THE 1990

NEWARK MASTER PLAN

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100.00 THE MASTER PLAN

"The planning board may prepare and, after public hearing adopt a master plan, or component parts thereof, to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare. . . The governing body shall, at least every six years, provide a general reexamination of its master plan and development regulations by the planning board. . . [The zoning ordinance] shall be adopted after the planning board has adopted the land use element of a master plan and all of the provisions of such zoning ordinance or any amendment or revision therefore shall either be substantially consistent with the land use element of the master plan or designed to effectuate such plan element; provided that the governing body may adopt a zoning ordinance or amendment or revision thereto which in whole or in part is inconsistent with or not designed to effectuate the land use plan element, but only by affirmative vote of a majority of the full authorized membership of the governing body with the reasons of the governing body for so acting recorded in its minutes when adopting such a zoning ordinance."

Municipal Land Use Law,
C.40:55D-28, 62, and 89

101.00 WHAT IS A MASTER PLAN?

The City of Newark's Master Plan, including text, illustrations and maps, presents a broad range of proposals for the physical, economic, and social development of the City of Newark. The Master Plan delineates, as well, the objectives, policies and applicable standards upon which the constituent proposals are based. The Plan attempts to resolve potential conflicts, anticipate needs, protect community resources, and provide functional guidelines for orderly growth and development.

To do this, the Master Plan addresses essential planning elements including: Land Use, Housing, Circulation, Utility Service Plan, Community Facilities, Recreation, Conservation, Economic Base, and Historic Preservation.

The Master Plan's policies and strategies will be supported by a set of 10 planning area plans and a set of corridor plans. These support documents delineate in detail what could, should, or will happen in the neighborhoods by illustrating prototypical studies,

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development options and alternatives based on the findings of assessment studies and on trend setting patterns.

102.00 MASTER PLAN OVERVIEW

This Master Plan updates Newark's 1978 Plan in accordance with the New Jersey Municipal Land Use Law (Chapter 291, Laws of N.J. 1975). Since 1978, Newark has experienced extensive social, economic, and physical changes. In response to these changes, the City has undertaken to improve urban environment programs, community facilities, and manpower training programs. Most recently, the City has increased its efforts in the areas of neighborhood revitalization and economic development.

This Master Plan consolidates appropriate current information, proposals, projects, and functional plans and relates them to specific issues to develop recommendations that will provide up-to-date direction for development decisions. It recognizes the necessity for a continuous planning process to address the dynamic forces affecting growth and change in Newark. These forces along with critical needs in employment, housing, and environment have resulted in a Plan with a strong emphasis on actions and policies to stimulate private business and industrial and residential investment, as well as reinvestment in Newark. The Plan also attempts to improve the quality of life for all residents of Newark in a tangible way. As a consistent statement of public policy regarding future growth, development and change in all areas of the City, the Plan serves a number of key functions:

- It defines the public sector framework for private investment decisions by outlining the City's policies regarding commercial, residential, and industrial development.

- It sets forth City policies and priorities regarding public investment in facilities necessary to serve residents and businesses, such as transportation, utilities, community facilities, schools, and other public facilities.

- It serves as a coordinating tool for day-to-day decisions of the City government, providing a framework for developing specific implementation

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programs such as the capital budget, the community development program, and the programs of other governmental agencies.

The current Newark Master Plan recognizes the ongoing planning processes outside the City. It generally reflects both the existing and planned land-use systems of contiguous communities and the General Plan prepared by Essex County. Moreover, the Plan is consistent with ongoing regional transportation planning efforts of the New Jersey Department of Transportation and reflects the regional development guidelines for the community.

103.00 MASTER PLAN GOALS AND PRIORITIES

The overriding goal of the Master Plan is to improve the quality of life of Newark residents. This implies an even greater commitment by the City to an improved environment in Newark for residents, business, and industry.

Several Plan goals focus on priority policies and early action areas. These goals include:

- Establishing a land-use pattern that will enhance the private economic development;
- Concentrating business and commerce in the central corridor of the City where existing infrastructure and private and public investment are greatest;
- Stabilizing, improving, and conserving residential areas;
- Improving a broad range of community facilities to support residential, business, and industrial areas;
- Expanding and improving the efficiency of the transportation system to increase the mobility of people and goods moving within and through Newark. Particular emphasis is placed on improving the mobility of disadvantage persons and providing better movement within the central corridor; and
- Enhancing industrial development in the Ironbound and Newark Meadowlands areas.

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104.00 OBJECTIVES TO GUIDE THE LAND USE PLANNING PROCESS

- Criteria should be identified relating to the natural environment, especially affecting public health, safety, resource conservation or utilization, as the principal determinants of where urban development or redevelopment should occur.

- Places where people work, live and interact should be grouped together for greater economic benefits. This clustering provides efficient land use as each activity reinforces the other while economizing space, time and energy. This would enhance the massive capital investment in existing development and make effective use of the infrastructure already in place.

- Concentrations of economic activity should contain and be surrounded by residential uses, at densities higher than elsewhere to support public transportation: development of housing should not be less than 30 dwelling units per acre, preferably 45 to 50 dwelling units per acre, to support a minimum target day population of 427,000 persons city wide. This grouping of employment centers mixed with medium density housing will tend to shorten trips and increase pedestrian and public transportation travel, thus reducing the use of the automobile, saving energy, and reducing pollution. Promoting population densities and intensities sufficient to support neighborhood commercial and retail activity and transit use is important.

- Each municipal neighborhood should contain the several kinds of housing needed and desired by those who live and will live there. Housing should be easily accessible to all community household activities: education, government, medical, recreational, retail, urban services, transportation, and suitable jobs.

- Strong emphasis should be placed on preservation of existing housing and residential neighborhoods with their existing infrastructure, services and social networks.

- Future design schemes should include a varied mix of household types and costs to accommodate a full range of income levels, ages and households types.

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105.00 FLOOD HAZARD AREA PLANNING STRATEGIES

Future land-use planning and management in the City of Newark will take into account and consider the following:

- Importance of diverting future developments to areas not exposed to flooding;
- Possibilities of reserving flood-prone areas for open space purposes;
- Possible adverse effects of flood-plain development in other flood-prone areas;
- Need to provide alternative vehicular access and escape routes to be utilized when normal routes are blocked or destroyed by flooding;
- Need to establish minimum floodproofing and access requirements for schools, hospitals, nursing homes, penal institutions, fire stations, communications centers, and other public or quasi-public institutions already located in the flood-prone area, to enable them to withstand flood damage and to facilitate emergency operations; and
- Possibilities of acquiring land or development rights for public purposes consistent with effective floodplain management.

106.00 LONG RANGE GOALS FOR LONG RANGE LAND USE PLANNING

To assure smooth performance of the planning process, the City must be committed to the following long range goals:

- Preserve and rehabilitate the older neighborhoods;
- Pay more attention to adaptive re-use;
- Utilize fully the existing infrastructure and extend it only in response to current and firmly established future needs;
- Conserve energy;
- Orient development toward public transportation; and,

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- Encourage the proliferation of new economic retail and commercial clusters in the neighborhoods to promote jobs and inter- and intra-state commerce.

107.00 SETTING GOALS/OBJECTIVES FOR HOUSING

107.01 GOALS

The overriding goal for Newark's housing strategy is to provide an adequate supply of low and moderate income housing that meets the standards of the State of New Jersey building codes. Concomitantly, the City must encourage and support development which will assure socially and economically well-balanced and physically attractive neighborhoods. Through the achievement of such intermediate goals, the city expects to meet the higher social goal of improving the overall physical and mental well-being of the population.
The City will have to assess any proposal to accomplish its housing objectives based on its practicality.
The practicality of each must be carefully considered in view of:

1) its cost-effectiveness;

2) its probable impact on the housing market;

3) its probable cost-benefits and its distribution throughout the community;

4) its implementation time; and,

5) its political feasibility.

107.02 OBJECTIVES

The City has developed a number of policy objectives reflecting the commitment to these goals. Conceptually, these objectives are intended to improve the housing situation for most or all of the population and to reduce the differences among groups by improving the housing situation of disadvantaged sectors, primarily low and moderate income households.

The particular objectives of the local housing strategy are to:

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- Stabilize and strengthen viable neighborhoods,
- Upgrade physical conditions of the housing stock,
- Reduce the rate of housing abandonment and fire loss,
- Provide new housing opportunities in conjunction with comprehensive neighborhood improvement activities,
- Stimulate private reinvestment in housing and expand home-ownership opportunities,
- Coordinate the delivery of public services and facilities with neighborhood improvement activities,
- Reduce cost-imbalance factors in housing for low, moderate and middle income families/individuals,
- Support regional housing efforts,
- Provide new housing through the conversion of appropriate non-residential structures that have outlived their present use,
- Provide alternative physical and organizational housing structure, and
- Expand rehabilitation efforts city-wide to improve the aggregate housing stock.

108.00 HOUSING STRATEGY

Newark's housing strategy establishes the commitment of the City to allocate resources to meet residents' housing needs. It is a product of a planning process whereby an understanding and evaluation of housing conditions and needs is linked to a working plan of action which guides housing policy decisions toward community needs and wants. It provides the overall policy framework for making choices among alternate distributions of housing resources. It shapes the realm of choices for influencing "who gets what housing where", and it is intended to express the general goals, objectives and priorities of the City's allocation and distribution of housing resources.

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108.01 CONTENTS OF THE STRATEGY

Newark's local housing strategy consists of two major parts: planning and implementation. The planning function involves assessing the housing needs and resources of the city; formulating goals, objectives, priorities; identifying alternative courses of action and criteria for judging alternatives. Implementation involves carrying out the programs designed to achieve the housing goals and objectives and evaluating these programs to determine any necessary redirection to better meet the strategy objectives or to respond if needs and conditions change.

108.02 IMPLEMENTATION OF HOUSING STRATEGY

A set of interrelated policy and program proposals has been developed by the city to deal with this array of housing objectives and housing needs. Given that even the most complete understanding of the local housing market does not by itself suggest cures to the housing problem, this set of policy prescriptions must necessarily be judgmental, in large part due to purely political considerations.

In general, the city has four ways to implement its policy and program proposals for dealing with housing needs and objectives. It can choose to:

a) intervene on the demand side of the housing market by increasing consumers' buying power;

b) intervene on the supply side of the housing market by increasing the availability of decent, affordable housing, particularly for low and moderate income households;

c) influence the housing services which attract or repel potential purchasers\renters and which affect the maintenance and reinvestment decisions of current residents; and/or

d) regulate or influence the institutional factors affecting housing services.

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109.00 HOUSING POLICIES AND PRIORITIES

The City has taken substantial steps in the past several years to reactivate housing activity after the Federal suspension of housing subsidy programs. In general, these activities have concentrated on developing lower density, moderate income housing; housing for the elderly; modern scattered site public housing; housing for the homeless. In addition, neighborhood housing rehabilitation programs have been initiated. Future housing actions should support this general housing strategy.

Meeting the housing needs of the City of Newark will, to a large extent, depend on:

- An increased commitment to residential investment and reinvestment by residents, housing investors, and financial institutions;
- An increased commitment of the Federal and State Governments in support of housing activities;
- A targeted and coordinated attack on housing problems and deterioration at the neighborhood level;
- A promotion of the City as a place in which to live and own housing; and
- The assurance that all neighborhoods are adequately served by food markets and convenience shops.

110.00 SOCIAL DEVELOPMENT

110.01 POPULATION POLICY CONCEPTS

The material presented in the subsequent pages forms the basis on which population policy for Newark should be constructed. The City must link past trends and their implications with future policy. The goal of population policies should be to enable:

- The enhancement of social conditions which would bring to fruition the values of individuals, families and neighborhoods;
- The equalization of economic opportunities for minorities and women;
- The augmentation of the quality of life for all residents;

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- The increased public awareness and understanding of the implications of demographic change, as well as it causes and consequences; and

- The increased flow of information to educate families and individuals in family size preferences, child rearing, child spacing, etc.

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200.00 LAND USE ELEMENT

The proposed Land Use Plan, required by New Jersey Law, supports both the long-term policies and goals and the short-term priorities regarding the use, development and, in many cases, the redevelopment of all land. These goals and policies form the framework for the other sections of the Plan, whether at the comprehensive city scale, at the sector scale, or at the project scale.

The Land Use Plan (LUP) is adopted by the Municipal Planning Board, and the City Council adopts the zoning ordinance which implements the Master Plan. This action gives the LUP its legal standing and helps to focus attention on issues concerning the extent and intensity of future development.

Thus, the element provides the broader perspective necessary for noncapricious land regulation. The City's zoning, land sub-division and other pertinent codes are predicated upon the LUP and its component supporting sections. The plan is the keystone of the City's planning endeavors, as well as the guide to land development throughout the City of Newark.

201.00 LOCATION

The City of Newark is located in the northeastern segment of the State of New Jersey, 5 miles (8.05 kilometers) west of New York City and east of the Watchung Mountains.
This location sites the City of Newark specifically at forty degrees, forty-four minutes, eight seconds longitude and seventy-four degrees, ten minutes and twenty-two seconds latitude.

202.00 TOPOGRAPHY AND SLOPE

The topography and slope of the City of Newark and its relationship to the surrounding communities in Essex County may be found in Map No. 1 and Map No. 2. Additional detail and definition may be found on the U.S. Geological Survey Map Nos. 3a, 3b, 3c and 3d.

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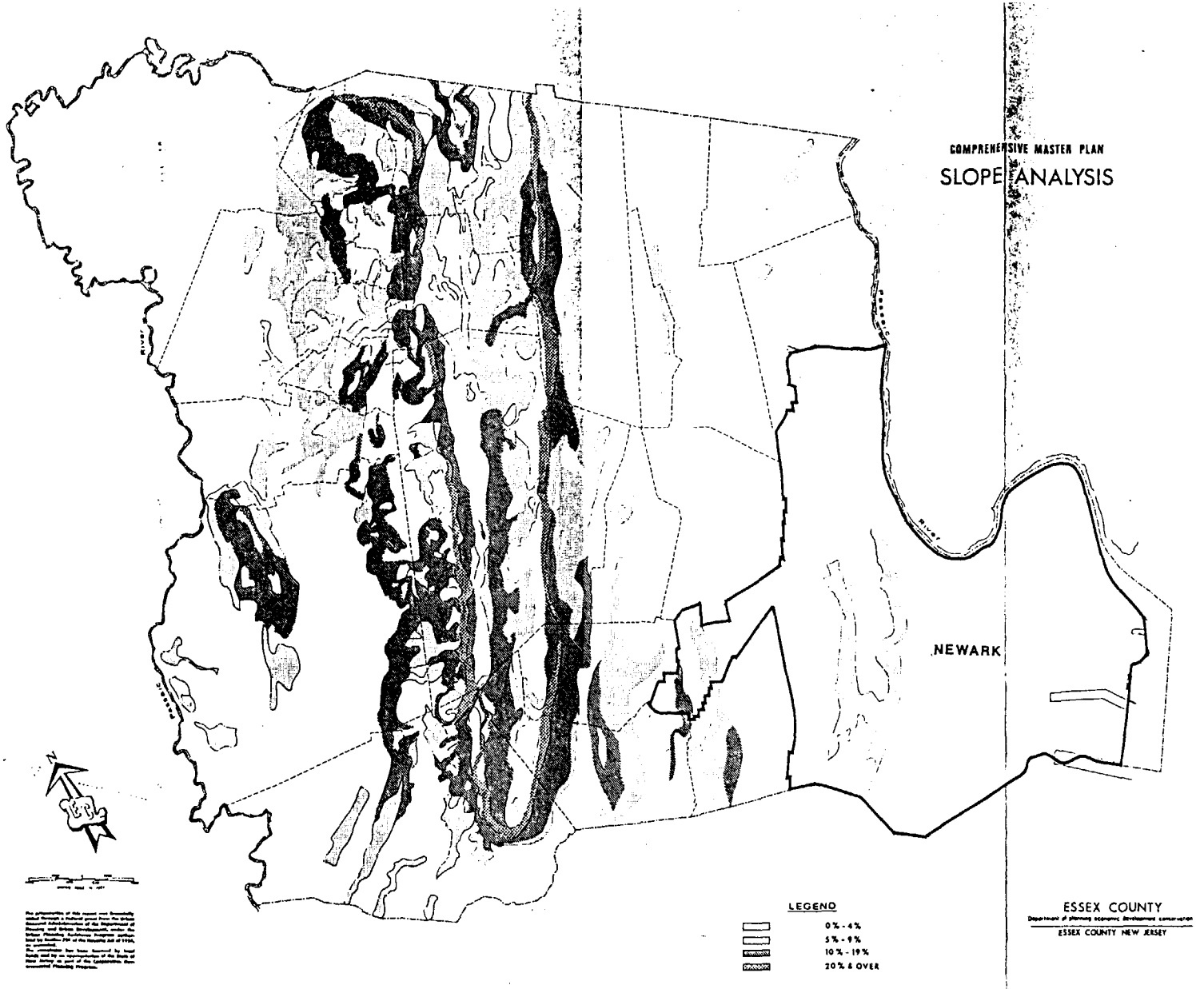
COMPREHENSIVE MASTER PLAN
SLOPE ANALYSIS
NEWARK
LEGEND
0% - 4%
5% - 9%
10% - 19%
20% & OVER
ESSEX COUNTY
ESSEX COUNTY NEW JERSEY

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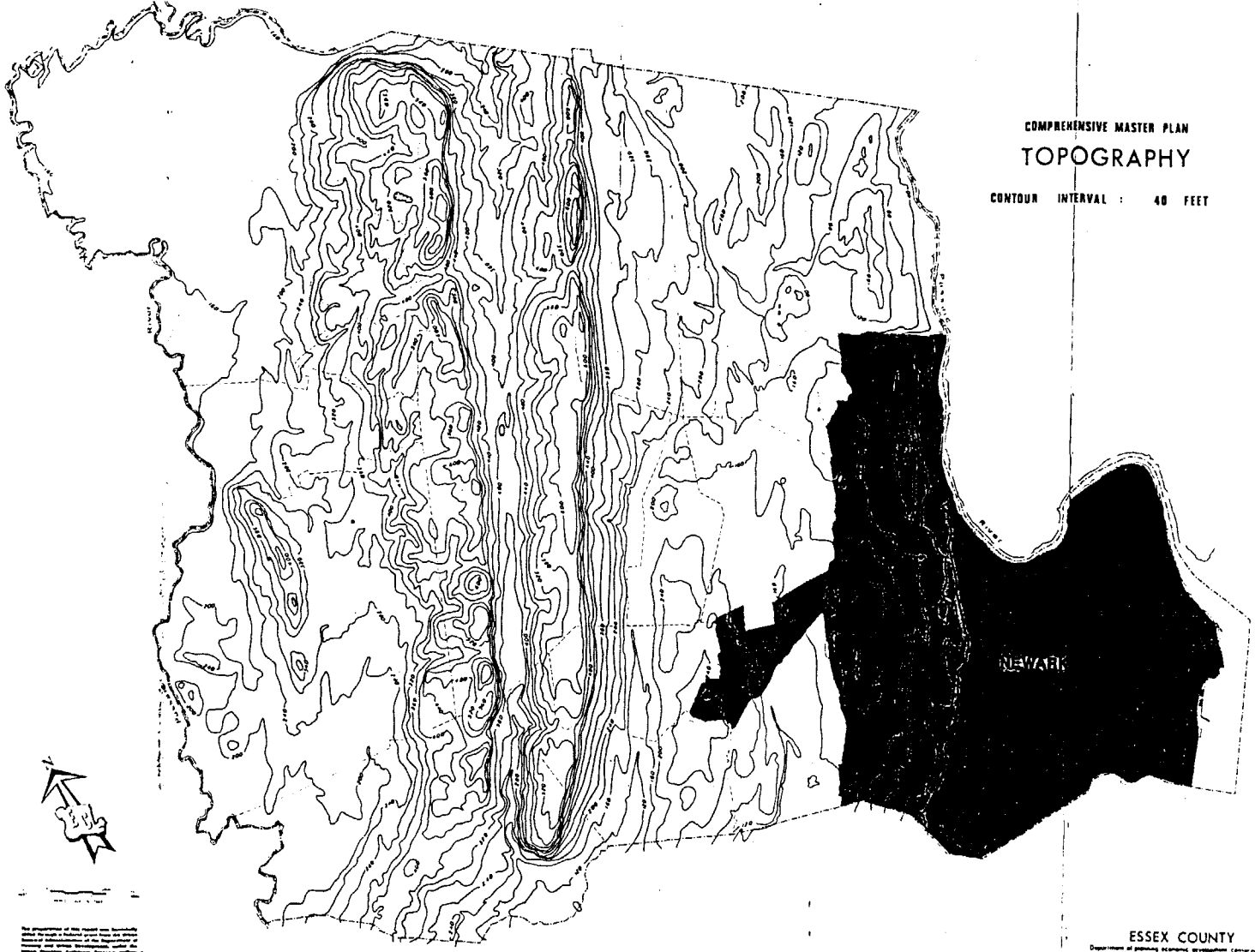

COMPREHENSIVE MASTER PLAN

TOPOGRAPHY

CONTOUR INTERVAL : 40 FEET

ESSEX COUNTY

ESSEX COUNTY NEW JERSEY

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203.00 SOIL

The soils found in the City of Newark are suitable for urban development. No severe soil conditions remain where one more of the following conditions occur:

a) slope exceeds fifteen percent,

b) depth to bedrock is less than forty inches,

c) stoniness is excessive - the distance between stones is less than five feet (stones are defined as being over ten inches long),

d) seasonal water table (for one month or more) is within thirty inches of the surfaces, and

e) flooding ranges from frequent to unlikely but possible under unusual weather conditions (See Flood Hazard Maps Nos. 4a through 4L).

Although the Soil Conservation Service does not rate the suitability of soils for houses exceeding three stories, the ability of the earth material to support a heavy load is a major criterion for any city development. In all cases, thus, specific site conditions must be examined to ascertain the appropriateness of land for the intended use.

Eleven categories of soils can be found in the City of Newark. They are identified by their CODE Symbols: Cr - Croton Silt Loam, Ge - Esker, Gm - Ground Moraine, Gmm - Marginal Moraine, Go - Outwash Plain, Gs - Stratified Drift, Ma - Made Land, Sa - Argillate, T - Tidal Marsh, Uc - Unclassified City Land, and W - Wethersfield Loam.

204.00 DRAINAGE AND FLOOD HAZARD AREAS

Drainage, flood plain areas and marshes can be found on the previously cited Geological Survey and Flood Hazard Area Maps. No woodlands are located within the boundary of the City.

Given certain circumstances such as heavy rains, hurricanes and snow melts, rivers and streams may overflow their banks causing loss of human life and damage to buildings and property. And yet, urban growth pressures have led to wide scale development of

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floodplain areas. These areas, flat and economically attractive to developers, were generally considered safe from flood hazard because of the presence of flood control measures and management; however, structural controls have proved inadequate. This situation has led to a reexamination of the range of adjustment measures available to mitigate flood hazards. Available adjustment measures include:

- Structural controls (protective works, floodproofing),
- Warning systems,
- Flood insurance,
- Relief and rehabilitation assistance, and
- Land use management.

Typically the least utilized of these measures have been those most directly related to comprehensive planning and management: land use controls in natural hazard areas. These include land acquisition, restricted development policies and assorted regulatory programs. The important social benefits that accrue from their implementation are often overlooked.

In addition to serving as an adjustment to flood hazard, restricting development in flood-prone areas can also further society's more general environmental goals. Flood hazard areas often overlap with areas of valuable natural processes, unsuited to intensive human use, such as marshes and wetlands. Also, where hazard zones can be accurately delineated, often locating open space uses, such as floodplain parks, can be feasible. In response to increasing public demand for outdoor recreation and open space in urban environments, the City of Newark is placing more emphasis on providing such areas along the Passaic River waterfront. Moreover, the effect of most land use management schemes is to produce less intensive use of land in the hazard area and less modification of the natural environment than would otherwise occur (See Maps No. 4a-1).

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205.00 FLOOD HAZARD PLANNING STRATEGIES

Future land use planning and management in the City of Newark will consider the following:

1) Importance of diverting future development to areas not exposed to flooding;

2) Possibility of reserving flood-prone areas for open space purposes;

3) Possibility of adverse effects of flood-plain development in other flood-prone areas;

4) Need to provide alternative vehicular access and egress routes to be used when normal routes are blocked or destroyed by flooding;

5) Need to establish minimum floodproofing and access requirements for schools, hospitals, nursing homes, penal institutions, fire stations, communications centers, and other public or quasi-public institutions already located in the flood-prone area, to enable them to withstand flood damage and to facilitate emergency operations; and

6) Possibility of acquiring land or development rights for public purposes consistent with effective floodplain management.

206.00 WEATHER AND CLIMATE

The weather station monitoring climatological data is located at Newark International Airport where weather conditions vary because of varied topography. The terrain at the airport is flat and marshy, while the ridges to the northwest, oriented in a SSW to NNE direction, rise to an elevation of about 200 feet (60.96 meters) at four and one-half to five miles and to 500 to 600 feet (152.40 to 182.88 meters) at seven to eight miles (11.17 to 12.87 kilometers).

All winds also play a significant role in Newark's weather conditions. Those between WNW AND NNW are downslope and therefore are exposed to some adiabatic temperature increase. This effect is evident in the swift movement which normally occurs when the wind shifts to westerly following a coastal storm or a front

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passing. The drying effect of the downslope winds accounts for the few local convectional thunderstorms occurring at the station. Easterly winds, particularly SE, create the ocean influence on the temperature. Depending on the season, temperature changes might range from 5 to 15 degrees when the wind blows from southwesterly to southeasterly. Durations of very hot weather, lasting as long as a week, are associated with a WSW flow of air which has a long trajectory over land on the left of the Bermuda high pressure system. Excessive cold temperatures are related to rapidly moving outbreaks of cold air which travel southeastward from the Hudson Bay region. The probability of having temperatures of zero or below is one chance in four years.

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Meteorological Data For The Current Year

Station: NEWARK, NEW JERSEY (1973) INTERNATIONAL AIRPORT — Standard time used: EASTERN — Latitude: 40° 42' N — Longitude: 74° 10' W — Elevation (ground): 7 feet — Year: 1983

Month	Temperature °F: Averages: Daily maximum	Daily minimum	Monthly	Extremes: Highest	Date	Lowest	Date	Degree days Base 65 °F: Heating	Cooling	Precipitation in inches: Water equivalent: Total	Greatest in 24 hrs	Date	Snow, ice pellets: Total	Greatest in 24 hrs	Date	Relative humidity, pct. (Local time): Hour 01	Hour 07	Hour 13	Hour 19	Wind: Resultant: Direction	Speed m.p.h.	Average speed m.p.h.	Fastest mile: Speed m.p.h.	Direction	Date	Percent of possible sunshine	Average sky cover, tenths, sunrise to sunset	Number of days: Sunrise to sunset: Clear	Partly cloudy	Cloudy	Precipitation .01 inch or more	Snow, ice pellets 1.0 inch or more	Thunderstorms	Heavy fog, visibility ¼ mile or less	Temperature °F: Maximum (b): 90° and above	32° and below	Minimum: 32° and below	0° and below	Average station pressure mb: Elev. 30 feet m.s.l.
JAN	42.0	27.9	35.0	59	18	10	20	923	0	4.37	1.09	22-23	2.5	2.1	15-16	66	70	53	59	32	5.9	11.1	30	31	19		5.9	10	7	14	9	1	0	2	0	4	20	0	1018.3
FEB	43.9	27.6	35.9	62	3	10	13	810	0	3.03	1.03	11-12	21.5	16.1	11-12	69	70	50	59	34	6.7	11.5	35	31	8		5.8	9	7	12	8	4	1	0	0	3	19	0	1016.6
MAR	51.7	37.6	44.7	69	15	25	26	622	0	11.14	2.55	18-19	0.2	0.2	12	66	71	57	59	34	7.0	14.1	33	33	12		7.1	6	6	19	16	0	2	0	0	0	7	0	1010.5
APR	60.1	44.3	52.2	85	28	34	19	395	19	11.14	2.57	10	4.1	4.1	19	66	71	54	60	33	2.1	11.2	30	34	16		7.6	4	8	18	13	1	2	0	0	0	0	0	1010.5
MAY	69.5	52.1	60.8	84	1	40	17	162	39	4.22	0.87	22-23	0.0	0.0		70	69	52	61	22	1.0	9.9	26	30	9		6.7	6	9	16	13	0	3	1	0	0	0	0	1014.6
JUN	83.0	64.0	73.5	96	27	53	10	5	268	2.81	1.27	28	0.0	0.0		63	61	49	49	25	1.6	8.9	25	29	25		4.5	16	7	7	7	0	2	0	7	0	0	0	1015.6
JUL	89.1	70.0	79.6	98	16	60	7	0	458	1.59	0.49	29	0.0	0.0		66	64	45	52	28	5.0	10.1	32	34	21		5.2	12	9	10	6	0	5	0	15	0	0	0	1015.9
AUG	85.8	69.3	77.6	97	20	56	14	0	396	3.46	1.44	11-12	0.0	0.0		75	73	53	61	23	2.0	9.1	22	05	28		5.0	13	9	9	7	0	3	0	11	0	0	0	1015.6
SEP	80.2	60.9	70.6	99	11	46	25	52	224	2.93	1.17	21-22	0.0	0.0		75	77	47	58	29	2.4	9.6	30	22	21		4.8	14	7	9	5	0	1	1	7	0	0	0	1016.3
OCT	65.8	50.0	57.9	84	4	33	30	249	34	5.80	2.01	23-24	0.0	0.0		77	67	58	66	35	2.6	10.0	26	32	29		6.1	8	8	15	10	0	4	2	0	0	0	0	1021.3
NOV	55.4	40.1	47.8	68	9	30	13	510	0	5.54	1.70	15-16	1.2	1.2	25	78	63	60	70	28	3.7	10.4	32	30	12		5.6	10	9	11	13	1	0	3	0	0	2	0	1012.9
DEC	40.9	27.4	34.2	60	12	2	25	949	0	9.47	2.77	22	2.4	1.6	24	71	76	61	66	29	5.4	11.9	32	30	24		6.6	8	8	15	11	1	1	1	0	7	14	0	1019.6
YEAR	63.9	47.6	55.8	99	SEP 11	2	DEC 25	4677	1942	65.50	2.77	DEC 22	31.7	16.1	FEB 11-12	71	72	53	60	31	3.1	10.7	35	31	FEB 8		5.9	116	94	155	116	8	24	10	48	14	66	0	1015.6

Normals, Means, And Extremes

Month	Temperatures °F: Normal: Daily maximum	Daily minimum	Monthly	Extremes: Record highest	Year	Record lowest	Year	Normal Degree days Base 65 °F: Heating	Cooling	Precipitation in inches: Water equivalent: Normal	Maximum monthly	Year	Minimum monthly	Year	Maximum in 24 hrs	Year	Snow, ice pellets: Maximum monthly	Year	Maximum in 24 hrs	Year	Relative humidity pct. (Local time): Hour 01	Hour 07	Hour 13	Hour 19	Wind: Mean speed m.p.h.	Prevailing direction (thru 1963)	Fastest mile: Speed m.p.h.	Direction	Year	Pct. of possible sunshine	Mean sky cover, tenths, sunrise to sunset	Mean number of days: Sunrise to sunset: Clear	Partly cloudy	Cloudy	Precipitation .01 inch or more	Snow, ice pellets 1.0 inch or more	Thunderstorms	Heavy fog, visibility ¼ mile or less	Temperatures °F: Max. (b): 90° and above	32° and below	Min.: 32° and below	0° and below	Average station pressure mb: Elev. 30 feet m.s.l.
(a)				42		42					42		42		10		42		42		18	18	18	18	39	22	35	35			37	41	41	41	42	42	42	42	18	18	18	18	18
J	38.2	24.2	31.3	74	1950	-7	1982	1045	0	3.13	10.10	1979	0.45	1981	3.59	1979	27.4	1978	17.8	1978	71	74	56	64	11.3	NE	52	30	1964		6.4	8	8	15	11	2	*	2	0	11	24	1	1016.4
F	40.3	25.3	32.8	76	1949	-7	1943	902	0	3.35	4.94	1979	1.22	1968	2.45	1961	26.1	1979	20.0	1961	69	72	55	60	11.6	NW	46	23	1965		6.3	7	8	13	10	2	*	2	0	6	21	*	1016.6
M	49.1	33.3	41.2	89	1945	6	1945	738	0	4.15	11.14	1983	1.10	1981	2.66	1978	26.0	1956	17.6	1956	67	70	52	58	12.0	NW	45	27	1950		6.1	8	8	15	11	1	1	2	0	1	12	0	1015.3
A	61.5	42.9	52.1	93	1976	16	1982	387	0	3.53	11.14	1983	0.90	1963	2.96	1980	13.8	1982	12.8	1982	66	64	44	52	11.4	WNW	50	23	1951		6.3	7	9	14	11	4	2	1	*	4	2	0	1011.4
M	71.6	51.0	62.3	98	1962	33	1947	140	56	3.59	8.12	1948	0.52	1964	4.22	1979	T	1977	T	1977	71	69	51	58	10.0	SW	50	32	1963		6.5	6	11	14	12	0	4	2	1	0	0	0	1013.9
J	80.6	62.4	71.5	102	1952	45	1945	0	199	2.94	6.40	1975	0.07	1949	2.31	1973	0.0		0.0		73	71	53	59	9.4	SW	55	07	1952		6.1	7	11	12	10	0	5	1	*	0	0	0	1014.4
J	85.4	67.9	76.8	105	1966	52	1945	0	366	3.85	8.02	1975	0.89	1966	3.40	1971	0.0		0.0		72	70	50	57	8.9	SW	45	18	1950		6.2	7	12	12	10	0	6	1	9	0	0	0	1014.4
A	84.0	67.0	75.5	103	1948	45	1982	0	326	4.30	11.84	1955	0.50	1964	7.84	1971	0.0		0.0		75	75	53	61	8.7	SW	46	09	1955		6.0	8	12	11	9	0	5	1	6	0	0	0	1016.2
S	76.9	59.4	68.2	105	1953	35	1947	36	132	3.66	10.28	1944	0.95	1951	5.27	1971	0.0		0.0		77	78	55	64	9.0	SW	51	05	1960		5.7	10	9	11	8	0	2	1	2	0	0	0	1017.2
O	66.0	48.3	57.2	92	1949	28	1969	254	12	3.09	8.20	1943	0.21	1963	3.04	1973	0.3	1952	0.3	1952	76	76	54	64	9.4	SW	46	11	1954		5.4	11	8	12	8	0	1	2	0	0	1	0	1017.7
N	54.0	39.3	46.5	85	1950	15	1955	555	0	3.59	11.53	1977	0.51	1976	7.22	1977	3.1	1967	3.1	1967	73	77	57	65	10.1	SW	42	09	1950		6.3	8	8	14	10	0	*	2	0	*	6	0	1017.4
D	42.3	28.6	35.5	72	1982	-8	1980	915	0	3.42	9.47	1983	0.27	1955	2.37	1983	29.1	1947	26.0	1947	73	75	60	66	10.8	SW	55	32	1962		6.4	8	8	15	11	2	*	2	0	4	19	*	1017.8
YR	62.5	45.0	54.2	105	JUL 1966	-9	JAN 1982	4972	1091	42.36	11.84	AUG 1955	0.07	JUN 1949	7.84	AUG 1971	29.1	DEC 1947	26.0	DEC 1947	72	73	54	61	10.2	SW	42	09	NOV 1950		6.2	95	112	150	121	7	26	18	21	22	66	1	1015.9

NOTE: NORMAL COOLING DEGREE DATA PUBLISHED IN THE 1982 ANNUAL WERE FOR THE 1951-1980 PERIOD.

NORMALS, MEANS, AND EXTREMES TABLE NOTE(S):

(a) Length of record, years, through the current year unless otherwise noted, based on January data.
(b) 70° and above at Alaskan stations.
* Less than one half.
T Trace.
BLANK entries denote missing or unreported data.

NORMALS - Based on record for the 1951-1980 period.
MEANS - Length of record in (a) is for complete data years.
EXTREMES - Length of record in (a) may be for other than complete or consecutive data years. Date is the most recent in cases of multiple occurrence.
WIND DIRECTION - Numerals indicate tens of degrees clockwise from true north. 00 indicates calm.
FASTEST MILE WIND - Speed is fastest observed 1-minute value when direction is in tens of degrees.

Means and extremes above are from existing and comparable exposures. Annual extremes have been exceeded at other sites in the locality as follows:

Temperature
Lowest: -14 in Feb. 1934.

Precipitation (early cooperative site)
Maximum monthly : 22.48 in Aug. 1843.

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noaa NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION / NATIONAL ENVIRONMENTAL SATELLITE, DATA, AND INFORMATION SERVICE / NATIONAL CLIMATIC DATA CENTER ASHEVILLE, N.C.

Annual precipitation is realized from the northeasters of the Atlantic coast. These storms, usually occurring in the fall and winter, generally last for minimum of two days and commonly produce between one and two inches (2.54 and 5.08 centimeters) of precipitation. Storms producing snow greater than or equal to 4 inches (10.16 centimeters) occur on the average of twice a winter, with a maximum frequency of five. Snowstorms producing accumulations greater than or equal to 8 inches (20.32 centimeters) have occurred in 50% of the winter. As many as three such storms have been experienced in one winter.

The average barometric pressure is 30.02 inches (76.25 centimeters) with extremes of 31.02 inches (78.79 centimeters) and 29.69 inches (72.87 centimeters). Table 1 provides an annual summary.

207.00 PROPOSED LAND USE PLANS

207.01 TEN PLANNING AREAS AND TWENTY-ONE SUB-NEIGHBORHOODS

1. NEWARK NORTH PLANNING AREA

General Statement:

Proposed Land Use Plan (LUP) provides for a primarily residential pattern throughout the 2,363 acre planning area (PA), except in a few instances, where existing development is not likely to be appreciably altered within the next decade. The PA consists of six (6) sub-neighborhoods (SN) and their land use plan elements are described in broad terms as follows:

- Forest Hill will remain primarily residential with some small retail enclaves and some strip commercial uses along both Mt. Prospect Avenue and the segment of Bloomfield Avenue constituting the SN's southern boundary. SN also borders Branch Brook park; it contains both public and semi-public uses and an industrial concentration to the extreme northwest adjacent to the railroad tracks and the northern extension of Branch Brook Park bordering partially on the Town of Belleville. Verona Avenue also contains commercial uses, some of which are quite extensive.

- North Broadway will remain nearly two-thirds residential, interspersed with commercial, public, semi-public, industrial uses and concentrations of retail strip development along Broadway and Summer

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Avenue. A large industrial tier exists along Passaic River/Route #21 Corridor and along Verona Avenue east of Broadway in the railroad/Oraton Street/Route #21 northerly sectors. The plan provides one major neighborhood commercial center at or near Broadway/Harvey/Nursery Streets to serve Mt. Pleasant/Lower Broadway northern tier.

- Upper Roseville will remain primarily residential; however, commercial and light industrial uses are provided for along the spine of the City Railway and extending westerly along Monteith Ave. to the Belleville Line. Strip commercial use is located along the segment of Bloomfield Avenue that forms its southern boundary, and public uses are present, most notably schools and churches.

- Lower Roseville will remain primarily residential. Strip commercial retail uses remain along Bloomfield Avenue, SN's northern boundary; however, as distinct from the Upper SN, this SN delineates residential land use along the City Railroad. Some neighborhood retail centers are provided.

- Seventh Avenue will be primarily residential throughout, with strip commercial along Bloomfield Avenue, its northern boundary, and along Broadway to Broad Street, its general easterly boundary. Some concentration of neighborhood retail centers is provided in this SN. As the other SNs, the area also borders Branch Brook Park's southern division.

- Mt. Pleasant/Lower Broadway will be approximately one-third residential. The SN has a large static cemetery use at northern boundary; strip commercial along Broadway, Bloomfield Avenue, Route #21 corridor; and provision for light industrial along and within Passaic River/Route #21 corridor and the entire southeast tier near the Clay Street/Passaic River/Route #280 sector.

2. CENTRAL BUSINESS DISTRICT (CORE AREA)

General Statement:
This PA is over 700 acres in size and appears on the map as one large commercial enclave within the City. Little detail is presented; public parks and large public and semi-public areas are noted. This area has been extensively analyzed in a special

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study of 2,440 individual parcels. The first major revision to this plan will occur here and will result in a more detailed plan than is presently shown. The SN consists of twelve (12) major subareas that will be examined in the above reference study report.

3. SOUTH BROAD STREET PLANNING AREA

General Statement:

This PA does have a nominal SN called the South Broad-Valley Neighborhood. The PA, according to the 1980 Census Tract information compiled by the County, comprises some 385 acres. Although the SN is not quite as large as is the PA, it is nonetheless one of the key areas depicted in the LUP. The entire area will be generally described as a virtual mirror of the existing development and will, no doubt, lend itself to revisions in unison with the CBD. The SN area is primarily housing-oriented and will remain so for at least the next decade; the general area needs a large retail center, and one is indicated on the LUP in the CBD SN immediately adjacent to its northern tier.

The PA's southern boundary is the East Peddie Street corridor, and its northern boundary includes Lincoln Park. To the east, it is divided from the Lower Clinton Hill SN by Irvine Turner Blvd., and to the west by Route #21, McCarter Highway. Some of this area is also included in the Core Area Study and generally comprises the area bounded to the east by Mulberry Street and to the west by McCarter Highway, which the LUP designates at this time for General Commercial usage.

4. IRONBOUND PLANNING AREA

General Statement:

This 1,029 acre area is divided into two SNs: the Ironbound and the South Ironbound. The Ironbound adjoins the CBD and fronts to its north on the Passaic River; to the east is the Airport/Port PA, and, of course, the southerly portion is South Ironbound. South Ironbound adjoins both the South Broad Street and Newark Airport/Port Newark PA.

- Ironbound is primarily a traditional residential enclave and is shown on the LUP as

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such; strip retail predominates along the Ferry/Wilson spine, including two neighborhood shopping centers indicated near Ferry and Monroe Street and near Ann Street (more-or-less). General commercial virtually rings the entire PA except for the natural intervention of the Riverbank Park holdings and areas to the east near the Meadowlands where the more traditional light industrial enclaves are shown on the LUP.

- South Ironbound remains predominately residential in the LUP. A third neighborhood commercial center is indicated, and a fairly large section is also reserved for community shopping and public use.

5. NEWARK AIRPORT/PORT NEWARK PLANNING AREA

General Statement:
This 6,519 acre PA is the largest planning area of the City. It's total acreage less streets was approximately 4,889 acres in the 1980 Census of Population and Housing. Nearly the entire LUP for the PA is devoted to heavy industrial uses, consisting primarily of airport and port activities along with other light and heavy industrial enclaves. The PA's northern tiers contain both residential usages and some light industrial area. Along the broadly defined Frelinghuysen Avenue/Route 1 & 9 Corridor, representative enclaves of commercial and industrial uses exist.

6. DAYTON NEIGHBORHOOD PLANNING AREA

General Statement:
This areas is a small, virtually-self contained 447 acre PA, primarily residential in character. To its west, it immediately abuts the large Weequahic park and portions of several large cemeteries; easterly, generally along Frelinghuysen Avenue, it faces both heavy industrial and commercial land use designated areas in the large Airport/Port Complex area.

7. WEEQUAHIC-CLINTON HILL PLANNING AREA

General Statement:
This 1,495 acre area had 1,121 acres of land developed or in park and public and semi-public

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uses according to calculations for land use areas carried out in 1980 in conjunction with U.S. Census of Population and Housing. Approximately 374 acres are primarily residential in designated usage.

- Weequahic Neighborhood is primarily designated for residential uses. Strip commercial enclaves are provided along Bergen Street and Lyons Avenue, and two (2) neighborhood commercial centers or hubs are identified on the LUP.

- Upper Clinton Hill is primarily designated as residential use area; two (2) neighborhood commercial centers are identified.
- Lower Clinton Hill has nearly one-half of its area reserved currently for light industrial usage along its southern tier; two commercial enclaves are identified as community shopping land usages. The remainder of the area, along its northerly tier, is designated as residential.

8. BELMONT WEST SIDE PLANNING AREA

General Statement:
This 1,483 acre PA, referred to in older reports as Springfield/Belmont/West Side Planning Area, contains 1,112 acres less streets, approximately 371 acres as per census calculations. It consists of two (2) sub-neighborhoods.

- West Side SN is primarily residential in overall designation. Its easterly boundary, Bergen Street, generally traverses University Avenue, extending for about two (2) linear tiers of blocks into the CBD, previously described.

- Springfield/Belmont is about fifty (50%) residential with the rest of area given over to public and commercial usages. Two (2) neighborhood retail centers are indicated: one at far western end of Springfield Avenue Commercial Corridor and the other near the juncture of Littleton Avenue and South Orange Avenue which is also the PA's northerly border with Planning Area #9, Fairmount/College heights.

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9. FAIRMOUNT/COLLEGE HEIGHTS PLANNING AREA

General Statement:
This 543 acre area, with 407 and 136 acres respectively in developed or vacant acreage and streets, consists of two (2) sub-neighborhoods: Fairmount and College Heights. Both are, for the most part, given to residential usage in the LUP. One commercial center was described in PA #8 along its southerly border, South Orange Avenue, and another neighborhood retail hub exists along its northerly border with PA #1, at the intersection of Roseville Avenue and Orange Street.

The Fairmount portion of the larger area extends westerly, generally speaking, to the Garden State Parkway, although a portion of this extremity is often considered part of the lower portion of Vailsburg (next to be discussed) for planning purposes. (This is also applicable to the discussion of the previous area's extension into the CBD). Strip commercial land usages predominate along both the South Orange Avenue Corridor and along the Orange Street Corridor adjacent to the Route #280 right-of-way and along the street's northerly side.

10. VAILSBURG PLANNING AREA

General Statement:
This far westerly PA consisting of 983 acres, of which 737 are developed for the most part and 246 are streets, was divided into two (2) Sub-neighborhoods which are primarily designated for residential usages. It contains four (4) major neighborhood commercial centers, which augment its share of the South Orange Avenue Commercial Corridor. Limited retail commercial strips are also reserved along Eighteenth Avenue and Sanford Avenue.

208.00 UPPER VAILSBURG AND LOWER VAILSBURG - PRIMARILY RESIDENTIAL DESIGNATION IN LUP

This information may be found on map entitled, Proposed Land Use Plan. The generalized land uses are keyed to the dominant use of the area.

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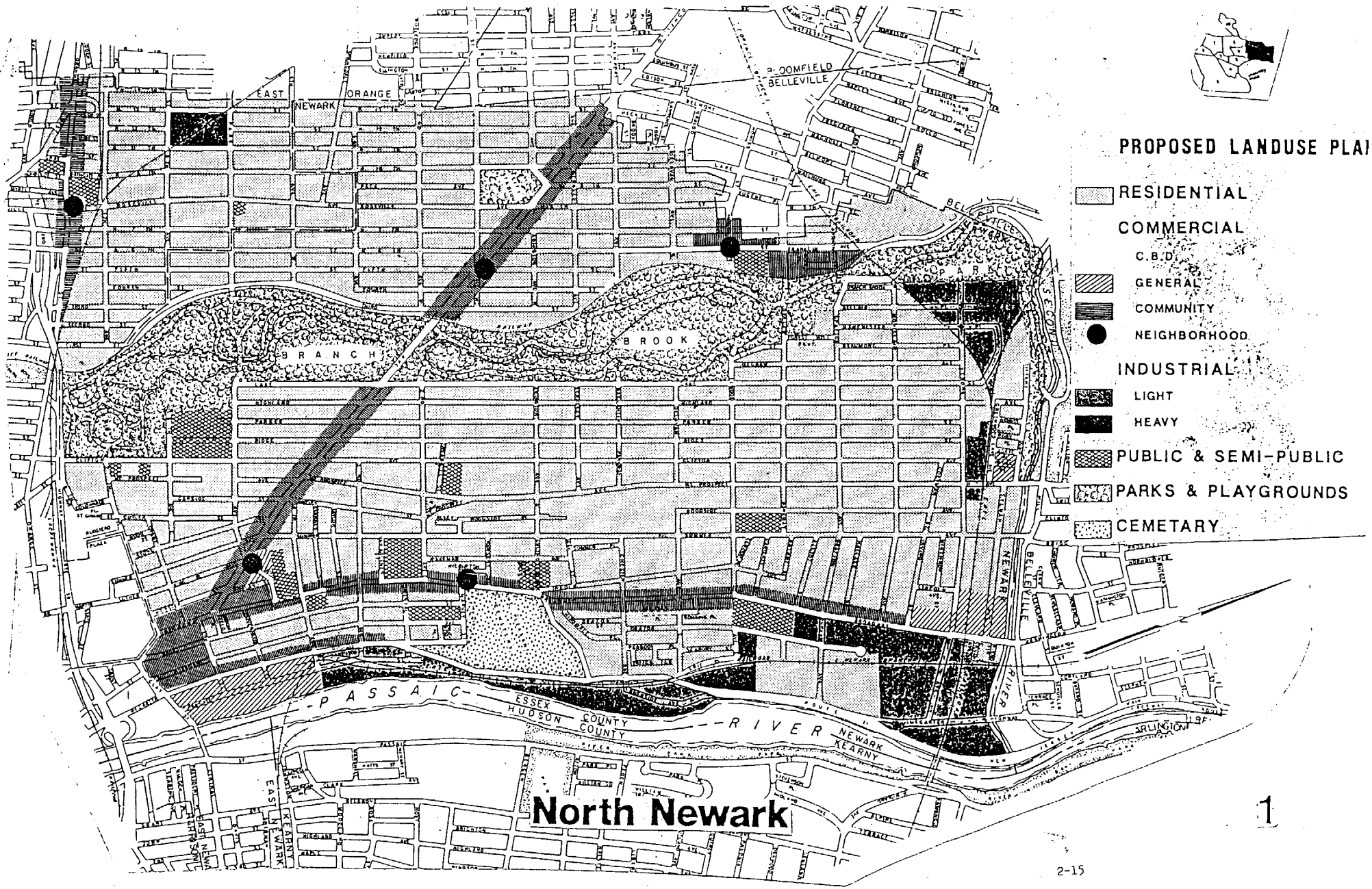
PROPOSED LANDUSE PLAN
RESIDENTIAL
COMMERCIAL
C.B.D.
GENERAL
COMMUNITY
NEIGHBORHOOD
INDUSTRIAL
LIGHT
HEAVY
PUBLIC & SEMI-PUBLIC
PARKS & PLAYGROUNDS
CEMETARY
EAST ORANGE
NEWARK
BLOOMFIELD
BELLEVILLE
BRANCH
BROOK
PASSAIC
RIVER
ESSEX COUNTY
HUDSON COUNTY
NEWARK
KEARNY
ARLINGTON
BELLEVILLE
EAST NEWARK
North Newark

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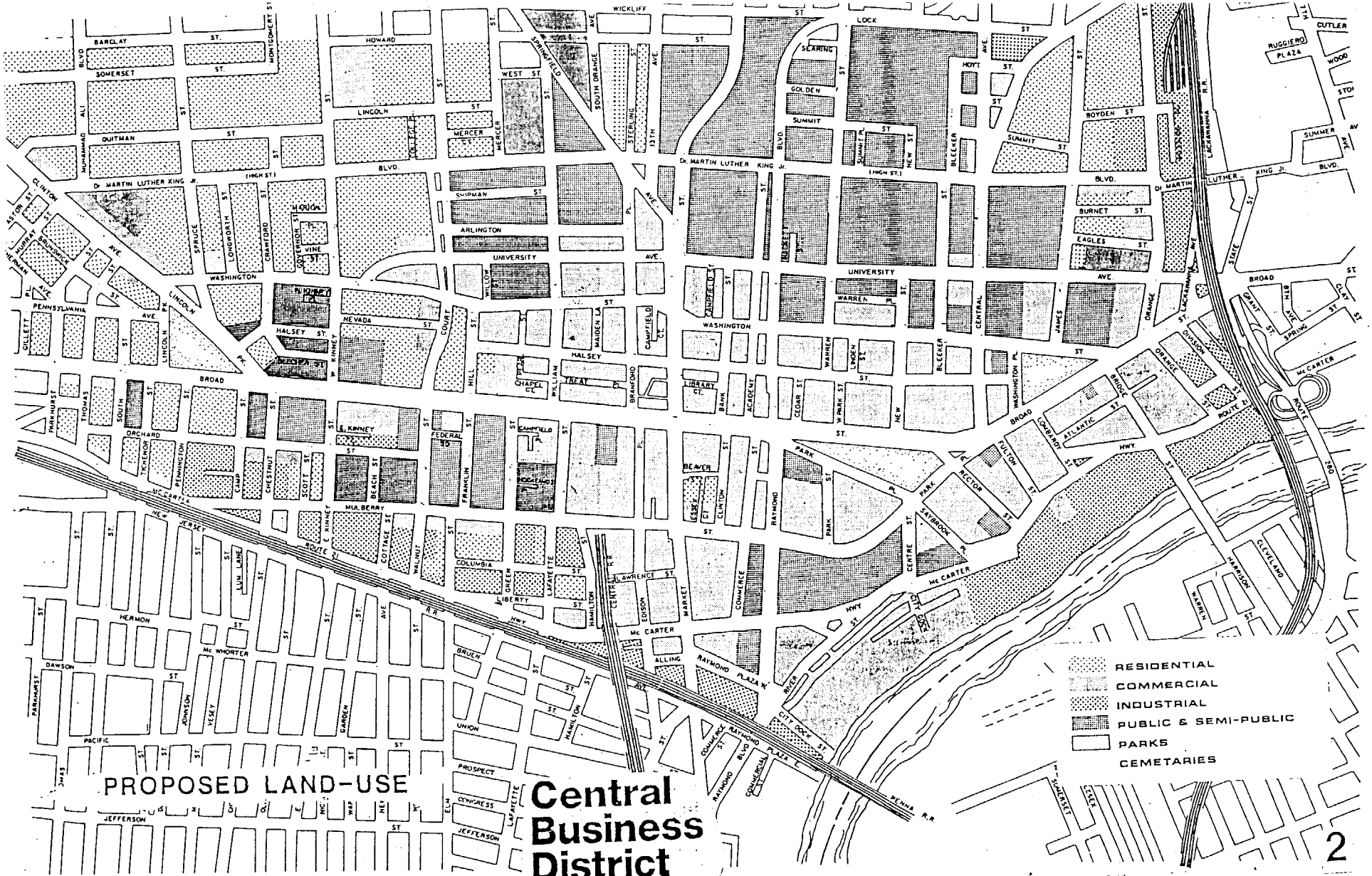
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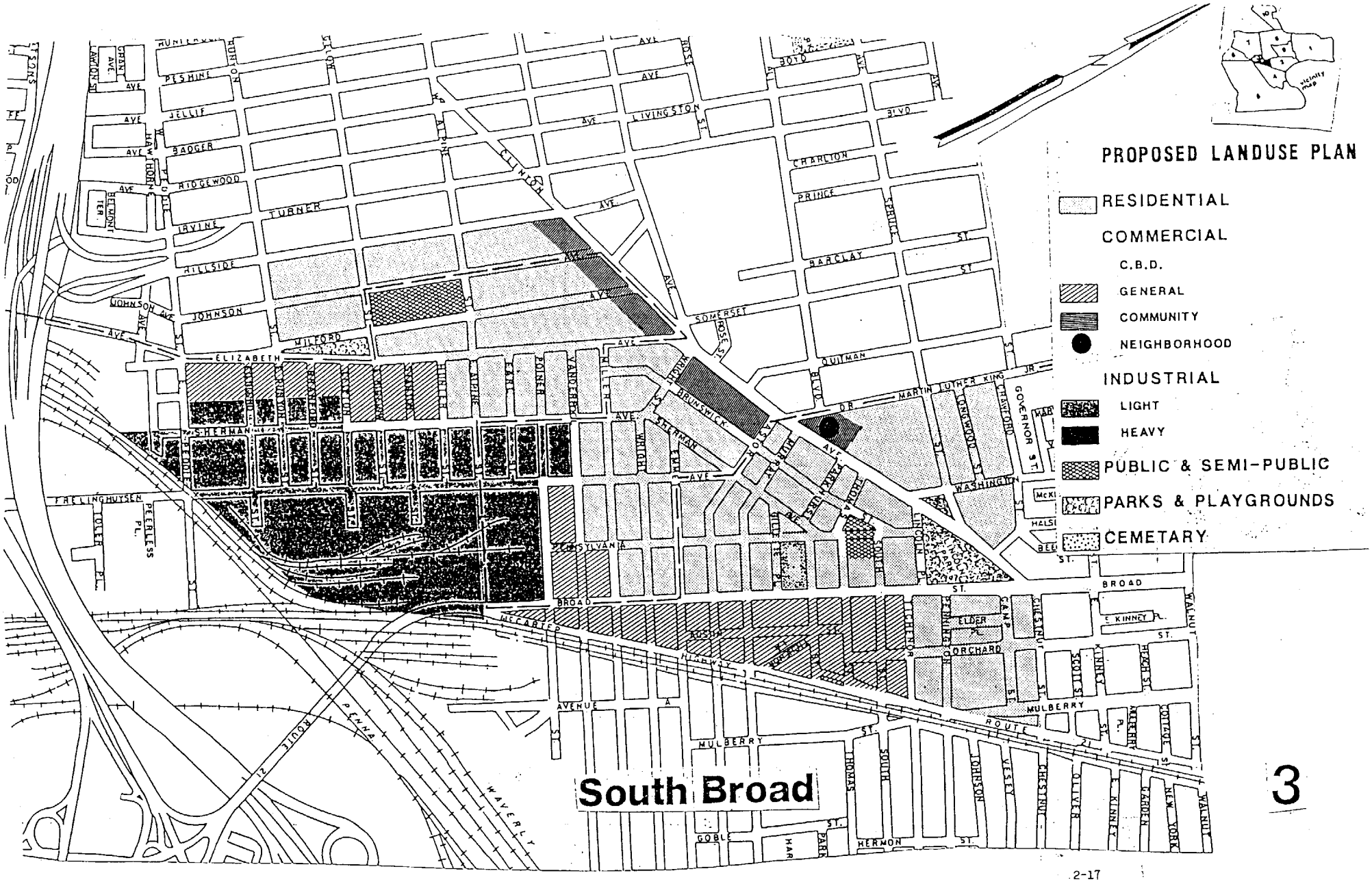
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South Broad
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TURNER
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HILLSIDE
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JELLIE
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LIVINGSTON
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BARCLAY
SOMERSET
QUITMAN
MARTIN LUTHER KING JR.
WASHINGTON
GOVERNOR ST.
CLINTON
ALPINE
POINER
VANDERBERG
MILLER
BRUNSWICK
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HURRAY
PARKHURST
THOMAS
LINCOLN PARK
ELDER
ORCHARD
CAMP
CHESTNUT
KINNEY
SCOTT
HEACH
WALNUT
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GARDEN
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SOUTH
THOMAS
HERMON
GOBLE
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MCCARTER
HIGHWAY
ROUTE 21
PENNA
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BELMONT TER.
HAWTHORNE
PEDDIE
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BLVD.
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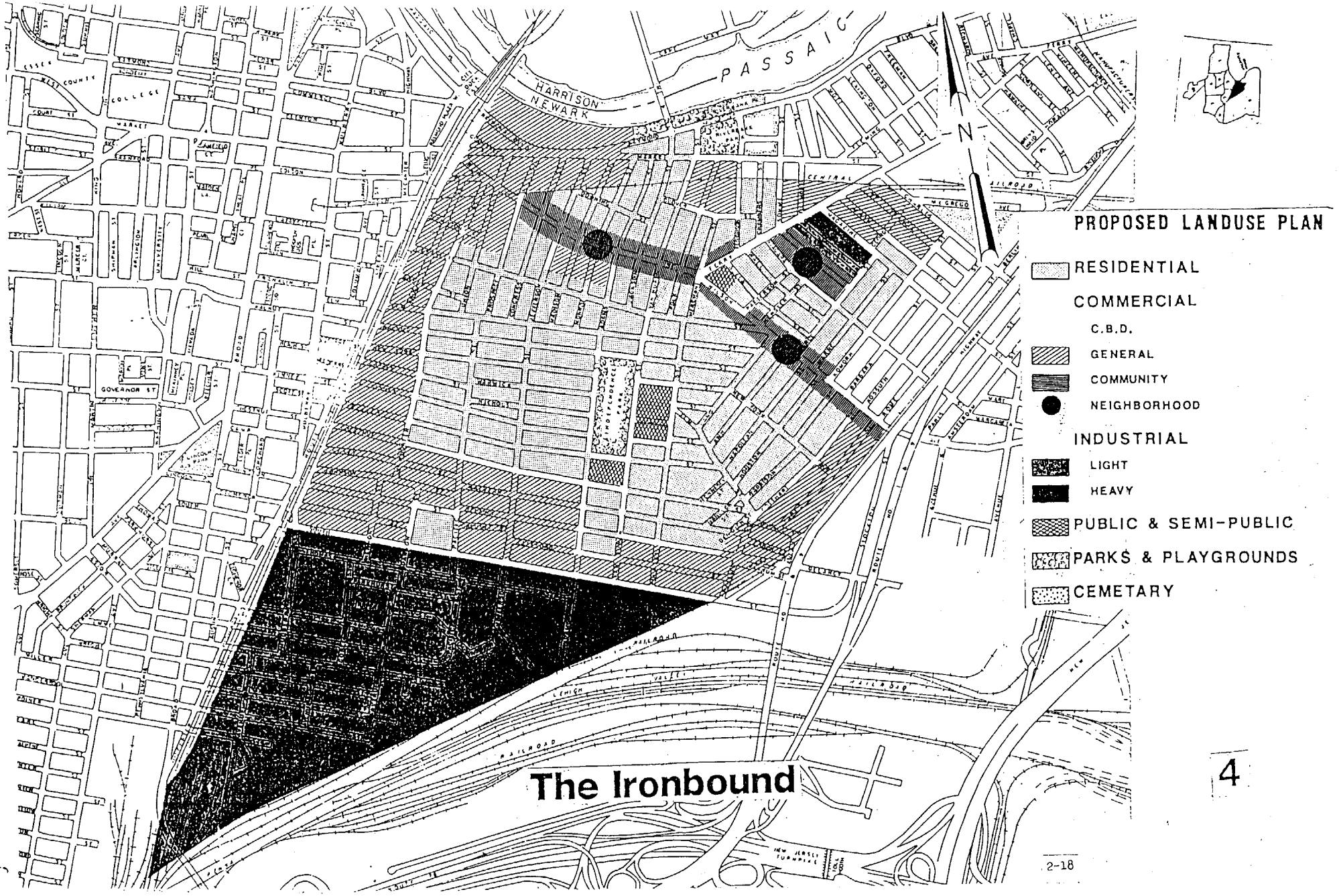
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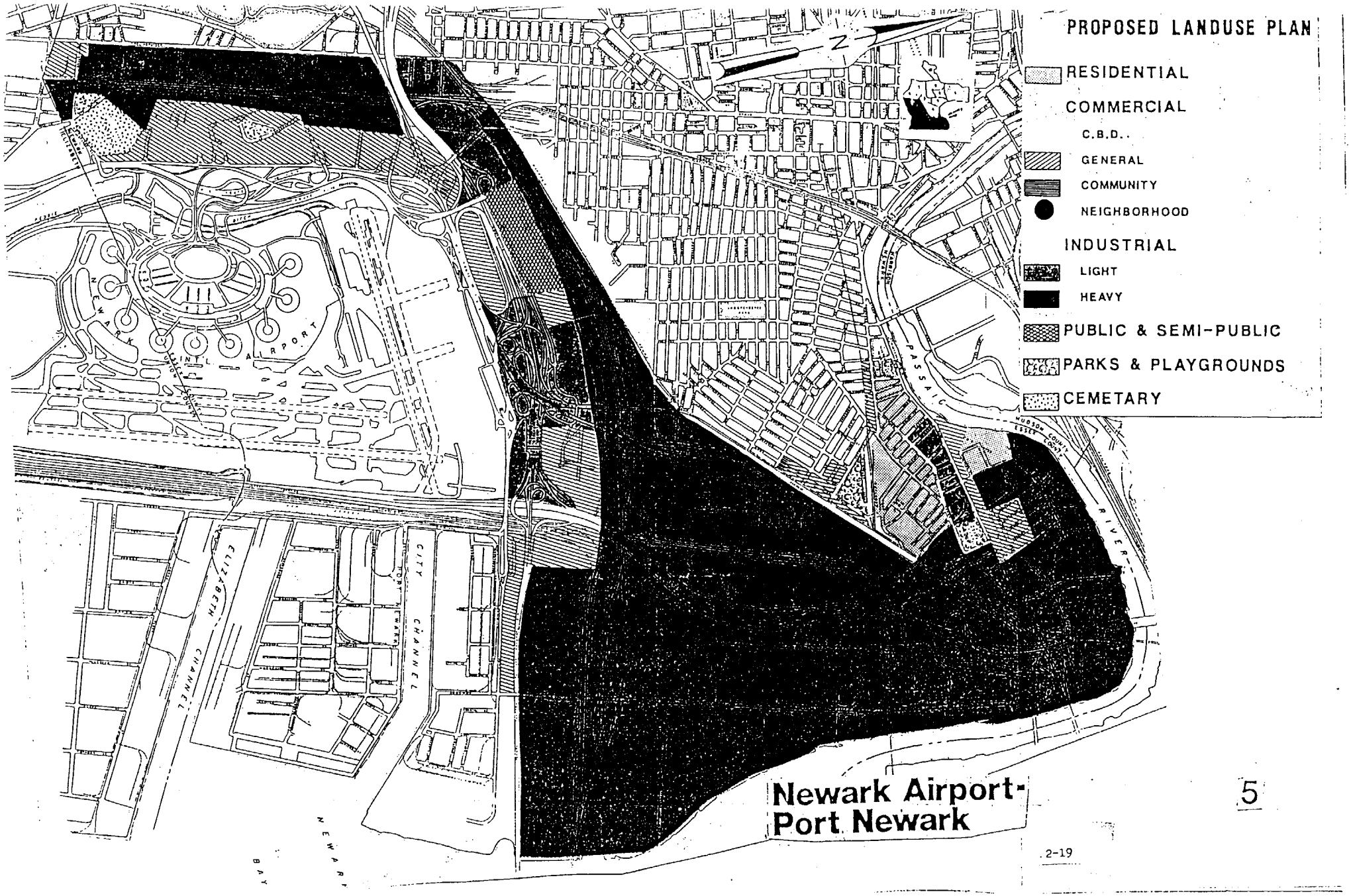

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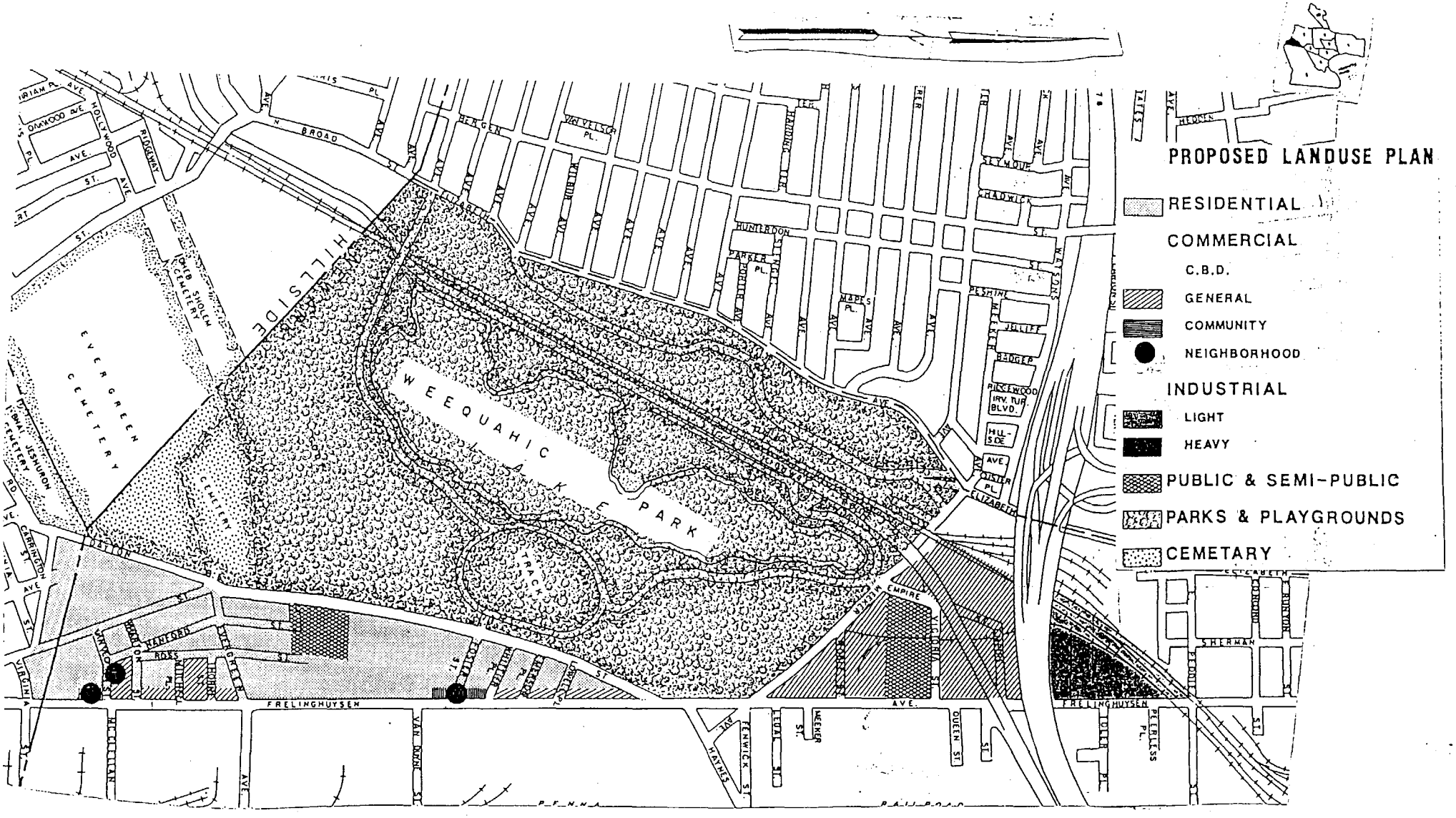

Dayton

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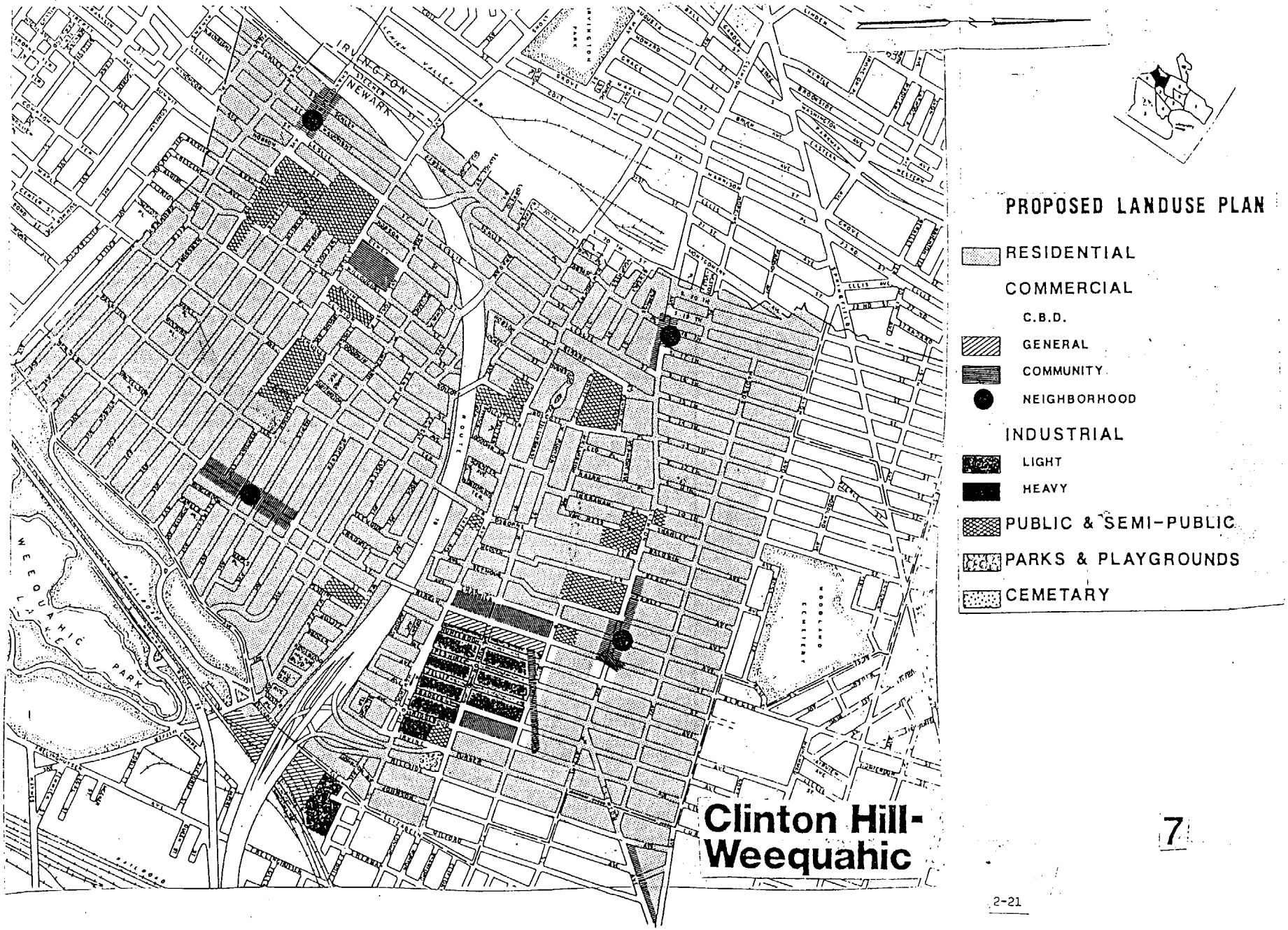
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PARK
Clinton Hill-
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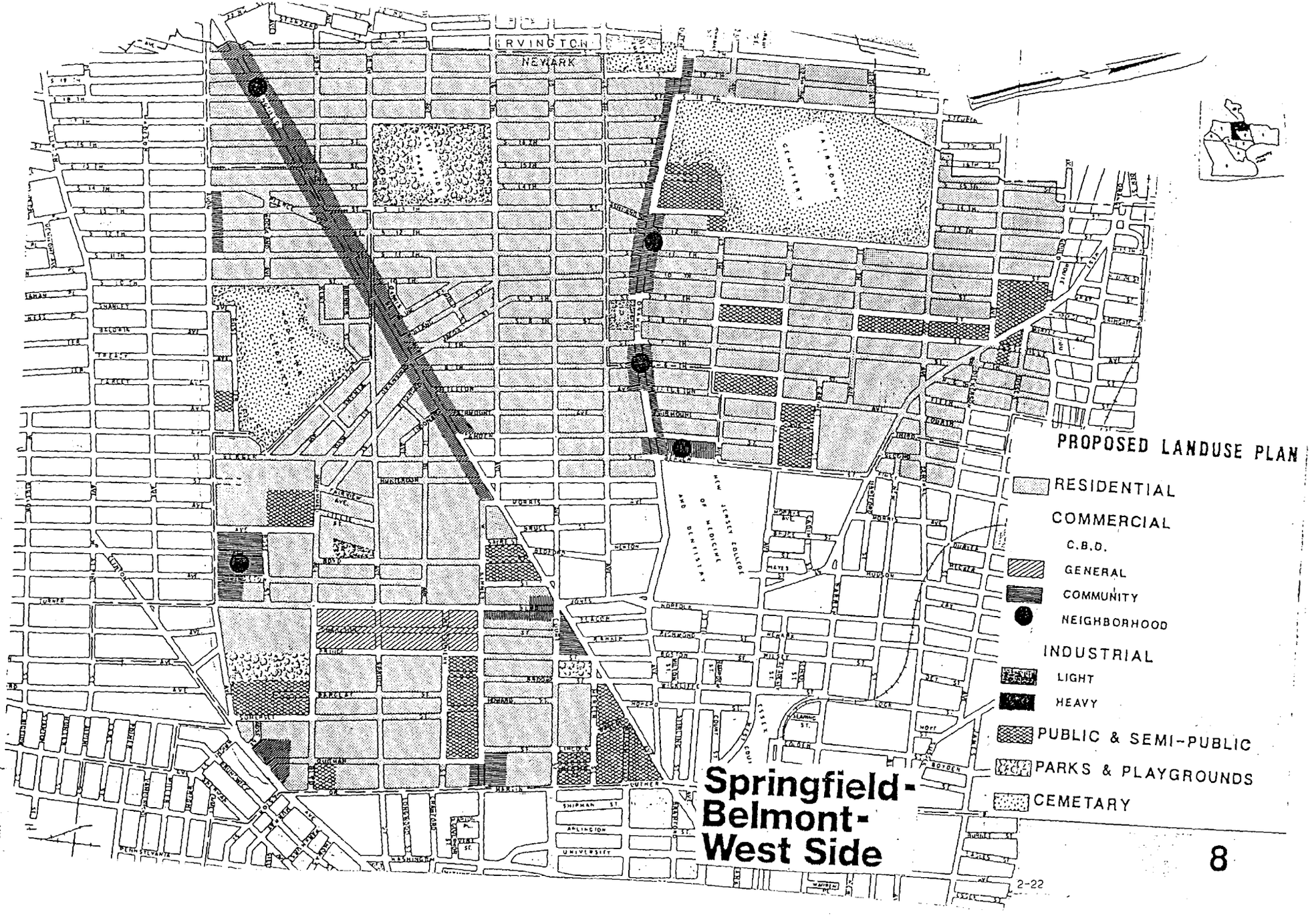

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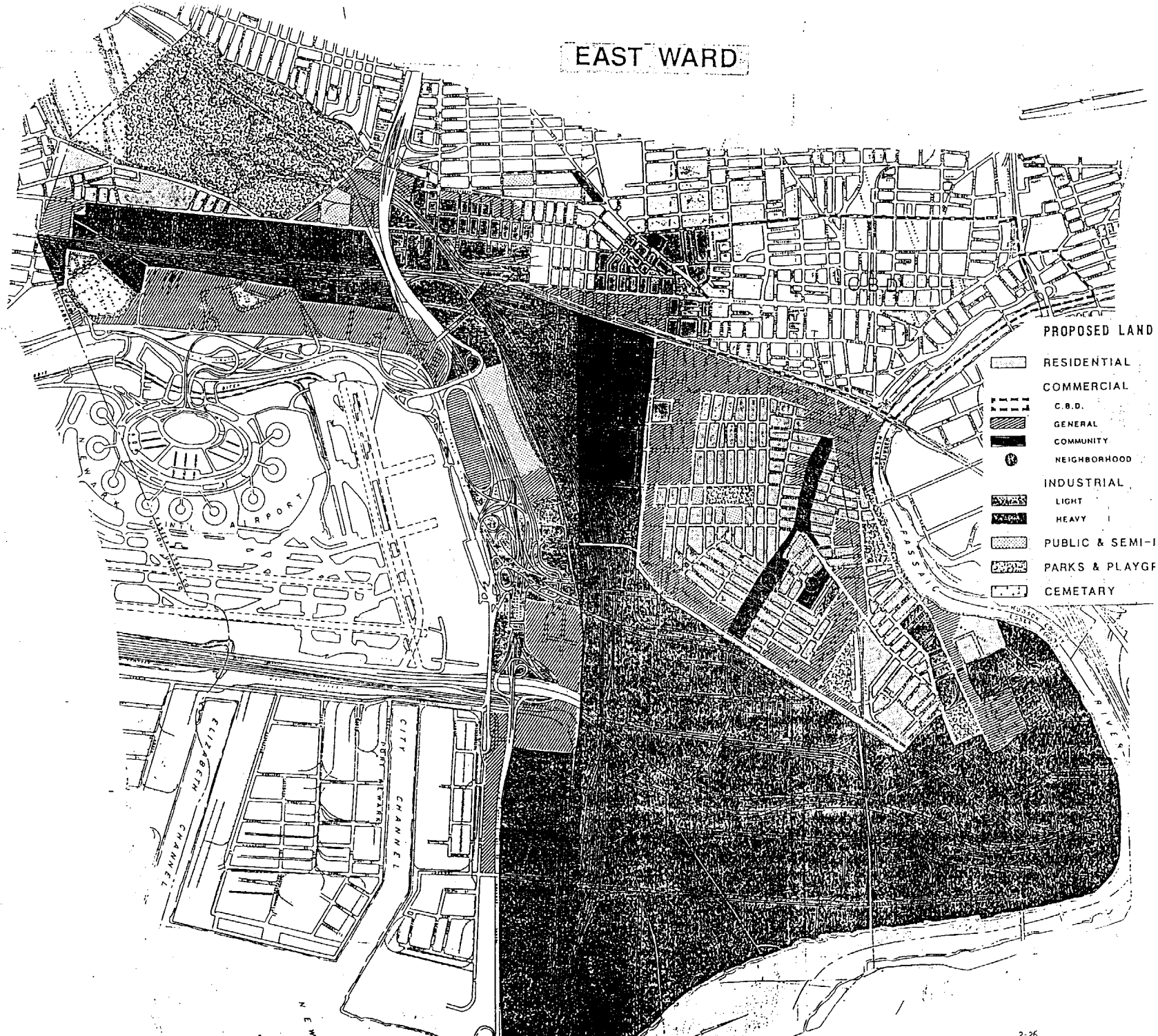

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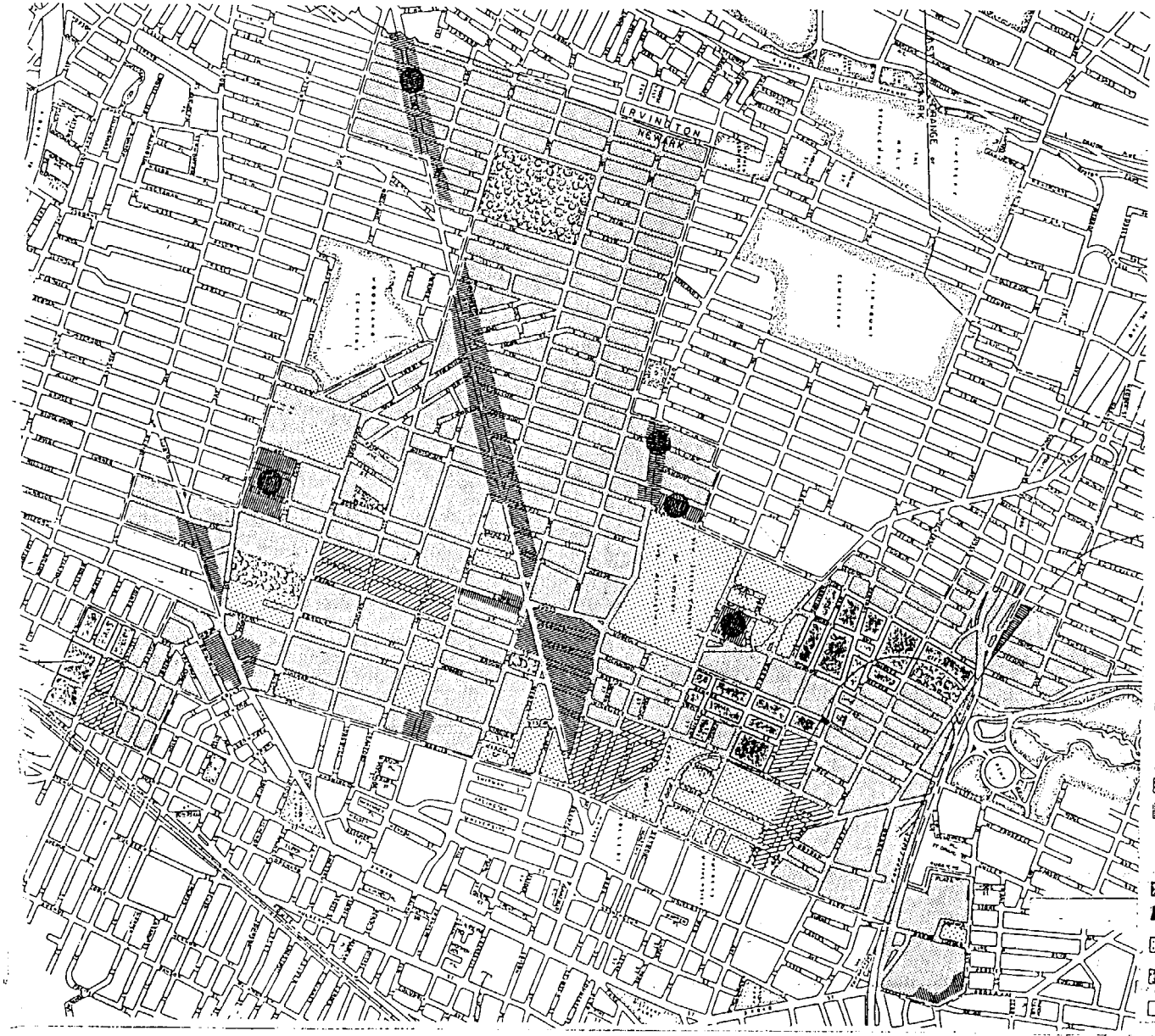

CENTRAL WARD

PROPOSED LANDUSE PLAN

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  - C.B.D.
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  - COMMUNITY
  - NEIGHBORHOOD
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  - LIGHT
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- PUBLIC & SEMI-PUBLIC
- PARKS & PLAYGROUNDS
- CEMETARY

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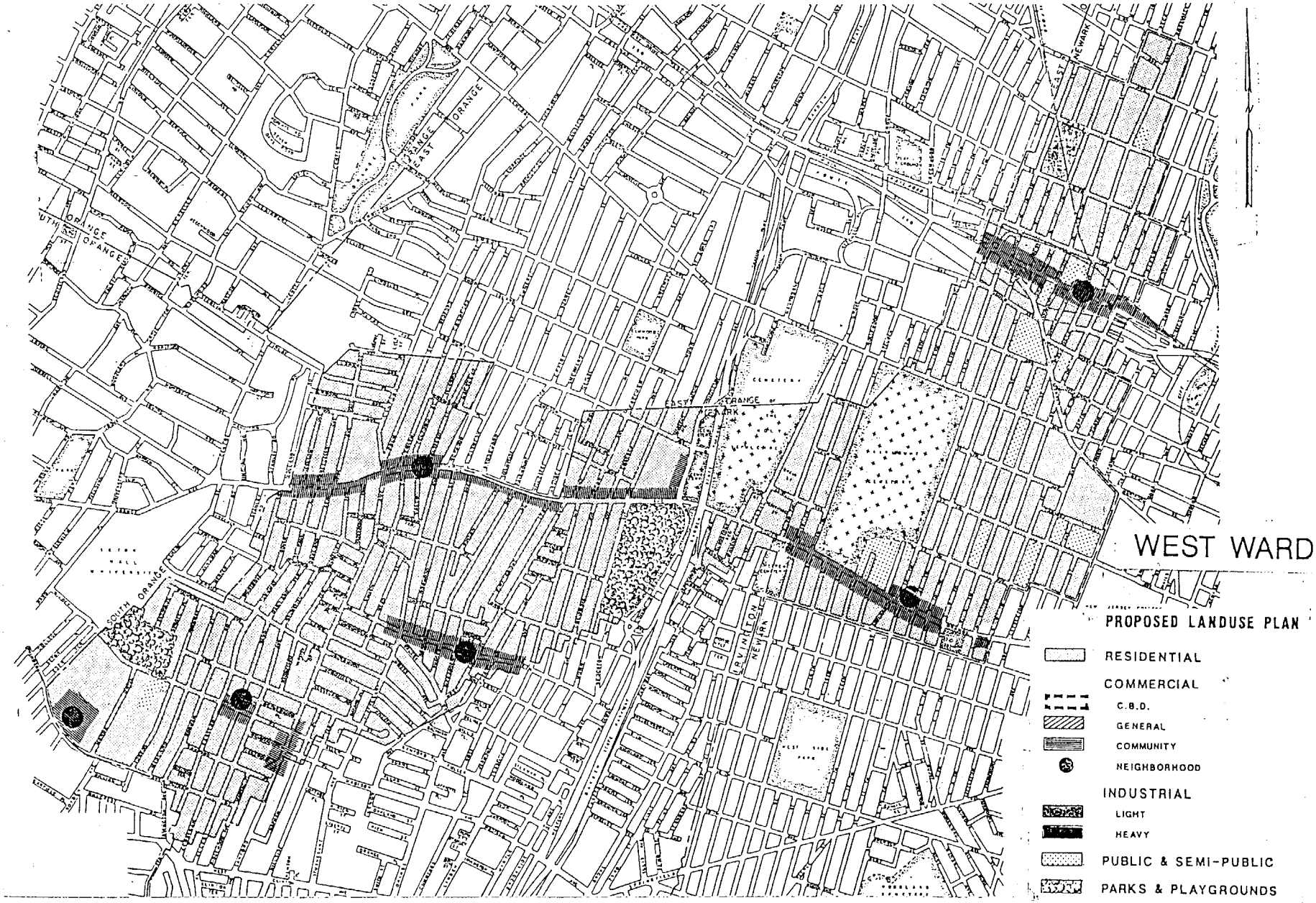
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HEAVY
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PARKS & PLAYGROUNDS
CEMETARY
EAST ORANGE
SOUTH ORANGE
EAST NEWARK
IRVINGTON
NEWARK

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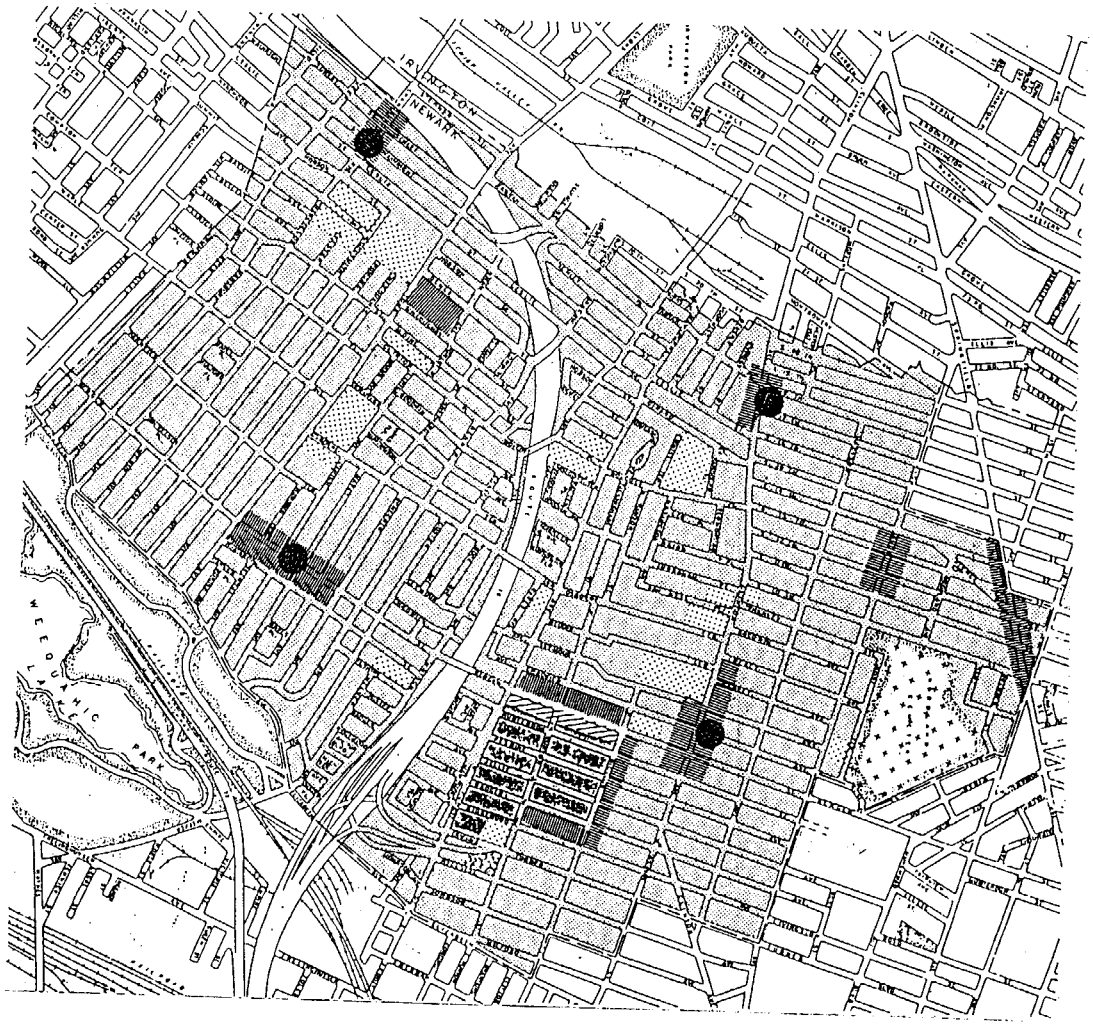

SOUTH WARD

PROPOSED LANDUSE PLAN

- RESIDENTIAL
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  - GENERAL
  - COMMUNITY
  - NEIGHBORHOOD
- INDUSTRIAL
  - LIGHT
  - HEAVY
- PUBLIC & SEMI-PUBLIC
- PARKS & PLAYGROUNDS
- CEMETARY

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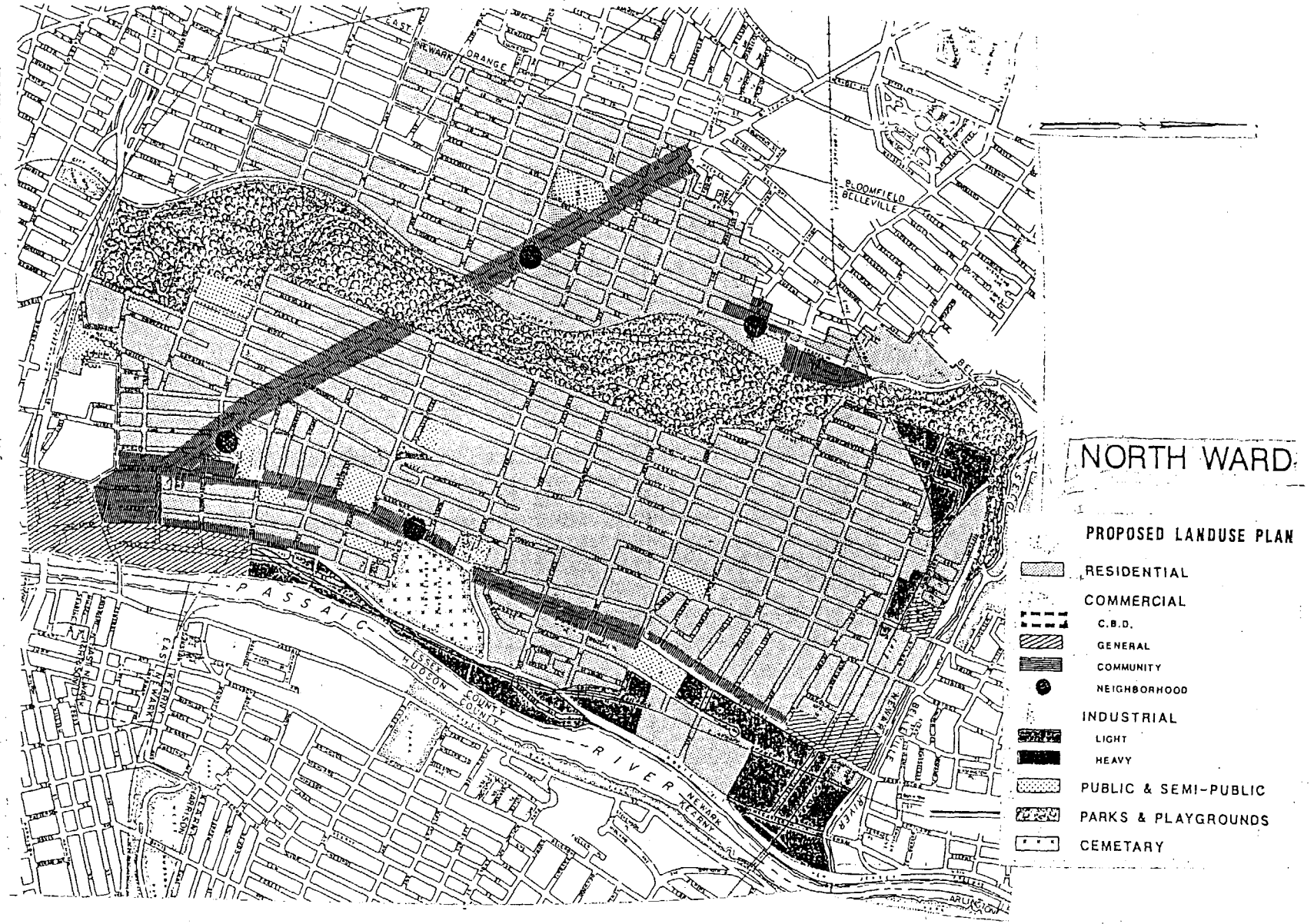
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BLOOMFIELD
BELLEVILLE
PASSAIC
RIVER
ESSEX
HUDSON
COUNTY
COUNTY
NEWARK
KEARNY
ARLINGTON

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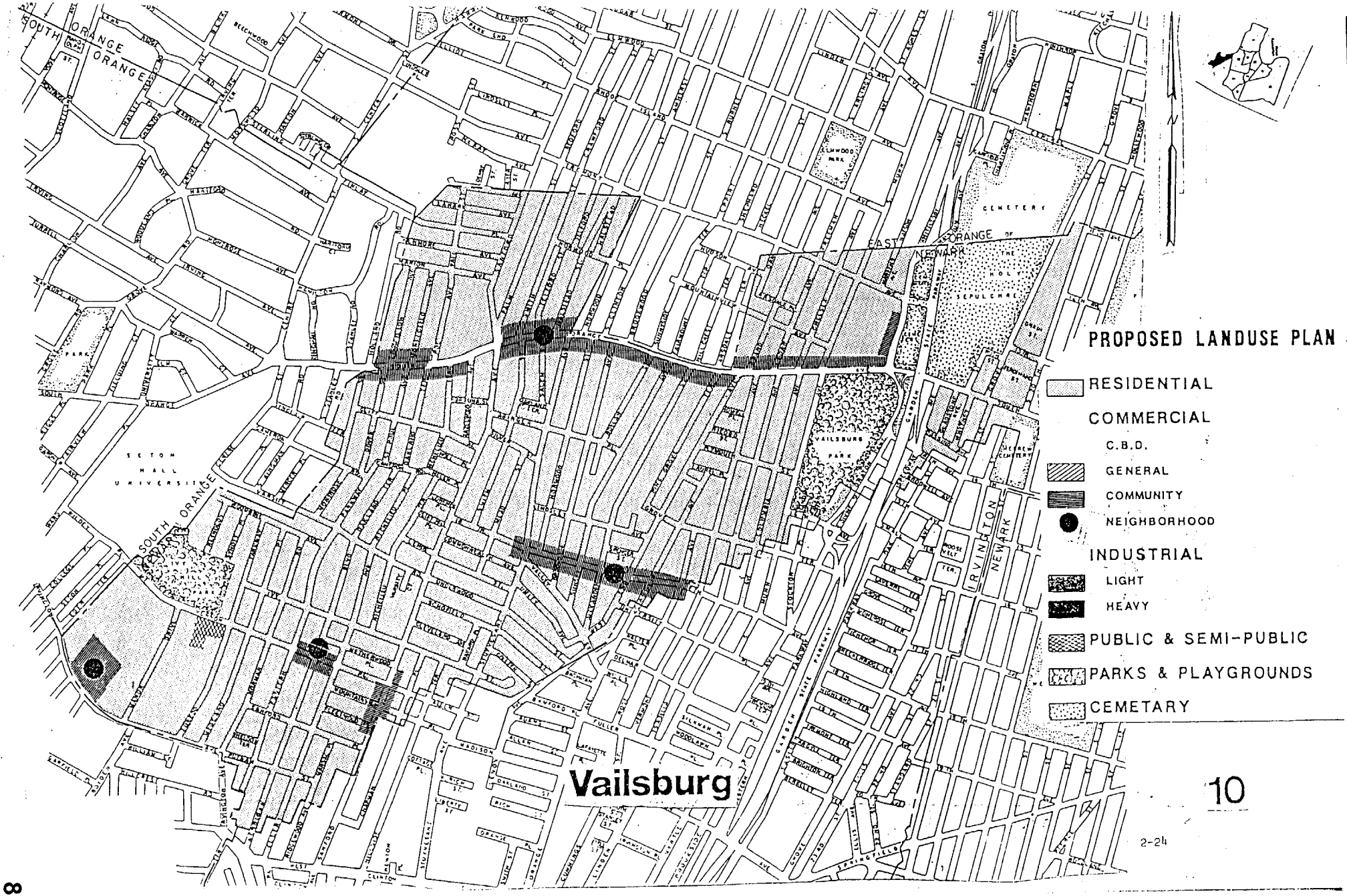
PROPOSED LANDUSE PLAN
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EAST ORANGE
NEWARK
IRVINGTON
SETON HALL UNIVERSITY
VAILSBURG PARK
CEMETERY
THE HOLY SEPULCHRE
ELMWOOD PARK
GARDEN STATE PARKWAY

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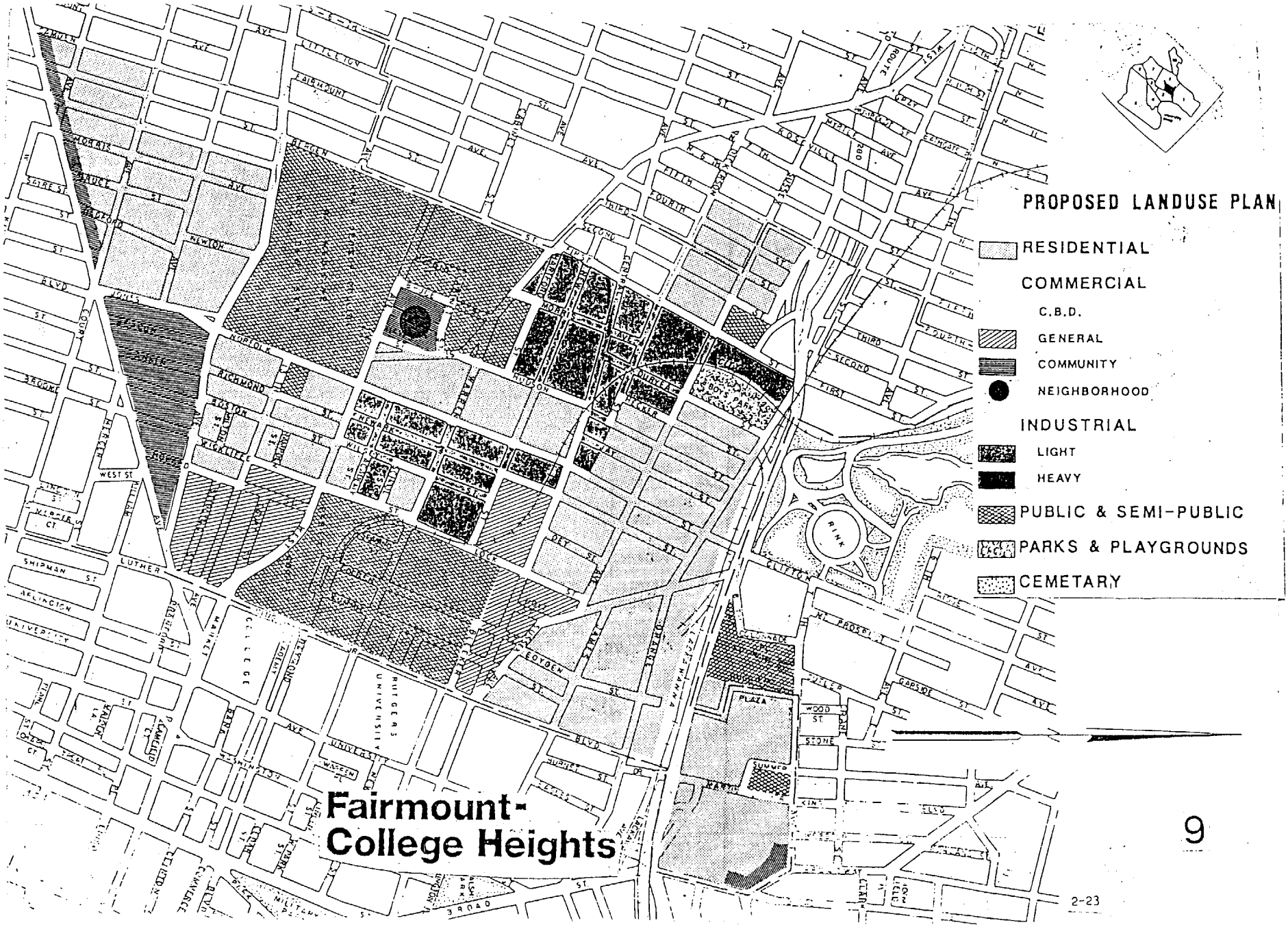
PROPOSED LANDUSE PLAN
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CEMETARY
Fairmount-
College Heights

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209.00 LAND USE: A CITY SCALE PERSPECTIVE

The City of Newark is the largest city in the State of New Jersey. Its neighborhoods, regardless of size and ethnic makeup, must function together despite many problems. The sharp slow-down of the City growth since the late sixties, the unusually heavy impact of the economic recession, and the municipal fiscal crisis are identifiable problems. Such problems are aggravated by diverse issues such as air and water quality standards industries must meet, shortage and high cost of energy, housing discrimination and abandonment, and the failure of the housing industry to provide low cost housing outside of the federally or state subsidized programs. Table and Illustration No. 4 shows past and present land use trends by Real Estate Categories. The illustration shows the past and projected trends through the year 2000.

These figures graphically demonstrate the historic decline in multi-family apartment structures lost through fires, abandonment, dilapidation and apparent demolition. While the City averages approximately 750 replacement units of housing added to its existing stock per year, it also averages 1500 structural fires per year resulting in the issuance of 1300 demolition permits per year since 1970. These figures reflect the historic trends to the year 1988.

Interlocking problems exist concerning apartment buildings maintenance and operation. Newark will become increasingly self-destructive unless such problems can be resolved. Since these problems impinge on every neighborhood within the City, a comprehensive approach to a continuing long range planning process is required for orderly management and development of each neighborhood.

The projected increase in vacant land from 1988 to the year 2010 was computer generated using a linear least-square time trend line analysis. The extent of vacant land does not mean that less development is occurring in the City. As one might surmise, the increase in development activity is noted through the constant increase in the residential and commercial category. Vacancy trends are further explained in section 323.00.

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210.00 VALUES TO GUIDE LAND USE PLANNING

- Use resources wisely: conserve natural assets and use real estate and energy resources judiciously.

- Organize an equitable society: encourage full employment (private sector increasing its input into employee training programs) to assure needs and preferences satisfied at all levels without discrimination and with sharing of resources and assets.

- Build with skill and purpose: design economic recovery and development to insure efficiently functioning infrastructures and improvement in the quality of life.

211.00 LONG RANGE GOALS FOR LONG RANGE LAND USE PLANNING

- Smoother performance of the planning process: preserve and rehabilitate the older neighborhoods; pay more attention to adaptive re-use; utilize fully the existing infrastructure and extend it only in response to current and firmly established future needs; conserve energy; orient development to public transportation; and encourage the proliferation of new economic retail and commercial clusters in the neighborhoods to promote jobs and inter-/intra-state commerce.

- Richer environment for living to enhance the quality of life: build and design quality middle densities; restore and maintain recreation and ecological assets.

212.00 OBJECTIVES TO GUIDE THE LAND USE PLANNING PROCESS

- Criteria should be identified relating to the natural environment, especially affecting public health, safety, resource conservation or utilization, as the principal determinants of where urban development or redevelopment should occur.

- Places where people work, live and interact should be grouped together for greater economic benefits. This clustering provides efficient land use as each activity reinforces the other while economizing

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space, time and energy. This would enhance the massive capital investment in existing development and make effective use of the infrastructure already in place.

- Concentrations of economic activity should contain and be surrounding by residential uses, at densities higher than elsewhere to support public transportation: development of housing should not be less than 30 dwelling units per acre, preferably 45 to 50 dwelling units per acre to support a minimum target day population of 427,000 persons city wide. This grouping of employment centers mixed with medium density housing will tend to shorten trips and increase pedestrian and public transportation travel, thus reducing the use of the automobile, saving energy, and reducing pollution. Promoting population densities and intensities sufficient to support neighborhood commercial and retail activity and transit use is important.

- Each municipal neighborhood should contain the several kinds of housing needed and desired by those who live and will live there. Housing should be easily accessible to all community household activities: education, government, medical, recreational, retail, urban services, transportation, and suitable jobs.

- Strong emphasis should be placed on preservation of existing housing and residential neighborhoods with their existing infrastructure, services and social networks.

- Future design schemes should include a varied mix of household types and costs to accommodate a full range of income levels, ages and households types.

The map titled FUTURE DEVELOPMENT SITES (found in the map package) identifies tax blocks where 30 percent or more of the parcels are either lots or dilapidated buildings. Such sites should be viewed as the key to future land development. Further delineation regarding specific uses of land parcels may be found either as part of the neighborhood plans, corridor studies, project or redevelopment plans.

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TABLE 4

REAL ESTATE TRENDS AND PROJECTIONS*
(PERCENTAGES)

YEAR	VACANT LAND	**RESIDENTIAL	COMMERCIAL	INDUSTRIAL	APARTMENTS
1970	5.1	68.6	15.3	3.3	7.7
1971	5.4	69.2	14.6	3.3	7.5
1972	5.8	68.9	14.9	3.3	7.1
1973	5.7	69.5	14.7	3.3	6.8
1974	5.7	69.9	14.6	3.3	6.5
1975	5.8	70.2	14.4	3.3	6.1
1976	6.7	70.0	14.1	3.2	6.0
1977	6.4	70.5	14.1	3.3	5.7
1978	6.6	70.7	14.1	3.3	5.3
1979	6.8	70.9	13.7	3.3	5.3
1980	6.9	71.0	13.7	3.3	5.1
1981	7.1	71.2	13.6	3.3	4.8
1982	7.8	71.0	13.3	3.3	4.6
1983	8.4	70.6	13.3	3.3	4.4
1984	8.8	70.5	13.3	3.3	4.1
1985	8.2	71.5	13.4	3.3	4.1
1986	8.3	71.0	13.3	3.3	3.9
1987	9.0	70.7	12.1	3.3	3.9
1988	9.4	70.3	13.2	3.3	3.9
1990	9.93	71.49	12.53	3.30	3.36
1995	11.69	72.04	11.96	3.30	2.74

* Based on the No. of line items in each class
** RESIDENTIAL 4 FAMILIES OR LESS
SOURCE: Essex County Board of Taxation
Processed by: Newark Division of City Planning

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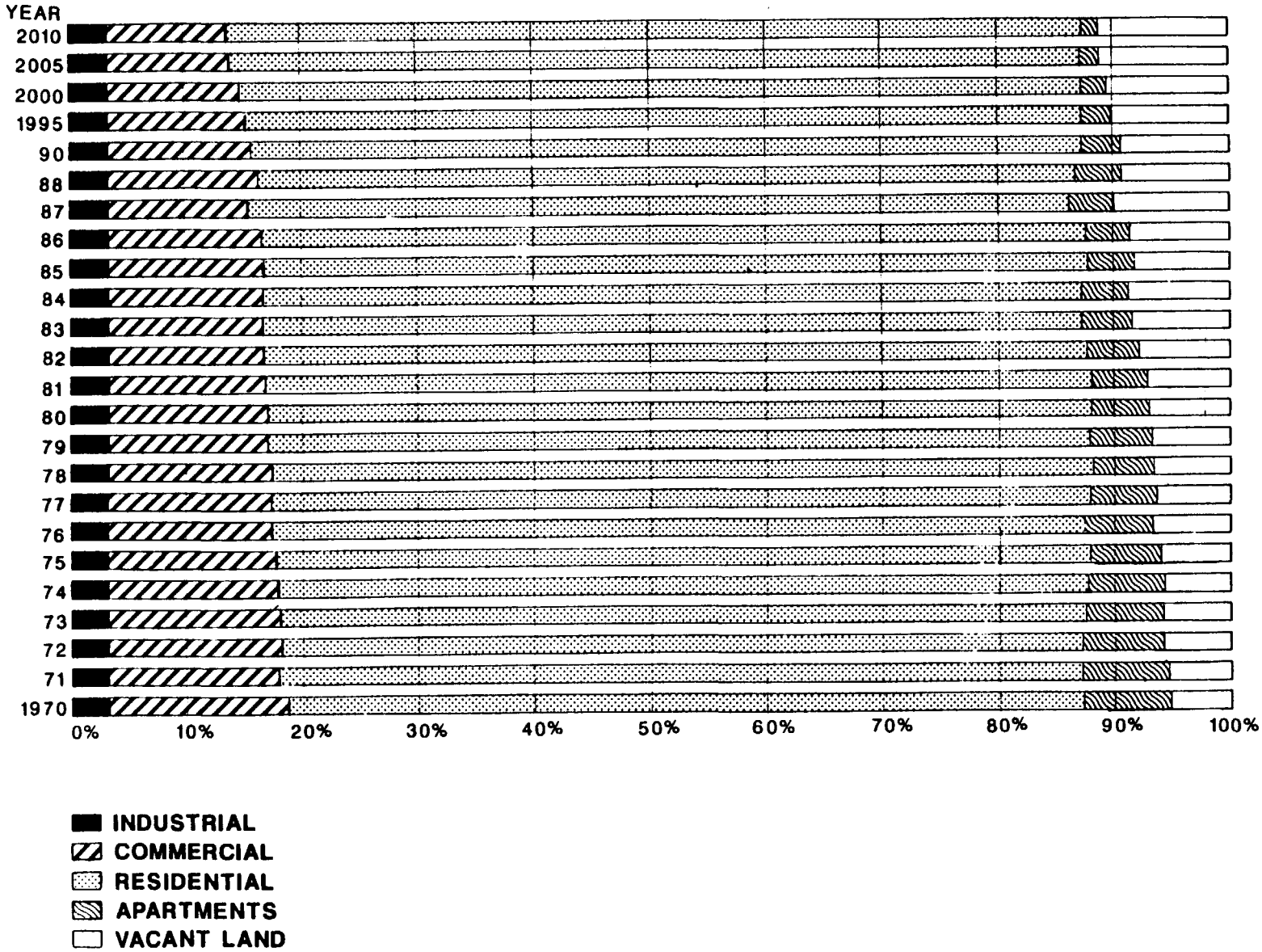
REAL ESTATE TRENDS AND PROJECTIONS
(PERCENTAGES)



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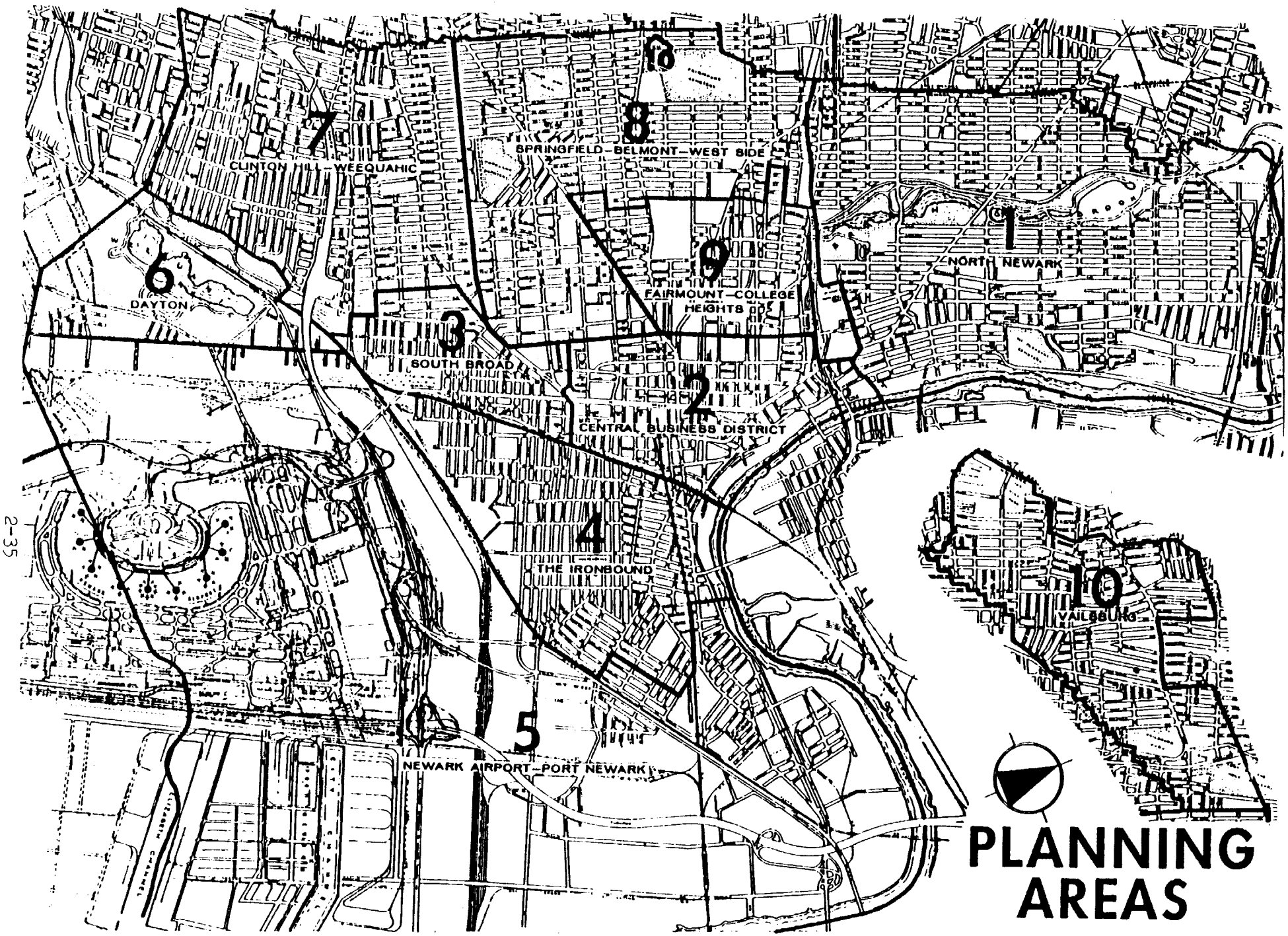

PLANNING AREAS

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213.00 LAND USE INTENSITY

Improvements on or to land involve land use intensity. Real estate is improved in order to be used more fully, or more intensively, and more intensive use usually requires improvements in order to be more effective. Intensity and improvements are not directly correlated; intensity is a degree of use whereas improvements are a form of investment in land.

Intensity may be measured in many ways, depending upon the activities on the land. The measure of intensity must be adapted to the activity, and it should be able to produce clear, immediate and readily interpreted results. Intensity may be measured by one or more of the following:

1) The ratio of total floor area to land surface area;

2) The ratio of clerical employees per unit of floor area;

3) The volume of retail sales per unit of floor area;

4) The proportion of the land area covered by buildings or dwelling units per acre;

5) The number of persons per room;

6) The number of square feet per person.

213.01 GROWTH OF NON-RESIDENTIAL FLOOR SPACE

Non-residential floor space intensity and transportation are mutually supportive of each other. The more densely concentrated office, commercial, or industrial activities are, the greater the capacity and need for high quality road and transit linkages. Based upon this axiom, as well as the common sense response to increasing levels of congestion in highly developed areas (CBD, Ironbound, etc.) and to the inaccessibility of developing areas, (Port Newark, and the Newark Meadowlands), a well-defined set of strategies is needed to serve the dual goals of encouraging further development through improved transportation services.

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The strategies recommended fall into two complementary categories with capital budget expenditures ranging from several dollars to several million dollars. They are:

a) improving highway facilities and access, and

b) improving transit access.

214.00 DENSITY

To avoid many popular misconceptions, extreme care should be exercised when considering land use density. High density has been misconstrued and associated with crowding, high crime rate, and mental and social disorders. Housing space goals have been seriously frustrated due to the popular misconceptions concerning the relationship between crowding and density and their perceived effects. For example, studies have shown very low correlation between crowding and social disorders. However, some evidence does indicate that the amount of living space per person within a unit can affect one's mental and emotional state. This finding, although relevant when assessing the impact of crowding within a housing unit, does not relate to neighborhood density.

Moreover, the practice of establishing density standards through zoning ordinances is often based on little or no scientific foundation. The number of dwelling units per acre is often selected randomly to thwart or exclude certain types of developments. Obviously, density standards should be developed based on sound social principles.

214.01 DENSITY AND TRANSPORTATION DEMAND

The scale and density of land-use patterns affect the demand for public transportation. As a general rule, high density residential neighborhoods usually encourage the use of public transportation more so than the low density neighborhoods. High density neighborhoods usually have a large number of dwelling units per acre, reducing the amount of space available for parking automobiles. This is especially true when households have two or more persons of the legal driving age. Lack of parking space causes inconveniences and raises the cost of storing vehicles. Therefore, neighborhoods with high densities discourage automobile ownership and increase the demand for public transit.

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Studies conducted by the American Public Health Association, Harvard University, and the U.S. Department of Housing and Urban Development all indicated densities can be increased without infringing on the safety, health or welfare of residential communities. The study by the American Health Association revealed that a minimum of 25 garden apartment units per acre (exclusive of streets and parks) can be a desirable standard. They also found that in many cases municipalities allow eight or fewer garden apartments units per acre.

This is important to Newark, because the tendency to lower already medium or low densities may well be counter productive for an urban metropolitan area. Obviously, more effective zoning provisions are essential for the maximum efficiency of land use in the residential category. Special attention must be given to the physical characteristics of the site and its economic use. Objective standards must be employed to relate land use to traffic congestion and noise. Consideration should also be given to undue pressure on City services, light, air, open space, and adjoining properties.

A paper prepared by Newark's Division of City Planning cites U.S. Census figures indicating that 48 percent of Newark's households have no automobiles compared to 17 percent for the remainder of Essex County. Also, 52 percent of Essex County suburbanites own two or more automobiles while only 14 percent of Newark's population fall into this category. These figures reflect a high dependency on public transit for many of Newark's residents.

The report states that virtually all of Newark's residential neighborhoods are within 4.9 miles of Newark downtown area. The fact that the Central Business District (CBD), contains 50 million square feet of non-residential floor space serves as a catalyst for attracting the use of public transportation. Furthermore, Newark's city-wide net residential density per acre is approximately 15 dwelling units per acre (du/acre) and averages 29.9 du/acre. Flexibility exists in densities required for new developments while maximum transit service opportunities must be maintained. Local bus routes are generating enough profits so virtually no subsidy is required. Thus, the local routes indirectly subsidize the less profitable long haul commuter and suburban transit routes.

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Newark's close proximity to New York City and its location within the Northeast corridor enhance its ability to attract rapid transit and commuter rail services. Newark is part of the New York metropolitan area which is the most densely populated region in the nation.

214.02 DENSITY VERSUS GROWTH

An understanding of the dynamics of population growth is necessary to interpret its impact on density. How and where population grows directly determines the impact and problems related to density. Furthermore, trends in population growth indicate the direction in which areas are moving and, therefore, provide a perspective from which to view the disparity between growth and density. This allows for a clearer understanding of the problems and issues and establishes the framework for better planning policy development.

The number of one-person households has increased more rapidly than the number of households of any other size. One may find that this increase is the result of increases in the number of housing units per unit of land. During the period beginning in 1975, the City appears to have provided housing units at much lower densities than in previous decades. During previous decades, the Federal section 221 d(3), 236 and Section 8 programs made available funds for construction of such housing types in Newark while private sector investment in market interest rate housing failed to materialize. To balance this, our long range planning effort will provide an affordable housing unit at a much lower density. The need for high density units will hopefully be filled from the rehabilitation of the older masonry buildings along many of our transportation corridors and adaptive reuse of other structures.

214.03 RECOMMENDED NEIGHBORHOOD DENSITIES

Densities for New Development should be governed by the following criteria:

1.	Local Streets	6-14 units/acre
2.	Collector Streets	15-24 units/acre
3.	Minor Arterial	25-50 units/acre
4.	Major Arterial	40-115+ units/acre
5.	County Highways	40-115+ units/acre

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The proportion of transit use is directly related to density of residential development as trip origin and the density of nonresidential area development as trip destination. The higher the density of residential neighborhoods and the larger the urban center of attraction, be it a downtown center or office development complex, the greater the frequency of public transit trips and the number of people who will use the service. This criteria will support opportunities for improved land development activities related directly to mass transit level of service and economic development.

215.00 LAND USE AND ZONING

The relationship between land use and zoning is simple but not widely understood. The Land Use Plan is one of two required elements of the Master Plan. It discusses the potential of the City's present physical development through the normal processes of reuse over time. Furthermore, it reflects the goals, objectives, policies and strategies that are most appropriate for the City and anticipates the development pressures that are likely to be felt by the City in the future.

Goals would be realized through implementing a series of policies and strategies. Policies are made operational through the promulgation of statues and regulations by the legislative body. This is known as the zoning ordinance. While it enforces the provisions of the land use element of the Master Plan, this happens only after the Planning Board has adopted the land use element and housing plan element of the master plan.

On the physical side, form and space may be viewed as the sculpture of Newark. They describe the parts of the City that produce continuity, diversity, excitement, and a sense of structure. Like a sculpture, the City's physical form can be molded into valleys, hills, mountains, ridges, or depressions by the siting of building groups, by structuring movement systems, and by linking open spaces into an impressive skyline. Thus, form results from a constant exchange between people, their needs and activities and the esthetics governing a visually challenging environment.

Zoning adds meaning to that challenging environment and the use of land. The executive branch of local government appoints the Central Planning Board which provides guidance on land use matters and makes recommendations to the legislative branch of local government, the

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Municipal Council. Formal legislative controls through the instrument of zoning shape the City. Such controls which link together form, space and structure are building bulk, height, density, intensity, sky-exposure plane, and the general use of land.

Over the past 35 years, the zoning ordinance in the City of Newark has been subjected to only minor changes. This would have been acceptable, if the plan for development and redevelopment had been followed 100 percent. Inasmuch as this was not the case, a new zoning ordinance should be promulgated. To foster orderly growth management, the proposed new zoning code will make allowances for the development trends which have taken place since 1949; will account for the goals, objectives, policies, and strategies presented here; and will provide important linkages between the policy plan, neighborhood development plans, zoning and other elements of the Master Plan.

The proposed new ordinance should contain new districts compatible with the Newark of today and tomorrow as guided by the planning policies and strategies contained here. Such proposed new districts shall regulate the following:

- permitted uses;
- size (bulk) of the building permitted in regulation to the size of the lot;
- distance between the building and the lot line;
- required amount of parking;
- required open space for residential use on lot, or the maximum amount of building coverage allowed on the lot;
- distance between the lot and the street;
- number of dwelling units or rooms permitted on the lot;
- need for commercial or institutional buffers between certain industrial uses;
- delineation of historic districts;
- creation and regulation of environmentally sensitive zones; and,
- other requirements applicable to specific residential, commercial, or industrial activities.

Zoning can also be viewed as a set of criteria regarding the way in which land is used and is protected against capricious or unreasonable change in use. It provides the guidelines as to where certain types of construction

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and uses can take place and the requirements to which construction must conform. Also, zoning is a major tool for influencing the form which private development will take in Newark. As a major urban design control tool, zoning governs the relationship between buildings and the visual, environmental, and social impacts of buildings on the public domain. These relationships are the foremost design concerns and have a substantial impact on places such as the Central Business District.

The high intensity land use and physical proximity of structures in the downtown alters the opportunity to create functionally and visually desirable units of development that relate to the whole district. Conversely, insensitive design permitted by inadequate controls can disrupt social and functional cohesiveness and other desirable qualities of a downtown.

Historic preservation, applied with sensitivity on an area wide basis, can influence environmental quality by discouraging poorly conceived development. In turn, this may be used to foster architectural compatibility thereby influencing the exterior appearance and the bulk of new development. Today, there is an increased sensitivity to the quality of the built environment. Urban design has tended to foster new approaches and reshaped existing zoning techniques.

The main urban design concern for downtowns is the manner in which buildings singly, and as a whole, affect the street level public environment, i.e. sidewalks, malls, squares, and private spaces that are extensions of public spaces. The quality of the street level environment depends on the immediate surroundings and is a function of such factors as the adequacy and attractiveness of circulation and social activity space, the continuity and transparency of retail and other commercial frontage, the ease of transition between public and publicly accessible private spaces, and the form of individual and collectively massed structures.

The Division of City Planning feels that numerous zoning techniques should be the subject of a special independent study. Among such techniques include Incentive Zoning, Mandated Design, and Special Design.

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215.01 INCENTIVE ZONING

This type of zoning allows the developer to construct a larger building in return for some bonus features. These might be pedestrian facilities such as a plaza, a widened sidewalk, or interior pedestrian spaces. Incentive zoning is often "as-of-right"; a developer requires no other special permission to build and is entitled to the larger building. However, the "as-of-right" feature requires public review of design features to ensure that the qualitative objectives of the zoning are met.

215.02 MANDATED DESIGN FEATURES

While these features have been limited in scope, a classical example would include building to the property line. The City of Newark may wish to explore further requiring facades at street level to be transparent in order to prevent the blank facades that tend to deaden sidewalk spaces. This concept may be expressed as a percentage of the area of the building up to a certain height of the frontage.

215.03 SPECIAL DISTRICTS

This report specifically identifies the Lincoln Park, James Street Commons and Forest Hill Historic Districts. These areas were created to protect and enhance the historic architecture and history of the districts. The Division of City Planning endorses the concept of governmental review of all new development in accordance with the architectural recommendation of a design review board which would set the standards for architectural design within the districts. The design review board may specify sites where mandatory design features must be incorporated. Such districts may include funding mechanisms through which a developer who proposes to develop must contribute to a fund for improvements to public property away from the development sites, but within the district. This may also be considered as a form of incentive zoning.

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300.00 HOUSING ELEMENT

This housing element is the City's working plan of action. It provides the rationale for the allocation of housing resources. Goals and objectives have been developed, priorities assigned, and means for achieving goals and objectives have been identified. Alternative methods of implementing the strategy, and their respective feasibility, have been reviewed. Community leaders and elected officials alike must interactively monitor the development of this strategy as conditions change over time.

300.01 HOUSING STRATEGY

Newark's housing strategy establishes the City's commitment to allocate resources to meet the residents' housing needs. It is a product of a planning process whereby an understanding and evaluation of housing conditions and needs is linked to a working plan of action which guides housing policy decisions toward community needs and wants. It provides the overall policy framework for achieving the general goals, objectives and priorities of the City's allocation and distribution of housing resources.

Newark's local housing strategy consists of two (2) major parts: **Planning** and **Implementation**. The **Planning** function involves assessing the City's housing needs and resources; formulating goals, objectives, priorities; identifying alternative courses of action and criteria for judging alternatives. **Implementation** involves carrying out programs designed to achieve the housing goals and objectives and evaluating those programs to determine any need for redirection to better meet strategy objectives or to respond if needs and conditions change.

301.00 PROBLEMS AND OBSTACLES

Although Newark's housing problems are not precisely defined, a number of specific issues are generally considered dimensions of the problem:

- Supply
  - a critical shortage of housing especially for low/moderate income and minority groups
  - a particular shortage of rental units

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- the absence of affordable, decent housing
- the lack of vacant housing units
- an absence of housing near job opportunities

- Cost
  - excessive housing costs relative to family income
  - the high cost of new housing for rental and purchase

- Opportunity
  - inadequate dissemination of information on available housing and neighborhoods
  - restricted choice of tenure
  - restricted locational choice of households
  - insufficient opportunity to relocate into better housing and neighborhoods
  - discrimination of the ownership, rental and financing of housing

These dimensions of the housing problems are the manifestations of two major changes in the local housing market: demographically related changes in housing demand and cost-related changes in housing supply. The changes are fueled by a number of factors: the growing age and deterioration of the housing stock; the increasing relative concentration of poor housing; the curtailment of private housing (re)investment for the maintenance and modernization of housing; the erosion of neighborhoods' capacity to attract new development; the decline and changing composition of the population to include more low-moderate income households; the lack of unsubsidized new construction.

The difficulties in devising a housing strategy are not confined to the definition of the housing problems. Numerous other obstacles must be overcome. The main obstacles to developing and implementing a housing strategy include:

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- Information
  - the lack of a reasonably accurate and detailed housing inventory
- Public Policy
  - the lack of consensus of housing objectives and priorities
  - the lack of financial resources, both public and private, sufficient to address the problem
  - the lack of incentives for the production of low income housing
- Cost
  - increasing construction cost
  - high costs of financing
- Regulation
  - restrictive mortgage and insurance practices
  - inordinate development regulations and procedures which inhibit efficient production of housing
  - closed housing practices/discrimination
- Other
  - resistance to zoning and planning changes which provide for more housing
  - public objections to low and moderate income housing production in select neighborhoods
  - apathy and lack of commitment to the housing problems

Despite the magnitude of the housing problems and the obstacles hindering efforts to address them, Newark has made progress. By today's standards of decency, health and adequacy, most of Newark's population is reasonably well-housed. However, the present housing market will not adequately ameliorate the housing deprivations of Newark residents without the efforts of the public sector.

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302.00 ASSESSING HOUSING NEEDS

To eradicate the housing deprivations which make up Newark's housing problems, a number of housing needs must be addressed. Although the definition of housing needs is not standardized, housing needs have historically been perceived as indecent shelter, high rents relative to income, and poor neighborhood environments. Current perspectives see housing needs as more complex and severe than the simpler historical perspective. The concept of needs has been expanded to include, among other things, locational choice, choice of tenure, security of occupancy and racial equality in the ownership, rental and home financing markets. Through its influence on the use of housing--who buys or rents what housing where in the city--the city aims to address some if not all of these needs.

The most obvious housing need of is for physical improvements to the housing stock. Deteriorating units constitute an increasing percentage of the housing stock and their numbers are growing. The number of housing units continues to decline through fire loss, demolition and vandalism. This decline and decay of the housing stock is a part of the process of continuous change that adjusts housing conditions to the ever-changing needs of the population and fluctuating economic conditions It is marked by accelerated housing turnover in neighborhoods, resistance to private residential investment, growing obsolescence of the housing stock, lack of new construction and abandonment of residential structures.

Abandonment is a special problem for a number of City neighborhoods where physically sound as well as obsolete buildings are being withdrawn from the housing inventory. Though its dynamics are not completely understood, abandonment is generally a consequence of endogenous factors--vandalism, withdrawal of maintenance capital, insufficient rents to support costs and a lack of housing demand--and exogenous factors--inadequate household incomes, racial discrimination, market disorganization caused by racial transition, changing household tastes and the suburbanization of jobs and housing opportunities.

Newark residents obviously need improved physical conditions of housing, but reduced costs of housing in relation to their income is equally important. Where escalating costs have outstripped gains in household

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income, housing expense burdens have worsened. Given the widely accepted objective that no household should pay more than 30% of its income for housing, substantial numbers of Newark low income households need assistance to reduce their housing cost/income ratio. (Source: Housing Assistance Plan) However crudely this 30% figure may measure apparent cost/income inequities in the local housing market, it is helpful in identifying progress of City efforts to assist households in need.

The other dimensions of housing needs are not cast so easily into measurable terms, in part, because such complex dimensions can not always be appropriately defined. The approach of this housing strategy is to state needs and objectives in terms of opportunity rather than outcome or end-state. If the need were for freedom of choice of tenure or racial equality in ownership, rental or home-financing markets, the objectives would be to remove barriers to achieving these needs. The implementation measures would relate to the barriers themselves rather than to the logical outcomes of their removal. Such process-type objectives are appropriate in a number of instances where a housing need or end-state can not be quantified.

302.01 SETTING GOALS/OBJECTIVES

GOALS

The overriding goal for Newark's housing strategy is to provide an adequate supply of low and moderate income housing that meets the standards of the State of New Jersey building codes. Concomitantly, the City must encourage and support development which will assure socially and economically well-balanced and physically attractive neighborhoods. Through the achievement of such intermediate goals, the city expects to meet the higher social goal of improving the overall physical and mental well-being of the population.

OBJECTIVES

The city has developed a number of policy objectives which reflect the commitment to these goals. The level of success achieved in carrying out these objectives will significantly affect the degree to which these goals are attained. Conceptually, these objectives are intended

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to improve the housing situation for most or all of the population and to reduce the differences among groups by improving the housing situation of disadvantaged sectors, primarily low and moderate income households.

The particular objectives of the local housing strategy are to:

- stabilize and strengthen viable neighborhoods,
- upgrade physical conditions of the housing stock,
- reduce the rate of housing abandonment and fire loss,
- provide new housing opportunities in conjunction with comprehensive neighborhood improvement activities,
- stimulate private reinvestment in housing and expand home-ownership opportunities,
- coordinate the delivery of public services and facilities with neighborhood improvement activities,
- reduce cost-imbalance factors in housing for low, moderate and middle income residents,
- support regional housing efforts,
- provide new housing through the conversion of appropriate non-residential structures that have outlived their present use,
- provide alternative physical and organizational housing structure, and
- expand rehabilitation efforts city-wide to improve the aggregate housing stock.

302.02 IMPLEMENTATION OF HOUSING STRATEGY

A set of interrelated policy and program proposals has been developed by the city to deal with this array of housing objectives and housing needs. Given that even the most complete understanding of the local housing market does not by itself suggest cures to the local housing problems, this set of policy prescription must necessarily be judgmental, in large part due to purely political considerations.

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In general, the City has four (4) ways to implement its policy and program proposals for dealing with housing needs and objectives. The city can choose to:

a. intervene on the demand side of the housing market by increasing consumers' buying power;

b. intervene on the supply side of the housing market by increasing the availability of decent, affordable housing, particularly for low and moderate income residents;

c. influence the housing services which attract or repel potential purchasers and/or renters and influence the maintenance and reinvestment decisions of current residents; and

d. regulate or influence the institutional factors affecting housing services.

The City is limited in what it can do in each of those four (4) areas to satisfy the housing needs of its residents. Political, economic and social consideration preclude large scale redistribution initiatives. While the benefits of addressing a particular housing need may seem obvious, the costs may be too heavy to justify such actions. Such actions may also imply unacceptable shifts in resources, conflict with other objectives, or inconsistency with prevailing social/political attitudes.

Despite the problems in defining and measuring housing need and the difficulties in choosing between principles of housing resource allocation, the city has developed a working consensus on the direction of its housing strategy. The priorities of this strategy are:

a. the conservation and preservation of existing, privately owned residence through rehabilitation;

b. the management and resale of publicly owned buildings;

c. the encouragement and facilitation of new, affordable housing construction; and

d. the maintenance and modernization of low income public housing.

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The city has determined these priorities are practical ways for the community to accomplish its housing objectives. The practicality of each priority has been carefully considered in view of:

1. its cost-effectiveness;
2. the probable impact on the housing market;
3. the probable cost-benefits and their distribution throughout the community;
4. the time required for program implementation; and
5. its political feasibility.

303.00 HOUSING INVENTORY

According to the census, 121,387 housing units existed in Newark on April 1, 1980, 6115 fewer than a decade earlier. The 1960-79 showed a loss to the City of Newark of approximately 13,563 housing units. This trend of decline continued through the 1980-89 period, showing an additional loss of approximately 23,975 housing units indicating a preliminary total of 95,621.

Year-Round Housing Units The 1980 census showed that of the 110,912 year-round occupied housing units in Newark, 21.1 percent were occupied by owners and 78.9 percent by renters. There were 10,397 vacant housing units in the city with a rental vacancy rate of 6.5 percent and homeowner vacancy rate of 1.6 percent.

Of the 23,403 owner-occupied housing units in Newark, 47.1 percent were occupied by White householders; 46.9 percent by Black householders; 0.1 percent American Indian, Eskimo, and Aleut householders; 0.4 percent by Asian and Pacific Islander householders; and 11.4 percent by Spanish origin householders. (Those of Spanish origin may be of any race.)

There were 87,509 renter-occupied housing units in the city, of which 30.4 percent were occupied by White householders; 59.1 percent by Black householders; 0.2 percent by American Indian, Eskimo and Aleut householders; 0.8 percent by Asian and Pacific Islander householders; and 17.90 percent by Spanish origin householders.

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Structural Characteristics The census found that about 6.3 percent of the housing units in Newark were built in 1970 or later, while 47.4 percent of the housing units were built before 1940.* The census also showed that 59.4 percent of the owner-occupied housing units had three bedrooms or more, while 60.8 percent of the renter-occupied housing units had two bedrooms or more.*

Fuels Used Census data indicate that fuel oil, kerosene, etc., was used by 62.1 percent of all households in the city for house heating.* Similarly, utility gas was used by 88.7 percent of the households for cooking, and fuel oil, kerosene, etc., was used by 53.3 percent of the households for water heating.*

Heating and Cooling of Housing Units Data on the type of heating systems indicate that 88.2 percent of the year-round housing units in Newark had central heating systems and 38.2 percent had air-conditioning.*

Kitchen Facilities, Telephones, and Vehicles In Newark, 96.9 percent of the year-round housing units had complete kitchen facilities.* Data from the 1980 census show that 75.3 percent of the households in the city had telephones available in the housing units.* At least one vehicle was available for use by household members in 47.2 percent of the households.

Length of Time in Unit The statistics for the city indicate that in Newark 29.6 percent of all householders had lived in their housing units 10 years or more. Census data also show that 6.8 percent of the owners and 24.4 percent of the renters moved into their units in the 15 months preceding the census.*

Value, Mortgages and Monthly Costs Financial data for Newark show that the median value for specified owner-occupied homes (i.e., one-family houses on less than 10 acres without a commercial establishment or medical office on the property) was $31,500. The median contract rent paid for rental housing units in the city was $178.

Within the city, 59.3 percent of the specified owner-occupied housing units were mortgaged and 40.7 percent were not mortgaged.* Selected monthly owner housing costs are the sum of mortgage payments, real estate taxes, property insurance and utilities. The median selected monthly-owner costs for city units with a mortgage was $424 and $220 for units not mortgaged.*

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Data for rental units showed that for the specified renter-occupied housing units in Newark (i.e., renter-occupied housing units except one-family house on 10 or more acres), the median gross rent was $214. Gross rent is the contract rent plus the estimated average monthly cost of utility (fuels and water).

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* Estimates based on a sample.

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TABLE 3-1

HOUSING OCCUPANCY

YEAR	HOUSING UNITS AVAILABLE (number)	(percent change)	OCCUPIED	OCCUPANCY RATE (1) (percent)
City of Newark				
1950	124,398	--	122,531	98.5
1960	134,872	8.4	127,772	94.7
1970	127,424	-5.5	121,041	94.9
1980	121,309	-0.6	110,912	91.4
Essex County				
1950	260,870	--	256,736	98.4
1960	299,832	14.9	289,008	96.4
1970	312,479	4.2	302,582	96.8
1980	316,855	1.4	299,934	94.7
State of New Jersey				
1950	1,501,473	--	1,373,637	91.5
1960	1,998,940	33.1	1,806,439	90.4
1970	1,388,011	19.5	2,218,182	92.9
1980	2,771,774	16.1	2,548,225	91.9

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(1) Occupancy rate is the number of occupied units divided by the tota number of available housing units.
N.A. - Not available at the present time.
SOURCE: U.S. Department of Commerce, Bureau of the Census.

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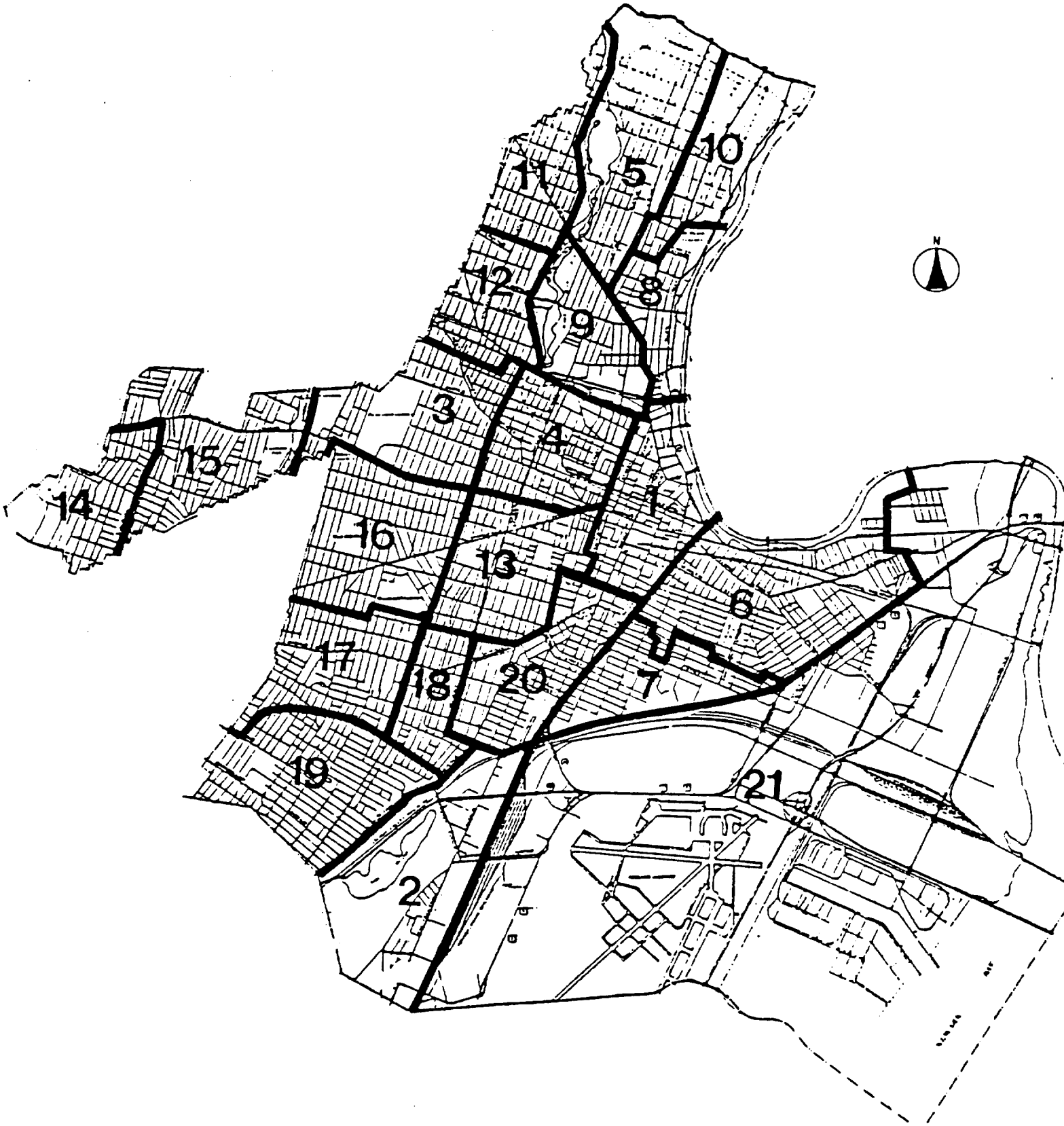
TABLE 3-2

1980 HOUSING OCCUPANCY CHARACTERISTICS

MAP CODE	NEIGHBORHOOD	1980 POP.	HOUSING UNITS TOTAL /TEAR-DOWN	OWNER OCCUPIED NO.	OWNER OCCUPIED %	RENTER OCCUPIED NO.	RENTER OCCUPIED %	VACANT UNITS NO.	VACANT UNITS %
001	CENTRAL BUSINESS DISTRICT	4,163	2,174/ 1,954	118	6.0	1836	94.0	214	7.2
002	DAYTON	7,829	3,454/ 3,336	157	4.7	3179	78.9	118	3.1
003	FAIRMOUNT	19,678	6,498/ 5,925	1326	22.4	4599	77.6	563	6.3
004	COLLEGE HEIGHTS	18,768	4,398/ 3,515	299	8.5	3216	91.5	879	20.5
005	FOREST HILLS	16,919	6,685/ 6,484	1810	27.9	4674	72.1	199	3.4
006	IRONBOUND	38,860	14,121/ 13,423	3539	26.4	9884	73.6	659	5.0
007	SOUTH IRONBOUND	3,642	1,326/ 1,138	346	30.4	792	69.6	188	15.1
008	MT PLEASANT/LOWER BROADWAY	7,317	2,545/ 2,296	461	20.1	1835	79.9	249	9.6
009	SEVENTH AVENUE	13,733	5,542/ 4,697	564	12.0	4133	88.0	845	17.6
010	NORTH BROADWAY	16,678	5,521/ 5,139	974	19.0	4165	81.0	381	8.7
011	UPPER ROSEVILLE	14,018	6,323/ 5,998	1415	23.6	4583	76.4	320	3.7
012	LOWER ROSEVILLE	15,124	5,279/ 4,778	1084	22.7	3694	77.3	501	10.0
013	SPRINGFIELD/BELMONT	28,721	11,495/ 9,820	331	3.4	9489	96.6	1675	13.9
014	UPPER VAILSBURG	12,580	5,113/ 4,958	1594	32.2	3364	67.8	151	3.6
015	LOWER VAILSBURG	22,443	7,507/ 7,178	2943	41.0	4235	59.0	329	4.8
016	WEST SIDE	24,016	7,705/ 6,882	1072	15.6	5810	84.4	823	9.5
017	UPPER CLINTON HILL	24,217	7,810/ 7,241	1903	26.3	5338	73.7	564	7.7
018	LOWER CLINTON HILL	5,990	2,005/ 1,794	277	15.4	1517	84.6	209	9.2
019	WEEQUAHIC	30,213	10,987/ 10,270	2686	26.2	7584	73.8	717	6.2
020	SOUTH BROAD-VALLEY	10,794	4,701/ 3,901	449	11.5	3452	88.5	797	10.9
021	ELIZABETH AIRPORT/FORT ELIZABETH	545	206 / 185	55	29.7	130	70.3	16	7.1
	TOTALS	329,248	121,387 / 110,912	23,403	21.1	87,509	78.9	10,397	9.4

NEIGHBORHOOD STATISTICS PROGRAM
SUMMARY FACT SHEET
1980 CENSUS OF POPULATION

NEIGHBORHOOD STSTISTICS PROGRAM AREAS
1980 CENSUS OF POPULATION



NEWARK, NEW JERSEY

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COMPARATIVE HOUSING COST ANALYSIS

	Median Selected Monthly Owner Costs (Specified owner-occupied units)								Median Gross Rent (Specified renter-occupied units)				Median Household Income (All households)			
	Mortgaged Homes				Nonmortgaged Homes											
			Change: 1970-80				Change: 1970-80				Change: 1970-80				Change: 1970-80	
	1980	1970	Amount	Percent	1980	1970	Amount	Percent	1980	1970	Amount	Percent	1980	1970	Amount	Percent
United States	366	172	194	125.3	128	60	68	125.9	243	108	135	125.0	16,900	8,500	8,400	98.8
Northeast Region	404	195	209	119.1	178	82	96	130.1	247	111	136	122.5	17,300	9,300	8,000	86.0
New Jersey	456	N/A	N/A	N/A	218	N/A	N/A	N/A	270	126	144	114.3	19,700	10,400	9,300	89.4
Newark SMSA	507	N/A	N/A	N/A	253	N/A	N/A	N/A	271	132 1/	139	105.3	20,657	10,658	9,999	93.8
Newark	424	N/A	N/A	N/A	220	N/A	N/A	N/A	215	115	100	87.0	9,873	N/A	N/A	N/A

1/ Adjusted to include Somerset County in 1970.

SOURCE: U.S. DEPT. OF COMMERCE, BUREAU OF CENSUS

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PUBLIC HOUSING

PROJECT NAME	ADDRESS	NO. OF UNITS
Seth Boyden Court	124 Seth Boyden Terr.	529
Seth Boyden Elderly	27 Foster Street	360
Seth Boyden Elderly	839 Frelinghuysen Ave.	200
Pennington Court	214 South Street	227
Baxter Terrace	25 Summit Street	568
Baxter Elderly	25 Summit Street	250
Stephen Crane Village	4 Hawthorne Lane, North Building 17	354
Stephen Crane Elderly	60 Cedar Lane	198
Stephen Crane Elderly	900 Franklin Ave.	375
Stephen Crane Elderly	801 North 6th St.	375
Hyatt Court	2 Roanoke Court	399
Felix Fuld Court	147 Rose St.	286
Terrell Homes	35 Riverview Court	273
Kretchmer Homes	71 Ludlow Street	591
Kretchmer Elderly	35 Van Vechten St.	198
Kretchmer Elderly	963 Frelinghuysen Ave.	400
Walsh Homes	1945 McCarter Highway	371
Hayes Homes	68 Boyd Street	1313
Hayes Homes Elderly	68 Boyd Street	98
Columbus Homes	112 8th Ave.	480
Bradley Court	46 N. Munn Ave.	301
Bradley Court II	46 N. Munn Ave.	24
Stella Wright Homes	156 Spruce St.	1136
Scudder Homes	165 Court St.	653
James C. White Manor	516-18 Bergen St.	206
Scattered Site	147 Rose St.	104
Branch Brook Pk. Manor	1 Branch Brook Plaza	200
Townhouse	Woodland Ave/So. 11th Ave.	47
Townhouse	Bergen St/Muhammad Ali Ave.	50
Townhouse	Mt. Prospect Ave/6th Ave.	27
Townhouse	Chadwick Ave/Bigelow St.	34
Townhouse	S. 11th/12th/13/Rowley St.	95
Townhouse	*Broad St./Oriental St.	184
	TOTAL	10,946

NEWARK REDEVELOPMENT & HOUSING AUTHORITY

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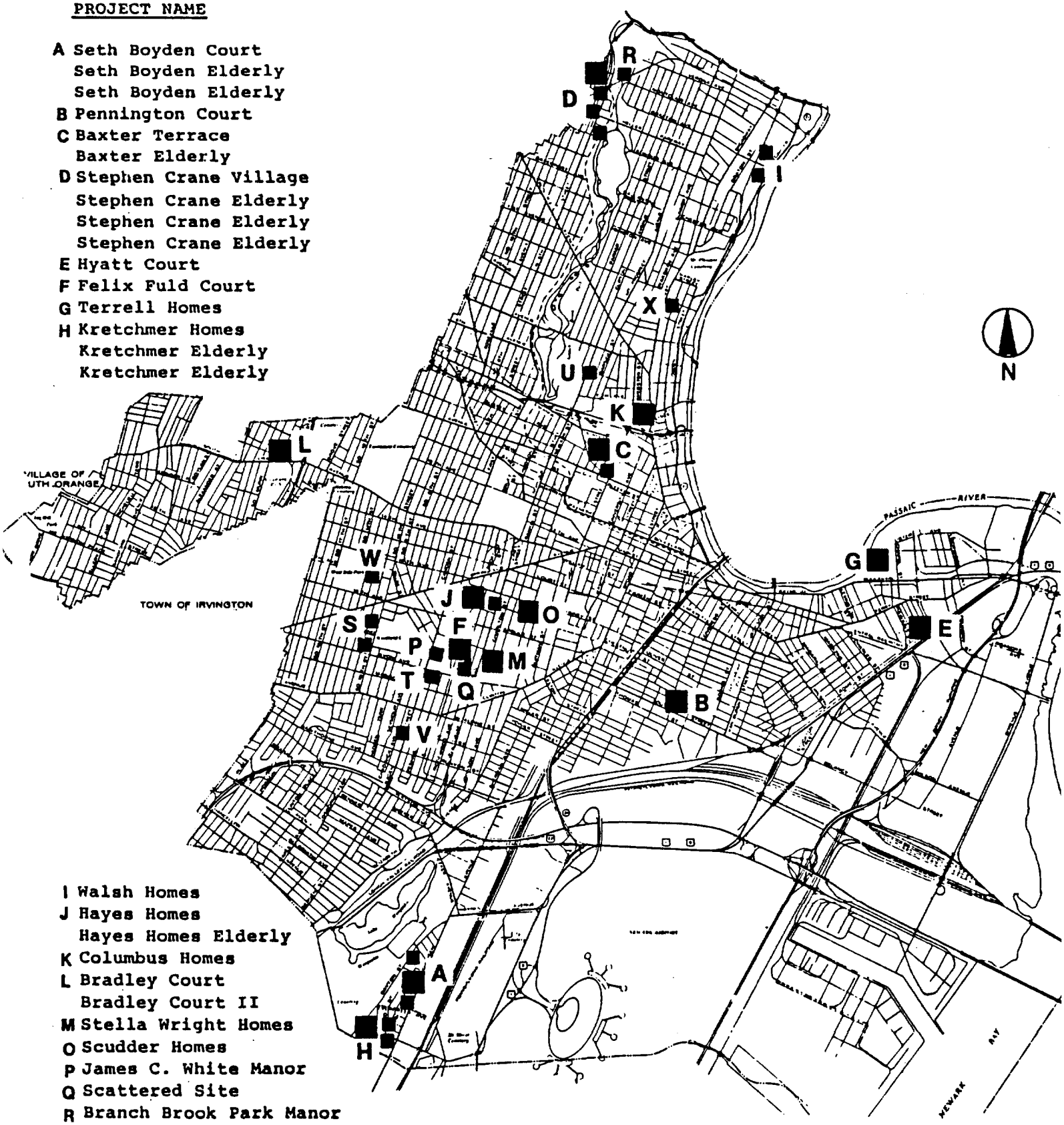
PROJECT NAME

A Seth Boyden Court
Seth Boyden Elderly
Seth Boyden Elderly
B Pennington Court
C Baxter Terrace
Baxter Elderly
D Stephen Crane Village
Stephen Crane Elderly
Stephen Crane Elderly
Stephen Crane Elderly
E Hyatt Court
F Felix Fuld Court
G Terrell Homes
H Kretchmer Homes
Kretchmer Elderly
Kretchmer Elderly



I Walsh Homes
J Hayes Homes
Hayes Homes Elderly
K Columbus Homes
L Bradley Court
Bradley Court II
M Stella Wright Homes
O Scudder Homes
P James C. White Manor
Q Scattered Site
R Branch Brook Park Manor
S Townhouse
T Townhouse
U Townhouse
V Townhouse
W Townhouse
X Townhouse

THE CITY
OF
NEWARK, NEW JERSEY

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304.00 HOUSING AND NEIGHBORHOOD STABILITY

BACKGROUND

Neighborhood stabilization is still a major problem affecting the City's future growth potential and economic stability in the coming years. A noticeable increase in the number of city-owned lots was a major factor affecting neighborhood stability throughout the city. This trend, coupled with a general decline in new housing construction, extensive fire damage, vacancy-abandonment, and demolition of the existing housing stock, was characteristic of previous trends that destroyed neighborhood stability in many sections of the city. The loss in the existing housing stock and resident population has also diminished local neighborhood shopping, changed the demand for social service facilities and required the redistricting of school service areas in the city. These trends were related to a number of problems and issues confronting the City in the early 1980's that included the following areas of concern:

- The extensive number of abandoned buildings, littered, vacant city-owned lots and streets, demolished and dilapidated buildings greatly impaired neighborhood stabilization in many sections of the city.

- The incidence of fires created an alarming loss in the existing housing stock throughout the city.

- The need for demolition of fire gutted buildings increased the need for additional federal and state funding.

- The need to secure fire gutted buildings resulted in the need to obtain state funding to carry out this program.

- The extent of demolition, required for vacant fire gutted buildings, had resulted in an alarming rate of city-owned vacant lots that seriously impacted upon neighborhood stabilization.

- The loss in the existing housing stock reduced the tax base structure of the city.

- The related loss in the existing housing stock affected commercial vacancy and abandonment in many of the local neighborhoods throughout the city.

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- The related loss in resident population and affected the local school districts.

Another major element of concern confronting the city was the need for a city-wide demolition program to remove vacant abandoned buildings that posed problems of fire, safety and health hazard to local area residents. The severity of this problem can best be defined in quantitative terms:

- Between 1981 and 1983, 2540 vacant abandoned buildings were demolished. The State awarded the city of Newark $1,000,000 to complete this project.

- The proposed fiscal 1984 State Budget released by the appropriation committee on June 14, 1983, included $500,000 to demolish an estimated 1,800 abandoned buildings in Newark which were considered fire and health hazards.

- The city's three year plan, 1983-1986, identified 4,500 abandoned buildings for demolition.

305.00 PREVIOUS HOUSING ASSISTANCE PROGRAMS

The City's ability to render housing assistance to low and moderate income households was dependent on continued support from Federal and State programs. Programs such as HUD's Section 8 and Section 235 were vital in reducing imbalances between housing costs and resident ability to pay. These programs, as well as other state supported efforts, provide much needed construction and rehabilitation subsidies that reduce the cost of housing for owners and tenants.

Through Federal and State funding grants and the City's Capital Budget Program, the City has been able to make some in-roads within the more critical areas of housing and capital improvement needs. The City's H.C.D.A. funding program provided additional money for land acquisition of development sites for new housing construction. The Urban Development Block Grant Program also provided for the inclusion of public amenities in housing rehabilitation, street lighting, tree pruning and trash receptacles, etc. The State's Safe and Clean program has also provided funds for the multi-family brick-up security program and the cleaning up of city vacant lots.

Since 1970, 14,269 new housing units have been constructed in the City. New housing starts in 1989, equaling 726 units, brings the total to 14,995 units. Estimates suggest this number will surpass 15,000 units by the end of 1990.

The extent of new housing construction was mainly the result of the availability of Federal and State Housing assistance Programs that stimulated private development sponsorship in the housing construction market. The type of funding programs available provided the incentive for new home construction and major rehabilitation since rent subsidy and rental assistance were incorporated in these programs for low income families.

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TABLE 3-4

SUMMARY STATISTICS OF NEW HOUSING CONSTRUCTION

(1970 - Dec. 31, 1989)

	TOTAL UNITS CONSTRUCTED	SENIOR CITIZEN	FAMILY	NEW HOUSING STARTS	TOTAL HOUSING UNITS
East Ward	2635	1,191	1,444	1347	3982
Central Ward	3778	1,177	2,601	1534	5312
South Ward	583	--	583	449	1032
North Ward	1458	778	680	1090	2548
West Ward	1460	460	1,000	402	1862
	9,914	3,606	6,308	4,822	14,736

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306.00 PROJECTION OF MUNICIPAL HOUSING STOCK

In May 1986, the State Council on Affordable Housing (COAH) notified city officials that the City of Newark is mandated to build 4,885 low and moderate income housing units by 1993. Based on this time frame, the City of Newark will have to average 697.8 housing units per year to meet it's "Fair Share" housing quota of 4,885 low and moderate income units by 1993. The City's "Fair Share" of low and moderate-income housing, as defined by COAH officials, means that the City should encourage the building of this new housing by selling land, easing zoning restrictions, or allowing private developers to build these units within the mandated seven year period.

The City of Newark was just one of many municipalities throughout the State to be allocated its "Fair Share" quota of low and moderate income housing by the state council. The Council was established under the Legislature in June 1985 in response to the State Supreme Court's 1975 Mt. Laurel Fair Housing ruling. In that ruling, the high court said municipalities could not use zoning to unfairly exclude affordable housing. In its 1978 Mt. Laurel 2 decision, the State Supreme Court held that communities must take steps to provide opportunity for construction of such homes.

According to the State's Affordable Housing Council, established by the Department of Community Affairs, to oversee implementation of the law, more than 145,700 such units will be needed by the end of 1993. The County of Essex has been mandated to construct 12,067 affordable housing units by 1993. The Essex County housing assessment represents 8.3 percent of the states total assessment figure, while the City of Newark's mandated figure represents 40.5 percent of the Essex County Assessment figure.

307.00 ECONOMIC FACTORS AND CONSTRAINTS

The City of Newark, in order to comply with the State of New Jersey's Housing Quota Mandate, must depend on the availability of Federal and State housing assistance grants and local Municipal resources. These three funding resources will be required to build low and moderate income housing in the City. All three entities must share the responsibility to generate a funding mechanism to accomplish the fair share quota imposed on the City.

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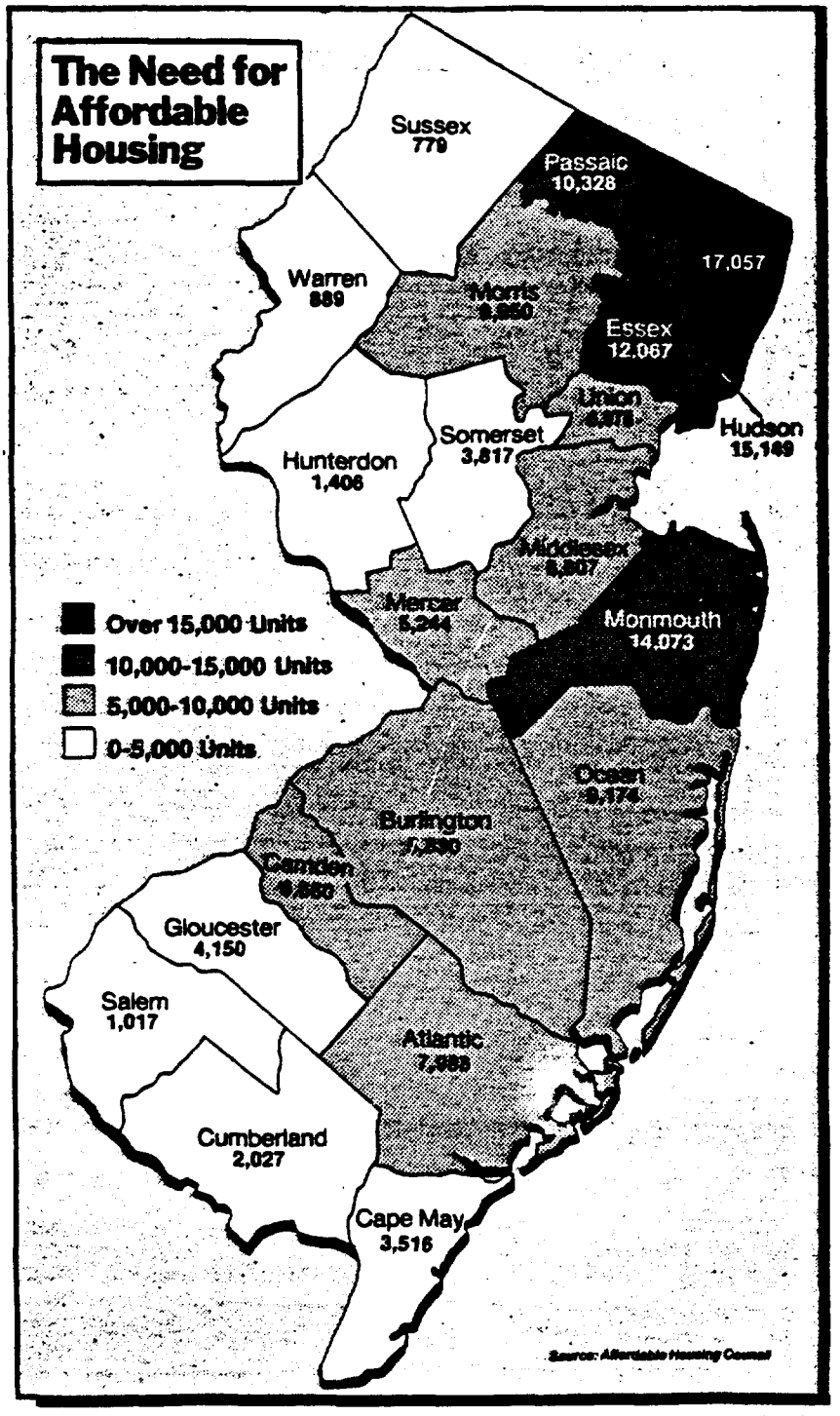

The New York Times/April 24, 1988

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Several factors are involved in the fair share housing dilemma. Building in the City of Newark costs from $55 to $65+ per square. A very modest home of 1,000 to 1,200 square feet would cost $65,000 to build. However, for a home to be considered "low-income housing," it would have to sell for less than $30,000. For this same house to qualify as "moderate-income housing," it would have to sell for less than $50,000.

In previous years the Federal or State Government would bridge the gap between the cost of the building and the ability to pay by providing supplemental housing assistance. This is no longer the case because the Federal Department of Housing and Urban Development has experienced a serious budget cut from $35 billion in 1980 to only $7 billion in 1988. The City is left to bridge the gap.

This loss in the Federal HUD Budget saw the elimination of program resources previously directed to housing assistance for low-income people and families. The budget cut also seriously affected on the City's Community Development and Urban Development Action Grant Programs.

308.00 CURRENT HOUSING TRENDS

During the past three years, 1987-1989, approximately 142 Blight Investigation reports were processed and submitted to the Central Planning Board concerning new housing construction and related tax abatement. The Central Planning Board, over this same time period, reviewed and approved 97 housing development subdivision plans concerning 3,654 units of new housing construction with 564 units assigned to low and moderate income families.

Basically the new housing trend is directed to the construction of townhouses and condominiums that have been marketed for higher income sale. The desired increase in the low and moderate income family range will be dependent upon the availability of funding resources to support this type of new housing construction.

The current available resource programs will be discussed in the present and prospective housing needs section of this report.

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309.00 CITY AUCTIONS

The City of Newark conducts three public auctions a year. Two are general auctions concerning city-owned buildings and lots. The other is a development auction to accommodate private development sponsorship that also entails capital improvement support by the City and monitoring. In September 1987, the City of Newark owned 6,000 vacant lots. During this same month, the City sold 1,000 at public auction and grossed $5.1 million. Over 50 percent of these final bids have been closed on. Significantly, a heavy volume of people are now participating in the general auction sale.

Today's trend is indicative of new development interest reflective of the current up-swing in new construction activity that has accelerated in the City during the past two years.

837380086

BLIGHT DECLARATIONS

JANUARY 1, 1987 TO DECEMBER 31, 1988

BLOCK	LOT(S)	ADDRESS	WARD	PLAN'G AREA	TYPE OF USE	NO# D.U.'S	COMMENTS
961	43,44,45,16,19	272-276 Walnut Street	East	4	Residential	20	New Construction
3565	26,28	10-16 Custer Avenue	South	7	Residential	39	Apartment Rehab.
3565	22	18-26 Custer Avenue	South	7	Residential	40	Apartment Rehab.
3637	2,4	521-527 Elizabeth Ave.	South	7	Residential	42	Apartment Rehab.
3646	18	19-31 Lyons Avenue	South	7	Residential	66	Apartment Rehab.
3685	8	823-829 Elizabeth Avenue	South	7	Residential	35	Apartment Rehab.
3701	1	163-169 Chancellor Ave.	South	7	Residential	40	Apartment Rehab.
3706	17	218-228 Chancellor Ave.	South	7	Residential	27	Apartment Rehab.
815	28,29,34	786-802 Summer Avenue	North	1	Residential	18	Condo
776	1 thru 5,42,48	751-773 Summer Avenue	North	1	Residential	120	Condo
443	1 thru 21,5,31	215-255 Mt. Pleasant Ave.	North	1	Residential	45	Condo
629	3	468-470 Mt. Prospect Ave.	North	1	Villa Rosa Residential	9	Condo
937	44,45,46,47,48	188-194 E. Kinney Street	East	4	Residential	19	Condo
934	1	224-238 McWhorter Street	East	4	Residential	36	Condo
4031	18,19,28	30 Columbia St.	West	10	Residential	3	Condo
4003	30,31,29	31 Dassing Ave.	West	10	Residential	3	Condo
3017	36,38,39	920-924 So. 19th Street	South	7	Residential	6	Condo
3676	14,17,45,47	Renner Ave.	South	7	Residential	9	Condo
524	17,27,29,31,33, 35	2-34 Kearney Street	North	1	Villa Santa Maria Residential	39	188-204 Broadway
293	6-25,32,34-43,51	342-360 So. 6th Street	Central	8	Residential	25	307-347 Littleton Ave. 411-415 15th Ave.
294	1-53 All Total Lots	317-365 Fairmount Ave.	Central	8	Residential	35	306-354 Littleton Ave. 395-409 15th Ave.
299	All Total Lots	65-79 16th Avenue	Central	8	Residential	35	367-389 Fairmount Ave.
300	14-17,19,23-26, 29-31,34-41,51, 52,54;55,57;58;	82-96 16th Avenue	Central	8	Residential	25	N.A.
311	45-47	753-759 Clinton Ave.	South	7	Residential	60	Rehab. Condo
360	1,7,9,47,22-45	676-687 So. 14th Street	Central	8	Residential	20	640-682 So. 15th Street
311	45,47	753-759 Clinton Avenue	South	7	Residential	60	Rehab Condo

BLIGHT DECLARATIONS

JANUARY 1, 1987 TO DECEMBER 31, 1988

BLOCK	LOT(S)	ADDRESS	WARD	PLANG AREA	TYPE OF USE	NO# D.U.'S	COMMENTS
2606	1,5-8,10-26,30 33-35	245-299 Muhammad Ali Ave.	Central	9	Residential	N.A.	Townhouses
2610	1,2,7,14,16,36-41 45,46,18,19,50	459-483 Bergen Street	Central	9	Residential	N.A.	Townhouses
2609	1,5,6,8-24,44 25-36,42,37,41	270-300 Muhammad Ali Bld	Central	9	Residential	N.A.	Townhouses
735	1.02-1.10	139-141 Elwood Ave.	North	1	N.A.	N.A.	N.A.
507	66	69 Highland Ave.	North	1	N.A.	N.A.	N.A.
538	37,38,39,78,43 44,45	83-87 Highland Ave.	North	1	N.A.	N.A.	N.A.
540	24	100 Highlard Ave.	North	1	N.A.	N.A.	N.A.
442	21,22,23	259-263 Broad Street	North	1	N.A.	N.A.	N.A.
1918	15	161-163 Roseville Ave.	West	1	Residential	18	Condo
17	1	16-20 Park Place	East	2	Resid/Comm.	112	Condo + 40,000 S.F. Comm Office - Retail
2070	60	63-69 Rome Street	East	5	Residential	18	Condo
3752	1,2,48	36-38 Evergreen Ave	East	6	Residential	12	Condo
167	10,14,16	1-11 Liberty Street	East	2	Residential	20	Industrial Conversion
613	42&49 8,9	87-89 Wakeman Avenue	North	1	Residential	45	11-15 Nursery Street
360	10,12,13,21	655-677 So. 14th Street	Central	8	Residential	30	30 attached Townhouses
3621	45,47	9-15 Wilcott Terrace	South	7	Residential	6	Townhouses
766	23	89-92 Grafton Ave.	North	1	Residential	12	Rehab Apartment Unit
2000	80	24-32 Adams Street	East	4	Residential	116	43-47 Jackson Street 3 Buildings 6 stories e
2001	60	25-31 Adams St.	East	4	Residential	116	23-31 Monroe Street
1999	35,60	42-46 Jackson	East	4	Residential	116	43-47 Van Buren Street
2643	17,18	827-829 So. 18th Street	South	7	Residential	3	Condo
3003	33	86-88 Balwin Street	South	7	Residential	3	Condo
3665	73	169 Ghepard Avenue	South	7	Residential	3	Condo
1991	53	66-70 Jackson Street	East	4	Residential	11	Condo
1997	60	54-58 Polk Street	East	4	Residential	48	Condo
2034	11,20	23-27 Hensler Street	East	4	Residential	12	Condo
1960	38-39	293-297 No. 13th Street	North	1	Residential	8	Condo
809	39	271-275 Montclair Ave.	North	1	Residential	6	Condo
1887	29,54	73-103 N. 6th Street	Central	8	Residential	53	Condo 35 Rehab. 18 new units

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BLIGHT DECLARATIONS

JANUARY 1, 1987 TO DECEMBER 31, 1988

BLOCK	LOT(S)	ADDRESS	WARD	PLAN'G AREA	TYPE OF USE	NO# D.U.'S	COMMENTS
360	10,12,13, 21	655-677 So. 14th Street	Central	8	Townhouses Residential	30-70	other indiv. parcels on blighted in 6/87 Town-houses
195	1,4,10,32,34,36 38	39-51 Bruen St. 67-73 NJRR Ave.	East	4	Residential	38	Condon 39-49 Bruen St. 51 Bruen St.is parking
1958	13	40-42 No. 10th St.	North	1	Residential	4	Condo
957	23,25	295-299 E. Kinney Street	East	4	Residential	8	Condo
559	41	271-277 Mt. Prospect Ave	North	1	Residential	4-6	Condo Townhouses
596	37	576-586 No. 6th Street	North	1	Residential	30	Apartment Bldg. condo-Comm use on first level
663	39,40, 41,42	678-684 4th Street	North	1	Residential	12	Condo (Already Subdivided)
623	21	427-429 Summer Avenue	North	1	Residential	8	Condo
1975	7	567-579 3rd Street	North	1	Residential	30-40	Condo Apt. Units
721	1	577-583 Broadway	North	1	Residential	24	Apartments (Sweat Equity)
596	36,37	572-586 No. 6th Street	North	1	Residential	30 to	Condo (2 Bedroom) underground
596		391 Bloomfield Ave.	North	1	Residential	39	Parking
2862	31,32,33,34	273-277 Orange Street	Central	9	Residential		Amendment Prev. heard
694	7,9,2,34	703-705 No. 6th Street	North	1	Residential	8	Condo
2849	1,13,14,15,48,49	320-322 Orange Street	Central	9	Residential	28	Townhouses
2605	1,3,4,5,7,	68-80 Magnolia Street	Central	8	Residential Victory Gardens	150	Townhouses
2054	22	61-85 St. Francis St.	East	4	Residential	67	N.A.
2011	33	621-625 Market Street	East	4	Residential	7	Condo
186	25	89-91 Congress Street	East	4	Residential	10	Condo
2080	41,43	24-30 Rome Street	East	4	Residential	11	Condo
599	47,49,1,63	591-597 Fifth Street	North	1	Residential	12	617-621 Fifth Street
600	24,22	606-610 Third Street	North	1	Residential	3	Condo
662	10,11	690-692 Fifth Street	North	1	Residential	4	Condo
663	15,16	691-693 Fifth Street	North	1	Residential	12	Condo
620	43,47	24-26 Lincoln Avenue	North	1	Residential	8	Condo
622	1,44,43,42,41,3	2-24 May St. 29-31 Lincoln Ave	North	1	Residential	18	427-429 Summer Avenue Condo
623	16,14,10,21	116-128 Wakeman Ave.	North	1	Residential	21	Condo
624	1	43-49 May St. 453-455 Summer Ave.	North	1	Residential	8	2-4 Summer Place Condo
560	2	48-52 Second Avenue	North	1	Residential	8	Condo

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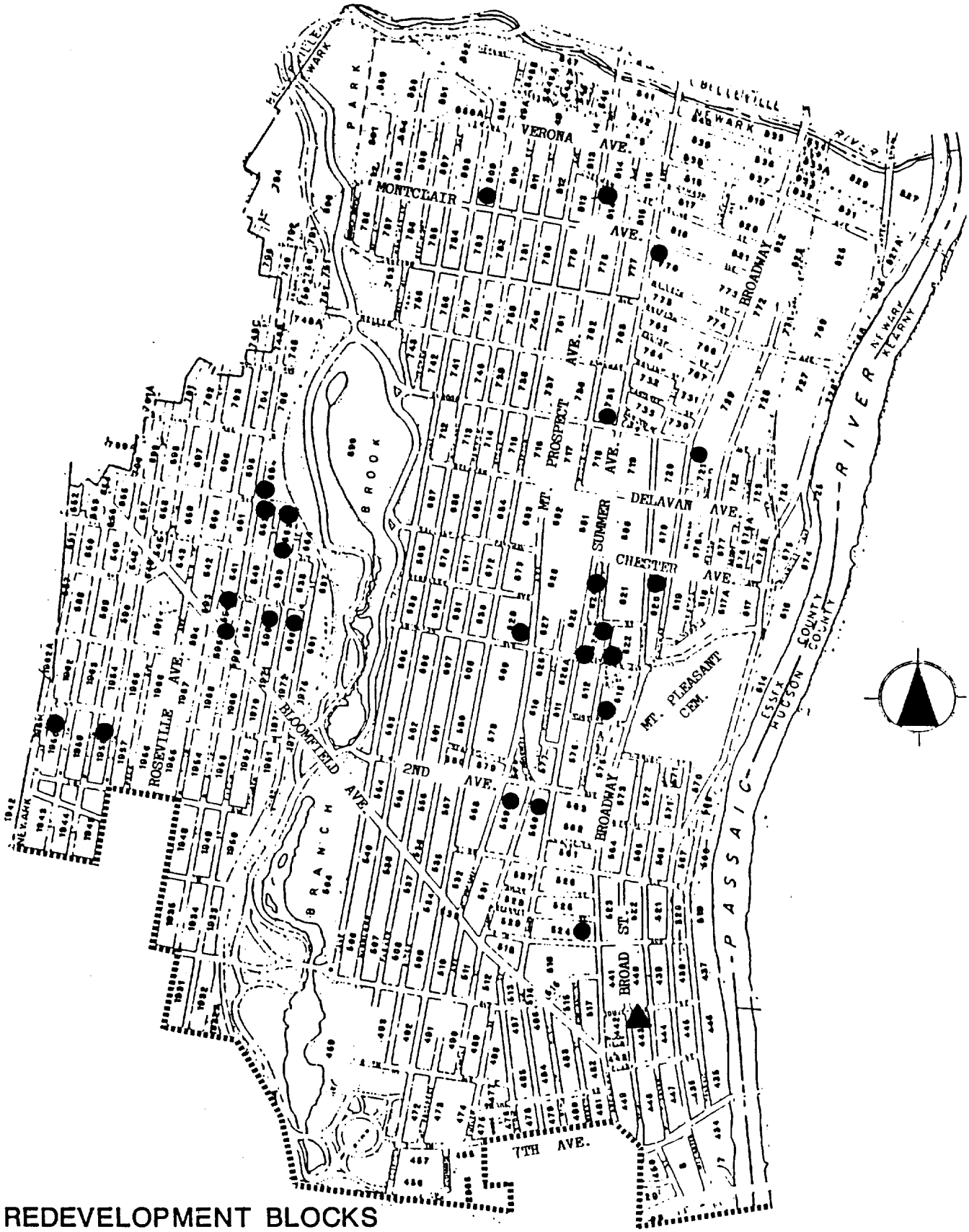
NEW HOUSING COMMITMENTS



▲ REDEVELOPMENT BLOCKS

● INFILL HOUSING BLOCKS

NORTH WARD

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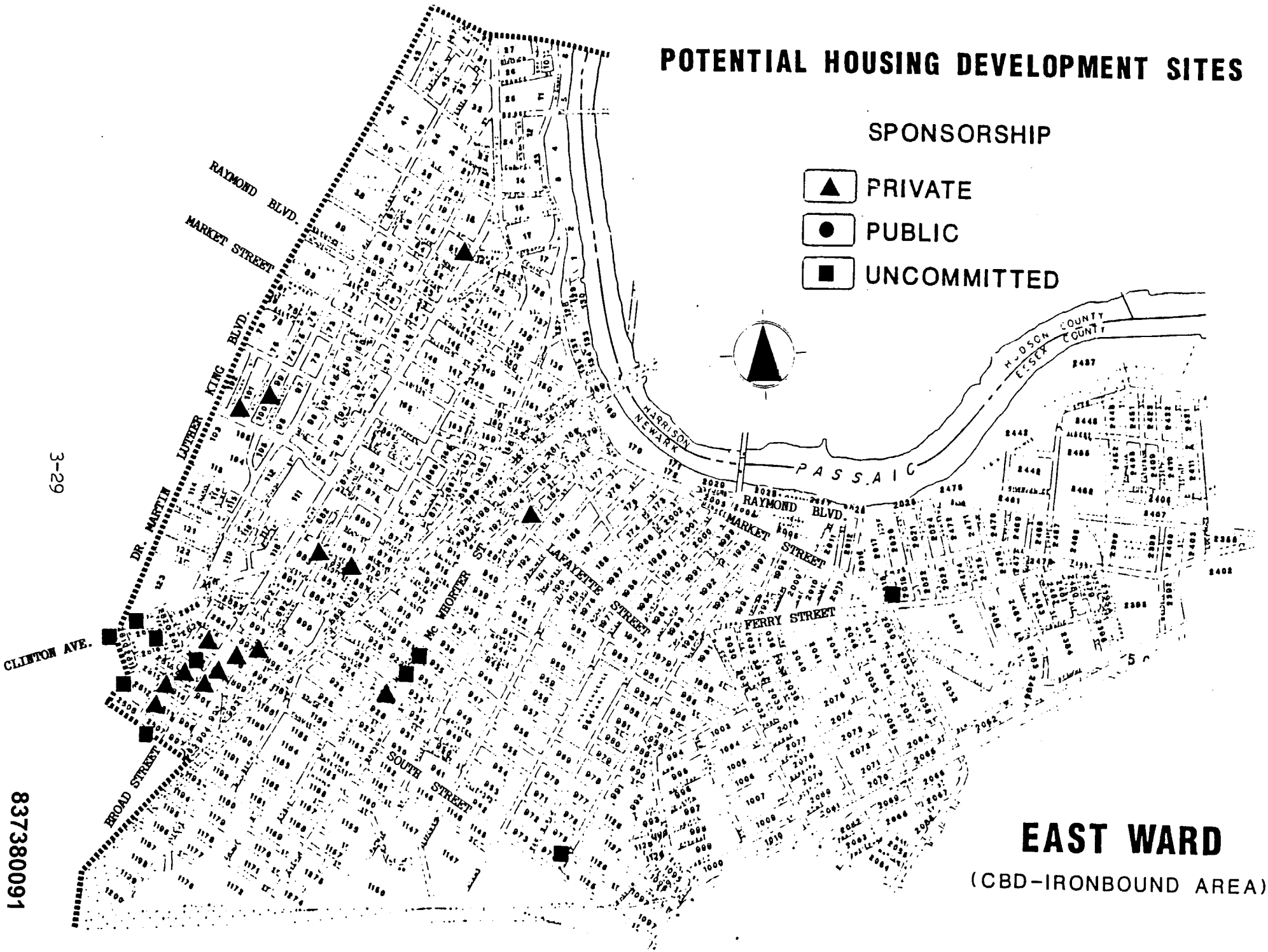
POTENTIAL HOUSING DEVELOPMENT SITES
SPONSORSHIP
PRIVATE
PUBLIC
UNCOMMITTED
EAST WARD
(CBD-IRONBOUND AREA)
RAYMOND BLVD.
MARKET STREET
KING BLVD.
LUTHER
DR. MARTIN
CLIFTON AVE.
BROAD STREET
SOUTH STREET
McWHORTER ST.
LAFAYETTE STREET
FERRY STREET
HARRISON
NEWARK
PASSAIC
HUDSON COUNTY
ESSEX COUNTY

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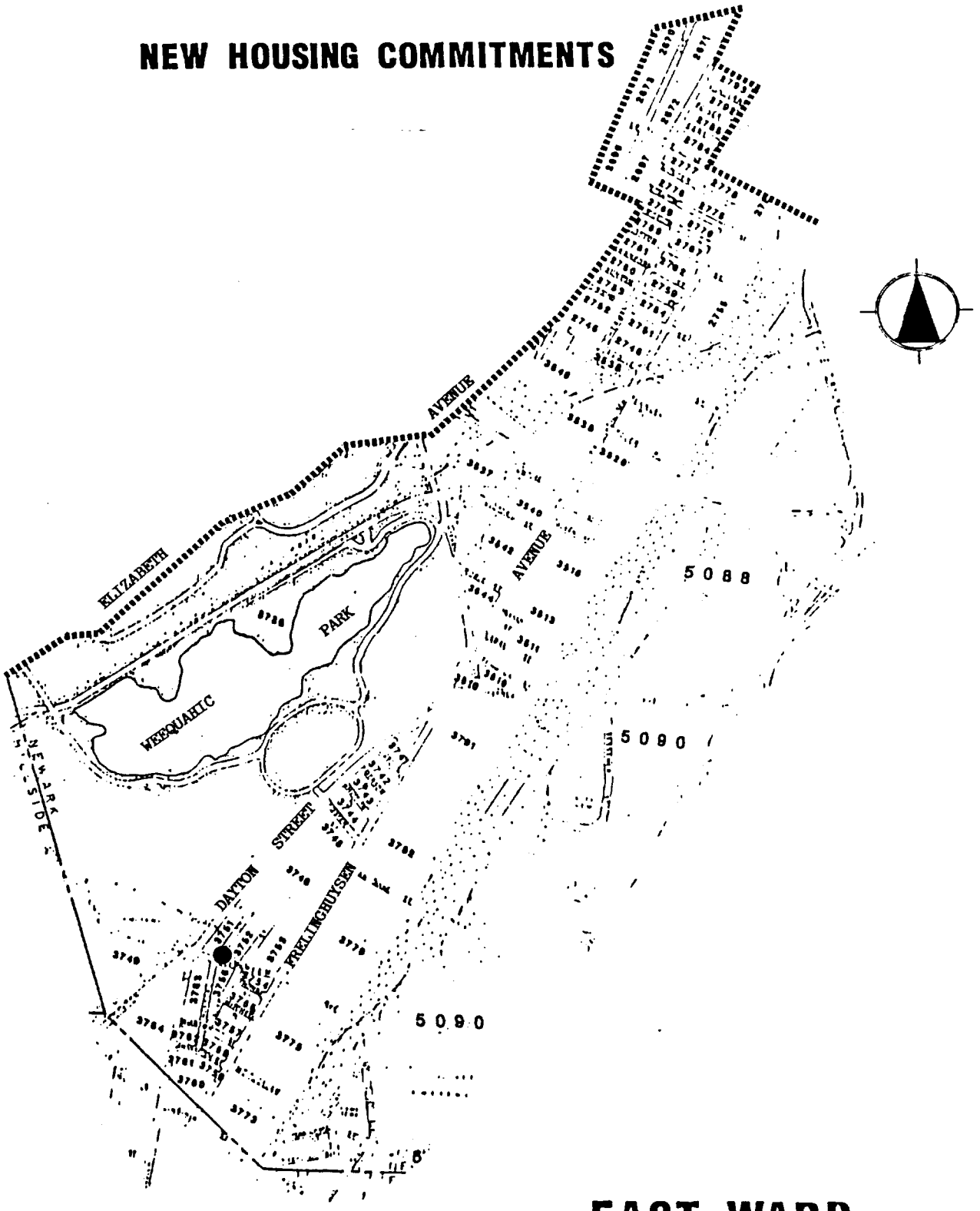
NEW HOUSING COMMITMENTS



EAST WARD

(DAYTON COMMUNITY AREA)

▲ REDEVELOPMENT BLOCKS

● INFILL HOUSING BLOCKS

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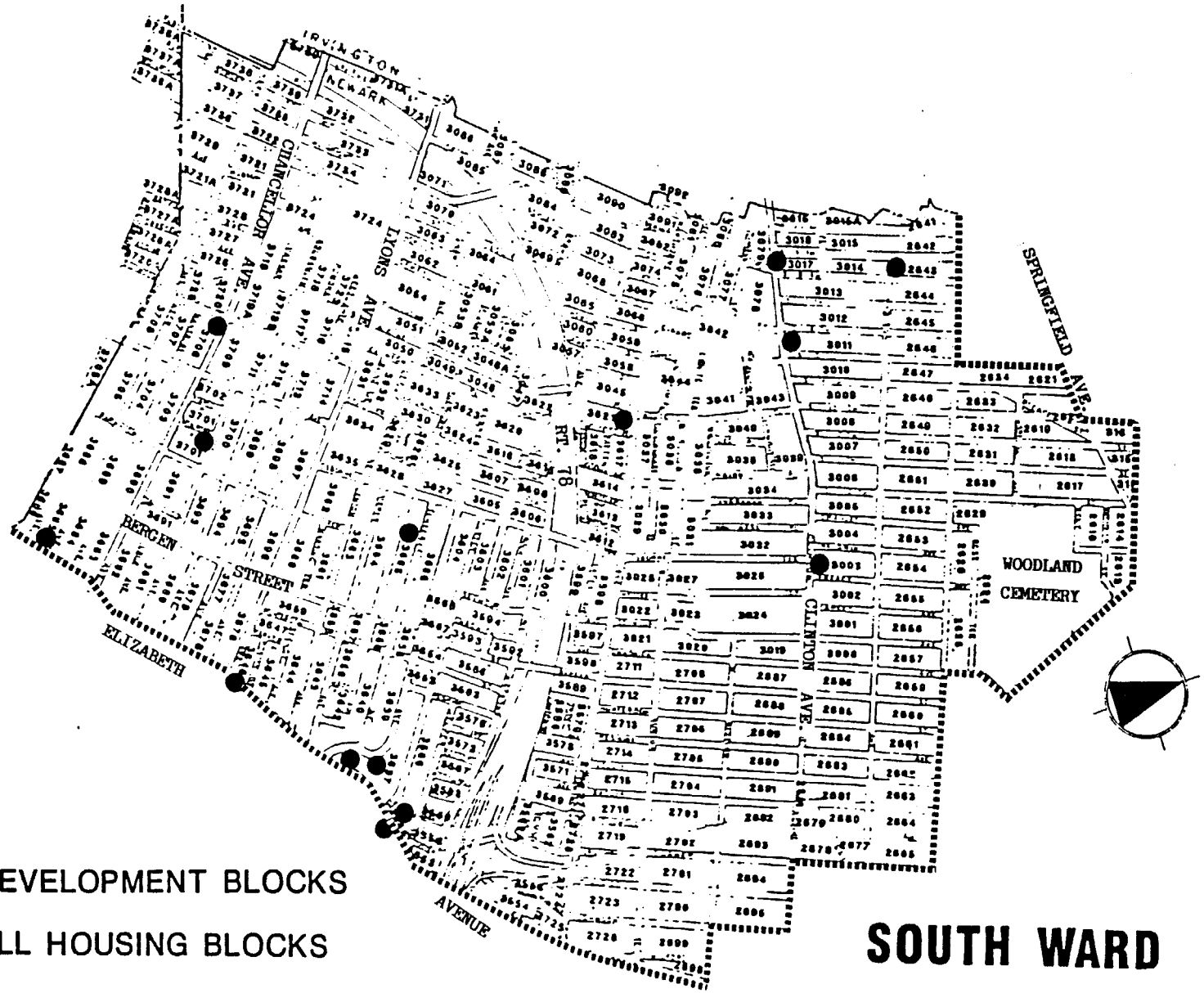
NEW HOUSING COMMITMENTS



▲ REDEVELOPMENT BLOCKS

● INFILL HOUSING BLOCKS

SOUTH WARD

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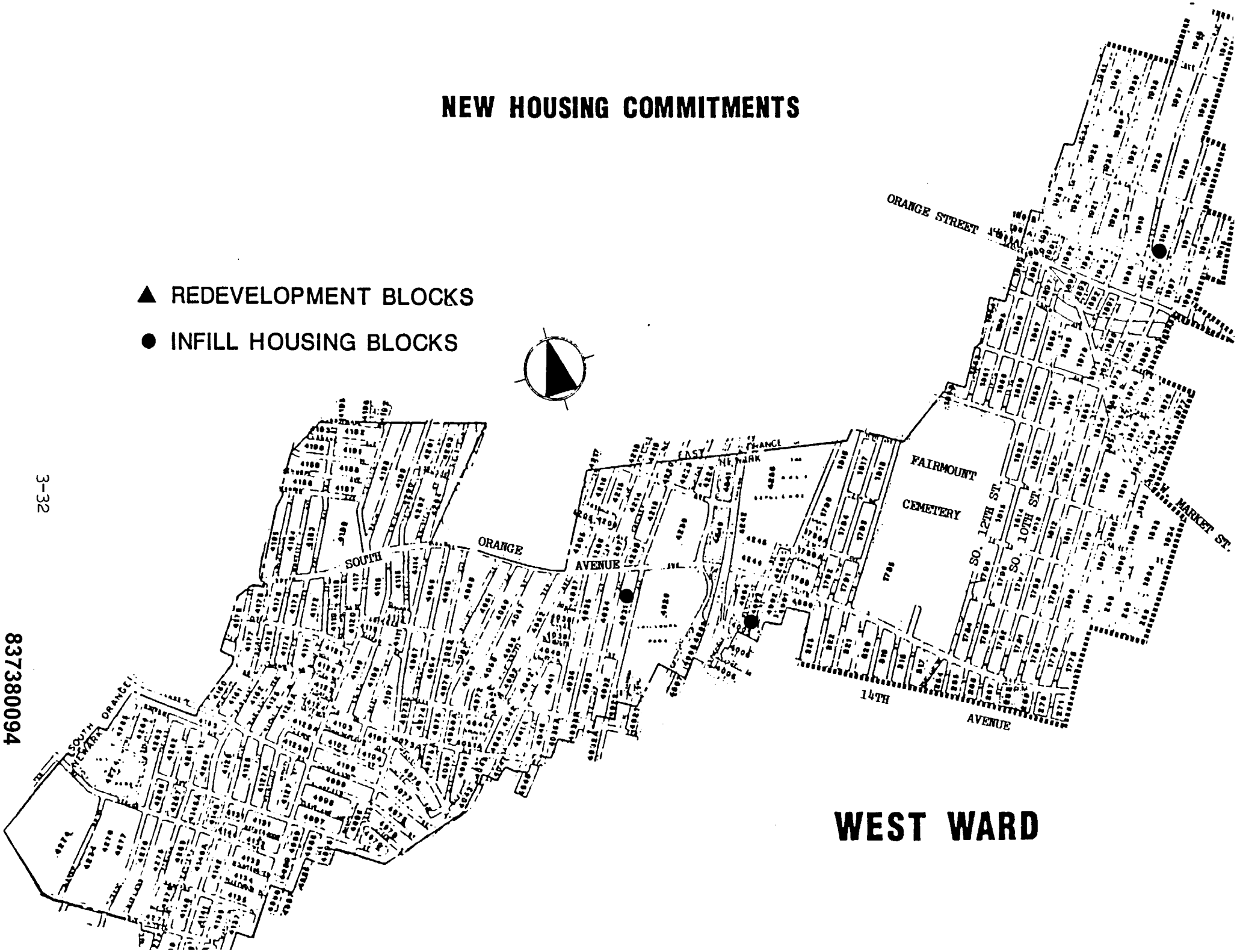
NEW HOUSING COMMITMENTS

▲ REDEVELOPMENT BLOCKS

● INFILL HOUSING BLOCKS



WEST WARD

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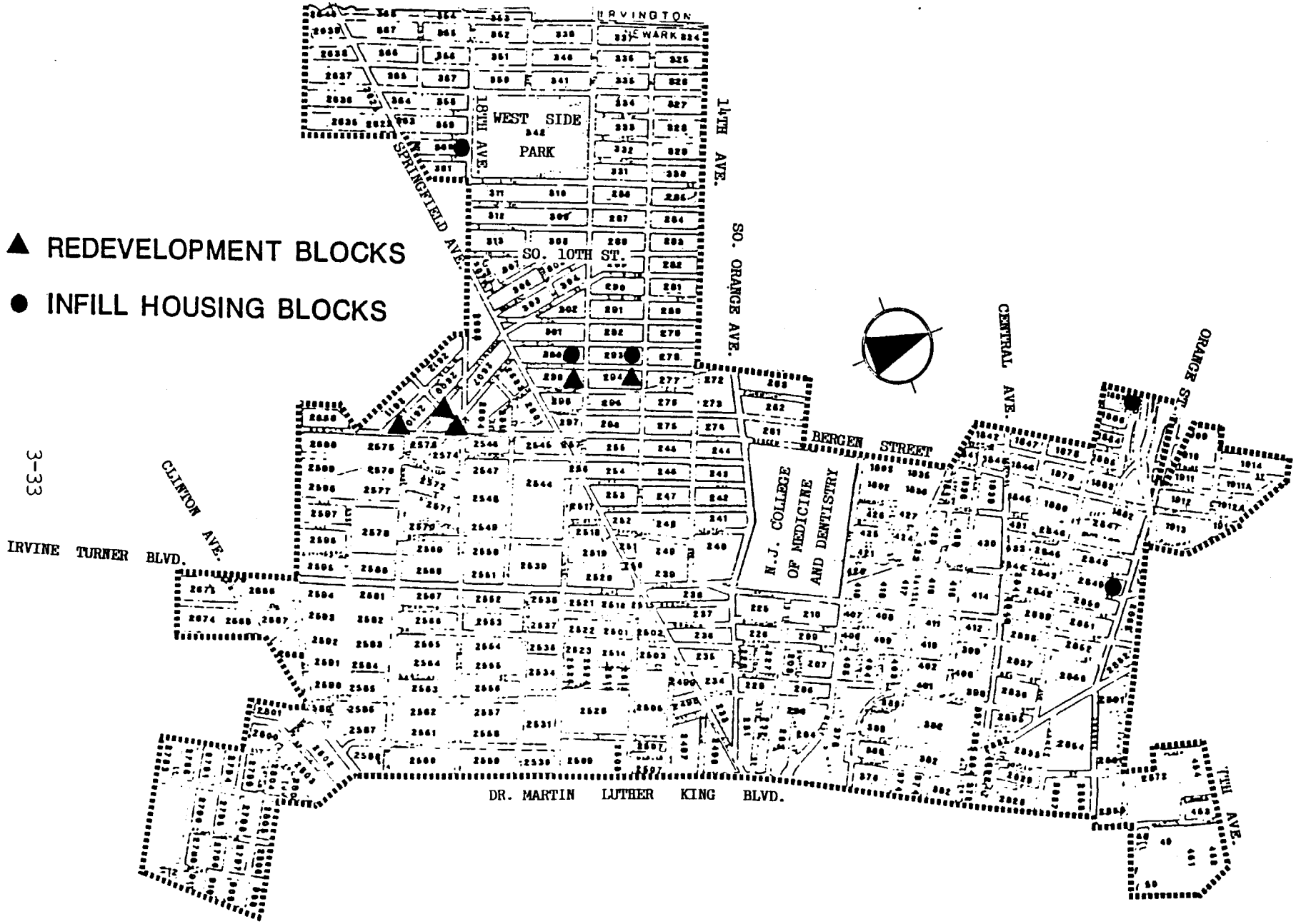
NEW HOUSING COMMITMENTS



CENTRAL WARD

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310.00 DEMOGRAPHY OF NEWARK

Population

Newark's population has decreased by 109,528 in the past thirty years, from 438,776 in 1950 to 329,248 today. Because this trend is typical of many densely populated urban areas, Newark's population shift is understandable for the following reasons:

a. Upward mobility through the concept of filtering offers new opportunity for another segment of population;

b. More personal mobility exists now because of the exposure to opportunities in education and employment;

c. A desire exists to improve one's quality of life by escaping urban pollution or seeking a better climate; and

d. The fear of street crime offers a new reason to escape from the traditional urban life style.

311.00 POPULATION CHANGE

Newark's population experienced a growth cycle until 1950, when it peaked at 438,776. Since then the rate of population growth has continually changed. While growth has continued at a decreasing rate (Net Natural Increase), the City actually lost population through migration. Table 3-7 shows the trend:

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TABLE NO. 3-7

YEAR	POPULATION
1900	246,070*
1910	347,469*
1920	414,524*
1930	442,337*
1940	429,760*
1950	438,776*
1960	405,220*
1970	381,930*
1980	329,248*
1985 (estimated)	304,566
1990 (estimated)	292,357

*Source

U.S. Bureau of the Census, Census of Population. 1900, 1920, 1930, 1940, 1950, 1960, 1980.

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The trend for the next seven years is downward. Among the numerous reasons for this are:

a. The fertility rate is approaching zero growth;

b. Early marriages are declining , thus affecting the fertility rate;

c. Female educational attainment is increasing with a corresponding increase in labor force participation;

d. Substantial losses in employment opportunities have occurred; and

e. Substantial losses in the number of standard housing units have occurred due to abandonment, fires, and slum clearance.

These are all contributing factors to population loss in Newark. However, the negative loss cycle is expected to bottom out around 1990.

312.00 AGE STRUCTURE OF THE POPULATION

Due to technological advancement and changing social patterns, Newark's average population age is becoming older. The long-term downward trend of the birth rate from 24.87 per 1,000 in 1970 to 18.50 per 1,000 in 1980 (See Table No. 3) has combined with a two child per mother birth rate to create over the next 30 years and increasingly older age structure. Conversely, with a three child birth rate, the age structure becomes younger.

Changes in age structure suggest (See Illustration No. 1) important impacts on educational, economic, and other forces related to land use. While our definition of "young" and "old" is arbitrary, clearly a shift in population age implies a related shift in service delivery systems. Such systems often translate into square feet of office space and employment opportunities for those who perform services for the young and old.

The percentage of dependent persons, supported by every hundred economically active adults, varies with the relative percentage of persons under 15 and over 65 years of age. However, the Population Dependency Ratio for 1980 is 57.61, down 4.56 points from 1970. This changing dependency structure is reflected in numerous ways, however, its influence appears clear where public

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expenditures are keyed to particular cohorts, e.g. elementary and secondary education. As we have seen, the age cohort structure linkage or impact on the City is through the demand for institutional land uses and debt services (e.g., new schools as replacements for older ones, hospital beds, etc.)

Among the 329,248 persons in Newark, 27.8 percent or 91,520 were under 15 years old, and 8.8 percent or 28,838 were 65 years and over. While we find the general labor force between the age of 21 and 70, within that span, we find another grouping which has an important linkage to land use. The 25 - 44 age group is the home buyers who increase the demand for residential land. The 10 - 24 age group also affects the City negatively as evidenced by the increase in vandalism and crime. This impact is translated into socio-psychological fear, the perception of unsafe neighborhoods and streets. This fear affects land use through out-migration and reduced investment interest.

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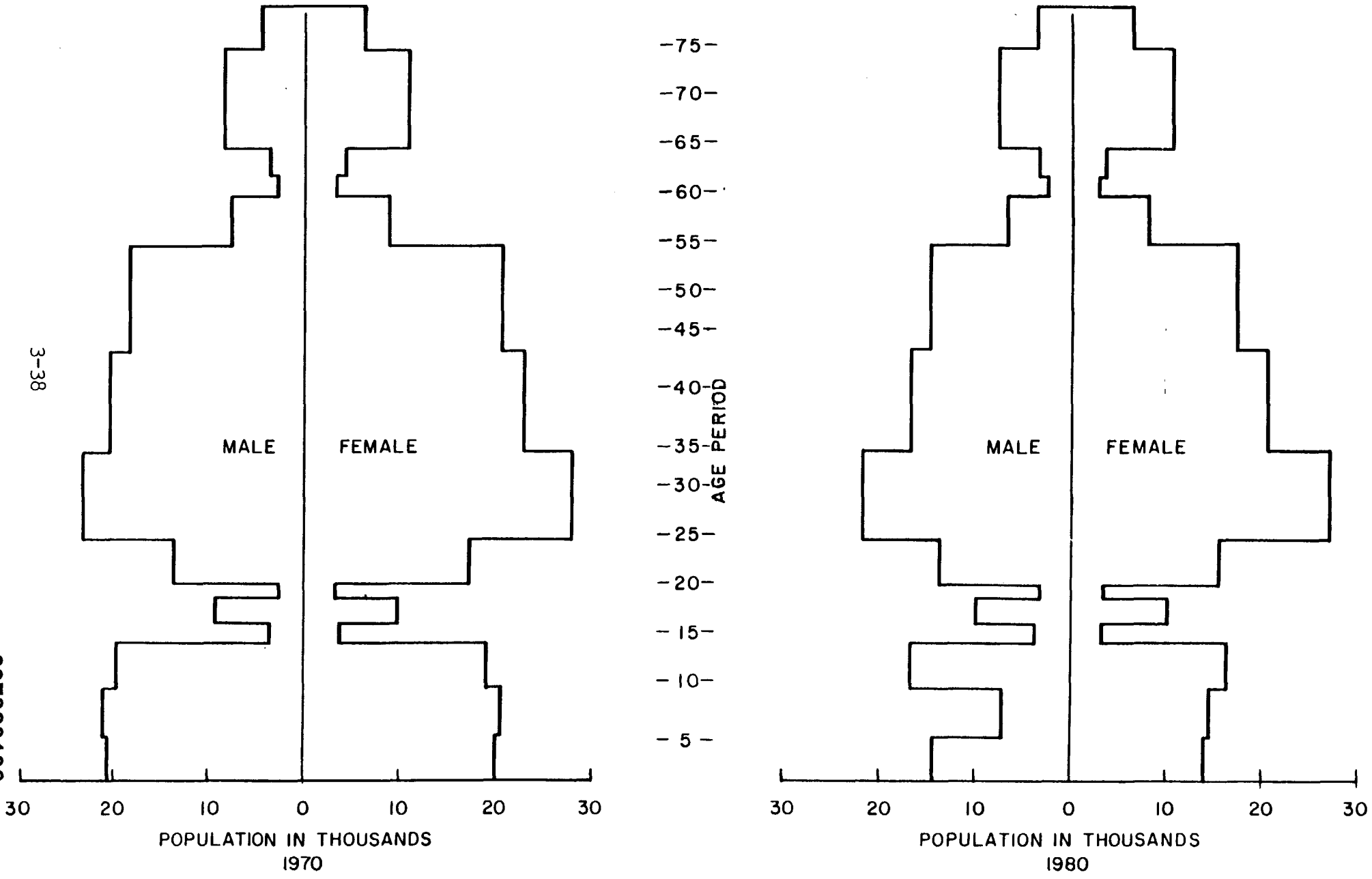
AGE STRUCTURE PYRAMID



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313.00 HOUSEHOLDS

One of the major national trends over the past ten years has been an increase in the number of households, especially small households. In Newark in 1980, 110,912 households were recorded of which 29,203, or 26.3 percent, consisted of one-person, and 10,888, or 9.8 percent, had six or more persons. Non-family households composed of householders who lived alone or only with unrelated persons represented 32,657, or 29.4 percent, of all the households. 809 persons lived in group quarters. Among person 65 and over, 62.1 percent lived in family households, 35.1 percent in non-family households and 2.8 percent in group quarters.

Marital status is one indicator used to describe family life and its changing patterns. Among person in Newark 15 years and older, 42.9 percent of 106,632 men and 34.7 percent of 131,096 women were married (excluding separated) at the time of the census. Of the 148,591 persons in the City who had ever been married, 23.9 percent were either separated or divorced.

314.00 FAMILIES

Of the City's 27,738 White families, 73.5 percent were married couple families, and 21.3 percent were maintained by a female householder with no husband present. One-parent families maintained by the mother accounted for 11.3 of the White families with own children under 18 years old. Of the City's 44,372 Black families, 42.0 percent were married couple families, and 51.9 percent were maintained by a female householder with no husband present. One-parent families maintained by the mother accounted for 40.1 percent of the Black families with own children under 18 years old. Of the City's 15,005 Spanish origin families, 60.1 percent were married couple families, and 35.2 percent were maintained by a female householder with no husband present. One-parent families maintained by the mother accounted for 30.3 percent of the Spanish origin families with own children under 18 years old.

315.00 POPULATION POLICY CONCEPTS

The material presented in the subsequent pages forms the basis on which population policy for Newark should be constructed. The City must link past trends and their implications with future policy. The goal of population policies should be to enable:

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- The enhancement of social conditions which would bring to fruition the values of individuals, families and neighborhoods;
- The equalization of economic opportunities for minorities and women;
- The augmentation of the quality of life for all residents;
- The increased public awareness and understanding of the implications of demographic change, as well as it causes and consequences; and
- The increased flow of information to educate families and individuals in family size preferences, child rearing, child spacing, etc.

316.00 VITAL STATISTICS

316.01 Birth Rate

The birth rate for Newark in 1970 was 24.9 per thousand; in 1980, it fell to 18.5 per thousand but again increased to 20.2 in 1988. Table No. 3-9, will show some typical comparisons between 1940 and 1980. Table No. 3-10, indicates the comparative birth rate changes between 1981 and 1988.

The general fertility rates were 110.5 for 1970 and 75.5 per thousand for 1980. Illustration No. 2 will indicate the dramatic swing from high fertility levels of 7, 15, 21 & 22 years ago to levels approaching population replacement. A number of factors contributed to this decline. Among them were the following:

a. increased use of birth control methods;

b. higher cost associated with child rearing;

c. higher number of women having fewer children by desire;

d. liberalized attitudes toward abortion; and

e. increased number of males and females living alone as a result of an increase in divorce and separation. This reduces probability of copulation while placing greater demand for additional housing units.

Seemingly, the trend toward early marriage and child bearing by women was reversed approximately 20 years ago. The decline in early marriages is paralleled by a corresponding drop in fertility levels. Women are not only waiting longer to marry, but fulfilling a desire to have smaller families. One may look at either fertility as the independent variable and labor force as the dependent variable or vice versa. Because of the fecund period, competition for a female's time and energy appear to be a basic incompatibility between large families and full time employment outside of the home. If fertility is the independent variable, then low fertility frees a woman for high educational attainment and greater labor force participation. If fertility is a dependent variable, then the desire for employment either for economic or perhaps other reasons is viewed as a major factor. Consequently manipulating responsibilities, i.e. family and employer, may lead to restricted fertility and a pattern of child spacing that supports greater labor force participation.

Fertility, family type and the presence of children are also important measurements of the trends in family life. Newark had **79,080** families, of which 54.3 percent were maintained by a married couple, 40.1 percent by a female householder with no husband present, and 5.6 percent by a male householder with no wife present. Of the City's 47,753 families with own children under 18 years, 48.8 percent were one-parent families maintained by the mother.

Low mortality and fertility rates have joined forces to produce a population that, while increasing for many decades, now has a larger proportion of older persons and fewer young.

316.02 DEATH RATE

The volume of deaths continued to decline from a rate of 11.9 per thousand in 1940 to a rate of 9.4 in 1980 to 10.1 in 1987. Comparative changes can be seen in Table 3.

Newark, with a high number of senior citizens per capita compared with other New Jersey communities, is a clear indication of success in medical science giving rise to an increase in life expectancy. Furthermore, the quantity of senior citizens attests to their improved quality of life through strong housing policies and the commitment to provide safe and sanitary housing for them.

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BIRTH-DEATH RELATIONSHIP
NEWARK, NEW JERSEY

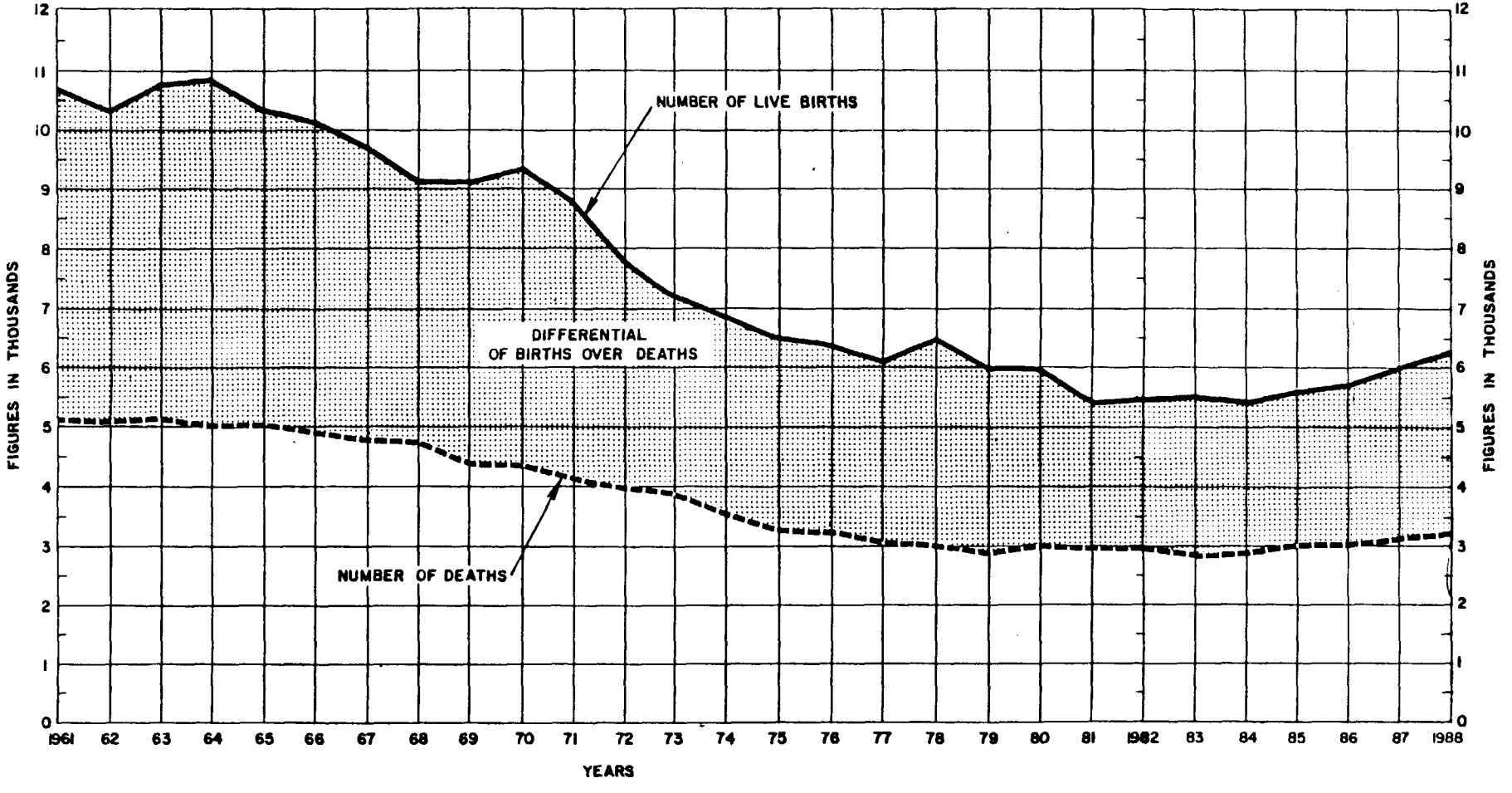

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TABLE 3-9

VITAL STATISTICS

BIRTH RATES PER 1000 POPULATION

	1940	1950	1960	1970	1980
BIRTH RATES PER 1000 POPULATION					
Newark	15.0	20.7	25.5	24.9	18.5
New Jersey	14.3	20.2	21.8	16.7	13.1
United States	19.4	24.1	23.7	18.2	15.1
DEATH RATES PER 1000 POPULATION					
Newark	11.9	11.4	12.4	11.6	9.4
New Jersey	10.9	10.1	9.8	9.5	9.3
United States	10.8	9.4	9.5	9.4	8.8

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TABLE 3-9 (Continued)

BIRTH RATES PER 1000 POPULATION

	1981	1982	1983	1984	1985	1986	1987	1988
Newark	16.7	17.3	17.2	17.2	17.7	18.3	19.1	20.2
New Jersey	13.1	13.1	13.3	13.4	13.9	14.2	14.8	15.2

DEATH RATES PER 1000 POPULATION

Newark	9.2	9.2	9.0	9.2	9.7	9.8	10.1	10.5
New Jersey	9.1	9.1	9.2	9.2	9.3	9.4	9.3	9.4

SOURCE: CITY OF NEWARK, DEPT. OF HEALTH & WELFARE; STATE OF NJ, DEPT OF HEALTH; U.S. NATIONAL CENTER OF HEALTH STATISTICS.

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316.03 NET NATURAL INCREASE

The decade of 1970 and 1980 showed a crude rate of population increase of 35,940 persons in absolute numbers. Newark's rate of population growth through Net Natural Increase in 1980 was 0.911% down from 1.35% in 1970 thus approaching Zero Population Growth. The shaded area in Illustration No. 2 will indicate the characteristics of this trend.

316.04 MIGRATION

Two major components account for Newark's population change. They are net natural increase and net migration. While the crude rate of natural increase is births over deaths, patterns of migration flows can only be estimated as a residual component of population change between two census periods. This relationship is shown as follows:

$$M = P1 - P0) - (B - D-) \ldots\ldots\ldots\ldots (1)$$

where **P1** and **P0** refer to the total population at terminal year and base year, and **B** and **D** represent birth and deaths respectfully.

Newark has experienced the out migration of numerous segments of its population. The move seems to be to the suburban fringe and neighboring counties, since they are continuing as growth areas. Ten factors appear to have contributed to the loss of 88,622 persons between 1970 and 1980.

a. increased family income as a stimuli for upward filtering;

b. marriage and other family reasons;

c. the desire to seek a new climate due to either medical or environmental reasons;

d. the high cost of energy;

e. high taxes;

f. abandonment by landlords;

g. failure of the City to keep pace with the demand for new and rehabilitated housing starts, thus affecting the quantitative and qualitative aspects of the housing stock;

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h. industrial relocation;

i. unemployed people seeking new employment opportunities; and

j. other financially undesirable matters.

The lack of adequate housing in Newark encourages one to look beyond the municipal boundaries where a greater latitude in choice prevails. However, the exodus from the City appears to be a function of income and age. The urban poor tend to remain while the more affluent tend to move further away. Likewise older families are less mobile, and the age cohort 20 - 32 is more likely to move longer distances.

As evidenced by Newark's high unemployment, the successive waves of departure of jobs and people from the City have depleted employment opportunities for those who remained. Out-migration has left behind a population disadvantaged in terms of skills and education. More than one third (1/3) of the population is out of the labor force due to age. The end result of the prolonged exodus coupled with the continued siphoning of skilled members of the labor force is the reduction of the City's manpower to a marginal competitive position among other cities.

317.00 EMPLOYMENT CHARACTERISTICS

The assertion that Newark's economy has finally "bottomed out" is substantiated by the presence of construction crews erecting skeletons of high-rise office buildings; by multi-family housings developments sprouting up in various neighborhoods; and by the flurry of activity related to the expansion and rehabilitation of manufacturing facilities. Nonetheless, queues at the unemployment and public assistance office and food stamp windows demonstrate that Newark is poised at some point just above the trough's bottom. National economic trends are taking their toll on even the strongest of markets, including those in the Southwest, where investment spending has been slowed down by persistently high interest rates, Yet the development mood is gaining optimism in Newark despite high unemployment and recession-imposed cutbacks in federal spending.

Newark's position in the Northeast corridor, in alliance with its extensive transportation network, has been critical to the City's potential for economic development and growth. Newark has managed to survive its proximity

to New York City, an international center for finance, entertainment and tourism. Moreover, the City has maintained its attraction for several major institutions, despite the powerful draw of wealthy suburban communities in northern New Jersey.

The highly developed transportation network about which Newark boasts is perhaps the most significant paradox relative to the City's economy. On one hand, they spurred the City's economic expansion. On the other, they facilitated the exodus of people and industry to areas that are convenient to services available in Newark. In the final analysis, the transportation system will be a major drawing card for future growth and redevelopment.

Like most other northeastern urban centers, manufacturing has been the heartbeat of Newark's economy. The City's key location and transportation resources made it a perfect site for producers of almost everything from tools to toys. In relation to other manufacturing centers, Newark is only an overnight's truck haul from such centers as Richmond, Pittsburgh, Cleveland and Rochester. Similarly such places as Western Europe, Latin America and the Hawaiian Islands are within twelve hours of Newark International Airport. Thirty years ago the manufacturing industry provided a healthy stimulus for other industry groups in the City, particularly wholesale and retail trade. During that period, employment in Newark's trade industry was at its peak, with nearly 30,000 jobs in the retail sector alone. This is not at all surprising since Newark was the recognized regional shopping center for much of northern New Jersey.

The move toward suburbanization initiated a steady decline in the City's manufacturing base and, subsequently, in trade, construction contracting, finance, insurance and real estate. The most dramatic change that has transpired throughout this period of industry out-migration is the shift in focus in the City's industrial base from manufacturing to services. While many of Newark's services, i.e. trade, finance, insurance, real estate, have also experienced decline, the losses have been far less severe, and in some cases, negligible, when compared to losses in the manufacturing sector. This transition toward a service sector economy bears out the fact that Newark is keeping pace with the rest of the nation. According to a 1980 bulletin published by the U.S. Department of Labor, after the turn of the century, only three in every ten workers were in

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service industries. By 1950, the weight had shifted to just over five in every ten workers or 68 million people. Service employment in Newark accounted for 44.7 percent of the covered jobs in 1960. By 1981, that proportion had risen to 49.8 percent.

317.01 MANUFACTURING TRENDS

Although Newark is undergoing the transition from a manufacturing-based economy to one that is more service oriented, the manufacturing industry continues to provide the largest employment base in the City. During the period from 1960 to 1970, this sector provided an average of 37.4 percent of the covered jobs in Newark. In the succeeding decade, the average fell to approximately 34 percent. By 1981, just over 750 firms in Newark were providing 38,600 jobs.

Most of the jobs in Newark's manufacturing industry are concentrated in electrical goods and machinery (15.6%); chemicals and allied products (11.6%); apparel and needle products (10.5%); and fabricated metal products (9.3%).

317.02 TRADE TRENDS

The decline in Newark's retail trade can be attributed as much to the emergence of suburban shopping malls as it can to a reduction in population, a slackening of buying power of remaining residents, and a high-crime image that discourages outsiders from shopping in Newark. Wholesale trade firms have also migrated out of the City. In 1973, wholesale and retail firms comprised 47,520 jobs. By 1981, the number of trade firms had fallen by 35.5 percent, to 1,885 establishments, providing only 25,206 jobs.

Factors contributing the out-migration of residents include the attraction of suburban bedroom communities, upward mobility and filtering. Increasing numbers of middle-income residents left the City in search of new opportunities. Since many corporate executive employees and their production workers were already moving to the suburban fringe, manufacturers followed, to expand their operations onto campus-like facilities. The out-migration of industry added further impetus for residents to follow their employers so as to keep their jobs. Though this cycle continues to occur, evidence suggests that the City can slow it down and reverse it, inasmuch as the non-white community has experienced growth, and numerous firms are beginning to look for a Newark location.

318.00 LABOR FORCE

Labor Force Status. In the City, 55.1 percent of all working-age (16 years and over) persons and 46.4 percent of working-age females were in the labor force. 54.5 percent of persons 16 years and over worked in 1979. The unemployment rate for Newark was 13.4 percent. The unemployment rate was 9.7 percent for White persons. The unemployment rate was 15.8 percent for Black persons. The unemployment rate was 13.7 percent for Spanish origin persons.

Occupation, Industry, and Class of Worker. Newark residents were employed in a variety of occupations in 1980. They included 21,997 in administrative support occupations, including clerical. Another 21,438 persons were machine operators, assemblers, and inspectors, and 14,248 persons were in service occupations, except protective and household.

Occupation describes the kind of work done by a person, whereas the industry classification of a person's job describes the main activity of the employer. Residents of the City were employed in the following industries: 34,373 persons were employed in manufacturing, 21,144 persons were employed in professional and related services, and 7,189 persons were employed in public administration.

Of the 110,052 employed persons in Newark, 75.9 percent worked for wages or salary for a private company, business, or individual. Another 21.7 percent held local, state or federal government jobs. The self employed represented 2.2 percent of the employed.

This trend in Newark's labor force has been established by the State of New Jersey, Department of Labor. Illustration No. 4 will indicate the trend to which Newark's labor force has been directed between 1960 and 1980. With substantial new construction around the town and new employment opportunities expected, this trend curve will reverse showing a positive growth cycle between 1985 and 1990.

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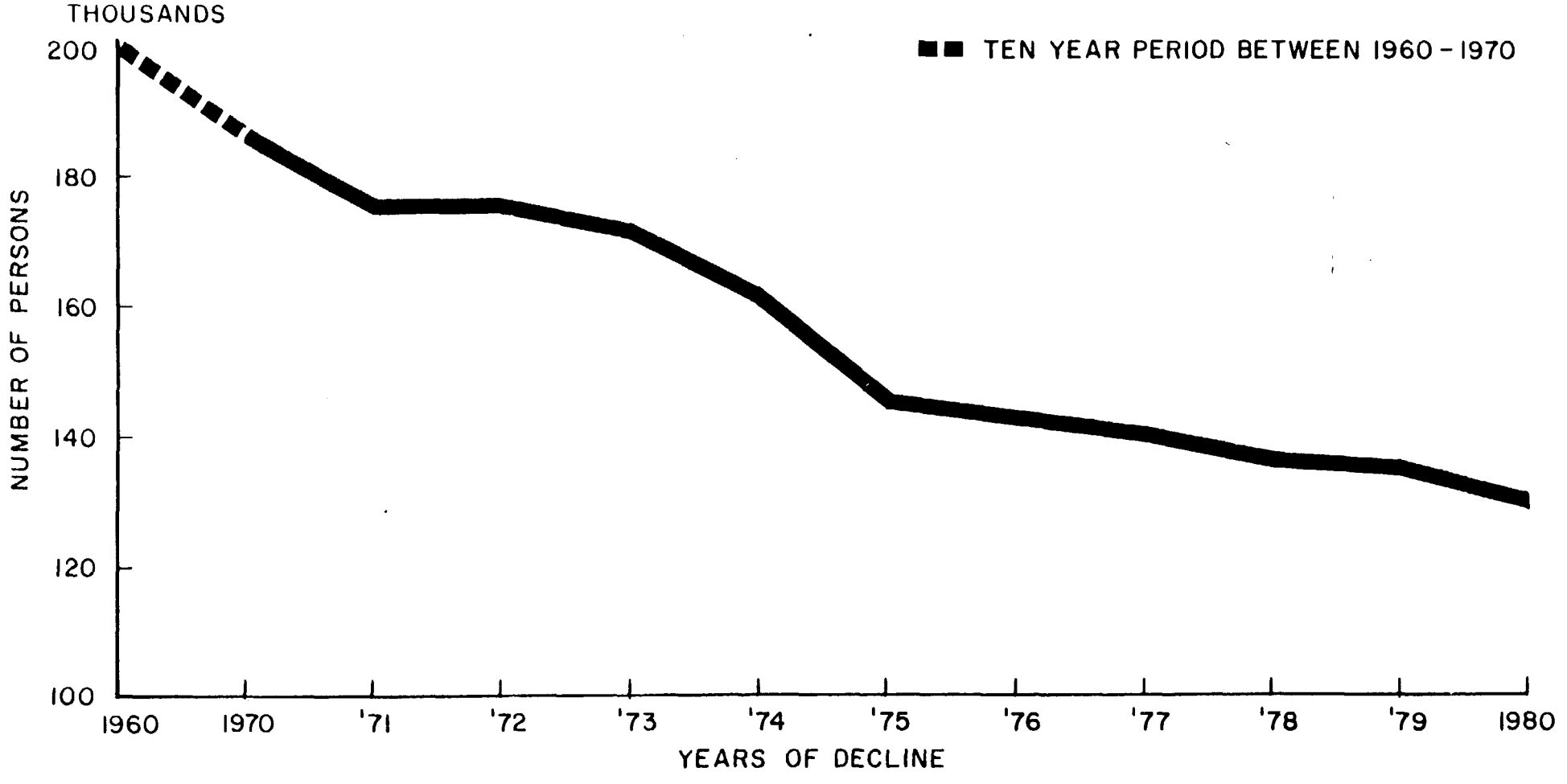
NEWARK'S LABOR FORCE



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A further look will indicate a youthful structure within the employment force. In 1970, 16.7 percent of the City's population was aged 16 - 24. By 1980, that percentage increased to 17 percent. More striking than the addition of younger people to the labor force was the increase in the rate of female participation. According to U.S. Census Bureau data, women comprised 39.6 pre cent of the labor force in 1970. By 1980, that figure grew to 46.8 percent.

319.00 JOBS-HOUSING IMBALANCE

The geographic relationship between residential and commercial land use (residence and job site) is severely imbalanced. Semi-skilled and unskilled jobs appear abundant outside of Newark and in areas out of reach of the center city poor. Travel time and cost are the chief inhibitors.

Transit operators are seemingly reluctant to make changes in the level of service or routing of service to accommodate local workers to markets where ridership is thin except for trip ends. The resulting mismatch of employment and low-income people has far reaching implications for local residents.

In Newark, residents look to the City, county, state and federal governments or other institutions, e.g. schools universities, hospitals, etc., for employment opportunities. Governments should not be the sole support of poor people. Until the dispersal of low-moderate incoming housing and the creation of reliable transportation linkages between the home and work site can be realized as barrier free, unemployment will continue to prevail at levels of higher than average or acceptable.

320.00 INCOME

Newark's birth rate is on the increase, 4.1 percent above the state average, thus affecting the municipal rate of growth both demographically and economically. The demographic size of growth was discussed in previous sections. The important link between the two growth areas (demography and economy) is through migration and consumption.

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On the consumption side, income is the critical factor and is a variable that is dependent upon the prices received for productive services. These prices are determined by supply and demand. The differences in the distribution of income are attributed to such factors as education and opportunities for employment and training, property ownership and the ability to exert market power. The net effect of these constraints will determine what impact given levels of income will have upon the flow of goods and services (both public and private) and the quantity and location of investment spending.

The implications for Newark in the 1980's are unlike those for the decades which preceded, because we can no longer refer to "pockets of poverty". Today, we can only view heavy concentrations of poverty and pockets of affluence. This is a sign of the times for urban inner cities and particularly evident when considering the demographic, social and economic conditions at play in Newark.

In comparison to regional trends, the income structure prevalent in Newark is obviously well below that of surrounding areas. Moreover, statistics indicate that the disparity between incomes in Newark and those in Essex County is widening. Median household income for Newark rose from $6,191 in 1970 to $10,118 in 1980, while in Essex County, median household income nearly doubled over the same period from $8,461 to $16,186. Illustration No. 4 depicts graphically how Essex County incomes have out-striped incomes in Newark over the past decades.

The poverty threshold for a four-person family was $7,412 in 1979. Then a total of 106,895 persons lived below the poverty level in Newark, or 32.8 percent of all persons for whom poverty status was determined. Related children under 18 years represented 47.7 percent of the poverty population in Newark.

Among the major concerns in many areas are the economic situations of the older population and of families maintained by a woman with no husband present. 7,278 persons 65 years and over were living below the poverty level in 1979 or 25.3 percent of all elderly persons in Newark. Of the 23,677 families below the poverty level in Newark, 73.4 percent had a female householder with no husband present.

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The poverty rate in Newark by race or ethnic background was: 20.2 percent for White persons; 37.7 percent for Black; 41.2 percent for persons of Spanish origin.

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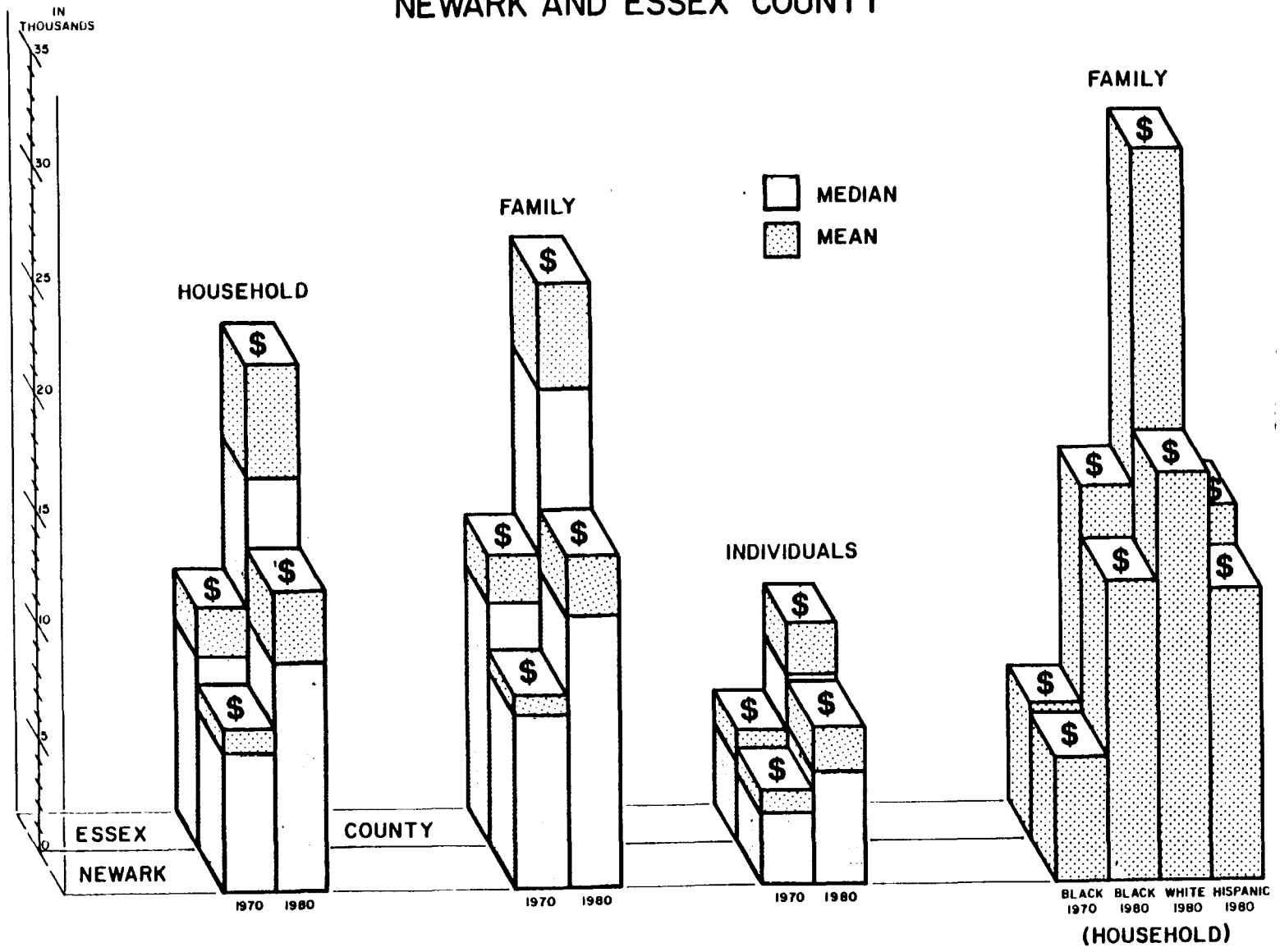
INCOME
NEWARK AND ESSEX COUNTY



SOURCE: U.S. CENSUS OF POPULATION

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320.01 SUPPLY-SIDE IMPLICATIONS

Industrial out-migration and the transition in the City's economy from manufacturing-oriented jobs to service sector jobs are the two major causes for the decline in Newark's income structure. It is quickly becoming evident that until Newark's labor force can become adapted to the new technologies of production and services, the income structure will be slow to improve.

On the other side of the coin, employers will soon discover that their pool of laborers will include older, more mature and often more experienced job applicants than were available during the past twenty years. This is due primarily to the general aging of the Newark population, a trend which will continue. For employers, this may mean that while some training (or retraining) may be necessary for the Newark employee, the result may be higher levels of productivity from a more stable and reliable work force.

320.02 DEMAND-SIDE IMPLICATIONS

National trends seem to reflects quite accurately the circumstances that bring about the low income structure in Newark. Income levels determine the flow of public and private goods and services, which is translated into abandonment and disinvestment, increasing costs per capita for public services and declining purchasing power.

A primary example is the housing market, where the median rent for Newark apartments was $178 in 1980, according to the U.S. Census. The market rental rate for comparable apartments outside of Newark is closer to $400. This disparity is a directly result of the City's income structure, and it causes developers of middle-and-upper income housing to seek out locations other than Newark.

One of the primary contributions to the wide disparity between income levels in Newark and the surrounding areas is race. Statistics, both nationally and locally, continue to show that Black family incomes remain considerably lower than those of comparably sized White families. The income disparity is all the more serious when one considers the U.S. Bureau of Labor Statistics' report that the cost of living for the New York-Northeastern New Jersey region was the highest in the country in Autumn 1981. According to the BLS News release:

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> ...estimates for three hypothetical four person family budgets [indicated that] the higher level budget for this area was estimated at $47,230, topping each of the other 22 mainland areas studied. It was $9,170 more than the urban national average of $38,060, a differential of 24 percent. The budget here was about $13,500 or 40 percent higher than the lowest cost area, Dallas, Texas. At $15,705, the lower budget level for the New York-Northeastern New Jersey area ranked sixth highest among the 23 mainland areas studied. The lower level budget for New York-Northeastern New Jersey was 2 percent above the national average.

These statistics strongly suggest that the need to increase income levels among Newark families is more pressing than even the raw figures indicate. The cost of food, shelter and clothing is higher in this region of the country. Consequently, the land use and planning strategies designed to address this issue must be progressive as well as pragmatic.

The prospects are somewhat optimistic in that Newark-based development activities will generate demand for employment. The objective of development strategies must therefore be to make these opportunities available to Newark households. For the Newark labor area, this will not be as gruelling a transition as it might appear, in light of projections for growth in the manufacturing activities at a low 4.9 percent over the next few years. The greatest demand for employment will be for service, clerical and professional workers.

According to the New Jersey Department of Labor, service workers employment is expected to total 478,040 in the Newark SMSA by 1985, an increase of 17.2 percent over the 1979 level. Similarly the demand for clerical and professional workers is expected to increase by 24 percent and 14 percent respectively over the next few years. The challenge for the under-or-unemployed Newarkers will be to tap into this increasing demand for labor. The outlook is positive in that the office space boom presently underway will create a demand for more eating and drinking places in the City's retail trade sector, and Newark has numerous hospitals in its service industry. These institutions will account for a part of the demand for clerical and service employment.

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Moreover, professional workers are employed largely in service industries such as health care, education and business services, and these institutions are well represented in Newark.

The following set of tables provides a detailed summary of the labor force activity in Newark.

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NEWARK'S EMPLOYMENT AND NUMBER OF UNITS REPORTING BY MAJOR INDUSTRY GROUPS

YEAR	MANUFAC'G	UNITS	WHOLESALE	UNITS	RETAIL	UNITS	WHSLE/RE'AL	UNITS	TRANSPORT'N	UNITS	TOTAL YEAR	TOTAL
1960	81839	1585	0	0	0	0	46861	2524	12987	281	200972	6661
1961	83169	1574	0	0	0	0	45782	2493	13767	273	204366	6602
1962	77844	1556	0	0	0	0	46524	2463	13884	291	0	0
1963	76231	1528	0	0	0	0	45073	2370	17078	294	199628	5484
1964	76024	1501	0	0	0	0	44481	2342	17412	310	200262	6462
1965	77524	1462	0	0	0	0	43139	2250	18328	297	201871	6310
1966	77179	1407	0	0	0	0	38891	2281	17913	297	199132	6218
1967	74404	1340	0	0	0	0	40995	2135	19774	297	201849	5907
1968	69934	1270	0	0	0	0	38086	1960	17529	301	192360	5571
1969	67146	1290	0	0	0	0	39837	2744	19370	351	195626	7391
1970	62687	1235	0	0	0	0	39114	2842	15955	365	186602	7575
1971	56613	1204	0	0	0	0	36639	2837	15780	359	175358	7443
1972	53885	1132	0	0	0	0	33379	2733	15818	357	174908	7167
1973	52997	1075	0	0	0	0	31309	2572	16211	351	170962	6777
1974	50339	1030	0	0	0	0	29401	2504	13916	356	160879	6576
1975	44235	993	10369	655	16295	1729	0	0	14606	348	145559	6262
1976	45706	966	10001	652	15767	1756	0	0	14735	346	143791	6155
1977	45332	940	9391	620	15525	1605	0	0	14655	326	140457	5733
1978	43889	885	8826	599	15412	1597	0	0	12478	339	135466	5679
1979	43491	819	8490	573	15269	1446	0	0	12529	306	135085	5154
1980	40461	800	7305	531	14409	1425	0	0	12552	319	130589	5038
1981	38607	757	3049	516	14255	1368	0	0	12875	320	125926	4811
1982	36600	770	3039	628	13377	1348	0	0	13529	339	124753	0
1983	37213	742	7839	631	13658	1349	0	0	15537	352	129147	0
1984	36664	712	8351	624	14433	1332	0	0	18577	369	133309	0
1985	30212	695	7481	571	14620	1298	0	0	17269	364	0	0
1986	28425	641	7815	538	14152	1160	0	0	17291	335	0	0
1987	26974	647	7349	523	13517	1146	0	0	17601	351	119414	4541

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YEAR	COMCN/UTILS	UNITS	SMSRS/AMUSM	UNITS	FIN'LREALES	UNITS	CONSTR'N	UNITS	MIN'G/AGRIN	UNITS	TOTAL YEAR	TOTAL
1960	10250	9	21082	1285	22007	563	5932	411	14	3	200972	6661
1961	10150	10	21823	1277	22673	561	6977	408	25	6	204366	6602
1962	9939	11	22622	1306	22352	552	6175	392	0	0	0	0
1963	9983	11	22445	1326	22769	558	6011	389	38	8	199628	5484
1964	9972	11	23025	1343	22673	551	6629	393	46	11	200262	6462
1965	9754	12	22974	1326	22694	552	7391	398	67	13	201871	6310
1966	9806	12	23777	1311	23088	522	8383	376	95	12	199132	6218
1967	10362	12	24729	1265	23800	495	7711	352	74	11	201849	5907
1968	10487	11	24781	1235	23980	460	7497	323	66	11	192360	557[illegible]
1969	10951	12	25673	1950	24305	649	8244	380	100	15	195626	7391
1970	11547	13	250[illegible]4	2020	24768	692	7416	392	101	13	186602	7575
1971	10578	12	23864	2001	24701	667	7084	349	90	14	175358	7443
1972	10585	14	27832	1932	26590	650	6751	336	104	13	174908	7167
1973	11602	14	28361	1804	24057	621	6291	326	134	14	170962	6777
1974	10976	15	26948	1734	24335	619	4877	305	87	13	160879	6576
1975	9354	16	23835	1637	22658	581	4193	289	64	14	145659	6262
1976	9029	13	23585	1573	21357	554	3537	280	74	15	143791	6155
1977	8929	16	24546	1471	18557	489	3280	251	141	15	140457	5733
1978	8499	17	25701	1497	17887	461	3691	269	83	15	136466	5679
1979	8683	16	26036	1352	16798	401	3724	230	65	12	135085	5154
1980	8808	18	26627	1309	16293	396	3559	226	76	14	130589	5038
1981	9031	19	25849	1256	15035	361	3062	206	53	8	126826	4811
1982	9351	22	24785	1310	16294	382	2714	0	64	0	124753	0
1983	10420	23	26779	1326	13296	377	3304	245	71	10	128147	0
1984	9932	25	28221	1323	13725	364	3138	256	68	9	133309	0
1985	0	0	29546	1322	12199	355	3948	271	0	0	0	0
1986	7694	18	30849	1264	12210	300	4006	260	92	9	0	0
1987	7837	21	30344	1257	11475	298	4224	290	0	0	119414	4541
1988	7328	21	29508	1253	12001	305	4390	305	0	0	0	0

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NEWARK'S EMPLOYMENT AND NUMBER OF UNITS REPORTING BY MAJOR INDUSTRY GROUPS

CLASS	1980	1981	1982	1983	1984	1985	1986	1987	1988
MFGIND	40461	38607	36600	37243	36864	30212	28425	26974	24982
WHSLERET	0	0	0	0	0	0	0	0	0
TRANSPOR	12552	12875	13529	15537	18577	17269	17291	17601	18542
WHOLESAL	7805	8049	8039	7839	8351	7481	7815	7349	7377
RETAIL	14408	14265	13377	13658	14433	14620	14152	13517	12582
COMUNUTI	8808	9031	9351	10420	9932	12199	7964	7837	7328
SERVICES	26627	25849	24785	26779	28221	29546	30849	30344	29508
FINANRES	16239	15035	16294	13296	13725	12199	11921	7837	12001
CONSTRUC	3559	3062	2714	3304	3138	3948	4006	4224	4390
MINEAGRI	76	53	64	71	68	0	96	0	0
** Total **	130535	126826	124753	128147	133309	127474	122519	115683	116710

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321.00 NEW CONSTRUCTION ACTIVITY

New construction activity and resurgence of the development interest in the City will have favorable impact by creating new jobs in the private and public sector areas of employment. In April 1988, the Newark Economic Development Corporation (NEDC) announced plans for four separate development projects creating 240 new jobs in the manufacturing and warehouse distribution employment areas and $5 million in new taxables for the City. Applications have been submitted by the developers to obtain state loans for their projects. These future opportunities in new building construction and new jobs include the following:

- A $100 million site proposed for light industrial and commercial development at Waverly yards near Routes 1&9.
- A $100 million hotel and office plan near Newark's International Airport.
- The 500,000 square foot South Ward Industrial Park being built by the Port Authority of New York and New Jersey.
- The construction of a new Federal District Court Building in Newark's Central Business District (CBD) (700 new jobs).
- A new 30 study office building also in the CBD (Grant USA I).
- The construction of a $105 million, 22 story office tower "The Summit at Gateway", at Raymond Boulevard and McCarter Highway (City's Riverfront Development Project).
- The construction of the Newark Legal and Communications Center, a 465,000 square-foot, 21 story office tower (City's Riverfront Development Project).
- The reconstruction of Seton Hall University Law School in downtown Newark including a five-story law school building and auditorium and two-office towers (17-26 stories), with a project cost of about $150 million.
- The proposed construction of a $750 million, 121 story, 3 million square foot office tower in Newark's CBD (Grant USA Tower).

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- The "One Penn Center", a thirty-three story 35,000 square foot office complex, at McCarter Highway and Edison Place with an estimated cost of $130 million.

- The proposed "Hartz Mountain Industries Complex" on Raymond Boulevard adjacent to Penn Station will entail two twin office towers with a combined floor space of 750,000 square feet and parking for 1,000 cars.

- The proposed construction for a $400 million residential, office and retail project on Newark's Passaic River waterfront.

- The construction of the New Jersey State Center for the Performing Arts, a $50 million project to include several phases of mixed use development, a concert hall and new theatre.

- The completion of a $55 million medical office complex and parking garage on the Newark campus of the University of Medicine and Dentistry of New Jersey.

- The completion of the Renaissance Mall an 30 story office building at Broad and Lafayette Streets.

- The completion of three major shopping centers: the "New University Shopping Plaza" located at West Market Street and 12th Avenue, the New Community Corporation Center at Bergen Street and South Orange Avenue, and one at Avon and Irvine Turner Boulevard.

322.00 NEW HOUSING DEVELOPMENT PROJECTS

The City of Newark is now entering a new Renaissance Era of redevelopment which includes new housing and office building construction. The City is now committed to promoting a innovative housing strategy to encourage new housing construction for different economic levels, to attract a socio-economic mix, and to increase the City's tax base structure.

For the first time since 1970, market housing is now being built in Newark. Current housing construction activity is indicative of this new trend. For instance, two major housing development projects have emerged since 1986: the conversion of the former Newark News

Building in downtown Newark into luxury condos; and the commitment to build 650 townhouses in the Central Ward area called University Heights by a major housing development company.

Another small minority-owned company was the first developer to test the higher income housing market in the City. The housing developer had previously experimented in the moderate income scale housing venture, constructing single family homes on in-fill housing sites in the Vailsburg Community of Newark. Then he constructed forty townhouse units in the University Heights area, without benefit of tax abatement. He believed, quite correctly, that there was pent-up demand for decent, affordable new housing, even though nobody seemed to be constructing any. The two bedroom units sold for $85,000, and the housing company sold all 40 units quickly. 67 percent of home buyers were Black, 22 percent White, and the balance Asian or Hispanic. Interestingly, a number of new home buyers were from outside Newark. However, it would appear that they come from other urban areas in the region.

No single answer explains why the City of Newark has become a target for housing developers in the middle 1980's. Some attribute the new housing trend to the general economic boom taking place throughout the State. Others cite a superb transportation system and the City's ideal location within the New York-New Jersey Metropolitan region. Both are probably right.

The early history of Newark shows that people were inclined to seek housing close to their work, especially before the advent of the automobile. Similarly, current housing sales indicate that the new home buyers are preferring to live close to where they work, since commuting has created problems both in time and money.

The demand for middle-income housing in the City certainly now exists. Many families with incomes between $35,000 and $50,000 want to live in Newark to suit their life style preference for urban living. However, moderate-income households of one to five persons earning between $19,500 and $30,000 also desire housing. These are people who want to invest in homes but can not afford the current market price for new housing in their neighborhoods.

The acute need for affordable housing in Newark became visually evident in 1987 when some 500 residents appeared at a public hearing seeking pre-applications

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for 70 available low to moderate income units to be built in the Central Ward by another minority based housing developer. This housing project is being financed by the State and City through grants and tax abatements. The development sponsors have indicated that 42 of the 70 housing units will sell for $35,000 to families with a total income of at least $16,500 and not more than $19,500. The remaining 28 units will be priced at $61,250 for families with incomes not exceeding $31,280. The State Department of Community Affairs (DCA) also indicated that it would contribute $1.3 million to bring down the purchase price of the homes and will assist purchasers through a finance program requiring a 5 percent down payment and available mortgages at 1.5 percent below the market rate.

This is the type of housing assistance required to support affordable housing especially when one considers that the State's annual medium family income is $37,000, and the average cost of housing in the State is $147,000. In this instance, a new home buyer would have to earn between $70,000 and $80,000 to even qualify in the current housing market. The State has recently given a boost to the new home buying market by passing legislation that would grant five year tax abatement to new home owners.

On May 2, 1988, a local minority housing developer publicly announced a redevelopment proposal to build 3,000 units of low and moderate income housing on 180 acres traversing three ward districts in the City. The project boundary includes Clinton Avenue on the north, Broad Street on the east, Petty Street on the south and Irvine Turner Boulevard on the west. The housing development company said that the plan, the Valley Area Development, would include townhouses detached houses, rental units and the rehabilitation of existing houses. The proposal includes committing 600 units, or 20 percent of the total development, to Section 8 Housing for low and moderate income units. The developers also indicated they are hoping to receive approval of from 120 to 150 units under the Regional Contribution Agreement Program.

Obviously, the need for new housing to accomplish a socio-economic mix in population will require new housing assistance programs to keep pace with the higher income buying trend now taking place in the City. We discuss later in this section affordable housing programs currently available to support moderate income housing needs. Low-income housing needs are being

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directed to public housing where extensive modification proposals have recommended the construction of new townhouses as opposed to the continuation of the antiquated high-rise apartment projects. While the State has been diligent in imposing affordable housing requirements, many say that the State Government has failed to back up its mandate with supportive funding to achieve this goal.

323.00 PRESENT AND FUTURE HOUSING NEEDS

In the aggregate, the housing need for all types and income levels is projected at 1,213 units per annum, based upon the principle that a municipality should produce annually 1 percent of its previous Decennial Census housing stock. The 1980 census figures show a total of 121,387 housing units.

The City of Newark has lost approximately 22,439 housing units through demolition permits alone since 1970. Over a 20 year period, 1970-1989, two distinct periods of contrast can be compared from the City's official data base. Between 1970 and 1979, 15,136 housing units were demolished. Between 1980 and 1989, 7303 housing units were demolished. During the 1970-1979 period, the average number of units removed per year was 1,513, while in 1980-1989, the average fell to 730 units per annum. The 48.2 percent decrease in the average yearly demolition is mainly due to drastic reduction in the demolition budget, escalating costs and manpower reductions.

Added to this loss is an estimate of 1500 structural fires which occur over the period of one year where the structure is no longer fit for human habitation. Yet, many of these structures were not demolished pending rehabilitation. Such units represent additional housing units lost without being accounted for in the above total. The age and obsolescence of the City's older housing stock can also account for the extent of vacancy, abandonment, vandalism, fire and eventual demolition contributing to housing unit loss and neighborhood deterioration.

Table 3-12 indicates that current trends in new building activity have not been able to keep pace with the number of buildings demolished over the past ten years. This negative trend has drastically affected the extent of loss, not only in the City's housing stock, but also in affordable housing units.

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Over the past two years, however, the issuance of new building permits has finally outnumbered the loss of housing units from demolition. Hopefully this new positive trend will continue to provide a new renaissance in building construction that will effect neighborhood revitalization.

With all this in mind, we believe that, in keeping with the acceptable standard, the goal of adding 1,213 per annum over the next six years is a viable approach to adding new housing for all income levels.

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TABLE 3-12
COMPARATIVE SUMMARY
OF
HOUSING UNIT PERMITS ISSUED
AND
UNITS DEMOLISHED
(1980 - 1989)

HOUSING UNITS AUTHORIZED BY BUILDING PERMITS

YEARS	TOTALS	SINGLE FAMILY	2-4 UNITS	5 OR MORE UNITS	UNITS DEMOLISHED
1980	749	0	6	743	1421
1981	384	0	24	360	1005
1982	65	0	0	65	1535
1983	108	1	7	100	846
1984	81	57	24	0	295
1985	56	4	8	44	767
1986	238	5	79	154	586
1987	184	129	13	21	468
1988	230	33	27	97	166
1989	368	75	36	257	214
TOTALS	2463	304	224	1841	7303

SOURCES:

NJ RESIDENTIAL YEARLY SUMMARY
DIVISION OF PERMITS, NEWARK, NJ (THROUGH DECEMBER 31, 1989)

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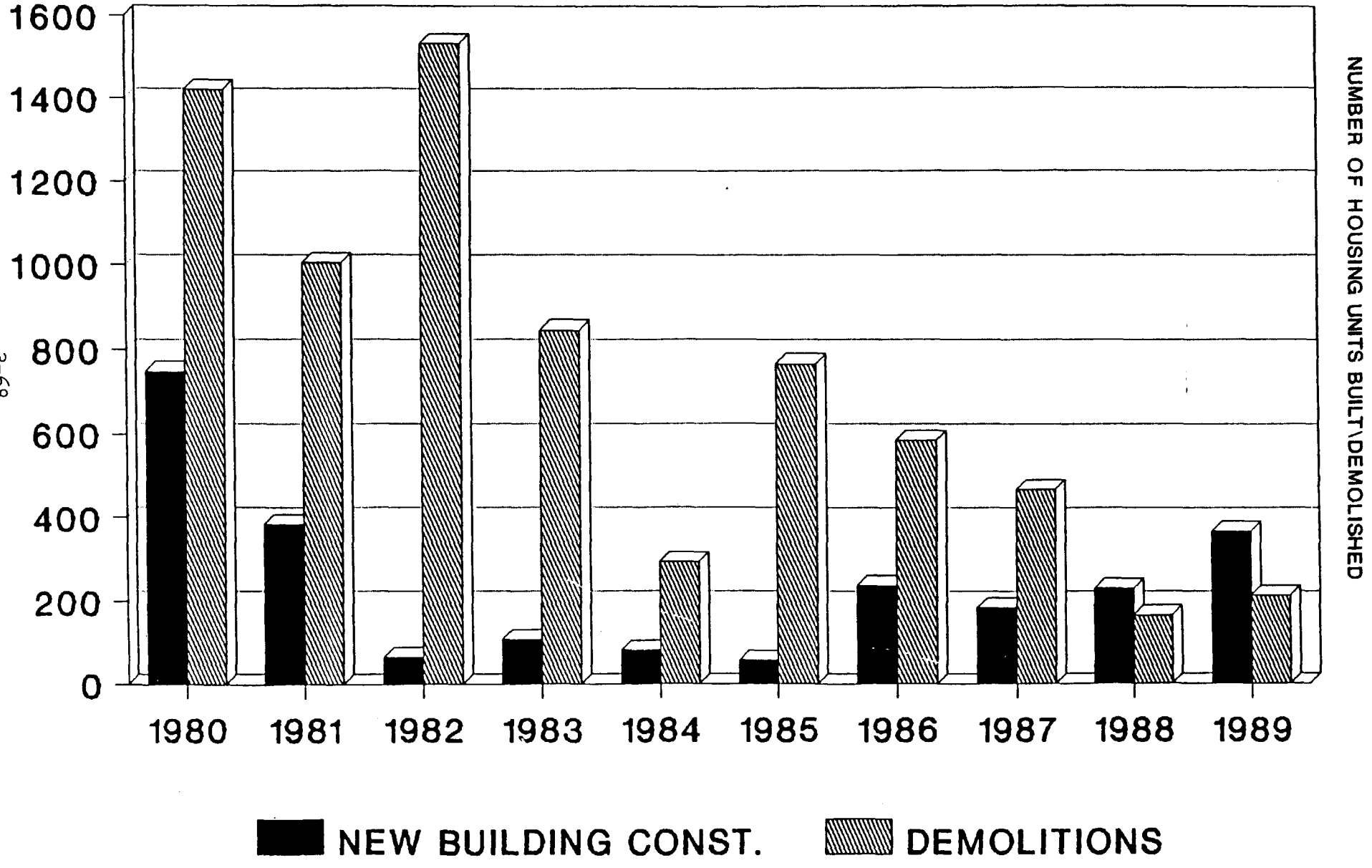
COMPARATIVE SUMMARY OF NEW BUILDING CONSTRUCTION AND DEMOLITION BY YEAR (1980-1989)



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324.00 AFFORDABLE HOUSING NEEDS

Current City Assessment figures indicate that more than 4,500 new housing units, estimated to be over $470 million, are either now being built or are in various stages of planning in the City of Newark. This new trend in housing construction is, however, mostly directed to condominium construction or conversion that is attracting a higher income level of population back to the City. Much of the new housing construction is being done with private financing and tax abatement. The new trend is a commitment by the City to address total population housing needs that include low and moderate-income as well as middle-income housing.

The City is now utilizing several available options to achieve its low and moderate income housing goal. The available housing resource programs include:

- Regional Contribution Agreements
- Newark's Housing Assistance Program
- New Public Housing Initiative
- The Enterprise Foundation
- Newark Housing Partnership
- Homeless Housing Assistance Program

For the following reasons, we believe Newark can achieve its affordable housing goals:

(1) Currently, 10,946 units exist in the Public Housing sector. The projected 1990 completion date for the construction of 1,488 new low-income housing units will increase the current figures to 12,434 units.

(2) The May 1986 (COAH) mandate to the City of Newark to build 4,885 low and moderate income housing units by 1993 can be redefined as follows:

a) Subtracting the total anticipated Affordable Housing Program figure, 2,751 units indicated in Table 3-13a, from the 4,885 units, decreases the mandated 1993 figure to 2,134 units. This new figure spread out over the next three years would require 711 units built per year.

This new annual estimated figure of 711 units is only 13 units more than the previous 697.8 estimate figure indicated in The Housing Element of the Master Plan, Section 300.00.

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TABLE 3-13a

AFFORDABLE HOUSING PROGRAMS AND PROJECTED HOUSING UNIT ESTIMATES (Low and Moderate - Income Housing)

Current Programs	No. of Units
● Regional Contribution Agreements.... (cannot be credited to receiving municipality)	-
● Newark's Housing Assistance Program....	
New Construction	497
(Housing Rehabilitation)	597
● New Public Housing Initiative.....	1488
● The Enterprise Foundation..... (La Casa Housing Project)	50
● Newark Housing Partnership..... (300 new units plus 300 rehabs, only 20 percent of the total 600 units will be made available for Low and Moderate income families.)	120
● Homeless Housing Assistance Program..... (This emergency service is directed to existing housing units and assigned shelters.)	--
TOTAL	2752

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325.00 REGIONAL CONTRIBUTION AGREEMENT PROGRAM (RCA) (MOUNT LAUREL DECISION)

The RCA program is a way to provide housing for the City's low and medium income residents. Participating sending towns can transfer housing units to receiving towns by paying a certain amount, at least $10,000 per unit, to a receiving town participating in the RCA program. The City of Newark could receive as much as $20,000 per each unit of low and moderate income housing under the RCA transfer program. This would lower construction costs for each unit built to accommodate low-income housing limits.

Example

Villa Santa Maria Housing Project
(Sponsor: La Casa Don Pedro)
37 Townhouse Units ($27,000 with RCA assistance per unit) Low and Middle income families between $13,000 -$15,000 income range.

RCA Commitments:

Passaic Township RCA
17 units at $20,000 each unit

Roseland RCA
20 units at $17,000 each unit

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OTHER R.C.A. COMMITMENTS TO THE CITY OF NEWARK

PROJECTS INCLUDED IN REGIONAL CONTRIBUTION AGREEMENT (PROJECT NAME/SPONSOR/TOTAL # D.U.'S/% OF MT. LAUREL)

1. Johnson & Sons Realty, Inc.....Roseland R.C.A
   27 Units at $17,000.00 each

   27 D.U./100%
   27 low and moderate income rental
   Project Address: 218-228 Chancellor Avenue

2. NCC Estates Condominiums.....Denville R.C.A.
   New Community Corporation 56 Units at $15,000.00 each

   65 D.U./100%
   33 low income units
   32 moderate income units
   Project Address: Fairmount Avenue and Bergen Street between 14th and 15th Avenue

3. NCC Roseville Gardens.....Denville R.C.A.
   New Community Corporation 31 Units at $15,000.00 each

   All low income and rental
   Project Address: 351-357 Roseville Avenue

4. Prospect Gardens.....Passaic Township R.C.A.
   La Casa de Don Pedro 7 Units at $20,000.00 each

   7 D.U./100%
   All low income units
   Project Address: 81-85 Mt. Prospect Avenue and 82-86 Garside Street

5. Villa Santa Maria.....Passaic Township R.C.A.
   La Casa de Don Pedro 19 Units at $20,000.00 each

   39 D.U./100%
   All low income units
   Project Address: Broadway between 4th Avenue and Kearny Street

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6. Trinity Village.....Passaic Township R.C.A.
Trinity Village 16 Units at $12,000.00 each

All moderate income units
Project Address: 519-543 Bergen Street, 199-203 Avon Avenue, 2, 4, 6, and 8 Chadwick Avenue, 202-206, 208-210, 212-216 Rose Street

7. Upper University Heights.....Roseland R.C.A
University Heights 13 Units at $17,500.00 each
and
Neighborhood Development Corp. Denville R.C.A.
24 Units at $15,000.00 each
and
East Hanover R.C.A
12 Units at $20,000.00 each

All low income units
Project Address: Fairmount and Littleton Avenue between 15th and 16th Avenue

8. University Heights.....Denville R.C.A.
K. Hovnanian at Newark, II, Inc. 25 Units at $15,000.00 each
(Site A)

168 D.U./15% (25 D.U.)
13 low income, 12 moderate income units
Project Address: Boston, Wickliffe, Howard Street bordered by So. Orange Avenue and 13th Avenue

9. West Side Heights.....East Hanover R.C.A.
2 Units at $20,000.00 each
and
Roseland R.C.A
6 units at $17,000.00 each

All moderate income units
8 D.U./100% each
Project Address: South Orange Avenue

mfl
LC:W:25

NEWARK REGIONAL CONTRIBUTIONS AGREEMENTS

NAME OF SENDING MUNICIPALITY	CONTRACT AMOUNT	NO. OF UNITS	STATUS
Denville	$ 2,040,000	136	Regional Contribution Agreement approved by C.O.A.H.
Roseland	1,138,500	66	Regional Contribution Agreement approved by C.O.A.H.
Passaic Township	840,000	42	Regional Contribution Agreement approved by C.O.A.H.
Parsippany-Troy Hills	6,615,000	294	Resolution and Memorandum of Understanding executed.
East Hanover #1	280,000	14	Regional Contribution Agreement awaiting substantive certification.
East Hanover #2	1,198,500	51	Amount to be transferred agreed to by Municipal agents.
Berkeley Heights	3,031,500	129	Resolution & Memorandum of Under standing executed.
Roxbury #1	2,870,000	140	Resolution of approval by sender. Memorandum of Understanding pending.
Roxbury #2	912,000	48	Resolution of approval by sender. Memorandum of Understanding pending.
TOTALS:	$18,925,500	920	

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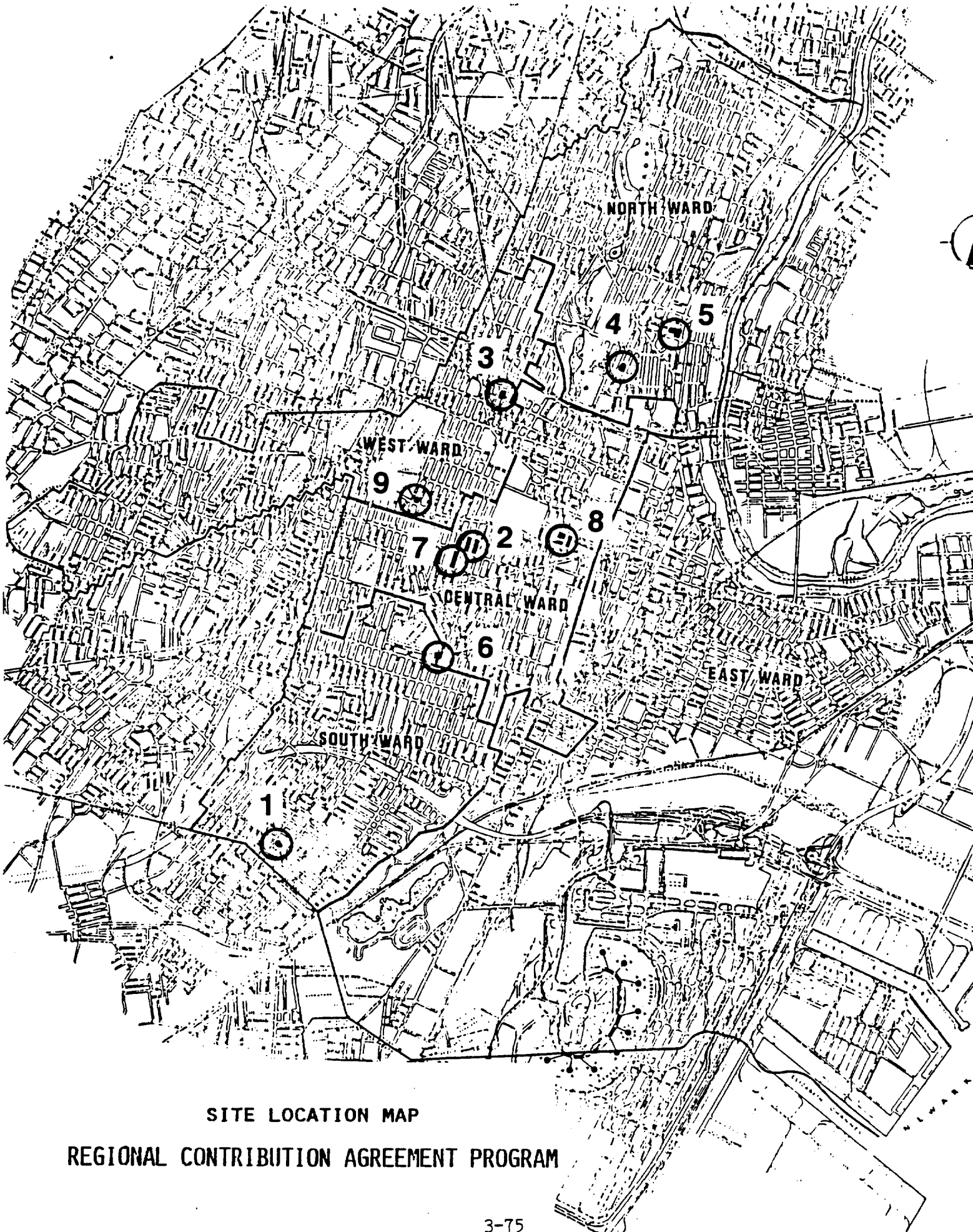

SITE LOCATION MAP

REGIONAL CONTRIBUTION AGREEMENT PROGRAM

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THE CITY OF NEWARK NEW JERSE

326.00 NEIGHBORHOOD PRESERVATION PROGRAM

Since January 1, 1987, the DHA has analyzed, redesigned, discontinued and created housing rehabilitation programs based on the City's success in any given program. In an effort to deliver housing services in a more effective, efficient manner, four (4) housing rehabilitation programs have been eliminated and replaced with one program which will accomplish the same objectives. An Emergency Assistance Program has been developed to assist low income property owners/seniors to make emergency property repairs which don't exceed $9,200.

327.00 RENTAL REHABILITATION PROGRAM

The Rental Rehabilitation Program is a Deferred Loan Program available to Newark residential property owners throughout the City. Property owners are required to match, at minimum, 50 percent of the rehabilitation cost, up to allowable program limits, with private funds. The City places a six (6) or ten (10) year lien on each property (depending on the number of dwelling units). If the property owner does not sell or transfer the property within the period listed on the lien, the loan is liquidated.

328.00 UNIVERSITY HEIGHTS PROGRAM

The University Heights Deferred Loan Program (UHDLP) is a deferred loan to homeowners with one to four family homes in the University Heights Target Area. The program provides homeowners with a $15,000 loan that carries a perpetual lien. The funds must be repaid upon sale or transfer of the property. The loan amount was recently increased from $5,000 to $15,000. This program is often used in conjunction with the Rental Rehabilitation Program to loan the maximum allowable amount of funds to homeowners. However, a unit treated with combined rehabilitation funds can be counted only once. Units completed with combined funds are usually credited to the Rental Rehabilitation Program.

329.00 SECTION 312 PROGRAM

The Section 312 Loan Program provides up to $33,500.00 per unit to residential property owners of one to ninety-nine (99) units. The terms of the loan can be up to twenty (20) years. The interest on the loan can be as low as 3% for low income homeowners. Moderate and upper income homeowners are charged the current interest rate of U.S. Treasury notes at the time of loan closing. HUD suspended program activity during 1989. Hopefully, the program will be renewed in 1990.

330.00 GRANT PROGRAM

The Grant Program will be extended to cover the entire City. It provides qualified homeowners $10,000 to abate code related and incipient hazardous conditions. The program accepts participants who fall into the HUD low/moderate income range and occupy the building.

331.00 PAINT PROGRAM

The Paint Program has been discontinued and replaced with the Neighborhood Stabilization Deferred Loan Program. It had made available to eligible South Ward homeowners funds to paint the exterior of their homes, plus a maximum of $1,000 for exterior carpentry repairs. Recipients of the grant had to be owner occupants with incomes in the low/moderate income range.

332.00 CBO REHABILITATION PROGRAM

Housing rehabilitation programs are also available to Community Based Organization (CBO) interested in participating in the housing rehabilitation process. Those community organizations who have participated in this program are:

- Roseville Coalition
- Coalition Six
- Unified Vailsburg
- H.P.H. Training/Rehabilitation Program
- West Ward Rehabilitation

Of these five, only the Roseville Coalition and Coalition Six participated in the program in 1989.

The following summary indicates the number of housing units rehabilitated from 1986 to 1989.

• Total units rehabilitated from 1986-1989	= 482
• Total units rehabilitated in 1989	= 115
Total units rehabilitated	597

The actual number of Community Based Organization projects supported by HCDA funding is:

• HCDA Year 12 (1986)	- 12 projects
• HCDA Year 13 (1987)	- 19 projects
• HCDA Year 14 (1988)	- 9 projects
• HCDA Year 15 (1989)	- 17 projects
	57 projects

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Technical assistance was also provided to the Department of Health and Human Services Emergency Shelter and Transitional Housing Programs. Five (5) projects were assisted during the fiscal years 1988-1989.

333.00 NEW HOUSING CONSTRUCTION

The "New Housing Production" unit is located within the Division of Housing Assistance, Department of Development. The objective of this unit is to assist in the overall development plans of this Department, including but not limited to "increasing the quality and standard of life for all Newark residents" through housing opportunities. This objective can be accomplished through a sound Municipal Housing Development plan which will:

A. Stabilize and strengthen viable neighborhoods by:

1. Expanding present rehabilitation efforts,

2. Reducing housing abandonment and fire loss,

3. Facilitating new neighborhood improvement activities, and

4. Assisting in delivery of public services and up-grading of neighborhood infrastructure.

B. Expand and encourage home ownership by:

1. Constructing new housing units for low to moderate and middle income families,

2. Converting and rehabilitating abandoned multi-family residential, industrial and commercial structures into owner occupied condominiums and co-operative housing units.

C. Support regional housing production efforts.

D. Stimulate private investment/reinvestment in the neighborhoods.

The City of Newark is taking several steps to achieve these ends. The City's participation in the Fair Share housing program represents its commitment to assist or actually construct new housing for moderate-income families in the City. The Housing Assistance element

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allows the City to sell land to developers at a nominal cost. The Nominal Land Sale policy helped La Casa de Don Pedro build 40 moderate income housing units on Broadway and Kearny Street. In addition, the City has made a commitment to build 100 units of modular housing on City-owned land. The houses will be built on various sites in the City. In order to make this housing affordable, the City will do the planning, architectural and legal work, so the cost will be less than $50,000. In certain cases the City will offer subsidies to make the selling cost even lower. These activities have accomplished the following:

- Since 1986, the Department of Housing Assistance received approvals for seventeen (17) housing projects.
- 128 housing units were completed in 1988.
- 368 housing units are under construction in 1989.
- 10 additional Balanced Preservation and/or RCA applications are being packaged. These 10 projects represent an additional 718 housing units.

334.00 NEW PUBLIC HOUSING INITIATIVE

Recent published estimates indicate that the City of Newark has 8,00 Homeless and at least 11,00 people on the waiting list for public housing. The Newark Redevelopment and Housing Authority has developed a $59 million Master Plan that entails the construction of approximately 1,488 new housing units by 1990.

The new housing element, contained in the Master Plan, entails townhouse construction on a variety of sites, at a lower density scale than in years past. The housing element represents a departure form and improvement in construction philosophy to counteract the social ills and management problems associated with the older high-rise housing units. In this instance, the existing high-rise public housing projects will be reduced from 12,225 to 10,000 units.

To date, the Housing Authority has compiled the following list of new housing commitments for low-income families in conformance with the Master Plan goals and objectives.

- 52 Townhouse units are completed on Chadwick Avenue, Bergen Street and Mt. Prospect Avenue;

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- 385 other units are under construction;
- 225 additional housing units are in various stages of planning; and
- 826 more units are in the approval process with the federal government.

335.00 THE ENTERPRISE FOUNDATION

Enterprise operates nationally through a network of nonprofit neighborhood organizations in 24 cities with 57 groups. The foundation provides technical assistance and financial support to community based nonprofit neighborhood housing developers. The Enterprise Foundation invited a local Newark neighborhood organization, La Casa de Don Pedro, to join the National Network of Neighborhood Housing Developers. Enterprise will assist Las Casa in developing 50 units of low-income housing in the City.

336.00 NEWARK HOUSING PARTNERSHIP

The Newark Collaboration Group was formed in May 1984 to coordinate revitalization efforts in the City. The Collaboration Group cited the construction of affordable housing in the City of Newark as one of its chief priorities. The formation of the Newark Housing Partnership, a business consortium which includes seven banks and the Prudential Insurance Company, was announced by officials of the Newark Collaboration Group to construct and rehabilitate 600 units of housing in the City. The State's Department of Community Affairs (DCA) also helped organize the Newark Housing Partnership.

When the Housing Partnership was announced, Collaboration officials indicated that at least 20 percent of the single and multi-family homes would be set aside for low and moderate income families. The units would sell for between $26,000 and $45,000.

The Partnership's financial institutions will provide $3 million in construction loans and $20 million in mortgage funds. The State's Housing Mortgage Finance Agency (MFA) could provide up to $8 million in discount mortgage financing with the DCA pledging the use of Balanced Housing Program Funds.

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Funding commitments for the innovative housing program, to include construction of 300 new units and rehabilitation of 300 more units, has swelled to $48 million. This represents the largest financial commitment of private and public funds for housing regeneration in the State's history.

The DCA also created an Office of Housing Advocacy to track down all possible financing techniques and find ways to cut through bureaucratic delays and regulatory duplication which can inflate new housing costs by as much as 25 percent. The new agency will also join with Rutgers University in training non-profit groups to develop affordable housing.

337.00 THE HOMELESS

The reasons and issues surrounding homelessness are far reaching and complex. Among some of the broad based issues are the following:

- The primary reason for placement of children in foster homes in the State of New Jersey is homelessness.
- More than 60 percent of the homeless population are children.
- In a survey done by DYFA on January 22, 1986, 49 percent of the homeless people served by non-shelter agencies were members of single-parent , female-headed households.
- Fewer than 1,300 shelter beds exist in the State of New Jersey, many of which are only available during the winter months due to the lack of funding to keep them open year round.
- Roughly half the agency clients and 47 percent of shelter residents do not receive municipal welfare, county welfare, or SSI.
- According to the State Homelessness Prevention Program, 45.5 percent of the households assisted last year derive their income from wages.
- Loss of income was the primary reason for displacement of the wage earners assisted.
- The median income of wage earners assisted by the Homeless Prevention Program was $9,600. An average of 64 percent of that income was spent of housing.

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- The median income of AFDC households assisted by the Homeless Prevention Program was $4,848. An average of 93 percent of that income was spent on housing.*

*Source: DCA, Homeless Prevention Program statistics, 1986-87. Division of Youth and Family Services, Report on Homelessness in New Jersey, 1986.

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337.01 LEGISLATION

The McKinney Homeless Assistance Act of July 1987 provides grants for emergency shelter, transitional housing and supportive services, and supplemental assistance for facilities that help the homeless.

Two grants totalling $1,433,000 have been awarded to the City of Newark to provide shelter and expand health care for the City's homeless. Newark is one of nine grantees in Region II, which covers New Jersey, New York, Massachusetts, Puerto Rico and the Virgin Islands. Through these grants, the City can now provide temporary shelter for those families in desperate need of low cost housing.

The City's Department of Health and Human Services indicated that the larger of the two grants, $881,329, is from the U.S. Department of Housing and Urban Development. This funding will be used to provide up to 18 months of transitional housing for individuals and families who are capable of making a living and will be able eventually to obtain their own permanent housing.

Another grant of $552,042, from the U.S. Department of Health and Human Services, will be used to expand the City's Health Care for the Homeless Project which has been in operation for the past two years through a grant from the Robert Wood Johnson Foundation of Princeton.

Additionally, the United Community Corporation for Newark (UCC) received funding from the State for employment counseling, vocational training, housing placement and case management. The Emergency Community Service Homeless Grant Program also provided $88,340 to the UCC to provide various necessities for homeless people.

338.00 URBAN ENTERPRISE ZONES

Municipalities with urban enterprise zones can now grant tax abatement for developers of residential properties. The purpose of the new bill (S-1966/A-2618) is to encourage developers and builders to construct affordable housing units in urban areas. The new legislation, approved on December 27, 1989, provides that municipalities may determine that one or more buildings could be converted into residential properties or that vacant land could be used for the construction of residential buildings.

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The determination of eligibility for the tax abatement must be made according to regulations established by the Department of Community Affairs. Applications for tax abatements must be filed within 30 days of a project's completion with the assessor of the taxing district and must be approved by the assessor.

338.01 URBAN HOMESTEAD PROGRAM

Over the past two years, the City of Newark has initiated an Urban Homestead Program based on lottery drawing. The Program is opened to interested home buyers who have the capability to rehabilitate their own homes. The Division of Property Management coordinates this housing program. Program highlights are listed below:

1. 1 to 3 family homes,
2. $500 - $5,000, payable at drawing,
3. Estimated rehabilitation cost of $50 to $80,000,
4. Must demonstrate ability to finance rehabilitation when application is submitted,
5. Must complete rehabilitation within 120 days after conveyance,
6. The names of at least two (2) licensed contractors must be submitted for review and approval,
7. Must reside as primary residence for at least ten (10) years,
8. Must be Newark residents.

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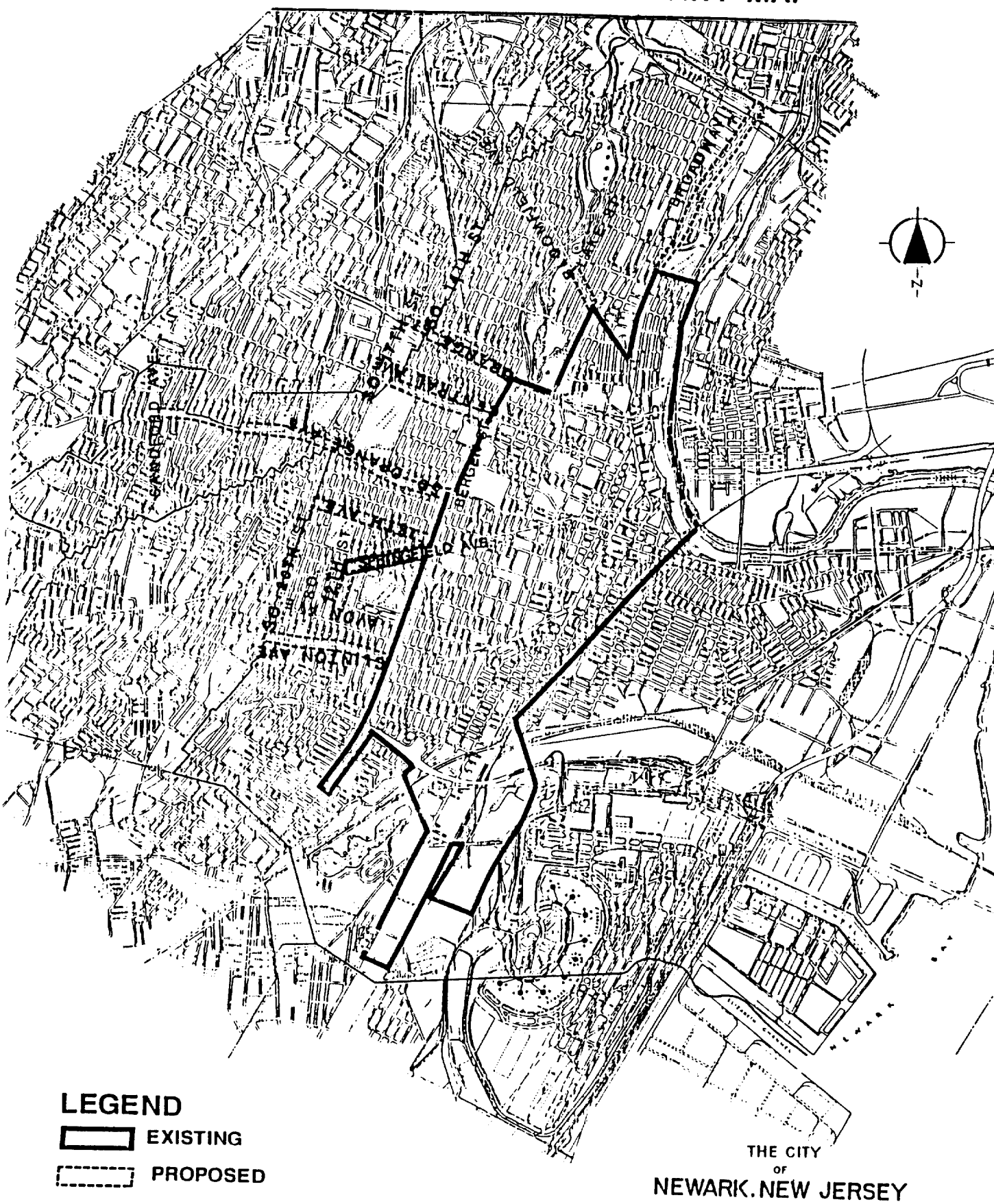
ENTERPRISE ZONE BOUNDARY MAP



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339.00 POTENTIAL HOUSING DEVELOPMENT SITES

The City has selected many areas as being potential sites for housing development. The blocks have been selected as being best suited for redevelopment because 80 percent are vacant lots. Also the greatest percent of these vacant lots are city owned and present an ideal opportunity to assemble parcels of land, or even entire blocks, for sale to private developers and/or for public sponsorship. The type and density of housing to be constructed on these sites, the financial assistance required, and the family income level to be served have yet to be determined.

The following Development Site forms show sponsorship, type of residential land use and location of potential lots. The five City Ward Districts have been utilized for consistency with the development data base previously established to record sites identified as having the best potential for new housing construction. Many blocks identified have already been committed to either private or public development sponsorship; this is indicated on the forms. Since no development has actually occurred on many of these sites, the preliminary commitment may still be pending, or the initial development sponsor may have withdrawn his interest in the site. A number of potential housing sites are still available for sponsorship. These sites have been identified in the sponsorship column as being uncommitted sites.

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POTENTIAL HOUSING DEVELOPMENT SITES
NORTH WARD

SPONSORSHIP	TYPE OF RESID. LAND USE	LOCATION
Private	(New Construction) Proposed	Block 475
Private	(New Construction) Proposed	Block 476
Private	(New Construction) Proposed	Block 477
Private	(New Construction) Townhouse Condos	Block 525
Private	(New Construction) Proposed Infill	Block 735 Lot 1
Private	(New Construction) Proposed	Block 443
Uncommitted	(New Construction) Proposed Infill	Block 723, 676A
Uncommitted	(New Construction) Proposed Infill	Blocks 565, 566, 571
Uncommitted	(New Construction) Proposed Infill	Block 640

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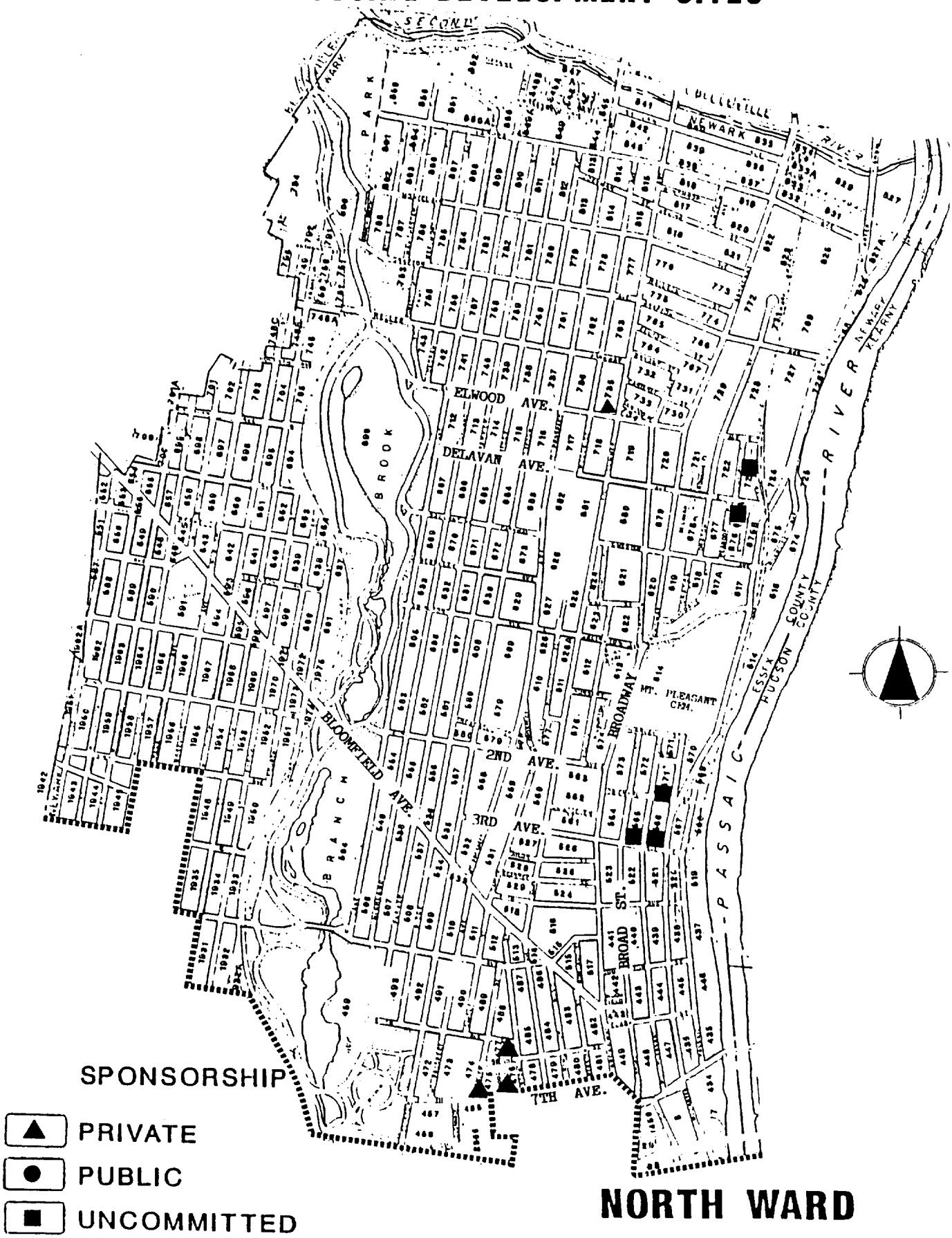
POTENTIAL HOUSING DEVELOPMENT SITES



NORTH WARD

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POTENTIAL HOUSING DEVELOPMENT SITES
EAST WARD
(CBD-IRONBOUND AREA)

SPONSORSHIP	TYPE OF RESID. LAND USE	LOCATION
Private	(New Construction & Rehabilitation)	Block 2673
Private	(New Construction & Rehabilitation)	Block 2672
Private	(New Construction)	Block 900 Lots 1 thru 18
Private	(New Construction)	Block 897 Lots 1,4,7,9,10,11,13,15,17,18,21, 22,29,30,32,34,35,39
Private	(New Construction)	Block 885 Lots 1,3,4,5,6,7,32,34,35,36,41
Private	(New Construction)	Block 884 Lots 9,10,11,13,15,18,19,20,22,24, 25,26,27,29,30,31
Private	(Ind. Conversion) Condos Proposed	Block 193
Private	(New Construction) Infill Housing	Block 2813 Lots 23, 24
Private	(New Construction) Infill Housing	Block 2814 Lots 19,21,22,23,25,26
Private	(New Construction) Infill Housing	Block 2817 Lots 25,27,29,30,31
Private	(New Construction) Infill Housing	Block 2823 Lots 8, 33
Private	(New Construction) Infill Housing	Block 901 Lot 38
Private	(New Construction) Infill Housing	Block 898 Lots 4,5,6,
Private	(New Construction) Infill Housing	Block 883 Lot 36
Private	(New Construction)	Block 99
Private	(New Construction)	Block 100

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POTENTIAL HOUSING DEVELOPMENT SITES
EAST WARD
(CBD-IRONBOUND AREA)

SPONSORSHIP	TYPE OF RESID. LAND USE	LOCATION
Private	(New Construction)	Block 101
Private	(New Construction) Infill Housing	Block 51 Lot 50
Uncommitted	(New Construction) Proposed Conversion of a public bldg.	Block 2019
Uncommitted	(New Construction) Proposed	Block 974
Uncommitted	(New Construction) Proposed Infill	Block 934, 935
Uncommitted	(New Construction) Proposed	Block 929
Uncommitted	(New Construction) Proposed Infill	Block 2818, 2819, 2810, 2812
Uncommitted	(New Construction) Proposed Infill	Block 2822
Uncommitted	(New Construction) Proposed Infill	Block 2807

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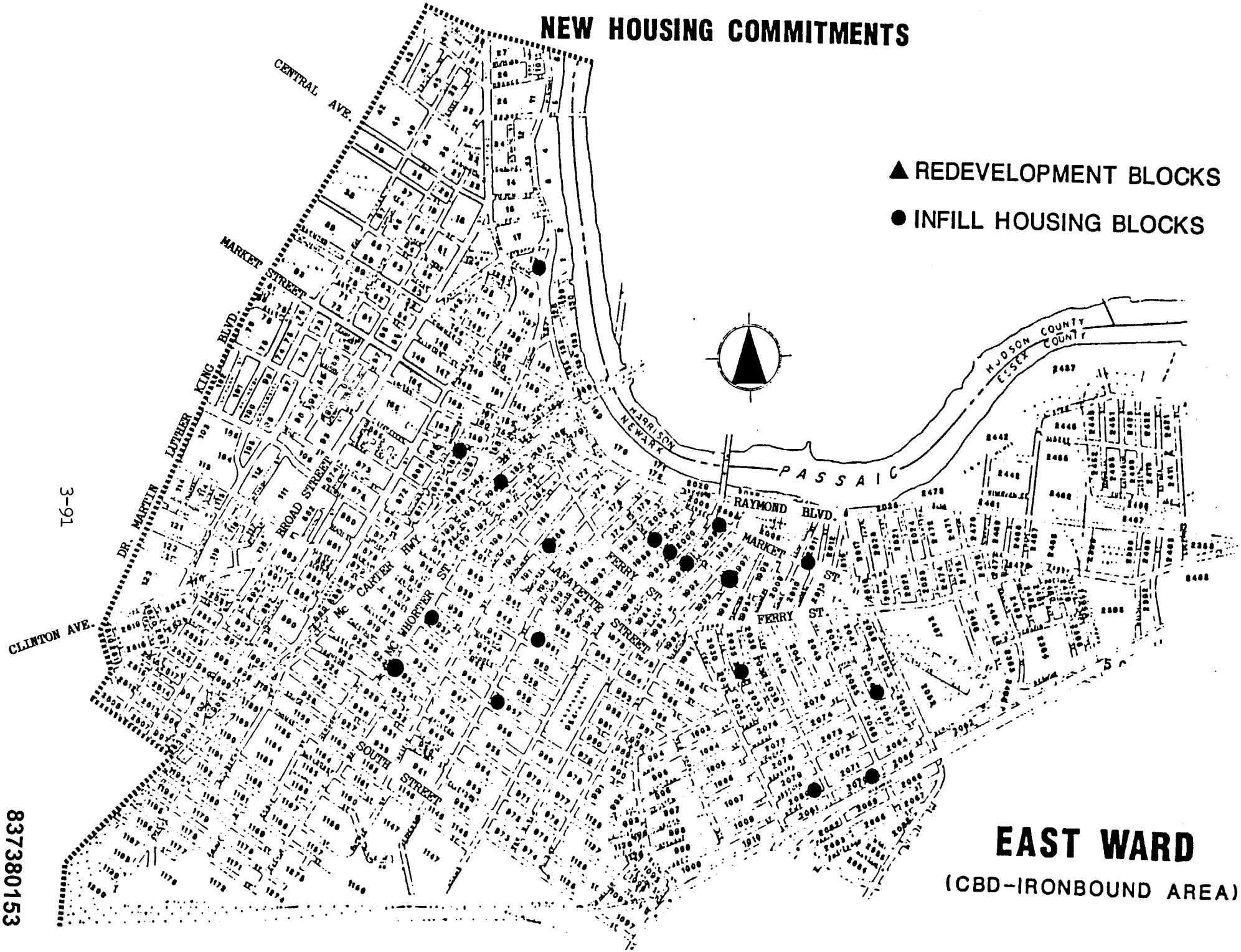
NEW HOUSING COMMITMENTS



EAST WARD

(CBD-IRONBOUND AREA)

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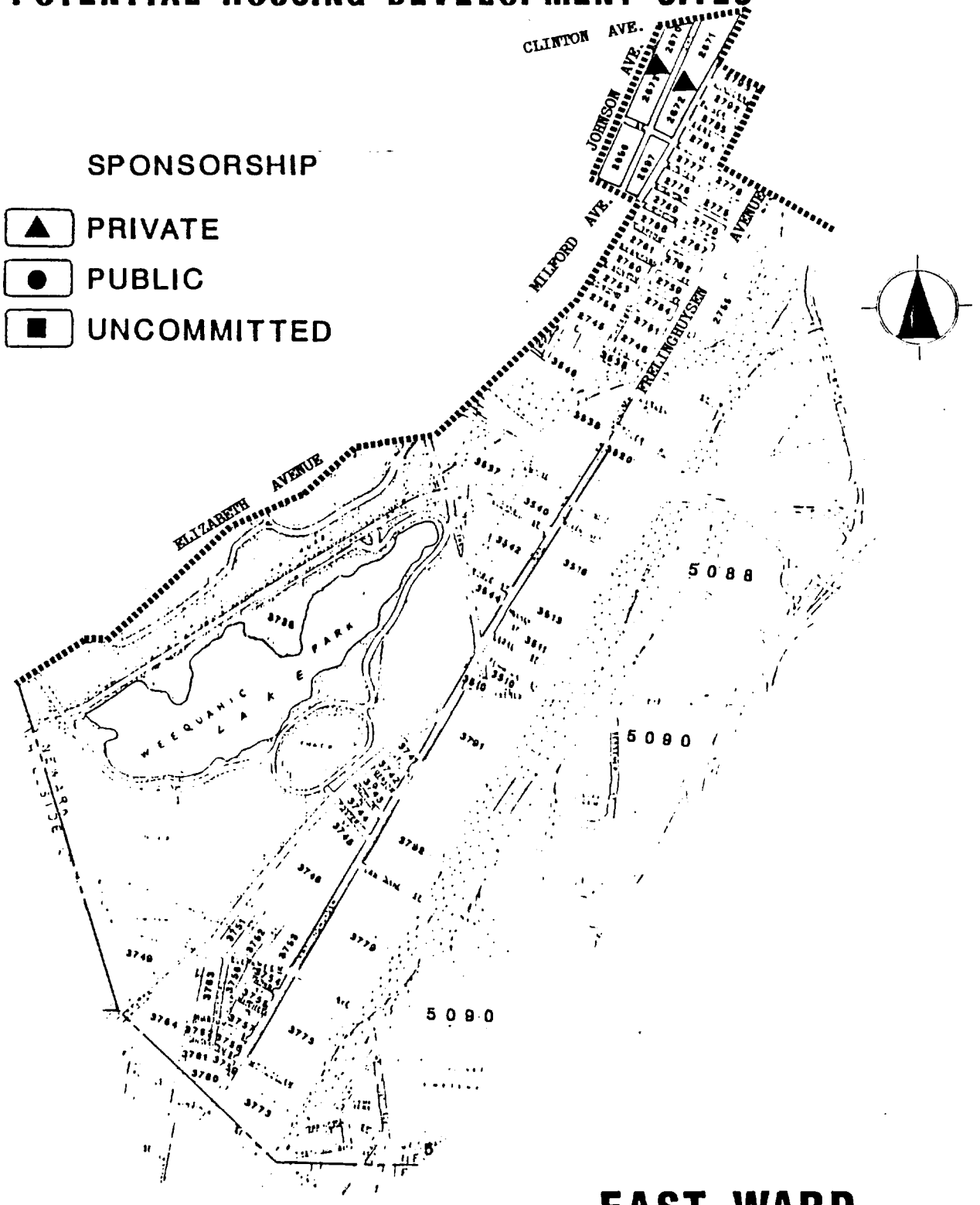
POTENTIAL HOUSING DEVELOPMENT SITES



EAST WARD

(DAYTON COMMUNITY AREA)

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POTENTIAL HOUSING DEVELOPMENT SITES
SOUTH WARD

SPONSORSHIP	TYPE OF RESID. LAND USE	LOCATION
Private	(New Construction) Proposed Infill	Block 3708
Private	(New Construction) Proposed Infill	Block 3011
Private	(New Construction) Proposed Infill	Block 3004
Private	(New Construction) Proposed Infill	Block 3026
Private	(New Construction) Proposed Infill	Block 3002
Private	(New Construction) Proposed	Block 2657 Block 2659
Private	(New Construction) Proposed Infill	Block 2690
Private	(New Construction) Proposed Infill	Blocks 2664, 2665
Private	(New Construction) Proposed Infill	Block 2694
Private	(New Construction) Proposed	Block 2695
Uncommitted	(New Construction) Proposed	Block 2613
Uncommitted	(New Construction) Proposed	Block 2657
Uncommitted	(New Construction) Proposed	Blocks 2661, 2683, 2684
Uncommitted	(New Construction) Proposed Infill	Block 3032
Uncommitted	(New Construction) Proposed	Block 3019
Uncommitted	(New Construction) Proposed Infill	Block 2688, 2689
Uncommitted	(New Construction) Proposed Infill	Block 3021

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POTENTIAL HOUSING DEVELOPMENT SITES
SOUTH WARD

SPONSORSHIP	TYPE OF RESID. LAND USE	LOCATION
Uncommitted	(New Construction) Proposed	Block 2700
Uncommitted	(New Construction) Proposed Infill	Block 3579, 3580
Uncommitted	(New Construction) Proposed Infill	Blocks 3067,3075,3081,3091, 3072, 3073, 3057, 3060, 3065
Uncommitted	(New Construction) Proposed Infill	Block 3044
Uncommitted	(New Construction) Proposed Infill	Block 3573, 3576
Uncommitted	(New Construction) Proposed Infill	Block 3620
Uncommitted	(New Construction) Proposed Infill	Block 3047, 3056, 3084A
Uncommitted	(New Construction) Proposed Infill	Block 3733
Uncommitted	(New Construction) Proposed Infill	Block 3721
Uncommitted	(New Construction) Proposed Infill	Blocks 3015, 3017
Uncommitted	(New Construction) Proposed Infill	Block 2701, 2702, 2693
Uncommitted	(New Construction) Proposed Infill	Block 3031
Uncommitted	(New Construction) Proposed Infill	Blocks 3020, 3617
Uncommitted	(New Construction) Proposed Infill	Block 3590, 3597, 3590, 3021

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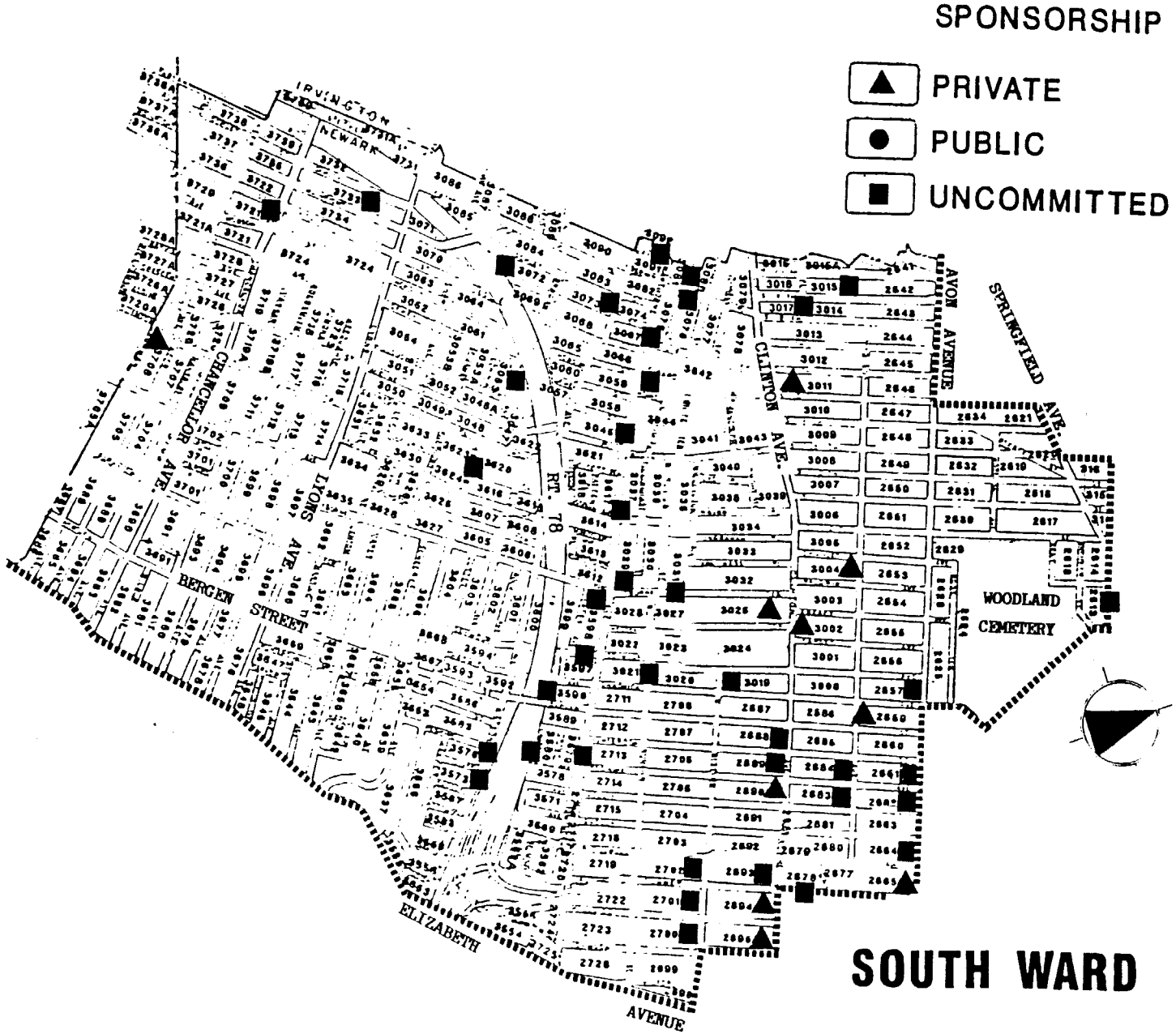
POTENTIAL HOUSING DEVELOPMENT SITES



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POTENTIAL HOUSING DEVELOPMENT SITES
WEST WARD

SPONSORSHIP	TYPE OF RESID. LAND USE	LOCATION
Private	(New Construction) Proposed Infill	Block 4220
Private	(New Construction) Proposed	Block 1899
Private	(New Construction) Proposed	Block 1900A
Private	(New Construction) Proposed	Block 1901A
Private	(New Construction) Proposed	Block 1901B
Private	(New Construction) Proposed	Block 1901
Private	(New Construction)	Block 4109 Lot 16
Private	(New Construction)	Block 1898
Private	(New Construction)	Block 1897
Private	(New Construction)	Block 1901
Private	(New Construction) Proposed	Block 1902
Private	(New Construction) Proposed	Block 1894
Private	(New Construction) Proposed	Block 1895
Private	(New Construction)	Block 1893
Private	(New Construction) Proposed	Block 1903 Lots 9,11,13,15,17,19,21,23,25,27, 44,46,48,50,52,54
Private	(New Construction)	Block 1896
Uncommitted	(New Construction) Proposed Infill	Block 4065

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POTENTIAL HOUSING DEVELOPMENT SITES
WEST WARD

SPONSORSHIP	TYPE OF RESID. LAND USE	LOCATION
Uncommitted	(New Construction) Proposed Infill	Blocks 318,319,320,321,322
Uncommitted	(New Construction) Proposed Infill	Blocks 364,365,366, 367
Uncommitted	(New Construction) Proposed Infill	Blocks 270, 271, 1778
Uncommitted	(New Construction) Proposed Infill	Blocks 1784, 1785
Uncommitted	(New Construction) Proposed Infill	Blocks 1797
Uncommitted	(New Construction) Proposed Infill	Blocks 1799, 1811
Uncommitted	(New Construction) Proposed Infill	Block 1809
Uncommitted	(New Construction) Proposed Infill	Block 259
Uncommitted	(New Construction) Proposed Infill	Blocks 1825, 1826
Uncommitted	(New Construction) Proposed Infill	Blocks 1865, 1866
Uncommitted	(New Construction) Proposed Infill	Block 1867
Uncommitted	(New Construction) Proposed Infill	Blocks 1848, 1849
Uncommitted	(New Construction) Proposed Infill	Block 1887
Uncommitted	(New Construction) Proposed Infill	Block 1923
Uncommitted	(New Construction) Proposed Infill	Block 1927
Uncommitted	(New Construction) Proposed Infill	Block 1915

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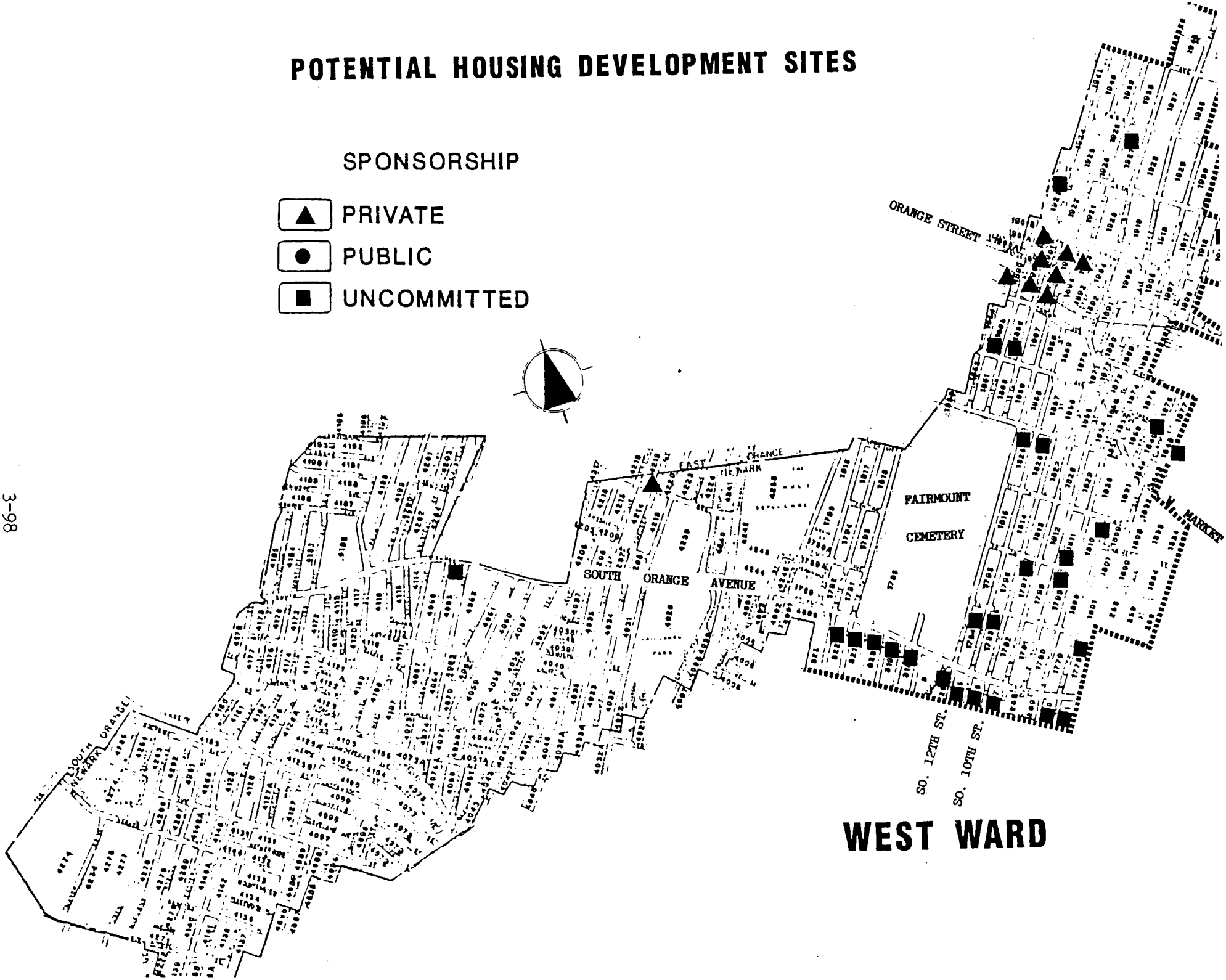
POTENTIAL HOUSING DEVELOPMENT SITES



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POTENTIAL HOUSING DEVELOPMENT SITES
CENTRAL WARD

SPONSORSHIP	TYPE OF RESID. LAND USE	LOCATION
Public (City of Newark)	(New Construction)	Blocks 2605, 2606, 2609, 2610
Public (N.R.H.A)	(New Construction)	Blocks 2502, 2503, 2518, 2521, 2537, 2552, 2553, 2566, 2567
Private	(New Construction) Proposed	Block 2601
Private	(New Construction) Proposed	Block 2603
Private	(New Construction) Proposed	Block 300
Private	(New Construction) Proposed	Block 299
Private	(New Construction) Proposed	Block 291
Private	(New Construction) Proposed	Block 292
Private	(New Construction) Proposed	Block 293
Private	(New Construction) Proposed	Block 294
Private	(New Construction Townhouses	Block 276
Private	(New Construction Townhouses Proposed	Blocks 207, 208, 209, 227, 228, 229, 404, 405, 406, 407, 408, 409
Uncommitted	(New Construction) Proposed	Blocks 1878, 1879, 1845, 1846, 1847
Uncommitted	(New Construction) Proposed	Blocks 330, 285, 284, 283
Uncommitted	(New Construction) Proposed	Blocks 280, 281
Uncommitted	(New Construction) Proposed	Blocks 335, 336
Uncommitted	(New Construction) Proposed	Blocks 331, 288, 287, 286

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POTENTIAL HOUSING DEVELOPMENT SITES
CENTRAL WARD

SPONSORSHIP	TYPE OF RESID. LAND USE	LOCATION
Uncommitted	(New Construction) Proposed	Block 277
Uncommitted	(New Construction) Proposed	Block 364, 365
Uncomitted	(New Construction) Proposed	Block 361
Uncommitted	(New Construction) Proposed	Blocks 303, 304, 306
Uncommitted	(New Construction) Mixed Resid,/ Comm. Proposed	Block 2608
Uncommitted	(New Construction) Proposed	Block 2666
Uncommitted	(New Construction) Proposed	Block 2674
Uncommitted	(New Construction) Proposed	Blocks 2803, 2804, 2799, 2797

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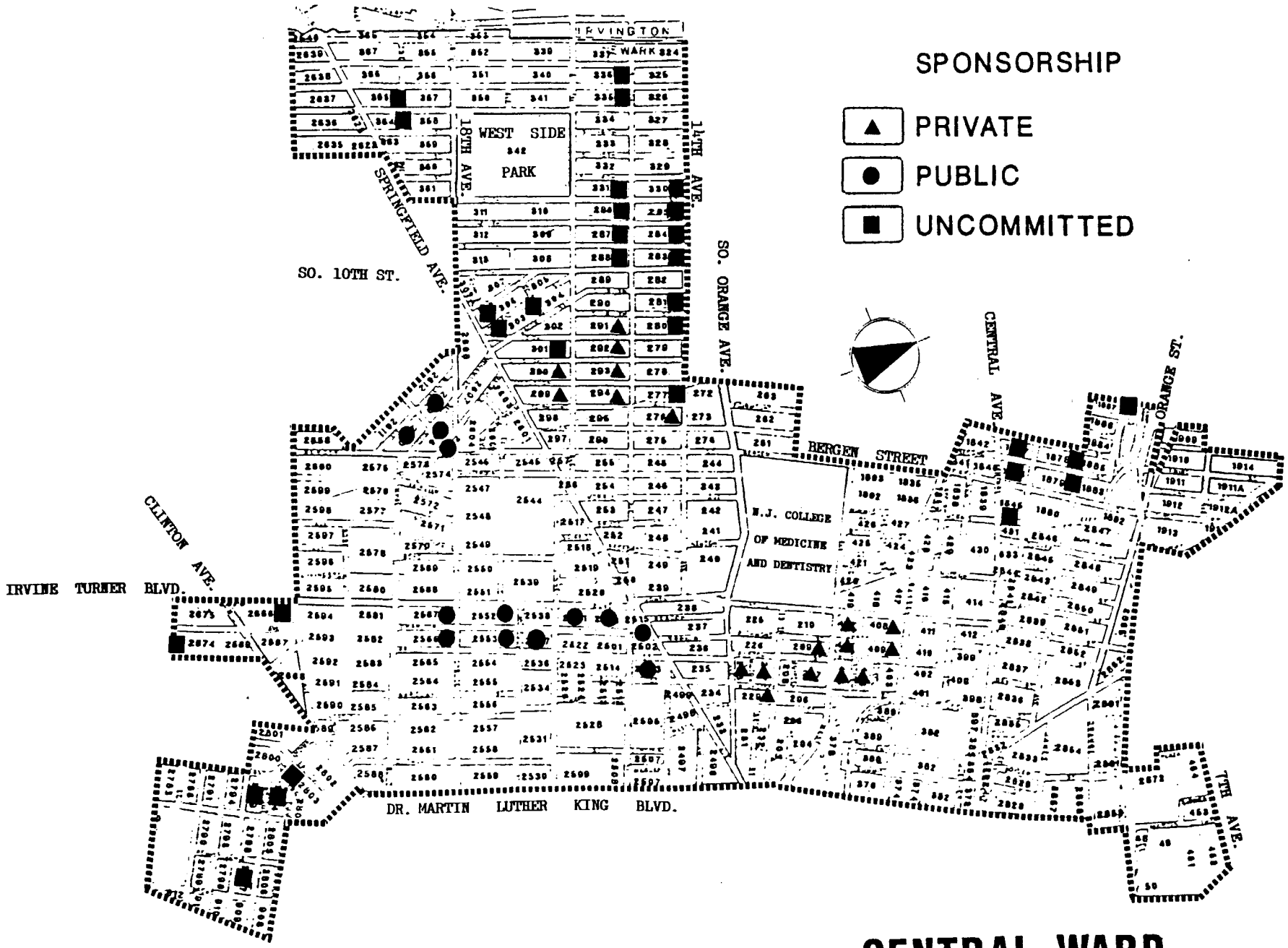
POTENTIAL HOUSING DEVELOPMENT SITES



CENTRAL WARD

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400.00 CIRCULATION ELEMENT

While location, climate, and physical characteristics are all equally important to a city's development, circulation of people and goods for housing, jobs, and commerce is one of the major elements responsible for Newark's growth and development. The growth and development of centers, neighborhoods, and inner city industrial parks should be fully integrated with circulation routes within Newark and between Newark and other cities.

The movement system of a city is essential is its various areas are to be accessible. Accessibility is highly important as it gives the citizens the opportunity of exposure to the city's diversity and excitement. Without a strongly designed and logical movement system, the citizen finds himself a prisoner of the city rather than a participant. Like the city itself, the circulation system should offer diversity in modes of travel--pedestrian, vehicular, rail, air, mass transit above ground and below.

Circulation in Newark from the turn of the 20th Century on formed a star pattern branching out from a center in the area of Broad Street to Pennsylvania Station along Raymond Boulevard. The principal mode of travel was light rail and heavy rail at Pennsylvania Station. Key to this form was a transit system with its terminal contiguous to the core of the City and with a peripheral, grade separated rail loop connected to Pennsylvania Station.

Following the era of light rail came electric buses using the catenary of the light rail system and then the diesel bus and automobile. The two later modes made travel ubiquitous and left a lasting impact on urban circulation and form.

In spite or street widening, pavings, and lighting, the sole reliance on the auto as a mode of travel has hindered as well as helped accessibility. The automobile allowed the space between the outreaching star radials to be developed with low density development. Because this development can only be reached by auto, excessive congestion and poor air quality have resulted. The automobile provided a choice of housing, i.e. inner city medium density or fringe area low density. However, because people must store their auto blocks from their homes or destinations, they must spend extra hours and money travelling by auto. The automobile provided its owners with freedom of access and exposure to new opportunities, while the economic burden of owning an auto has deprived inner-city poor of that access and opportunity.

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In the City, thus, residents must be able to gain access to a variety of areas on foot. To accommodate pedestrians a system of parks, plazas, and connecting streets provides maximum accessibility to the centers of activity. Points at which change in mode can be made are located at centers, such as the Central Business District (CBD). Special care should be taken in the design of these transition points to insure pleasant changes from car to foot, to rail, to bus, or any combination thereof.

Newark's regional transportation and transit facilities are currently being substantially improved. Some of these projects include: Pennsylvania Station and Broad Street Station rehabilitation, inter-city bridge repairs, new highway off-ramps, and repairs to some arterial streets. However, the mobility of primarily transit-dependent local residents is being continually reduced, as cutbacks and higher fares for transit services create a cycle of ridership and revenue declines necessitating still higher additional transit fares and service curtailments.

401.00 GOALS AND OBJECTIVES

401.01 GOALS

The broadly-defined goals of this overall circulation policy are to:

a) Recommend residential density levels which encourage maximum transit service availability without foregoing Newark's other stated objectives of acceptable medium density developments, open space, and psychological and physical security.

b) Improve transportation access and mobility of Newark residents, in light of existing residential land use patterns.

c) Continue economic growth of Newark enhanced by maximum transportation access to and within Newark's major business, commercial and industrial area.

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401.02 OBJECTIVES

Circulation objectives are two-fold:

- Accessibility
  - Improved access between regional highway facilities and the local arterial street system.
  - Improved street and intersection capacity in areas of heavy traffic demand.
  - Extended transit and para-transit to new areas of demand.
  - Improved truck access and circulation as well as rail and maritime freight movement to industrial areas.
  - Guided locations and intensity of development to financially support a balance among modes of transportation necessary to minimize air quality deterioration, minimize increases in highway travel demand, and still provide safe access to trip destinations.
- Mobility
  - Improved level of service and passenger amenities provided by the existing public transportation system.
  - Improved transportation internodal change.
  - Reduced misuse of local residential streets.
  - Modernized facilities or transit operation.
  - Minimized local travel time.

402.00 INTRA-CITY TRANSPORTATION SYSTEM STRATEGIES

a) Implement various bicycle or pedestrian-oriented projects to promote increased mobility and cost-savings for Newark residents, while also reducing traffic congestion and pollution. For example, the Newark Bike Locker Program, to be funded by the New Jersey Department of Transportation (NJDOT), is designed to facilitate the safe operation of bicycles. Newarkers would be the primary recipients of this program.

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b) Develop innovative parking regulations in which neighborhoods could apply to the City Council for preferential residential parking decals if they are located in the CBD or other business districts and meet stated criteria of parking needs versus supply. A study of alternative parking schemes is available on the James Street Commons Historic District which recommends residential joint-use of existing commercial parking spaces during off-peak hours.

c) Create a technical transportation model which analyzes neighborhood transit service requirements. This model should be programmed to determine the adequacy of current service, and the location of unmet travel demand. It also could be used to anticipate travel requirements due to redevelopment activities at particular nodes. The city would then be in a position to encourage public or private bus operators to develop or expand their transit services at specific hours and locations. This information could enable transit-dependent Newarkers being to reach employment centers (such as the Hackensack Meadowlands and Middlesex County), previously considered out of reach as potential employment sites.

d) In cooperation, the State and County should establish adequate levels of investment, both private and public, in transportation facilities and services to meet current and projected needs. Transportation facilities and services in the City of Newark should be employed as redevelopment tools. Improving travel to, from and within the City will reinforce the CBD and other economic centers and will generate employment growth.

403.00 POLICIES

403.01 IMPROVEMENT OF THE PUBLIC IMAGE AND AWARENESS OF NEWARK'S SUPERIOR TRANSPORTATION SYSTEM

Newark's unique location and transportation facilities should be used as part of a coordinated effort to improve Newark's private investment potential for housing, office development and industrial and commercial expansion. City-wide campaigns by various local agencies (i.e. Newark Economic Development Corporation, Renaissance Newark, etc.) contribute to this end but need to be expanded as part of Newark's international marketing campaign. The rehabilitation of

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the City Subway and Penn Station, Newark International Airport's expansion of facilities and services, Port Newark's world renowned containerization facilities and the excellent linkage of highways and rail to the New York Metropolitan Region and the Northeastern Corridor should be brought together into a dynamic marketing program. This information should be supplemented by Newark's other marketable attractions such as the relative low-cost of land, highly developed infrastructure, available work force, and cultural facilities. Along with this, Newark must demonstrate accelerated movement toward the reversal of its much publicized crime problem, to provide the greatest potential for an increased growth rate in Newark's tax base.

403.02 CONTINUED SOLICITATION OF FEDERAL AND STATE AID FOR TRANSPORTATION RELATED PROJECTS

Every effort should be made to retain a planning staff within the City of Newark capable of following federal and state programs and successfully maximizing Newark's opportunities to participate in these programs as funds become available.

403.03 ENCOURAGEMENT OF THE ESTABLISHMENT OF A DEDICATED FUNDING SOURCE FOR ROADS AND MASS TRANSIT

To the extent feasible, a dedicated statewide transportation tax for roads and mass transit must be promoted to more closely reflect an allocation level which matches the actual public costs of properly maintaining these vital systems. The state's highways and transit facilities can operate more cost effectively if funds for maintenance and improvements become available as the needs arise. Decisions to postpone needed maintenance and improvements indefinitely are detrimental to the efficient and safe movement of people and goods on a state-wide level.

404.00 TRANSPORTATION PLAN

The Transportation Plan for Newark contains a two-fold strategy for improving key streets and highways serving the City. The first is a strategy for short term improvements which will provide temporary solutions for improving traffic flow and safety on the existing thoroughfares; the short-term improvements can be quickly implemented while the more permanent ones can be extensively investigated and then implemented. The

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second strategy is long-range solutions, requiring an action plan extended over a six to ten years. Long-range solutions need extensive analysis, high capital investment rate, and community based support.

The Plan contains a list of comprehensive improvements for expressways, arterials and collector streets including constructing underpasses, upgrading a principal arterial to expressway standards and improving access to major traffic facilities. Most of the improvements targeted in the Central Business District (CBD) and the adjacent outer ring are intended to affect economic development opportunities for the City.

I-280 and Vicinity Short-Term Improvement

1) Construct new eastbound exist ramps to New Jersey Route 21.
2) Reconstruct at First Street the existing I-280 exit ramp to improve two-lane right-turn capability.
3) Install pedestrian signals and cross walks at the intersection of Sussex Avenue and First Street.
4) Improve intersections (TOPICS) of the following streets:

    a) Martin Luther King Jr. Boulevard and Orange Street,
    b) Orange and Broad Streets,
    c) Central Avenue and Martin Luther King, Jr. Boulevard,
    d) First Street and Central Avenue,
    e) First Street and I-280 ramp,
    f) First Street and Orange Street,
    g) Orange Street and Norfolk Street,
    h) Orange Street and Nesbitt Street,
    I) Sussex Avenue, Nesbitt and Lock Streets.

5) Establish a reversible street signing program for Warren Street and Raymond Boulevard.
6) Establish First Street as a one-way northbound street during the evening peak hours from the I-280 exit ramp to Orange Street.
7) Convert Nesbitt Street to one-way operation north of Orange Street.

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Irvine Turner Boulevard/Hillside Avenue Short-Term Improvements

1) Construct an additional entrance ramp on Irvine Turner Boulevard south of West Runyon Street to provide additional access to I-78.
2) Construct a new exit ramp from the I-78 eastbound ramp to touch down at West Peddie Street.
3) Establish special school provisions, and improve intersections.
4) Improve directional signage for vehicles destined for the downtown area or the Frelinghuysen Avenue industrial corridor.

5) Establish a truck route to minimize pedestrian/vehicle conflicts when traffic exits at I-78 ramp.

McCarter Highway-Route 21 Corridor Short-Term Improvements

1) Remove unwarranted traffic signals at Rector Street, Fulton Street and Lombardy Place to provide improved traffic flows.
2) Post "no stopping or standing" signs at appropriate intervals along both sides of McCarter Highway.
3) Construct an additional lane on McCarter Highway in each direction from Raymond Boulevard, and Clay Street. This additional capacity will permit three (3) through lanes for peak hour flows that might be expected because of anticipated redevelopment plans targeted for this segment of the corridor.
4) Prohibit left turns between 4:00 P.M. and 6:00 P.M. on McCarter Highway at intersections with 3rd Avenue, Gouverneur Street and Clark Street so that reverse traffic flows are not impeded.
5) Establish truck route in this corridor with respective signage.
6) Improve all entrance and exit ramps from McCarter Highway.

405.00 EXISTING CIRCULATION SYSTEM

The City of Newark has an extensive network of local streets, arterial and highways. The highway and supporting streets form a network for movement of goods and freight, as well as for automobiles passing through the area, and provide access to properties adjacent to these streets. Some streets give preference to through

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traffic movements, others to site access; some must accommodate both functions. As part of the ongoing transportation planning process in Newark, each street in the City is classified by its existing and/or intended primary function. These street classifications (See Table 4-1) are defined as follows:

- **Principal Arterial (Freeway-Expressways)** Expedite movement of all types of traffic to and from distant points within the City or the surrounding region and provide only limited access.

- **Principal Arterial (Arterial Street)** Serve, in conjunction with expressways, as the primary network for travel between the principal functions of the City and generally provide free access. However, parking and/or loading can be prohibited as required to improve the street's traffic capacity.

- **Minor Arterial**
  Interconnect with and augment the principal arterial system and provide service for trips of moderate length at a somewhat lower level of service. However, parking and/or loading can be prohibited as required to improve the street's traffic capacity.

- **Collector Streets**
  Serve internal traffic movement within various sections of the City and connect with the arterial street system, provide access which is limited only at critical points and may serve local bus routes.

The balance of the principal arterial roads traversing the downtown area carry a significant amount of through traffic during peak periods. High traffic volumes contribute to congestion, high demand for parking space, and air quality degradation. In order to mitigate such circumstances the following goals were set:

- To provide for the free movement of traffic through the City by strict enforcement of local ordinances and state statutes;

- To plan for capital improvements to the urban road system in the City;

- To develop traffic engineering design and management practices that will mitigate congestion and promote free flowing traffic movement; and,

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- To plan for off-street parking facilities which will discourage illegal on-street parking in areas of high activity.

Recommendations made by the Division of City Planning include, but are not limited to, the following:

- Emphasize Raymond Boulevard as the major east-west traffic artery in the area;

- Plan a downtown penetrator from I-280 to connect to Raymond Boulevard incorporating an alignment that will have minimal neighborhood impact. Raymond Boulevard provides an acceptable link between the CBD Core and other links in the urban system;

- Consider Mulberry Street as a downtown circulation and service road providing direct access to McCarter Highway (Route 21);

- Improve traffic circulation on Raymond Plaza East to separate out the diverse vehicular usage on the street, particularly since the traffic circulation area on Raymond Plaza West has been completed;

- Plan for street widening and other infra-structure improvements in areas and on sites where new developments are expected to occur;

- Enforce restricted parking regulations during the peak periods to improve circulation and traffic flow; and,

- Plan for and study the feasibility of new off-street parking facilities.

406.00 IMPROVEMENTS TO LOCAL CIRCULATION SYSTEM

In order for the street system within the City to function properly, it must allow for the efficient and effective transportation of goods and people. Several areas must be improved if the basic transportation needs are to be met. The following elements of the Plan are designed to accomplish this objective. For further information, see Section 513.00 and 513.01.

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City Wide Short-Term Improvements

- Reconstruct the McClellan Street underpass beneath the Pennsylvania Railroad to allow a 14 foot clearance and wider passage for trucks and to prevent flooding.

- Construct a new collector street parallel to the Pennsylvania Railroad in the airport periphery area from McClellan Street to Doremus Avenue and to interface with I-78.

- Construct the continuation of the Delancy Street arterial to its intersection with Avenue P and Wilson Avenue.

- Construct a new collector street between Foundry Street and Port Street to provide access to vacant land for future development as well as to provide missing links in the collector street system.

- Reconstruct the South Street underpass beneath the Pennsylvania Railroad to allow a minimum 14 foot clearance for trucks.

- Widen Springfield Avenue between Morris Avenue and Dr. Martin Luther King Boulevard to provide consistency of roadway width.

- Continue implementation of the City-wide TOPICS Program that allows generally low capital-intensive actions to greatly enhance circulation in and access to the central area corridor and other major employment concentrations within the City.

- Improve pavement surfaces, channelization, intersection signalization, pavement markings, etc., to reduce significant accident potential and to facilitate traffic flow.

- Construct new collector street from Delancy Street to Delaware and Hudson Oak Island Internodal Yard.

- Reconstruct Wilson Avenue, including the Wilson Avenue viaduct.

- Establish truck routes that will effectively remove truck traffic from residential streets except for local deliveries. As opportunities arise, loading zones should be established along commercial strips for pick-up and delivery service.

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- Reconstruct Blanchard Street and periphery roads adjacent to the Essex County Resource Recovery Facility.

- Reconstruct Haynes Avenue bridge located in the vicinity of Newark International Airport.

- Replace South Street Viaduct.

- Reconstruct Jackson Street Bridge.

Railroad Bridges and Road Overpasses

A coordinated effort is required to adequately address the issue of Railroad Bridges and Road Overpasses. The jurisdictions include Federal, State, County and Municipal governments as well as transportation operators. Inspections are necessary to determine the structural status and the amount of funding required to maintain an adequate system of bridges and road overpasses within the City of Newark.

A number of bridge projects are currently on-going:

- North 9th Street over NJ Transit Rail Line
- 13th Street over NJ Transit Rail Line
- Bathgate Place & 7th Avenue Bridges over NJ Transit Rail Line
- Haynes Avenue Bridge, Frelinghuysen Avenue to Route 1&9
- McClellan Street under Railroad Overpass
- Wilson Avenue Bridge over Brill Freight Yards
- Route 1 & 9 over Oak Island yards
- Route 21 South Street Viaduct
- Park Avenue and Sixth Avenues over NJ Transit Rail Line
- Jackson Street Bridge

Newark should utilize the combined resources within the State to ascertain the current condition of our highway and railroad bridges in conjunction with local efforts to determine the extent of bridge infrastructure needs and the estimated resources necessary to address them. The task force report(s) include a comprehensive review of the condition of and the improvements required to the region's 3,865 bridges (20 feet or greater in length) including the City of Newark's bridges. Also, included in the report are current analyses of the funding levels of the Federal, State and local governments and what the individual short falls are.

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HEIGHT RESTRICTIONS

Railroad Bridges and Road Overpasses with Clearance of 14 Feet or Less

RAILROAD AND LOCATION	CLEARANCE
Lehigh	
Meeker Avenue near Elizabeth Avenue	12'-6"
Waverly Railroad	
Backus Street near Avenue I	10'-10"
Niagara Street near Rome Street	13'-10"
Roanoke Avenue near Hawkins Street	13'-1"
Wilson Avenue near Stockton Street	13'-5"
Manufacturers Railroad	
Raymond Boulevard between Chapel and Waydell	13'-9"
Lackawanna Railroad	
High Street near Lackawanna Place	11'-8"
Pennsylvania Railroad	
Wright Street near McCarter Highway	12'-7"
McClellan Street near Frelinghuysen Avenue	14'
Miller Street near McCarter Highway	11'-6"
Murray Street near McCarter Highway	12'-7"
Pennington Street near McCarter Highway	12'-5"
South Street near McCarter Highway	12'-7"
Tichenor Street near McCarter Highway	12'
Vanderpool Street near McCarter Highway	11'-11"
Walnut Street near McCarter Highway	13'-4"
Astor Street near McCarter Highway	12'-9"
Cottage Place, New York Ave. near McCarter Highway	12'-10"
E. Kinney Street near McCarter Highway	13'-2"
Edison Place near McCarter Highway	9'-8"
Elm Street near McCarter Highway	13'-8"
Emmett Street near McCarter Highway	12'-9"
Green Street near McCarter Highway	13'-2"

Appendix: Total Inventory of Railroad Bridges and Road Overpasses Within th City of Newark, New Jersey

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TABLE 4-1

HIGHWAY AND STREET STANDARDS

TYPE OF FACILITY	FUNCTIONS AND DESIGN FEATURES	SPACING	WIDTHS		DESIRABLE MAXIMUM GRADES	SPEED	OTHER FEATURES	DESIGNATION
			R.O.W.	PAVEMENT				
Freeways (Parkways) (Turnpike	Provide regional and metropolitan continuity and unity. Limited access; no grade crossings; no traffic stops.	Variable; related to regional pattern of population and industrial centers	200-300 ft.	Varies; 12 ft. per lane; 8-10 ft. shoulders both sides of each roadway; 8-60 ft. median strip.	3%	55 mph	Depressed, at grade, or elevated. Preferably depressed through urban areas. Require intensive landscaping, service roads, or adequate rear lot building set-back lines (75 ft.) where service roads are not provided	Interstate(Number)
Expressways	Provide metropolitan and city continuity and unity. Limited access; some channelized grade crossings and signals at major intersections. Parking prohibited.	Variable; generally radial or circumferential	200-250 ft.	Varies; 12 ft. per lane; 8-10 ft. shoulders; 8-30 ft. median strip.	4%	50 mph	Generally at grade. Requires landscaping and service roads or adequate rear lot buildings set-back lines (75 ft.) where service roads are not provided.	US (Number) State Hwy.
Major roads (major arterials)	Provide unity throughout contiguous urban are. Usually form boundaries for neighborhoods. Minor access control; channelized intersections; parking generally prohibited.	1½-2 miles	120-150 ft.	84 ft. maximum for 4 lanes, parking and median strip.	4%	35-40 mph	Require 5 ft. wide detached sidewalks in urban areas, planting strips (5-10 ft. wide or more) and adequate building set-back lines (30 ft.) for buildings fronting on street; 60 ft. for buildings backing on street.	County Highway
Secondary roads (minor arterials)	Main fedder streets. Signals where needed; stop signs on side streets. Occasionally form boundaries for neighborhoods.	3/4-1 mile	80 ft.	60 ft.	5%	35-40 mph	Require 5 ft. wide detached sidewalks, planting strips between sidewalks and curb 5-10 ft. or more, and adequate building set-back lines (30 ft.)	Blvds.
Collector Streets	Main interior streets. Stop signs on side streets.	¼-½ mile	64 ft.	44 ft. (2-12 ft. traffic lanes; 2-10 ft. parking lanes)	5%	30 mph	Require at least 4 ft. wide detached sidewalks; vertical curbs: planting strips are desirable; buildings set-back lines 30 ft. from right of way; Horizontal Alignment: 200 feet minimum sight distance;	Avenues
Local Streets	Local service streets. Non-conducive to through traffic.	at blocks	50 ft.	36 ft. where street parking is permitted.	6%	25 mph	Sidewalks at least 4 ft. in width for densities greater than 1 d.u./acre, and curbs and gutters; Vertical Alignment: 6-8 per cent maximum grade desirable, 3-4 per cent per 100 feet maximum rate or change	Streets Roads Place Way Lane Terrace
Cul-de-sac	Street open at only one end, with provision for a turn-around at the other.	only wherever practical	50 ft. (90 ft. dia. turn around)	30-36 ft. (75 ft. turn-around)	5%	25 mph	Should not have a length greater than 1000-1200 feet maximum; 400-500 for Multi-family	Terrace Drive Way

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407.00 HIGHWAY IMPROVEMENTS AND ACCESS TO ENCOURAGE ECONOMIC DEVELOPMENT

Route 21 (McCarter Highway) needs to be brought up to expressway standards. This, perhaps the most vital of all the recommended highway improvements, is needed to upgrade the north-south linkages through the City. In light of actual and projected development projects in the Newark Gateway Area, traffic congestion is expected to intensify significantly. This includes major development opportunities along the Riverfront directly adjacent to McCarter Highway.

Part of the Route 21 upgrading should include interchange ramps with Route 78 and Route 280. These on and off-ramps will not only reduce travel time and congestion, but will reduce traffic on non-arterial local streets for non-locally oriented traffic. Of course, environmental impact studies will be required, and minimum residential dislocation should be a primary objective.

The current bridge improvement program should be continued until all inter-city and intra-city bridges are brought up to current road safety standards, to compliment the improvement to Route 21. Improvement to the Route 21 Viaduct at Poinier and Broad Streets is needed to accommodate current and future traffic volumes.

The road network serving the ever-increasing industrial activity in the Meadowlands area needs to be upgraded to at least a collector road status. In particular, Doremus Avenue needs to be widened, and McClellan Street in Newark's Airport/Seaport area also needs upgrading.

Major shopping locations, such as the Ironbound, require better access to off-street shopper facilities.

Other low capital-intensive actions, originally recommended in the city-wide TOPICS Program (Traffic Operations Program to Increase Capacity and Safety), are urgently supported in this document as cost-effective and necessary for decreasing traffic congestion while encouraging increased development in high density corridors.

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Some of the TOPICS recommendations include:

- channelization of traffic.
- intersection signalization (an Urban Traffic Control System is currently being designed to coordinate traffic flows at 100 plus intersections throughout the City on major traffic arteries).
- improvement of pavement surfaces.
- pavement markings.

Urban goods movements should be improved to facilitate cost and congestion reductions. A major study on goods movements was completed in 1984, with specific recommendations designed to suit Newark's particular spatial lay-out, local street and highway facilities, local regulations, and other appropriate characteristics. The plan will be coordinated with the major firms, local businesses, and city officials to increase the potential for implementation.

408.00 REGIONAL SYSTEM

The City of Newark is centrally located to a number of transportation networks. The Garden State Parkway on the west, I-280 on the north, the New Jersey Turnpike and Route 1-9 on the east, and I-78 and Route 22 on the south provide an excellent regional frame work of expressways for access to the city. With Newark Airport, Port Newark, and rail service located within the City boundaries and major highways on all sides, Newark would appear to have sufficient accessibility to serve its commercial and industrial needs. This is not the case.

The major highways surrounding the City also isolate it from the region. Construction of I-78 and I-280 has provided the means of transporting people and goods around rather than into the City. While certain connections between these roadways and the City do exist, they are inadequate and do not directly serve the major employment areas. Route 21, the primary north-south access route into Newark, is a four lane arterial roadway with numerous intersections and signals. Even though this route is a major route serving the employment areas of the City, no direct connection exists with I-78 or I-280 to the west.

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To reach the Central Business District, traffic from I-280 must exit at First Street, a local street, and weave through cross-city streets. The inability of these streets to accommodate present traffic volumes creates congestion during the peak hours. I-78 traffic can use either Irvine Turner Boulevard/Hillside Avenue or an indirect circuitous movement to Route 21.

408.01 IMPROVEMENTS TO THE REGIONAL SYSTEM

A major objective of the Transportation Plan is to provide improved north/south capacity in the central corridor of the City and to provide better connections between both I-280 and I-78 and the central area and between these expressways and the supporting (arterial) street system.

408.02 LONG RANGE IMPROVEMENTS

1) Reconstruct Route 21 (McCarter Highway) to expressway standards. Provide access points to approximately one-quarter mile intervals for the purpose of distributing traffic to and from employment concentration and encouraging through traffic to be diverted from Broad Street, thereby by-passing the central corridor. Interchanges with I-280 and I-78 are essential and proposed for this upgraded facility.

2) Continue the ramps from I-280 eastward at First Street to connect with the arterial system of the City. Either of the proposed alternative routes would serve as the distributor/collector of traffic destined for the central corridor and should be advanced to the locational study stage.

   The Norfolk/Newark Street alternative is a four lane, limited access freeway designed to interstate standards. Beginning at the existing roadway stubs at First Street, the freeway would extend in an easterly direction running mid-block between Orange Street and Sussex Avenue. The roadway would be elevated over First Street, the Newark Subway and Duryea Street. The roadway would slope downward into a cut in the vicinity of Hecker Street and remain depressed under Hudson Street, Norfolk Street and Newark Street. Hecker Street and Jay Street would be closed. After passing under Newark Street, the alignment would swing south and slope upward to

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cross over Sussex Avenue and Central Avenue prior to connecting with Raymond Boulevard in the vicinity of New Street. Ramp connections would be provided at Newark and Norfolk Streets which would be converted to one-way facilities.

The Orange Street alternative is a four lane limited access facility which is adjacent to Orange Street. The alignment begins at First Street, passes over the City Subway, and curves north along the south side of Orange Street. It then curves south at Nesbitt Street and runs adjacent to Nesbitt and Lock Streets until it connects with Raymond Boulevard. The roadway would be depressed between Hecker Street and Sussex Avenue. Hecker, Hudson, and Newark Streets would be closed at the connector. An on-ramp is provided at Nesbitt Street and an off-ramp is located at Sussex Avenue.

3) Modify the present I-78 ramps at Hillside and Belmont Avenue to turn eastward and connect to Elizabeth Avenue at East Runyon Street, and continue East Runyon Street improvements westbound to connect with Frelinghuysen Avenue. This improved I-78 connection to two arterial would provide truck traffic with direct access to industrial concentration, as well as provide access to arterial for distributing/collecting central corridor traffic.

4) Construct ramp for traffic traveling from South and Delancy Street onto southbound Routes 1-9.

5) Improve connections between the Garden State Parkway and I-78. At present, southbound Garden State Parkway traffic cannot travel east I-78, nor can westbound I-78 traffic enter northbound Garden State Parkway without traveling local streets. All of the above improvements should be tested further in the locational study phase in order to determine the most appropriate application with the least amount of community impact.

6) Widen I-280 from its existing four-lane capacity to a six-lane freeway with improved shoulders between First Street and the Stickel Bridge.

7) Provide a grade separation at Route 21 between Raymond Boulevard and Market Street in order to prevent rush hour gridlock in the heart of the CBD and to facilitate a 45 mph flow of traffic on the only north/south highway serving the City of Newark.

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409.00 TRANSPORTATION ACCESS AND MOBILITY RECOMMENDATIONS FOR EXISTING RESIDENTIAL LAND USE PATTERNS

The majority of Newark's land mass already contains viable land-use. Thus, strategies must also be developed and implemented to improve access and mobility for inner city travel. In light of the round-the-clock circulation needs of Newark residents, physical street improvements and off-peak transit service stabilization (or expansion) should be given high priority. Within this broad goal lies the need to provide adequate services for Newark's large population of elderly and handicapped (over 50,000) persons. Also, many Newark students commute several miles from their home to one of the many specialized public high schools or parochial schools within the City. In addition, second and third shift employees who cannot afford the purchase, maintenance and operation of an automobile, or do not have the opportunity to carpool, lose more time from work, forfeit job opportunities, and sometimes lose their current jobs due to inadequate or expensive availability to employment locations. Hence, inadequate or expensive service hinders the mobility of all of the above mentioned groups, often to the extent where they are precluded entirely from their desired trip end, substantially inhibiting their capacity for productivity and an improved quality of life.

410.00 TRANSIT PLAN

A number of major improvements to the existing transit system, including both fixed facilities (rails, stations, etc.) and scheduling of service types, are also elements of the overall circulation plan. These proposals include public transit improvements as well as improvements in transport of goods.

Newark is one of the most accessible cities in the nation via air, rail, and highway. Mass transit and the major highway network make commuting easy throughout the greater metropolitan area. The major modes of travel in an out of Newark are located in or lead to the Central Business District.

Approximately 20,000 passengers stop at Pennsylvania Station while another estimated 7,500 stop at the Erie Lackawanna (DW & L) Station located on the northern part of Broad Street. New Jersey Transit and Amtrak are the major commuter and long haul passenger carriers that occupy the Pennsylvania Station. The Port Authority Trans Hudson (PATH) trains offers service from Newark's Pennsylvania Railroad Station to Manhattan, e.g. a

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passenger can board a PATH train in Newark and arrive at the World Trade Center in 20 minutes. In addition to the New Jersey Transit buses, the major intra-state carrier, new facilities have also been provided for other inter-state carriers such as Greyhound, and other carriers. The city subway system connects Newark Pennsylvania Station with the Central Business District and the northerly point of the City, terminating at Franklin Avenue Station (A Rail/Bus transfer point).

As part of the State of New Jersey's Comprehensive Program to upgrade existing commuter rail facilities in metropolitan areas, general rehabilitation and refurbishment of the existing Erie-Lackawanna Commuter Rail lines serving the Newark area have been completed. Not only were the roadbed and electrification upgraded, but stations themselves were refurbished and new commuter rail vehicles purchased. Newark's Broad Street Station and area has been improved to include a rail/bus transfer station on Broad Street. The Newark Pennsylvania Station recently underwent a thorough face lifting including the bus terminal area.

The most prevalent form of public transportation which now services the City of Newark is surface buses, primarily operated by New Jersey Transit. However, a significant amount of peak period service is being provided by five (5) transit companies which furnish both fixed-route/fixed-schedule and suburban express service to and from the Newark Central Business District. Efforts have continued to coordinate and optimize bus service to the central city by public transportation. However, much more is required for the most appropriate level of service. A general review of the privately owned bus companies and revision of the existing route structure and examination of the need for additional stops and/or service should be undertaken.

New Jersey Transit Bus Operations has undertaken to provide a coordinated transit information center on the in Maplewood with satellite facilities at Penn Station and Macy's-Newark. Also, schedules have been improved and regularly updated to represent changes in routes and scheduling.

In order to improve transit access to Newark's Central Business District the following goals, objectives, and recommendations have been identified:

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GOALS To increase ridership and utility of the existing transit network through the retention and expansion of transit services.

OBJECTIVES To promote increased business revenues which translates into tax dollars through increased accessibility;
To plan for urban redevelopment through increased exposure to transit opportunities.

411.00 NEWARK CITY SUBWAY

Improvements to the Newark City Subway take two forms. The most immediate one is the general refurbishment and rehabilitation of the existing City Subway system, including stations, vehicles, and maintenance facilities. The City Subway Rehabilitation Program was completed April 21, 1988. A long range proposal relates to the extension of the City Subway along the Springfield Avenue corridor to the Irvington bus terminal. The preliminary feasibility study was completed. However, minimum corridor travel demand will delay implementing this long range program until the redevelopment of the Springfield Avenue corridor. Since the Springfield Avenue extension is a long range project, it is appropriate to encourage implementation of short range Transportation Systems Management (TSM) actions to provide preferential treatment for transit vehicles along this corridor. Actions such as provision of bus-stop shelters, bus bays, and limited-stop service along the corridor, and widening of this artery from Irvine Turner Boulevard to Dr. Martin Luther King Boulevard will provide a greatly expanded level of service in the short term until a final decision is made regarding the proposed Springfield Avenue Subway extension.

Consideration will also be given to construction of additional park-and-ride facilities at selected existing stations, in order to relieve both auto congestion in the Central Business District and parking demands in the downtown area by long term parkers.

The construction of an Orange Street transfer station to connect the Morristown Line with the Newark City Subway can be an excellent method to divert in-bound suburban patrons to the City's Central Business District. Presently, in-bound passengers to Newark must transfer at the Broad Street Station to surface transit vehicles to reach their destination within the CBD. A transit

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station linking heavy and light rail modes should be considered for future planning. Engineering feasibility studies should be undertaken to determine need to handle passenger volumes, for the year 2000 and beyond, entering the Core Area. Such plans are consistent with the proposed development of the Central Business District and current plans for the construction of the state preforming arts center in the CBD.

412.00 COMMUTER RAIL

As part of the State of New Jersey's Comprehensive Program to upgrade existing commuter rail facilities in the State's metropolitan areas, general rehabilitation and refurbishment of the existing Erie-Lackawanna Commuter Rail lines serving Newark was included in this program. Not only were the roadbed and electrification upgraded, but stations themselves refurbished and new commuter rail vehicles purchased. Newark's Broad Street station area was also included in this program. The Newark Pennsylvania Station has also gone through a complete face lifting including the bus terminal area and traffic circulation area.

413.00 BUS TRANSIT IMPROVEMENTS

The most prevalent form of public transportation which now services the City of Newark is surface buses, primarily operated by New Jersey Transit. However, a significant amount of peak period service is being provided by privately owned transit companies which furnish both fixed-route schedules and suburban express service to and from Newark's CBD. A comprehensive approach to coordinating these diverse services is an essential element of improved public transportation access to the CBD. A general review of the privately owned bus companies, revision of the existing route structure, and examination of the need for additional stops and/or service should be undertaken. In addition, many low capital-intensive actions are needed to facilitate transit usage such as the creation of: coordinated transit information center, bus bays and loading areas, passenger shelters, improved schedules and improved bus-stop signs. The low capital-intensive actions must be considered as supporting elements of the City's Transportation System Management Program to encourage increased transit usage while reducing auto congestion, point source air pollution, and requirements

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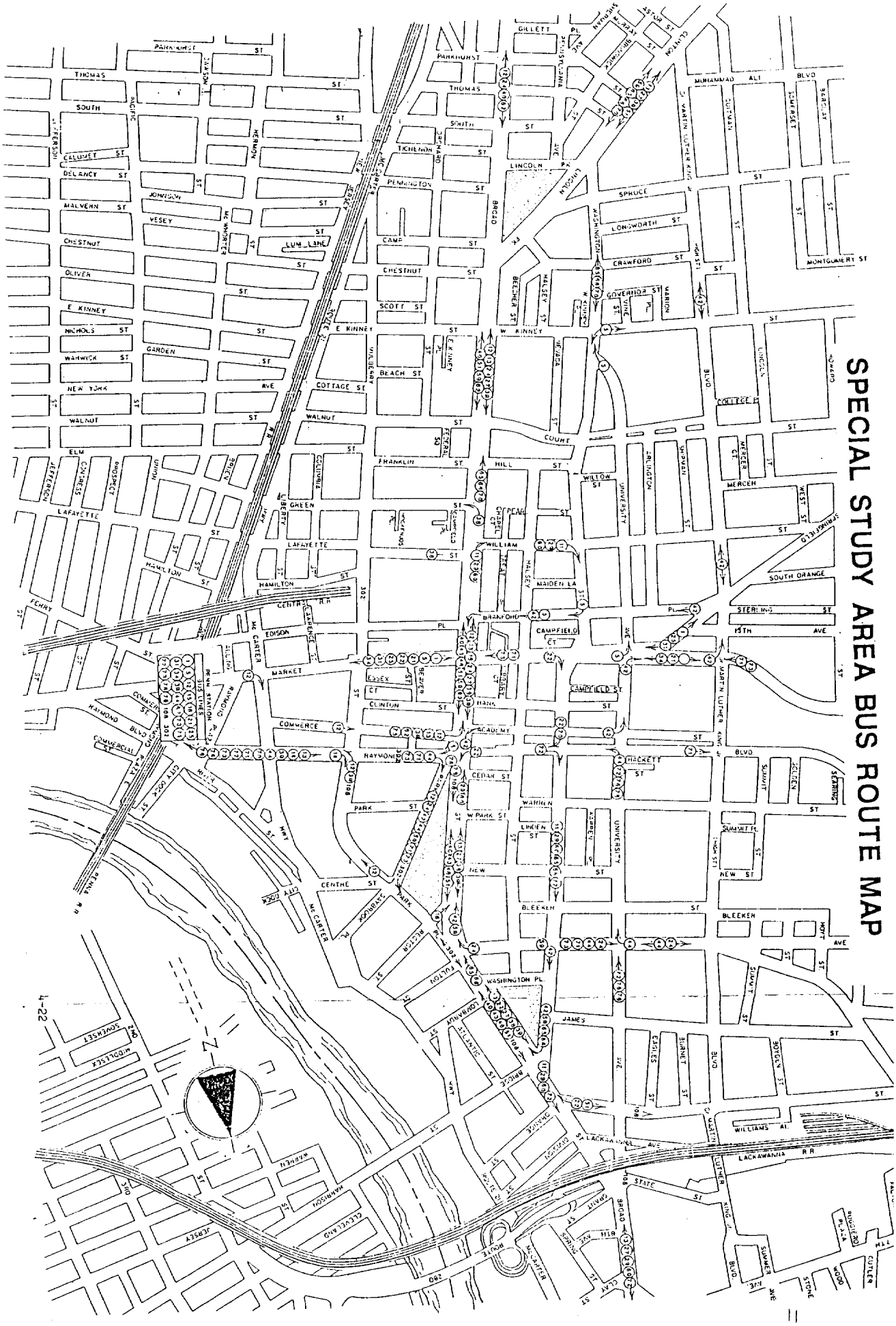
SPECIAL STUDY AREA BUS ROUTE MAP



for off-street parking facilities in the Central Business District. Further study of the actual needs for improved transit circulation systems in the central city are underway.

414.00 AMTRAK OPERATIONS

Newark is served by the AMTRAK system with passenger service between Washington, DC, and New York City through Pennsylvania Station facility. The Federal Railroad Administration (FRA) within the U.S. Department of Transportation plans to renovate and modernize this facility as well as to construct a 1,300 car parking BUS ROUTE MAP garage to serve it. Before the site of such a parking facility is selected, however, a careful study of its location with respect to vehicular access and its relationship to existing and future Central Business District office and commercial activities should be undertaken. Further, consideration should be given to the location of this facility with respect to a proposed inter-modal transportation center which could link inter-city buses, as well as the existing functions of City Subway, AIRLINK (van service to Newark International Airport), taxis, autos, and pedestrians.

415.00 RAILROAD FREIGHT/PORT FACILITIES

Only in recent years has attention been given to the area of goods movement planning as a complement to planning of person and vehicular movement systems. Thus, while an extensive system of freeways and other highway facilities is being constructed in the Newark metropolitan area and substantial improvements to rapid rail transit and commuter rail facilities are underway, greater emphasis is also being placed on improved freight movement facilities. This is particularly important because the combined Port of Newark and Elizabeth represents the largest container port in the world. In order to improve cargo movement within Newark, the consolidation and elimination of many competing rail facilities should be considered, including a proposed change in the function of the Oak Island rail yards (adjacent to the Newark International Airport).

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416.00 AIRPORT TRANSPORT SERVICE

Newark's International Airport is approximately 16 miles west of mid-town Manhattan. It is accessible from the major highways, as well as from several rail and bus lines. The airport periphery offers great potential for port-airport related industrial and commercial activity. This is particularly true in light of the recent construction of an industrial park in that area as well as the creation of a foreign trade zone by the Port Authority of New York and New Jersey. In addition, the phenomenal increased air traffic at Newark International Airport has raised the need to have a direct rail connection between the airport and Newark Penn Station. The airport's proximity to Manhattan makes this latter objective an urban development priority.

417.00 RESTRICTION ON GOODS MOVEMENT

The Central Railroad of New Jersey has an existing minimally used railroad bridge across Newark Bay approximately two miles south of Port Newark between Elizabeth-Port and Bayonne. This bridge not only constitutes a significant hazard to navigation in general but, perhaps more importantly, imposes significant limitations upon the size of a vessel which can utilize the Port Newark facilities. As larger freight vessels are constructed to carry more cargo at a lower per unit cost, Port Newark will have a difficult time maintaining its competitive position in comparison to other New York area port facilities and other East Coast ports of entry. If the bridge continues to impede this type of vessel, it should be completely demolished. If justification for continued rail service does exist, a feasibility study for the reconstruction of the existing bridge to provide substantially greater horizontal and vertical clearance should be undertaken.

418.00 GOODS MOVEMENT PLANNING

An improved information system regarding highway approaches to industries located in the Meadowlands area, Port Newark, and Newark International Airport is warranted. The complexity of ramps and signs associated with the junction of U.S. Routes 1 & 9, 22, the New Jersey Turnpike, I-78, New Jersey Route 21, and other local access roads results in a situation which should be improved, especially for infrequent travelers such as long distance truck drivers. Thus, an easily

understandable signing program must be designed to facilitate truck access to and from the industrial areas, Port Newark, and Newark International Airport. An important aspect of goods movement planning is the ability for deliveries to occur in an orderly way without creating congestion or disrupting traffic flows in commercial area. Frequent and strategic location of loading zones (on-street) are important in accommodating the pick-ups and deliveries on a commercial corridor. A review and examination of existing and potential loading zones sites should be undertaken in order to relieve traffic congestion in commercial corridors like Ferry Street and the Broadway strip.

419.00 AIRPORT/CBD RAIL LINK

Newark International Airport (EWR), is one of the fastest growing air terminal facilities in the United States. Accessibility to the airport is very meaningful in terms of commerce and economic development as it completes the link between Newark's CBD and urban regions, states and nations. EWR's location makes it increasingly important to the Metropolitan Area's economy due to the following:

- The airport's proximity to the Central Business District;
- The airport's propinquity to the seaport;
- The airport's appeal for a rail link connection to the Central Business District; and,
- The airport's ability to increase the employment growth in the transportation sector of the economy.

Therefore, a Newark CBD - Newark International Airport Automated Guideway Transit System should connect the CBD with Broad Street Station, Penn Station and Newark International Airport. The system will have immeasurable positive economic development influence along the corridor while maximizing use of existing mass transit facilities and effectively reducing the need for on-street vehicular traffic.

With this objective in mind, the Division of City Planning studied five different alternatives for the routing of a link between the Central Business District and Newark International Airport. The basic parameters for route selection were:

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- Linkage to the people of the region;
- Width of right-of-ways;
- Least amount of obstruction to local circulation patterns during operations;
- Ability to connect with other transit facilities and routes to maximize ridership;
- Capability of being expanded to service our neighboring community on the South; and,
- Connection to the airport with the least amount of effort or disruption.

The Urban Mass Transportation Administration provided a $2 million federal grant to fund studies for the proposed $300 million mass transit rail system which would link downtown Newark and Elizabeth with Newark International Airport. The grant provides funding for a financial feasibility study and an environmental impact statement.

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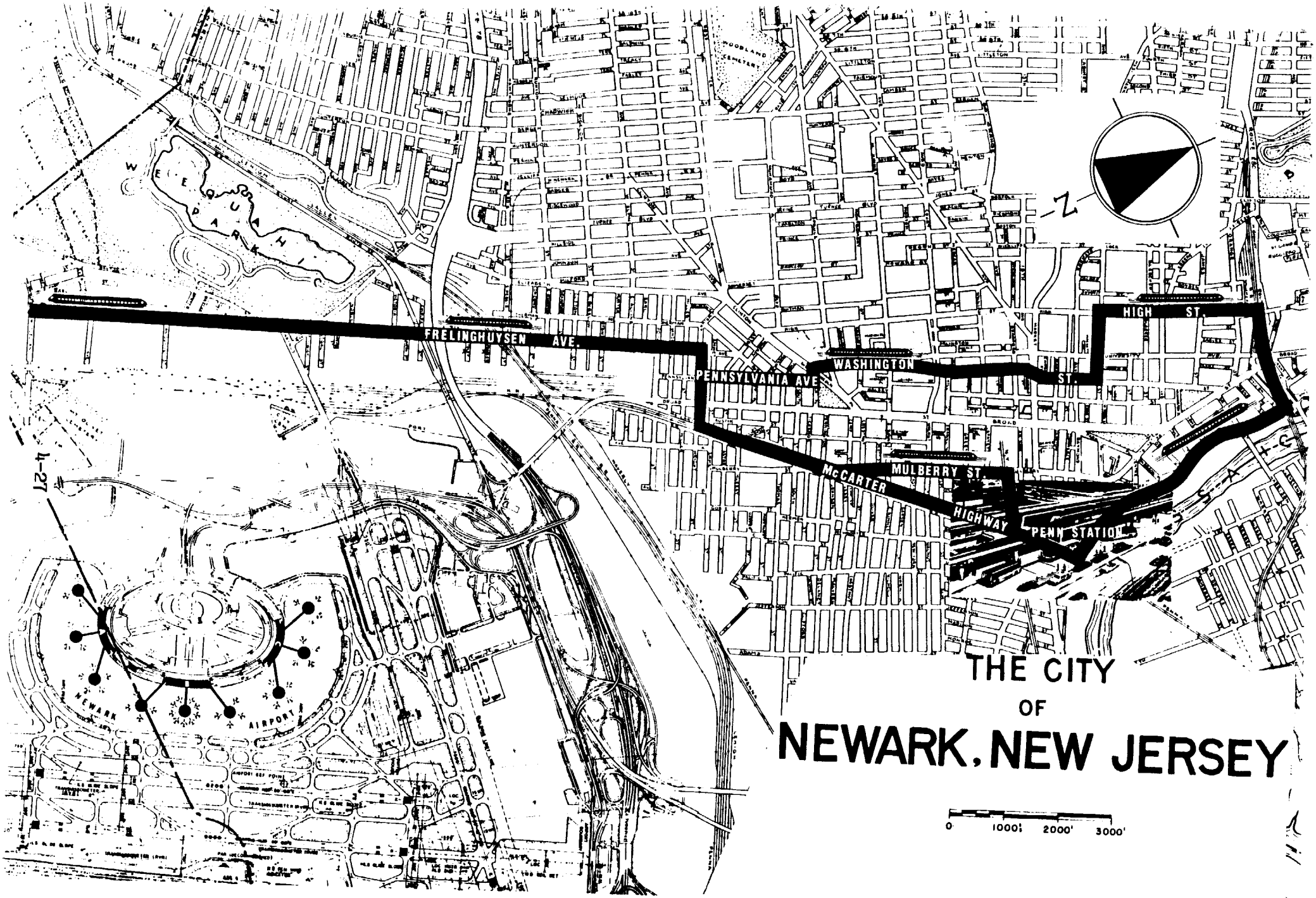

THE CITY OF NEWARK, NEW JERSEY

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The two studies are crucial to assure the project's eligibility for federal construction financing. The proposed rail line is approximately 7.8 miles long. Under the current proposal the line would run from Broad Street station (Newark), through the site of the proposed state performing arts center to Newark's Penn Station and then south, possibly along Broad Street, to a station at Newark International Airport. The State Department of Transportation study, in 1988, indicated that the rail link could spur development in both Newark and Elizabeth, but especially near Newark International Airport, possibly creating 29,000 to 54,000 jobs over the next 20 years. Map No. 4a shows a proposed route which may generate in excess of 5,000 person trips per day.

420.00 PARKING

Knowledge of parking characteristics is critical both to developing an efficient parking system for the City Center and to devising an effective parking enforcement and control program. Vehicle ownership is a factor influencing the need for parking. The 1980 Census data shows that for Essex County as a whole vehicle ownership averaged 1.17 vehicles per household; however, the corresponding number for the Standard Metropolitan Statistical Area was 1.14 vehicles per household. 48 percent of Newarkers own no automobiles at all, compared to 17 percent for Essex County. Where 52 percent of Essex County residents owned two or more cars in 1980, only 14 percent of Newarkers fit into this category. Thus the relatively high dependency of Newark residents on public transit for work, shopping, business and other trips is very clear. Out of the 720,428 Newark Standard Metropolitan Area residents who drove to work in 1980, 562,755 or (78%) drove alone, while the balance, 156,673 (or 22%), used car pools.

The average parking duration noted was estimated at 6.0 hours for work trip parkers, 1.5 hours for shoppers, and 1.0 hours for personal business parkers. The average parking duration for all trip purposes was estimated at 2.8 hours. A general turnover rate in the study area was estimated at 1.5 vehicles per space per day.

As one may expect, curb spaces in the area have a higher turnover rate than off street facilities. They average a turnover rate of 2.2 compared to 1.4 vehicles per space per day respectively. Curb facilities usually offer convenient parking, easy access, and low parking rates.

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They are generally preferred and have greater use for short-term parking than off-street facilities. Similarly, metered spaces experience a greater turnover than unmetered spaces, as the rates and time limitations encourage short term parking. Commercial garages and private surface facilities have the lowest turnover rates of off-street parking facilities, roughly 1.0 vehicles per space per day.

The parking plan for Newark contains a twofold strategy for improving parking circulation and mobility in the City. The first is a strategy for short-term improvements which will apply temporary solutions for improving the current deficiencies in parking spaces. These improvements are low cost measures that can be quickly implemented while the more permanent treatment can be extensively investigated and implemented. The second strategy, which can require an action plan extended over a ten to fifteen years, is the long-range solution. It requires extensive analysis, a high capital investment and community-based support.

The short term measures consist basically of work schedule changes and access restrictions to the highly congested areas (especially the CBD), as well as better parking management programs. The long term measures pertain to increased transit usage and development of new parking facilities.

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Short-term Strategies

- Changing working hours to eliminate the need for some workers to travel during the peak periods. The effect of this is to spread the peaking effect over a longer period of time. This will ease the flow of traffic and reduce the rush on certain parking facilities.

- Reducing the number of work days, through a four day week, reduces the number of work trips and the Vehicular Miles Traveled (VMT) by 20%.

- Staggering work hours and offering flex-time for employees will reduce the volume of traffic and congestion as well as spread the demand for parking over a greater portion of the day.

- Restricting certain vehicles from the Central Business District will alleviate congestion and parking demand.

- Requiring vehicles with fewer than four occupants to purchase a license uses price as a disincentive for autos with fewer than four occupants to enter during the working peak period.

- Creating auto restricted zones could allow control by time of day, by reorganizing street patterns to preclude through travel, by selective street closing, etc. A Halsey Street Auto Free Zone study recently exemplifies this traffic control initiative.

- Controlling street parking with parking management is a municipal operational control strategy. Decisions on the locations of parking, the amount of on and off street allocate parking, the parking charges applied to the allocated space, and the length of time parking is permitted affect capacity and traffic circulation.

- Restricting curb parking is a traffic control initiative which provides road space during periods of high demand in heavily traveled arterials. The end result is the provision of added street capacity without requiring new construction.

- Changing parking rates provides for the regulation of vehicle trips by imposing parking rate variation during the peak hour parking period. This parking management concept is used to discourage commuter travel in low occupancy vehicles.

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- Controlling commercial vehicles loading and unloading usually results in improved vehicular flows by reducing auto, truck and pedestrian conflicts.

- Providing on-street loading zones with restrictions facilitates vehicular flow and goods movements by eliminating the need for commercial vehicles to park illegally (doubled park) to load or unload goods. The result of this strategy is increased road space through the use of curbside lanes for vehicular traffic flow during restricted peak hour loading zone periods.

- Providing off-street loading facilities removes the loading and unloading activity from the curb, allowing additional lane (curb land) for the moving of vehicular traffic. However, for this strategy to work the particular thoroughfare should prohibit curb side loading zones in favor of off-street loading areas.

- Prohibiting peak hour on-street loading provides better traffic flows by converging a parking lane into a travel lane. A parking or standing ban during the morning and evening peak is the typical strategy utilized to achieve this objective.

Long-term Strategies

- Improving transit operations is a long term initiative to attract and retain ridership. The diversion of peak hour travelers to a bus or rail mode allows for the reduction of auto congestion without investing significant capital fund in city street improvements.

- Increasing bus route level of service and its operating efficiency will attract more riders to the public transportation system. The concept of improving bus route service often is associated with user characteristics. If bus routes serve areas of heavy travel demand adequately, then diversion to the private auto is minimized. In order for this strategy to be successful bus stop locations and walking distance to the bus stop should be reasonable. Adequate bus service reduces the need for maintaining or increasing the parking supply, therefore, allowing for the highest and best use of available land.

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- Creating a paratransit program - a ride sharing strategy - provides routing flexibility and convenience for a more personalized service well suited for low demand, low density areas. This concept allows the privacy features of an automobile but provides a higher occupancy level than normally characterized in automobile travel. The end result is a reduction in vehicle trips and parking demands.

- Creating carpool matching programs is another strategy for increasing vehicle occupancy while still featuring personalized service by the use of an automobile. Participants use their own cars and are in some instances sponsored by their employers. The parking management strategy objective is to reduce traffic congestion and to conserve energy.

- Supporting vanpool programs encourages a more efficient method of ride sharing. Vanpools are most effective at trip distances of 10 miles from the inner city. This strategy is most efficient when company sponsored because the operating costs are based on vehicles' utility. This concept also results in reduced vehicular trips during peak hour travel.

- Modifying zoning relating to parking standards regulates the storage of automobiles as a means of alleviating congestion caused by land use trip generators. The recommended changes in Newark's Zoning Ordinance are likely to have two different effects on parking supply in connection with minimum parking spaces that must be provided with new or adaptive reuse types of developments.

  1. As the supply of parking increases, the price of parking will decrease while vehicular miles of travel will increase.

  2. The distribution of available space for parking will be determined by location rather than by demand relative to cost.

- Constructing a parking garage would help to correct the estimated current space deficit, in excess of 1,200 spaces. The Division of City Planning is recommending construction of a parking garage on Tax Blocks 58 and 59 for 756 spaces. The balance of the deficit will be adequately met by the two parking garages presently under construction. Because we are in a cost containment environment, we believe the site selection for this garage is key to the city's interest based on the following:

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- Parking is the highest and best use for the site selected;

- The site services the area of the greatest demand;

- The site is located in an area where the proposed parking garage may be central to other land use activities attracting out of town drivers;

- The site may be within easy park'n'ride to other CBD locations on multipurpose trips to Newark;

- The site may be viewed as back up to support other municipal investments in the area while supporting the business community at large;

- The facility should be designed to feature mixed uses, i.e. dry cleaners, 1 hour photo, shoe repair, pharmacy, fast food take out services, etc.

There are other sites where a parking garage is strongly recommended. The proposed sites are as follows:

Block 33
Block 58 and 59
Block 71
Blocks 885 and 886
Lincoln Park Underground Parking

Planning for such facilities should commence as soon as possible. These areas are identified in support of the following proposed planning activities related to downtown development.

1. Expansion of the Federal Office Bldg. and Post Office Complex.

2. Growth in the real estate investment around Broad and Orange Streets.

3. Proposed development of a world-class performing arts center in the area bordered by University Ave., Central Ave., Broad Street and West Park Street.

4. Growth in real estate investment in the area bordered by Market and Green Street adjacent to Broad Street.

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5. Proposed development of a coliseum in the Lincoln Park area. This facility will be designed to provide accommodations for trade shows, inter-collegiate sporting events, etc.

6. Growth in commercial retail activity in the central core area.

Need for Further Study

Approximately 52 percent of Newark's households use automobiles for trip purposes compared to 83% of the Essex County balance. This appears to suggest the following:

- The communities outside of Newark do not have access to park'n'ride facilities; or,

- The level of service, convenience and safety on mass transit must be studied; or,

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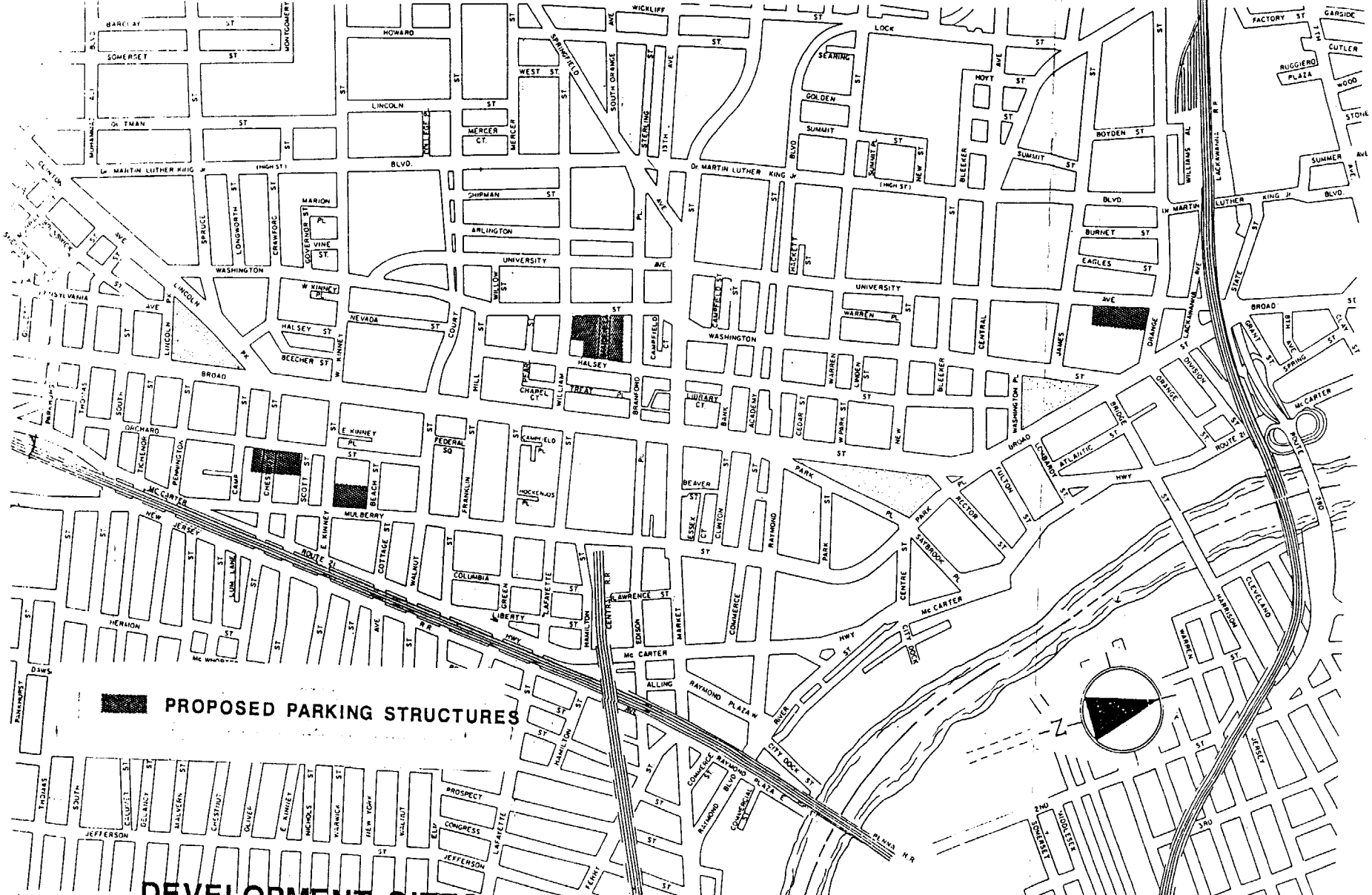

DEVELOPMENT SITES FOR NEW PROPOSED PARKING FACILITIES

- Cost imbalance between mass transit and the use of an automobile makes the convenience factor the deciding one in the use of an automobile; or

- Any combination of the above.

In conclusion, we recommended that the following areas be reviewed as a follow-up to this Parking Element:

- A Revenue Study of the Existing Facilities. Does the license match the facility? We have to believe that there may be both under-reporting and non-reporting of parking use.

- An Architectural Prototypical Design Study.

- A Traffic Impact Study. Some of the traffic congestion experienced may result from the coordination of signalized intersections within and between the Newark, County and State systems.

- A Financial Feasibility and Real Estate Analysis Study.

- An Environmental Impact Study.

421.00 ZONING MODIFICATIONS RELATING TO PARKING STANDARDS

The concept of regulating the storage of automobiles has been practiced for many years. The zoning ordinance, requiring a provision for off street parking, is a means of alleviating congestion caused by real estate trip generating activity centers.

The parking components of zoning ordinances, as a determinant of space requirements, are usually noted by a standard, e.g. a number of required spaces or per square foot of office space per dwelling unit, etc. Commercial standards may be viewed in terms of a sliding scale, i.e. a set requirements for the first several thousand square feet of space and a lesser one for subsequent increment of space, or one requirement for the ground floor and a lesser one for the upper floors. Often a zoning ordinance may offer minimum dimensions of the required parking spaces.

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The zoning regulations for parking do not consider given the cost of providing the spaces or the price that will be charged for using them. This is based on the concept that trip generation rates and parking demand reflect a need to travel by automobile and that the demand for parking spaces is not a function of price.

To reduce traffic congestion, some planners have been recommending zoning regulations to force the supply of parking above the quantity that would be provided by the private market. Other professionals recommend an upper limit on the number of parking spaces to reduce the quantity below that provided by the private market. Although they appear to be contradictory, the above two recommendations are both logical. More off-street parking can help get automobiles off the streets once they reach their destinations, while less off-street parking would reduce the number of automobiles coming into the Central Business District (CBD) or into the activity centers. Planners, thus, must define parking supply need for new developments depending on specific local circumstances.

Several reasons exist for enforced on-site parking regulations related to new building construction.

1. They insure the provision of adequate on-site parking to satisfy parking demand needs. The high cost of off-street commercial parking, for all day use, encourages the car user to seek other alternatives to solve parking needs. While the availability of off-street commercial parking will not discourage the random travel aspect of parking preference if the price of curb parking is cheap, the availability of on-site parking will.

2. They diminish the need for curb parking and related traffic congestion since the car user will not be driving randomly around the local street system in search of a place to park. Especially in locations outside the CBD, commercial activities have the tendency to direct the car user into residential neighborhoods. This is called "parking spillover." On-site parking can eliminate the negative reaction of local home owners who object to the "parking spillover" into their residential neighborhoods from adjoining commercial areas. Thus, one may expect continued backing for parking requirements in all new buildings contiguous to residential areas without some kind of parking preference for residents.

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3. They encourage downtown growth. Also parking fees will increase in local areas where new building construction has not provided the required parking space to satisfy its own demand needs.

However, care must be taken in the structuring of parking fees. If an increase in the supply of parking reduces its price, the number of work trips made by automobile may increase. Hence, the number of trips requiring short-term parking would increase, and a increased number of trips using long-term parking may also result. Accordingly, an effort to find solutions to local congestion problems through parking regulations may result in the reverse of the desired effect. Annoyance with street circulation problems in the downtown area and extra congestion on transportation serving the downtown area may result. Often the problems of energy consumption and air pollution may be aggravated if automobile travel increases.

The following information presents the Division of City Planning's recommendations for new parking standards to be incorporated into the proposed zoning ordinance.

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CHAPTER 5, PARKING; LOADING BERTHS

27:5-1 Commercial vehicle parking

The garaging, storing or parking of commercial vehicles on any properties within the boundaries of any residence district is prohibited, provided, however, the nothing herein shall prohibit the parking of a commercial vehicle for such reasonable time as may be required in pickup or delivery service to such districts. (12-10-75, & 1)

27.5-2 Requirements for off-street loading-berths for merchandise, supplies and equipment.

(a) The following off-street loading-berth requirements shall be provided on the premises of new buildings:

(1) Business districts:

(i) Hotels and offices:
One loading-berth if total gross floor area of building is 75,000 sq. ft.; two if 300,000 sq. ft. And one additional berth for each additional 300,000 sq. ft.

(ii) Retail sales and services:
One loading-berth if total gross floor area of building is 35,000 sq. ft.; two if 60,000 sq. ft.; three if 100,000 sq. ft.; four if 250,000 sq. ft.; and one additional berth for each additional 200,000 sq. ft.

(iii) Wholesale, manufacturing, storage:
One loading-berth if total gross floor area of building is 25,000 sq. ft.; two if 50,000 sq. ft.; three if 80,000 sq. ft.; and one additional berth for each additional 80,000 sq. ft.

(2) All other districts:

(i) Hotels and office: Same as Business Districts:

(ii) Retail sales and services:
One loading-berth if total gross floor area of building is 17,500 sq. ft.; two if 30,000 sq. ft.; three if 50,000 sq. ft.; and one additional berth for each additional 75,000 sq. ft.

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(iii) Wholesale, manufacturing, storage:
One loading-berth if total gross floor area of building is 12,500 sq. ft.; two if 25,000 sq. ft.; three if 40,000 sq. ft.; and one additional berth for each addition 20,000 sq. ft.

(b) The same requirements shall apply in all cases were a new addition is added to an existing building and the total combined floor area of the new additional and existing building equals or exceeds the minimum as set forth in the schedule for new buildings; provided, however, this shall only apply if the new addition contains a minimum gross floor area as follows:

(1) Business districts:

(i) Hotels and offices:
25,000 sq. ft. of gross floor area for new addition.

(ii) Retail sales and services:
15,000 sq. ft. of gross floor area for new addition.

(iii) Wholesale, manufacturing, storage:
10,000 sq. ft. of gross floor area for new addition.

(2) All other districts:

(i) Retail sales and services:
7,500 sq. ft. of gross floor area for new addition.

(ii) Wholesale, manufacturing, storage:
5,000 sq. ft. of gross floor area for new addition.

(iii) Dimensions of loading-berth space:
All loading-berths must not be less than 33 feet long. 12 feet wide with head room not less than 14 feet.

27.5-3 Parking space defined.

In all districts for all required off-street parking spaces as defined herein. Whether or not said parking space is an enclosed or open area, each parking stall shall be no less than 8.5 feet in the width and 18.5 feet in length, and said defined area shall be considered one parking space. If a stall is located with one side adjacent to a wall or high curb, an additional 0.5 of width is needed. If walls are on both sides of the parking area, the minimum stall width shall be 9.5 feet.

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The stall dimensions are in addition to the required maneuver and access aisles as determined by the traffic engineer of the city. In no event shall the overall layout of the off-street parking area be conducive to a back-out maneuver onto a collector or an arterial street.

In any case where a reduction of the required area per parking space is permitted by the traffic engineer of the city on the basis of the developer's certification that such space will be fully attended. It shall be set forth in the certificate of occupancy that paid attendants employed by the owners of operations of such spaces shall be available to handle the parking and moving of automobiles at all times when such spaces are in use (3-5-80 & 1).

27.5-4 Requirements for off-street parking.

(a) In any new building of the type described below, provision shall be made on the premises, either in the open or enclosed, for the off-street parking of automobiles by providing parking space for the same according to the following schedule:

(1) One family dwelling:

First Residence: one minimum, three maximum, Second Residence: two minimum, five maximum, Third Residence: two minimum, six maximum. Fourth Residence: three minimum, six maximum. First Business three minimum, six maximum other districts: three minimum, ten maximum.

(2) Two family dwelling:

Second Residence: two minimum, five maximum, Third Residence: two minimum, six maximum, Fourth Residence: Three minimum, six maximum, First Business: Three minimum, six maximum, other Districts: three minimum, ten maximum

(3) Multiple dwelling family:
Minimum of one for every 2 dwelling units in all districts.

(4) Multiple dwelling senior citizen:
Minimum of one for every 3 or less dwelling units in all districts.

(5) Hotels:
Minimum of one space per room up to 40 rooms and one space per two rooms over 40 rooms.

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(6) **Auditoriums, theaters, stadiums, sports arenas:**
Minimum of one for each 5 seats to be used by spectators. Hotels, auditoriums, theaters and stadiums, and sports arenas shall provide the required parking spaces either within the building or on the premises in open space, or within a radius of 800 feet of the building to be served.

(7) **Churches:**
Minimum of one for every 3 seats to be used by attendants.

(8) **Industrial plants:**
One space per 300 sq. ft. gross floor area.

(9) **Medical or dental offices:**
(i) Any residential building, any portion of which shall be converted for use as a medical or dental office, shall provide, on the premises, either in the open or enclosed, spaces for off-street parking with a minimum of 3 automobiles for each professional practitioner in the building.
(ii) Any medical or dental office buildings constructed, shall provide, on the premises, either in the open or enclosed, off-street paved parking with a minimum of 5 automobiles per practicing physician, surgeon, or dentist or a paved parking space at least equal in area to the area of the ground floor of said medical office building, whichever shall be greater.

(10) **Public dance halls of discotheques:**
Minimum of 1 for every 30 square feet of total floor areas within a radius of 800 feet from the building to be served.

(11) **Shopping Centers Neighborhood Community & Regional Food Markets**
6 spaces per 1000 sq. ft. gross floor area 8 spaces per 1000 sq. ft. gross floor area 10 spaces per 1000 sq. ft. gross floor area.

(12) **Retail Stores**
Less than 5,000 sq. ft. of gross floor area 1 space per 200 sq. ft. 5,000 to 20,000 sq. ft. gross floor area 25 spaces plus 1 space per 150 sq. ft. over

5,000 sq. ft. more than 20,000 sq. ft. gross floor area 25 spaces plus 1 space per 150 sq. ft. over 5,000 sq. ft. plus 1 space per 100 sq. ft. in excess of 20,000 sq. ft.

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(13) **Restaurants and Bars CBD**
1 space per 150 sq. ft. gross floor area 1 space per 300 sq. ft. gross floor area when mass transit is available, 2 spaces per 300 sq. ft. gross floor area is not available.

(14) **Schools, Elementary Schools, High School and Trade Schools Colleges**
1 space per classroom, 1 space per 5 seats, 1 space per students.

(15) **Hospitals**
1 space per 1,000 sq. ft. gross floor area or 1 space for 2 beds.

(16) **Recreation:**
Bowling Alleys, Amusement Centers, Dance Halls
5 spaces per alley, 25 spaces per 1,000 sq. ft. gross floor area 1 space per 5 seats or 35 sq. ft. seating area plus 1 space per 35 sq. ft. of space floor area.

(b) Additional regulations for off-street parking spaces:

(1) When the parking spaces required by this section are provided off the site, the following additional regulations shall apply and shall continue so long as the premises are used for such purpose, except that in lieu of the area originally designated, other equal area may be substituted from time to time.

(i) Such parking spaces shall be in the same possession by lease or ownership as the use to which they are an accessory.

(ii) Such spaces shall conform to all regulations of the district in which they are located.

(2) No parking of any motorized vehicle shall be permitted in the front yard in districts designated as First or Second Residence except that noncommercial vehicles may be parked in a driveway in the front yard; provided, however, that such driveway shall not occupy more than 50% of the front yard area, unless serving as a means of access to and egress from an enclosed private area and shall be paid with a hard-surface, dustless material. (6-4-69 & 1; 9-7-77 & 1; 10-3-84 & 1)

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27.5-5 Extension of accessory private parking

In any Third Residence District. Fourth Residence District and Business and Industrial Districts where the depth of the district does not exceed 100 feet, measured from the street frontage line to the rear district boundary, and where the rear boundary of such districts abuts a more restricted district, any accessory private parking area as defined herein may be extended across the district boundary into a more restricted district or zone, provided that:

(1) Such extension across the district boundary into a more restricted district is used exclusively as an accessory off-street private parking area, as defined herein.

(2) In order to minimize adverse effects on the character of the surrounding area, such an accessory private parking area located in a more restricted district than the principal use shall be limited to a maximum size of 50 car spaces, as defined herein.

(3) In order to draw a minimum of vehicular traffic to and through local streets in nearby residential area, access driveways to such private parking shall not be more than 130 feet distant from the front lot line of the principal use, and in no case shall such access driveways be located less than 25 feet from a residential lot.

(4) All such private parking area must be surfaced with a hard surface, dustless material at least 3 inches thick.

(5) All lighting of such private parking areas must be deflected away from adjacent residential lots.

(6) In order to protect adjacent uses, all such private parking area shall provide along all property lines adjoining such uses either.

(i) A strip of land at least 4 feet wide densely planted with shrubs or trees at least 4 feet high at the time of planting and which may be expected to form a year-round dense screen: or

(ii) A wall, barrier or fence at least 6 feet high, solid or perforated, provided that not more than 50 percent of the face is open.

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(7) In addition, each driveway shall have an appropriate gate, chain or closing device in order to close the parking area when not in use.

422.00 TRANSPORTATION PROBLEMS, NEWARK 1995

Transportation problems envisioned for the City of Newark by the year 1995 include the following: traffic congestion; transit costs; road improvement funding; and missing links within the regional highway network. These problems will not be easy to overcome because of ever decreasing funding on the federal level, state apportionments not keeping pace with local needs, and ever decreasing local funding "put" for infrastructure and transportation needs.

422.01 TRANSPORTATION CONGESTION

The 1980's began with the theme "A Newark Renaissance," which has seen numerous capital construction projects developed. These new developments have produced jobs both temporary and permanent. These jobs, and primarily the permanent ones (white collar), generally rely on the automobile for their daily commute into the City. Therefore, it is safe to assess that the City Streets, which in clement weather approach near gridlock proportions during the P.M. peak hour, can only get worse if strategies are not adopted to address this issue.

422.02 TRANSIT COSTS

The Federal administration is proposing to cut federal aid to New Jersey Transit Corporation (NJT), which is the state transit operator, as well as other U.S. mass transit systems. According to a recent study undertaken for NJT, of the nations 12 largest transit systems NJT receives the lowest percentage of State and local subsidies, at less then 33 percent. With these two facts confronting NJT and the transit riders in the state and more particularly the City of Newark, answers are needed to preserve the system, while at the same time not to over burden the transit user who cannot afford the luxury of an automobile as an alternative to transit.

422.03 ROAD IMPROVEMENT FUNDING

Road and bridge improvements are two of the principle themes of "The Transportation 2020" program which is gathering information from every state through public hearings to develop a plan to deal with current and future transportation needs. The plan will be submitted

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to the U.S. Congress, the Federal administration and State and local governments. With limited resources, they will determine which formulas and policies are needed to determine the biggest bang for the scarce transportation resources dollars. Also, public and private partnerships should be forged to off-set the public share of road and bridge improvements that are needed to support new private sector developments. An example of road and bridge improvements include Doremus, Wilson and Haynes Avenues.

423.00 RECOMMENDATIONS

a. Create new bus lanes, expand and enforce the observance of existing bus lanes;

b. Pursue continued improvements to Newark's only bus terminal. Also, a 1982 Terminal Study recommends a dual purpose development venture. This plan includes transit services and commercial facilities on the ground level, with a four level parking deck above. Also over $100,000 in improvements to the existing bus terminal immediately adjacent to Penn Station, are currently underway;

c. Periodically revise the City and County bus maps when necessary, and provide improved informational services to the public as a major deterrent to many occasional riders is the lack of information on available services;

d. Seek funding for Newark City Subway, in addition to the $18 million recently spent on new track, drainage and systems and station improvements (e.g. a $2 million closed circuit television system for security purposes), for new subway cars to replace the currently used aging rolling stock. Also, on a long term basis, review and recommend alternative subway expansion plans;

e. Encourage improved inter-modal transfers to facilitate increased transit use through programs such as NJT's Bus Card, bus/rail transfer, and others;

f. Continue to maintain and improve Pennsylvania Station, in addition to the more than 30 million dollar rehabilitation effort already completed, to increase the safety and convenience of its use;

g. Plan for the expansion of transit linkages between downtown Newark and the Airport;

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h. Plan for high intensity development near major transit modes, such as the Penn Station and Broad Street Station and the proposed Orange Street Station locations;

i. Develop pedestrian malls, wherever feasible (these malls, if properly planned and managed, tend to increase commercial sales, reduce store front vacancies and improve attractiveness of the area);

j. Enforce existing on-street parking regulations;

k. Price off-street parking so that fringe parking or park-n-ride alternatives become more attractive (i.e., Franklin Avenue Subway Station park-n-ride);

l. Review and recommend additional transportation system management (TSM) actions that would generate a more efficient use of Newark's existing transportation system, keeping the various above-mentioned new capital investments to a minimum.

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500.00 UTILITY SERVICE PLAN ELEMENT

The public provision of utilities, augmented by regular maintenance efforts and effective capital improvement programs, has a significant influence on the retention of existing employers and stimulation of future development in Newark. Comprised of water supply mains and distribution lines, storm and sanitary sewers that facilitates collection and subsequent treatment of Newark's wastes and street improvements, the City's existing infrastructure system provides certain inherent advantages that enhance its locational attributes.

The objectives of the Utilities/Infrastructure Plan are, therefore, to highlight those local actions that must be undertaken to ensure the viability of the City's infrastructure and economic base. These actions must:

- Alleviate all flood conditions wherever they exist;
- Upgrade by relining and/or replacing the most severely deteriorated storm and sanitary sewer systems and water distribution lines;
- Relieve catch basin flooding and other surface flooding throughout the City; and
- Provide utilities in the Meadowlands and the airport periphery area, where required, to increase the desirability of such areas for new or expanded development.

501.00 OVERVIEW OF NEEDS

As a result of many social service demands on Newark's tax base in the last two decades, and strict regulations on the use of State and Federal grants-in-aid that did come to the City in support of local taxation efforts, minimum amounts were expended for routine maintenance and upkeep of the City's infrastructure system. Although past commitments to match federal urban renewal programs from available capital sources had an impact on local debt capacity, municipal efforts to comprehensively address infrastructure requirements have continued over the years to improve the current situation; however, a coordinated planning effort must be initiated that involves all levels of government as well as the private sector. This is especially critical in the areas of community facilities and utilities that will be affected by the City's changing density and developmental patterns.

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502.00 WATER SUPPLY DISTRIBUTION

Newark's water distribution system is supplied predominately by the city-owned Pequannock River, as well as by water received through the North Jersey District Water Supply Commission, as a result of Newark's 40.5 percent ownership in the Wanaque-Ramapo River Supply, and by water received by contract from the Elizabeth Water Company. The system, maintained by the Department of Engineering, consists of approximately 500 miles of low pressure supply mains, three miles of mains in the special high pressure fire system, 58,000 service connections, and 9,000 gate valves. Furthermore, the City of Newark's water supply serves 600,000 persons in the Northeastern New Jersey region, while meeting a multitude of industrial, commercial, residential and leisure time demands.

Therefore, the quantity and quality of the water supplied by the Newark system is of paramount importance. The quantity of water available to meet Newark's current and projected demand is currently adequate. The Pequannock treatment facility is now approximately 40 percent completed at a cost of $42.5 million. This is a secondary treatment facility important to meeting water quality standards.

The second most important water quality issue centers on the upgrading of the supply and distribution lines. Prone to tuberculation, resulting in lowered pressures, the City's mains must be rehabilitated on an annual schedule. The plan recommends the systematic cleaning and lining of the entire distribution system from the major points of entry to the system inward; the replacement of all types of valves whenever necessary; and the reconstruction of supply lines and aqueducts along with selective and timely extension of service to the Meadowlands, and within any other area requiring upgraded expanded water service.

503.00 WATER SYSTEM CAPITAL PROJECTS 1988-1989

503.01 WATER SYSTEM CAPITAL IMPROVEMENT PROGRAM CANISTEAR RESERVOIR OUTLET VALVES

This project will replace the outlet control values at Canistear Reservoir which have been operating since 1896. Failure of these valves would cause flooding to the downstream areas. ($600,000.00)

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503.02 OAK RIDGE OUTLET CONTROL VALVE REHABILITATION

This project will provide for the installation of deck and valve extensions at Oak Ridge Reservoir Outlet Control Gate House. Present conditions are unsafe and do not permit the operation of the outlet control valve from an elevated position. If the Gate House were flooded, the valves could not be operated. ($360,000.00)

503.03 ECHO LAKE RESERVOIR OUTLET SPILLWAY RECONSTRUCTION

This project will provide for the reconstruction of the Echo Lake Reservoir Outlet Spillway. The present structure has collapsed due to age and deterioration. ($250,000.00)

503.04 REHABILITATION OF WAYNE PUMPING STATION

This project will provide for the complete rehabilitation of all pumping equipment and appurtenance at the above captioned facility. ($2,000,000.00)

503.05 CLEANING AND LINING OF WATER MAINS - CITY WIDE

This project continues to rehabilitate the water distribution system throughout the city. ($3,200,600.00)

504.00 SANITARY AND STORM SEWER SYSTEM

The Newark sewer system, comprised of an in-place network of combined (sixty percent) and separated storm and sanitary sewers, drainage ditches, diversion chambers, and outfalls carries annually millions of gallons of waste and surface run-off eastward to one of the two sewage treatment facilities and eventually, after treatment, to the Newark Bay. The Passaic Valley Sewage Commission (PVSC), serving twenty-eight member municipalities in the northern New Jersey region, has upgraded its Newark treatment plant to secondary treatment status.

The PVSC facility, handling eighty percent of Newark's sewage and the preponderance of Newark's industrial wastes, will remove 85 percent of the solids from the Newark waste flow while aerating all liquid wastes. The treated effluent will continue to be discharged into the Newark Bay but at a substantially reduced cost to the regional environment.

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The Joint Meeting Maintenance Sewage Treatment Plant, serving the westerly portion of Newark and ten surrounding localities, treats approximately ninety percent of Newark's western sector waste water. The Joint Meeting has also been upgraded to secondary treatment status. The remaining 10 percent of Newark's waste, generated primarily in the northern section of the City, is discharged by the Second River Joint Meeting facility to the PVSC. This connection serves Newark and six neighboring municipalities.

Over 140 miles of City sewer lines and in excess of 8,000 catch basins are maintained and operated by the City. Newark has studied its storm and sanitary flow condition extensively with respect to pollution abatement and has cooperated in an area wide study of sewer infiltration and inflow. However, minimum local capital is available to translate the study recommendations into long-term construction programs. Thus, the City in the past relied upon Federal agencies such as the United States Department of Commerce to provide $5 million toward the construction of a $7 million pumping station in the airport periphery area to relieve surface flooding. The New Jersey Economic Development Administration provided grant funds toward the construction of a pumping station to assure the economic feasibility of an industrial park in the Meadowlands. These efforts have served to establish an important bond between the public and private sectors in Newark.

Since only 40 percent of the municipal sewer system is separated, localized flooding and pollution are frequent during periods of heavy rainfall. Because of the lack of sewers in many areas of the Meadowlands, the Plan recommends that the City undertake a comprehensive program of:

1. Flood abatement

   - Construct at least one pumping station in addition to the peripheral ditch pumping station currently under construction.

   - Widen drainage ditches and remove debris and obstruction from them.

   - Construct storm relief sewers in the South, West and North Wards to alleviate existing flooding conditions.

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2. Sanitary Sewers

- Clean existing sewers where necessary.
- Replace existing, deteriorated and undersized sanitary sewers in the older sections of the city.
- Provide new service to portions of the Meadowlands area.
- Develop an innovative and cost-effective approach to the inspection of existing sewers to be supported annually.
- Reline, reinforce or reconstruct existing sewers which are in a poor state of repair.

3. Storm Sewers

- Replace catchbasins and basin connections throughout the City as part of a continuing program.
- Construct new storm sewers in portions of the Meadowlands.

It is essential that redevelopment in the center city and new development in the Meadowlands be stimulated through the phased upgrading of existing and construction of new sewers. Furthermore, it is crucial that the full value of flood-free lands and improvements be realized by investors, employers and residents in Newark.

505.00 SEWER SYSTEM CAPITAL PROJECTS

Particular attention is directed to the need to provide funding levels in the annual capital budgets to meet Newark's short-term and long-term commitments to both maintaining the existing plant and system and to affording upgraded sewerage facilities that promote orderly new development. The current backlog of sewer projects, while not necessarily compromising Newark's development thrust, nonetheless provides little reserve fiscal resources (a capital reserve) to augment new development in areas where the sewer system may have structural or capacity deficits.

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Therefore, as a key component of the City's policy in this regard, and in order to ensure that funding levels are maintained year-to-year, all proposed development projects that are approved by the Central Planning Board and the Department of Engineering, relative to sewers (and water supply), should be tied to a specific set of capital projects for inclusion in the capital budget of the year they are required. This policy, in turn, requires that the proposals be submitted and examined by the Budget Office as soon as the project approvals have been granted to the respective developers. (This is part of the Fiscal Impact Analysis of the Capital Programming process discussed elsewhere in this document).

505.01 RENOVATION OF 239 CENTRAL AVENUE DISTRIBUTION/SEWER OFFICES.

This project will provide for internal improvement of the existing office, equipment storage and vehicle storage facilities. The improvements will include the removal of certain partitions and the construction of new partitions to centralize the engineering and office staff of the water unit and sewer unit. In addition, other sections of the building will be partitioned and security rooms for storage valves, consumer service pipe and fittings, pumps, air compressor equipment, etc. will be replaced.

505.02 LITTLE FALLS, DIVISION HEADQUARTERS BUILDING ADDITION AND YARD IMPROVEMENTS.

This project will provide for the expansion of the existing structure at Little Falls to house additional staff, a control room, maintenance equipment and inventory records, plans, files and a drafting room, in response to major expansion within the system. A control room to house telemetry and instrumentation for which data is gathered from various components of the system will also be constructed.

505.03 IMPROVEMENT OF STORM WATER FLOW AT AVENUE B & L

Pursuant to recommendations made in the several Purcell Reports (1970, 1971-75), these two flood control projects are to be financed. These projects will provide for two essential improvements to the existing downstream drainage flow in the Newark International Airport area.

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505.04 REPLACEMENT AND INCREASED CAPACITY OF AVENUE B CONNECTION TO WHEELER DITCH

This project will replace 700 linear feet of existing system from Avenue B, Lehigh Valley and New York Bay Rail Road to the Wheeler Ditch with 72" storm sewer relieving flooding in the Avenue A and B areas.

505.05 NEW 72" STORM SEWER IN AVENUE L CONNECTION AT PIERSON'S CREEK

This project will replace 7'x 16' box culvert at Delancy Street and will construct two new 72" culverts at Oak Island underneath Penn Central Railroad. This will involve reconstruction of existing ditch to meet hydraulic requirements. Projects will alleviate severe flooding along Wilson Avenue and areas near Avenue L.

505.06 CONSTRUCTION OF STORM RELIEF SEWERS IN VARIOUS LOCATIONS

This project will provide for construction of storm relief sewers throughout the City. These sewers will service the most frequently flooded, localized areas where the flooding is attributed to lack of adequate storm runoff facilities.

505.07 SEWER SYSTEM CAPITAL IMPROVEMENT PROGRAM

SEWER IN	FROM	TO	DIMENSION
Cortland St. Sewer	Ferry St.	Horatio St.	800 LF-18"
Parkhurst Sewer	Dawson St.	Pacific St.	650 LF-18"
No. 10th St. Sewer	Belleville City Line	Delevan Ave.	200 LF-18"

- Drainage improvements between Avenue P and New Jersey Turnpike in NJR-121.
- Drainage improvements of Mt. Prospect Avenue, Montclair Avenue intersection.
- Sewer relay at South 16th Street.
- Outfall replacement at Rector Street.
- Restoration of Tenth Ward Ditch Sewer.
- Gunite restoration of Market Street.

506.00 SOLID WASTE GENERATION, COLLECTION, TRANSFER AND DISPOSAL

506.01 GENERATION

Delineating per capita collection by a continuous mathematical relationship is an alternative to the use of discrete values for various population and density groupings. The general trend is for per capita collection to increase up to a certain density and then decrease. The likely range for this change appears to be around 8,000 to 10,000 persons per square mile, which is also the density range indicating roughly the transition from a single-family housing community to a multi-family apartment community.

The estimated 1988 generation rate for Newark is approximately 5.60 #/cap./day, in contrast to 5.42 in 1970, 5.46 in 1960 and 5.53 in 1950.
The mixed refuse collected in residential areas consists primarily of paper waste, streams garbage or decomposable food wastes. Such decomposable waste in residential areas often becomes a principal problem by being the food for urban vermin. As a part of environmental health, the following strategies should be noted:

- Each housing unit should have a tightly covered storage receptacle(s) of sufficient capacity to be used for storage of all organic and inorganic wastes generated between collections.

- Combustible rubbish should be stored and disposed of properly to reduce the incident and hazard of fire.

- Non-combustible refuse should be stored and disposed of properly to reduce the incident of accidents and other hazards to children who may come in contact with such through their play activity.

- Storage outside of a dwelling unit should be located in relationship to the dwelling such that no resident should be required to walk more than 200 feet to deposit a load of solid waste. Shorter distances are desirable to eliminate the work inertia syndrome created by frequent long trips to the outdoor waste receptacle. This will reduce the tendency to let large amounts accumulate in the dwelling unit resulting in odors and unsanitary conditions.

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506.02 COLLECTION

The Department of Engineering is responsible for the collection and disposal of refuse. The City is divided into districts and the frequency of collection is based upon the density of the area served. In addition, private collectors augment the services provided by the Department of Engineering. Poorly handled refuse affects the overall appearance of a neighborhood. Adequate provisions should be made for collection and disposal to eliminate the risk of environmental health hazard areas and vermin breeding grounds.

506.03 TRANSFER AND DISPOSAL

The City of Newark no longer utilizes the sanitary landfill site at Kearny in the Hackensack Meadowlands for solid waste disposal. A $260 million solid waste-to-energy complex is planned for construction along the Passaic River in Newark, in the vicinity of Blanchard Street. The new 2,277-ton per day facility can convert all of Newark's and Essex County's solid waste into enough power to provide electricity to more than 40,000 homes. As a host site, for the Essex County facility, Newark will receive a one time payment of $1.5 million to be applied to new industrial development in the city, and a payment of $1.3 million the first year adjusted annually as a payment in lieu of taxes.

In addition, the 1981 State Recycling Act gives communities cash grants for separating cans, bottles and paper from their solid waste pick-up programs. The State now wants all 567 municipalities to participate in the source separation/curbside collection approach, coupled with resource recovery plants to burn their raw garbage. Newark and Essex County would be the first beneficiary of such a mandatory recycling law because they already are phasing in separation and collection programs.
Essex County is establishing 12 recycling redemption centers in urban areas, paying cash for cans, bottles and paper delivery to centers. In addition, mixed glass, metal and paper picked up from curbside on a separate day from ordinary refuse collection will be fed into a material recovery facility at the proposed energy plant site.

837380219

507.00 THE CITY OF NEWARK RECYCLING PLAN

Within state and county guidelines, Newark manages and pays for its garbage collection and disposal and has the responsibility to implement its recycling program. Newark has found that as the cost of solid waste disposal increases, reduction strategies have become increasingly attractive for their ability to reduce overall system costs. The city has adopted local legislation and has begun to develop a political and administrative infrastructure to accomplish the changes necessary for waste disposal.

As a result of the dramatic disposal cost increase, and because of the changes in technologies to be utilized, Newark planned an aggressive recycling campaign. In 1986 Newark published its Waste Utilization Study which documented a Recycling Master Plan to maximize disposal cost avoidance, increase recycling, reduce litter, assist the local economy and create local jobs.

The engineering staff established a municipal office paper recycling program, and an educational program in the City's school system, including school recycling drives, In addition this department set up a program to track and further public and private recycling efforts in the City, and implemented a curbside program to collect newspapers, commingled cans and bottles. The City's Central Ward is serviced by City collection crews, who will collect recyclable at the curbside, and by neighborhood-run buy-back centers, where newspapers, cans and bottles can be brought in and exchanged for cash.

507.01 WASTE STREAM QUANTITIES AND COMPOSITION

Understanding the total quantities and classification of solid wastes generated by Newark is essential. Therefore, an actual analysis of the solid waste must include consideration of the waste produced by all activities in the City. The amount of refuse collected by the scavenger is always less than the total amount generated. Factors affecting the amount of solid waste produced include:

1. The extent of industrial, commercial and multi-family residential development in the municipality or neighborhood;

2. The collection effectiveness. The increase in waste collected should be more significant in low-density suburban areas than in high-density cities;

837380220

3. The economic conditions and standard of living prevalent in the municipality or neighborhood;

4. The development of new products or packaging methods;

5. The increased use of disposable packaging materials such as plastics and cans as opposed to the use of returnable containers;

6. The municipal regulations controlling disposal methods and volume reduction;

7. The individual waste reduction methods such as home or industrial incinerators, compactors, waste food grinders and illegal open burning of brush, leaves and trash;

8. The increased use of prepared foods and the corresponding decrease in the use of fresh foods.

9. The amount of new construction or demolition work.

Valid information was not available to develop a mathematical relationship between such factors and the specific rates of increase; however, it seems reasonable to assume that per capita collected quantities of municipal wastes will increase at a rate between 0 to 2.5% per annum, with greater increases in the low-density areas than in the high density areas.
Accurate figures on quantities can only be obtained from day-to-day measurements under controlled operating condition peculiar to Newark. Such conditions are not possible under present collection and disposal practices. Because these factors are variables, predicting waste quantities with any degree of accuracy is difficult. Consequently, a projection of solid waste must be based on the known data concerning residential, commercial and institutional wastes. For these reasons, efforts were made to relate per capita collection with population and population density.

Communities with multi-family dwelling units tend to have less waste per capita than those with lower density housing. They have less lawn and garden cuttings, tend to operate their own compactor units, and are generally occupied by families with lower median income. Furthermore, large stores in the central business districts tend to practice more salvage of paperboard and other similar wastes than do the smaller stores associated with the less densely populated communities.

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Using a non-linear approximation of the selector values of per capita waste collection versus population density, it was found that Newarkers generate approximately 5.69#/capita/day of solid waste.* This amounts to approximately 284.0 cubic yards.

The typical composition of waste streams is shown in Table No. 5-1. From this waste stream, the following are identified as having a recycling potential:

	Newspaper	165	cubic yards per day
	Glass	110	" "
	Aluminum	59	" "
	Tin cans	439	" "
	Plastic containers (pet)	97	" "
**	Plastic containers (HDPE)	179	" "
	High grade office paper	11.6	tons per day
	Mixed office paper	23.2	" "

** REQUIRES A BEVERAGE CONTAINER DEPOSIT LAW.

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* " = 1.54 log D - 0.68
where:
" = per capita waste collection rate, in lbs/capita/day
D = population density, in persons/square mile.

837380222

TABLE 5-1

COMPOSITION AND ANALYSIS OF COMPOSITE MUNICIPAL SOLID WASTE*

COMPONENTS	PERCENT BY WEIGHT
Corrugated paper boxes	23.38
Newspaper	9.40
Magazine paper	6.80
Brown paper	5.57
Mail	2.75
Paper food cartons	2.06
Tissue paper	1.98
Wax cartons	0.76
Plastic coated paper	0.76
Vegetable food wastes	2.29
Citric rinds and seeds	1.53
Meat scraps, cooked	2.29
Fried fats	2.29
Wood	2.29
Ripe tree leaves	2.29
Flower garden plants	1.53
Lawn grass, green	1.53
Evergreens	1.53
Plastics	0.76
Rags	0.76
Leather goods	0.38
Rubber composition	0.38
Paint and oils	0.76
Vacuum cleaner catch	0.76
Dirt	1.53
Metals	6.85
Glass, ceramics, ash	7.73
Adjusted moisture	9.05
TOTAL	**100.00**

SOURCE: Paul N. Cheremisinoff and Angelo C. Morresi, Energy From Solid Wastes. (New York: Marcel Dekker, Inc. 1976) P. 12

*Solid Waste Management, A Comprehensive Assessment of Solid Waste Problems, Practices and Needs, Office of Science and Technology, (Washington, D.C. May 1969)

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507.02 RESOURCE RECOVERY

- Recyclables

  In July 1987, a mandatory separation ordinance for recyclables became effective, and on November 16, 1987, the City awarded a contract to the Occupational Center - a Newark-based non-profit organization which employs handicapped individuals to perform the curbside collection in four areas of the City. City crews will be utilized in an additional area to collect recyclable in order to evaluate over time which collection program is most cost-effective.

  The program was initiated on December 7, 1987. In this program, residents in four subzones of the City's south, east, west and north wards are required to separate their newspapers from their other trash. In June of 1988, Newark expanded this program to include curbside pickup of glass and aluminum along with newspaper in these same subzones.

- Office Paper

  On March 17, 1986, an office paper recycling program was initiated in all municipal offices, with employees saving computer paper, stationery, copy machine paper and other "white ledger" office paper. The paper is saved at each work station in specially designed desktop folders. When the folders are to be emptied, the worker takes the folder to a deposit box centrally located in each office. The boxes are emptied by building maintenance crews, and the paper is stored in a holding area. It is then collected and recycled by a private vendor, with the City receiving revenue for each ton recycled.

- Composted Leaves

  Newark quickly implemented an ongoing program to compost all City leaves at a 10 acre permitted compost site. In 1986 over 6,000 cubic yards of Newark leaves were composted. Approximately 8,000 cubic yards of Newark leaves were composted in 1987. Additionally, Newark offered other neighboring municipalities use of the excess capacity at its compost site, and in 1987 Newark composted another 10,000 cubic yards from Union, New Jersey.

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- Buyback Program

The city decided to utilize a combination of approaches for different neighborhoods in order to plan an effective program to meet the particular needs of each community neighborhood. A curbside program will be utilized in residential areas consisting of predominantly one-to-four-family houses. Neighborhood buyback centers will focus on buying recyclable in the central ward, which has larger and more densely populated high rise apartment complexes.

In order to assist the buyback program and make it a reality, the Municipal Council adopted a resolution on December 18, 1987 authorizing the Director of Engineering to enter into contracts with community organizations to operate buyback centers. The contracts provide that the city will pay community organizations $30 per ton for every ton of recyclable that they can demonstrate was collected from within the confines of the city.

837380225

Form 5—24 lb. 25% Rag Bond—100 to a package—6-79

Ordinance

of the

City of Newark, N. J.

No. ..... 1st Reading

No. ..... Public Hearing

No. ..... 2nd Rdg. and Final Passage

No. ..... Reconsidered

Approved as to Form and Legality on Basis of Facts Set Forth

..... Corporation Counsel

Date to Mayor .....

Date Returned .....

Date Resubmitted to Council .....

Date Advertised

1st Reading .....

Final Reading .....

Factual contents certified to by

..... Title

Councilman ..... presents the following Ordinance:

AN ORDINANCE AMENDING AND SUPPLEMENTING TITLE 16:9-48, GARBAGE AND REFUSE COLLECTION DISPOSAL OF THE REVISED ORDINANCES OF THE CITY OF NEWARK, NEW JERSEY, 1966, AS AMENDED AND SUPPLEMENTED, (TO REQUIRE RECYCLING OF RECYCLABLE MATERIALS WITHIN ANY DEVELOPMENT FOR THE CONSTRUCTION OF 50 OR MORE UNITS OF SINGLE-FAMILY RESIDENTIAL HOUSING OR 25 OR MORE UNITS OF MULTI-FAMILY RESIDENTIAL HOUSING AND ANY COMMERCIAL OR INDUSTRIAL DEVELOPMENT PROPOSAL FOR THE UTILIZATION OF 1,000 SQUARE FEET OR MORE OF LAND).

WHEREAS, the legislature of the State of New Jersey has seen fit to enact a law (Public Law 1987, c102) that mandates recycling statewide; and

WHEREAS, put forth as part of this new law, each municipality is required to execute an ordinance to revise their master plan and site plan ordinance to require that proposals for new developments of 50 or more single family units, 25 multi-family units, and 1000 sq. ft. or more of commercial or industrial space incorporate provisions for recycling; and

WHEREAS, the City of Newark wishes to be in compliance with the new Mandatory Recycling Act and promote recycling within its borders.

NOW THEREFORE BE IT ORDAINED BY THE MUNICIPAL COUNCIL OF THE CITY OF NEWARK, NEW JERSEY THAT:

Section 1. Title 16:9-48 of the Revised Ordinances of the City of Newark, be hereby amended and supplemented to read in its entirety as follows:

16:9-48. Garbage and Refuse Collection Disposal and Recyclable Materials.

All sites will be provided with a means of collection and storage for garbage, refuse, and waste which will be generated by the development and be designed to adequately insure protection and freedom from vermin and rodent infestation. Additionally, collection and storage facilities shall be located in an area which will be approved by the department of engineering in order to assure efficient and safe collection and to provide a minimum number of points of collection while not requiring users to walk more than 200 feet to deposit garbage or recyclable materials. All refuse and recyclable materials storage areas shall be contained on a concrete pad and shall be enclosed with a 6 foot high solid fence subject to the approval of the director. Evergreen shrubs shall be planted at the perimeter of the storage area at a minimum initial planting height of 3 feet. Containers for recyclable materials shall be clearly labeled so it is obvious

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they are for recyclables and not trash. Provisions shall be made by the owner for the separation and recovery of paper and other materials as required under City Revised Ordinance, Title 13 of the Revised Ordinances of the City of Newark.

Any development containing 50 or more units of single-family residential housing or 25 or more units of multi-family residential housing shall include provisions for the separation, collection and disposition and recycling of glass bottles, food and beverage cans and newspapers. Any commercial or industrial development utilizing 1,000 square feet or more of land shall include provisions for the separation, collection and disposition and recycling of three (3) or more materials depending on the nature of the operation. Recycled materials shall be designated by the owner/applicant. Those materials designated shall be approved by the Department of Engineering.

All developments where the separation, collection and disposition and recycling of materials is mandatory as noted herein, shall submit to the Department of Engineering, an annual tonnage report indicating the type and amount of each material recycled. Said report is to be filed no later than March 1 of each year.

For approximate amount of storage space required for recyclable materials, consult Attachment I.

Section 2. Any Ordinance or parts thereof inconsistent with this Ordinance are hereby repealed.

Section 3. This Ordinance shall take effect upon final passage and publication according to law.

DO NOT USE SPACE BELOW THIS LINE

RECORD OF COUNCIL VOTE ON FINAL PASSAGE										RECORD OF COUNCIL VOTE FOR RECONSIDERATION									
Councilman	Aye	Nay	NV	AB	Councilman	Aye	Nay	NV	AB	Councilman	Aye	Nay	NV	AB	Councilman	Aye	Nay	NV	AB
BRANCH					RICE					BRANCH					RICE				
CARRINO					TUCKER					CARRINO					TUCKER				
GRANT					VILLANI					GRANT					VILLANI				
HARRIS					MARTINEZ, President					HARRIS					MARTINEZ, President				
PAYNE										PAYNE									

✓ — Indicates Vote AB — Absent NV — Not Voting

Adopted on first reading at a meeting of the Council of the City of Newark, N. J., on

Adopted on second and final reading after hearing on

Approved
Rejected By

Mayor

Council President

City Clerk

This Ordinance when adopted must remain in the custody of the City Clerk. Certified copies are available

837380227

ATTACHMENT I

RECYCLABLE MATERIALS

THESE FIGURES ARE APPROXIMATIONS AND SHOULD ONLY BE USED FOR PLANNING PURPOSES.

AVERAGE GENERATION RATES

Newspaper	8-10 lbs. per person per month
Glass	5-7 lbs. per person per month
Aluminum	0.4 lbs. per person per month
Tin cans	6 lbs. per person per month
Plastic containers	
PET	.4 lbs. per person per month
HDPE	.4 lbs. per person per month
Corrugated	Depends on the level of commercial activity
Hi-grade office paper	15 lbs. per office worker per month
Mixed office paper	30 lbs. per office worker per month

COMMERCIAL ESTABLISHMENTS

Developers of commercial establishments generating a homogeneous waste stream must have a plan for recycling these materials. The most likely materials will be office paper, corrugated containers, glass or tin cans. In order to determine the amount of space required for storage, cubic yard equivalents have been given.

OFFICE PAPER. The average office worker generates 3/4 pounds of office paper per day. An area should be designed for interim storage of Gaylord containers or hampers. These containers are approximately 4' x 4' x 4' and hold approximately 500 lbs. of paper. The size of the storage area required will be dependent on the number of workers in the buildings and the frequency with which the vendor picks up the materials.

CORRUGATED CONTAINERS. Because corrugated is a particularly bulky item for disposal, it needs to be flattened and baled, compacted or tied in bundles. Space will be required for storage of materials prior to pickup by either a paper vendor or a recycling contractor. The amount of space required for storage will depend on the amount of material generated by the establishment, and whether the material is baled, tied in bundles or stored in a compactor.

GLASS. The simplest method for storing glass in commercial establishments is by purchasing or leasing a glass crusher. This will allow more glass to be stored in a smaller space. If this is not available glass will need to be stored in either 55 gallon drums or in small dumpsters. There are approximately 3 12 oz. bottles in a pound, and 1 cubic yard of whole bottles weighs 600 pounds or approximately 900 12 oz. bottles.

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TIN CANS. A commercial establishment generating ferrous (tin-plated steel) cans, which are used for food storage, in large quantities may be required to recycle them. There are approximately 12 cans in a pound, and approximately 1800 cans in a cubic yard.

AVERAGE DENSITIES OF MATERIALS

Newspaper	1 cubic yard = 600 lbs. One 12" stack = 35 lbs.
Glass (Whole Bottles)	1 cubic yard = 600 lbs. 1 grocery bag = 16 lbs.
Aluminum cans (Whole)	1 cubic yard = 74 lbs. 1 grocery bag = 1.5 lbs.
Tin cans	1 cubic yard = 150 lbs. 12 cans = 1 lb.
Plastic containers (approximately 50% flattened)	
PET	1 cubic yard = 45 lbs.
HDPE	1 cubic yard = 25 lbs.

The following guidelines will assist in setting up specifications to include in subdivision/site plan applications.

SINGLE FAMILY HOMES

Space should be allowed in the kitchen, laundry room, basement or the the garage for storage of recyclables. Approximately three square feet of floor area will adequately hold a week's accumulation of recyclables. This is enough space to hold either a three tier unit or three or four 5 gallon buckets.

CONDOMINIUMS/TOWNHOUSES/APARTMENT BUILDINGS

Each individual unit should be designed to accomodate a week's accumulation of paper, glass and metals. This can be accomplished by allowing space under the sink area or in a closet for a three tier stacking unit or for five gallon buckets. This would occupy only about 3 square feet of floor area and would give residents a convenient area for storing their recyclables.

A central location should be provided so that residents can drop off their source separated recyclables for storage until collection occurs. A suggested location for these sites would be near the refuse receptacle units. These could be outdoor recycling bins located near the refuse units or in a common area of the condominium units, for example, near the laundry room. In a multi-story building, a space provided on each floor will produce the highest participation rates. The bins should be clearly labeled so it is obvious they are for recyclables and not trash.

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7RR 12222E7

Resolution of the City of Newark, N. J.

No. 7RR

Date of Adoption DEC. 22. 1987

TITLE

Resolution authorizing Director of Engineering to enter into agreements with community based organizations that operate buy back centers, to help fund daily operations of such centers; further authorizing Director of Engineering to disperse funds, consistent with agreement, to community groups interested in operating such centers; further creating fund in Division of Sanitation disposal account in sum of $200,000. (To be funded at a rate of $30. per ton by each community buy-back center)

Approved as to Form and Legality on Basis of Facts Set Forth

Corporation Counsel

Factual contents certified to by

Councilman Council of the Whole Presents the following Resolution:

WHEREAS, the City of Newark is no longer allowed to dispose of municipal solid waste at the Hackensack Meadowlands Landfill as of July 31, 1987; and

WHEREAS, the above stated ruling has caused solid waste disposal fees incurred by the City of Newark to increase presently from $25.28 per ton to $102.00 per ton for out-of-state disposal through the Essex County transfer stations; and

WHEREAS, it would therefore be in the best interest of the City to decrease the amount of waste that will be disposed of in this manner; and

WHEREAS, to recycle as much of the municipal waste stream as possible would be the most feasible alternative available to decrease the amount of waste that will be disposed of in this manner; and

WHEREAS, for each ton recycled the City would be saving the cost of disposal which for certain materials is above the $102.00 per ton now being paid by the City; and

WHEREAS, the $102.00 is the present cost of disposal alone and does not include the cost of collection by municipal employees and equipment; and

WHEREAS, promoting recycling by community groups is an important part of the City Recycling plan (see "The City of Newark Waste Utilization Study", pg.28); and

WHEREAS, for every ton a community group recycles the City will save the $102.00 in disposal fees as well as the cost of collection by municipal employees and equipment,

NOW THEREFORE BE IT RESOLVED BY THE MUNICIPAL COUNCIL OF THE CITY OF NEWARK, NEW JERSEY THAT:

1. The Director of the Department of Engineering is hereby authorized to enter into agreements with community based organizations that operate buy back centers, to help fund the daily operations of such a center.

2. The Director of the department of Engineering is further authorized to disperse funds, consistent with the attached agreement, to the community groups interested in operating a Recycling Buyback Center.

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3. A fund is hereby created from the division of Sanitation disposal account, which will be used to fund any City of Newark based community group interested in operating a recycling buy-back center.

4. The funds will be dispersed according to the number of tons that can be documented as originating within Newark and recycled by each community buy-back center, and shall be funded at a rate of $30.00 per ton.

5. This figure of $30.00 per ton is well below what it now costs the City to dispose of a ton of solid waste, when all the related cost for collection are taken into account, and that in fact will be a substantial savings for the City of Newark.

6. For a community group to receive the funds they must agree to operate within certain guidelines as prescribed by the Director of the Department of Engineering that will be in the best interest of the City and its recycling goals.

7. Funding for this project will be taken form account #011-110-1105-7156. A copy of the certification of Available Funds in the amount of $200,000.00 is attached.

8. The Director of Engineering is empowered to prepare any and all regulations necessary for the implementation of this project as an ongoing part of the City of Newark waste management program and is to file all adopted regulations for the proper administration of this project with the City Clerk.

9. The Director of Engineering shall file copies of all executed agreements with the City Clerk.

CERTIFIED TO BY ME THIS
28TH DAY OF DECEMBER, 1987

Do not use space below this line

RECORD OF COUNCIL VOTE ON FINAL PASSAGE

COUNCILMAN	AYE	NAY	N.V.	A.B.	COUNCILMAN	AYE	NAY	N.V.	A.B.	COUNCILMAN	AYE	NAY	N.V.	A.B.
BRANCH	✓				HARRIS	✓				TUCKER	✓			
CARRINO	✓				PAYNE	✓				VILLANI	✓			
GRANT	✓				RICE	✓				MARTINEZ Pres	✓			

✓ — Indicates Vote A.B.—Absent N.V. — Not Voting

Adopted at a meeting of the Municipal Council of the City of Newark, N.J. DEC 2 [illegible] 1987

[illegible] President of the Council Robert P. Marasco City Clerk

This Resolution adopted must remain in the custody of the City Clerk. Certified copies are available.

837380231

Form 5—24 lb. 25% Rag Bond—100 to a package—8-79

6FA051687 6FB040187 6FA051887
6FA052187 6FA030487

Ordinance

of the

City of Newark, N. J.

No. 6FA 1st Reading MAY 20 1987

No. ..... Public Hearing

6S&FA 2nd Rdg. and Final Passage JUN 03 1987

No. ..... Reconsidered

Date to Mayor 6-5-87

Date Returned 6-5-87

Date Resubmitted to Council .....

Date Advertised

1st Reading .....

Final Reading .....

Approved as to Form and Legality on Basis of Facts Set Forth

[signature]
Corporation Counsel

Formal contents certified to by

Title [signature]

Councilman [signature] presents the following Ordinance:

AN ORDINANCE REQUIRING MANDATORY SEPARATION, AT THE SOURCE, OF RECYCLABLES FOR THE PURPOSE OF COLLECTION AND SALE BY THE CITY.

WHEREAS, the City of Newark has recognized the necessity for recycling (Resolution 7RBD062586) as an alternative method of solid waste management and is implementing programs to support this policy; and

WHEREAS, it has been determined that an estimated 16% of the City's total solid waste stream is used corrugated containers; and

WHEREAS, the City has designed a program to collect said corrugated containers from commercial establishments in the Central Business District; and

WHEREAS, the City Recycling Office has designed a program to collect household recyclable materials at the curb in residential areas and such a program will best be suited for collection of used newspapers, glass bottles, and food and beverage cans and benefit the City through revenue generated by the sale of these materials.

NOW, THEREFORE, BE IT ORDAINED BY THE MUNICIPAL COUNCIL OF THE CITY OF NEWARK, NEW JERSEY, THAT:

1. <u>Collection Program Established.</u>

   There is hereby established a program for separate collection of commercially generated used corrugated containers in the Central Business District and for household generated recyclables, specifically used newspapers, glass bottles, and food and beverage cans from the residences of the City of Newark for the purpose of recycling. Such collections shall be made periodically by the Department of Engineering, Office of Recycling staff, and under its direction.

2. <u>Regulations Authorized.</u>

   Said Office is hereby authorized and directed to establish and promulgate regulations as to the manner, days and times of such collections and the bundling, handling, location and placement of all materials for collection.

3. <u>Implementation.</u>

   Said Office is hereby authorized to implement the program of collections as is determined to be most efficient and amenable to allowing the programs to operate in perpetuity.

837380232

4. Separation of Used Corrugated Cardboard Boxes, Newspapers, Glass Bottles, Food and Beverage Cans, from Refuse; Authorized Use.

Used corrugated containers, newspapers, glass bottles and food and beverage cans shall be kept separate from and not mixed with regular refuse which is collected by the Division of Sanitation or agents thereof. Used corrugated containers, newspapers, glass bottles, and food and beverage cans shall be considered clean and uncontaminated if they have not been exposed to substances or conditions rendering them unusable for recycling.

5. Ownership of Used Corrugated Containers, Newspapers, Glass Containers, Cans; Offenses.

From the time of placement at the curb by any business or resident of used corrugated containers, newspapers, glass containers, and cans for the collection by the City of Newark pursuant to the program established hereby and the rules and regulations issued hereunder, such materials shall become and be the property of the City of Newark and it shall be a violation of this Ordinance for any person other than authorized personnel of the City of Newark, Office of Recycling to collect, pick up, or cause to be collected or picked up, such materials. Each such collection in violation hereof from one or more residences during said period shall constitute a separate and distinct offense.

6. Violations and Penalties.

Any person, firm or corporation who violates or neglects to comply with any provision of this Ordinance or any regulation promulgated pursuant thereto, shall, upon conviction thereof, be punishable by a fine not to exceed five hundred ($500.00) dollars, except that the maximum fine for failure to comply with section 4 hereof shall not exceed One Hundred ($100.00) Dollars.

7. Additional Methods of Disposal.
Any resident may donate or sell glass containers and used newspapers to any person, partnership or corporation whether operating for profit or not for profit. Said person, partnership or corporation may not, however, under any circumstances pick up said used corrugated containers, newspapers, glass bottles, and food and beverage cans from the curbside in the City of Newark.

8. This ordinance shall become effective upon final passage and publication and in accordance with the laws of the State of New Jersey.

CITY CLERK 1987 JUN 11 PM 2:42

CERTIFIED TO BY ME THIS 5TH DAY OF JUNE, 1987

DO NOT USE SPACE BELOW THIS LINE

RECORD OF COUNCIL VOTE ON FINAL PASSAGE									
Councilman	Aye	Nay	NV	AB	Councilman	Aye	Nay	NV	AB
BRANCH	✓				RICE		✓		
CARRINO	✓				TUCKER M	✓			
GRANT	✓				VILLANI	✓			
HARRIS	✓				MARTINEZ, President S	✓			
PAYNE				✓					

RECORD OF COUNCIL VOTE FOR RECONSIDERATION									
Councilman	Aye	Nay	NV	AB	Councilman	Aye	Nay	NV	AB
BRANCH					RICE				
CARRINO					TUCKER				
GRANT					VILLANI				
HARRIS					MARTINEZ, President				
PAYNE									

✓ — Indicates Vote AB — Absent NV — Not Voting

Adopted on first reading at a meeting of the Council of the City of Newark, N.J., on MAY 20 1987

Adopted on second and final reading after hearing on JUN 03 1987

Approved / Rejected By Mayor

Thomas J. Martinez Council President Robert P. Marasco City Clerk

837380233

600.00 COMMUNITY FACILITIES ELEMENT

I. PLANNING OVERVIEW:

The overall objective of the community facilities element is to provide adequate facilities for the distribution of services which promote the health, safety, education, and welfare of Newark's population. The most important element of public facility planning for the City -- projecting Newark's essential requirements for both renovation of existing facilities and construction of new facilities -- entails 'fiscal impact analysis' (FIA). Fiscal impact analysis aids planners and decision makers in determining land acreage use, public service demand, and related revenue costs. It augments the capital improvement program and budget stressing the operational costs year-to-year, the overall impact on debt service, and the entire City development process.

The FIA process is beneficial because it helps departmental personnel to focus on different ways not only of planning for services and evaluating service demands but also of evaluating the resulting costs and revenues. FIA can also play a very important role in understanding the financial consequences of rezoning, in addition to overall public facility development.

Although Newark has never incorporated public usages as such into its controlling ordinances, it may well find doing so in the future to be advantageous. Thus, FIA assumes broadened applications in both fundamental planning and legislative preparation, and in turn, it bolsters both a planning and budgeting approach to all the City's present and future needs in the area of pubic investment. FIA becomes a unifying element in all planning and fosters closer cooperation between planning's natural allies: the budgetary and engineering personnel who engage in the programming and physical implementation of projects outlined in those sections of the Master Plan relating strictly to public construction problems.

II. IMPACT ANALYSIS IN THE AREA OF HOUSING CONSTRUCTION:

In this particular area of development, the City must carefully measure its future needs for all its public services. These needs go far beyond public facilities, also entailing waste flow streams, water supply, sewer and drainage facilities, and police and fire protection, not to mention recreation and open space. The escalating costs of demolishing and removing old structures is also an element closely related to the whole problem of waste management.

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Especially critical are those development areas which will experience the most dramatic changes and shifts in both overall housing densities (increases or decreases), and persons per acre. The major requirements for both schools and other public facilities must be demonstrated to the developers to help them understand both the feasibility and desirability of any proposed public investments in an area and those standards expected of them. Thus, the products of careful FIA provide the fiscal underpinnings for the City's developmental control ordinances to require certain financial or land donation formulas in conjunction with housing site development, especially development of public facilities.

III. BROAD PRECEPTS OF POLICY - A SUMMARY:

Because the planning, construction, and administration of most public facilities are broad-gauged sets of activities, elaborating a single policy format to satisfy one particular agency is virtually impossible. We can provide, nonetheless, some basic guides for both a comprehensiveness of focus and design: (1) the facility must be projected to serve target populations identified well in advance at either the neighborhood or district levels, and (2) the facility should be responsive to the aspirations and needs of the individual communities in which they are to be built.

601.00 SOCIAL - CULTURAL FACILITIES

Social and cultural facilities provide unique entertainment, recreational, and educational opportunities. These facilities include the main and branch libraries, Symphony Hall, the Museum, and several other special structures of historic significance. Current planning activities are designed to increase residents' and non-residents' use of cultural resources by enhancing facility elements such as parking and pedestrian environments. For example, the Plan calls for incorporating Symphony Hall, the Museum, Ballantine House, and the Main Library into a unified Plan for Broad Street Commons, designed to establish the area's unique identity.

Because social and cultural activity makes urban lifestyles complete, urban design addresses the activity as well as the physical form of the City, since they combine to make the urban environment. By effectively structuring the activity --- separation, association, mix, total integration --- and assigning the proper attributes of intensity and theme, the image created by the form can be reinforced.

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Most of the City's cultural facilities, both existing and planned, are located in proximity to the CBD or adjacent to Newark's parks, and they contribution significantly to the image of the City. These uses are the gravity forces inter-related by the circulation system building the total activity pattern for positive image, diversity, accessibility and purpose. To capitalize on their presence and their functional value, improving their general environment and visually and functionally relating them to other features of the CBD are necessary. They can be developed as downtown landmarks or nodal points, and their use and exposure can be increased through accelerated promotional efforts.

Specifically, in Broad - Washington Streets Commons (Map #6-A), the two existing cultural facilities areas are located adjacent to parks which are anchors of the Historic District. The following pages will illustrate municipal planning efforts in recognizing the strengths and the needs for new plans to improve and stabilize the Lincoln Park - Symphony Hall area. The prototypical study will include and illustrate a proposed coliseum on parcels of land directly across from Symphony Hall. Future community and cultural facilities will include a proposed "World Class" State Performing Arts Center northeast of Military Park, from Saybrook Place, at the north, to St. John's Church toward the south.

602.00 SYMPHONY HALL

Constructed in 1925 as a Masonic Temple of the Ancient Order of the Nobles of the Mystic Shrine, the Hall is a landmark which contributes to Newark's cultural image. As a civic auditorium, the facility is receptive to community needs and regional cultural interest.

The City of Newark formed the Newark Performing Arts Corporation to administer a $9 million capital improvement program. The program includes the construction of a parking structure, asbestos removal, a new sprinkler system, restaurant, small theater and a host of other structural improvements and renovations.

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603.00 DOWNTOWN COLISEUM

The planning for an in-town downtown coliseum was initiated to strengthen the community facilities node in Lincoln Park Historic District. Furthermore, in addition to providing leisure hour activities for the community.

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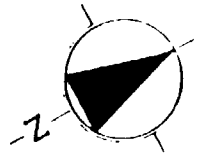
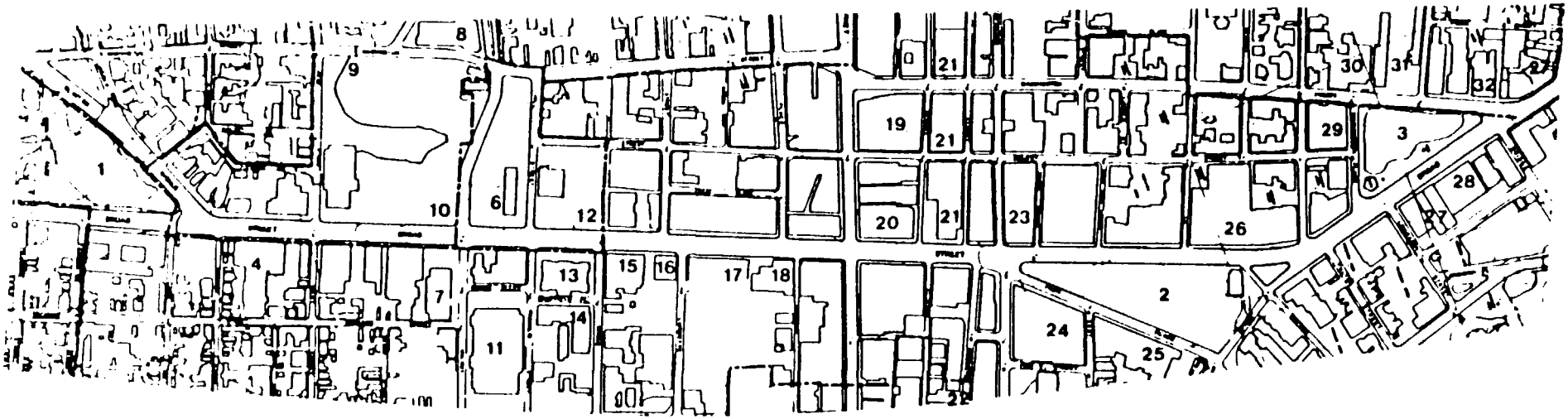
BROAD-WASHINGTON STs COMMONS





1-Lincoln Park
2-Military Park & Underground Parkling Lot
3-Washington Park
4-Symphony Hall
5-Chestnut St. School
6-Hallmark House
7-Federal Office Building
8-Star Ledger
9-St. James Towers
10-Court St. Apts.
11-Federal Post Office
12-Western Union Building
13-Newark City Hall
14-Police Department
15-City National Bank
16-Carteret Savings & Loan Assoc.
17-First Prebyterian Church
18-First National State Bank
19-Bambergers
20-First Fidelity Bank
21-Prudential Plaza
22-Newark Library-Business Branch
23-Newark Board of Education
24-Public Service Building
25-Robert Treat Hotel
26-Hahnes & Company
27 New Jersey Bell
28-Mutual Life Ins. Co.
29-Veterans Administration Building
30-Newark Museum
31-N.J. Blue Cross & Blue Shield
32-Newark Public Library

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at-large, the coliseum will create new jobs and provide new tax revenues. The facility is designed to attract collegiate sporting events, trade shows, conventions, etc. The juxtapositioning of the proposed site directly across from Symphony Hall and in the corridor linking the Newark International Airport with the CBD offers numerous opportunities.

- It is accessible to the growing market for the hotel trade in the airport vicinity;
- It may be viewed as a cultural extension of Symphony Hall, thus further anchoring the South Broad Area contiguous to Lincoln Park in the same manner seen at Washington Park with the Newark Public Library and the Newark Museum;
- It is accessible to Newark residents via public transportation for both job opportunities and spectator participation;
- It is accessible from both Penn Station, Broad Street Station, Newark International Airport, and the numerous highways networking the area;
- It offers the opportunity for parking facility expansion, in addition to its own on-site parking, under Lincoln Park;

A facility of this type will offer a tremendous economic advantage for Newark. According to figures released in 1988, the average trade show delegate spends approximately $420 for a four-day visit to a trade show or convention. When the indirect spending by the host association, exhibitors, and exposition service contractors for hotel accommodations, restaurants, night club entertainment, retail store purchases, transportation, printing, advertisement, floral arrangements, security, public relations, etc. is taken into consideration, the average per delegate expenditure increases from $420 to $660. This could create revenues in the range of $15 million.

In addition to increasing intra-state commerce, expenditures will translate into the generation of several million dollars in new tax revenues for Newark, generated from new job growth in businesses related to the Coliseum center; new property taxes from hotel and other commercial development that will follow the construction of a regional coliseum; and increases in assessed values of real estate near the new facility. While the cost for the Coliseum includes the

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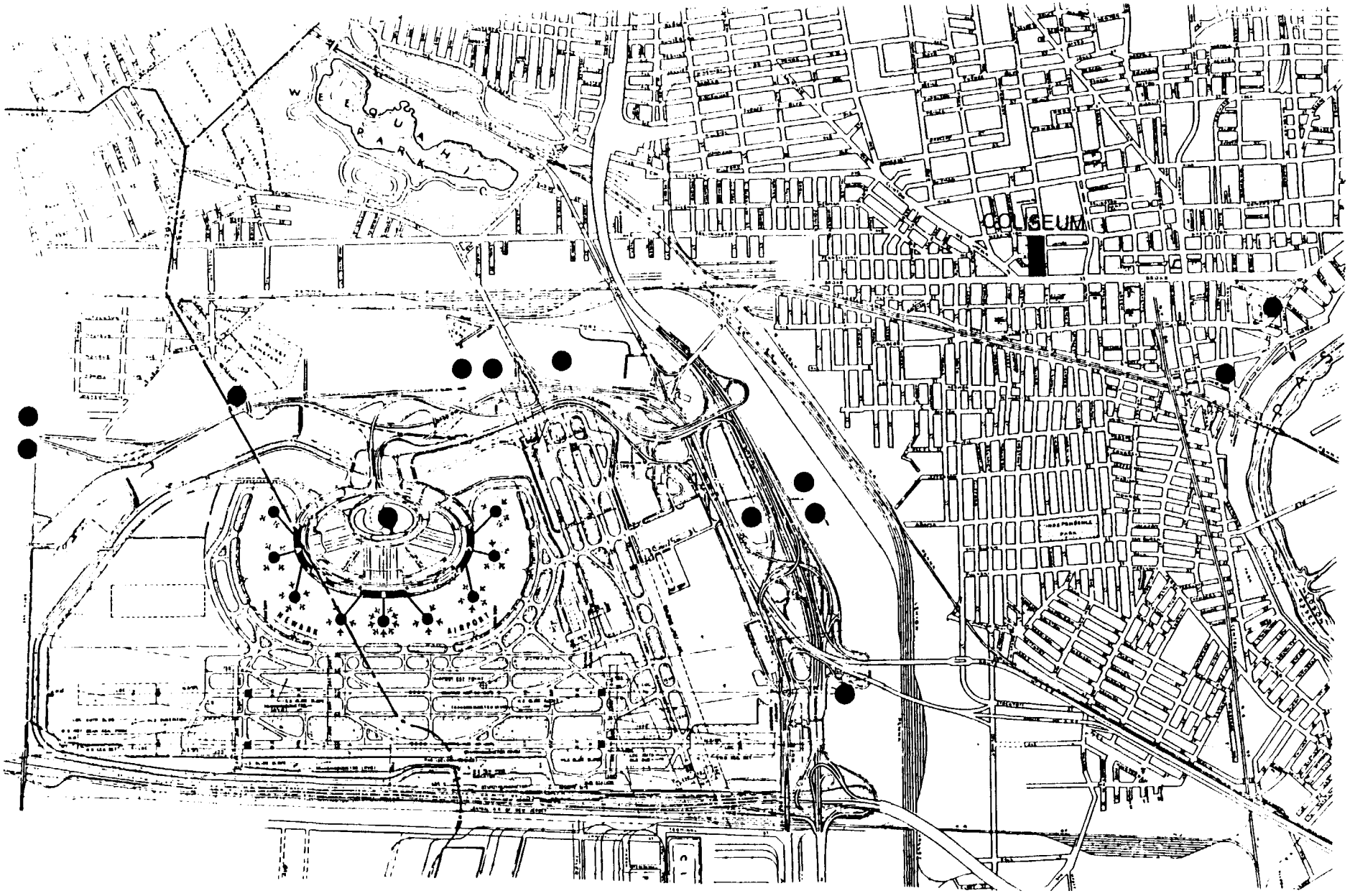

● EXISTING HOTEL LOCATIONS

■ PROPOSED COLISEUM SITE

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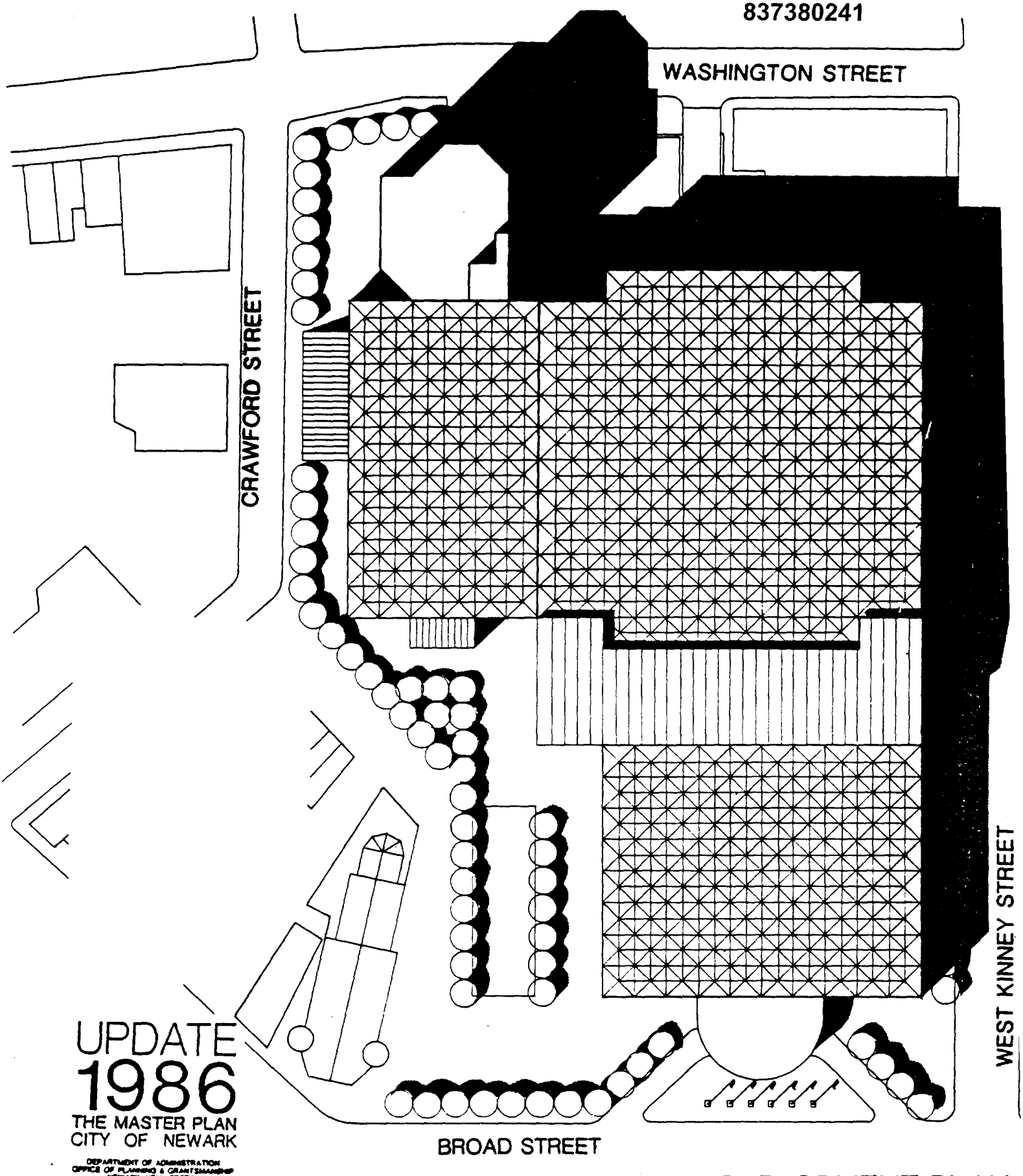

UPDATE
1986
THE MASTER PLAN
CITY OF NEWARK

DEPARTMENT OF ADMINISTRATION
OFFICE OF PLANNING & GRANTSMANSHIP
NEWARK, NEW JERSEY

COLISEUM SITE DEVELOPMENT

SITE DEVELOPMENT PLAN

SITE 17

0 50 100 200

Architects
DOMAN & ASSOCIATES
119 EAST 24TH. ST. N.Y., N.Y. 10010

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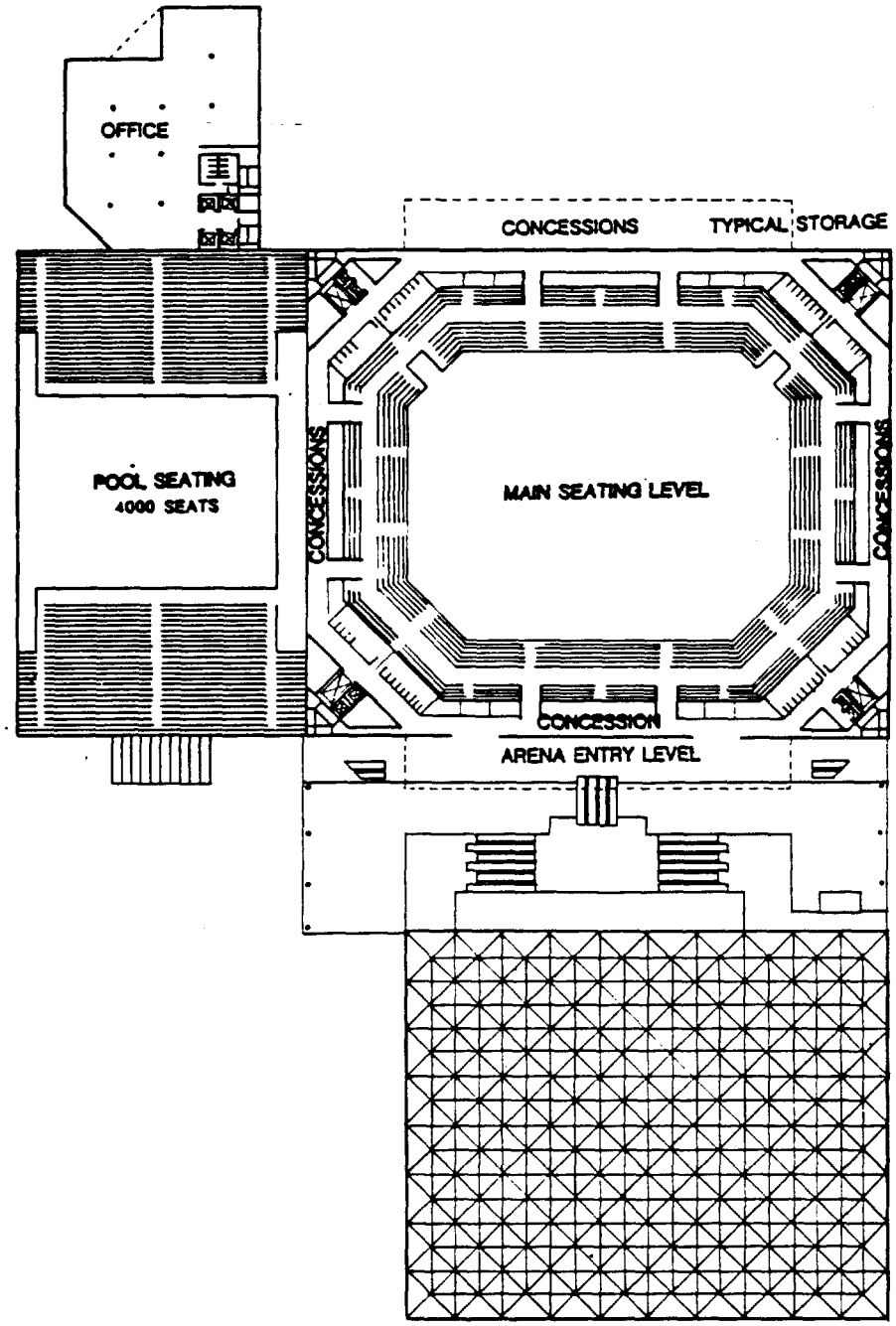


UPDATE
1986
THE MASTER PLAN
CITY OF NEWARK

DEPARTMENT OF ADMINISTRATION
OFFICE OF PLANNING & GRANTSMANSHIP
NEWARK, NEW JERSEY

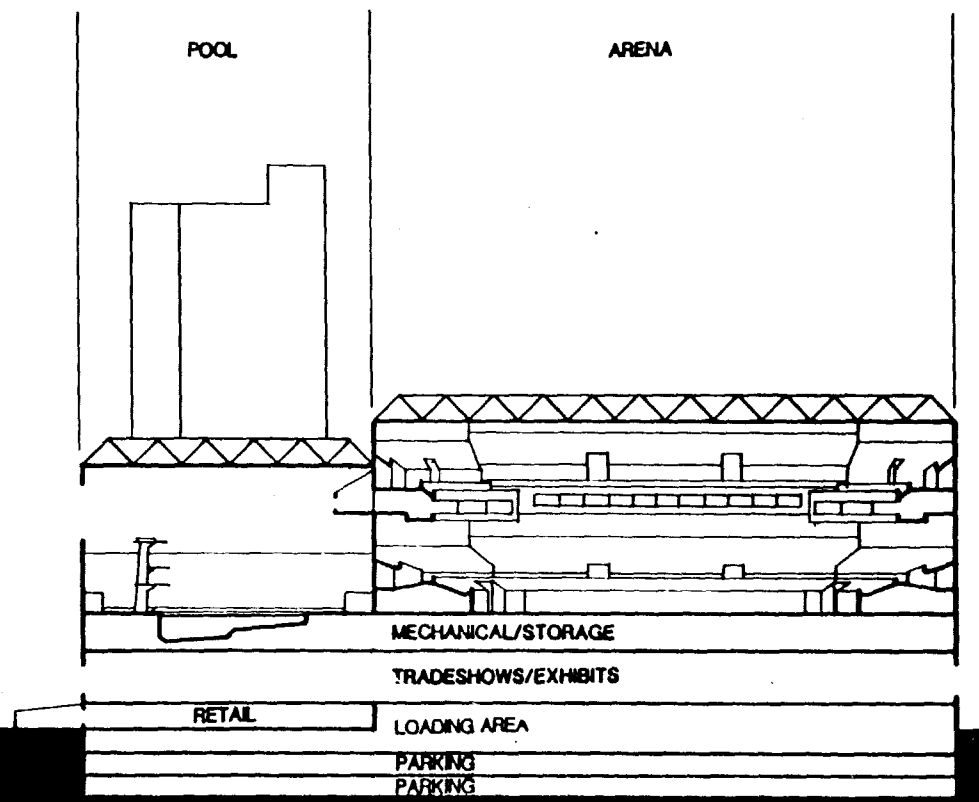
COLISEUM SITE DEVELOPMENT

FIFTH LEVEL

SITE 17

0 50 100 200

Architects
DOMAN & ASSOCIATES
119 EAST 24TH. ST. N.Y., N.Y. 10010



COLISEUM SITE DEVELOPMENT

UPDATE
1986
THE MASTER PLAN
CITY OF NEWARK
DEPARTMENT OF ADMINISTRATION

SECTION A-A
SITE 17

Architects
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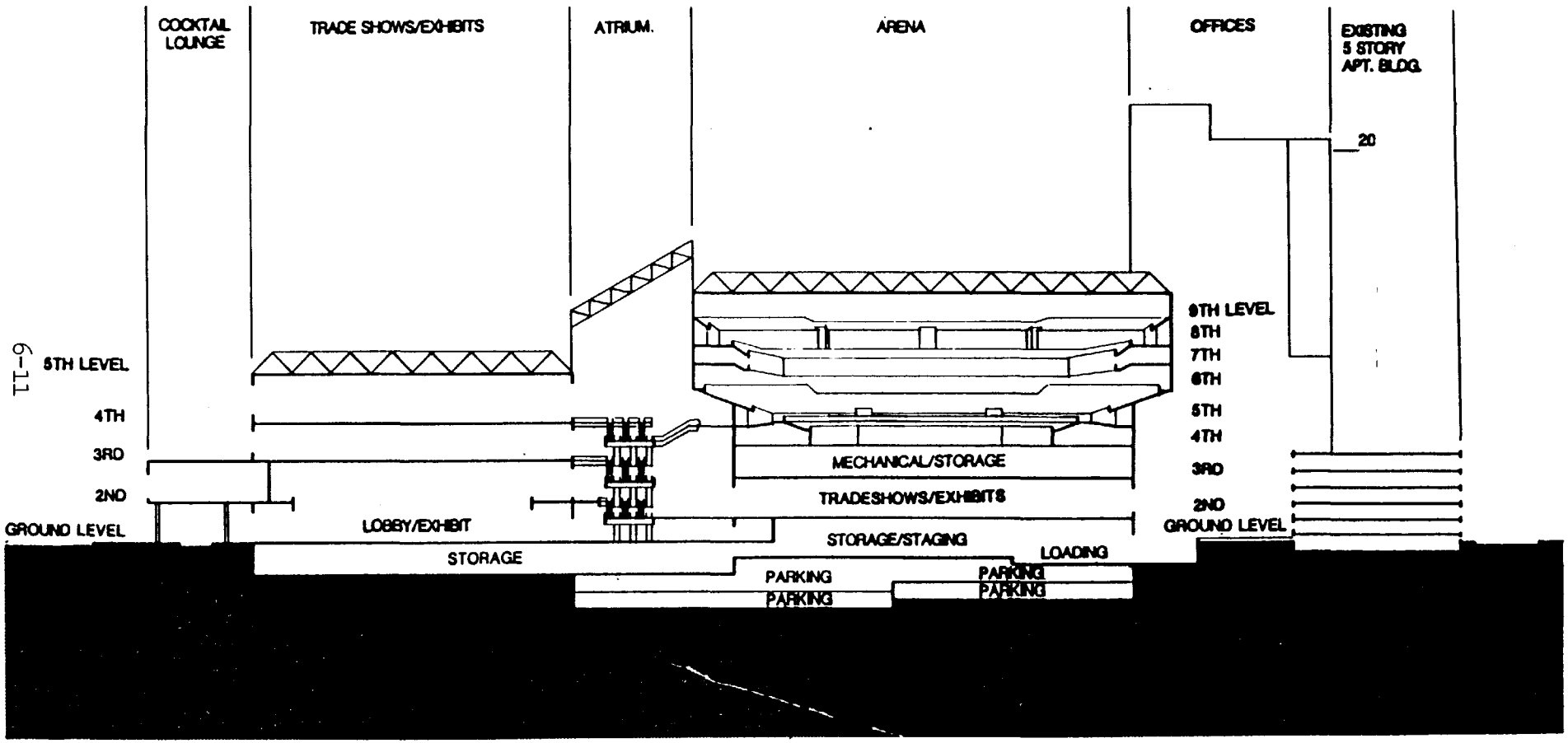

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COLISEUM SITE DEVELOPMENT UPDATE 1986

THE MASTER PLAN
CITY OF NEWARK

Architects
DOMAN & ASSOCIATES

SECTION C-C

SITE 17

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construction, debt service, and annual cost of operations and maintenance, this may well be offset by these new taxes. Map No. 6-12 shows the locational relationship between the Coliseum and the hotels along the corridor linking the CBD with Newark International Airport.

604.00 NEWARK'S "WORLD CLASS" PERFORMING ARTS CENTER

According to Rand McNally, Newark is ranked within the top ten cities in the United States with cultural and performing arts institutions. In addition to more than forty major arts and cultural organizations, the City has a School of Fine and Industrial Art. The City has been in the forefront of cultural activities for nearly two centuries. Many years ago, and unknown to even informed Newarkers, the former Dorothy Palmer School of Dance located on Broadway provided the incubator for many fine performers who later went on to the renowned New York Ballet and other prestigious dance troupes. Opera was well established in the City before the turn of the century, and many diversified cultural and performing arts groups flourished in the early decades of the Twentieth Century.

The impact of Newark's arts related organizations and institutions on the local economy has not gone unnoticed. Today's many arts and cultural activities contribute substantially to the economy of City. Massive increases in museum attendance, increases in audiences for performing arts, and the rapid growth of community arts groups have a direct economic effect on the community.

Economic impact studies show a clear relationship between expenditures in the arts and economic development. Arts budgets in a community are added up and then multiplied by a factor to determine the economic effect of the arts and related endeavors. Economic impact studies carried out in cities such as Baltimore and Indianapolis document the economic contributions of the arts to a city. These studies show, for example, that the arts are a factor in attracting business and industry to a community.

That the arts are an essentially nonprofit activity that stimulates the local economy (and the region as well) is accepted as an important factor in local economic development, especially in older central cities such as Newark. Moreover, the arts are being seen as a market sector in themselves. As a major attraction for settlement and tourism, the arts are one of the intangible assets for economic recovery and growth. The nonprofit cultural organizations maintain a level of economic activity that in itself is important.

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Thus, Newark's entrance into the limelight as a world class cultural center only strengthens the intricate network of art and cultural organizations within both the City and the region and, perhaps, the nation as well.

The contributions made by the presence of a viable cultural focus in Newark can be viewed in another way. Urban redevelopment -- the natural process whereby cities continually renew themselves through private and public investment -- must be differentiated from the older federal urban renewal program. Urban redevelopment in the generic sense can be considered a process whereby the physical face and form of the City change naturally because of economic decisions or political/administrative actions. The urban renewal program, on the other hand, attempted to change the development pattern of the city, usually in designated areas, through governmental intervention, including federal subsides, local government land clearance, and resale of land for specified purposes. It was not always an effective means of change. Certain concepts, although technically valid and sometimes very successful, did not always address the very significant forces that were altering the classical role of the older central city. Newark was no exception in this case.

Within this context, we believe that an action by the government supported by the public sector and enjoying the patronage of the public-at-large can bring about the type of City renewal that has been sought after for nearly three decades. Because Newark and many of its sister cities became less competitive due to large scale economic decentralization, obsolescence and technological change, they have had to confront incentives offered by outlying communities, the market pull of new regional development, lack of adequate affordable space and a deteriorating social and physical environment. Nonetheless, the basic fact is that virtually every City, especially Newark, has a potential economic vitality, which in most cases will not be realized until a range of economic tools is employed to support it.

A paramount consideration when attempting to devise strategies to employ Newark's assets is to recognize its role as an urban center in a state which, itself, is densely populated and highly urbanized. On the one hand, it can be viewed as a reservoir of land to be readily reused in a number of ways, least of which is housing and commercial development. On the other hand, it can be regarded as the regional clearing house for a myriad of culturally and educationally related services and

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activities. In addition its position in the Metropolitan New York - New Jersey Port Area establishes it as a base area for the establishment of new technology as an incubator for new industries requiring ready access to various modes of transportation.

With these factors in mind, we are better able to appreciate the true relationship between Newark and the region and the merit of building a world class arts complex in the City. The prime tools for city rejuvenation must include, as outlined above, a commitment by both the public and private sectors to use the City's assets to their fullest.

It is, therefore, essential to carefully evaluate the what the CBD should be in light of this important development. Placing the arts and cultural center in the Military Park Planning District (MPPD) (See Map 6-C) should not pose a problem. The physical configuration of the immediate precincts allows for a diversified development character, although certain restraints are immediately evident. First, the park itself serves two essential functions: (1) It provides opens space in the area and is itself historical and important to the entire design theme for the center itself, and (2) It provides a parking resource for the CBD and will provide the same services for the Center. The areas east of the park are substantially developed and the facades along Park Place frame the park setting. North of the park, and just above the park proper, existing development to the east of Broad Street is again substantial although Rector Street, and to some extent Lombardy Street, offers potential for both commercial and culturally related uses. To the West, along Broad Street, except for the proposed Hahne's site and its components, unique opportunities exist for renewed activity and possibly the establishment of a mixed use area that could include housing, giving a new flavor to the environs surrounding the Center. South of the park's apex, Broad Street retains it historical flavor.

The final plan for the MPPD must strive to define a mixture of uses, to create the sense of an urban village where people are present at all hours of the day and where activity is visible not only to those who reside and shop there, but also to those will be drawn to the City by the proposed Center. This mixture of living and working allows the district to be used full-time and avoids the blight of lifelessness after dark.

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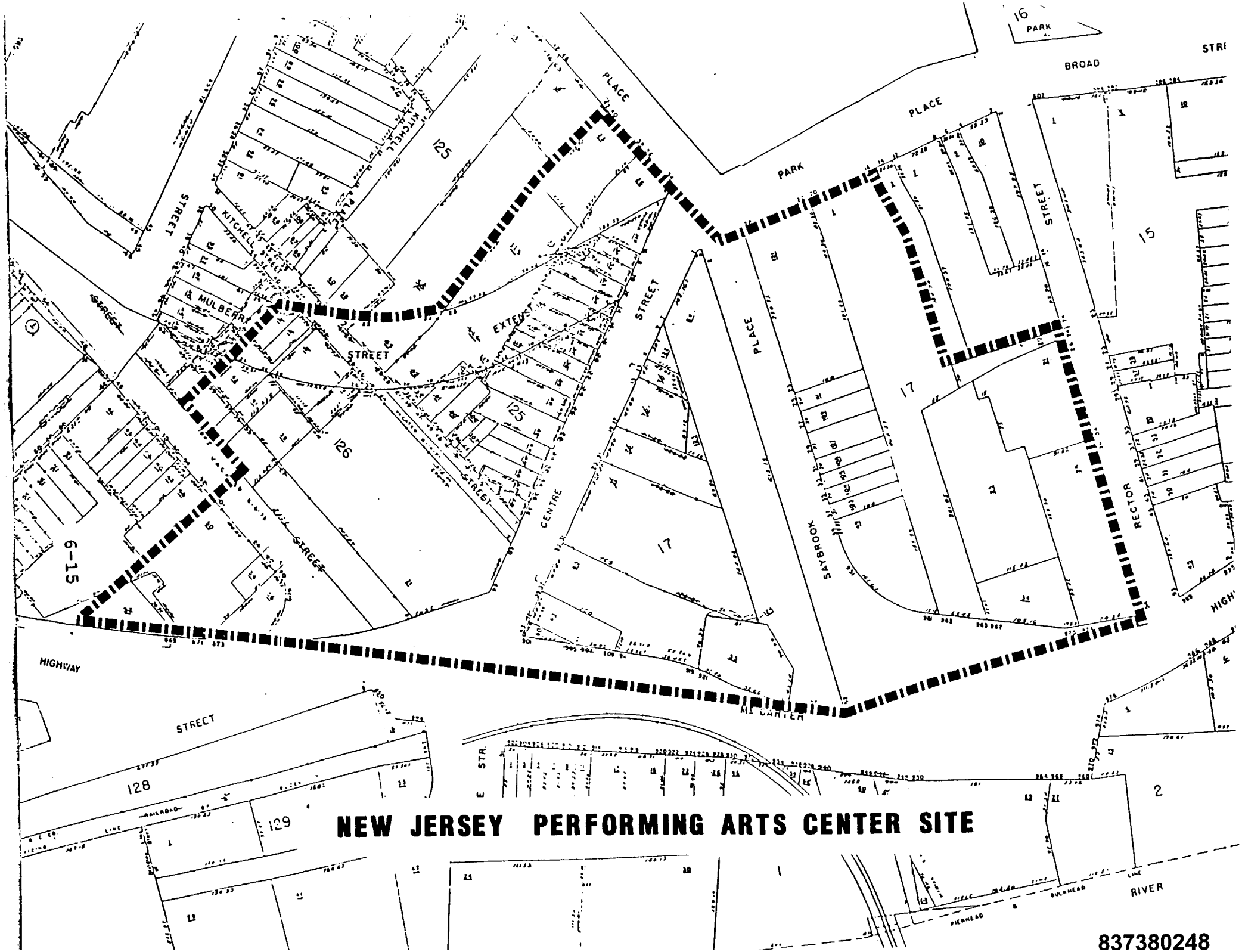

NEW JERSEY PERFORMING ARTS CENTER SITE

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The Newark Arts Center will include the following:

- A 3,000 seat theater for Opera and other large scale events;
- A 2,500 seat Concert Hall to serve as the permanent home for the New Jersey Symphony Orchestra;
- An 1,800 seat theater for music and dance programs;
- A 600-750 seat theater for drama, dance, chamber music and recitals; and
- A 150-250 seat hall for an experimental and children's theater.
- A 2,000 car parking structure with well-lit elevators and corridors leading directly into the theater lobbies. The Military Park garage will provide space for an additional 1,000 cars. The facility will be available after business hours, providing 3,000 parking spaces for 8,000 seats. In comparison, New York's Lincoln Centre provides 721 spaces for 11,000 seats.

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605.00 MUSEUMS SERVING NEWARK'S POPULATION

The following museums serve Newark's residents, although they are not all located in the City:

Grover Cleveland Birthplace	Caldwell
Helen A. Broder Museum of Art History, Music & Literature	
Temple Sharey Tefilo	East Orange
Monclair Art Museum	Montclair
Newark Museum 49 Washington Street	Newark
New Jersey Historical Society Museum 230 Broadway	Newark
Nutley Museum	Nutley
New Jersey Fire Museum	South Orange
Edison Laboratory National Museum	West Orange

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606.00 LIBRARY FACILITIES

A library promotes self-education through creative learning, equalizes opportunities, and mitigates socio-economic decay through education. Thus, a primary objective of a library system is to provide facilities at easily accessible locations throughout the City.

Presently, the library system consists of the main Library and nine branch libraries, two store-front libraries, two sub-branch (in elementary schools) libraries, a business library, one book-mobile, and several outreach facilities.

The library system's most pressing need is for the expansion and improvement of the Main Library. Also some neighborhoods are not included in the primary service areas of the existing branch system. The largest unserved area is in the vicinity of Lincoln Park and the neighborhoods surrounding South Broad Street. Another unserved area exists in the vicinity of West Side Park.

Except for one of the existing branch libraries, all facilities date from the 1920's and are in need of extensive renovation. Two of these, the Roseville and Springfield branches, have been recommended for relocation because of their poor physical condition, limited accessibility, and declining use. Before any major rehabilitation or construction efforts are undertaken, consideration should be given to the projected population declines in the specific area (particularly in the school age groups). In light of the population projections, emphasis should be placed on more adoptive re-use facilities such as store-front and sub-branch libraries. Alternatively, the reconstruction of existing branch libraries should be premised upon adapting the service provided by the facilities in the event of declining library use.

Plan recommendations related to library facilities are to:

- Expand the main library;
- Examine the parking needs associated with the main library and explore the possibility of a joint-use parking facility serving the Library, Museum, and the general public;
- Study the impact of population decline on library use and the possible ways to adapt services and facilities to these changes; and

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- Reconstruct the Business Library.

Subject to change based upon study findings, other recommendations are to:

- Renovate those branch facilities in need of repair or modernization;
- Establish store front libraries in areas which are presently unserved: the South Broad Street and West Park areas; and,
- Examine the cost effectiveness of relocating the Springfield branch library in light of existing alternatives and projected population declines.

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NEWARK PUBLIC LIBRARY

Newark's Main
Free Public Library
5 Washington Street
Phone: 733-7800

Business Library
34 Commerce Street
Phone: 733-7779

Newark Branches

Branch Brook
235 Clifton Avenue
Phone: 733-7757

North End
722 Summer Avenue
Phone: 733-7766

Roseville Branch
99 Fifth Street
Phone: 733-7770

Springfield Branch
50 Hayes Avenue
Phone: 733-7736

Vailsburg Branch
75 Alexander Avenue
Phone: 733-7736

Mt. Vernon Library
Mt. Vernon School
Phone: 733-8022

Madison Area
790 Clifton Avenue
Phone: 733-8090

First Avenue
282 First Avenue
Phone: 733-8091

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OTHER LIBRARIES IN ESSEX COUNTY

Belleville

Free Main Public Library
221 Washington Avenue
Phone: 759-9200

Silver Lake Branch
30 Magnolia Street
Phone: 759-6822

Bloomfield

Free Public Library
90 Broad Street
Phone: 429-9292

Caldwell

Free Public Library
268 Bloomfield Avenue
Phone: 226-2837

Cedar Grove

Free Public Library
Municipal Plaza
Phone: 239-1447

East Orange

Free Public Library
21 South Arlington Avenue
Phone: 677-3705

Ampere Branch
39 Ampere Plaza
Phone: 677-3705

Elmwood Branch
317 Clinton Avenue
Phone: 677-3706

Fairfield

Free Public Library
241 Fairfield Road
Phone: 227-3575

Glen Ridge

Public Library
Bloomfield Avenue
Phone: 748-5482

Irvington

Free Public Library
Civic Square
Phone: 372-6400

Grove Street Branch
16th Avenue
Phone: 372-6403

Union Avenue Branch
343 Union Avenue
Phone: 372-6404

Livingston

Free Public Library
Memorial Park
Phone: 992-4600

Maplewood

Free Main Library
51 Baker Street
Phone: 762-1622

Hilton Branch
1688 Springfield Ave
Phone: 762-3979

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Libraries (continued)

East Orange

Franklin Branch
192 Dodd Street
Phone: 677-3707

Essex Fells

No Library

Montclair

Free Public Library
50 South Fullerton Ave.
Phone: 744-0500

Branch Library
185 Bellevue Ave.
Phone: 744-2468

Newark

Van Buren Branch
140 Van Buren Street
Phone: 733-7750

Weequahic Branch
355 Osborne Terrace
Phone: 733-7751

North Caldwell

No Library

South Orange

Free Public Library
65 Scotland Road
Phone: 762-0230

Millburn

Free Public Library
Glenn Avenue &
Lackawanna Plaza
Phone: 376-1006

West Caldwell

Public Library
1 Fairfield Avenue
Phone: 226-5441

West Orange

Public Library
40 Mt. Pleasant Ave.
Phone: 736-0198

Tory Corner Branch
242 Main Street
Phone: 736-0452

Nutley

Free Public Library
93 Booth Drive
Phone: 667-0405

Roseland

Roseland Free Public
Library
Eagle Rock Ave.
Phone: 226-8638

Verona

Free Public Library
17 Gould Avenue
Phone: 239-0050

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607.00 ART GALLERIES SERVING NEWARK'S POPULATION

The Art Gallery
87 Halsey Street
Newark, New Jersey
Phone: 623-0662

City Without Walls
140 Halsey Street
Newark, NJ
Phone: 622-1188

Gallery DiBella
57 New Street
Newark, NJ
Phone: 623-0592

Untitled Gallery
23 Halsey Street
Newark, NJ
Phone: 623-4642

The Annex Gallery
24 Fullerton Ave.
Montclair, NJ
Phone: 746-3985

Gallery Graphics
314 Upper Montclair Ave.
Upper Montclair, NJ
Phone: 746-2291

Gallery 973
973 Broad Street
Bloomfield, NJ
Phone: 338-6616

Heritage Gallery
241 1st. Street
S. Orange, NJ
Phone: 762-7285

Highgate Gallery
50 Upper Montclair Plaza
Upper Montclair, NJ
Phone:

Messina's Studio-Gallery
20 Church Street
Montclair, NJ
Phone: 675-1009

Midlock Art Service
381 Central Avenue
E. Orange, NJ
Phone: 675-1009

Overseas Picture Company
765 Springfield Ave.
Irvington, NJ
Phone: 371-8200

Piggins Art Gallery
403 Bloomfield Ave.
Montclair, NJ
Phone: 746-8369

Robbins Gallery
640 Central Ave.
E. Orange, NJ
Phone: 674-2297

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608.00 POLICE FACILITY PLANNING

Current police facility planning, as distinct from the older notions of "public safety planning", requires a framework for providing a coherent policy that is no longer a simplistic - mathematical formalization of comparative averages of population-police-city land area ratios. The number of precincts or percentages of public building floor area devoted to police functions alone cannot deal adequately with the expanded role of policing needs. We are confronted with both a regional as well as a state and national problem in the area of facility planning, funding, and construction.

To set priorities and funding for police capital projects, we must now look beyond the neatly drawn corporate boundaries of Newark. In one dramatic sweep, those engaged in police facility planning must address virtually global issues relative to the casual or root problems of crime. Much of the planning today may be the result of economic factors in the remote rain forests of Columbia, the hillsides of Afganisthan, or the sheltered poppy plantations of Burma. The people living in these disparate sectors of the world depend upon the cultivation of marketable drugs for their existence. Drug traffic is considered to be one of the most prevalent causes of crime today in America -- and especially in the older central cities such as Newark. Thus, planning decisions about the manpower required, the buildings to house administrative functions, the rolling stock required to patrol the City, and the deployment of manpower throughout the twenty-one distinct neighborhoods of the City are very complex.

It is, therefore, desirable to plan our police facilities and the ultimate housing of prisoners according to a coordinated regional plan with sub-component plans for those facilities deemed exclusively local in scope. The Master Plan can only provide a skeletal framework at this time for projects over and above what is now planned or underway, pending an independent assessment of Newark's Police facility needs over the next six to ten years.

Flowing from relevant planning decisions influenced or predicated upon technological input relating to a service such as police, we find that organizational arrangements providing the most effective delivery of services are highlighted. Therefore, the planning of police facilities and the services they house now uses location theory and analysis, borrowed from the industrial and commercial sectors of the economy.

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Urban protective systems, or the urban emergency services as they are often referred to, have not benefited from the systematic analysis of their operational problems to any great extent in the past. This is no longer the case in Newark and elsewhere. But the same problems remain whenever we attempt to plan physical plants often ten years away, especially for police services. They are:

- Incidents whose time and place of occurrence cannot be predicated with certainly occur throughout the City and give rise to requests for calls for service;

- In response to each call for service, one or more emergency service units, usually vehicles, are dispatched to the location;

- The speed with which units arrive at the scene of an incident and deliver their services has some bearing on the actual or perceived quality of the service;

- Today, as opposed to the past, responses may involve crime-generated incidents as well as natural events such as fires, complicating further the role played in the placement of emergency units as well as the geographical location of facilities. One salient example of these events is the dramatic rise in "revenge arson" and revenge arson-related deaths and the higher intensity of police service they require.

The Police Department, the largest staffed agency in the City, is composed of two major divisions - the uniformed force and the administrative operations. The uniformed police force's basic operations are scattered in six or more different locations. In response to the need for its own facility, administrative operations have been centralized in the newly reconstructed Municipal Courts/Policy Headquarters complex. The North District station has been relocated to a larger and more efficient location in the northernmost section of the City, thereby providing for more effective service to that area.

A Police Training facility was completed in the Newark Meadowlands along Avenue P. Also, a facility for the emergency service operations was completed on the site of the demolished North District Station. In an efficiency move, computerized fueling equipment has been installed at district stations. Housing Police operations has been centralized at the Stella Wright Apartment complex.

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Having met the need for centralization of administrative functions, we recommended that the structural and functional conditions of existing precinct stations be assessed. In response to identified deficiencies, rehabilitation or new construction efforts should be considered.

Population densities throughout most of the City until about 1961 reflected patterns that had been fairly static since the early 1900's, with very few exceptions, primarily in urban renewal areas and because of highway construction. There was also an absolute population loss in the City between 1940 and 1980 of 100,512 persons, an average loss of 2,512 persons per year, over a forty year span. In 1940 there were 429,760 persons to be served by seven precincts (an eighth one located at Broadway and Grafton Avenue had been sold to the American Legion for use as a small hospital in the 1930's and is now a City Health Center). Today, only three of the original precinct buildings are in operation, although the old Rutger's School of Pharmacy currently serves as a precinct. The City has added little to its ongoing police facility inventory since it built the new Emergency Bureau Building on Orange Street. (The Old Emergency Bureau building located at Washington Street and Raymond Boulevard is now shutdown, but was an important component of the earlier police facility configuration. It is also interesting that this facility was one of the first truly "centralized" public safety buildings in the City, if not the only such type facility in the older cities of that era).

By 1980, the City's population has declined to 329,248. By 1990, if trends remain constant and other variables do not appreciably change, we will no doubt experience a levelling-off of population at around 300,000. That fact, along with the 1987 total Police Department budget of $33.9 million with approximately 925 policemen, and with costs outside normal operating expenditures rising, implies a need to assess police capital requirements for a horizon beyond 1990, in the very near future.

Hence, planning for Police facilities is no longer a simple local process. It now involves regional, state, national and international knowledge with the introduction of newer classes of crimes, and the technology to combat them, along with classic police functions, including traffic control.

In connection with operations, the size of the police force is dependent upon many factors: the population of the City and peripheral areas; the cultural, educational,

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economic, religious, political, and ethnic status of the community; the geography and topography of the area; the nature of general and specific police hazards; the quality of police manpower in terms of competence and integrity; the attitudes of courts prosecutors and the general public; the facilities and resources of the area; and the number of non-police responsibilities placed upon the agency.

The use of unqualified comparative averages of population to police ratios is misleading. With highly motivated, carefully trained, closely supervised, and well-managed personnel, effective police service might well be rendered with far fewer employees than with poorly screened, untrained, incompetent manpower. Even doubling the strength of the agency might produce no discernible increase in efficiency, but may merely perpetuate bumbling sinecure. A high prestige, professional service - with commensurate remuneration -will use "quality of manpower" rather than "quantity of manpower" as a determining measure of agency size.

Too many policemen are doing non-police tasks that could be accomplished by lower-paid civilian employees. Effective use of civilian personnel service could release police officers for field operations and thus increase operational effectiveness. Civilians are most often typists, stenographers, crossing guards, jail guards, communication specialist, mechanics and garage attendants, fingerprint classifiers, photographers and messengers. The larger departments usually have a higher ratio of civilian employees due to their extensive record keeping operations and the need for large numbers of school crossing guards. A ratio of 20 to 30 percent civilian employees would be desireable.

In conclusion, the City has witnessed dramatic shifts in both population and land use configurations throughout the City, and it is reasonable to assume that there will be significant shifts on into the next century. Thus, land use information and population projections are vital to Newark's future planning for the type of equipment it will require for policing the City. Population shifts may not require new field facilities but may create the need for new high tech computerized management facilities capable of deploying the necessary resources related to the nature and requirements of the job.

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609.00 FIRE FACILITIES PLANNING STANDARDS

Changing in building types (fireproof or non or semi-fireproof construction) and the use of materials which are fire resistent (materials that smolder giving off toxic fumes and dense black smoke) have focused new attention on the following questions:

1. How many fire companies are necessary?
2. How can they best be located and despatched?
3. How are we dealing with the rising incidence of fires in older, non-fireproof structures?
4. How are we functioning given shrinking municipal fire budgets?

In order to address these questions for long range planning, a set of mathematical models is provided to analyze deployment policies. For planning purposes, these policies concern the manner in which fire companies are located and dispatched. They can be divided into two groups: strategic issues and tactical issues.

Among the strategic, long range planning issues are the following:

1. How many fire companies should be on duty? This may be a planning decision related to the department's budget, or it may concern the appropriate variation in company levels by time of day or by season of the year.

2. How many fire companies should be allocated to each planning area of the City? This question refers to the location of fire companies in the general sense and not location of firehouses in the specific sense. It involves coverage in areas where daytime population increases versus areas where the day-time population is low.

3. Where should the City's fire companies be located? This question refers to the selection of sites for fire stations. Many factors must be considered that do not arise when general allocation questions are being analyzed. Such query should include the availability of land, direction of one-way streets, traffic conditions, etc.

The tactical issues are planning issues that should be handled by the Fire Department planners and administrators. Such issues appear to be operational, involving both explicit and implicit administrative,

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legal and political constraints. For the purposes of this document, tactical issues are those which arise from moment-to-moment during the course of a day. Among the most important ones are the following:

1. Dispatching policy. This encompasses all the rules and procedures used by dispatchers, including:

   a. How many fire companies of each type should be sent to an incoming alarm? The answer may vary among departments according to the number of firemen in each fire company. It may also depend on the availability of companies at the time of the alarm and what is known about the nature of the incident at the time despatch is made. For example, more companies might be sent to a telephone report of flames in a building than to a signal from a street alarm box.

   b. Which particular fire companies should be dispatched? Most fire departments dispatch units that are closest to the location of an incident. However, in cities where alarm rates are high and workloads are heavy, it may be better not to send the closest units.

2. Redeployment policy. Because quick departments dispatch closest available units to high alarm fires, large regions may be left unprotected. Companies far away are often moved to some of the empty firehouses for the duration of the incident.

   If a department uses such a policy, which is variously called redeployment, relocation, or more-up, rules must be developed as to when and how it is to be accomplished.

Other issues not discussed included models which can be used to study equipment-oriented questions, i.e. whether the department should implement a computer-assisted dispatching system such as the DIME file et al. But such topics fall outside the domain of "deployment analysis" and therefore will be omitted. Also omitted are a variety of deployment issues of considerable concerns to the Fire Departments, but for which suitable modeling approaches have not yet been developed. These include the selection of the appropriate types and mix of apparatus and the determination of the number of firemen to man each unit. We also recognize that there are areas besides deployment in which a fire department can make

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changes that will improve its effectiveness or reduce its costs (improved fire prevention strategies, use of new fire-fighting and communications equipment, etc.). But a discussion of methods for evaluating the effects of such changes is beyond the scope of this report.

609.01 DEPARTMENTAL PERFORMANCE

Although it is agreed that the primary objective of the fire department is to minimize the loss of life and property caused by fire, fire deployment analysts are not able to base their studies directly on these objectives, because no reliable methods exist for estimating the effect of changes in deployment policies on the objectives. For example, if the number of fire companies on duty is doubled, or halved, no one can state with any degree of certainty what will happen to deaths caused by fire, or to the amount of property that is destroyed by fire. This is an important topic for research but is so difficult to resolve that no results of direct use for deployment analysis can be expected for many years.

To analyze deployment policies, then, we must use proxy measures of performance. These are substitutes for true performance measures, and they fall generally into two groups. The first consists of departmental characteristics that are related to the insurance rates charged the City's property owners. These rates are based on the City's insurance grade, which is established periodically by the Insurance Services Office (ISO) after a survey of the City -- including its water supply, fire department, and building department. The insurance grade depends in part on the number of fire companies on duty and other deployment related decisions. The second involves grading standards.

609.02 GRADING STANDARDS

The system for grading a city makes reference to its fire defenses and its physical conditions. This form of grading over the years has been translated into a set of standards. For each deviation from these standards, deficiency points are assigned. The number of points assigned depends upon the importance of the item and the degree of deviation. The nature and structural features that increase the general hazard, and the lack or inadequacy of laws or of their enforcement for the

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control of unsatisfactory conditions, are graded in the same way. The total number of deficiency points charged against the municipality determines its relative classification.

Table No. 6-1 shows the various features that are considered, as well as the relative value and maximum number of deficiency points allocated to each.

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TABLE NO. 6-1
RELATIVE VALUES AND MAXIMUM DEFICIENCY POINTS

FEATURE	Percent	POINTS
Water Supply	34	1,700
Fire Department	30	1,500
Fire Alarm	11	550
Fire Prevention	7	350
Building Department	4	200
Structural Conditions	14	700
	100	5,000

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TABLE NO. 6-2

RELATED GRADING OF MUNICIPALITIES IN FIRE DEFENSES AND PHYSICAL CONDITIONS

POINTS OF DEFICIENCY	RELATIVE CLASS OF MUNICIPALITY
0 - 500	First
501 - 1,000	Second
1,001 - 1,500	Third
1,501 - 2,000	Fourth
2,001 - 2,500	Fifth
2,501 - 3,000	Sixth
3,001 - 3,500	Seventh
3,501 - 4,000	Eighth
4,001 - 4,500	Ninth #
4,501 - 5,000	Tenth *

A ninth-class municipality is one (a) receiving 4,001 to 4,500 points of deficiency, or (b) receiving less than 4,001 points by having no recognized water supply.

* A tenth-class municipality is one (a) receiving more than 4,500 points of deficiency, or (b) without a recognized water supply and having a fire department grading tenth-class, or (c) with a water supply and no fire department, or (d) with no fire protection.

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The required fire flow for the principal business district in the average municipality is obtained by the use of the formula:

$$G = 1,020 / P (1 - 0.01 /P) \quad \text{.....(1)}$$

Where G is the require fire flow in gallons per minute, and P, is the population in thousands. The flow may be increased or decreased in accordance with structural conditions and degree of congestion. In many new suburban areas, the fire flow indicated by the formula will be reduced because there are a number of small scattered business districts instead of a single large one. Where buildings, such as super-markets, have excessive area, the fire flow indicated by the formula (or perhaps even more) will be needed because of the large amount of combustible material that may be under one roof. Where suburbs contain industrial, institutional, or other sections that require fire flows in excess of that necessary for the principal business district, the highest required fire flow should govern the design. Fire flows of 1,000 gps should be available for 4 hrs. the duration increasing with larger fire flows up to a maximum of 10 hrs. for 2,500 gpm or more.

The required fire flow for residential district consisting of small-area, one family dwellings, one or two stories in height varies from 500 to 2,000 gpm for 2-4 hrs. depending on the degree of exposure between buildings.

In order to provide an adequate supply, the system should be capable of delivering the maximum fire flow required for the specific duration with consumption at the maximum daily rate. To meet this requirement, the capacity of the supply works can be made equal to the maximum daily consumption rate, and sufficient storage can be provided on the distribution system to deliver the required fire flow.

It is obvious that some reserve capacity should be available in the supply works. Those dependent on pumps should be capable of delivering the required fire flow for the specified time during a 5 day period with consumption at the maximum daily rate and any two pumps out of service.

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TABLE NO. 6-3
REQUIRED FIRE FLOW

Population	Required fire flow for Average City gpm	mgd	Duration, hours
1,000	1,000	1.44	4
1,500	1,250	1.80	5
2,000	1,500	2.16	6
3,000	1,750	2.52	7
4,000	2,000	2.88	8
5,000	2,250	3.24	9
6,000	2,500	3.60	10
10,000	3,000	4.32	10
13,000	3,500	5.04	10
17,000	4,000	5.76	10
22,000	4,500	6.48	10
27,000	5,000	7.20	10
33,000	5,500	7.92	10
40,000	6,000	8.64	10
55,000	7,000	10.08	10
75,000	8,000	11.52	10
95,000	9,000	12.96	10
120,000	10,000	14.40	10
150,000	11,000	15.84	10
200,000	12,000	17.28	10

Over 200,000 population, 12,000 gpm, with 2,000 to 8,000 gpm additional for a second fire, for a 10 hour duration.

SOURCE: Standard Schedule for Grading Cities and Towns of the U.S. National Board of Fire Underwriters.

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609.03 DEPLOYMENT

The second proxy measures are numerical quantities that can be calculated easily and reliably and that are related to the performance of a fire department. Use of these measures assumes that some kinds of changes can be identified as desirable even if we do not know exactly how much better they are. Travel time is one such proxy measure. If a change in deployment policy using existing fire-fighting resources can reduce travel time to all incidents that are of concern to the department, it is a desirable change. Or, if the existing level of travel times can be achieved at lower cost, it too is desirable.

609.04 TRAVEL TIME

Travel time within a planning area or neighborhood constitutes an important measure of fire protection that is used in deployment analysis. It is the only component of response time that is affected by changes in the deployment of fire companies.

609.05 TRAVEL DISTANCE

Numerous points should be considered when selecting the location of fire companies. The station should provide good coverage of the area to be protected and quick response to fire alarms and other emergency calls. The type of areas to be protected, e.g. business, industrial, warehouse, institutional, residential, or a combination, is an important factor. Stations should be near extensive industrial or business districts and near areas with a high life hazard, even though this often appears to be out of line with a plan of uniform distribution.

Sufficient stations should be provided so that no point in a high value district will be more than 1 mile and 1 1/4 miles travel distance from an engine company, except for districts requiring a fire flow of 9,000 gpm or more. For these districts, distances should be 3/4 mile and 1 mile respectively; in districts requiring a fire flow less than 4,500 gpm, these distances may be 1 1/2 miles and 2 miles respectively. Distribution should also provide for ready concentration of companies to multiple alarm fires in any high value district, and in areas where the life hazard is severe, without stripping other sections of protection in case of a second fire.

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In average residential districts, response distances may be increased up to 2 miles for engine companies and 3 miles for ladder companies or companies providing adequate ladder service. However, for closely built residential districts requiring more than 2,000 gpm fire flow or having buildings 3 or more stories in height, including tenement houses, apartments, or hotels, the distances should be reduced to 1 1/2 and 2 miles respectively. Where the life hazard is above normal, it may be necessary to further reduce these distances to 1 and 1 1/4 miles, respectively.

If a planning area has area A (in square miles) and there are N engine companies available at the moment of dispatch, the square root law states that the average travel distance (in miles) for the first arriving engine is given by the equation.

$$\text{average travel distance} = (\text{constant}) \times \frac{\sqrt{A}}{N} \quad \ldots\ldots\ldots\ldots (2)$$

Based on empirical evidence, the constant for the fire-arriving engine company has been found to be approximately equal to 0.6+. For the average distance traveled by the second arriving engine company, a similar relationship holds, but the constant is larger, being approximately 1.0. The constant itself is of little interest. The apparent importance of this relationship is its form:

> Distance increases in proportion to the square root of the area, and its decreases in inverse proportion to the number of engine or ladder companies.

609.06 ESTIMATING TRAVEL TIME AND TRAVEL-DISTANCE RELATIONSHIP

The square root law and the travel time relationship relate travel distance to the average number of companies available and related travel time to travel distance. This varies from 0.5 to 0.7 in urban areas, depending on the street configuration and how the companies are distributed geographically. The correct value can be determined in any particular city be collecting data showing the travel distance for each response. For rough calculation, the value 0.6 is adequate.

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609.07 LOCATION OF FIRE HOUSES

In Newark, the present arrangement of fire company locations is a product of historical factors since most of the fire houses are approaching 100 years old. The spacing of fire stations is a carry over from the days when fire companies used horse drawn vehicles and not the result of a plan to meet current needs as outlined by the requirements of the Standard Grading Schedule of the National Board of Fire Underwriters and the Insurance Services Offices of the American Insurance Association. Fire stations are major capital improvements and will be in use for many years to come. Therefore, their locations should be selected with care to result in the best fire protection possible, considering both life hazard and value of buildings and contents. Many points should be considered when choosing the location in order that the company or companies to be housed in the new station will provide adequate coverage of the area to be protected and quick response to alarms of fire or other emergency calls.

Sufficient stations should be provided to conform to distances described above in section 610.05. The standard distance for 1st due engine company is 1.5 miles for fire flows less than 4,500 gpg; 1.0 miles for fire flows 4,500 or greater but less than 9,000 gpm; and 3/4 mile for fire flows of 9,000 gpm or more.

The standard distance for the 1st due ladder company is 2.0 miles for fire flows less than 4,500 gpm; 1.25 miles for fire flows of 4,500 gpm or greater but less than 9,000 gpm; and, 1.0 miles for fire flows of 9,000 gpm or more.

The standard for concentration of engine companies to provide for multiple alarms in high value districts is 15 companies within 5 miles for districts requiring 12,000 gpm fire flow. A standard for ladder company concentration is 7 ladder companies within 5 miles for high value districts requiring 12,000 gpm fire flow. Engine and ladder company concentration will be correspondingly less for districts requiring smaller fire flows. Consideration is also to be given to concentration of companies for first alarm response, the standard for a district requiring 12,000 gpm fire flow being 3 engine companies within 1.50 miles and 2 ladder companies within 2 miles. 1 and 1 2/4 miles respectively when the life hazard is greater than normal.

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609.08 NUMBER OF ENGINE, LADDER COMPANIES AND APPARATUS

A. Engine Companies

The amount of apparatus in service, regularly responding to alarms should be sufficient to properly protect the city based on the number of companies required.

The number of companies required is given by the following formulas, where P = population in thousands.

Results are to be expressed as a whole number; for fractions between 0.4 and 0.7 the smaller or larger whole number is to be used, depending on the character of the municipality:

- For municipalities having a population of 50,000 to 200,000: Required number of engine or hose companies = 3.4 & 0.07 P.

- For municipalities having a population in excess of 200,000, the number of engine or hose companies required should at least equal those for a population of 200,000. The actual number will depend on distribution, and on the ability to concentrate apparatus quickly in high value districts or to handle two simultaneous large fires without leaving other important sections of the city unprotected.

Companies in excess of the number determined by the formula may be required in certain areas where the structural conditions, topography, or general layout of the city require them for proper distribution or where there are important groupings of buildings of such extent or character as to require additional protection.

In areas almost solely residential in character, or in areas that have small high value centers needing less protection than the formula for companies call for, the number of companies required may be based on the population corresponding to the fire flow considered necessary. Twelve additional companies should be provided to protect the municipality in case of simultaneous fires where such areas have large congested wood frame districts or extensive industrial or other high value districts requiring more water than the district graded by the National Board of Fire Underwriters or where the required first alarm response to the high value districts seriously reduces protection to other districts.

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B. Ladder Companies

The number of ladder companies should be sufficient in number and so distributed as to assure quick response of the first due company and to assure that in high value districts the necessary number of companies is properly available so that simultaneous fires can be handled. The location of values, topographical conditions, man made barriers, traffic congestion, and the number and extent of runs should be given much consideration.

To accomplish quick response of the first due company, no point in high-value district shall be more than 3/4 miles travel distance from an engine company or more than 1 mile from a company providing adequate ladder service; in residential areas the requirements are respectfully 1 1/2 miles and 2 miles for closely built section and up to 3 miles for each class of service in areas where buildings are scattered.

The distribution of ladder companies shall provide for ready concentration of companies at serious multiple-alarm fires in any high-value district and in any area where the life hazard is severe; such concentration shall not deplete nearby areas of protection in the case of a second fire.

C. Apparatus

Each engine company should be equipped to carry a size 2 1/2 inch or larger hose. For an engine company, if the hose is not carried on the pumper, a separate hose carrying vehicle should be provided. In municipalities of over 100,000 population half the engine companies that are necessary for response to any first alarm in high-value districts should be provided with a pumper and with a separate hose-carrying vehicle, which may be either a hose truck or a second pumper as determined by the locality.

For other than 2-piece companies, every properly equipped piece of apparatus that regularly responds to alarms should be considered as a separate company. A single piece of apparatus should carry at least 500 feet of 2 1/2 inch hose and at least 5 ladders, including a 40 foot or longer extension ladder and 2 roof ladders.

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D. **Reserve Pumps**

Fully equipped pumpers in reserve at fire stations or repair shop and properly distributed, if manned by off-shift members when needed, may be considered to increase the number of engine companies in service; to be so considered, specific arrangement for manning by designated members of the off-shift including an officer, suitable provisions for notification of these off shift members, and requirements for response to alarms should be definitely provided for.

E. **Reserve Ladder Trucks**

A fully-equipped ladder truck in reserve for off-shift manning may be considered as increasing the number of ladder companies in service in the same way that reserve

pumpers are considered as increasing the number of engine companies in service.

A reserve ladder truck shall be provided for each 5 ladder trucks, or fraction thereof, required. Where the number of ladder trucks in services exceeds the number required, or if ladder trucks are in service in area where short ladders carried on other apparatus are sufficient, such ladder trucks may be considered as reserve.

610.00 SCHOOL FACILITY PLANNING OVERVIEW

The Master Plans promulgated in 1964, and again in 1978, did not address the issue of Newark's existing or proposed school plant in a way that accounted for the inherent factors or forces intimately tied to schools in general, and those specifically located within an older central city. One must ascertain the trends, at the three major levels of school construction financing, and then step down to the local level as best the data will permit. Federal, state, county, and finally the local municipal level are affected to some degree by the gross fiscal picture.

We are not discussing the quality of education in general here, even though the physical plants are intrinsic to the quality of education as are many other factors. Rather we are attempting to outline some of the often complex forces we believe will influence the ultimate school setting and construction expenditures at future periods in time. No single facility requires more careful analysis than does the school building in an urban setting such as Newark. Therefore, a well defined

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array of technical skills is required to properly evaluate this class of capital investment project, as well as a policy formula that is realistic and under continuous scrutiny and revision as situations shift.

610.01 FIVE IMPORTANT FACTORS/VARIABLES IN SCHOOL PLANNING

The five variable sets of data we must consider are (1) gross national expenditures for educational facility construction, and how funds arrive at the local level; (2) population profiles within the school district itself, sometimes extrapolated when census data may not be current; (3) home ownership trends in the locality (including construction), especially the types and costs; (4) local tax base; (5) employment trends in the eight major industrial groupings.

(1) Recently it was stated that the U.S. Department of Education expected educational expenses in the nation to total $308 billion, an increase of $29.9 billion over 1987. The figure now represents about 6.7 percent of the total value of the nation's annual output of goods and services and includes the total amount paid to and by colleges and universities, including taxes, tuition, teachers' salaries, and maintenance costs. The DOE press release made no reference to anticipated national expenditures for school construction or renovations at the local level, except for asbestos removal programs that are obviously off-tract at the current time around the country.

Expenditures have been estimated, based on an average 180 day school year, to approximate $1.7 billion per day nation wide, and an average of $4,538 is expected to be spent on each pupil in 1988, an increase of more than $250,000 per capita (nation wide) over the 1986-1987 period. The back-to-school statistical forecast estimates that the total expenditures for colleges and universities and for public and private elementary and secondary schools will be $124 billion, a 6.5 percent increase over the last period. This is the gross fiscal context in which the City must elaborate its school plant needs, whether done by the City Administration itself or in conjunction with the

Board of Education's and the City's planners as in the recent past before the establishment of the independent BOE. This is an extremely important policy decision to be arrived at as part of Newark's Renaissance.

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(2-5) These are the ingredients of a locality's economic and social health. They are the "vital signs" that those involved in school planning and programming must examine along the analytical path to arrive at concrete proposals for future school buildings and their all-encompassing program and capital costs. The planning process, and the capital improvements program, cannot continue to leave the school planning program fragmented and divorced from the heart of government: the Administration and the Municipal Court.

610.02 CONCLUDING POLICY CONSIDERATIONS

If New Jersey now ranks third in the nation with a per capita income of $18,626 per year, it is essential to our interest to look much more closely at many of the State's present programs, taxation policies relative to inner cities, and the possibility of removing the entire school construction indebtedness morass from the local fiscal scene. The other components of the educational process should be equally examined with the ultimate goal of removing public education costs completely from the local scene.

The Newark Board of Education has engaged a consultant firm specializing in education facilities planning to revise and update the Education Master Plan. The study, which looks at needs, facilities, renovation, and other projected capital improvements as well as needs related to land use, was not completed at the time of this writing.

611.00 THE HIGHER EDUCATION INSTITUTIONS

For nearly a decade now, Newark has become a leading center of university life. Rutgers, the New Jersey Institute of Technology, the New Jersey College of Medicine and Dentistry, and the Seton Hall School of Law have focused attention on the yet untapped reservoir of potential for the City's evolution beyond the old central city. An article in the Chamber of Commerce's magazine (1988), "NEWARK", entitled 'College Town USA', stated that, "Newark, with 5 colleges within it's city limits, is a regular "College town U.S.A." Spread out over 320 acres and with a population of 45,000 students and professors, their resources contribute greatly to the vibrancy of the City's life."

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Higher education planning and its relationship to the master planning effort have long been recognized. Our immediate concerns, thus, should focus on using the potential these institutions afford the City as a catalyst for development and an anchor and stabilizer for residential development. This is particularly key considering Carl W. Shaver 's prediction that, "of the 7.5 million persons who will reside in New Jersey, by 1990, 4.5 million will live within 25 miles of downtown Newark".

In addition, these institutions can generate activity to mitigate the diminution of retailing, manufacturing, and wholesaling the City over the years and to replace the loss of employment opportunities that have permanently left Newark. These uses formerly comprised a significant proportion of the City's economic activity, so it is essential that the emerging activities of colleges and universities be harnessed to augment both our physical and economic development activities.

T.J. Chmura, in the "Economic Development Commentary" (Fall 1987), writes, "Economic development projects involving colleges, universities, industry are springing up across the country. Given new economic realities - such as global competition, changing markets and fast moving technology - colleges and universities are being seen in a new light." He goes on to emphasize that, "Rather than attempting to 'steal' industries from the regions (or cities), revitalization efforts today attempt to promote a 'homegrown' economy by providing an environment that supports local entrepreneurs, assists existing industry and encourages high growth sectors." Again, Chmura indicates that, "colleges and universities are so critical to economic development today because they are such major contributors to virtually all the elements of the emerging new economic infrastructures."

In his article, "The Higher Education-Economic Development Connection", Chmura suggests some interesting strategies and the need to accelerate policy determinations at the local level and thus encourage participation by educational institutions in the areas economic development. Here, in the context of the Master Plan, it is essential to reemphasize the importance Newark's higher educational institutions can play in the formulation of more detailed plans later on. The Master Plan is an especially appropriate place in which to discuss the role of these institutions since, as Chmura states, "... it is essential to remember that the payoffs

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from university involvement are generally of a long-term nature. The results of efforts by ventures such as Research Triangle in North Carolina took decades to appear."

Strategically speaking, many policy makers in older cities such as Newark have attempted to stem the cycle of business and industrial decline by forgoing various forms of public sector partnerships with large corporations and pursuing a strategy that primarily focused on "downtown" development. The logic of this approach assumed that the urban areas must adapt to the challenges of areas such as the "Sunbelt" and their own immediate competing hinterlands. Viewed in a broad perspective, this policy attempts to help older urban centers complete the shift from their former manufacturing roles to the newer metropolitan or regional order characterized by decentralized populations, industry, and a goodly share of financial and business activities formerly the exclusive domain of the central cities.

Of the central cities, Newark especially, remains viable and can capitalize on its traditional strengths: its central regional location within the greater metropolitan market along with its ability to draw on a share of the larger labor market. It has the physical ability to host firms requiring the benefits of agglomerating that the universities and colleges could attract. Such a goal of urban revitalization thus logically entails a reasonable proportion of public resources, not only in the CBD but also in the areas in and around the precincts of these institutions.

It should be emphasized that, in addition to gaining employment for less skilled residents, new firms can be expected to provide high-wage industries and the types of jobs they foster. Listed below are industries we believe are growth industries which may draw from the resources of the universities and vice-versa.

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HIGH TECHNOLOGY INDUSTRIES

A: High-Technology Product

SIC Code	Name
2831	Biological Products
2833	Medicinal and Botanical
2834	Pharmaceutical Preparations
2843	Surface Active Agents
3511	Turbines, Turbine Generators Sets
3555	Printing Trades Machinery
3569	General Industrial Machinery
3573	Electronic Computing Equipment
3576	Scales, Balances, except Laboratory
3579	Office Machines, Typewriters, etc.
3589	Service Industry Machinery
3662	Radio and TV Communication Equipment
3674	Semiconductors and Related Devices
3693	X-ray Apparatus and Tubes
3721	Aircraft
3724	Aircraft Engines and Engine Parts
3761	Guided Missiles, Space Vehicles
3764	Space Propulsion Units and Parts
3769	Space Vehicles Equipment
3811	Engineering and Scientific Instruments
3823	Process Control Instruments
3825	Instruments to Measure Electricity
3829	Measuring and Controlling Devices
3832	Optical Instruments and Lenses
3841	Surgical and Medical Instruments
3861	Photographic Equipment and Supplies

B: High Technology Process

2711	Newspapers
2721	Periodicals
2731	Book Publishing
2795	Lithograph Plate Making Services
2813	Industrial Gases
2819	Industrial Inorganic Chemicals
2824	Organic Fibers - Noncellulosic
2851	Paints and Allied Products
2873	Nitrogenous Fertilizers
2891	Adhesives and Sealants
2899	Chemical Preparations
3992	Lubricating Oils and Greases
3211	Flat Glass
3291	Abrasive Products
3296	Mineral Wool
3355	Aluminum Rolling and Drawing
3535	Conveyors and Conveying Equipment
3563	Air and Gas Compressors
3711	Motor Vehicles and Car Bodies

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611.01 UNIVERSITY OF MEDICINE AND DENTISTRY

The University of Medicine & Dentistry (UM&D), costing $200 million, consists of the medical science building which houses the UM&D - New Jersey Medical School and the Graduate School of Biomedical Science. Other components of the complex consist of the Dental School Building, George F. Smith Library of Health Sciences, the Community Mental Hospital Center and University Hospital. The UM&D offers programs in the New Jersey Medical School, Dental School, Graduate School of Biomedical Science, and the School of Allied Health Professions. The UM&D received accreditation in 1981 after revision of some of its programs. Classes began in 1976 and enrollment has been steadily increasing.

The total space of the facilities for the UM&D including the physical plant and administrative support facilities is approximately 2,485,000 gross square feet. The physical plant cost in excess of $32 million and $12 million for the teaching and research center.

The New Jersey Cancer Center comprising 12,600 gross square feet was constructed in 1983. Campus facilities currently under construction are 1,600 car parking facility located at the corner of Twelfth Avenue and Norfolk Street, and is scheduled for completion in January 1989. The completion of a Cogeneration Plant is anticipated by September 1989.

Facilities that are in the design stage are: a medical office complex; a 25,800 gross square foot addition to the existing Community Mental Health Center; and a rooftop heliport to support the Northstar Aeromedical Emergency Transport Program.

Also, facilities that are in the conceptual planning stage include: the expansion of the existing N.J. Cancer Center at University Hospital and a Center for Molecular Medicine and Immunology; the location of United Hospital Medical Center's Children's Hospital to UM&D's Newark Campus; and finally, a facility to house the Sammy Davis, Jr. National Liver Institute.

The Students for Medicine Program developed into a national model for other training programs. This program provides preparatory training for potentially able students from disadvantages backgrounds. The New Jersey Medical School is continuing to fulfill its commitment to residents of the State and working toward developing new knowledge in science and health methods, to better solve health care problems facing Newark, New Jersey and the nation.

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The school's basic educational philosophy is that physicians must have a strong scientific base and be able to solve problems. Special emphasis is placed on the awareness and knowledge of the social, ethical and legal aspects pertaining to the practice of medicine. The fourth year program emphasizes in a perceptual model the understanding of the patient as a total person and stresses the effects of the environment on health and disease.

The New Jersey Medical School also emphasizes the importance of research in medicine. Students are encouraged to select summer experience with basic science or clinical science faculty in the research laboratory. This program has proven to be very popular with students. The Dental School is currently entering a period of relative stability regarding its curriculum, enrollment, facilities and faculty. Prior to this, the school experienced a ten year period of turbulence. No major changes are anticipated over the next five to ten year period.

The Graduate Biomedical School grants the Doctor of Philosophy degree and Masters of Science degree in Biomedical Science. The school is a member of the Council of Biomedical Science, a member of the Council of Graduate Schools in the United States and a member of the northeastern Association of Graduate Schools. The GBS has received accreditation by the Middle States Association of Colleges and Schools. As of 1981, graduates from Rutgers Medical School in Piscataway received joint diplomas from GBS and Rutgers. The GBS has also coordinated courses (cross registration) and research programs with Rutgers - Newark Campus and the New Jersey Institute of Technology. Most of the graduates acquire post doctoral training and are subsequently employed as faculty of prominent institutions. Earlier graduates have secured positions in university medical schools and industries.

The School of Allied Health Professions (SAHP) provides education in a variety of health professional curricula, including two-semester freshman and post baccalaureate degree programs. The school was founded in 1976. Since that time, the number of programs have increased to include jointly sponsored curricula with other post-secondary institutions. The SAHP plans to convert more of its existing programs to joint ventures with other institutions.

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SAHP is committed to heterogeneity in the composition of the student body and faculty membership. The school is especially proud of its achievement of this commitment, as 40 percent of the students and 35 percent of the faculty represent minority groups. This achievement is considerably higher than comparable institutions.

SAHP programs have received wide recognition and many of them have been accredited. The school will continue to seek inter institutional cooperation in the design and implementation of its programs. SAHP is experiencing increasing pressure to design curricula which will prepare practitioners for entrance into institutions offering associate, baccalaureate and masters degree level programs. Concurrently, the school will maintain flexibility in educating students who frequently choose health profession as a second career and who have already completed or partially completed their undergraduate studies.

As of the Fall of 1988, a total of 1,450 students were enrolled. The enrollment in the four schools at present are: Medical School (1,450), Dental School (332), Graduate Biomedical School (102), and the School of Allied Health Professions (270).

As early as 1984, with the issuance of the "University Heights Master Plan," prepared by the Long Range Planning Department of UM&D, the strategic location of the school was elaborated and its future impact as both a local and regional development and employment generator was duly noted. In 1988, the UMDNJ remained the City's largest employer with approximately 4800 employees. Its greatest singular value to Newark, aside from its major mission as both a teaching hospital and medical school is, and still remains, its potential to attract auxiliary uses, and encourage new development related to medical technology. It also affords the City a stable environment within the Fairmount Planning Area in which to encourage the construction of both housing and related amenities, least of which would be new or improved public and semi-public uses such as recreation and open space.

611.02 NEW JERSEY INSTITUTE OF TECHNOLOGY

The N.J. Institute of Technology presently consists of 15 major buildings covering approximately 27 acres with an athletic field and parking areas distributed throughout the complex. As of the 1988 Fall Semester, a total of 7,576 students were being enrolled. The school was then anticipating a potential total enrollment

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of 7,800 students. As of September, 3,301 students had enrolled as full time day students and 4,275 were scheduled to attend evening classes.

Currently 268 rooms are provided in two dormitories on campus. As in the case of Rutgers, there is no data available at this time concerning the number of students who may reside within the precincts surrounding the complex. Current construction of a new computer science building on Central Avenue and a proposed addition to the Alumni Hall on Summit Street are the two active projects underway or planned at the school.

NJIT was expanded through the Newark Colleges Urban Renewal Project, N.J.R-45, and, as previously stated, still has construction underway. This facility affords Newark a unique opportunity to exploit areas adjacent to the present complex for new uses either directly related to the school or indirectly, as the case may be. It also acts as a strong area wide or district stabilizer in that it blends well into most design schemes that could be considered for the larger area, including residential. The main complex or campus is generally bounded by Central Avenue to the north, M.L. Luther King Jr. Blvd. to the east, Lock Street to the west, and Warren Street to the south. The school uses other buildings within the immediate environs of the main campus also.

611.03 RUTGERS-NEWARK

The Rutgers' Newark campus presently consists of seven schools housed in 26 buildings covering approximately 21 acres. As of the 1987 Fall Semester, a total of 9,460 students were enrolled. The 1988 enrollment, although not available at this time, is expected to remain at about the same overall levels in the seven schools which are as follows: Arts and Sciences (3,578), School of Nursing (444), Evening Division Undergraduate (1,962), Graduate School (1,061), School of Criminal Justice (60), and Graduate School of Management 1,574).

As of 1988, 352 new student housing units have been added to the 106 units already existing, giving it a total resident student population of 458. No census as of this date had been attempted to determine the number of students who may reside nearby within the general precincts of the campus. The Newark Campus was developed beginning in 1964, shortly after HUD gave its final approval to the Newark Colleges Urban Renewal Projects, N.J.R-45.

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The super block bounded by M.L. King Jr. Blvd. to the west, Bleeker Street to the north, University Avenue to the east, and Warren Street to the south comprised the main portion of the new campus. Since that time, Rutgers has expanded into blocks adjacent to the prime site. University Avenue bisects the compels to the east, and M.L. King Jr. Blvd. continues as its westerly boundary which separates it from NJIT, which is also part of the original urban renewal project area.

611.04 ESSEX COUNTY COLLEGE

The Essex County College Campus is distinguished by its main structure, the Megastructure, which is situated on 22 acres of land and comprises 521,385 square feet. As of the 1987 Fall Semester, a total of 5,494 students were enrolled. This can be broken down into 2,619 day and 2,875 evening students. Preliminary estimates in September 1988 indicate that overall enrollments will remain rather consistent.

The College was developed beginning in 1965 on the site of the Essex Heights Urban Renewal Project Area, N.J.R-62. It is generally bounded on the north by Raymond Blvd., on the east by University Avenue, on the south by Market and West Market Streets, and extends to the west across M.L. King, Jr. Blvd. to the Essex County Vocational Center. At the present time, it is anticipated that additional space will be made available on the site with the purchase of the former Bamberger's Auto Service Center on University Avenue.

611.05 SETON HALL LAW SCHOOL

The present campus of the Seton Hall Law School covers approximately 4 acres in the special study area known as "The Military Park District," adjacent to the Central Business District and "Gateway Office Complex". As of the 1988 Fall Semester, a total of 1,230 students was enrolled. Of this total, 799 are day students and 431 attend evening classes. Enrollments at the school over the past year have remained, for the most part, constant. The anticipated construction of a new facility may decidedly affect the enrollment configurations in the future.

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611.06 NEWARK SCHOOL OF FINE AND INDUSTRIAL ARTS (NSFIA)

The NSFIA has been in continuous existence in the City of Newark since 1882. The building (Arts High School) is a fine example of Art Deco and was built in 1931. It is a 3 year college level professional art school which

is sponsored by the Newark Board of Education. The school is organized into three units. The Day School and the Evening School are for those who wish to become professional artists and plan to pursue a career course. Individual subjects in both these units area also offered for those interested in either advanced professional or recreational art training. The Saturday Junior Art School is conducted on Saturday mornings for children from nine to seventeen years of age. As of April 1988, 140 students were enrolled in the Day School and 70 in the Evening School. The school could accept higher enrollment if necessary, up to about 200 plus.

612.00 HEALTH FACILITIES PLANNING

In Newark, the general promotion of public health is carried out by the municipal Department of Health. While numerous areas within the Health Department support the overall comprehensive planning process, e.g. building inspections, vital statistics, air pollution, environmental sanitation, short and long range health planning is provided from within the Department of Health as an administrative function.

Today, health centers play a key role in the decentralized delivery system of medical services. The centers are designed to mitigate health problems in specific areas of the City by providing convenient high quality, personalized, and comprehensive care. Some of the centers are operated by the City, while others are privately run under contractual agreement with the City.

Specialized services relating to mental health, dental care, drug abuse, alcoholism, the handicapped (including services for the blind and deaf, physically handicapped, and the mentally retarded), family planning, elderly care, nutrition, and infant care are provided at various locations throughout the City. These services are offered through special hospital programs; however, particularly in the areas of drug abuse, "baby keep well" education programs, dental care, and family planning, services are provided at separate clinics, multi-service centers, guilds, or homes.

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The deficiencies in the health system are related less to the physical facilities than to the actual services, their provision, and administration.

While the effort to decentralize the health service delivery system has been relatively effective, large residential concentrations in Vailsburg, Westside, and Ironbound are not served by an accessible medical center capable of providing comprehensive care. In terms of support services, the need exists throughout Newark for additional facilities to serve the elderly, particularly in the form of day care centers and provisions of special transportation.

Nonetheless, comprehensive planning as a component of land use should look at the methodology for assessing the long range health facilities needs of the community. The primary objective of this plan component is to provide facilities for the effective delivery of comprehensive quality health care to all residents of the City.

612.01 HOSPITALS SERVING NEWARK'S RESIDENTS

The development of medical facilities within Newark is significant. These facilities should be visually emphasized and their presence promoted within the community. Moreover, they should assume an every expanding role in regard to the community, with the community capitalizing upon the professional services and activities associated with these institutions.

Within Newark, there are six hospitals which provide comprehensive health care and a variety of specialized services. However, for the purposes of this planning component, Newark falls within the catchment area of all of Essex County's Hospitals. Therefore, in addition to the six Newark Hospitals, the balance of Essex County is shown in the following tables:

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TABLE 6-5*

ESSEX COUNTY
HSA II

MAJ/SER.	LIC/BEDS	ADMISS.	TRANSFERS	PAT/DAYS	OCCUP/RATES (%)	LENGTH OF STAY
Med/Surg	3961	123531	20941	1131017	78.2	7.8
Ob	129	8284	84	31834	67.6	3.8
Ob/Gyn	228	12638	4452	57742	69.4	3.4
Pediatric	508	19463	1717	87753	47.3	4.1
ICU	44	474	1130	7367	45.9	4.6
CCU	24	796	939	6750	77.1	3.9
ICU/CCU	318	11253	8389	84895	73.1	4.3
Psych	160	3224	761	46940	80.4	11.8
Ortho	67	1385	86	16755	68.5	11.4
Burn	12	140	1	2749	62.8	19.5
TOTAL	**5451**	**181188**		**1473802**	**74.1**	**8.1**

* 1983 Summary
Essex County Health Planning Agency

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ESSEX COUNTY (Continued)

HSA II

MAJ/SER.	LIC/BEDS	ADMISS.	TRANSFERS	PAT/DAYS	OCCUP/RATES (%)	LENGTH OF STAY
ST. JAMES HOSPITAL						
Med/Surg	149	5881	652	51390	94.5	7.9
Ob/Gyn	22	1347	0	4460	55.5	3.3
Pediatric	36	1582	0	7189	54.7	4.5
ICU/CCU	9	568	221	2657	80.9	3.4
TOTAL	**216**	**9378**		**65696**	**83.3**	**7.0**
ST. MARY'S HOSPITAL (0)						
Med/Surg	191	5308	767	58942	84.5	9.7
Ob/Gyn	18	356	1	1382	21.0	3.9
Pediatric	8	287	3	1291	44.2	4.5
ICU/CCU	11	762	305	2710	67.5	2.5
TOTAL	**228**	**6713**		**64325**	**77.3**	**9.6**
ST. MICHAEL'S MEDICAL CENTER						
Med/Surg	342	8068	1291	84022	67.3	9.0
Ob/Gyn	25	2392	559	18465	202.4	6.3
Pediatric	51	2461	211	10620	58.1	4.1
ICU/CCU	22	962	1445	8289	103.2	3.4
Psych	21	435	26	6416	83.7	13.9
TOTAL	**461**	**14273**		**128012**	**76.1**	**9.0**

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ESSEX COUNTY (Continued)

HSA II

MAJ/SER.	LIC/BEDS	ADMISS.	TRANSFERS	PAT/DAYS	OCCUP/RATES (%)	LENG OF ST
UNITED HOSPITALS OF NEWARK						
Med/Surg	386	9079	777	92667	65.8	9.4
Ob\Gyn	96	3952	602	21575	61.6	4.7
ICU/CCU	20	652	790	5798	79.4	4.0
TOTAL	**502**	**13683**		**120040**	**65.5**	**8.8**
WEST ESSEX GENERAL HOSPITAL						
Med/Surg	90	2621	272	18139	67.3	6.3
ICU/CCU	4	187	186	983	67.3	2.6
TOTAL	**157**			**19122**	**55.7**	**6.8**
MOUNTAINSIDE HOSPITAL, THE						
Med/Surg	353	10499	2743	105306	81.7	8.0
Ob/Gyn	37	1074	4	4332	32.1	4.0
Pediatric	44	896	60	3081	19.2	3.2
ICU/CCU	35	2030	1755	9959	78.0	2.6
TOTAL	**469**	**14498**		**122678**	**71.7**	**8.5**

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ESSEX COUNTY (Continued)

HSA II

MAJ/SER.	LIC/BEDS	ADMISS.	TRANSFERS	PAT/DAYS	OCCUP/RATES (%)	LENGTH OF STAY
NEWARK BETH ISRAEL MEDICAL CENTER						
Med/Surg	388	14263	4425	110758	78.2	5.
Ob	32	2546	16	9717	83.2	3.
Pediatric	40	2152	168	9812	67.2	4.
ICU/CCU	70	1271	1930	15856	62.1	5.
Psych	15	338	25	4295	78.4	11.
TOTAL	**545**	**20570**		**150438**	**75.6**	**7.**
ST. BARNABAS MEDICAL CENTER						
Med/Surg	519	19874	412	148055	78.2	7.
Ob	33	3375	61	13140	109.1	3.
Pediatric	55	2637	21	8600	42.9	3.
ICU/CCU	82	1965	169	22137	74.0	10.
Psych	30	532	18	8371	76.4	15.
Burn	12	140	1	2749	62.8	19.
TOTAL	**575**	**19392**		**159777**	**76.1**	**8.**
CLARA MASS MEMORIAL HOSPITAL						
Med/Surg	448	13447	3251	133751	81.8	8.
Ob/Gyn	54	3056	1584	10820	54.9	2.
Pediatric	28	1596	19	5203	50.9	3.
ICU/CCU	21	877	681	5806	75.7	3.
TOTAL	**575**	**19392**		**159777**	**76.1**	**8.**

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ESSEX COUNTY (Continued)

HSA II

MAJ/SER	LIC.BEDS	ADMISS.	TRANSFERS	PAT/DAYS	OCCUP/RATE (%)	LENGTH OF STAY
			COLLEGE HOSPITAL (NJCMD)			
Med/Surg	252	9782	3875	90761	98.7	6.6
Ob/Gyn	90	4770	2305	19665	59.9	2.8
Pediatric	79	1079	593	6021	20.9	3.6
ICU	30	178	813	4344	39.7	4.4
CCU	16	332	807	4476	76.6	3.9
Psych	34	629	631	11620	93.6	9.2
TOTAL	**501**	**16770**		**136887**	**74.9**	**8.2**
			COLUMBUS HOSPITAL			
Med/Surg	157	5532	0	48150	84.0	8.7
Ob	16	895	0	3398	58.2	3.8
Pediatric	16	854	0	3551	60.8	3.7
ICU/CCU	15	682	285	3713	67.8	3.8
TOTAL	**204**	**8063**		**58812**	**79.0**	**7.3**
			EAST ORANGE GENERAL HOSPITAL			
Med/Surg	211	5053	546	57135	74.2	10.2
Pediatric	20	448	0	3103	42.5	6.9
ICU/CCU	10	546	404	3086	84.5	3.2
Psych	36	874	0	12041	91.6	13.8
TOTAL	**277**	**6921**		**75365**	**74.5**	**10.9**

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700.00 RECREATION AND OPEN SPACE ELEMENT

701.00 Recreation

The availability of leisure time and the augmented interest in recreation have increased the demand for expanded active and passive types of recreational facilities including neighborhood play lots, playgrounds, parks, and open space. Analyzing the amount, type and location of such facilities by population density and other physical or social characteristics is an accepted way to determine the adequacy of recreational facilities.

Recreation areas, their size and location, should be closely related to the neighborhood and the City's development plan. By relating population density and age groups of the community to the accepted standard for size and type of area needed, recreation areas and school sites can be located in a general way. The best time to determine the precise location is before or at the time the land is coming up for subdivision.

Land may be obtained for community recreational facilities through the process of subdivision approval and as provided for in local municipal ordinances. Below are the suggested methods by which a developer can dedicate land for public use. These methods may be included in a municipal ordinance:

(a) developer dedicates site,

(b) developer reserves site,

(c) developer sells site at a negotiated market price,

(d) developer donates site, and

(e) developer pays fee for each housing unit.

Regulations specifying a stated percentage of the area in the subdivision for public use may be inequitable for the developer and the city. Similarly, payment of a fixed fee per housing unit does not assure that either the community-at-large or the immediate subdivision will benefit from any site so obtained. Requiring that the subdivider shall hold in reserve, for a stated time, land which may be needed for park or recreation purposes is more effective and equitable. However, 5 percent of the gross area of a project is the maximum land a developer must reserve for park and recreation purposes. (This is not to say that 5 percent of an area is all that is needed). If additional land is desired by the City, it should be purchased.

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701.01 RECREATION STANDARDS

The standards in Tables No. 11 - 13 are offered as planning guides and should be used whenever possible.

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TABLE NO. 11

STANDARDS FOR RECREATIONAL ACTIVITIES*

TYPE OF RECREATIONAL ACTIVITY	SPACE REQUIREMENTS FOR ACTIVITY PER POPULATION	IDEAL SIZE OF SPACE REQUIRED FOR ACTIVITY	RECREATIONAL AREA WHEREIN ACTIVITY MAY BE LOCATED
Active recreat. children's play area (with equip.)	0.5 acre per 1,000 pop.	1 acre	playground, neighborhood pks. school playgrounds.
Field play areas for young children	1.5 acres per 1,000 pop.	3 acres	playgrounds, neighborhood pks., community pks.
Older children-adult field sports activities	1.5 acres per 1,000 pop.	15 acres	play field, community pk. district park.
Tennis--outdoor basketball, other	1.0 acres per 5,000 pop.	2 acres	play field, community park.
Swimming	1 outdoor pool per 25,000 pop.	Competition size plus wading pool 2 acres	play field, community pk.
Golfing	1-18 hole course per 50,000 pop.	120 acres	community pk. district.
Parking at recreational areas	1 acre per 1,000 pop.	varies	play fields, community district & regional pks.

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*Urban Land, by Geroge Nez, Director, Inter-County Regional Planning Commission, Denver, Colorado.

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TABLE NO. 12

STANDARDS FOR RECREATION AREAS*

TYPE OF AREA	ACRES PER 1,000 POP.	SIZE OF SITES (ACRES) IDEAL	SIZE OF SITES (ACRES) MINIMUM	RADIUS OF AREA SERVED
Neighborhood Play Lot	1.5	1	0.05	0.5
Playgrounds	1.5	4	2	0.5
Neighborhood Pks.	2.0	10	5	0.5
Play Fields	1.5	15	10	1.5
Community Pks.	3.5	100	40	2.0
District Pks.	2.0	200	100	3.0
Regional Pks. and Reservation	15.0	500-1,000	varies	10.0

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* Urban Land, by George Nez, Director, Inter-County Regional Planning Commission, Denver, Colorado.

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TABLE 13

MINIMAL STANDARDS FOR PUBLIC RECREATIONAL AREAS,

NATURE OF RECREATION	AGES SERVED	MINIMUM ACRES	SERVICE RADIUS	1 ACRE SERVES	1 SITE SERVES	DESIRABLE FEATURES MINIMUM F
1.Play lot	Preschool	1/8	1 Block	--	136 tots	Housing Dev only
2.Neighbor-hood plygrd. with park	5 to 14 & aged persons	Active area-3	1 /4 to 2/3 mi.	218 children	600/800 children	Space for juvenile & athletic games/crafts
		Passive area-2	Same	2,000 tot.pop.	3,000-10,000 tot. pop.	bldg.,tble. games/rest area & boundary plantir
3. District	15-20 & adults	Active area-10	3/4 to 1/2 mi.	290 youth	1,000-4,000 youth	Swimming pool, atheltic fld. all-purpose bldg, fac. for large group act.
		Passive area-5	Same	2,000- to 6,000 pop.	10,000 to 50,000 pop.	
4. Sports Center	Youth & adults	30	5-10 miles	Variable	500,000 pop.	Multiple fac. fld games fie house
5. Urban Pk.	All	30	5 miles	2.000 tot. pop.	50,000 -100,000	Shade, la & water
6. Regional Park	All	No/limit	No/limit	Variable	Variable	Outstandin scenic or recreation attraction
7. Beach	All	No/limit	No/limit	Variable	Variable	Multiple recreation fa

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TABLE 13 (Continued)

MINIMAL STANDARDS FOR PUBLIC RECREATIONAL AREAS

NATURE OF RECREATION	AGES SERVED	MINIMUM ACRES	SERVICE RADIUS	1 ACRE SERVES	1 SITE SERVES	DESIRABLEFEATURE MIN. FACILITIES
8. Camp	Various	20	No/limit	Variable	Variable	Isolated location in primit. ar
9. Special-ized	Various	No limit	No limit	Variable	Variable	Golf course, or other/speci uses
10. Cultural Site	All	No limit	No limit	Variable	Variable	Historical, scientific, or educational
11. Miscell. open spaces	All	No limit	local	Variable	Variable	Planted, strips, squares, public building ground
12. Preserve Reserv.	All	No limit	local	Variable	Variable	Protection of primitive or scenic areas

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Neighborhood play lot - minimum usable size is 2,500 sq. ft. or 1/8 acre to serve 140 tots. Play lots should be provided within all residential developments of 50 dwelling units or more. As a rule of thumb, one playground should be provided for approximately each 300 persons or 75 children. In newer subdivisions with 50 or more single-family homes, these are realistic approximate population figures. While the play lot is not as important in large lot detached home subdivisions because of the availability of individual back yards, it does provide a common meeting area for preschoolers and also allows socializing for the parents.

The playground - minimum useable size is 2,500 square feet or up to 5,000 square feet. It is primarily designed for small preschool children. The effective service radius would be one block or one-eight of a mile, providing no major impediments to free access exist like major streets. The equipment in a playground might include swings, slides, play sculpture, etc. Benches for parents are also important.

Neighborhood park playground - as part of the elementary school grounds should be between 10 and 15 acres with a service area of one quarter mile for high density development. Such site areas will serve a population of 2,000 to 5,000. The site size area can include an outdoor pool, athletic field, game areas, off-street parking, landscaping, and buffer strips for safety and appearance. When it is combined with the school site, a separate shelter building is not needed.

Minimum desirable size playground area for various populations, exclusive of school site, is:

TABLE NO. 14

POPULATION	SIZE (ACRES)
2,000	3.25
3,000	4.00
4,000	5.00
5,000	6.00

The smallest playground that can accommodate a good range of equipment and activity space is about 2.75 acres. Topography will effect the location of a playground, since it requires a level but well-drained area. The minimum slope for drainage should not fall below 0.5 percent. All playground areas should be surrounded by fencing.

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When not part of an elementary school site, playgrounds of less than two to two and one-half acres are of little value except for preschool children's play lots. A child should have to walk no more than one-half mile to a playground under ideal local conditions.

A complete recreation area should be large enough to provide most of the following features:

1. Section for preschool children.
2. Apparatus area for older children.
3. Open space for informal play.
4. Surfaced area for court games such as tennis, handball, shuffle board, and volley ball.
5. Field for softball and group games.
6. Area for story telling and quiet games.
7. Shelter house with water and toilet facilities.
8. Wading pool.
9. Corner for table games for older people.
10. Landscape features.
11. Passive sitting areas.

Community park - in size, 15 to 40 acres to serve a group of neighborhoods having a total population between 15,000 and 35,000. In large cities, 75,000 population might be served. The service radius is one-half to one mile or one-and-half miles in large cities. The facilities may include an athletic field, children's playgrounds, tennis courts, open game area (turf or hard surface), indoor or outdoor pool, and a recreation building of at least 25,000 square feet--if the area is not combined with a school building. It should also include parking area, landscaping and buffer strips.

Regional park - the average regional or district park within cities of 250,000 population may range from 100 to 500 acres. Its facilities, in addition to those induced in a community park, will include water areas, picnic areas, scenic drives, and other recreation facilities.

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Major park - each community with a population of 40,000 or more needs a minimum of 100 acres for city-wide park and recreation use in addition to other neighborhood facilities. The major park would include facilities for active and passive recreation plus family and city-wide events.

Reservation - the acreage would be anywhere from 500 acres up, within a radius of 10 and 15 miles of the city. As much area as possible should remain in its natural state. Drives, roadside picnic and camping area make up the facilities, plus boating and swimming if water areas are available. Currently, the City's population utilizes the facilities provided by the County of Essex in the Watchung Mountains.

Tennis Courts - at least one court per 100 dwelling units and at least one court per 50 units in communities heavily oriented toward sports, as suggested in the February 1973 issue of House and Home, the marketing and management magazine of the building industry. This represents a 500 to 1,000 percent increase over the 1968 requirements in Community Builders Handbook.

Courts are relatively inexpensive to build ($10,000 - $20,000 per court) and can be tucked into out-of-the way places. An acre of land, for example, can accommodate eight courts and a clubhouse. Maintenance can be minimal with properly designed courts, and the exact type of court should be indicated on approved plans.

Parking requirements for tennis courts depend on locations. Maximum parking need is estimated at six off-street spaces per court, although four spaces per court are usually sufficient.

Swimming Pools - considered a basic facility in any large residential development, should provide three square feet of pool area per resident above wading pool age, according to House and Homes, February 1973. A 570 unit mixed development would probably generate 1,500 residents above wading pool age, so a 4,500 square foot pool would be necessary.

Children are the most active. They need space for water games, competitive swimming, and diving areas. Their needs call for a very large pool with adjacent active recreation facilities.

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Younger adults are somewhere in the middle. They need larger pools and a more active social environment than the elderly, but not quite so active as the younger group. Of particular importance is the fact that many in this group will have young children using the wading pool. We recommend that the wading pool and the young adult areas be designed together.

Because swimming pools are the most intensely used recreational facilities, they generate considerable noise, particularly on weekends. They can be nuisances, and their location and relation to surrounding areas must be carefully planned. Fences may have to be erected at their periphery to effectively block noise and to assure security and privacy. Lights should be carefully placed so as not to generate glare on adjacent properties.

Parking should be provided, but the exact amount can only be determined by examining how many persons or families will be served by the pool and estimating, based on their distance from the pool, how many will drive and how many will walk.

Other Recreational Considerations

1. One of the best sources of information on local recreational needs is the City Department of Recreation. All recreation development plans should be referred to it for comment.

2. The location of recreational facilities should be carefully planned to achieve the proper balance between encouraging maximum use with convenient location and minimizing any possible adverse effects on surrounding areas. Planning boards should be aware of the unique problems recreational facilities can cause.

3. Parking facilities should be considered, if the recreation site is large enough to accommodate off-street parking or diagonal curb parking. Although recreational facilities are designed for exercise, most users would violently oppose any requirement that they walk to the facility. It would appear that a 1/2 mile radius is the maximum walking distance to any recreational facility.

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4. Where recreation facilities are proposed to be owned and maintained by the developer (such as in a multi-family development) or by a condominium or homes association in mixed developments, some policies as to fees and guests should be established as part of the approval. The facilities are, after all, designed and built for the residents. If the fees are too high and discourage residents' use, the community is then forced to provide the recreation. Additionally, these facilities should not be allowed to become profitable principal uses by permitting "open admission" for a fee to anyone wanting to use the facilities.

5. Multi-use facilities should be carefully evaluated. Basketball backboards on the edge of paved parking lots do not provide the same amenities as backboards in a paved playground. This is not to imply that they should be discouraged, but they should be assessed as supplemental facilities.

6. While most larger playgrounds are often developed as part of school sites, a clear agreement, preferably written, should be developed with the Board of Education. Because problems have arisen with the joint use of such property, the agreement should include hours of operation, use during vacation periods, liability, damages, maintenance, etc.

7. Orientation of most recreational facilities is not critical but they generally should run in a NE-SW direction. The need to carefully orient passive recreation facilities is of greater importance. For example, a southerly exposure is the warmest and captures the short fall, winter and spring sun, but it can also be uncomfortable in the summer. Careful landscaping can shade the hot summer sun.

8. Small garden plots should not be overlooked as recreational opportunities, particularly for the elderly. The plot should have a southerly orientation.

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9. Parks and playgrounds used by several groups should be carefully designed to provide for the necessary facilities and degree of privacy each group of users requires. If a senior citizen project, for example, is to be located in an existing residential area, a park could be developed as part of the project or be designed to be used by both neighborhood residents and the senior citizens. If properly located and designed, the park could be enjoyed by both groups, preventing the isolation which so often occurs.

701.02 RECREATION COMPARISON WITH OTHER CITIES

A comparison of other cities' expenditures for recreation with Newark's provides a general overview of the importance placed on these facilities. Apparently, the level of financing of these facilities contributes to level of environmental quality, neighborhood aesthetics, and safety for the pre-teen and adolescent.

Of the 29 cities studied, Newark is the second lowest in Per Capita Expenditure for Recreation. The range is from $0.95 in Milwaukee, with 22-43 acres per 1,000 population dedicated to recreation, to $7.74 in San Francisco, with 1.50 acres per 1,000 population. Newark with 3.11 acres per 1,000 population spends $1.17. The mean expenditure for the 29 cities was $3.70, with 68.27 percent of the 29 cities falling within the standard deviation between $2.00 and $5.40.

These statistics suggests that if our parks, recreational facilities, and open space are to provide the maximum benefit to the public, greater attention should be given to capital budgeting, maintenance and operation.

702.00 OPEN SPACE

Open space should be viewed as an integral part of a carefully planned, redeveloped Newark. Where applicable, new growth management plans should be carefully worked out with the planner, architect, and developer to include vistas, esplanades, and/or promenades. This is essential since they may:

- Serve as a buffer area between land uses and soften the change between one density pattern and another,
- Augment the level of project amenity by offering landscaped area, and
- Provide linkages to or between active and passive recreation areas.

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TABLE NO. 7-1

COMPARISON OF MUNICIPAL RECREATION LANDS AND EXPENDITURES

CITY	1980 POP.	PARKS & RECREATION LAND IN ACRES	ACRES PER 1,000 POP.	SPENDLINE FOR PARKS & RECREATION PER CAPITA
San Antonio	785,000	4,455	5.67	2.84
Indianapolis	701,000	9,127	13.02	2.81
San Francisco	679,000	1,017	1.50	7.74
Memphis	646,000	5,334	8.26	4.39
San Jose	637,000	3,800	5.97	3.33
Milwaukee	636,000	14,264	22.43	0.95
Cleveland	574,000	1,987	3.46	1.40
Columbus, Ohio	565,000	11,608	20.56	3.83
Boston	563,000	6,900	12.26	3.72
New Orleans	557,000	442	0.97	5.09
Jacksonville	541,000	3,000	5.55	1.39
Seattle	494,000	4,880	9.88	7.26

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TABLE 7-1 (Continued)

COMPARISON OF MUNICIPAL RECREATION LANDS AND EXPENDITURES

CITY	1980 POP.	PARKS & RECREATION LAND IN ACRES	ACRES PER 1,000 POP.	SPENDLINE FOR PARKS & RECREATION PER CAPITAL
Denver	491,000	16,696	33.98	5.86
Nashville-Davidson	456,000	6,528	14.32	2.26
St. Louis	453,000	n/a	n/a	3.73
Kansas City, MO	448,000	7,355	16.42	3.53
Atlanta	425,000	2,941	6.92	4.55
El Paso	425,000	n/a	n/a	2.23
Pittsburgh	424,000	2,500	5.90	4.10
Oklahoma City	403,000	4,000	9.93	4.68
Cincinnati	385,000	4,711	12.24	4.75
Fort Worth	385,000	9,000	12.38	2.42
Portland, Oregon	366,000	7,652	20.91	5.54
Toledo	355,000	2,500	7.04	1.61
Austin	345,000	10,754	31.17	3.78
Alburquerque	332,000	1,144	3.45	5.12
Newark	329,000	1,022	3.11	1.17
Charlotte	314,000	2,505	8.00	3.43
Louisville	298,000	2,660	8.93	3.87

SOURCE: Martin, John T., Avery, James S., Collins, Stephen T. The Book of American City Rankings, p. 314.

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702.01 DEFICIENCIES AND NEEDS OF THE RECREATION/OPEN SPACE SYSTEM

The adequacy of neighborhood open space can be determined by several approaches. As a general rule-of-thumb, neighborhood-level open space to meet both active and passive needs should be provided at the rate of at least two and one half acres for each 1,000 population. This approach identifies a major deficiency of about 750 acres in neighborhood open space. Another approach examines the geographic distribution of neighborhood open spaces in terms of the accessibility of existing areas. This approach identifies a portion of the Ironbound, Clinton Hill, Weequahic, and Springfield-Belmont-West Site planning areas as particularly deficient in terms of neighborhood play areas for children age 5-14. This deficiency is further intensified by the large segment of the population in this age group. Even with the projected decline of this population segment, the current provision of neighborhood recreation facilities should be improved.

Standards exist for the amount of developed open space to be provided in each residential development. Such open space has a recreational function and must conform to some functional and area standards as suggested below:

Area: 1,500 square feet of developed open space per dwelling unit, or about one acre for every 30 dwelling units, is roughly the equivalent of one acre per 100 persons, a standard of the National Recreation and Park Association (NRPA).

Dimension: The area of each developed open space parcel used for active recreation should not be less than 6,000 square feet in area, nor less than 60 feet in its smallest dimension. (This area would accommodate one tennis court.)

Location: Developed open space should be distributed in relation to the dwelling units it is intended to serve. Developed open space should not be isolated in one corner of a project, and all developed open space should be linked to all other open space by walkways systems.

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NEWARK'S FACILITIES

Name	Ward	BlkNo.	LotNo.	Address	Acres
Boy's Park	Central	2847	0001	223-241 Sussex Ave.	01.300
Boylan Street Center	West	4063	0006	910-922 S. Orange Avenue	00.370
Boylan St. Pool	West	4063	0107	33-53 Boylan St.	01.300
Bragaw Park	South	3072	0001	132-134 Bragaw Ave.	00.110
Broad & Hill St. Park	East	0093	0029	915-923 Broad St.	00.660
Broadway Park	North	0729	0021	683-687 Broadway	00.300
Broadway Park	North	0729	0024	691 Broadway	00.290
Broadway Park	North	0729	0026	693-695 Broadway	00.290
Broadway Park	North	0729	0075	226-232 Oraton St.	00.430
Broadway Park	North	0729	0079	222-224 Oraton St.	00.110
Central Ave. Park	Central	2830	0001	155-165 Central Ave.	00.200
City Hall Park	East	0873	0001	Green Street	00.200
Danielle Park	Central	0256	0001	338-342 Springfield Avenue	00.060
Douglas Park	Central	2556	0061	136-146 Spruce St.	02.220
Elwood Park	North	0734	0001	115-137 Elwood Ave.	01.070
First Street Park	North	1932A	0041	316-348 First St.	01.560
First Street Park	North	1911.01	0048	276-300 First St.	01.880
Hank Aaron Field	Central	2503	0001	56-84 Prince St.	01.780
Harrison Park	Central	2563	0075	135-145 Spruce St.	02.380
Hayes Park West	Central	2571	0026	251-289 18th Ave.	10.514
Hayes Pool East (Park)	East	2399	0002	608-630 Ferry St.	04.280
Hennesey St. Park	East	0993	0007	11-17 Hennesey St.	00.220
Hennesey St. Park	East	0993	0001	19-29 Hennesey St.	00.300
Hiker Park	South	2676	0001	361-363 Clinton Ave.	00.050
Homestead Park	South	3044.01	0034	9-11 Homestead Park St.	00.400
Ironbound Center	East	2052	0001	46-132 St. Charles St.	10.870
J.F. Kennedy Cntr.	Central	2524/2526	0001	203-217 W. Kinney St.	02.067
Jackson Park	East	2816	0001	Pennsylvania Ave.	00.890
Jessie Lee Allen Park	Central	2583	0044	41-57 Avon Ave.	08.020
Kasberger Field	North	1950	0001	415-439 Fifth St.	02.910
Liberty Park	Central	1844	0001	450-470 Central Ave.	00.600
Lincoln Park	East	2827	0001	Broad Street	07.660
Lombardy Park	East	0013	0001	38-44 Lombardy St.	00.180
Mildred Helms Pk.	South	3024	0099	534-544 Clinton Ave.	03.170
Military Park	East	0124	0001	614-706 Broad St.	06.200
Mother Cabrini Pk.	East	0180	0045	Commerce Street	00.248
Mt. Prospect Park	North	0578	0012	341-351 Mt. Prospect Avenue	00.180
Peter Francisco Park	East	0181	0045	1-31 Ferry Street	00.455
Riverbank Park	East	2025	0001	Raymond Blvd.	01.250

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NEWARK'S FACILITIES (CONTINUED)

Name	Ward	BlkNo.	LotNo.	Address	Acres
Riverbank Park	East	2026	0007	Raymond Blvd.	00.57
Riverbank Park	East	2026	0019	Raymond Blvd.	00.18
Riverbank Park	East	2026	0022	Raymond Blvd.	00.20
Riverbank Park	East	2028	0001	Raymond Blvd.	00.70
Rotunda Pool	North	0472	0030	167-175 Seventh Ave.	00.86
Skulls Field (State of NJ)	East	0903	0001	2-24 Tichenor Lane	01.22
St. Peter's Park	South	3724	0109	352-368 Lyons Ave.	03.09
St. Francis Park	North	0593	0018	429-439 Bloomfield Ave.	00.43
Washington Park	East	0023	0001	501-51 Broad Street	07.48
Waverly Park	Central	2575.01	0001	466 Bergen Street	00.04
West End Park	West	4042.02	0001	100-104 West End Ave.	00.48

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702.02 ESSEX COUNTY PARK SYSTEM

Newark has been heavily dependent upon County-provided open spaces. The large, well-landscaped parks and play fields provided by Essex County are generally superb district facilities.

Seven County Park facilities are located in the City of Newark. The two largest parks, Branch Brook (491 acres) and Weequahic (311 acres), both have a lake, open space and play facilities to serve city-wide recreation needs. An eighteen hole golf course was also completed in Weequahic Park. In addition to Weequahic and Branch Brook Parks, the Essex County Department of Parks, Recreation and Cultural Affairs has also developed several smaller park areas - West Side, Vailsburg, Ivy Hill, Independence and Riverbank - to serve the local neighborhoods in which they are located. These facilities were located in certain areas of Newark many years ago to supplement the existing school playgrounds and High School play fields system in the City. The following table indicates the County Parks that are located in the City.

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TABLE NO. 7-2

COUNTY PARK FACILITIES LOCATED IN THE CITY OF NEWARK

NAME	COMMUNITY LOCATION	ACREAGE
Branch Brook Park	North Newark	491.0
Weequahic Park	South Newark	311.3
West Side Park	West Side	31.4
Vailsburg Park	Upper Vailsburg	30.3
Ivy Hill Park	Lower Vailburg	19.0
Independence Park	Ironbound	13.0
Riverbank Park	Ironbound	10.8
	TOTAL ACREAGE	906.8

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Based on the generally accepted standard of one acre of park to every 100 persons of population, Newark is quite far down the list in comparison with other cities in the Country. However, three large reservations in the Essex County Park systems are available for use to Newark citizens. Even though they are not located in the City of Newark, they are actually an appendage to the City's park systems. The Essex County Park Reservations are as follows: (See map on next page).

RESERVATION	ACREAGE
South Mountain	2,048,040
Eagle Rock	408,336
Mills	144,093

In addition, the Essex County Department of Parks, Recreation and Cultural Affairs is also responsible for the maintenance and operation of Turtle Back Zoo. The zoo is located in the northern section of South Mountain Reservation on Northfield Avenue, in West Orange.

702.03 RECREATION/OPEN SPACE SYSTEM RECOMMENDATIONS

Close-to-home, neighborhood recreation and open space needs can be met in several ways. These include expansion of existing school sites and recreation areas, the addition of neighborhood (recreation) centers, the privatization of open space and recreation sites to be made a part of the sub-division site plan process, and the use of cluster zoning techniques where new housing developments are planned.

Several neighborhoods have specific recreational sites. The Plan notes these deficient areas. The refinement of plan recommendations in these and other areas is dependent upon the specific social/behavioral characteristics of each neighborhood. A comprehensive study of population needs is required to develop specific neighborhood-level responses to the more general plan recommendations.

In addition, studies should be undertaken to identify and address the need for indoor recreational facilities in the planning areas. For example, the University Heights area might support an energy efficient, 8,000 seat, multi-use facility. This complex could share parking space with school and office uses, since it would be occupied during non-working hours and on weekends.

Continuing efforts to coordinate and program both public, quasi-public, and private recreational facilities is assumed in order to provide ample leisure-time opportunities for Newark residents.

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800.00 CONSERVATION/ENVIRONMENTAL/AND ECOLOGY ELEMENT

Conservation and environmental needs should be viewed as relating primarily to the "build environment" since few resources remain in their natural state. In this urban context, conservation and environmental issues take on particular significance and dimension because human health, economic opportunity, investment and the quality of life are affected. Often these factors conflict, and tradeoffs are necessary to strike the proper balance between minimizing pollution and maximizing economic opportunity.

Newark must, therefore, carefully find a balance between improving the quality of the built environment, which generates costs for the public and private sectors, and encouraging economic growth. Many improvements in the urban environment are necessary to stimulate economic development, just as economic growth is necessary to finance environmental improvements.

This section of the Master Plan defines areas of conservation and environmental concern affecting the City and recommends directions and opportunities to pursue. The net result is a prescription for a broad conservation/environmental ethic and program for the City. The five basic objectives of the program are to:

- Upgrade the character and the quality of the City's visual, aesthetic and image-related features, enhancing the City as a place in which to live and work;
- Promote environmental health through the reduction and control of air, water, and noise pollution;
- Follow a conservation philosophy of resource recovery which explores and maximizes feasible opportunities to reuse land, buildings and waste materials;
- Promote conservation of energy through more effective land-use and transportation planning and other means; and
- Protect the quality of the natural environment, including the Passaic River and Pequannock Watershed.

To a degree, these objectives overlap. For example, better transportation planning can reduce vehicle miles traveled in the City and the consumption of fossil fuels. This energy conservation measures would also reduce emissions. Similarly, clean-up of the Passaic River will enhance opportunities for the City to capitalize on this natural resource as a distinct

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urban amenity, contributor to community image and focus for potential economic development. Conservation and environmental issues and proposals related to these five objectives are outlined below.

801.00 THE VISUAL LAND AND STREETSCAPE

The view of the City from all directions is important when creating a positive visual image. Special attention should be given to the major points of entry into the City. To this end, the following guidelines are necessary and should be considered whenever and wherever redevelopment takes place.

- Regulate the use of signs along primary and secondary arterial roads in order that they do not obliterate the scenery or block each other.

- Design well defined zoning regulations to adequately protect vistas while providing a margin of safety, preserving the quality of the arterial and the aesthetics of the adjacent neighborhood.

- Provide information centers for both the travelers and the pedestrians in areas where needed. Such roadside stations, just beyond an exit toll plaza from the NJ Turnpike, Garden State Parkway, Routes 21, 24, I-280, could be an asset to the traveling public. Directional maps and other factual information on lodging, local attractions and local institutions can be posted or otherwise disseminated.

- Advocate building and business identification sign controls. Signage can and often should be reduced in size and ornamentation, identifying local businesses equally. The community would benefit from the visual and aesthetic benefits, making the thoroughfare more attractive, while businesses would benefit from reduced installation and maintenance/energy consumption costs.

- Place utility poles and overhead lines underground when new developments are sited within the City's Planning Areas or when substantial rehabilitation takes place. In underground conduits, utility appurtenances are out of sight, easily assessable for repair and improvement, and protected from falling tree limbs, wind and weather.

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- Enhance the attractiveness of neighborhoods with coordinated and well-designed street and area lighting. This concept may be used in new housing developments, like Pilgrim Baptist Homes, in commercial developments, like Public Service Electric and Gas Headquarters, and in special districts, like James Street and Lincoln Park Historic Districts.

- Embellish neighborhoods and pedestrian with benches, planters, waste receptacles and appealing graphics. Bus shelters should be installed at new locations, particularly at intersections where more than one line stops.

- Begin a systematic City tree-planting program and/or encourage a campaign by a civic interest group to transform many sterile traffic ways into attractive arterials.

- Install well designed telephone stands, sculpture, murals, fountains and night illumination to enliven streetscapes.

- Use pavement squares or patterns of colorful tile, brick, or exterior terrazzo at selected intersections and where new development or substantial rehabilitation occurs, to provide the city dweller and pedestrian with relief from the normal stretches of unattractive concrete and macadam.

- Control at-grade parking facilities design, by regulating points of entry and exit signage, appearance of the attendants both type and levels of lighting and by providing hedge or decorative tree lined walls along the facing streets. Depressing the parking area from one to several feet where feasible will assist in screening cars and pavement.

- Reduce junk, rubbish, trash and litter through frequent clean-up programs for lots, backyards and other areas that make a visual impact.

- Convert waste into a public asset through either reprocessing, recycling, remelting or conversions.

- Create urban gateways into Newark from the major thoroughfares. This may be easily accomplished by providing vest-pocket parks and improving streetscapes with furniture.

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- Foster programs designed as public/private partnerships to encourage reinvestment in Newark.

802.00 PARKS, ARCHITECTURE AND PEOPLE OF DOWNTOWN

Several downtown parks and open spaces can be recycled and improved as "people" places. These green spaces can serve as attractive landscaped connections between cultural facilities, such as the previously mentioned Ballantine House and shopping, employment and entertainment activities. They can also serve as attractive sites for special activities and locations for new development. Moreover, certain "identity streets" such as Broad Street, Raymond Boulevard and Market Street, can provide an orientation to and identification with the downtown. In addition, these special streets can link other open spaces and special buildings throughout the downtown area. Broad Street in particular has the potential, when through traffic movement is curtailed, to perform as a linear "identity street" and a major design feature in the central area.

803.00 COMMUNITY PARKS AND MAJOR OPEN SPACES

The value and amenities of Weequahic and Branch Brook Parks and other large open spaces in the City need to be visually and functionally enlarged. Several approaches and techniques are appropriate. The edges of the open spaces should be made more visible to the community at large. Special landscape treatment of major approach routes into the area can relate them to nearby open spaces and neighborhoods. In addition to these visual linkages, functional connections should also be established between adjacent areas and these large open spaces. The introduction of more neighborhood-related facilities along their edges and additional publicity for activities and programs will contribute to expanding the amenity and exposure of these large open spaces throughout the City and region.

804.00 PASSAIC RIVERFRONT DEVELOPMENT

Continued improvement efforts related to the Passaic River will contribute immensely to improving the potential of this natural resource. The river banks, as well as the river itself, provide a source of recreational opportunity and "open space," which especially in the downtown area, must be improved.

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Coordination of McCarter Highway improvements with river bank improvements should provide opportunities to use excess land for landscape treatment of the Passaic River's edge.

The Master Plan encourages restoration of the Passaic River waterfront generally between the Pennsylvania and Erie-Lakawanna Railroad crossing of the river to take advantage of this latent asset. Restoration of the waterway and reclamation of adjacent lands will provide an opportunity to relate the CBD physically to the river. A linear park and selective commercial development along the waterway represent a unique open space opportunities for Newark.

Environmental concerns along the river bank call for considerable attention. Pollution control and/or abatement will manage specific information regarding staffing levels, type of testing equipment and aspects of enforcement requirements.

804.01 NEWARK'S RIVERFRONT REDEVELOPMENT AND CONSERVATION AREA

The Riverfront Study Area is a narrow strip of land along the west bank of the Passaic River extending from Jackson Street, on the south, to Bridge Street on the north, and bounded on the west by McCarter Highway and Raymond Boulevard. The area is presently under utilized, consisting of parking lots, vacant lots, and some occupied and un-occupied commercial buildings. The area around this project has been very stable for a number of years. It is intensely developed with office, transportation, hotel and higher education land uses.

Although numerous exhaustive studies were made of the area over the past few years, the Division of City Planning suggests the Master Plan as the one single plan that will synthesize the salient features and provide a unified project planning perspective. The targeted development of the river's edge represents the downtown's most immediate development opportunity and one of its foremost natural resources. The area located directly north of Newark's Pennsylvania Station has exceptional potential for immediate redevelopment due to its location and accessibility from points throughout the City, County and Metropolitan Region.

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804.02 DESCRIPTION OF PLAN'S OBJECTIVES

The major emphasis of this development plan should provide the following:

- Improve the public's access to the water's edge by creating usable public open space and riverview Esplanades;
- Provide the necessary public amenities for the enjoyment of this resource while changing the image of the City of Newark;
- Encourage and promote commercial mixed-use development; and
- Identify short and long term planning activities.

804.03 SHORT TERM PLANNING ACTIVITIES

- Recognize opportunities created by increased public interest in Newark's Passaic River Waterfront.
- Review economic impacts of the waterfront development vis-a-vis the use of public funds and tax benefits to the City.
- Identify and estimate real estate acquisition dollar needs.
- Categorize infrastructure and planning problems of local, county, state and regional importance. Identify responsibility and strategy to mitigate circumstances.

804.04 LONG TERM PLANNING ACTIVITIES

- Identify and plan for/with existing employers in connection with business retention, growth and relocation.
- Phase new developments to interface with capital improvement planning activities and funding.
- Identify the extent of infrastructure demands prior to project approval.

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- Adopt specific guidelines to ascertain equitable sharing of infrastructure costs between the developer, direct user and the City of Newark.

804.05 DESIGN DIRECTIVES

- To produce a design and development plan that establishes the identity of the site as a logical extension of the Gateway development and, in turn, a connection between Newark's CBD and Washington Square Park, thereby helping reknit the fabric of downtown Newark.

- To develop this site in a manner responsive to current and anticipated uses in collaboration with land use, redevelopment, housing and economic development planning by the City of Newark.

- To address physical design issues as they relate to vehicular and pedestrian requirements, system linkages, policies, demographic indicators, natural systems factors, streetscape elements, security considerations, infrastructure, and other elements as appropriate.

- To develop an implementation plan with incentives for future private participation, consistent with the plan's objectives.

804.06 MAJOR MARKETING ASSETS OF THE SITE

- Proximity to new and existing downtown developments;

- Proximity to Pennsylvania Station;

- Readily available land for development;

- High visibility from trains, buses and private vehicles entering downtown; and

- Location on the Passaic River which may be a major recreational resource and a sharp focus for downtown activities.

The last phase of this development calls for the construction of 400,000 square foot 18 story office building. The structure will be marketed to New Jersey's legal community. Spaces in the building will be sold to

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law firms as condominiums. This innovative marketing approach had paid off, as an appreciable portion of the building has been sold before construction has begun.

The site will be situated above a 480 car underground parking garage. The construction of this garage has been financed by Urban Development Action Grant (UDAG) secured by the Newark Economic Development Corporation.

The Legal and Communications Center is being constructed at a cost of $4.5 million by the Port Authority of N.Y. and N.J. When completed, this building should generate substantial revenues for Newark and help create and retain over 1500 jobs.

The Gateway Hilton, immediately adjacent to the Legal and Communications Center, consistently reports 100 percent week night occupancy. First class hotels in northeastern New Jersey with convenient transportation to Manhattan are reporting year-round averages in excess of 80 percent. Market analysis reveals occupancy of 74 percent as of 1986 and a growing shortfall of available rooms thereafter. The Gateway Hilton is currently undergoing an $11 million rehabilitation. Site Plan No. 3 illustrates the optimum development for 667 condominium housing units, 420 hotel rooms, 945,000 square feet of office space, 450 public parking spaces, 360 resident parking spaces, and 161 valet parking spaces.

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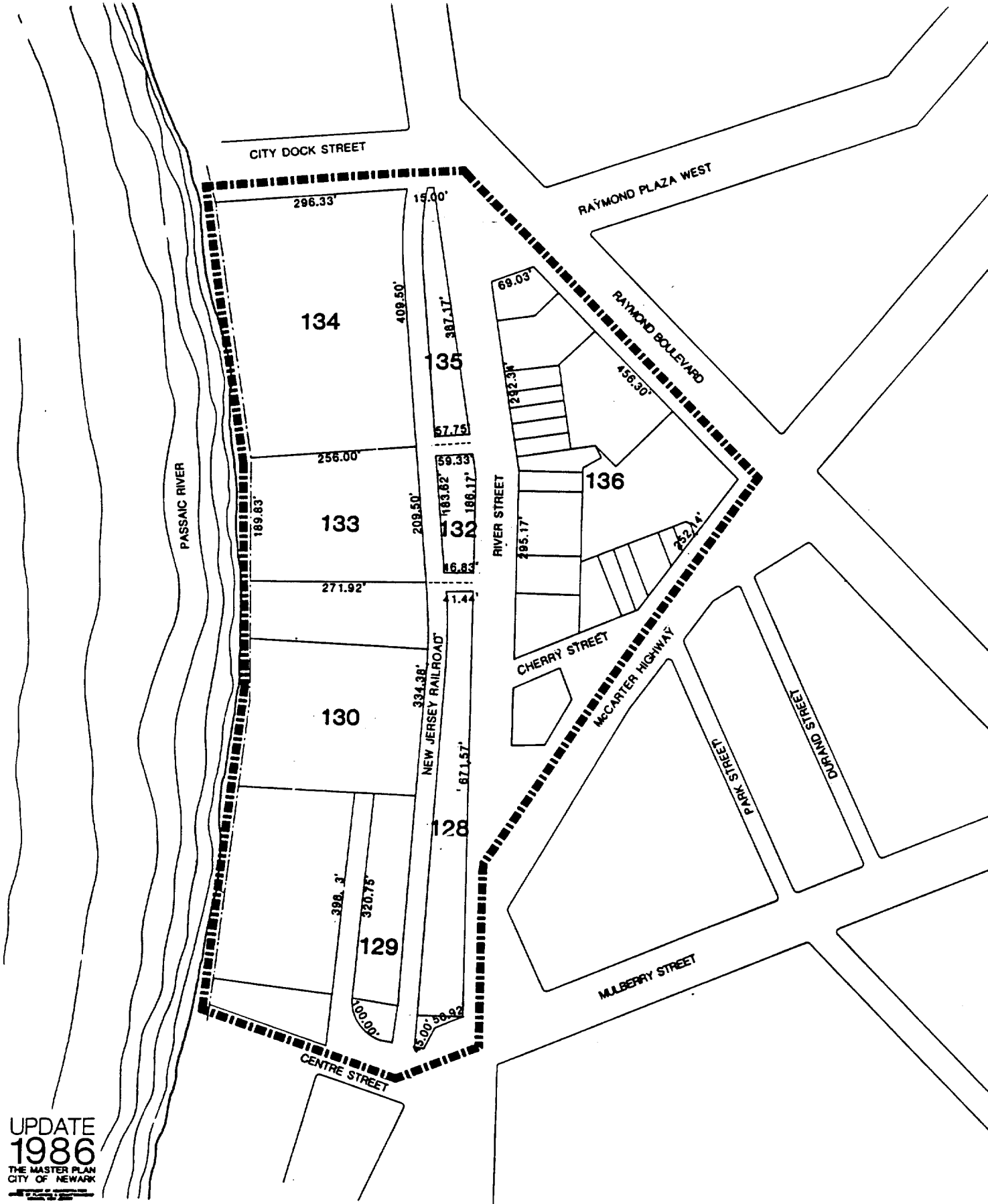

UPDATE
1986
THE MASTER PLAN
CITY OF NEWARK

NEWARK'S PASSAIC RIVERFRONT DEVELOPMENT

BLOCK & LOTS

SITE 3

0 50 100 200

Architects
DOMAN & ASSOCIATES
119 EAST 24TH ST. N.Y., N.Y. 10010

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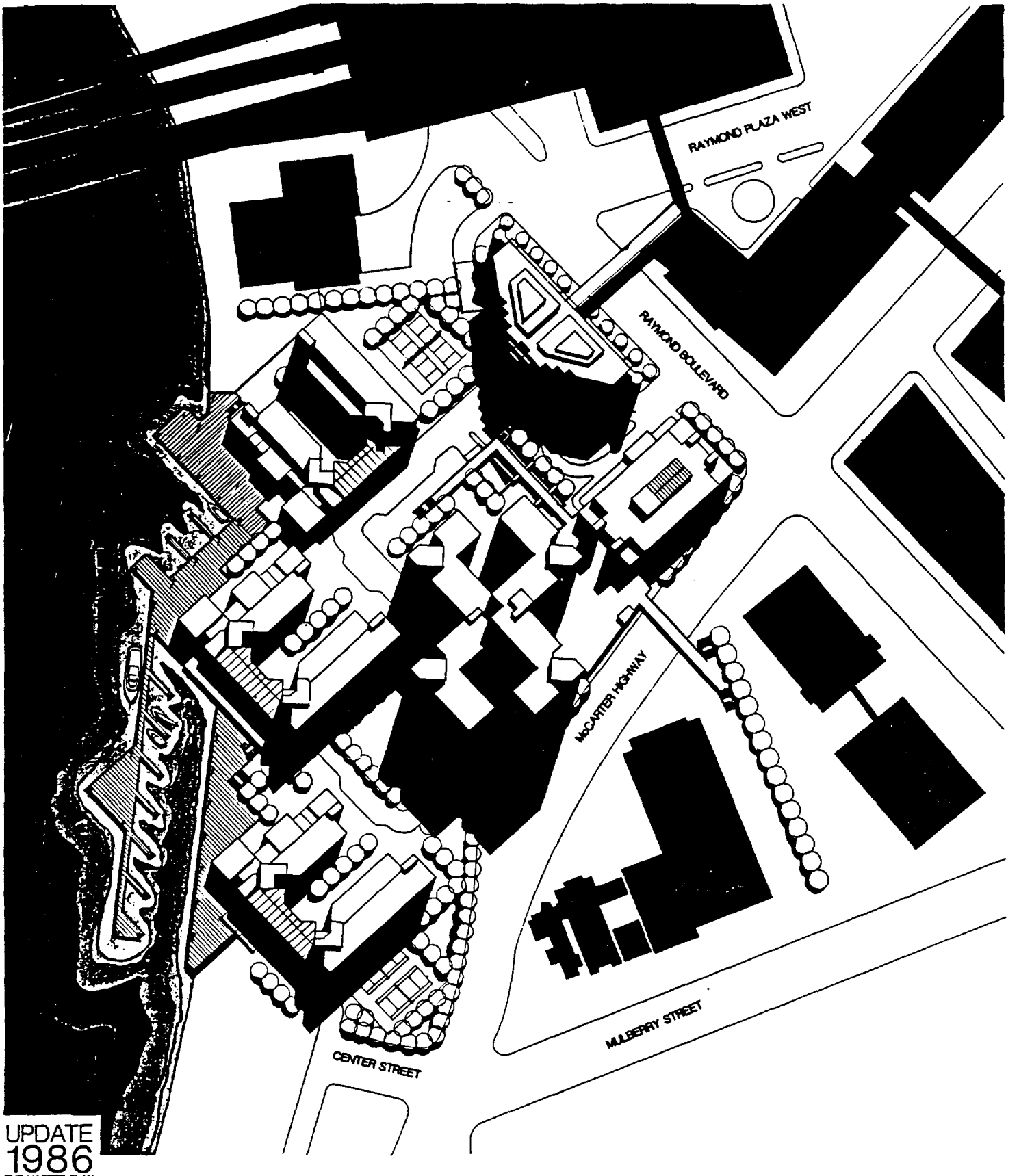

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CITY OF NEWARK

NEWARK'S PASSAIC RIVERFRONT DEVELOPMENT

DWELLING UNITS - 667
HOTEL ROOMS - 420
OFFICES - 645,000m²
RETAIL - 40,200m²
PUBLIC PARKING - 450 CARS
RESIDENT'S PARKING - 360 CARS
VALET PARKING - 181 CARS

Architects
DOMAN & ASSOCIATES
119 EAST 24TH. ST. N.Y., N.Y. 10010

SITE DEVELOPMENT PLA

SITE 3

0 50 100 200

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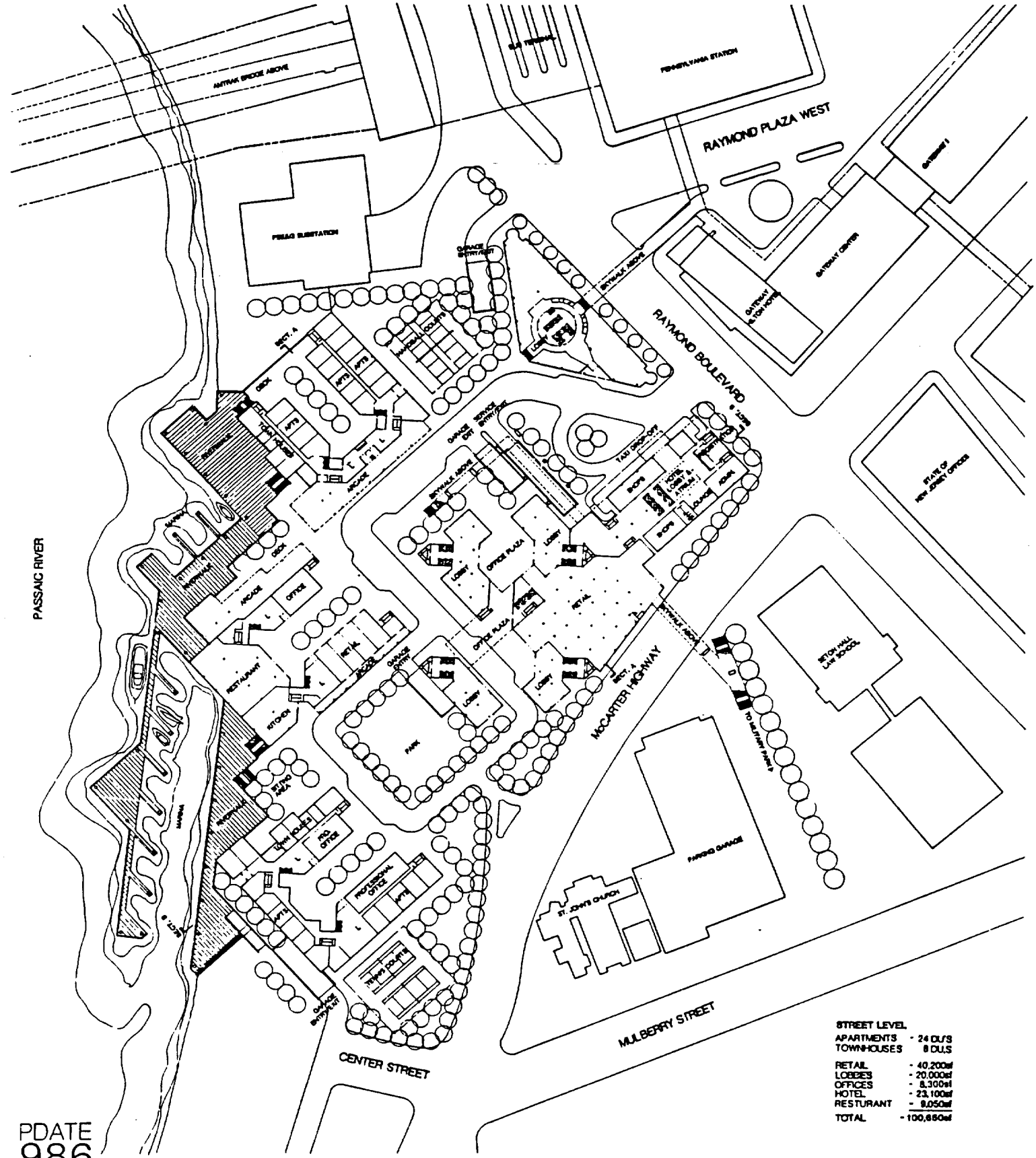

STREET LEVEL

APARTMENTS	- 24 DU'S
TOWNHOUSES	8 DU.S
RETAIL	- 40,200sf
LOBBIES	- 20,000sf
OFFICES	- 8,300sf
HOTEL	- 23,100sf
RESTURANT	- 9,050sf
TOTAL	- 100,650sf

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CITY OF NEWARK

EWARK'S PASSAIC RIVERFRONT DEVELOPMENT

STREET LEVEL

SITE 3

0 50 100 200

chitects
OMAN & ASSOCIATES
I EAST 24TH. ST. N.Y., N.Y. 10010

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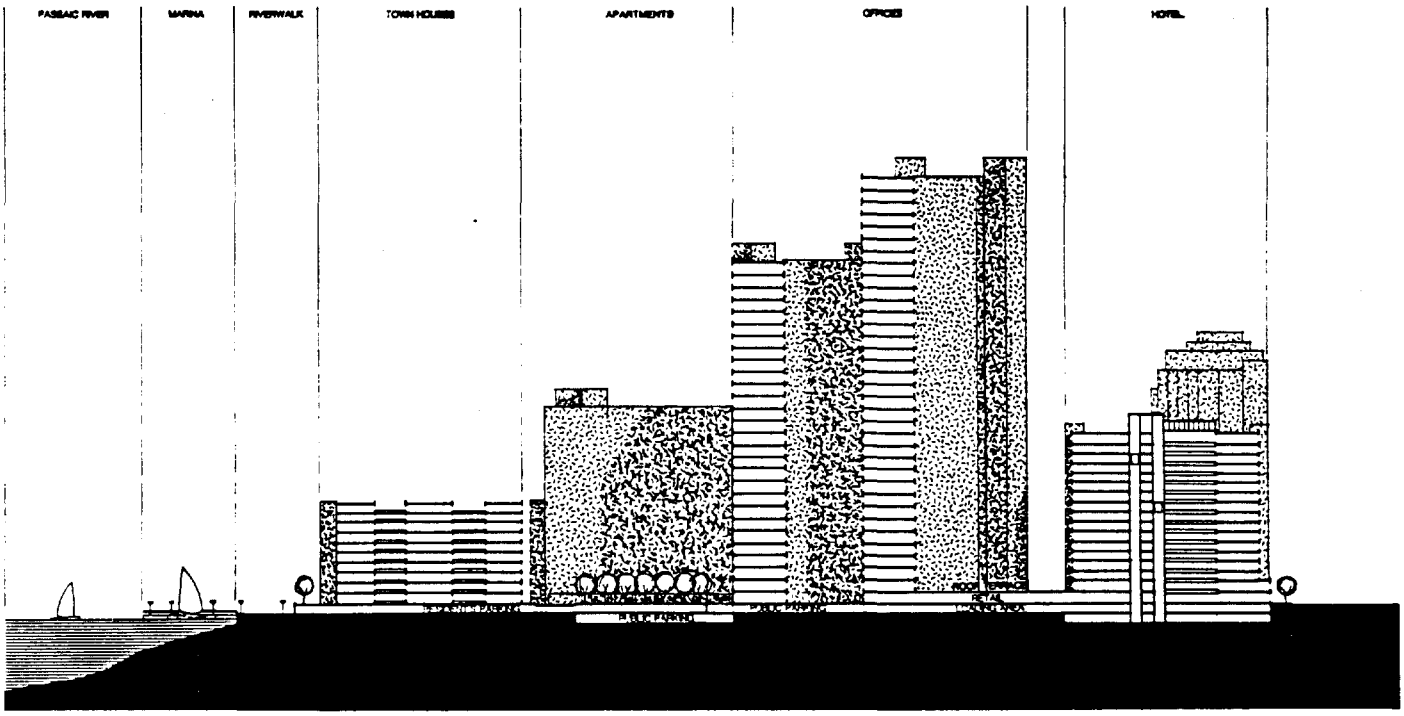

UPDATE
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CITY OF NEWARK

NEWARK'S PASSAIC RIVERFRONT DEVELOPMENT

SECTION B-B

SITE 3

0 50 100 200

Architects
DOMAN & ASSOCIATES
119 EAST 24TH. ST. N.Y., N.Y. 10010

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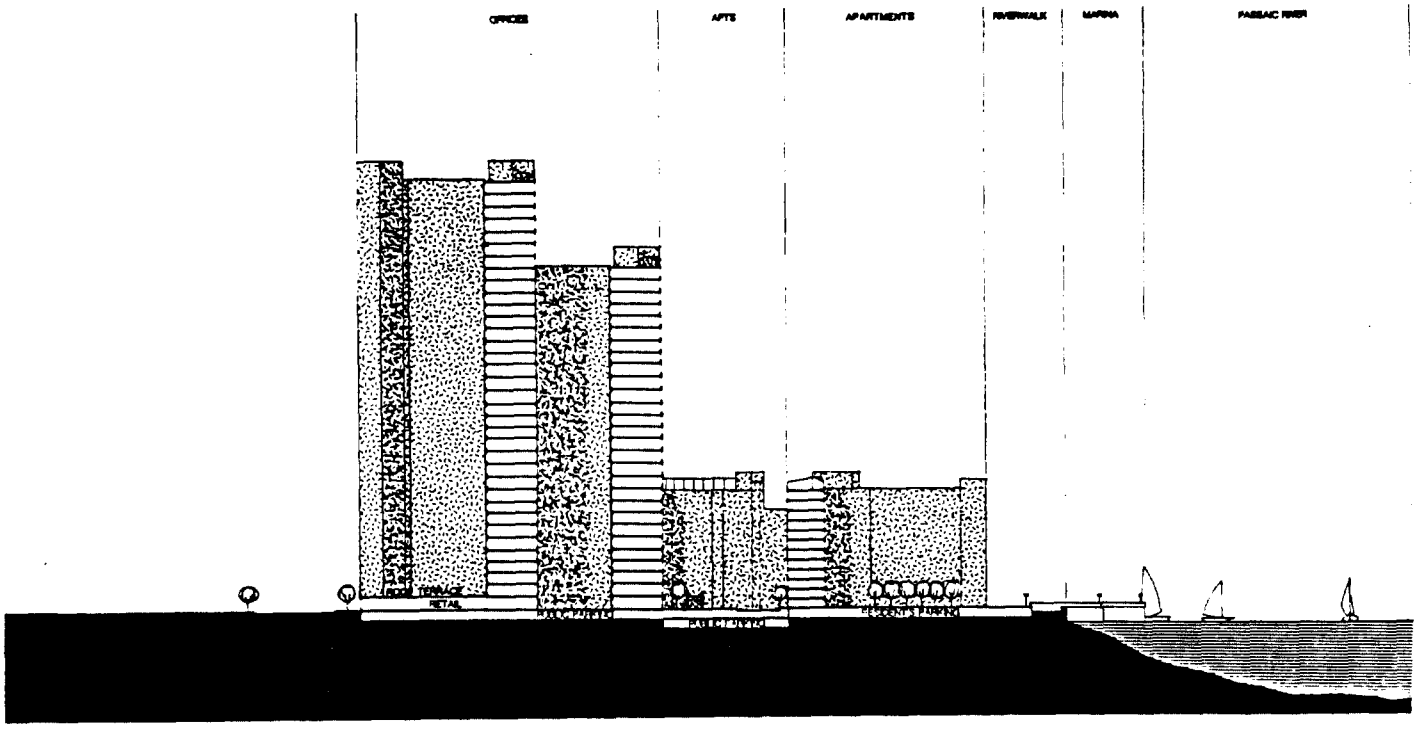

UPDATE
1986
THE MASTER PLAN
CITY OF NEWARK

NEWARK'S PASSAIC RIVERFRONT DEVELOPMENT

SECTION A-A

SITE 3

0 50 100 200

Architects
DOMAN & ASSOCIATES
119 EAST 24TH ST N.Y., N.Y. 100'0

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805.00 NEWARK RIVERFRONT REDEVELOPMENT TRAFFIC ANALYSIS

This analysis prepared to evaluate existing and future traffic conditions for the roadways and intersections adjacent to the proposed Newark Riverfront Redevelopment Project, on the site bounded by McCarter Highway, Raymond Boulevard and the Passaic River. This section identifies the market conditions and design characteristics for the site, analyzes existing and future traffic volumes along the adjacent streets, estimates the traffic impacts of the site on the adjacent streets, and proposes roadway improvements. Special attention was paid to the projected use of River Street as either a through traffic street or as an exclusive site access drive.

The results of the analysis, made by Wilbur Smith and Associates, reveal that based on the site development plan of 920,000 square feet of office, 40,000 square feet of retail, 400 guest room hotel, and 37,000 square feet Exhibition Center, a total of 1,690 site-oriented vehicle trips (1,350 vehicles entering the site and 340 vehicles existing the site) are anticipated during the P.M. peak commuter hour. A total of 1,515 vehicle trips (1,230 vehicles existing and 285 vehicles entering the site), are anticipated in the A.M. peak hour.

With site access from River Street and the conversion of River Street to a two-way road, projected peak period site traffic volumes were assigned to the roadway system, and total combined traffic volumes were analyzed to determine roadway adequacy, roadway improvements and access requirements. These analyses were performed for two different scenarios: first with River Street open to through traffic, and second with River Street closed to through traffic.

With the proposed development, the Raymond Boulevard-Raymond Plaza West-River Street and River Street-McCarter Highway intersections have the ability to accommodate anticipated 1990 combined site and highway traffic volumes at acceptable levels of service. However, geometric improvements would be required at both of these intersections, primarily on-site, to accommodate two-way traffic flow. At the Raymond Boulevard-Raymond Plaza West-River Street intersection, the existing traffic signal would have to be upgraded or replaced; at the River Street-McCarter Highway intersection, a new traffic signal would have to be installed, unless an alternative roadway plan was developed to bring existing traffic to the Centre Street-McCarter Highway intersection.

Analysis of the Raymond Boulevard-McCarter Highway intersection indicates this intersection would operate at capacity in 1990 during peak commuter hours without construction of the proposed International Center project. The proposed development would increase the traffic flows expected to use this intersection. The proposed closure of River Street to through traffic would increase the westbound Raymond Boulevard right-turn volume at the Raymond Boulevard-McCarter Highway intersection.

Based on the development scenario of closing River Street to through traffic, improvements at the Raymond Boulevard-McCarter Highway intersection were developed and recommend to accommodate the anticipated westbound Raymond Boulevard right-turn traffic volume. These improvements include widening Raymond Boulevard east of McCarter Highway to provide an exclusive right-turn lane and adjusting the signal timing and phasing at this intersection to permit westbound right-turn traffic to move during the northbound and southbound McCarter Highway left-turn phase. With implementation of these improvements and River Street closed to through traffic, this intersection would be expected to operate overall at the same level of service or better than if River Street were open to through traffic and the intersection were unimproved for 1990 combined site and highway traffic volume conditions.

No additional geometric improvements are recommended or feasible in terms of accommodating anticipated combined site and highway traffic volumes at an acceptable level of service at the McCarter Highway-Raymond Boulevard intersection. However, certain operational strategies for the intersection and transportation system management strategies may be implemented to minimize the impact of site traffic volumes at this intersection. These strategies include prohibiting left-turn movements at this intersection during peak traffic periods, promoting transit use and carpool/vanpooling by site employees, and introducing staggered work hours or flex-time for the proposed office facilities.

Total projected land-use development in the McCarter Highway transportation corridor system necessitates an extensive and more comprehensive overall traffic operations study. Long-term major transportation improvements are required in conjunction with total land-use development in the downtown area to accommodate the associated increase in traffic volumes.

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806.00 ENERGY CONSERVATION PLAN

This element systematically analyzes the impact of the other relevant components of the Master Plan on the present and future use of energy in the City of Newark, details specific measures to reduce energy consumption, and proposes other measures the municipality may take to reduce energy consumption and to provide for the maximum utilization of renewable energy sources.

806.01 GOALS AND OBJECTIVES

The first step in attempting to direct the City's response to the problem of energy conservation is to understand the goals and objectives of this element and how they relate to one another. The term "goals", as used here, refers to aims or purposes which are general and timeless in nature and not readily measured. The term "objective" refers to the more specific, short-term, measurable results required to accomplish the stated goals.

GOALS

The following goals will guide the City of Newark toward a wise and rational use of its energy.

1) Define and assure adequate energy supplies for The City of Newark.

2) Encourage the utilization of alternate passive and renewal energy resources.

3) Maximize energy conservation and efficiency of utilization.

4) Minimize environmental impact of energy sources.

5) Minimize economic or social impacts of energy supply and demand.

6) Minimize possibility of energy shortages and resulting hardships.

7) Seek equitable sharing of both the benefits of energy consumption and the hardships of energy shortages.

8) Encourage compatibility with National and State energy goals and City and community general plans/regional comprehensive plans.

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OBJECTIVE

The objective of this element represents a composite result of the various policies and action programs. This objective is intended to be a measurable and yet flexible indicator in guiding the City. It should be revaluated as often as is necessary to reflect societal values and attitudes. The primary objective in seeking to accomplish the goals stated above is to:

ACHIEVE MAXIMUM CONSERVATION PRACTICES AND MAXIMUM DEVELOPMENT OF RENEWABLE ALTERNATIVE SOURCES OF ENERGY.

807.00 POLICIES AND ACTION PROGRAMS

Policies, as used in this element, are the alternative tactics which the Board may choose to realize the stated objective. Future decisions will be guided and determined by the present policy choices. Actions, on the other hand, define what the policy seeks to accomplish and what implementation process will be used to achieve it. If, for example, the policy choice was to use space heaters, the implementation task for space heating would require additional building code ordinances on such things as the amount of insulation required in buildings and building orientation.

The recommendation policies are listed below in functional groupings: conservation, supply, resources information and coordination policies. Each policy grouping is specifically aimed at resolving certain problems related to energy. Conservation policies strive to reduce consumption of or demand for energy; supply policies seek to assure adequate energy supply, flexibility and mix; resources information policies attempt to educate the citizenry about energy related issues and energy use; and coordination policies attempt to coordinate the City's actions with Federal, State and other local government actions.

Each policy is accompanied by a list of associated actions. These actions do not represent the final word in achieving the intent of the associated policy. They can be deviated from or added to in order to satisfy the intent of the policy in the most efficient or practical manner.

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The following list of policies is by no means exhaustive but does contain effective tactics presently available for guiding the City of Newark toward its energy objective. Each is listed with a performance expectation, where possible, indicating the percentage of energy to be conserved by the year 2000, using the Existing Trends Scenario as the baseline. One could, additionally, measure each policy in terms of potential savings or supply to be derived from it, relative to the other policies, for comparison purposes.

807.01 CITY OPERATIONS

1. Energy Consumption Levels

It is the City's policy to establish energy consumption levels by facility for heating and cooling fuel, and by department and operation for other energy sources.

It is the City's policy to reduce energy consumption levels in existing city buildings by 20% by 1992 from 1980 energy consumption levels:

a. Place into operation the innovative system for computerized control of energy consuming equipment in our major facilities: system controls, time-of-day operation of lights and equipment, space temperatures, energy demands;

b. Install "Economy cycle" controls in buildings not now equipped so as to optimize use of outside air and minimize need for mechanical cooling;

c. Modernize existing heating, cooling and ventilating systems in municipally operated buildings;

d. Install heat pumps where applicable;

e. Replace pilot lights with ignites to reduce consumption of natural gas;

f. Utilize solar hot water heating to maximum extent possible for buildings and swimming pools at municipal recreation facilities;

g. Reduce consumption of water to conserve the electrical energy used in pumping;

h. Develop new energy usage rates (total energy per square foot) to provide an effective way to compare energy usage for specific facilities; and

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i. insulate rehabilitated and new facilities based on local conditions.

2. **Purchasing**

It is the City's policy that in the purchase of equipment and materials, the purchasing agent shall evaluate the long-range potential for energy savings in addition to the initial cost, and whenever possible the most energy-efficient equipment and materials shall be purchased.

3. **Construction**

It is the City's policy that specifications for public facilities be continually reviewed so that the most current energy conservation techniques, materials and appliances are utilized in their construction.

It is the City's policy to reduce energy consumption levels in new City buildings by 45 percent by 1996 over 1980 energy consumption levels:

a. Design all new buildings and major building remodels to equal or exceed guidelines established for new buildings by American Society of Heating, Refrigeration and Air Conditioning Engineers;

b. Install solar water and space heating systems to the maximum extent feasible; and

c. Use life cycle energy costing of new building designs.

4. **Building Maintenance and Operations**

It is the City's policy that all its buildings will be maintained and operated to consume the minimum amounts of energy.

5. **Vehicles**

It is the City's policy to:

a. Utilize vehicles which consume the least amount of energy for the nature of work they are to perform, and to maintain and operate these vehicles in such a manner as to ensure maximum energy conserving performance; and

b. Encourage, wherever possible, City employees to utilize alternate modes (i.e. telephone, mail, etc.) in lieu of vehicles in the performance of their work.

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6. **Solid Waste Management**

It is the City's policy to actively promote solid waste energy conservation systems through reclamation and recycling.

a. Encourage the institution of a continuing program to identify, evaluate and recommend specific City actions to support County, State and Federal legislation to provide for the energy-efficient and cost-effective reclamation and reuse of solid waste materials. These actions shall include evaluation of tax allowances and price supports for the reclamation of secondary materials; equalization of shipping costs for virgin, secondary and reclaimed materials; increased domestic and export markets for reclaimed materials; deposit-taxing of beverage containers; source-separation of solid wastes; and other legislative bills of similar nature.

b. Devise and implement a program for source separation and collection of recyclable elements of household waste such as paper, aluminum and glass.

7. **Innovative Projects**

It is the City's policy to promote demonstration of conservation techniques and new energy technologies on City facilities.

It is the City's policy to pursue the innovative use of alternate energy sources (i.e. solar energy) and techniques in the provision of its regular municipal functions.

It is the City's policy to study the feasibility of connecting major City facilities with a telecommunications system as a means of reducing vehicle trips between geographically separated facilities.

8. **Coordination**

It is the City's policy to promote cooperation and coordination with Federal, State, regional and local governmental and private agencies in seeking to formulate and implement energy planning programs.

a. Maintain an awareness of energy planning techniques, legislation, supplies and related problems in other jurisdictions;

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b. Coordinate City efforts with other governmental and private agencies through open forum discussions, dissemination of information and technical assistance where necessary;

c. Request the Chamber of Commerce, Building Contractors Association, Labor Council and other industrial and labor organizations to work with the City to develop energy conservation programs and projects such as weatherization and insulation of homes using local subcontractors;

d. Work cooperatively with Public Service Gas and Electric Company and the private sector to implement and/or improve the following conservation programs:

   1. Insulation of residential buildings,
   2. Establishment of an insulation information center, and
   3. Development of an educational program to promote energy conservation methods.

e. Establish an Office of Energy and Resources Conservation to provide coordinated energy planning, implementation of plans and public information.

9. Energy Shortage Contingency Plans

It is the City's policy to encourage the development of energy shortage contingency plans with the other local government agencies and with local energy suppliers in the Newark SMSA in conformance with the State Energy Commission energy shortage contingency planning program and other State agencies.

It is the City's policy to encourage local governmental agencies and local energy suppliers to develop emergency contingency plans, in cooperation with one another and in conformance with the State of New Jerseys' energy shortage contingency planning program and other State agencies, to be implemented in times of sudden energy shortage to assure essential energy supplies and provide methods for radically reducing energy consumption.

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807.02 CITY REGULATED

1. Urban Development

It is the City's policy to foster patterns of urban development that minimize vehicular miles travelled.

It is the City's policy to encourage innovative building design and orientation techniques which conserve energy:

a. Advocate amendments or changes in ordinances, codes, regulations and statutes to add energy conservation criteria to building design and orientation;

b. Utilize innovative energy conserving building design and orientation techniques in future City facilities;

c. Consider a City Ordinance which would declare invalid building and land deed restrictions which prohibit installation of solar collector panels or other solar structural systems on buildings and other structures;

d. Consider a City Ordinance which would declare invalid building and land deed restrictions which prohibit installation of clothes lines (drying yards).

It is the City's policy to encourage increased development densities for small household sizes (up to 4 person households). Emphasis should be placed on attached townhouses or garden apartments for low income families.

It is the City's policy to promote land use aimed at minimizing the use of automobiles:

a. Promote land use planning techniques which concentrate development where it is consistent with other General Plan goals contained in this document.

b. Develop orientation criteria for new development to encourage easy walking and cycling access to commercial areas, schools, and other public buildings or mass transit facilities.

c. Encourage a greater mix of residential and commercial or equally compatible land uses, in accordance with the City's Land Use Element of the General Plan contained in this document.

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It is the City's policy to promote changes in technology utilization construction practice that will reduce energy consumption in new development.

a. Encourage construction industries to utilize in new development technologies, such as heat pumps, total energy systems, unconventional energy technologies and structural design techniques, which are energy efficient and cost effective;

b. Amend the building code requirements to affect the energy consumption level of non-residential buildings.

   Special attention should be given to the following:

   1. Insulation of ceilings and walls;
   2. Weatherstripping of exterior doors and windows;
   3. Limited window area to reduce heat loss;
   4. Tinted window glass in cooled buildings;
   5. Insulation of hot water recirculation systems;
   6. Energy analysis in the design of buildings;
   7. More efficient water heating systems;
   8. More efficient lighting systems; and
   9. More sophisticated temperature controls for heating and cooling systems.

It is the City's policy to encourage total energy life-cycle costing as one of the criteria for determining the cost of new structures.

a. Encourage approximate calculations of the economic and energy life-cycle costs of new non-residential structures to be made prior to construction; and

b. Encourage approximate calculations of the economic and energy life-cycle costs of new residential structures, prior to construction, to be reported in the Central Planning Board's Subdivision Report and thereby made available to potential home buyers.

2. Lighting on Private Property

Signs
It is the City's policy to encourage the moderate use of sign illumination.

Ornamental
It is the City's policy not to encourage excessive use of ornamental lighting.

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It is the City's policy not to encourage excessive use of electricity and fossil fuels for advertising and decorative purposes.

a. Consider an ordinance which would restrict the excessive use of existing nonessential advertising uses of energy, consistent with conservation and public safety.

b. Amend the City Plumbing Code to ban decorative lighting or advertising uses of any form of combustible gases within the City of Newark.

3. **Heating and Cooling**

It is the City's policy to encourage citizens not tc heat homes or buildings above 68 degrees F, and not provide cooling to reduce temperatures below 78 degrees F, except where other temperatures are necessary for health or safety reasons.

It is the City's policy to encourage energy conservation in residential and commercial space.

a. Encourage public information programs on energy conservation in residential and commercial space heating;

b. Amend City Building Codes to require insulation and weather stripping against heat loss in new residential and nonresidential development based on local conditions;

c. Amend City Building and Plumbing Codes to require the use of more efficient heating appliances (such as heat pumps) and improved building design using passive conditioning systems where practical in accordance with residential, nonresidential and appliance efficiency standards being established by the State Energy Commission;

d. Encourage state legislation which would remove tax disincentives on capital investments in insulating materials and solar space heating equipment.

It is the City's policy to promote energy conserving measures in residential and commercial water heating.

a. Amend City Building and Plumbing Codes, in accordance with standards, to require the installation of more efficient water heating appliances and plumbing installation in new development;

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b. Encourage State legislation which would remove tax disincentives on capital investments in solar water heating equipment;

c. Encourage industrial cogeneration of steam and electricity of other similar efficient technologies through City endorsement of private projects and demonstration on Municipal facilities where practical;

d. Study an ordinance which would require a thorough investigation of additional uses that process steam or waste heat could be put to and means of applying these techniques where possible, as a part of the building permit granting process; and

e. Encourage the use of heat pumps, "total energy" systems, fuel cells and other efficient technologies.

807.03 INDIRECT INFLUENCE

1. Legislation

It is the City's policy to support State and Federal legislation to conserve energy, while at the same time attempting to preserve the quality of life of the citizens of the City of Newark.

It is the City's policy to advocate State legislation and/or consider amendments to the City Building and Plumbing Codes which would require new residential and nonresidential buildings to have the structural and design capability to later incorporate solar water heating, space heating, or cooling systems able to assume the domestic loads of the building. Adequate plumbing, storage space and other necessary means to accomplish minimal initial construction and retrofitting costs for such systems should be specified.

It is the City's policy to encourage American Institute of Architects initiatives in energy conserving design techniques.

It is the City's policy to encourage Realty Associates to include, on residential listing agreements, information regarding energy-saving amenities in new and used structures.

It is the City's policy to encourage efficient standards and labeling of major appliances.

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a. Advocate Federal and State legislation setting minimum efficiency standards for appliances and labeling appliances with them.

b. Encourage public education on what efficiency standards mean in terms of energy use.

It is the City's policy to encourage Federal legislation requiring minimum performance standards for new automobiles of 33 miles per gallon by the year 2000.

a. Advocate legislation at the Federal level for Federal performance standards for automobile gasoline efficiency.

It is the City's policy to encourage legislation which would apply a tax on auto inefficiency.

a. Advocate State legislation creating a tax to be levied against new cars which did not meet predetermined efficiency standards because of poor fuel economy or weight.

3. **Building Code Revisions**

It is the City's policy to continually update and enforce the energy conservation building code so that the most current energy conservation techniques, materials and equipment are used in the construction and renovation of buildings in the public and private sectors, keeping in mind the goal of providing housing and other buildings at lowest practical initial operating costs.

4. **Transportation**

It is the City's policy to encourage its citizens to limit the non-essential use of automobiles and to use mass transit or other forms of energy-efficient transportation whenever possible. In lieu of vehicles, alternate modes (i.e. telephone, telex, mail, bicycle, etc.) should also be considered.

It is the City's policy that programs be developed in cooperation with other governmental agencies, as well as the private sector, that will provide safe and energy-efficient transportation within the region. These programs shall consist of, but not limited to the following:

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a. Carpool programs
b. Non-motorized transportation programs
c. Traffic signal coordination programs
d. Elimination of energy-consuming traffic flow restrictions
e. Application of innovative traffic operation techniques
f. Reduction in street lighting energy consumption

It is the City's policy to promote the development and expansion of improved, multimodal transit facilities.

a. Encourage energy efficient and cost effective mass transit.

b. Develop and adopt standards to accommodate bus routing in new developments including establishing levels of service which could be met.

c. Encourage development and expansion of efficient bus and light rail service (i.e. time transfer and express service).

d. Stimulate and support the development and utilization of alternative transportation systems by committing a substantial amount of our energy conservation savings to public transit.

It is the City's policy to promote traffic flow improvements consistent with the conservation of energy and safety.

a. Evaluate sign locations with the possible intent of substituting yield signs to reduce the need for full stops;

b. Time traffic signals to minimize stops on primary and secondary arterial and shift wait to local street traffic in order to smooth traffic flow; and

c. Implement traffic signal progressions where practical.

D. Public Education

It is the City's policy to actively promote the dissemination of energy conservation information to the citizens of the City as well as to provide incentives to encourage implementation of energy-saving programs.

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a. Actively encourage existing Federal, State, County and private public information programs, advising on substantive content as deemed necessary;

b. Promote educational programs in City schools on energy conservation, new energy technologies and other timely topics related to energy;

c. Provide information on energy related topics to residents of the City.

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900.00 ECONOMIC BASE ELEMENT

Newark's Economic Development Strategy is based upon a general understanding of its economic base and how the various sectors of the economy contribute to both residents' employment and income, while supporting the municipality's ability to provide necessary public facilities and services. Because the businesses upon which the economic base is built must wrestle with whether to remain in Newark, expand in Newark, and/or move to Newark, the Economic Development Plan must set goals which will form the basic elements of the Economic Development Strategy. The Strategy will seek to:

- Stabilize what exists by addressing those factors that encourage firms to remain in Newark;

- Expand opportunities and services whenever possible to encourage new business and industry to locate in Newark. The overall strategy is, since the factors which aid in achieving the first element join with those that encourage new growth.

- Target residents' needs to remain in touch with local economic issues. To improve residents' economic opportunity, success must be achieved in the first two areas, while actions and programs must be targeted and formulated to:

  - Match the resident labor force with existing and new employment.

  - Improve the skills of the resident labor force.

  - Make employment opportunities outside the City more accessible.

  - Attract firms that will attract local residents.

  - Provide incentives for developers to invest and remain in Newark.

The economic development strategy that evolves from this process addresses a combination of these three elements/goals. The resulting set of public policies will focus on those factors that can positively affect Newark's economic development environment to improve the overall welfare of the population.

Goals and objectives are presented in order of priority, taking into consideration the constraints of the current economic situation.

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901.00 GOALS

A) Stabilize Newark's Economic Base

The City acknowledges that the first step towards a viable economy is to stabilize local existing business and industry by improving those conditions (casual factors) that affect Newark's regional competitive advantage. The City also recognizes that its economic base must make adjustments because regional and national trends have changed the nature of the economy. Those local issues that affect a decision to continue or to stop a specific operation in Newark will be addressed.

B) Encourage Economic Growth

The expansion of existing firms and the development of new business and industry in Newark is strongly encouraged by the municipal administration. Strategies are designed to build on Newark's locational advantages and on concentration of public and private investment.

C) Improve Residents' Economic Opportunities

The City is obligated to expand the total number of employment opportunities available to Newark residents as well as the opportunities for entrepreneurs. We will address local and regional job accessibility, business opportunities and skill level enhancement of the resident work force.

902.00 ECONOMIC DEVELOPMENT OBJECTIVES

Below are the City's economic development objectives which are elements of the three goals listed above. The objectives provide specific measures to be used in formulating development strategies. The objectives target broad based issues intended to:

- Identify the key factors affecting Newark's economy;
- Analyze the strengths and unmet needs of Newark's economy; and
- Consider initiatives to capitalize on the City's strengths.

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902.01 RETAIN EXISTING BUSINESS AND INDUSTRY

The City will endeavor to reduce the number of firms leaving Newark and to meet the needs of local businesses whenever possible. The City will further attempt to limit the loss of employers affected by external forces over which the community has no control.

902.02 PRESERVE EXISTING HOUSING AND PROMOTE NEW CONSTRUCTION

The City will undertake measures to preserve existing housing stock, encourage rehabilitation, and prevent abandonment and further deterioration. Also, efforts will be made to increase the supply of housing. The City will channel into the development agency the means to regenerate development activity in this sector.

902.03 EXPAND EXISTING AND ATTRACT NEW BUSINESS AND INDUSTRY

The City will invest in programs whenever the opportunity exists to assist in the expansion of local firms by helping provide land, facilities, and services. Also the number of new firms coming to the City will be increased by addressing the needs of potential employers that may locate in Newark.

902.04 INCREASE TOTAL NUMBER OF JOBS IN NEWARK

One of the City's prime measures of economic progress will be an increase in the total number of new jobs by encouraging economic expansion and reducing the number of jobs lost.

902.05 INCREASE TOTAL JOBS FOR THE RESIDENT LABOR FORCE

The level of unemployment among Newark residents will be reduced by means of City efforts to improve workers abilities, increase accessibility to jobs throughout the City and region, and match the Newark labor force with the required skill level of private employers.

902.06 INCREASE RESIDENT JOB SKILLS/INCOME GENERATION CAPABILITY

The educational performance of Newark residents will be increased, along with selected expertise and professional skills. Personal income levels and work force characteristics will be important measures of progress, along with direct academic achievement.

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902.07 INCREASE LOCAL OWNERSHIP AND INVESTMENT IN BUSINESS AND INDUSTRY

To sustain economic vitality, local residents must participate in Newark's economic growth. The number of owner operated businesses and local investment opportunities will be increased by offering public assistance and incentive programs.

902.08 REDUCE THE RESIDENT TAX BURDEN

The City should investigate alternatives to the singular use of tax abatement as a development incentive. A thorough analysis of communities located north, south and east of the City should provide a basis for the comparative advantage of such tools as tax increment financing, use taxes, or other progressive taxation which would increase municipal revenue.

902.09 PROMOTE A CLIMATE WHICH ENCOURAGES THE DEVELOPMENT OF SMALL BUSINESS AND MINORITY BUSINESS ENTERPRISE

The City, through its economic development implementation efforts, must continue to encourage the creation and expansion of small and minority business enterprises.

902.10 TARGET THE PARTICIPATION OF NON-PROFIT ORGANIZATIONS AND INSTITUTIONS

The City should increase its resources in the economic development field through joint development programs with institutions of higher learning, institutions of special purpose/non-higher learning and organizations of special purpose/non-profit. Through this joint venture, new funding sources may be realized to support small business and minority business development efforts.

Through the application of the U.S. Department of Housing and Urban Development programs and other special funding, the City was provided with the means to meet these objectives. Projects included both physical and social development programs aimed at:

- The elimination of blight and deterioration conditions so as to improve the City's image for new and existing investors, and

- The improvement of service delivery to disadvantaged citizens so as to make their standard of living more comparable to their suburban neighbors.

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903.00 PLANNING POLICIES

The policies that were promulgated for the City of Newark concerning economic development were established on three primary factors:

1. Industrial activity;
2. Transportation facilities; and
3. Growth in the low skilled/unskilled labor force.

These three variables have been the targets for almost all of Newark's policy and planning development.

904.00 STRATEGIES

In order to improve inter-and intra-state commerce and increase employment opportunities for all income groups, the following strategies have been identified as key components:

- The City must periodically review and continuously update its Planning Area Plan to accommodate future needs and to meet the changing requirements of commercial, service and other business enterprises appropriate for the District;

- The City must target its future land use plans for uses and completion date;

- The City must make a greater use of land banking to achieve specified development goals;

- The City should make a clear and concise disposition of City owned real estate by classification of the inventory, publication of unified guidelines on acquisition procedures, and advertisement for development opportunities within a broad base area.

- The City must significantly raise its level of amenities, including appearance, open space, and ease of internal movement.

- The City must identify a support base to further stimulate growth in the hotel/motel industry. In part, attention should focus on Trade Shows, Sporting Events, Exhibits, etc.

- The City, in a joint effort with other organizations and institutions which support and promote CBD interest, must increase the awareness of the Enterprise Zone (see Enterprise Zone Map # 9-1), an

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opportunity to take advantage of the tax incentives, expand businesses, create employment for the unemployed and more employment for the under-employed.

- The City must continue to support the development of CBD cooperatives and condominium housing development. This effort will foster a move toward a 24-hour CBD where people enjoy the area as a place to work, shop, be entertained, and live.

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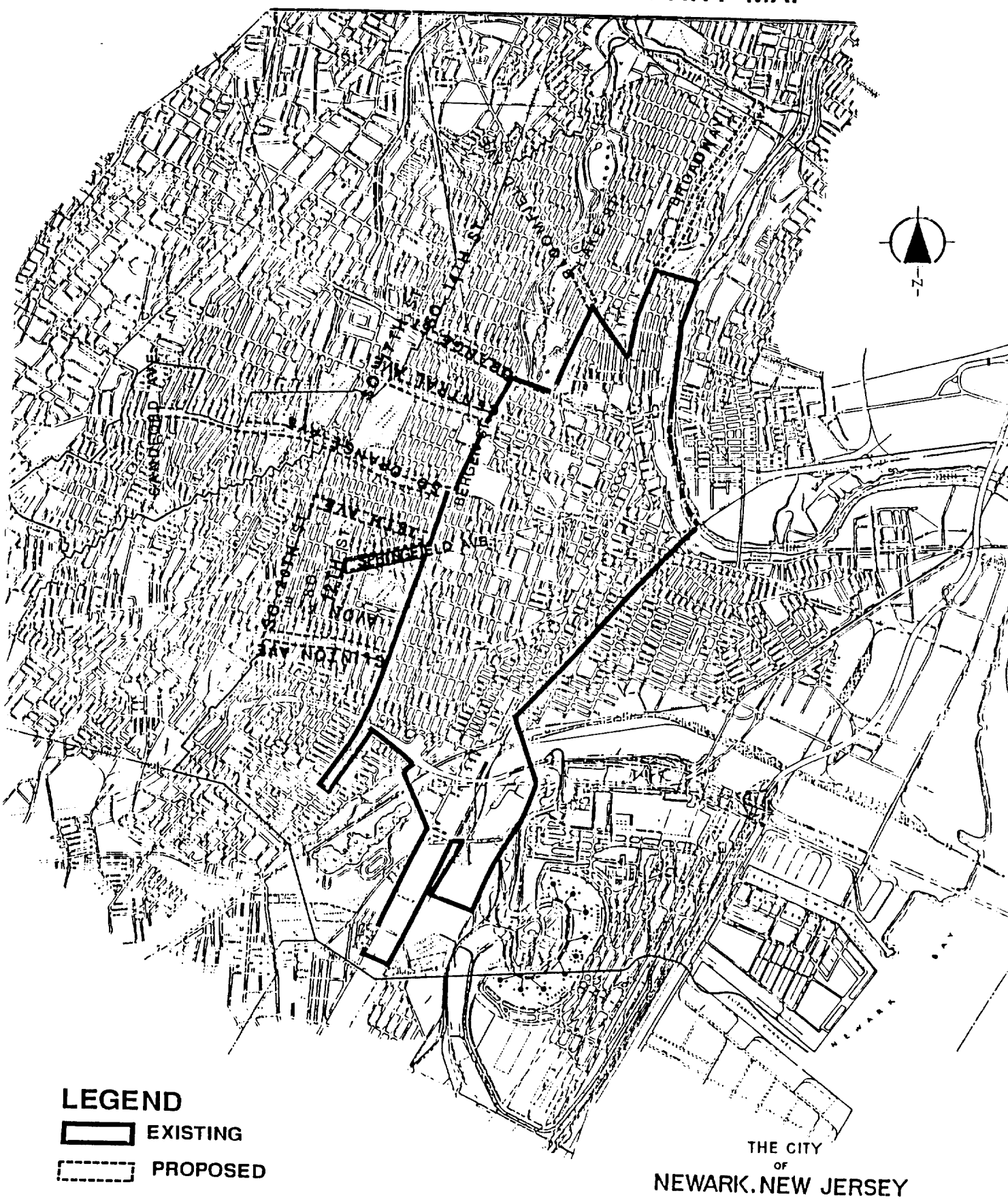
ENTERPRISE ZONE BOUNDARY MAP



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905.00 INDUSTRIAL DEVELOPMENT

905.01 PHYSICAL DEVELOPMENT POLICIES

The physical development policies reflected in the Newark Master Plan are designed to guide a broad range of public and private development programs and actions. The degree of public control and influence over physical development varies extensively, based on the type and location of particular activities. For example, to make land available for industrial developers, public infrastructure improvements are the major prerequisite. In other areas of the City, cooperative development efforts involving renewal, rehabilitation, or other similar programs are the major public policy areas associated with physical development.

905.02 PUBLIC POLICIES RELATING TO PRIVATE DEVELOPMENT

The development policies presented in this section relate to private sector development. They represent the City's commitment to encourage those private development actions that will help stabilize and improve Newark's industrial base.

The first set of City policies is directed toward maintaining and strengthening the City's industrial base. Industrial sector activities, which include manufacturing, transportation, and construction, account for 40 percent of total employment in Newark (1986). Within the industrial sector, primary emphasis will be placed on manufacturing and transportation activities because they offer the best opportunity for employing Newark residents, and the transportation component represents one of the more stable areas of the economy.

Specific City policies are to:

- Meet the needs of industrial firms in the areas of public infrastructure (public utilities and local transportation facilities) and public services (police and fire protection);

- Use an "early warning system" (e.g. a public/private arrangement to inform the City of potential firm departure and what issues surround such decisions) providing sufficient "lead" time to reduce the impact of planned relocations or business closures;

- Assist existing industrial firms with their expansion requirements (e.g. land for facility expansion, off-street parking, and loading requirements, etc.);

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- Minimize the rate of job migration where public actions can positively affect industrial relocation plans (e.g. minimize flooding potential, improve local transportation access, etc.). In situations where migration is caused by external factors such as corporate decentralization plans or individual business failures, the City will seek to attract replacement industrial uses to minimize the impact on the employment base.

The second set of policies continues the City's efforts to attract new industrial firms to Newark. These actions are necessary to replace economic activity lost through attrition and relocation as well as to expand the existing industrial base.

Specific City policies are to:

- Encourage the reuse of vacated industrial structures through a coordinated private/public marketing effort. These facilities represent substantial in-place investments that are suitable for large individual users, as well as for multiple use by small firms. All plant closings will be investigated as possible candidates for minority entrepreneurs;

- Promote the private renovation or "recycling" of existing vacant facilities through City actions that include the provision of adequate infrastructure, public services and, where necessary, assistance in land assembly. The City will also support joint business ownership or leasing, when appropriate, to rehabilitate structures;

- Promote the City to foreign manufacturers whose growing labor expense may be offset by the manpower programs and other development incentives offered by high unemployment areas such as Newark (e.g. manufacturers of electronic components and apparel);

- Continue development in the Meadowlands area. The City will improve the infrastructure in this area to allow phased development of its major land resources. This effort is dependent on external financial resources available at the State and Federal levels.

Additionally, in association with efforts to attract new industries, the City will select those firms that have the greatest potential for employing Newark residents. To directly improve resident economic opportunities, new jobs must match local skills.

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Specific City policies are to:

- Give priority, when appropriate, to those projects and developers that indicate a high probability of employing Newark residents. Based on employment profiles, certain manufacturing firms offer significant potential for resident employment;

- Require, when appropriate, a given percentage of new employees to be Newark residents when a firm has participated in a joint development effort.

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1000.00 HISTORIC PRESERVATION ELEMENT

Planners, public administrators, politicians and citizens have increasingly recognized the need for a sense of history and place. Landmarks offer convenient points of reference, both as structures and as contained districts. If landmarks are given the proper attention, they can become focal points offering a sense of uniqueness to a neighborhood and a community.

The following pages will provide a listing of the landmark properties found on both the Federal and State Historic Preservation lists (Table No. 10-1), and a closer look at the Lincoln Park and James Street Historic Districts.

1001.00 LINCOLN PARK HISTORIC DISTRICT

The Lincoln Park Area was added to the New Jersey register of historic places in 1983. This new historic area is less than half of what was originally suggested; however, the four acres of Lincoln Park Historic District includes two Newark City parks, Lincoln and Clinton, and 42 residences on Clinton Avenue, Spruce, Halsey and Broad Streets. Several buildings in the Lincoln Park area were previously nominated to the historic register, including the First Reformed Church at 27 Lincoln Park, The South Park Lighthouse Temple at 1025 Broad Street, and Symphony Hall at 1020 Broad Street.

The district contains a variety of Victorian, Romanesque, Queen Anne, Chateauves, Italiante and other 19th century styles of architecture. Approximately 40 properties originally owned by Newark's affluent, date between 1870 and 1930. The Dreydans, founders of Prudential Insurance Company; Dr. Henry Kessler, for whom the famed Kessler Rehabilitation Centers are named; the McCarters, founders of Public Service Gas and Electric Company; and the Hahnes family, founders of the department stores all called the Lincoln Park area of Newark home between 1850 and 1900.

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TABLE 10-1

LISTING OF HISTORIC SITES IN NEWARK

NAME	ADDRESS	BLOCK	LOT	REMARKS
Ballantine Mansion (Newark Museum)	43-49 Washington St.	35	8,10	S/N
Bethany/Cornerstone Baptist Church	115-121 W. Market St.	405	24	S/N
Branch Brook Park	Ballantine Gate Hses.	800	2	S/N
Broad St. Railroad Station	413 State Street	30	1	S
Cathedral Evangelica Reformada	27 Lincoln Park	119	21	S/N
Christ Episcopal Church	76 Prospect St.	186	56	S/N
City Hall	920 Broad St.	873	13	S/N
Clark Mansion (Now N.W. Cultural Cntr.)	346 Mt. Prospect Ave.	579	12	S/N
Clinton Memorial A.M.E. Zion Church	151 Broadway	441	19	S/N
Eberhardt Hall (N.J.I.T. Main Building)	323 Dr. M.L. King Blvd.	373	1	S/N
Essex County Courthouse	466-480 Dr.M.L King Blvd.	81	1	S/N
Essex County Park Comm. Admin. Bldg.	115 Clifton Ave.	459	1,3	S/N
Feigenspan Mansion	710 Dr. M.L. King Blvd.	122	1	S/N
Fireman's Insurance Co.	10 Park Place	17	7	S/N
First Baptist Peddie Memorial Church	572 Broad Street	15	10	S/N
First National State Bank	810 Broad Street	165	11	S/N
Forest Hill Historic District	Montclair/Mt. Prospect, Lake St & 2nd Ave.	--	--	S
Grace Episcopal Church	948-956 Broad St.	874	8,1	S/N
Griffith Building	605 Broad St.	18	27	S/N
House of Prayer Episcopal Church	407-411 Broad St.	50	28	S/N
Italian Culture Center (Stanley Theater)	983-987 S. Orange Ave.	4204	36	S/N
James St. Commons Historic District	James, Broad, Halsey	--	--	S/N
Krueger Mansion (Scott Civic Center)	601 Dr. M.L. King Blvd.	2508	29	S/N
Lincoln Park Historic Park	Broad/Clinton/Spruce Sts.	120	1	S/N
Lyons Farm School House	43 Washington St.	34	8,10	S/N
Metropolitan Baptist Church	30-34 Prince St.	235	42-45	S
Mount Pleasant Cemetery	353-435 Broadway	614	2	S
Murphy Varnish Company	McWhorter St, Chestnut	934	17	S/N

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TABLE 10-1 (Continued)

Mutual Benefit Life Ins. Co. (Hospitality Care Cntr.)	286-304 Broadway 2nd Ave.	562	9	S
New Point Baptist Church	17 E. Kinney St.	883	3	S/N
Newark Airport (Brewster Hangar)	Old Administration Bldg.	--	--	S/N
Newark Day Center (Female Charity)	305 Halsey St.	96	22	S/N
North Reformed Church	510-512 Broad St.	24	52	S/N
Old First Presbyterian Church	820 Broad St.	165	11	S/N
Our Lady of Mt. Carmel Church	176-184 Edison Pl.	183	5	S/N
Penn. Railroad Station	Market St/Raymond Plaza E/W	2402	50	S/N
Plume House (House of Prayer Rectory)	407 Broad St.	50	28	S/N
Protestant Foster Home (Youth Consult. Ser. Cntr.)	270-284 Broadway	562	27	S/N
Queens of Angels R.C. Church	42-44 Irvine Turner Blvd.	2520	50	S/N
Sacred Heart R.C Cathedral	126-128 Clifton Ave.	492	1	S/N
S. Park Lighthouse (Presbyterian)	1035 Broad St.	118	20	S/N
St. Barnabas Episcopal Church	507-521 W. Market St.	1812	2,9	S/N
St. Columba's R.C. Church	27-43 Pennsylvania Ave.	2823	23	S/N
St. James A.M.E. Church	588-594 Dr. M.L. King Blvd.	102	1	S/N
St. John's R.C. Church	22 Mulberry St.	137	56	S/N
St. Joseph's Church Plaza	233 W. Market St.	418	7	S/N
St. Mary's Abbey Church (R.C.)	528 Dr. M.L. King Blvd.	79	1	S/N
St. Patrick's R.C. Pro-Cathedral	91 Washington St.	36	274	S/N
St. Rocco's R.C. Church	208 Hunterdon St.	243	341	S/N
St. Stephen's United Church	213-215 Ferry St.	2030	1	S/N
State Street School	15-21 State St.	50	37	S
Sydenham House	Old Road to Blmfld.	743	57	S/N
Symington-Continental House	2 Park Place	17	9	S/N
Symphony Hall (Mosque Theater)	1020 Broad St.	883	46	S/N
Tiffany Manufacturing Co. Bldg. (Now Apart. Condo Bldg.)	792-820 Highland Ave.	852	11	S
Trinity Episcopal, Cathedral	600 Broad St.	124	2	S/N
U.S. Post Office/Federal Court Bldg.	Federal Square	875	54	S
Watts, Campbell Co. Bldg.	1272-1274 McCarter Hwy.	436	21,22	S/N
Wickliffe Presbyterian Church (Memorial Remains)	111 Thirteenth Ave.	208	23	S/N

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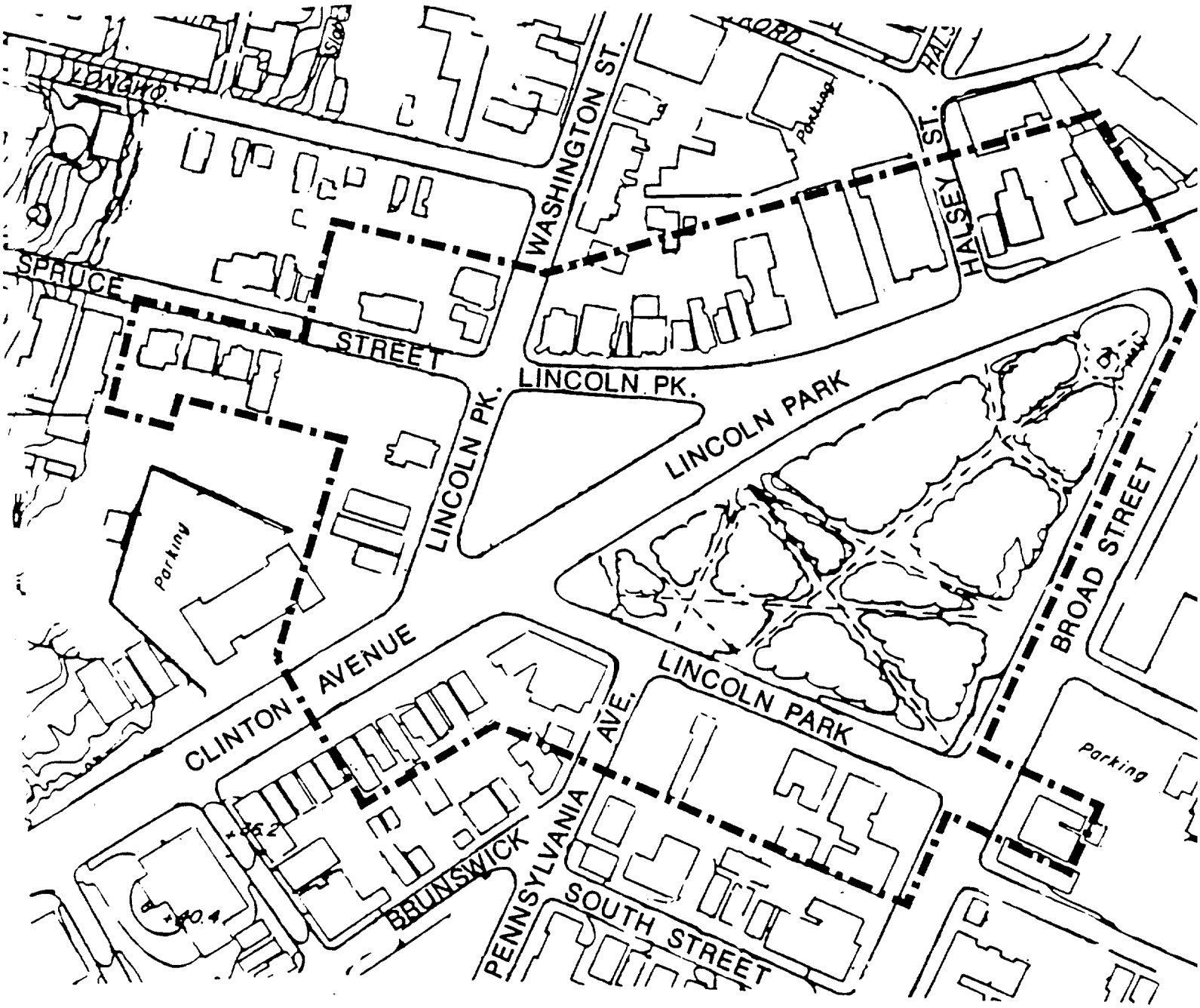
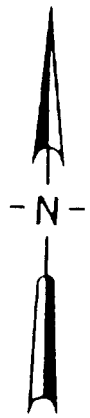


LINCOLN PARK HISTORIC DISTRICT



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1002.00 JAMES STREET HISTORIC DISTRICT

The District, also known as James Street Commons, is a 20-block area located on the periphery of the Central Business District Core. The commons became Newark's first historic district. It is one of the City's oldest areas with a unique blend of residential, commercial and institutional land uses. The district has its own identity. However, from an urban design point of view, the area would be more meaningful if it clearly contrasted with its environs. Although it does have both clarity of form and prominence of spatial location, capital should be invested for project completion which includes streetscape and furniture.

Historical districts are important links to Newark's past and deserve special treatment. Their unique architectural/historical features can be emphasized through effective streetscape treatment, rehabilitation and urban design. They can stand as noteworthy examples of integrated urban design and can demonstrate the benefits such improvement efforts. In many situations, the site environment will have to be improved and a proper setting created in order to enhance historic and architectural features. Consideration should also be given to identifying and featuring these special treatment areas with unique signs, graphics and lighting. Redevelopment of the area will, however, intensify on-street parking deficiencies. To preserve district character, planning for the construction of new parking garage structures may be necessary to avoid the proliferation of additional surface lots.

1002.01 JAMES STREET COMMONS PROFILE

The City of Newark was founded in 1666 and the Washington Park area is almost as old as Newark itself. The upper common, as Washington Park was originally known, was designated as the first market place in 1669. It thus became the second oldest square in the City, Military Park having been established in 1667.

Washington Street was Newark's first street, known until about 1800 as West Back Street. However, its origins far pre-date the founding of Newark, for Washington Street was an ancient Indian road, a link in the great Minisink Trail.

In 1775, this area had its beginnings as an educational center in 1775 when, by subscription, an academy was erected on the common land. The academy was burned by the British in 1780 and is now commemorated with a plaque at the entrance of Washington Park.

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In the latter part of the nineteenth century, James Street was lined with small red brick row houses built by the Ballantine family and much in demand by the newlyweds of the day. The Second Presbyterian Church, built in 1888 and one of Newark's most fashionable churches, still is located at James and Washington Streets. James Street was also home to many of Newark's most prominent citizens: George Frelinghuysen; Robert and John Ballantine, sons of the founder of the Ballantine Brewery; Marcus L. Ward, Governor of New Jersey; and Lewis C. Grove, president of the Mutual Benefit Life Insurance Company.

Brownstones, built with stone from Newark's own quarries, predominated on Washington Street and Washington Place. These often exquisite homes were owned by such people as Joseph Ward, President of the Essex County Bank; Charles Graham, President of the North Ward National Bank; Joseph Fewsmith, Pastor of the Second Presbyterian Church from 1851 to 1888 (and later his son Joseph Fewsmith, one of Newark's most respected physicians, who served as chief of staff of St. Michael's Hospital); Samuel C. Howell, patent and enamel leather manufacturer; and Theodore Frelinghuysen, a United States Senator in 1829, Mayor of Newark in 1837, and a Vice-president candidate on the Whig ticket with Henry Clay in 1844. He also served as President of Rutger's College from 1850 until his death 1862. Other residents included Edward and George Duryea, lawyers and members of the Library's first Board of Trustees; Herbert Ballantine; Dr. Fayette Smith; and James Smith, Jr., a well known political boss and United States Senator.

Along Washington Place was a frame house occupied by Howard W. Hayes and his sister Alice B. Hayes, whose bequest to the City in later years provided for the Hayes Parks, East and West. Howard Hayes was the son of Eugene Vanderpool whose large red brick french chateau-type mansion stood on the corner of Halsey Street and Central Avenue. The remainder of the houses were offices of doctors and dentists. In addition, it is believed that the small row houses along Eagle Street were built by the Ballantine family for their servants.

The architect of Sacred Heart Cathedral, Jeremiah O'Rourke, lived in the James Street area his entire life while in this country. Born in Dublin, Ireland, in 1833, he emigrated to Newark in 1850 at the age of 17. He died here in 1915. His residence was 45 Burnett Street, a large brick house which is still standing. It is believed that he designed it and several other houses on

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Burnett Street. He did, however, design the original buildings for St. Michael's Hospital which were built between 1871 and 1888. O'Rourke was in charge of the renovation of St. Patrick's Pro-Cathedral in 1875 and later designed other buildings for the parish including the school, the rectory and the convent.

Two buildings in the area are listed on the State and National Register of Historic Places: the Ballantine Mansion and St. Patrick's Pro-Cathedral. The Ballantine Mansion is on Washington Street between the Museum and the Blue Cross/Blue Shield building. It has recently been restored with public and private funds; it currently houses office space for the Museum. St. Patrick's Pro-Cathedral is on the corner of Washington Street and Central Avenue. Eberhardt Hall, which stands just outside the district, is also a registered landmark. It was originally an orphan asylum located on the corner of High and Bleeker Streets and is part of the campus of the New Jersey Institute of Technology.

Aside from the overall historical significance of the area, individual buildings are of particular importance. As a key to MAP NO. 10-A, those buildings mentioned above, as well as an additional structure, will be described more fully in the subsequent pages.

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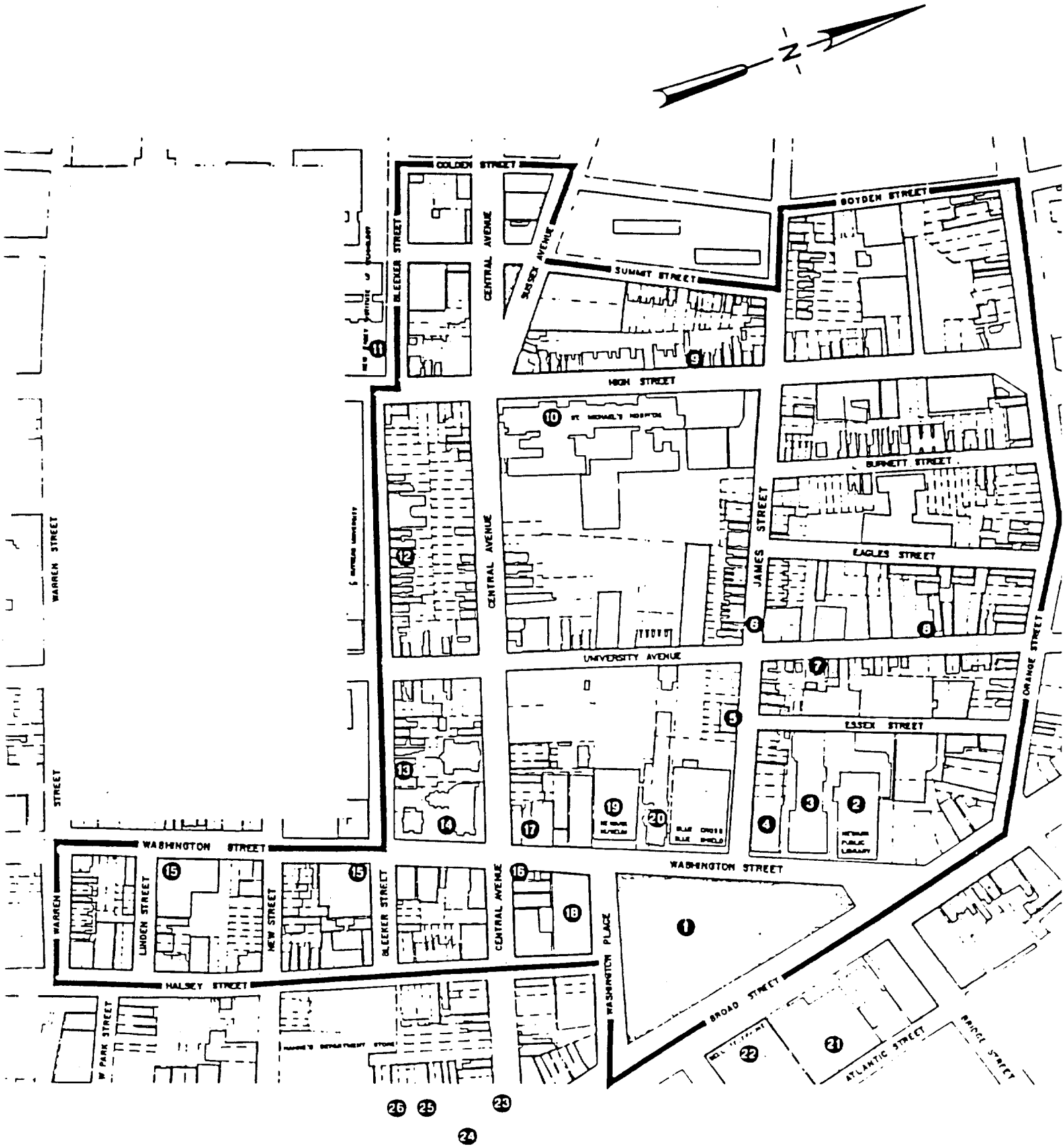

JAMES STREET HISTORIC DISTRICT

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1002.02 WASHINGTON PARK

Founded in 1669 as the City's first "Market Place," the "Upper Commons" was located on the northern fringe of Newark in its early days. The park has reflected Newark's changes in recent years and has been a significant element in this city's proud and illustrious past. In 1775, an acre and a half was set aside for construction of Newark Academy, burned by the British during the Revolution. Following the Civil War, wealthy merchants, industrialists and other professional people made the Washington Park neighborhood their home. Magnificent mansions surrounded the park, and the area was perhaps the City's most fashionable by the 1890's. A virtual oasis within a sea of tall office structures, Washington Park remains a tree-shaded retreat in the James Street Commons Historic District.

1002.03 NEWARK PUBLIC LIBRARY

Completed in 1901, the Library is a fine example of the Italian Renaissance style of architecture. The massive granite and marble building was designed by John Rankin and Thomas Kellog of Philadelphia. The magnificent interior features an open center court extending to the fourth floor and ending at a stained glass skylight. The first floor has marble arches and mosaics. The building is the core of the city's eleven branch, one million volume system, largest in New Jersey. Though altered in 1952, the Library retains most of its original character and should be viewed on the interior to be appreciated.

1002.04 AMERICAN INSURANCE COMPANY

Built in 1929-30, this building is the finest example in Newark of the Georgian Revival style applied to skyscraper dimensions. It was built for the American Insurance Company but was acquired during the 1970's and renovated by Rutgers University. It is now the Samuel I. Newhouse Center for Law and Justice.

1002.05 SECOND PRESBYTERIAN CHURCH

Completed in 1932, this structure is the third edifice on this site. The first, built in 1811 was replaced by a brownstone church in 1888. The present structure was constructed with limestone and fieldstone by architect William Bayard Willis, who incorporated the bell used in the previous two buildings. The exterior features a 110' tower,r and the interior has fine stained glass.

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1002.06 RESIDENCES - 32 & 34 JAMES STREET

These two Queen Anne rowhouses have been rebuilt into condominiums in what is now being hailed as the best private/public sector co-operative venture ever in Newark. The interiors have been fully modernized and the exteriors faithfully restored and/or retained. Destroyed by a series of fires in 1975, the structures were saved by the Newark Preservation & Landmarks Committee, which boarded the buildings and salvaged the mantels now used in each unit.

1002.07 JAMES STREET TOWN/ROWHOUSES

Lining both sides of James Street are a variety of townhouses and rowhouses. Of particular interest architecturally are 37 James Street, a Federal Style building now used as a restaurant; 49 through 61 James Street, an exceptional row of red-brick Queen Annes; 44 through 48 James street, a series of brick townhouses with ground to roof curved bays; and 50 James Street, an orange-brick townhouse with rare "Ogee" arches.

Overall, James Street presents the viewer with an excellent urban streetscape. The intersecting streets, University Avenue, Eagles and Burnet Streets, likewise are lined with 1880's and 1890's red-brick dwellings and industrial buildings. Time should be taken to study the vistas in each direction.

1002.08 LLYOD HOUSES

These stucco-covered clapboard buildings were constructed sometime in the late 1830's and purchased by John C. Lloyd in the mid 1960's. Though lacking overall in distinction, the houses possess very delicate lintels, mantels, doorways and stairways. The Greek Revival entrance at 88 University Avenue is particularly noteworthy. One portion of the connected structure was fire damaged early in 1978. The buildings were included in the 1930's Historic American Buildings Survey.

1002.09 HOOK AND LADDER COMPANY NO. 2

This red-brick and brownstone firehouse was constructed in 1888 for company No. 2, now located on M.L. King Boulevard. This lovely building, two stories high, has a gable roof and brownstone trim which nicely accents the deep red-brick. Abandoned in 1932, the site is used by meat packers.

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1002.10 M.L. KING BOULEVARD TOWN/ROWHOUSES

On the West side of M.L. King Boulevard directly across from the hospital, harmony and adherence to scale dominate the scape, with an abundance of three-story, red-brick dwellings of the 1880's -1890's variety. Only one home is missing from this near-perfect row. M.L. King Boulevard was particularly popular in the Victorian era because of the outstanding view it presented. Shop owners could oversee their operations from the windows of their homes.

1002.11 SAINT MICHAEL'S HOSPITAL

The original portion of this structure was completed in 1871, making it Newark's oldest hospital facility. A significant addition was built in 1888. Both portions were designed by famous architect, Jeremiah O'Rouke, who lived nearby. The exterior of the hospital is striking - red-brick with multiple gables and mansard roof. Rockfaced stone lintels and Gothic arched entrance highlight other noteworthy features on the edifice. The site is fortress-like on the corner of Central Avenue and M.L. King Blvd. guarding the entrance to the Commons.

1002.12 EBERHARDT HALL

Built in 1856-57 as the Newark Orphan Asylum, this massive red-brick and brownstone Elizabethan-Gothic structure was designed by John Welch. It was named after Frederick L. Eberhardt, a former Newark Industrialist and president of the College, and features an outstanding six-story octagonal turret and curved Flemish gables. The Hall is presently on the National Register of Historic Places.

1002.13 BLEEKER STREET TOWNHOUSES

This street represents the third concentration of brick Victorian dwellings in the James Street Commons. Occupying only the north side of the street, directly across from Rutgers University, these homes are undergoing rehabilitation or restoration. Though most are residential, some houses are used as organizational headquarters, such as the Newman Center at No. 45 and Johnson and Simpson, Graphic Artists at No. 49.

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1002.14 RESIDENCE - 43 BLEEKER STREET

This red-brick townhouse is one of the oldest and finest in the neighborhood. It was constructed in 1849 by Alba Bangs and is believed to have served as home to the first Catholic Bishop in Newark, James Roosevelt Bayley. The charming 2-story house with wood-finished basement and fireplace is also believed to have served as a stop in the famed Underground Railroad. The theory would seem very strong since many other homes in the area served as points in the network. In recent years, a grey stucco covering has been applied to the exterior. Original 1849 brickwork on the chimney and foundation can still be seen.

1002.15 SAINT PATRICK'S PRO CATHEDRAL COMPLEX

This red-brick and brownstone church was completed in 1850 and is a modified and elaborate French and English Gothic building. The 150-foot spire stands out against the skyline. This church served as the official archdiocesan cathedral until Sacred Heart was completed in 1954. Patrick Keely and Father Patrick Moran collaborated on the design and Jeremiah O'Rourke did the 1875 renovations. The church is on the National Register of Historic Places. The rectory and convent on Bleeker Street are part of the aesthetically-pleasing complex, executed in red brick. The old parochial school, on Central Avenue, was built in 1888 and it, too, was designed by the famed architect, Jeremiah O'Rourke. The interior of the church has been altered significantly for the new liturgy, but it is still most impressive.

1002.16 ART DECO STRUCTURES

Two fine examples of the Art Deco style of architecture are evident on Washington Street. 92 Washington Street is a fine, greystone and tile structure used as a commercial enterprise. Its features are worth studying. Even more impressive are the features on 138 Washington Street. This building ranks as one of Newark's best Art Deco subjects. The three-story brick building is divided into panels by brick pilasters capped by exceptional carved stone-work and a massive decorative top panel forming a parapet. The designs on most of the building are noteworthy and must be looked at closely to be enjoyed.

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1002.17 FEWSMITH MANSION

Constructed sometime in the 1870's, this lovely French Chateau, Romanesque styled building was built by John Fewsmith, Pastor of the Second Presbyterian Church from 1851 until 1888. Somewhat altered on the interior in recent years, the structure's exterior has remained in excellent condition. The round-arch style so evident in the Fewsmith House is characteristic of that used by the famed H.H. Richardson and appears in the lintels and arches. Vacant for many years, the mansion was recently purchased by Dr. and Mrs. Edward Capriola who plan an elaborate restoration.

1002.18 POLHEMUS HOUSE

This red-brick building was one of the earliest mansions built around Washington Park and was constructed for Eliza B. Polhemus, widow of the Pastor of North Reformed Church nearby. It was completed in 1859. Reverend Polhemus was not only Pastor of North Reformed but was also an ardent abolitionist. The basement of the house features an underground tunnel leading to University Avenue (originally Brick Lane) which was reputed to have been used as a transport stop in the Underground Railroad. The tunnel is also believed to have served as an early, primitive air-conditioning system. The Polhemus family lived in the dwelling for four generations (1859-1959). A restoration of the building was executed in 1966 in a celebration of Newark's 300th Anniversary, with Louise Stone Singer, a noted interior decorator, conducting the work in the Empire and early Victorian styles. Among the furnishings are a number of original Polhemus family items, including two rosewood belter sofas and handwoven rugs. The home was one of the first in Newark to have indoor plumbing, gaslights and dumbwaiter. It remains today, as one of the last vestiges of Victoriana in the Washington Park area.

1002.19 VETERANS ADMINISTRATION BUILDING

Originally the Globe Indemnity Insurance Company, this limestone, Second Renaissance Revival structure was completed in 1920, replacing frame and brick mansions which fronted the park. The architect was Frank Goodwillie, an associate of Wesley S. Bessell. The Veterans Administration purchased the building in 1946 from the Globe Indemnity Company. This building is in character with similar institutional structures on Washington Street in materials, in its workmanship and basic style. Other such buildings are the Newark Public Library and the Newark Museum, completed about the same time.

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1002.20 THE NEWARK MUSEUM

Built in 1926, in the Second Renaissance Revival style, the Museum was designed by Jarvis and Hunt of Chicago and was donated to the city of Newark by Louis Bamberger, who financed its construction. The total cost for the facility, now thought to be the finest in New Jersey, was $750,000. The building now houses treasures from every part of the globe, with its Tibetan collection the most noteworthy. The beautiful and spacious garden houses contemporary sculpture, the Fire Museum and the historic Lyons Farms Schoolhouse. The Museum's rapid rise to prominence is a tribute to its director, Samuel Miller.

1002.21 THE BALLANTINE MANSION

A part of the Newark Museum, this magnificent Eclectic Romanesque-Renaissance mansion is now the last vestige of the Victorian Era on the Washington Park frontage, once one of the most fashionable neighborhoods in the city. Built for John H. Ballantine, son of Peter, founder of the brewery, this 1885 structure stands as evidence of the wealth which once was so common in this area. Now open to the public, the Museum sponsored a sensitive and faithful restoration completed in 1975. It ranks today as the most spectacular restoration performed in the City. In itself, the mansion typifies 19th century Newark -- solid, comfortable and prosperous. Many of the pieces used in the restoration are Ballantine family originals.

Though not within the district, Broad Street boasts some of the finest landmark and potential landmark buildings in the city. Most of the following are within close walking distance of the Commons.

1002.22 THE NORTH REFORMED CHURCH

Built in 1857-59 by William Kirk, this brownstone Gothic structure was the last church in Newark to be built entirely without the use of steel or iron. North Reformed once housed the largest Reformed Church congregation in American with 1,800 parishioners. The church is on the National Register of Historic Places.

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1002.23 NEW JERSEY BELL TELEPHONE COMPANY

This unique skyscraper facing Washington Park was built in 1927-29 in the American Perpendicular style. The architects were Voorhees, Gmelin & Walker with sculptor, Edward McCarten responsible for the magnificent classical mounted figures on the facade. The structure nicely conforms to the other facades along the park including the Newark Public Library, the Newark Museum and the Veterans Administration Building. The Newark Preservation & Landmarks Committee is pursuing the possibility of nominating the structure as a landmark.

1002.24 FIRST BAPTIST, PEDDIE MEMORIAL CHURCH

Completed in 1890 in the Richarsonian-Romanesque style, this pink granite building features an outstanding 80' high dome. Designed by famed architect, William Halsey Wood, this church features a unique 600 light gaslight system on the interior and a huge seating capacity relative to its outward appearance. Thomas Peddie, former Newark Mayor and philanthropist, donated the money for construction; he is said to have given architect Wood a blank check. Peddie Memorial Church boasts the most international parish in Newark.

1002.25 SYMINGTON HOUSE (Continental House)

This quaint Federal style building was completed in 1808, and is one of Newark's oldest houses. It was built as the rectory for Trinity Church but became the private home of Robert Symington in 1888. It served as the headquarters of Newark's 300th Anniversary celebration in 1966. Trinity Cathedral bought the house back from Continental Insurance Company in 1978 and renamed it St. Philip's House.

1002.26 TRINITY CATHEDRAL

This edifice was built in 1809-10, replacing a building constructed in 1746 and damaged by the British during the Revolutionary War. Parts of the original structure were incorporated into the present site. The congregation of Trinity broke from Old First Church early in the city's history to form what remains today, a viable urban parish. The present building is a hybrid of architectural styles. Trinity is one of our National Register sites.

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1003.00 FUTURE HISTORIC DISTRICTS

Two new areas are being considered for nomination to the state and national registers:

Forest Hill is a 55-block area bounded by Branch brook Park, Mt. Prospect, Verona and Second Avenues. Once established, this area (see Map No. 10) will be the third and largest historic district.

The Ironbound District is an area isolated by natural and man-made barriers in the eastern segment of the City. While the area was a natural choice for the location of industry during the earlier years of Newark's growth and industrial development, it has been estimated to have attracted more than 40 ethnic groups. Building their homes near their factories, immigrants from eastern and southern Europe were motivated by a strong work ethic. The Ironbound District is a stable community rich in history, tradition and culture.

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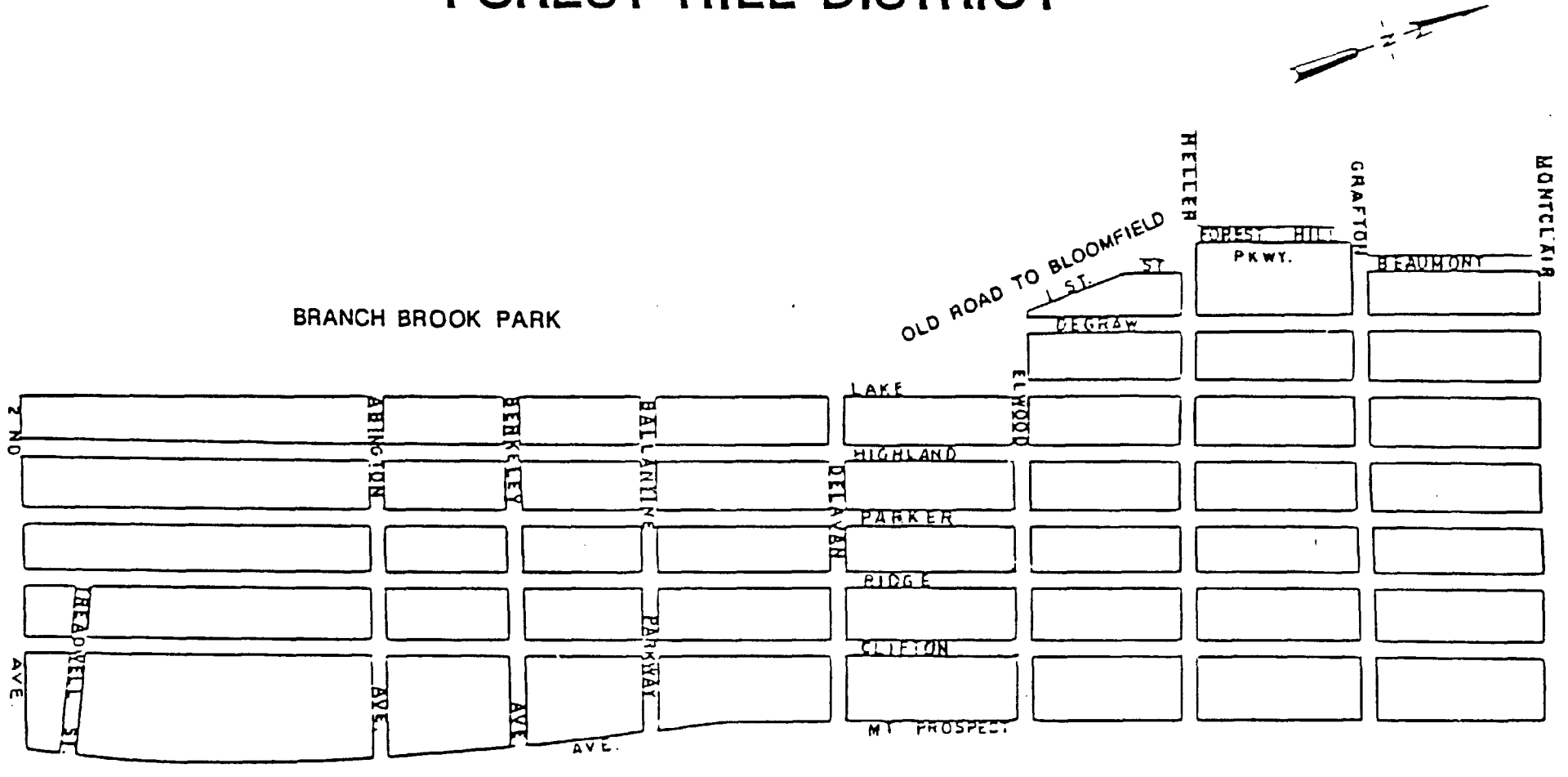
FOREST HILL DISTRICT



CITY OF NEWARK, N.J.

DIVISION OF CITY PLANNING

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SCALE

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1004.00 HISTORIC PRESERVATION RELATIONSHIP TO THE PLANNING PROCESS

Most important for purposes of integrating historic preservation considerations into the comprehensive planning and management process are the provisions of the Housing and Community Development Act of 1974. First, the Act requires that all planning activities funded under Section 701 be carried out in accordance with Section 106 of the National Historic Preservation Act of 1966. Thus, historic preservation planning must be made an integral part of comprehensive planning, and each 701 grantee must prepare an historic preservation assessment when assisted activities include preparation of plans or policies which may have an impact on National Register properties.

Second, the Act provides for Community Development Block Grants (CDBG), and grant eligible-activites to include acquisition, restoration and preservation of historic properties, as well as local preservation planning and surveys. Block grant funds can serve as the local match for grant monies from the National Park Service. Under the environmental review procedures established for the CDBG Program, local grantees are delegated to the federal agency responsible for satisfying all federal laws and procedures relating to historic preservations.

Third, HUD is authorized under 1974 HCDA legislation to insure lending institutions against losses they may sustain as a result of loans or advances of credit for the purpose of refinancing preservation of historic structure, defined as those listed in or eligible for the National Register.

Also, the National Historic Preservation Act of 1966 included sites which, while lacking national importance, still possess regional, state, or local significance. This Act established a program of matching grants to the states for historic resource surveys and preservation planning, to be administered by State Historic Preservation Officers in conjunction with a State Review Board. The State HPO in turn may allocate grant funds in accordance with a federally approved State Historic Preservation Plan to local governments, private organizations and individuals for financing local surveys and acquisition and development of National Register properties.

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Passage of the National Environmental Policy Act of 1969 provided the basis for additional consideration of historic preservation within the full range of environmental planning concerns. Executive Order 1593, issued in 1971, required Federal agencies to take steps to preserve Federally owned historic properties and to conduct all of their programs to facilitate the preservation of eligible non-federal properties. The obligation to comply with the historic preservation requirements of the National Historic Preservation Act of 1966 and Executive Order 1593 is mandatory, irrespective of the requirement for environmental assessments under the National Environmental Policy Act. However, local efforts to satisfy these separate requirements should be coordinated as appropriate.

State of New Jersey Statute requires municipal zoning ordinances to be "substantially consistent" with the land use and housing elements of the Master Plan. The Statute uses zoning ordinance regulation as the primary legal method of protecting historic places. The act authorizes municipalities to designate historic sites or historic districts in the zoning ordinance, to regulate those sites or districts, and to provide design criteria in that ordinance. The power to designate and regulate historic places is in addition to the power to designate and regulate contained in other provisions of the zoning enabling legislation.

Using the zoning law as the means of regulating historic places has significant legal consequences. A substantial body of law relates to the validity of zoning ordinances and the nature and limits of the zoning power. Established procedures exist for adoption, review, variances and appeal of zoning laws. Specific provisions relate to the effect of the Master Plan and the relation of the Master Plan provisions to the zoning and subdivision ordinances.

The Statute provides that the historic preservation plan element of the Master Plan will identify the standards used to assess the worthiness for historic site or district designation, and that the zoning ordinance may provide design criteria and guidelines. "Historic Site" is defined as any property, structure, nature object, etc, that has been formally designated in the Master Plan as being of historical, archaeological, cultural, scenic or architectural significance.

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1005.00 STANDARDS AND CRITERIA FOR HISTORIC SITES AND DISTRICTS

The following criteria are prescribed for evaluating properties for designation as State and National Historic Landmarks. They are applied in reviewing nomination in preparing recommendations. Studies leading to designation are prepared by historians, archaeologists, and anthropologists familiar with the broad range of the State's and Nation's historic and prehistoric sites and themes. The criteria established the qualitative framework in which comparative analysis of historic properties takes place.

State and National significance are ascribed to districts, sites, buildings, structures, and objects that posses exceptional value or quality in illustrating or interpreting the heritage of the United States in history, architecture, archeology, engineering and culture and that posses a high degree of integrity of location, design, setting, materials, workmanship, feeling and association. In addition, significance is ascribed to sites that:

- are associated with events that have made a significant contribution to, and are identified with, or that outstandingly represent, the broad national patterns of State and/or United States history, and from which an understanding and appreciation of those patterns may be gained; or

- are associated importantly with the lives of persons nationally significant in the history of New Jersey or the United States; or

- present some great idea or ideal of the American people; or

- embody the distinguishing characteristics of an architectural specimen exceptionally valuable for the study of a period, style or method of construction, or that represent a significant, distinctive and exceptional entity whose components may lack individual distinction; or

- are composed of integral parts of the environment not sufficiently significant by reason of historical association or artistic merit to warrant individual recognition but collectively compose an entity of exceptional historic or artistic significance, or outstandingly commemorate or illustrate a way of life or culture; or

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- have yielded information of major scientific importance by revealing new cultures, or by shedding light upon periods of occupation over areas of New Jersey or the United States. Such sites are those which have yielded, or which may reasonably be expected to yield, data affecting theories, concepts and ideas to a major degree.

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