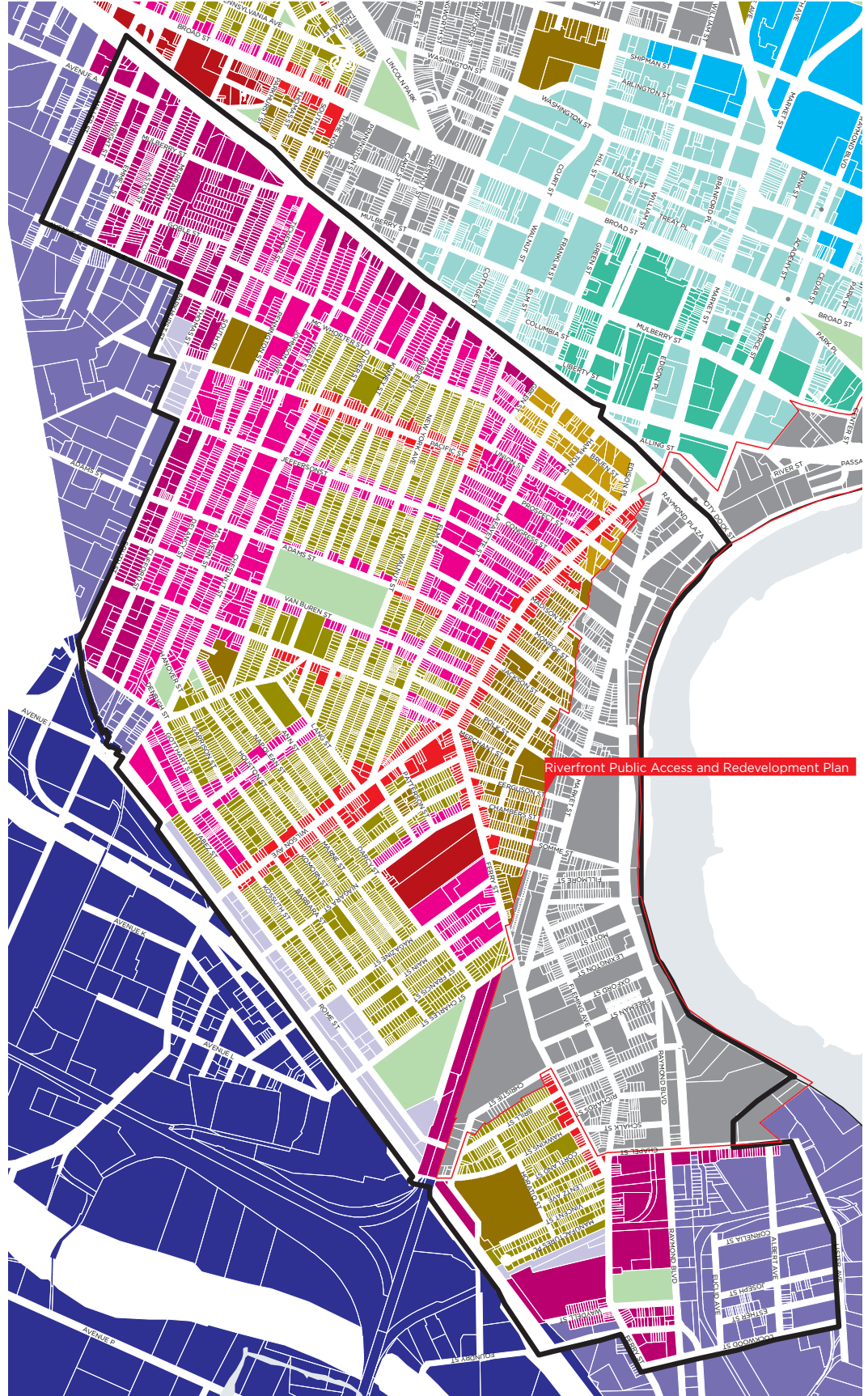
FIG 12.29: Future Land Use Plan
Ironbound, Newark, NJ, 2011

- Detached Single-Family Residential (R-1F)
- Single- and Two-Family Residential (R-2F)
- One- to Three-Family and Townhouse Residential (R-2F)
- Low-Rise Multifamily Residential (R-LM)
- Mid-Rise Multifamily Residential (R-MM)
- High-Rise Multifamily Residential (R-HM)
- Neighborhood Commercial (C-N)
- Community Commercial (C-C)
- Regional Commercial (C-R)
- Light Industrial (I-L)
- Medium Industrial (I-M)
- Heavy Industrial (I-H)
- Mixed Use, Residential/Commercial (MX-1)
- Mixed Use, Residential/Commercial/Industrial (MX-2)
- Institutional (INST)
- Parks and Open Space (PARK)
- Cemetery (CEM)
- Airport (EWR)
- Airport Support (EWR-S)
- Port (EWR-S)
- Living Downtown (D-L)
- Broad Street Station District (D-B)
- Downtown Entertainment/Gateway (D-B)
- Redevelopment (RDV)
- Rail Station

Zoning Amendments

1. MX-2 in south Ironbound will allow for a range of residential, commercial, and light industrial uses
2. R-3F in central Ironbound south of Ferry Street will allow for a variety of dwelling types
3. R-LM north of Ferry Street will allow for more intense residential development limited by low building heights
4. R-MM will promote higher-density residential development within walking distance of transit, including Penn Station, and other services in the area
5. Industrial land uses will be preserved in the south and east Ironbound to maintain job-producing uses
6. Commercial corridors will be preserved on Ferry Street, Wilson Avenue, and Pacific Street
7. MX-2 corridors will be created on Jefferson Street, Adams Street, Van Buren Street, and New York Avenue
8. The table of uses for industrial and mixed-use districts will be revised to prohibit and/or make conditional certain types of industrial projects based on their anticipated adverse impact on human health

The Riverfront Public Access and Redevelopment Plan addresses land use and design regulations for a large section of the north Ironbound.





The Ironbound's main commercial thoroughfare is Ferry Street; chartered in 1765 to connect Philadelphia and Jersey City (then the town of Bergen), "Old Ferry Street," as it was then called, became a major stagecoach route. Today, Ferry Street is lined with mostly three-story mixed-use buildings, each with a ground floor storefront, and, in some cases, even second floor retail space. There are few vacancies and shops are made up of Spanish, Portuguese, and Brazilian groceries, restaurants, and retail stores. Industrial uses remain in the peripheries of the neighborhood, particularly in the South Ironbound and in the northeast portion of the neighborhood proximate to Route 1 & 9. Adjacent to the Newark Industrial District, the South Ironbound is characterized by moderately sized industrial properties. Proximity to US Route 22, Route 1 & 9, Interstate Route 78, and the New Jersey Turnpike makes the area attractive to trucking, warehousing, freight handling, and distribution companies. There are some vacant and City-owned foreclosed properties scattered throughout the neighborhood, concentrated in the industrial areas, along the waterfront and along the Amtrak/NJ Transit Northeast Corridor right of way in the southern portion of the neighborhood. In addition, brownfields in the South Ironbound have created challenges to redevelopment.

Open space in the Ironbound is limited, and is comprised of Hayes Park, Riverbank Park, Independence Park, and the Ironbound Recreation Center. Though St. James Hospital, located at Jefferson and Lafayette Streets, closed in 2008, the facility continues to operate as a satellite campus of St. Michael's Medical Center, providing non-acute medical services. Additional institutions in the neighborhood include the Ironbound Community Corporation, Salvation Army, the Boys and Girls Club and Senior Center, Community Urban Renewal Enterprise, and the Ironbound

Business Improvement District. Schools include Early Childhood Center of the Ironbound, Newark Preschool Council at Terrell, Pennington, Hyatt Court, and St. Stephen, South Street Elementary School, Oliver Street Elementary School, Lafayette Street Elementary and Annex Schools, Ann Elementary Street School, Wilson Avenue Elementary School, Hawkins Street Elementary School, and East Side High School.

Assets

- Neighborhood planning capacity (e.g., Ironbound Community Corporation)
- Strong community-based organizations and active block associations
- Popular retail and restaurants on Ferry Street
- Contains one of three business improvement districts (BIDs) in Newark, the Ironbound Business Improvement District, on Ferry Street
- Recent business façade and streetscape improvements – including paving, trees, lighting, and exterior furnishings – on Ferry Street
- Passaic River waterfront
- Independence and Riverfront Parks
- New paving, trees, lighting, and exterior furnishings on Ferry Street through Streetscape Improvement Program
- Dense and active residential streets
- Access to mass transit at Penn Station
- Access to highways
- Proximity to employment opportunities in industrial and commercial areas

- Recently completed mural at Hawkins Court and Rome Street as result of neighborhood participation in Newark Public Art Program

- Lack of facilities available for after-school programs and seniors

Issues

- Contamination of 35-acre Ballantine Brewery site in east Ironbound
- Ground contamination throughout the neighborhood
- Air pollution, congestion, and noise from local industrial uses and heavy truck traffic and idling
- Lack of open space and recreation facilities
- Lack of pedestrian and bike connections between the riverfront and other recreational facilities
- Conflicts between industrial uses and residential development in south Ironbound
- Poor quality of public housing (e.g., Millard Terrell Homes)
- Discontinuous and unsafe pedestrian realm where industrial and residential uses mix
- Need for improved connections to the downtown and riverfront (e.g., along New Jersey Railroad Avenue)
- Negative impact of adult stores
- In more residential areas of the neighborhood, negative impact of liquor stores and bars
- Cell-phone towers
- Need to preserve Victorian architecture and historic buildings, such as Murphy Varnish Oil Factory and churches
- Overcrowded schools with inadequate facilities

Typical Streets

Residential Street

Walnut Street between Pulaski Street and Van Buren Street (north side)

Walnut Street reflects the overall quality of residential areas in the Ironbound, which contain high-density streets that are generally tree-lined but lacking in other streetscape amenities. Housing on this block consists of three-story Victorian and barn-roof style buildings, most of which have been covered with vinyl siding. Every building has a stoop, which is also common in the Ironbound. Buildings are flush with the narrow sidewalk, and while the tree canopy is mature, making the street shady in the summer, it also becomes fragmented where trees interfere with the above-ground power lines and poles. There is on-street parking, and alleys provide access to private rear-yard parking. The church at the middle of the block is indicative of the overall mixed-use character of residential streets in the Ironbound, which have many mid-block institutional and commercial uses, such as restaurants.

Commercial Street

Ferry Street between Congress Street and Jefferson Street (north side)

Famously known in the region for its Portuguese, Italian, and other restaurants, Ferry Street is one among several important centers of

Walnut Street between Pulaski Street and Van Buren Street (north side)



Ferry Street between Congress Street and Jefferson Street (north side)



public activity in the Ironbound and the most active retail street in Newark. Ferry Street is visually clamorous with clashing building types, historic and contemporary facade materials, vintage signs, and vinyl awnings, which – along with its consistent street wall, few vacant lots, and retail density – make it both a symbol of neighborhood identity and a destination for visitors to Ironbound.

This block is typical of the entire retail corridor that stretches from the underpass to Penn Station and the downtown in the west to the center of the Ironbound in the east where Ferry Street joins Wilson Avenue. The facade materials on the three- and four-story row houses and apartment buildings include exposed masonry, stucco, and vinyl siding. New construction on this block includes a glass and aluminum panel three-story retail and office building. The mix of uses includes restaurants, formula retail (such as tax preparers and mobile phone stores), and neighborhood retail. Streetscape improvements were recently implemented here, including street trees, lampposts, and consistent exterior furnishings, such as rubbish cans.

Ironbound Neighborhood Planning

The Ironbound has multiple neighborhood plans created by the Ironbound Community Corporation, including the 2001 Ironbound Community Master Plan and the 2004 East Ferry Street Neighborhood Improvement Plan. The main goals of these plans are to:

- Preserve the physical character and vitality of the Ironbound neighborhood by establishing and enforcing strong design and planning standards
- Control transitions between downtown and the Ironbound to prevent encroachment on the neighborhood
- Create opportunities for growth and redevelopment within commercial areas, while respecting the character of the neighborhood
- Preserve strong industrial areas for environmentally suitable industrial uses
- Permit residential development in appropriate locations at appropriate densities
- Preserve quality of life by protecting residential areas from incompatible uses and activities that generate excessive noise and pollution
- Continue to turn the waterfront into an open space resource for the community, city, and region linked to the neighborhood through green corridors
- Provide sites for new schools, playgrounds, and community facilities
- Link scattered residential areas to the heart of the neighborhood
- Create an environmentally sound community by adding green areas, planting trees, responsibly cleaning contaminated sites, and reducing air and water pollution
- Create a safe environment for pedestrians and users of public transportation
- Relieve congestion through off-street parking garages, resident permit parking, and improved public transportation and bike lanes
- Through the redevelopment of the core block, create a useful, accessible, environmentally healthy center for the neighborhood with new educational, recreational, and cultural facilities, as well as other new compatible uses, such as housing and stores
- Achieve improved vehicular and pedestrian circulation throughout the neighborhood, especially east-west linkages, including cross-linkages through the core block
- Assure the two new public schools to be constructed in the neighborhood are accessible and well integrated into the community
- Relocate incompatible industrial uses in the middle of residential areas to other more appropriate areas
- Restore handsome, old industrial buildings for residential and other uses
- Retain the neighborhood's historic flavor and scale wherever possible
- Encourage new commercial uses on commercial streets, such as Ferry Street, Fleming Avenue, and Market Street, with guidelines for mixed-use development along these streets that maintain the existing fabric
- Strengthen the streetscape along East Ferry Street, extending improvements and retail activity east through the neighborhood
- Focus major brownfield remediation efforts on the many contaminated sites throughout the neighborhood, assuring thorough clean-up and re-use of the sites
- Promote tree planting along streets, extending green corridors from the core of the neighborhood to the Passaic waterfront
- Ensure adequate provision of open space and recreational facilities, especially around the new schools and in areas where new development is occurring
- Maximize development and redevelopment opportunities for desired uses within the neighborhood

Master Plan Recommendations

Neighborhood Priorities

14.1 Leverage the Ballantine site for new job-intensive and sustainable light industrial or commercial uses

- Ensure active programming on the Ballantine and NPS site
- Complete the Ballantine redevelopment plan

14.2 Support the development of Ferry Street as a neighborhood- and city-serving corridor

- Continue Ferry Street streetscape and façade improvements eastward

14.3 Complete the development of a continuous riverfront park as defined in the Riverfront Redevelopment Plan

14.4 Identify and pursue development opportunities near Penn Station

14.5 Improve pedestrian and cycling connectivity to Riverbank Park, Hayes Park, the Ironbound Recreation Center, and the riverfront

14.6 Address public safety and pedestrian realm issues created by the mixing of industrial and residential uses, including:

- Truck traffic and idling/emissions, especially near schools
- Flooding
- The Conrail site at “the Cut” (explore potential trail or redevelopment opportunities)

14.7 Pursue resources for brownfield remediation at already-identified priority sites, including the fields at Ironbound Stadium, in the very near term; develop a strategy for obtaining and targeting additional brownfield resources at sites that show the most potential for reducing health hazards and expanding job-intensive business development

14.8 Rehabilitate and reuse abandoned/vacant properties, including formerly contaminated land and abandoned rail rights of way, for open space and recreational facilities

- Explore the potential for an urban farm on the unused NPS site
- Complete remediation and improvements on Field A
- Complete Hayes Pool redevelopment

14.9 Rehabilitate and improve the public and low-income housing stock

14.10 Improve access to jobs by extending the Newark Light Rail along the Raymond/Market/Ferry corridor to Doremus Avenue in the port area

15. Upper Clinton Hill

Neighborhood Description

The Upper Clinton Hill neighborhood is bounded by Route 78 to the south, Bergen Street to the east, Woodland Cemetery and Avon Avenue to the north, and the Township of Irvington to the west.

Upper Clinton Hill is primarily residential in character, with a mix of housing types and styles. Well-maintained, detached single-family residences built in the early 20th century predominate throughout the neighborhood, with two- and three-family conversions more common proximate to the neighborhood's commercial thoroughfares. Multifamily apartment buildings are limited in this neighborhood, and include low-rise multifamily apartments along Runyon Street, townhouse development along Chadwick Avenue, and several older six- and seven-story apartment buildings on Clinton and Chadwick Avenues. A number of vacant lots throughout the neighborhood have been redeveloped with new two- and three-family units over the past decade.

Clinton Avenue traverses Upper Clinton Hill and serves as the neighborhood's main commercial corridor. Development along the eastern portion of Clinton Avenue, particularly in the vicinity of Chadwick Avenue, is composed primarily of mixed use buildings with ground floor convenience retail, while further west, auto-related uses, traditional and storefront churches, and strip commercial development with on-site parking prevail. There are also a number of large, residential buildings interspersed throughout, some of which have been converted to commercial uses. In addition, there is a limited amount of commercial development on Hawthorne Avenue between Clinton Place and Huntington Terrace, which is comprised of mixed-use buildings with ground floor convenience retail, storefront churches, and auto-related establishments, many of which are vacant.

Historic freight lines along the eastern edge of Irvington once served an industrial area south of Nye Avenue and west of Fabyan Place. Though some light industrial uses remain along the city's municipal boundary with Irvington, many of these formerly industrial properties have been subdivided and replaced with two- and three-family box-style units, typically having three stories with a driveway and garage doors in the front. Vacant land can be found along Upper Clinton Hill's main thoroughfares, particularly along Clinton Avenue, the western portion of Avon Avenue, and the

southern portion of Bergen Street, as well as several almost entirely cleared blocks south of Hawthorne Avenue between Hobson Street and Clinton Place.

Open space in Upper Clinton Hill is limited and includes Mildred Helms Park (which was renovated and reopened in 2005), Homestead Park, and Herpers Park, a triangle of land along Girard Place. Important institutions in the neighborhood include the Episcopal Development Corporation, the Clinton Hill Community Resources Center, Deliverance Temple (formerly Temple B'Nai Abraham, which was led by Rabbi Joachim Prinz, a civil rights leader who helped organize the 1963 March on Washington), and several other churches. Schools include Bragaw Avenue Elementary School, Hawthorne Avenue Elementary School, Madison Elementary School, Avon Avenue Elementary School, Clinton Avenue Elementary School, North Star Academy – Clinton Middle School Campus, William H. Brown Academy, and University High School.

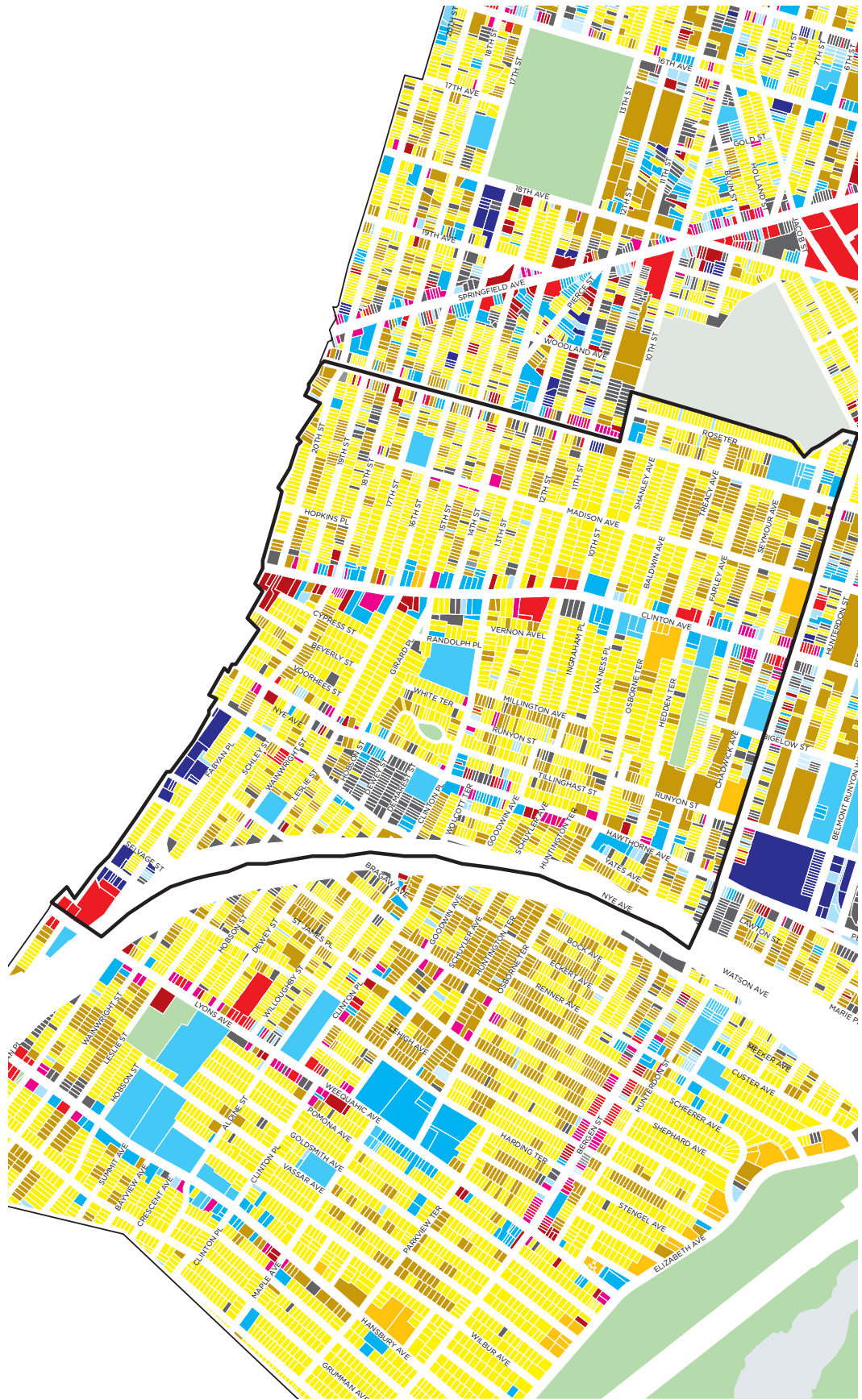
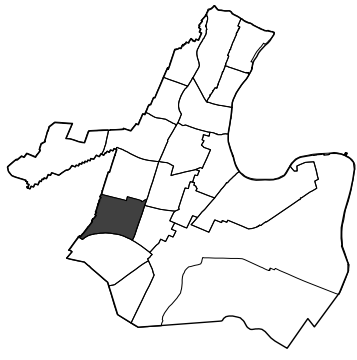
Assets

- Neighborhood planning capacity
- Strong community-based organizations, including Episcopal Development Corporation, and active block associations
- Good bus service
- Landmark churches on Clinton Avenue
- Historic homes on Clinton Place, Girard Place, Ingraham Place, Osborne Terrace, and White Terrace
- Homestead Park
- Historic homes on blocks north of Clinton Avenue between 12th Street and Seymour Avenue
- Recent streetscape improvements – including paving, trees, lighting, and exterior furnishings – on Clinton Avenue
- Retail nodes on Clinton Avenue and Avon Avenue
- Healthy tree canopy on residential streets north of Clinton Avenue

FIG 12.30: Existing Land Uses

Upper Clinton Hill, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation



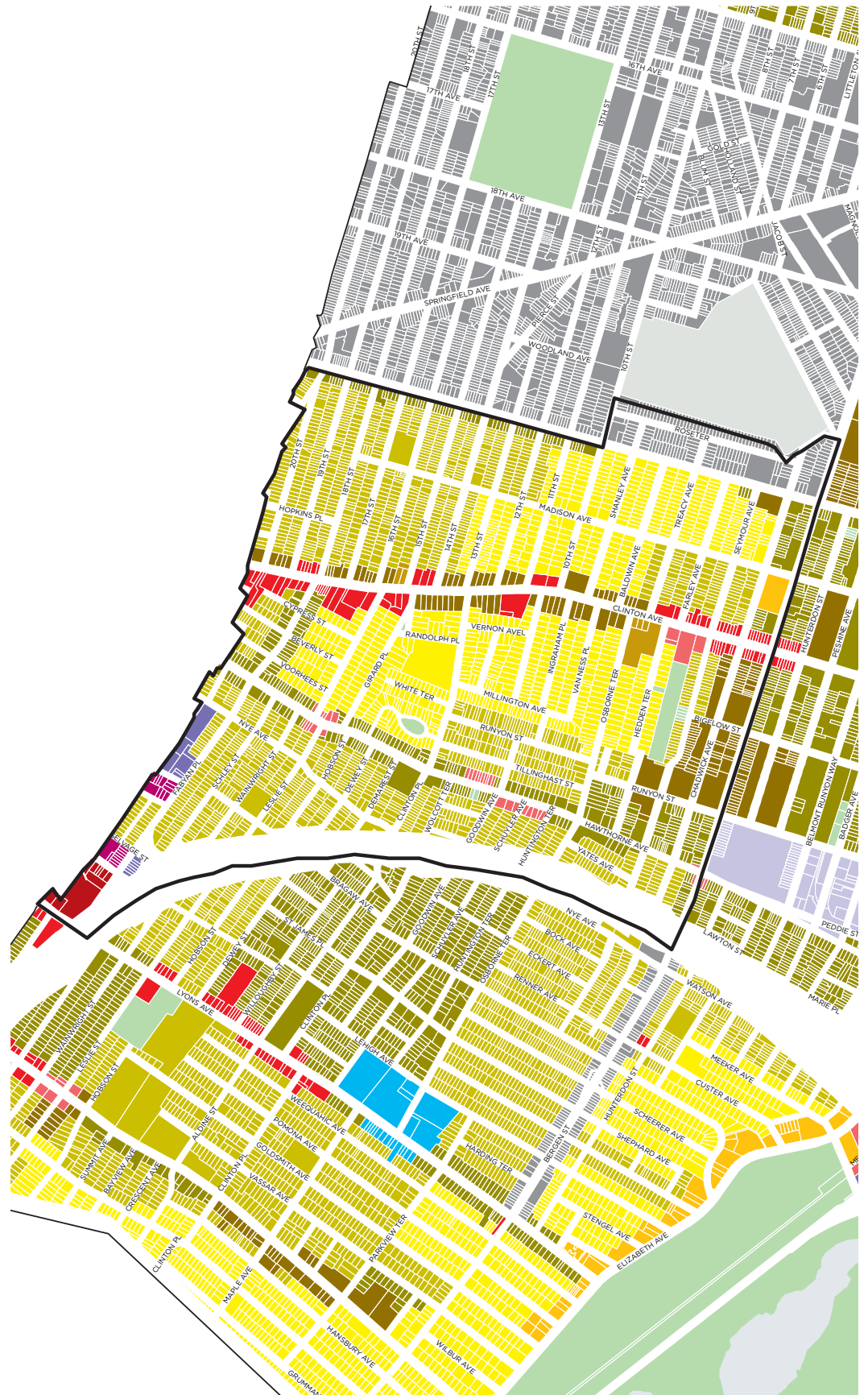
FIG 12.31: Future Land Use Plan

Upper Clinton Hill, Newark, NJ, 2011

- Detached Single-Family Residential (R-1F)
- Single- and Two-Family Residential (R-2F)
- One- to Three-Family and Townhouse Residential (R-2F)
- Low-Rise Multifamily Residential (R-LM)
- Mid-Rise Multifamily Residential (R-MM)
- High-Rise Multifamily Residential (R-HM)
- Neighborhood Commercial (C-N)
- Community Commercial (C-C)
- Regional Commercial (C-R)
- Light Industrial (I-L)
- Medium Industrial (I-M)
- Heavy Industrial (I-H)
- Mixed Use, Residential/Commercial (MX-1)
- Mixed Use, Residential/Commercial/Industrial (MX-2)
- Institutional (INST)
- Parks and Open Space (PARK)
- Cemetery (CEM)
- Airport (EWR)
- Airport Support (EWR-S)
- Port (EWR-S)
- Living Downtown (D-L)
- Broad Street Station District (D-B)
- Downtown Entertainment/Gateway (D-B)
- Redevelopment (RDV)
- Rail Station

Zoning Amendments

1. R-1F, R-2F, and R-3F designations will preserve the scale and density of existing historic residential areas where there are well-maintained properties and where the rehabilitation of properties is needed
2. C-C will support Clinton Avenue's continued role as a center for neighborhood services in areas where successful retail is already located
3. I-M and MX-2 will preserve job-producing industrial land uses in the neighborhood's southwest corner, which has historically been an employment center within walking distance of residential areas
4. C-N on Hawthorne Avenue will support the street's three retail nodes, keeping multiple options for pedestrian-oriented retail in the neighborhood
5. R-LM will provide for moderate residential density, while supporting additional commercial development, on Clinton Avenue and around Bergen Street, where access to transit supports such density



Issues

- Intersection of Clinton Avenue and Bergen Avenue is “heart” of both Upper and Lower Clinton Hill neighborhoods, but retail and buildings here are of low quality
- Lack of retail diversity and commercial activity along Clinton Avenue; stores in poor condition
- Lack of financial institutions – no bank in the entire neighborhood
- Little transition between uses on Clinton Avenue – lack of street wall continuity
- Hawthorne Avenue physically deteriorated and in need of streetscape improvements
- Lack of open space
- Fewer street trees south of Clinton Avenue
- Vacant lots and abandoned buildings near I-78 and on Bergen Street
- Abandoned and foreclosed properties and housing
- Loss of large, historic wide-lot homes in favor of narrower two- and three-family homes (i.e., “Bayonne Boxes”) that are out of character with the neighborhood
- Deteriorated multifamily housing on Bergen Street
- Limited connections to industrial area in southwest section of neighborhood
- High crime rates and perception of crime makes investment difficult
- Neglected Clinton Avenue “gateway” at Irvington border

Typical Streets

Residential Street

Runyon Street between Ingraham Place and Osborne Terrace (north side)

Residential areas in Upper Clinton Hill have a more preserved built character than adjacent neighborhoods to the east and north. The mix of housing types on this block of Runyon Street, which includes Victorians, small apartment buildings, and “Bayonne Boxes,” is common to residential areas in this neighborhood. Though new construction has maintained the overall building density of the area, it has not maintained a consistent street wall; new buildings are typically set back from the street with a front yard used for parking (and enclosed by a fence). There is a healthy tree canopy on many streets in Upper Clinton Hill, but the pedestrian realm is under-maintained.

Commercial Street

Clinton Avenue between Ingraham Place and Osborne Terrace (south side)

Clinton Avenue is a primary commercial corridor for both Upper and Lower Clinton Hill, though in Upper Clinton Hill there is a higher level of institutional uses. This stretch of Clinton Avenue includes several churches, schools, and apartment buildings. The street up to Bergen Avenue in the east is identified as the “heart” of the neighborhood, though building conditions and retail offerings

Runyon Street between Ingraham Place and Osborne Terrace (north side)



Clinton Avenue between Ingraham Place and Osborne Terrace (south side)





are considered to be of low quality. As one of five sites in the City's Streetscape and Facade Improvement Program, Clinton Avenue in Upper Clinton Hill is being improved with new streetlights, sidewalks, and landscaping; businesses will also have access to grants to improve signage and building conditions.

Upper Clinton Hill Neighborhood Planning

Episcopal Community Development prepared the Upper Clinton Hill Neighborhood Plan in 2006. Key recommendations include the following:

Create a diverse retail and business community on Clinton Avenue

- Survey and document workforce skills
- Create a business improvement district (BID)
- Provide technical and other assistance to business owners (e.g., training, loans, and vacant lot acquisition)
- Attract retail for underserved consumers (e.g., apparel, banks, and grocery stores)
- Implement a "buy local" campaign
- Develop a distinct identity for the business district
- Expand streetscape improvements west to the city line

Attract new industry

- Identify sites for industry and market to industry sectors appropriate for Upper Clinton Hill
- Create a job and skills training center
- Create a job-seeker database
- Launch a community marketing campaign (e.g., with neighborhood tours)

Create a mixed-income community

- Continue and strengthen housing rehabilitation programs
- Reduce predatory lending by developing local lending and education programs
- Seek additional funding for the construction and rehabilitation of affordable housing units

Improve safety

- Support block clubs and neighborhood watches
- Develop a stronger relationship with police
- Create a "safe passage" program between schools, churches, and recreation facilities
- Install "safe zones" signage

Increase the number of parks and recreation opportunities

- Use vacant lots for special events
- Create a Community Resources Center on Clinton Avenue (opened in 2009)
- Leverage the Newark Public Art Program for art in neighborhood public spaces, including Mildred Helms Park, Clinton Avenue, Hawthorne Avenue, and Bergen Street, as well as neighborhood gateways
- Identify locations for and make improvements to new public spaces for passive and active community use
- Identify locations for new active and passive recreation spaces
- Seek corporate sponsorship for recreation leagues
- Create church bus and minivan service to connect seniors to parks and schools
- Create an Upper Clinton Hill youth website
- Launch a "Council of Elders" oral history project

- Establish education and information trails near schools and libraries
- Rejuvenate the Bergen Street branch library
- Expand computer skills training

Increase availability of information for residents

- Create a “welcome neighbors” program
- Create a community services directory
- Create a Technical Assistance Network
- Launch a monthly Community Services Network

Master Plan Recommendations

Neighborhood Priorities

15.1 Support the continued development of Clinton Avenue as a neighborhood- and city-serving corridor

- Attract retail and commercial development
- Continue streetscape and façade improvements to further attract commercial development
- Create a “gateway” at the Newark boundary with Irvington
- Increase merchant capacity
- Develop a business improvement district (BID) on Clinton Avenue

15.2 Support the development of Hawthorne Avenue as a mixed-use neighborhood-serving corridor

- Preserve retail nodes at Leslie Street and around Goodwin Avenue and Reeves Place for neighborhood convenience shopping

15.3 Preserve job-producing land uses at the Newark boundary with Irvington

15.4 Rehabilitate and preserve historic residential properties and neighborhood character, and create a new historic district

- Focus rehabilitation on blocks including Voorhees Street, Girard Place, Randolph Place, White Terrace, Ingraham Place, and Nairn Place
- Target the area bounded by Clinton Avenue, Seymour Avenue, Avon Avenue, and 13th Street for a historic district
- Develop a homeowner repair program

15.5 Identify areas for new public open spaces on vacant and other properties, and develop an implementation plan

- Increase the presence of community gardens and urban farms

15.6 Continue to address abandoned properties and foreclosures through aggressive property rehabilitation, foreclosure prevention, and marketing of the neighborhood to future renters and buyers

15.7 Increase neighborhood capacity and support services:

- Support the services of the Clinton Hill Community Resource Center, including the new Federal Empowerment Center, which has proximity to the entire South Ward
- Increase and strengthen neighborhood groups and block associations

16. Lower Clinton Hill

Neighborhood Description

The Lower Clinton Hill neighborhood is bounded by Interstate 78 to the south, Elizabeth, Sherman, and Frelinghuysen Avenues to the east, Avon Avenue to the north, and Bergen Street to the west.

Freight lines once ran through Lower Clinton Hill proximate to Peddie Street and Badger Avenue, leading to the establishment of industrial uses along these routes. The remainder of the neighborhood was developed primarily with two- and three-family residential buildings. In the intervening years, a significant number of these buildings were abandoned and eventually demolished, such that in 2004 half of the neighborhood was comprised of vacant land. Since that time, Lower Clinton Hill has seen some investment; once vacant blocks have been rebuilt with townhouse developments and one- and two-family detached residential units, particularly in the northern portion of the neighborhood. There is a higher concentration of older two- and three-story residences interspersed with some infill development in the southern portion of the neighborhood, generally between Route 78 and Hawthorne Street.

Some industrial land remains along Peddie Street and Jelliff Avenue. A new industrial park, which comprises three city blocks, is located between Runyon and Peddie Streets proximate to Route 78. Barlett Dairy, a food distributor, recently opened a facility with

175 employees on this site; it has plans to add another 300 jobs here in the coming years.

Commercial development can be found along Elizabeth Avenue, Bergen Street near Clinton Avenue, and Avon Street. Predominant uses are auto-related — such as gas stations, used car lots, and auto repair shops — but there are also some older, mixed-use buildings with ground floor retail, many of which are in poor condition or vacant.

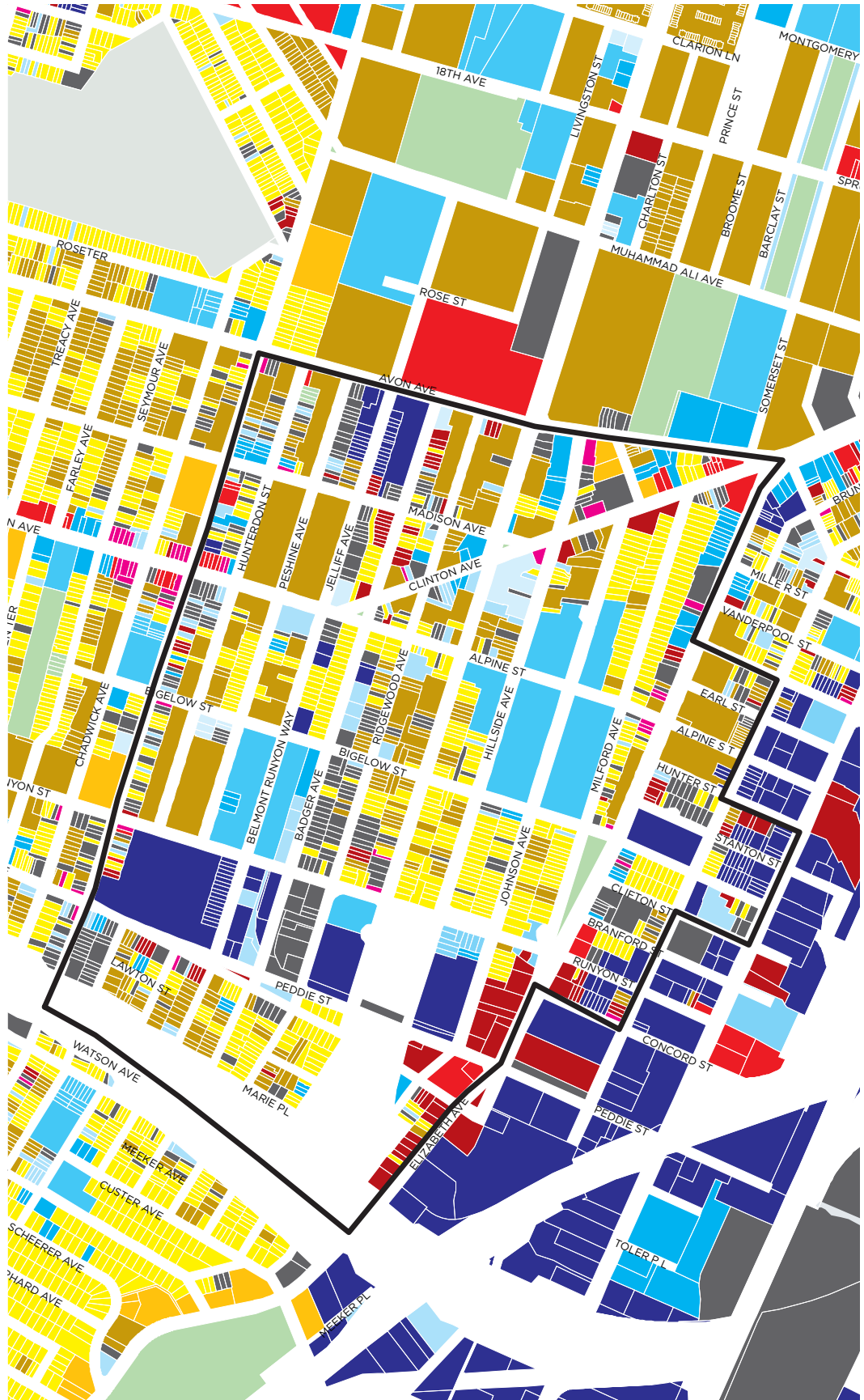
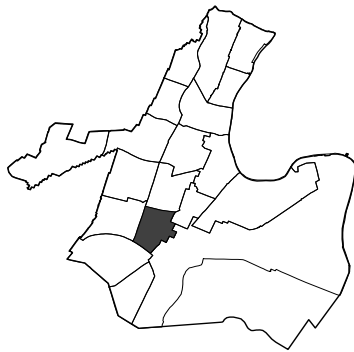
Even with increased new construction in Lower Clinton Hill, much vacant land remains, particularly along Bergen Street and Badger Avenue, where some blocks are almost entirely cleared.

Open space in Lower Clinton Hill is limited and includes Schleifer Memorial Park on Elizabeth Avenue; Peshine Park, a paved triangle of land formed by Clinton Avenue, West Alpine Street, and Badger Avenue; and Hunterdon Street Park, located just south of Avon Avenue. Institutions are also limited and comprised primarily of several churches scattered throughout. Schools include the Newark Preschool Council at 45 Elizabeth Avenue, Belmont Runyon Elementary School, and Malcolm X Shabazz High School.



FIG 12.32: Existing Land Uses
Lower Clinton Hill, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation

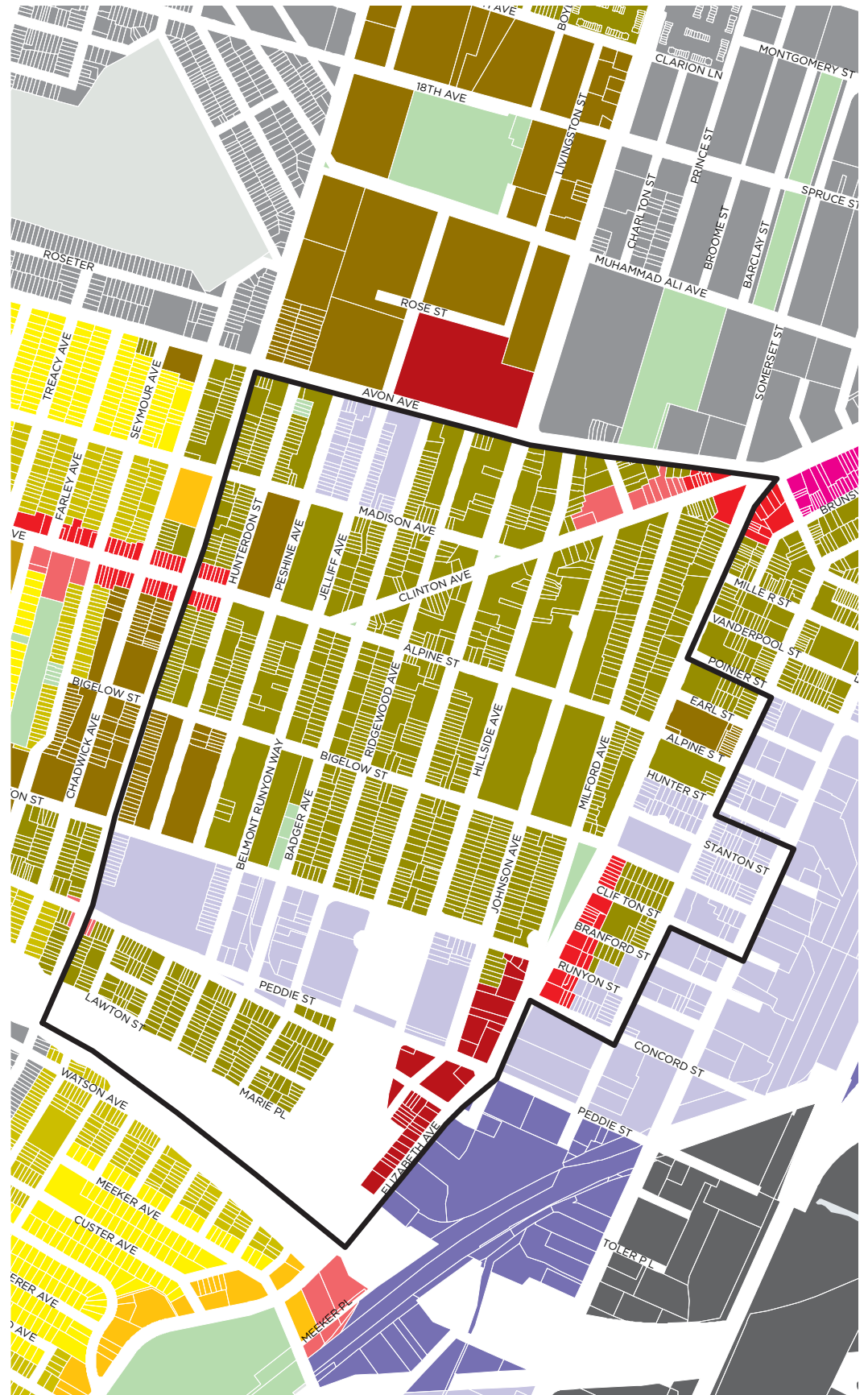


FIG 12.33: Future Land Use Plan
Lower Clinton Hill, Newark, NJ, 2011



Zoning Amendments

1. R-3F throughout the neighborhood will allow for a variety of residential dwelling types
2. Industrial land uses will be preserved on a number of blocks, including those bound by: Avon, Peshine, Madison, and Badger Avenues; Bergen Street, Runyon Street, Johnson Avenue, and Peddie Street; and East of Elizabeth Avenue
3. C-C on Elizabeth Avenue from Bigelow Street to Concord Street will expand commercial and retail development opportunities
4. C-R on parcels south of Elizabeth Avenue will allow for a wide range of commercial uses



Assets

- Retail nodes on Clinton and Elizabeth Avenues
- Good bus service
- Access to regional highway network
- Hawthorne Avenue holds potential for new industrial or commercial development given its proximity and ease of access to I-78, large vacant parcels, and existing industrial uses and buildings
- Opportunities for new parks and community gardens
- High quality recreational facilities at Shabazz High School
- New bike lane and traffic calming on Irvine Turner Boulevard

Issues

- Vacant parcels
- Foreclosed or abandoned properties
- Poor condition of pedestrian realm on residential and commercial streets
- Lack of retail amenities and options
- Unimproved streetscape on Clinton Avenue
- Crime
- Lack of community organizations
- Traffic congestion during rush hours near entrances to I-78
- Too many liquor stores on Elizabeth Avenue
- Limited parks and programming for youth

Typical Streets

Residential Street

Irvine Turner Boulevard between Alpine Street and Runyon Street (east side)

These blocks illustrate two sides of residential development in Lower Clinton Hill. The residential block between Runyun and Bigelow Streets is more intact with historic homes than other neighborhood blocks. It includes three-story Victorian and barn roof-style houses, newer “Bayonne Box” buildings, and small apartment buildings. Small set backs allow for fenced-off grass or

paved yards, as well as driveways and private parking. Set backs on this block are consistent, while elsewhere in Lower Clinton Hill they can be erratic. The narrow sidewalks have few pedestrian amenities, such as trees or street lights. The presence of vacant lots and parking lots to the north of the block are more typical of residential blocks in Lower Clinton Hill. On the block between Alpine and Bigelow Streets, many “Bayonne Boxes” are foreclosed, and new construction has been left incomplete.

Lower Clinton Hill Neighborhood Planning

The Lower Clinton Hill community has not created a neighborhood plan.

Master Plan Recommendations

Neighborhood Priorities

16.1 Develop Clinton and Elizabeth Avenues as neighborhood-serving commercial corridors

- Encourage retail and commercial development
- Identify incentives and opportunities to attract local investment
- Develop a coalition of merchants and business owners to support local retail development and identify specific needs for streetscape and façade improvement
- Evaluate public transportation possibilities (e.g., Go Bus service), particularly along Clinton and Elizabeth Avenues
- Expand supermarket access

16.2 Develop Hawthorne Avenue as a mixed-use, job-producing corridor for the entire South Ward

- Rehabilitate abandoned buildings and develop a plan for reusing vacant lots

Irvine Turner Boulevard between Alpine Street and Runyon Street (east side)



- Assemble vacant and abandoned properties for new industrial and/or commercial development that will bring more jobs to the neighborhood

16.3 Facilitate the development and implementation of improved connectivity and safety for pedestrians and cyclists

- Leverage the new bike lane on Irvine Turner Boulevard by developing bike connections from it to Weequahic Park, Mildred Helms Park, and Shabazz Stadium
- Explore the development of a bike lane on Elizabeth Avenue
- Improve pedestrian safety through traffic calming and streetscape enhancements

16.4 Develop organizational and community capacity

- Increase neighborhood social service and community engagement capacity through partnerships or the development of a high functioning community development corporation and community-based organization to identify local needs and strategic goals
- Create a process for ongoing planning led by local neighborhood leaders and advocates, and partner with City agencies for implementation

17. Weequahic

Neighborhood Description

The boundaries of the Weequahic neighborhood are Newark's municipal boundary with the City of Elizabeth to the south; Route 22 and Meeker Place to the east; Route 78 to the north; and Route 78, the Newark municipal boundary with the Town of Irvington, and Fabyan Place to the west.

While Weequahic is a primarily residential neighborhood, its main thoroughfares provide a mix of institutional and commercial uses. Weequahic Park, the focal point of the neighborhood, was designed by the Olmsted Brothers on the former Waverly Fairgrounds, which was home for many years to the New Jersey agricultural fair. Until the late 19th century, the Weequahic area was primarily farmland. The main portion of the neighborhood was developed between 1910 and 1930, and because it was developed within a relatively short time frame, homes are fairly uniform with regard to lot size, placement, and design. The Weequahic Park Historic District was designated in 2003 and includes 28 blocks bounded generally by Elizabeth, Renner, Maple, and Lyons Avenues, as well as the park itself.

The neighborhood was built generally from north to south, such that the oldest homes can be found on Lyons and Weequahic Avenues, and the newest on Hansbury and Keer Avenues. Residential uses in the Weequahic neighborhood are made up, in large part, of

two-and-one-half-story single-family detached homes, though there are also some two-family detached residences, particularly in the vicinity of Huntington Terrace and Renner Avenue. Larger, stately homes can be found on streets proximate to Weequahic Park. There are some multifamily developments scattered throughout the neighborhood, including a low-rise apartment building complex located on Schley Street close to Route 78. High-rise apartment buildings overlooking Weequahic Park were built along Elizabeth Avenue during the 1960s and 1970s.

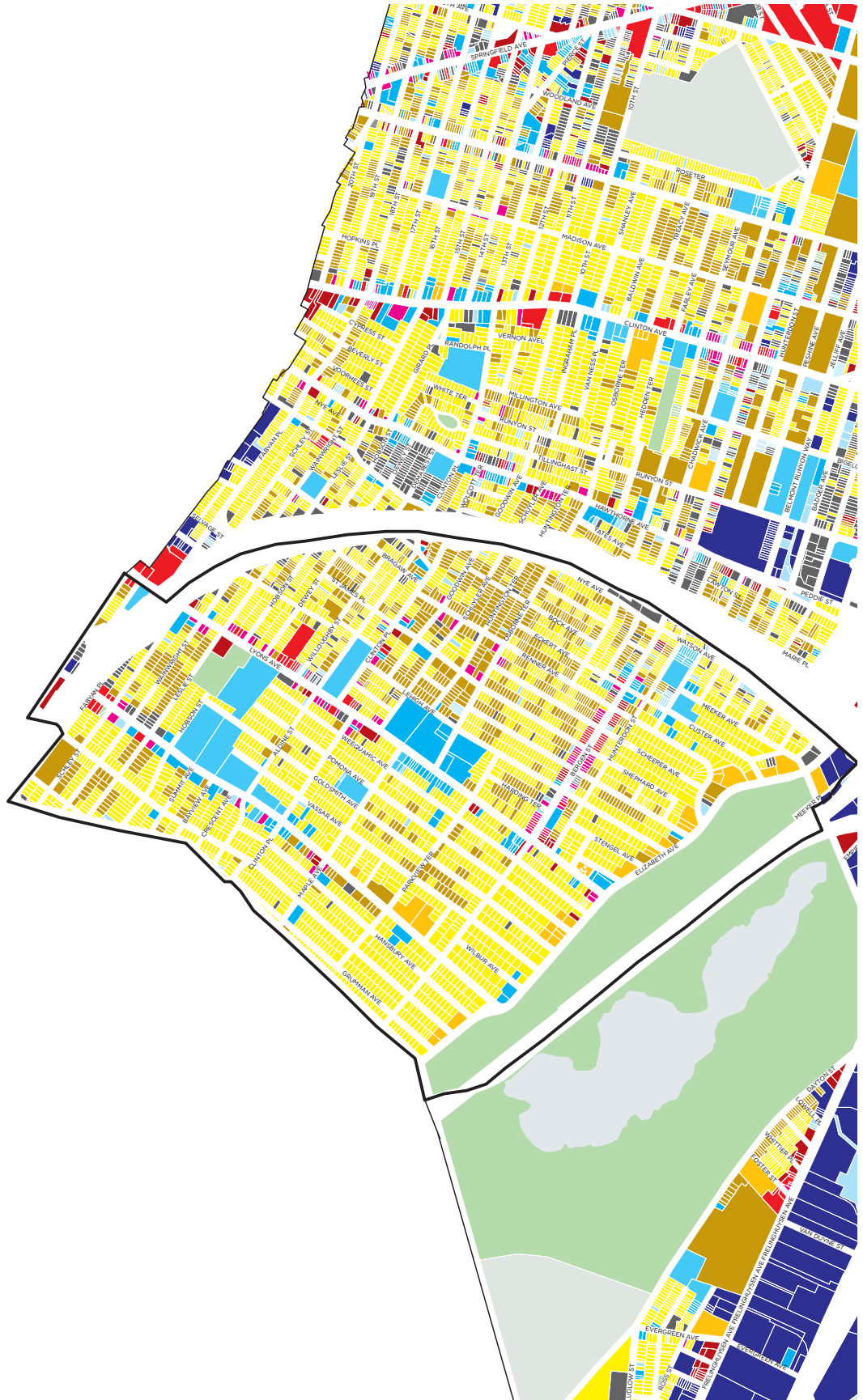
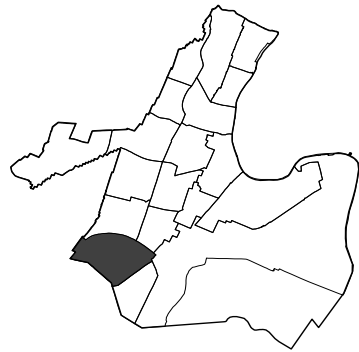
Weequahic's main retail business corridor is Bergen Street, with stores concentrated primarily between Lyons Avenue and Custer Avenue. Small scale one-story shops and two- and three-story mixed-use buildings with ground-floor retail line the street; however, there are some storefront churches, vacant buildings, cleared lots, and parking lots scattered throughout. Additional commercial development in the neighborhood is marginal and somewhat limited, but businesses can be found along Lyons Avenue, which includes a small supermarket, and western portions of Chancellor Avenue.

The Weequahic neighborhood attracted a large number of Jewish residents from the Third Ward during the 1920s, and their institutions soon followed; Newark Beth Israel Medical Center, for example, moved to Lyons Avenue in 1929. Additional institutions



FIG 12.34: Existing Land Uses
Weequahic, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation



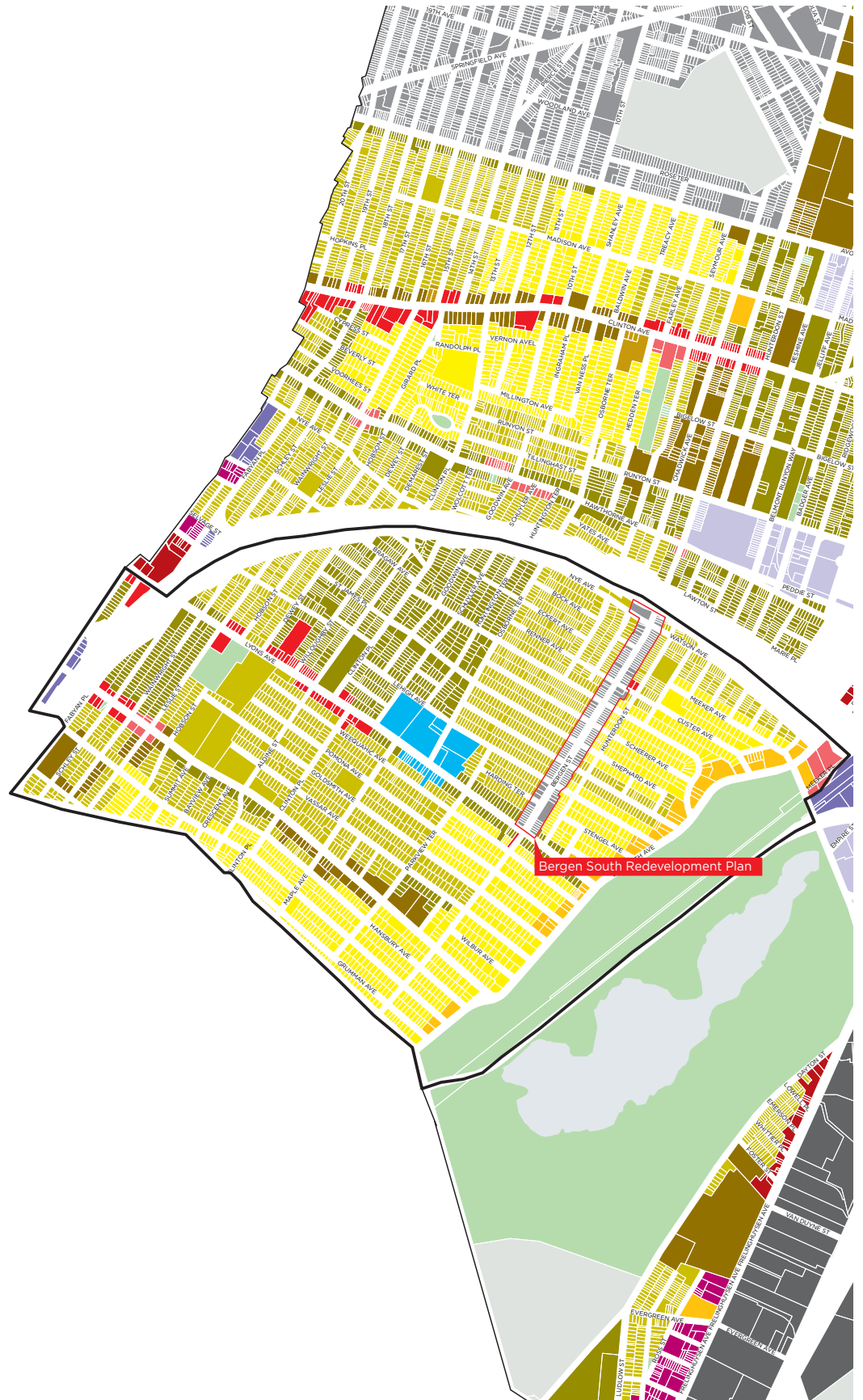
FIG 12.35: Future Land Use Plan
Weequahic, Newark, NJ, 2011

- Detached Single-Family Residential (R-1F)
- Single- and Two-Family Residential (R-2F)
- One- to Three-Family and Townhouse Residential (R-2F)
- Low-Rise Multifamily Residential (R-LM)
- Mid-Rise Multifamily Residential (R-MM)
- High-Rise Multifamily Residential (R-HM)
- Neighborhood Commercial (C-N)
- Community Commercial (C-C)
- Regional Commercial (C-R)
- Light Industrial (I-L)
- Medium Industrial (I-M)
- Heavy Industrial (I-H)
- Mixed Use, Residential/Commercial (MX-1)
- Mixed Use, Residential/Commercial/Industrial (MX-2)
- Institutional (INST)
- Parks and Open Space (PARK)
- Cemetery (CEM)
- Airport (EWR)
- Airport Support (EWR-S)
- Port (EWR-S)
- Living Downtown (D-L)
- Broad Street Station District (D-B)
- Downtown Entertainment/Gateway (D-B)
- Redevelopment (RDV)
- Rail Station

Zoning Amendments

1. R-1F east of Bergen Street, south of Chancellor Avenue, and east of mid-block from Clinton Place will preserve the character of the residential community and protect these areas from inappropriate intrusions
2. R-2F west of Parkview Terrace and south of Lyons Avenue will preserve the scale and density of the residential neighborhood
3. R-3F will allow for a variety of dwelling types west of Bergen Street, north of Lyons Avenue, and on blocks bounded by Lyons Avenue, Bergen Street, Vassar Avenue, and Parkview Terrace
4. Higher density R-LM on Chancellor Avenue will allow for more intense residential development, while limiting building heights
5. R-HM along Weequahic Park will preserve the existing character and create more opportunities for high-density residential development
6. C-C nodes on Lyons Avenue and Chancellor Avenue at the municipal border will expand commercial and retail development opportunities

The 2008 Bergen South Redevelopment Plan defines land use and design regulations on both sides of Bergen Street between Lyons Avenue and I-78.





in Weequahic include Greater Life Community Center, the Bergen Street Merchants Association, and the Weequahic Park Association.

In addition to Weequahic Park, open space in the neighborhood includes St. Peter’s Park, which occupies the former site of St. Peter’s Orphanage. Schools include the Newark Preschool Council at Greater Abyssinian, Chancellor Avenue Elementary and Annex Schools, Maple Avenue Elementary School, George Washington Carver Elementary School, Peshine Avenue Elementary School, Weequahic High School, NJ Regional Day School, SPARK and TEAM Academy Charter Schools, and Bruce Street School for the Deaf.

Assets

- Weequahic Park and the Weequahic Park Association
- Weequahic Park Historic District
- Beth Israel Hospital
- Retail node on Bergen Street
- Historic housing stock
- Community-maintained residential streetscape
- Potential to develop and rehabilitate higher density housing adjacent to Weequahic Park

Issues

- Inappropriate mix of land uses for a neighborhood commercial corridor
- Recent redevelopment inconsistent with surrounding neighborhood

- Lack of retail options on Bergen Street and Chancellor and Lyons Avenues
- Poor pedestrian streetscape on Bergen Street
- Weequahic Park is underutilized, lacks programming, and needs regular maintenance and renovations
- Poor pedestrian connections to and within Weequahic Park
- Lack of waste bins
- Insufficient transit options west of Bergen Street
- Abandoned residential properties on Bergen Street and Osborne Terrace
- Foreclosures throughout neighborhood
- Abandoned and under-maintained housing in “Northwest Village” near I-78
- Lack of maintenance and preservation of historic housing on Custer and Meeker Avenues
- Limited programming at local library
- Limited recreational activities for youth

Typical Streets

Residential Street

Pomona Avenue between Maple Avenue and Parkview Terrace (south)

Pomona Avenue is located within the Weequahic Park Historic District, one of five such districts in Newark. The prominent houses on the streets leading to Weequahic Park feature two- and three-story barn roof-, Victorian-, and craftsman-style buildings. In many cases, houses in this area still have brick or wood clapboard, though some facades have been covered with vinyl siding. Homes are set back between 20 and 25 feet from the street with large

lawns surrounded by fencing or hedges. Like other residential streets in Weequahic, Pomona Avenue has a full tree canopy and well-maintained pedestrian realm; pedestrian crosswalks, for example, are demarcated by brick inlays at the intersection with Parkview Avenue. Pomona Avenue and the five residential streets to the south also have grassy medians, which are maintained by block associations. Yet despite the high quality of the streetscape, fences are inconsistently maintained by owners, and sidewalks are disrupted with many curb cuts for driveways that provide access to private rear parking.

Commercial Street

Bergen Street between Lyons Avenue and Lehigh Avenue (west side)

Bergen Street is among the few north-south connections in Newark linking the South Ward to the Central Ward, and is an example of a historic retail node that was the main neighborhood shopping center prior to the development of shopping malls outside of the city. Retail along Bergen Street from Lyons Avenue north to Shephard Avenue still provides an important center for the Weequahic neighborhood. The buildings are a mix of two-story brick commercial structures (with retail on the ground floor and office and residential uses on the upper floors) and some larger one-story institutional buildings, such as St. John’s Baptist Church. Retail is primarily neighborhood serving with small restaurants, salons, delis, real estate brokers, and banks.

Weequahic Neighborhood Planning

The Weequahic community has created a comprehensive plan for Weequahic Park, which has been largely executed. However, the community has not yet created a plan that extends to all the residential and commercial areas of the neighborhood.

Master Plan Recommendations

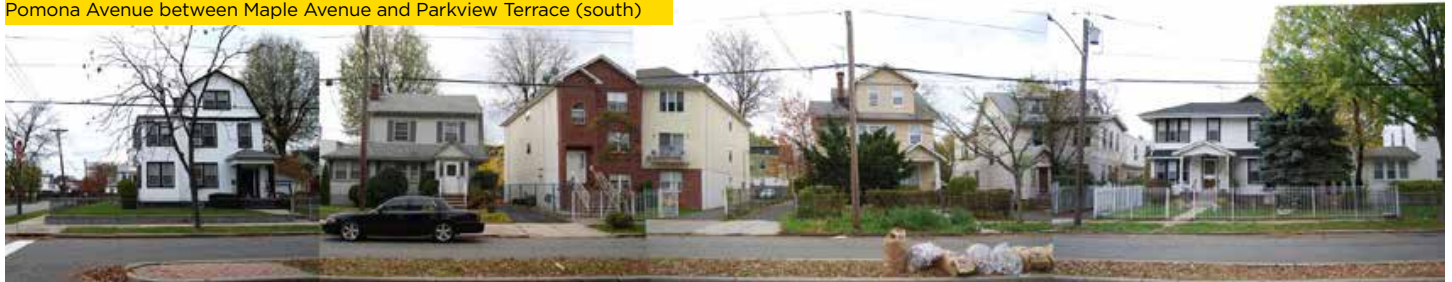
Neighborhood Priorities

17.1 Encourage mixed-use development on Bergen Street to support its role as a neighborhood-serving commercial corridor

- Develop a business improvement district (BID) to support local retail development and identify specific needs for streetscape and façade improvements
- Identify incentives and opportunities to attract local investment

17.2 Support the restoration of historic homes and the rehabilitation of abandoned and under-maintained residential properties

Pomona Avenue between Maple Avenue and Parkview Terrace (south)



Bergen Street between Lyons Avenue and Lehigh Avenue (west side)



- Participate in City programs and initiatives to help community members address foreclosures and vacant property
- Develop a homeowner repair program

17.3 Increase programming at community facilities and Weequahic Park

- Continue renovations of Weequahic Park and improve pedestrian connectivity

17.4 Develop organizational capacity

- Increase neighborhood development and social service capacity through partnerships or the development of a high functioning community development corporation and community-based organization to identify local needs and strategic goals
- Create a process for ongoing planning led by local neighborhood leaders and advocates, and partner with City agencies for implementation

18. Dayton

Neighborhood Description

The Dayton neighborhood is bounded by the Newark municipal boundary with the City of Elizabeth to the south, Frelinghuysen Avenue to the east, Meeker Avenue to the north, and Route 22 to the west.

Dayton is comprised of a mix of residential and industrial uses. Residential uses primarily consist of one- and two-family homes interspersed with newer residential infill development between Dayton Street and Frelinghuysen Avenue. There are also a number of Newark Housing Authority (NHA) projects located here. Seth Boyden Terrace along Frelinghuysen Avenue opened in 1941 and is comprised of 530 units in three-story multifamily buildings; conditions have deteriorated in recent years, and a portion of the housing project has been vacated and boarded up. Seth Boyden Elderly, located at Frelinghuysen Avenue and Foster Street, opened in 1969 and is comprised of two high-rise senior apartment buildings. Built in 1961 and 1968, the 638-unit Otto Kretchmer senior high-rise development is located at Frelinghuysen Avenue and Van Vechten Street. The 143-unit Otto Kretchmer Homes townhouse development was built in 2005 and is located in the southernmost portion of the neighborhood along Ludlow Place.

Land use is solidly industrial east of Frelinghuysen Avenue, within the Newark Industrial District, and is comprised of heavy

industrial establishments and warehousing. There are some smaller scale industrial uses on the west side of Frelinghuysen Avenue interspersed with fast food and auto-related establishments.

Weequahic Park, west of Dayton Street, provides open space in the Dayton neighborhood. Evergreen Cemetery, which was listed on the National Register of Historic Places in 1991, is located in the southern portion of the neighborhood. Important institutions include the Newark Community Health Center, Against All Odds – Seth Boyden Family Success Center, and American Habitare and Counseling, a substance abuse treatment and counseling center. Schools include the Newark Preschool Council at St. Thomas and Dayton Street Elementary School.

Assets

- Weequahic Park
- Proximity to airport
- Newark Housing Authority to build a Technology, Recreation and Education Center within the heart of the neighborhood to serve Seth Boyden residents and the larger community
- Abandoned industrial properties on Frelinghuysen Avenue and on Empire Street present opportunities for new industry and jobs
- Potential for mixed-use housing in areas surrounding Seth Boyden Housing

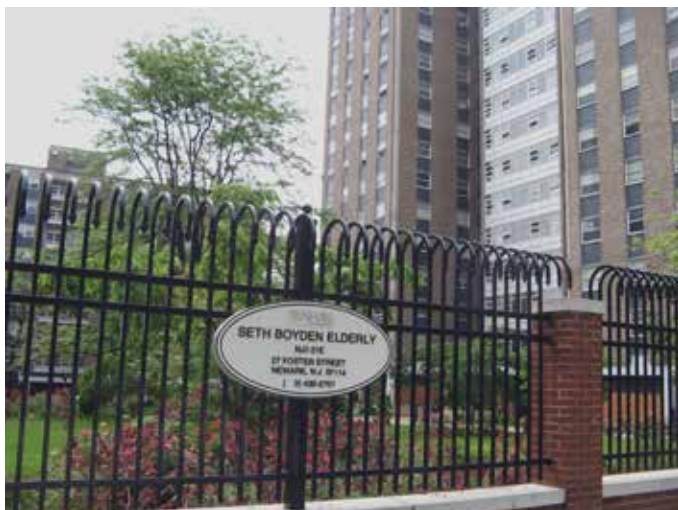
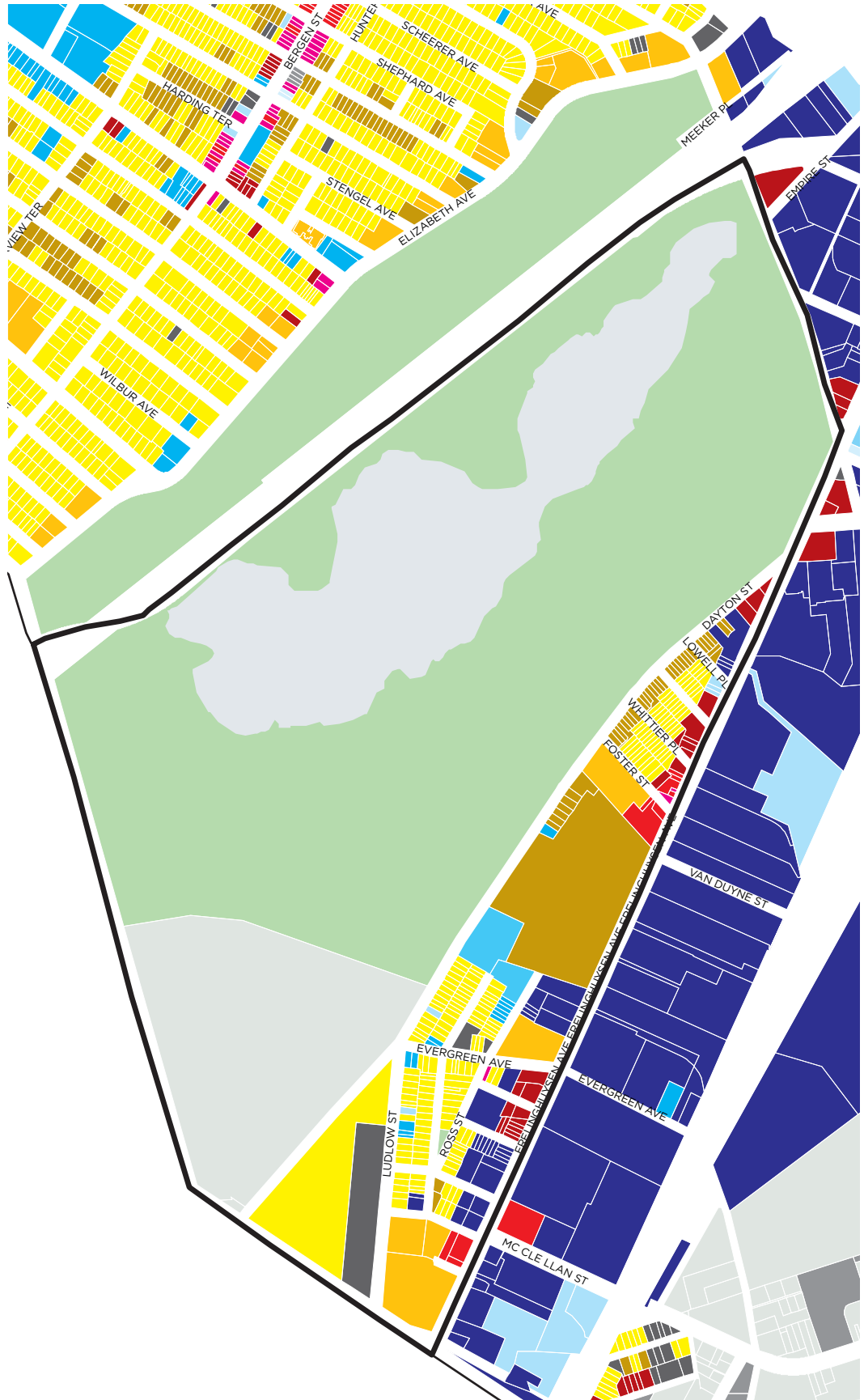
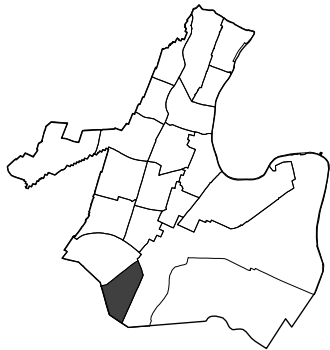


FIG 12.36: Existing Land Uses
Dayton, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation

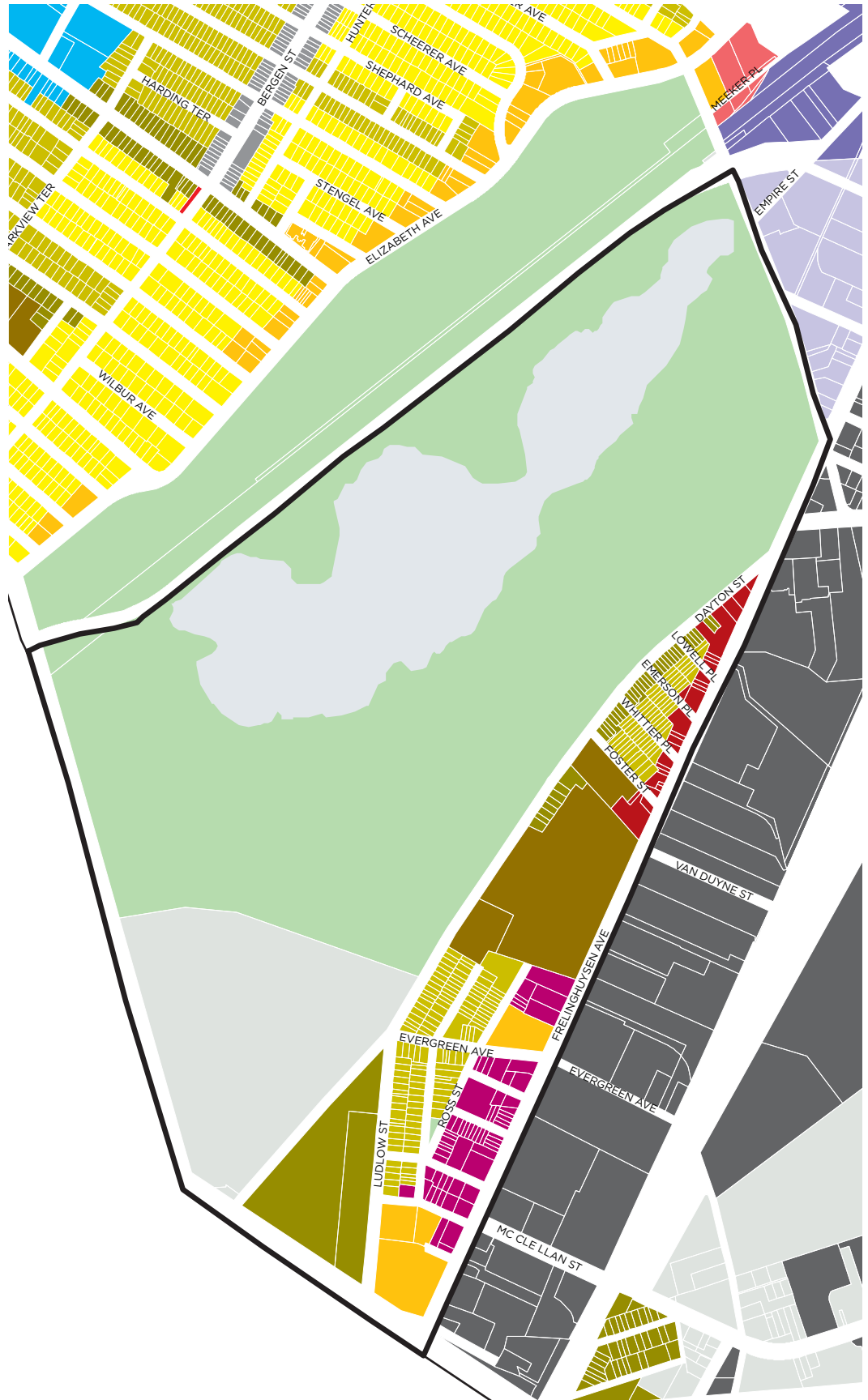


FIG 12.37: Future Land Use Plan
Dayton, Newark, NJ, 2011



Zoning Amendments

1. R-2F will allow for housing variety, while preserving the low density character of the neighborhood
2. Upzoning to R-3F of the triangle between Weequahic Park, Ludlow Place, and Ludlow Street will allow for a variety of dwelling types
3. R-LM at Seth Boyden Terrace will allow for a range of housing types and sizes
4. C-R on Frelinghuysen Avenue will allow for a wide range of commercial uses
5. Existing industrial uses will be preserved on Frelinghuysen Avenue



- Potential for an “airport opportunity zone” in area along Frelinghuysen Avenue

Issues

- Some industrial sites on Frelinghuysen are underutilized
- Lack of retail within the neighborhood
- Seth Boyden Terrace is a physical barrier bisecting the neighborhood
- Narrow internal streets in public housing are difficult to patrol
- Limited airport access: only Haynes Avenue and McClellan Avenue connect to the airport and port industrial areas
- Flooding on McClellan Street and under Meeker Bridge
- Limited transit access to the downtown
- No direct transit access to the airport
- Newark AirTrain station is within walking distance, but there is no neighborhood access
- Limited pedestrian access to Weequahic Park
- Limited programming and renovation needs in Weequahic Park
- No safe, accessible neighborhood parks; Wilson Park is located in Elizabeth and has few amenities
- Lack of playgrounds; inaccessible and hidden within Seth Boyden Terrace
- There is ample “perceived open space,” but views into Mt. Olivet Cemetery, Evergreen Cemetery, and Weequahic Park Golf Course are limited
- Fencing along Weequahic Park is a barrier on Dayton Street
- Concern about air pollution from airport

- Concern that pollution from White Chemical Plant affects Weequahic Park
- Speeding on Dayton and Foster Streets
- Dangerous intersection at Dayton Street and Frelinghuysen Avenue
- Unimproved sidewalk conditions on Meeker Avenue

Dayton Street Neighborhood Plan

The Dayton community has not created a neighborhood plan. However, the Newark Housing Authority has done extensive planning for the area in collaboration with community members. NHA created Weequahic Park East: A Neighborhood Plan, which sets the following key objectives:

Extend Weequahic Park into the neighborhood through new parks and green streetscapes

- Establish a central spine road linking Otto Kretchmer housing to Seth Boyden housing
- Create four new residential streets from Dayton Street to Frelinghuysen Avenue
- Create a pedestrian promenade on Dayton Street

Connect open space ecosystems through streets and green corridors

- Create a new neighborhood playground that extends to Weequahic Park
- Improve view corridors and access into Weequahic Park



- Create four new residential “green” street connections that terminate with small open spaces
- Create additional pedestrian access points into Weequahic Park

Open the airport train station for local access

- Promote transit-oriented development near the AirTrain station
- Provide a bus rapid transit connection to the downtown, airport train station, and Elizabeth
- Provide a truck route along the railroad

Establish Route 1 & 9 as an airport loop road

- Implement landscape improvements to the loop road
- Improve access to the airport via McClellan Street and Haynes Street

Connect Frelinghuysen Avenue to Broad Street

- Make streetscape improvements to Frelinghuysen Avenue
- Redevelop NHA properties
- Develop housing on the golf course

Master Plan Recommendations

Neighborhood Priorities

18.1 Support the redevelopment of industrial properties for job-producing uses on Frelinghuysen Avenue

- Identify incentives and opportunities to attract local investment

18.2 Support the redevelopment of Seth Boyden Terrace into a mixed-income and mixed-use community that leverages proximity and access to Weequahic Park

18.3 Increase programming at community facilities and Weequahic Park

- Develop renovation plans for Weequahic Park, and improve pedestrian connectivity

- Improve park access from Dayton by removing barriers along Dayton Street
- Leverage the coming Training, Recreation, and Education Center, which the Newark Housing Authority is building at Seth Boyden Terrace, to serve as a neighborhood hub for community activities and social services
- Make improvements to Weston Park

18.4 Develop organizational capacity

- Increase neighborhood development and social service capacity through partnerships or the development of a high functioning community development corporation and community-based organization to identify local needs and strategic goals
- Create a process for ongoing planning led by local neighborhood leaders and advocates, and partner with City agencies for implementation
- Leverage Newark Housing Authority for neighborhood capacity building and planning

18.5 Address pedestrian safety

- Provide safe crossings on Dayton Street for park access
- Employ traffic calming on Dayton and Ludlow Streets
- Employ traffic calming and provide safe crossings around Weston Park

19. Newark Industrial District

Neighborhood Description

The boundaries of the Newark Industrial District are Interstate 78, Route 1 & 9, and Newark's municipal boundary with the City of Elizabeth to the south; the Passaic River to the east and north; and, generally, Frelinghuysen Avenue, Meeker Avenue, Elizabeth Avenue, Sherman Avenue, Broad Street, Avenue C, Route 1 & 9, and Lockwood Street to the west.

The Newark Industrial District is characterized almost entirely by industrial land uses; this is where the city's heavy industrial, manufacturing, and warehousing uses are concentrated. Larger industrial parcels can be found east of Frelinghuysen Avenue, as well as in the northern portion of the district. North of I-78, industrial uses include chemical manufacturing, auto recycling, construction, container services, and light manufacturing. Smaller-scale industrial, distribution, auto-related businesses, and scrap yards can be found west of the New Jersey Turnpike in the vicinity of Amsterdam and Paris Streets, as well as adjacent to southern Ironbound – particularly in the vicinity of Avenue C and Vanderpool Street. There are isolated areas of vacant and underutilized industrial land scattered throughout the district.

There is a pocket of residential development in the southernmost portion of the district, bounded by the Amtrak/NJ Transit Northeast Corridor right of way, Mount Olivet Cemetery, and industrial land uses. These homes are a mix of two- and three-

family box-style residences – typically of two and three stories with a large garage and driveway in front, and interspersed with auto-related uses and vacant land.

There are some commercial uses along Route 1 & 9 proximate to airport that primarily serves airport passengers, such as hotels, commercial parking lots, and car rental businesses. Government uses are scattered throughout the district, including Northern State Prison on Frontage Road, Essex County Correctional Facility on Doremus Avenue, the Passaic Valley Sewerage Commission wastewater treatment facility, which occupies 172 acres along Doremus Avenue, as well as several New Jersey Department of Transportation facilities associated with highway operations and maintenance.

The district is well served by its proximity to Newark's air and seaports, freight railroad connections, and highways, including I-78 and the New Jersey Turnpike, Route 1 & 9, and State Route 21, all of which converge at the airport. The Newark AirTrain station, which provides access to airport terminals via Amtrak and NJ Transit, is located in the district but can only be accessed by rail passengers.

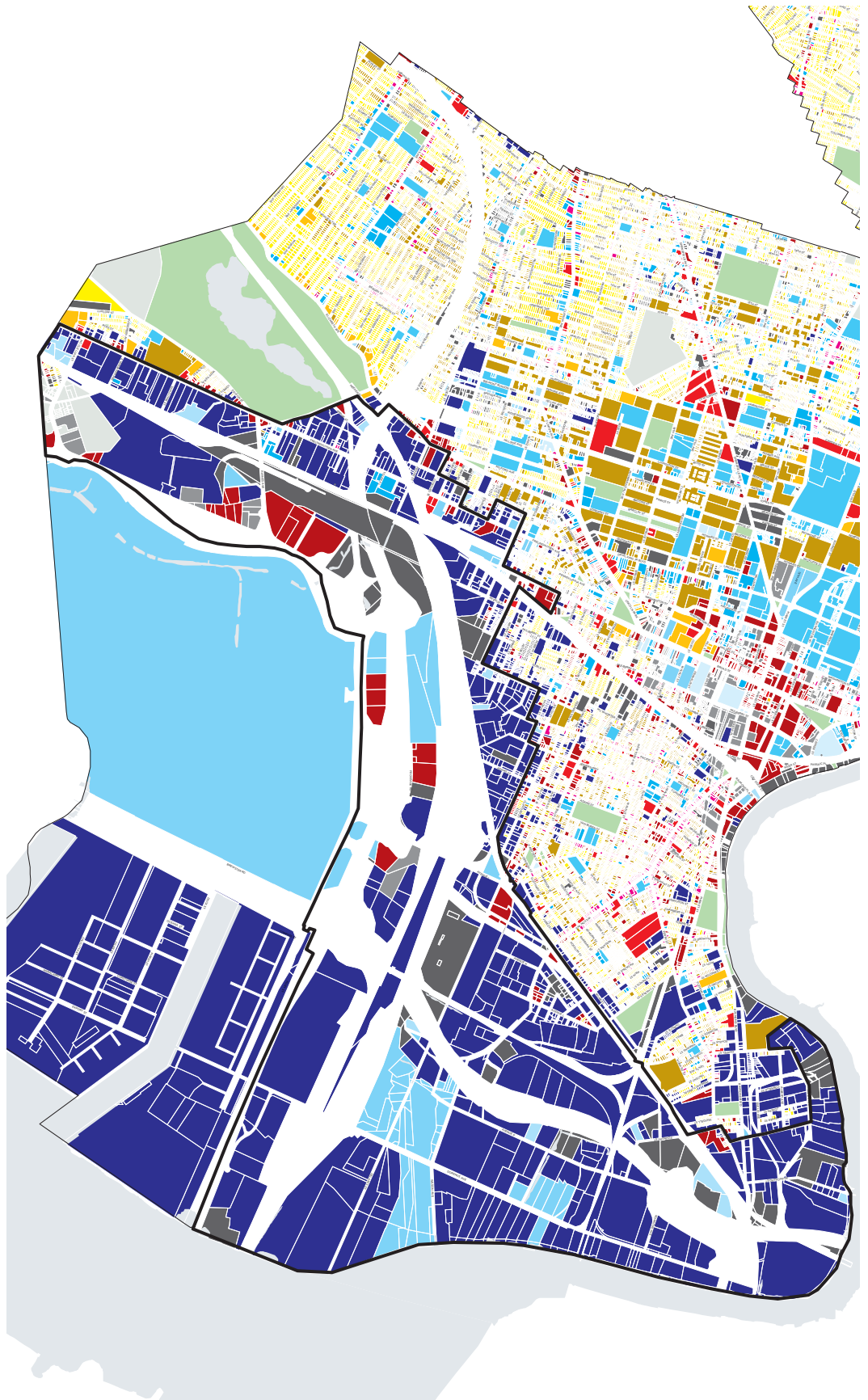
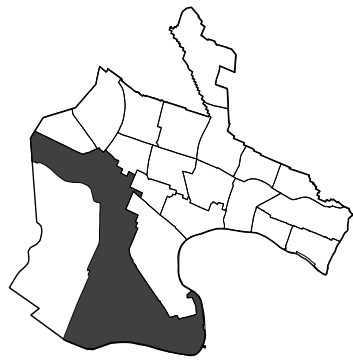
Assets

- Proximity to Newark air and seaports
- Access to I-78, NJ Turnpike, and Route 1 & 9
- Industrial uses are key job generators for Newark



FIG 12.38: Existing Land Uses
 Newark Industrial District
 Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Station



Source: City of Newark

Orientation

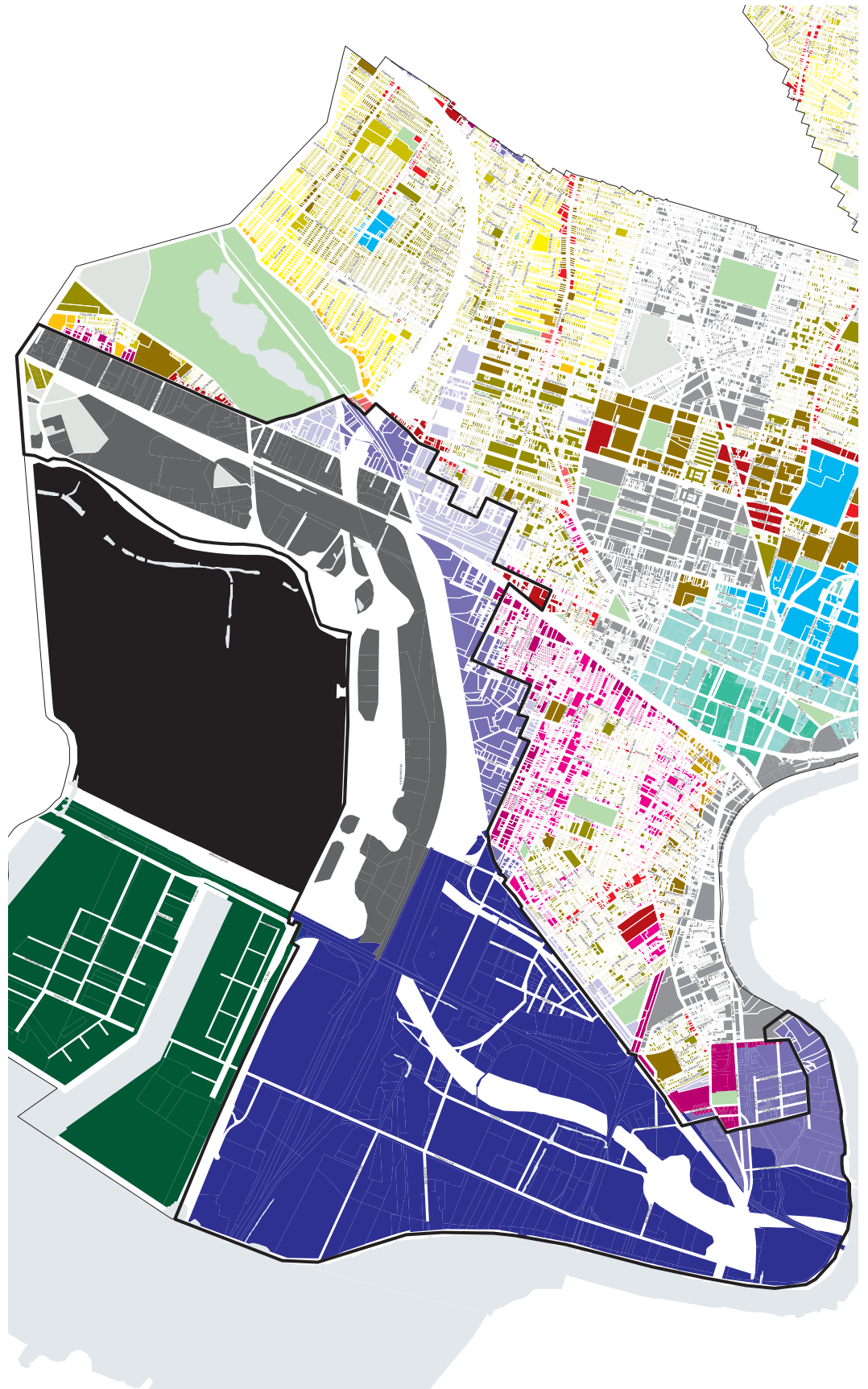


FIG 12.39: Future Land Use Plan
 Newark Industrial District
 Newark, NJ, 2011

- Detached Single-Family Residential (R-1F)
- Single- and Two-Family Residential (R-2F)
- One- to Three-Family and Townhouse Residential (R-2F)
- Low-Rise Multifamily Residential (R-LM)
- Mid-Rise Multifamily Residential (R-MM)
- High-Rise Multifamily Residential (R-HM)
- Neighborhood Commercial (C-N)
- Community Commercial (C-C)
- Regional Commercial (C-R)
- Light Industrial (I-L)
- Medium Industrial (I-M)
- Heavy Industrial (I-H)
- Mixed Use, Residential/Commerical (MX-1)
- Mixed Use, Residential/Commerical/Industrial (MX-2)
- Institutional (INST)
- Parks and Open Space (PARK)
- Cemetery (CEM)
- Airport (EWR)
- Airport Support (EWR-S)
- Port (EWR-S)
- Living Downtown (D-L)
- Broad Street Station District (D-B)
- Downtown Entertainment/Gateway (D-B)
- Redevelopment (RDV)
- Rail Station

Zoning Amendments

1. I-M and I-H will preserve medium and heavy industrial uses throughout the area



Issues

- Lack of access from Newark neighborhoods
- Contaminated sites
- Vacant properties
- Lack of pedestrian access at AirTrain Station
- No waterfront access
- Businesses generate too much trash
- Local air quality negatively impacted by industry, including power plants and port operations
- Conflict between residential development and industrial uses south of South Street

Typical Streets

Commercial Street

Doremus Avenue north of Wilson Avenue (east side)

Doremus Avenue is the primary corridor of the industrial district and distribution area north of Newark's port; it provides connections to the north from the port to Route 1 & 9 and I-95. The street is wide with multiple turn-off areas for trucks and no sidewalks. Three- and four-story brick warehouse and factory buildings, truck service stations, and fuel tanks are setback from Doremus Avenue up to 100 feet. A non-active rail easement parallels Doremus Avenue with a few spurs turning off into waterfront properties.

Newark Industrial District Neighborhood Planning

The Newark Industrial District has not developed a neighborhood plan.

Master Plan Recommendations

Neighborhood Priorities

19.1 Maximize the economic potential of the Newark Industrial District

- Create and implement a strategy to ready contaminated industrial sites for development
- Implement strategic planning, redevelopment, and developer and business attraction initiatives for industries that leverage the area's strengths
- Selectively utilize the City's statutory redevelopment authority – which includes the power of eminent domain – to assemble and/or remediate underutilized parcels
- Establish a business improvement district (BID) to identify and implement streetscape, security, maintenance, climate resilience, and other improvements, and which could provide a venue, more generally, for businesses and workers to address local issues

19.2 Improve connectivity from Newark's neighborhoods and the region to employment opportunities in the Newark Industrial District

- Improve physical connections from Frelinghuysen Avenue to the airport for traffic traveling to and from the downtown
- Advocate for pedestrian access to the AirTrain Station from Frelinghuysen Avenue
- Work with NJ Transit to enhance bus service

19.3 Facilitate the movement of freight and enhance freight access via rail, road, air, and sea

- Mitigate physical constraints on roadways
- Engage with implementing agencies of major transportation projects that have potential local benefits

Doremus Avenue north of Wilson Avenue (east side)





- Identify and pursue industrial development opportunities that leverage proximity and access to freight transportation infrastructure

19.4 Enhance environmental quality and support the growth of local green industries

- Initiate high-level dialogue between the City and Port Authority to mitigate air pollution associated with air and seaport operations
- Implement strategies to reduce vehicle idling and emissions, including the enforcement of truck routes and anti-idling laws
- Amend the Zoning Ordinance to screen new projects for cumulative impacts on air quality
- Create policies and programs that support local purchasing from Newark's production and manufacturing businesses

20. Port District

Neighborhood Description

The boundaries of the Port District are the Newark municipal boundary with the City of Elizabeth to the south, the Passaic River to the east, Interstate 78 to the north, and Route 1 & 9 to the west.

The boundaries of the Port District are the Newark municipal boundary with the City of Elizabeth to the south, the Passaic River to the east, Interstate 78 to the north, and Route 1 & 9 to the west.

The Port District is comprised of Newark Liberty International Airport and the Port of Newark, which are operated by the Port Authority of New York and New Jersey (PANYNJ).

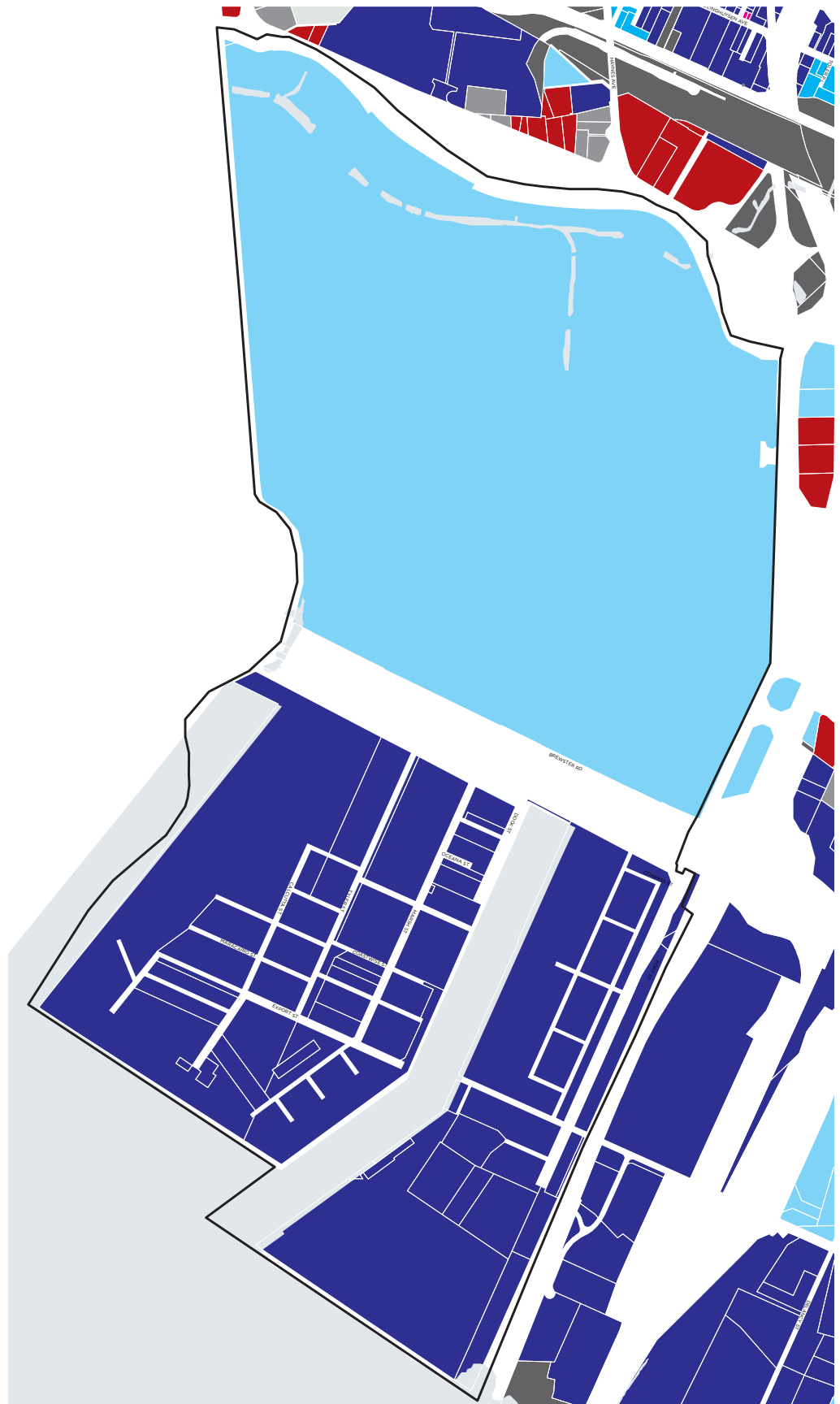
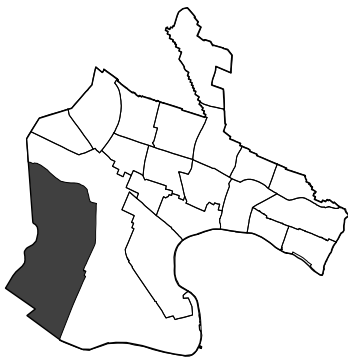
Originally known as Newark Metropolitan Airport Terminal, Newark Liberty was the first major airport in the New York area when it opened in 1928. In 2010, approximately 33 million passengers flew in or out of the airport. The Port of Newark serves as the principal container ship facility for goods entering and leaving the metropolitan area. In the 1910s, the City began to excavate a shipping channel in what were once shallow tidal

wetlands on the western edge of Newark Bay. Work on the channel and facilities picked up pace during World War I when the federal government took control of the port. PANYNJ took over operations in 1948 and began to modernize and expand the port; the Elizabeth Marine Terminal was built to the south approximately ten years later. Today, it is the third largest port in the country.



FIG 12.40: Existing Land Uses
Port District, Newark, NJ, 2011

- 1-2 Family Residential
- Multifamily Residential - Low/Mid-Rise
- Multifamily Residential - High-Rise
- Mixed-Use
- Commercial - Retail
- Commercial - Office/Other
- Industrial
- Governmental - Civic and Cultural
- Governmental - City-Owned Foreclosure
- Governmental - Other
- Educational
- Institutional
- Open Space and Recreation
- Cemetery
- Transportation and Utility
- Parking Facilities
- Vacant
- Rail Stops



Source: City of Newark

Orientation





14 RELATIONSHIP TO OTHER PLANS

New Jersey’s Municipal Land Use Law requires a master plan to include a specific policy statement indicating the relationship of the proposed development of the municipality, as defined in this Master Plan, to the master plans of contiguous municipalities, the county master plan and solid waste management plan, and the State Plan. This chapter discusses how Newark’s Master Plan relates to these various documents.

Master Plans of Contiguous Municipalities

Newark is bordered by 13 municipalities: Belleville, Bloomfield, East Orange, Irvington, Maplewood, and South Orange Village in Essex County; Elizabeth and Hillside in Union County; and Bayonne, East Newark, Harrison, Jersey City, and Kearny in Hudson County.

City of Elizabeth

Elizabeth is located along Newark’s southeastern edge. Its border bisects the Port Newark-Elizabeth Marine Terminal and Newark Liberty International Airport, and it continues east to Evergreen and B’Nai Jeshuron Cemetery.

Elizabeth’s 2005 Land Use Plan, like Newark’s Land Use Element, contains a special designation for the Port Authority-controlled air and seaport lands. Uses on either side of the remaining portion of the shared border from Route 1 & 9 to approximately Cross Avenue are generally consistent. High density housing in Newark mirrors multifamily housing in Elizabeth. In some areas, residential and commercial areas in Elizabeth are located across from light industrial areas in Newark. Frelinghuysen Avenue is identified as a major local thoroughfare connecting Newark with Elizabeth and the region in the master plans of both municipalities.

Township of Hillside

Hillside shares Newark’s southern border in the Weequahic neighborhood from Evergreen Cemetery to Fabyan Place.

Hillside’s 2009 Zoning Map was reviewed and is largely compatible with Newark’s Future Land Use Plan. At the municipal border just west of Weequahic Park, Elizabeth Avenue transitions from a residential street in Newark to an auto-oriented retail corridor in Hillside. Further northwest toward Fabyan Place, permitted uses on either side of the municipal line are limited to single- and two-family residential buildings. Along Maple Avenue in Hillside, however, retail uses are permitted, whereas in Newark, the

Future Land Use Plan designates Maple Avenue as an exclusively residential zone.

Township of Irvington

Irvington borders Newark to the west, from the Union County Border to South Orange Avenue, and along the southern edge of the Vailsburg neighborhood from 20th Street to Kerrigan Boulevard.

Irvington’s 2009 Master Plan Re-Examination Report and 2004 Zoning Map were reviewed. Along Newark’s western edge from the Union County line to Clinton Avenue, Irvington’s zoning designations are incompatible in places with Newark’s Future Land Use Plan. On the Irvington side, land uses are limited to light and heavy industrial activities, with pockets reserved for shopping centers and large-format retail. On the Newark side, however, residential land uses have over the past decade encroached on what was once a largely industrial zone, and the Future Land Use Plan reflects these changes. North of Clinton Avenue to South Orange Avenue, future land uses are more consistent between the municipalities. Both permit a range of single- to four-family residential buildings, and Clinton and Springfield Avenues are reinforced as significant commercial corridors. Along the southern edge of Vailsburg, Newark and Irvington designations are generally consistent, with low- to moderate-density housing and nodes of commercial activity along portions of 18th and Sandford Avenues.

Township of Maplewood

Maplewood borders the southwestern portion of the Vailsburg neighborhood along Irvington Avenue and Putnam Street from approximately Eder Terrace to Eastern Parkway.

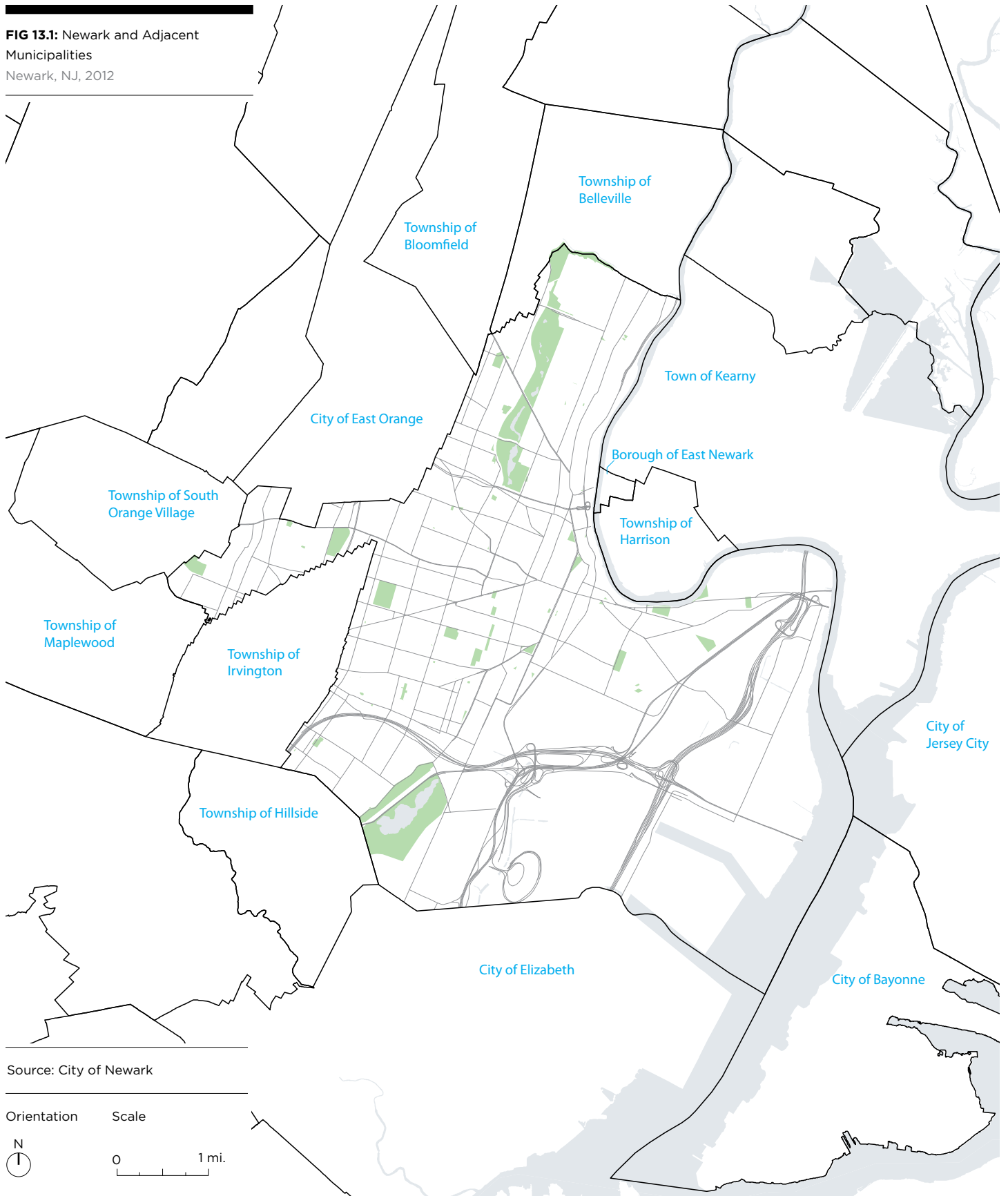
Maplewood’s Master Plan and Zoning Map are generally consistent with Newark’s Future Land Use Plan. Planned uses alternate between low-rise residential and large-scale, freestanding commercial establishments on both sides of Irvington Avenue.

Township of South Orange Village

South Orange Village forms the Vailsburg neighborhood’s western border, running northeast from approximately the intersection of Essex and Irvington Avenues to Abbotsford Avenue.

The South Orange Village Master Plan and Newark’s Master Plan are generally consistent in that both permit compatible low-density residential uses. The Seton Hall University campus in South Orange Village is directly adjacent to the western edge of Ivy Hill Park. In

FIG 13.1: Newark and Adjacent Municipalities
Newark, NJ, 2012



Source: City of Newark

Orientation Scale
N
0 1 mi.

Newark, South Orange Avenue is expected to continue to provide a range of community commercial uses, while in South Orange Village, it transitions to a thoroughfare that is more residential in character, with limited commercial uses.

City of East Orange

Newark shares a border with East Orange from Finlay Place in Newark's Vailsburg neighborhood to just north of Second Avenue in Upper Roseville. It forms the northern border of the Vailsburg neighborhood, as well as the western edge of Fairmount and Upper and Lower Roseville.

The 2004 East Orange Master Plan Re-Examination and 1996 Zoning Map were reviewed. Continued commercial and retail uses along South Orange Avenue are consistent with Newark's plans for the corridor. Along Central Avenue and Orange Street, both municipalities support a mix of commercial and light industrial uses. The higher density residential uses promoted on either side of Park Avenue in Newark are reflected in the East Orange Zoning Map, and a mixture of low-rise residential and industrial uses are permitted on both sides of the municipal boundary between Park and Third Avenues.

Township of Bloomfield

Bloomfield forms Newark's western edge in the Upper Roseville neighborhood from just north of Second Avenue to Bloomfield Avenue.

Bloomfield's 2002 Master Plan designates properties along this shared border for two-family residential use, which is consistent with Newark's Future Land Use Plan. Bloomfield Avenue is reinforced as a commercial corridor by both municipalities.

Township of Belleville

Belleville shares Newark's northwestern border in the Upper Roseville neighborhood (north of Bloomfield Avenue), as well as its northernmost edge in the Forest Hill and North Broadway/Woodside neighborhoods.

The 2009 Belleville Master Plan and 2007 Zoning Map were reviewed. North of Bloomfield Avenue, multifamily residential uses are encouraged on both sides of the municipal boundary, and Heller Parkway is a designated commercial street. Along Newark's northernmost edge with Belleville, Branch Brook Park, Belleville Park, and the Second River buffer land uses in the two municipalities. Where the municipalities rejoin around Broadway and the Passaic River, both master plans support the continued preservation of land for job-producing uses

Town of Kearny

Kearny shares the opposing bank of the Passaic River with Newark in two places: between (1) the Belleville border to Gouverneur Street in the North Ward and (2) Roanoke Avenue and Wilson Avenue in the East Ward.

Kearny's 2009 Master Plan Re-Examination Report is consistent with this Master Plan. In the North Ward, it calls for the creation of new public open spaces along the Passaic River. Across from the industrial areas in Newark's East Ward, Kearny seeks to expand and modernize existing commercial and industrial activities.

Borough of East Newark

East Newark lies across the Passaic River from Newark between Gouverneur Street and Interstate 280. The Clay Street Bridge connects the two municipalities.

Waterfront parcels in East Newark's Zoning Map are designated for commercial and industrial uses, which roughly mirror the permitted uses in Newark's Riverfront Redevelopment Plan

Township of Harrison

Harrison lies across the Passaic River from Newark between Interstate 280 and Catherine Street. It lies directly across from Newark's downtown and Ironbound neighborhood. The Bridge and Jackson Street Bridges connect the two municipalities.

Harrison's Waterfront Redevelopment Plan area governs land uses across from Newark. The Plan promotes a range of residential, retail, office, light industrial, and entertainment uses that capitalize on the area's proximity to the Harrison PATH station. These uses are generally compatible with Newark's Riverfront Redevelopment Plan.

City of Jersey City

Newark shares a border with Jersey City along Newark Bay from midway between Wilson Avenue and Delancy Street to Interstate 78. A large water body separates the two municipalities, and their direct impacts on each other are therefore limited.

City of Bayonne

Newark shares a border with Bayonne along Newark Bay from midway between Delancy Street and Interstate 78 to the Union County border. A large water body separates the two municipalities, and their direct impacts on each other are therefore limited.

Essex County Master Plan

The Essex County Comprehensive Master Plan calls for Newark to “remain a dense center of activity” for banking, marketing, manufacturing, and commercial activities. The Plan also calls for new industrial development to occur in what is now the Newark Industrial District. With regard to housing, the Plan calls for infill development and the improvement of substandard dwelling units, and it recommends that adequate open space be provided around housing. In all of these respects, Newark’s Master Plan is consistent with the Essex County Comprehensive Master Plan.

State Development and Redevelopment Plan

The State Development and Redevelopment Plan provides a general framework for the future development of New Jersey. Municipal master plans should comply with the goals and policies outlined in the Plan to preserve and enhance the quality of life for all New Jersey residents. In early 2012, the State released a public draft of the State Strategic Plan, which is the revision to the 2001 State Plan, for public comment before it is presented to the State Planning Commission for adoption later in the year.

Newark is located within the 2001 State Plan’s Metropolitan Planning Area, which is the most urban of the State’s five planning area classifications. In Metropolitan Planning Area communities, the State Plan prioritizes compact redevelopment with a mix of uses to maximize the utilization of available land. Newark’s Master Plan recognizes this designation and generally supports the intent of the 2001 State Plan.

The goals and objectives of Newark’s Master Plan are also consistent with those of the 2012 draft revision to the State Plan, the State Strategic Plan. The overarching goals of the Strategic Plan are as follows:

1. **Targeted Economic Growth:** Enhance opportunities for attraction and growth of industries of statewide and regional importance
2. **Effective Planning for Vibrant Regions:** Guide and inform regional planning so that each region of the State can

experience appropriate growth according to the desires and assets of that region

3. **Preservation and Enhancement of Critical State Resources:** Ensure that strategies for growth include preservation of the state’s critical natural, agricultural, scenic, recreation, and historic resources, recognizing the role they play in sustaining and improving the quality of life for New Jersey residents and attracting economic growth
4. **Tactical Alignment of Government:** Enable effective resource allocation, coordination, cooperation, and communication among those who play a role in meeting the mission of this Plan

Essex County Solid Waste Management Plan

The Solid Waste Management Act designates every County in the state as a solid waste management district, and it requires each district to prepare a Solid Waste Management Plan. Among other things, the Plan must identify suitable sites to treat and dispose of all solid waste generated within the district, as well as include a solid waste disposal strategy to be applied in the district.

The Essex County Utilities Authority is responsible for developing and implementing the Essex County Solid Waste Management Plan. Consistent with this Plan, the Utilities and Infrastructure Element of Newark’s Master Plan supports waste reduction and recycling. The Land Use Element preserves adequate facilities for the processing and recycling of local and regional solid waste.