

# Newark Downtown Core District Redevelopment Plan and Amendment to the Newark Plaza Urban Renewal Plan

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DRAFT



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# 1 Description of the Redevelopment Areas

## 1.1 Newark Downtown Core District Area

The Newark Downtown District Core Area ("Core Area") is comprised of approximately 24 acres (excluding streets) bounded by: Market Street and Edison Place to the north; Broad Street to the west; Green Street and Lafayette Street to the south; and McCarter Highway and Mulberry Street to the east (see Appendix A.1).

The area consists of the following tax blocks and lots:

Block 159 (All lots)  
Block 163 (All lots)  
Block 164 (Lots 27,28,32,40,41,42,43,93, 69,  
73,74,75,76,78,79,81,84,86,88,90,92,94)  
Block 165 (All lots except lots 4 and 11)  
Block 166 (All lots)  
Block 167 (All lots)  
Block 168 (All lots)  
Block 865 (All lots except lots 1,4,5,7,8,118,119,121,103)

The delineation of this area reflects certain recognizable and logical boundaries. The high density Newark Plaza Urban Renewal area (commonly referred to as the "Gateway" complex) and Penn Station define the northern boundary. McCarter Highway, a major State highway (NJ Route 21), and the elevated Northeast Corridor railroad tracks establish a strong physical and visual line to the east. The massing of municipal and federal government facilities south of Green Street (City Hall, Main Post Office,

Federal Courthouse, Federal Office Building) provides a distinct anchor along the southern boundary. Broad Street, the City's widest street and a major thoroughfare, defines the western boundary. Finally, an analysis of aerial photographs from 1940 through 2000 clearly indicates a district that has become more and more self-defined by the growing predominance of surface parking lots as the primary land use within these boundaries.

## 1.2 Newark Plaza Urban Renewal Area

The Newark Plaza Urban Renewal Area (the "Gateway Area") was established in the 1960's to revitalize the area immediately west of Newark Penn Station. Over the last several decades, the boundaries of the area have been amended, so that the area now reaches from the Passaic riverfront and the Northeast Corridor railroad tracks on the easterly side to Broad Street on the west, and from portions of Park Street on the north to parts of Lafayette Street on the south. Its precise boundaries are set forth in Appendix A.2

While the Gateway Area is much improved from the original conditions that first gave rise to its current redevelopment plan, portions of the area remain underutilized. In particular, the portions at the southern and western ends of the area have not seen the level of high density development that has taken place immediately around Penn Station, with the majority of that segment devoted to surface parking and single story retail uses. This plan seeks to amend the current plan for the Gateway Area to encourage more intensive re-use of those underutilized sites.



## 2 Statutory Basis For Redevelopment Plan

The Downtown Core Area Redevelopment Plan (hereafter referred to as "Core Plan") has been prepared by the City in furtherance of the determination by the Newark Municipal Council by resolution number 7RBA071404, adopted on July 14, 2004 that the area meets the statutory criteria for designating an "area in need of redevelopment" pursuant to the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. (the "LRHL"). The Newark City Council directed the Planning Board to conduct this investigation by Resolution 7RA(S) on April 12, 2004 and the Planning Board conducted a public hearing on June 9, 2004, after which it made a unanimous recommendation for designation to the City Council.

The Newark Plaza Urban Renewal Plan (hereafter referred to as the "Gateway Plan") has been in effect for more than three decades and has been responsible for the development of some of the City's most successful real estate, including the Hilton hotel and the four Gateway commercial buildings. Since some of the land area within the Gateway Plan has not yet been redeveloped, it is important to coordinate the new Core Plan with the existing Gateway Plan. The statutory basis for amendment of the Gateway Plan is substantially the same as the basis for adoption of the Core Plan and can be found at N.J.S.A. 40A: 12A-7.

To the extent that any provision of this document applies to both the Core Plan and the Gateway Plan, it may refer to this document as the "Redevelopment Plan" or the "Plan".



### 3 Purpose of the Plan

The purpose of this Plan is to set forth the terms and conditions under which the Core Area and/or the portion of the Gateway Plan area that has not yet been redeveloped may be redeveloped by a designated Redeveloper. In the amending of the Gateway Plan, the purpose of the Plan is also to eliminate any inconsistencies as may exist between the Gateway Plan and the concepts embodied in the Core Plan.



## 4 Goals of the Plan

### 4.1 Goals of the Plan

By adoption of this Core Plan and the amendment of the Gateway Plan, the City seeks to accomplish the following goals:

- A. To eliminate underutilization of the Area and to eliminate blighting influences.
- B. To coordinate the redevelopment of the land surrounding Penn Station in a manner that is consistent with other redevelopment projects previously implemented or currently underway in the vicinity.
- C. To maximize the use of the advantages provided by the Area's adjacency to Penn Station and other mass transportation resources.
- D. To allow for more efficient use of land and public services and to expand the City's tax base by encouraging higher density development.
- E. To expend the level of residential and/or commercial activity in the area, thereby increasing the potential for economic activity throughout the City.
- F. To maximize the participation of private developers while minimizing the participation of the public sector.
- G. To provide site improvements that will beautify the Area.
- H. To provide for planned traffic circulation in and through the Area to minimize the impact on the remainder of the City.
- I. To create a well planned development area which will provide opportunities for entertainment, recreation, permanent employment, commercial and/or retail facilities and housing within an area that is currently underutilized but has the potential for sound development.
- J. To facilitate the timely construction of streets, infrastructure, open space and other public improvements which will benefit the residents of the City as a whole.
- K. To provide a system of streets and open spaces that encourage a safe, engaging, pedestrian-friendly area within the commercial core of the City.
- L. To provide for intelligent and efficient improvements to the City's infrastructure systems to support this and other future developments.
- M. To provide for the creation of places which promote citizen security, pedestrian activities, and social interaction.
- N. To provide a variety of market-value housing types and commercial and retail establishments through new construction of low, mid and high-rise structures.



O. To create the opportunity for positive social activity within the City during both the day and the evening hours of every day of the week.

P. To encourage more people to take up permanent residence within the downtown.

The goals set forth above are intended to be broad, general policy statements. While it is possible that specific aspects of the plan may result in minor variations or deviations from these goals, it is intended that the overall result of the implementation of this plan will be consistent with the goals as set forth.

## **4.2 Proposed Redevelopment Actions**

In carrying out this Plan, the City, through a designated Redevelopment Entity and such designated redevelopers as may be deemed appropriate, intends to undertake a variety of redevelopment actions. These will include but will not be limited to:

A. Clearance of all dilapidated and underutilized structures.

B. Acquisition and assembly of suitable parcels of land for the construction of high density commercial, residential and recreational facilities.

C. Improvement of roadways, streetscapes and other infrastructure required for the support and service of the redevelopment areas.

D. Rehabilitation of sound compatible uses.

E. Construction of public and private buildings and other improvements appropriate to the purposes of this plan.



## 5 Overview of the Plan

The areas that are the subject of this Plan present a unique opportunity for the City. Because of their proximity to so many of Newark's existing assets, such as its mass transit hub, its government center, its retail center and several of its major highway connections, the area has the potential for a level of development that could easily be the densest of any within the City. While that possibility could do wonders for the City's economic fabric, it must be done with careful planning in order to maximize its benefit. In order to outline how the area and key properties adjacent to it could be structured so as to tap that full potential, the following page presents an Illustrative Plan for the affected area.

As can be seen in that plan and the accompanying model, the Core can truly fulfill the role of tying together many of the City's current assets, while establishing a new concept of urban design that provides a pedestrian friendly environment capable of support 24/7 lifestyles in a high density urban setting. The Illustrative Plan gives a clear picture of how major league sports can serve as a catalyst for mixed use development that will add to the market-rate housing stock, expand the range of retail and entertainment offerings and provide attractive sites for major additions to Newark's commercial sector.

While the Illustrative Plan is not a binding part of the regulations promulgated through this plan but rather is an example of how this redevelopment plan may be implemented, it is a valuable tool in visualizing the scope and scale of this undertaking. Actual development may vary as to its particulars, but

the key elements of the Illustrative Plan, such as the new street network and mass transit connections, the mass of land devoted to open space, parks and plazas, the variety of uses in a high-density configuration and the careful massing of structures to provide both architectural interest and appropriate levels of light and air, will be present in whatever is the final product.

As a final note, it is important to note that two of the sites included within the Illustrative Plan are not part as the areas affected by this Redevelopment Plan. They include the site shown spanning over the railroad tracks and the site immediately east of those tracks. They have been included within the Illustrative Plan in order to show the potential for even greater connectivity between the proposed and the Ferry Street corridor of the Ironbound community.



## 5.1 The Illustrative Plan





## 5.2 Summary of Proposed Uses (Core Area)

The following is a summary of the approximate square footage of uses proposed for development within the Core Area. The final square footage and distribution of use shall be determined by the Redevelopment Entity and shall be reflected within the Redeveloper Agreements as may be executed between the Redevelopment Entity and such Redevelopers as may be designated by the Redevelopment Entity.

Use	Approximate Square Footage	Parking
Mixed Use Arena		
<i>Arena (18,000 seats)</i>	675,000 sq. ft.	4,000 spaces
<i>Community Center</i>	200,000 sq. ft.	200 spaces
Educational Facilities		
<i>Board of Education</i>	225,000 sq. ft.	500 spaces
Retail		
<i>Entertainment Center</i>	235,000 sq. ft.	47 spaces
<i>Other Retail</i>	200,000-300,000 sq. ft.	40-60 spaces
Residential – Mixed Use	1,000,000-1,700,000 sq. ft.	1,000-1,700 spaces
Office/Commercial – Mixed Use	1,300,000-2,000,000 sq. ft.	1,300-2,000 spaces
Structured Parking	450,000 sq. ft.	

Note that the parking levels indicated are not cumulative in nature, as parking capacity may be available for use by more than one type of use, such as office parking being used for entertainment purposes at night and on weekends.



### 5.3 Summary of Proposed Uses (Gateway Area)

The following is a summary of the approximate square footage of uses proposed for development within the Gateway Area. The final square footage and distribution of use shall be determined by the Redevelopment Entity and shall be reflected within the Redeveloper Agreements as may be executed between the Redevelopment Entity and such Redevelopers as may be designated by the Redevelopment Entity.

Use	Approximate Square Footage	Parking
Hotel	200,000 sq. ft.	75 spaces
Residential Mixed Use	350,000-600,000 sq. ft.	350-600 spaces
Commercial Mixed Use	350,000-600,000 sq. ft.	350-600 spaces
Other Retail	75,000-100,000 sq. ft.	15-20 spaces
Structured Parking	385,000 sq. ft.	

Note that the parking levels indicated are not cumulative in nature, as parking capacity may be available for use by more than one type of use, such as office parking being used for entertainment purposes at night and on weekends.



## 6 Definitions

As used in this Redevelopment Plan, the following terms shall be defined as indicated:

A. City: Shall mean the City of Newark, New Jersey

B. Core Area: Shall mean the land contained within the boundaries of the Downtown Core District Redevelopment Plan

C. Core Plan: Shall mean the Downtown Core District Redevelopment Plan

D. Gateway Area: Shall mean the land contained within the boundaries of the Newark Plaza Urban Renewal Plan

E. Gateway Plan: Shall mean the Newark Plaza Urban Renewal Plan

F. Planning Board: Shall mean the Central Planning Board of the City of Newark, New Jersey

G. Redeveloper: Shall mean any person, firm, corporation or public body that shall enter into or propose to enter into a contract with a municipality or other redevelopment entity for the redevelopment or rehabilitation of an area in need of redevelopment, or an area in need of rehabilitation, or any part thereof, under the provisions of this act, or for any construction or other work forming part of a redevelopment or rehabilitation project.

H. Redeveloper's Agreement: Shall mean a contract between a Redeveloper and the Redevelopment Entity that sets forth the terms and conditions under which the Redeveloper is allowed to undertake a Redevelopment Project.

I. Redevelopment Entity: Shall mean the entity authorized by the Municipal Council of the City of Newark pursuant to N.J.S.A. 40A: 12A-4 to implement the Redevelopment Plan.

J. Redevelopment Plan: Shall mean the Downtown Core District Redevelopment Plan and the amendment to the Newark Plaza Urban Renewal Plan.

K. Redevelopment Project: Shall mean any work or undertaking pursuant to a redevelopment plan; such undertaking may include any buildings land , including demolition, clearance or removal of buildings from land, equipment, facilities, or other real or personal properties which are necessary, convenient or desirable appurtenances, such as but not limited to streets, sewers, utilities, parks, site preparation, landscaping, and administrative, community, health, recreational, educational and welfare facilities.



## 7 Transportation Plan

### 7.1 Proposed Street Network

Streets are a city's most important public spaces. Streets must be designed for the movement of vehicles as well as the movement of pedestrians. More people experience the city from streets than any other place. Streets have functional, aesthetic and perceptual characteristics that must work together to produce places with the highest value. Streets form the structure onto which the buildings and parks are attached. It is from the street that our initial and long-term perception of place is formed. It is the organization of the street network into blocks that allows easy and understandable movement of both vehicles and pedestrians throughout the site. The layout of the streets and the placement, design, scale and architectural characteristics of the buildings impact the senses of enclosure, legibility, visual termination and landmarking critical to positively experiencing a place.

The proposed plan calls for a new network of streets to connect to the existing street network. This network delineates buildable blocks. Automobile traffic is distributed evenly across and around the site. The network provides easy access to new parking on local streets while providing through movement on major streets. Specific streets including Lafayette, Mulberry and McCarter will be widened. Lafayette will be realigned to accommodate the expected increase in traffic flow. Most of the internal streets will be narrower and more residential in character.

Virtually all of the streets will be transformed. As an example, Mulberry Street will become a two-way boulevard, Lafayette will

be widened and realigned and the portion of Edison Place between Mulberry and Broad will be brick paved from building edge to building edge and will be closed at certain times to act as a pedestrian mall.

The streets serving the site have a range of lanes and parking arrangements based on the projected traffic flow and location. Traffic is kept moving at a controlled pace through additional lanes and appropriate computer controlled traffic lights. All of the sidewalks are buffered with curb edge parking and/or landscaping, to insure that pedestrian circulation is enhanced.

The street network, block configuration and the elevated walkway to Penn Station and the Ironbound District provide multiple paths to every destination, enabling pedestrians to take alternative routes and thereby further enhancing the pedestrian experience. The street grid allows drivers to avoid backups by taking alternative routes. Blocks are varied and small.

The Plan defines nine blocks of varied sizes. The smallest blocks are located between Mulberry and McCarter Highway with the largest block containing the mixed-use arena located between Mulberry, Broad, the expanded Lafayette and Edison.

The Plan provides that the Redevelopment Area will be served by five major streets, each with significant vehicular capacity. Located on the periphery of the Area are McCarter Highway, Broad Street, the widened Lafayette, Market Street and Mulberry Street, redesigned as a two way street with a center median.



Connecting to these major streets is an internal street circulation network forming a series of blocks and an urban plaza between Mulberry and McCarter Highway. The continuation of Liberty, Columbia along with a new street around a major urban plaza completes the internal network of vehicular roadways. The proposed street network is illustrated in the attached Exhibit B.1.

## 7.2 Street Typologies

In order to encourage the formation of a vibrant street life within the areas, the Plan recommends that the public streets be designed to include expansive sidewalks, attractive lighting and street furniture systems, appropriate landscaping and access to parks and plazas. Where possible, the use of raised, landscaped medians is also encouraged.

In order to accommodate these features, this Plan provides for the realignment of several streets and for widening of several of the rights-of-way. The following are the maximum widths that shall be permitted for each of the streets within the Core Area: As illustrations of appropriate ways in which to utilize these rights-of-way, Appendix B.2 provides recommended standards for each of the street segments. Those appendices include recommendations for each of the following characteristics: movement type, # travel lanes, # parking lanes, curb radius, vehicular design speed, pedestrian crossing time, sidewalk width, planting area width, planter types, lighting systems and tree species.

Street	From	To	Maximum R.O.W.
Mulberry St.	Market St.	Green St.	126 ft.
Lafayette St.	Broad St.	McCarter Highway	80 ft.
Devil's Blvd.	Mulberry St.	Mulberry St.	52 ft.
Edison Pl.	Broad St.	Mulberry St.	50 ft.
Market St.	Approximately 200' west of Mulberry St.	Approximately 200' east of Mulberry St.	128 ft.
McCarter Highway	Edison Pl.	Lafayette St.	120 ft.
Columbia St.	Edison Pl.	<i>New Blvd.</i>	58 ft.
Columbia St.	<i>New Blvd.</i>	Lafayette St.	58 ft.
Liberty St.	<i>New Blvd.</i>	Lafayette St.	58 ft.
Broad St.	Edison Pl.	Lafayette St.	133 ft.



### 7.3 Vehicular Circulation Plan

The street system has been designed to provide a sense of enclosure, enhance district character, visually terminate at desired locations and to provide physical and visual access to public places both in and beyond the Core Area. The street configurations and locations were designed to meet the projected traffic, pedestrian volume and circulation needs of both the Core Area and the affected portions of the Central Business District. Appendix B.3 provides a map showing the vehicular circulation pattern expected for the area.

### 7.4 Pedestrian Circulation Plan

The Plan is designed to encourage mass transit and pedestrian access to the Core Area and the Gateway Area by providing a system of safe, convenient and attractive pedestrian features and direct linkages to existing mass transit services. A key feature of the pedestrian oriented aspect is the fact that the Plan combines access across public areas with access to dedicated portions of the privately developed site to produce an integrated network of paths and spaces that welcome foot traffic. The key features included within this Plan are as follows:

A. South Concourse Connector: The Plan envisions the rehabilitation or replacement of the former Central Railroad of New Jersey bridge to provide a direct pedestrian connection to the platforms of Newark Penn Station. This connection will make all of the Core Area accessible to train service within a five-minute walk.

B. New Boulevard Plaza: This public plaza of more than one-

half acre, framed by a low volume street will provide direct visual connection between the train station and the heart of the Core Area. In addition, the plaza will facilitate pedestrian movement from the station to the Core Area and among the various development sites within the Core.

C. Arena Plaza and Atrium: The Plan provides for an indoor sports and entertainment facility to be located within a system of outdoor plazas and enclosed and partially enclosed atriums. Those spaces will serve as gathering places for entertainment events, as well as providing a sense of open space at other times.

D. Linear Parks: The Plan also provides for landscaped park spaces along Mulberry Street across from the sports and entertainment facility. This park continues a theme that has been proposed for the portion of Mulberry Street south of the Core Area, and allows pedestrians to walk in a shaded and landscaped public area.

E. Sidewalks: As outlined in Section 7.2 of the Plan, recommended sidewalk widths are substantially larger than currently exist, and provide for intelligently designed lighting, trees and street furniture, all designed to enhance the pedestrian experience.

F. Center Medians: The Plan provides for the use of a raised and landscaped center median along Mulberry Street, which will echo those planned for both Broad Street and McCarter Highway. These medians help unclutter the sidewalk area, provide a safe haven for those crossing the street and allow for additional green space to be introduced.



G. Closable Streets: In order to accommodate both pedestrian flow and significant public assembly as will occur in conjunction with sports and entertainment events, the Plan provides for the temporary closure of both Edison Place, between Broad Street and Mulberry Street, and the entire length of *New Boulevard* to vehicular traffic. This can be accomplished without interfering with necessary vehicular access to parking facilities.

Appendix B.4 (Event Non Event Circulation) provides illustrations of how these features support convenient pedestrian circulation patterns.



## 8 Land Use Plan

### 8.1 General Requirements

Unless otherwise specified in this Redevelopment Plan, the provisions of this Redevelopment Plan shall supercede the provisions of the Newark Zoning Ordinance.

Specific application of the land use and development requirements of this Plan, as they affect existing uses will be as follows:

- A. Existing uses that are nonconforming with the current B-4 or I-2 zoning provisions will remain nonconforming unless they are expressly permitted in this Redevelopment Plan.
- B. Existing uses that are conforming with either the B-4 or I-2 zone regulations on the effective date of this Redevelopment Plan, but are not listed as a permitted use in this Redevelopment Plan, will remain conforming uses until such time as the property is acquired by the Redevelopment Entity as authorized by this Plan. Rehabilitation or redevelopment of such properties thereafter shall be subject to the provisions of this Redevelopment Plan.

### 8.2 General Description (Core Area)

The Plan for the Core Area anticipates the construction of approximately 4.3 to 6.5 million square feet of new urban

uses, inclusive of structured parking. The area will include urban mixed and multiple uses including, retail, housing, offices, entertainment, a community center and a mixed use sports, exhibition and entertainment (MUSEE) complex. Provisions for adequate on-site parking are included in the Plan, as well as several new parks, urban plazas, enhanced sidewalks, and a walkway connecting the Core Area to Newark Penn Station. This dynamic new urban setting is designed to take advantage of its strategic location adjacent to Penn Station, the projected light rail project, proposed improvements to Broad Street and Mc Carter Highway, ongoing improvements to the central business district and to the proposed redevelopment area along Mulberry Street.

### 8.3 General Description (Gateway Area)

The amendment to the Gateway Plan is intended to provide for uses that are complementary to those proposed for the Core Area and to assure an appropriate transition from the new development in the Core Area to the existing developments built previously within the Gateway Area. Uses include mixed use commercial and residential structures, a hotel, structured parking, all with the potential for retail uses at grade level.



## 8.4 Permitted Uses

The following uses shall be permitted within both the Core Area and the Gateway Area.

- A. Multipurpose indoor sports/cultural/exhibition facilities; including all ancillary facilities such as locker rooms and practice facilities
- B. Office buildings: Premises available for the transaction of general business, but excluding retail sales and manufacturing activity. Examples: Professional offices, architecture firms, law offices, medical offices, banking back offices
- C. Retail: Premises available for the commercial sale of merchandise and prepared foods, but excluding manufacturing activity. Examples: markets, stores, convenience stores, entertainment establishments, restaurants, cafes, bars, health and fitness clubs, clothing stores, banks, etc.
- D. Facilities for the broadcast and print media;
- E. Facilities required for the delivery of public safety services
- F. Facilities required for the delivery of mass transportation services
- G. Educational Facilities: Premises used exclusively for educational uses by a college, a university, the local school district or other accredited educational institution. Examples include classrooms, lecture halls, labs, offices for university staff
- H. Parking: Premises built within a structure housing other

uses and used exclusively for the parking of automobiles and primarily to support other uses permitted on the site

- I. Parking structures with street level retail shops;
- J. Hotels: Permitted hotels must have a minimum of 200 rooms and be of the full service type, including restaurant and conference services on site
- K. Multi-Family Residential: Includes premises available for long-term human habitation by means of ownership or rental, but excluding premises offered for rental for periods of less than a month's duration; excludes all boarding houses and rooming houses.
- L. Parks and Public Plazas.
- M. Mixed uses that combine any two or more of the permitted uses within a single building

The locations within those areas within which each specific use is permitted is set forth in Appendices C.1.1 and C.1.2. In general, all uses are permitted throughout the Core Area and the Gateway Area with the following exceptions:

The multipurpose indoor sports/cultural/exhibition complex must occupy the site bounded by Lafayette Street, Broad Street, Mulberry Street and Edison Place.

Retail uses are required at ground level along such frontages as indicated in Appendices C.1.1 and C.1.2. Retail uses are optional at ground level along such frontages as indicated in Appendices C.1.1 and C.1.2. Retail uses are prohibited at ground level along all other frontages.



## 8.5 Interim Uses

The following shall be permitted interim uses within both the Core Area and the Gateway Area. The duration during which such uses may remain in place shall be determined by the Redevelopment Entity and shall be reflected within the Redeveloper Agreements as may be executed between the Redevelopment Entity and such Redevelopers as may be designated by the Redevelopment Entity.

A. Parks and plazas

B. Surface parking facilities

C. Any other use approved within the Redeveloper Agreement that will not encumber the property in any way as would hinder the ultimate development of the permanent permitted use.

D. Commercial kennels and animal husbandry facilities.

E. Jails and Prisons

F. Terminals for large-scale mass transportation services

G. Warehousing or distribution facilities.

H. Automotive sales, repair, or long-term storage.

I. Labor pool buildings, halfway houses, and food pantries.

J. Industrial and/or manufacturing operations

K. Facilities producing adverse impacts on adjacent properties in general, usually as a result of odor, vibration, noise, pollution, or socioeconomic disruption.

L. Structured parking facilities, except those required to meet the permitted parking requirements of permitted uses within the Core Area and/or the Gateway Area

## 8.6 Prohibited Uses

Any use not expressly permitted as either a permitted use or as an interim use shall be prohibited within both the Core Area and the Gateway Area. The following list includes examples of uses that are prohibited and is not intended to be exhaustive of all prohibited uses.

A. Drive-through commercial uses where patrons remain in automobiles,

B. Gas and service stations.

C. Vending machines, except when located within buildings.



## 8.7 Height and Bulk Requirements

For purposes of establishing height and bulk requirements, the Core Area has been classified into ten disposition parcels and the portion of the Gateway Area affected by this Plan has been classified into four parcels. The locations of each parcel is set forth in Appendix C.1.

For each parcel, the permanent redevelopment shall exhibit characteristics of height and bulk that are consistent with the parameters set forth in the tables below. To the extent that development of any parcel is to be undertaken in phases, the **portion of the total bulk to be required or permitted in each phase** *In* no event however, shall such determination permit development in any phase as would cause the entire parcel to be developed in a manner that is not consistent with the standards set forth in this section.

In order to illustrate the type of building envelopes that will produce the desired massing on each parcel while ensuring that sound design principals are preserved, Appendices C.4.1 through C.4.14 set forth examples of acceptable building configurations. The standards set forth in the Appendices shall not be binding, but rather shall be considered as illustrative guidelines for massing and configuration. The final determination as to the exact configuration to be utilized within each parcel shall be determined by the Redevelopment Entity and shall be reflected within the Redeveloper Agreements as may be executed between the Redevelopment Entity and such Redevelopers as may be designated by the Redevelopment Entity. Such determination may provide for the massing and configuration to be different than that which is set forth in the Appendices, but in no event shall such determination permit development which is inconsistent with the standards set forth in this section.

### Parcel A

BLOCK FACE		Min. Height (ft.)	Max. Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	<b>Mulberry St.</b>	40 ft	160 ft	40 - 120 ft	45 ft	60 ft	NA	NA	NA	NA
	<b>Edison Pl.</b>	45 ft	160 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA
	<b>Broad St.</b>	45 ft	60 ft	0 ft	NA	NA	NA	NA	NA	NA
	<b>Lafayette.</b>	45 ft	160 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA

### Parcel B

BLOCK FACE		Min. Height (ft.)	Max. Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	<b>Mulberry St.</b>	45 ft	80 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA
	<b>Lafayette.</b>	45 ft	80 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA



## Parcel C

BLOCK FACE		Min. Height (ft.)	Max Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	<b>Green St.</b>	120 ft	200 ft	0 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	<b>Lafayette.</b>	120 ft	200 ft	0 ft	45 ft	60 ft	140 ft	200 ft	NA	NA

## Parcel D

BLOCK FACE		Min. Height (ft.)	Max Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	<b>Mulberry St.</b>	45 ft	80 ft	120 ft	NA	NA	NA	NA	NA	NA
	<b>Edison Pl.</b>	45 ft	60 ft	10 ft	NA	NA	NA	NA	NA	NA
	<b>Market St.</b>	(3)	(3)	0 ft	NA	NA	NA	NA	NA	NA

## Parcel E

BLOCK FACE		Min. Height (ft.)	Max Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	<b>Mulberry St.</b>	110 ft	200 ft	5 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	<b>Edison Pl.</b>	60 ft	200 ft	0 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	<b>Market St.</b>	110 ft	200 ft	5 ft	455 ft	60 ft	140 ft	200 ft	NA	NA

## Parcel F

BLOCK FACE		Min. Height (ft.)	Max Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	<b>Mulberry St.</b>	45 ft	120 ft	40 ft	45 ft	60 ft	NA	NA	NA	NA
	<b>Green St.</b>	45 ft	120 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA
	<b>Lafayette.</b>	45 ft	120 ft	0 ft(2)	45 ft	60 ft	NA	NA	NA	NA



## Parcel G

BLOCK FACE		Min. Height (ft.)	Max. Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	<b>Mulberry St.</b>	140 ft	400 ft	40 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	<b>Edison Pl.</b>	140 ft	400 ft	0 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	<b>Columbia St.</b>	140 ft	260 ft	10 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	<b>Triangular Park</b>	140 ft	400 ft	0 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft

## Parcel H1

BLOCK FACE		Min. Height (ft.)	Max. Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	<b>Mulberry St.</b>	60 ft	300 ft	40 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	<b>Columbia St.</b>	45 ft	60 ft	10 ft	NA	NA	NA	NA	NA	NA
	<b>Triangular Park</b>	60 ft	300 ft	0 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	<b>Lafayette.</b>	60 ft	200 ft	0 ft	45 ft	60 ft	140 ft	200 ft	NA	NA

## Parcel H2

BLOCK FACE		Min. Height (ft.)	Max. Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	<b>Liberty St.</b>	60 ft	140 ft	10 ft	45 ft	60 ft	NA	NA	NA	NA
	<b>Columbia St.</b>	40 ft	60 ft	10 ft	NA	NA	NA	NA	NA	NA
	<b>Triangular park.</b>	60 ft	320 ft	0 ft	45 ft	60 ft	140 ft	200 ft	300 ft	NQ
	<b>Lafayette.</b>	60 ft	140 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA

## Parcel H3

BLOCK FACE		Min. Height (ft.)	Max. Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	<b>McCarter Hwy.</b>	60 ft	600 ft	0 ft (4)	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	<b>Liberty St.</b>	60 ft	600 ft	5 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	<b>Triangular Park</b>	140 ft	600 ft	0 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	<b>Lafayette.</b>	60 ft	140 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA



## Parcel I

BLOCK FACE		Min. Height (ft.)	Max. Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	McCarter Hwy.	60 ft	140 ft	0 ft (4)	45 ft	60 ft	NA	NA	NA	NA
	Edison Pl.	60 ft	140 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA
	Columbia St.	60 ft	140 ft	10 ft	45 ft	60 ft	NA	NA	NA	NA
	Triangular Park	60 ft	140 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA

## Parcel J

BLOCK FACE		Min. Height (ft.)	Max. Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	Mulberry St.	140 ft	400 ft	0 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	Market St.	140 ft	400 ft	0 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	Clinton St.	60 ft	140 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA

## Parcel K

BLOCK FACE		Min. Height (ft.)	Max. Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	Edison Pl.	45 ft	60 ft	0 ft	NA	NA	NA	NA	NA	NA

## Parcel L

BLOCK FACE		Min. Height (ft.)	Max. Height (ft.)	Build-to Line	Initial Setback Min. ht.	Initial Setback Max. ht.	2nd Setback Min. ht.	2nd Setback Max. ht.	3rd Setback Min. ht.	3rd Setback Max. ht.
	McCarter Hwy.	140 ft	300 ft	0 ft (4)	45 ft	60 ft	140 ft	200 ft	NA	NA
	Edison Pl.	140 ft	300 ft	0 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	Market St.	140 ft	300 ft	20 ft	45 ft	60 ft	140 ft	200 ft	NA	xx



## 8.8 Parking Requirements

All new construction shall provide parking as follows:

Use	Minimum	Maximum
Residential	1 per d.u.	2 per d.u.
Office/Commercial	1 per 1,000 s.f.	3 per 1,000 s.f.
Retail	1 per 5,000 s.f.	1 per 1,000 s.f.
Hotel	.25 per room	1 per room
MUSEE	1,000 spaces	4,000 spaces

A. Shared Parking: In order to promote more efficient use of parking facilities, a parking space may be counted towards the parking requirement for two or more different uses, provided that:

1. The applicant exhibits to the Planning Board's satisfaction that demand for these shared parking spaces by each use, based on time of day, will not significantly overlap.
2. No more than 75 percent of the parking spaces counted towards any use are shared spaces.

B. Parking structures shall be masked from street view by integrated design and/or habitable building, either commercial or residential. Whenever a parking structure meets the frontage line it must be done so as per the requirements of the Design Standards section of this Plan.

C. All parking/garage space flush to frontage lines shall incorporate an external façade mimicking that of the adjacent building.

D. Partially underground parking may be placed directly against street frontage where it is articulated as a basement wall

with windows in masonry treatment to complement the primary façade of adjacent building or to appear as a garden wall.

E. For parking oriented perpendicular to the access aisles, all required parking spaces shall be a minimum of eight and one-half (8½) feet wide by eighteen (18) feet deep. All aisles shall be a minimum twenty two (22) feet wide. Forty percent (40%) of parking stalls may be compact, a minimum of eight (8) feet wide by sixteen (16) feet deep. For parking oriented on an angled basis to the access aisle, the dimensions of stalls and aisles shall be subject to approval by the Planning Board.

F. Valet parking may be allowed if it can be demonstrated that an efficient, safe means of operation will be provided. Valet parking spaces shall have a minimum dimension of 8 feet wide by 16 feet deep. All requests for the use of valet parking shall be subject to the approval of the Planning Board.

G. All parking structures shall have pedestrian entrances with direct access onto a sidewalk.

H. Vehicular access into any parking facility shall be subject to the approval of the Planning Board. In no event will vehicular access to any parking facility be permitted for any part of Mulberry Street or New Boulevard that is located within the Core Area.

I. To the extent that any parking structure is constructed on the basis of providing parking in support of either residential or commercial uses in an amount in excess of the minimum required by this section, such parking in excess of the minimum may be required to be operated as a public parking



facility during such hours as the primary users do not require access to the facility. The determination as to degree to which such public access shall be required shall be determined by the Redevelopment Entity and shall be reflected within the Redeveloper Agreements as may be executed between the Redevelopment Entity and such Redevelopers as may be designated by the Redevelopment Entity.

## 8.9 Loading and Disposal Requirements

- A. Each building shall be designed so as to accommodate ground floor access to garbage dumpsters and recyclable containers in such quantities as may be determined by the Planning Board.
- B. Off-street loading docks shall be provided for each building. At a minimum, each building shall have one loading dock. The number of loading docks required shall be as determined by the Planning Board based on square footage of the building.
- C. In no event will access to any loading or disposal facility be permitted for any part of Mulberry Street or New Boulevard that is located within the Core Area.

Appendix C.3 provides an illustration of the recommended locations for loading and disposal access points within the Core Area.



## 9 Design Standards

### 9.1 Mandatory Architectural Standards

The following standards shall apply to all buildings to be constructed within the Core Area and the Gateway Area, except for the multipurpose indoor sports/cultural/exhibition facility.

A. Build-To Lines: Build-to-lines are established to ensure that building placement clearly define street edges and corners. The build-to-line is the line parallel to the property line along which the façade of the building must be located. Façades are defined as any vertical, exterior wall of a building. All buildings are required to place a facade along a minimum of 80% of the build-to line along each street frontage. At street corners, building facades must occupy 100% of the build-to-line within 50 feet of the property corner.

B. Stepbacks: All buildings constructed above the heights specified in the section of this plan entitled "Height and Bulk Requirements" shall be required to include stepbacks in their design and construction. The exact location of each stepback is permitted to vary within a range in order to permit flexibility and creativity in design.

C. Building Edge Conditions: Building edge conditions shall vary by use, as follows:

1. Where buildings have residential uses on the ground floor, the finished first floor must be raised a minimum of 3 feet to a maximum of 5 feet above grade with space allocated in front of those units for a semipublic yard. This yard shall be

a minimum of 6 feet in depth, be heavily landscaped and edged by a metal/decorative fence no higher than 3 feet. Stairs may be either perpendicular or parallel to the right-of-way.

2. Where entrances serve a multi-family residential building or a commercial building the entrance should be at grade level with internal access through a lobby. If a marquee or canopy is used, it shall extend out from the entrance to a minimum of 50% of the distance from the façade to the curb. With the approval of the Planning Board, the marquee or canopy may extend to the curb edge.
3. All entrances to retail uses on the ground floor be at grade level. Retractable awnings shall be permitted to a maximum distance of 10 feet from the building façade.

D. Buildings shall be designed so as to be aesthetically pleasing from all viewing points and shall be oriented toward the street so as to provide a continuous and varied streetscape.

E. Building facades shall be oriented towards the street in order to create a continuous and seamless street frontage.

F. All mixed-use buildings or single use retail buildings shall provide a minimum of 65% glass area on all frontages designated in Appendix C.1.1 for mandatory retail use. To the extent that retail uses are placed within frontages designated in Appendix C.1.2 for optional retail use, this requirement shall also apply.

G. Rooftop mechanical equipment shall be screened from all



viewing directions and elevations in order to minimize the negative aesthetic impact upon the viewer both from street level and as may be viewed from surrounding buildings. All screening shall be consistent with the architectural design and materials used for the building.

H. Mechanical structures shall be fully integrated within the architectural and structural design of the building. All parts and components of cellular phone antennas, satellite dishes, television and radio antennas shall be designed to be in harmony with the surrounding architectural context. Screening shall only be permitted in such cases where other design solutions are not practicable.

I. Building Attachments: Awnings, bay windows, balconies, roof overhangs, stoops and porches, may encroach in front of the setback line, provided they conform to the maximum attachment dimensions listed below. All of the above, except stoops and porches, may also encroach into the public right of way. Inclusion of any building attachment shall be subject to the approval of the Planning Board. The maximum dimensions that may be so approved are as follows:

1. Awnings may extend to a maximum of 10 feet from the building facade and may place supports upon the public sidewalk.
2. Bay Windows may extend to a maximum of 4 feet from the building facade
3. Projecting/cantilevered balconies may extend to a maximum of 2 feet from the building facade.

J. Story Heights: Each story above the ground floor shall be no less than 10 feet from floor to floor and no more than 15 feet from floor to floor. The ground floor of all buildings shall be a minimum of 2 feet taller than the upper stories,

with a minimum height of 12 feet from floor to floor. For any building that does not include retail use on the ground floor, the maximum height of the ground floor shall be 20 feet. For any building that does include retail on the ground floor, the maximum height of the ground floor shall be 28 feet from floor to floor. Retail ground floor uses may include a mezzanine level.

K. Residential Elevations: Residential first floors shall be at a minimum of 2 feet above the sidewalk. Residential window sills shall be a minimum of 5 feet above the sidewalk.

L. Building Entries: Every use within a building shall have its own primary point of pedestrian entry which shall be located on the street and allow ingress and egress from the street. All buildings shall place this primary entrance at one street frontage, although additional secondary entrances shall be permitted. Every apartment and office within a building shall be provided with a path to and from the sidewalk that does not pass through a parking garage and this path shall serve as the primary, prominent entrance. All retail and commercial establishments within a building shall place their primary entrances at the sidewalk.

M. Prominent Entries: Main building entries shall be easily identifiable as such from the sidewalk, and should not occur simply as voids between buildings. All buildings shall have entrances accessed directly from the public sidewalk and/or from interior block spaces with shared courtyards

N. Façade Ratio: The percentage of void area (windows and other openings) in a building façade shall be between 20% and 60%, except at street-level retail frontages, where it shall not be less than 65%.



- O. Façade Composition: "Scattered-window" facades shall not be allowed along any frontage facing a public right-of-way. Each such façade shall present a unified, rational composition.
- P. Façade Materials at Corners: At building corners, façade materials must be the same on both faces meeting at the corner. These materials must extend at least 20 feet from the corner on both faces.
- Q. All parking garages shall integrate their facades with that of surrounding buildings. If a parking facility is integrated into a mixed-use structure, facade treatment will be designed as a whole, with the parking portion designed to complement the remainder of the building. Except for the main entrance, all exposed facades shall be designed to eliminate headlight lamp glare. All garage openings shall mimic the designed window size and placement of the rest of the building using similar design language with decorative gates and fenestration. The main vehicular entrance door shall be recessed from the primary façade. The gate and overhead door shall match and compliment in color and design the architecture of the building.
- R. Parking Entrances: Parking structures shall not be entered through gaps between buildings, but through vehicular openings in the frontage line wall of the building. Parking structures shall provide direct pedestrian access to sidewalks such that users may exit the parking facility without entering a building. All vertical circulation areas fronting the street shall be fenestrated to approximate a residential stairwell, and shall be lit in the daylight-incandescent range. Parking entrance doors shall be of a complementary architectural style as the building and be painted a complementary color as the building.
- S. All surface parking and loading areas shall be graded, paved with a durable dust-free surface, effectively drained and well landscaped.
- T. Antennas: Antennas of any type shall only be permitted on the exterior of any building with the approval of the Planning Board as to their size, shape and location.
- U. All trash storage and recycling areas shall be placed within parking structures or buildings and shall not be visible from outside of the building.
- V. Utilities: All machinery and the mechanical controls for same, including but not limited to transformers, dumpsters, junction boxes, lift stations, electrical meters, condensers, and signal boxes, shall be interior to the block and masked from frontages by building elements in a manner consistent with the design of the building, incorporating false windows and dispersed venting to maintain the window rhythm and building pattern design. A wall of venting for mechanical rooms shall not be permitted. When a mid-block location is incorporated into the project or phase, the above referenced utilities shall be located mid-block if technologically feasible.
- W. All buildings shall display the street address of the building such that it is clearly visible from the adjoining street right-of-way.



## 9.2 Optional Architectural Standards

The following standards are recommended for use in the design of buildings to be located within the Core Area or the Gateway Area, but shall not be mandatory.

- A. Façade Color: High quality masonry should be utilized on the first two floors of all buildings. Masonry colors should emulate the colors utilized in the masonry of the buildings within the central business district that were constructed prior to 1941. Wall surfaces above the second floor may be of different materials, including stucco, and lighter colors, including cream, beige, tan, gray, yellow, ochre, red, and brown. Curtain walls may be utilized above the level of the initial setback.
- B. Blank Walls: Frontage walls should not be blank at the street level. First floor walls at frontages should have no less than one window per structural bay and the maximum spacing between window centerlines should be 25'. These windows should form a pattern that suggests habitation. Exposed basement walls at frontages should have at least one small window per structural bay and the maximum spacing between window centerlines should be 25'.
- C. Façade Materials: To avoid busyness, facades should consist of no more than three materials, textures or colors, windows and framing not included. Any changes in primary wall material should occur across a horizontal line, with the heavier-appearing material below the lighter (for example, wood over bricks, or bricks over stone). Brick should be used to at least the floor line of the second floor and should be a minimum of 15' high.
- D. Strip Windows: Strip windows should not be used; i.e., no window should have a width to height ratio of greater than 2:1 without a separation from the adjacent window formed by the main building façade material. This requirement should not apply to windows used for ground floor retail purposes, nor on the top floor of any building or in any clerestories.
- E. Expansion Joints: Facades should be designed so that any expansion joints are rationalized by the logic of the composition, to render them less obvious. Expansion joint gaps should be colored to match the surrounding wall.
- F. Rooftops to the extent possible should be "green" in order to provide natural building cooling and to provide additional semi-public green space.
- G. To the extent possible all buildings should strive for LEEDS certification.
- H. Buildings should be designed a tripartite division which emphasizes the base, middle and upper stories/cornice.
- I. Courtyard Dimensions: All courtyards should maintain a minimum width to height ratio of 1:3 in at least one dimension in order to avoid light well conditions.
- J. Mullions and Muntins: Mullions and muntins provide privacy by diffusing problematic views. They should be used on residential windows facing onto sidewalks and courts, but they should be avoided on retail windows which require transparency. Windows with muntins should be true divided lights, or should include exterior snap-in muntins that cast a shadow on the exterior glass.



- K. Window Color: Window mullions and muntins should be black, white, silver, or dark green in color. Window glass should be clear. Tinting of window glass should not be permitted, except that energy efficient coatings that tint glass should be permitted as long as the coating that is closest to clear is chosen to meet the energy criteria. Mirror finishes and colored glass should not be permitted for window glass.
- L. Variety: Buildings should be designed with setbacks and balconies to create greater variety in massing.
- M. Character: The design of buildings in the Redevelopment Area should emulate the architectural character of the older industrial buildings in the area without literally reproducing the features of any specific building. Aspects of the industrial buildings that might be reinterpreted are brick load bearing walls with punched windows, expression of the structural frame, steel fabrications, skylights and clerestories. Buildings should be simple and solid near the bottom with greater freedom in articulation in the upper stories.
- N. Transitional spaces: Arcades, pergolas, trellises and courtyards are encouraged as structures that mediate between indoor and outdoor space.
- O. Shop fronts: The fronts of adjacent stores should be designed individually rather than according to a repeated template.
- P. Simple Facades: The major articulation of facades should be confined to the corners of the urban block, the area around entries, and at designated vista terminations.
- Q. Aligned Openings: The tops of windows and doors should be aligned to avoid confusing perspective views.
- R. Sill Emphasis: Window sills should be emphasized more than window headers.
- S. Soffit Emphasis: In buildings with soffits, the underside of the overhang is often more visible than the roof. The soffit should therefore receive a greater amount of attention and budget than it is typically afforded.
- T. Awnings: The maximum height from ground level to the uppermost portion of an awning should not exceed the height of the sill or bottom of a second story window. The minimum height from ground level to lowermost portion of the awning or canopy should be eight feet.



### 9.3 Signage Requirements

The following signage requirements apply to all uses except for the multi-purpose indoor sports/cultural/exhibition facility. Signage for such facilities will be reviewed and approved as part of a comprehensive signage plan submitted for review by the Redevelopment Entity which may choose to appoint an architecture review committee for such purposes.

- A. All signage shall be subject to site plan review and approval by the Planning Board.
- B. No fluorescent or glowing paint is permitted for any signage within the area
- C. No signs or advertising devices that are rooftop mounted, intermittently illuminated, flashing, or moving are allowed. Signs that might be mistaken for traffic control devices are also prohibited.
- D. Information kiosks with tenant listings and directions are permitted with a maximum of 8 square feet of signage area. Advertising is prohibited on kiosks.
- E. Freestanding signs are prohibited with the exception of way-finding identification installed with the approval of the City..
- G. Signage above the first story of any structure is prohibited, except that any building may have a single sign located at an upper level that identifies the building or its primary occupant.

- H. Commercial Buildings and Hotels: Total exterior signage, exclusive of the signage permitted pursuant to subsection G of this section, shall not exceed 50 square feet. Buildings with multiple uses shall have not more than one sign per use and the total of the area of all signs shall not exceed the maximum allowed.
- I. Residential: Total exterior signage shall not exceed twenty square feet.
- J. All uses other than Commercial, Hotel, and Residential: Every establishment is permitted one facade sign and one blade sign per street frontage. Façade signage shall not exceed 30 inches in height. Blade signage shall not exceed 18 inches in height, nor shall project more than 3 feet from the façade.
- K. To the extent possible, lighting levels for signage should be controllable allowing level intensity to be significantly reduced at times of low pedestrian or vehicular activity.



## 9.4 Streetscape Requirements

The standards set forth in this section shall not be binding, but rather shall be considered as illustrative guidelines for streetscape development. The final determination as to the exact configuration to be utilized within each right-of-way shall be made by the City Engineer, subject to the approval of the Redevelopment Entity.

A. Streetscape Materials: The materials utilized in the construction of the public streetscape should be selected in accordance with a consistent set of standards to be used throughout the Redevelopment Area. Those standards may provide for some variation from street to street, but there should be no variations permitted within an individual block. Even where variation is allowed, the variations should be limited to an overall set of elements that are part of a consistent theme and palette. The standards should be coordinated with other streetscape plans proposed or in place for other areas adjacent to the Redevelopment Area, such as those for the Broad Street and McCarter Highway corridors. The City Engineer, with the assistance of the Architectural Review Board to be established by the Redevelopment Entity, is authorized to promulgate the standards and the Redevelopment Entity is authorized to include those standards as are promulgated within the requirements of any Redeveloper Agreements as may be executed between the Redevelopment Entity and such Redevelopers as may be designated by the Redevelopment Entity.

B. Street Tree Planting: The street tree pattern shall be regularly spaced in accordance with the dimensions specified in Appendix B.2.

C. Street Lighting: Street lights shall be placed at the outer edge of all sidewalks and shall be as follows:

1. Required Retail Frontages: One lighting standard, not to exceed 15 feet in height, for every 25 linear feet of sidewalk, on average.
2. Optional Retail Frontages: One lighting standard, not to exceed 15 feet in height, for every 50 linear feet of sidewalk, on average.
3. Undesignated Frontages: One lighting standard, not to exceed 25 feet in height, for every 70 linear feet of sidewalk, on average.
4. Residential-Only Frontages: One lighting standard, not to exceed 15 feet in height, for every 25 linear feet of sidewalk, on average, except on corners where lighting standard not exceeding 25 feet in height may be placed every 50 linear feet of sidewalk, on average.
5. Boulevards: One lighting standard, not to exceed 25 feet in height, for every 50 linear feet of sidewalk, on average.
6. Corners: Lighting must be increased in height and coverage on corners. Lighting standards should be placed on all four corners of intersections in excess of two lanes.
7. A single lighting standard design for posts and fixtures must be used throughout the district with the mass and size varying by location.
8. All lighting shall be shielded to minimize night sky and shielded to prevent direct glare into adjacent residential windows.
9. Where possible, light levels shall be controlled to reduce lighting levels to the lowest possible standard that still permits safe passage at such hours of the night and at such locations that have little or no pedestrian activity.
10. Adjustments to these requirements may be made relative to one another in response to the photometric specifications.



fications of the chosen light standards. Street lights shall be placed by beginning at corners, without blocking crosswalks), and then working inward towards the middle of the block. Streetlights should produce a spectrum in the daylight-incandescent range.

11. Key lighting of predominant architectural details is highly encouraged.

D. Street Signage: Wherever possible, public signage shall be consolidated and affixed to lamp post.

E. Obstructions: Trash receptacles, mailboxes, bicycle racks, and other pedestrian obstructions shall be located at the outer edge of the sidewalk. Exceptions: Vending racks and sidewalk dining may encroach upon a portion of the sidewalk providing that a 5 foot clear aisle is maintained, not including the area reserved for street tree planting. Benches shall be placed against building walls.

## 9.5 Open Space and Landscape Design Requirements

Effective use of public open space is critical to the success of the Redevelopment Plan. Appendix D.2 sets forth those areas expected to be dedicated to open space purposes within the Core Area and the Gateway Area.

Prior to the commencement of construction within the redevelopment areas, an overall open space plan shall be presented to and approved by the City Engineer and the Planning Board. Said plan shall be prepared by an experienced public space planner and landscape architect. The plan shall incorporate the right of way design parameters for landscape as approved pursuant to this

Redevelopment Plan, while providing sufficient details to insure all open spaces incorporate consistent design materials and patterns.

A. All design standards shall include the highest and best quality decorative design materials available. Such a plan should identify at minimum, architectural pavers, decorative lighting, tree species, and decorative site furnishings, including all specific color and material selections.

B. All planting wells and boulevard medians shall include a street tree and either be planted with groundcover or paved with decorative pavers. Where sidewalk widths permit, planting wells should be protected with decorative fencing.

C. All open space areas in plazas and courtyards shall be landscaped with shade trees, flowering trees, evergreen and deciduous shrubs and perennials and bulbs, unless said spaces are paved to allow for pedestrian activities. Only plant materials with proven resistance to the urban environment should be utilized. A suggested list of appropriate trees is set forth in Appendix D.3.1.

D. All plantings should be done following current horticultural practices for urban locations. A recommended list of those practices are set forth in Appendix D.3.2.

E. All parks and plazas and wide sidewalks should enhance the pedestrian experience. Toward that end, the following goals should be included within the open space plan:

1. Maximization of visibility into and out of the parks and plazas
2. Barrier free access to all open spaces
3. Use of pedestrian-scaled lighting wherever practical
4. Approval for retail uses, such as restaurants and cafes, to utilize portions of open spaces without hindering pedestrian



flow

5. Use of pedestrian scaled signage
- F. Open space should incorporate shade elements, from pergolas to trees, to protect people from the sun in areas with high sun exposure.
- G. The new proposed walkway that connects Mulberry to the Ironbound via the new concourse to Penn Station should be a major design feature of the open space plan.



## 10 Historic Resource Requirements

### 10.1 Historic Resources

The Core Area is located within the central business district of Newark, an area rich in history. The area was part of the original European settlement of Newark in 1666, and Native-American use of the site has been documented. Portions of Blocks 164 and 165 are located in the Four Corners Historic District (see Appendix E).

A significant and positive component of the proposed Plan is the desire to foster rehabilitation and reuse of existing structures or their facades, where feasible, in accordance with the Secretary of Interior's Standards for Historic Preservation. Where removal or modification of existing buildings is necessary for the implementation of the Redevelopment Plan, measures will be developed to mitigate the loss. As the planning and design for the redevelopment progresses there will be ongoing monitoring and review to verify compliance with all federal, state and local regulations governing public undertakings as related to historic resources.

### 10.2 Rehabilitation Requirements

In order for the Plan to be truly successful, the new development will need to be supported by new investment in and rehabilitation of existing buildings along Market Street. Integral to the Plan is the utilization of these existing buildings and new construction in the rear lots - connected to the historic build-

ings to create an "activity/entertainment street" next to the mixed-use sports entertainment building. While such investment by individual property owners cannot be expected to occur overnight, it must occur eventually in order to best utilize this important historic resource. The following are the basic rehabilitation requirements:

- A. Rehabilitation of a structure shall not destroy the distinguishing qualities of the property and its surroundings.
- B. The distinguishing stylistic elements that characterize older structures and which are often the result of skilled craftsmanship shall be preserved and treated with sensitivity.
- C. Contemporary designs for new constructions and additions to existing buildings or landscaping shall be encouraged provided that such designs are compatible with scale, size, color, material and character of the architectural characteristics of the buildings being proposed.
- D. Alterations and additions to buildings shall be constructed in such a way that the structural integrity of the original structure will not be undermined in future rehabilitation or if the alterations and additions are removed.
- E. Antiquated non-functional elements of structures adapted for new uses may be removed if they are found to inhibit or diminish the structures ability to accommodate new uses and functions.



# 11 Utility and Infrastructure Requirements

## 11.1 Utility and Infrastructure Requirements

- A. If it becomes evident to the City Engineer and the Planning Board during the review of this Redevelopment Plan that a long term utility and infrastructure plan is required, a Utility Plan which shall include the on-tract and off-tract infrastructure improvements needed to serve the development shall be prepared by the City engineer for approval by the Planning Board.
- B. All Designated Redevelopers shall satisfy the City engineer and the Planning Board that provision for the necessary utilities is accomplished in a way that advances the health safety and welfare of the general public.
- C. Utility Placement: All utility distribution lines and utility service connections from such lines to each structure shall be located underground, including utility and signal boxes. Utility appliances, regulators and metering devices shall also be located underground. Remote readers are required for all utilities.

## 11.2 Stormwater Management

- A. No development or redevelopment of any parcel in the Plan Area that will result in an increase in wastewater from that parcel shall be permitted unless and until the planned project wastewater piping systems for the removal of effluent

and storm water are approved by the City Engineer as being of sufficient capacity and good condition to accommodate the uses that will occupy that parcel. Such approval may be contingent upon requisite improvements to the drainage system in the street, as determined by the City Engineer.

- B. Stormwater Detention: An extensive engineering feasibility study, prepared by Langan Engineering and Environmental Services, Inc., entitled "Stormwater Management Report, Newark Arena Redevelopment Area", dated November, 1999 was undertaken as part of the preparation of the prior Newark Arena Redevelopment Plan proposed, but not adopted, in 2000. This report found that the implementation of that redevelopment plan would not increase the stormwater runoff over the existing conditions. It concluded that stormwater detention would not be required for the build-out of that redevelopment plan based on the current adequate capacity of the downstream combined sewer system. Section 16:9-46, Storm Drainage, of the City of Newark Land Subdivision Regulations, stipulates a need for stormwater detention for new development, including projects where existing structures and pavement are to be removed, such as in a redevelopment project. This approach was adopted by the City to mitigate frequent flooding in areas where the stormwater system is under capacity. In both the Core Area and the Gateway Area, no flooding has been documented, and the Langan report substantiates that adequate capacity exists. Therefore, stormwater detention may not be required.



## 12 Other Requirements

### 12.1 Validity of Ordinance

If any section, subsection, paragraph, division, subdivision, clause or provision of this Plan shall be deemed by the courts to be invalid, such adjudication shall only apply to the particular section, subsection, paragraph, division, subdivision, clause or provision in question, and the balance of the Plan shall be adjudged valid and effective.

### 12.2 Prevailing Provisions with Pre-Existing Plans

A. The Gateway Urban Renewal Plan shall remain in full force and effect but shall be amended to incorporate the recommendations contained in this Redevelopment Plan.

B. To the extent that land uses and building treatments permitted in the previous Gateway Plan and this Redevelopment Plan must overlap along the Market Street and McCarter Highway corridors, the uses permitted in the prior Gateway Plan will be permitted in this Redevelopment Area and the uses permitted in this Redevelopment Area shall be permitted in the Gateway Area.

### 12.3 Zoning Map Revisions

The Zoning Map of the City is hereby amended and shall be revised to show the redevelopment boundaries of the

Downtown Core Redevelopment Area and to identify the district as the "Downtown Core District Redevelopment Area".

### 12.4 Project Signs and Advertising

In order to facilitate the overall redevelopment of the Core Area and the Gateway Area, and to encourage further investment in the surrounding area and the City in general, all advertising, signage and other promotion of the development and redevelopment of the Study Area shall contain references to the proposed project's location in the City so as to promote the positive aspects of the project, the Redevelopment Plan and the City.



## 13 Acquisition and Relocation Requirements

### 13.1 Acquisition Requirements (Core Area)

A. The Redevelopment Entity is hereby authorized to acquire all of the real property located within the Core Area and all interests therein by contribution, gift, grant, bequest, purchase or exchange, as it may deem necessary or proper for the purpose of implementing the Plan.

B. The Redevelopment Entity is hereby authorized to acquire all of the real property located within the Core Area and all interests therein by condemnation or otherwise, as it may deem necessary or proper for the purpose of implementing the Plan, with the exception of the following properties:

Block	Lot(s)
159	60
163	10, 12, 23
164	84
165	1, 29, 31, 33, 35, 65, 68, 74, 78, 97, 100, 111, 113, 123, 127, 130
166	1, 2, 4, 6, 9, 10, 11, 12, 13, 18, 19, 20, 21, 22, 23, 24, 25, 27, 29, 30, 31, 32, 33, 34, 36, 37
167	10, 14, 16, 17, 18, 36, 37, 38, 39
168	None
865	9, 11, 15, 30, 42, 45, 46, 47, 54, 59, 70, 87, 88, 89, 92, 96, 101, 135.02,

### 13.2 Acquisition Requirements (Gateway Area)

The Redevelopment Entity is hereby authorized to acquire the real property that is located within the Gateway Area and is listed below, and all interests therein by contribution, gift, grant, bequest, purchase, exchange, condemnation or otherwise, as it may deem necessary or proper for the purpose of implementing the Plan.

Block	Lot
161	1.02
161	1.03
161	1.04

### 13.3 Relocation Requirements

The implementation of this Redevelopment Plan will require the relocation of a number of residential households and businesses. The estimated relocation is quantified below based on the properties identified for acquisition in Section 13.1 and 13.2 of this Redevelopment Plan. Estimates are based on 2000 data provided by the City updated using data from the Newark Downtown Core Redevelopment Area Preliminary Investigation Report, May, 2004 by Schoor DePalma Inc.

Based on the relocation analysis quantified below, the implementation of this Redevelopment Plan will require the reloca-



tion of approximately 13 households and 36 businesses, as well as require the closure of 13 current surface parking facilities. The actual relocation will be verified in the preparation of an in-depth Workable Relocation Assistance Plan ("WRAP") in accordance with the appropriate requirements of the New Jersey Relocation Act. No residents or businesses on properties acquired through the exercise of eminent domain by the Redevelopment Entity may be relocated until the WRAP is approved by the New Jersey Department of Community Affairs.

Estimate of Relocation Required:

Block	Residential Units	Businesses	Parking Lots
159	0	0	1
161	0	0	1
163	0	0	1
164	0	10	2
165	0	5	1
166	1	2	2
167	2	10	1
168	0	2	0
865	10	7	4
Total	13	36	13

### 13.4 Relocation Strategy

A. Prior Experience: The Redevelopment Entity has extensive experience in relocation assistance associated with redevelopment projects. The Redevelopment Entity will be responsible for assisting in the relocation of all occupants to be displaced as a result of redevelopment projects undertaken

in accordance with this Redevelopment Plan, including households and businesses. Site occupants will be notified that they are entitled to relocation payments under the law. Relocation payments will be made to all displacees, residential and nonresidential, for reasonable and necessary moving expenses and for actual direct loss of property. To the extent possible, existing businesses that conform to the permitted uses of this Plan will be retained within the redevelopment area in new or rehabilitated buildings.

B. Replacement Housing Strategy: Vacancies in existing structures may be utilized for relocation purposes. The Relocation Officer of the Redevelopment Entity maintains systematic listing of such vacancies. All vacancies to be recommended for use as relocation resources shall be inspected for adequacy. To the extent possible, residential relocation to dwelling units of equal or superior condition within the same neighborhood will be attempted. Such dwelling units may be existing vacant units or units that have been rehabilitated or constructed as a result of this Redevelopment Plan. Displacees will be offered new accommodations at comparable rents.

One significant resource is the City's "Two-family New Homes Program", which has constructed hundreds of new housing units. This program packages vacant City-owned lots for construction of two-family homes on sites in the North, West and South Wards of Newark by for-profit and not-for-profit developers. The homes are sold to qualified buyers who are required to be owner-occupants. The second unit in each home will be a rental unit. Rental units are estimated to be created by this program at an anticipated rate of about 150 units per year.



Households to be displaced as a result of the Redevelopment Plan will be interviewed for income eligibility for purchase or lease-purchase of new units created by this program, with the option of applying relocation assistance funds towards the acquisition costs.

## 13.5 Acquisition Map

The properties authorized for acquisition pursuant to sections 13.1 and 13.2 are set forth in Appendix F.



## 14 Redevelopment Plan Implementation

### 14.1 Redevelopment Entity

The Redevelopment Entity shall have such powers and duties as are set forth in the LHRL and as may be conferred by this Redevelopment Plan, including but not limited to the authority to acquire real property, to relocate residents and businesses, to designate redevelopers, to establish clear terms and conditions for redevelopment through the negotiation, execution and administration of Redeveloper's Agreements and to do such other things as provided by law.

### 14.2 Architectural Review Board

The Redevelopment Entity is expressly authorized to appoint an advisory board to be entitled the "Architectural Review Board" (ARB). The ARB is authorized to review site plans and subdivisions referred to it by the Redevelopment Entity and to make comments and recommendations for revisions, as necessary, to effectuate the design standards, guidelines and/or recommendations of this Redevelopment Plan.

### 14.3 Parcelization

The diagrams, images and other graphic representations provided in this Redevelopment Plan are intended to provide a framework for interpretation of the written standards and regulations contained herein. Nothing in this Redevelopment Plan

shall preclude the partial redevelopment of a block depicted in such diagrams, images or other graphic representations, provided that such subdivision or re-subdivision and partial redevelopment of a block is fully in conformance with the written standards and regulations contained herein. Such parcelization of any disposition parcel shall be subject to approval by the Redevelopment Entity and shall be reflected within the Redeveloper Agreements as may be executed between the Redevelopment Entity and such Redevelopers as may be designated by the Redevelopment Entity.

### 14.4 Planning Board Review and Approval

Prior to commencement of: (a) any new construction, (b) reconstruction, (c) rehabilitation, (d) any change in the use of any structure or parcel, or (e) any change in the intensity of use of any structure or parcel; the Planning Board shall have the right to review and approve a redeveloper's plans and specifications with respect to their conformance to the Redevelopment Plan. Such review and approval shall be conducted in response to the submission of a site plan by the developer or property owner to the Planning Board for review approval. No building permit shall be issued for any work associated with items (a) through (e) above without prior site plan review and approval by the Planning Board.

Site plan review shall be conducted by the Planning Board pursuant to NJSA 40:55D-1 et seq. Site plan review shall consist of a preliminary site plan application and a final site plan applica-



tion. Submission of a site plan and site plan application shall conform to the requirements of this Plan. Applications may be submitted for individual buildings or groups of buildings, entire blocks or portions of a block, or a project group. Final site plan approval for any construction shall not be granted unless or until that construction is substantially complete, or performance guarantees for site improvements for that phase have been furnished by the redeveloper in accordance with NJSA 40:55D-53.

No Certificate of Occupancy of any type shall be issued for any construction until the Planning Board has given final site plan approval for the building, building group, block, or project group in which such construction is located. As part of the final site plan approval, the Planning Board may require a developer to furnish performance guarantees pursuant to NJSAS 40:55D-53. Such performance guarantees shall be in favor of the City and in a form approved by the City.

## 14.5 Revenue Allocation District

This Redevelopment Plan hereby authorizes and designates a Revenue Allocation District (RAD) pursuant to the Revenue Allocation District Financing Act (Sections 11 through 41 of NJSA 40A:12A-64, et. seq.) (the "RAD Act") The boundaries of the RAD shall be co-terminus with the boundaries of the Core Area. The District Agent shall be the Newark City Council unless otherwise designated by separate ordinance or resolution of City Council, as set forth in the RAD Act.

It is expected that the revenues of the RAD will include:

A. Tax increments from properties within the RAD;

B. Payments into any Parking Fund now or hereafter established by the City, Newark Housing Authority or Newark Parking Authority as part of the parking requirements of new redevelopment projects;

C. Incremental revenue from lease payments made to the municipality or district agent with respect to property located in the district, including licensing fees and leases for the legal operation of concessions or vendor carts.

D. Incremental revenue from payments in lieu of taxes or service charges with respect to property located within the district;

E. Incremental revenue from parking taxes derived from parking facilities located within the district;

F. Admissions and sales taxes received from the operation of a public facility which the district agent is authorized by law to retain;

G. Parking revenue from public parking facilities built as part of a project except for public parking facilities owned by parking authorities pursuant to the "Parking Authority Law," P.L.1948, c.198 (C.40:11A-1 et seq.);

H. Assessments as allowed by law that are levied against properties in a district, if consented to by the governing body of the municipality in which the district is situated.

Anticipated redevelopment projects and activities for which the use of RAD revenues are anticipated are:

A. Acquisition of private properties;



- B. Construction of public parking facilities;
- C. Construction of new or realigned streets;
- D. Public improvements, inclusive of
  - 1. Pedestrian walkways and public plazas
  - 2. Lighting, streetscape and landscape improvements
  - 3. Other public improvements determined to be necessary or desirable for the effective implementation of the Redevelopment Plan.

## **14.6 Business Improvement District**

As the build-out of the Redevelopment Plan proceeds it is recommended that the City consider the establishment of a Business Improvement District, or BID, for purposes of the management and maintenance of the Downtown Core District. The cost for centralized coordination and management of the BID would be borne by surcharges on the property taxes paid by individual properties within the district and would cover other operational costs such as:

- A. Event Circulation Control (use of special directional signage, police, etc.)
- B. Maintenance of landscape and streetscape improvements
- C. Sanitation services
- D. Event parking management (valet parking);
- E. Advertising and promotion;
- F. Wayfinding signage.



## 15 Schedule and Duration

### 15.1 Schedule for Performance

Any Redeveloper Agreement executed for purposes of implementing this Redevelopment Plan shall contain a Schedule for Performance for the construction of the improvements covered by such agreement. In addition to a schedule for commencement of improvements, such agreements shall include a schedule that indicates the approximate time period for property acquisition, development approvals, construction permits, relocation, etc. required prior to construction as well as a projected date for project completion. The Redeveloper Agreement shall also set forth the interim uses for the property and the duration of the period during which such interim uses will be in place.

### 15.2 Duration of the Plan

The provisions of this Plan specifying the redevelopment of the project area and the requirements and restriction with respect thereto shall be in effect for a period of fifty (50) years from the date of approval of this Plan by the Municipal Council of the City.

### 15.3 Certificates of Completion and Compliance

Upon the inspection and verification by the Redevelopment Entity that the redevelopment of a parcel subject to a Redevelopers Agreement has been completed, a Certificate of Completion and Compliance shall be issued to the redeveloper as such parcel shall be deemed no longer in need of redevelopment. At the discretion of the Redevelopment Entity, the redeveloper may submit a final Certificate of Occupancy for approval by the redevelopment entity to serve as the Certificate of Completion.



## 16 Plan Consistency Review

### 16.1 Relationship to Local Objectives

A. Background: The City has been actively planning the future of its downtown for a number of years. The City is pursuing three major planning projects, the Newark Economic Development, Land Use and Transportation Plan (NEDLUTP); the Draft Land Use Element of the Newark Master Plan and new Newark Land Development Ordinance by Philips, Preiss & Shapiro/Camiros and Schoor DePalma; and the Passaic River Waterfront Plan, being prepared by Clarke Caton Hintz/Ehrenkrantz Eckstut & Kuhn PC, A Joint Venture with additional work by A. Nelessen Associates for Edison Parking. These three efforts build linkages between land use, transit and transportation and recreation/waterfront reclamation. Other players in the City's future, such as New Jersey Transit, have also been active producing a plan for improved circulation in the vicinity of Penn Station. This Redevelopment Plan complements those other efforts and will be an important component of the City's land use policy.

B. The 1990 Newark Master Plan [1]: The urban design plan for the Redevelopment Area embodies the design philosophy of the 1990 Newark Master Plan. It supports the linkage between land uses and public transportation, including the pedestrian. It also provides for the rehabilitation and adaptive re-use of historic buildings. These planning principles can be found in the current Master Plan in many places as follows:

#### Goals and Objectives:

The Redevelopment Plan is specifically intended to further the following Master Plan Goals and Priorities, taken from Section 103 of the 1990 Newark Master Plan:

- Establishing a land-use pattern that will enhance 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; and
- 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 disadvantaged persons and providing better movement within the central corridor.

The Redevelopment Plan is specifically intended to further the following Master Plan Land Use Objectives, taken from Section 104 of the 1990 Newark Master Plan:

- 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; and



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

The Redevelopment Plan is specifically intended to further the following Master Plan Long Range Land Use Planning Goals, taken from Section 106 of the 1990 Newark Master Plan:

- Utilize fully the existing infrastructure and extend it in response to current and firmly established future needs;
- Orient development toward public transportation;
- Encourage new economic retail and commercial clusters in the neighborhoods to promote jobs and inter- and intra-state commerce;
- Preserve and rehabilitate the older neighborhoods; and
- Pay more attention to adaptive re-use.

[1] The 1990 Newark Master Plan, readopted July 14, 1997.

C. Land Use Element: The Redevelopment Area is located within Newark Planning Area #2: Central Business District Planning Area. This area contains the "first major revision to the plan"

The most relevant statement within the Master Plan that is furthered by this Redevelopment Plan is as follows:

"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."

## 16.2 Relationship To Other Local Redevelopment Plans (General)

An analysis of the other redevelopment plans adopted within adjacent areas of the downtown did not reveal substantial inconsistencies in land use policy. Specifically, the Newark Plaza Project (Gateway) Urban Renewal Plan, the Bellemead (Seton Hall) Redevelopment Plan, the Educational Center Redevelopment Project & Cultural Center (New Jersey Performing Arts Center) Redevelopment Plan, the Military Park Subsurface Garage Redevelopment Plan and the City Dock Street Redevelopment Plan were reviewed for compatibility with this Plan (see Appendix G.1). Generally, the land uses and building requirements of those redevelopment plans are broad with a good deal of design flexibility left to redevelopers. This Redevelopment Plan will also be flexible in its approach to the design of the Core Area, but will be somewhat more specific in the location of some of the land uses. Several specific amendments to the Gateway Plan are recommended for approval as part of this Plan.

The three most significant redevelopment plans to the Core Area are the Gateway Urban Renewal Plan, the NJPAC Redevelopment Plan and the Military Park Subsurface Garage Redevelopment Plan, which are discussed in greater detail in the sections that follow.



### 16.3 Relationship to the Newark Plaza Project (Gateway) Urban Renewal Plan

The Gateway Area is situated to northeast of the Redevelopment Area. The Gateway Area overlaps the study area as shown in Appendix G.1. Generally, the overlap sections are limited to the north and northwest portions of the Core Area, running along portions of Market Street, Mulberry Street and Edison Place, and extending west to Lafayette and Broad Streets. The Gateway Area Land Use Map identifies these areas as "Core Area Commercial". The Gateway Area land acquisition map identifies all areas that overlap into the Core Area Redevelopment Area as "land acquired for clearance and redevelopment."

Many objectives of the Gateway Plan are consistent with this Redevelopment Plan:

- Creation of a workable basis for more active private development and redevelopment of the surrounding areas;
- Development of an area of intensive business uses, of a sufficient size and containing facilities to serve the regional market;
- Clearance of blighted areas to combat severe deterioration;
- Provision of adequate relocation facilities for those persons displaced by clearance;
- Creation of shopping areas to provide convenient and varied shopping and services located on major thoroughfares;
- Consolidation of commercial areas so as to provide business services to support the establishments in the Central Business District and other commercial and

industrial establishments, as well as to provide space for various goods and services;

- Establishment of an efficient, well-organized complex of uses, and the creation of an improved image of this area in relation to the City's economic base;
- Capitalization on the unique availability of highway and rail transportation facilities;
- Provision of adequate off-street parking and direct and safe access to areas of living, working and shopping by pedestrians;
- Routing of mass transit facilities as directly as possible in order to provide adequate services without unnecessary duplication; and
- Formulation of community objectives and the programming of urban renewal actions, which relate community goals to community resources.

The Gateway Plan sets forth specific permitted uses for the Core Commercial Area. Any justifiable combination of these uses is permitted, provided consideration is given to design, land coverage, Floor Area Ratio and parking requirements. These permitted uses are substantially similar to and clearly complement the proposed Redevelopment Plan.

Permitted uses in the Gateway Area:

- Business and professional office buildings;
- Showrooms;
- Residential, high density uses;
- Hotels and motels;
- Restaurants, either incorporated into another use or free-standing;
- Theaters and/or motion picture houses;
- Private clubs;
- Retail and service establishments - Primarily for service



type uses, such as specialty shops, coffee shops, drug-stores, barber shops, etc.;

- Educational institutional uses in mixed-use areas, involving commercial uses as well;
- Parking facilities; and
- Public parks to be designed as an integral part of the overall development.

Central city downtown sports/entertainment/convention-exhibition complexes are not considered principal permitted uses within this area, which is the only land use disparity between the Gateway Area and Core Area redevelopment plans. There is a further provision stating that there shall be no setback restrictions for any structures within the Gateway. The adoption of the Downtown Core Area Redevelopment Plan will amend the Gateway Plan to permit sports/entertainment and convention/exhibition centers to enable optimal integration of the two adjoining redevelopment areas in the implementation of both redevelopment plans.

Parking is identified as a specific area of concern due to the increasing intensity of development in this area. Accordingly, the greater utilization of several forms of mass transit serving this area is encouraged. Office uses are required to incorporate one (1) parking space for every 1,000 square feet of leasable space. Further, each developer or redeveloper of a major development, including office structures and auditoriums, must submit a traffic impact analysis. The provision of parking in structures is permitted and encouraged wherever appropriate and joint use of parking spaces may be approved.

Signs erected and maintained in the Gateway are required to be specially designed and constructed to be compatible and complement elements of the total environment, including size,

shape, material, colors, type of construction, method of intensity of lighting and location.

The Gateway Plan originally stated that it was to be effective for thirty (30) years from the date of its adoption and/or amendment. However, a series of amendments have been made over the more than thirty years since the original adoption in the 1960s, which have extended its effective date substantially into the future.

## 16.4 Relationship to Cultural Center (NJ PAC) & Military Park Subsurface Garage Redevelopment Plans

The NJ PAC Redevelopment Area is located to the north of the Gateway Redevelopment Area, and is generally described as the area between the Passaic River, McCarter Highway, Mulberry Street, Center Street and Park Place (see Appendix G.1).

Core area commercial, mixed uses, institutional and semi-public uses are contemplated for this area in order to assist in the revitalization of the central commercial area of the City. Specifically, the following uses are contemplated for the Cultural Center Redevelopment Area:

- Performing Arts Center;
- Public uses;
- Parking facilities;
- Business and professional offices;
- Showrooms;
- Restaurants;
- Theaters/motion picture houses;
- Retail trade and service;



- High-density residential; and
- Research facility.

The primary goal of redevelopment efforts in this area is to facilitate the establishment of the New Jersey Performing Arts Center (NJPAC), which has been successfully built and is drawing hundreds of thousands of visitors a year. The development of NJPAC is the most obvious example of successful redevelopment efforts in this area. An integrated complex of cultural facilities, in conjunction with supportive retail and commercial facilities is contemplated to support the NJPAC and to enhance the renewal of the downtown business core. Facilitating smooth pedestrian and vehicular mobility is considered key to the success of the planned, multi-purpose development.

Adjacent to the Cultural Center Redevelopment Area, and near the Gateway and Core redevelopment areas, is the Military Park Subsurface Garage Redevelopment Area. A redevelopment plan has been implemented to facilitate the construction and rehabilitation of a three-level, subterranean parking garage, which is located between Broad Street and Park Place. This parking garage provides a safe and accessible facility for office workers during business hours, and sufficient parking for those attending events at the NJPAC. The Cultural Center's immediate boundary with the Gateway Area reinforces its strategic role in redevelopment efforts in the central business district.

The Core Area, when viewed in conjunction with the Gateway and the Cultural Center, can be considered an integral link in the downtown Newark chain of redevelopment. In fact, it is important to note that the only new construction that has taken place in the downtown office core of the central busi-

ness district in the past few decades has been through either the redevelopment plans of the City or through the redevelopment powers of the Essex County Improvement Authority, which constructed Riverfront Stadium for the Newark Bears.

## 16.5 Relationship to Penn Station

It is generally recognized that development around major transit stations should be of an intensity and diversity that will both take advantage of, and support the transit service. The Core is in close proximity to Penn Station, arguably the State's primary transit hub. To help municipalities plan for the appropriate interface of land use and transit stations, NJ Transit produced Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities. The Handbook defines "transit-friendly" as "creating an environment around a transit stop or station that supports pedestrian and transit use...by providing for a mix of land uses, in a safe, clean, vibrant and active place." The Handbook goes on to say that people are encouraged to take transit by an overall environment that is active, human-scaled, visually diverse, and presents a sense of safety, and predictability. The following strategies are offered to encourage high quality living and working environments:

- Organizing Land Uses to Support Transit - Effective organization and mix of land uses around transit facilities can help to eliminate the need to make trips by automobile, which in turn reduces the need to provide parking, ultimately promoting additional pedestrian activity.
- Emphasizing Pedestrians - Pedestrian movement can create a link between transit facilities and adjacent spaces and land uses. It is the pedestrian street level activity that is often credited with giving a community a sense of place.



- Taming the Automobile - The automobile interface with the transit facility can be designed so that parking lots and structures do not impede pedestrian movement, or interfere with adjacent neighborhoods or districts.
- Creating a Sense of Place and a Sense of Stewardship - Successful planning for areas around transit stations can produce a neighborhood or district where there is a sense of security, and an environment that is attractive and well maintained.

The Handbook makes the following points directly related to parking:

- Encourage parking locations and design that provide shared or joint-use facilities, allows for productive reuse of land, and integrates parking into communities in an unobtrusive manner.
- Parking should be designed so as not to overwhelm the station area.
- Establish maximum parking requirements limiting the supply of parking in non-residential areas where transit exists.

Parking lots should be located to the rear or side of buildings to preserve the traditional community fabric of streetwall buildings. Along primary pedestrian streets, parking lots should not occupy more than one-third of the lot frontage.

The Plan is consistent with these guidelines and seeks to maximize the value of its proximity to the mass transit facilities available at Penn Station and on the main thoroughfares adjacent to the Core Area.

## 16.6 Consistency Of The Redevelopment Plan With Master Plans Of Municipalities Adjacent To The Newark Downtown

A. Harrison: The Master Plan land use classification adjacent to Newark along the Passaic River is almost uniformly industrial. Zoning Districts (per 1998 zoning map) adjacent to Newark are either the Waterfront Redevelopment Area (RA) or Industrial (I). The northwest portion of the town has Neighborhood Commercial (NC) and Public/Quasi Public Zoning Districts along the common border with Newark.

There are four crossings over the Passaic River from Newark to Harrison for vehicular traffic, and three RR crossings.

The last comprehensive master plan for Harrison was adopted in 1979. The 1998 Reexamination Report focuses on redevelopment of older industrial sites for residential use or new industrial use (retrofit warehousing to manufacturing uses). The Report also focuses on business retention. The strategy for Harrison's economic development is to take advantage of its proximity to existing transportation routes (280, PATH).

The 1998 Reexamination Report recommends on page 8 that "the redevelopment of the waterfront capitalize...on the revitalization efforts of Newark (e.g. New Jersey Performing Arts Center)." The two municipalities also share concerns over the impact of heavy truck traffic rumbling through town. The circulation progress report on page 10 of the Reexamination Report recommends that truck traffic



along Frank E. Rodgers Boulevard and Harrison Ave., both of which connect to Newark directly, should be redirected to a designated truck route. This recommendation is consistent with the proposals for reducing through truck traffic in Newark's downtown through enforcement of the Governor's temporary ban on regional heavy (semis and tandem trailers) truck traffic using State highways and local roads to avoid tolls on the New Jersey Turnpike. Other proposals for calming the impact of truck traffic on McCarter Highway in this Redevelopment Plan include tightening the turning radii at the Market Street intersection and eliminating free right turns and right-on-red turns throughout the downtown.

The Waterfront Redevelopment Area consists of 250 acres along the Passaic River adjacent to Newark. The Waterfront Redevelopment Plan focuses on creating an opportunity for innovative, mixed uses that respond to needs of the community and region. The Redevelopment Plan relies on urban design standards, economic development, flexibility in design controls, pedestrian circulation, and neighborhood quality and waterfront amenities. While the Redevelopment Area is directly across the Passaic River from both the NJPAC and Gateway Areas in Newark, there is no substantial inconsistency with any portion of Newark's redevelopment planning efforts. In fact, the Harrison waterfront redevelopment program uses the NJPAC and the minor league baseball stadium as positive influences. One specific goal on p. 13 is: "#9 - To acknowledge the significance of the area's proximity to the City to the revitalization of the waterfront area, and to capitalize on the positive attributes of Newark's waterfront area and revitalization efforts."

B. Kearny: Kearny is situated to the east of the City, and is separated from the City by the Passaic River. A local road connection between Newark and South Kearny are provided via the Lincoln Highway (Local 1 & 9) where Doremus Avenue and Raymond Boulevard converge. The NJ Turnpike and the Pulaski Skyway also connect Kearny to Newark. Three railroad bridges also cross the Passaic, connecting the two communities.

The south and southwest portions of the Town are zoned entirely for office, commercial and manufacturing development. Industrial land uses such as truck terminals predominate in South Kearny.

Kearny recently adopted a 1998 Master Plan Reexamination Report. The Reexamination Report refers to the Kearny Master Plan, which was last revised in 1991. The 1998 Report emphasizes the continuation of the UEZ, redevelopment, controlling residential densities, buffering, retaining parkland, improving circulation and improving parking. The report assesses the impact the SDRP, Hackensack/Meadowlands and COAH regulations will have on the town. 1998 Reexamination also suggests using the South Kearny Waterfront to benefit Kearny as well as the region. There is a suggested rezoning that would restrict truck terminals from being located in the area adjacent to the Lincoln Highway in South Kearny, which provides a direct connection to Newark.

No mention is made of Newark or its redevelopment efforts in the Kearny Master Plan Reexamination. The Redevelopment Plan is not expected to have any impact on the goals and objectives of the Kearny Master Plan.



However, it is expected that many residents of Kearny, Harrison, North Arlington, etc. will take advantage of easy transit access to Newark to attend the events to be offered at the Newark Arena and proposed soccer stadium.

- C. East Newark: East Newark Borough is located due east of Newark across the Passaic River. One vehicular river crossing is provided via Central Avenue. One railroad crossing is provided on the Conrail Line.

The most recent copy of the Borough's Master Plan was not available. However, according to a copy of the 1984 Land Use Plan map, all land along the Passaic River opposite the City of Newark is identified as either Industrial or General Business/Commercial. An update to the land use plan in 1992 prepared by Storch Engineering does not make any substantial changes to the plan, and mostly references residential densities.

There are no substantial inconsistencies with East Newark's pattern of land use or circulation with the proposed Core Area Redevelopment Area.

- D. Elizabeth: The City of Elizabeth, 11.7 square miles in size with an estimated population of 110,002 (1990 US Census Report), is located along the southern border of Newark. Approximately one-third of this border, east of U.S. Routes 1 & 9, is occupied by the Port Authority of New York and New Jersey and also serves as the Union and Essex County Line. The Port Authority operates Newark International Airport as well as Port Newark/Port Elizabeth Marine Terminal, the world's largest container port. Land uses along the Newark-Elizabeth border are substantially consistent. There are a variety of land uses along the Newark-Elizabeth border

west of U.S. Routes 1 & 9 including industrial, commercial, residential and cemetery.

Louis Berger & Associates prepared the most current Comprehensive Master Plan for Elizabeth in March of 1990. There is no direct mention of redevelopment activities in Newark and the relationship they may have with development goals/objectives in Elizabeth. Because of its strategic location within the urban corridor of northeastern New Jersey, Elizabeth historically has been a major transportation hub served by a diverse transportation network that is shared with Newark. U.S. Route 1 & 9, a major north-south road bisecting Elizabeth, provides direct access to Newark. The New Jersey Turnpike, Garden State Parkway and a variety of other federal, state and county roads traverse through Elizabeth and also provide direct and indirect access to Newark. Therefore, significant development activities in Newark may impact the roadway and mass-transit systems that run through Elizabeth. The 1990 Elizabeth Master Plan identifies many areas of their circulation system that are in need of improvement. Specifically, Route 1 & 9 just south of the Newark border have reached operating conditions where traffic exceeds capacity (page VI 13). It is noted that an important goal of Elizabeth's Master Plan is to improve its existing circulation system and infrastructure and to support the development of various mass transit initiatives to facilitate the movement of residents and goods within the surrounding area.

The Elizabeth Master Plan cites a feasibility study for an Automated Guideway Transit (AGT) system to serve Newark, Elizabeth and Newark International Airport. The study concluded that the presence of an AGT system would increase the potential for developable commercial space.



Consequently, the Elizabeth Master Plan recommends that since mass transit is beyond the power of the City, close contact with NJ Transit should be maintained to address service evaluations. "The efforts behind the Elizabeth Master Plan focus on the premise that there is a need to accommodate new growth and redevelopment within the constraints imposed by certain existing conditions....".

The implementation of the Redevelopment Plan will be consistent with Elizabeth's planning and redevelopment objectives.

- E. Belleville: The Township of Belleville is located directly north and northwest of the City of Newark. Washington Avenue and Route 21 are the most heavily traveled roadways between downtown Newark and Belleville. The 1995 Belleville Land Use Plan identifies areas that border Newark in the Washington Avenue/Route 21 area as Industrial and Highway Commercial. The Second River separates this area of Belleville from Newark. Belleville Park and Hendricks Field adjoin Newark's Branch Brook Park, providing a continuous greenway.

Belleville's Master Plan and 1998 Reexamination focus on the redevelopment of the Township's business corridor along Washington Avenue. A specific objective is to "...conduct a planning program within the framework of a regional setting and fully cognizant of the needs and rights of Belleville's neighboring communities and Essex County."

The implementation of the Redevelopment Plan will be consistent with Belleville's planning and redevelopment objectives.

## 16.7 Consistency of the Redevelopment Plan with Essex County Comprehensive Master Plan

The most current version of the Essex County Master Plan is the Land Use/Housing Element (August, 1980). A review of this document revealed the following statements regarding the City of Newark in particular and urban areas within Essex County generally:

"The City of Newark will remain a dense center of activity where much of the area's banking, marketing, manufacturing, and commercial activities will continue to take place. New industrial development should occur in the Newark meadows where ocean containerization facilities, air and rail lines are readily available to heavy industries" (page V-2).

"In central city areas, adequate open space must be provided around housing and emphasis should be placed on the improvement of substandard dwelling units. In outlying suburban areas, the present housing market is both expensive and extremely limited to single family large lot development" (page V-3).

The Land Use Plan Map of the 1980 Plan reflects the current zoning for the project area, showing commercial uses in the blocks fronting Broad and Market with industrial uses between Mulberry and McCarter Highway south of Lafayette Street and public uses in the area of City Hall.

The following excerpts from the Goals and Objectives section of the County's 1980 Plan are also relevant to its consistency with the Redevelopment Plan:



(Page I-7) Commercial Use - "To promote the restoration, preservation and development of existing commercial areas. Such action will generate additional business and remove the blighting influence of commercial properties on nearby residential neighborhoods.

To encourage the development of multipurpose cluster zones with diversified retail facilities and adequate off-street parking. This land use pattern would discourage the further fragmented development of commercial strips along major arteries which impede the efficient flow of traffic."

Included in the recommendations of the Plan are the following:

That municipalities grant tax abatement for qualified low and moderate-income units to encourage development.

Protecting and restoring established neighborhoods by encouraging housing rehabilitation as an alternative to new construction.

Creation of a Broad Street subway line to Newark International Airport, construction of park and ride lots along major county roads, coordination of special lanes for buses and the extension of the Newark City Subway system over existing railroad, highway and street rights-of-way.[1]

#### Summary

While the current version of the Essex County Master Plan is 24 years old, the recommendations discussed above, while not identical to some of the projects now being realized (such as the Newark-Elizabeth Light Rail system connection to

Newark International Airport rather than an extension of the subway recommended in the 1980 Plan) remain substantially consistent with the City's ongoing planning efforts to revitalize its downtown and reinforce and support its neighborhoods.

[1] Star Ledger Article - August 3, 1980

"A master plan for Essex wins county panel's okay"

## 16.8 Consistency of the Redevelopment Plan with State Development and Redevelopment Plan.

The Essex County Cross Acceptance Reports of 1989 and 1998 were reviewed in the preparation of this Plan. In addition, the City of Newark has prepared its own Cross Acceptance report, a draft form of which was reviewed in the preparation of this Plan.

A. 1989 Cross Acceptance Report: The City of Newark was found to be in agreement with virtually all of the Preliminary State Development and Redevelopment Plan Goals and its Master Plan was found to be consistent and/or compatible with all but two of the strategies and policies of the first Preliminary Plan where such strategies and policies were addressed by the City. The City did not agree that the Office of State Planning should establish a "protocol" for the review of "plans, programs and projects of greater than local impact". The City also did not agree with a proposed "certification" of municipal policies and programs by the State in accordance with State redevelopment strategies, policies, standards and guidelines. The certification was to give a municipality higher priority for State funding and technical assistance. This policy became known as the



"Urban Strategic Revitalization Plan" in the implementation of the adopted State Development and Redevelopment Plan. The City of Newark submitted a Strategic Plan as a required part of its Urban Empowerment Zone/Enterprise Community application with the City of Elizabeth in the early 1990s. However, the Office of State Planning has not accepted the strategic plans signed by the Governor as part of the UEZ/Urban Enterprise Community applications as meeting the requirements of an Urban Strategic Revitalization Plan.

B. 1998 Cross Acceptance Report: The current version of Essex County's response to the New Jersey State Development and Redevelopment Plan: Reexamination Report and Preliminary Plan, dated June 25, 1997, is a document entitled "Draft Cross Acceptance Report - Essex County, dated February 1998. Heyer, Gruel & Talley, a consulting planning firm, prepared the 1998 Cross Acceptance Report.

The 1998 Cross Acceptance Report (Report) recommends that an Urban Complex Plan be prepared for the communities around Newark that share population density, employment and other factors that would have qualified them for consideration as Urban Centers, if they were not already adjacent to a pre-designated Urban Center (Newark).

The Report also recommends that the County prepare a new comprehensive plan to incorporate the "changes in land use, demographics and planning policies that have occurred since the last Master Plan was adopted" (1980).

Newark and Elizabeth have jointly prepared an Urban Enterprise Community Strategic Revitalization Plan, which

could become the footing for development of an Urban Complex Plan. Newark and Irvington have adjoining Urban Coordinating Council (UCC) Neighborhoods and are jointly pursuing a redevelopment plan for the former Pabst Brewery in Newark on the Irvington border. Harrison has adopted a Waterfront Redevelopment Plan that bases much of its marketability on the NJPAC, Riverfront baseball stadium and other revitalization efforts in Newark, including those that would precipitate from this Redevelopment Plan.[1] The City has also been working through the Baykeeper in an effort to develop a joint plan with the Township of Belleville for the Second River, which is a tributary of the Passaic River shared by both municipalities.[2]

The 1998 Cross Acceptance Report calls for the State Plan to be more specific on strategies for re-directing development investment back into the State's urban areas, including prioritization of state infrastructure funding. The Report also questions the Preliminary Plan's recommendation that big-box retail and entertainment-oriented uses (stadiums, arenas, etc.) be encouraged in downtown locations because downtown locations "do not typically have the land and resources available to accommodate these uses".[3]

With regard to the 1998 Cross Acceptance Report's specific evaluation of Newark's land use policies against the Preliminary State Plan, the following determinations of consistency were made:

The City's planning is "comprehensive, coordinated and citizen based", and "substantially consistent with the key concepts of the State Plan".

The City is actively pursuing three major planning projects,



the Newark Economic Development Land Use Transportation Plan (NEDLUTP); the Abeles, Preiss, Philips & Shapiro Land Use/Zoning Study; and the Passaic River Waterfront Plan, being prepared by Clarke Caton Hintz/Ehrenkrantz Eckstut & Kuhn PC, A Joint Venture. These three efforts are concurrently updating the Land Use Element of the Master Plan, modernizing and simplifying zoning regulations and building linkages between land use, transit and transportation and recreation/waterfront reclamation.

The Newark Economic Development Corporation (NEDC) leverages private investment with economic incentives and forges public/private partnerships to "boost economic growth while limiting public expenses". The Report cites the NEDLUTP as promoting the creation of "engines of growth" as planned nodes generating economic activity consistent with the State Plan. Newark International Airport and the University Heights educational complex are given as examples of existing economic engines. The land use dynamic evolving from the proximity of the Gateway office core, NJPAC and this Central city downtown Complex Redevelopment Plan will also reinforce a multidimensional downtown economic engine of growth.

The Report sees Newark's current and proposed land use policies as supporting the State Plan's goal of creating "Communities of Place". The Report describes the City's Master Plan vision of "a diverse, lively downtown with 'round the clock' activity anchored by facilities such as the NJPAC". The Report goes on to find that the "City's planning has sought to preserve the CBD's (Central Business District) mixed-use character and enhance its function as an employment, shopping and entertainment destination".

C. Newark's Draft Cross Acceptance Report: Although the Cross Acceptance Report submitted by Essex County as described above makes a strong case that the City's planning efforts are consistent with both the current and Preliminary State Development and Redevelopment Plan, the City has chosen to submit its own Cross Acceptance Report to the State Planning Commission for consideration in finalization of the Plan. Generally, the City's report provides more detailed evidence of strategies and policies that are consistent with the Preliminary State Plan. Recommendations for amendments to the State Plan are proposed to make it more responsive to actual urban conditions. Some examples of issues raised by the City's draft Report are:

1. Cities like Newark are most appropriate for locating retail "anchors", but not "big box" uses as currently stated in the Preliminary Plan;
2. The housing stock of cities such as Newark should not be generalized in the Preliminary Plan as being in a condition of continuing deterioration "due to deferred maintenance" and refutes the Plan's assertion that public housing units "are in need of maintenance and rehabilitation";
3. The Report recommends that the "increasing importance of sports, gaming and entertainment to the State's economy be addressed" in the Plan's strategies and policies on economic growth;
4. The Report recommends elevating the discussion of pedestrianization in the Preliminary State Plan from design recommendations to equating pedestrian movement with other modes of transportation, including



enforcement of laws protecting pedestrians, such as prohibiting parking on sidewalks and "right-on-red" in pedestrianized environments;

5. The Report questions the State Plan's reliance on the Municipal Distress Index as a means of "identifying cities or urban areas" rather than as an indicator of need; and
6. The Report urges the integration of neighborhood empowerment plans and other strategic plans into the master plan with recognition by the State Planning Commission that such a master plan, endorsed by the Commission, would meet the intent of the "Strategic Urban Revitalization Plan" now required of Urban Centers for access to the Statewide Priority System. [4]

1] Waterfront Redevelopment Plan, Harrison, New Jersey, Heyer Gruel & Talley, November 1998, page 9.

[2] Draft Newark Cross Acceptance Report, Newark Department of Economic and Housing Development, January 1999, page 2.

[3] Draft Cross Acceptance Report Essex County, Heyer, Gruel & Talley, February 1998, page 6.

[4] Draft Cross Acceptance Report - Essex County, Heyer, Gruel & Talley, February 1998, page 74.



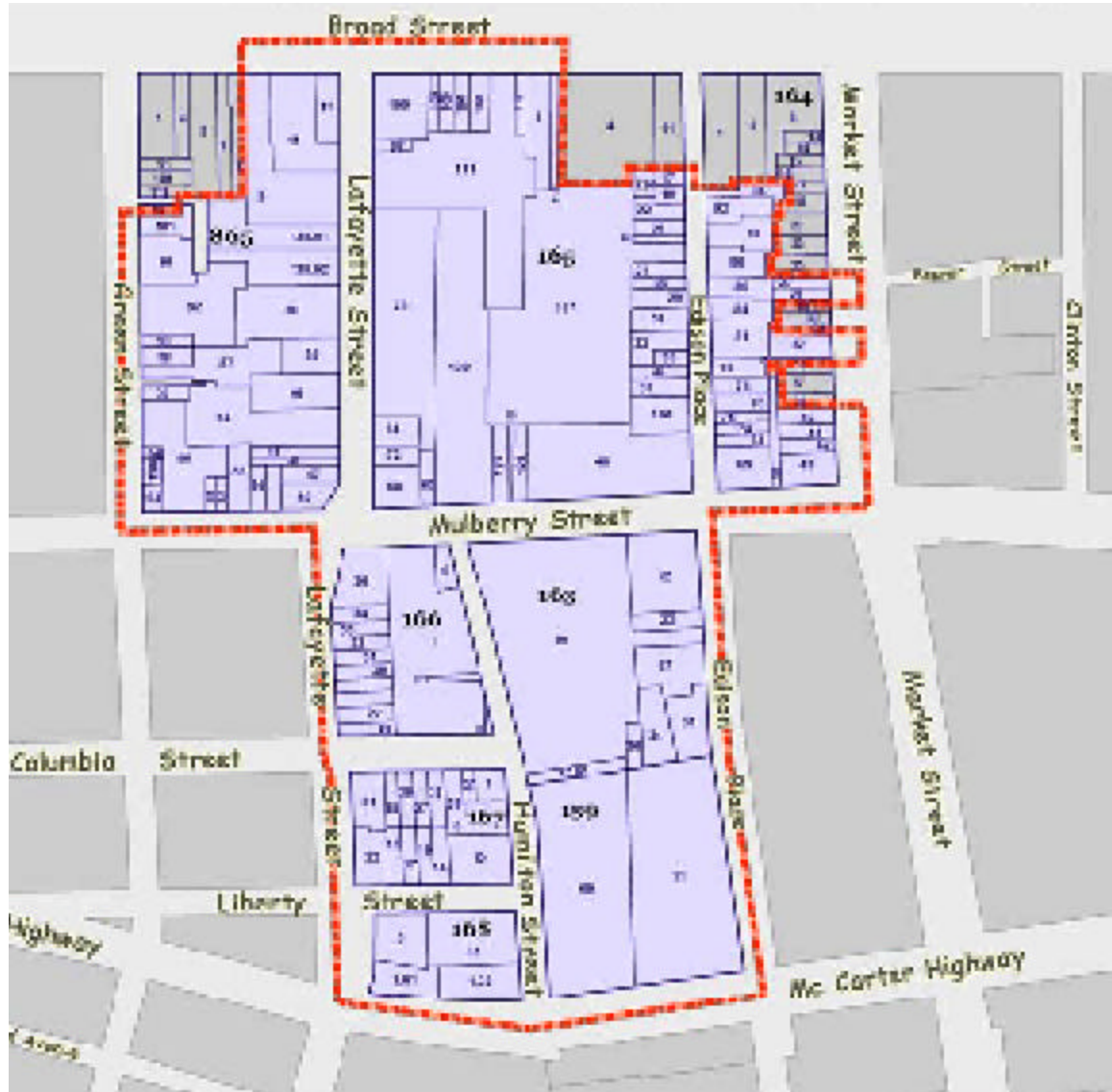
## 17 Procedure for Amending the Approved Plan

This Plan may be amended in the future in the manner set forth within the LHRL.



## A Redevelopment Area Maps

### A.1 Downtown Core District Redevelopment Area





## A.2 Downtown Core District Redevelopment Aerial View





## B Transportation Exhibits

### B.1 Proposed Street Network

Streets are important public spaces. Streets have functional, aesthetic and perceptual characteristics that must work together to produce places with the highest value. It is from the street that our perception of place is formed. It is the organization of the street network that allows easy, legible and understandable movement of both vehicles and pedestrians throughout the site. The proposed plan calls for a network of streets distributed across the site and connected to the existing street network.

This network provides delineation of buildable blocks. Automobile traffic is distributed evenly across and around the site to provide easy access to parking, providing through movement on major streets, expanding certain streets for expected increase in traffic flow and keeping other streets narrow and more residential in character. The streets serving the site have a range of lanes and over the curb parking arrangements based on the projected traffic flow and location. Traffic is kept moving at a controlled pace, and many of the streets are buffered with curb edge parking and landscape so that the pedestrian circulation is enhanced. The street network provides and the projected walkway to Penn Station and the Iron Bound provide multiple paths to every destination, so that pedestrians can have a varied routine, and drivers can avoid backups by taking alternative routes. Blocks are varied and small, enhancing the pedestrian experience.

The Proposed Street Network Plan is illustrated as a reverse figure/ground drawing the street pavement lines of the proposed and existing streets. The curb to curb area are shown in black. The plan illustrates the proposed new street network integrated into the existing street network. The Street Network Plan indicates that the four major streets, having the highest capacity are located on the periphery of larger block the redevelopment area. Included are the new boulevarded Broad Street, the new widened Lafayette, Market Street and the proposed widened Mc Carter Highway and the new widened and boulevarded Mulberry Street. An internal vehicular/street circulation network and series of new blocks are created between Mulberry and McCarter by connecting to the peripheral streets and designed two new streets. The continuation of Liberty, Columbia and locating two new streets around a proposed public green space completes the internal network of vehicular ways. The new Street Network Plan defines nine blocks of varied sizes. The smallest blocks are located between Mulberry and McCarter Highway with the largest block containing the mixed-use arena located between Mulberry, Broad, the expanded Lafayette and Edison.

See Diagram on following Page.

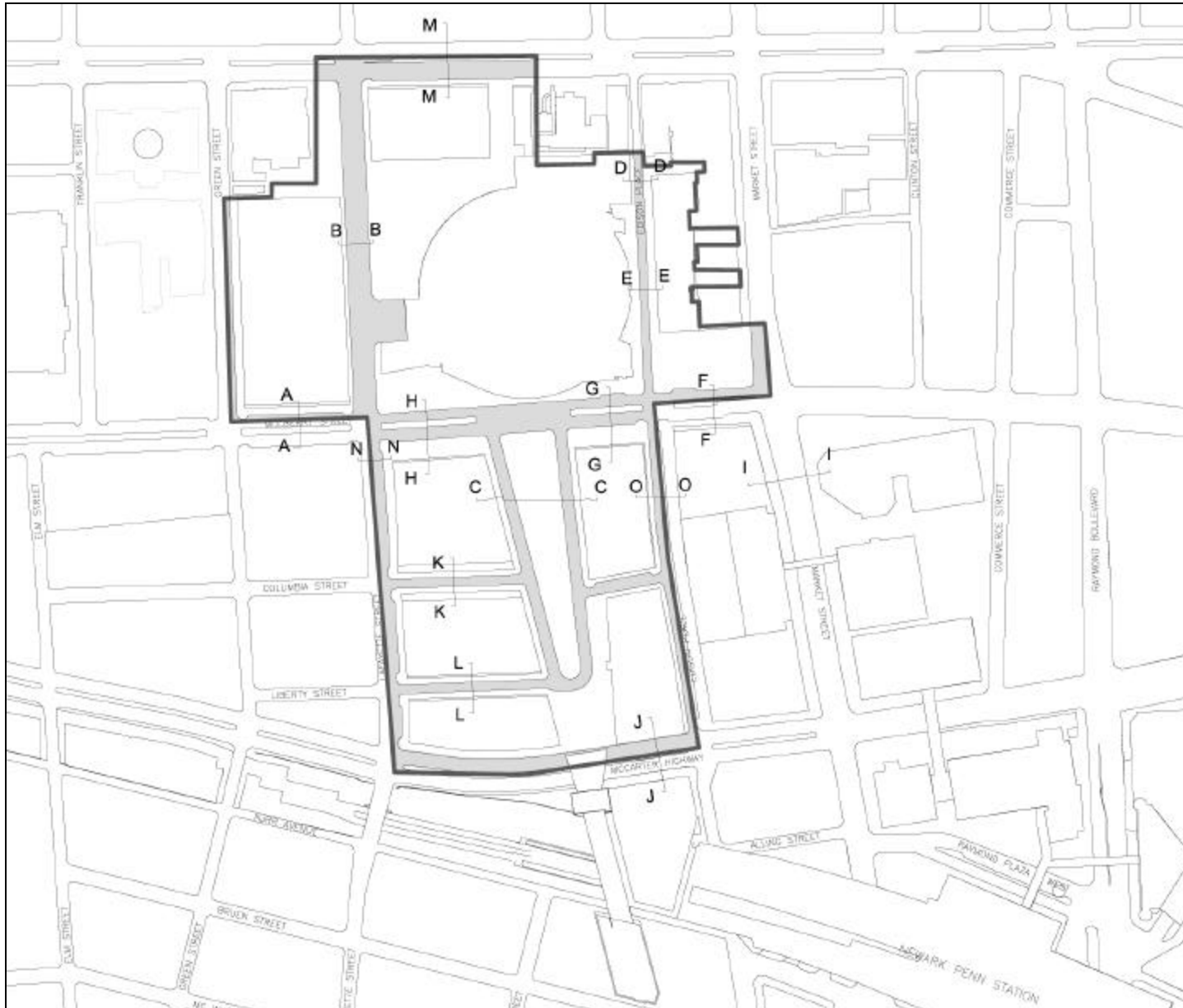


## B.1 Proposed Street Network Diagram





## B.2 Street Typologies





Street Standards

Section AA  
BV-126-76

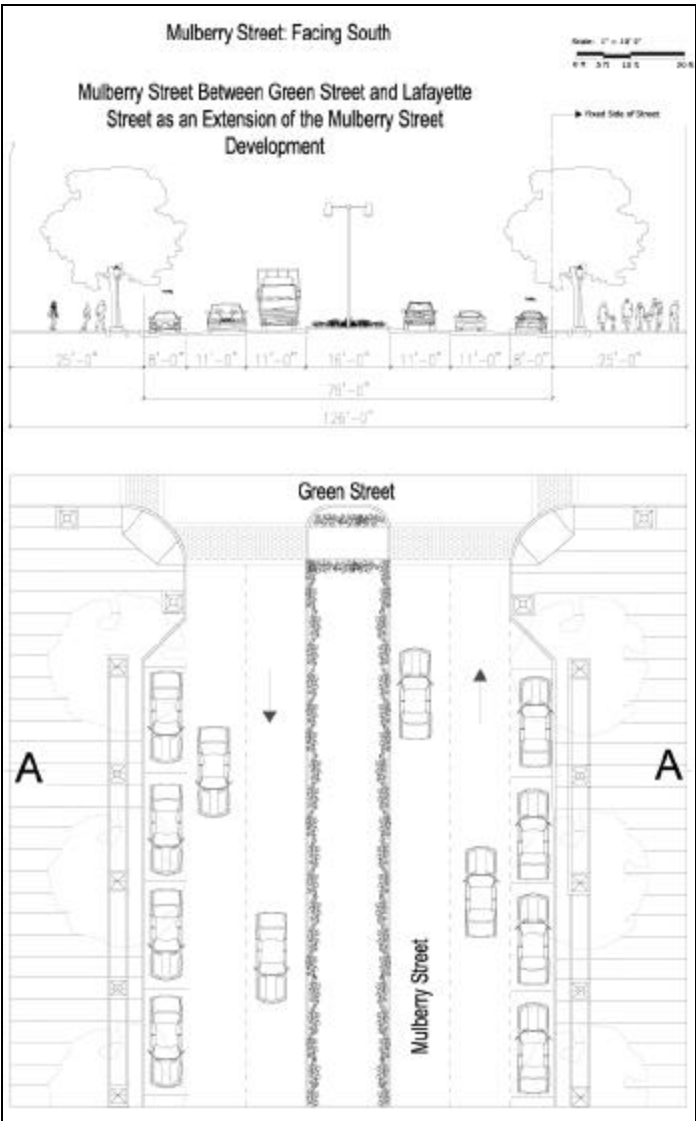
Thoroughfare Type

DR=Drive  
BV=Boulevard  
AV=Avenue  
ST=Street  
PL=Place

XX-000-00



Type	Retail - Residential
Movement	Free Movement
Traffic Lanes	4 lanes, Two-way
Parking Lanes	Both Sides
R.O.W. Width	126 ft
Curb Radius	12 Ft
Vehicular Design Speed	30 mph
Ped. Crossing Time	16 seconds
Sidewalk Width	25 ft/25 ft
Planter Width	5 ft
Planter Type	Planting Well
Tree Species	See Landscape Plan
Lighting	Street )max 15 ft tall Blvd & Corner max 25' ft tall





## Street Standards

Section BB  
AV-080-55

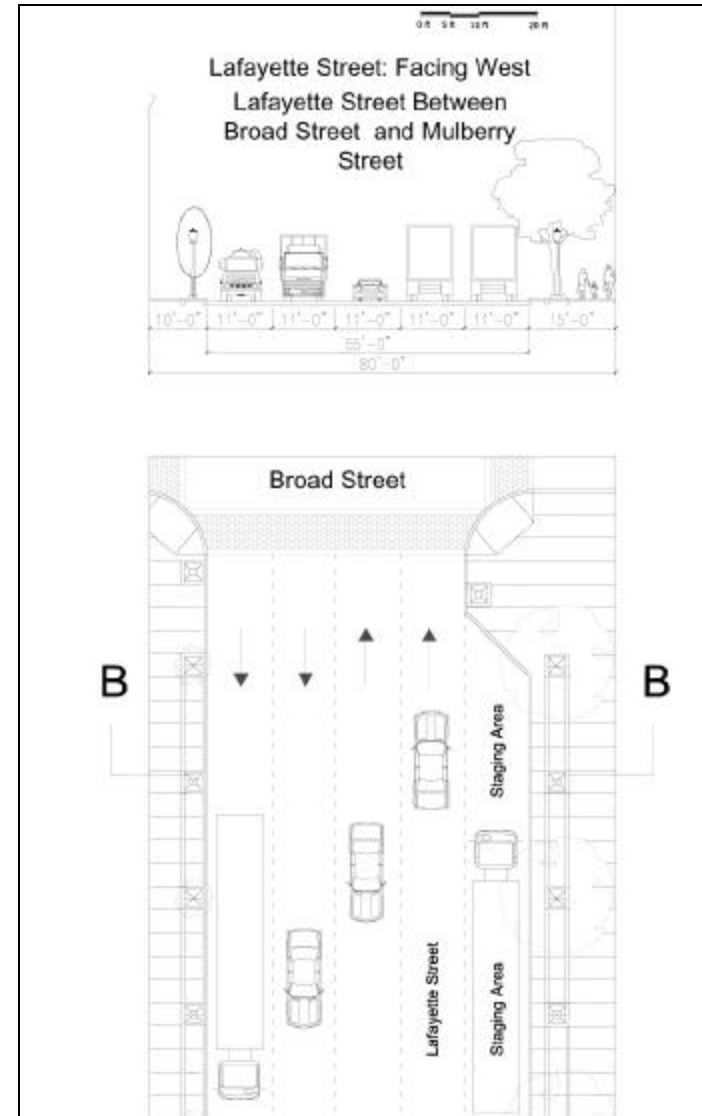
### Thoroughfare Type

DR=Drive  
BV=Boulevard  
AV=Avenue  
ST=Street  
PL=Place

### XX-000-00

Pavement Width  
Right of way Width  
Thoroughfare Type

Type	Commercial
Movement	Free Movement
Traffic Lanes	4 lanes, Two-way + Staging Area
Parking Lanes	Staging parking only unless otherwise noted
R.O.W. Width	80 ft
Curb Radius	12 ft
Vehicular Design Speed	35 mph
Ped. Crossing Time	13 seconds
Sidewalk Width	10 ft/15 ft
Planter Width	4 ft
Planter Type	Planting Well
Tree Species	See Landscape Plan
Lighting	Street max 15 ft tall Blvd & Corner max 25' ft tall





## Street Standards

Section CC  
BV-Variable-60

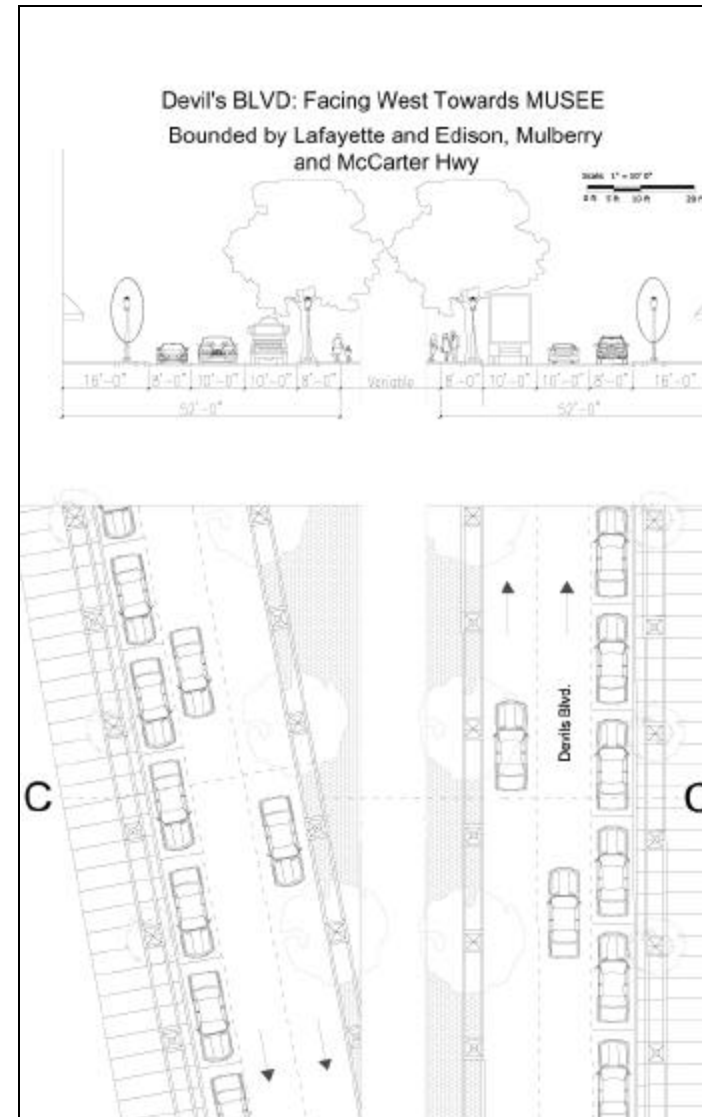
### Thoroughfare Type

DR=Drive  
BV=Boulevard  
AV=Avenue  
ST=Street  
PL=Place

### XX-000-00

Pavement Width  
Right of way Width  
Thoroughfare Type

Type	Retail- Commercial- Residential
Movement	Free Movement
Traffic Lanes	One Way
Parking Lanes	Retail Side
R.O.W. Width	Variable
Curb Radius	12 Ft
Vehicular Design Speed	15 mph
Ped. Crossing Time	7 seconds
Sidewalk Width	16 feet / Variable / 16 feet
Planter Width	4 ft
Planter Type	Planting Well
Tree Species	See Landscape Plan
Lighting	Street max 15 ft tall Blvd & Corner max 25' ft tall





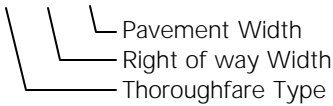
Street Standards

Section DD  
PL-050-20

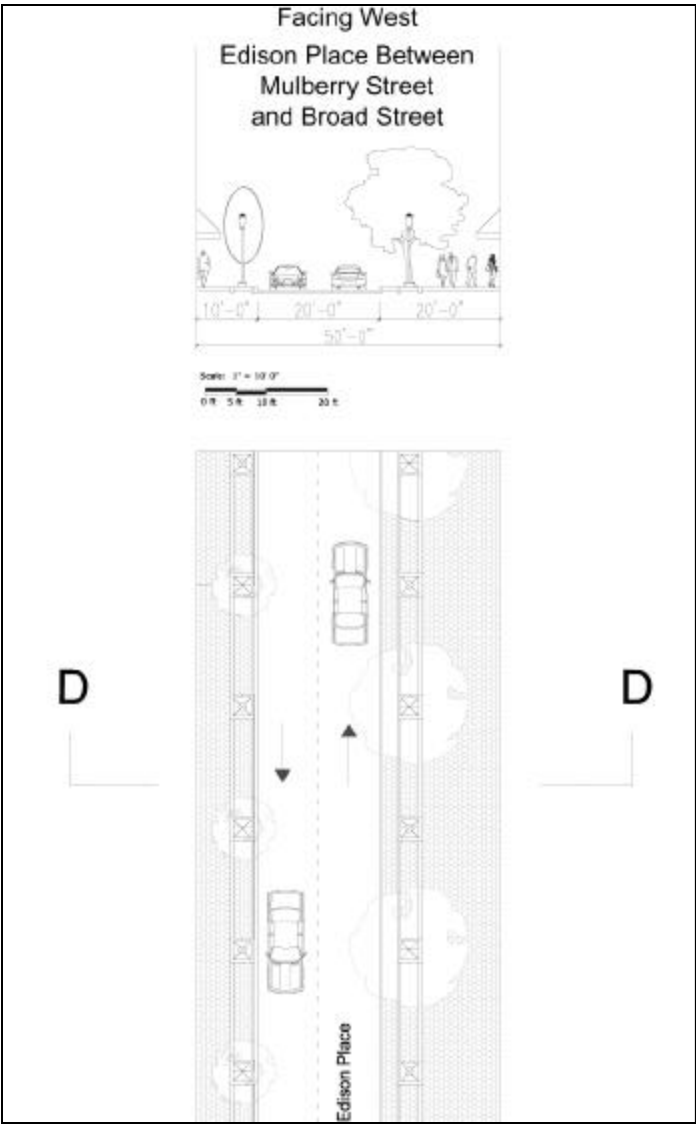
Thoroughfare Type

DR=Drive  
BV=Boulevard  
AV=Avenue  
ST=Street  
PL=Place

XX-000-00



Type	Retail - Commercial
Movement	Regulated Movement
Traffic Lanes	Two-way
Parking Lanes	No Parking
R.O.W. Width	50 ft
Curb Radius	12 Ft
Vehicular Design Speed	15 mph
Ped. Crossing Time	5 seconds
Sidewalk Width	10 ft/20 ft
Planter Width	4 ft
Planter Type	Planting Well
Tree Species	See Landscape Plan
Lighting	Street max 15 ft tall Blvd & Corner max 25' ft tall





Street Standards

Section EE  
PL-050-20

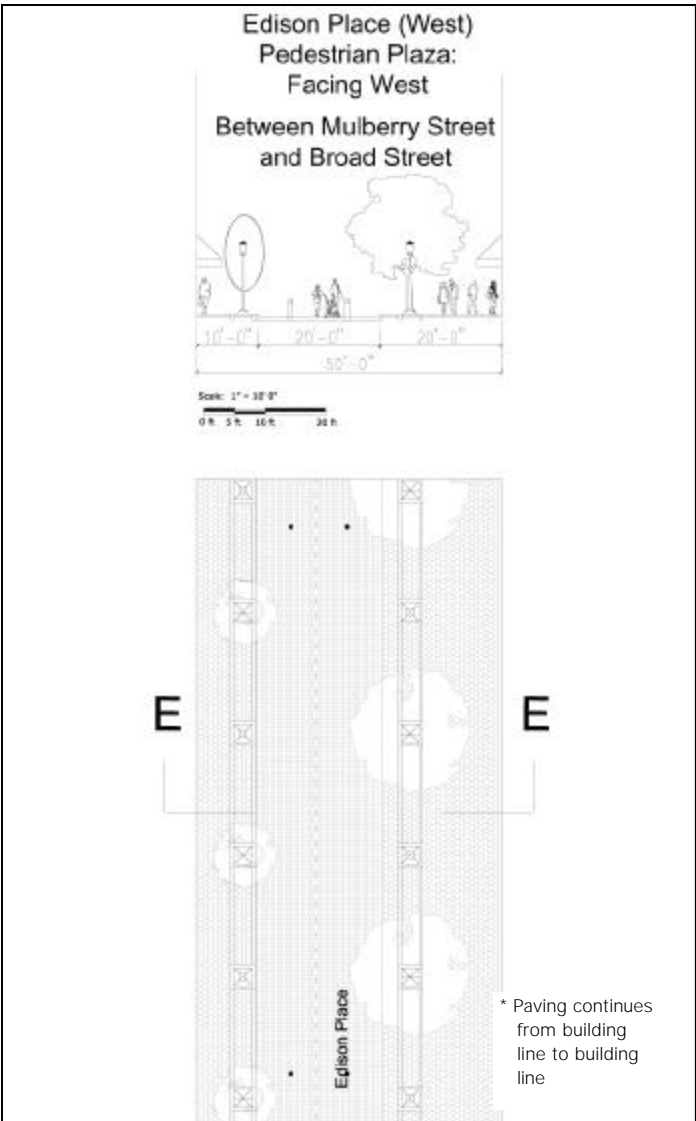
Thoroughfare Type

DR=Drive  
BV=Boulevard  
AV=Avenue  
ST=Street  
PL=Place

XX-000-00



Type	Retail - Commercial
Movement	Regulated Movement
Traffic Lanes	Two-way
Parking Lanes	No Parking
R.O.W. Width	50 ft
Curb Radius	12 Ft
Vehicular Design Speed	15 mph
Ped. Crossing Time	5 seconds
Sidewalk Width	10 ft/20 ft
Planter Width	4 ft
Planter Type	Planting Well
Tree Species	See Landscape Plan
Lighting	Street Max max 15 ft tall Blvd & Corner max 25' ft tall





## Street Standards

Section FF  
BV-126-00

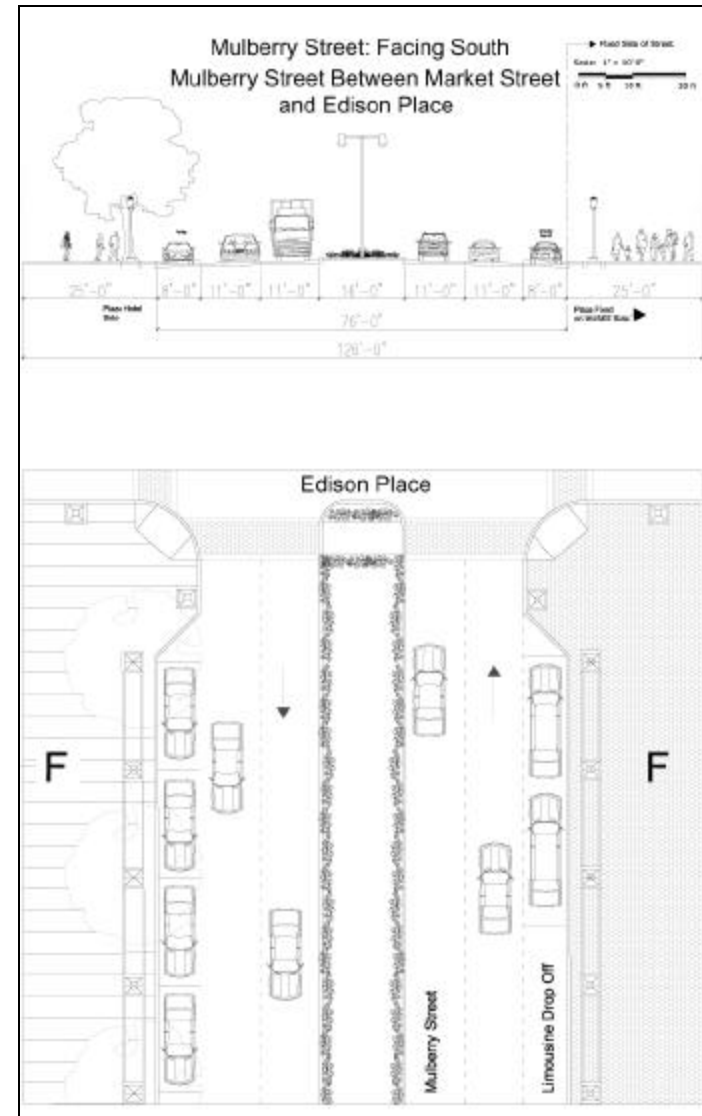
### Thoroughfare Type

DR=Drive  
BV=Boulevard  
AV=Avenue  
ST=Street  
PL=Place

### XX-000-00

Pavement Width  
Right of way Width  
Thoroughfare Type

Type	Retail - Commercial
Movement	Free Movement
Traffic Lanes	Two way, 4 lanes
Parking Lanes	One Side (Opposite MUSEE)/ Limousine drop-off (MUSEE)
R.O.W. Width	126 ft
Curb Radius	12 Ft
Vehicular Design Speed	35 mph
Ped. Crossing Time	15 seconds
Sidewalk Width	25 ft/25 ft
Planter Width	4 ft
Planter Type	Planting Well
Tree Species	See Landscape Plan
Lighting	Street Max max 15 ft tall Blvd & Corner max 25' ft tall





## Street Standards

Section GG  
BV-126-76

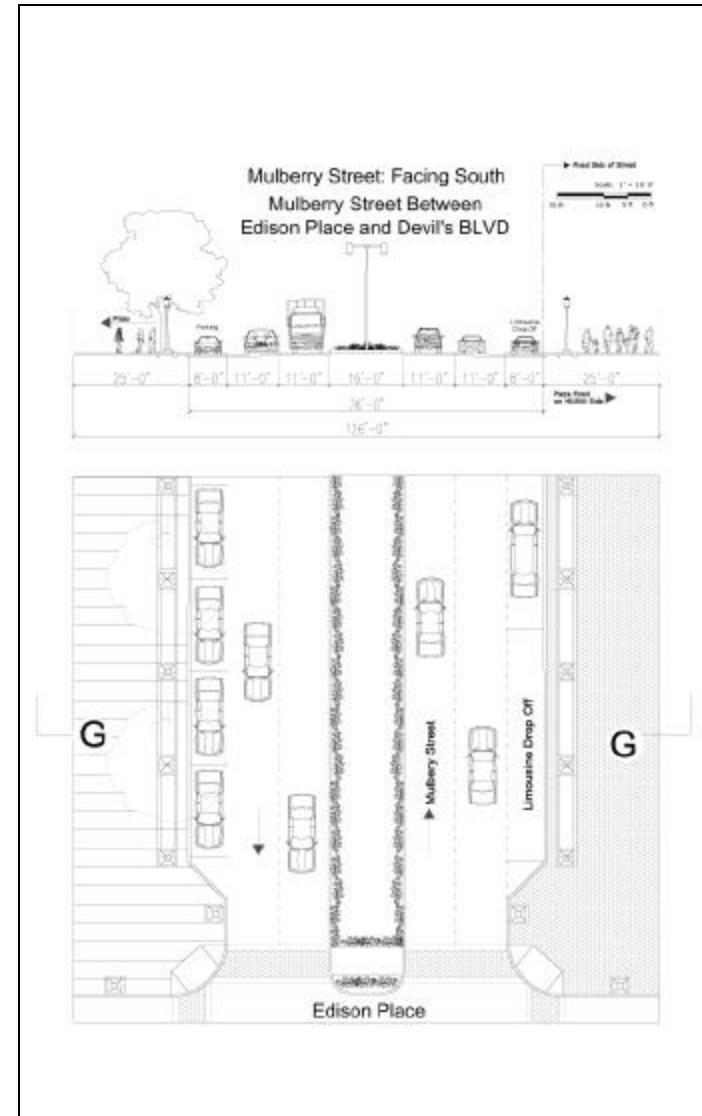
### Thoroughfare Type

DR=Drive  
BV=Boulevard  
AV=Avenue  
ST=Street  
PL=Place

### XX-000-00

Pavement Width  
Right of way Width  
Thoroughfare Type

Type	Retail - Commercial
Movement	Free Movement
Traffic Lanes	4 Two-way Lanes
Parking Lanes	One Side (Opposite MUSEE)/ Limousine drop-off (MUSEE)
R.O.W. Width	126 ft
Curb Radius	12 Ft
Vehicular Design Speed	35 mph
Ped. Crossing Time	15 seconds
Sidewalk Width	25 ft/25 ft
Planter Width	4 ft
Planter Type	Planting Well
Tree Species	See Landscape Plan
Lighting	Street Max max15 ft tall Blvd & Corner max 25' ft tall





## Street Standards

Section HH  
BV-126-76

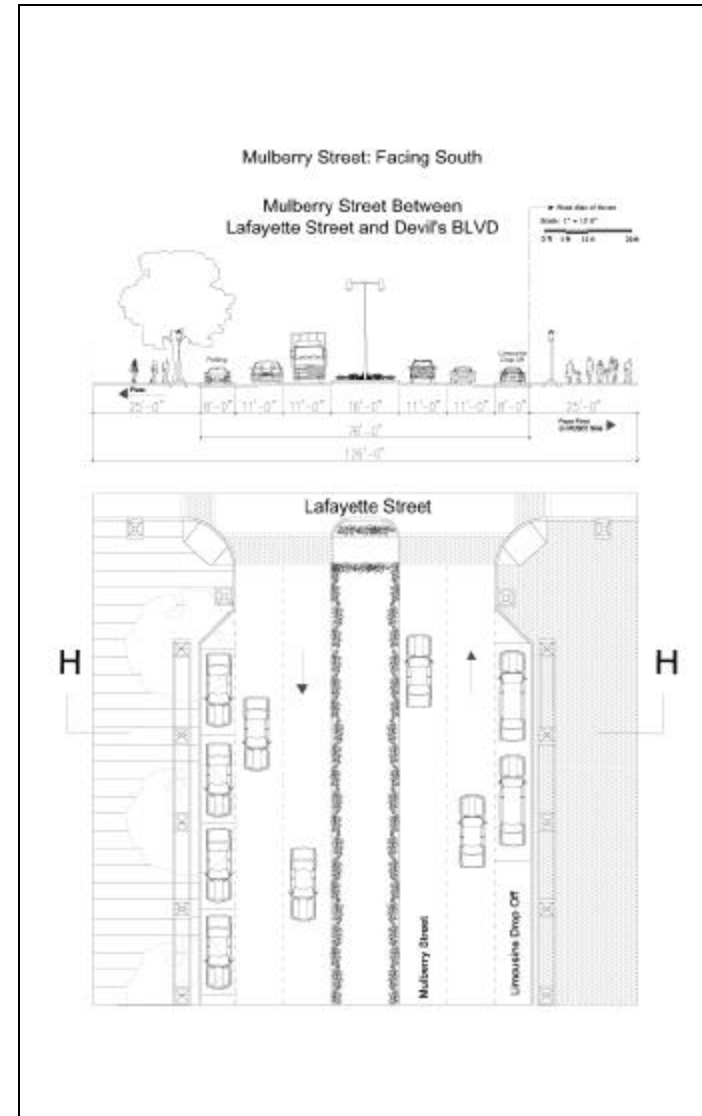
### Thoroughfare Type

DR=Drive  
BV=Boulevard  
AV=Avenue  
ST=Street  
PL=Place

### XX-000-00

Pavement Width  
Right of way Width  
Thoroughfare Type

Type	Retail - Commercial
Movement	Free Movement
Traffic Lanes	4 Two-way Lanes
Parking Lanes	One Side (Opposite MUSEE)/ Limousine drop-off (MUSEE Side)
R.O.W. Width	126 ft
Curb Radius	12 Ft
Vehicular Design Speed	35 mph
Ped. Crossing Time	15 seconds
Sidewalk Width	25 ft/25 ft
Planter Width	4 ft
Planter Type	Planting Well
Tree Species	See Landscape Plan
Lighting	Street Max max 15 ft tall Blvd & Corner max 25' ft tall





## Street Standards

### Section II ST-128-68

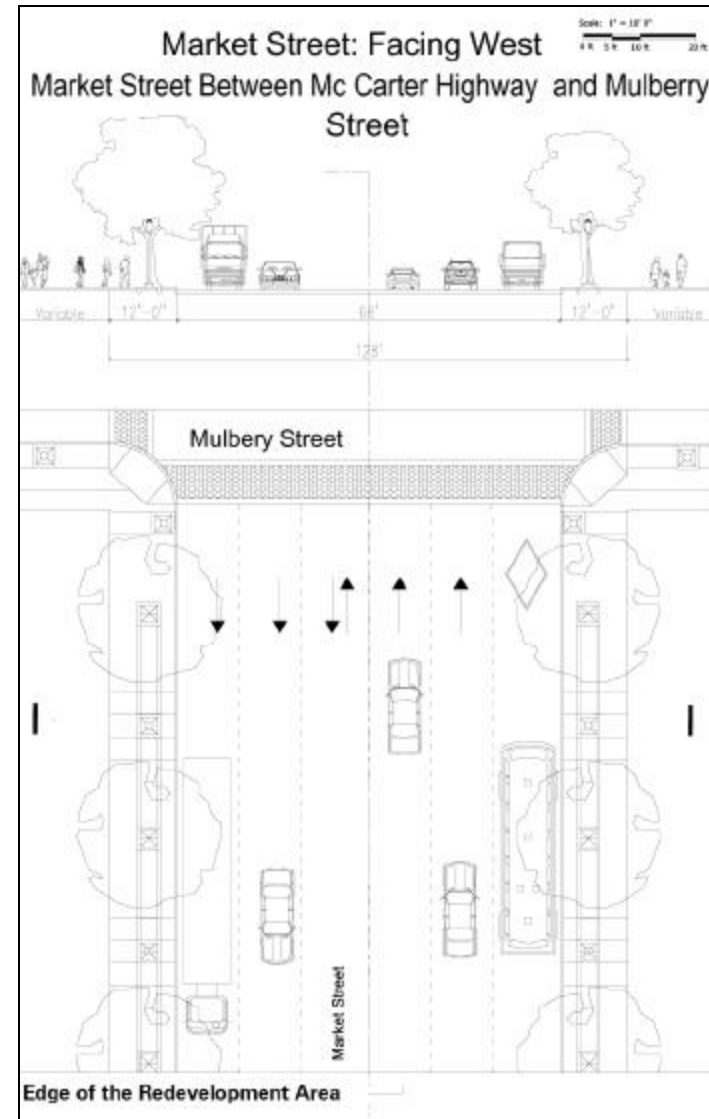
#### Thoroughfare Type

DR=Drive  
BV=Boulevard  
AV=Avenue  
ST=Street  
PL=Place

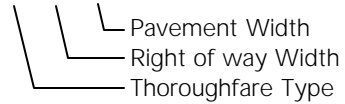
#### XX-000-00

Pavement Width  
Right of way Width  
Thoroughfare Type

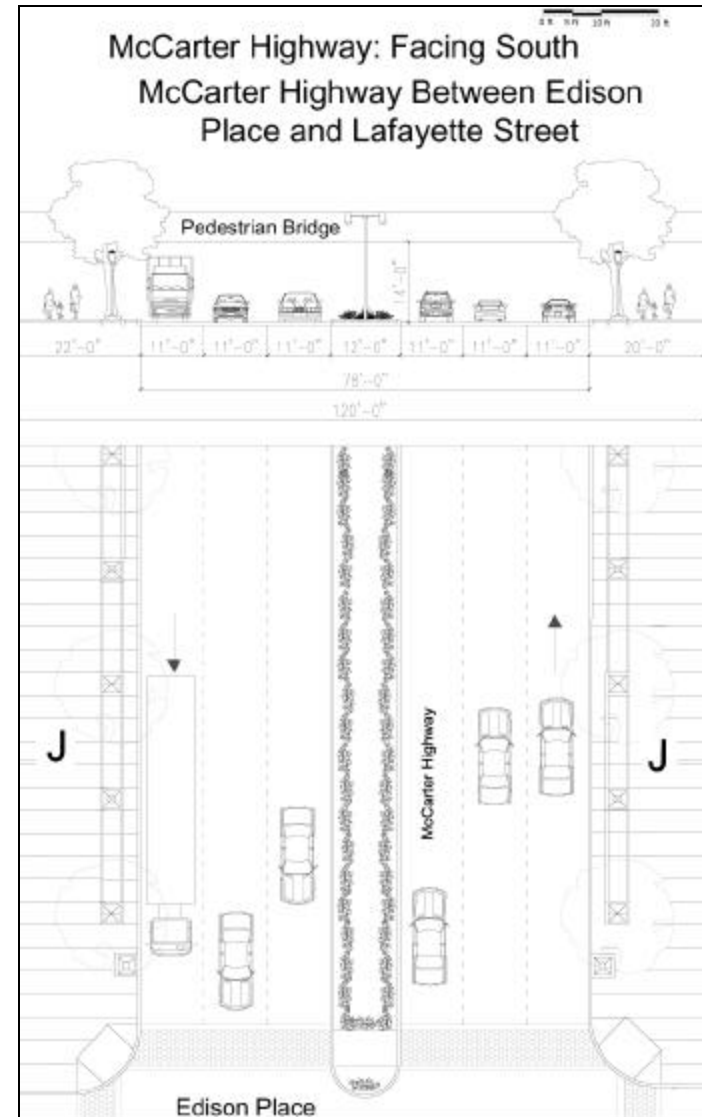
<b>Type</b>	Retail- Residential- Commercial
<b>Movement</b>	Free Movement
<b>Traffic Lanes</b>	4 lanes, + 1 Turning Lane,+ 1 Bus Lane
<b>Parking Lanes</b>	Variable
<b>R.O.W. Width</b>	128 ft
<b>Curb Radius</b>	12 Ft
<b>Vehicular Design Speed</b>	35 mph
<b>Ped. Crossing Time</b>	16 seconds
<b>Sidewalk Width</b>	12 ft/12 ft
<b>Planter Width</b>	4 ft
<b>Planter Type</b>	Planting Well
<b>Tree Species</b>	See Landscape Plan
<b>Lighting</b>	Street max 15 ft tall Blvd & Corner max 25' ft tall





**Street Standards**Section JJ  
BV-120-78**Thoroughfare Type**DR=Drive  
BV=Boulevard  
AV=Avenue  
ST=Street  
PL=Place**XX-000-00**

<b>Type</b>	Main Artery- Retail-Commercial
<b>Movement</b>	Free Movement
<b>Traffic Lanes</b>	6 lanes, Two-way
<b>Parking Lanes</b>	No Parking
<b>R.O.W. Width</b>	120 ft
<b>Curb Radius</b>	12 ft
<b>Vehicular Design Speed</b>	45 mph
<b>Ped. Crossing Time</b>	19 seconds
<b>Sidewalk Width</b>	22 ft/20 ft
<b>Planter Width</b>	4 ft
<b>Planter Type</b>	Planting Well
<b>Tree Species</b>	See Landscape Plan
<b>Lighting</b>	Street max 15 ft tall Blvd & Corner max 25' ft tall





## Street Standards

Section KK  
ST-058-22

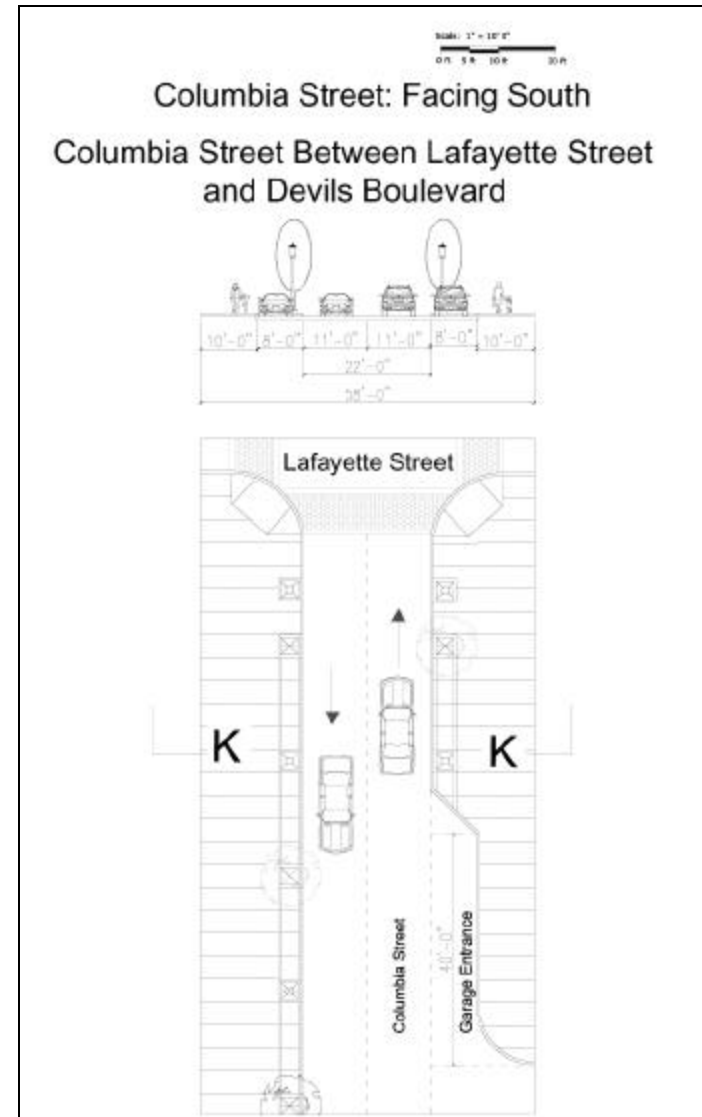
### Thoroughfare Type

DR=Drive  
BV=Boulevard  
AV=Avenue  
ST=Street  
PL=Place

### XX-000-00

Pavement Width  
Right of way Width  
Thoroughfare Type

Type	Residential
Movement	Regulated Movement
Traffic Lanes	Two Way, w/Garage Entrance on both sides
Parking Lanes	No parking
R.O.W. Width	58 ft
Curb Radius	12 Ft
Vehicular Design Speed	20 mph
Ped. Crossing Time	5 seconds
Sidewalk Width	18 ft/18 ft
Planter Width	4 ft
Planter Type	Planting Well
Tree Species	See Landscape Plan
Lighting	Street Max 15 ft tall Blvd & Corner max 25' ft tall





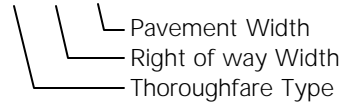
## Street Standards

Section LL  
ST-058-22

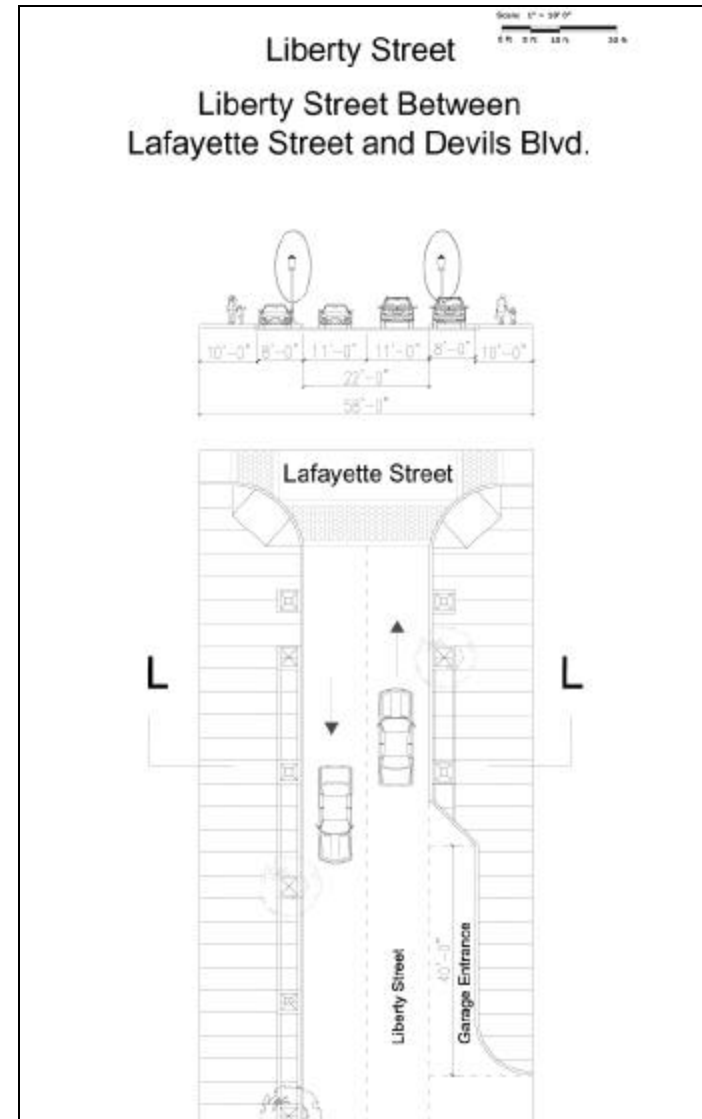
### Thoroughfare Type

DR=Drive  
BV=Boulevard  
AV=Avenue  
ST=Street  
PL=Place

### XX-000-00



Type	Residential
Movement	Regulated Movement
Traffic Lanes	Two-way w/Garage Entrance on Both Sides
Parking Lanes	No parking
R.O.W. Width	58 ft
Curb Radius	12 Ft
Vehicular Design Speed	20 mph
Ped. Crossing Time	5 seconds
Sidewalk Width	18 ft/18 ft
Planter Width	4 ft
Planter Type	Planting Well
Tree Species	See Landscape Plan
Lighting	Street max 15 ft tall Blvd & Corner max 25' ft tall









## Street Standards

Section NN  
AV-085-52

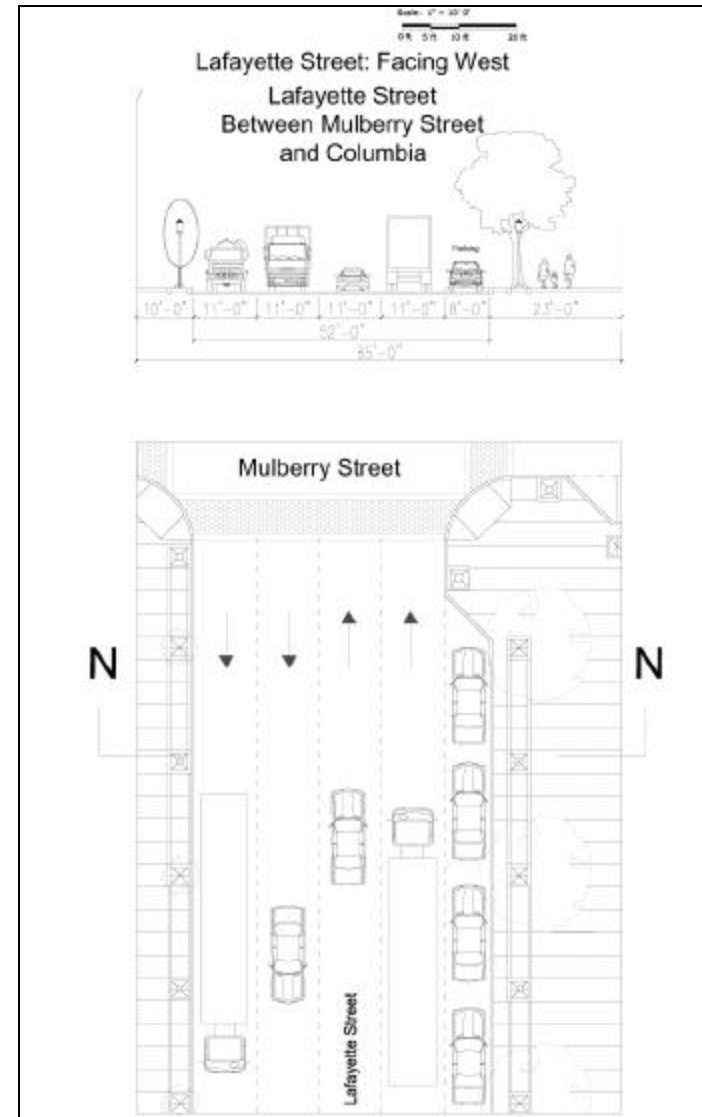
### Thoroughfare Type

DR=Drive  
BV=Boulevard  
AV=Avenue  
ST=Street  
PL=Place

### XX-000-00

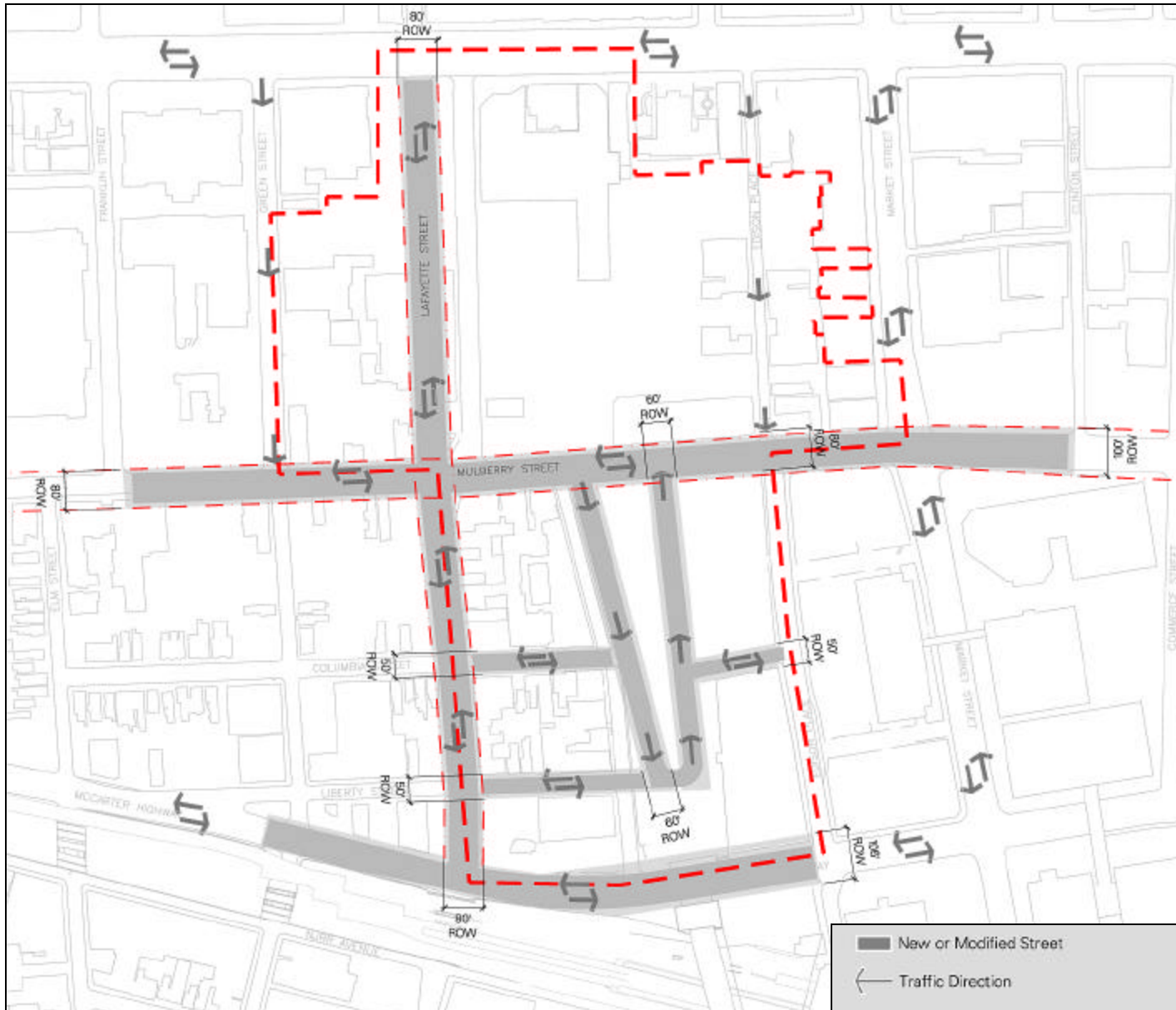
Pavement Width  
Right of way Width  
Thoroughfare Type

Type	Commercial
Movement	Free Movement
Traffic Lanes	4 lanes, Two-way
Parking Lanes	North Side Parallel Parking
R.O.W. Width	85 ft
Curb Radius	12 Ft
Vehicular Design Speed	35 mph
Ped. Crossing Time	13 seconds
Sidewalk Width	10 ft/25 ft
Planter Width	4 ft
Planter Type	Planting Well
Tree Species	See Landscape Plan
Lighting	Street max 15 ft tall Blvd & Corner max 25' ft tall



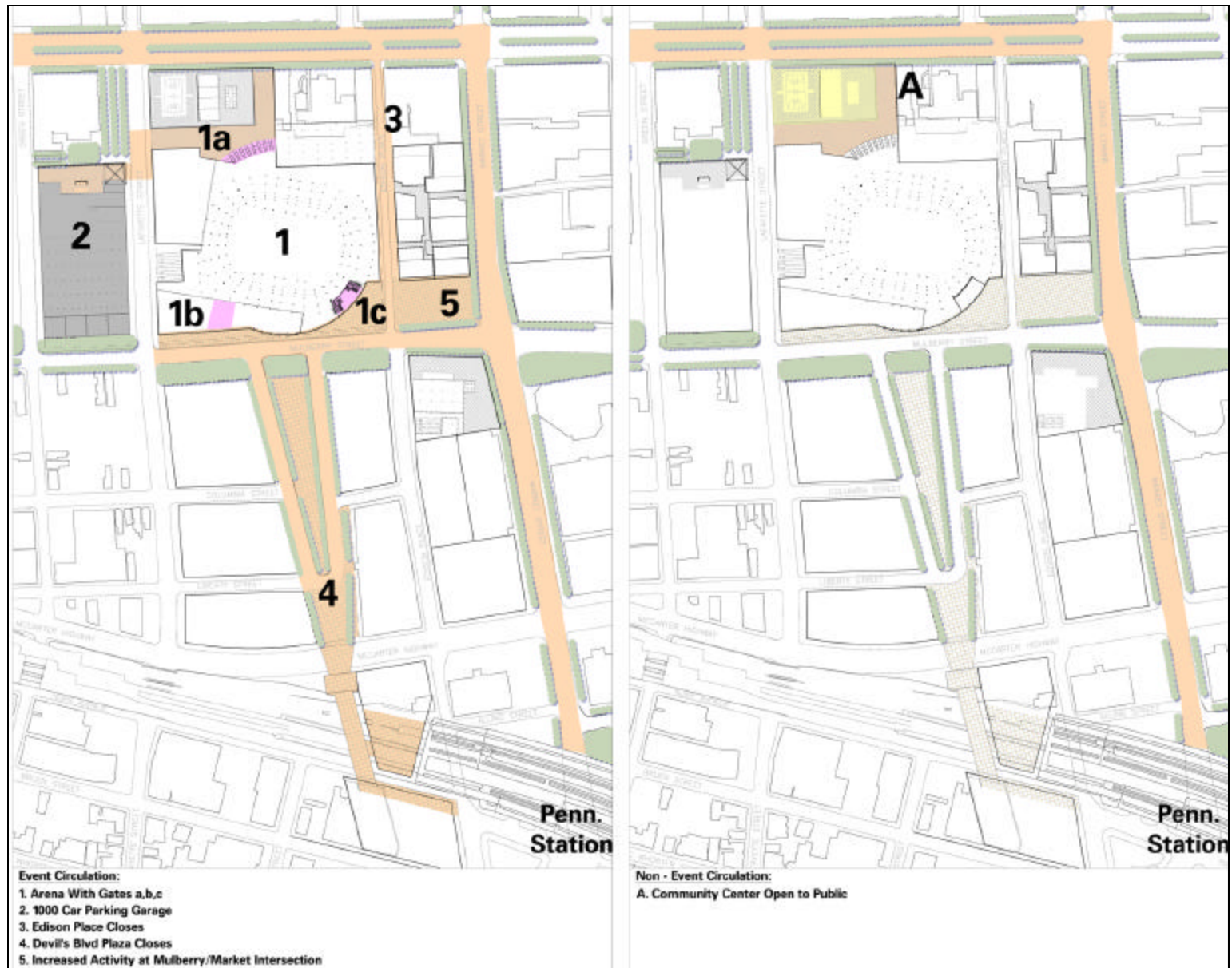


### B.3 Vehicular Circulation Plan





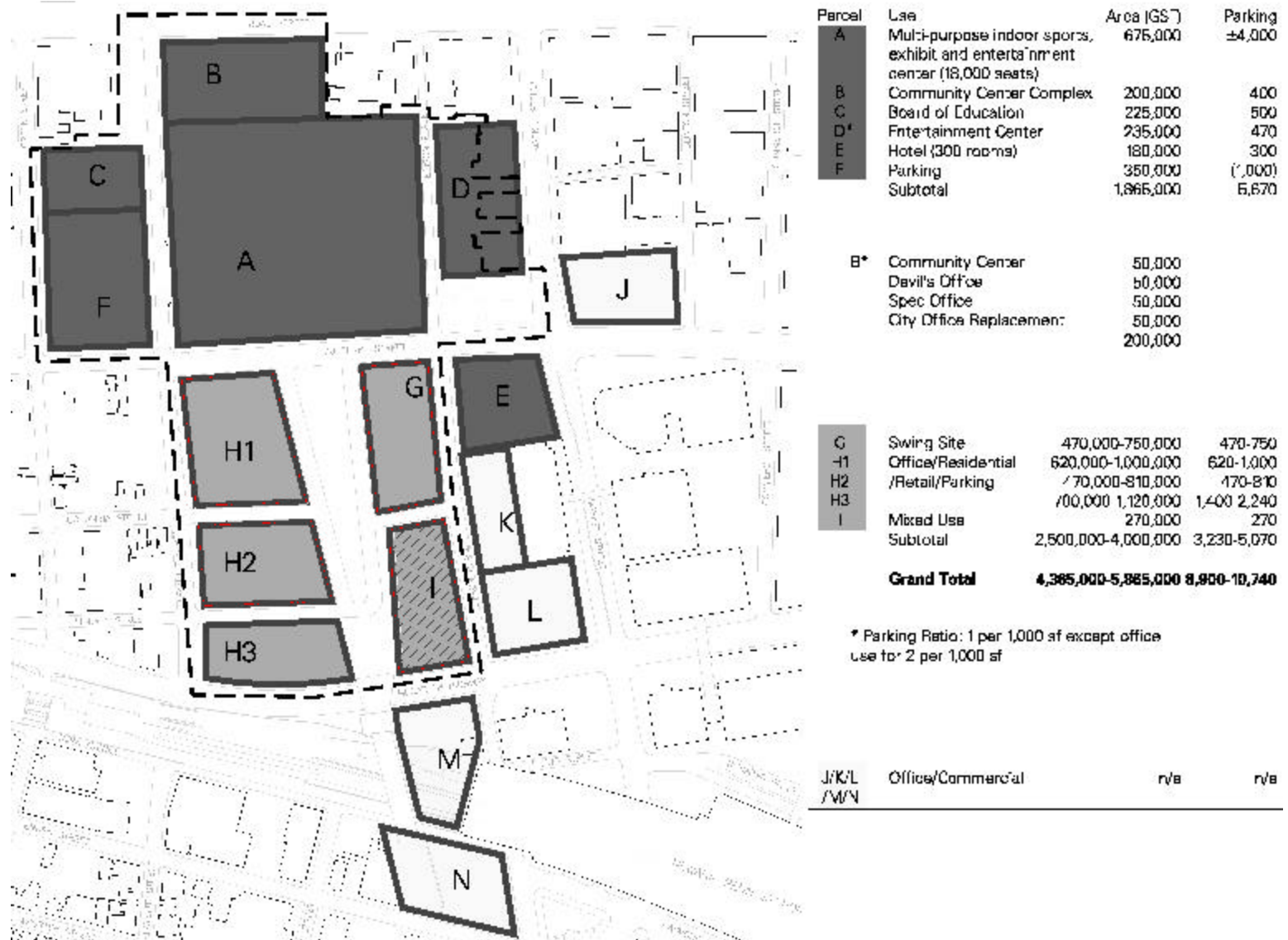
## B.4 Pedestrian Circulation Plan (Event, at left, and Non-Event)





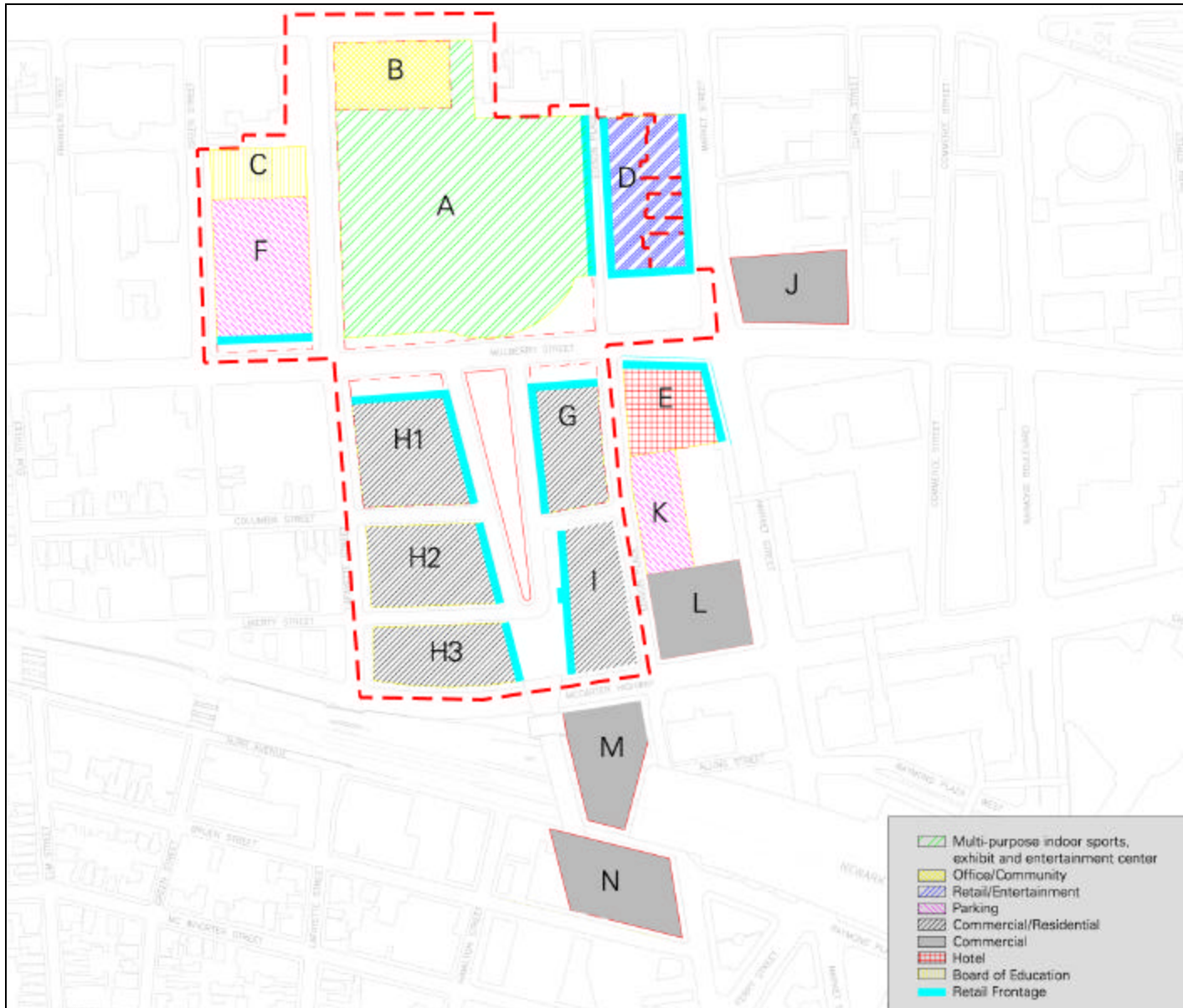
## C Land Use Exhibits

### C.1 Program/Plan Yield Map



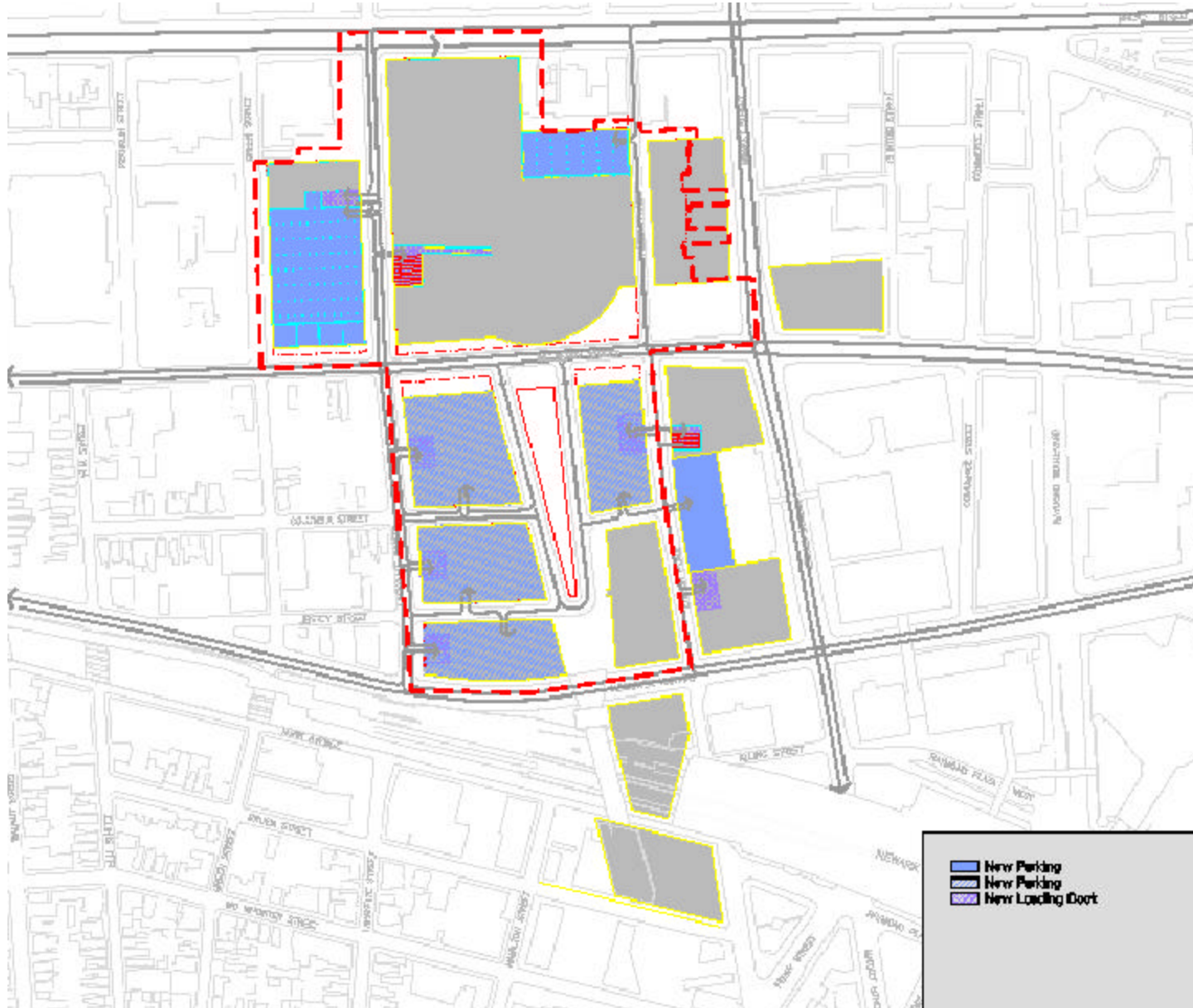


## C.2 Land Use Map





### C.3 Parking and Loading Map

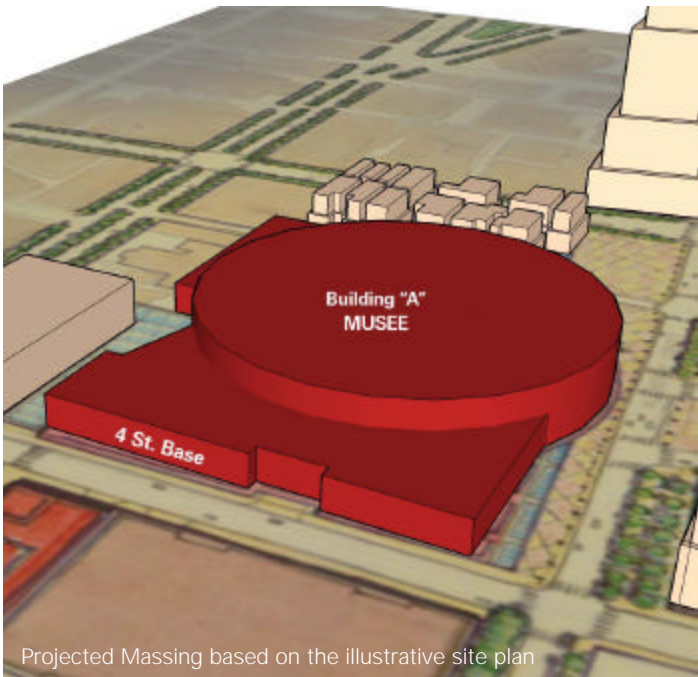
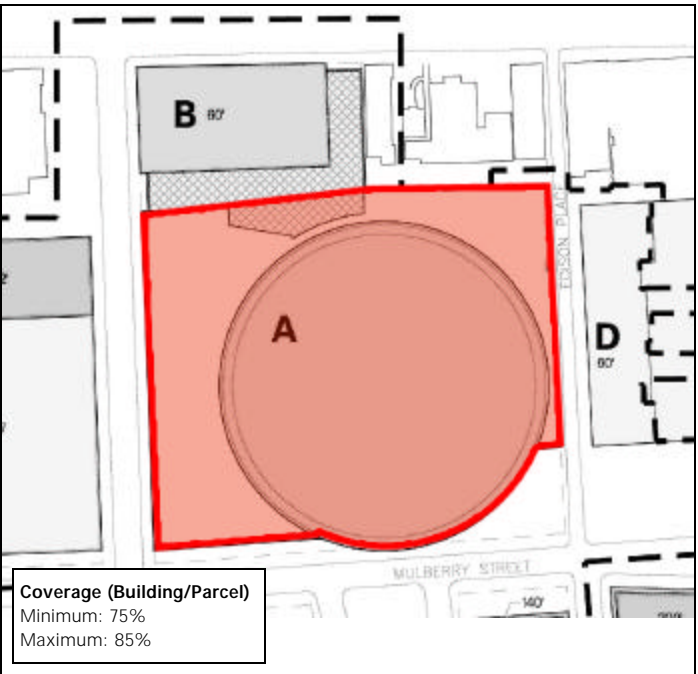




## C.4 Disposition Parcel Maps / Illustrative Massing Diagrams

### C.4.1 Parcel A

Parcel A is 373,000 square feet and is programmed for a Multi-Use, Sports, Exhibition and Entertainment complex (MUSEE) with seating capacity of 18,000, including shops along the Edison Street edge, a joint community/professionals practice area, open exhibition space and an attached 300 car parking structure that will be used jointly by Old First Presbyterian Church. The primary entrances are from Broad and Mulberry Streets. Public plazas are recommended along the Mulberry Street edge. Edison Place, on both sides of the street is programmed as an entertainment district. Service and loading for the building are programmed from the new Lafayette Street.

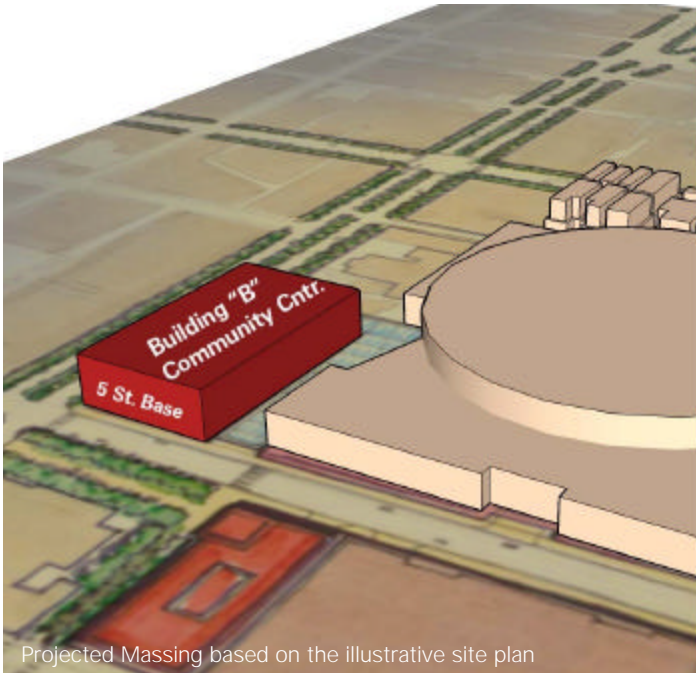
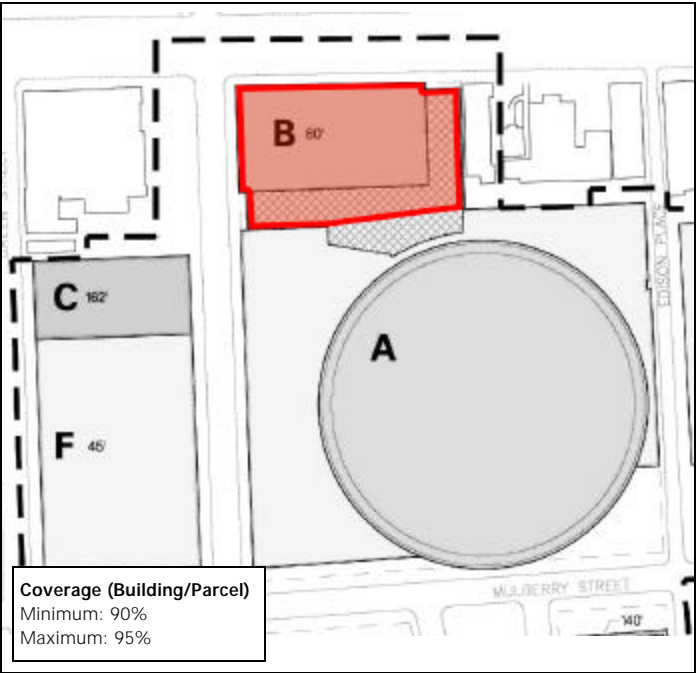


BLOCK FACE		Min Height (ft)	Max Height (ft)	Build-to Line	Initial Setback Min. ht	Initial Setback Max. ht	2nd Setback Min. ht	2nd Setback Max. ht	3rd Setback Min. ht	3rd Setback Max. ht
	Mulberry St.	40 ft	160 ft	40 - 120 ft	45 ft	60 ft	NA	NA	NA	NA
	Edison Pl.	45 ft	160 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA
	Broad St.	45 ft	60 ft	0 ft	NA	NA	NA	NA	NA	NA
	Lafayette.	45 ft	160 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA



C.4.2 Parcel B

Parcel B has a developable footprint of 50,000 square feet. The site is located on the corner of Lafayette and Broad Street. It is a mixed use building with community facilities, retail and offices as will as an entrance to the Multi-Use, Sports, Exhibition and Entertainment complex (MUSEE). This building will complement the adjacent building, maintaining a four to five story height on Broad Street and will be built of similar materials as the adjoining MUSEE complex. This building must be particularly transparent along Broad and Green Streets and will provide an entrance to the MUSEE from Broad Street. To the extent possible, the existing façade from the old train station entrance will be preserved and incorporated into the façade.

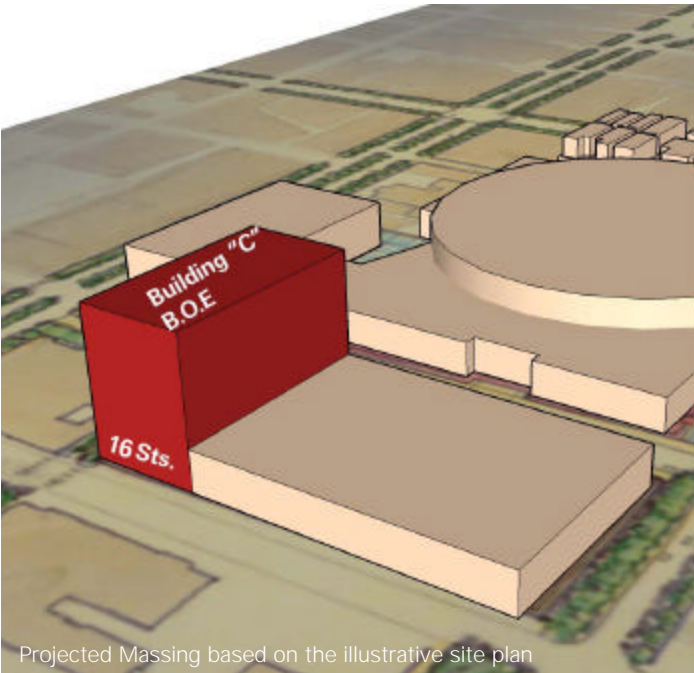
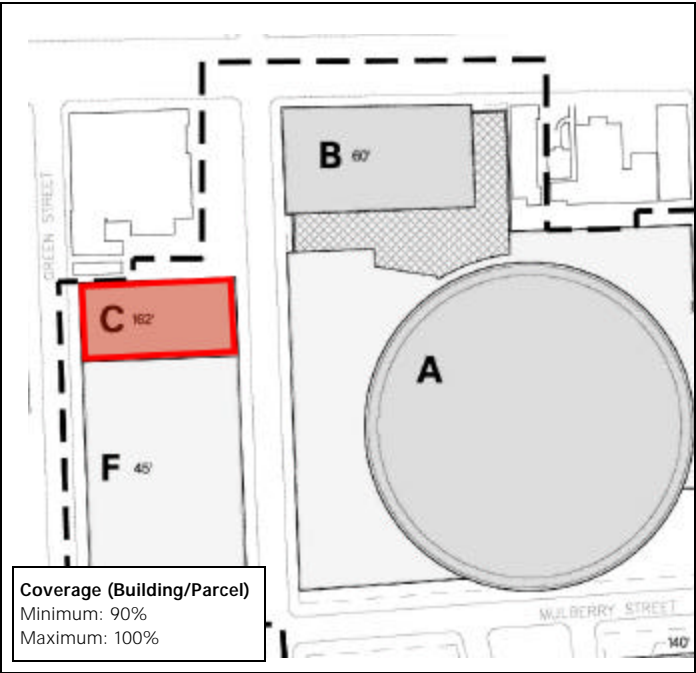


BLOCK FACE		Min. Height (ft)	Max Height (ft)	Build-to Line	Initial Setback Min. ht	Initial Setback Max. ht	2nd Setback Min. ht	2nd Setback Max. ht	3rd Setback Min. ht.	3rd Setback Max. ht
	Mulberry St.	45 ft	80 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA
	Lafayette.	45 ft	80 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA



C.4.3 Parcel C

Parcel C has a developable footprint of 30,000 square feet. This building is a high rise core type structure with entrances from Green Street and with a more formal entrance on Broad Street through a landscaped plaza. This building has a range of roof lines and setbacks as shown on the adjacent axiomatic drawing. This building shares the adjoining parking structure with the Multi-Use, Sports, Exhibition and Entertainment complex (MUSEE). A total of 500 parking spaces are allocated to this high rise office. The upper portion of the building will extend up over a four story base.

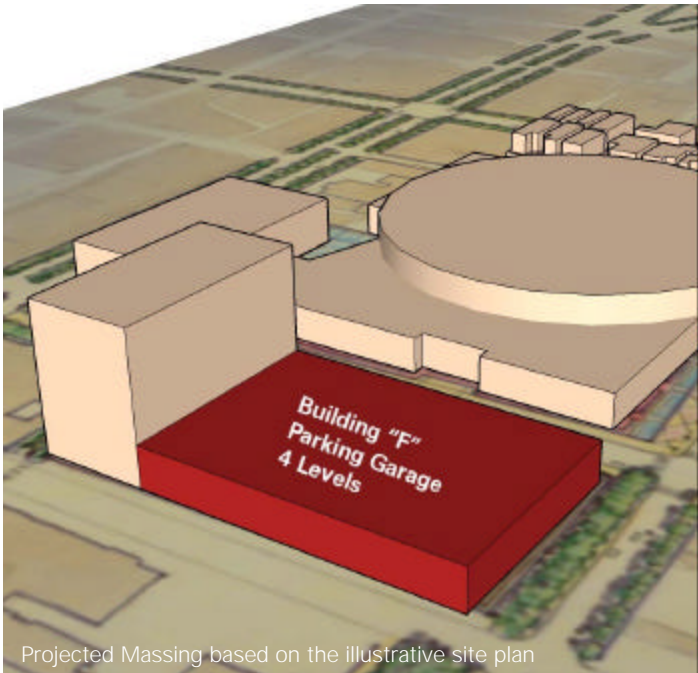
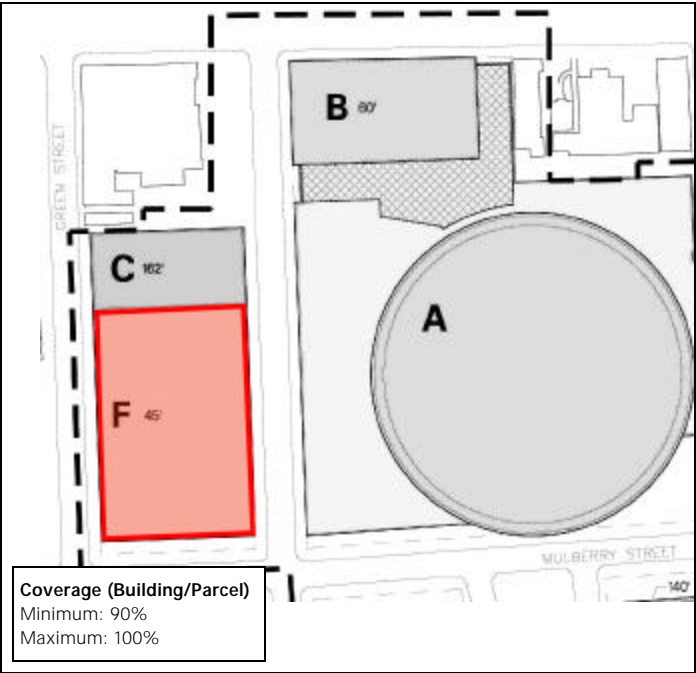


BLOCK FACE		Min. Height (ft)	Max Height (ft)	Build-to Line	Initial Setback Min. ht	Initial Setback Max. ht	2nd Setback Min. ht	2nd Setback Max. ht	3rd Setback Min. ht.	3rd Setback Max. ht
	Green St.	120 ft	200 ft	0 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	Lafayette.	120 ft	200 ft	0 ft	45 ft	60 ft	140 ft	200 ft	NA	NA



C.4.4 Parcel F

Parcel F has a developable footprint of 120,000 square feet. This is a slab-and core type building with a range of roof lines and setbacks as shown on the adjacent axiomatic drawing. This building is located between Mulberry, Green and the newly widened Lafayette Street. This is a mixed-use parking building with retail and/or offices at the lower level on Green Street Mulberry and on the corner with Lafayette. The predominant retail frontage is along the Mulberry Street frontage. The building is designed not to look like a parking structure but will have façade treatment that is fenestrated with window type openings and that complements the surrounding architecture. A total of 1,000 parking spaces are recommended for this building. Vehicular access is recommended from Lafayette Street. Residential use above the garage is allowed.

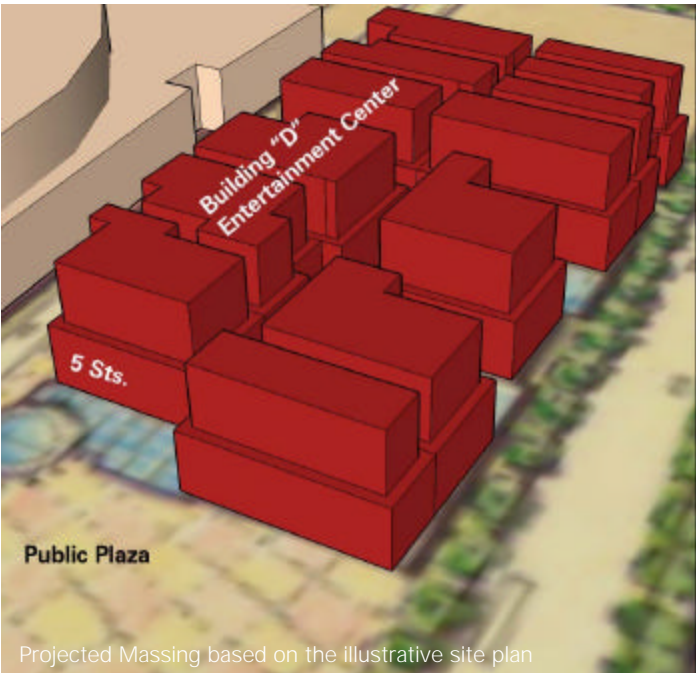
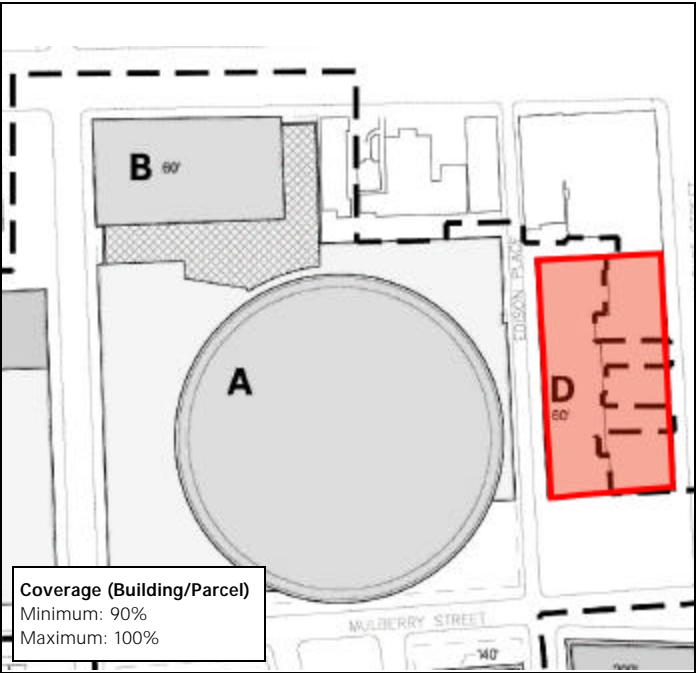


BLOCK FACE		Min Height (ft)	Max Height (ft)	Build-to Line	Initial Setback Min. ht	Initial Setback Max. ht	2nd Setback Min. ht	2nd Setback Max. ht	3rd Setback Min. ht	3rd Setback Max. ht
	Mulberry St.	45 ft	120 ft	40 ft	45 ft	60 ft	NA	NA	NA	NA
	Green St.	45 ft	120 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA
	Lafayette.	45 ft	120 ft	0 ft(2)	45 ft	60 ft	NA	NA	NA	NA



C.4.5 Parcel D

Parcel D has a developable footprint of 35,000 square feet. This building or series of buildings are a special type constructed along Edison Place in the back of the existing historic structures along Market Street. These buildings are devoted to entertainment on the lower levels and perhaps the entire structure. Alternative uses for the upper levels are housing or offices. This building type and frontage complements the retail/entertainment edge of the proposed Multi-Use, Sports, Exhibition and Entertainment complex (MUSEE) on the other street face of Edison Place. The façade facing Mulberry Street also is the edge of the new plaza and as such this face should be designed as a liner building with significant signage, animation and transparency. To the extent possible these buildings and uses within them should have dual frontage on Edison Place and on Market Street.



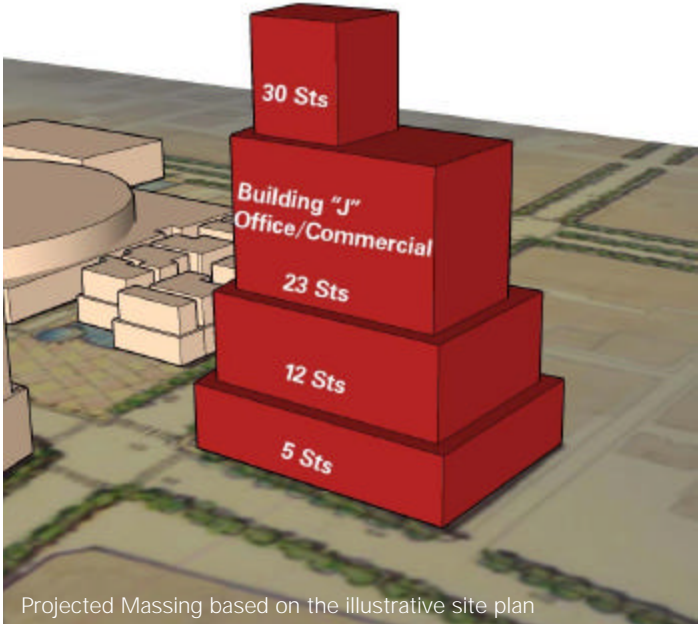
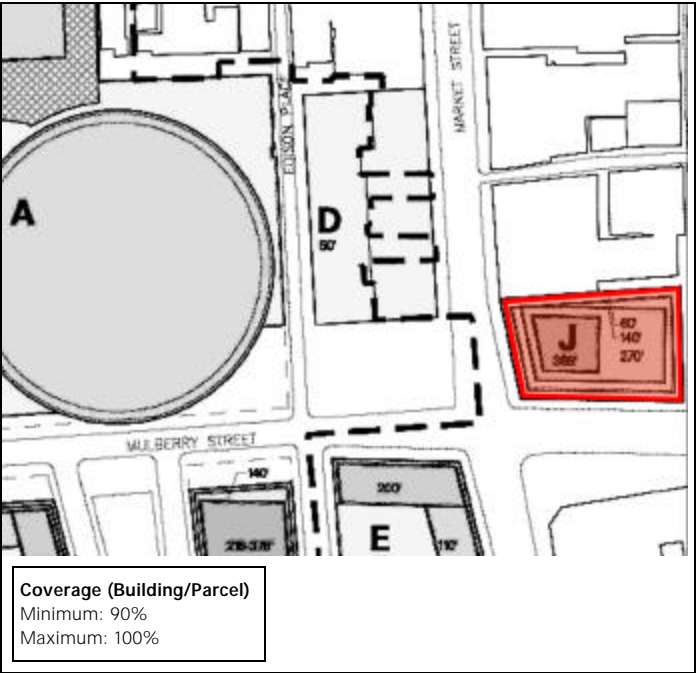
BLOCK FACE		Min. Height (ft)	Max Height (ft)	Built-to Line	Initial Setback Min. ht	Initial Setback Max. ht	2nd Setback Min. ht	2nd Setback Max. ht	3rd Setback Min. ht.	3rd Setback Max. ht
	Mulberry St.	45 ft	80 ft	120 ft	NA	NA	NA	NA	NA	NA
	Edison Pl.	45 ft	60 ft	10 ft	NA	NA	NA	NA	NA	NA
	Market St.	(3)	(3)	0 ft	NA	NA	NA	NA	NA	NA



C.4.6 Parcel J

Parcel J has a developable footprint of 50,000 square feet. This is a combination of slab and core type buildings with a range of roof lines and setbacks as shown on the adjacent axiomatic drawing. This parcel is programmed for a high-rise core type building and is important to enclose the public space along the frontage of Mulberry adjacent to the MUSEE. This building/site is not located in the Core Area Redevelopment Plan but located in the Gateway Redevelopment Area. It is an important visual and spatial termination for Mulberry Street. Its location on Market Street, close to the train station gives this site additional importance.

This building is programmed with multiple setbacks to respect the cornice and roof lines of the adjacent and adjoining historic buildings.



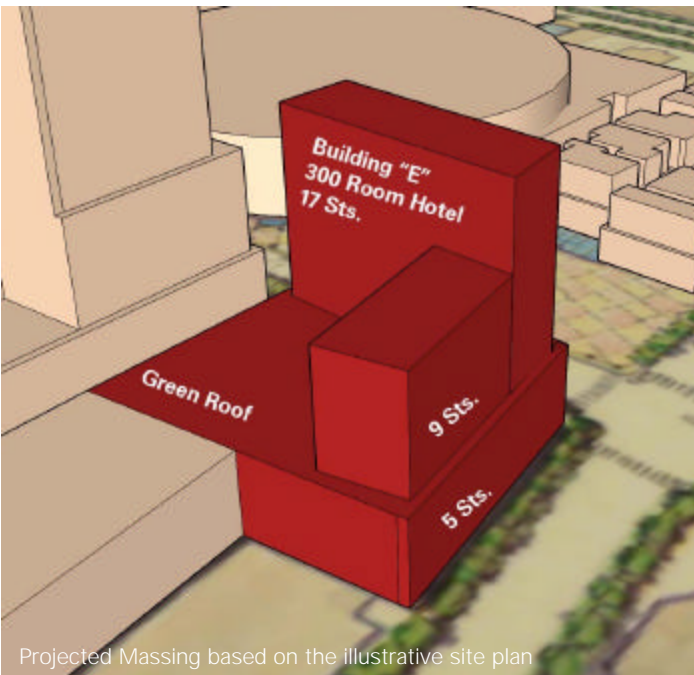
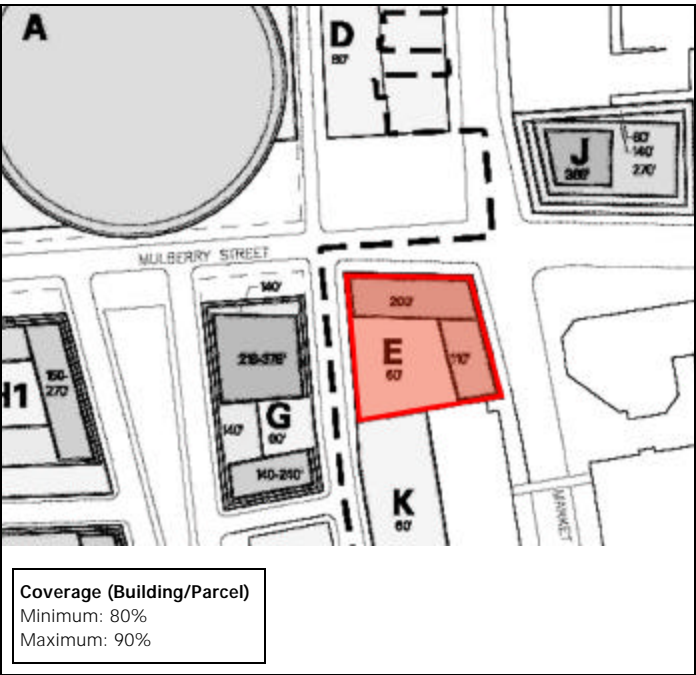
BLOCK FACE		Min Height (ft)	Max Height (ft)	Build-to Line	Initial Setback Min. ht	Initial Setback Max. ht	2nd Setback Min. ht	2nd Setback Max. ht	3rd Setback Min. ht	3rd Setback Max. ht
	Mulberry St.	140 ft	400 ft	0 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	Market St.	140 ft	400 ft	0 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	Clinton St.	60 ft	140 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA



C.4.7 Parcel E

Parcel E has a developable footprint of 50,000 square feet. This is a slab-type building with a range of roof lines and setbacks as shown on the adjacent axiomatic drawing. This mid-rise building is located on the corner of Mulberry Street and Market. It is outside the Core Redevelopment Area but is critical to the architectural, visual and spatial character of the Redevelopment Plan. It is the third building to enclose the public space in front of the MUSEE. The building is recommended for a 300 room hotel with a large transparent lobby. The building is programmed with a five story base stepping up to a height range of 17 to 20 stories.

This is currently a vacant site and is ideally suited to a hotel and as options housing, office and/or retail.

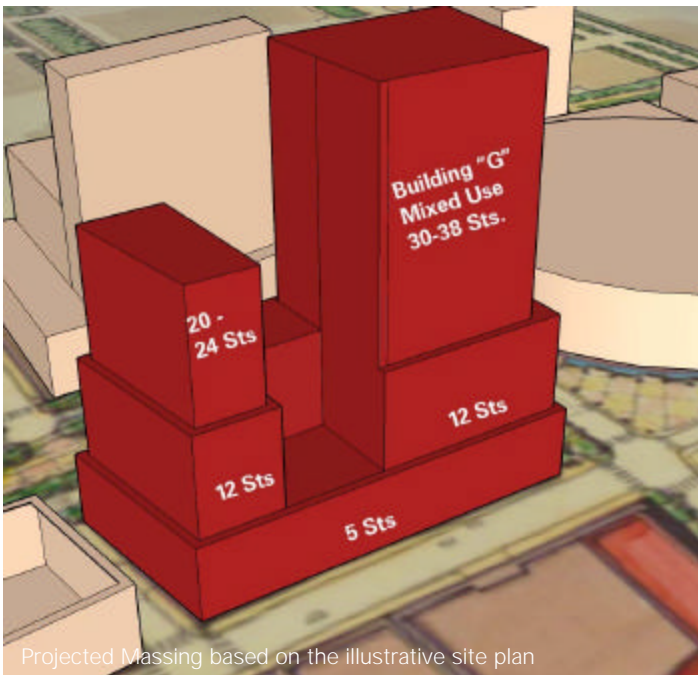
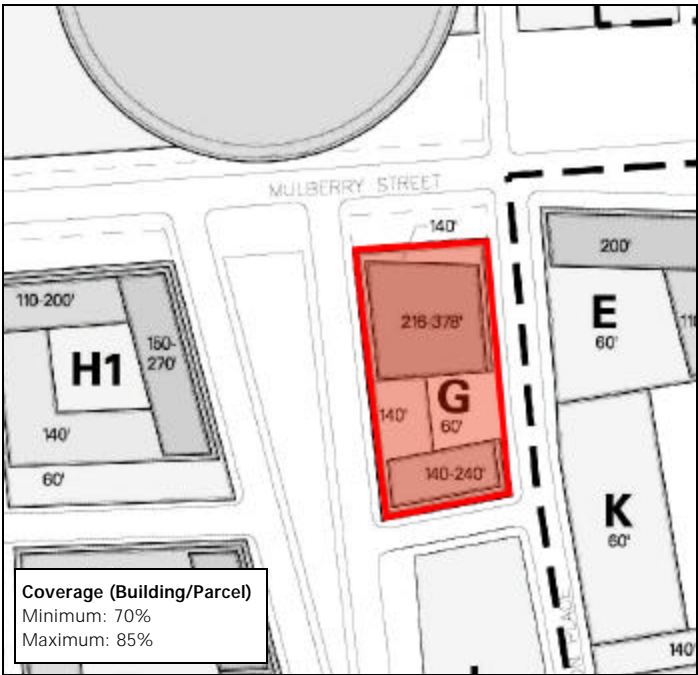


BLOCK FACE		Min Height (ft)	Max Height (ft)	Build-to Line	Initial Setback Min. ht	Initial Setback Max. ht	2nd Setback Min. ht	2nd Setback Max. ht	3rd Setback Min. ht	3rd Setback Max. ht
	Mulberry St.	110 ft	200 ft	5 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	Edison Pl.	60 ft	200 ft	0 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	Market St.	110 ft	200 ft	5 ft	455 ft	60 ft	140 ft	200 ft	NA	NA



### C.4.8 Parcel G

Parcel G has a developable footprint of 60,000 square feet. This is a slab-type building with a range of roof lines and setbacks shown on the adjacent axiomatic drawing. This parcel is programmed for a high-rise core type building located between Edison Place and the new street surrounding the new triangular park. The Mulberry Street frontage is programmed for the high-rise structure with a lower slab mid-rise along the new Columbia Street extension. This building is directly across from the mixed use sports, exhibition and entertainment (MUSEE) complex and forms a building edge for the new triangular shaped public park. It is setback from Mulberry Street with a garden type landscape setting. This is a tall building with an articulated base and a distinct top. The building has a five story base with an intermediate setback at floors 8 to 10.



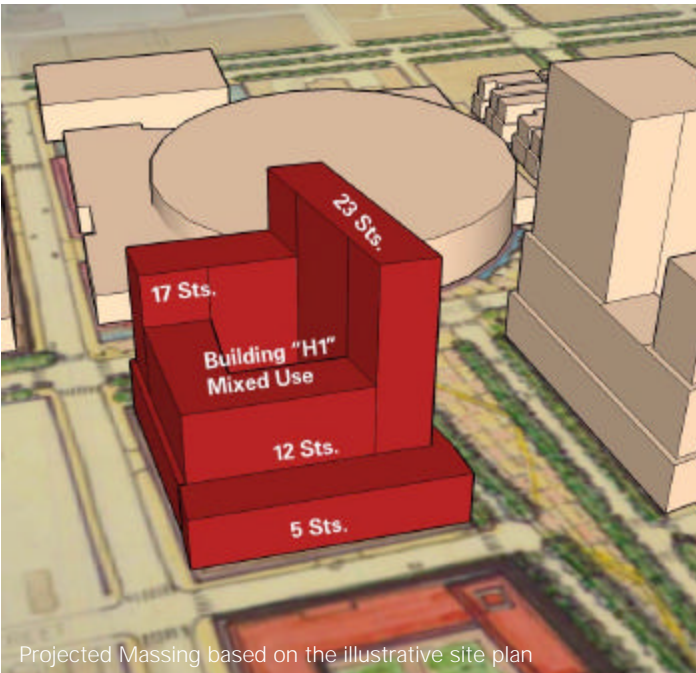
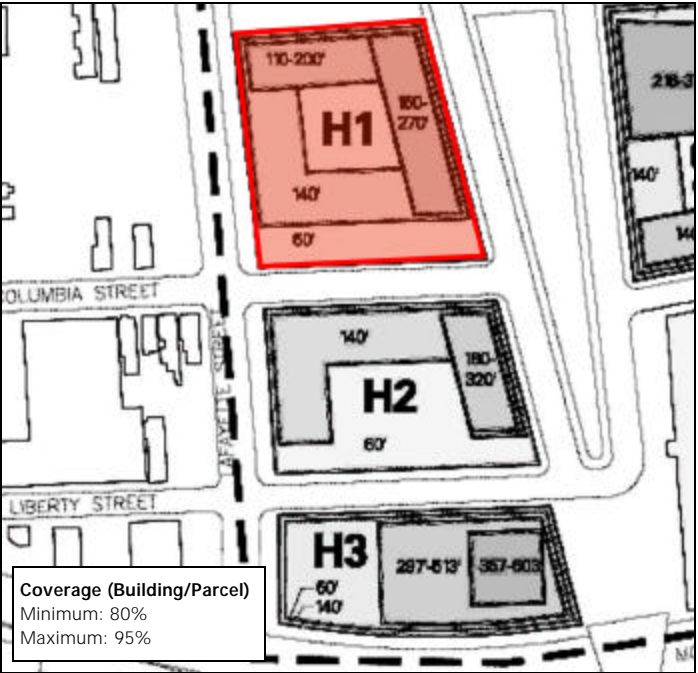
BLOCK FACE		Min. Height (ft)	Max Height (ft)	Build-to Line	Initial Setback Min. ht	Initial Setback Max. ht	2nd Setback Min. ht	2nd Setback Max. ht	3rd Setback Min. ht.	3rd Setback Max. ht
	Mulberry St.	140 ft	400 ft	40 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	Edison Pl.	140 ft	400 ft	0 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	Columbia St.	140 ft	260 ft	10 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	Triangular Park	140 ft	400 ft	0 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft



### C.4.9 Parcel H1

Parcel H1 has a developable footprint of 84,000 square feet. This is a slab-type building with a range of roof lines and setbacks as shown on the adjacent axiomatic drawing. It is located on the parcel bounded by Mulberry, Lafayette, the new street on one edge of the new triangle park and the extension of Liberty Street. This is a mixed-use building that has retail on a portion of its base facing the park. The retail wraps around each corner along this park front street. The building is mixed use, predominantly residential allowing retail and offices. Parking is located on the lower levels.

It is setback from Mulberry Street with a garden type landscape setting. Each façade of this building is different responding to the street context. The lowest building height is along Liberty Street at 60 feet with the most predominant façade reaching 270 feet facing the new triangular park.



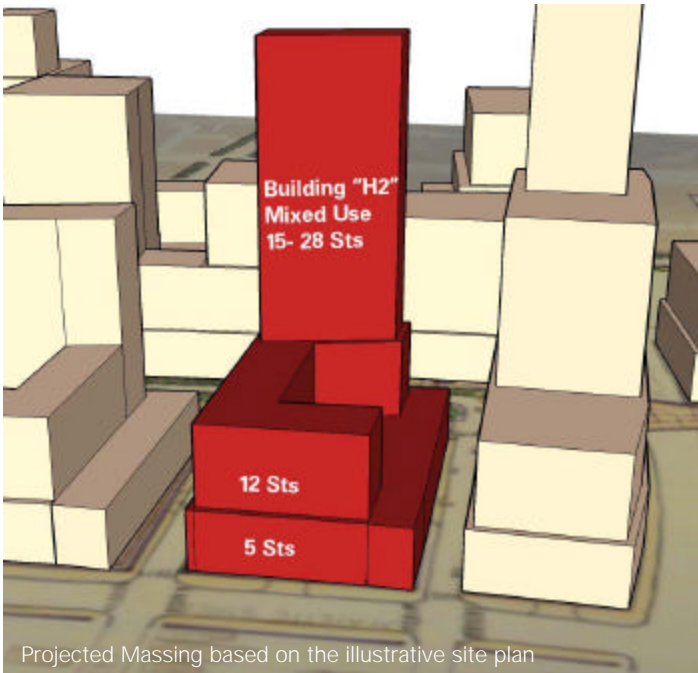
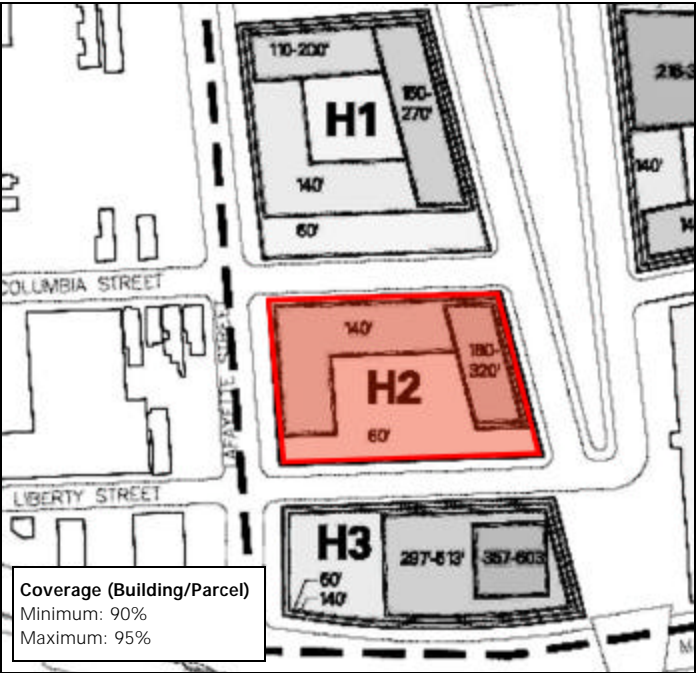
BLOCK FACE		Min Height (ft)	Max Height (ft)	Build-to Line	Initial Setback Min. ht	Initial Setback Max. ht	2nd Setback Min. ht	2nd Setback Max. ht	3rd Setback Min. ht	3rd Setback Max. ht
B	Mulberry St.	60 ft	300 ft	40 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	Columbia St.	45 ft	60 ft	10 ft	NA	NA	NA	NA	NA	NA
	Triangular Park	60 ft	300 ft	0 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	Lafayette.	60 ft	200 ft	0 ft	45 ft	60 ft	140 ft	200 ft	NA	NA



C.4.10 Parcel H2

Parcel H2 has a developable footprint of 61,000 square feet. This slab type building is located on the parcel bounded by Lafayette, the new street on one edge of the new triangle park, and the extensions of Columbia and Liberty Streets. This is a mixed-use building that has retail on a portion of its base facing the park. The retail wraps around each corner along this park front street. The building is mixed use allowing retail and offices. Parking is located on the lower levels. This is a slab-type building with a range of roof lines and setbacks as shown on the adjacent axiomatic drawing

This building occupies the entire block. Each façade of this building is unique responding to the street context. The most predominant façade has a possible height of 160 to 320 feet, facing the new triangular park. The scale of the building is reduced to 60 feet along Columbia Street.

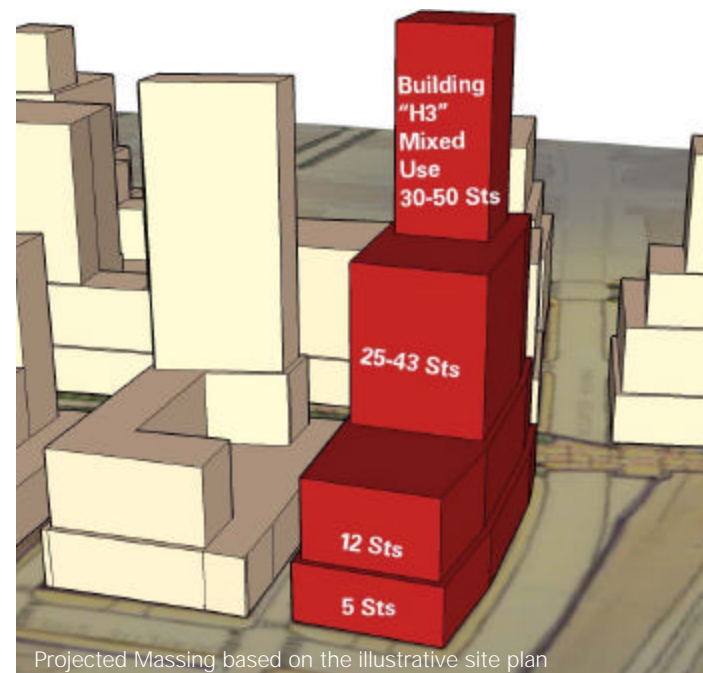
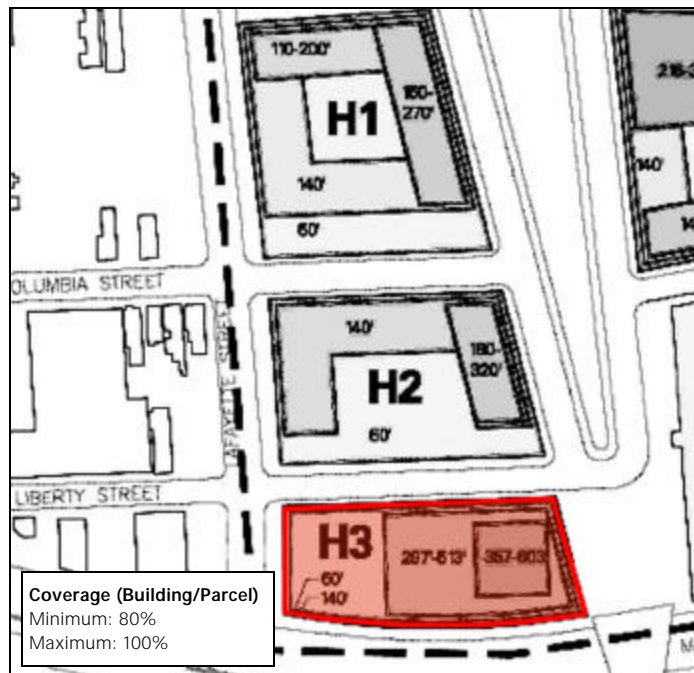


BLOCK FACE		Min. Height (ft)	Max Height (ft)	Build-to Line	Initial Setback Min. ht	Initial Setback Max ht	2nd Setback Min. ht	2nd Setback Max ht	3rd Setback Min. ht.	3rd Setback Max. ht
BLOCK FACE	Liberty St.	60 ft	140 ft	10 ft	45 ft	60 ft	NA	NA	NA	NA
	Columbia St.	40 ft	60 ft	10 ft	NA	NA	NA	NA	NA	NA
	Triangular park.	60 ft	320 ft	0 ft	45 ft	60 ft	140 ft	200 ft	300 ft	NQ
	Lafayette.	60 ft	140 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA



### C.4.11 Parcel H3

Parcel H3 has a developable footprint of 52,000 square feet. This is a large foot print with an articulated tower. It is located on the parcel bounded by Lafayette, Liberty Street and McCarter Highway. This mixed-use building has retail on a portion of its base facing the walkway leading to Penn Station. The building is mixed-use, predominantly residential with retail and offices. Parking is located at the lower levels. This building occupies the entire block and is the highest building in the redevelopment area because of the building's predominant position on the curve of McCarter Highway and the proximity to Penn Station. Each façade of this building is unique responding to the street and location context. This is a slab-type building with a range of roof lines and setbacks as shown on the adjacent axiomatic drawing. The most predominant façade has with a possible height from 160 to 320 feet, facing the new triangular park. The scale of the building is reduced to 60 feet along Columbia Street.

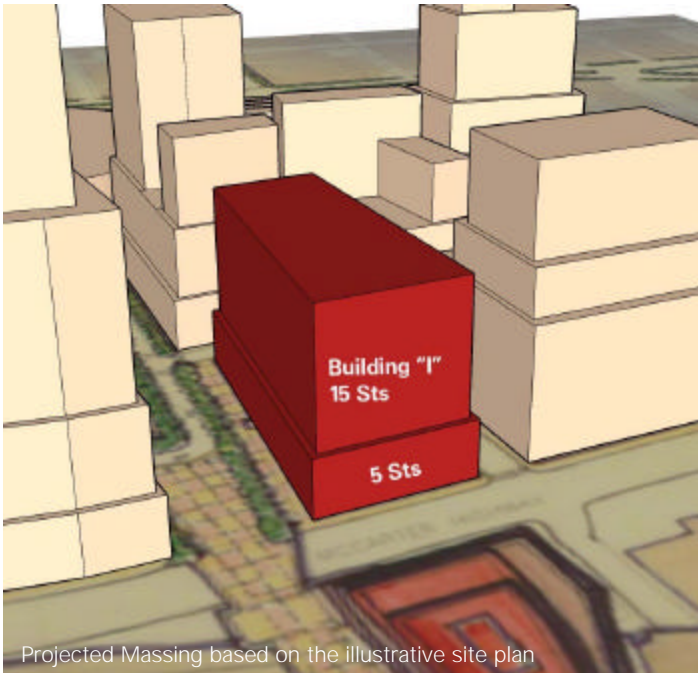
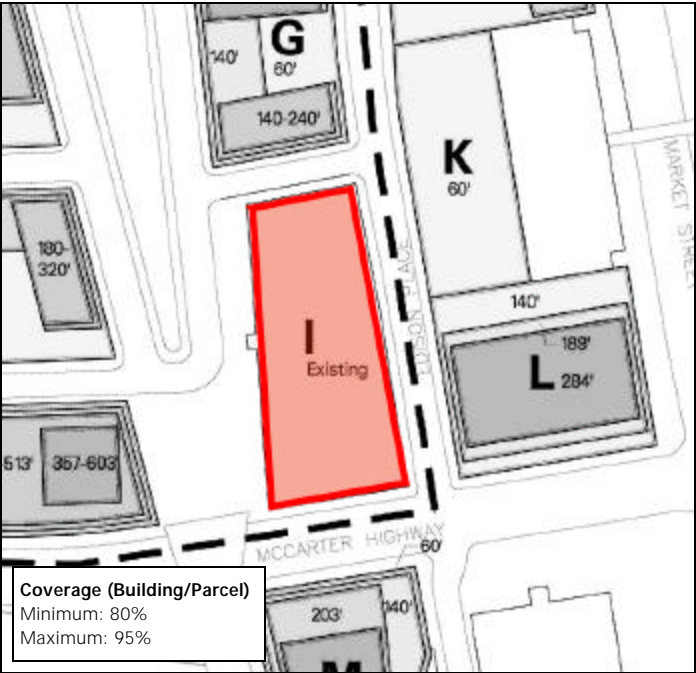


BLOCK FACE		Min Height (ft)	Max Height (ft)	Build-to Line	Initial Setback Min. ht	Initial Setback Max. ht	2nd Setback Min. ht	2nd Setback Max. ht	3rd Setback Min. ht	3rd Setback Max. ht
B	McCarter Hwy.	60 ft	600 ft	0 ft (4)	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	Liberty St.	60 ft	600 ft	5 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	Triangular Park	140 ft	600 ft	0 ft	45 ft	60 ft	140 ft	200 ft	300 ft	380 ft
	Lafayette.	60 ft	140 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA



C.4.12 Parcel I

Parcel I has a developable footprint of 57,000 square feet. This is a large existing concrete building currently used for storage. This is an optional site in the plan. The building could remain, be modified, or demolished to make way for additional development.

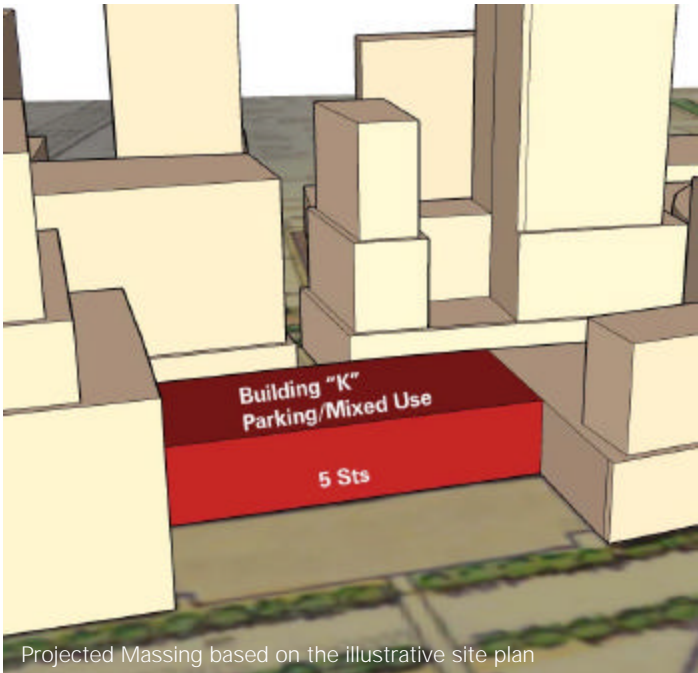
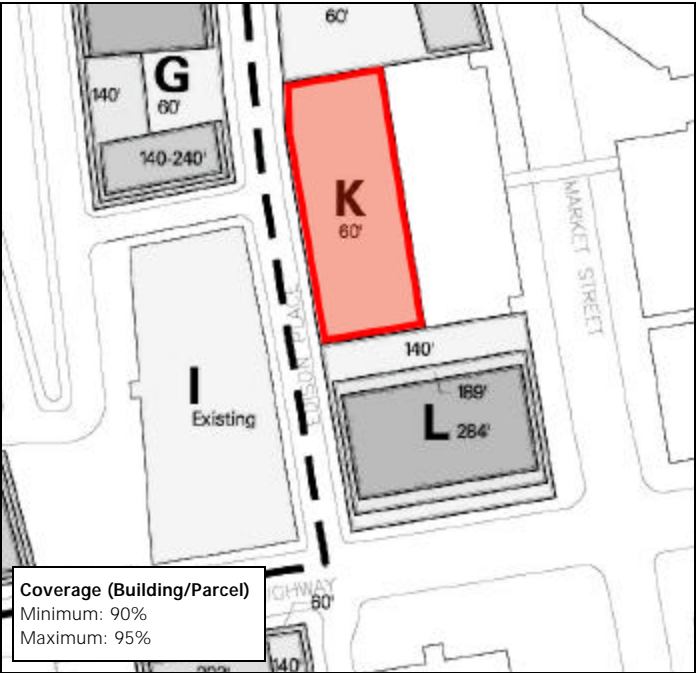


BLOCK FACE		Min. Height (ft)	Max Height (ft)	Build-to Line	Initial Setback Min. ht	Initial Setback Max. ht	2nd Setback Min. ht	2nd Setback Max. ht	3rd Setback Min. ht.	3rd Setback Max. ht
	McCarter Hwy.	60 ft	140 ft	0 ft (4)	45 ft	60 ft	NA	NA	NA	NA
	Edison Pl.	60 ft	140 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA
	Columbia St.	60 ft	140 ft	10 ft	45 ft	60 ft	NA	NA	NA	NA
	Triangular Park	60 ft	140 ft	0 ft	45 ft	60 ft	NA	NA	NA	NA



C.4.13 Parcel K

Parcel K has a developable footprint of 36,000 square feet. The building programmed for this site is recommended as a mixed-use parking structure because of its location on the back side of an existing parking structure. Special consideration must be given to the façade along Edison Place because of the visual termination to the extension of Columbia Street and the continuity of this façade with the buildings on parcel E and L. This must be a mixed-use building with retail or offices on the ground floor facing Edison Place.

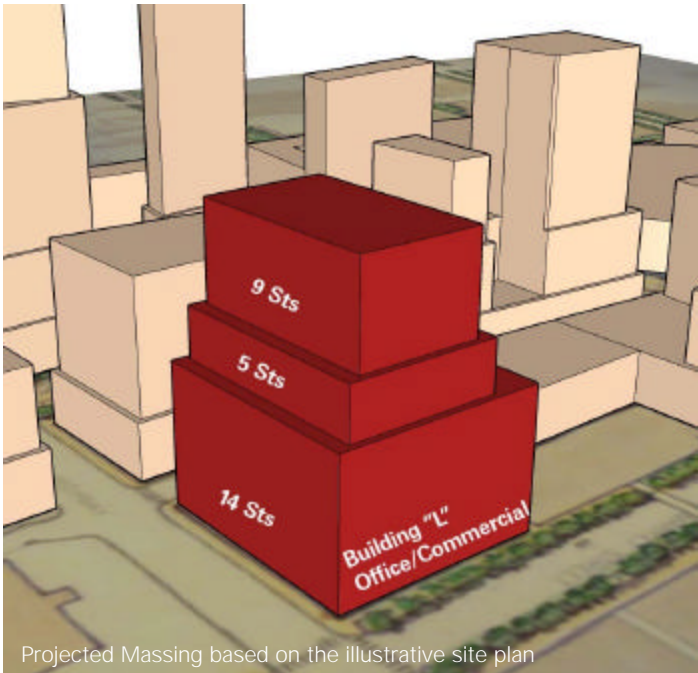
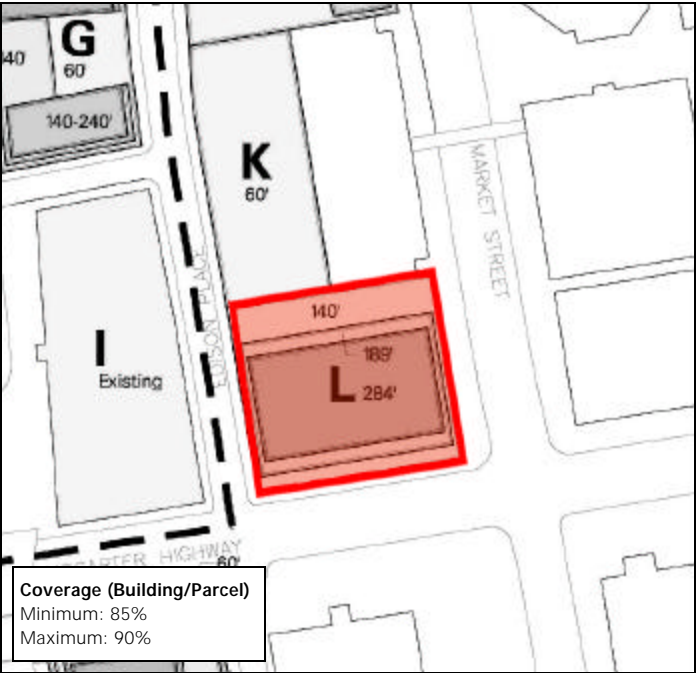


BLOCK FACE	Edison Pl.	Min Height (ft)	Max Height (ft.)	Build-to Line	Initial Setback Min. ht	Initial Setback Max. ht	2nd Setback Min. ht	2nd Setback Max. ht	3rd Setback Min. ht.	3rd Setback Max. ht
		45 ft	60 ft	0 ft	NA	NA	NA	NA	NA	NA



C.4.14 Parcel L

Parcel L has a developable footprint of 50,000 square feet. It has frontage on McCarter, Market and Edison Place. This is a large foot print building combining characteristics of a slab and core type building. This building occupies the entire block. This building is programmed with a range of roof lines and setbacks as shown on the adjacent axonometric drawing. The building setbacks on McCarter takes into consideration the future widening of McCarter. The proximity of Penn station requires that this be a large and important building. This building is programmed with a twelve story base rising to 24 stories.



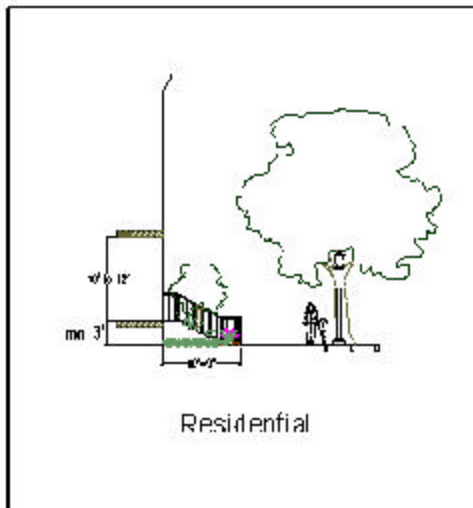
BLOCK FACE		Min. Height (ft)	Max Height (ft)	Build-to Line	Initial Setback Min. ht	Initial Setback Max. ht	2nd Setback Min. ht	2nd Setback Max. ht	3rd Setback Min. ht.	3rd Setback Max. ht
	McCarter Hwy.	140 ft	300 ft	0 ft (4)	45 ft	60 ft	140 ft	200 ft	NA	NA
	Edison Pl.	140 ft	300 ft	0 ft	45 ft	60 ft	140 ft	200 ft	NA	NA
	Market St.	140 ft	300 ft	20 ft	45 ft	60 ft	140 ft	200 ft	NA	xx



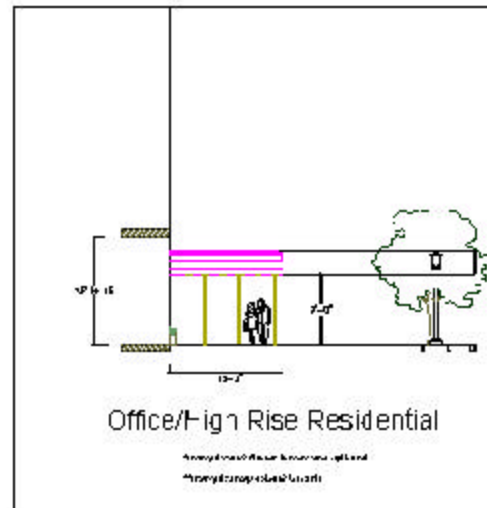
## D Design Standards Exhibits

### D.1 Building Street Edge Illustration

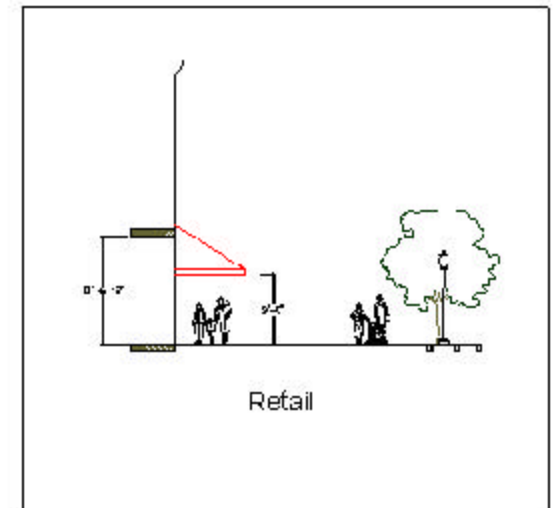
The illustrations on this page represent the various sidewalk/pedestrian/building edge conditions based on the ground floor use of the building. Many of the buildings are designed for mixed-use and thereby allowing the market to determine the appropriate ground floor uses. When the appropriate use is selected the building edge must conform to the following standards.



Where entrances to a limited number of residential units is used, the ground floor must be raised a minimum of 3 feet above grade with space allocated to a semipublic yard. This yard should be heavily landscaped and edged by a metal/decorative fence no higher than three feet. The recommended depth is 13 feet. The depth of the yard can vary based on the grade of the sidewalk and type of street, but in no case shall it be less than 8 feet. Stairs can be directly to the entrance from the front or in a narrower space from the side.



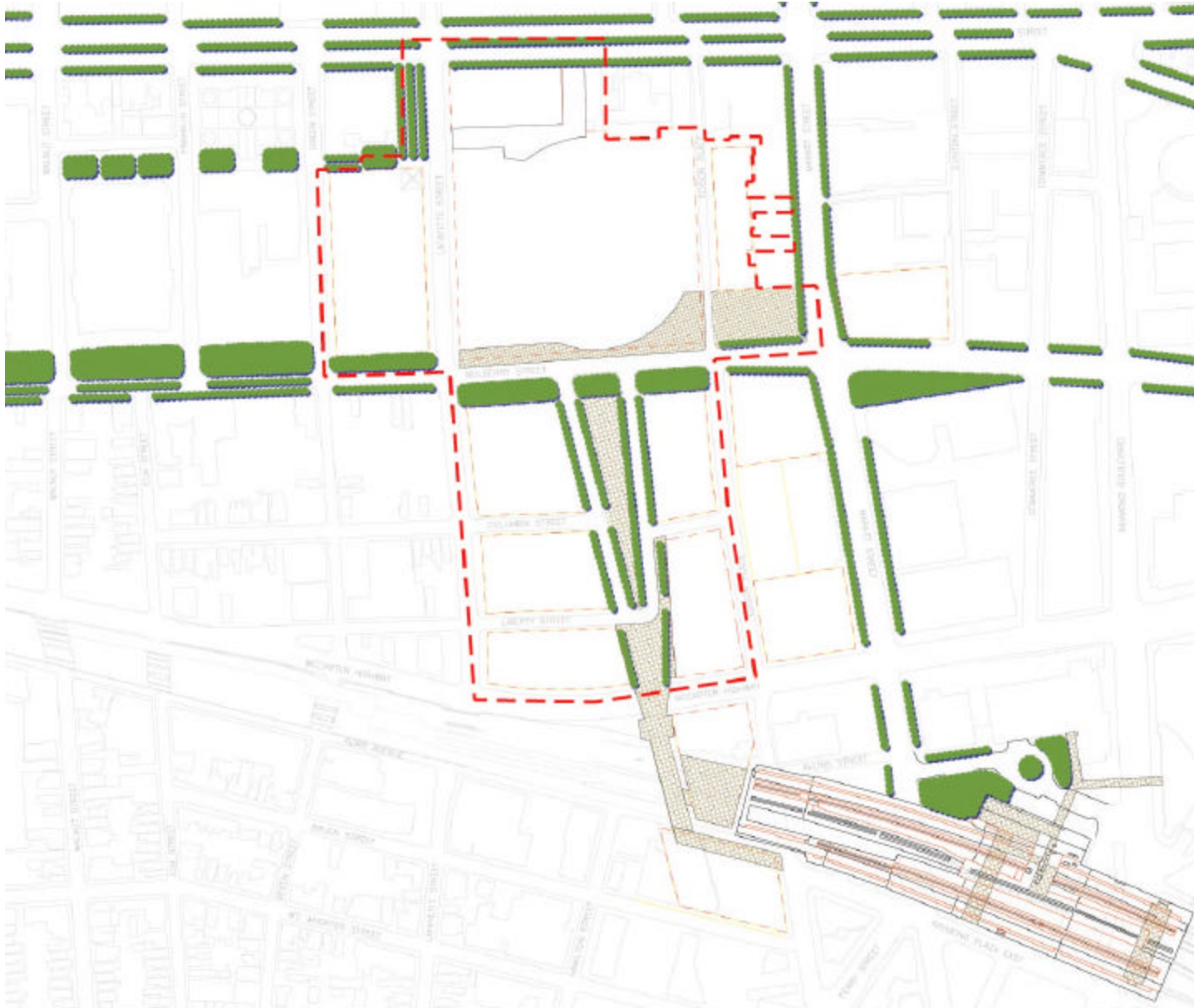
Where entrances serve a large number of residents, a small hotel or an office building the entrance should be on grade. This type of entrance most typically would have a "diagonal" or "canopier" for a microneedle or canopy used. It can extend a minimum of from the entrance to approximately 50% of the depth of the sidewalk measured from the curb. For large residential building the canopy can extend to the curb edge. A planted area or planter, no deeper than 5 feet is recommended for these buildings.



Retail on the ground floor requires that the ground floor be on grade with the sidewalk. Retractable awnings are recommended with specific attention paid to using the awnings for rain protection as well as sun and to provide shade.



## D.2 Open Space Plan





### D.3 Privately Owned, Publicly Accessible Plan

Semi-Public Places &amp; Edges





## D.4.1 Recommended Horticultural Practices

### 1. Soil Handling and Top Soil

Soil excavated from construction areas shall be removed from the site.

All areas to be landscaped are to receive topsoil that is friable, fertile natural loam, free of subsoil, stones, roots, noxious plants and extraneous matter to a depth of 3 feet from finished grade as a subsoil cap and new planting root growth zone.

The zone of discontinuity between existing subsoil and top soil should be broken to provide a transition zone if permitted by environmental remediation agreements. Till the subsoil, add several inches of topsoil then till these together before adding the remaining topsoil.

Provide continuous 3-foot deep trenches of high quality topsoil for planting of street trees along streets to widths as specified between municipal curb and sidewalk in lieu of individual tree pits.

Soil depth on rooftop gardens can vary according to plant type. Minimum soil depth for large trees should be 36 inches deep or 6 inches deeper than the root ball; 30 inches deep for small trees, 24 inches deep for shrubs and 12" deep for lawns or groundcover.

### 2. Soil Compaction

The deep soil structure of planting areas within parks and street allowances shall be loosely compacted and protected by barriers during construction from heavy compaction by equipment and stockpiling of materials.

Granite cobbles or unit pavers set on an aggregate setting bed shall be placed around street trees where it is necessary to facilitate pedestrian movement directly at the base of each tree.

An expanded slate soil admixture can be added to the subbase for modular paving over planting trenches between street trees to compensate for compaction and promote root growth.

Where heavy pedestrian circulation is expected, a concrete slab bridging over the continuous planting trench can provide a suitable pedestrian surface while preventing soil compaction in the tree trench. Another acceptable method to extend the root growth area is to use root pipes or drainage mats to provide root paths.

In areas where pedestrian circulation is not conflicting with continuous tree planting trench, provide vegetative ground cover at base of tree and protect planted trench at periphery with low ornamental fences.

### 3. Hydrology

All boulevard street tree plantings shall have surface watering/fertilizing access pipes and subsurface drainage outlets.

All sodded areas, planting beds and street tree strips shall have in ground irrigation systems.

Site grading and permeable surfaces shall promote maximum return of clean rainwater within parkland, with flat areas graded to 2% minimum. Contaminated surface drainage shall be carried away from landscaped areas.



All plants within rooftop gardens can experience a high evaporation rate due to the drying effects of wind and sun. Irrigation, mulches and moisture-holding soil additives shall be added to help reduce this moisture loss.

#### 4. Plant Stock

Listed plant species shall be thoroughly searched by a plant broker before consideration of species not listed.

Street trees shall have a branch height of 6 feet minimum at planting.

All street trees shall be of 3.5 inches caliper minimum.

Red Oak shall be dug and planted only during the Spring Planting season.

#### *Planting and Plant Care:*

Strategically phase street tree planting to ensure procurement of large quantities of uniform and consistently sized specimens of specifically selected species.

Plant trees only during appropriate Spring and Fall planting seasons to the highest arboricultural industry standards.

All trees shall be guaranteed against defects including death and unsatisfactory growth for a period of one year. All defective plants shall be removed immediately and replaced as soon as weather permits.

Fertilization shall be yearly with a balanced, full spectrum inorganic commercial fertilizer applied at a rate adjusted to remedy deficiencies identified by soil testing reports.

All trees shall be monitored and treated annually by the developer for potential disease or decline in physical condition.



## D.4.2 Recommended Plant List for Public Tracts

ST-100-42	
Tree Species:	South Road Frontage: 'Rotundifolia' Sweetgum ( <i>Liquidambar styraciflua</i> 'Rotundifolia')
Alternate Species:	'October Glory' Red Maple ( <i>Acer rubrum</i> 'October Glory')
Alternate Species:	'Red Sunset' Red Maple ( <i>Acer rubrum</i> 'Red Sunset')
Tree Species:	South Road Parking: 'Blondgland' London Planetree ( <i>Platanus x acerifolia</i> 'Blondgland')
Alternate Species:	Red Oak ( <i>Quercus rubra</i> )
ST-86-38	
Tree Species:	Turkish Filbert ( <i>Corylus Cornuta</i> )
Alternate Species:	'Boulevard' American Linden ( <i>Tilia americana</i> 'Boulevard')
Alternate Species:	'Greenspire' Littleleaf Linden ( <i>Tilia cordata</i> 'Greenspire')
ST-86-38	
Tree Species:	'Princeton Snowbush' Sargent Cherry ( <i>Prunus sargentii</i> 'Princeton Snowbush')
Alternate Species:	'Regent' Scholartree ( <i>Sophora japonica</i> 'Regent')
ST-122-38	
Tree Species:	'Greenspire' Littleleaf Linden ( <i>Tilia cordata</i> 'Greenspire')
Alternate Species:	Princeton American Elm ( <i>Ulmus americana</i> 'Princeton')

Tree Species:	Island: 'Winter King' Hawthorn ( <i>Crataegus viridis</i> 'Winter King')
Alternate Species:	Crabapple ( <i>Malus</i> species)
BV-122-80	
Tree Species:	Princeton American Elm ( <i>Ulmus americana</i> 'Princeton')
Alternate Species:	'Patmore' Greer Ash ( <i>Fraxinus pennsylvanica</i> 'Patmore')
Tree Species:	Island: Princeton American Elm ( <i>Ulmus americana</i> 'Princeton')
Alternate Species:	'Patmore' Greer Ash ( <i>Fraxinus pennsylvanica</i> 'Patmore')
BV-126-80	
Tree Species:	Princeton American Elm ( <i>Ulmus americana</i> 'Princeton')
Alternate Species:	'Patmore' Greer Ash ( <i>Fraxinus pennsylvanica</i> 'Patmore')
AV-88-38	
Tree Species:	'Green Mountain' Sugar Maple ( <i>Acer saccharum</i> 'Green Mountain')
Alternate Species:	'October Glory' Red Maple ( <i>Acer rubrum</i> 'October Glory')
Alternate Species:	'Red Sunset' Red Maple ( <i>Acer rubrum</i> 'Red Sunset')

ST-70-33	
Tree Species:	'Green Vase' Japanese Zelkova ( <i>Zelkova serrata</i> 'Green Vase')
Alternate Species:	Walden Oak Tree ( <i>Quercus Bolo</i> )
ST-88-30	
Tree Species:	'Columbia' Red Maple ( <i>Acer rubrum</i> 'Columbia')
Alternate Species:	Pyramidal European Hornbeam ( <i>Carpinus betulus</i> 'Fastigiata')
Tree Species:	East Side: 'Regent' Scholartree ( <i>Sophora japonica</i> 'Regent')
Alternate Species:	Skyline Thornless Honeylocust ( <i>Gleditsia triacanthos</i> 'Skyline')
Tree Species:	Islands: 'Regent' Scholartree ( <i>Sophora japonica</i> 'Regent')
Alternate Species:	Skyline Thornless Honeylocust ( <i>Gleditsia triacanthos</i> 'Skyline')
Tree Species:	Double Row Islands: Ivory Silk Tree Lilac ( <i>Syringa reticulata</i> 'Ivory Silk')
Alternate Species:	Kousa Dogwood ( <i>Cornus kousa</i> 'chirensis')
Tree Species:	'October Glory' Red Maple ( <i>Acer rubrum</i> 'October Glory')
Alternate Species:	'Greenspire' Littleleaf Linden ( <i>Tilia cordata</i> 'Greenspire')



### Courtyards and Plazas

#### Shade Tree Species:

American Yellowwood (*Xanthoxylum floricans*)

Katsuragreen (*Cercidiphyllum japonicum*)

'Princeton' American Elm (*Ulmus Americana 'Princeton'*)

Scholargreen (*Ginkgo biloba*)

#### Ornamental Tree Species:

Crabapple (*Malus domestica*)

Eastern Dawn Redwood (*Sequoia sempervirens*)

Japanese Snowbell (*Stylococcus japonicus*)

Korean Stewartia (*Stewartia koreana*)

Kousa Dogwood (*Comus kousa chinensis*)

Pasadenan Magnolia (*Acagrisia*)

'Princeton Snowbell' Sargent Cherry (*Prunus sargentii*)

Pyramidal European Hornbeam (*Carpinus betulus fastigiata*)

Saucer Magnolia (*Magnolia x soulangiana*)

Star Magnolia (*Magnolia stellata*)

Serviteberry (*Amelanchier Canadensis*)

'Winter King' Hawthorn (*Crataegus viridis 'Winter King'*)

#### Evergreens

Colorado Spruce (*Picea colorata*)

Servite Spruce (*Picea canadensis*)

### Roof Gardens

#### Shade Tree Species:

'Patmore' Green Ash (*Fraxinus pennsylvanica 'Patmore'*)

'Prairie Prince' Hackberry (*Celtis occidentalis 'Prairie Prince'*)

Skyline Treeless Honeylocust (*Gleditsia triacanthos inermis 'Skyline'*)

#### Ornamental Tree Species:

Crabapple (*Malus domestica*)

'Ivory Silk' Tree Lilac (*Syringa reticulata 'Ivory Silk'*)

'Okame' Flowering Cherry (*Prunus x 'Okame'*)

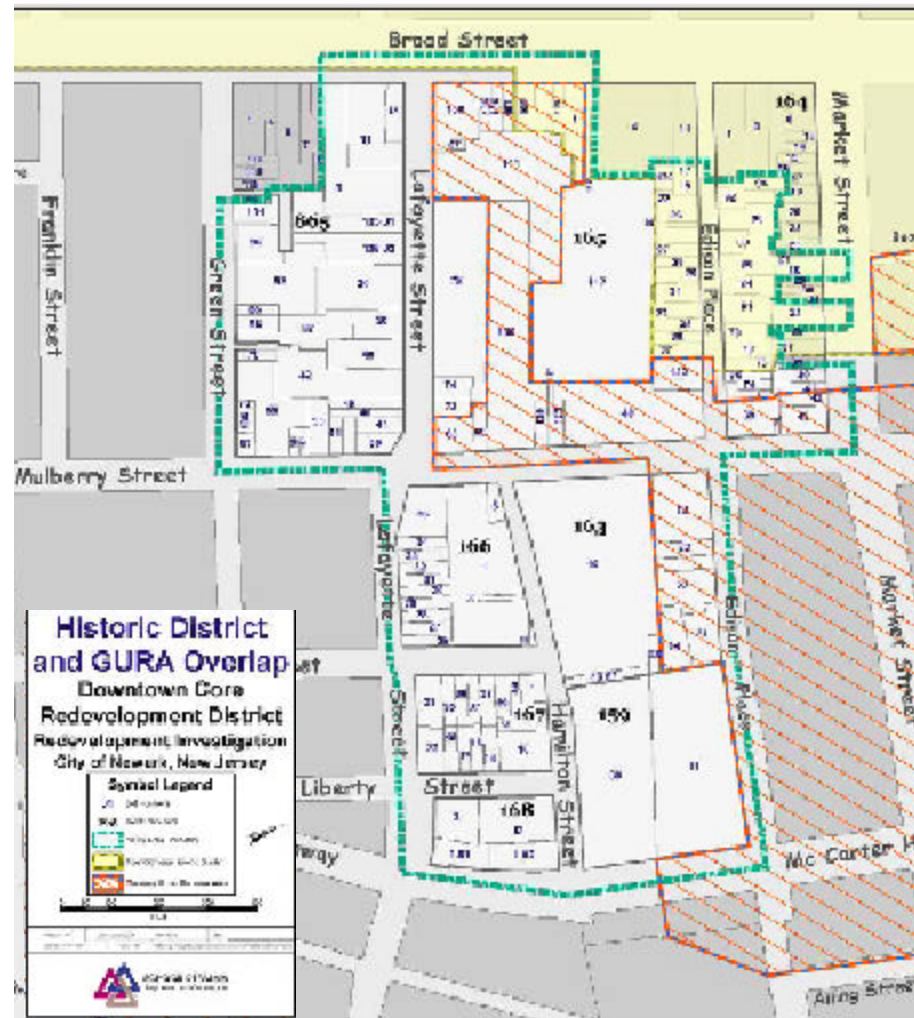
Serviteberry (*Amelanchier Canadensis*)



## E Historic Resources Exhibit

## E.1 Four Corners Historic District Overlay to Redevelopment Area

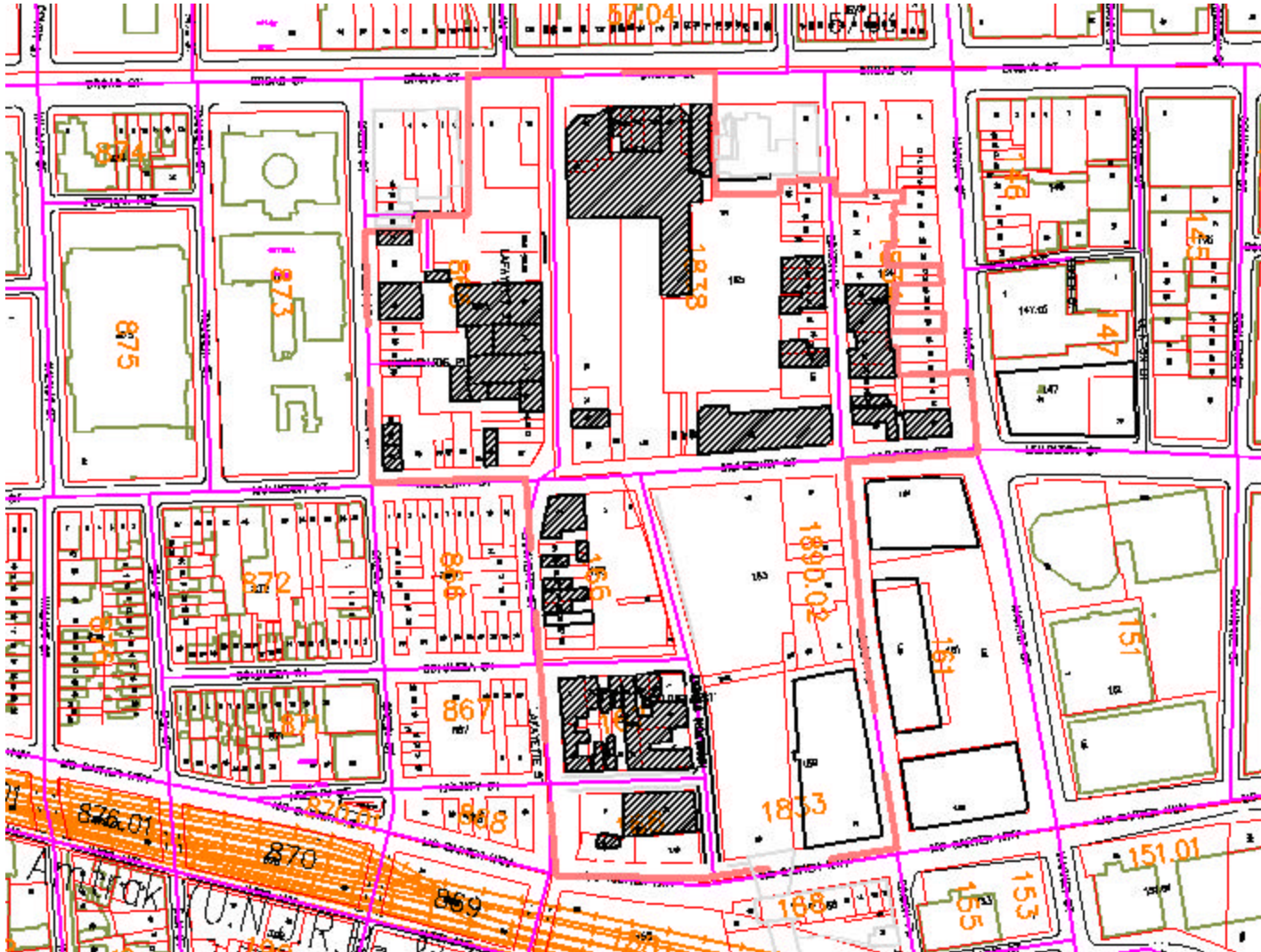
Portions of Blocks 164 and 165 are located in the Four Corners Historic District (see Map 2). The Historic District is primarily a commercial area, located in the Central Business District of the City of Newark. General geographic boundaries of the twenty-two block district include Raymond Boulevard on the north, Mulberry Street on the east, Hill Street on the south, and Washington Street on the west. The district encompasses the most important intersection in the City of Newark, Broad and Market Streets, historically called Four Corners. Although now dominated by small retail establishments, Four Corners was once the commercial, financial and social hub of the City of Newark. It contains the earliest skyscrapers in New Jersey, which dominate the city's famous skyline, including the National Newark and Essex Bank and the Raymond Commerce Building, as well as the Gibraltar Building, National State Bank and Firemen's Insurance Company Building. Smaller scale brick and brownstone Italianate-influenced stores, cast iron row buildings and white glazed terra cotta-clad, classically inspired emporiums characterize the district. The Newark Theater, RKO Proctor's, the Branford and the Adams once entertained Newark residents with the latest Hollywood releases as well as vaudeville and burlesque. Every major bank and insurance company in Newark had its offices in Four Corners, while shoppers frequented the likes of L. Bamberger and Company Department Store, Kresge and Goerke's.





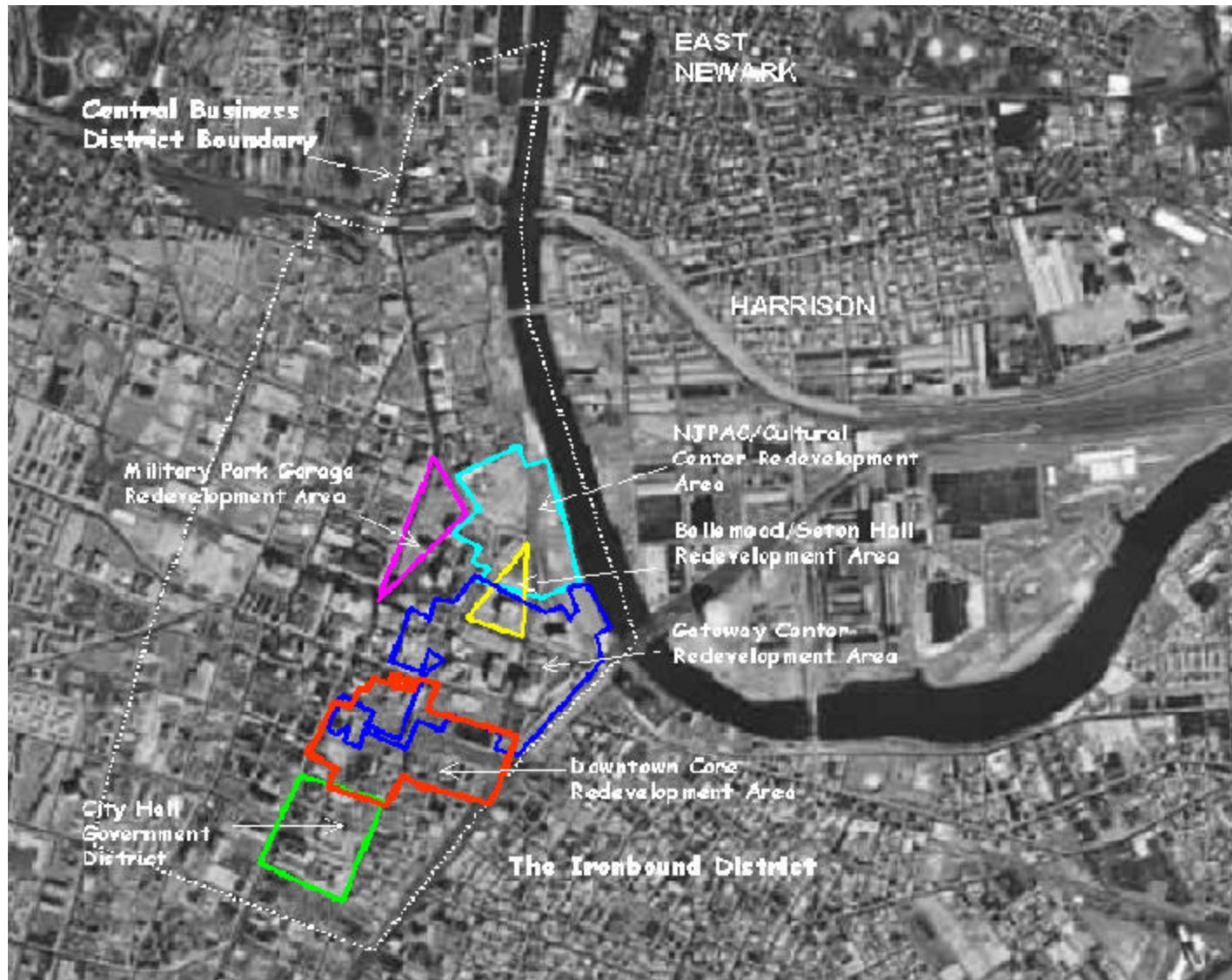
## F Acquisition Exhibit

### F.1 Acquisition Map





## G Map of Other Redevelopment Areas





## H Other Exhibits

### H.1 Redevelopment Area Findings

On June 9, 2004, the Newark Central Planning Board held a public hearing, received extensive testimony and made a finding that the Downtown Core Redevelopment Area met several of the criteria set forth in the Local Redevelopment and Housing Law as set forth in the report entitled: Core Area Redevelopment Investigation Report On Preliminary Findings, dated May 20, 2004, prepared by Schoor DePalma, Inc. The Report summarized the conditions of the Area as follows:

Our findings indicate that the entire study area, as delineated in Map 1 of this report, qualifies as "an area in need of redevelopment" primarily in accordance with the "e" criterion set forth in the Local Redevelopment and Housing Law. The area analysis indicates that the study area generally exhibits a growing lack of proper utilization resulting in a stagnant and not fully productive condition of the land, which is highlighted by the proliferation of parking lots as one of the dominant land uses, a high volume of vacant commercial space, conflicting land uses, and the low value of taxable improvements found throughout the study area (see Tables 1, 2, 3 and 4).

The analysis also found cases of discontinued commercial uses, deteriorating property conditions and obsolescence that could qualify individual properties under criteria "b" and "d".

1. This once vibrant mixed-use district, strategically located between the Gateway/Penn Station area and the Government complex, which hosted a healthy variety of retail goods and services, professional offices, entertainment venues and residential blocks, has stagnated to the

point where parking lots are a more viable land use than buildings, a substantial layer of vacant and underutilized commercial space (from one to 6 floors) sits atop the remaining retail and service establishments, residential uses are increasingly isolated and scattered, industrial buildings are obsolete, taxable improvements are in the minority, and architectural resources are neglected or destroyed. These conditions are evidenced by the following observations:

2. 11.51 acres or 50% of the study area have been given over to surface parking lots. Parking has consumed from 21% to 100% of the 8 blocks in the study area. (See Table 1)
3. Approximately 37 out of 63 private commercial buildings in the study area (59%) are either partially or totally vacant. Several of the buildings are substantial, including the unfinished Renaissance Mall, Mulberry Street Plaza, and 32-36 Green Street.
4. Private capital is playing a decreasing role in the study area. The City of Newark and The First Presbyterian Church combined own 5.52 acres or 21% of the study area. The City property (3.52 acres) includes a substantial (one acre) vacant parcel at the corner of Broad and Lafayette Streets that is used by the City's Mounted Police Unit for exercising horses. The remainder of the City's holdings include parking lots, a vacant office building (32-26 Green Street), a building occupied by the Police Department's Mounted Unit and the Renaissance Mall. The First Presbyterian Church owns a commercial parking lot that occupies two acres.
5. Ninety-five percent of the taxable acres in the study area contain improvements that are valued at less than the value



of the land itself (see Table 3). Overall, taxable improvements account for only 42% of the total assessed value of taxable properties in the entire study area (see Table 4). There are numerous cases of deferred maintenance and a general discounting of the architectural resources in the area as facades are inappropriately altered or completely covered with oversized signs that contribute to visual clutter.

6. Several properties in the study area contain a deleterious land use because they are being used as a junkyard or have become littered with trash and girdled with barbed wire or razor wire. The pervasive use of barbed wire or razor wire around parking lots within the study area creates a "war zone" appearance that contributes significantly to the isolated and exposed nature of Blocks 159, 163, 165, 166 and 865 in particular.

7. The original level of the former Central Railroad property (Block 163, Lots 10 and 10.01 and Block 159, Lot 60) was substantially raised to accommodate the bridging of McCarter Highway and the then Pennsylvania Railroad. This necessitated the construction of a concrete retaining wall on three sides of the combined blocks ranging from ten feet high at Hamilton and Mulberry to approximately 28 feet high along McCarter Highway (based on topographic maps). This is a very unusual but compelling example of an improvement to property that has become obsolete and detrimental through the abandonment of the original use. The concrete retaining walls now crowd or negate the sidewalks along Mulberry Street, Hamilton Street and McCarter Highway. In more recent years, the tops of the walls have been supplemented with steel guardrails and razor wire as the railroad property has been converted to parking lots.

The resultant effect is one that, from street level, resembles the outer walls of a prison yard (see photographs in Appendix C), presenting a deleterious and hazardous condition within a significant portion of the study area.

8. The few industrial buildings still extant in the study area and many of the wholesale commercial buildings are functionally obsolete in terms of truck access. They lack off-street loading facilities requiring trucks to straddle sidewalks and/or block traffic (see photos for Block 165, Lot 72; 55-57 Lafayette Street). Additionally, the relative narrowness of the local street system is unsuited for larger trucks.



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