

**STATE DEVELOPMENT
AND
REDEVELOPMENT PLAN**

**MUNICIPAL
CROSS-ACCEPTANCE REPORT**



**CITY OF ELIZABETH
UNION COUNTY, NEW JERSEY**

REVISED DRAFT FEBRUARY 8, 2005

SDRP CROSS-ACCEPTANCE III REPORT

CITY OF ELIZABETH

UNION COUNTY, NEW JERSEY

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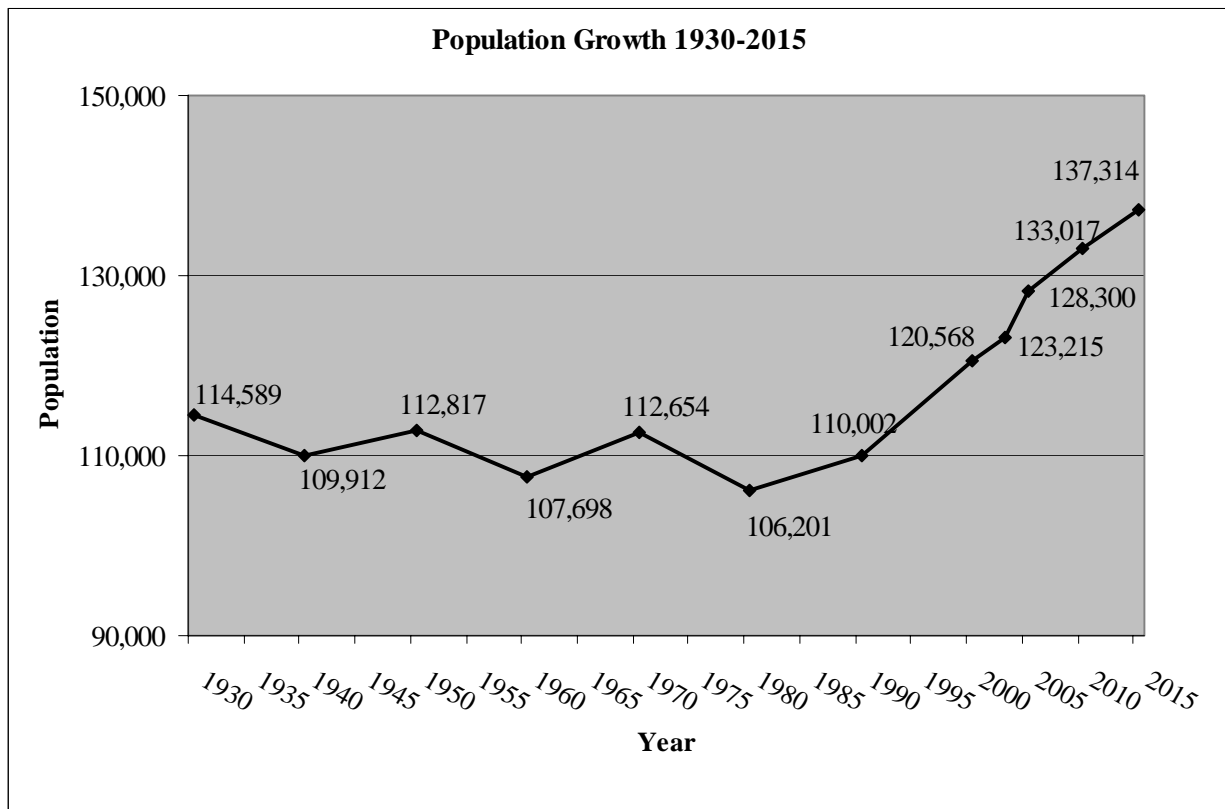
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ELIZABETH AT A GLANCE

The City of Elizabeth is 11.6 square miles in size and located in eastern Union County. Elizabeth is the largest city in Union County, and serves as the seat of County government. To the north of Elizabeth is Newark, the State's largest city and the seat of Essex County. To the south lies Linden, which like Elizabeth, is an older industrial city. To the west and southwest lie the suburban municipalities of Roselle Park, Union, and Roselle. These municipalities are generally residential in character. To the east is the Arthur Kill, which connects Newark Bay with Raritan Bay and the industrialized areas of Middlesex County.

Population

In 2000, Elizabeth's resident population was 120,568; an increase of nearly 8,000 people since 1970. The greatest rate of growth occurred between 1990 and 2000 when the City added over 10,000 people. The U.S. Bureau of the Census estimates that by 2003, the City's population increased to 123,215. The North Jersey Transportation Planning Authority (NJTPA) forecasts continued population growth to the year 2015, with Elizabeth reaching a population of 137,314; an increase of over 16,000 people from 2000. The City's population density of 8,976 persons per square mile is greater than both the County (5,059 p/sm) and the State (1,134 p/sm).



Source: US Bureau of the Census and NJTPA (Draft 6/30/04)

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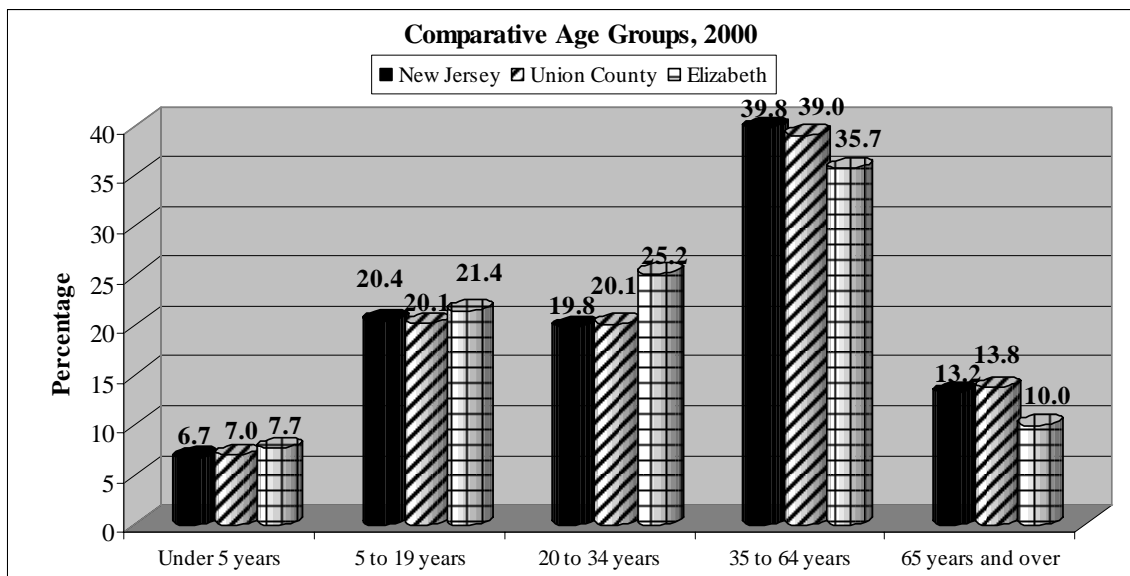
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Age

While the general population has been increasing, the age cohorts have remained somewhat stable. The age cohort 65 years-and-over is the only age cohort that has decreased in the past 10 years from 12.0 to 10 percent. This marked decrease in the proportional size of people aged 65 and over within the population is similar to the county trend where the proportion has dropped from 15 percent in 1990 to 13.8 percent in 2000. The median age for the state, county and city are similar. Where the state's age has slightly increased over the past 10 years, from 34.4 to 36.6 years, the city's age has remained somewhat stable at 32 years.

The median age in Elizabeth increased from 32.1 in 1990 to 32.6 in 2000, which is younger than the median age in both the County (35.7) and the State (36.7). In 2000, Elizabeth exceeded the County and State in the percentage of its population aged 0 to 5 years, 5 to 19 years and 20 to 34 years. Conversely, both the State and County exceeded Elizabeth when looking at age groups 35 to 64 and 65 years and over.

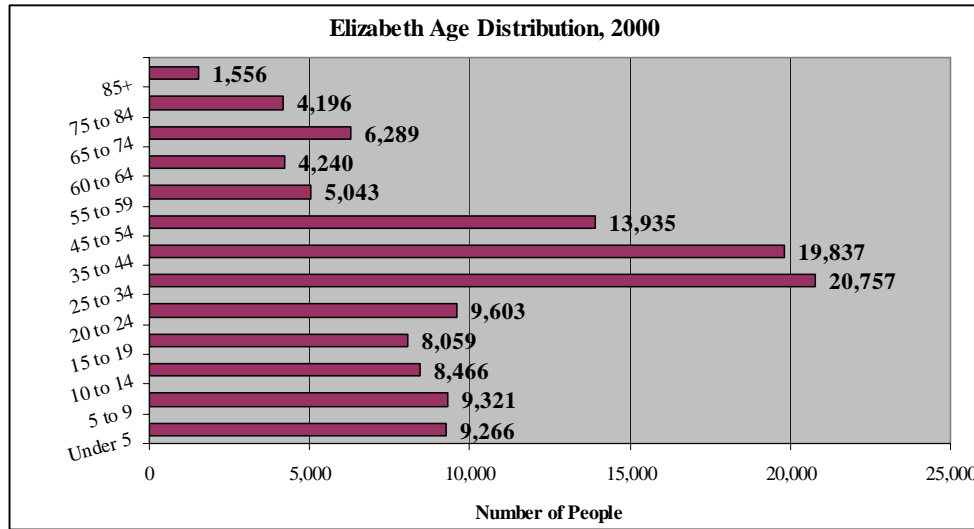


Source: US Bureau of the Census.

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Source: US Bureau of the Census.

Population by Age and Median Age, 1990 and 2000

Age Cohort	1990		2000	
	#	%	#	%
Under 5 years	8,247	7.5	9,266	7.7
5 to 19 years	21,879	19.9	25,846	21.4
20 to 64 years	66,708	60.6	73,415	60.9
65 years and over	13,168	12.0	12,041	10.0
Total	110,002	100.0	120,568	100.0

Median Age	1990	2000
Elizabeth City	32.1	32.6
Union County	35.7	36.7
New Jersey	34.4	36.6

Source: US Bureau of the Census

Household Characteristics

A household profile of Elizabeth shows that between 1990 and 2000, the number of family households decreased by 17.7 percent from 87.3 to 69.6 percent. The number of non-family households, which means people living alone or with non-family members, has increased, and is significant at 30.4 percent in 2000. This trend follows the state and county trend where on the whole, the number of non-family households is on the rise. However, counter to a nationwide trend toward smaller average household sizes, the average household size in Elizabeth increased from 2.76 to 2.91 persons per household.

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Households by Type and Household Size, 1990 and 2000

	1990		2000	
	#	%	#	%
Families	94,020	87.3	28,170	69.6
Non-Family Households	13,717	12.7	12,312	30.4
TOTAL	107,737	100.0	40,482	100.0
Average Household Size	2.76		2.91	

Average household income in the City in 2000 was over \$44,000; median household income is over \$35,175. 50.3 percent of all households earned over \$35,000 in 2000; and over 33.3 percent earned over \$50,000. In 2000, 18 percent of the population lived at or below the poverty level, compared to the County average of 8.4 percent.

Household Income, 2000

	Households	Percent
Less than \$10,000	5,597	13.8
\$10,000 to \$14,999	3,067	7.6
\$15,000 to \$24,999	5,529	13.7
\$25,000 to \$34,999	5,940	14.7
\$35,000 to \$49,999	6,871	17.0
\$50,000 to \$74,999	7,348	18.1
\$75,000 to \$99,999	3,203	7.9
\$100,000 to \$149,999	2,100	5.2
\$150,000 to \$199,999	572	1.4
\$200,000 or more	262	0.6
Total	40,489	100.0
Median household income	\$ 35,175	
Average Household Income	\$ 44,108	

Distribution of Persons and Households Below Poverty Level, 2000

Persons		Households	
#	%	#	%
20,963	17.8	7,265	17.9

Source: US Bureau of the Census

Employment Characteristics

The US Census reports that 33,466 persons over the age of 16 in Elizabeth City were employed in 2000. The majority of people were employed in the manufacturing, retail trade, or

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transportation/communication/utilities sectors, at 27.9, 17.2 and 16 percent respectively. Sales and office, and production, transportation, and material moving occupations comprise more than half of the employed population at 25.9 and 28.4 respectively. As of 2000, the unemployment rate in Elizabeth is 5.2 percent of those persons 16 years and over.

Distribution of Employment by Industry, 2000

Sector Jobs	#	%
Manufacturing	8,922	27.9
Wholesale	3,101	9.7
Retail Trade	5,491	17.2
Agriculture/Mining	39	0.1
Construction	2,849	8.9
Service	2,652	8.3
Finance/Insurance/Real Estate	2,242	7.0
Transportation/Communication/Utilities	5,103	16.0
Public Administration	1523	4.8
Total	31,922	100.0

Employment by Occupation

Sector Jobs	#	%
Management, professional, and related occupations	8,698	18.2
Service occupations	8,488	17.8
Sales and office occupations	12,356	25.9
Farming, fishing, and forestry occupations	44	0.1
Construction, extraction, and maintenance occupations	4,539	9.5
Production, transportation, and material moving occupations	13,546	28.4
Total	47,671	100.0

Source: US Bureau of the Census

Number of Housing Units and Number of Units in Structure

The number of housing units in the City has been steadily increasing over time, although the number of units constructed on a decennial basis decreased dramatically after 1989. Overall, Elizabeth has an aged housing stock. The most units were built in 1939 or earlier, wherein 13,277 units, or 31 percent of the housing stock, were constructed.

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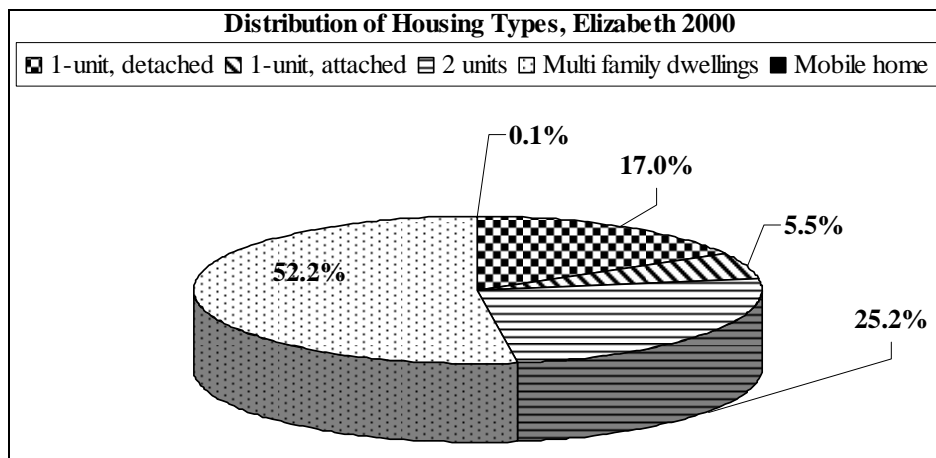
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Number of Housing Units by Age

Built	#	%
1999 to March 2000	196	0.5
1995 to 1998	820	1.9
1990 to 1994	803	1.9
1980 to 1989	2,171	5.1
1970 to 1979	4,523	10.6
1960 to 1969	6,734	15.7
1950 to 1959	7,408	17.3
1940 to 1949	6,906	16.1
1939 or earlier	13,277	31.0
Total	42,838	100.0

Source: US Bureau of the Census

Single-family housing accounts for the largest residential housing type in Elizabeth. In 2000, multi family homes represented more than half or 52.2 percent of the total housing stock in Elizabeth (22,360 out of 42,838 housing units). The next largest type of home was two-family units at 25.2 percent (10,816 units). Detached, single family units represented 17 percent of the housing stock, and the remaining amount of the housing stock were comprised of attached, single family homes (5.5%) and a small number of mobile homes (0.1%).



Source: US Bureau of the Census

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Since 2000, the number of two-family dwellings has continued to increase (see table below), and represented the majority of the increase in housing stock since 2000. Two-family dwellings are preferred by residents who want rental income from a second unit. The City also offers a 5-year tax abatement for the construction of new single- and two-family units.

RESIDENTIAL BUILDING PERMIT DATA, 2000 to 2004

	Total units	Single family units	Two family units	3-4 family units	5 or more family units
2000	344	108	212	4	20
2001	250	35	178	6	31
2002	264	88	162	9	5
2003	550	5	422	10	113
January – November 2004	440	32	321	9	78
TOTAL	1,848	268	1,295	38	247

Source: New Jersey Department of Labor; confirmed by City Construction Official.

In 2000, rental units far outnumbered owner-occupied units, which represent 70.3 percent of the total housing stock.

	#	%
Owner-Occupied Units	12,033	29.7
Rental Units	28,449	70.3
Total	40,482	100

Source: US Bureau of the Census

Housing Quality Indicators and Value

Quality Indicators

Housing quality sufficiency is generally evaluated by several indicators, as follows:

1. *Age.* Units built before 1940 are considered to have a significant age factor.
2. *Overcrowding.* Units containing more than 1.0 persons per room are considered to be overcrowded.
3. *Plumbing facilities.* Units lacking complete plumbing for exclusive use are considered deficient.
4. *Kitchen facilities.* Units lacking a sink with piped water, a stove and a refrigerator are considered deficient.
5. *Heating facilities.* Units lacking central heat are considered deficient.

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As discussed previously, approximately 1/3 of the City's housing stock was constructed prior to 1940. According to U.S. Census data, 16 percent of the occupied housing units are overcrowded. Of the total housing units, including occupied and vacant units, 3.1 percent lack complete kitchen facilities, and 2.2 percent lack complete plumbing facilities.

Quality Indicators, 2000

	#	%
Total Housing Units (occupied and vacant)	42,838	--
Lacking complete kitchen facilities	1,331	3.1
Lacking complete plumbing facilities	939	2.2
Lacking central heating	285	0.7
Built before 1940	13,277	31.0

	#	%
Total Housing Units (occupied only)	40,482	--
Overcrowded	6,484	16.0

Source: US Bureau of the Census

Value

In terms of housing value, the majority (72.2 percent) of non-condominium, owner-occupied units were valued in 2000 between \$100,000 to \$199,999. The median housing value in the City was \$143,000, which was less than the State (\$170,800) and County medians (\$188,800).

Housing Values, 2000

Owner-Occupied, Non-Condominium Units	#	%
Less than \$50,000	175	2.8
\$50,000 to \$99,999	898	14.2
\$100,000 to \$149,999	2,478	39.3
\$150,000 to \$199,999	2,074	32.9
\$200,000 to \$299,999	536	8.5
\$300,000 or more	146	2.3
Total Number of Units	6,307	100.0
2000 Median Value	\$143,000	--

Source: US Bureau of the Census

According to the New Jersey Division of Taxation, between 2000 and 2004, the average price for a home in the City increased by over 78 percent from \$143,000 to \$254,836, which is a higher rate of increase than any other municipality in the County, and a higher rate of increase than the State of New Jersey as a whole.

In terms of rented units, approximately 19 percent of all units secured via cash rent in the City were rented for more than \$750 per month in 2000. The majority of residents paid between \$500

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and \$750 per month. The median gross rent was \$616, which was lower than the State and County averages of \$751 and \$752, respectively (see following table). New data suggests that fair market rent for a two-bedroom apartment increased to \$1,020 by 2004.¹

Contract Rent, 2000

Renter-Occupied Units	#	%
Less than \$250	1,965	6.9
\$250 to \$499	4,961	17.5
\$500 to \$749	15,819	55.7
\$750 to \$999	4,731	16.7
\$1,000 or more	496	1.7
No cash rent	431	1.5
Total	28,403	100.0
Median Contract Rent	\$ 616	

Source: US Bureau of the Census

Housing Occupancy Characteristics

A significant majority (94.5 percent) of units in the City are occupied, rather than vacant. The number of occupied housing units has remained relatively steady from 1990 to 2000, and increased 0.1 percent during that time. There has been a slight increase in the number of both occupied and vacant units since 1990.

Housing Occupancy

	1990		2000	
	#	%	#	%
Occupied Housing Units	39,101	94.64	40,482	94.50
Vacant Housing Units	2,214	5.36	2,356	5.50
TOTAL	41,315	100.00	42,838	100.00

Source: US Bureau of the Census

Of the occupied units, in 2000, 70.28 percent were renter-occupied and the remainder were occupied by owners. The number of renter-occupied units has slightly increased by 2 percent over the 1990 to 2000 period, from 68.3 percent to 70.3 percent, together with the rental vacancy rate which rose between 1990 to 2000. There are a high proportion of renters compared to homeowners, which does not generally follow the State and County trends where most households are occupied by owners. As will be discussed later in this report, increasing homeownership is a priority of the City.

¹ Source: The New Jersey Star-Ledger, from "Jersey rents keep soaring out of reach for many," by Tom Hester,

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Housing Tenure and Vacancy Rates

	1990		2000	
	#	%	#	%
Occupied Housing Units	39,101	100	40,482	100
Owner-Occupied	12,395	31.7	12,033	29.72
Renter-Occupied	26,706	68.3	28,449	70.28

	1990	2000
Homeowner vacancy rate (%)	1.6	1.5
Rental vacancy rate (%)	4.8	3.4

Source: US Bureau of the Census

PLANNING INITIATIVES

The City of Elizabeth has been proactively involved, through numerous initiatives, in planning for continued revitalization of the City. As one of the State's major cities, Elizabeth's planning efforts are focused on infill and redevelopment of aging transportation, housing and community facility infrastructure, such as community centers and schools, as well as waterfront amenities and parkland. Elizabeth has also prioritized redevelopment of brownfield and other industrial sites in order to enhance the city's tax base and to provide jobs for residents. For Elizabeth, the goal is to upgrade the utilization of land that is currently underutilized, inefficiently utilized, occupied by defunct or dangerous structures or contaminated to viable uses that will benefit the City. The City has been very proactive in its planning efforts, and as a result has been the beneficiary of many planning and implementation grants.

In addition to preparing Master Plans and Reexamination Reports pursuant to the Municipal Land Use Law, the City also participates in the State's Urban Enterprise Zone (UEZ) program, the Urban Aid Municipality Program (formerly the Urban Coordinating Council (UCC) Neighborhood Empowerment Program) for the Midtown and Elizabethport neighborhoods and many of the US Department of Housing and Urban Development's programs including HOPE VI, Community Development Block Grant, HOME, and the Emergency Shelter programs. The City also uses the Local Redevelopment and Housing Law to full advantage, and has designated a number of areas in the City as Redevelopment Areas, and has a number of its own local housing rehabilitation initiatives. The City also has been the recipient of several Smart Growth Planning grants from the New Jersey Department of Community Affairs, including a grant to prepare this Cross-Acceptance Report.

Elizabeth is involved in the following planning initiatives (see attached Redevelopment Areas Map for the location of redevelopment areas and neighborhoods with neighborhood plans):

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City Master Plan (March 1990)

The City prepared its last comprehensive Master Plan in 1990. The Master Plan contains all required elements and goals and objectives. The City hired a planning consultant in 2004 to prepare comprehensive updates to the Land Use, Housing and Transportation Elements. Work is currently in progress.

Reexamination of the City Master Plan (June 2003; May 1997 and July 1994)

As required by the Municipal Land Use Law, the City has reexamined its 1990 Master Plan within the statutorily required timeframes. The 2003 Reexamination Report recommended a comprehensive revision of the Master Plan to address new issues in the City. As indicated above, a comprehensive revision of several Master Plan Elements is currently underway.

Elizabethport Waterfront Redevelopment Plan (adopted August 1, 1988 and amended)

Area: Front Street south to the Arthur Kill. Generally between Pine Street and Elizabeth Avenue.

Purpose: To improve the overall use and image of the waterfront area. To realize the waterfront's full economic, cultural and historic potential. To revitalize the local neighborhood and sustain its growth. To protect the quality of life in the City. To open the City to the sea for business and leisure use by creating a full complement of water dependent uses. To create a waterfront residential community and to strengthen the City's economic base by attracting private investment.

The plan was amended after its adoption to permit residential townhouses along the remaining developable land along the waterfront. Implementation of this plan has generally been accomplished via the construction of the waterfront park and marina, and developers are being sought to construct single-family housing on the American Chrome and Kull sites.

Elizabethport Phase II Tract Redevelopment Plan (adopted August 1992, amended 1998)

Area: Phase II tract is located to the north and south of the Elizabeth Waterfront Redevelopment Area, and serves as an expansion to that area.

Purpose: To protect and assure the quality of life in the City. To strengthen the City's economic base by attraction of private investment increase of employment and increase of municipal revenues. To generate a new image for the area as a livable neighborhood with vital opportunities for commercial activities.

Planned development includes a variety of land uses including residential, commercial and industrial. Includes the Pioneer Homes site. Redevelopment in this area is on-going. Included in this plan are design standards for the E-port neighborhood. Developers are currently being

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sought by the City for the AAA Wood Recycling (217 Front Street) and 74-82 Livingston Street sites. A redeveloper's agreement was negotiated recently for the Broadway/Front Street area to create a 39,000 square foot retail center including a supermarket, pharmacy, and additional retail space, as well as 50 units of market rate rental housing.

Elizabethport Neighborhood Revitalization Strategy and Elizabethport Revitalization Plan (September 2004)

The preparation of these plans was funded via Smart Future and Smart Growth Planning Grants provided by the New Jersey Department of Community Affairs. Elizabethport is an Urban Coordinating Council Neighborhood for which a Neighborhood Empowerment Council (NEC) has been established that has adopted these plans to further the improvement of the E-port area, and to position the neighborhood to be eligible for State Neighborhood Revitalization Tax Credits, which require that a neighborhood-specific plan be in place. E-port was once the most impoverished part of the City with the greatest percentage of deteriorated structures. E-port since has been the recipient of the bulk of the City's HOPE VI new public housing--low-scale townhouses and multi-family buildings that have replaced deteriorating Housing Authority buildings. E-port is now a much-revitalized community within walking distance of the new Marina and Waterfront Park, among other amenities. This neighborhood plan includes strategies for revitalization and prioritizes projects.

Midtown Elizabeth Redevelopment Plan

Area: Bounded by Amtrak rail line to the south and east, the Midtown UCC boundary to the west and Westfield Avenue to the north. Is located in the City's Central Business District (CBD) and includes the Elizabeth train station.

Purpose:

Through controlled redevelopment the City will realize the maximum potential for commercial and residential development in this key "center city" area. It may also provide an opportunity to provide senior housing. It will produce jobs especially in the office/ service sector. Finally, it will create a positive impact on the entire CBD by improving the City's visual image, providing additional amenities for residents, shoppers and workers and maintaining and enhancing environmental quality. Permitted uses include commercial and residential development.

Several elements of the redevelopment plan have already been accomplished, including:

- Construction of a 580-space, multi-level parking garage
- Renovation of the historic Elizabeth train station
- Significant streetscape and pedestrian improvements

The City is currently soliciting developers for several sites within this redevelopment area.

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Midtown Elizabeth Neighborhood Strategic Plan

Midtown Elizabeth is an Urban Coordinating Council Neighborhood. An application for grant funding to prepare a neighborhood plan for this area is currently being prepared. The plan will position the neighborhood to, like E-port and New Point Road, receive Neighborhood Revitalization Tax Credits and other funding for projects that the plan will prioritize.

New Point Road Neighborhood Preservation Program (NPP) Strategic Plan (April 2003)

Area: Bounded on the North by Livingston Street, the west by Fifth Street, on the South by Bond and Trumbull Street and on the east by Seventh Street.

Purpose:

To improve public safety and reduce criminal activity. To encourage residents to attain higher education levels. To augment the information and referral resources available to the residents. To improve the environmental health of the neighborhood. To increase resident awareness of substance abuse prevention. To create a sustainable neighborhood by encouraging property improvements and enforcing building/zoning ordinances. To improve neighborhood infrastructure and promote beautification activities and to expand recreational opportunities for resident of all ages.

This plan was prepared utilizing a 2001 Neighborhood Preservation Program grant from the New Jersey Department of Community Affairs. The grant funded the preparation of the plan, and provided an operating budget for administration of the planned projects for a period of 3 to 5 years.

East Grand Street Redevelopment Plan (2002)

Area: Bounded by Jefferson on the north East Grand Street on the west, Madison on the south and Railroad on the east.

Purpose:

To revitalize the area, stimulate private investment and establish an economically viable area conducive to a wholesome living and working environment beneficial to the safety health and welfare of the community. Permitted land uses include office, retail and commercial uses in maximum 35' buildings with landscaped lots.

The Board of Education is currently considering this property for construction of one of its new schools.

South Front Street Redevelopment Project Area (2003)

Area: Bounded to the north by Clifton Street, to the east by the Arthur Kill, to the south by an inlet, and to west by South Front Street. Otherwise known as the Borne Chemical site.

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Purpose:

Through redevelopment, the area can be more useful and become a valuable resource contributing to, and servicing the community and region in a more productive manner. Redevelopment plans will eliminate conditions that impair the sound growth of the City and stimulate private investment in the area. It will encourage development that will increase employment opportunities, tax ratables and economic growth.

Permitted land uses include distribution and trucking service, light manufacturing, office and boat and marina-related uses. All other uses are prohibited.

Developers are currently being sought by the City for this site.

Trumbull Street Redevelopment Plan (2000)

Area: Eastern portion of the city. Bounded by Reid Street to the west, the Conrail rail line and Trumbull Street to the north, and Livingston Street and Seventh Avenue to the south.

Purpose:

To plan and redevelop the area for primarily light industrial use considering necessary infrastructure and roadway connections. Site improvements are included for the beautification of the area. Manufacturing and light industrial uses are permitted.

Two developers have been designated by the City to redevelop several sites in this area for retail and possibly some residential use.

Kapkowski Road Redevelopment Plan (1998)

Area: Bounded by Trumbull Street rail yard to the south, Newark Bay to the east, Southern Cross Street to the north, and portion of NJ Turnpike Interchange 13A to the west.

Purpose:

To maximize the area's strategic location and its accessibility to major transportation modes. To improve the functional and physical layout of the area to provide for contemplated new development. To improve and upgrade traffic circulation through the development of new vehicular circulation systems.

This plan was originally prepared in 1991 and amended in 1994, 1997 and 1998. It initially gave rise to IKEA Elizabeth Center, and the Center Drive redevelopment, then the Jersey Gardens Mall project and Marriott hotels. The redevelopment area has been modified over time to include such properties as the Allied Signal property (10 North Avenue East) to the north of Jersey Gardens Mall, and has removed properties such as IKEA as they have been successfully redeveloped.

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Most recently, a redeveloper's agreement was negotiated between the City, Catellus Commercial Group, LLC and the Port Authority to redevelop the Allied Signal property for between 850,000 to 100,000 square feet of warehouse space. The project is estimated to provide the City with approximately \$17.5 million in revenue. This site is brownfield site that would be remediated as part of the project.

Airport City Redevelopment Plan (1989-90)

Area: To the southwest of Newark Liberty International Airport.

Purpose: This plan is not being actively pursued by the City at this time. In 1986, the City's Department of Community Development initiated blight proceedings for a site totaling 63 acres and 32 parcels. Due to its close proximity to Newark Liberty International Airport, it was dubbed "Airport City." Ultimately, the Department of Community Development never actively pursued a blight determination due to opposition. As part of the plan, it proposed office, retail, hotel and residential uses.

UEZ Five Year Zone Plan - July 1, 2000 to June 2005

The City's UEZ has been designated for the past 15 years. Since then it has generated \$48 million dollars. During the next five years, it is estimated that the fund will generate \$45 million. As for the UEZ Loan Program, it is expected to generate \$1 million annually to be used for business development. The Elizabeth UEZ Program expiration date has been renewed for another 25 years or until November 27, 2022.

Some highlights from 1995-2000 include the stabilization of the Midtown SID, the completion of a parking garage in the Midtown Redevelopment Area, infrastructure improvements in E-port, streetscape design work at the UEZ gateway, and the completion of the Jersey Gardens Mall.

Some goals for the 2000-2005 time period are the continued stabilization of UEZ shopping districts, the improvement of infrastructure in targeted UEZ areas, the encouragement of gateway development, the completion of the Midtown Redevelopment Project, and the redevelopment of Trumbull Street (rail yards).

U.S. Department of Housing and Urban Development Five-Year Consolidated Housing Plan, 2000-2005

The City of Elizabeth is a HUD Entitlement Community, which means that HUD monies are given directly to the City for approved projects. The City uses its HUD monies primarily for housing rehabilitation and to increase home ownership opportunities. The following list is a summary of the housing programs in the City.

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Elizabeth Home Improvement Program (EHIP)

The EHIP is a branch of the city's Department of Planning and Community Development. It is mainly funded by the Community Development Block Grant (CDBG), HOME and the American Dream Downpayment Initiative (ADDI). EHIP manages low and moderate income housing programs and provides financial assistance to income-qualified residents. The goals of EHIP are to increase the City's homeownership rate and the number of affordable rental units.

The following programs are offered by EHIP:

- **First Time Homebuyer Program.** The goals of this program are to educate first-time homebuyers of the long-term advantages of home ownership, and to increase the City's home ownership rate. Services include bilingual seminars, loan counseling, post-purchase training sessions, down-payment and closing costs assistance, repair grants
- **Rental Housing Program.** The City's Rental Housing Program applies to renters and owners. The program not only educates renters on issues such as lead-based paint, mold, sustainable housing, and building maintenance, but provides financial incentives and assistance for owners to create and/or rehabilitate affordable rental housing units. The Elizabeth Development Corporation offers a program which uses Urban Enterprise Zone monies in the E-port neighborhood for improvements to commercial structures that also contain housing in an effort to improve commercial space and attract tenants.
- **Owner Occupied Programs.** There are three owner occupied housing programs that provide financial assistance to income eligible owners living in 1-4 unit homes for correcting code violations, the repairing and replacement of major systems, weatherization, remediation of lead-based paint and making units handicapped accessible. There is an Emergency Repair Program, a Basic Repair Program and a Senior Citizen/Disabled Persons Repair Program.
- **New Point Road Neighborhood Preservation Program.** EHIP runs a housing program that is specific to the New Point Road Neighborhood, as part of its Neighborhood Strategic Plan. The program includes educating first-time homebuyers on home ownership issues, providing information on rental issues, providing financial assistance to homebuyers and to rehabilitate affordable rental units, and to nurture neighborhood values, such as safety, cleanliness and quality of community life.
- **Lead-Based Paint.** For every potential project, EHIP must enforce the State and federal lead-based paint rules and regulations.

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Affordable Housing Task Force

In January 2004, the City created an “Affordable Housing Task Force” to address constraints to affordable housing development, and to pinpoint four priorities for the fiscal year June 2004-2005. The five major constraints identified are:

- *Limited Resources*
- *A high demand for credit counseling exceeds local resources*
- *High housing costs*
- *Lack of housing knowledge among residents*
- *Vacant structures depressing neighborhood morale*

The four identified priorities are:

- *Create rental housing opportunities.* HOME funding totaling \$629,175 will be utilized for rental housing programs.
- *Create homeownership opportunities.* A total of \$427,850 has been allocated for homeownership opportunities. Of that total, \$70,000 has been targeted to be utilized for the development of affordable “For-Sale” properties.
- *Provide housing preservation assistance to homeowners.* Due to the significant amount of aging housing stock, \$200,000 of HOME funds and \$25,000 of non-federal funds has been allocated for preservation purposes.
- *Increase housing resources.* The City continues to seek funding to address these housing concerns.

Housing-Related Activities

- Community Housing Development Organizations have been funded.
- As part of the redevelopment initiative of EPORT several buildings were identified for demolition. The City will continue this activity as necessary.
- As another revitalization strategy, funding has been allocated for code enforcement activities.
- Funding has been set aside for relocation assistance for residents living in houses deemed uninhabitable based on code violations.
- The City has also allocated CDBG funding for Comprehensive Housing Counseling to assist homeowners and tenants with housing knowledge needs.

Public Housing

The Housing Authority of the City of Elizabeth (HACE) oversees five public housing complexes within the City. Each complex is ADA compatible. There is a high demand for these units. In October 1997, HACE was awarded a \$28.9 million HOPE VI grant by HUD to demolish the Pioneer Homes and Migliore Manor housing complexes and replace the units with 300 new town homes and another 300 scatter-site units throughout the E-port area.

INFRASTRUCTURE NEEDS

The 2004 Cross-Acceptance Manual approved by the State Planning Commission requests information regarding infrastructure needs within the City.

Transportation: Roads, Public Transportation and Freight

It is an ongoing goal for the City to continually improve the existing circulation system and to support the development of various mass transit initiatives in order to facilitate the movement of workers, residents and goods within all parts of the City and the surrounding region.

Kapkowski Road Area Transportation Planning Study (2003)

This study is the most recent transportation infrastructure needs assessment performed for the City, and it focused on the anticipated infrastructure needs of the northeastern portion of the City in light of the tremendous development potential therein. The study was funded jointly by Union County and the City. In addition to the growth of the Marine Terminal and the International Airport, it assessed necessary infrastructure improvements that would be necessary to support a Year 2021 build-out of:

- 5,075,000 square feet of office space
- 5,825 hotel rooms
- 30,000 square feet of conference space
- 460,000 square feet of retail space
- 2,400 restaurant seats
- 4,109 airport employee parking spaces
- 1,000-space ferry parking lot
- 2,700,000 square feet of warehouse/distribution space
- 100-slip marina

The study found that the following improvements would be necessary:

North Avenue Corridor Improvements:

- Grade separation of North Avenue eastbound to Jersey Gardens Boulevard eastbound “Flyover” Connector.
- North Avenue/Division Street/Dowd Avenue intersection improvements.
- Expansion of Jersey Gardens Boulevard flyover from the NJ Turnpike to a realigned Kapkowski Road and Ikea Drive.
- Improvement of corner radii, provision of minor widening and improvement of traffic striping and signing throughout the corridor.

East Grand Street/Trumbull Street Corridor Improvements:

- Creation of a one-way street pair along East Grand Street and Magnolia Avenue between Route 1/9 and Division Street.

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- Establishment of a truck route along Julia Street, Division Street, York Street, Dowd Avenue, and Trumbull Street.
- Signalization of intersections of Route 1/9/Julia Street, York Street/Wakefern Warehouse mid-block crosswalk, Julia Street/Division Street, Division Street/York Street, and Magnolia Avenue/Division Street.
- Improvement of corner radii, provision of minor widening and improvement of traffic striping and signing throughout the corridor.

These improvements are anticipated to provide a separation of truck and car traffic and mitigate some current truck traffic problems in the area. Truck traffic is a significant issue, particularly given the expansion plans of the Port Authority, with respect to both cargo operations at Newark Liberty International Airport and the Marine Terminal. The study also estimated that the value the improvements were likely to bring to the area would be:

- Generation of 39,013 permanent new direct jobs, and a total of 84,565 direct, indirect and induced jobs.
- Production of nearly \$3 billion in new personal income
- Creation of new business activity totaling \$7.9 billion
- Resultant \$852 million annually in new Federal tax revenues
- Resultant \$215 million annually in new State tax revenues
- Creation of \$290 million annually in new local tax revenues
- Contribution of \$5.2 billion in Gross State Product

Given the development activities in the area since the time of this study, the City Planning Board believes that development potential of the area is somewhat less than anticipated in the County's study, particularly with respect to office and hotel yields.

NJDOT Capital Improvements

In addition, the following capital improvements have been started or are planned for construction within Elizabeth:

- Route 1 & 9 4T (\$67 million)
Project began construction in January 2004. Some of the project highlights include:
 - The replacement of the structurally deficient Elizabeth River Viaduct. The bridge, built in 1929 as part of the Route 1 extension, currently carries two northbound and southbound lanes without shoulders. The new structure will carry three lanes in each direction with shoulders in order to align with the existing highway sections. Bicycle/pedestrians will be accommodated on shoulders. The project is scheduled for completion in August 2007.

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- Safety improvements at the intersection of Route 1 & 9 and East Jersey Avenue, which is one of the State's top 10 highest accident rate intersections.
 - The project involves the relocation of the City of Elizabeth's maintenance yard.
- Route 1 & 9/North Avenue (\$6.1 million)

The project will provide intersection improvements at North Avenue and U.S. Routes 1 & 9. It is noted as one of the highest accident locations in the State. The project will construct a new loop jughandle in the northeast quadrant of the intersection and modify the existing forward jughandle in the southeast quadrant. In addition, construction of a new traffic signalized intersection and the removal of the Louisa Street traffic signal. This project will be bicycle/pedestrian compatible.
- The environmental document was approved in August 2004 and funding to begin final design was received in September 2004. The construction is scheduled for Spring 2005.
- Route 1 & 9/Magnolia Avenue Bridge (\$10.25 million)

This project will address the replacement of the Magnolia Avenue Bridge over U.S. Routes 1 & 9. NJDOT initiated a consultant contract and started preliminary engineering in April 2002. The existing structure, which carries two substandard 10-foot travel lanes and a single 1 1/2 foot safety walk will be replaced with a new structure that will carry two 15-foot travel lanes and two 6-foot sidewalks. This project will be designed to be bicycle/pedestrian compatible. Construction is scheduled to begin March 2006.
- Morris Avenue (Route 82) Landscape and Intersection Improvements (\$5.6 million)

This project involves urban design and landscape, as well as intersection improvements on Route 82 from west of the Garden State Parkway to midtown Elizabeth. The project is in the early stages of Preliminary Engineering/Environmental Document Phase. Initial outreach meetings were held with Union Township, Elizabeth City and Union County to explain the proposed improvements.
- South First Street Bridge over Elizabeth River

The existing bridge, which is considered historically significant, is in poor condition and is both structurally deficient and functionally obsolete. As a result, the new bridge structure will be constructed on the existing alignment and will also include various roadway improvements. Other safety improvements will include new bridge and approach railings, improved drainage, landscaping, lighting and geometric enhancements to South First Street. Anticipated completion is scheduled for Fall 2006.

Commuter Rail Improvements

There is one proposed commuter rail project in the City—the Newark-Elizabeth Rail Link. This project envisions connecting Elizabeth's Midtown Station on the Northeast

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Corridor Line to downtown Newark at Broad Street and Penn Stations, via a route that would run through Elizabethport and would loop around Jersey Gardens Mall on its way to Newark Liberty International Airport. A scaled-back variation of this project that would link the airport with a County transportation center south of IKEA, and then to the ferry terminal east of Jersey Gardens Mall, is currently being contemplated by the County. A portion of the NERL has been funded by NJ Transit, that being a connection of the Newark Broad Street Station to Newark Penn Station.

Ferry

To increase connectivity and access to New York City, a passenger ferry facility will be constructed immediately east of Jersey Gardens Mall. The Union County Improvement Authority will provide financing to purchase the land and develop the site, and will lease the facility to a private operator. Two ferry slips will be provided, as well as a passenger waiting area and a 1,000-space parking lot. Dredging will be required. The ferry will cross Newark Bay, Kill Van Kull and the Upper New York Bay. It will serve between 1,000 and 1,200 commuters per day, running between Elizabeth and lower Manhattan.

1990 Master Plan

The following are project recommendations from the 1990 Master Plan:

- Upgrade the existing local road network to improve and enhance safety, traffic flow and accessibility.
- Improve the level of service and passenger amenities provided by the existing public transportation system.
- Improve on-street and off-street parking within the Central Business District and along the major commercial thoroughfares through the creation of new capacity as well as the rigorous enforcement of current regulations.
- Improve the circulation system to capitalize upon the City's radial street network and discourage through travel movements occurring in the Central Business District.
- Retain abandoned railroad right-of-way for future re-use.
- Work with Conrail and Amtrak to improve or replace substandard railroad overpasses.
- Increase the height on insufficient overpasses to ease the passage of trucks and fire apparatuses.
- Complete the construction of Kapkowski Road, connecting North Avenue East and Trumbull Street.

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Environment: Wastewater Disposal, Water Supply, Stormwater Management, Solid Waste Management and Flood Protection

As reported in the City's 1990 Master Plan and 2003 Reexamination Report, the infrastructure needs and goals for the environment, including wastewater disposal, water supply, stormwater management, solid waste management, and shore and flood protection, are:

- Rehabilitate and upgrade the existing sanitary and storm sewer system;
- Provide new sanitary and storm sewer capacity, especially in areas targeted for redevelopment;
- Relieve catch basin flooding and other surface flooding throughout the City; and
- Clean and re-line the water mains

Given NJDEP's new stormwater regulations, it is also anticipated that the City will require funding assistance to prepare its Stormwater Plan.

Commerce: Energy, Telecommunications

According to the 1990 Master Plan, although the City is intensely developed and multiple public transportation services already support the City, Elizabeth continues its efforts in energy conservation strategies. Among the infrastructure needs for commerce, the City would like to:

- Change the construction codes in accordance with energy conservation methods and weatherization;
- Utilize energy conservation methods with the construction of new public buildings as well as retrofitting existing public buildings for increased energy conservation;
- Initiate an energy audit program to educate the industrial and commercial community on methods of energy conservation;
- Expand the existing weatherization program to include all eligible homes in the City;
- Purchase energy efficient vehicles and equipment for public use; and
- Continue the efforts for redevelopment of older industrial buildings by offering attractive incentives to investors.

CONSISTENCY WITH SDRP

The 2004 Cross-Acceptance Manual approved by the State Planning Commission recommends on Page 27 that the following key concepts and policy objectives of the State Plan be considered when evaluating municipal consistency with the SDRP and the proposed amendments thereto, i.e., the Preliminary Plan:

1. Planning that is comprehensive, citizen-based, collaborative, coordinated, equitable and based on capacity analysis is essential to achieving the goals of the State Plan.

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2. Planning should be undertaken at a variety of scales and should focus on physical or functional features that do not necessarily correspond to political jurisdictions.
3. Planning should be closely coordinated with and supported by investments, programs and regulatory actions.
4. Planning should create, harness and build on the power of market forces and pricing mechanisms while accounting for full costs of public and private actions.
5. Planning should maintain and revitalize existing communities.
6. Planning, designing, and constructing development and redevelopment projects, that are residential, commercial, industrial or institutional and that contribute to the creation of diverse, compact human scale communities (i.e., communities of place).
7. Identifying cores and nodes as places for more intensive redevelopment in metropolitan New Jersey.
8. Emphasizing public support for physical design, public investment and government policy through access to information, services, jobs, housing, and community life.
9. Planning for the protection, restoration, and integration of natural resources and systems.

Planning in the City of Elizabeth is highly collaborative, particularly at the neighborhood level. With the advent of grant funding for neighborhood plans, it is possible to prepare plans that involve not only land use, transportation and design recommendations, but plans that consider the need for social services and the equitable distribution of resources such as the Elizabethport Strategic Revitalization Plans. A large portion of public input for the E-port neighborhood occurs through the E-port Neighborhood Empowerment Council (NEC), which was established in 1997. The NEC's Executive Committee meets monthly to discuss key projects and to coordinate activities in E-port. The neighborhood plans prepared for both E-port and New Point Road recommend specific action items and prioritize projects for funding and implementation. The neighborhood plan for Midtown Elizabeth that is currently underway will do the same. Such plans require a significant amount of public input.

Planning takes place on a number of scales, including on the site level (redevelopment planning), the neighborhood level (Midtown and E-port), the City level and regionally in the Ikea area and the Route 1&9 corridor. Redevelopment planning in the City seeks to capitalize on private market forces that can be used to revitalize stagnant areas with private dollars. The Kapkowski Road Redevelopment Area is a prime example of this, as it is the area where Jersey Gardens Mall, Rex Plex, Ikea and many of the new hotels and restaurants are going to locate. Another layer of market incentive in this area and in the other commercial corridors of the City is its location in the Urban Enterprise Zone, which brings its own economic advantage. The City's UEZ has been highly successful in creating economic opportunity in the City, including the provision of jobs and shopping opportunities, as well as securing the necessary roadway

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improvements, such as the Kapkowski Road and North Avenue extensions, to make plans a reality.

The City also has been successful in securing grants for planning studies from the State, mainly Smart Growth Planning Grants from the Department of Community Affairs, and grants from private foundations such as the Wachovia Foundation. Also, State and County monies have been utilized extensively for required roadway extensions. The City hopes to continue its relationship with the providers of grant and other funding to continue revitalization of the City.

Capacity analyses are proposed as part of the applicable Master Plan Element updates with respect to roadways, utilities and the like. Zoning to accommodate capacities will be recommended in the applicable Element.

CONSISTENCY WITH UNION COUNTY PLANS

Union County has adopted the following applicable planning documents:

1. Union County Master Plan Open Space & Recreation Element, October 1999
2. Union County Master Plan, June 1998

No additional County parks are proposed in the City, per the 1999 plan. The City supports the proposed maintenance improvements to the two County parks currently located in the City, and supports the County's acquisition program, however encourages the County to develop additional parks in the City given its waterfront potential and large population.

The City's currently zoning and current Master Plan are substantially consistent with the County's 1998 Land Use Plan Map. However the County's map should be updated to note the Jersey Gardens Mall area, including the new hotel, office and restaurant uses, as Commercial rather than Industrial, to reflect existing conditions.

ADJOINING MUNICIPALITIES AND REGIONAL PLANNING

Regional planning is important for any entity to practice in order to produce the most efficient comprehensive plans and development. The City reached out to the surrounding municipalities to see what regional planning issues, particularly in relation to the SDRP, the municipalities thought were important. Following are comments received from Elizabeth's adjoining municipalities. Discussion on the City's large, quasi-governmental agency, the Port Authority of New York/New Jersey is also included. Although it appears that planning goals and objectives in the area do not significantly conflict at this point in time, due to the presence of two of the State's largest cities, Newark Liberty International Airport, Port Newark/Port Elizabeth Marine Terminal, and densely-populated surrounding communities, the preparation of an Urban Complex Strategic Plan for the region is recommended.

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Hillside Township

Hillside Township is located to the north of Elizabeth and just east of the Elizabeth River. The Township is 2.7 square miles in size. In 2000, the total resident population was 21,247 and the median age was 35.7 years.

Lawrence Ditzel, Jr. is the Township's planning board secretary and designated contact for the SDRP Cross-Acceptance Process. In terms of regional planning, he supports and would like to have a closer relationship with Elizabeth concerning major planning projects that have close proximity to Hillside and/or occur along main corridors. Specifically, if the Township were to designate the North Broad Street area as a "redevelopment area," per the Local Redevelopment and Housing Law, Hillside would like to pursue joint planning efforts with Elizabeth for its input and comments.

As for other regional issues, if significant construction or development occurs within close proximity to Hillside, the Township asks for pre-notification of these matters. Hillside would like to be aware of Elizabeth's planning and development in order to fully protect and serve its residents.

Linden City

Linden City is located on Elizabeth's southern border, east of the Rahway River extending to the Arthur Kill. The city is 10.98 square miles in size. In 2000, the total resident population was 39,394 and the median age was 38 years.

In terms of regional planning, the City's designated SDRP Cross-Acceptance representative, George Vircik, the City's Assistant Engineer, supports and would like to have a closer relationship with Elizabeth concerning major planning projects that occur near Linden. He did not report any specific regional planning issues.

Newark City

Newark City forms Elizabeth's northern border. Much of this border is comprised of the airport and port properties. The City is approximately 24.14 square miles in size. In 2000, the total resident population was 273,546 and the median age was 31 years.

In terms of regional issues, the City's designated SDRP Cross-Acceptance representative Mark Barksdale, Executive Analyst and Planner in the Division of City Planning of the Department of Economic and Housing Development, supports any efforts made towards a working relationship with Elizabeth especially in terms of transportation projects.

The Newark Elizabeth Rail Link (NERL) project was authorized under the ISTEA legislation, now TEA-21, and is part of the Urban Core designated projects outlined in that legislation. Recently, the NERL Project lost funding from NJ Transit, and the Rail Link will terminate in at Broad Street station in Newark instead of Newark Liberty International Airport. Mr. Barksdale

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would like to work with Elizabeth for a reinstatement of funding for this project so that it can be continued through the City of Elizabeth as formerly planned.

On other regional transportation issues, State Highway Route 27 runs through Elizabeth and Newark. Mr. Barksdale would like to work in cooperation with Elizabeth if any type of planning and development occurred along this major thoroughfare.

Port Authority of New York/New Jersey (PANY-NJ)

PANY-NJ plays an important role in the City, due to the presence of Newark Liberty International Airport and Port Newark/Elizabeth Marine Terminal. The City reports a good working relationship with PANY-NJ, and would like to continue working together on expansion, intensification and reuse issues that affect the City. Both the airport and the marine terminal continue to increase their services to meet demand. Such increases in activity impact the surrounding area both positively, in number of jobs gained, and negatively, in terms of increased traffic and noise. The City is concerned about the negative impacts that may occur in relation to growth of the facilities.

The Port Authority of New York and New Jersey has owned and operated Newark International Airport since 1948. The airport employs over 24,000 people and contributes \$11.3 billion in economic activity to the New York/New Jersey metropolitan region. Between 1948 and 1997, the Port Authority invested more than \$1.9 billion in improvements to the airport. A recent \$3.8 billion redevelopment plan prepared by Port Authority for the airport includes: the extension of the AirTrain system, a second International Arrivals Facility, modernized passenger terminals, improved airport access, additional parking facilities, expanded roadways, and improved runways and taxiways. In 2002, a new 100,000 square foot Port Authority Administration Building was completed which houses much of the airport's staff, including the police station and the Aircraft Rescue and Fire Fighting Fleet. In 2000 a 3,400-space four-level parking garage at Terminal C was constructed.

The Port Newark/Elizabeth Marine Terminal consists of approximately 2,230 acres, three miles of ship berths, and almost 3.5 million square feet of warehouse space. It is the second largest seaport in the United States. Overall, the complex handles over two-thirds of all the cargo in the New York/New Jersey area, as well as a greater volume of containers than any other port in the nation. In addition Port Authority's on-dock rail facility, ExpressRail, is also located in Elizabeth. ExpressRail links the Elizabeth port to locations in midwestern United States directly. During the first half of 1998, ExpressRail traffic grew by 22 percent, handling nearly 74,000 containers. The terminal's annual throughput is over 150,000 containers.

Roselle Borough

Roselle Borough is located on Elizabeth's western border between the Conrail line and Rahway Avenue. The Borough is 2.7 square miles in size. In 2000, the total resident population was 21,274 and the median age was 35 years.

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In terms of regional issues, the Borough's designated SDRP Cross-Acceptance representative Vincent Belluscio, Borough Administrator, supports any type of regional planning in coordination with Elizabeth. Mr. Belluscio stated because Elizabeth is so large, any type of planning and/or development that would occur in the City would affect its surrounding towns. In this case, a working relationship with Elizabeth is desired.

Roselle Park Borough

Roselle Park Borough is located on Elizabeth's western border north of Conrail's Elizabeth Industrial Track (the former Central Railroad of New Jersey Mainline). The Borough is 1.3 square miles in size. In 2000, the total resident population was 13,281 and the median age was 37 years.

The Borough's designated SDRP Cross-Acceptance representative Joel Reed, Planning Board Chairman, supports regional planning efforts in cooperation with Elizabeth, especially in terms of watershed planning. Currently, no formal lines of communication have been established between the two municipalities.

Union Township

Union Township is located on Elizabeth's northwestern border between Galloping Hill Road and the Elizabeth River. The Township is 8.79 square miles in size. In 2000, the total resident population was 6,160 and the median age was 38 years.

The Township's designated SDRP Cross-Acceptance representative Philip A. Haderer, P.E., C.M.E., the Township's Principal Engineer, supports any type of regional planning with Elizabeth. He considers the working relationship between the Township and Elizabeth as good and hopes it will continue into the future. He did not report any specific regional planning issues.

COMMENTS ON PRELIMINARY POLICY PLAN MAP

Preliminary Policy Map Amendments

There are two locations of Critical Environmental Sites that should be removed from the Map, given that they are developed areas, and not sites that can be categorized as critical environmental sites. A Map Amendment sheet is attached hereto that indicates the two areas in question.

Critical Environmental Sites

The remaining areas indicated as "proposed Critical Environmental Sites" are presumably wetlands areas that are located to the south of Newark Liberty International Airport. The majority of these areas appear to have been created via construction of the New Jersey Turnpike and other roadways or industrial areas, and serve as drainage receptors.

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The State Plan designates CESs to:

Further the goals of conserving natural resources and systems ... A CES can be mapped by a community in the Metropolitan Planning Area who might want to map a stream or river corridor as it pass through town in preparation for redevelopment that could contribute to restoration of the riparian corridor. A CES can also be used to create linkages of open spaces with environmental significance.

Due to the highly industrial and commercial character of these areas, the CES-mapped areas in the City do not appear to create linkages to areas of environmental significance, nor do they pose opportunities for stream corridor restoration. The City does not object to the identification of these areas as CES, so long as they will not be more stringently regulated than they currently are under the New Jersey Freshwater Wetlands Protection Act. A more stringent regulation of the areas is not merited given their limited environmental significance.

Expiration of Urban Center Designation

The City of Elizabeth was first granted “Existing Urban Center” status by the Office of State Planning on June 12, 1992. Per N.J.A.C. 5:85-7.11, Period of Endorsement, this designation is scheduled to expire after January 7, 2008, presumably along with any prioritization of State funding and other benefits that Center Designation currently brings to the City. The new approach to achieving the same benefits as the former “center designation” is the process known as Plan Endorsement, whereby the Office of Smart Growth reviews the City’s planning documents to determine consistency with the goals and policies of the State Development and Redevelopment Plan. If the documents are found to be inconsistent with the State Plan, then modifications to those plans are negotiated between the State and the City.

However, the City asks the State Planning Commission to consider re-designating Elizabeth as an Urban Center or its equivalent in the current plan so that the City can continue to expend its staffing resources toward neighborhood, redevelopment, economic development and transportation projects that are so vital to the City, and can continue to receive prioritized funding. Planning efforts in the City of Elizabeth have been consistent with the key concepts and policies of the State Plan, and the City has worked extremely hard through the years to encourage redevelopment of defunct industrial areas and to rehabilitate residential areas at densities that are appropriate to an Urban Center to provide both economic development and new housing opportunities to a wide range of household incomes.

The City is currently in the process of updating several elements of its municipal master plan consistent with the Municipal Land Use Law at N.J.S.A. 40:55D *et seq.*, which plan is expected to be significantly, if not completely, consistent with the State Plan. However the funding of the remaining elements of the Master Plan must be prioritized among other projects.

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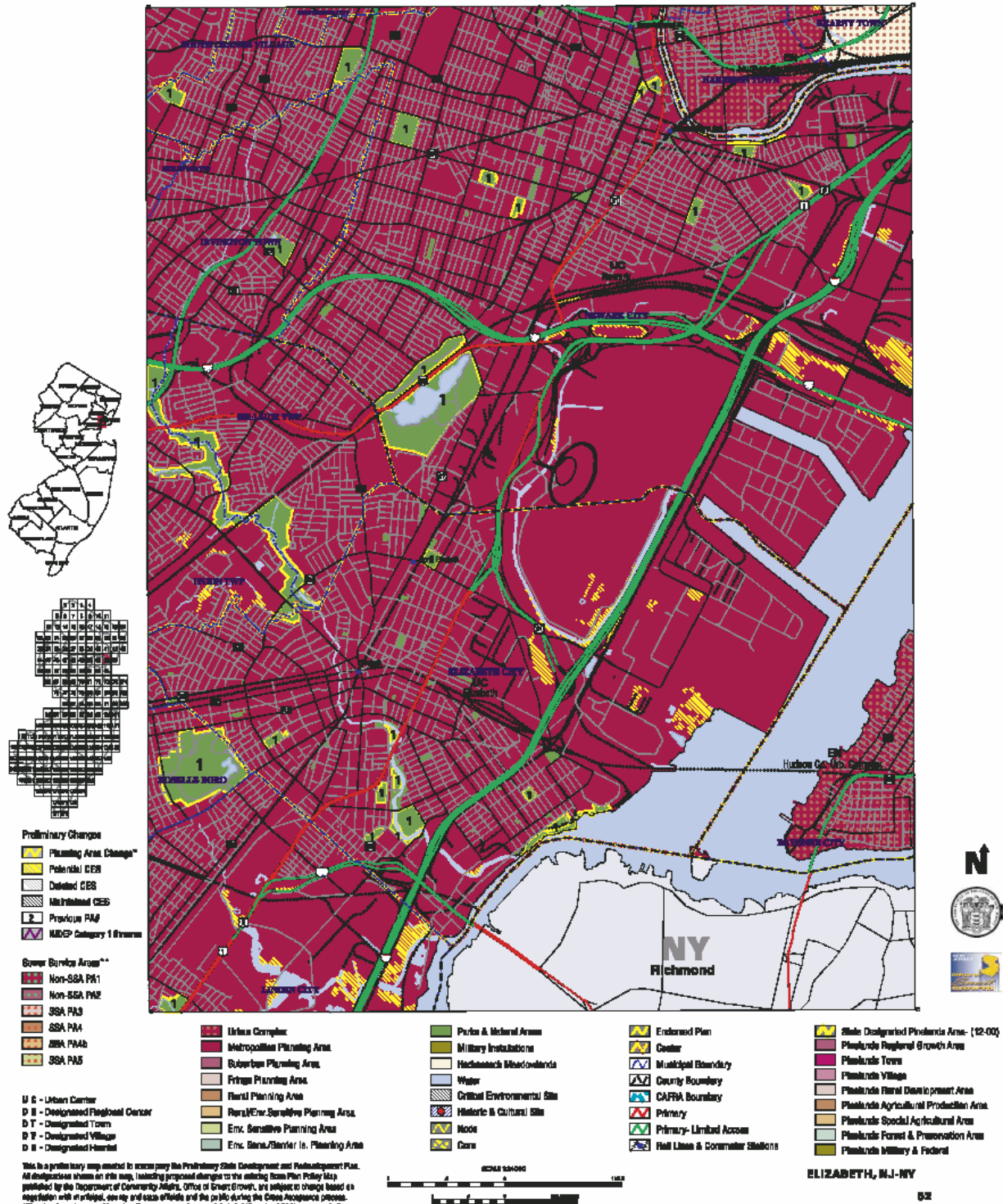
CITY OF ELIZABETH UNION COUNTY, NEW JERSEY

PRELIMINARY POLICY MAP of the New Jersey State Development and Redevelopment Plan

The State Plan is not itself a regulation but a statement of State policy that has been adopted by the State Planning Commission pursuant to statute to guide State, regional and local agencies in the exercise of their statutory authority.

NEW JERSEY STATE PLANNING COMMISSION April 29, 2004

Map prepared by the New Jersey Office of Smart Growth. Map was developed by purchasing digital data from the New Jersey Department of Environmental Protection, New Jersey Department of Transportation and the New Jersey Planning Commission. New Jersey State Plane Coordinate System, North American Datum 1983 (NAD83). Datum NAD83.



COMMENTS ON OTHER STATE POLICIES

In general, due to the City's proactive planning approach, Urban Center status and other factors of need, Elizabeth has been the recipient of State- and County-level funding for planning and implementation projects. It is anticipated that the City will require continued significant funding in the areas of transportation, community planning and stormwater management planning in order to proactively revitalize the City and to comply with State stormwater legislation. As an Urban Center, and as one of the State's largest cities, Elizabeth should continue to receive priority funding in all areas. Specific comments are as follows:

- New Jersey Council on Affordable Housing. The 3rd round housing regulations have been adopted by COAH. Included in the regulations is a permitted increase in the amount of Regional Contribution Agreement units that can be transferred to a receiving municipality. Up to 50 percent of a municipality's obligation can be transferred via RCA. This legislation may ultimately benefit the City if municipalities in the region transfer more credits to the City. However, the current \$30,000 to \$35,000 per unit amount should be increased, due to the fact that it costs at least 4 times that amount to construct a new unit of housing. The money can, however, continue to be used for substantial rehabilitation of substandard units.
- New Jersey Department of Community Affairs. The NJ DCA has been a strong source of community planning grants for the City. The City supports the various grant programs offered, and asks for priority funding of its programs given its Urban Center status. It is recommended that the de-funded Urban Coordinating Council program be re-funded, or be supplemented by other DCA programs. The City has two UCC neighborhoods.
- New Jersey Department of Transportation. NJDOT and Union County are significant financiers of transportation and safety improvement projects in the City. The City requests continued priority funding for improvement projects, through direct capital programming and grant programs such as TEA-21 and the Livable Communities Program.
- New Jersey Transit. NJ Transit should continue to prioritize projects in the City, due to its Urban Center status, and its prime location in the State with regard to proximity to major employers and Newark Liberty International Airport. The rail connections to downtown Newark are important to the City, as is the rail link through E-port and through the Jersey Gardens Mall and Ikea area.

SDRP CROSS-ACCEPTANCE III REPORT

CITY OF ELIZABETH

UNION COUNTY, NEW JERSEY

NJOSG MAP AMENDMENT DOCUMENT

County Name: Union

OSG Quadrangle Number: 52

U.S.G.S. Quad Name: Elizabeth, NJ-NY

AMENDMENTS:

Amendment # 1 Planning Area ☐ Center ☐ CE/HS ☒ C/N ☐

Reason for change: The areas indicated as CES east of the NJ Turnpike in the vicinity of IKEA are already developed areas and should not be indicated as CES.

Source: City of Elizabeth

