

Final Report

**2005 UNION COUNTY
CROSS-ACCEPTANCE REPORT**

**Union County Department of Economic Development
Division of
Planning and Community Development
Bureau of Land Use Planning**

February 28, 2005

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Report Preparation Assistance

This report was prepared with the assistance of Schoor DePalma, Inc.

*Section IV of the report was prepared by
Edward V. Kolling, consultant to the County Planning Board.*

UNION COUNTY CROSS-ACCEPTANCE REPORT

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UNION COUNTY BOARD OF CHOSEN FREEHOLDERS

RESOLUTION NO. **328-2005**
DATE:

3/10/2005

WHEREAS, the Board of Chosen Freeholders of the County of Union is requested to authorize and adopt the Cross Acceptance Report prepared by the Land Use Planning Bureau (Land Facilities Planning) of the Department of Economic Development; and

WHEREAS, a resolution is required to authorize the Cross Acceptance Report as required by the Cross Acceptance Manual prepared by the State Planning Commission as identified in the State Planning Rules N.J.A.C. 5:85; and

WHEREAS, the Board of Chosen Freeholders of the County of Union adopted Resolution No. 575-2004 authorizing the County Manager to execute all necessary agreements with the New Jersey Department of Community Affairs (DCA) Office of Smart Growth for grant funds to participate in the Cross Acceptance Process and develop a Cross Acceptance Report for the County; and

WHEREAS, pursuant to the terms and conditions of the agreement between the County of Union and the DCA, the County selected the professional planning and engineering firm of Schoor DePalma, Inc. to assist the Land Use Planning Bureau in the preparation of the Cross Acceptance Report; and



WHEREAS, pursuant to the requirement of the State Planning Commission as administered by the Office of Smart Growth the County has completed the Union County Cross Acceptance Report and upon its adoption by the Board of Chosen Freeholders, the County will have fulfilled its Grant agreement with the Office of Smart Growth in relation to Cross Acceptance; and

WHEREAS, after the formal adoption of the Union County Cross Acceptance Report the County's Department of Economic Development can continue with the next phase of Cross Acceptance known as Plan Endorsement:

NOW, THEREFORE BE IT RESOLVED by the Board of Chosen Freeholders of the County of Union that it hereby adopts the Union County Cross Acceptance Report as required by the Cross Acceptance Manual prepared by the NJ State Planning Commission as identified in the State Planning Rules N.J.A.C. 5:85.

NO SUFFICIENCY OF FUNDS FOUND
Frank W. Padusniak
3-8-05

| RECORD OF VOTE | | | | | | | | | | | | | | | | | |
|----------------|-----|-----|-----|------|------|-----|-----|----|----------------------------|-----|-----|-----|------|------|-----|-----|----|
| FREEHOLDER | Aye | Nay | Abs | Pass | Res. | Mot | Sec | NP | FREEHOLDER | Aye | Nay | Abs | Pass | Res. | Mot | Sec | NP |
| ESTRADA | X | | | | | | X | | SULLIVAN | X | | | | X | X | | |
| HOLMES | X | | | | | | | | WARD | X | | | | | | | |
| KOWALSKI | X | | | | | | | | MIRABELLA VICE-CHAIRMAN | X | | | | | | | |
| MAPP | X | | | | | | | | PROCTOR CHAIRMAN | X | | | | | | | |
| SCANLON | X | | | | | | | | | | | | | | | | |

| | |
|-------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| APPROVED AS TO FORM  COUNTY ATTORNEY | I hereby certify the above to be a true copy of a resolution adopted by the Board of Chosen Freeholders of the County of Union on the date above mentioned.  CLERK |
|-------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

I. INTRODUCTION

The State Planning Act of 1985, N.J.S.A. 52:18A-196 et seq., empowered the State Planning Commission with the responsibility to prepare, revise, and readopt the New Jersey State Development and Redevelopment Plan (State Plan) every three years. The State Plan is prepared and adopted through cross-acceptance, a legislatively mandated process whereby planning policies are reviewed by government entities at all levels and the public to assess their consistency with each other and with the State Plan.

Union County has agreed to serve as the cross-acceptance “negotiating entity” for its municipalities. The negotiating entity compares local plans and policies with the Preliminary Plan and negotiates with the State Planning Commission to reconcile differences between the Preliminary Plan and local plans. The negotiating entity also looks at State land use policies and visions for statewide growth and preservation to compare and contrast how they will better assist local governments in their related efforts.

As the negotiating entity the County of Union requested participation and input from its municipalities and general public for input on the policies of the Preliminary State Development and Redevelopment Plan (Preliminary State Plan). After the release of the Preliminary State Plan at the end of April 2004 the County assisted the Office of Smart Growth (the office designated to manage Cross Acceptance by the State Planning Commission and NJ Department of Community Affairs) with the coordination of the initial “kick-off” meeting held on June 21, 2004 at Kean University. This initial meeting was followed with a letter and several telephone requests by the County to obtain updated Master Plans and related planning documents along with a request to schedule meetings with County of Union staff to discuss the Preliminary State Plan and its associated cross acceptance III map. Additional outreach efforts included presenting County Cross Acceptance status and information to the Union County Planning Board, Comprehensive Economic Development Strategy Committee (CEDS), and Union County Transportation Advisory Board (TAB). The County reviewed comments and related planning documents received by cooperating municipalities. Appropriate information and comments were incorporated in to the Cross Acceptance Report.

The Preliminary State Plan and the Preliminary State Plan Map form the basis for cross-acceptance. The Preliminary Plan is designed to identify amendments proposed by the State Planning Commission to the current (2001) State Plan. In general, the State Planning Commission proposes to clarify the roles of the public and governments at all levels; update the Indicators and Targets for measuring the successful implementation of the State Plan; restructure the organization of the State Plan to more closely align the policies with the goals and strategies; update definitions to be consistent with recent changes to the State Planning Rules; explain efforts underway to enhance preservation and planning efforts in the Highlands; and incorporate two mapping policy changes for designating agricultural nodes and Critical Environmental Sites.

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The Preliminary State Plan Map is the result of a comprehensive review of the 2001 State Plan Map by the Office of Smart Growth (OSG). OSG worked with the various state agencies to identify updated GIS files that could have an impact on a planning area designation. Data was collected from the Departments of Environmental Protection, Agriculture, and Transportation, incorporated onto an “informational data layer” map and distributed to all counties and municipalities for their reference. OSG then conducted a side-by-side review of these maps with the current State Plan Map. That review was supplemented with local knowledge, aerial photography, Land Use Land Cover data, housing starts data, available mapping of affordable housing sites, the Department of Agriculture’s Smart Growth Plan, the Department of Transportation’s 5-year Capital Plan, regional plans, and public comments. Finally, OSG overlaid the mapping with GIS files for wetlands and open space, as well as with updated sewer and road files, to identify features that conflict with their current Planning Area definition.

The new parks data layer is a combination of the Department of Environmental Protection’s Green Acres inventory, which includes federal, state, county and municipal parks, where available, along with park data that was developed during Round II of cross-acceptance. All of these areas are now shown as green on the Preliminary Map. Wetlands are illustrated on the State Plan Map in the following ways: (1) If wetlands were larger than 2 acres and adjacent to a Planning Area 5, then they were appended to the PA5; (2) If an area of wetlands is larger than one square mile, it is shown as a PA5; and (3) if the wetlands are smaller than one square mile, they are shown with yellow cross-hatching, as a potential Critical Environmental Site.

The State Planning Commission believes that except for amendments to the State Plan Map that would result from changes to policies in the State Plan or data discrepancies, the discussion of site-specific or individual parcel amendments based on a development interest or the like should occur as part of the Plan Endorsement process and not through Cross-acceptance. The State Planning Rules envisions that most amendments to the State Plan Policy Map, including the designation of additional centers will occur during a comprehensive plan review as part of the Plan Endorsement process.

The following sections of the Cross Acceptance Report includes local issues, county issues, a listing of general map changes related to Preliminary State Plan Map, analysis of municipal and county consistency, growth data and a negotiation agenda.

II. ISSUES AND RECOMMENDATIONS

A. Municipal

As part of the cross-acceptance process, the County distributed a questionnaire to all 21 municipalities addressing preliminary map amendments, growth projections, and other cross acceptance issues. Seven questionnaires were returned. Each completed questionnaire is included in the appendix for reference. The County also requested each municipality's most recent planning documents. Of the 21 municipalities, 16 submitted updated master plans and related documents. The County also met with nine of the municipalities to discuss the State Plan. Any local issues pertaining to the State Plan derived from the questionnaire and the local meetings are outlined in this section.

Berkeley Heights

The Township through the County's Cross Acceptance Questionnaire has provided no comments or disagreements in relation to the Preliminary State Plan or the associated State Plan Map however if any are identified they would be submitted to the County. As of the date of this report no comments or disagreements regarding the Preliminary State Plan or State Plan Map have been submitted to the County by the Township of Berkeley Heights.

Clark

The Township of Clark has indicated through the County's Cross Acceptance Questionnaire that the town does not seek to comply with the State Plan stating "home-rule" as the main reason for this dissent. However, the County has found through its review of the State Plan Map a minor map correction for an area between the Townships of Clark and Cranford described further in the Map Amendment section of this report.

Cranford

Transportation circulation will be a growing problem in this region. The town has vehicular and rail transportation access in this community. However, during peak hours arterial roadways are congested. In order for this community's "Transit Village" area to continue growing additional modes of transportation as well as providing smoother and more efficient existing transportation systems will be required in the future. To advance transit services in the area, light rail or small shuttle services should be considered between communities and designated mass transit parking areas. Along with development of these regional mass transit parking areas, the town may need to consider restricting truck cargo loading and unloading during peak rush hours along the North and South Avenue corridors.

Utilities in this community are adequate at the moment. However, our aging sanitary sewer infrastructure is becoming a problem. Some of the sewer mains are more than 100 years old and

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will require major repair or reconstruction in order to provide for continual growth and redevelopment. In older communities like Cranford, inflow and infiltration into our sanitary sewer systems are getting worse. This increases the risk for more frequent pipe failures, stresses treatment plants, and adds to the cost of water treatment every time it rains. By encouraging communities such as Cranford to become re-growth or “Transit Village” communities, the State and/or County will have to provide financial assistance for sanitary sewer infrastructure improvements.

City of Plainfield

The City of Plainfield did not identify any comment or disagreements with the policy content of the State Plan however the City did indicate that it was concerned that items in its Recreation and Open Space Inventory (ROSI) map were not provided on the State Plan Map also noted as the Cross Acceptance III Map (CA III Map) in this report. The County has identified some if not all of the parks/open spaces excluded from the CA III Map for the City of Plainfield through its inclusion of its County Parklands database submitted to the Office of Smart Growth along with this report. The County has also noted in the Map Amendments section of this report other minor corrections required of the CA III Map related to the City of Plainfield.

City of Rahway

The City of Rahway in its response to the County’s Cross Acceptance Questionnaire has indicated that they have no comments or disagreements with the Preliminary State Plan or State Plan Map (CA III Map). Any minor mapping corrections found by the County for the City of Rahway have been identified in the Map Amendment section of this report.

City of Summit

The City of Summit through its response to the County’s Cross Acceptance Questionnaire indicated that a separate report would be submitted by its consultant to the County. Summit’s report does not identify any comments or disagreements with the policies or goals of the Preliminary State Plan. The City’s report identifies CA III Map change requests. The City of Summit has identified in its report some map changes that are not consistent with County policy and projects or are not the jurisdiction of this Cross Acceptance Process.

The City also proposes some map changes that are not consistent with the objectives or criteria of critical environmental sites/features as identified by the Office of Smart Growth. The County has noted all appropriate map changes in the Map Amendments section of this report.

B. County

Planning Support

The County through various studies such as the two smart growth planning studies (Raritan Valley and Route 1&9 Corridor Transportation Development District funded through the Department of Community Affairs) and transportation studies such as Shuttle Study and District 151 Parking and Intermodal Study are constantly looking for innovative land uses and economic development opportunities to support municipal land use and improve transportation access to its municipalities. All of these projects are established with extensive outreach efforts in attempt to achieve maximum municipal and public input to these studies.

Facilities

County will continue to maintain and upgrade its jurisdictional infrastructure that traverses each town in accordance to funding sources and improvement need. The County will continue to cooperate and assist wherever appropriate and reasonable to all County infrastructure facilities that cross municipal facilities.

Transportation Infrastructure

The County is on the forefront of innovative transportation solutions that will improve traffic circulation and provide access for people and goods. The County is spearheading projects such as Kapkowski Road/North Avenue Corridor Improvements designed to separate truck and other vehicular traffic in the Elizabeth port area; Newark Elizabeth Rail Link (NERL) – Elizabeth Segment providing light rail access between Newark Airport, proposed Transportation (Intermodal) Center, Elizabeth waterfront, and Midtown Elizabeth; Cross County Link – a connection from NERL Elizabeth at midtown to Cranford at the Raritan Valley Line; Tremley Point Transportation Infrastructure; and Rahway Valley Freight Rail project – re-establishing local freight service.

The rail freight project while not in the purview of the cross acceptance process does provide a vital economic benefit by providing diversity in the employment sector of the county through related business that transports goods by freight rail. Goods movement on an existing rail line helps the environment by reducing the number of trucks that aid to the congestion and pollution of local, county and state roadways. All of the noted projects will assist in improving the movement of goods and people in the County and the region as well as providing economic opportunities for the County's municipalities.

Items to Review with Office of Smart Growth

Brownfield Redevelopment – Funding and Redevelopment efforts for County Municipalities

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Cross Acceptance Process and Report Changes – Discuss with OSG on streamlining process and reducing report items. Consider establishing “Re-Exam” concept similar to Municipal Land Use Law (MLUL) for municipal master plans.

Council on Affordable Housing (COAH) – Consider impacts to County Municipalities by new COAH rules.

Mapping Changes - Discuss requested mapping changes as outlined in Section C of this report as may be found necessary by the Office of Smart Growth after the review of the enclosed mapping changes, descriptions and associated digital Geographical Information System data coverages.

Master Plan Update – Funding - Discuss with OSG and DCA on making funding available to Counties and Municipalities to assist in the update of master plans and associated documents or studies to assure compliance with State Planning principles.

Smart Growth Studies (Smart Future Grant Studies) – Discuss how OSG and DCA will assure coordination and cooperation between municipalities and counties in relation to Smart Growth Studies. Also to discuss implementation measures related to these studies.

Transportation and Freight Planning – Discuss with OSG on how to incorporate major Transportation and Freight issues into the State Plan. Consider a Transportation Plan or Element within or part of State Plan. Possibly consider having New Jersey Department of Transportation (NJDOT) with Metropolitan Planning Organization’s (MPO) create a statewide Master Transportation Plan that could be included as part of the State Plan.

Transportation Enhancement Districts (TED) – Discuss with OSG on incorporating a policy in the State Plan to endorse the establishment of TED’s to help improve transportation infrastructure especially in light of reducing State and Federal Transportation funding.

C. Map Changes

Municipal Mapping Change Requests

Six municipalities submitted requests for certain changes and corrections to the Preliminary State Plan Map. Maps illustrating the requested changes are included in the appendix of this report.

Cranford

A large part of the north side of Cranford is shaded as “maintained critical environmental sites” on the N.J. Preliminary State Plan. Cranford’s staff questioned the definition of a CES. To their understanding the definition for “maintained critical environmental sites” calls these areas “sensitive features located either outside of a planning area classified as environmentally sensitive by the State Development and Redevelopment Plan or within designated centers located within such planning areas.” Cranford’s engineer and planner are unclear if the shaded areas on the Cross Acceptance III map represent flood areas during a one hundred year storm in Cranford, if so then the area appears too large. Cranford’s representative wanted to know how this designation (CES) affects the residents and/or the municipality in the form of restrictions or future funding and the town can work with the County and State to modify these designations if necessary.

County’s Response: A map change is requested for the area in question and a better definition of CES criteria has also been requested of the Office of Smart Growth (OSG).

Linden

Linden has requested that a 1.9-acre municipal park just northwest of Wheeler Park be added to the State Plan Map.

County’s Response: The County is providing the OSG with a parklands map that includes all known County and Municipal Parks as well as Golf Courses. See Map Amendments.

Plainfield

Plainfield has requested that the City’s ROSI map replace the parks coverage on the Preliminary State Plan Map.

County’s Response: The County is providing the OSG with a parklands map that includes all known County and Municipal Parks as well as Golf Courses. See Map Amendments. The County will also make a copy of the City’s ROSI map available to the OSG as well as amend its own parkland map for the Plainfield area.

Rahway

Rahway has requested certain corrections in the parks coverage.

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County's Response: The County is providing the OSG with a parklands map that includes all known County and Municipal Parks as well as Golf Courses. See Map Amendments.

Summit

The current mapping for the City appears to be based on an older set of maps that were not spatially accurate. Other towns and counties have, over the years, improved their mapping capabilities to provide spatially accurate mapping. The State Plan was initially envisioned as a general policy document and as such the location of lines was generally flexible. The State Plan mapping has changed from very general to an emphasis on highly precise locations; and given the current legislation and rules, it is more important than ever to have the lines in the appropriate locations. As such, when Union County finalized the GIS parcel mapping, the new parcel map should be used as the basis for mapping as well as the State's 2002 digital orthophotography. Specific attention should be given to the public open space areas along the Passaic River and the Watchung Preserve. The County Planning Office provided all participating municipalities with paper copies of State Cross Acceptance map information.

All lands along the Passaic River should be given a designation that protects this valuable water feature. The City requested to possibly have publicly owned lands that have some open space or possible environmental features designated as PA6, PA7, or PA8. The Cross Acceptance III Map identifies features on most publicly owned properties throughout the County to already have features protected through state or federal environmental programs. If it is not publicly owned, then there should be an Open Space/Parkland or CES designation placed on it. The same recommendation is made for wooded lands adjacent to the Watchung Preserve. All stream corridors and wooded slopes should be protected by a CES designation unless otherwise protected by New Jersey Department of Environmental Protection (NJDEP) regulations.

County's Response: Unfortunately parcel maps for the entire county will not be completed in time for this round of Cross Acceptance (CA) and OSG has indicated that the CA process is not intended to be conducted at a parcel level. In terms of parklands, the County has found through discussions with the Office of Smart Growth that these type of properties should be designated as open space or Critical Environmental Sites (CES) only if warranted and these areas do not meet the criteria for planning area designation. Also, Planning Areas above number 5 (such as PA6, 7, & 8) are only map identifications used by the OSG's Geographical Information System not actual planning designation areas. This item has been misconstrued by many groups since the first round of Cross Acceptance. The map changes requested by the City were considered and items that were consistent with County policy and the map amendment criteria as described by the OSG were included.

Union

Union has requested several changes to the wetlands and parks coverage.

County's Response: The County is providing the OSG with a parklands map that includes all known County and Municipal Parks as well as Golf Courses. See Map Amendments.

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MAP AMENDMENT REQUESTS

The County of Union has attached (only for the Office of Smart Growth - OSG) a digital GIS (Geographical Information System file) parkland coverage of all County, Municipal and Golf Courses in the County. The County requests that the OSG incorporates the parklands by category as noted on this digital file to the State Plan Map.

Aside from the parklands coverage described above the following are map amendment requests placed in the general format requested by the Office of Smart Growth. The map amendments listed below are grouped together by Quadrangle number. A list of the map amendments described below along with the associated quadrangle maps showing the location of these changes by amendment number and category are provided in the appendix of this report.

County Name: *Union County*

OSG Quadrangle Number: *50*

U.S.G.S. Quad Name: *Chatham, NJ*

AMENDMENTS:

Amendment # 1-A (number-letter associates to map in appendix)

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☐ CL/C (Clarification Correction), ☐ Pks (Parks); ☒ TR/OS (Trail/Open Space)

Associated Town: Township of Berkley Heights

Reason For Change (RFC): Request to change Endangered Species Habitat (ESH) currently identified on the Cross Acceptance III Map (CA III Map) to Trail or Open Space to correspond with active high tension wire corridor. Benefit will be to non-road access between north and south sections of the municipality.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and 1999 Union County Aerial Photographs.

Amendment # 1-B (number associates to map in appendix)

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Township of Berkley Heights

Reason For Change (RFC): Request to change from Critical Environmental Site (CES) designation as noted on the CA III map for the area to Municipal/School Park to correspond with existing use.

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Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and 1999 Union County Aerial Photographs; and the County Parklands GIS Coverage.

Amendments # 5-A & 5-B (number-letter associates to map in appendix)

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☐ CL/C (Clarification Correction), ☐ Pks (Parks); ☒ TR/OS (Trail/Open Space)

Associated Town: Borough of Fanwood

RFC: Request to change from Critical Environmental Site (CES) designation as noted on the CA III map for the PSE&G utility corridor (high-tension wire line) which continues through Scotch Plains to trail/open space lineal corridor.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and 1999 Union County Aerial Photographs.

Amendment # 10-C (number associates to map in appendix). This area is located between quadrangle sheet 50 and 51.

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Borough of Mountainside

RFC: Request to clarify or change the Endangered Species Habitat (ESH) designation as noted on the CA III map for this area or consider designating as Groundwater Recharge (GWR) based on aerial information.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and 1999 Union County Aerial Photography.

Amendment # 11-A (number-letter associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☒ BA/C (Boundary Adjustment/Clarification); ☐ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Borough of New Providence

RFC: Request to adjust or remove the Endangered Species Habitat (ESH) and Groundwater Recharge (GWR) boundary designations as noted on the CA III map for this area along the rail right-of-way. These designations do not appear consistent with aerial photography. The area is located along the NJ Transit Gladstone Branch Line.

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Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and 1999 Union County Aerial Photography.

Amendment # 11-B (number-letter associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Borough of New Providence

RFC: Request to clarify or remove the ESH boundary designation noted on the CA III map for this area off of Union Avenue. This designation does not appear consistent with aerial photography.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and 1999 Union County Aerial Photography.

Amendment # 12-A (number associates to map in appendix). This area is located between quadrangle sheet 50 and 61.

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: City of Plainfield

RFC: Request to clarify and remove the CES boundary designation noted on the CA III map for these two areas along the NJ Transit Raritan Valley Line right-of-way because it's unlikely that a critical environmental feature would exist on an active rail line. This designation does not appear consistent with aerial photography.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and 1999 Union County Aerial Photography.

Amendment # 12-C (number associates to map in appendix). This area is located between quadrangle sheet 50 and 61.

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: City of Plainfield

RFC: Request to modify and/or remove the CES boundary designation noted on the CA III map for the area extending from the northeast side of the City to the central part of Plainfield along the Cedar Brook. This designation does not appear to be consistent with the aerial photography which shows the area to be densely developed. Federal flood plain protection requirements in

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relation to NJ Department of Environmental Protection (NJ DEP) rules should regulate any flooding problems caused by development in this area.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and City of Plainfield Recreation and Open Space Inventory (ROSI).

Amendment # 12-D (number associates to map in appendix). This area is located between quadrangle sheet 50 and 61.

Change Type: X AG/Farm (Agriculture/Farm); CE/HS; BA/C (Boundary Adjustment/Clarification); CL/C (Clarification Correction), Pks (Parks); TR/OS (Trail/Open Space)

Associated Town: City of Plainfield

RFC: Request to modify and/or remove the CES boundary designation noted on the CA III map for the area extending from the northeasterly side of the City off of Curshing Road. This area is an active farm recently purchased by the County as agricultural/open space. The area will eventually be included in the County's Parkland GIS coverage map.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and 1999 Union County Aerial Photography.

Amendment # 16-A (number associates to map in appendix). This area is located between quadrangle sheets 50, 51 and 62.

Change Type: AG/Farm (Agriculture/Farm); CE/HS; BA/C (Boundary Adjustment/Clarification); CL/C (Clarification Correction), Pks (Parks); X TR/OS (Trail/Open Space)

Associated Town: Township of Scotch Plains

RFC: Request to add lineal park or trail to the State Plan Map. The area extends through Fanwood and continues through the Borough of Watchung (Somerset County) and to Berkley Heights. This site is part of PSE&G's high-tension-wire corridor.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the County's GIS Parklands Map.

Amendment # 18-B (number associates to map in appendix).

Change Type: AG/Farm (Agriculture/Farm); CE/HS; BA/C (Boundary Adjustment/Clarification); X CL/C (Clarification Correction), Pks (Parks); TR/OS (Trail/Open Space)

Associated Town: City of Summit

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RFC: Request to remove the CES designation found on the CA III Map for the area along NJ Transit's Gladstone and Morristown rail lines. These are active rail right-of-ways (ROW's) that do not have any known critical environmental features.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the County's GIS Parklands Map.

Amendment # 18-D (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: City of Summit

RFC: Request to adjust the CES designation found on the CA III Map for the area along the northwesterly section of the City because parts of this area are already developed and are not likely to have any critical environmental features. OSG should justify this CES designation.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the County's GIS Parklands Map.

Amendment # 18-E (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: City of Summit

RFC: Request to adjust the CES designation found on the CA III Map for the area located near the municipality's transfer facility. The CES boundary that covers the existing residential and developed areas should be removed.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the County's GIS Parklands Map.

County Name: *Union County*

OSG Quadrangle Number: *51*

U.S.G.S. Quad Name: *Roselle, NJ*

AMENDMENTS:

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Amendment # 2-A/3-A (number-letter associates to map in appendix)

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☐ CL/C (Clarification Correction), ☒ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Township of Clark and Township of Cranford

Reason For Change (RFC): This previous industrial site has been converted into a Municipal Golf Course (Hyatt Hills) based on information from the municipality. The State Plan Map should reflect this change for the area between the Townships of Clark and Cranford. The County's 1999 Aerials pre-dates the conversion of this area into a golf course.

Sources: 1999 Union County Aerial Photographs; and the County Parklands GIS Coverage.

Amendment # 3-B (number associates to map in appendix)

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☒ BA/C (Boundary Adjustment/Clarification); ☐ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Twp. of Cranford

RFC: Request to move the Critical Environmental Site (CES) designation boundary as noted on the CA III map in this area away from the existing residential area.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and 1999 Union County Aerial Photography.

Amendment # 3-C (number associates to map in appendix)

Change Type: ☐ AG/Farm (Agriculture/Farm); ☒ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☐ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Twp. of Cranford

RFC: Request to consider Critical Environmental Site (CES) designation on the State Plan Map for the area surrounding the Cranford Department of Public Works yard known as the Cranford Conservation Area because it's forested and has traversing streams. However, the public works yard should not be included in the CES.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and 1999 Union County Aerial Photography

RFC:

Amendment # 3-D/8-A (number-letter associates to map in appendix)

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Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Twp. of Cranford and Borough of Kenilworth

RFC: Request to remove Critical Environmental Site (CES) designation as noted on the Cross Acceptance III Map for the area surrounding the existing residential area in the north-end of Cranford extending into Kenilworth and maintain a smaller buffer area around the Rahway River Cranford Section.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the Union County Parkland GIS Map.

Amendment # 3-E (number-letter associates to map in appendix)

Change Type: ☒ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☐ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Twp. of Cranford

RFC: Request to add an agriculture/farm designation or notation for this area on the State Plan Map. Dryer's Farm is an active farm/market in the Town of Cranford. This is one of the only remaining farms in Union County.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and 1999 Union County Aerial Photography.

Amendment # 6-A (number-letter associates to map in appendix)

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☐ CL/C (Clarification Correction), ☒ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Borough of Garwood

RFC: Request to add a park area/open space designation adjacent to a municipal park area on the State Plan Map for the Borough. Due to limited open space in the town the preservation of open space whenever possible will benefit the surrounding residential areas and municipal parks.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the County Parklands GIS Map.

Amendment # 10-A (number-letter associates to map in appendix)

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Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Borough of Mountainside

RFC: Request to have OSG justify the ESH designation noted on the CA III Map or to change this designation to park or open space to be more consistent with existing land use and aerial mapping.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and Union County Parklands GIS Map.

Amendment # 10-B (number-letter associates to map in appendix)

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☒ BA/C (Boundary Adjustment/Clarification); ☐ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Borough of Mountainside

RFC: Request to have OSG add a water feature existing on the site. The Groundwater Recharge (GWR) designation noted on the CA III Map appears consistent with existing land use and aerial mapping. The area appears to be wooded and a section has a pond based on 1999 County Aerials.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and Union County Parklands GIS Map.

Amendment # 14-A (number-letter associates to map in appendix)

Change Type: ☐ AG/Farm (Agriculture/Farm); ☒ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☐ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Borough of Roselle

RFC: Request to consider CES designation on the State Plan Map for the area immediately around the West Brook that leads to Morses Creek. This added CES designation would be consistent with the 1999 County Aerials.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and Union County Parklands GIS Map.

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Amendment # 14-B (number associates to map in appendix). This area is located between quadrangle sheet 51 and 52.

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Borough of Roselle

RFC: Request to explain and verify the ESH boundary designation noted on the CA III map for the area on the eastside of Chandler Avenue between Jouet Street and Morris Place. If OSG can not find verification for this designation then remove the ESH designation.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the County's Parkland GIS Map.

Amendment # 15-A (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Borough of Roselle Park

RFC: Request to correct the CES boundary designation noted on the CA III map for the area around the water detention area on the Borough's westerly boundary with Cranford located west of Pinewood Avenue and Grove Street. The 1999 Union County aerials show the basin area boundary.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the County's Parkland GIS Map.

Amendment # 16-A – This area is identified and described in the OSG Quadrangle Number 50 section because the area is located between quadrangles 50, 51 and 62.

Amendment # 17-A (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Township of Springfield

RFC: Request to clarify or replace the ESH designation found on the CA III Map for the area located on the north side of Hillside Avenue (County Road –CR 654) between Mountain Avenue (CR635) and Meisel Avenue. This open area is between T.L. Sandmeier School and E.V. Walton School. OSG should identify ESH features in order to maintain ESH designation. If these

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features are not identified the designation should be changed to wetland or groundwater recharge.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the County's GIS Parklands Map.

Amendment # 17-B (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Township of Springfield

RFC: Request to correct parks designation found on the CA III Map for the area located adjacent to the County's Lenape Park on the north side of Diamond Road. Based on the 1999 County Aerials this area appears to be developed.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the County's GIS Parklands Map.

Amendment # 17-C (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Township of Springfield

RFC: Request to remove Groundwater Recharge (GWR) designation found on the CA III Map for this area because the site has been developed according to the 1999 County Aerial and as noted in the municipalities Housing Element of their Master Plan.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and the 1999 Union County Aerial Photography.

Amendment # 17-D (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Township of Springfield

RFC: Request to remove GWR and ESH designations found on the CA III Map for this area located on the west end of Mountain Avenue (CR635) because this site has been developed based on the 1999 Union County Aerial Maps and municipal Housing Element.

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Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and the 1999 Union County Aerial Photography.

Amendment # 17-E (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Township of Springfield

RFC: Request to remove GWR designation found on the CA III Map for this area located on the southwest end of the town north of Route 22 because this site has been developed based on the proposed housing development by the municipal Housing Element.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and the 1999 Union County Aerial Photography.

Amendment # 18-A (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: City of Summit

RFC: Request to adjust the ESH designation found on the CA III Map for the area located at Memorial Field House adjacent to the Brayton School on the south side of Ashland Road. OSG should identify ESH features in order to maintain ESH designation. If these features are not identified the designation should be changed to municipal park. See County's Parkland GIS Map.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the County's GIS Parklands Map.

Amendment # 18-C (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: City of Summit

RFC: Request to remove the ESH and GWR designations found on the CA III Map for the area along the existing Rahway Valley line. This is an existing rail right-of-way (ROW) that does not

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have any known critical environmental features. Existing rail lines are outside the purview and jurisdiction of the Cross Acceptance process.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the County’s GIS Parklands Map.

Amendment # 18-F (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: City of Summit

RFC: Request to consider removal of CES designations found on the CA III Map for the area on Glenside Avenue near the Watchung Reserve upon concurrence from the County’s Parks Office and County Manager’s Office. This area is noted by the City as “Landmark Homes Site”.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the County’s GIS Parklands Map.

Amendment # 19-A (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Township of Union

RFC: Request to remove GWR designation found on the CA III Map for this area located on the south-side of Route 22 because this site has been developed as a Home Depot (“big-box” retail) as described by the municipality. Development of this site occurred after the 1999 Union County Aerials were taken.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and the 1999 Union County Aerial Photography

Amendment # 19-B (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Township of Union

RFC: Request to remove GWR and ESH designations found on the CA III Map for two short sections along the Rahway Valley Rail Line rights-of-way. There is no available data that the

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County is aware of supporting these designations. As the rail line is an existing rail corridor it's unlikely that the site has any significant groundwater or endangered species features.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and the 1999 Union County Aerial Photography

Amendment # 19-C (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Township of Union

RFC: Request to clarify wetland designation found on the CA III Map for the area located on the northwest section of the town. This area is currently a golf driving range and located north of Interstate 78 and directly south of Springfield Avenue and west of Marion Street. OSG should justify wetland designation. This area is not located on the County's Parkland GIS Map but the County will research and verify this site before the adoption of the State Plan.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and the 1999 Union County Aerial Photography

Amendment # 20-A (number associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Town of Westfield

RFC: Request to clarify the ESH designation found on the CA III Map for an area near the Tamaques Reservation on the east side of Willow Grove Road adjacent to Lamberts Mill Road (CR606). OSG should identify the endangered species that are located on this site in order to maintain ESH designation.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and the 1999 Union County Aerial Photography

County Name: *Union County*

OSG Quadrangle Number: *52*

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

AMENDMENTS:

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Amendment # 7-A (number-letter associates to map in appendix)

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Township of Hillside

RFC: Request to remove parks designation on rail right-of-way. A parks designation for this area is not consistent with existing land use.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and the County Parklands GIS Map.

Amendment # 14-B – This area is identified and described in the OSG Quadrangle Number 51 section because the area is located between quadrangles 51 and 52.

Amendment # 19-D (number-letter associates to map in appendix)

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: Township of Union

RFC: Request to remove wetland designation on the former industrial site because the property is part of a Transit Village Redevelopment Area adjacent to the NJ Transit Raritan Valley Line's new Union Train Station.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; and 1999 Union County Aerial Photography;

County Name: *Union County*

OSG Quadrangle Number: *61*

U.S.G.S. Quad Name: *Plainfield, NJ*

AMENDMENTS:

Amendment # 12-A – This area is identified and described in the OSG Quadrangle Number 50 section because the area is located between quadrangles 50 and 61.

Amendment # 12-B (number- associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☒ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: City of Plainfield

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RFC: Request to remove park designation noted on the CA III map for the Park/Madison site because the site has been recently developed. This has been verified through a field visit by County staff.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 1999 Union County Aerial Photography; and City of Plainfield’s 2004 Recreation and Open Space Inventory (ROSI).

Amendment # 12-C & D – These areas are identified and described in the OSG Quadrangle Number 50 section because these areas are located between quadrangles 50 and 61.

County Name: Union County

OSG Quadrangle Number: 62

U.S.G.S. Quad Name: Perth Amboy, NJ-NY

AMENDMENTS:

Amendment # 13-A (number- associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☒ CE/HS; ☐ BA/C (Boundary Adjustment/Clarification); ☐ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: City of Rahway

RFC: Request to a CES buffer to be placed on the State Plan Map for the area along Robinson’s Branch of the Rahway River. The purpose of this request is to preserve the area along this section of the river. OSG should review if NJDEP has existing regulations that would sufficiently preserve the river and the immediate buffer area i.e. Stream Encroachment.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 2004 Union County Aerial Photography; and the County Parklands GIS map.

Amendment # 16-A – This area is identified and described in the OSG Quadrangle Number 50 section because the area is located between quadrangles 50, 51 and 62.

County Name: Union County

OSG Quadrangle Number: 63

U.S.G.S. Quad Name: Arthur Kill, NY-NJ

AMENDMENTS:

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Amendment # 9-A (number- associates to map in appendix).

Change Type: ☐ AG/Farm (Agriculture/Farm); ☐ CE/HS; ☒ BA/C (Boundary Adjustment/Clarification); ☐ CL/C (Clarification Correction), ☐ Pks (Parks); ☐ TR/OS (Trail/Open Space)

Associated Town: City of Linden

RFC: Request to relocate the GWR designation noted on the CA III Map for the area at Tremley Point Park in the Tremley Point area of Linden between Main Street and 21st Street to the southeastern section of the park. This relocation would make the GWR designation more consistent with the 2004 County aerals unless OSG has information to justify the GWR for this specific area.

Sources: Draft State Development Redevelopment Plan – Cross Acceptance III Map (CA III Map) Coverages provided to Union County; 2004 Union County Aerial Photography; and the County Parklands GIS map.

III. MUNICIPAL CONSISTENCY

Introduction

To determine the degree of consistency between the county's 21 municipalities and the State Plan, each municipality's planning documents was reviewed and compared to the State Plan's Key Concepts and the Intent and Policy Objectives for The Metropolitan Planning Area (PA 1). (With the exception of parks and natural areas, Union County is entirely within the Metropolitan Planning Area.) As the key concepts and planning area intent are somewhat general and overarching, they were combined and reviewed together. A summary of the concepts and intent is provided below. The policy objectives, which are more specific, were analyzed individually. The list of applicable planning documents is listed at the beginning of each municipal review. In certain cases, no analysis was possible given the lack of documents or the outdated nature of the documents that were provided. Those instances are noted within the section.

The review of each municipality's planning documents and initiatives was based solely on the documents provided to the County by the municipalities. It was not within the scope of this project to confirm the progress or continued validity of the initiatives recommended in the planning documents. Therefore, the analysis provided herein is accurate to the best of our knowledge and ability although some may not reflect the most current conditions.

The SDRP Key Concepts and PA 1 Intent

The State Plan includes a set of key concepts that provide an overview of the most important ideas embodied in the State Plan. The concepts are presented as planning issues from both a process and outcome perspective. For the purposes of this municipal comparison exercise, the key concepts can best be summarized as follows –

Planning Process

The planning process should create clear intentions and expectations for the future to guide citizens, business and government. The process should be comprehensive, addressing as many facets of a community's physical and social character as feasible. It should involve a broad range of citizens and stakeholders as well as municipal, county and state agencies. The process should include an analysis of the community's capacity to support additional growth and development.

Local planners should address planning issues from a variety of perspectives. They should consider the needs of the neighborhood unit while also addressing community-wide, multi-municipal and regional issues. They should consider organizing their planning efforts to coincide with non-political boundaries such as those formed by watersheds and transportation corridors.

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To ensure that planning policies are implemented, planning should be coordinated with supportive capital improvements (e.g., sewer upgrades, road improvements, open space acquisition), programs (e.g., housing, recreation, economic development), and regulations (e.g. land development and environmental codes).

Planning Outcomes

Planning should result in the maintenance of stable communities and the revitalization of communities that might be experiencing distress by promoting development and redevelopment that contributes to the restoration and creation of healthy, diverse (age, incomes, cultures, housing), environmentally integrated, compact, mixed-use, human-scale communities through such methods as: organizing development and redevelopment into mixed-use cores, nodes and downtowns; linking and defining neighborhoods and communities through a network of open space; avoiding automobile-oriented, single-use shopping, office and institutional developments while maximizing transit, pedestrian and bicycle systems; enabling a range of housing types; and protecting, restoring and integrating natural systems.

In the Metropolitan Planning Area, the State Plan's intention is to:

- ◆ Provide for much of the state's future redevelopment;
- ◆ Revitalize cities and towns;
- ◆ Promote growth in compact forms;
- ◆ Stabilize older suburbs;
- ◆ Redesign areas of sprawl; and
- ◆ Protect the character of existing stable communities.

These goals will be met by strategies to upgrade or replace aging infrastructure; retain and expand employment opportunities; upgrade and expand housing to attract a balanced residential population; restore or stabilize a threatened environmental base through brownfields redevelopment and metropolitan park and greenway enhancement; and manage traffic effectively and create greater opportunities for public transportation connections within the Metropolitan Planning Area and between the Metropolitan Planning Area, suburban employment centers, and the greater New York region.

In order to create, support and maintain this system, development and redevelopment activities will need to be consistent with the traditional urban fabric—intensities sufficient to support transit, a range of uses broad enough to encourage activity beyond the traditional workday, efficient use of infrastructure, and physical design features that enhance public safety, encourage pedestrian activity and reduce dependency on the automobile. These principles are most easily applied in traditional town or city centers but are also applicable to redesigning areas of sprawl as opportunities for redevelopment occur.

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The Metropolitan Planning Area (PA 1) includes a variety of communities that range from large Urban Centers such as Newark and Elizabeth, to the towns shaped by commuter rail lines and the post-war suburbs typical of Union County. As the name implies, the communities in the Metropolitan Planning Area often have strong ties to, or are influenced by, major metropolitan centers—the New York/Newark/Jersey City metropolitan region in the northeastern counties for instance.

These communities have many things in common: mature settlement patterns resulting in a diminished supply of vacant land; infrastructure systems that generally are beyond or approaching their reasonable life expectancy; the need to rehabilitate housing to meet ever changing market standards; the recognition that redevelopment is, or will be in the not-too-distant future, the predominant form of growth; and a growing realization of the need to regionalize an increasing number of services and systems in light of growing fiscal constraints.

Municipal Review

1. Township of Berkeley Heights

Documents Reviewed

- Union County Cross-Acceptance Questionnaire (December 2004)
- Union County Comprehensive Economic Development Strategy Annual Report Update (2004)
- Berkeley Heights Master Plan (July 1999)
- Master Plan Reexamination Report, Township of Berkeley Heights (July 1994)
- Land Use Procedures Ordinance (July 1989; Amended July 2004)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Berkeley Heights Township is located in northwest Union County, has a population of approximately 13,000, and is surrounded by eight municipalities in Union, Somerset, and Morris Counties. Berkeley Heights has several characteristics of a PA1 town including public transportation options, the Township's close proximity to the vast transportation network of Union County, several tracts of open space, and a Central Business District. The Township is

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also home to several large employers including Connell developments, Lucent Technologies, and Dun and Bradstreet.

Based on a review of the planning documents we received, Berkeley Heights is considered to be somewhat consistent with the State Plan key concepts, intent for Metropolitan Planning Areas, and policy objectives.

A higher degree of consistency could be achieved by incorporating public participation, capacity analysis, historic preservation, economic development, circulation, redevelopment, and infrastructure needs and initiatives into the town's overall planning efforts, and by engaging in regional efforts with neighboring municipalities and the county.

B. Key Concepts and PA1 Intent

Berkeley Heights is somewhat consistent with the Key Concepts of the State Plan and the PA1 Intent. The Township's planning documents offer the following ideas, strategies, and programs to implement SDRP goals and maintain and improve Berkeley Heights' character as a PA 1 community.

The Township's 1999 Master Plan contains three of the 13 Master Plan Elements found in the MLUL, including the Statement of Goals and Objectives, Land Use, and Housing. According to the Township's cross-acceptance questionnaire, the Township will address the seven other elements identified in the July 27, 1994 Reexamination Report during Phase II of the Master Plan process.

Through the use of its zoning, the Township encourages diverse communities through a mix of residential, commercial, public, quasi-public, and open space uses. Sound planning also requires that natural features and conditions be accounted for and their impact on land use evaluated. A Natural Resources Inventory (NRI) was prepared for the Berkeley Heights Environmental Commission. The Township's 1983 Master Plan utilized information from this NRI which is also reflected in the 1999 Master Plan.

C. Policy Objectives

Berkeley Heights meets the policy objectives for PA1 as follows –

1. Land Use

The Township promotes the diversification of land uses through its 22 separate Zoning Districts. The division of land uses in the Township shows that the community is primarily residential in nature with a high concentration of public and quasi-public lands. Single family and multi-family residential uses account for approximately 1,708 acres (or 42%) of the Township's land area. Of these 1,708 acres, 1,663 acres (or 97%) of the residential land use is for

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single-family residences. Both types of residential uses are found in neighborhoods throughout the Township. The next largest uses are Public and Quasi-public Lands (includes properties owned by governmental entities, churches, and schools) totals 1,282 acres (or 32%). Rounding out the land uses are Industrial totaling 436 acres (or 11%); Commercial totaling 71 acres (or 2%); and Vacant land totaling 80 acres (or 2%).

In its downtown area, Berkeley Heights seeks to create a compact, mixed-use center with various uses, to improve streetscape amenities and pedestrian facilities. The residential zoning districts encourage diverse land uses, and the Township has several affordable housing districts. The Downtown District (DD) and the DMX (Downtown Mixed Use) Zones provide for a variety of residential, non-residential, and public recreation uses in a more compact development pattern.

2. Housing

The Township has established a number of affordable housing zones for the production of housing for low and moderate income households. The Township envisions meeting its COAH requirements through inclusionary developments or through redevelopment in the Downtown District. At the time of the 1999 Master Plan, affordable housing was under construction in many of these sites. Berkeley Heights incorporates residential units above the street level commercial uses in its mixed use structures.

According to COAH's October 2004 Municipal Status Report, a Judgment of Repose was issued against Berkeley Heights in December 1995.

3. Economic Development

Berkeley Heights' goals include improving the economic vitality of its commercial areas, both within and outside of its CBD, and encouraging the establishment and retention of desirable office-research and light industrial uses through appropriate zoning requirements and site development standards. In its Industrial Zones, the Township permits a specialized mix of uses.

4. Transportation

Berkeley Heights intends to enhance pedestrian activity between different land uses, improve traffic circulation and safety throughout the Township, and expand parking opportunities in its CBD. The Township also intends to support usage of its train station with a shuttle service to the train station and through provision of safe and well lit pathways.

5. Natural Resource Conservation

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It is the Township's goal to protect and preserve environmentally sensitive areas (including wetlands, floodplains, steep slopes, etc.) and to involve the Environmental Commission in the subdivision and site plan review process to help maximize these conservation efforts. The Master Plan also recommends using the clustering technique in certain cases on undeveloped lands to preserve natural features.

6. Agriculture N/A

7. Recreation

The Township intends to locate recreation areas convenient to areas with higher concentrations of density, provide adequate facilities for the current and projected population, and provide a suitable balance between active and passive recreation areas.

8. Redevelopment

The Township's Master Plan recommends that both redevelopment of frequently vacant or antiquated/obsolete buildings and facade improvements of existing buildings be encouraged.

9. Historic Preservation

Berkeley Heights intends to encourage the preservation of historically significant structures and sites.

10. Public Facilities and Services

It is the Township's goal to continue to evaluate the effectiveness and adequacy of its community facilities, examine the need to expand the existing municipal complex as well as the need to buffer some municipal activities from neighboring properties. The Township also intends to provide proper utilities and stormwater drainage facilities and to ensure that site development standards do not exacerbate drainage problems within the Township.

11. Intergovernmental Cooperation

No information was provided regarding the Township's efforts in this area.

Areas where the Township could work with the State, County, and its neighboring municipalities include planning issues pertaining to circulation, economic development, recreation, and service provision in order to enhance and ensure the cost-effectiveness of these services.

2. Township of Clark

Documents Reviewed

- Union County Cross-Acceptance Questionnaire (December 2004)
- Union County Comprehensive Economic Development Strategy Annual Report Update (2004)
- Zoning Map (April 2004)
- Land Use Map (Proposed 2003)
- Master Plan Reexamination Report (February 2004)
- Master Plan Update (December 2003)
- Master Plan (1991)
- Former Zoning Map (January 1979; revised 1998)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Clark Township covers approximately 4.5 sq. miles and has a population of approximately 15,000. It is primarily a residential community and is surrounded by eight municipalities. Clark exhibits several characteristics of a PA1 town. The Township is easily accessible from the Garden State Parkway and is in close proximity to mass transit service to New York City and shore communities from stations in neighboring Cranford and Rahway, has large tracts of open space, a mix of commercial and industrial properties, and is a nearly built-out community. The Rahway River Park, the Hyatt Hills Golf Course, and the Union County Oak Ridge Golf Course are important assets. Clark is also considering creation of a traditional downtown setting surrounded by compact neighborhoods.

Based on a review of the planning documents we received, Clark is generally consistent with the State Plan intent, key concepts and policy objectives.

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A higher degree of consistency could be achieved by incorporating capacity analysis and economic development into the Township's overall planning efforts and by engaging in regional efforts with neighboring municipalities and the county.

B. Key Concepts and PA 1 Intent

Clark is generally consistent with the Key Concepts of the State Plan and the PA1 Intent. The Township's planning documents have suggested the following ideas, strategies, and programs to implement SDRP goals and maintain and improve Clark's character as a PA 1 community.

The Township completed its 2003 Master Plan Update using citizen based planning strategies. Many interest groups participated in the planning process; one of the key groups that participated was the Clark Citizens Master Plan Committee. The Township intends to maintain a balanced variety of land uses and development, preserve the economic balance, guide appropriate development of senior and affordable housing, acquire additional community facilities for public use, coordinate future growth and redevelopment with public facilities and services, and promote conservation of natural resources. Of particular note are the 2003 Master Plan Update and 2004 Reexamination Report's recommendations about creating a new Downtown Village Zone to address pedestrian, design, and quality of life issues.

C. Policy Objectives

Clark meets the policy objectives for PA1 as follows –

1. Land Use

Clark has a total of 14 zones including residential, commercial, industrial, conservation/open space/recreation, and public. Maintaining the existing balanced variety of land uses and development is one of the Township's goals. Single-family and multi-family residential uses account for approximately 41% of the Township's land area. The next largest category of uses is Public (including parks) totaling approximately 22%. Commercial uses account for 4.5% and Industrial uses account for 4% of land area. As of 1999, more land is being used for commercial purposes reflecting the national trend towards a more service-oriented economy rather than manufacturing oriented businesses.

To encourage a higher density, viable, pedestrian-oriented downtown area, the 2003 Master Plan Update recommends creating a new Downtown Village District. The Master Plan Update made several other important recommendations that would improve the quality of life and the Township's character. These included creating distinct commercial design standards for each commercial district; updating the zoning Ordinance to allow parking for big-box retailers on the side of buildings as well as smaller setbacks and proper landscaping; revising the inadequate buffer and zoning requirements that have resulted in the encroachment of commercial

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establishments into residential areas; and rezoning some commercial zones to zones that are more suitable and appropriate in order to decrease sprawl and calm the traffic.

The 2004 Reexamination Report also recommends incorporating and monitoring recent changes to the MLUL regarding Group Homes, Home Occupations, and Child Care uses.

2. Housing

In 2001, Clark adopted a Fair Share Housing Plan and petitioned COAH for substantive certification. According to the 2003 Master Plan Update, the Township identified three major parcels for affordable housing development. The Township envisions developing both senior and non-senior housing projects. According to COAH's October 2004 Municipal Status Report, Clark's plan had still not been certified.

3. Economic Development

No information was provided regarding the Township's efforts in this area.

4. Transportation

The 2004 Reexamination Report offers several suggestions to meet this policy objective. These recommendations include improvements to the exit off the Garden State Parkway to better serve the volume of traffic experienced on a daily basis, the formation of a Traffic Improvement District to support regional traffic planning with neighboring municipalities and Union County, exploring public bus service to connect to the Cranford and Rahway train stations and other regional destinations, and investigating traffic calming measures and ways to address cut-through traffic in residential neighborhoods.

There is no train station in Clark so transit oriented development is not achievable here.

5. Natural Resource Conservation

The Township's prime recreation areas are on the Recreation and Open Space Inventory (ROSI) submitted to the New Jersey Department of Environmental Protection. Besides Green Acres funding, the Union County Open Space Tax, approved by voters in 2000, provides millions of dollars each year to preserve open space across the County.

Several years ago, the Township purchased and dedicated the Middlesex Reservoir property as permanent open space because it is located within a flood hazard area and contains wetlands (now known as the Clark Wildlife Habitat and Preserve). However, the 2003 Master Plan Update notes that most of the properties on the ROSI are owned by Union County and that Township owned properties account for less than 1% of total Township land.

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The Master Plan Update and the Reexamination Report recommend that the Township continue to seek out and acquire additional open space and parklands.

6. Agriculture N/A

7. Recreation

There are both municipal and county park and recreation facilities in Clark. In recent years, the Township has created additional playground facilities, continued to improve its existing recreational facilities, and acquired new tracts of land for open space and recreational purposes.

8. Redevelopment

Because of Clark's largely built-out nature, redeveloping sites with the most appropriate and best uses is critical. The Township redeveloped the former Hyatt-General Motors site into the Hyatt Hills Golf Course which has created another ratable for the Township and has created a less traffic-intensive use than the planned development that was originally explored for this site.

The proposed Downtown Village zone will serve to revitalize the existing commercial area in this part of town. To attain success in creating this village within the larger Township, the Master Plan Update states that the Downtown Village needs to become a place with diverse shops and restaurants, develop architectural standards to create unity among diverse uses, streetscape improvements to attract people to the village, and visually connect the commercial and surrounding residential uses. The Update also recommends that a Special Improvement District be established to promote and maintain this new village.

The Update states that the amount of Vacant Land has increased 7.5% since 1990 and indicates preparation of land for redevelopment. The Update also identifies two potential Redevelopment sites in the Township. No Redevelopment Investigation Studies or Plans have been conducted because these properties are being used currently as industrial operations. When and if the time comes to replace the uses on these properties, exploring redevelopment will be appropriate.

9. Historic Preservation

Two former plantation houses, the Dr. William Robinson Plantation House and the Homestead Farm at Oak Ridge, are on the National and State Registers of Historic Places. The Dr. Robinson house serves as a museum, and the Homestead Farm is used as the Clubhouse for the Oak Ridge Golf Course. The Master Plan Update recommends that the Township explore whether other properties merit nomination to these historic registers.

10. Public Facilities and Services

Clark owns and maintains the storm drainage facilities in the Township and has begun implementing new stormwater plans and adopting new Ordinances to address the State's new stormwater regulations.

The Reexamination Report states that the Township has undertaken a significant rehabilitation effort to reduce inflow and infiltration into the sanitary sewer system and is also working to eliminate illegal connections of sump pumps and storm drainage into the sewer system. This report also indicates that the Township and the Elizabethtown Water Company are working together to remedy the problem of insufficient water pressure in areas of the Township.

The Master Plan Update suggests relocating or expanding some quasi-public uses (non-profit organizations, churches, etc.) to the Downtown Village District in order to invigorate public life in this District.

11. Intergovernmental Cooperation

No information was provided regarding the Township's efforts in this area.

Areas where the Township could work with the State, County, and the eight municipalities that surround Clark include planning issues pertaining to circulation, economic development, recreation, and service provision in order to enhance and ensure the cost-effectiveness of these services.

3. Township of Cranford

Documents Reviewed

- Union County Cross-Acceptance Questionnaire (December 2004)
- Union County Comprehensive Economic Development Strategy Annual Report Update (2004)
- Cranford Land Development Ordinance, Chapter 136 Zoning (July 2004)
- Cranford Natural Resources Inventory (December 2003)
- Master Plan Reexamination Report, Township of Cranford (June 2002)
- Cranford Crossing Redevelopment Plan (December 2001)
- Riverfront Redevelopment Plan (July 2000; Amended August 2003)
- Zoning Map (As amended on July 28, 1992)
- Master Plan, Township of Cranford (October 1979)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Cranford Township is approximately 4.79 sq. miles with a population of approximately 22,578. It is a largely residential community that is nearly built-out and is surrounded by nine municipalities. Cranford exhibits several characteristics of a PA1 town. The Township is easily accessible from the Garden State Parkway, and the New Jersey Transit Raritan Valley Line provides commuter rail service to New York from the train station located in the center of town. In addition, Cranford has a mixed-use core, traditional downtown “Main Street” setting surrounded by compact neighborhoods and commercial uses, and large tracts of open space. Cranford will most likely experience growth through redevelopment and/or infill and expansion of existing uses.

In the 2001 SDRP, Cranford was identified as an existing Regional Center. Regional Centers serve as major employment centers and offer regional services for the surrounding area. The

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Township's Reexamination Report states that their planning efforts are designed to strengthen and enhance Cranford's role as a Regional Center. The report also recommended that the Township re-petition for center designation and consistency review in order to obtain the benefits offered to centers.

Cranford is considered to be generally consistent with the State Plan key concepts, intent for Metropolitan Planning Areas, and policy objectives.

A higher degree of consistency could be achieved by incorporating capacity analysis into the Township's overall planning efforts and by engaging in regional efforts with neighboring municipalities and the county.

B. Key Concepts and PA 1 Intent

Cranford is generally consistent with the Key Concepts of the State Plan and the PA1 Intent. The Township's planning documents offer the following ideas, strategies, and programs to implement SDRP goals and to maintain and improve Cranford's character as a PA 1 community.

One of the Township's shortfalls is that the last comprehensive update of its Master Plan dates back to 1979. The Master Plan was reexamined twice and adopted by resolution by the Cranford Planning Board in 1995 and 2002. Although this meets the Township's statutory obligation, the 2002 Reexamination Report recommends that Township officials consider undertaking a full update of its Master Plan. The Reexamination Report also recommends that a new CBD element be added to the Master Plan, considering the importance of the CBD to the Township and development activity in and around the CBD.

As part of the Township's recent planning process to create its downtown vision plan for the CBD, visual preference surveys were sent to community stakeholder groups to obtain their input. The vision plan incorporated these groups' feedback in creating a design vision for the Township. The Reexamination Report recommends that the Township use this information to prepare a Downtown Center Plan which includes an evaluation of existing permitted uses and design standards as well as action strategies for the future development of the CBD and the Special Improvement District (SID).

Planning should maintain and revitalize existing communities and simultaneously encourage growth by identifying potential areas for redevelopment and infill. Both rehabilitation of existing structures and infill development can be characterized as an effective tool for redevelopment and to achieve the goals of Smart Growth. The Township's strategies to protect and improve residential neighborhoods while preventing the encroachment of non-conforming uses into residential neighborhoods will help to protect the community's character. Cranford also actively enforces its residential property maintenance code to ensure that older homes meet current building code standards. The management entity for the state's first SID, the

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Downtown Management Corporation (DMC), was authorized in 1986 to implement a master plan for the revitalization of the CBD. Since then the DMC has implemented multi-million dollar initiatives to improve the physical, visual, and marketing position of Cranford's SID. Such projects include streetscape improvement and beautification programs, which have helped to increase pedestrian activity as well as recommendations for improvements to the sign and facade ordinances in September 2000. The Township's Zoning Ordinance of 2004 has established special provisions pertaining to the SID, which gives the DMC the authority to review site plans.

Within the last few years, two redevelopment plans for areas adjacent to the train station and located within the Township's SID have been adopted by the Township Committee and a third, vacant parcel has been designated as an "Area in Need of Redevelopment." These redevelopment efforts are also consistent with and build upon Cranford's recent designation as a "Transit Village" under the New Jersey Transit Village initiative as they are located adjacent to the train station.

The Township recognizes the importance of planning on a human scale and creating "communities of place" and achieves this goal through its Zoning Ordinance and a variety of planning initiatives. Sound planning also requires that natural features and conditions be accounted for and their impact on land use evaluated. A Natural Resources Inventory (NRI) was prepared in 1993 and then updated in 2003 for Cranford's Environmental Commission. The purpose of the NRI is to identify environmentally sensitive areas and to guide the Environmental Commission's efforts to protect these areas.

The Township has made substantial investments in its infrastructure. These investments are important priorities for PA 1 communities, as they tend to have older infrastructure that requires attention. Specifically, the areas of greatest concern for Cranford are the sanitary sewer system, storm drainage system, and circulation, including parking for mass transit users. Flooding remains a regional problem in the County. The Township has initiated a multi-million dollar, multi-phase stormwater improvement program to reduce flood damage in the Township.

Since Cranford is surrounded by nine other municipalities and has several Union County facilities located in the Township, exploring various ways to work cooperatively with the County and the surrounding communities could provide additional benefits. It does not appear that the Township has engaged in capacity based planning efforts although they express concern in the Union County cross-acceptance questionnaire about the capacity of the Township's infrastructure and circulation in relation to developing as a Transit Village.

C. Policy Objectives

Cranford meets the policy objectives for PA1 as follows –

1. Land Use

Revitalizing and redeveloping the Township's center (i.e. its SID) is one of the Township's priorities. Utilizing various planning tools in its center will help to ensure the economic health and viability of these areas for the long-term.

Cranford has multiple zones including those for residential, commercial, industrial, and public facility uses. There are both specific zone and general design standards in the Township's Zoning Ordinance that regulate such features as circulation, design and building layout, lighting, buffering and landscaping, environmental considerations, utilities, and streets. The Township encourages innovative design to provide appropriate transitions that preserve and protect the existing character. The Township also supports mixed-use structures in and around its CBD to help prevent building deterioration while protecting the retail service and retail trades.

The Reexamination Report recommended studying two of the Township's zones to determine whether they should encourage office/research space and less manufacturing based on regional studies and close proximity to the Garden State Parkway. The Reexamination Report recommends several significant changes to the local Zoning and Land Development Ordinance to incorporate recent changes to the MLUL regarding Group Homes, Home Occupations, and Child Care uses. It also recommends that the Ordinance be revised so the DMC has the authority to review downtown development and renovation applications and provide comments that the appropriate board must consider. Other changes to the Ordinance pertain to updating streetscape and design standards within the SID creating opportunities for infill development, protecting existing residential development from encroachment of incompatible infill development, and allowing for reasonable additions. The Township also supports mixed-use structures in its CBD to help prevent building deterioration while protecting the retail service and retail trades.

The Reexamination Report also recommends that the Township consider the preparation of a new Land Use element to their Master Plan. This includes creation of a new CBD element and a new zone for flood delineated areas in the Township.

2. Housing

Over time, Cranford has become a mature and established suburban community. More than 40% of the Township's housing stock was constructed prior to 1940. Typically, an aging housing stock portends the need for housing rehabilitation and maintenance efforts. One way

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the Township helps maintain and revitalize the community is by obtaining Community Development Block Grant funding consistently to help fund housing improvements. The majority of the funds are used for housing rehabilitation costs to bring an older unit up to current property maintenance code requirements, which the Township has been enforcing actively. This funding is often used when older homes are sold to new owners.

In 2000, Cranford adopted a Fair Share Housing Plan and petitioned COAH for substantive certification. According to the Reexamination Report, the Housing Plan concluded that Cranford had met its affordable housing obligation. According to COAH's October 2004 Municipal Status Report, Cranford's plan had still not been certified.

Luxury apartments and townhomes are proposed in the Township's two Redevelopment Plans. These plans also propose mixed-use structures that incorporate residential units above the street level commercial uses.

3. Economic Development

One of Cranford's goals is to take advantage of its strategic location and transportation assets to attract new businesses to the Township. The Township encourages strategic land assembly, site preparation and infill development when appropriate via the redevelopment planning process. In its Business, Office, and Industrial Zones, the Township permits a mix of uses, including institutional uses, theaters, hotels/motels, offices, wholesale businesses, light industrial uses, and scientific and research facilities, in order to strengthen the local economy, create job opportunities, and diversify the Township's tax base.

4. Transportation

The Reexamination Report makes a number of suggestions to meet this policy objective. These recommendations include short term improvements to the traffic management systems, encouraging commuter bus service for local trips, seeking alternate commuter rail parking to minimize impacts on the CBD, and working with NJ Transit to solve commuter and local parking needs.

Under the New Jersey Transit Village initiative, the State recently granted "Transit Village" designation to Cranford. Cranford was awarded this designation because of its longstanding commitment to smart growth planning, transit oriented development, maintaining the architectural history of the area, and creating mixed uses within walking distance of the train station. The Transit Village area extends in a one-mile radius from the train station. This designation also generated a \$200,000 grant to assist Cranford with its smart growth efforts. Public bus service is also available from Cranford.

The Cross County Link (a.k.a. the Union County Cross County Light Rail System) will be studied for mode alternatives by NJ Transit, Voorhees Transportation Center and Union

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County. The purpose of the study is to look at the various connections and mode options for this Cross County Link. Cranford is anticipated to be a stop along this system. This study is scheduled to start by the middle of 2005. Initial thoughts are that the Cross County Link will connect from the Newark Elizabeth Rail Line extension at Midtown Elizabeth to Cranford. At Cranford there will likely be a transfer if it's a light rail connection. The Reexamination Report recommends that the Township support these efforts, especially since rail and other non-auto transportation solutions are necessary for providing transit service as the Township's population increases.

The Reexamination Report also recommends that the Township consider the preparation of a new Circulation element to their Master Plan to address circulation issues more comprehensively.

5. Natural Resource Conservation

The Township's 1993 and updated 2003 NRI examined natural conditions such as open space, wetlands, flood plains, topography, and wildlife among others and their connections to land use decisions in the Township. According to the Union County cross-acceptance questionnaire, the NRI and the cross-acceptance Map III appear to be inconsistent. These inconsistencies are noted in the map change section of this report.

In 2001, the Township also convened a task force to update the Township's Recreation and Open Space Inventory (ROSI) submitted to the New Jersey Department of Environmental Protection. The Task Force proposed to the Green Acres program that another 30 acres of land be added to the ROSI list. More than 200 acres of county park lands are protected in Cranford; Green Acres has approved another 100+ acres of land for preservation based on the ROSI. Besides Green Acres funding, the Union County Open Space Tax, approved by voters in 2000, provides millions of dollars each year to preserve open space across the County.

Cranford's Reexamination Report recommends that the Township consider the preparation of an Open Space element to their Master Plan to identify potential parcels for acquisition and of instituting a local open space tax.

The Township has initiated a multi-million dollar, multi-phase stormwater improvement program to reduce flood damage in the Township. The Township currently is preparing to go to contract on Phase I. The Township is also using existing ordinances to minimize increases in the stormwater runoff from any new and additional development.

6. Agriculture N/A

7. Recreation

There are both municipal and County park and recreation facilities in Cranford Township. The Township also encourages making full use of school facilities for recreational and community activities.

The Reexamination Report recommends that the Township periodically review existing park and recreation facilities to ensure they meet the current and future needs of the Township's increasing population.

8. Redevelopment

Within the last few years, two redevelopment plans for areas adjacent to the train station and located within the Township's SID have been adopted by the Township Committee and a third, vacant parcel has been designated as an "Area in Need of Redevelopment." Both plans utilize a Smart Growth approach and seek to enhance public safety and encourage pedestrian oriented design and activity between the two Redevelopment Areas, the train station, and other areas within the SID, and enhance economic development in the Township. These plans provide improved downtown design standards, encourage traditional neighborhood design, and create activity and foot traffic beyond the traditional workday. These two plans are known as the Cranford Crossing and Riverfront Redevelopment Plans. Construction began in 2004 on the Cranford Crossing Redevelopment project.

The Riverfront Redevelopment Plan calls for the creation of a pedestrian mixed-use zone that will include retail, office, hotel, and residential uses. The Riverfront Redevelopment Plan also seeks to establish improved pedestrian connections between this Redevelopment Area and other areas within the SID and to link the Rahway River Greenway to the Redevelopment Area through strong physical and visual connections. These redevelopment efforts are consistent with and build upon Cranford's recent designation as a "Transit Village" under the New Jersey Transit Village initiative.

9. Historic Preservation

The Crane-Phillips House museum underwent renovations to return the building to its Victorian Heritage. It was expected to re-open in September 2002. Cranford's Reexamination Report recommends that the Township consider the preparation of a new Historic Preservation element to their Master Plan.

10. Public Facilities and Services

Cranford has already begun addressing the State's new stormwater regulations. To assist with their stormwater management program, Cranford is in the final stages of upgrading their

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parcel, land use, and zoning maps into a GIS format as well as upgrading their stormwater and sanitary sewer maps into GIS. The Township is also in the process of labeling their inlets. The Township has initiated a multi-million dollar, five-phase stormwater improvement program to reduce the flood damage in the Township and currently is preparing to go to contract on Phase I. The Township uses existing ordinances to minimize increases in the stormwater runoff from any new and additional development. The Reexamination Report also recommends that the Township study and evaluate creating a new zoning district to improve regulation of delineated flood areas.

Protection of the sanitary sewer system is of great concern to the Township, especially since Cranford is a designated "Transit Village", is undergoing redevelopment, and the Township's infrastructure is aging. Some of the mains are 100+ years old. Major repair or reconstruction projects will be needed for this infrastructure in order to provide for intensive growth. Inflow and infiltration problems also have gotten worse over the years. For these reasons, the Township believes that the State and/or County need to provide financial assistance for these sanitary sewer infrastructure improvements.

In addition to its infrastructure, maintaining and updating other public and community facilities are priorities for Cranford. The Township encourages new public facilities to be located within effective service areas and to make full use of school facilities for recreational and community activities. The Township allocated local funds for the construction of a new, 39,300 sq. foot community center and for a 5,650 sq. foot addition and renovation to the existing library.

The Reexamination Report recommends that the Township conduct a long-range strategic plan with action agenda within the Community Facilities Plan element.

11. Intergovernmental Cooperation

Union County College is located in Cranford. The Reexamination Report suggests forming a collaboration between Union County College and the residential neighborhoods surrounding it to work out planning issues in an attempt to deal with the land use disputes that have erupted at times between the two.

The Township is also a member of the Union County Comprehensive Economic Development Strategy committee. This Committee prepared and received approval of its countywide strategy by the U.S. Economic Development Administration in 2002. Members include representatives from the municipalities who help to implement this strategy and monitor its progress. Participating in such regional activities will enable the Township to ensure maximum regional and local benefits.

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Other areas where the Township could work with the State, County, and the nine municipalities that surround Cranford include planning issues pertaining to circulation, recreation, and service provision in order to enhance and ensure the cost-effectiveness of these services.

4. City of Elizabeth

The City of Elizabeth has prepared its own cross-acceptance report as an Urban Center. The report is scheduled for planning board review in March and subsequently will be reviewed by the City Council. The City will submit the final report directly to the Office of Smart Growth. A draft of the report is included in the appendix for reference purposes.

5. Borough of Fanwood

Documents Reviewed

- Master Plan Reexamination Report (December 2004)
- Land Use Chapter 184 (July 2004)
- Redevelopment Plan for Block bounded by South Avenue, Martine Avenue, LaGrande Avenue and Second Street (March 2002)
- Ordinance No. 00-16R (November 2000)
- Master Plan (November 1998)
- Draft Master Plan “Part I Background Studies” (February 1996)
- Housing Element and Fair Share Plan (July 1992)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Fanwood exhibits several characteristics of a PA 1 town including its mixed-use core with public transportation opportunities and a traditional downtown “Main Street” setting surrounded by compact neighborhoods. The Borough is served by the Amtrak/Northeast Corridor Line, which has helped it take shape as a PA1 Town. Fanwood is an older suburban community that is nearly built-out. New opportunities for growth and development will most likely take the form of redevelopment and infill development and/or expansion of existing uses.

Fanwood is considered to be substantially consistent with the State Plan intent, key concepts and policy objectives.

A higher degree of consistency could be achieved by incorporating capacity analyses into the Borough’s overall planning efforts.

B. Key Concepts and PA 1 Intent

Fanwood is consistent with many of the Key Concepts of the State Plan and the PA 1 Intent. The Borough's planning documents offer the following ideas, strategies, and programs to implement SDRP goals and to maintain and improve Fanwood's character as a PA1 community.

The Master Plan of the Borough of Fanwood contains nine of the 13 Master Plan Elements found in the MLUL, including Goals and Objectives, Land Use, Housing and Fair Share Plan, Community Facilities, Utilities, Open Space and Recreation, Circulation, Historic Preservation and Recycling.

Planning should maintain and revitalize existing communities and simultaneously encourage growth by identifying potential areas for redevelopment and infill. As part of a beautification program for the Borough's business and commercial areas, the Borough received funding from NJDOT to plant 54 trees over a period of five years along a main commercial corridor. The Borough also maintains its Victorian Heritage by enforcing Victorian-themed design standards for new developments. In March 2001, the Borough designated an "area in need of redevelopment" in the downtown and in March 2002, the Borough adopted a Redevelopment Plan. The Borough is currently revising the Redevelopment Plan to reflect the opinions of the residents through a series of public meetings.

Due to the lack of vacant, developable land in the Borough, there has been a limited amount of new residential construction. Future building activity will be limited to infill development and/or demolition/replacement of existing houses. The Borough anticipates that new population growth will occur as a result of new residential infill development.

The Borough has continued to adopt a short-term and long-term capital improvement program to maintain the public facilities and infrastructure. The Borough expects to reline and/or reconstruct the main trunk sewer lines as part of a long-term capital improvement program. These investments are important priorities for PA 1 communities, as they tend to have older infrastructure that requires attention.

Fanwood has also recognized the importance of planning for the protection, restoration, and integration of natural resources and systems. In 1991, the Borough completed a Natural Resource Inventory (NRI) of soils, topography, drainage and geology. Also, the Borough has adopted a stormwater and flood ordinance, and is currently in the process of preparing a Stormwater Management Master Plan Element.

C. Policy Objectives

Fanwood meets the policy objectives for PA1 as follows –

1. Land Use

The Borough promotes the diversification of land uses through its zoning Ordinance. The local ordinance permits various types of residential land uses including low-density (single family homes at 15,000 square foot minimum lot size), and medium density (single family homes at 7,500 square foot minimum lot size). There are three affordable housing zones, two of which permit single-family homes and townhouses.

The local ordinance permits various types of commercial zones including the commercial office district, central commercial business district, central commercial II business district, general commercial business district, and the light industrial district.

A new development trend is occurring in the Borough. There is pressure to subdivide residentially zoned properties or to replace existing homes with larger homes that are out of character with the existing neighborhoods. The Borough has taken action to combat this trend and protect the character of their existing stable communities through analysis of the standards, such as increased setbacks, increased lot sizes and elevation standards.

2. Housing

In 1992, Fanwood completed their Housing Element and Fair Share Plan. As a result, Fanwood proposed to satisfy its affordable housing obligation through a combination of inclusionary development and a Regional Contribution Agreement (RCA) with Elizabeth. Also, the Borough rezoned all three sites considered suitable for inclusionary development by COAH. According to COAH's October 2004 Municipal Status Report, the Borough's Housing Plan received COAH certification in April 2000.

In an effort to provide additional housing, the Borough plans to amend the Central Commercial Zone to permit the construction of apartments over newly constructed businesses. The Redevelopment Plan also incorporates multi-family residential units, which can take advantage of the downtown location and proximity to public transportation.

3. Economic Development

The Borough is using the redevelopment planning process as its main tool to strengthen the local economy, create job opportunities, and diversify the Borough's tax base. The Borough's only Redevelopment Plan, which was adopted in 2002, is currently being amended.

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4. Transportation

The Borough's long-range plans include a proposed Pedestrian/Bikeway to connect the two existing parks in the Borough. Also, the Reexamination Report recommends the Borough apply to NJDOT for a transit village designation, which helps towns redevelop and revitalize their community around transit facilities.

5. Natural Resource Conservation

In 1991, the Borough completed a Natural Resource Inventory (NRI) of soils, topography, drainage and geology. The Borough's "Nature Center" is a wooded area of 6.7 acres, which is used for nature study and passive recreation.

6. Agriculture: N/A

7. Recreation

Through Block grants and fundraisers, the Borough's recreational facilities underwent a number of improvements. In 1994 and 1995, the Borough refurbished playgrounds to comply with ADA standards. A hockey rink and a new recreation building were built, which included ADA compliant bathrooms, an all-purpose room, game room and recreation office.

The Borough has plans to build a pocket park that will offer municipal, cultural, and social events. Also, the Borough plans to upgrade an existing recreational facility through the addition of new benches, ADA accessible restrooms, and blacktop paving.

8. Redevelopment

In March 2001, the Borough designated an "area in need of redevelopment" in the downtown and in March 2002, the Borough adopted a Redevelopment Plan. The plan is being amended. The Redevelopment Area is located adjacent to the train station. The general goals of the Redevelopment Plan are to create pedestrian oriented convenience and specialized shopping opportunities in a downtown or "main street" setting, encourage the development of compact mixed use communities, and enhance connections between the train station and downtown businesses. Also, the Redevelopment Plan incorporates multi-family residential units, which can take advantage of the downtown location and proximity to public transportation.

9. Historic Preservation

In 1989, the Borough established a Historic Preservation Commission to assist the Borough in completing an inventory of historically significant sites, and to create goals and techniques for historic preservation. A comprehensive survey of the Borough's historic sites and potential

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historic districts is underway which will lead to recommendations for historic preservation. In 2004, three areas in the Borough were entered onto the National Register of Historic Places.

10. Public Facilities and Services

The physical size of the municipal buildings has become inadequate. The Mayor and Council have addressed this issue of limited space by hiring a planner to conduct a space and needs assessment for all of the municipal buildings and provide recommendations for improvement. Fanwood has also received funding to improve the Borough's fire department services.

The Borough has replaced some of the sewer pipes due to failure or to increase capacity. Also, the Borough has begun a five-year investigation and repair program of the wastewater collection system to determine existing conditions and set plans for improvement.

The Borough has identified a number of areas susceptible to significant flooding, and one such area has been corrected.

11. Intergovernmental Coordination

The Borough has a mutual aid agreement with the City of Plainfield Fire Department, which borders Fanwood on the west. The mutual aid agreement establishes regional fire safety support between both municipalities.

The Borough is a member of the Plainfield Area Regional Sewerage Authority (PARSA) along with seven other municipalities including Plainfield, North Plainfield, Dunellen, Green Brook, Scotch Plains, South Plainfield and Watchung. PARSA receives and sends sewerage from these municipalities to the Middlesex County Utilities Authority (MCUA) or the Rahway Valley Sewerage Authority (RVSA).

In 2002, the New Jersey Department of Community Affairs awarded a grant to centralize the coordination of recreational activities between Fanwood, Scotch Plains, and the Scotch Plains Board of Education. Scotch Plains, the lead agency, will develop a joint system that will coordinate facility maintenance and eliminate scheduling conflicts and duplication of services.

6. Borough of Garwood

Documents Reviewed:

- Local Ordinance, Garwood (adopted December 1997)
- Reexamination of the Land Use Plan Element, Garwood (1994)
- Recreation and Open Space Element, Garwood (1993)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Garwood is a mature, nearly built-out, primarily residential community. Adequate infrastructure exists, and growth will most likely occur in the form of redevelopment, infill and/or expansion of existing uses. The Borough offers both public bus and train services as Garwood is on the New Jersey Transit Raritan Valley Line, which provides commuter, rail service to New York City.

Based on a review of the planning documents we received, Garwood is considered to be generally consistent with the State Plan intent, key concepts and policy objectives. A true determination of consistency could not be achieved in the following areas either due to a lack of information or because of the age of the planning documents provided. These areas include comprehensive planning, capacity analysis, housing, natural resources, historic preservation, infrastructure upgrades and improvements, and intergovernmental coordination.

B. Key Concepts and PA1 Intent

Garwood is consistent with many of the Key Concepts of the State Plan and the PA1 Intent. The Borough's planning documents have suggested the following ideas, strategies, and programs to implement SDRP goals and maintain and improve Garwood's character as a PA 1 community.

One of the Borough's shortfalls is that the last comprehensive update of its Master Plan dates back to 1978 and its most recent Reexamination Report dates back to 1994. Its Housing Element and Fair Share Plan date back to 1988.

Planning that is citizen based is essential to achieving the goals of the State Plan. The Borough residents had expressed their concern to the governing body regarding safety and adequacy of

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the Borough's recreational facilities. In 1993, the Borough adopted an Open Space and Recreation Plan. Prior to its adoption, the Borough held several public hearings to account for the residents' concerns. Some organizations that helped with the Plan included the Board of Education, the Parent-Teacher Association, and Senior Citizen Committee. Also, a survey was distributed to high school aged Borough residents regarding the available recreational activities and facilities.

Planning that is based on capacity analysis is essential to achieving the goals of the State Plan. The Borough's population has been in a state of decline since 1990. The Borough should address the declining population and its potential ramifications on future land use patterns and community facility needs.

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. The Borough realizes that new development, which occurs in the Borough's adjacent municipalities, will have an affect on the Borough's infrastructure and character. The Planning Board recommended that the Council establish a more formal review process for development applications in the Borough's adjacent municipalities and increase discussion among the towns.

Planning should be closely coordinated with and supported by investments, programs and regulatory actions. In 1993, the Borough completed an overhaul of their local ordinance. It updated zoning, site plan and subdivision criteria, and delineations of jurisdiction and enforcement powers.

Planning should maintain and revitalize existing communities. The Borough considers its residential neighborhoods along quiet tree shaded streets as its greatest asset. The Borough intends to preserve their existing neighborhood character through zoning mechanisms. It will discourage the introduction of higher density uses, out of character in such neighborhoods.

Due to the built out nature of Garwood, growth will most likely occur in the form of redevelopment, infill and/or expansion of existing uses. Even though the Borough has not identified any area for redevelopment, certain zones in the Borough promote growth in compact forms. Also, the Borough's Central Business District (CBD), which includes professional offices, retail services, as well as apartment units on the upper floors of buildings, is designed to provide for compact development, pedestrian oriented activity, and serve as a central retail shopping area for the Borough and neighboring residents. Mixed-use buildings provide a solid customer base for the retail and other commercial businesses and create a pedestrian scaled community.

C. Policy Objectives

Garwood meets the policy objectives for PA1 as follows –

1. Land Use

The Borough's goals include achieving a proper balance in the distribution of land uses and protecting the character of existing neighborhoods from incompatible residential subdivisions. For instance, in 1991, the Borough rezoned certain residential properties from a moderate density level at 10 units per acre, to a lower density level at six units per acre. The Borough rezoned the residential area from higher density development to preserve the existing neighborhood, which had unique larger lot sizes. In 1993, the Borough completed an overhaul of their local ordinance. It updated zoning, site plan and subdivision criteria, and delineations of jurisdiction and enforcement powers. New regulatory sections were adopted regarding senior citizen accessory housing, satellite antennas, conditional uses, soil conservation, and design standards.

The Borough encourages the efficient use of its remaining limited vacant developable land. The local ordinance provides for a range of residential density ranging from six units per acre to 10 units per acre. Two family residential units are permitted at 16 units per acre. The two-family residential zone acts as a transitional zone between the single-family residential districts and the commercial districts.

There are also five non-residential zones including central business district, general business district, community commercial, light industrial, and industrial. The Community Commercial Zone and Central Business District encourage mixed-use buildings, which create compact human scale communities. A variety of uses are permitted in both zones including retail services, professional offices, restaurants, childcare centers, and apartment uses on the upper floors of buildings. The Community Commercial (CC) Zone requires the submission of a pedestrian plan in order to ensure pedestrian access along the street system as well as access to nearby public transportation. The primary purpose of the Community Commercial Zone is to encourage the redevelopment of underutilized properties into active, mixed-use developments that are in close proximity to the CBD and mass transit. The zone allows for building at densities similar to neighborhood shopping areas rather than regional shopping centers.

Through zoning mechanisms, such as control over bulk requirements and rezoning, the Borough aims to preserve the character of existing neighborhoods. The new zoning protects the existing character of the neighborhood.

2. Housing

The Borough has been confronted with a housing issue where residential structures are being converted illegally into higher density units. The Borough adopted an ordinance, which

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requires the issuance of certificates of occupancy for the sale or conveyance of all residential, commercial, industrial and mixed-use buildings.

In 1988, the Borough completed their Housing Element and Fair Share Plan. There was no information about the Borough's plan in COAH's October 2004 Municipal Status Report.

3. Economic Development

In 1979, the Borough conducted an Industrial/Commercial Zone Feasibility Study to focus on the declining trend of industrial growth in the Borough. Under existing land use conditions, a large portion of the Borough was zoned for industrial uses. The study concluded that the amount of industrial land must be equal to the current demand, and that the Borough should either rezone the industrial land to better suit current development patterns, permit other commercial/retail uses within the industrial zones, or amend bulk regulations for commercial uses. In 1982 and 1989, the Borough amended the zoning to permit commercial uses, changed the bulk requirements for commercial uses, and changed the zone to the Industrial/Commercial District. To further encourage economic development and redevelopment of underutilized properties, the Borough created the Community Commercial and the Light Industrial Zones. Both zones encourage the redevelopment of such land into active mixed-use shopping centers.

4. Transportation

The Planning Board recognized the importance of the existing bus transportation system and was able to convince Westfield and NJ Transit to reroute a certain bus route to go through the Borough. In the CBD, shared parking and more efficient circulation patterns are encouraged.

5. Natural Resource Conservation

No information was provided regarding the Borough's efforts in this area.

6. Agriculture NA

7. Recreation

Due to the shortage of recreational land in the Borough, the 1982 Reexamination Report had recommended a comprehensive review of the recreational facilities and to determine ways in which the shortage could be resolved. In 1993, the Borough adopted an Open Space and Recreation Plan Element. The Element made 14 specific findings to consider for future budget, reorganization and community wide discussions.

8. Redevelopment

Garwood encourages compact development in its Central Business District and is in close proximity to its train station. Permitted uses in the Community Commercial (CC) zone are

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intended to compliment uses in the CBD. A pedestrian plan is required for proposed development in the CC zone to ensure adequate pedestrian access along the road system and to nearby bus or rail facilities.

9. Historic Preservation

No information was provided regarding the Borough's efforts in this area.

10. Public Facilities and Services

The Borough encourages the location of community facilities in close proximity to its intended users to create a compact development pattern. During 1993, the Planning Board began their first Capital Project Review to assist the Council in their long term capital planning. Capital projects included purchase of playground equipment, the construction of a municipal parking lot, installation of an office trailer by the Board of Education, and the construction of an additional ball field.

Garwood also uses its zoning power to establish requirements for stormwater control.

11. Intergovernmental Cooperation

Areas where the Borough could work with the State, County, and the municipalities that surround it include planning issues pertaining to circulation, economic development, redevelopment, and service provision in order to enhance and ensure the cost-effectiveness of these services.

7. Township of Hillside

Documents Reviewed

- Master Plan Reexamination Report (June 1998)
- Master Plan (1986)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Hillside is a nearly fully developed, mature, primarily residential community. The Township is located near the metropolitan centers of Newark, Elizabeth and New York City. Hillside is primarily served by NJ Transit bus service with connections to Elizabeth and Newark.

Based on a review of the planning documents we received, Hillside is considered to be generally consistent with the State Plan intent, key concepts and policy objectives. A true determination of consistency could not be achieved in the following areas either due to a lack of information or because of the age of the planning documents provided. These areas include comprehensive planning, urban design, housing, natural resources, redevelopment, historic preservation, and intergovernmental coordination.

B. Key Concepts and PA1 Intent

Hillside is generally consistent with the Key Concepts of the State Plan and the PA1 Intent. The Township's planning documents have suggested the following ideas, strategies, and programs to implement SDRP goals and maintain and improve Hillside's character as a PA 1 community.

One of the Township's shortfalls is that the last comprehensive update of its Master Plan dates back to 1986 and its most recent Reexamination Report dates back to 1998. Although another Reexamination Report would satisfy the Township's statutory obligation, officials may want to consider a full update to its Master Plan as recommended in the 1998 Reexamination Report.

Planning should maintain and revitalize existing communities and simultaneously encourage growth by identifying potential areas for redevelopment and infill. The Township intends to promote strategies of gradual growth that will enhance quality of life, create mixed-use communities, preserve existing neighborhoods and the suburban character of the Township. Additionally, the Township plans to rehabilitate and stabilize deteriorating residential

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neighborhoods. Examples of how the Township has worked to stabilize its suburban character have been to upgrade parks, repave roads, and rehabilitate substandard housing.

Planning should be closely coordinated with and supported by investments, programs and regulatory actions. The Township has worked with developers and property owners to take advantage of available State and Federal funding including Urban Development Action Grant (UDAG), New Jersey Local Development Financing Fund, Urban Enterprise Zone (UEZ), Community Development Block Grant (CDBG), and Urban Industrial Parks.

Planning should be done for the protection, restoration, and integration of natural resources and systems. When considering applications for different community developments, the Township intends to recognize certain environmental, physical and capacity constraints (landfill and road capacity), and identify appropriate densities. The Township has focused its efforts on infill development, infrastructure improvements, and redevelopment. For instance, the Township has successfully managed an annual road maintenance and sidewalk reconstruction program that has resulted in the repaving of 34 roads since 1986.

C. Policy Objectives

Hillside meets the policy objectives for PA1 as follows –

1. Land Use

The local ordinance provides for a range of housing densities including lot areas of 4,000 to 7,500 square feet for single-family uses, and lot areas of 5,000 square feet for two family uses.

The Township promotes a variety of commercial uses in its neighborhood shopping districts and highway shopping area. There are five non-residential zones in the Township including retail commercial, office commercial, highway commercial, light industrial, and highway industrial. The Township would like to improve the existing commercial areas by establishing sign controls and encouraging storefront maintenance. A strategy to preserve existing neighborhoods is to discourage the introduction of incompatible uses in such neighborhoods and to require buffers in the form of open space between residential and non-residential uses.

2. Housing

The Township has a variety of housing types and densities. Of the five non-residential zones in the Township, the retail commercial, office commercial, highway commercial, and light industrial permit townhomes and condominium flats. The Township would like to provide housing for a wide variety of incomes and ages as well. Specifically, the Township would like to determine the future demand for senior citizen housing and day care facilities for its residents and plan accordingly.

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The Township encourages rehabilitation of all substandard and deteriorating structures through support from banks and state and federal agencies, availability of home improvement loans, and grants. According to the Reexamination Report, since 1975, the Township has rehabilitated 167 housing units through the Union County Multi-Jurisdictional Housing Rehabilitation Program and simultaneously satisfied its first round of COAH obligation. COAH amended its rules in 1993, and assigned the Township with a new obligation of 18 units, which may be met through the rehabilitation of affordable housing. There was no information about the Township's plan in COAH's October 2004 Municipal Status Report.

3. Economic Development

In 1996, Hillside received designation as an Urban Enterprise Zone (UEZ) community. The State designated UEZs to stimulate economic growth and job creation. Participating businesses located in the zone are eligible for tax incentives, including sales tax exemptions on building materials and supplies, corporation tax benefits, and unemployment insurance rebates. Retailers only charge half the current sales tax (3% vs. 6% outside the UEZ). Receipts from retail sales are deposited into a Zone Assistance Fund, which can help zone municipalities, receive funding for projects within the zone.

The Hillside Economic Development Corporation, in cooperation with the Township UEZ, was developing a strategic revitalization plan that would guide future economic development. Completion of the plan was scheduled for 1998. The Plan would analyze existing conditions, identify opportunities and constraints, and recommend policies and programs for redevelopment.

The Township would like to upgrade and maintain the existing industrial presence, and attract new industrial growth within the Township. Hillside will analyze its strengths and weaknesses, and the advantages and disadvantages, to attract such large-scale industrial and commercial development. In general, the Township encourages such growth to increase job opportunities and produce a stable municipal tax base.

The Township also encourages redevelopment of older shopping facilities into commercial developments. Located near residential neighborhoods, these commercial developments build off of the already established customer base as well as the conversion of residential uses along major roadways into commercial and office uses wherever practical and appropriate. These existing residential uses are being impacted upon negatively by the highway traffic.

4. Transportation

The Township has several goals in regards to this objective. Hillside would like to facilitate the development of a public transit network that will best serve the Township and its regional population, provide bus shelters at heavily utilized stops, and secure a rail platform stop for the commuter population. Currently, the Township is only served by NJ Transit bus service, and NJ

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Transit has no plans to reactivate the Hillside railroad station stop. The Township has worked with NJDOT to improve mobility along the Route 22 corridor.

5. Natural Resource Conservation

The Township intends to conserve existing open space and natural resources with special attention to environmentally sensitive and critical areas.

6. Agriculture N/A

7. Recreation

The Township has utilized input received from residents to provide adequate recreational and community facilities that meet the current and future demands of its residents. Based on this information, Hillside upgraded a number of parks, constructed a roller hockey rink, and installed lighting on recreational fields as well as added new indoor recreational programs.

The Township's largest piece of open space is the Elizabeth River County Park. It serves as an active recreational use as well as a buffer against flooding. The Township, in conjunction with the County, has worked to improve the drainage and recreational facilities at the park.

8. Redevelopment

According to the Reexamination Report, the Hillside Economic Development Corporation in cooperation with the Township UEZ was scheduled to complete a strategic revitalization plan in 1998 that would guide future economic development. One element of the Plan was to recommend policies and programs for redevelopment.

9. Historic Preservation

No information was provided regarding the Township's efforts in this area.

10. Public Facilities and Services

The Township intends to preserve and improve the condition and availability of all public facilities and services. The 1998 Reexamination Report notes that overall the Township's public facilities are aging and lack proper maintenance although some improvements have been completed. Through a capital improvement program, Hillside has been upgrading its infrastructure. The Township is a member of the Joint Meeting of Essex and Union Counties and has attained 100% secondary treatment of all wastewater.

The Township would like to provide for a coordinated system of drainage facilities to alleviate flooding issues throughout the Township. Hillside worked with the County and the Army

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Corps of Engineers to control flooding along the Elizabeth River. Since 1986, flood control projects that have been completed include the rehabilitation of a dam, widening of a bridge, new curbing, storm drainage and inlet construction.

The Township Board of Education conducted a study of existing conditions of the school facilities and concluded that there was a deficiency in school capacity and significant aging of the facilities. The Board proposed the creation of an education campus to address capacity issues.

11. Intergovernmental Cooperation

The Township is a member of the Union County Comprehensive Economic Development Strategy committee. This Committee prepared and received approval of its countywide strategy by the U.S. Economic Development Administration in 2002. Members include representatives from the municipalities who help to implement this strategy and monitor its progress. Participating in such regional activities will enable the Township to ensure maximum regional and local benefits.

Other areas where the Township could work with the State, County, and the municipalities that surround it include planning issues pertaining to circulation and service provision in order to enhance and ensure the cost-effectiveness of these services.

8. Borough of Kenilworth

Document Reviewed

- Master Plan, Borough of Kenilworth (May 1996)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Kenilworth is 2.08 sq. miles (approximately 1,344 acres) in size and has a population of approximately 7,574. Kenilworth is centrally located in Union County and is a largely residential community that is nearly built-out. The Garden State Parkway and U.S. Route 22 traverse the Borough. The Galloping Hill Golf Course and Park, owned and operated by the Union County Parks Commission, is an important asset and constitutes nearly 20% of the Borough's land area. One of New Jersey's pharmaceutical giants, Schering Plough, has been located in Kenilworth for many years. The Borough is surrounded by four municipalities.

Kenilworth exhibits several other characteristics of a PA1 town. Kenilworth is in close proximity to the vast Union County transportation network, including automobile, bus and rail services, has large tracts of open space, and a Central Business District. Because of its built-out nature, Kenilworth will likely experience most of its future growth through redevelopment and/or infill and expansion of existing uses.

Based on a review of the 1996 Master Plan, Kenilworth is considered to be generally consistent with the State Plan key concepts, intent for Metropolitan Planning Areas, and policy objectives. A true determination of consistency could not be achieved in the following areas either due to a lack of information or because of the age of the planning documents provided. These areas include comprehensive planning, capacity analysis, circulation, redevelopment, historic preservation, and intergovernmental coordination.

B. Key Concepts and PA1 Intent

Kenilworth is generally consistent with the Key Concepts of the State Plan and the PA1 Intent. The Master Plan has suggested the following ideas, strategies, and programs to implement SDRP goals and maintain and improve Kenilworth's character as a PA 1 community.

The Borough's 1996 Master Plan addresses Goals and Objectives, Land Use, Housing, Circulation, Community Facilities, Recreation and Open Space, Economic development, Conservation, and Utility Service. It also includes a Land Use Plan element. One of the

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Borough's shortfalls is that the last comprehensive update of its Master Plan dates back to 1996, and the Borough has not undertaken a Reexamination Report since then.

The Borough completed the Master Plan using citizen based planning strategies. The planning process included a series of planning board meetings and hearings to develop the goals and objectives. The Master Plan includes an analysis of the relationship between the Borough's Master Plan and the surrounding jurisdictions, Union County Land Use Plan and the New Jersey State Development and Redevelopment Plan and recommends zoning changes based on these conditions. The Borough intends to maintain a balanced variety of land uses and development, promote the growth of business and industry, improve Kenilworth's character and identity, and expand community facilities. Through the use of its zoning, the Borough encourages diverse communities through a mix of residential, commercial, industrial, public, and open space uses.

Planning should maintain and revitalize existing communities and simultaneously encourage growth by identifying potential areas for redevelopment and infill. The Master Plan encourages the Borough to maintain and revitalize the community through housing rehabilitation and conversion, redevelopment planning, and creating a positive regulatory climate for businesses. The Borough's strategies to protect and improve residential neighborhoods while preventing the encroachment of non-conforming uses into residential neighborhoods will help to protect the community's character.

The Master Plan also recommends developing and implementing design and facade Ordinances to strengthen the commercial districts and improve the aesthetic quality of the Borough's gateways. Another goal is to improve the Borough's infrastructure in order to better serve the present and future residential and business community. Specifically, the areas of greatest concern for Kenilworth are the sanitary sewer system, storm drainage system, and road system. Kenilworth has made substantial investments in its infrastructure and has also invested in its community facilities, particularly improvements to its schools. These investments are important priorities for PA 1 communities, as they tend to have older infrastructure that requires attention.

C. Policy Objectives

Kenilworth meets the policy objectives for PA1 as follows –

1. Land Use

Kenilworth has multiple zones including those for residential, commercial, industrial, and public facility uses. Maintaining the existing balanced variety of land uses and development is one of the Borough's goals. Single-family, two-family, and multi-family residential uses account for approximately 361 acres (or 27%) of the Borough's land area. The next largest category of uses is Industrial uses totaling approximately 307 acres (or 23%) followed by Open

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Space at approximately 302 acres (or 22.5%). Streets follow at 185 acres (or 14%), Public Lands total 78 acres (or 6%), Commercial totals 59 acres (or 4.4%), Vacant land totals approximately 27 acres (or 2%), and Transportation and Utilities total 25 acres (or 1.9%).

The Borough has several goals that will maintain a balanced variety of land uses and Kenilworth's character and identity. These include establishing guidelines that support the development and redevelopment of residential and non-residential land uses, preventing future conflicts and incompatibilities, and encouraging innovative design for development projects and signage displays to improve the aesthetic quality of the Borough's gateways to meet the goals in the Master Plan.

The Master Plan recommended consolidating the Light Industrial and Heavy Industrial zones into one Industrial zone as well as rezoning other zones. This rezoning was in response to the decline in the regional industrial/manufacturing base and was seen as a way to help bolster the economic vitality as well as clarify the planning and development process. A new overlay zoning district to enable the construction of affordable housing was also proposed in the Master Plan.

2. Housing

Over time, Kenilworth has become a mature and established suburban community. Approximately 75% of the Borough's housing units were built prior to 1960. An aging housing stock portends the need for housing rehabilitation and maintenance efforts. The Borough recognizes that rehabilitating its aging housing stock will help meet its affordable housing need and could also lead to the construction of accessory apartments (although as of 2004, Kenilworth had still not petitioned COAH for substantive certification). Conversion of non-residential properties to residential uses is also an option. The Master Plan recommends that the Borough apply for a grant from the Union County Community Development Program to develop a small-scale housing rehabilitation program. Rehabilitation of existing housing structures, conversion of non-residential properties to residential uses, and new construction of affordable housing units in the proposed Special Overlay Zoning District will help ensure a full range of housing choices. This will also help integrate people of different income levels, ages, and physical abilities within the larger community. Two parcels totaling approximately 36 acres were identified in the Master Plan for affordable housing construction.

3. Economic Development

One of Kenilworth's goals is to take advantage of its strategic location and transportation assets to attract new businesses to the Borough. The Borough also intends to promote redevelopment and conversion within existing commercial and industrial areas that are in transition as well as to create a positive regulatory climate for existing commercial and industrial businesses to encourage them to remain in Kenilworth or expand their operation.

4. Transportation

It is the Borough's goal to improve and enhance traffic safety, flow, and accessibility. Kenilworth has limited access to public transportation. There is no train station in Kenilworth although passenger rail service is available in nearby Roselle Park and Cranford. There is public bus service available in Kenilworth via NJ Transit along the Elizabeth to Cranford route.

Route 22 is a major thoroughfare that sustains heavy traffic volumes and regional traffic patterns. Kenilworth is located along the Route 22 corridor and several of its commercial and industrial zones strategically about this highway. Truck traffic runs through Kenilworth and there have been some problems with the flow along the arterials and collectors.

The Master Plan suggests improving circulation and safety through the use of signals and controls at high traffic areas and by improving on-street and off-street parking areas within the CBD to help upgrade the existing road network.

5. Natural Resource Conservation

In order to help protect the natural environment, one of the Borough's goals is to enforce performance standards and regulate land uses to protect air, noise, and water quality. The Borough is primarily flat and wetlands exist mainly along the banks of the Rahway River and the West Branch of the Elizabeth River in the Galloping Hill Park and Golf Course, areas that are not targeted for development.

It is the Borough's intention to preserve environmentally sensitive areas, maintain the available parks and open space areas, and upgrade existing recreational and community facilities. Some of the open space and parkland areas incorporate other natural features or connect to each other. There are some smaller neighborhood parks that are surrounded by residential neighborhoods and help to reinforce neighborhood identity.

6. Agriculture N/A

7. Recreation

The Borough provides a variety of recreation activities at the County and municipally owned parks and recreation facilities. It is one of the Borough's priorities to maintain and upgrade the existing recreation and community facilities. There are several Union County facilities in the Borough, but there is no mention about how the Borough and County coordinate their efforts.

8. Redevelopment

One of the Borough's goals is to utilize redevelopment to ensure the community's economic vitality. An example is the Borough's efforts to promote redevelopment and conversion within existing commercial and industrial areas that are in transition. The Master Plan identifies redevelopment as a potentially effective planning tool but does not identify specifically the areas where this should be investigated.

It is also a goal of the Borough to avoid conflicting land uses, specifically land uses, which generate commercial traffic through residential neighborhoods.

9. Historic Preservation

No information was provided regarding the Borough's efforts in this area.

10. Public Facilities and Services

One of the Borough's goals is to improve its infrastructure in order to better serve the present and future residential and business community. The Borough seeks to improve conditions in three areas: sanitary sewer, flooding, and the road system.

As with many PA 1 communities, the Borough's sanitary sewer collector system is aging, with a majority of the piping 50+ years old. The prevailing pipe material is clay and cast iron. The Borough realizes that modifications to its system will involve replacement or rehabilitation due to the Borough's highly developed nature. The Borough has undertaken a comprehensive program to upgrade its collection system through inspections, maintenance, and rehabilitation. In 1993, the Borough completed an extensive manhole rehabilitation program to reduce surface inflow and subsurface infiltration at manholes that was extremely successful.

To improve the effectiveness of its stormwater drainage system, the Borough invested in major flood control projects the 20 to 25 years prior to the 1996 Master Plan that significantly reduced the chances of major flooding.

Concerning the Borough's road system, because the Borough is nearly built-out, the Borough does not envision any major road expansion projects as reasonable. The Master Plan identifies the existing conditions but does not provide suggestions about how to relieve circulation problems in the Borough.

In the Borough's five-year Long Range Facilities Plan, required of all school districts by the New Jersey Department of Education, \$2 Million worth of improvements were planned for the Borough's schools at the time. Another aspect of the Borough's plan was to transfer a portion of the elementary school's population to the High School beginning in the 1997-1998 school year.

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These investments would help the Borough to deal effectively with the trend of increasing student enrollment and the additional school capacity that would be needed as a result.

11. Intergovernmental Cooperation

The Master Plan elements took into account the existing land use and development patterns of Union County and surrounding municipalities when making its recommendations. The Master Plan also recommends that the Borough remain active in implementing the Union County Alliance's report "The Next Century – A Strategic Plan for Union County" (December 1995). The Alliance's report addressed and set goals pertaining to economic, social, and cultural issues.

The Borough's fire and rescue squads are part of the Union County Mutual Aid Dispatch System, which means that neighboring squads assist Kenilworth when needed.

Other areas where the Borough could work with the State, County, and its four neighboring municipalities include planning issues pertaining to circulation, economic development, recreation, and service provision in order to enhance and ensure the cost-effectiveness of these services.

9. City of Linden

Documents Reviewed

- Redevelopment Plan for the St. Georges Avenue Redevelopment Area - Phase II (November 2004)
- Redevelopment Plan for the DuPont/ISP Redevelopment Project (October 2004)
- Redevelopment Plan for the Infineum Redevelopment Project (April 2004)
- Land Development Ordinance, Chapter XXXI Zoning, 2004
- Redevelopment Plan for the Merck & Co. Redevelopment Project (September 2003)
- Redevelopment Plan Former Theatre Site and Abutting Properties (September 2003)
- Master Plan, City of Linden (August 2002)
- Redevelopment Plan for the Municipal Landfill Redevelopment Project (May 2001)
- Redevelopment Plan for the South Wood Avenue Redevelopment Project (last revised September 2001)
- Redevelopment Plan for the Bayway Redevelopment Project (April 1999)
- Redevelopment Plan for the Linden Airport Development Area (last amended December 1998)
- Redevelopment Plan for the St. Georges Avenue Redevelopment Area - Phase I (June 1995)

A. Summary

The Metropolitan Planning Area (PA1) includes urban and regional centers, and towns. In this Planning Area, towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Linden exhibits several characteristics of a PA 1 town including a mixed-use core with public transportation opportunities and a traditional downtown “Main Street” setting surrounded by compact neighborhoods and commercial uses. The city is served by the Amtrak/Northeast

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Corridor Line, which has helped it take shape as a PA1 Town. Linden is an older suburban community that is nearly built-out. New opportunities for growth and development will take the form of redevelopment and infill development and/or expansion of existing uses.

Based on a review of the planning documents we received, Linden is substantially consistent with the State Plan intent, key concepts and policy objectives.

A higher degree of consistency could be achieved by incorporating broader public participation, capacity analysis, and practicing sustainable development by maintaining existing infrastructure and concentrating public services in centers and cores.

B. Key Concepts and PA1 Intent

Linden is generally consistent with the Key Concepts of the State Plan and the PA1 Intent. The City's planning documents have suggested the following ideas, strategies, and programs to implement these goals and maintain and improve Linden's character as a PA 1 community.

The Master Plan of the City of Linden contains eight of the 13 Master Plan Elements found in the MLUL, including the Statement of Objectives, Land Use, Housing, Circulation, Historic Preservation, Utility Services, Conservation and Recycling, plus a Redevelopment plan element.

Linden has taken regional issues and impacts into consideration. For example, as part of the St. Georges Redevelopment Plan, the City will consider past redevelopment initiatives undertaken by Roselle along St. Georges Avenue. Also, if the reactivation of the Staten Island Railroad freight service becomes a reality, Linden is willing to work cooperatively with Roselle to minimize the potential negative impacts on neighborhoods. Finally, the Bayway Redevelopment Plan is located near the border of Linden-Elizabeth. The goals of the Plan are in line with Elizabeth's master plan goals and objectives in that they both support redevelopment of Brownfields.

The City's planning efforts are closely coordinated with and supported by investments and programs. For example, the New Jersey Department of Environmental Protection (NJDEP) identified 12 Brownfield sites in Linden. These 12 sites are eligible for participation in the State's Brownfield Program, which encourages Brownfield redevelopment by offering special incentives to the purchaser. Linden has taken advantage of the State's program and initiated a number of redevelopment studies and plans on several of the Brownfield sites, including the Bayway Redevelopment Area and the DuPont de Nemours & Company property. Also, the City plans to participate in State and Federal programs that support the development and redevelopment of industrial areas; improves the City's infrastructure; and enhances the City's quality of life with new, expanded or rehabilitated community facilities, parks, and public open space.

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Planning should maintain and revitalize existing communities and simultaneously encourage growth by identifying potential areas for redevelopment and infill. The City continues to maintain and enhance its position as a center of commerce and employment through revitalization and expansion of its Central Business District (CBD) and the Redevelopment planning process. The City is constantly encouraging the reutilization of Brownfields for the promotion of economic development and employment opportunities. There are 10 redevelopment plans in Linden, two of which take the greatest advantage of surrounding public transportation facilities. Of the 10 redevelopment plans, five include redevelopment of Brownfields.

Planning for compact diverse communities requires efficient physical design. Through the use of its zoning and redevelopment initiatives, the City encourages diverse, mixed-use communities that promote greater pedestrian activities. The City's zoning ordinance does not contain design standards; however some of the redevelopment plans provide design standards.

Through use of its zoning, the City is able to protect natural resources by regulating development in floodplains. Also, the City has included a wetland preservation element in the Municipal Landfill Redevelopment Plan.

C. Policy Objectives

Linden meets the policy objectives for PA1 as evidenced by the following –

1. Land Use

The City promotes the diversification of land uses. The zoning ordinance permits various types of residential uses including low-density (single family homes at 4,000 to 5,000 square foot minimum lot size), medium density (single or two family at 4,000 to 5,000 square foot minimum lot size), and high-density (low rise apartments at 18 to 27 units per acre). The Planned Residential Development Option (PRO) zone permits single-family, attached and townhouse development at a medium density as a conditional use. At the same time, it is the City's goal to limit the scale of residential development to preserve the integrity and continuity of existing neighborhoods.

The zoning ordinance also permits various types of commercial land uses including office professional transition, residential office commercial, limited commercial, the central business district, neighborhood commercial and highway commercial, the economic development district (Linden Airport), the redevelopment district along St. Georges Avenue, and light and heavy industrial. The City intends to maintain the compact nature of the CBD, and encourage office and service development there. Along with the preservation of the existing single-family neighborhoods, the City works to maintain and enhance its traditional community form characterized by not only its neighborhoods, but also its central business district, pedestrian

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scale, and railroad orientation. Several of the City's Redevelopment plans propose mixed-use development and enhance the urban downtown core.

2. Housing

As the population of the City increases, the need for diverse housing becomes more evident. The City works towards providing a full range of housing in several different ways. The City works towards creating housing opportunities to meet the needs of varied age and income groups and particularly for semi-retired elderly and young adults. It encourages infill development and redevelopment compatible in scale and type with the surrounding built environment and development patterns by actively monitoring housing conversions and alterations.

In addition to its Redevelopment Plans and zoning ordinance, the City encourages infill development and redevelopment compatible in scale and type with the surrounding built environment and development patterns and by actively monitoring housing conversions and alterations.

The City rehabilitates its existing housing stock utilizing funds from Regional Contribution Agreements (RCA). The City has rehabilitated approximately 400 low and moderate-income housing units with \$8.6 million in grants administered by the Union County Community Development Office and an additional 210 housing units with the \$4.8 million it has received as a result of its RCAs. There was no information about the Township's plan in COAH's October 2004 Municipal Status Report.

3. Economic Development

The City has taken a proactive role in addressing its economic base by designating a number of areas as redevelopment areas, including the Infineum Redevelopment Project, the Merck and Co., Inc. Redevelopment Project, the Bayway Redevelopment Project, and the DuPont/ISP Redevelopment Plan.

The Infineum Redevelopment Project permits commercial uses limited to retail establishments, personal and business service establishments, gasoline service stations, restaurants, banks and offices. The Merck and Co., Inc Redevelopment Project permits research and development facilities, manufacturing, warehousing, and distribution. The Bayway Redevelopment project permits uses consistent with the existing uses in the surrounding area, including petroleum refining, petrochemical and cogeneration facilities. The DuPont/ISP Redevelopment Plan permits warehousing, distribution, light manufacturing, and office facilities, personal and business service establishments, automotive and truck service stations and truck/trailer and container storage areas. Multiple buildings and uses may be permitted on a single lot.

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The City identified the Linden Airport and the surrounding area as an EDD (Economic Development District). The EDD encourages the development of office, regional commercial, convention center, manufacturing and warehousing uses. The Aviation Plaza is under construction as a commercial development.

There is a Special Improvement District (SID) in the City along Elizabeth Avenue. Infrastructure improvements such as streets and sidewalks in the improvement district area have been funded by the City and businesses in relation to the Special Improvement District.

4. Transportation

The South Wood Avenue Redevelopment Plan utilizes the train facility as its focal point. The Plan encourages mixed-use development including housing and retail uses, and supports upgrading the train station and public parking facility. The goals of the South Wood Redevelopment Plan are to enhance the urban downtown core and create a pedestrian oriented shopping district. The Airport Redevelopment Plan utilizes the Linden Airport as its focal point.

St. Georges Avenue (Route 27) serves as an important regional roadway, which traverses Rahway, Linden and Roselle. The City has recognized the important role that St. Georges Ave. plays in the regional economy, and therefore has identified a portion of the road as a Redevelopment District. The Plan's goals are to create an economically viable area through the creation of a shopping area large enough to meet the needs of the surrounding market area. Some permitted uses include retail, personal and business service, offices, restaurants, churches and public uses.

There are several state and regional transportation projects under consideration in the City. The Port Authority is considering double lane capacity for the Goethals Bridge to alleviate regional congestion. Also, the NJ Turnpike Authority is considering linking the Tremley Point area with a connector road from Interchange 12 in Carteret to alleviate traffic on South Wood Avenue, U.S. 1 & 9 and regional traffic on Linden's roads. The City plans to cooperate in order to alleviate negative impacts on residential neighborhoods and protect the quality of life.

5. Natural Resource Conservation

As part of the Municipal Landfill Redevelopment plan, a total of 85 acres of freshwater and tidal wetlands will be preserved. This plan also proposes the development of open space, recreational facilities, and limited industrial uses on 100+ acres. The County has identified the entire length of the Rahway River in Linden as part of a larger greenway project to create a physical link between communities. The County supports the City's open space preservation efforts that protect the natural features and wildlife habitat in this greenway project study area.

6. Agriculture N/A

7. Recreation

The City intends to develop new recreation facilities and upgrade existing municipal facilities through land acquisition. A new recreation center on Munsell Avenue and outdoor amphitheatre on Wood Avenue are envisioned.

8. Redevelopment

The City has adopted 10 redevelopment plans for locations throughout the city addressing issues including downtown revitalization, redevelopment of Brownfields, economic development, and open space preservation. Through these initiatives, the City intends to prevent the degradation of the environment through improper land use.

Linden's Central Business District centers on the train station and permits a mix of uses including commercial, retail and service uses. The establishment of the CBD has helped define the downtown and create a cohesive core. The streets and roadways have been improved, storefronts have been refurbished, and it has become an attractive market place luring new stores to locate in the area. The City continues to support the CBD through the expansion of the parking facility, pedestrian amenities, and code enforcement. The City intends to maintain the compact nature of the CBD while encouraging office and service development within the CBD.

The St. Georges Avenue Redevelopment Plan contains standards for pedestrian walkways as an integral part of the overall design. The Plan will continue the State and City's program of improved public transportation and highway improvements along St. Georges Avenue.

The South Wood Redevelopment Plan builds off of the CBD and uses the train facility as its focal point. The Plan encourages mixed-use development including housing and retail uses, and supports upgrading the train station and public parking facility. The goals of the South Wood Redevelopment Plan are to enhance the urban downtown core.

9. Historic Preservation

Although historic preservation is not regulated by the zoning ordinance, local residents recognize some sites and areas, such as the Tremley Point neighborhood, as historically significant. There are no sites on the State Register. All preservation efforts are done voluntarily through private funding.

10. Public Facilities and Services

The eastern branch of the Linden library is going to be converted into senior housing. Two police substations are under construction in order to accommodate the needs of the growing

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population. The Former Theatre Site Redevelopment Plan focuses on the creation of public facilities including an amphitheater and related public uses. Ultimately, the City would like to coordinate future development with existing infrastructure and the need to maintain satisfactory levels of municipal services.

Noted in the Utilities Plan element, the planning board approved a site plan for a 1,090 megawatt combined cycle electric generating facility in the DuPont/ISP redevelopment area. Other uses are also being considered for this redevelopment area.

11. Intergovernmental Cooperation

The City is a member of the Union County Comprehensive Economic Development Strategy committee. This Committee prepared and received approval of its countywide strategy by the U.S. Economic Development Administration in 2002. Members include representatives from the municipalities who help to implement this strategy and monitor its progress. Participating in such regional activities will enable the City to ensure maximum regional and local benefits.

Other areas where the City could work with the State, County, and its neighboring municipalities include planning issues pertaining to recreation and service provision in order to enhance and ensure the cost-effectiveness of these services.

10. Borough of Mountainside

Because the Borough only provided its 1989 Master Plan, we were not able to compare local planning efforts with the State Plan.

11. Borough of New Providence

Documents Reviewed

- Comprehensive Master Plan (March 2003)
- Downtown Master Plan (April 2000)
- Local Ordinance, New Providence (September 2003)
- Ordinance establishing Historic Preservation Commission (October 2004)
- *Revised Draft* Periodic Reexamination Report, New Providence, (February 1988)
- Fair Share Plan, New Providence (January 1987)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

The Borough of New Providence is located in northwest Union County, has a population of approximately 12,000, and is surrounded by three municipalities in both Union and Morris Counties. New Providence is primarily residential. The central business district serves as the local and regional downtown shopping area. Bus and rail transit are available. The Borough, like other towns in the County, is nearly fully built-out with a limited amount of vacant, developable land. The Borough offers a total employment of approximately 10,000 jobs between the private and public sectors; Lucent Technologies is a major employer in New Providence.

New Providence is considered to be generally consistent with the State Plan intent, key concepts and policy objectives.

A higher degree of consistency could be achieved by incorporating capacity analysis, citizen-based planning, redevelopment, and infrastructure needs and initiatives into the town's overall planning efforts and by engaging in regional efforts with neighboring municipalities and the county.

B. Key Concepts and PA1 Intent

New Providence is generally consistent with the Key Concepts of the State Plan and the PA 1 Intent. The Borough's planning documents offer the following ideas, strategies, and programs to implement SDRP goals and maintain and improve New Providence's character as a PA 1 community.

Comprehensive planning is essential to achieving the goals of the State Plan. The 2003 Comprehensive Master Plan contains eight of the 13 Master Plan Elements, including the Statement of Goals and Objectives, Land Use, Housing, Circulation, Utility Service, Community Facilities, Recreation, and Conservation.

Due to the nearly built-out nature of New Providence, development is likely to occur through infill development and/or expansion of existing uses. In 1999, the Borough in conjunction with the Chamber of Commerce formed the Downtown Alliance and in 2000, the Alliance completed a Downtown Master Plan for the CBD. The Plan targeted investment in infrastructure systems within the CBD and provided policy and operational recommendations.

C. Policy Objectives

New Providence meets the policy objectives for PA1 as evidenced by the following –

1. Land Use

The local ordinance contains five residential districts including medium density (minimum lot area 15,000 - 18,000 square feet), high density (minimum lot area for single family 8,000 square feet, minimum lot area for two family 10,000 square feet), and garden apartments and townhomes permitted on minimum lot area of 2 acres. There are also three affordable housing districts in the Borough.

The local ordinance also contains a variety of commercial zones, including office and residential, Central Business District (CBD), neighborhood commercial, research laboratory, specialty commercial, and light industry. The CBD has no required minimum lot area, and permits a variety of uses including retail, personal services, restaurants, banks and auto-related uses. The minimum lot area of the research laboratory district is 150,000 square feet. The general height permitted throughout the districts is 2 to 2 ½ stories.

The 2000 Downtown Master Plan recommends a streetscape improvement program, improvements to circulation and transportation patterns, and utilization of shared parking strategies. The Downtown Master Plan also includes design guidelines for the CBD to reinforce

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the town character. Design guidelines include standards on building massing, horizontal courses, continuity of treatment, roofs, windows, entrances, signs, shutters, materials, awnings, and sidewalks and walkways, lighting, landscaping, and parking lots. The 2003 Master Plan also recommends that redevelopment design standards be finalized for existing commercial areas with a focus on pedestrian streetscapes, facade improvements, landscaping and other features. The Borough also encourages rehabilitation and upgrade of older buildings.

2. Housing

The Borough provides an array of housing types. According to COAH's October 2004 Municipal Status Report, New Providence received substantive certification in August 1998 and extended substantive certification in June 2004.

3. Economic Development

The Borough promotes economic development by encouraging the expansion of existing industrial and office uses and the appropriate conversions of industrial buildings to office use. The Downtown Master Plan encourages strategic land assembly in the CBD. The plan recommends various circulation improvements, including realignments of certain parking areas, to create a more efficient organization of land within the CBD. The plan is also based on a shared parking concept to minimize the disruption of traffic flow and reduce conflicts with pedestrian access. Shared parking utilizes land in an efficient manner, and organizes ingress/egress for adjacent businesses.

4. Transportation

New Providence has two passenger rail stations and commuter bus service. In both the Downtown Master Plan and the Comprehensive Master Plan, transportation improvements, such as installation of traffic calming techniques and additional pedestrian access ways, are aimed to capitalize on the compact nature of the CBD and overall walkability. The Comprehensive Master Plan also identifies discouraging additional traffic through residential neighborhoods otherwise the plan encourages expanding the network of paths and walkways connecting neighborhoods to schools, parks and the town center as additional goals.

5. Natural Resource Conservation

It is the Borough's goal to preserve ecologically sensitive lands (both open and forested), natural features, and historic sites and buildings through design and development standards.

6. Agriculture NA

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7. Recreation

It is the Borough's goal to preserve existing recreation areas for present and future needs. The Recreation Element of the Master Plan states that the Borough continues to acquire access along stream corridors to create green links and recommends expansion of the Borough's ROSI. As a response to planning efforts the Borough has installed a canoe launch area and nature trail in Oakwood Park, and renovated Grove Terrace, Hillview and Warner Place Fields.

8. Redevelopment

The Downtown Master Plan includes design guidelines for sidewalks and walkways. Access is designed for the safety, control, efficient movement, convenience and encouragement of pedestrian traffic into and out of the CBD. The plan calls for pedestrian walkways to be separate from the roadway. No specific Redevelopment Investigation Studies or Plans have been developed to date.

9. Historic Preservation

The Comprehensive Master Plan states that potentially historically significant sites have been identified and recommends that the inventory be updated. Currently, the Borough encourages new development to complement historic sites. To further this effort the Borough adopted an ordinance in 2004 establishing a Historic Preservation Commission.

10. Public Facilities and Services

The Borough enacted a flood plain ordinance in 1978. Although the infrastructure has nearly reached its life expectancy, the Borough maintains its water and sewer systems and considers them to be adequate.

The Borough renovated the former Lincoln School as a multi-purpose community facility to accommodate Borough offices, the Police Department, and the Rescue Squad. The Comprehensive Master Plan also states that the Borough intends to expand its library.

11. Intergovernmental Cooperation

No information was provided regarding the Borough's efforts in this area.

Areas where the Borough could work with the State, County, and its neighboring municipalities include planning issues pertaining to circulation, economic development, recreation, and service provision in order to enhance and ensure the cost-effectiveness of these services.

12. City of Plainfield

Documents Reviewed

- Zoning Map (2004)
- Recreation and Open Space Inventory – ROSI (April 2004)
- Green Brook Multiuse Trail Feasibility Study (June 2003)
- Local ordinance (December 2002)
- Master Plan, City of Plainfield (December 1998)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Plainfield is a mature community with well-established patterns of residential, commercial and industrial development. The City is accessed by major highways (Route 22 and the Garden State Parkway), and regional rail service (NJ Transit Raritan Valley line), which provides rail service to Newark, and connections to Hoboken and New York City. Due to the City's built-out nature, Plainfield will most likely experience growth through redevelopment and density-appropriate infill activities.

Plainfield is considered to be substantially consistent with the State Plan intent, key concepts and policy objectives.

A higher degree of consistency could be achieved by incorporating broader public participation and natural resource conservation into planning efforts and by engaging in regional efforts with neighboring municipalities and the county.

B. Key Concepts and PA 1 Intent

Plainfield is substantially consistent with the Key Concepts of the State Plan and the PA1 Intent. The Master Plan has suggested the following ideas, strategies, and programs to implement these goals and maintain and improve Plainfield's character as a PA1 community.

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Planning that is comprehensive is essential to achieving the goals of the State Plan. The City's 1998 Master Plan contains seven of the 13 Master Plan Elements found in the MLUL, including the Statement of Goals and Objectives, Land Use, Housing, Community Facilities/Social Services, Park, Recreation and Open Space, Circulation, and Historic Preservation. The Master Plan also includes an Appendix on existing demographics, and an inventory on the social services offered throughout the city and historic sites. At this time, the City may want to consider undergoing a Reexamination Report to meet its statutory obligation.

Planning that is based on capacity analysis is essential to achieving the goals of the State Plan. The Housing Element presents a projection of the City's housing stock, including the probable future construction of low and moderate income housing for the next six years. Like other Union County municipalities, due to the built-out nature of Plainfield, it is unlikely that there will be a significant increase in the number of new households. The Community Facilities Element also provides a projection of households based on the number of maximum school children possible. The maximum number of school children is based on the determination of the capacity of existing school facility conditions. This type of capacity based planning is important for considering the potential impacts on a community from redevelopment and development initiatives. In 1986, the City was approved for Certified Local Government Status. The Certified Local Government Program is a federal program administered through the State Historic Preservation Office, which affords eligible local governments preferential funding for historic preservation projects and participation in State and National reviews. With this funding, the City was able to prepare and publish Design Guidelines for Historic Districts and Sites to be used by the Commission in reviewing applications and assisting property owners with rehabilitation and new construction in historic districts. With funding by USEDPA, UEZ, CDBG, NJDOT, the City was able to initiate a project designed to reduce flooding within a 1.5 mile-long industrial corridor. The project includes the full storm water drainage system, roadway surface reconstruction, new curbs, sidewalks, landscaping, and lighting. Construction completion is scheduled for July 2005.

The Master Plan has identified and targeted geographic areas for redevelopment activities, and the City plans to direct its resources and activities to these areas for new construction and rehabilitation. Streetscape and infrastructure improvements are proposed as elements of these plans.

The Master Plan has targeted eight development areas and six redevelopment plans as places for more intensive redevelopment with mixed-use, commercial, residential, and industrial development. The Master Plan also identifies Transitional Areas and Nodes of Economic Opportunity. Transitional areas are areas of special concern because they show signs of disinvestment, and border upon blighted areas or commercial strips. The City intends to target these areas for stricter code enforcement, and prioritize them for rehabilitation programs and neighborhood activities. The Nodes of Economic Opportunity were identified to maintain a balance of economic growth throughout the City. There are seven identified areas for Nodes of Economic Opportunity.

It is important to plan for the protection, restoration, and integration of natural resources and systems. The City of Plainfield borders the Green Brook. The Army Corps of Engineers has proposed channel modifications to the portion of the Green Brook that flows through the city to remedy flood problems. The Master Plan recommends the active participation of the City for this project. Also, the City has established a Beautification Committee to promote the quality of life for its residents.

C. Policy Objectives

Plainfield meets the policy objectives for PA1 as evidenced by the following –

1. Land Use

It is Plainfield's goal to protect the character of their existing stable communities. Therefore, neighborhood preservation is a Master Plan Objective. The City intends to protect and reinforce the prevailing residential development patterns in the community from the intrusion of incompatible non-residential uses.

The City promotes the diversification of land uses. There are seven residential zones including Very low density (single family uses at one dwelling unit/acre), Low density (single family uses at 1.9 dwelling units/acre), Low-moderate density (single family uses at 3.4 dwelling units/acre), Moderate density (single family uses at 5.3 dwelling units/acre and 8.7 dwelling units/acre for two family uses), Medium density (single family uses at 7.2 dwelling units/ acre and two family uses at 8.7 dwelling units/acre), Medium-high density (single family uses at 6.2 dwelling units/acre, two family uses at 8.7 dwelling units/acre, and multi-family uses at 10-12 dwelling units/acre), and High density (single family uses at 8.7 dwelling units/acre, two-family uses at 11.6 dwelling units/acre, and multi-family apartments at 10-18 dwelling units/acre).

There are a variety of non-residential zones in the City including Neighborhood Commercial, Central Business District, Professional Office, Mixed use, General Commercial, and Industrial. Neighborhood Commercial permits uses intended to serve the immediate surrounding area. The Central Business District is where economic development is focused. Permitted uses include retail, commercial service, offices, schools and mixed-use residential dwellings at 50 dwelling units/acre. The Professional Office and Mixed Use zones allow the conversion of residential dwellings into professional offices. The City has also designated 10 Historic Districts located throughout the City.

The City has ensured the efficient and beneficial utilization of scarce land resources throughout the City to strengthen its existing diversified and compact nature. For example, the City has experienced a decline in the number of private sector jobs, particularly in the past six years. This decline is due to the relocation of manufacturing companies from the City to other portions of the State and County, and the lack of growth in other businesses such as technical, managerial

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and sales. What are left behind are abandoned industrial sites that can have a negative impact on adjacent properties. Plainfield has recognized the potential of these fallow sites for redevelopment initiatives and has adopted several Redevelopment plans.

2. Housing

Plainfield has a diverse housing stock in terms of architectural design and affordability. The City would like to maintain the existing housing density, and discourage residential conversions into more dense residential and commercial developments. Infill development, as with new residential construction, is encouraged, but it will be subject to community design guidelines and permitted only at a density similar to its neighborhood.

The portion of owner-occupied (51%) and renter occupied housing (49%) is generally evenly split. Family size in the City has been on the rise, and has put pressure on the City's existing housing stock, therefore creating overcrowded housing conditions. The City intends to promote modernization of the housing stock, and identify the City-owned property for infill development to deal with this rising demographic trend.

The City has taken significant action to develop affordable housing. The 1988 Housing Element assessed the City's fair share housing obligation, and in 1989 the City received substantive certification from COAH. It has partnered with non-profit organizations and the Board of Education to create affordable housing. These new housing opportunities will attract a diverse residential population. A total of 200 additional affordable housing units are anticipated to be constructed in certain redevelopment areas. The NJHMFA's Urban Home Ownership Recovery Program subsidizes the Arlington and South Second Street Redevelopment areas, as well as another housing development project on West Seventh Street.

There is a problem with vacant and boarded up structures primarily in the Fourth Ward. The City plans to eliminate this negative housing condition through code enforcement measures, tax foreclosure, or creation of public-private housing developments. These structures have a negative impact on adjacent neighborhoods, property values, and quality of life. It is the City's policy to eliminate such structures. The City has partnered with, and donated City-owned lots to Habitat for Humanity; Faith, Bricks and Mortar; and a County approved Community Housing Development Organization for the construction of affordable housing. The City also entered into an agreement with the Board of Education and developed a pilot program, Youthbuild, where high school students rehabilitate City donated property for affordable housing. Plainfield has also created new housing opportunities through adaptive reuse methods. The Tepper's Department Store was a multi-story department store, and has been rehabilitated into 75 apartment units, 24,000 square feet of retail and 16,000 square feet of community space.

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The City also intends to create home ownership opportunities for its residents through the creation of a homebuyer program. The City-acquired properties will be sold to income-eligible residents for rehabilitation.

3. Economic Development

The City promotes economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements that support an identified role for the community within the regional marketplace. For example, the City has capitalized on existing abandoned industrial sites throughout the City for redevelopment initiatives, and identified some areas as “nodes for economic opportunity.” The Central Business District (CBD) is located in an Urban Enterprise Zone (UEZ) and is targeted as the main area for economic development in the City. The City, along with merchants and other stakeholders will develop a Targeted Growth Plan for the CBD to address issues impacting the growth of the district including parking availability, impacts of “big box” retail, and transit-related development.

The Small Business Development Center (SBDC) of Kean University has a satellite office in Plainfield. The SBDC has provided 185 one-hour counseling sessions to both start-up businesses and established small business owners. The City is sponsoring the SBDC to establish additional workshops for business owners.

An Industrial Business Market Analysis and City Marketing Strategy was completed with NJDCA/NJRA funding. The Analysis included local GIS analysis, economic development and a market analysis.

4. Transportation

It is Plainfield’s goal to provide a circulation system that integrates and coordinates different modes of transportation to move people and goods safely and efficiently within and through the City while providing appropriate access to the community’s various land uses and improving economic opportunities for residents. The City also strives to encourage pedestrian activities and link residential neighborhoods with community facilities, commercial areas, and public transportation routes.

The Master Plan provides a diverse set of recommendations. These recommendations include streetscape and infrastructure improvements in the CBD, traffic flow and safety improvements throughout the City, ADA improvements to sidewalks, and maintenance programs. The Master Plan also suggests that the City undertake several studies and activities related to traffic calming, signage, parking lot improvements, bicycle circulation, and street lighting.

5. Natural Resource Conservation

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In 2000, Plainfield was selected to serve as a “test” redevelopment site under the U.S. Environmental Protection Agency (USEPA) Brownfields Assessment Demonstration Pilot Grant Program. The mission of the Pilot Program is to institute a comprehensive approach to recapturing sites that fit the federal Brownfields classification or as blighted sites.

The Land Use Ordinance utilizes “Minimum Improvable Area” requirements to ensure that new development does not encroach on environmentally sensitive features.

6. Agriculture

The County of Union has recently purchased the six-acre Peterson Farm, one of the last working farms in Union County. The Peterson family continues to live at the farm and operate the farm. If the Peterson’s choose to leave the farm the land will remain as open space however the City would like the property to continue as an operating farm.

7. Recreation

The City intends to secure as much open space/recreational land as it can to increase and sustain the quality of life for its residents. The City continually invests in the maintenance and upgrading of its park system through its Capital Investment Program, annual appropriations, County and/or State grants and loans. In 1999, the City’s Parks and Recreation Department undertook a complete analysis of all public facilities including their current condition, maintenance issues, and future needs. In 2004, the City completed a comprehensive ROSI, which identified 134 acres of parks and open space.

In 2003, the City of Plainfield, the New Jersey Department of Transportation and Urbitran Associates began studying the feasibility of a four-mile multi-use trail along the Green Brook in Plainfield. It would run from the Dunellen border to the Scotch Plains border. The proposed multi-use trail would link County parks within and between municipalities and to the large reservations within the Union County Park System. The New Jersey Department of Transportation (NJDOT) awarded Plainfield a design grant in 2004 and the City expects to have a complete design for the four (4) mile long trail in 2005.

8. Redevelopment

There are six redevelopment areas in Plainfield. The development areas are targeted for streetscape and infrastructure improvements, design standards, upgrading of existing neighborhood commercial nodes, enhancing pedestrian activities, rehabilitation of residential units, code enforcement, industrial development, and infill development including mixed-use, commercial and residential.

The six Redevelopment Areas are:

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- Park – Madison Redevelopment Plan
- Tepper’s Tract Redevelopment Plan
- Arlington Heights Redevelopment Plan
- Marino’s Redevelopment Plan
- North Avenue Redevelopment Plan
- Scattered Redevelopment Plan (includes 197 redevelopment sites)

9. Historic Preservation

In 1985, with the assistance of a Historic Preservation Survey and Planning grant from the State Historic Preservation Office, the City completed a historic resources survey. In 1988, the City’s Division of Planning and Community Development prepared a Historic Preservation Master Plan Element, which addressed the preservation of historically significant areas. The City then adopted a historic preservation ordinance that created historic preservation districts and development controls under the jurisdiction of a Historic Preservation Commission. 10 historic districts have been established in the City.

10. Public Facilities and Services

Planned and on-going construction programs for the City’s school system include the replacement of one school and additions and renovations to others. The City plans to locate new community facilities within the CBD to encourage use of public transportation.

11. Intergovernmental Cooperation

The City is a member of the Union County Comprehensive Economic Development Strategy committee. This Committee prepared and received approval of its countywide strategy by the U.S. Economic Development Administration in 2002. Members include representatives from the municipalities who help to implement this strategy and monitor its progress. Participating in such regional activities will enable the City to ensure maximum regional and local benefits.

13. City of Rahway

Documents Reviewed

- House Street Number Map with 15 highlighted Redevelopment Areas (not an official map; for illustrative purposes only) (no date)
- Union County Cross-Acceptance Questionnaire and maps (December 2004)
- Union County Comprehensive Economic Development Strategy Annual Report Update (2004)
- Planning and Redevelopment Study of the Transportation Development District (February 2000)
- Rahway Zoning Manual (undated)
- Central Business District Redevelopment Plan (April 1998)
- Zoning Map (1997; revised in 2002 and 2005)
- Master Plan, City of Rahway (October 1996, revised April 2002)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

The City of Rahway is approximately 3.99 square miles and has a population of approximately 25,000. It is located in south-central Union County, is nearly built-out, and is surrounded by three municipalities. Rahway is a mature community with well-established patterns of residential, commercial and industrial development. Over the years, the City has evolved from being Union County's most industrialized municipality into a largely suburban community with a variety of housing and recreation opportunities, small industries and shopping establishments, and a downtown area. U.S. Route 1&9 and St. Georges Avenue (a.k.a. State Route 27) are the major thoroughfares that traverse the City. The City can also be accessed from the New Jersey Turnpike and the Garden State Parkway. Two New Jersey Transit lines – the Northeast Corridor and the North Jersey Coast Line – have stops in Rahway. The Northeast Corridor line provides rail service between Trenton and New York City, and the North Jersey Coast Line provides service to various shore communities in Monmouth and Ocean Counties.

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New Jersey Transit bus service is also available from Rahway to Newark and to New York City. Due to the City's built-out nature, Rahway will most likely experience growth through redevelopment and density-appropriate infill activities.

Rahway is also home to the Union County Arts Center, a 1928 historic theater and major regional cultural resource that has been renovated and is on the New Jersey and national registers of historic places. In the 2001 SDRP, Rahway was identified as an existing Regional Center. Regional centers serve as major employment centers and offer regional services for the surrounding area. Features such as the Union County Arts Center and the train station help promote Rahway as a regional locale.

Based on a review of the planning documents we received, Rahway is considered to be generally consistent with the State Plan key concepts, intent for Metropolitan Planning Areas, and policy objectives. A true determination of consistency could not be achieved in the following areas either due to a lack of information or because of the age of the planning documents provided. These areas include comprehensive planning and intergovernmental coordination.

B. Key Concepts and PA1 Intent

Rahway is consistent with many of the Key Concepts of the State Plan and the PA 1 Intent. The City's planning documents offer the following ideas, strategies, and programs to implement SDRP goals and maintain and improve Rahway's character as a PA 1 community.

Planning that is comprehensive is essential to achieving the goals of the State Plan. The City's 1996 Master Plan contains nine of the 13 Master Plan Elements found in the MLUL, including the Statement of Objectives, Land Use, Housing, Economic, Utility Services, Community Facilities, Open Space and Recreation, Historic Preservation, and Recycling elements. The Master Plan was written with the intention of enabling Rahway to adapt to the economic and regional forces of the 21st century and respond in a way that sustains economic development and protects its citizens' right to a high quality of life. In preparing the Master Plan, the City took a citizen-based approach and gained input from its Master Plan Subcommittee as well as various other stakeholder groups with local and regional interests and perspectives. The Master Plan refers to several parcels that potentially could be redeveloped. The Union County Economic Development Strategy Annual Report Update of 2004 identifies a total of 11 projects that were expected to be underway or completed in 2004-2005. Because of the age of the Master Plan, the City could achieve greater consistency by undergoing a Reexamination Report to update progress on the projects that were recommended and identify changes that have occurred in the City since the 1996 Master Plan.

Planning that is based on capacity analysis is essential to achieving the goals of the State Plan. The 1996 Housing Element presents a projection of the City's housing stock, demographic, and employment characteristics. This element also includes both past and the probable future

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construction of low and moderate-income housing. The Community Facilities Element examines the schools' capacity as compared to the enrollment through the 1995-1996 school year and the Board of Education's plans to deal with its aging schools. This element also proposes additional community recreation facilities especially near the downtown. This type of capacity based planning is important for considering the potential impacts on a community from redevelopment and development initiatives.

It is important for planning to focus on physical or functional features that do not necessarily correspond to political jurisdictions. The greatest example of this in Rahway is the City and New Jersey Transit cooperating on the improvements to the Rahway Train Station, a hub for two of New Jersey Transit's train lines. The Union County Resource Recovery Facility is located in Rahway, and the City, County and Union County Utilities Authority have worked together on various issues regarding this facility.

Planning should be closely coordinated with and supported by investments, programs and regulatory actions. Rahway has utilized various funding sources over the years. A few examples include Community Development Block Grants (CDBG) for home rehabilitation activities and for preparing its 1996 Master Plan, all levels of funding for street resurfacing, and an ISTEA Transportation Enhancement grant for a one-mile bicycle trail through sections of the County owned parks along the Rahway River. The City sought grant funding to develop a remediation investigation and prepare a remediation plan of Brownfield sites to be used by the City or potential purchasers. The City believed that these actions would make these sites more attractive for redevelopment. The City also explored using the Environmental Opportunity Zone Act for redevelopment.

Planning should maintain and revitalize existing communities and contribute to the creation of diverse, compact human scale communities. The City intends to protect residential neighborhoods from commercial, industrial, and office encroachments and to ensure that new development on vacant or underutilized lands is in keeping with and improves the existing neighborhood character. Because Rahway is mostly a built-out community, redevelopment plays an important part in its future development and revitalization. For instance, the City has remediated the three City-owned Brownfield sites identified in 1995 by the New Jersey Department of Environmental Protection to better position these sites for redevelopment. The remaining 23 sites identified as Brownfields were privately owned and as of 1996, the owners were working with NJDEP on clean up action. The establishment of the Transportation Development District along the U.S. 1&9 corridor incorporates regional and local economic development and transportation planning.

The City encourages mixed-use development where appropriate, a variety of housing types, and partnering with the private sector to create diverse communities. After the City formulated a plan to revitalize its CBD, the Rahway Center Partnership was formed in 1990 to oversee this plan. Rahway's CBD is somewhat unique in that it is more of a service/office and residential center and less of a retail center than most small city downtowns. Revitalization of the City's

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riverfront is a priority too. Since the 1970's, the City has operated the Comprehensive Housing Rehabilitation Program that brings substandard units occupied by low and moderate-income families up to code.

Sound planning also requires that natural features and conditions be accounted for and their impact on land use evaluated. One of the City's goals is to preserve open space and protect natural, cultural, and historic resources. An aspect of this is a systematic plan for the acquisition of riverfront and upland parcels for additional open space and parkland.

The City has made substantial investments in its infrastructure and community facilities. These investments are important priorities for PA 1 communities. Specifically, the areas of greatest concern for Rahway are the sanitary sewer system, storm drainage system, and circulation, including parking for mass transit users. Flooding remains a regional problem in the County. The City has undertaken various infrastructure improvement programs to address each of these systems. The City has also helped to upgrade its community facilities to better serve those who live and work in Rahway and the region.

Since Rahway is bordered by three other municipalities and has several Union County facilities located in the City, exploring various ways to work cooperatively with the County and the surrounding communities could provide additional benefits.

C. Policy Objectives

The City of Rahway meets the policy objectives for PA1 as follows –

1. Land Use

Revitalizing and redeveloping the City's downtown area is one of the City's highest priorities. Utilizing various planning tools will help to ensure the economic health and viability of these areas for the long-term. The overall aim of the City's downtown plan is to create a mix of uses in an active pedestrian environment that supports transit use.

The City uses its Zoning Ordinance as the main tool for maintaining and improving Rahway's character and for creating diverse land uses. Because of some discrepancies between the Master Plan and the Zoning Ordinance, the Master Plan recommended that the City revise its zoning Ordinance to increase consistency between the two. One of these changes was to define new land use designations to encourage new development or redevelopment in the downtown by redesignating a "highway commercial" zone to a "central business" zone. In 1997, the downtown area was designated as a "Central Business District" zone. This designation and other supportive changes to the design standards can transform this area into a true downtown and encourage higher density development and a greater mix of uses. The Master Plan also encourages community open spaces within the downtown in front of the newly renovated New Jersey Transit train station and on Main Street at the gateway to the CBD.

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The Master Plan encourages mixed-use development in the downtown with residential units on upper floors and more diversified employment-generating uses in downtown. The Master Plan also suggests that artist work/live space be allowed in the downtown because of its close proximity to the train station, its ability to help improve the CBD, and in order to make use of limited land resources. Another important aspect is creating bikeway and pedestrian links from the riverfront to the CBD and the train station.

According to the Union County Comprehensive Economic Development Strategy Annual Report Update of 2004, there were a total of 11 development projects that were underway or expected to be completed in 2004-2005. 4 of these projects are mixed use projects.

2. Housing

Over time, Rahway has become a mature and established suburban community. One of the City's goals is to encourage adequate affordable housing opportunities for young families and senior citizens. Nearly 45% of the City's housing stock was constructed prior to 1940. Typically, an aging housing stock portends the need for housing rehabilitation and maintenance efforts. The City uses Community Development Block Grants to fund the rehabilitation activities of Rahway's Comprehensive Housing Rehabilitation Program. These funds can only be used for low and moderate-income families' housing. In 2002, the City sought an amendment to its COAH plan to reflect the construction of a new 150 unit affordable housing complex. According to COAH's October 2004 Municipal Status Report, the City's Housing Plan received COAH certification in January 1999. The City's 1999 COAH second round Substantive Certification was extended on January 5, 2005 for one additional year.

The Housing Plan states that additional multi-family units are located within the downtown above the commercial uses on the first floor and were expected to increase through redevelopment projects.

According to the Union County Comprehensive Economic Development Strategy Annual Report Update of 2004, nine development projects included the construction of new residential units and were underway or expected to be completed in 2004-2005. These projects included both market rate and affordable housing units. Some projects are solely residential projects while others are mixed use projects.

3. Economic Development

Rahway has made many improvements in its downtown area as well as along its riverfront that capitalize on its train station, natural features, and community resources, all of which it sees as important elements to its revitalization strategy. The City has also taken a proactive approach to foster economic development in light of the declining employment opportunities in the industrial sector and created a favorable industrial climate. This has led to the retention and

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expansion of major employers in the City including Merck & Company, Inc. and the Robert Wood Johnson University Hospital at Rahway (formerly known as Rahway Hospital) in addition to smaller manufacturing and businesses. According to the Master Plan, these efforts have also helped the City to retain its employment base.

The Economic element of the Master Plan concludes that Rahway should utilize the Union County Arts Center, one of the most significant anchors of the downtown, as a magnet to attract and expand existing specialty stores and businesses that desire a more “mixed use” main street. The Master Plan also predicted an influx of “arts related” employment to compensate somewhat for losses of employment in the retail sector as well as increases in professional and managerial employment at Merck and the hospital. This element also recommends that the City capitalize on the renovation to the train station and build on businesses that cater to commuters in the downtown.

In 1996, a Transportation Development District (TDD) was established to address demands associated with economic development opportunities along the U.S. Route 1&9 corridor in Union County. The TDD also includes Port Elizabeth and Linden Airport sub-areas.

Rahway then initiated its Planning and Redevelopment Study of the Transportation Development District in February 2000. The purpose of the Study was to set forth recommendations for potential Redevelopment Areas or for attracting higher and better uses to these Rahway sites as well as analyzing potential development and redevelopment opportunities both within and in the immediate vicinity of the TDD.

4. Transportation

Rahway has extensive public transportation options. Its train station is on the New Jersey Transit Northeast Corridor and the North Jersey Coast Line providing rail connections between Trenton and New York City and shore communities. New Jersey Transit bus lines also run through Rahway with connections to Newark and New York. The City worked with New Jersey Transit on the multi-million dollar train station renovation project to help increase ridership and enhance the City’s CBD. The Circulation Element also discussed the proposed realignment of U.S. Routes 1&9 and its impacts on the City’s circulation, land use, and development potential of parcels along this route if the project went through.

The Master Plan recommended that the Rahway Parking Authority acquire vacant land to provide additional commuter parking anticipated by the renovations to the train station and to create a shared parking facility for both commuters and the Union County Arts Center. The City’s Parking Authority responded by creating a 524 car parking space deck that was completed and opened in January 2005. The establishment of a Transportation Development District (TDD) is another important element of the City’s transportation planning efforts.

5. Natural Resource Conservation

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One of the City's goals is to preserve open space and protect natural, cultural, and historic resources. The Union County Arts Center is the City's central focus for cultural and community events. Its recent renovations and importance to the City and the region are discussed throughout this report.

The Open Space and Recreation Element calculated approximately 230 acres of parkland in Rahway owned by the City, County, and the Rahway Board of Education that provide active and passive recreation opportunities. There are five County parks and 18 municipal parcels of parkland in Rahway. The Rahway River Park draws visitors from throughout the County and the greater New York metropolitan area due to its design and quality of its facilities.

As of 1996, either renovations were underway or the City was planning renovations at several parks throughout the City. Rahway also received a \$150,000 ISTEA Transportation Enhancement grant for a one-mile bicycle trail and pedestrian walkway through sections of the County owned parks along the Rahway River to local streets that lead into the downtown area. This project will provide an important link in the linear park system, and the City views this as another important element to its overall revitalization strategy.

The City has been undertaking extensive efforts to acquire land for open space purposes. Housing and businesses that sustained repeated flooding were acquired and cleared, and the land they were on has been added to the City's inventory of open space. New walkways and bike trails have been added along Rahway's riverfront as part of the revitalization plans for their waterfront. The City also obtained funding from the Green Acres program and the New Jersey Conservation Foundation to create a new City-owned park along the Rahway River that would include riverfront oriented facilities, including a boardwalk over wetlands and a fishing pier.

There are also several areas of wetlands in the City located in close proximity to the Rahway River and the branches that traverse the City. These wetlands have remained undeveloped or have been acquired by the City or Union County for conservation and open space purposes.

The City has an Open Space Zone in its Ordinance whose sole purpose is to preserve City and County parklands and to ensure that undeveloped lands remain open for future parks, flood protection, or conservation purposes.

6. Agriculture N/A

7. Recreation

The Master Plan states that the City had provided funding for improvements to the Rahway YMCA, which provides recreation programs for all ages. It also states that the City proposed that a new, state-of-the-art community center be built to provide additional space for recreation

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programs and activities. The City's 32,000 square foot, state of the art Recreation Center was completed and opened in January 2000. This facility is located behind City Hall in the downtown area.

One of the City's projects that were scheduled to begin construction in 2004 is a residential project that will be complimented by a park area along the river.

8. Redevelopment

The Master Plan encourages that when redeveloping sites; strong pedestrian linkages and activities should be incorporated into these plans, especially for sites located within the CBD and downtown areas. The City's consultant is in the process of completing the design of a bikeway/walkway to connect the Bridge Street Bridge improvement to the Merck campus. A bid proposal for this bikeway/walkway is expected in 2005.

The TDD planning effort is part of the City's comprehensive redevelopment strategy for the entire City. Along with the TDD effort the City has designated a number of Redevelopment areas, several of which incorporate the CBD.

9. Historic Preservation

Because of Rahway's age, there is a range of architectural styles depending on the time that these historic structures were built. The renovations to the historic Union County Arts Center boosted historic preservation efforts. The Merchant and Drover's Tavern is a local museum owned by the Rahway Historical Society; there were plans and specifications for a full restoration in 1996.

The Historic Preservation Element identified three historic streetscapes and 31 structures that were worthy of local historic designation. It suggested that one of the streetscapes be designated as a "local historic streetscape" and that these structures be designated as "local historic sites." It also recommended that the downtown area be designated as an "historic district" whose regulations would include appropriate design guidelines. Another recommendation is that the Historic Commission review and submit comments on any applications for alterations to existing structures or for new buildings in the downtown as well as alterations within 200 feet of these districts, streetscapes, and sites.

10. Public Facilities and Services

Rahway has invested in its public facilities and infrastructure. The City has rebuilt its City Hall, firehouse, and post office. The Master Plan states that the City also planned to make improvements to the schools, library, and police force. The Master Plan also recommended that the space in front of the train station be reconfigured to create a downtown community plaza and event space. The land in front of the Train Station was acquired and an open plaza was

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completed in 2002. The City also implementing its 1993 Storage Tank Management Plan, by completing the removal of underground storage tanks at various public facilities and have established an ongoing monitoring program in 2005.

A high priority for the City is the separation of its sanitary and storm sewer systems which the City plans on completing by April 2005. Since the early 1980's, the City has focused its efforts on separating these two systems to deal with infiltration problems. Stormwater drainage and flooding are other major concerns to the City because a substantial portion of Rahway's total land area is flood prone. This represented a physical constraint to development which should be minimized or eliminated when the system separation is completed. The City has worked with both federal and state agencies over the years on flood mitigation measures. This has helped to ameliorate those areas that have been most vulnerable to flood damage by the 2-, 5, or 10-year storms. There are isolated areas of the City that still that could endure flooding during a 100-year storm.

These investments in the City's infrastructure and community facilities are important priorities for PA 1 communities as they are typically older and require attention.

11. Intergovernmental Cooperation

The City worked with New Jersey Transit on the multi-million dollar train station renovation project to help increase ridership and enhance the City's CBD. The TDD planning effort is another example of regional cooperation.

The City is also a member of the Union County Comprehensive Economic Development Strategy committee. This Committee prepared and received approval of its countywide strategy by the U.S. Economic Development Administration in 2002. Members include representatives from the municipalities who help to implement this strategy and monitor its progress. Participating in such regional activities will enable the City to ensure maximum regional and local benefits.

Other areas where the City could work with the State, County, and the three municipalities that surround it include planning issues pertaining to circulation and service provision in order to enhance and ensure the cost-effectiveness of these services.

14. Borough of Roselle

Documents Reviewed

- Union County Cross-Acceptance Questionnaire (December 2004)
- Local Ordinance, Roselle (January 2003)
- Urban Enterprise Zone Application Package (June 2002) including,
 - First Avenue Redevelopment Plan (March 2000), and
 - Central Business District – Midtown Redevelopment Plan (March 2000).
- Zoning Map, Roselle (May 9, 1997)
- Reexamination Report, Roselle (July 1996)
- Zoning Map, Roselle (February 14, 1990)
- Master Plan, Roselle (1979)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Roselle exhibits several characteristics of a PA1 town including its mature settlement pattern, aging infrastructure system, changing housing market, and close proximity to major metropolitan centers like Newark and New York City. Due to the nearly built out character of Roselle, new residential development will occur through the expansion of existing houses or demolition of existing structures. As of 1996, the only significant amount of vacant, developable land consisted of the Roselle golf course, empty lots that are the result of the destruction of an existing structure by fire, condemnation or deterioration, or undersized lots which are unbuildable. Given the lack of land for residential development, the Borough has been concentrating on encouraging commercial development especially within the CBD. New commercial development will most likely occur in the form of infill development and/or through the designation of redevelopment areas.

Based on a review of the planning documents we received, Roselle is considered to be generally consistent with the State Plan intent, key concepts and policy objectives. Undertaking comprehensive planning, historic preservation, and expanding regional efforts with neighboring municipalities and the county could achieve a higher degree of consistency.

B. Key Concepts and PA1 Intent

Roselle is consistent with many of the Key Concepts of the State Plan and the PA1 Intent. The Borough's planning documents offer the following ideas, strategies, and programs to implement these goals and maintain and improve Roselle's character as a PA 1 community.

Because the Master Plan dates back to 1979 and the last Reexamination Report was completed in 1996, the Borough could achieve greater consistency by undergoing a full update of its Master Plan to update progress and identify recent changes that have occurred.

As per the recommendation of the 1989 Reexamination Report, the Borough adopted a comprehensive zoning ordinance. Revisions included a new townhouse zone, designation of conditional uses or non-preferred uses (used car lots, auto body shops and mixed use vehicle service establishments), and a schedule of bulk requirements.

Planning that is citizen-based is essential to achieving the goals of the State Plan. During the last reexamination process, Roselle solicited the public for their input on master plan issues, such as land use and transportation. Roselle also received designation as an Urban Enterprise Zone (UEZ) community in 2002. For the completion of the Zone Development Plan, the Borough solicited input from all stakeholders, including elected officials, municipal planning and development representatives, local, business associations, including a steering committee with representatives from the Chamber of Commerce, the Residents Revitalizing Roselle, and the public. The Borough also encouraged the affected business owners to form an alliance. As a result, in 2002, the local business owners formed and incorporated the Roselle Chamber of Commerce.

Planning that is based on capacity analysis is essential to achieving the goals of the State Plan. In the 1996 Reexamination Report, the Borough analyzed its existing demographics, housing trends and employment characteristics to project the Borough's future needs. The Borough learned that it must expand housing opportunities to attract a balanced residential population. The Borough also intends to create pedestrian oriented convenient places and attract neighborhood retail uses that will serve the increasing elderly population and residents who do not own vehicles.

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. A new commercial development was proposed along the Roselle-Elizabeth border. The two municipalities worked together successfully to advance this project. The new commercial development in Elizabeth has acted as a catalyst for Roselle to consider rezoning that property from industrial to commercial so the land use would become more compatible with the zoning in Elizabeth.

Planning should be closely coordinated with and supported by investments, programs and regulatory actions. Roselle has obtained primarily grant funding for a variety of projects for the

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rehabilitation of housing and community facilities, the Fire Department, redevelopment efforts, streetscape design, and infrastructure upkeep.

Planning should maintain and revitalize existing communities. It was the primary concern of the Borough to redevelop areas within its Central Business District (CBD) specifically the site of the former railroad station in order to encourage compact growth. The Borough also plans to promote the highest quality of design standards for signage, lighting, landscaping, access, and the use of building materials throughout the community.

The Borough is exploring potential sites for the location of a new station for the proposed Union County Cross County Light Rail System.

C. Policy Objectives

Roselle meets the policy objectives for PA1 as follows –

1. Land Use

The Borough plans to encourage the diversification of land uses, including residential, commercial, industrial and recreational land. The zoning ordinance permits two types of residential uses including medium-density (single family homes and townhouses at 5,000 to 6,000 square foot minimum lot size), and low-density (single family homes at 30,000 to 40,000 square foot minimum lot size). Garden apartments are permitted at 16 units per structure in certain residential zone. The zoning ordinance permits various types of non-residential zones including businesses, central business, offices, commercial, industrial and commercial/industrial.

Through the comprehensive review of the ordinance, the Borough rezoned the site of the former railroad station to foster and encourage redevelopment of the site. The Borough recognized that the former railroad station site needed to be rezoned in order for the CBD to develop cohesively and as a compact pedestrian-oriented center. The Borough also established a beautification committee to concentrate on improvement needed throughout the community for residential, vacant and business properties, streets, playgrounds, and parks.

Through analysis of Borough-owned land within the St. Georges Avenue Retail District, Roselle has shown interest in consolidating adjoining parcels to sell to a developer. This type of action helps ensure efficient and beneficial utilization of scarce land resources to strengthen its existing diversified and compact nature. The main goal of the Central Business District – Midtown Redevelopment Plan is to encourage the conversion of certain adjoining residential properties to commercial office use to draw more people to the area and again promote the diversification of land uses.

2. Housing

Even though new residential development is limited in the Borough, they plan to enhance their residential nature as much as possible and to provide a variety of decent and affordable housing opportunities for their residents.

As of 1996, the residential structures in the Borough were aging and suffering from lack of proper maintenance. The potential for fire due to arson or inadequate safety measures had increased. From funds supplied in a State grant, the Roselle Neighborhood Preservation Program was able to improve 19 residential properties. The program limits residential improvements to the second ward and low-income residents. In 1999, the rehabilitation of the Sheridan Gardens began, which is a public housing project for people aged 55+ years. It was the result of public funding from the Borough and the County.

The new zoning requirements for the Central Business District – Midtown redevelopment area permit street level retail use with residential uses on the second story. This will not only provide additional housing opportunities in the Borough, but it will create an economic base for the new commercial development. There was no information about the Borough's plan in COAH's October 2004 Municipal Status Report.

3. Economic Development

The Borough promotes economic development by encouraging strategic land assembly. Within the St. Georges Avenue Retail District, Roselle is interested in consolidating and selling adjoining parcels to a developer, most likely for development as a parking facility.

In 2002, the Borough qualified for UEZ designation. Roselle adopted a Preliminary Enterprise Zone Development Plan for three redevelopment zones and formed an enterprise zone corporation as its management entity. The Borough encourages job training and other incentives to retain and attract businesses, especially in the UEZ. The main goals of Roselle's UEZ are to increase productivity and employment, create a safe and productive business environment, and improve the public infrastructure and streetscape for a strong, self-sufficient economy.

Other improvements that have resulted from the Zone designation include the purchasing of new sidewalk cleaning machines to be used only in the Zone, the hiring of additional police for additional foot patrols of the Zone, and the provision of trash pickup for the Zone business owners who have opted out of using private services.

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As of 1996, general road improvements have been completed including the resurfacing of streets, and the installation of new sidewalks, aprons and handicap ramps along certain streets. The Borough is exploring potential sites for the location of a new station for the proposed Union County Cross County Light Rail System. NJ Transit, Voorhees Transportation Center, and Union County are currently studying the System for various connections and mode options. The Cross County Link will most likely connect from the Newark-Elizabeth Rail Link (NERL) extension at Midtown Elizabeth to Cranford.

5. Natural Resource Conservation

The Borough has applied for funding under the Brownfields Assessment, Revolving Loan Fund, and Cleanup Grants Program. If granted funding, sites contaminated by petroleum and hazardous substances, pollutants, or contaminants will be eligible for clean-up activities.

6. Agriculture N/A

7. Recreation

The Borough plans to maintain and upgrade their existing recreational areas continually and to provide year-round recreational activities for their residents. The two largest recreational areas in the Borough are the County-owned Warinaco Park (197 acres), and the privately owned Roselle Golf Course (97 acres). As of 1996, a tot park has been completed, and a second park was scheduled for completion.

8. Redevelopment

There are three redevelopment areas in the Borough. The goals of each redevelopment area are consistent with the traditional urban fabric in that they support high-density commercial and residential development, permit a range of uses broad enough to encourage activity beyond the traditional workday, and require pedestrian-oriented design. The Borough is 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). For example, a Commercial/Residential Transition Zone was designated in the First Avenue Redevelopment Plan.

In the late 1980s, the Roselle Development Agency was established by the Borough to manage the completion of the redevelopment of the St. Georges Avenue retail district redevelopment area. The main goal of the redevelopment plan was to secure a major anchor retail store. During the comprehensive review of the ordinance, the Borough decided to rezone the district as commercial to accommodate the proposed redevelopment plans. Subsequently, new construction of a retail-wholesale grocery store was completed, adding to the growth of the District. An abandoned auto body shop and two residential structures were razed, increasing the opportunity for growth and development for the District redevelopment area. With the

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redevelopment of the District, the Borough expects that new growth will spill over the boundaries of the District and into Linden, the adjacent town.

Along with the St. Georges Avenue Retail District, there are two other redevelopment areas the Agency oversees, which are the First Avenue Redevelopment Area and the Central Business District – Midtown Redevelopment Area. These plans incorporate the abandoned railroad station site where CVS received approval to construct an 18,500 square foot structure that will contain a significant amount of off-street parking. The Agency has also proposed a parking facility in the CBD to provide for much need parking although property has not been purchased yet. The new zoning requirements for the Central Business District – Midtown redevelopment area permit street level retail use with residential uses on the second story.

With the establishment of these redevelopment areas, a significant portion of the North side of the Borough is now designated as Redevelopment Zones, and growth can occur cohesively. As a result, there has been a resurgence of retail and commercial development within all of the Redevelopment Zones.

Potential sites that the Borough is exploring for the location of a new station for the proposed Union County Light Rail System are within the Central Business District – Midtown Redevelopment Area which would promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.

9. Historic Preservation

Although in their planning documents the Borough intended to promote historic preservation, there is no evidence of the Borough furthering this goal.

10. Public Facilities and Services

The Borough lies within the boundaries of the Morse's Creek drainage basin, and there are three main watercourses, which cause flooding, and as a result discourage development and decrease property values. Through State and County funding, the Borough was able to secure a total of \$5 Million for the construction of a flood control basin. As a result, a substantial number of parcels will no longer be designated in Flood Zone A, and thus no longer require flood insurance. More recently, part of the West Brook Flood Control project was completed, and in December 2004, NJDEP awarded Roselle \$5 million to complete the remainder of this project.

The Borough plans to continually maintain and upgrade the quality of their public services and facilities. As of 1996, a salt dome was planned for construction in the Borough. Also, due to the loss of industrial business in Linden, the capacity at the Linden/Roselle Sewerage Authority is considered more than adequate. The Borough also rehabilitated the Roselle Community Center, has undertaken sewer inspection and appraisal services, and was improving the library.

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The water flow in some areas of the Borough is considered inadequate due to the inefficient location of fire hydrants, and there is a need for the realignment of the water mains and/or proper maintenance. The Borough encourages the fire department to continue its efforts in coordinating with Elizabethtown Water Company to improve the water system.

The Borough also plans to address new regulations, such as Stormwater Management Plans and ordinances required by the State.

11. Intergovernmental Cooperation

The Borough is a participant in Union County's Geographical Information System (GIS) parcel program as well as a member of the Union County Comprehensive Economic Development Strategy committee. This Committee prepared and received approval of its countywide strategy by the U.S. Economic Development Administration in 2002. Members include representatives from the municipalities who help to implement this strategy and monitor its progress. Participating in such regional activities will enable the Borough to ensure maximum regional and local benefits. According to the Committee's 2004 Report, Roselle and Linden are collaborating on Redevelopment planning for the St. Georges Avenue area.

Other areas where the Borough could work with the State, County, and the municipalities that surround it include planning issues pertaining to circulation and service provision in order to enhance and ensure the cost-effectiveness of these services.

15. Borough of Roselle Park

Documents Reviewed

- Reexamination Report, Roselle Park (December 2003)
- Master Plan, Roselle Park (January 1989)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Roselle Park is an older, nearly fully developed, primarily residential community. The Borough can be accessed by the NJ Transit Raritan Valley Line. Any new development will most likely occur through infill development and/or expansion of existing uses.

Based on a review of the Borough's planning documents, Roselle Park is considered to be minimally consistent with the State Plan intent, key concepts and policy objectives. Undertaking comprehensive planning, citizen based planning, historic preservation, transportation planning, and expanding regional efforts with neighboring municipalities and the county could achieve a higher degree of consistency.

B. Key Concepts and PA1 Intent

Roselle Park is minimally consistent with the State Plan Key Concepts and the PA1 Intent. The Borough's planning documents offer the following ideas, strategies, and programs to implement SDRP goals and maintain and improve Roselle Park's character as a PA 1 community.

Among the goals and objectives of the 1997 Master Plan, the Borough aims to preserve and protect the integrity of the residential neighborhoods and maintain them as desirable environments. Particularly, the Borough aims to protect the existing communities that abut commercial or industrial uses from incompatible, encroaching uses through increased buffer requirements and the creation of transitional zones. The Community Design Element of the 1997 Master Plan includes a comprehensive streetscape plan for the CBD including design guidelines for street furnishings, street trees, signage and banners. The local ordinance promotes growth in compact forms in certain commercial zones. These zones permit mixed-use buildings, and within these zones, combinations of residential and non-residential uses are permitted to co-exist.

C. Policy Objectives

Roselle Park meets the policy objectives for PA1 as follows –

1. Land Use

The zoning districts in the Borough create diversified land uses. There are five residential districts in the Borough including single-family (5,000 SF lot area), two-family (7,500 SF lot area), four-family (10,000 SF lot area), garden apartment (20,000 SF lot area), residence office building (7,500 SF lot area), planned development and senior housing. Commercial zones include residence office building, central business, arterial business, and industrial.

2. Housing

The Borough has a higher percentage of rental units compared to owner occupied units. With such a high amount of renters, the housing turnover rate in the Borough is high. The Borough has reduced the housing turnover by encouraging home ownership opportunities, and discouraging the creation of illegal rental apartments in existing homes through aggressive code enforcement. The senior citizen population is expected to rise in the future. The Borough has recognized this trend and through zoning mechanisms has provided opportunities for senior housing in order to keep their senior population. Specifically, the Borough has rezoned two parcels as Planned Development District and Senior Citizen District. The Planned Development District permits townhouses, assisted living facilities, and senior citizen housing, along with non-residential uses such as professional offices and retail services.

There was no information about the Borough's plan in COAH's October 2004 Municipal Status Report.

3. Economic Development

The Borough plans to re-zone underutilized properties to capitalize on the Borough's resources, such as access to mass transit and major highways. The Borough created a non-profit organization to secure Federal Housing and Urban Development (HUD) grant funds and to acquire railroad properties. The Borough supports the development and upgrading of old industrial properties to create new job opportunities for the residents and sustain the municipal tax base.

4. Transportation

Roselle Park is one of the stops along the NJ Transit Raritan Valley Line. In a joint venture between Roselle Park and NJ DOT, the Borough has planned improvements to the train station parking lot.

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5. Natural Resource Conservation

No information was provided about the Borough's efforts in this area.

6. Agriculture NA

7. Recreation

Rather than providing new community facilities, the Borough would like to maintain and improve existing facilities. Overall, the Borough would like to provide enough community facilities to satisfy the needs of the residents. The Borough purchased two parcels to be developed for recreational purposes, including a youth center. The Borough would like to provide pedestrian and bicycle connections between existing and proposed recreational facilities.

8. Redevelopment

The Borough supports the revitalization and redevelopment of the Central Business District (CBD) by encouraging the redevelopment of underutilized properties adjacent to the CBD, implementation of a streetscape program, an expanded promotional program, design standards and facade improvements to the CBD. Roselle Park is also considering expanding the boundaries of the downtown area to encourage future redevelopment.

The Borough ensures that new development is visually and functionally compatible with the physical character and desired image of the Borough by requiring that new development, including buildings, streetscape and landscape, be compatible with the Borough's architectural heritage. The building height standards for certain commercial zones in the Borough encourage compact growth at high densities. Both the Residence Office Building zone and Arterial Commercial zone permits buildings to be a maximum of 6 stories or 72 feet. Mixed-use buildings are permitted in the Neighborhood Commercial zone, the Central Business District, and Arterial Business District.

9. Historic Preservation

No information was provided about the Borough's efforts in this area.

10. Public Facilities and Services

The Borough provides an ongoing street maintenance program. The Borough would like to improve public transportation services by providing shelters for public bus stops in appropriate locations, however after examination of the potential for shelters, the Borough realized they would run counter to the Community Design Element Objectives. The Borough continues to

support the need for bus shelters, but understands the goal is somewhat unattainable due to its inconsistency with Master Plan Goals.

11. Intergovernmental Cooperation

The Borough has expressed an interest in cooperating with adjacent municipalities and the County in reviewing planning proposals with regional influence or that are located on Roselle Park's border.

Other areas where the Borough could work with the State, County, and the municipalities that surround it include planning issues pertaining to economic development, circulation, natural resources, and service provision in order to enhance and ensure the cost-effectiveness of these services.

16. Township of Scotch Plains

Documents Reviewed

- Green Brook Multiuse Trail Feasibility Study (June 2003)
- The Township of Scotch Plains Master Plan (June 2001)
- Local Ordinance, Scotch Plains (1998)
- Zoning Map, Scotch Plains (January 1994)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Scotch Plains has matured into a compact residential community with two significant areas of commercial development, a traditional downtown shopping core that provides a sense of place for the Township and an area for community gatherings, and a highway commercial area along Route 22. Due to the nearly built-out character of the Township, new development will most likely occur through infill and/or redevelopment.

Based on a review of the planning documents we received, Scotch Plains is considered to be generally consistent with the State Plan intent, key concepts and policy objectives.

A higher degree of consistency could be achieved by engaging in historic preservation efforts and by expanding regional efforts with neighboring municipalities and the county.

B. Key Concepts and PA1 Intent

Scotch Plains is generally consistent with the Key Concepts of the State Plan and the PA1 Intent. The Master Plan has suggested the following ideas, strategies, and programs to implement SDRP goals and maintain and improve Scotch Plains' character as a PA 1 community.

The Township's Master Plan contains five of the 13 Master Plan Elements found in the MLUL, including the Statement of Objectives, Land Use, Housing, Community Facilities, Parks and Recreation. The Master Plan also includes background discussion on the Township's existing physical, demographic, housing, circulation/transportation and land use characteristics. The final section of the Master Plan includes an analysis of the relationship between the Township's

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Master Plan and the surrounding jurisdictions, Union County Land Use Plan, and the New Jersey State Development and Redevelopment Plan.

The Township completed the Master Plan using citizen-based planning strategies. The Township conducted a number of public hearings to gather public input from the residents and Township officials about planning issues facing the community. The Scotch Plains CBD Urban Design Concept Plan also emerged from a comprehensive planning process and public participation.

Community planning should maintain existing communities, and simultaneously encourage growth by identifying potential areas for redevelopment and infill. Because Scotch Plains is mostly a built-out community, the Township will accommodate the majority of its future growth through infill development and/or redevelopment. Scotch Plains therefore has shifted its planning focus from new development to infill development and areas with potential for redevelopment. As a result, in 1997, a redevelopment plan was adopted for the Broadway neighborhood.

Scotch Plains recognizes the importance of planning for the protection, restoration, and integration of natural resources and systems for sustainable growth. The Township realizes most of the remaining vacant land has been developed, and available land should be developed in a manner that will preserve natural resources and protect sensitive environmental areas such as wetlands, steep slopes, and stream corridors. In 1991, the Scotch Plains Environmental Commission prepared an Environmental Resources Inventory (ERI), which included an extensive inventory and analysis of the Township's environmental characteristics. In 2000, the Township created a Conservation Zone to permanently designate areas for environmental protection and preservation.

C. Policy Objectives

Scotch Plains meets the policy objectives for PA1 as follows –

1. Land Use

One major concern of the Township, which derived from the public participation Master Plan process, was the importance to preserve the Township's predominant residential character. Infill commercial development is discouraged in existing residential neighborhoods. The Township recognizes the importance of the preservation of existing neighborhoods, and to permit infill commercial development in such neighborhoods would be out of character with the established communities.

The local ordinance permits various residential densities including high density (single family development on minimum sized lots of 5,000 – 13,500 square feet), medium density (single family development on minimum sized lots of 40,000 square feet), multi-family development

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including Townhouses and garden apartments at 12 bedrooms/acre, housing for senior citizens at 16 dwelling units/acre, and four affordable housing zones.

The local ordinance also permits a variety of commercial uses. Highway oriented businesses are permitted along the Route 22 corridor. A wide array of retail and service uses, offices, banks, restaurants, and automobile service stations are located within the Township center. Light manufacturing uses are also permitted including office buildings and scientific or research laboratories. Allowing for mixed-use buildings contributes to the creation of compact communities. The business zones in the Township, including the Central Business District, allow apartments above commercial buildings as a secondary permitted use. This type of infill development promotes growth in compact forms.

2. Housing

Scotch Plains has matured into a community, which is predominantly residential in character. Over time, distinct residential districts have formed, each with different densities.

In 1996, Scotch Plains petitioned COAH for substantive certification. The Plan was approved by COAH in 1996 pursuant to Resolution 42-99 granting the Township Substantive Certification for another six years. The Township's housing need was 315 units. The Township satisfied this requirement through rehabilitation, new construction, bonuses and one RCA. According to COAH's October 2004 Municipal Status Report, COAH granted extended substantive certification in May 2002.

3. Economic Development

Central Business Districts (CBD) are important in that they provide a convenient, shopping, pedestrian-oriented core for their residents. The CBD of Scotch Plains is a convenient pedestrian-oriented shopping center with on-street parking, sidewalks, parking in dedicated lots located behind shops, and off-street municipal parking lots. This type of parking layout and design encourages buildings to be located side-by-side creating a compact human scale environment.

Scotch Plains recognizes the importance of the CBD and has taken measures to revitalize it. The Township hired a special consultant to recommend specific strategies for downtown revitalization. The consultant's report highlighted the good accessibility and parking availability of the CBD, but stated that significant improvements were needed to stop the trend of retail services relocating out of Scotch Plains. Recommendations included the formation of a non-profit corporation to spearhead a revitalization program and create a Special Improvement District, completing streetscape and building improvements, encouraging infill and residential development to strengthen the retail and local customer bases. Building upon these recommendations, the Scotch Plains CBD Urban Design Concept Plan emerged from a comprehensive planning process and public participation. The Plan will achieve three specific

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goals: to improve the image of the CBD, to encourage pedestrian oriented design in the CBD, and to redevelop the CBD cohesively. The County provided a grant of \$450,000 to install pedestrian oriented design improvements and thematic lighting in the CBD. The Township plans to continue implementing the rest of the downtown revitalization strategies as long as the funding permits.

4. Transportation

Scotch Plains has limited access to public transportation for their residents. The nearest commuter railroad station is located in Fanwood, approximately five miles away. There is public bus service available in Scotch Plains via NJ Transit with service to High Bridge (west) to Newark and New York City (east). In order to better serve their elderly population (55 years and older), Scotch Plains has plans to commence a Township-operated van service. The program, with the assistance of the Senior Citizens Advisory Committee, will provide free transportation services to medical appointments in Fanwood, Scotch Plains, and Westfield. However limited, the Scotch Plains Recreation Department also provides transportation service to its elderly population.

5. Natural Resource Conservation

The Township uses its ERI as a guide for the review of new developments. Also, the local ordinance regulates flood damage prevention and stormwater management, and preservation of natural features. Within the Township's Conservation Zone, it is possible to require conservation easements along stream corridors and other environmentally sensitive areas whenever new development seeks approvals from the Township's planning board or board of adjustment.

Almost 1,300 acres or 24% of the Township's land is publicly owned and devoted to open space, parks, or recreation areas. The Township has completed park renovations. The Township's recreation commission plans for the expansion of a certain number of parks. Improvements and expansions include development of athletic fields and a jogging trail/walking path, new lighting, and development of additional parking. Also, the Commission recognizes the need to continually upgrade the parks for ADA compliance.

In 1999, the Township residents approved by referendum the establishment of an Open Space Preservation Trust Fund. The residents approved an open space tax of \$0.02/\$100 to be assessed on all taxable property to supply the funding. Ultimately, the tax will generate approximately \$185,000 to \$190,000 per year for open space preservation in the Township. Other ways for open space preservation to occur in the Township is through the Garden State Preservation Fund and the funds generated from the Union County open space tax.

6. Agriculture

Although there is a small amount of farmland assessed properties in the Township (35 acres or .07%), there are no plans for redevelopment of these properties.

7. Recreation

The Township has become nearly fully built-out, and it realizes the need to sustain a balance between residential and commercial development with open space, preserved and/or recreation areas. The Township has also noticed the growing number of the elderly population and realizes that the need for recreation areas catered to this age group will be in demand in the future. In order to satisfy this demand, the Township has proposed to construct a new community/senior center facility to include meeting rooms, a gym and administrative offices. The site location has not been determined, but the Township would like to locate the community center near or within the CBD.

In 2003, the City of Plainfield, the New Jersey Department of Transportation and Urbitrans Associates began studying the feasibility of a four-mile multi-use trail along the Green Brook in Plainfield. It would run from the Dunellen border to the Scotch Plains border. The proposed multi-use trail would link County parks within municipalities, between municipalities, and to the large reservations within the Union County Park System.

8. Redevelopment

The Township envisions additional redevelopment opportunities in established neighborhoods like Broadway and along the Route 22 corridor. With each redevelopment plan, the Township encourages high quality development that will improve environmental quality, lessen flooding, avoid traffic congestion and promote proper circulation. The Township encourages infill development as long as it is consistent with zoning and the residential densities of surrounding neighborhoods. Scotch Plains does not support commercial infill development in an established residential neighborhood nor does it plan to expand its commercial zones.

Building in high-density patterns enables alternative modes of transportation, which in turn can reduce automobile dependency. Scotch Plains envisions such a development pattern with pedestrian linkages with the creation of new open and/or recreational spaces. Specifically, the Township would like to see these spaces located in, or close to the CBD, to encourage pedestrian oriented activity. Also, with any new redevelopment plan or renovation, the Township encourages the use of pedestrian oriented design. It discourages the creation of isolated developments.

The Township also encourages the location of public facilities and services within their downtown. The Municipal Complex and Library are located within the CBD.

9. Historic Preservation

Since 2001, there has been an increased interest in historic preservation of buildings and areas throughout the Township, although we are unaware of any specific initiatives.

10. Public Facilities and Services

The Township has identified a problem with the infiltration and inflow to their sewer system, and is undertaking corrective measures.

To address flood control issues, the Green Brook Flood Commission will likely include a detention area near the Township's border. Implementation will benefit the Township's downstream communities who are currently suffering serious flooding of their property.

The Township intends to maintain their community facilities and services through a capital budgeting program.

11. Intergovernmental Coordination

Scotch Plains intends to investigate the benefits to the community of joint planning with its surrounding municipalities for public services and facilities and the coordination of recreational land.

In 2002, the New Jersey Department of Community Affairs awarded a grant to centralize the coordination of recreational activities between Fanwood, Scotch Plains, and the Scotch Plains Board of Education. Scotch Plains, the lead agency, will develop a joint system that will coordinate facility maintenance and eliminate scheduling conflicts and duplication of services.

Other areas where the Township could work with the State, County, and the municipalities that surround it include planning issues pertaining to economic development, circulation, and service provision in order to enhance and ensure the cost-effectiveness of these services.

17. Township of Springfield

Documents Reviewed

- Land Use Ordinance, Chapter XXXV Zoning (July 2003)
- Master Plan, Township of Springfield (October 1997)
- Housing Element and Fair Share Plan (October 1994). (Although reference is made in the Master Plan to a modified and readopted Housing Element in 1997, it was not provided to us).

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Springfield Township is 5.06 sq. miles (or 3,328 acres) in size and has a population of approximately 14,250. Springfield is surrounded by seven other municipalities. Springfield is a largely residential, suburban community that is nearly built-out with the one major exception being the historic Baltusrol Golf Course that was founded in 1888 and has been host to several U.S. Open championship tournaments. Springfield has several characteristics of a PA1 town including its close proximity to the vast transportation network of Union County (both automobile and several rail lines), nodes along U.S. Rt. 22, large tracts of open space, and two Central Business Districts along Morris and Mountain Avenues. I-78, the Route 24 Freeway, and Morris Avenue (also known as State Route 82) traverse Springfield from east to west across the northern part of the Township. Rt. 22 runs east to west, through the southern portion of the Township. For this reason, much of the traffic that travels along the regional roads does not have Springfield as a destination point. Because of its built-out nature, Springfield will most likely experience growth through redevelopment and/or infill and expansion of existing uses.

Based on a review of the planning documents we received, Springfield is considered to be somewhat consistent with the State Plan key concepts, intent for Metropolitan Planning Areas, and policy objectives.

A higher degree of consistency could be achieved by incorporating broader public participation, capacity analysis, and urban design into planning efforts and by engaging in regional efforts with neighboring municipalities and the county. The Township could also achieve greater consistency by either undergoing a full update of its Master Plan or undertaking a Reexamination Report as required by the MLUL.

B. Key Concepts and PA1 Intent

Springfield is somewhat consistent with the Key Concepts of the State Plan and the PA1 Intent. The Master Plan has suggested the following ideas, strategies, and programs to implement SDRP goals and maintain and improve Springfield's character as a PA 1 community.

The Township's 1997 Master Plan contains seven of the 13 Master Plan Elements found in the MLUL, including the Statement of Objectives, Land Use, Circulation, Utility Services, Community Facilities, Conservation, and Recycling elements. The Township's Conservation Element incorporates aspects of the other elements pertaining to the conservation of natural resources, open space, historic resources, environmentally sensitive areas, energy conservation, as well as the Recycling Plan element.

Through the use of its zoning, the Township encourages diverse communities through a mix of residential, commercial, public, quasi-public, and open space uses. One way the Township helps maintain and revitalize the community is by encouraging the repair and restoration of building materials that have architectural and historical value and incorporating elements of the original facade into the building design. This policy applies to both residential and non-residential properties. The Township's PUD Zone encourages compact, mixed-use design including residential development (both market and affordable housing), non-residential development, and common open space. The Township has also engaged in streetscape improvement and beautification programs.

The Master Plan recommends using the redevelopment planning process as another tool to revitalize and increase the community's diversity. The Master Plan identifies the Township's two CBD's and the portion of Rt. 22 that traverses the Township as potential areas for redevelopment. Redevelopment could help address various improvements including those related to circulation, parking, landscaping, and sign pollution as well as increase employment opportunities. The Township has also made some efforts to beautify and upgrade the General Commercial Zones where the Morris Avenue and Millburn Avenue CBD's are located.

The areas with the most intense uses are in the nodes located along Rt. 22. The Master Plan recommends making improvements to the sign proliferation and clutter along the Rt. 22 corridor through stricter adherence to the Zoning Ordinance regulations and using the Redevelopment planning process to help address the underutilized sites along the corridor. Sound planning also requires that natural features and conditions be accounted for and their impact on land use evaluated. A Natural Resources Inventory (NRI) was prepared for the Springfield Environmental Commission in 1976. Many of the same environmental factors identified in this NRI exist presently.

The Township has made substantial investments in its infrastructure. These investments are important priorities for PA 1 communities, as they tend to have older infrastructure that

requires attention. Specifically, the areas of greatest concern to the Township are the protection of the sanitary sewer system, storm drainage system, and wellheads.

C. Policy Objectives

Springfield meets the policy objectives for PA1 as follows –

1. Land Use

One of the Township's goals is to utilize redevelopment in its CBD's to ensure the economic health of these areas. The Township promotes the diversification of land uses through its 17 separate Zoning Districts. The division of land uses in the Township shows that the community is primarily residential in nature with a high concentration of public and quasi-public lands. Single family and multi-family residential uses account for approximately 1,260 acres (or 38%) of the Township's land area. Of these 1,260 acres, 1,088 acres (or 86%) of the residential land use is for single-family residences. Both types of residential uses are found in neighborhoods throughout the Township. The next largest uses are Public Lands (includes Township parks, library, Board of Education properties, State owned land, and vacant parcels) totals 638 acres (or 19%). Quasi-public lands (includes churches and synagogues, cemeteries, utilities, golf courses, and Elks Lodge) total 527 acres (or 16%). Of the 527 acres, the Baltusrol Golf Course accounts for 471 acres or more than 14% of the land area, making it the single largest landowner in the Township. Because of this historic golf course's large size and central location in the center of the Township, it has greatly impacted the character of the Township. Rounding out the land uses are Commercial totaling 219 acres (or 6.6%); Industrial totaling 105 acres (or 3.2%); Agricultural totaling 32 acres (or 1%); and Vacant land totaling 57 acres (or 1.7%).

The residential zoning districts encourage diverse land uses, and the Township has five separate affordable housing districts. The PUD Zone provides for various uses and more compact development. The Master Plan encourages that the N-C (Neighborhood Commercial) zones be developed harmoniously with the adjoining residential developments.

2. Housing

Over time, Springfield has become a mature and established suburban community. The Township's Fair Share Housing Plan is from 1994. At that time, approximately 2/3 of the Township's housing stock was built prior to 1960. Typically, an aging housing stock portends the need for housing rehabilitation and maintenance efforts. Despite this fact, the plan indicates that both average housing values and rents and median household income levels are substantially higher than those in Union County overall. The plan identifies both rehabilitation of existing housing stock and new construction of affordable housing units to meet the Township's affordable housing obligation.

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The Township identified five sites where a mix of market rate and affordable units would be constructed. These sites are located in various areas throughout the Township. Some of the sites adjoin other residential neighborhoods while others are closer to the commercial areas of the Township enabling residents to be in close proximity to the businesses in these areas. The sites selected involve adaptive reuse into residences. This will help integrate people of different income levels, ages, and physical abilities within the larger community. All together, the Fair Share Housing Plan calculates that 701 units would be built, providing 542 market rate units and 159 affordable units. According to COAH's October 2004 Municipal Status Report, a Judgment of Repose was issued against Springfield in December 1998.

3. Economic Development

The Township encourages strategic land assembly, site preparation and infill development when appropriate via the redevelopment planning process. In its Industrial Zones, the Township permits a specialized mix of uses, including offices, wholesale businesses, light industrial uses, and scientific and research facilities, in order to strengthen the local economy, create job opportunities, and diversify the Township's tax base.

4. Transportation

It is the Township's goal to foster a safe and efficient traffic and transportation system. The challenge is that the major routes through the Township are County or State roads and are therefore under those agencies' jurisdiction. These roads carry regional traffic through Springfield. There is no train station in Springfield so transit oriented development is not achievable here.

5. Natural Resource Conservation

The open space areas are located throughout the Township and are either undeveloped lands or dedicated to municipal, recreational, or educational uses. The historic Baltusrol Golf Course is an important community asset because of its size and central location in the town. Although privately owned, it is located in the Township's Open Space Zoning District. Township officials recognize the importance of the continued operation of the golf course to its community character and have worked with the golf course owners to maintain it exclusively as such.

Construction was underway in the PUD Zone back in 1997. A permitted accessory use in the PUD Zone is recreational facilities for both residents and employees within the PUD. A minimum of 15% is to be set aside for common open space, which includes buffering, conservation, and parks. The common open space may be owned and maintained by a homeowner association or offered to the Township for public use.

For the other open space areas, the Township intends to continue to maintain and improve these properties as open space. Furthermore, it is the Township's position that the former

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quarry, which is used as a compost facility by Union County, either remains as such a facility or become parkland in the future.

The NRI examined such natural conditions in Springfield such as wetlands, flood plains, topography, flora and fauna, geology, soils, and air quality and their impact on land use and the Master Plan. The Master Plan also discusses the presence of slopes, wetlands, and floodplains in the Township. Springfield's topography ranges from relatively flat in the eastern section to the steep sections of the First Watchung Mountains in the western part of the Township. There are also flood prone areas in the eastern part of the Township related to the Rahway River and its tributaries. According to the Master Plan, the Township's Development Ordinances are consistent with state and federal agencies' guidelines in its regulation and limiting of development in critical areas.

6. Agriculture N/A

7. Recreation

One of the Township's primary concerns is the maintenance and improvement of open space and recreation facilities. To accomplish this goal, the Township engages in an ongoing program of maintenance and upgrading its parks. New playground equipment was installed in all of the parks in the Township. In 1997, the Township was receiving bids to reconstruct ball fields at nine locations throughout the Township. In addition, working with the owners of the historic Baltusrol Golf Course to maintain it exclusively as a golf course is a priority for the Township. There are also several Union County facilities in the Township, but there is no mention about how the Township and County coordinate efforts.

8. Redevelopment

The Township's Master Plan recommends that redevelopment be explored for the CBD along Morris Avenue, particularly the General Greene Shopping Center, for the former Saks property along Millburn Avenue, and along Rt. 22. A mixed-use development is envisioned for the Saks property although this will require coordination with Millburn Township, as part of the site is located in Millburn. It is also a goal of the Township to avoid conflicting land uses, specifically land uses, which generate commercial traffic through residential neighborhoods.

9. Historic Preservation

The Township's Fair Share Housing Plan refers to two sites that are listed on the National and State Registers of Historic Places but does not identify these sites specifically. The Master Plan refers to two historical landmarks, which commemorate the Battle of Springfield fought in 1780. The Canon Ball House is home to the Springfield Historic Society and the Minute Man Statue is New Jersey's smallest state park. We are assuming that these are the sites referred to in the Fair Share Plan. The Master Plan does not include a Historic Preservation Element.

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The Township encourages the repair and restoration of building materials that have architectural and historical value and incorporating elements of the original facade into the building design. The Township also restricts the facade materials that can be used in the commercial zones, except for the Highway-Commercial (H-C) Zone, to brick, stone, clapboard, shakes, and other facade materials consistent with traditional architectural styles.

10. Public Facilities and Services

In 1997, it was the goal of the Township to relocate and improve the conditions of several public buildings thereby enhancing municipal services to residents and businesses throughout the Township. At that time, the Fire Company was overcrowded and outdated. The plan was to relocate the Fire Company to a new, more modern facility that was more centrally located. The Public Works Department also needed improvements to its facility. With the fire company relocation, the Public Works Department and recycling center would be completely redesigned.

Protection of the sanitary sewer system and wellheads are of great concern to the Township. The Master Plan recommends that the Township seek and request funding to help finance this effort. The Township is addressing this concern by continued monitoring and repair of the sanitary sewer system and by enforcing regulations concerning illegal connections to the sanitary sewer system. To protect the quality of the water, the Master Plan recommends that the Township be vigilant regarding both land uses and maintenance of the storm drainage and sanitary sewerage facilities in the area. The Master Plan also advises that new storm drainage facilities use the latest technology to ensure the preservation of water quality and minimize the opportunity for contaminants to infiltrate into the groundwater.

11. Intergovernmental Cooperation

Springfield has joined with the Townships of Union and Millburn in Essex County to address the high water table in the Marion Avenue area in Springfield. These municipalities would like to reactivate well fields that the Elizabethtown Water Company discontinued operating in 1989 because of water quality problems. Reactivating these well fields will help to lower the groundwater levels.

To encourage greater regional cooperation and planning, the Master Plan recommends that the Union County Economic Development Commission and Springfield Chamber of Commerce work together on the Redevelopment effort for the CBD along Morris Avenue, particularly the General Greene Shopping Center, for the former Saks property along Millburn Avenue, and along Rt. 22.

Other areas where the Township could work with the State, County, and the seven municipalities that surround Springfield include planning issues pertaining to circulation,

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economic development, recreation, and service provision in order to enhance and ensure the cost-effectiveness of these services.

18. City of Summit

Documents Reviewed

- Union County Cross-Acceptance Questionnaire (December 2004)
- Cross Acceptance: Suggested Map Amendments Report (January 2005)
- Union County Comprehensive Economic Development Strategy Annual Report Update (2004)
- Chapter 35 Development Regulations (March 2004)
- Zoning map (February 24, 2004)
- Master Plan, City of Summit, Union County New Jersey (November 2000)
- Strategic Plan of the City of Summit (June 2000)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Summit exhibits typical characteristics of a PA 1 town with a mixed-use, pedestrian oriented core, and a traditional downtown setting centered on the train station. The train station provides direct service to New York City. Summit is a small residential community that is nearly built-out, and will most likely experience growth through redevelopment and/or infill and expansion of existing uses.

Based on a review of the planning documents we received, Summit is considered to be substantially consistent with the State Plan intent, key concepts and policy objectives.

A higher degree of consistency could be achieved by incorporating capacity analysis into the City's overall planning efforts.

B. Key Concepts and PA1 Intent

Summit is substantially consistent with the Key Concepts of the State Plan and the PA1 Intent. The City's planning documents have suggested the following ideas, strategies, and programs to implement SDRP goals and maintain and improve Summit's character as a PA 1 community.

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The Master Plan of the City of Summit contains eight of the 13 Master Plan Elements, including the Statement of Goals and Objectives, Land Use, Circulation, Community Facilities, Recreation and Open Space, Historic Preservation, Conservation and Recycling.

Summit utilizes citizen-based planning regularly. The City and Overlook Hospital sponsored the creation of a citizen-based group of stakeholders to address community health issues in the City. Over time, the group developed into a broader-based, independent 501c3 non-profit corporation, known as Summit 2005, to focus on strategic planning issues facing the City. In 1995, Summit 2005 prepared a Vision Statement that was developed through numerous public forums, public surveys and discussions with various stakeholders.

Another example of citizen-based planning occurred during the initial stages of the City's Master Plan Update. The City distributed a questionnaire via a community-wide newsletter to help identify issues considered highly important among the residents, including land use, zoning and quality of life issues. The results of the survey served as a useful tool for the completion, accuracy and effectiveness of the Master Plan Update. Two public forums were also held for the residents to discuss the Master Plan Update process and other relative issues with the Master Plan Task Force and City officials. As a result, the City was able to identify and address key issues, such as traffic conditions, traffic safety, and encroachment of incompatible uses.

The City continues to inform residents about city activities and policies through its newsletter and local access channel. Summit 2005 created its own Network-Community Calendar in 1997-98 for the residents and initiated Community Forums in 1996 where the residents meet with the Mayor and several Councilpersons to discuss their concerns.

The planning initiatives of Summit are guided by programs, such as its six-year Capital Plan, which guides action on major projects such as repairs and replacements of equipment and infrastructure.

The City has recognized the importance of planning supported by investments and was considering employment of a grants person, to assist all city departments in the pursuit of capital or operating grants or other financial assistance for prospective city programs. Summit has received funding for fire department services.

Through the use of its zoning, Summit encourages compact growth. The Central Retail Business District (CRBD) is the City's pedestrian-oriented core shopping district, in close proximity to the train station, and serves as a center for growth and redevelopment.

The City has recognized the importance of planning not only for new development, but also for preservation of natural features. In 1985, the Summit Environmental Commission addressed issues surrounding Community Design and developed a set of goals for preservation. The City's Open Space/Recreation Plan Element proposes 12 sites for open space acquisition and/or

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park expansion. Also, the City adopted a Community Forestry Management Plan to inventory, replace, supplement and maintain the shade trees along the City streets and parkland. The City recently adopted a steep slopes ordinance that regulates development on steep slopes (defined as slopes of 15% or greater) in order to minimize adverse impacts caused by development to such areas.

Summit works cooperatively with surrounding municipalities and the County on issues such as fire dispatching, regional health, a joint insurance fund, and infrastructure. The City would like to expand these efforts with Union County and potentially with Morris County and the Borough of Chatham for the development of parklands and other recreational facilities. The City would also like to formalize the relationship between its Environmental Commission and related County environmental units in the region, such as the County's Environmental Health Department and Passaic River Coalition, to ensure the City's understanding and compliance with various environmental control programs.

C. Policy Objectives

Summit meets the policy objectives for PA1 as follows –

1. Land Use

The zoning ordinance permits various types of residential uses and promotes growth in compact forms. Residential zones include low density single-family residential (single family homes on a minimum lot of 25,000 to 43,000 square feet), moderate density single family residential (single family homes on a minimum lot of 10,000 to 15,000 square feet), higher density single family residential (single family homes on a minimum lot of 6,000 square feet), single family and two-family residential (minimum lot sizes per unit at 5,000 square feet), multi-family residential (townhouses at 8 units per acre, and apartments at 12 units per acre), multi-family tower and residential (townhouses at 8 units per acre, and apartments at 12 units per acre, and four-story residential apartments), and single-family affordable housing used for the rehabilitation of substandard affordable housing units.

The purpose of the single-family residential zones is to preserve and protect the existing neighborhoods from encroaching nonresidential uses, maintain the existing development and population density, and to sustain a balance between new and expanded houses and the existing, traditional-sized houses. The Office Residential Character-1 (ORC-1) Zone allows for the conversion of existing residential structures into office uses, while preserving the historic character and scale and features of the buildings and the streetscape. The ORC-1 Zone limits the amount of building and lot coverage to preserve the residential character of the properties in the zone.

The zoning ordinance permits various types of commercial zones including business, neighborhood business, office residential character, planned research office development,

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research office, and professional institutional. The purpose of the Business Zone is to provide for adaptive reuse of existing buildings in a manner sensitive to neighboring residential development. The Neighborhood Business (NB) and CRBD Zones are intended to be more pedestrian-oriented, and primarily function as an incubator for a mix of uses ultimately creating growth in compact forms. Commercial and retail uses, restaurants, theatres, offices, and residential uses above the first floor are allowed in the CRBD. A Village Green serves as a gateway and provides valuable open space and passive use areas.

The City has grown concerned over a new development trend where existing homes are being replaced by larger homes, out of character in the existing neighborhoods. Summit has taken action to combat this trend and protect the character of their existing stable communities through analysis of the zoning standards, such as floor to area ratio, to regulate the scale of such infill development.

2. Housing

Summit is committed to providing a diverse housing stock for its residents. The Summit Housing Authority developed two low-income housing projects in the 1970s and a 125-unit Senior Citizen Housing project in 1986. The City plans to provide for rehabilitation of substandard units through their housing authority. The City has also recognized that its senior citizen population has been on the rise and the need for assisted living will become inherent in the near future. If Overlook Hospital closes, the City plans to rezone the entire area for residential uses, including age-restricted housing and/or a residential cluster option. According to COAH's October 2004 Municipal Status Report, Summit is identified as a Court town.

3. Economic Development

The City recognizes its position as a regional center for transportation, employment, shopping and entertainment. For example, the Planned Research Office Development Zone (PROD) permits a specialized mix of uses, including offices, scientific and applied research facilities, and technological development uses, in order to strengthen the local economy, create job opportunities, and diversify the City's tax base.

In 1996, the Common Council established the CRBD as a Special Improvement District (SID). Summit Downtown Inc. (SDI), the management entity for the SID, undertook a major streetscape improvement project.

4. Transportation

The City intends to enhance the connections between the CRBD, neighborhoods, community resources, and the region through the use of public transit, walking and other alternative modes of transportation. The City also provides a complimentary bus service for the elderly residents. Summit completed a Downtown Improvement Plan, which addressed transportation

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improvements near the train station. Drop off areas and improvements to the traffic flow during peak periods are under construction. Plans are being pursued by Summit 2005 and the City to examine the feasibility of a citywide bicycle and pedestrian safety program.

In 1996, NJ Transit completed Midtown Direct allowing passengers to travel directly between Summit and New York City. The Midtown Direct service attracted people who work in New York to move to Summit. However, it also created a parking problem. Despite the recent addition of 500 space multi-level municipal parking facility, parking is expected to remain an issue.

Summit continues to address transportation issues comprehensively, by taking into consideration not only auto-related issues, but pedestrian oriented issues as well. For example, the City is undertaking a comprehensive citywide traffic study to address traffic congestion, speeding, and traffic and pedestrian safety. Also, there is a proposal pending, with technical and financial support from NJDOT, to address alternative modes of transportation, and conduct a comprehensive review of pedestrian access throughout the City, including additional sidewalk locations, and bicycle travel.

5. Natural Resource Conservation

In 1985, the Summit Environmental Commission developed the following set of guidelines for planning and development:

- Maintain reasonable and consistent density of land use in neighborhoods
- Locate buildings to avoid tree and vegetation removal
- Minimize changes to topography
- Minimize impairment to historic buildings
- Preserve existing residential neighborhoods from incompatible development
- Consideration of adverse drainage on and off the property
- Address air quality issues, and potential impacts of odor, smoke, fumes and noise

The City's Steep Slopes Ordinance addresses erosion, siltation, flooding and surface water runoff and pollution of potable water supplies from point and non-point services.

Of the 12 sites proposed for open space acquisition in the City's Open Space/Recreation Plan Element, two are identified for conservation in the 1999 Union County Open Space and Recreation Element, two are identified as Critical Environmental Sites (CES) in the State Plan, and two areas are identified to provide for connections and/or pedestrian links between neighborhoods and County parks.

6. Agriculture N/A

7. Recreation

The City and the County work together to acquire and preserve open space consistent with the 1999 Union County Master Plan Open Space and Recreation Element. The City maintains a balance between the need for active recreational facilities and for passive open space and open space purely for conservation purposes.

The City's six-year capital plan proposes a comprehensive study of the conditions of the playing fields and cost estimates for rehabilitation and improvements to the park system. The City also plans to aggressively pursue recommendations for the expansion of recreation facilities and playing fields.

8. Redevelopment

The City intends to make the Neighborhood Business and the CRBD zones more pedestrian-oriented. As part of the downtown streetscape program, pedestrian access improvements and aesthetic improvements are planned. The City has begun to address pedestrian safety and the adequacy of sidewalks along with how to resolve the conflicts between pedestrian safety and vehicular traffic flow and the potential expenditure of substantial funds for such improvements.

9. Historic Preservation

The local ordinance addresses historic preservation issues. It encourages the continued use or adaptive reuse of historic sites and recommends that alterations of historic sites and new construction in historic areas or districts be sensitive to the existing character of the historic area or district.

There are two sites that are listed on the National and State Registers of Historic Places. In addition, a third site received a Certificate of Eligibility in 1997, and two more sites received a SHPO Opinion, including the Downtown Historic District.

In the late 1980s, the City's historic committee along with the Union County Historic Sites Advisory Board inventoried the City's historic sites. The Committee identified 12 historic districts and 44 individual sites as historically significant. The City's Historic Preservation Commission is incorporating the results of the Committee's inventory within the framework of its historic preservation ordinance.

10. Public Facilities and Services

The City plans to continue and/or expand the capital program of street, curb and sidewalk renewal, which has included 8-10 streets per year over the past 7-8 years. The City is in the process of preparing a stormwater management plan.

In the 1990s, the City initiated an infrastructure renewal and building program involving major infrastructure upgrades and expansions of public facilities. Infrastructure improvements included a repaving, sidewalk and curbing program for more than 50 streets, replacement of the sewer system, modernization of several pumping stations, and the reconstruction of two major bridges over the railroad by NJDOT. The City plans to continue and/or expand the capital program of street, curb and sidewalk renewal. Building improvements included a new City Hall, major modernization projects to a number of schools and the Fire Department building, expansion and modernization of the library, a new 500 car parking garage, and construction of the Johnson Youth Center.

The City continues to explore and/or expand shared services and/or programs with other municipalities that could potentially achieve operational cost savings. As a member of the Joint Meeting of Union and Essex Counties, the City is required to contribute its share of the cost for the future renovation and modernization of the regional wastewater treatment plant located in Elizabeth.

11. Intergovernmental Coordination:

Summit works cooperatively with surrounding municipalities on public utility issues. It encourages the efficient management and regulation of storm water through the implementation of guidelines that address environmental planning concerns. Some examples of joint municipal programs include fire dispatching with Millburn, regional health with New Providence and Berkeley Heights, and a joint insurance fund among several towns in Morris and Union Counties. Also, the City recently developed a playing field in the Watchung Reservation pursuant to an agreement with Union County. The City continues to explore the possibility of more regional planning efforts in order to save costs.

19. Township of Union

Documents Reviewed

- Union County Comprehensive Economic Development Strategy Annual Report Update (2004)
- Union County Cross-Acceptance Questionnaire and maps (December 2004)
- Union Land Development Ordinance, Chapter 170 (September 2004)
- Ordinance providing for design standards for the amended Union Station Redevelopment Plan (June 22, 2004)
- Schaeffer Salt Site Redevelopment Investigation Study (April 2004)
- Union Center Special Improvement District Redevelopment Investigation Study (April 2004)
- Zoning Map, Union (January 26, 1999)
- Master Plan Reexamination Report, Township of Union (July 23, 1998)
- Master Plan Reexamination Report, Township of Union (December 1988)
- Housing Element/Fair Share Plan (January 1987)
- Master Plan, Township of Union (May 1982)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

The Township of Union is approximately nine square miles and has a population of approximately 56,000. It is located in north-central Union County, is nearly built-out, and is surrounded by eight municipalities in both Union and Essex Counties. Union is a mature community with well-established patterns of residential, commercial and industrial development. The Township is well served by the Garden State Parkway, Interstate 78, U.S. Route 22, and Morris Avenue (a.k.a. State Route 82). The Township now also offers regional rail service from the newly opened New Jersey Transit train station. This stop is along the New Jersey Raritan Valley line, which provides service to Newark and to New York City.

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Due to the Township's built-out nature, Union will most likely experience growth through redevelopment and density-appropriate infill activities. This is already occurring around the new train station. Located adjacent to Kean University, new development is being proposed around the train station following the state's Transit Village concept.

In the 2001 SDRP, Union was identified as an existing Regional Center. Regional centers serve as major employment centers and offer regional services for the surrounding area. Features such as Kean University and the train station help promote Union as a regional locale.

Based on a review of the planning documents we received, Union is considered to be somewhat consistent with the State Plan key concepts, intent for Metropolitan Planning Areas, and policy objectives.

A higher degree of consistency could be achieved by incorporating comprehensive and citizen-based planning; natural resource, recreation, and infrastructure needs and initiatives into the town's overall planning efforts and by engaging in regional efforts with neighboring municipalities and the county.

B. Key Concepts and PA1 Intent

Union is generally consistent with the Key Concepts of the State Plan and the PA1 Intent. The Township's planning documents have suggested the following ideas, strategies, and programs to implement these goals and maintain and improve Union's character as a PA 1 community.

Planning that is comprehensive and is citizen-based is essential to achieving the goals of the State Plan. The Township is currently undergoing the process of preparing a new Reexamination Report, Housing Element/Fair Share Plan, and Stormwater Management Plan, all of which will be finished later in 2005. The Township could use this opportunity to take a citizen-based approach and gain input from various stakeholder groups with local and regional interests and perspectives. Redevelopment plans are also being prepared for two sites in the Township and could be adopted as sub-elements to the Master Plan.

Planning that is based on capacity analysis is essential to achieving the goals of the State Plan. The Township anticipates utilizing population, employment, and housing forecasts as part of its new Reexamination Report and Housing Element/Fair Share Plan. This element also includes both past and the probable future construction of affordable housing for the next six years.

Planning should be closely coordinated with and supported by investments, programs and regulatory actions. The Reexamination Report states that the U.S. Department of Transportation recently provided a \$23 Million grant for development of the new train station in Union. Township officials view this new train station as a nexus for additional (re)development adjacent to the train station and in other areas of the Township, such as in its Special Improvement District (SID).

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Planning should maintain and revitalize existing communities. The Township intends to protect residential neighborhoods from commercial, industrial, and office encroachments and to ensure that new development on vacant or underutilized lands is in keeping with and improves the existing neighborhood character. The Township is using the Local Redevelopment and Housing Law (LRHL) to help maintain and revitalize the Township as well as updating its Zoning Ordinance. The Township created its SID in 1993 in order to improve the economic and aesthetic conditions in Union Center. Examples include streetscape and facade improvements, which have helped to decrease the vacancy rate and create a more pedestrian-friendly environment. The Union Center Facade and Standards Study offered design guidelines to help the downtown area retain and strengthen its “sense of place.”

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) are a key concept. Cores and nodes are places for more intensive redevelopment in metropolitan New Jersey. The Township has adopted and amended a Redevelopment plan around the new train station and has conducted Redevelopment Investigation Studies on two other sites. Plans for those two sites are being written currently, but based on the Investigation Studies, one of the goals is to encourage development that contributes to a “sense of place.” The Township’s SID incorporates the Township’s downtown area and was one of these areas investigated.

C. Policy Objectives

Union meets the policy objectives for PA1 as follows –

1. Land Use

Union Township has a total of 16 zoning districts including multiple residential, commercial, and industrial zones. Within these 16 zones, the Township also has specific zones for the hospital, Union Station, the Union Center Business District, and an Historic Overlay District (HOD). Through the zoning Ordinance, the uses that will be developed in the Union Station zone must complement the architecture of the adjacent HOD and Kean University. These design standards will help encourage compact development while maintaining and improving the character of the neighborhood.

The Union Center Business District contains higher density, mixed-use development including commercial, public, and residential uses. Many of the mixed-use retail and office buildings date back to the early-to-mid 20th century. Rehabilitation and redevelopment will prevent further deterioration to some of the architecturally significant buildings in the SID and promote development overall for the municipality.

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The Township preserves existing neighborhoods by discouraging the introduction of incompatible uses in such neighborhoods and through open space buffers between residential and non-residential uses.

2. Housing

Over time, Union has become a mature and established suburban community. One of the Township's goals is to encourage adequate affordable housing opportunities. According to COAH's October 2004 Municipal Status Report, the Township's Housing Plan received COAH certification in September 1996 and extended substantive certification in June 2002.

3. Economic Development

The Township anticipates using the redevelopment planning process and transit village style development around its new train station to help stimulate economic development. Approximately 800 jobs are anticipated from the redevelopment in the Union Station District. The Township has also attracted new commercial development to redevelop vacant businesses along Rt. 22.

4. Transportation

With the newly opened New Jersey Transit train station, the Township can now offer regional rail service. The Union Station is a stop along the New Jersey Transit Raritan Valley line, which provides service to New York City. The Township previously received a Smart Growth grant to study mixed uses around the new station. The Township currently is awaiting word from the New Jersey Department of Transportation (NJDOT) about their application for Transit Village designation. The Township also anticipates using a shuttle service between the train station and the SID to encourage greater usage of mass transit and the businesses in the SID.

The Township is working with NJDOT on streetscape and intersection improvements along the Route 82 (Morris Avenue) corridor. These will improve this corridor's safety and aesthetics as well as the pedestrian experience.

The County is currently exploring the feasibility of a transportation system to improve east-west public transit through the County. Currently, NJ Transit, Voorhees Transportation Center and Union County are studying the Union County Cross-County Link for various connections and mode options. The Link would most likely connect from the Newark-Elizabeth Rail Link (NERL) extension at Midtown Elizabeth to Cranford.

5. Natural Resource Conservation

The Local Environmental Commission meets and works closely with the various township departments to ensure the Land Use Ordinance is protective of the natural resources in the

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township. Recent meetings have focused on the township's effort to comply with the Municipal Stormwater Management Regulations. The township is also working with non-profit volunteer groups such as Kean University and the local Boy Scout Troop to assist the township in cleaning up the West Branch of the Elizabeth River.

6. Agriculture N/A

7. Recreation

In the past five years, the Township has completed over 1.5 million dollars in the upgrading of various parks and playgrounds throughout the town. A large percentage of the funds were received through county and state grants and loans, i.e. Project Pocket Park, Living Community Grants and Green Acres Loans. The upgrading of these facilities allowed the Recreation Department to expand existing programs as well as being able to add sports leagues, camps and clinics. In addition, the removal of antiquated playground equipment and replacing it with age appropriate equipment, the Township is providing a safer environment in which the children can play.

8. Redevelopment

Union Township has been actively using the redevelopment planning process. On the Route 22 corridor, new commercial establishments are replacing sites left vacant by the former businesses.

The Township is also awaiting the completion of two Redevelopment plans pursuant to the Investigation Studies that were completed for the Schaeffer Salt Site and the Union Center Special Improvement District (SID) in 2004. Based on the Redevelopment Investigation Study of the Union Center SID, the entire SID was designated as an "Area in Need of Rehabilitation" and a portion of the SID was designated as an "Area in Need of Redevelopment." The Investigation Study also suggests expanding the SID, which will strengthen the SID and enhance redevelopment and rehabilitation efforts, improve public safety, and increase pedestrian activity.

In the area surrounding the train station, the Township created the Union Station Zone to help effectuate development. New townhomes and a hotel are among the uses that will surround the train station as it develops according to the Transit Village concept.

9. Historic Preservation

Union created a Historic Overlay District (HOD) in order to preserve historic buildings, sites, areas, structures, and objects in the Township. Through the HOD, the Township's objectives are to promote the use and preservation of historic sites and to integrate historic buildings and

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sites with the modern environment in a way that complements and reinforces each other. The HOD is permitted in all zoning districts.

10. Public Facilities and Services

The Township supports its senior citizens through the Division of Senior Citizens Activities. This division provides information and referrals to senior citizens of Union, sixty or older. Identification cards are issued to obtain discounts, transportation and assistance in procuring social services, financial or medical aid. The Senior Center has facilities for group meetings, classrooms for adult education courses, a library, cable TV, recreation equipment and socialization.

The Township through the Community Development Program promotes the development of decent housing, a suitable living environment, and expanding economic opportunities principally for persons of low and moderate income. Community Development also administers the Community Block Grant Program in the township. These funds are used for rehabilitation of residential structures, and public infrastructure serving the low to moderate-income residents.

11. Intergovernmental Cooperation

The Township worked with New Jersey Transit on the development of its new train station.

The Township is a member of the Union County Comprehensive Economic Development Strategy committee. This Committee prepared and received approval of its countywide strategy by the U.S. Economic Development Administration in 2002. Members include representatives from the municipalities who help to implement this strategy and monitor its progress. Participating in such regional activities will enable the Township to ensure maximum regional and local benefits.

Other areas where the Township could work with the State, County, and the eight municipalities that surround it include planning issues pertaining to circulation, economic development, recreation, and service provision in order to enhance and ensure the cost-effectiveness of these services.

20. Town of Westfield

Documents Reviewed

- *Adopted* Proposed Master Plan of the Town of Westfield (October 2002)
- General Ordinance No. 1650 (June 1995)

A. Summary

In the Metropolitan Planning Area (PA1), towns are nearly fully built-out, the infrastructure has nearly reached its reasonable life expectancy, the housing needs are diverse, growth occurs more likely in the form of redevelopment initiatives due to the lack of vacant land, and the need to regionalize services and systems is inherent.

Westfield is an almost fully developed community, and does not expect to experience any substantial new development or redevelopment in the future. Westfield exhibits typical PA 1 town characteristics with a mixed-use core with public transportation opportunities and a traditional downtown “Main Street” setting surrounded by compact neighborhoods and commercial uses. The city is served by the Amtrak/Northeast Corridor Line, which has helped it take shape as a PA1 Town. New opportunities for growth and development will most likely take the form of infill development of vacant lots, subdivision of large lots into smaller parcels, and conversion / renovation of existing structures.

Westfield is somewhat consistent with the State Plan intent, key concepts and policy objectives. The Town’s Master Plan includes a section that specifically addresses the Town’s “Coordination with other planning programs” which points out the Town’s consistency with the State Plan’s concepts, policy objectives and center design policies. Westfield sufficiently addresses its consistency with the State Plan center design policies in that the Town has a mixed-use core, neighborhoods, public spaces, and consistent building design.

A higher degree of consistency could be achieved by incorporating capacity analysis, citizen-based planning, redevelopment, and infrastructure needs and initiatives into the town’s overall planning efforts and by engaging in regional efforts with neighboring municipalities and the county.

B. Key Concepts and PA1 Intent

Westfield is somewhat consistent with the Key Concepts of the State Plan and the PA1 Intent. The Master Plan has suggested the following ideas, strategies, and programs to implement SDRP goals and maintain and improve Westfield’s character as a PA 1 community.

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The Master Plan contains six of the 13 Master Plan Elements found in the MLUL, including the Statement of Objectives, Land Use, Housing, Circulation, Community Facilities, Economic, and Historic Preservation. The Master Plan intends to preserve the quality of life in Westfield, while accommodating change that will improve its character. It also addresses issues of regional growth, such as traffic and the need for affordable housing.

Through the use of its zoning, the Town preserves the suburban character of their existing neighborhoods and encourages the development of compact mixed use communities. The most intense retail development is located in the Central Business District (CBD). Due to the close proximity to the train station, the CBD has become a compact, active, pedestrian-oriented core shopping district. The Town supports beautification programs in its CBD. Westfield also created a Special Improvement District, with the Downtown Westfield Corporation as the management entity.

Westfield participates in the County's Housing Rehabilitation Program to assist low and moderate income homeowners. Conversions and renovations of existing structures have occurred in Westfield for years, and will most likely continue in the future. These include conversions of single-family residences into two or more dwelling units.

Westfield recognizes the importance of planning for the preservation of natural features. In the event that the Echo Lake Country Club closes, Westfield has taken anticipatory action, and amended the local ordinance to permit a Residential Cluster Development option for the country club property. One of the primary objectives of the cluster option is the preservation of open space and protection of environmentally sensitive areas.

C. Policy Objectives

Westfield meets the policy objectives for PA1 as follows –

1. Land Use

The Town plans to preserve the suburban character of their existing neighborhoods by designating zones based on existing development patterns, enforcing bulk, density and design standards specific to neighborhood preservation, discouraging through traffic in residential areas, and enforcing regulations to preserve and enhance the visual appearance of existing neighborhoods.

Westfield promotes the diversification of land uses through its zoning. The zoning ordinance permits various types of residential uses including low density (single family homes at 40,000 to 24,000 square foot minimum lot size), medium density (single family homes at 16,000 to 10,000 square foot minimum lot size) and high density (single family homes at 6,000 to 8,000 square foot minimum lot size). Residential cluster development is permitted as a conditional use for tracts of at least 100 acres. Two-family homes are permitted at 4,000 to 8,000 square foot

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minimum lot size. Multi-family housing developments and townhouses are permitted at densities ranging from 8 to 25 units per acre.

In addition to permitting single-family homes, the residential zones permit residential recreational facilities, home occupations, family day care uses, community residences and shelters, houses of worship, schools, non-profit chartered membership organizations, and golf courses as customary accessory uses.

The zoning ordinance permits various types of commercial uses including professional office, office, office-research, central business and general business. The Office, Professional Office, and General Business Zones permit professional offices and single family residential uses. It is the town's policy to encourage apartments above commercial uses in various zone districts.

2. Housing

The town has established a zoning pattern designed to maintain the wide range of housing types and sizes. The town plans to convert or redevelop a public school as an apartment building, should the school close.

As a result of affordable housing litigation, a 305 unit low-income senior citizen housing complex was built in Westfield. Subsequently, the property was designated as "an area in need of redevelopment", and the Town redeveloped the area under an adopted Redevelopment Plan. The Town has addressed its affordable housing obligation through new construction and rehabilitation.

Also, Westfield participates in the County's Housing Rehabilitation Program. Through Community Development Block Grant funds, the Program helps Union County residents rehabilitate their homes, primarily single and two-family owner occupied homes. The Program is available to low and moderate income homeowners in Westfield.

3. Economic Development

The non-residential zones promote economic development by permitting various types of businesses. Permitted uses in the CBD include retail, office, service, entertainment and residential. The Town supports the CBD and the Central Avenue Preservation Programs, which incorporate shade tree plantings, ornamental street lighting, new sidewalks, ornamental tree wells, and brick/concrete block pavers crosswalks.

After a parking supply shortage of 900 spaces was identified, the Town studied the potential for a tiered mixed-use parking deck in the CBD to contribute to the viability of the CBD.

4. Transportation

Westfield has completed or is in the process of completing transportation improvement projects. Currently, through NJDOT, design improvements are underway at a heavy volume traffic circle in town. Design improvements include new traffic signage and traffic lane design to improve the traffic flow and installation of sidewalks throughout the circle to improve pedestrian safety.

The town is also involved in or plans to be involved in studies to improve mass transit services, parking near rail transit stations, and pedestrian and bicycle transportation. Traffic calming measures were put into effect at certain intersections in the CBD including brick/ concrete block paver crosswalks. Westfield continues to encourage acquisition of property or rights for pedestrian access routes between public parking areas and stores in the CBD.

5. Natural Resource Conservation

Westfield has special regulations for development within flood hazard areas and for stormwater runoff control. Also, Westfield plans to minimize negative environmental impacts resulting from development through the enforcement of regulations that discourage the disturbance of steep slopes and vegetation and unnecessary development in wetlands and flood hazard areas.

6. Agriculture N/A

7. Recreation

The Town has a wide collection of recreational land including Municipal and County parks, private golf courses, and tennis and swim clubs. Currently, Mindowaskin Park is undergoing certain upgrades, including installation of additional benches.

Westfield plans to provide adequate municipal open space for active and passive recreational uses by maintaining the present amount of open space available to the residents, providing at least 8 acres of municipal open space per 1,000 people in the community as land becomes available, and making improvements to passive open space areas and their access.

8. Redevelopment

No information was provided about the town's efforts in this area.

9. Historic Preservation

Westfield established a Historic Preservation Commission and procedures for designating historic sites and districts and for reviewing applications for certain improvements on historic sites or within historic districts.

One historic district in town has been designated a historic place on the Federal and State registers of historic places. The Town has identified a second historic district. In addition to these districts, a number of historic sites have been placed on the Federal or State registers or have been designated as historic sites by ordinance.

10. Public Facilities and Services

Public facilities and services are always undergoing maintenance, repair and minor improvements. Westfield is in the planning stages to improve and renovate the municipal building.

11. Intergovernmental Cooperation

No information was provided regarding the Township's efforts in this area.

Areas where the Township could work with the State, County, and the municipalities that surround it include planning issues pertaining to circulation, economic development, infrastructure, and service provision in order to enhance and ensure the cost-effectiveness of these services.

21. Township of Winfield

The municipality informed the County that the town has no available land for development nor do they have any existing or proposed redevelopment plans. The municipality had no municipal planning documents to provide the County for its review or inclusion in the County's Cross Acceptance Report.

IV. COUNTY CONSISTENCY

Documents Reviewed

This review compared the Draft State Development and Redevelopment Plan key concepts with the County of Union's planning policies, objectives and associated improvement studies. In the preparation of this comparison the following documents were reviewed:

- The Union County Master Plan, dated April, 1998; and including the following five elements: Goals and Objectives, Demographics, Land Use Plan, Circulation/Transportation Plan, Economic Development Plan.
- The Union County Master Plan Open Space and Recreation Element dated April 1999.
- The Land Development Standards of the County of Union County dated September 1999.
- The Union County Cross County Rail Link Study dated September 1999.
- The Union County Brownfields Redevelopment Initiative Report dated February 2000.
- The By-Laws of the Union County Planning Board.

A. Summary

A review of the planning process and documents of the County of Union was undertaken in order to establish the level of consistency between the Union County Master Plan, the county planning process and other county planning documents; and the preliminary New Jersey State Development and Redevelopment Plan.

Primary emphasis was given to the Master Plan elements. However, it is important to recognize that planning is an on-going process and that no plan should be considered a stagnant document. The County of Union recognizes this principle and, in addition to undertaking interim planning studies as needed, the County provides technical assistance to the various municipalities within the County on an as-needed basis in such areas as Geographic Information Systems (GIS), Transportation Planning, and cooperative planning processes among adjoining municipalities.

Union County is essentially a fully developed County, with little undeveloped land area other than environmentally sensitive areas and open space and recreation areas. As such the State

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Development and Redevelopment Plan has placed Union County in its entirety within Planning Area 1. This is consistent with the County's own assessment and is often reflected in the County's planning documents.

The major thrust of this document is to compare Union County's planning documents and process with the "Key Concepts of the State Plan"; although objectives, policies and the intent of the Metropolitan Planning Area were also considered as part of the process.

B. Key Concepts of the State 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.

The County Master Plan and planning process, by definition, is consistent with this key concept. The Goals and Objectives portion of the County Master Plan states that: "The County goals and objectives recognize the interrelationships of related policies of municipalities, regional agencies and the State regarding the future development of Union County". The County Planning Act itself requires that the county planning board seek agreement on the major goals and objectives contained in its master plan from the municipal planning boards within the county. The Act further requires that the county planning board hold public informational meetings and a hearing prior to adoption of the master plan. Union County has been in compliance with these requirements; thereby assuring that the plan and planning process are comprehensive, citizen-based, collaborative, coordinated, and equitable. The County's Land Development Standards also enable the County to assure that planning review also takes into account a capacity analysis as related to the roadway network, drainage and other land development and environmental factors.

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.

Similar to the above, County Planning must, by its very nature, be undertaken at a variety of scales. Although the County should and does seek the input of the various municipalities within the County, it also seeks to guide development based on the physical and functional aspects of the County. Within the Union County Master Plan, the goal of the Development Element is: "To facilitate the development of Union County by directing new growth to environmentally suitable areas that can provide essential infrastructure and support facilities."

3. Planning should be closely coordinated with and supported by investments, programs and regulatory actions.

The function of the County Planning Board closely coordinates the County Master Plan with the formulation of development programs, and the development of budgets for capital

expenditures. This is stated on page 1 of the Master Plan and is an essential part of the statutory authority for the development of a County Master Plan.

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.

Union County has addressed this key concept through its Master Plan, in that the Master Plan identifies areas for a variety of land uses of different scales and intensities; and through on going planning, such as the Union County Brownfields Redevelopment Initiative, which identified key parcels of underutilized land that could be put back into the market place and into productive use. The Master Plan also recognized the costs of public and private development actions and attempts to limit these costs through the goal of directing new growth to environmentally suitable areas that can provide essential infrastructure and support facilities.

5. Planning should maintain and revitalize existing communities.

One of the key objectives of the Development Element of the Union County Master Plan is to: “Promote new development and redevelopment that is consistent and compatible with existing settlement patterns”. Another key objective is to: “Promote the revitalization of urban centers and older suburban areas ...”.

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).

The first objective within the Development Element of the Union County Master Plan is to: “Identify land areas suitable for residential, commercial and industrial development sufficient to accommodate reasonable projections of future needs”. This demonstrates the County’s recognition of providing for a mixture of inter-related land uses. Another objective is to: “Promote the revitalization of urban centers and older suburban areas through industrial and commercial adaptive reuse, economic development programs, environmental clean-up of contaminated sites, upgrading of community infrastructure, and upgrading of transportation and transit facilities”. This also demonstrates the County’s recognition of a more compact sustainable development pattern that can be supported by existing and upgraded infrastructure and transportation and transit facilities.

7. Identifying areas for development, redevelopment and environs protection in suburban and rural New Jersey.

This particular Key Concept is not completely applicable to Union County. As previously stated, the entirety of Union County is in Planning Area 1. There are no rural areas of Union County. However, one of the objectives noted above does address the concept of development and redevelopment of suburban areas by revitalizing these older suburban areas. Another

objective is to: “Promote new development and redevelopment that is consistent and compatible with existing settlement patterns”. As for environs protection, another objective of the Master Plan is to: “Promote the continued development and expansion of recreational facilities to meet the recreational needs of existing and future residents and encourage the maintenance of open space and the protection of sensitive environmental features”. In addition, the Open Space and Recreation Element of the Master Plan calls for the creation of a Natural Resource Inventory to assist the County in its efforts to provide for open space preservation, resource protection, and further recreational development that is both prudent and environmentally sensitive.

8. Identifying cores and nodes as places for more intensive redevelopment in metropolitan New Jersey.

Even though Union County is entirely within Planning Area 1, the Union County Master Plan recognizes that certain areas are better suited for more intensive redevelopment activities. These would be the urban centers such as Elizabeth and Plainfield and the older suburbs. In fact, that is one of the key objectives of the Development Element of the Union County Master Plan: “Promote the revitalization of urban centers and older suburban areas through industrial and commercial adaptive reuse, economic development programs, environmental clean-up of contaminated sites, upgrading of community infrastructure, and upgrading of transportation and transit facilities”.

9. Emphasizing public support for physical design, public investment and government policy through access to information, services, jobs, housing, and community life.

Union County’s planning process has long emphasized the concept of public support and involvement. This has occurred during the creation of the Master Plan and its various Elements through public informational meetings and public hearings on the Plan(s). However, the process of public involvement also occurs in other areas of community planning and development such as the Community Development Block Grant (CDBG) program, wherein input is solicited from the various municipalities and the general public in how public investment and budget decisions are made. The business community is also involved in the development of economic development programs and initiatives and the transportation advisory board helps guide county government policy related to transportation and transit activities and projects.

10. Planning for the protection, restoration, and integration of natural resources and systems as well as the preservation of agricultural farmland.

As Union County is mostly developed the remaining farmland is minor in land area. The County supports the policy and objectives of the preservation of agricultural facilities however the limited number and size of remaining farms, Peterson’s Farm in Plainfield and Dryer’s Farm in Scotch Plains, does not warrant significant agricultural planning efforts. The County has

recently purchased the Peterson Farm in Plainfield to be maintained as agriculture/open space. Even with this limited number of farming sites in the County there are many streams, small rivers and wetlands within the County, as well as areas of steep slope such as in the Watchung Reservation. Union County has a well-established county park system that has incorporated many areas along the streams and rivers and the Watchung Reservation into the County Park System. These are identified in the Open Space and Recreation Element of the Union County Master Plan. This element of the Master Plan also recommends attempting to further link the County's 26 parks by acquiring property, especially along river and stream corridors, and other appropriate lands. In addition, the Development Element of the Union County Master Plan has as one of its objectives to: "Identify land areas that are environmentally sensitive including lands that have physiographic characteristics including floodplains, freshwater and/or saline wetlands, steep slopes, rock outcroppings and mature forests. Another objective of the Master Plan is to: "Promote the continued development and expansion of recreational facilities to meet the recreational needs of existing and future residents and encourage the maintenance of open space and the protection of sensitive environmental features".

C. Metropolitan Planning Area (PA1) Intent

1. Provide for much of the state's future redevelopment.

Union County is a primarily fully developed county, as recognized by the State Plan in placing the entire County in a Metropolitan Planning Area (PA1). The Union County Master Plan seeks to accommodate much of the state's future redevelopment through the following Goals and Objectives found in the Development Element of the Master Plan:

Goal:

To facilitate the development of Union County by directing new growth to environmentally suitable areas that can be provided with essential infrastructure and support facilities **and to revitalize the urban centers and corridors within the County.**

Objectives:

- Identify land areas suitable for residential, commercial and industrial development sufficient to accommodate reasonable projections of future needs.
- Promote new development **and redevelopment** that is consistent and compatible with existing settlement patterns.
- **Promote the revitalization of urban centers and older suburban areas** through industrial and commercial adaptive reuse, economic development programs, environmental clean-up of contaminated sites, upgrading of community infrastructure and upgrading of transportation and transit facilities.

Union County has also sought to identify and remediate Brownfield locations within the County in order to provide additional land areas for adaptive reuse and redevelopment as described in the “*Union County Brownfields Redevelopment Initiative*” report dated February, 2000.

2. Revitalize cities and towns.

This intent really goes hand in hand with #1 above. Therefore, some of the same Goals and Objectives apply:

Goal:

To facilitate the development of Union County by directing new growth to environmentally suitable areas that can be provided with essential infrastructure and support facilities **and to revitalize the urban centers and corridors within the County.**

Objectives:

- Promote new development **and redevelopment** that is consistent and compatible with existing settlement patterns.
- **Promote the revitalization of urban centers and older suburban areas** through industrial and commercial adaptive reuse, economic development programs, environmental clean-up of contaminated sites, upgrading of community infrastructure and upgrading of transportation and transit facilities.
- Promote where appropriate the efficient and effective movement of goods through all available modes of transportation (rail, road, air, and water) either by initiating services or coordinating with associated agencies or private carriers.

3. Promote growth in compact forms.

As previously stated, Union County is a primarily fully developed county, much of which has been developed in a compact form consisting of small suburban downtown commercial districts surrounded by housing, larger urban central business districts, and higher density housing. The Union County Master Plan seeks to preserve and enhance this character through the following goals and objectives found in the Housing, Development and Transportation Elements of the Master Plan.

Housing Objectives:

- Encourage municipalities to zone for a variety of housing types and densities.

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- Encourage the construction of multi-family apartment and townhouse units in rental, condominium or fee simple ownership for all age groups, household types and income levels.

Development Objectives:

- Promote new development and redevelopment that is consistent and compatible with existing settlement patterns.
- Promote the revitalization of urban centers and older suburban areas through industrial and commercial adaptive reuse, economic development programs, environmental clean-up of contaminated sites, upgrading of community infrastructure and upgrading of transportation and transit facilities.

Transportation Objectives:

- Provide coordinated development of land use density/intensity and transportation systems that will support and sustain regional transportation systems for rail and bus service.

4. Stabilize older suburbs.

Union County consists primarily of older urban centers. Therefore, it is not unexpected that the County Master Plan would contain goals and objectives specifically geared to advancing this intent of PA1 within the State Plan.

Housing Objectives:

- Encourage the **rehabilitation of substandard or vacant structures.**
- Encourage participation in programs designed **to promote the maintenance and rehabilitation of housing**, including low interest loans, grants, tax incentives, Regional Contribution Agreements.

Development Objectives:

- Promote new development **that is consistent and compatible with existing settlement patterns.**
- **Promote the revitalization of urban centers and older suburban areas** through industrial and commercial adaptive reuse, economic development programs,

environmental clean-up of contaminated sites, upgrading of community infrastructure and upgrading of transportation and transit facilities.

5. Redesign areas of sprawl.

As previously mentioned, Union County is a primarily fully developed county. Further, many of Union County's older suburbs developed as compact communities, centered on a train station and traditional town center. The Union County Master Plan seeks to preserve this character and thus prevent sprawl as described in items 3 and 4 above. In terms of redesigning areas of sprawl, the Union County Master Plan addresses this issue in the goals and objectives of the Development and Transportation Elements of the Master Plan in terms of directing growth to areas with essential infrastructure, encouraging adaptive reuse of properties and promoting transportation policies that support more compact development patterns. The applicable objectives of the Master Plan are as follows:

Development Goal:

To facilitate the development of Union County by **directing new growth to environmentally suitable areas that can be provided with essential infrastructure and support facilities.**

Development Objectives:

- Promote new development and redevelopment that is consistent and compatible with existing settlement patterns.
- Promote the revitalization of urban centers and older **suburban areas through industrial and commercial adaptive reuse**, economic development programs, environmental clean-up of contaminated sites, upgrading of community infrastructure and upgrading of transportation and transit facilities.

Transportation Objective:

- Provide coordinated development of land use density/intensity and transportation systems that will support and sustain regional transportation systems for rail and bus service.

In addition, as previously described, Union County has also sought to identify and remediate Brownfield locations within the County in order to provide additional land areas for adaptive reuse and redevelopment as described in the *"Union County Brownfields Redevelopment Initiative"* report dated February, 2000.

6. Protect the character of existing stable communities.

As a primarily fully developed county, this intent of the PA1 section of the State Plan is particularly applicable to Union County. The Union County Master Plan addresses this intent within the objectives of the Development Element of the Union County Master Plan.

- Promote new development and redevelopment that is consistent and compatible with existing settlement patterns.

The Economic Development Element also has as its goal to encourage compatible development.

Continue County sponsored economic development efforts to reduce unemployment, provide year-round employment opportunities and enhance the tax base **by encouraging compatible industrial, commercial, office and retail facilities** to locate or expand in Union County.

D. Policy Objectives

1. Land Use: Promote redevelopment and development in Cores and neighborhoods of Centers and in Nodes that have been identified through cooperative regional planning efforts. Promote diversification of land uses, including housing where appropriate, in single use developments and enhance their linkages to the rest of the community. Ensure efficient and beneficial utilization of scarce land resources throughout the Planning Area to strengthen its existing diversified and compact nature.

As previously discussed, County Planning by its very nature is a “cooperative planning effort”. In the opening paragraph of the Goals and Objective section, the Union County Master Plan states that: “The County goals and objectives recognize the interrelationships of related policies of municipalities, regional agencies and the State regarding the future development of Union County”.

The Master Plan also promotes the redevelopment and development in Cores and neighborhoods of centers and nodes. **“Promote the revitalization of urban centers and older suburban areas** through industrial and commercial adaptive reuse, economic development programs, environmental clean-up of contaminated sites, upgrading of community infrastructure and upgrading of transportation and transit facilities”.

The Master Plan also promotes diversification of land uses. “Identify land areas suitable for residential, commercial and industrial development sufficient to accommodate reasonable projections of future needs.

The Master Plan also promotes housing development, both single use and more varied, and encourages their linkage into the rest of the county.

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- Promote the continued construction of quality single-family homes suitable for persons of all income levels.
- Encourage municipalities to zone for a variety of housing types and densities.
- Provide coordinated development of land use density/intensity and transportation systems that will support and sustain regional transportation systems for rail and bus service.

The Master Plan also seeks to encourage the efficient and beneficial utilization of scarce land resources and maintain the existing diversified and compact nature by “directing new growth to environmentally suitable areas that can be provided with essential infrastructure and support facilities ...”, as discussed in the Goal of the Development Element of the Master Plan.

2. Housing: Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse of nonresidential buildings, and the introduction of new housing into appropriate nonresidential settings. Preserve the existing housing stock through maintenance, rehabilitation and flexible regulation.

The Union County Master Plan is consistent with this policy objective. The Goals and Objectives of the Housing Element of the Master Plan read as follows:

Goal:

Promote the provision of a broad range of housing opportunities for all income levels and household types by encouraging the maintenance or rehabilitation of the existing housing stock and through the construction of new housing units.

Objectives:

- Promote the continued construction of quality single-family homes suitable for persons of all of income levels.
- Encourage municipalities to zone for a variety of housing types and densities.
- Encourage the rehabilitation of substandard or vacant structures
- Encourage the construction of multi-family apartment and townhouse units in either rental condominium or fee simple ownership for all age groups, household types and income levels.
- Encourage participation in programs designed to promote the maintenance and rehabilitation of housing, including low interest loans, grants, tax incentives, and Regional Contribution Agreements.

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The Development Element of the Master Plan also encourages adaptive reuse; “Promote the revitalization of urban centers and older suburban areas through industrial and commercial adaptive reuse.”

3. Economic Development: Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements that support an identified role for the community within the regional marketplace. Encourage job training and other incentives to retain and attract businesses. Encourage private sector investment through supportive government regulations, policies and programs, including tax policies and expedited review of proposals that support appropriate redevelopment.

Union County is in general conformance with this policy based on the objectives of the Economic Development Element of the Master Plan.

- Promote the development of industrial parks, marine terminal facilities and air terminal facilities in the County.
- Encourage the expansion or location of industrial firms, office, research and development firms in areas that are capable of being serviced by County and regional facilities and infrastructure.
- Maintain relationships with federal, state, regional and municipal officials involved with economic development activities relative to Union County.
- Conduct and/or provide assistance on feasibility and technical studies addressing economic development issues associated with airports, marine terminal facilities, capital improvements, natural resources and other related issues.
- Promote the reclamation and redevelopment of brownfields within the County.

In addition, the Union County Master Plan encourages the concepts of strategic land assembly, site preparation and infill development through its promotion of the redevelopment process as a means to revitalize urban centers and older suburban areas; and its promotion of adaptive reuse of buildings and sites; especially as outlined in the **“Union County Brownfields Redevelopment Initiative”** report. The Goals and Objectives section of the Master Plan specifically recognizes the need to involve all “levels of government, as well as the private sector”; and the goal of the Development Element recognizes the need to support development with infrastructure investments by directing development to “suitable areas that can be provided with essential infrastructure and support facilities”.

4. Transportation: Maintain and enhance a transportation system that capitalizes on high density settlement patterns by encouraging the use of public transit systems, walking and

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alternative modes of transportation to reduce automobile dependency, link Centers and Nodes, and create opportunities for transit oriented redevelopment. Facilitate efficient goods movement through strategic investments and intermodal linkages. Preserve and stabilize general aviation airports and, where appropriate, encourage community economic development and promote complementary uses for airport property such as business centers.

Union County is in general conformance with this policy based on the goals and objectives of the Economic Development Element of the Master Plan.

Goal:

To promote the development of an improved and balanced multi-modal transportation system that integrates and links highway, bus, rail, air, waterborne transport systems and pedestrian and bicycle facilities.

Objectives:

- Continue the development and maintenance programs for an efficient County highway system to service existing and future traffic needs.
- Encourage the maintenance and upgrade to a higher standard of State and local roadways that contribute to the regional transportation system where applicable and feasible.
- Support and implement transportation plans and programs that reduce negative impacts on the environment such as requirements to reduce hydrocarbons, carbon monoxide and nitrogen oxide emissions from automobiles.
- Provide coordinated development of land use density/intensity and transportation systems that will support and sustain regional transportation systems for rail and bus service.
- Encourage the improvement of existing and construction of new rail stations, bus shelters and parking support facilities.
- Review and coordinate local bus routes and rail schedules to address potential ridership demands and destination needs.
- Encourage public and private efforts to retain and rehabilitate the existing rail network and encourage upgraded freight line services.

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- Promote transportation improvements that will encourage increased inter-modal passenger and freight transportation movements especially those related to the Port Elizabeth/Port Newark regional and international transportation facilities.
- Support the expansion and improvement of facilities at Newark Liberty International Airport to meet increased operational and safety requirements, passenger demands, and promote light rail passenger links with other transportation services and regional urban centers.
- Improve waterborne transportation by encouraging navigational surveys, the implementation of regular maintenance dredging of state and federal waterways to their authorized width and depth, maintenance of channel markers and other navigational aids through improvements to the inlets and upgrading of port facilities and promoting commuter services.

5. Natural Resource Conservation: Reclaim environmentally damaged sites and mitigate future negative impacts, particularly to waterfronts, scenic vistas, wildlife habitats and to Critical Environmental Sites, and Historic and Cultural Sites. Give special emphasis to improving air quality. Use open space to reinforce neighborhood and community identity, and protect natural linear systems, including regional systems that link to other Planning Areas.

Union County is in compliance with this policy objective. The County has identified environmentally damaged sites and seeks to further mitigate negative impacts as discussed in the "Union County Brownfields Redevelopment Initiative". Union County also has a well-established county park system that has incorporated many environmentally sensitive areas along the streams and rivers and the Watchung Reservation into the County Park System. These are identified in the Open Space and Recreation Element of the Union County Master Plan. This element of the Master Plan also recommends attempting to further link the County's 26 parks by acquiring property, especially along river and stream corridors, and other appropriate lands. In addition, the Development Element of the Union County Master Plan has as one of its objectives to: "Identify land areas that are environmentally sensitive including lands that have physiographic characteristics including floodplains, freshwater and/or saline wetlands, steep slopes, rock outcroppings and mature forests". Another objective of the Master Plan is to: "Promote the continued development and expansion of recreational facilities to meet the recreational needs of existing and future residents and encourage the maintenance of open space and the protection of sensitive environmental features".

6. Agriculture: Use development and redevelopment opportunities wherever appropriate and economically feasible, to meet the needs of the agricultural industry for intensive agricultural production, packaging and processing, value-added operations, marketing, exporting and other shipping. Provide opportunities for farms, greenhouses, farmers' markets and community gardens.

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This policy objective has limited applicability to Union County as it is a primarily a fully developed county and is designated as a Metropolitan Planning Area (PA1). However, for any remaining farms the County would promote their preservation where feasible and appropriate in relation to local master plans and the State Development and Redevelopment Plan policies.

7. Recreation: Provide maximum active and passive recreational opportunities and facilities at the neighborhood, local and regional levels by concentrating on the maintenance and rehabilitation of existing parks and open space while expanding and linking the system through redevelopment and reclamation projects.

Union County is in compliance with this policy objective. Union County adopted an Open Space and Recreation Element to its Master Plan in October of 1999. That plan element recognized that Union County had actually exceeded its “Balanced Need” in providing open space within the County. Therefore, the Plan recommended that the County concentrate on maintenance and rehabilitation, and/or upgrading or new construction to meet the changing recreation needs of the County population. In addition, although the County has a well established county park system that has incorporated many environmentally sensitive areas along the streams and rivers and the Watchung Reservation into the County Park System, the Plan also recommended attempting to further link the County’s 26 parks by acquiring property, especially along river and stream corridors, and other appropriate lands. In addition, the Development Element of the Union County Master Plan has as one of its objectives to: “Identify land areas that are environmentally sensitive including lands that have physiographic characteristics including floodplains, freshwater and/or saline wetlands, steep slopes, rock outcroppings and mature forests”. Another objective of the Master Plan is to: “Promote the continued development and expansion of recreational facilities to meet the recreational needs of existing and future residents and encourage the maintenance of open space and the protection of sensitive environmental features”.

8. Redevelopment: Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.

Union County is in compliance with this policy objective based on various goals and objective found in the Union County Master Plan. Two of the objectives within the Development Element of the Master Plan relative to redevelopment are:

- Promote new development and redevelopment that is consistent and compatible with existing settlement patterns.
- Promote the revitalization of urban centers and older suburban areas through industrial and commercial adaptive reuse, economic development programs, environmental clean-up of contaminated sites, upgrading of community infrastructure and upgrading of transportation and transit facilities.

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The Transportation Element of the Master Plan goes on to state:

- Provide coordinated development of land use density/intensity and transportation systems that will support and sustain regional transportation systems for rail and bus service.

The Transportation Element of the Master Plan also addresses issues of public safety, intermodal transportation issues and alternative means of travel to reduce dependency on the automobile as shown below:

- Upgrade existing roads to higher design standards where applicable and feasible.
- Support and implement transportation plans and programs that reduce negative impacts on the environment such as requirements to reduce hydrocarbons, carbon monoxide and nitrogen oxide emissions from automobiles.
- Encourage the improvement of existing and construction of new rail stations, bus shelters and parking support facilities.
- Review and coordinate local bus routes and rail schedules to address potential ridership demands and destination needs.
- Promote transportation improvements that will encourage increased inter-modal passenger and freight transportation movements especially those related to the Port Elizabeth/Port Newark regional and international transportation facilities.
- Support the expansion and improvement of facilities at Newark International Airport to meet increased operational and safety requirements, passenger demands, and light rail passenger links with other transportation services and regional urban centers.

9. Historic Preservation: Encourage the preservation and adaptive reuse of historic or significant buildings, Historic and Cultural Sites, neighborhoods and districts in ways that will not compromise either the historic resource or the area's ability to redevelop. Coordinate historic preservation with tourism efforts.

Union County is in general compliance with this policy objective. Union County had prepared a Landmark Inventory as part of an earlier Master Plan program and has a division within the Department of Economic Development, the Division of Cultural and Heritage Affairs, dedicated to historic preservation issues. In addition, the Open Space and Recreation Element of the current Master Plan identifies several structures of historical significance commonly referred to as the "Four Centuries" sites as well as parks designed by the well known Landscape Architecture firm of Frederick Law Olmstead, the designer of Central Park.

10. Public Facilities and Services: Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region. Encourage the concentration of public facilities and services in Centers and Cores.

Union County addresses this policy objective in various sections of its Master Plan. The goal of the Development Element, for instance, is “To facilitate the development of Union County by **directing new growth to environmentally suitable areas that can be provided with essential infrastructure and support facilities and to revitalize the urban centers and corridors within the County**”.

Also within the Development Element is the objective “To promote the revitalization of urban centers and older suburban areas through industrial and commercial adaptive reuse, economic development programs, environmental clean-up of contaminated sites, **upgrading of community infrastructure** and upgrading of transportation and transit facilities”.

The Transportation Element also contains various objectives and recommendations for improving and maintaining the road network and mass transit system as a means of supporting redevelopment and providing capacity for sustainable development.

11. Intergovernmental Coordination: Regionalize as many public services as feasible and economical to enhance the cost-effective delivery of those services. Establish multi-jurisdictional policy and planning entities to guide the efforts of state, county and municipal governments to ensure compatible and coordinated redevelopment.

As previously discussed, County Planning and the planning process, pursuant to the County Planning Act, is regional in its scope and multi-jurisdictional in its policies and planning. The Union County Master Plan is responsive to this policy objective and states within the opening paragraph of the Goals and Objectives of the Master Plan: “The County goals and objectives recognize the interrelationships of related policies of municipalities, regional agencies and the State regarding the future development of Union County. The achievement of these goals and objectives will require decision making at many levels of government, as well as private sector”. The County has also established various advisory boards and entities, which are comprised of representatives of the various effected municipalities, regional agencies, non-profit organizations, the business community and/or the public at large as the case may be. These boards provide input and advice to the County relative to allocation of funds, capital improvements and other ways of enhancing the cost effective delivery of services within the County.

E. Inconsistencies between County Plan and Preliminary State Plan

There were no major areas of inconsistency between the County Plan and the Preliminary State Plan in terms of the Key Concepts, Intent, and Policy Objectives of the Preliminary State Plan.

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Each of these issues appeared to be addressed somewhere within one or more of the elements of the Union County Master Plan or one of the later studies or reports undertaken as part of the on-going planning process, although some were obviously addressed more fully than others. However, minor mapping inconsistencies related to the State Plan Policy Map have been identified in the Map Changes (Map Amendments) section of this report.

The current Union County Master Plan, prepared in June of 1998, does not necessarily incorporate some of the newer terminology of local, county and regional planning utilized in the State Development and Redevelopment Plan; although the basic principles of the Union County Master Plan are consistent with the Preliminary State Plan as outlined in this report.

It should also be noted that the Union County Master Plan will be seven (7) years old in June of 2005. The County Planning Act requires that the county master plan should be “re-examined” every six (6) years. Therefore this may be an opportune time to re-examine the Union County Master Plan and amend it such that the terminology and structure is more consistent with the State Plan.

F. General Recommendations for increasing consistency

As previously stated, the Union County Master Plan is in substantial consistency with the Preliminary State Plan. No modifications or amendments to the Master Plan are necessary at this time as part of the Cross Acceptance Process. Further, the State’s designation of Union County, in its entirety, as a Metropolitan Planning Area is consistent with the existing character of Union County as a nearly fully developed county consisting of urban centers and primarily older suburban areas. Therefore, no modification to this classification within the Preliminary State Plan is being sought at this time.

Any minor modifications or amendments to the Union County Master Plan may and should be undertaken as part of the statutory reexamination of the Master Plan. These modifications may include:

- Incorporation of the more current terminology and nomenclature now used in the State Development and Redevelopment Plan within the goals, objectives and policies of the Union County Master Plan.
- Modifications and amendments to those elements of the Master Plan that might be deemed to need such modifications pursuant to the required reexamination report.
- Updating and/or re-write of those elements of the Master Plan that may be more out-of-date and deemed to require more extensive modifications pursuant to the required reexamination report.

V. GROWTH PROJECTIONS

The most recent population, household and employment projections prepared by the North Jersey Transportation Planning Authority (NJTPA) are provided here for reference. The County has not received any significant comments regarding these projections from the municipalities through the Cross Acceptance Process nor has the county received any municipal build-out analyses that could be used to compare and substantiate the reasonableness of the NJTPA projections.

Although the County has no objections regarding the methodology used by the NJTPA to develop these projections, it does not officially endorse the projections until a significant number of County municipalities have accepted the NJTPA projections.

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**North Jersey Transportation Planning Authority
Population Projections 2005 - 2030**

| | 2000 | Draft NJTPA Projections | | | | | | Adjusted NJTPA Projections | | | | | |
|-------------------------|----------------|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------------------|----------------|----------------|----------------|----------------|----------------|
| | | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
| Berkeley Heights | 13,407 | 13,427 | 13,505 | 13,779 | 14,262 | 14,792 | 15,229 | 13,430 | 13,500 | 13,780 | 14,260 | 14,790 | 15,230 |
| Clark | 14,597 | 14,612 | 14,712 | 14,971 | 15,426 | 15,925 | 16,337 | 14,610 | 14,710 | 14,970 | 15,430 | 15,920 | 16,340 |
| Cranford | 22,578 | 22,541 | 22,707 | 23,245 | 24,196 | 25,034 | 25,536 | 22,540 | 22,710 | 23,240 | 24,200 | 25,030 | 25,540 |
| Elizabeth | 120,568 | 128,300 | 133,017 | 137,314 | 143,934 | 149,535 | 152,116 | 128,300 | 133,020 | 137,310 | 143,930 | 149,530 | 152,120 |
| Fanwood | 7,174 | 7,177 | 7,213 | 7,338 | 7,558 | 7,798 | 7,804 | 7,180 | 7,210 | 7,340 | 7,560 | 7,800 | 7,800 |
| Garwood | 4,153 | 4,139 | 4,164 | 4,258 | 4,423 | 4,547 | 4,554 | 4,140 | 4,160 | 4,260 | 4,420 | 4,550 | 4,550 |
| Hillside | 21,747 | 21,862 | 22,084 | 22,571 | 23,431 | 24,375 | 25,026 | 21,860 | 22,080 | 22,570 | 23,430 | 24,370 | 25,030 |
| Kenilworth | 7,675 | 7,671 | 7,708 | 7,837 | 8,063 | 8,311 | 8,516 | 7,670 | 7,710 | 7,840 | 8,060 | 8,310 | 8,520 |
| Linden | 39,394 | 39,836 | 40,303 | 41,296 | 43,044 | 44,831 | 45,746 | 39,840 | 40,300 | 41,300 | 43,040 | 44,830 | 45,750 |
| Mountainside | 6,602 | 6,582 | 6,611 | 6,714 | 6,895 | 7,094 | 7,258 | 6,580 | 6,610 | 6,710 | 6,900 | 7,090 | 7,260 |
| New Providence | 11,907 | 11,947 | 12,034 | 12,279 | 12,711 | 13,186 | 13,578 | 11,950 | 12,030 | 12,280 | 12,710 | 13,190 | 13,580 |
| Plainfield | 47,829 | 47,807 | 48,901 | 50,193 | 52,483 | 54,961 | 55,899 | 47,810 | 48,900 | 50,190 | 52,480 | 54,960 | 55,900 |
| Rahway | 26,500 | 27,019 | 27,216 | 27,728 | 28,634 | 29,532 | 29,890 | 27,020 | 27,220 | 27,730 | 28,630 | 29,530 | 29,890 |
| Roselle | 21,274 | 21,670 | 22,068 | 22,558 | 23,422 | 24,370 | 25,086 | 21,670 | 22,070 | 22,560 | 23,420 | 24,370 | 25,090 |
| Roselle Park | 13,281 | 13,347 | 13,479 | 13,801 | 14,371 | 14,868 | 14,883 | 13,350 | 13,480 | 13,800 | 14,370 | 14,870 | 14,880 |
| Scotch Plains | 22,732 | 22,751 | 22,926 | 23,304 | 23,971 | 24,701 | 25,270 | 22,750 | 22,930 | 23,300 | 23,970 | 24,700 | 25,270 |
| Springfield | 14,429 | 14,705 | 14,869 | 15,154 | 15,647 | 16,186 | 16,631 | 14,700 | 14,870 | 15,150 | 15,650 | 16,190 | 16,630 |
| Summit | 21,131 | 21,315 | 21,574 | 22,045 | 22,877 | 23,791 | 24,306 | 21,320 | 21,570 | 22,050 | 22,880 | 23,790 | 24,310 |
| Union | 54,405 | 55,737 | 56,631 | 57,806 | 59,851 | 61,853 | 63,080 | 55,740 | 56,630 | 57,810 | 59,850 | 61,850 | 63,080 |
| Westfield | 29,644 | 29,895 | 30,150 | 30,741 | 31,774 | 32,906 | 33,585 | 29,900 | 30,150 | 30,740 | 31,770 | 32,910 | 33,580 |
| Winfield | 1,514 | 1,514 | 1,528 | 1,579 | 1,671 | 1,720 | 1,721 | 1,510 | 1,530 | 1,580 | 1,670 | 1,720 | 1,720 |
| UNION COUNTY | 522,541 | 533,900 | 543,400 | 556,500 | 578,600 | 600,300 | 612,100 | 533,900 | 543,400 | 556,500 | 578,600 | 600,300 | 612,100 |

Date of Source: February 14, 2005

Final Report

**North Jersey Transportation Planning Authority
Household Projections 2005 - 2030**

| | 2000 | Draft NJTPA Projections | | | | | | Adjusted NJTPA Projections | | | | | |
|-------------------------|---------|-------------------------|---------|---------|---------|---------|---------|----------------------------|---------|---------|---------|---------|---------|
| | | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
| Berkeley Heights | 4,479 | 4,518 | 4,582 | 4,712 | 4,928 | 5,152 | 5,325 | 4,520 | 4,580 | 4,710 | 4,930 | 5,150 | 5,330 |
| Clark | 5,637 | 5,662 | 5,730 | 5,870 | 6,104 | 6,346 | 6,534 | 5,660 | 5,730 | 5,870 | 6,100 | 6,350 | 6,530 |
| Cranford | 8,397 | 8,413 | 8,547 | 8,831 | 9,309 | 9,707 | 9,927 | 8,410 | 8,550 | 8,830 | 9,310 | 9,710 | 9,930 |
| Elizabeth | 40,482 | 41,615 | 42,571 | 44,357 | 46,979 | 49,035 | 49,889 | 41,610 | 42,570 | 44,360 | 46,980 | 49,030 | 49,890 |
| Fanwood | 2,574 | 2,599 | 2,631 | 2,696 | 2,803 | 2,914 | 2,916 | 2,600 | 2,630 | 2,700 | 2,800 | 2,910 | 2,920 |
| Garwood | 1,731 | 1,738 | 1,765 | 1,821 | 1,915 | 1,981 | 1,984 | 1,740 | 1,760 | 1,820 | 1,910 | 1,980 | 1,980 |
| Hillside | 7,161 | 7,197 | 7,305 | 7,529 | 7,903 | 8,291 | 8,547 | 7,200 | 7,310 | 7,530 | 7,900 | 8,290 | 8,550 |
| Kenilworth | 2,854 | 2,878 | 2,912 | 2,981 | 3,095 | 3,213 | 3,305 | 2,880 | 2,910 | 2,980 | 3,100 | 3,210 | 3,300 |
| Linden | 15,052 | 15,231 | 15,492 | 16,013 | 16,887 | 17,725 | 18,129 | 15,230 | 15,490 | 16,010 | 16,890 | 17,720 | 18,130 |
| Mountainside | 2,434 | 2,443 | 2,469 | 2,524 | 2,615 | 2,709 | 2,781 | 2,440 | 2,470 | 2,520 | 2,610 | 2,710 | 2,780 |
| New Providence | 4,404 | 4,418 | 4,477 | 4,602 | 4,811 | 5,026 | 5,194 | 4,420 | 4,480 | 4,600 | 4,810 | 5,030 | 5,190 |
| Plainfield | 15,137 | 15,125 | 15,367 | 15,893 | 16,779 | 17,684 | 18,003 | 15,120 | 15,370 | 15,890 | 16,780 | 17,680 | 18,000 |
| Rahway | 10,028 | 10,389 | 10,513 | 10,782 | 11,235 | 11,658 | 11,813 | 10,390 | 10,510 | 10,780 | 11,240 | 11,660 | 11,810 |
| Roselle | 7,520 | 7,559 | 7,670 | 7,899 | 8,283 | 8,681 | 8,963 | 7,560 | 7,670 | 7,900 | 8,280 | 8,680 | 8,960 |
| Roselle Park | 5,137 | 5,140 | 5,220 | 5,391 | 5,680 | 5,921 | 5,928 | 5,140 | 5,220 | 5,390 | 5,680 | 5,920 | 5,930 |
| Scotch Plains | 8,349 | 8,360 | 8,450 | 8,641 | 8,960 | 9,290 | 9,533 | 8,360 | 8,450 | 8,640 | 8,960 | 9,290 | 9,530 |
| Springfield | 6,001 | 6,136 | 6,225 | 6,387 | 6,655 | 6,930 | 7,144 | 6,140 | 6,220 | 6,390 | 6,660 | 6,930 | 7,140 |
| Summit | 7,897 | 7,918 | 8,031 | 8,271 | 8,673 | 9,089 | 9,318 | 7,920 | 8,030 | 8,270 | 8,670 | 9,090 | 9,320 |
| Union | 19,534 | 19,953 | 20,260 | 20,828 | 21,767 | 22,630 | 23,125 | 19,950 | 20,260 | 20,830 | 21,770 | 22,630 | 23,130 |
| Westfield | 10,622 | 10,772 | 10,925 | 11,224 | 11,720 | 12,232 | 12,511 | 10,770 | 10,930 | 11,220 | 11,720 | 12,230 | 12,510 |
| Winfield | 694 | 694 | 710 | 744 | 801 | 830 | 831 | 690 | 710 | 740 | 800 | 830 | 830 |
| UNION COUNTY | 186,124 | 188,800 | 191,900 | 198,000 | 207,900 | 217,000 | 221,700 | 188,800 | 191,900 | 198,000 | 207,900 | 217,000 | 221,700 |

Date of Source: February 14, 2005

Final Report

**North Jersey Transportation Planning Authority
Employment Projections 2005 – 2030**

| | Draft NJTPA Projections | | | | | | | Adjusted NJTPA Projections | | | | | | |
|-------------------------|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
| Berkeley Heights | 7,194 | 7,694 | 7,904 | 8,202 | 8,473 | 8,862 | 9,406 | 7,190 | 7,690 | 7,900 | 8,200 | 8,470 | 8,860 | 9,410 |
| Clark | 7,471 | 7,574 | 7,638 | 7,800 | 7,959 | 8,139 | 8,298 | 7,470 | 7,570 | 7,640 | 7,800 | 7,960 | 8,140 | 8,300 |
| Cranford | 13,737 | 14,112 | 14,307 | 14,747 | 15,185 | 15,712 | 16,259 | 13,740 | 14,110 | 14,310 | 14,750 | 15,190 | 15,710 | 16,260 |
| Elizabeth | 42,021 | 43,422 | 44,122 | 46,128 | 48,143 | 50,349 | 51,637 | 42,020 | 43,420 | 44,120 | 46,130 | 48,140 | 50,350 | 51,640 |
| Fanwood | 1,554 | 1,562 | 1,571 | 1,627 | 1,688 | 1,762 | 1,814 | 1,550 | 1,560 | 1,570 | 1,630 | 1,690 | 1,760 | 1,810 |
| Garwood | 2,720 | 2,728 | 2,740 | 2,803 | 2,873 | 2,956 | 2,964 | 2,720 | 2,730 | 2,740 | 2,800 | 2,870 | 2,960 | 2,960 |
| Hillside | 7,233 | 7,297 | 7,351 | 7,577 | 7,818 | 8,104 | 8,343 | 7,230 | 7,300 | 7,350 | 7,580 | 7,820 | 8,100 | 8,340 |
| Kenilworth | 15,298 | 15,405 | 15,489 | 15,666 | 15,834 | 16,021 | 16,200 | 15,300 | 15,400 | 15,490 | 15,670 | 15,830 | 16,020 | 16,200 |
| Linden | 30,012 | 30,451 | 30,731 | 31,463 | 32,196 | 33,059 | 33,680 | 30,010 | 30,450 | 30,730 | 31,460 | 32,200 | 33,060 | 33,680 |
| Mountainside | 7,152 | 7,216 | 7,263 | 7,359 | 7,450 | 7,549 | 7,648 | 7,150 | 7,220 | 7,260 | 7,360 | 7,450 | 7,550 | 7,650 |
| New Providence | 17,959 | 18,203 | 18,348 | 18,629 | 18,887 | 19,166 | 19,433 | 17,960 | 18,200 | 18,350 | 18,630 | 18,890 | 19,170 | 19,430 |
| Plainfield | 11,516 | 11,624 | 11,720 | 12,259 | 12,848 | 13,558 | 13,996 | 11,520 | 11,620 | 11,720 | 12,260 | 12,850 | 13,560 | 14,000 |
| Rahway | 17,141 | 17,572 | 17,656 | 17,986 | 18,335 | 18,748 | 19,029 | 17,140 | 17,570 | 17,660 | 17,990 | 18,340 | 18,750 | 19,030 |
| Roselle | 4,553 | 4,571 | 4,602 | 4,797 | 5,011 | 5,270 | 5,483 | 4,550 | 4,570 | 4,600 | 4,800 | 5,010 | 5,270 | 5,480 |
| Roselle Park | 2,788 | 2,793 | 2,811 | 2,969 | 3,146 | 3,363 | 3,404 | 2,790 | 2,790 | 2,810 | 2,970 | 3,150 | 3,360 | 3,400 |
| Scotch Plains | 5,490 | 5,505 | 5,533 | 5,680 | 5,840 | 6,031 | 6,197 | 5,490 | 5,510 | 5,530 | 5,680 | 5,840 | 6,030 | 6,200 |
| Springfield | 10,443 | 10,572 | 10,661 | 10,875 | 11,083 | 11,317 | 11,523 | 10,440 | 10,570 | 10,660 | 10,870 | 11,080 | 11,320 | 11,520 |
| Summit | 9,158 | 9,201 | 9,252 | 9,504 | 9,778 | 10,105 | 10,383 | 9,160 | 9,200 | 9,250 | 9,500 | 9,780 | 10,100 | 10,380 |
| Union | 29,555 | 29,756 | 29,958 | 30,605 | 31,272 | 32,003 | 32,551 | 29,550 | 29,760 | 29,960 | 30,600 | 31,270 | 32,000 | 32,550 |
| Westfield | 8,442 | 8,539 | 8,607 | 8,894 | 9,200 | 9,564 | 9,871 | 8,440 | 8,540 | 8,610 | 8,890 | 9,200 | 9,560 | 9,870 |
| Winfield | 172 | 173 | 177 | 206 | 238 | 278 | 279 | 170 | 170 | 180 | 210 | 240 | 280 | 280 |
| UNION COUNTY | 251,600 | 256,000 | 258,400 | 265,800 | 273,300 | 281,900 | 288,400 | 251,600 | 256,000 | 258,400 | 265,800 | 273,300 | 281,900 | 288,400 |

Date of Source: February 14, 2005

VI. NEGOTIATION AGENDA

No State Plan policy issues have been identified at either the municipal or county level for negotiation with the State Planning Commission. All of the mapping requests are considered technical changes based on new or updated information and are therefore not subject to negotiation.

VII.

APPENDICES

- A. Municipal Questionnaires**
- B. City of Elizabeth Cross-Acceptance Report**
- C. Map Requests**
- D. Public Meeting Documentation**
- E. General Correspondence**

APPENDIX - A. Municipal Questionnaires

Final Report

Township of Berkeley Heights
Union County, New Jersey

Responses to the 2004 Union County Acceptance Questionnaire
Prepared by: Michael R. Hagen, P.E. – Assistant Township Engineer
February 17, 2005

1. The latest Master Plan dealing with Land Use and Housing was adopted in July of 1999. The seven (7) other elements of the overall Master Plan were itemized in the Master Plan Re-Examination dated July 27, 1994 and will be addressed in the Phase II of the Master Plan.
2. No records of participation in previous rounds of Cross-Acceptance.
3. No records of any adopted or current proposed Redevelopment Plans.
4. No complete review of State Cross Acceptance III Map and the Draft State Development and Redevelopment Plan undertaken. Any comments and disagreements will be forwarded at a later date.
5. Per No. 4 above, following a complete review of the Draft State Plan, Township shall provide any non-compliance information and compliance plan.
6. Per No. 4 above, following a complete review, Township shall provide information on any environmentally sensitive areas not represented on the CA II map.
7. No; the Township will be appointing a cross-acceptance coordinator. The anticipated coordinator is:

Michael R. Hagen, P.E.
Assistant Township Engineer
8. Problems regarding transportation circulation or utilities are to be addressed in Phase II of the Master Plan.
9. The Township is currently preparing the Stormwater Pollution Prevention Plan and Stormwater Management Plan for submission to the County no later than April 1, 2005.
10. Yes; Township is familiar with County GIS program and wishes to participate in all aspects of program
11. No.
12. No.

Final Report

Questionnaire



TOWNSHIP OF

Clark

NEW JERSEY

RICHARD O'CONNOR, P.E., P.P., C.M.E.
TOWNSHIP ENGINEER

February 7, 2005

Kamal Saleh, P.P., AICP
County of Union
Department of Economic Development
Division of Planning and Community Development
Elizabeth Plaza
Elizabeth, New Jersey 07207

430 Westfield Avenue
Clark, New Jersey 07066-1704
732/388-3600
EXT. 3029/3026
FAX: 732/388-3501

RECEIVED

FEB 08 2005

UNION COUNTY
TRANSPORTATION PLANNING

Subject: Union County – Clark Township Cross Acceptance
Union County Cross Acceptance Form.

Dear Mr. Saleh,

Pursuant to your request of January 24, 2005, we are including below the answers to the questionnaire that you forwarded to us. In addition, we are forwarding relevant documents to you for your use. To facilitate your review, I have included your questions in **bold face** type followed by our responses.

When were the latest Master Plan/Land Use Map and Zoning Ordinance/Map and Housing (Fair Share Plan) Element adopted by your Municipality? Our 1991 Master Plan has been re-examined and updated. Enclosed herewith is a copy of the Master Plan together with the 2003 update and a 2004 re-examination. We have also included the current zoning map, the 2003 proposed land use plan and our soon to be adopted 2005 Zoning Map.

Did your municipality participate in the previous rounds of Cross Acceptance? No.

Does your Municipality have any existing or proposed Redevelopment Plans? No.

Has your Municipality reviewed the Cross Acceptance III Map and the Draft State Development and Redevelopment Plan (SDRP or State Plan)? No.

If your town is not in compliance with the Draft State Plan or the Cross Acceptance Map will your town seek to comply? No. This administration has a strong fundamental belief in home rule which is compromised by accepting the cross acceptance map.

Does your municipality have any environmentally sensitive areas that aren't represented on the CA III map? We are not aware of any.

Clark is an Equal Opportunity Employer

Final Report

Has your municipality designated a cross acceptance representative or coordinator for your town? Our contact person for such matters is John Laezza - Business Administrator.

Does your municipality have problems or concerns related to transportation circulation or utilities in your town or surrounding area that needs to be addressed to allow growth or redevelopment as indicated in your Master Plan or Redevelopment Plans? There are several traffic, transportation and utility issues that the Township is facing. Please see the Master Plan and the current updates for specifics.

How will your town address new regulations, such as, Stormwater Management Plans and ordinances as required by the State? Plans are being implemented and ordinances are being adopted, as required, to meet the requirements of the State.


Is your town familiar with or participating in the County's Geographical Information System (GIS) parcel program? We are familiar with the system but have not been a participant.

Has your municipality developed any population, employment, or housing forecasts? No.

Does your municipality maintain land use trends based on building permits? No.

We trust that this information and the enclosed documents are useful. If you have any additional questions, please contact the undersigned.

Very truly yours,
Township of Clark



Richard O'Connor, P.E., P.P., C.M.E.
Township Engineer

cc. John Laezza, Mayor Sal Bonaccorso

Final Report

City of Plainfield
Rec'd 2-7-05

UNION COUNTY - CROSS ACCEPTANCE QUESTIONNAIRE

1. When were the latest Master Plan/Land Use Map and Zoning Ordinance/Map and Housing (Fair Share Plan) Element adopted by your Municipality?
Master Plan - 1998 - Includes Housing Zoning Ordinance - 2002
 - o If the County does not have the latest documents or maps, as noted in the above question, please submit them to the County Planning Office as soon as possible.
2. Did your municipality participate in the previous rounds of Cross Acceptance? *Yes*
3. Does your Municipality have any existing or proposed Redevelopment Plans? *Yes - Tepper, Morris, 197 Plan, Park Madison, Northmore HD*
 - o If so, please provide the County with a copy of your municipality's redevelopment plans.
4. Has your Municipality reviewed the Cross Acceptance III Map and the Draft State Development and Redevelopment Plan (SDRP or State Plan)? Any policies in the Draft State Plan that your municipality disagrees with? *No*
 - o Please provide any comments or discrepancies you have regarding the CA III Map and the Draft State Plan to the County. *N/A*
5. If your town is not in compliance with the Draft State Plan or the Cross Acceptance Map will your town seek to comply? If so how? If not, why? *N/A*
6. Does your municipality have any environmentally sensitive areas that aren't represented on the CA III map? *check map*
Did not receive map with Plainfield information
 - o If your municipality has found any discrepancies or know of any missing environmentally sensitive area for your town please inform the County. *WE WILL BE REVIEWING OUR ROSE LIST w/ MAP.*
7. Has your municipality designated a cross acceptance representative or coordinator for your town?
BILL NIERSTEDT
CITY PLANNER
908-753-3391
 - o Please confirm or provide your Cross Acceptance representative contact information to the County.

Final Report

Union County – Cross Acceptance Questionnaire

8. Does your municipality have problems or concerns related to transportation circulation or utilities in your town or surrounding area that needs to be addressed to allow growth or redevelopment as indicated in your Master Plan or Redevelopment Plans? *No*
9. How will your town address new regulations, such as, Stormwater Management Plans and ordinances as required by the State? *Review needs to be funded. Task to be referred to newly created City Engineer position.*
10. Is your town familiar with or participating in the County's Geographical Information System (GIS) parcel program? If your town is interested in participating please inform County Planning and they will have the County's GIS office contact you. *Yes*
11. Has your municipality developed any population, employment, or housing forecasts? *No*
 - o If yes, please provide this data to the County.
12. Does your municipality maintain land use trends based on building permits? *No*
 - o If yes, please provide this data to the County.

Thank you for participating in and completing the Union County - Cross Acceptance Questionnaire. If you have any questions regarding this survey or have any other pertinent information that can contribute to the Cross Acceptance process please contact Kamal Saleh at 908-527-4086.

Final Report

*Fahway
Completed
Questionnaire Response
Received on 1-18-05*

UNION COUNTY - CROSS ACCEPTANCE QUESTIONNAIRE

1. When were the latest Master Plan/Land Use Map and Zoning Ordinance/Map adopted by your Municipality?
Master Plan and Zoning Ordinance-1997; Master Plan update-2002
 - o If the County does not have the latest documents or maps, as noted in the above question, please submit them to the County Planning Office as soon as possible.
2. Did your municipality participate in the previous rounds of Cross Acceptance?
Unaware since this was before my employment here.
3. Does your Municipality have any existing or proposed Redevelopment Plans?
Yes.
 - o If so, please provide the County with a copy of your municipality's redevelopment plans.
4. Has your Municipality reviewed the Cross Acceptance III Map and the Draft State Development and Redevelopment Plan (SDRP or State Plan)? Any policies in the Draft State Plan that your municipality disagrees with?
Sample enclosed; this CBD Plan is the template for others.
Yes, we've reviewed; no, there are no discrepancies.
 - o Please provide any comments or discrepancies you have regarding the CA III Map and the Draft State Plan to the County.
5. If your town is not in compliance with the Draft State Plan or the Cross Acceptance Map will your town seek to comply? If so how? If not, why?
6. Does your municipality have any environmentally sensitive areas that aren't represented on the CA III map?
See corrected map, if so.
 - o If you municipality has found any discrepancies or know of any missing environmentally sensitive area for your town please inform the County.
7. Has your municipality designated a cross acceptance representative or coordinator for your town?
Yes.
 - o Please confirm or provide your Cross Acceptance representative contact information to the County.

Lenore A. Slothower, A.I.C.P., City Planner
Phone: (732) 827-2160; e-mail: lslothower@cityofrahway.com

Final Report

Union County – Cross Acceptance Questionnaire

Rahway
Questionnaire
Response

8. Does your municipality have problems or concerns related to transportation circulation or utilities in your town or surrounding area that needs to be addressed to allow growth or redevelopment as indicated in your Master Plan or Redevelopment Plans?
9. Transportation and circulation potentially problems, however these
How will your town address new regulations, such as, Stormwater are being
Management Plans and ordinances as required by the State? improved.
Being drafted by City Engineer for adoption by deadline.
10. Is your town familiar with or participating in the County's Geographical Information System (GIS) parcel program? If your town is interested in participating please inform County Planning and they will have the County's GIS office contact you.
Yes, we are working on it.
11. Has your municipality developed any population, employment, or housing forecasts?
No, however, we have demographic studies.
o If yes, please provide this data to the County.
12. Does your municipality maintain land use trends based on building permits?
No
o If yes, please provide this data to the County.

Thank you for participating in and completing the Union County - Cross Acceptance Questionnaire. If you have any questions regarding this survey or have any other pertinent information that can contribute to the Cross Acceptance process please contact Kamal Saleh at 908-527-4086.

Final Report

Union Township
Completed
Questionnaire
Received 1-7-05

UNION COUNTY – CROSS ACCEPTANCE QUESTIONNAIRE

1. When were the latest Master Plan/Land Use Map and Zoning Ordinance/Map adopted by your Municipality?

Master PlanMay 1982
Master Plan Reexamination Report...July 23, 1998
Land Development Ordinance
Zone Map....January 26, 1999

Above documents are attachments to this questionnaire

2. Did your municipality participate in the previous rounds of Cross Acceptance?

No.

3. Does your Municipality have any existing or proposed Redevelopment Plans?

Yes. The Township's redevelopment planning efforts include:

- ***The Township has adopted and recently amended its Union Station Redevelopment Plan, which includes properties adjoining and proximate to the recently opened Union train station. These properties have been designated as the US Union Station Zoning District.***
- ***The Township's Special Improvement District (SID) has been designated as an area in need of rehabilitation and a portion of the SID has been designated in need of redevelopment. A redevelopment plan is currently being prepared for the SID redevelopment area.***
- ***An area on the opposite side of the Union train station from the current Union Station Redevelopment Area is currently being reviewed for a possible redevelopment area designation. The project is being funded by a Smart Future Planning Grant award from the Office of Smart Growth, with the***

Final Report

Union County – Cross Acceptance Questionnaire

intent of creating a new mixed-use transit-oriented district adjoining the train station.

- ***A former industrial facility commonly known as the Schaefer Salt site has been designated in need of redevelopment. A redevelopment plan is currently being prepared for the Schaefer Salt site.***

Above documents are attached to this questionnaire.

4. Has your Municipality reviewed the Cross Acceptance III Map and the Draft State Development and Redevelopment Plan (SDRP or State Plan)? Any policies in the Draft State Plan that your municipality disagrees with?

The Township does not disagree with any of the stated policies of the draft SDRP. We are forwarding the Cross Acceptance III Map marked up with comments and/or corrections as an attachment.

5. If your town is not in compliance with the Draft State Plan or the Cross Acceptance Map will your town seek to comply? If so how? If not, why?

The Township of Union is in compliance with the SDRP.

6. Does your municipality have any environmentally sensitive areas that aren't represented on the CA III map?

The marked up CA III map (attached) shows both Township and County parks/ reservations that were not included on the original CA III map.

7. Has your municipality designated a cross acceptance representative or coordinator for your town?

***Philip A. Haderer, P.E., Supervising Engineer
(908) 851-8506***

8. Does your municipality have problems or concerns related to transportation circulation or utilities in your town or surrounding

Final Report

Union County – Cross Acceptance Questionnaire

area that needs to be addressed to allow growth or redevelopment as indicated in your Master Plan or Redevelopment Plans?

State Route 82 (Morris Avenue) and State Route 22 are traffic concerns during AM and PM peak travel periods.

9. How will your town address new regulations, such as, Stormwater Management Plans and ordinances as required by the State?

The Township has engaged T&M Associates to develop its Stormwater Management Plan by April 1, 2005.

10. Is your town familiar with or participating in the County's Geographical Information System (GIS) parcel program? If your town is interested in participating please inform County Planning and they will have the County's GIS office contact you.

The Township of Union is presently not participating with Union County on the GIS parcel mapping program. The Township expects to move forward with GIS parcel mapping during 2005.

11. Has your municipality developed any population, employment, or housing forecasts?

No. The Township will be addressing this as part of its current Master Plan Reexamination and new Housing Element and Fair Share Plan.

12. Does your municipality maintain land use trends based on building permits?

No. The Township will be addressing this as part of its current Master Plan Reexamination and new Housing Element and Fair Share Plan.

Thank you for participating in and completing the Union County - Cross Acceptance Questionnaire. If you have any questions regarding this survey or have any other pertinent information that can contribute to the Cross Acceptance process please contact Kamal Saleh at 908-527-4086.

Final Report



Township of Cranford

8 Springfield Avenue • Cranford, New Jersey 07016-2199

(908) 709-7200 • Fax (908) 276-7664

www.cranford.com/township

December 20, 2004

Kamal Saleh, PP, AICP
Supervisor, Bureau of Transportation and Land Facilities Planning
County of Union
Department of Economic Development
Elizabethtown Plaza
Elizabeth, NJ 07207

Re: Union County-Cross Acceptance Questionnaire

Dear Mr. Saleh,

The following represents answers (to the best of our knowledge) for the referenced questionnaire dated November 1, 2004.

Question #1: When were the latest Master Plan/Land Use Map and Zoning Ordinance/Map adopted by your Municipality?

- If the County does not have the latest documents or maps, as noted in the above question, please submit them to the County Planning Office as soon as possible.

Answer: The Township of Cranford Master Plan was adopted on October 10, 1979 with a Reexamination Report dated June 2002. The current Zoning Map is dated September 25, 1979 and amended November 6, 1996. The Land Use Ordinance was adopted on October 9, 1979 all four documents are attached.

Question #2: Did your municipality participate in the previous rounds of Cross Acceptance?

Answer: After asking around this office, and checking the files, I could not find any information to confirm that we participated in the previous rounds of Cross Acceptance with the County.

Question #3: Does your Municipality have any existing or proposed Redevelopment Plans?

- If so, please provide the County with a copy of your Municipality's redevelopment plans.

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Answer: Yes, Cranford Crossing and Riverfront Redevelopment plans are attached. Additionally a five-acre vacant parcel on South Avenue East has been designated by the Township Committee as an "area in need of redevelopment" and the Planning Board has been directed to prepare a redevelopment plan. It is anticipated that this plan will provide age restricted (55+ years.) housing on this site. A draft plan has not been prepared at this time.

Question #4: Has your Municipality reviewed the Cross Acceptance III Map and the Draft State Development and Redevelopment Plan? Are there any policies in the Draft State Plan that your municipality disagrees with?

Answer: A large part of the north side of Cranford is shaded as "maintained critical environmental sites" on the N. J. Preliminary State Plan. I'm not clear on what this means. The definition for "maintained critical environmental sites" calls these areas "sensitive features located either outside of a planning area classified as environmentally sensitive by the State Development and Redevelopment Plan or within designated centers located within such planning areas." If this shading represents the areas that flood during our one hundred year storm, then the area appears too large. Before we approve this plan we need to know how this designation affects the residents and/or the municipality in the form of restrictions or future funding and how we can work with the County and State to modify this acre if necessary.

Question #5: If your town is not in compliance with the Draft State Plan or the Cross Acceptance Map will your town seek to comply? If so, how? If not, why?

Answer: See answer #4

Question #6: Does your municipality have any environmentally sensitive areas that aren't represented on the CA III map?

Answer: Our Environmental Commission prepared a Natural Resource Inventory (NRI) in 2004. We have compared the NRI to the CA III map and see no areas which are not represented on the CA III map. See answer #4.

Question #7: Has your Municipality designated a cross acceptance representative or coordinator for your town?

- Please confirm or provide your Cross Acceptance representative contact information to the County.

Answer: Yes, Ronald A. Meeks, Planning and Zoning Officer

E-mail: r-meeks@cranfordnj.org

Phone: (908) 709-7216

Address: Township of Cranford
8 Springfield Avenue
Cranford, NJ 07016

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Question #8: Does your municipality have problems or concerns related to transportation circulation or utilities in your town or surrounding area that needs to be addressed to allow growth or redevelopment as indicated in your Master Plan or Redevelopment Plans?

Answer: Transportation circulation will be a growing problem in this region. We have vehicular and rail transportation in this community. However, during peak hours our arterial roadways are congested. In order for this community to continue to be a "Transit Village" growing community additional modes of transportation and assistance with providing smoother and more efficient service with the existing transportation systems will be required in the future. We should consider light rail or small shuttle services between communities and designated mass transit parking areas. Along with development of these regional mass transit parking areas, we may want to consider restricting truck cargo loading and unloading during peak rush hours along the North and South Avenue corridors.

Utilities in this community are adequate at the moment. However, our aging sanitary sewer infrastructure is becoming a problem. Some of the sewer mains are more than 100 years old and will require major repair or reconstruction in order to provide for continual growth and redevelopment. In older communities like Cranford, inflow and infiltration into our sanitary sewer systems are getting worse. This increases our risk for more frequent pipe failures, stresses our treatment plants, and costs us more money in treatment every time it rains. By encouraging communities such as Cranford to become re-growth or "Transit Village" communities, the State and/or County will have to provide financial assistance for sanitary sewer infrastructure improvements.

Question #9: How will your town address new regulations, such as, Storm Water Management Plans and ordinances as required by the State?

Answer: Cranford has already begun addressing the new regulations. Also, we are in the final process of up grading our parcel, land use and zoning maps into GIS format for use in our storm water management program. We are preparing to go into private contract to upgrade our storm water and sanitary sewer maps into GIS format. We have purchased labels for our inlets, and are in the process of working out preliminary programs with an Eagle Scout and a 9th grade high school teacher for labeling and continuing education programs.

In addition, Cranford has initiated a multi million-dollar program to reduce flooding damage in our community. We are preparing to go to contract on Phase I of a five-phase storm water improvement program. Phase I will be the construction of an express sewer and reconstruction of an existing system located in the northeast quadrant of the community that will eventually be connected to a large pumping system. We are in the final design stages for

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Phase II which will be the construction of a trunk main that will collect all the piping systems in the northeast quadrant of this community, and transport it to a new a large pumping system that will continue to pump water into the river when the river flows get high and the individual flap gates close. We are in the preliminary stages of Phase V, located in the northwest quadrant of this community, which is the construction of another express storm water system, smaller pumping system, and reconstruction of an existing piping system that will transport storm water under the river and to the larger pumping station. The final phases, III & IV, are in conceptual design. These stages call for the improvement of the existing dike systems and construction of additional dike systems. Finally, we are using existing ordinances to minimize any increase in storm water runoff from any new and additional development. We are also encouraging these systems to include groundwater recharge, reduction in pollutant loadings, and reduction in soil erosion losses.

Question #10: Is your town familiar with or participating in the County's Geographical Information System (GIS) parcel program? If your town is interested in participating please inform County Planning and they will have the County's GIS office contact you.

Answer: Yes, Cranford is familiar with GIS.

Question #11: Has your municipality developed any population, employment, or housing forecasts?


- If yes, please provide this data to the County.

Answer: Yes, the information is in the attached Master Plan.

Question #12: Does your municipality maintain land use trends based on building permits?

Answer: No.

Questions #2, 4, 6, 8, 9, and 10 were answered by the Township Engineer and questions #1, 3, 5, 7, 11, and 12 were answered by the Planning and Zoning Officer.

Regards,

Ronald A. Meeks
Planning and Zoning Officer

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December 6, 2004



Kamal Saleh, P.P., AICP
Supervisor of Land Use & Transportation
County of Union
Administrative Building
Elizabeth, NJ 07207

Dear Mr. Saleh:

We present herewith the City of Summit's response to the Union County's Cross Acceptance Questionnaire. The questions and responses are listed below.

1. When were the latest Master Plan/Land Use Map and Zoning Ordinance/Map adopted by your municipality?

Master Plan: 2000; Zoning Ordinance as part of the new Development Review Ordinance (DRO) 2003; Zoning Map 2003.

2. Did your municipality participate in the previous rounds of Cross Acceptance?

Yes, a Cross Acceptance report was filed by the City of Summit.

3. Does your municipality have an existing or proposed Redevelopment Plans?

No

4. Has your municipality reviewed the Cross Acceptance III (CA III) Map and the Draft State Development and Redevelopment Plan (SDRP or State Plan)? Any policies in the Draft State Plan that your municipality disagrees with?

The City of Summit will file a Cross Acceptance Report with Union County by mid December 2004. The report will outline in text and mapped form various Draft State Development and Redevelopment Plan mapping and policy issues that the City will request to be addressed as part of the Cross Acceptance Process.

5. If your town is not in compliance with the Draft State Plan or the Cross Acceptance map will your town seek to comply? If so, how? If not, why?

The areas of disagreement with the Cross Acceptance Map III will be outlined in the Summit's Cross Acceptance Report.

6. Does your municipality have any environmentally sensitive areas that aren't represented on the CA III map?

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Yes. The environmentally sensitive area that should be included in the CA III map will be included in the Summit Cross Acceptance Report.

7. Has your municipality designated a cross acceptance representative or coordinator for your town?

Yes. Ms. Phyllis Sank, Alternate; Mr. Christopher Cotter.

8. Does your municipality have problems or concerns related to transportation circulation or utilities in your town or surrounding area that needs to be addressed to allow growth or redevelopment as indicated in your Master Plan or Redevelopment Plan?

Yes, the City of Summit objects to the reactivation of the Conrail Freight Line that will utilize the existing "Rahway Valley" rail right-of-way. This matter will be explained in greater detail in Summit's Cross Acceptance Report.

9. How will your town address new regulations, such as, Stormwater Management Plans and ordinances as required by the State?

The City of Summit will comply with the regulations through development of a Stormwater management plan. The storm water management plan project is being led by Summit City Engineer, Andrew Hipolit, P.E.

10. Is your town familiar with or participating in the County's Geographical Information System (GIS) parcel program? If your town is interested in participating please inform County Planning and they will have the County's GIS office contact you.

Yes, the Summit lot line base map and zoning map will be based on the County's GIS system.

11. Has you municipality developed any population, employment, or housing forecasts?

Only as part of the Master Plan 2000.

12. Does your municipality maintain land use trends based on building permits?

No. Building permit data however is published by the State of New Jersey.

Sincerely yours,

HEYER, GRUEL & ASSOCIATES

Peter Tolischus P.P.

Copy to:

Phyllis Sank, Cross Acceptance Representative
Paul Dehan, Chairman Planning Board
Chris Cotter, Director
Department of Community Service

APPENDIX: B. City of Elizabeth Cross-Acceptance Report

Elizabeth Cross Acceptance Report:

The City of Elizabeth's Cross Acceptance Report is attached to this report as an Adobe PDF file in the Compact Disc (CD) version of the County's Cross Acceptance Report. Upon request a copy of the City's CA report can be provided by the County or the City of Elizabeth. The Elizabeth Cross Acceptance file will only be printed out and included with the adopted version of the Final Report presented to the Office of Smart Growth.

APPENDIX C. Map Requests

Map Changes

The following pages include a table that lists all of the requested mapping changes to the State Plan Map as assessed by Union County's Planning Office in review of the Cross Acceptance III Map, discussions with municipalities, and other mapping sources as noted in the individual change requests. The associated maps are included as Adobe PDF Files and Geographical Informational System files (only available to the Office of Smart Growth for review purposes). Public copies of this report will include either paper copies of these maps or corresponding PDF files. In this appendix table there is a column labeled "CODE" which corresponds to the same alphanumeric code on the quadrangle maps and the Map Amendments Section of the report. However, due to the small size of some change request areas these codes or areas may not be visible on the map due to scaling. Please contact the County's Bureau of Land Use Planning for any map related questions.

Cross Acceptance Map Change Reference List

Appendix C - Table 1

| CODE | TOWN | TOWN TYPE | QUAD CODE | TYPE | ANNOTATION | NOTES |
|---------|---------------------|-----------------|--------------|--------------------------------------------|-----------------------------------|---------------------------------------------------------------------------------------------------------------------|
| 1-A | Berkley Heights | T (Township) | 50 | Trails/Open Spaces | PSE&G Hight Tension Wire Corridor | Endangered Species Habitat (ESH) on PSE&G High Tension Wire site change to Open Space/Trail |
| 1-B | Berkley Heights | T | 50 | Clarification/Correction | Columbia MiddleSchool | Remove CES and change to Municipal/School Park |
| 2-A/3-A | Clark/Cranford | T | 51 | Parks (Pks) Boundary Adjustment (BA) | Hyatt Hills Municipal Golf Cours | Municipal Golf Course (converted after aerals) Part of Cranford & Clark |
| 3-B | Cranford | T | 51 | | | CES Move Boundary away from development |
| 3-C | Cranford | T | 51 | CES Consideration | Cranford Conservation Area | Cranford Conservation CES/Groundwater Recharge |
| 3-D/8-A | Cranford/Kenilworth | T/B | 51 | Clarification/Correction | | Maintain Buffer aound river -remove CES outside river buffer - CES looks like 100 Yr flood plain have OSG/DEP Check |
| 3-E | Cranford | T | 51 | Agricultural/Farm | Dryers' Farm | Add Agriculture/Farm Area to State Map |
| 5-A | Fanwood | B (Borough) | 50 | Trails/Open Spaces | PSE&G Hight Tension Wire Corridor | Consider PSE&G high tension wire corridor to lineal Park continues through Scotch Plains |
| 5-B | Fanwood | B | 50 | Trails/Open Spaces | PSE&G Hight Tension Wire Corridor | PSE&G high tension wire corridor to lineal Park |
| 6-A | Garwood | B | 51 | Parks | | Add park area/open space next to municipal park |
| 7-A | Hillside | T | 52 | Clarification/Correction | | Remove park designation on Rail Right of Way (ROW) |
| 9-A | Linden | C (City) | 63 | Boundary Adjustment | Tremley Point Park Area | Relocate groundwater recharge (GWR) area boundary to SE part of Tremley Pt Park |
| 10-A | Mountainside | B | 51 | Clarification/Correction | | Change from ESH to Park or Open Space |
| 10-B | Mountainside | B | 51 | Boundary Adjustment | Water Recharge Area | Add Water Feature |
| 10-C | Mountainside | B | 50/51 | Clarification/Correction | ESH (on State Plan Map- SPM) | ESH should be clarified or changed to Groundwater Recharge with water feature |
| 11-A | New Providence | B | 50 | Boundary Adjustment | ESH & GWR on SPM | Remove ESH & GWR along section of Rail ROW |
| 11-B | New Providence | B | 50 | Clarification/Correction | ESH on SPM | Clarify or remove ESH off of Union Avenue |
| 12-A | Plainfield | C | 50/61 | Clarification/Correction | | Remove CES on Rail ROW |
| 12-B | Plainfield | C | 61 | Clarification/Correction | Park/Madison Site | Remove park designation from Park/Madison Site |
| 12-C | Plainfield | C | 50/61 | Clarification/Correction | CES Correction | Modify or remove CES designation. Concentrate CES to 25' Cedar Brook buffer. |
| 12-D | Plainfield | C | 50/61 | Agricultural/Farm | CES on SPM | Remove CES designation and replace with Agriculture/Farm for specific area (Peterson's Farm). |
| 13-A | Rahway | C | 62 | CES Consideration | Robinsion's Branch | Consider CES buffer along Robinson's Branch of Rahway River |
| 14-A | Roselle | B | 51 | CES Consideration | West Brook | Consider CES for area around West Brook that leads to Morses Creek |
| 14-B | Roselle | B | 51/52 | Clarification/Correction | ESH on SPM | Clarify or remove ESH on eastside of Chandler Ave |
| 15-A | Roselle Park | B | 51 | Clarification/Correction | CES on SPM | Correct CES boundary it appears to be improperly aligned around a detention basin area |
| 16-A | Scotch Plains | T | 50/51/62 | Trails/Open Spaces | | PSE&G lineal Park or CES continues through Franwood |
| 17-A | Sprinfied | T | 51 | Clarification/Correction | ESH on SPM | Change ESH to GWR or wetland on northside of Hillside Ave |
| 17-B | Sprinfied | T | 51 | Clarification/Correction | | Noted as Open Space/Park on OSG Map needs correction |
| 17-C | Sprinfied | T | 51 | Clarification/Correction | GWR on SPM | Remove GWR designation |
| 17-D | Sprinfied | T | 51 | Clarification/Correction | GWR & ESH on SPM | Remove GWR and ESH site developed for housing |

Cross Acceptance Map Change Reference List

Appendix C - Table 1

| CODE | TOWN | TOWN TYPE | QUAD CODE | TYPE | ANNOTATION | NOTES |
|------|-----------|--------------|--------------|--------------------------|-------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| 17-E | Sprinfied | T | 51 | Clarification/Correction | GWR on SPM | Remove GWR because site proposed for housing development |
| 18-A | Summit | C | 51 | Clarification/Correction | ESH on SPM Gladstone and Morristown lines | Change ESH to Park (See County Parks GIS Coverage) |
| 18-B | Summit | C | 50 | Clarification/Correction | lines | Removal of CES on NJ Transit's Gladstone and Morristown Lines |
| 18-C | Summit | C | 51 | Clarification/Correction | ESH & GWR on SPM | Remove ESH & GWR along Rail ROW |
| 18-D | Summit | C | 50 | Clarification/Correction | CES on SPM | CES boundary should be adjusted |
| 18-E | Summit | C | 50 | Clarification/Correction | CES on SPM | Remove or adjust CES Boundary away from residential and other development |
| 18-F | Summit | C | 51 | Clarification/Correction | CES (on SPM) | Consider removal of CES - needs to be investigated with County Parks Office and OSG before making change |
| 19-A | Union | T | 51 | Clarification/Correction | GWR (on SPM) | Remove GWR because area has ben developed |
| 19-B | Union | T | 51 | Clarification/Correction | GWR & ESH on SPM | Remove GWR and ESH along two sections of Rail ROW |
| 19-C | Union | T | 51 | Clarification/Correction | Wetland (on SPM) | Wetland should be removed because site is developed as golf driving range |
| 19-D | Union | T | 52 | Clarification/Correction | Union Train Station Area | Remove Wetland designation because site is part of redevelopment around the new Union Train Station |
| 20-A | Westfield | T | 51 | Clarification/Correction | Near Tamaques Reservation | Clarify ESH designation needs to be substantiated or removed |

APPENDIX D. Public Meeting Documentation

Union County

Local Cross Acceptance Informational Meetings

Municipality: City of Summit
Date of Meeting: November 8, 2004
Location: Summit City Hall
Meeting Subject: Cross Acceptance III relation to Municipality

ATTENDEES

| <u>Name:</u> | <u>Agency:</u> |
|------------------|--------------------------------------------------------|
| Christa Anderson | Summit Zoning Officer |
| Steve Coffin | Union County Planning Board |
| Chris Cotter | City of Summit |
| Andrew Hipalit | Summit City Engineer |
| Paul G. Deehan | Summit Planning Board |
| Jim Lynch | Union County Engineering |
| Tim Mettlen | UC Engineering |
| Phyllis Sank | Summit Cross Acceptance Representative |
| Kamal Saleh | Union County Department of Economic Development (UCED) |
| Peter Tolischus | Heyer and Gruel – Summit's Planning Consultant |
| Gary Weltchek | UCED |

INTRODUCTION/CROSS ACCEPTANCE OVERVIEW

Mr. Saleh, UCED, described the Cross Acceptance process by noting that this is the process used by the state to update its State Development and Redevelopment Plan (SDRP) commonly referred to as the State Plan. He informed the attendees that the Department of Community Affairs Office of Smart Growth (OSG) has changed its initial requirement that all municipalities must provide a resolution from the town indicating its participation in the CA process. OSG now only requires municipalities to provide a resolution if they disagree with the Counties (negotiating entity) or the State in relation to the Cross Acceptance Report or the State Plan.

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Mr. Saleh noted that even if the municipality does not disagree with the County's CA report that the town should provide at least a letter from its administration indicating that the municipality has met with the County and that they have provided the County with any requested changes to the Cross Acceptance III Map and the Preliminary State Plan or that no significant discrepancies have been found by the municipality.

Mr. Saleh identified that demographic data forecasts and maps including aeriels, open spaces, and land uses related to Summit were provided at this meeting for the City's review and records.

The meeting agenda included:

- Introduction
- Cross Acceptance Overview
- Demographic Data Review
- County Cross Acceptance Information Survey
- County Maps
- Environmental and Land Use Concerns
- OSG Schedule
- Q&A

DEMOGRAPHIC FORECAST DATA

Mr. Saleh identified the demographic data provided by the County to the City of Summit. The demographic information provided included demographic forecasts prepared by the North Jersey Transportation Planning Authority (NJTPA) that shows 25 year forecasts for population, housing, and employment. Also provided was a comparison prepared by the County of various versions of the NJTPA population and employment forecast data. Also included in this demographic data package was five year projection from the New Jersey Department of Labor (NJDOL).

The City of Summit was asked to review the demographic forecasts because the data will be used by OSG to compare with its own projections/estimates. Mr. Cotter responded that other town agencies will be asked to review the demographic data and that any comments regarding this data will be forwarded to the County.

SURVEY QUESTIONNAIRE

Mr. Saleh described the informational questionnaire included in the package of information provided to the City of Summit at today's meeting. This questionnaire has been sent to all Municipalities in the County to solicit updates on planning documents such as when was the latest Master Plan, Zoning Ordinance, Zoning Map, or Redevelopment plan has been adopted by

the town. Mr. Saleh noted that Summit is one of the only municipalities to provide the County with updates to its Master Plan and Zoning documents. As far as the other questions on the form Mr. Cotter noted that he will review them with their planning consultant Mr. Peter Tolischus and they will submit a completed form to the County.

COUNTY MAPS

The County Maps provided to the municipality included an Aerial of the City of Summit with part of the bordering towns, a NJ Department of Environmental Land Use Map of the City of Summit, Cross Acceptance Map (from OSG) and an Open Space Map showing County and Local open spaces, recreational areas, and golf courses. Mr. Saleh asked that the City of Summit review these maps and submit any changes that would like to see on the Cross Acceptance Map.

Mr. Cotter replied that the planning consultant Mr. Tolischus has prepared a cross acceptance report that identifies recommended changes by the City of Summit to the cross acceptance map. Mr. Cotter noted that the City will provide this report to the County.

Land Use, Environmental and Open Space Concerns

Mr. Mettlen and Mr. Lynch identified open space areas and areas of known drainage and environmental concern. The City of Summit representatives agreed with these areas and asked if a park ([identify location](#)) leased to the municipality for recreation activities can be open for other types land uses. Mr. Mettlen identified that to his knowledge these properties were purchased by the County using Federal Green Acres funding which restricts the use of the property to open space and recreation.

Summit asked if the proposed to be reactivated Rahway Valley Rail Line can be designated as a critical environmental site. The response was that the property is in the process of being reactivated as an operating rail line and that it will not likely meet critical environmental criteria. However, this land issue is beyond the purview of the cross acceptance process.

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Union County

Cross Acceptance Informational Meetings

MEETING

County: Essex
Date of Meeting: November 18, 2004
Location: Essex County Public Works Department Offices
Meeting Subject: Cross Acceptance III relation to County Boundaries

ATTENDEES

| <u>Name:</u> | <u>Agency:</u> |
|-----------------|--------------------------------------------------------|
| Dennis Sedaille | Essex County, Assistant County Engineer |
| Tom Ries | Essex County |
| Jim Bartell | Essex County |
| Jim Lynch | Union County Engineering |
| Tim Mettlen | UC Engineering |
| Paul Leso | UC Engineering |
| Kamal Saleh | Union County Department of Economic Development (UCED) |

Introduction: Cross Acceptance Overview

Mr. Saleh, UCED, expressed how Union County is approaching the Cross Acceptance process by meeting with local towns and adjacent County agencies. He informed Essex that UC staff has expressed to Office of Smart Growth (OSG), as most other Counties have, that the timeframe is insufficient to meet with all local towns and to prepare the cross acceptance report. However, the County will work in earnest to complete the report in a respectable timeframe.

Mr. Saleh explained that the purpose of this meeting is to discuss the cross acceptance status and any potential border issues related to wetlands, open space areas, drainage, sewage, water, land use and transportation. In advance to this meeting UCED sent Essex County its Master Plan, Kapkowski Road Improvement Study, North Avenue Area Improvements Report and Port Area Study. This information was provided to Essex County's planners to show the regionally significant improvements that Union County is considering for the port area.

Cross Acceptance Map and Report Status

Mr. Saleh asked Essex County representatives if they had any changes to the Cross Acceptance III Map and the Preliminary State Plan in relation border between the two counties. Mr. James Bartell noted that no issues were raised by the County or Essex municipalities during their meetings related to Cross Acceptance. Mr. Bartell noted that Essex is in the process of completing their draft Cross Acceptance Report.

Open Space and Wetlands near County Boundaries

In order to discuss the boundaries between Union and Essex Counties, Mr. Saleh presented an aerial map of Union County and the bordering area along with other maps showing the County's open spaces, land uses, and information provided by the Office of Smart Growth.

Mr. Bartell and Mr. Sedaille noted that there aren't any significant open space, wetland or drainage issues along the boundary between the two counties that they are aware of at this time. Mr. Lynch indicated that as water recharge is becoming more important these days' areas such as the South Mountain Park should be investigated more for appropriate plant species and water flow that promote water recharge. Japanese "Natweed" (sp?) is one of those intrusive plant species discussed.

It was suggested that further discussions between the Counties could arise to review water recharge, drainage, wetlands, and open spaces in a regional perspective. Mr. Lynch asked if the Essex County representatives had a copy of the Watershed Management Area 7 report prepared for Essex, Union and Hudson County regional area. Mr. Lynch noted that he would forward a (digital) copy of the report to Essex County.

Demographic Forecasts

Mr. Saleh asked if Essex County has had a chance to review the demographic data forecasts prepared by the North Jersey Transportation Authority (NJTPA). The demographic information provided included demographic forecasts prepared by the North Jersey Transportation Planning Authority (NJTPA) that shows 25 year forecasts for population, housing, and employment. Mr. Bartell noted that they have reviewed the demographic forecasts and agree with the other Counties that the municipal numbers would need to be reviewed further by its respective municipalities.

Redevelopment Areas

Mr. Saleh asked EC if there were any redevelopment areas along the boundary between the two counties. Mr. Bartell noted that there is a redevelopment plan in Irvington along Springfield Avenue and that the City of Newark has a Newark Airport (Employment) Special District. Details on these redevelopment plans will be provided by Essex County to UC.

Union County provided Essex County with master plan and transportation improvement plans that will help generate economic development. The UCED will provide Essex County information on any redevelopment plans received from UC municipalities along its border with Essex County.

Roadways/Transportation

During the discussion the following roadways were mentioned:

- Millburn Road/Vauxhall Road – A property owner in Millburn has not provided access to allow Essex County to make flood control improvements.
- Route 82/Morris Avenue Bridge is in Final Scoping Design stage with the NJTPA.
- Parkway's Route 78 access ramps were noted as a current NJTPA/NJDOT project.
- Route 27 – Frelinghuysen Avenue – UC suggested that access be considered from Broad Street to Frelinghuysen to restore circulation pattern. Mr. Bartell to discuss this with the City of Newark.
- Passenger and Freight Rail – No issues found by either County other than encouraging projects such as the Newark Elizabeth Rail Link (NERL) and UC Rail Freight Project. Essex County noted that the Rahway Valley Line once had the Maplewood Branch but segments of that branch line have been re-used for other purposes.

No other issues or concerns were made and the meeting was promptly adjourned.

Union County

Local Cross Acceptance Informational Meetings

Municipality: City of Linden
Date of Meeting: November 23, 2004
Location: Linden City Hall
Meeting Subject: Cross Acceptance III relation to Municipality

ATTENDEES

| <u>Name:</u> | <u>Agency:</u> |
|---------------|--------------------------------------------------------|
| John Ziemian | City Engineer |
| George Vircik | Assistant City Engineer |
| Jim Lynch | Union County Engineering |
| Tim Mettlen | Union County Engineering |
| Kamal Saleh | Union County Department of Economic Development (UCED) |
| Gary Weltchek | UCED |
| Fred Michaeli | Planners Diversified (Linden Consultant) |

The meeting agenda included:

- Introduction
- Cross Acceptance Overview
- Demographic Data Review
- County Cross Acceptance Information Survey
- County Maps
- Environmental and Land Use Concerns
- Cross Acceptance (OSG) Schedule
- Q&A

INTRODUCTION/CROSS ACCEPTANCE OVERVIEW

Mr. Saleh, UCED, described the Cross Acceptance process by noting that this is the process used by the state to update its State Development and Redevelopment Plan (SDRP) commonly referred to as the State Plan. He informed the attendees that the Department of Community Affairs Office of Smart Growth (OSG) has changed its initial requirement that all municipalities

must provide a resolution from the town indicating its participation in the CA process. OSG now only requires municipalities to provide a resolution if they disagree with the Counties (negotiating entity) or the State in relation to the Cross Acceptance Report or the State Plan.

Mr. Saleh noted that even if the municipality does not disagree with the County's CA report that the town should provide at least a letter from its administration indicating that the municipality has met with the County and that they have provided the County with any requested changes to the Cross Acceptance III Map and the Preliminary State Plan or that no significant discrepancies have been found by the municipality.

Mr. Saleh noted that demographic data forecasts and maps, including aeriels, open space, and land uses related to Linden were provided at this meeting for the City's review and records.

DEMOGRAPHIC FORECAST DATA

Mr. Saleh described the demographic data provided by the County to the City of Linden. The demographic information provided included demographic forecasts prepared by the North Jersey Transportation Planning Authority (NJTPA) that shows 25 year forecasts for population, housing, and employment. Also provided was a comparison prepared by the County of various versions of the NJTPA population and employment forecast data. Also included in this demographic data package was a five year projection from the New Jersey Department of Labor (NJDOL).

The City of Linden was asked to review the demographic forecasts because the data will be used by OSG to compare with its own projections/estimates.

SURVEY QUESTIONNAIRE

Mr. Saleh described the informational questionnaire included in the package of information provided to the City of Linden at today's meeting. This questionnaire has been sent to all Municipalities in the County to solicit updates on planning documents such as Master Plan, Zoning Ordinance, Zoning Map, or Redevelopment plans that have been adopted by the town. Linden provided a list of redevelopment areas and the completed survey.

COUNTY MAPS

The County Maps provided to the municipality included an Aerial of the City of Linden with part of the bordering towns, a NJ Department of Environmental Land Use Map of the City of Linden, Cross Acceptance Map from OSG and an Open Space Map showing County and municipal open space, and recreational

areas. Linden will review these maps and submit any changes they would like to include on the Cross Acceptance Map.

Land Use, Environmental and Open Space Concerns

Mr. Mettlen and Mr. Lynch identified open space areas and areas of known drainage and environmental concern. The City of Linden feels that the State Plan policies are general enough not to be problematic. The City representatives stated that, although the municipality applied for Transit Village designation through the NJ Department of Transportation, it was not approved in the last round. The City of Linden will reapply for this designation.

City representatives, including Mr. Michaeli, discussed their Smart Growth Grant from the Office of Smart Growth. They noted that this grant will cover the St. Georges Avenue area in conjunction with the Smart Growth Grant awarded to the Borough of Roselle for a study of St. Georges Avenue along its border.

Cross Acceptance Schedule

Mr. Saleh noted that the Office of Smart Growth set a “soft” due date of November 30, 2004 for the Draft Cross Acceptance Report. Union County along with other Counties has informed the State their schedule was not attainable because the timeframe to complete Cross Acceptance process was too short. OSG had its Cross Acceptance “kick-off” meeting in Union County in May 2004. A more realistic schedule will have the County complete the Cross Acceptance Report in the early part of 2005.

Question and Answer

There being no additional questions by the City of Linden representatives the meeting was adjourned.

Union County

Local Cross Acceptance Informational Meetings

Municipality: Township of Scotch Plains
Date of Meeting: December 3, 2004
Location: Union County Division of Engineering
Meeting Subject: Cross Acceptance III relation to Municipality

ATTENDEES

| <u>Name:</u> | <u>Agency:</u> |
|----------------|-----------------------------------------------------------|
| Joe Doyle | Chairman, Scotch Plains Planning Board |
| Jim Lynch | Union County Engineering |
| Paul Leso | Union County Engineering |
| Kamal Saleh | Union County Department of Economic Development (UCED) |
| Gary Weltchek | UCED |
| Mauro Checchio | UCED |

The meeting agenda included:

- Introduction
- Cross Acceptance Overview
- Demographic Data Review
- County Cross Acceptance Information Survey
- County Maps
- Environmental and Land Use Concerns
- Cross Acceptance (OSG) Schedule
- Q&A

INTRODUCTION/CROSS ACCEPTANCE OVERVIEW

Mr. Saleh described the Cross Acceptance process by noting that this is the process used by the state to update its State Development and Redevelopment Plan (SDRP) commonly referred to as the State Plan. He informed the attendees that the Department of Community Affairs Office of Smart Growth (OSG) has changed its initial requirement that all municipalities must provide a resolution from the town indicating its participation in the CA process. OSG now only

requires municipalities to provide a resolution if they disagree with the Counties (negotiating entity) or the State in relation to the Cross Acceptance Report or the State Plan.

Mr. Saleh noted that even if the municipality does not disagree with the County's CA report that the town should provide at least a letter from its administration indicating that the municipality has met with the County and that they have found no significant issues or recommended changes with the state plan, Cross Acceptance III Map or the County's Cross Acceptance Report. Any recommended changes or comments will be sent to the County for review.

Mr. Saleh noted that demographic data forecasts and maps, including aeriels, open space, and land uses related to Scotch Plains were provided at this meeting for the Township's review.

DEMOGRAPHIC FORECAST DATA

Mr. Saleh described the demographic data provided by the County to the Township of Scotch Plains which includes forecast data prepared by the North Jersey Transportation Planning Authority (NJTPA) showing 25 year forecasts for population, housing, and employment. Also provided was a comparison summary prepared by the County to show the difference between the iterations of the NJTPA population and employment forecast data. This comparison table also provided a five year projection from the New Jersey Department of Labor (NJDOL) for further comparison.

The Township of Scotch Plains was asked to review the demographic forecasts because the data will be used by OSG to compare with its own projections/estimates. The Township representative noted that he would have the appropriate staff review and respond to this data.

SURVEY QUESTIONNAIRE

Mr. Saleh described the informational questionnaire that was sent in November to all the Union County municipalities. The purpose of this questionnaire was to obtain updates to corresponding municipal planning documents such as the Master Plan, Re-Exam Reports, Zoning Ordinances, Zoning Maps, and redevelopment plans (if any) that have been adopted by the town.

Mr. Doyle noted that Scotch Plains is generally consistent with the State Plan concepts, intent and policy objectives and that the Township's master plan has ideas, strategies, and programs to implement State Plan goals and maintain and improve it's character as a PA 1 municipality. He said that since Scotch Plains is mostly built out, it will accommodate future growth through infill development and/or redevelopment. A redevelopment plan has been adopted for the Broadway neighborhood. The Township envisions other redevelopment

opportunities along the Route 22 corridor. Mr. Doyle and Mr. Checchio noted that there is a small amount of farmland in the Township but there are no plans for redevelopment of these properties.

COUNTY MAPS

The County Maps provided to the municipality include an aerial of the Township of Scotch Plains with part of the bordering towns, a NJ Department of Environmental Land Use Map, Cross Acceptance Map from OSG and an Open Space Map showing County and municipal open spaces, and recreational areas.

Land Use, Environmental and Open Space Concerns

The Scotch Plains Environmental Commission prepared an Environmental Resources Inventory in 1991, which included an extensive inventory and analysis of the Township's environmental characteristics and later created a Conservation Zone to permanently designate areas for environmental protection and preservation. The Township representative and staff of the County Division of Engineering identified a problem with infiltration and inflow to the sewer system, but that the Township is undertaking corrective measures. To address flood control issues, the Green Brook Flood Commission will likely include a detention area near the Township's border.

Cross Acceptance Schedule

Mr. Saleh noted that the Office of Smart Growth set a "soft" due date of November 30, 2004 for the Draft Cross Acceptance Report. Union County along with other Counties has informed the State their schedule was not attainable because the timeframe to complete Cross Acceptance process was too short. OSG had its Cross Acceptance "kick-off" meeting in Union County in late June 2004. A more realistic schedule will have the County complete the Cross Acceptance Report in the early part of 2005.

Question and Answer

There being no further questions or comments by the Township representative, or the County, the meeting was adjourned.

Union County

Local Cross Acceptance Informational Meetings

Municipality: Township of Union
Date of Meeting: December 14, 2004
Location: Union County Administration Building
Meeting Subject: Cross Acceptance III relation to Municipality

ATTENDEES

| <u>Name:</u> | <u>Agency:</u> |
|----------------|--------------------------------------------------------|
| Phil Haderer | T & M Associates (Engineering Consultant) |
| Stan Slachetka | T & M Associates (Planning Consultant) |
| Kamal Saleh | Union County Department of Economic Development (UCED) |
| Gary Weltchek | UCED |

The meeting agenda included:

- Introduction
- Cross Acceptance Overview
- Demographic Data Review
- County Cross Acceptance Information Survey
- County Maps
- Environmental and Land Use Concerns
- Cross Acceptance (OSG) Schedule
- Q&A

INTRODUCTION/CROSS ACCEPTANCE OVERVIEW

Mr. Saleh, UCED, described the Cross Acceptance process by noting that this is the process used by the state to update its State Development and Redevelopment Plan (SDRP) commonly referred to as the State Plan. He informed the attendees that the Department of Community Affairs Office of Smart Growth (OSG) has changed its initial requirement that all municipalities must provide a resolution from the town indicating its participation in the CA process. OSG now only requires municipalities to provide a resolution if they

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disagree with the Counties (negotiating entity) or the State in relation to the Cross Acceptance Report or the State Plan.

Mr. Saleh noted that even if the municipality does not disagree with the County's CA report that the town should provide at least a letter from its administration indicating that the municipality has met with the County and that they have provided the County with any requested changes to the Cross Acceptance III Map and the Preliminary State Plan or that no significant discrepancies have been found by the municipality.

Mr. Saleh noted that demographic data forecasts and maps, including aerials, open space, and land uses related to Union Township were provided at this meeting for the town's review.

DEMOGRAPHIC FORECAST DATA

Mr. Saleh described the demographic data provided by the County to the Township of Union. The demographic information provided included demographic forecasts prepared by the North Jersey Transportation Planning Authority (NJTPA) that shows 25 year forecasts for population, housing, and employment. Also provided was a comparison prepared by the County of various versions of the NJTPA population and employment forecast data. Also included in this demographic data package was a five year projection from the New Jersey Department of Labor (NJDOL).

The Township of Union was asked to review the demographic forecasts because the data will be used by OSG to compare with its own projections/estimates. They will give the data to the Township's Director of Economic Development.

SURVEY QUESTIONNAIRE

Mr. Saleh described the informational questionnaire that was sent in November to all the Union County municipalities. This questionnaire has been sent to all the municipalities to obtain updates on planning documents such as the Master Plan, Re-Exam Reports, Zoning Ordinances, Zoning Maps, and redevelopment plans that have been adopted by the town. Mr. Slachetka will provide the information to the County. Mr. Haderer noted a redevelopment area and will provide the County with a description.

Mr. Haderer also noted that Union Township's current master plan was adopted in May 1982, reexamined in 1988 and 1995, and that the next reexamination will be completed in May 2005. A copy of that Re-Exam report will be sent to the County after its adoption.

COUNTY MAPS

The County Maps provided to the municipality include an aerial of the Township of Union with part of the bordering towns, a NJ Department of Environmental Land Use Map, Cross Acceptance Map from OSG and an Open Space Map showing County and municipal open spaces, and recreational areas. Union Township will review these maps and submit any suggested Cross Acceptance Map changes to the County.

Mr. Haderer noted that there is an existing golf range on Springfield Avenue that is designated as a critical environmental site (CES). This site should not be designated as a CES, as it is proposed for a retail redevelopment.

Land Use, Environmental and Open Space Concerns

The Township of Union feels that the State Plan policies are general enough not to be problematic. Municipal representatives stated that the Township applied for Transit Village designation through the NJ Department of Transportation in September 2004 for the new Union Station on Morris Avenue and Green Lane. This area has been designated for housing, retail and hotel development. A townhouse project is under construction adjacent to the station along Green Lane and a hotel is in the planning stages on Morris Avenue.

Mr. Haderer noted that there are plans to raze an industrial facility along Vauxhall Road and construct 172 townhouse units with associated amenities such as a clubhouse and pool for the residents. He also discussed the Township's Smart Future Grant for the Union Station Redevelopment Area.

Cross Acceptance Schedule

Mr. Saleh noted that the Office of Smart Growth set a "soft" due date of November 30, 2004 for the Draft Cross Acceptance Report. Union County along with other Counties has informed the State their schedule was not attainable because the timeframe to complete Cross Acceptance process was too short. OSG had its Cross Acceptance "kick-off" meeting in Union County in late June 2004. A more realistic schedule will have the County complete the Cross Acceptance Report in the early part of 2005.

Question and Answer

There being no additional questions by the Township of Union representatives, or the County, the meeting was adjourned.

Union County

Local Cross Acceptance Informational Meetings

Municipality: Township of Hillside
Date of Meeting: December 15, 2004
Location: Union County Administration Building
Meeting Subject: Cross Acceptance III relation to Municipality

ATTENDEES

| <u>Name:</u> | <u>Agency:</u> |
|--------------------|--------------------------------------------------------|
| Lawrence F. Ditzel | Hillside Construction Official |
| Sal Antonelli | Hillside Director of Economic Development |
| Tim Mettlen | Union County Engineering |
| Kamal Saleh | Union County Department of Economic Development (UCED) |
| Gary Weltchek | UCED |

The meeting agenda included:

- Introduction
- Cross Acceptance Overview
- Demographic Data Review
- County Cross Acceptance Information Survey
- County Maps
- Environmental and Land Use Concerns
- Cross Acceptance (OSG) Schedule
- Q&A

INTRODUCTION/CROSS ACCEPTANCE OVERVIEW

Mr. Saleh, UCED, described the Cross Acceptance process by noting that this is the process used by the state to update its State Development and Redevelopment Plan (SDRP) commonly referred to as the State Plan. He informed the attendees that the Department of Community Affairs Office of Smart Growth (OSG) has changed its initial requirement that all municipalities must provide a resolution from the town indicating its participation in the CA

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process. OSG now only requires municipalities to provide a resolution if they disagree with the Counties (negotiating entity) or the State in relation to the Cross Acceptance Report or the State Plan.

Mr. Saleh noted that even if the municipality does not disagree with the County's CA report that the town should provide at least a letter from its administration indicating that the municipality has met with the County and that they have provided the County with any requested changes to the Cross Acceptance III Map and the Preliminary State Plan or that no significant discrepancies have been found by the municipality.

Mr. Saleh noted that demographic data forecasts and maps, including aerials, open space, and land uses related to Hillside were provided at this meeting for the Township's review and records.

DEMOGRAPHIC FORECAST DATA

Mr. Saleh described the demographic data provided by the County to the Township of Hillside. The demographic information provided included demographic forecasts prepared by the North Jersey Transportation Planning Authority (NJTPA) that shows 25 year forecasts for population, housing, and employment. Also provided was a comparison prepared by the County of various versions of the NJTPA population and employment forecast data. Also included in this demographic data package was a five year projection from the New Jersey Department of Labor (NJDOL).

The Township of Hillside was asked to review the demographic forecasts because the data will be used by OSG to compare with its own projections/estimates.

SURVEY QUESTIONNAIRE

Mr. Saleh described the informational questionnaire included in the package of information provided to the Township of Hillside at today's meeting. This questionnaire has been sent to all municipalities in the County to solicit updates on planning documents such as Master Plan, Zoning Ordinance, Zoning Map, or Redevelopment plans that have been adopted by the town. The municipal representatives noted that the master plan was reexamined in June of 1998 and that the next reexamination is in process.

COUNTY MAPS

The County Maps provided to the municipality included an Aerial of the Township of Hillside with part of the bordering towns, a NJ Department of Environmental Land Use Map of the Township of Hillside, Cross Acceptance

Map from OSG and an Open Space Map showing County and municipal open space, and recreational areas. Hillside will review these maps and submit any changes they would like to include on the Cross Acceptance Map.

Land Use, Environmental and Open Space Concerns

Mr. Mettlen, Mr. Ditzel and Mr. Antonelli identified open space areas and areas of known drainage and environmental concern. The Township of Hillside feels that the State Plan policies are general enough not to be problematic. The Township representatives noted that the Federal Emergency Management Administration (FEMA) and the Army Corps of Engineers (ACOE) will adjust the flood map to include the Harvard Avenue flood project.

Municipal representatives discussed their Economic Development Administration (EDA) grant from the U.S. Department of Commerce for Liberty Avenue. They also noted that Route 78, as delineated on the Cross Acceptance Map, may be missing some ramps from the Garden State Parkway. The boundaries of Lightning Brook Park, a County facility, should also be reexamined.

The Township council is concerned with traffic along North Broad Street resulting from the construction of a new school in the City of Elizabeth by the New Jersey Schools Construction Corporation. The municipal representatives also noted an issue with the possible closing of Hoffman Place by the adjacent Township of Irvington in Essex County. The municipal planning board is seeing a trend in larger lot subdivisions in order to permit two single-family dwellings rather than one two-family home.

Cross Acceptance Schedule

Mr. Saleh noted that the Office of Smart Growth set a “soft” due date of November 30, 2004 for the Draft Cross Acceptance Report. Union County along with other counties has informed the State their schedule was not attainable because the timeframe to complete the Cross Acceptance process was too short. OSG had its Cross Acceptance “kick-off” meeting in Union County in May 2004. A more realistic schedule will have the County complete the Cross Acceptance Report in the early part of 2005.

Question and Answer

There being no additional questions by the Township of Hillside representatives, or the County, the meeting was adjourned.

Union County

Local Cross Acceptance Informational Meetings

Municipality: Borough of Roselle
Date of Meeting: December 15, 2004
Location: Union County Administration Building
Meeting Subject: Cross Acceptance III relation to Municipality

ATTENDEES

| <u>Name:</u> | <u>Agency:</u> |
|-------------------|-----------------------------------------------------------|
| Vincent Belluscio | Borough Administrator |
| Tim Mettlen | Union County Engineering |
| Kamal Saleh | Union County Department of Economic Development (UCED) |
| Gary Weltchek | UCED |

The meeting agenda included:

- Introduction
- Cross Acceptance Overview
- Demographic Data Review
- County Cross Acceptance Information Survey
- County Maps
- Environmental and Land Use Concerns
- Cross Acceptance (OSG) Schedule
- Q&A

INTRODUCTION/CROSS ACCEPTANCE OVERVIEW

Mr. Saleh, UCED, described the Cross Acceptance process by noting that this is the process used by the state to update its State Development and Redevelopment Plan (SDRP) commonly referred to as the State Plan. He informed the attendees that the Department of Community Affairs Office of Smart Growth (OSG) has changed its initial requirement that all municipalities must provide a resolution from the town indicating its participation in the CA process. OSG now only requires municipalities to provide a resolution if they disagree with the Counties (negotiating entity) or the State in relation to the Cross Acceptance Report or the State Plan.

Mr. Saleh noted that even if the municipality does not disagree with the County's CA report that the town should provide at least a letter from its administration indicating that the municipality has met with the County and that they have provided the County with any requested changes to the Cross Acceptance III Map and the Preliminary State Plan or that no significant discrepancies have been found by the municipality.

Mr. Saleh noted that demographic data forecasts and maps, including aeriels, open space, and land uses related to Roselle were provided at this meeting for the Borough's review and records.

DEMOGRAPHIC FORECAST DATA

Mr. Saleh described the demographic data provided by the County to the Borough of Roselle. The demographic information provided included demographic forecasts prepared by the North Jersey Transportation Planning Authority (NJTPA) that shows 25 year forecasts for population, housing, and employment. Also provided was a comparison prepared by the County of various versions of the NJTPA population and employment forecast data. Also included in this demographic data package was a five year projection from the New Jersey Department of Labor (NJDOLE).

The Borough of Roselle was asked to review the demographic forecasts because the data will be used by OSG to compare with its own projections/estimates.

SURVEY QUESTIONNAIRE

Mr. Saleh described the informational questionnaire included in the package of information provided to the Borough of Roselle at today's meeting. This questionnaire has been sent to all municipalities in the County to solicit updates on planning documents such as Master Plan, Zoning Ordinance, Zoning Map, or Redevelopment plans that have been adopted by the town.

Mr. Belluscio noted that the Borough's master plan was reexamined in 1999 and stated that he will send a copy to the County. He also noted that a consultant has been hired to undertake a new reexamination which should be available by March of 2005. Mr. Belluscio will also send a copy of its updated zoning ordinance to the County.

COUNTY MAPS

The County Maps provided to the municipality included an aerial of the Borough of Roselle with part of the bordering towns, a NJ Department of Environmental Land Use Map of the Borough of Roselle, Cross Acceptance Map

from OSG and an Open Space Map showing County and municipal open space, and recreational areas. Roselle will review these maps with its municipal engineer, who was unavailable for today's meeting, and submit any changes they would like to include on the Cross Acceptance Map.

Land Use, Environmental and Open Space Concerns

Mr. Mettlen and Mr. Belluscio identified open space areas and areas of known drainage and environmental concern. The Borough of Roselle feels that the State Plan policies are general enough not to be problematic.

Mr. Belluscio discussed the Borough's Smart Growth Grant from the Office of Smart Growth. They noted that this grant will cover the St. Georges Avenue area in conjunction with the Smart Growth Grant awarded to the City of Linden for a study of St. Georges Avenue along its border.

Mr. Belluscio noted that there is insufficient mass transit available to the residents of the Borough and workers employed within it.

Cross Acceptance Schedule

Mr. Saleh noted that the Office of Smart Growth set a "soft" due date of November 30, 2004 for the Draft Cross Acceptance Report. Union County along with other Counties has informed the State their schedule was not attainable because the timeframe to complete Cross Acceptance process was too short. OSG had its Cross Acceptance "kick-off" meeting in Union County in May 2004. A more realistic schedule will have the County complete the Cross Acceptance Report in the early part of 2005.

Question and Answer

There being no additional questions by the Borough of Roselle representative, or the County, the meeting was adjourned.

Union County

Local Cross Acceptance Informational Meetings

Municipality: City of Rahway
Date of Meeting: December 16, 2004
Location: Union County Administration Building
Meeting Subject: Cross Acceptance III relation to Municipality

ATTENDEES

| <u>Name:</u> | <u>Agency:</u> |
|------------------|--------------------------------------------------------|
| Lenore Slothower | Planner, City of Rahway |
| Jim Lynch | Union County Engineering |
| Paul Leso | Union County Engineering |
| Kamal Saleh | Union County Department of Economic Development (UCED) |

The meeting agenda included:

- Introduction
- Cross Acceptance Overview
- Demographic Data Review
- County Cross Acceptance Information Survey
- County Maps
- Environmental and Land Use Concerns
- Cross Acceptance (OSG) Schedule
- Q&A

INTRODUCTION/CROSS ACCEPTANCE OVERVIEW

Mr. Saleh described the Cross Acceptance process by noting that this is the process used by the state to update its State Development and Redevelopment Plan (SDRP) commonly referred to as the State Plan. He informed the attendees that the Department of Community Affairs Office of Smart Growth (OSG) has changed its initial requirement that all municipalities must provide a resolution from the town indicating its participation in the CA process. OSG now only requires municipalities to provide a resolution if they disagree with the Counties (negotiating entity) or the State in relation to the Cross Acceptance Report or the State Plan.

Mr. Saleh noted that even if the municipality does not disagree with the County's CA report that the town should provide at least a letter from its administration indicating that the municipality has met with the County and that they have found no significant issues or recommended changes with the state plan, Cross Acceptance III Map or the County's Cross Acceptance Report. Any recommended changes or comments will be sent to the County for review.

Mr. Saleh noted that demographic data forecasts and maps, including aerials, open space, and land uses related to Rahway were provided at this meeting for the City's review.

DEMOGRAPHIC FORECAST DATA

Mr. Saleh described the demographic data provided by the County to the City of Rahway which includes forecast data prepared by the North Jersey Transportation Planning Authority (NJTPA) showing 25 year forecasts for population, housing, and employment. Also provided was a comparison summary prepared by the County to show the difference between the iterations of the NJTPA population and employment forecast data. This comparison table also provided a five year projection from the New Jersey Department of Labor (NJDOL) for further comparison.

The City of Rahway was asked to review the demographic forecasts because the data will be used by OSG to compare with its own projections/estimates. The City representative noted that she would have the appropriate staff review and respond to this data.

SURVEY QUESTIONNAIRE

Mr. Saleh described the informational questionnaire that was sent in November to all the Union County municipalities. The purpose of this questionnaire was to obtain updates to corresponding municipal planning documents such as the Master Plan, Re-Exam Reports, Zoning Ordinances, Zoning Maps, and redevelopment plans (if any) that have been adopted by the town.

Ms. Slothower noted that Rahway is generally consistent with the State Plan concepts, intent and policy objectives. She also noted that the City has adopted fifteen (15) redevelopment plans, copies of which will be forwarded to the County.

Ms. Slothower indicated that the City had amended its COAH plan in 2002 to reflect the construction of a new 150 unit affordable housing project. She noted that additional multi-family units are located in the CBD above commercial uses and that this is expected to increase through redevelopment projects.

In terms of traffic or transportation, Ms. Slothower noted that Rahway has extensive public transportation options. A TDD was established in 1996 to address demands associated with economic development opportunities along Routes 1 & 9.

COUNTY MAPS

The County Maps provided to the municipality include an aerial of the City of Rahway with part of the bordering towns, a NJ Department of Environmental Land Use Map, Cross Acceptance Map from OSG and an Open Space Map showing County and municipal open spaces, and recreational areas.

Land Use, Environmental and Open Space Concerns

The City of Rahway feels that it is consistent with many of the key concepts of the State Plan and the Planning Area 1 intent and that its planning documents offer ideas, strategies, and programs to implement State plan goals and maintain and improve it's character as a PA 1 community. The City has been focusing efforts on separating its sanitary and storm sewer systems to deal with infiltration problems. Stormwater drainage and flooding are other concerns due to a substantial portion of the City's land area being flood prone. Also noted by the City was a grant to develop a remediation investigation and prepare a remediation plan of brownfield sites in order to make them more attractive for redevelopment. Ms. Slothower informed those present that one of the City's goals is to preserve open space and protect natural, cultural, and historic resources. The City has a plan for the acquisition of riverfront and upland parcels for additional open space and parkland.

Cross Acceptance Schedule

Mr. Saleh noted that the Office of Smart Growth set a "soft" due date of November 30, 2004 for the Draft Cross Acceptance Report. Union County along with other Counties has informed the State their schedule was not attainable because the timeframe to complete Cross Acceptance process was too short. OSG had its Cross Acceptance "kick-off" meeting in Union County in late June 2004. A more realistic schedule will have the County complete the Cross Acceptance Report in the early part of 2005.

Question and Answer

There being no further questions or comments by the City representative, or the County, the meeting was adjourned.

Union County

Local Cross Acceptance Informational Meetings

Municipality: Borough of New Providence
Date of Meeting: December 16, 2004
Location: Union County Administration Building
Meeting Subject: Cross Acceptance III relation to Municipality

ATTENDEES

| <u>Name:</u> | <u>Agency:</u> |
|-------------------|--------------------------------------------------------|
| Linda Fitzpatrick | Secretary, New Providence Planning Board |
| Tim Mettlen | Union County Engineering |
| Jim Lynch | Union County Engineering |
| Kamal Saleh | Union County Department of Economic Development (UCED) |

The meeting agenda included:

- Introduction
- Cross Acceptance Overview
- Demographic Data Review
- County Cross Acceptance Information Survey
- County Maps
- Environmental and Land Use Concerns
- Cross Acceptance (OSG) Schedule
- Q&A

INTRODUCTION/CROSS ACCEPTANCE OVERVIEW

Mr. Saleh, UCED, described the Cross Acceptance process by noting that this is the process used by the state to update its State Development and Redevelopment Plan (SDRP) commonly referred to as the State Plan. He informed the attendees that the Department of Community Affairs Office of Smart Growth (OSG) has changed its initial requirement that all municipalities must provide a resolution from the town indicating its participation in the CA process. OSG now only requires municipalities to provide a resolution if they disagree with the Counties (negotiating entity) or the State in relation to the Cross Acceptance Report or the State Plan.

Final Report

Mr. Saleh noted that even if the municipality does not disagree with the County's CA report that the town should provide at least a letter from its administration indicating that the municipality has met with the County and that they have found no significant issues or recommended changes with the state plan, Cross Acceptance III Map or the County's Cross Acceptance Report. Any recommended changes or comments will be sent to the County for review.

Mr. Saleh noted that demographic data forecasts and maps, including aerials, open space, and land uses related to the Borough were provided at this meeting for the town's review.

DEMOGRAPHIC FORECAST DATA

Mr. Saleh described the demographic data provided by the County to the Borough of New Providence and that it includes forecast data prepared by the North Jersey Transportation Planning Authority (NJTPA) showing 25 year forecasts for population, housing, and employment. Also provided was a comparison summary prepared by the County to show the difference between the iterations of the NJTPA population and employment forecast data. This comparison table also provided a five year projection from the New Jersey Department of Labor (NJDOL) for further comparison.

The Borough of New Providence was asked to review the demographic forecasts because the data will be used by OSG to compare with its own projections/estimates. The Borough representative noted that she would have the appropriate staff review and respond to this data.

SURVEY QUESTIONNAIRE

Mr. Saleh described the informational questionnaire that was sent in November to all the Union County municipalities. The purpose of this questionnaire was to obtain updates to corresponding municipal planning documents such as the Master Plan, Re-Exam Reports, Zoning Ordinances, Zoning Maps, and redevelopment plans (if any) that have been adopted by the town. The Borough's Master Plan dates back to 1978 and its most recent reexamination report was done in 1988.

In terms of public infrastructure and services, it was noted that the Borough's infrastructure has nearly reached its life expectancy and that the Borough maintains its water and sewer systems which it finds to be adequate.

COUNTY MAPS

The County Maps provided to the municipality include an aerial of the Borough of New Providence with part of the bordering towns, a NJ Department of Environmental Land Use Map, Cross Acceptance Map from OSG and an Open Space Map showing County and municipal open spaces, and recreational areas.

Land Use, Environmental and Open Space Concerns

The Borough of New Providence feels that it is somewhat consistent with the key concepts, intent and policy objectives of the State Plan.

Cross Acceptance Schedule

Mr. Saleh noted that the Office of Smart Growth set a “soft” due date of November 30, 2004 for the Draft Cross Acceptance Report. Union County along with other Counties has informed the State their schedule was not attainable because the timeframe to complete Cross Acceptance process was too short. OSG had its Cross Acceptance “kick-off” meeting in Union County in late June 2004. A more realistic schedule will have the County complete the Cross Acceptance Report in the early part of 2005.

Question and Answer

There being no further questions by the Borough, or the County, the meeting was adjourned.

Union County

Local Cross Acceptance Informational Meetings

Municipality: Borough of Fanwood
Date of Meeting: December 21, 2004
Location: Fanwood Borough Hall
Meeting Subject: Cross Acceptance III relation to Municipality

ATTENDEES

| <u>Name:</u> | <u>Agency:</u> |
|---------------|--------------------------------------------------------|
| Colleen Mahr | Mayor |
| Jack Molenaar | Borough Councilman |
| Tim Mettlen | Union County Engineering |
| Paul Leso | UC Engineering |
| Kamal Saleh | Union County Department of Economic Development (UCED) |
| Gary Weltchek | UCED |

The meeting agenda included:

- Introduction
- Cross Acceptance Overview
- Demographic Data Review
- County Cross Acceptance Information Survey
- County Maps
- Environmental and Land Use Concerns
- Cross Acceptance (OSG) Schedule
- Q&A

INTRODUCTION/CROSS ACCEPTANCE OVERVIEW

Mr. Saleh, UCED, described the Cross Acceptance process by noting that this is the process used by the state to update its State Development and Redevelopment Plan (SDRP) commonly referred to as the State Plan. He informed the attendees that the Department of Community Affairs Office of Smart Growth (OSG) has changed its initial requirement that all municipalities must provide a resolution from the town indicating its participation in the CA process. OSG now only requires municipalities to provide a resolution if they

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disagree with the Counties (negotiating entity) or the State in relation to the Cross Acceptance Report or the State Plan.

Mr. Saleh noted that even if the municipality does not disagree with the County's CA report that the town should provide at least a letter from its administration indicating that the municipality has met with the County and that they have found no significant issues or recommended changes with the state plan, Cross Acceptance III Map or the County's Cross Acceptance Report. Any recommended changes or comments will be sent to the County for review.

Mr. Saleh noted that demographic data forecasts and maps, including aerials, open space, and land uses related to Borough were provided at this meeting for the town's review.

DEMOGRAPHIC FORECAST DATA

Mr. Saleh described the demographic data provided by the County to the Borough of Fanwood includes forecast data prepared by the North Jersey Transportation Planning Authority (NJTPA) shows 25 year forecasts for population, housing, and employment. Also provided was a comparison summary prepared by the County to show the difference between the iterations of the NJTPA population and employment forecast data. This comparison table also provided a five year projection from the New Jersey Department of Labor (NJDOL) for further comparison.

The Borough of Fanwood was asked to review the demographic forecasts because the data will be used by OSG to compare with its own projections/estimates. The Borough representatives noted that they would have the appropriate staff review and respond to this data.

SURVEY QUESTIONNAIRE

Mr. Saleh described the informational questionnaire that was sent in November to all the Union County municipalities. The purpose of this questionnaire was to obtain updates to corresponding municipal planning documents such as the Master Plan, Re-Exam Reports, Zoning Ordinances, Zoning Maps, and redevelopment plans (if any) that have been adopted by the town. Mr. Molenaar presented the County with various planning documents and a re-exam will be sent to the County soon.

Mr. Molenaar explained that the Borough had no Critical Environmental Site (CES) designation recommendations and no significant issues were found in the review of the State Plan and its related policies. Fanwood did note they had some concerns regarding the FEMA (Federal Emergency Management Agency) flood map. Mr. Mettlen informed the Borough that other towns have expressed

similar concerns regarding these flood maps. Mr. Mettlen also provided some general information regarding NJDEP's Stormwater Management Plan requirements.

In terms of recent redevelopment applications Mr. Molenaar noted that there are plans for a 4 to 5 lot housing development along Beverly Avenue.

In terms of traffic or transportation, Mr. Molenaar noted that a previous concern that is being resolved at Midway, Martine, and Lagrant (sp?) has striping, shoulder corrections, crosswalks, and signal updates are progressing or complete.

COUNTY MAPS

The County Maps provided to the municipality include an aerial of the Borough of Fanwood with part of the bordering towns, a NJ Department of Environmental Land Use Map, Cross Acceptance Map from OSG and an Open Space Map showing County and municipal open spaces, and recreational areas. The Borough of Fanwood representatives noted that in a quick review there appears to be significant incorrect items on these maps but if upon further review any items are found they would inform the County.

Land Use, Environmental and Open Space Concerns

The Borough of Fanwood feels that the State Plan policies are general enough not to be problematic. Municipal representatives noted that the Borough is considering a deed restriction for the Fanwood Nature Center. Also noted by the Borough was a drainage issue from a culvert that extends from the adjoining municipality of Scotch Plains near or on Tillotson. Another drainage concern is a culvert and pipe under the rail station along the NJ Transit (Raritan Line). This drainage issue will be resolved through NJ Transit and the municipality.

Cross Acceptance Schedule

Mr. Saleh noted that the Office of Smart Growth set a "soft" due date of November 30, 2004 for the Draft Cross Acceptance Report. Union County along with other Counties has informed the State their schedule was not attainable because the timeframe to complete Cross Acceptance process was too short. OSG had its Cross Acceptance "kick-off" meeting in Union County in late June 2004. A more realistic schedule will have the County complete the Cross Acceptance Report in the early part of 2005.

Question and Answer

There being no additional questions by the Borough of Fanwood representatives, or the County, the meeting was adjourned.

Union County

**Cross Acceptance Draft Report
Public Meeting
Held At
Union County College-Cranford Campus
Springfield Avenue, Cranford, NJ
February 14, 2005**

ATTENDEES

Name:

Agency:

| | |
|----------------|-----------------------------------------------------------|
| Ron Meeks | Cranford Township, Planning & Zoning Officer |
| Kamal Saleh | Union County Department of Economic Development |
| Gary Weltchek | Union County Department of Economic Development |
| Dave Maski | Planner, Schoor DePalma |
| James Daley | Director, UC Department of Economic Development |
| Mary K. Murphy | Director, UC Division of Planning & Community Development |

Introduction by County

Mr. Saleh, UCED, expressed how Union County approached the Cross Acceptance process by meeting with local towns and adjacent County agencies. He informed those in attendance that Union County staff had expressed to the Office of Smart Growth (OSG), as most other Counties had, that the timeframe was insufficient to meet with all local towns and to prepare the cross acceptance report. However, the County worked in earnest to complete the draft report in a respectable timeframe.

Overview of Cross Acceptance/Plan Endorsement Process by Office of Smart Growth Representative

As no one from the Office of Smart Growth was present, Mr. Saleh explained that the purpose of this meeting was to discuss the cross acceptance status and any potential issues related to wetlands, open space areas, drainage, sewage, water, land use and transportation not included in the draft report which was sent to all County municipalities prior to the meeting. He noted

that County staff had held meetings with representatives of Essex County, Hillside, New Providence, Roselle, Summit, Fanwood, Linden, Rahway, Scotch Plains and Union in order to gather information necessary to complete the draft report.

Union County Process for 3rd Round of Cross Acceptance

Mr. Saleh noted that the Union County Department of Economic Development had prepared a power point presentation of the process the County undertook for this round of cross acceptance. No one requested that it be shown. Mr. Saleh then introduced David Maski of Schoor DePalma, the consultants retained by the County to assist in the preparation of the report.

Draft Cross Acceptance Report Format – David Maski, Schoor DePalma

Mr. Maski described the report format and noted that it did not include any issues to be negotiated during the next phase of the cross acceptance process. He and Mr. Saleh noted that the County will now begin the process of completing the report which will be the subject of a second public meeting to be held on February 23, 2005 at 3:00 PM in the Faculty Cafeteria of Union County College in Cranford.

Next Steps

Mr. Saleh noted that following this public meeting the County will complete any cross acceptance map changes as a result of the meetings with municipalities, incorporate municipal information received after this meeting, review and consider comments received, forward the report to the Union County Board of Chosen Freeholders requesting a resolution to forward it to the New Jersey Office of Smart Growth, and review plan endorsement needs.

Discussion - Questions

There were no questions from those present.

Adjournment

No other issues or concerns were raised and the public meeting was adjourned at noon.

Union County

**Cross Acceptance Final Report
Public Meeting
Held At
Union County College-Cranford Campus
Springfield Avenue, Cranford, NJ
February 23, 2005**

ATTENDEES

Name:

Agency:

| | |
|--------------------|-------------------------------------------------|
| Lawrence Ditzel | Construction Official, Township of Hillside |
| Mike Mistretta | Harbor Consultants |
| Joel Reed | Chairman, Roselle Park Planning Board |
| Margaret Walker | League of Women Voters |
| Sam Mardini | Assistant Engineer, Township of Springfield |
| Bruce Bergen, Esq. | Springfield Township Attorney |
| Robert Michaels | Springfield Township Planner |
| Richard A. Marsden | Engineer, Township of Cranford |
| Lynda Feder | Chairman, Cranford Planning Board |
| Ron Meeks | Cranford Planning & Zoning Officer |
| Edward Schmidt | Secretary, Cranford Planning Board |
| Gary Weltchek | Union County Department of Economic Development |
| Kamal Saleh | Union County Department of Economic Development |
| Mauro Checchio | Union County Department of Economic Development |
| David Maski | Schoor DePalma |
| William Nierstedt | City of Plainfield, Planning Director |

Introduction by County

Mr. Saleh welcomed the attendees and asked everyone to identify themselves and who they represented. A sign-in sheet was circulated.

Union County Process for 3rd Round of Cross Acceptance

Mr. Saleh provided a quick overview of the State Plan and the cross acceptance process. He informed the attendees that the County had solicited participation from all of the municipalities within the County on several occasions by letter and telephone and that County staff had met with nine municipalities and received updated planning information from 15 towns.

Draft Cross Acceptance Report Format – David Maski, Schoor DePalma

Mr. Maski of Schoor DePalma, the consultants retained by the County to assist in the preparation of the report, explained the cross acceptance report format to the attendees. Mr. Maski explained the various sections of the report and noted that where municipal data was available a summary and compliance review was prepared for these respective municipalities. He further explained that at this time there does not appear to be any critical items to be included in the next phase of cross acceptance known as plan endorsement. However, the County may have ancillary items to discuss with the Office of Smart Growth regarding regional planning, local master planning, transportation, housing, and possible modifications to the next round of cross acceptance.

Next Steps

Mr. Saleh followed up with the next steps in the cross acceptance process: completion of map changes, reviewing and finalizing the report, submission of preliminary final report to the Office of Smart Growth, adoption of final report by the Union County Board of Chosen Freeholders in March, and plan endorsement.

Discussion - Questions

The representatives from the Township of Cranford expressed concerns with the State Plan map and Mr. Reed, Chairman of the Roselle Park Planning Board, requested that there be more cross-communication between the County and its municipalities, possibly to include group meetings, on planning related matters. The municipal representatives in attendance requested to review the draft maps with the proposed changes/corrections prepared by the County. The changes requested by the municipal representatives were either already noted on these draft maps by the County or will be included as identified.

Adjournment

No other issues or concerns were raised and the public meeting was adjourned at 5:00 pm.

APPENDIX E. General Correspondence

Final Report

Document Information:

The following enclosed documents are general correspondence documents, scanned-in, related to the Union County Cross Acceptance process. For the sake of “paper space” the general letters sent by the County to each of its twenty-on (21) municipalities include the letter with a listing of all the corresponding mailing labels instead of each individual letter:



Township of Cranford

8 Springfield Avenue • Cranford, New Jersey 07016-2199

(908) 709-7200 • Fax (908) 276-7664

www.cranford.com/township

February 23, 2005

Kamal Saleh, PP, AICP
Supervisor, Bureaus of Transportation and Land Facilities Planning
County of Union
Department of Economic Development
Elizabethtown Plaza
Elizabeth, NJ 07207

Re: Union County-Cross Acceptance Questionnaire

Dear Mr. Saleh,

Item 6. Agriculture for the Township of Cranford:

There is one farm (Dryers Farm) located in Block 151, Lot 14 for a total of 10.37 acres.

Regards,

Ronald A. Meeks
Planning and Zoning Officer

Borough of New Providence, N.J.

360 Elkwood Avenue
New Providence, New Jersey 07974
Planning Board
(908) 665-1400
lfitzpatrick@newprov.org



VIA E-MAIL AND FED-EX

Kamal Saleh, P.P., AICP
Supervisor, Bureau of Transportation and Land Facilities Planning Board
County of Union
Administration Building
Elizabethtown Plaza
Elizabeth, NJ 07207

February 22, 2005

Dear Mr. Saleh:

I am in receipt of your UPS Express letter and CD containing the draft Cross Acceptance Report. The Planning Board Chairman has asked me to convey to you his comments on the draft:

1. New Providence revised and released its Master Plan in May 2003. Copies were provided to the County at that time.
2. In 2004, New Providence established an Historic Preservation Commission consistent with the desires and goals of the State Land Use Laws.

Due to the short notice of your 2/22/05 deadline (your letter was delivered at 1:30 on Friday, 2/18, just as I was leaving for an out-of-town meeting, and our office was closed on the 21st for President's Day), I will overnight to you another copy of the Master Plan and the original hardcopy of this letter. We trust that you will not require us to submit these changes in a resolution, as the next meeting of the Planning Board is not until next week.

Please do not hesitate to contact me if you have any questions.

Very truly yours,

Linda Fitzpatrick
Secretary, Planning Board

Final Report

Borough of New Providence, N.J.

360 Elkwood Avenue
New Providence, New Jersey 07974
Planning Board
(908) 665-1400
lfitzpatrick@newprov.org

RECEIVED

FEB 23 2005

UNION COUNTY
TRANSPORTATION PLANNING



February 22, 2005

Kamal Saleh, P.P., AICP
Supervisor, Bureau of Transportation and Land Facilities Planning Board
County of Union
Administration Building
Elizabethtown Plaza
Elizabeth, NJ 07207

February 22, 2005

Dear Mr. Saleh:

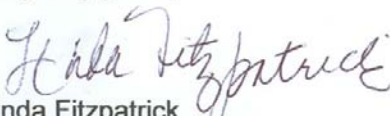
Please find enclosed a copy of:

1. Borough Land Use Ordinance, September 2003
2. Borough Comprehensive Master Plan, rev. March 4, 2003
3. Historic Preservation Commission Ordinance
4. Draft report with changes

I have also e-mailed the revised draft report to you for your review.

Please do not hesitate to contact me if you need any additional information.

Very truly yours,


Linda Fitzpatrick
Secretary, Planning Board

Final Report



OFFICE OF THE
TOWNSHIP ENGINEER

TOWNSHIP OF BERKELEY HEIGHTS

DEPARTMENT OF PUBLIC WORKS

BERKELEY HEIGHTS, NEW JERSEY 07922

TEL. (908) 464-2700

FAX. (908) 464-3791

February 17, 2005

Mr. Kamal Saleh, P.P., AICP
Supervisor, Bureau of Transportation & Land Facilities Planning
County of Union
Administration Building – Elizabethtown Plaza
Elizabeth, NJ 07207

RE: Cross-Acceptance

Dear Mr. Saleh:

In response to your January 24, 2005 correspondence, this office has prepared the Township's interim response for the Cross-Acceptance Process.

Included as attachments with this letter are:

- a. One (1) copy of the Township of Berkeley Heights Master Plan dated July 1999.
- b. One (1) copy of the Township of Berkeley Heights Master Plan Re-examination dated July 27, 1994.
- c. One (1) copy of the Township of Berkeley Heights Municipal Land Use Procedures Ordinance adopted June 7, 1989 as amended to June 22, 2004 (Ordinance 18-04).
- d. The Township of Berkeley Heights responses to the Union County – Cross Acceptance Questionnaire.

The Township's response has been delayed as a result of a transition in the Township's Administrative Office and Engineering Department, which began in the last quarter of 2004. The Township will continue its evaluation of its planning for compliance with the Smart Growth planning initiatives. The Township shall provide the County with any additional findings and/or revisions. If you have any questions or concerns, you can contact me at the number listed above (extension 2234) between the hours of 8:30-4:00.

Sincerely,

Michael R. Hagen, P.E.
Assistant Township Engineer

Cc: Angela Devanney, Twp. Administrator w/o enclosures
Township Committee w/o enclosures

Final Report



COUNTY OF UNION

DEPARTMENT OF ECONOMIC DEVELOPMENT

James Daley, Director

February 16, 2005

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ROBERT E. BARRY, ESQ.
County Counsel

NICOLE L. TEDESCHI
Clerk of the Board

MARY K. MURPHY
Division Director

Name
Company
Address
Town/City

RE: Draft Cross Acceptance Report

Dear *Name*:

The County is working on completing the Cross Acceptance Report as required by the State Planning Commission. Enclosed on a compact disc (CD) are two Adobe PDF files that represent Union County's Draft Cross Acceptance Report. Also enclosed for your convenience is a consistency review summary (excerpt from the draft report) prepared for each town that either submitted updated planning documents or for those towns that the County had recent documents in its municipal planning document inventory. For general information we've also enclosed forecast data (population, employment and housing) prepared by the North Jersey Transportation Planning Authority (NJTPA) for North Jersey region.

The County is required to submit a final report to the State's Office of Smart Growth by February 28, 2005. In order to comply with this deadline, any comments on the municipal sections or the report in general would need to be received by the County no later than **Tuesday, February 22, 2005** in order to be considered for the County's final Cross Acceptance report. Unfortunately, the State has not permitted us to extend this review period. If your municipality disagrees significantly with the Cross Acceptance Report's summary of your municipality, a resolution from your governing body (or planning board) outlining the reasons for this disagreement must be submitted to the County.

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Elizabethtown Plaza

Administration Building
Elizabeth, NJ 07207 (908) 527-4086 fax (908) 527-4715

www.ucnj.org

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Name

February 16, 2005

Re: Draft Cross Acceptance Report

Page 2

If you have any questions or if you have any problems with the enclosed CD, please contact me at (908) 527-4086 or email me at KSaleh@ucnj.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kamal Saleh', with a large, stylized initial 'K'.

Kamal Saleh, P.P., AICP

Supervisor, Bureaus of Transportation and Land Facilities Planning

Enclosure

Cc: George Devanney, County Manager
M. Elizabeth Genievich, Deputy County Manager
James Daley, Director, Dept. of Economic Development
Mary K. Murphy, Director, Div. of Planning & CD
Livio Mancino, Chairman, Union County Planning Board
Municipal Planning Board Secretary

Final Report

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| | |
|---------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| Mr. Richard O'Connor Municipal Building 430 Westfield Avenue Clark, NJ 07066 | Mayor Sal Bonaccorso Municipal Building 430 Westfield Avenue Clark, NJ 07066 |
| Mr. Oscar Ocasio City Hall 50 Winfield Scott Plaza Elizabeth, NJ 07201 | Mr. Jack Molenaar Borough Hall 75 North Martine Avenue Fanwood, NJ 07023 |
| Mayor Colleen M. Mahr Borough Hall 75 North Martine Avenue Fanwood, NJ 07023 | Ms. Eleanor McGovern Borough Hall 75 North Martine Avenue Fanwood, NJ 07023 |
| Mr. Sal Antonelli Municipal Building Liberty & Hillside Avenues Hillside, NJ 07205 | Mr. Larry Ditzel Municipal Building Liberty & Hillside Avenues Hillside, NJ 07205 |
| Ms. Hedy Lipke Borough Hall 567 Boulevard Kenilworth, NJ 07033 | Mayor Greg David Borough Hall 567 Boulevard Kenilworth, NJ 07033 |
| Mr. George Vircik City Hall 301 North Wood Avenue Linden, NJ 07036 | Mayor Robert F. Viglianti Borough Hall 1385 Route 22 Mountainside, NJ 07092 |
| Ms. Linda Fitzpatrick Municipal Center 360 Elkwood Avenue New Providence, NJ 07974 | Mr. William Nierstedt City Hall 515 Watchung Avenue Plainfield, NJ 07060 |

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Roselle, NJ 07203

Ms. Arlene M. Triano
Borough Hall
110 East Westfield Avenue
Roselle Park, NJ 07204

Mr. Robert LaCosta
Municipal Building
430 Park Avenue
Scotch Plains, NJ 07076

Mr. Robert Kirkpatrick
Municipal Building
100 Mountain Avenue
Springfield, NJ 07081

Mayor Clara Harelik
Municipal Building
100 Mountain Avenue
Springfield, NJ 07081

Mr. Chris Cotter
City Hall
512 Springfield Avenue
Summit, NJ 07901

Mr. Phil Harderer
Municipal Building
1976 Morris Avenue
Union, NJ 07083

Mr. Kenneth Marsh
Town Hall
425 East Broad Street
Westfield, NJ 07090

Mr. James H. Gildea
Town Hall
425 East Broad Street
Westfield, NJ 07090

Ms. Laura Reinertsen
Municipal Building
12 Gulfstream Avenue
Winfield, NJ 07036

Mr. Frank Bradley
Municipal Building
1976 Morris Avenue
Union, NJ 07083



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Final Report



COUNTY OF UNION

DEPARTMENT OF ECONOMIC DEVELOPMENT

James Daley, Director

January 31, 2005

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County Counsel

NICOLE L. TEDESCHI
Clerk of the Board

MARY K. MURPHY
Division Director

Ms. Maura McManimon,
Director
Office of Smart Growth
101 South Broad Street
P.O. Box 204
Trenton, NJ 08625-0204

Draft Union County Cross Acceptance Report

Dear Ms. McManimon:

As required we have enclosed two copies of the County of Union's Draft Cross Acceptance Report. Along with the printed copies of the draft CA report we have included an electronic file of the report as well. The electronic file is in two parts, a cover page/table of contents and text or body of the report.

On Friday, January 28, 2005, I sent you an email of the initial version of this draft report which has since been slightly modified. By the final version of the report we will provide any missing sections and include appendix items.

We look forward to working with the Office of Smart Growth on finalizing the third round of the Cross Acceptance Process in the development of an updated State Plan.

Please contact me if you have any questions.

Sincerely,

Kamal Saleh, AICP, PP
Supervisor, Transportation and Land Use Planning

Cc: James Daley, Director, Dept. of Economic Development
Mary K. Murphy, Director, Division of Planning & CD
Mauro Checchio, Assistant to the County Manager
Gary Weltchek, Supervising Planner

DIVISION OF PLANNING & COMMUNITY DEVELOPMENT

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Elizabethtown, NJ 07207

Administration Building
(908) 527-4229

fax (908) 352-3980

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Kamal Saleh

From: Laura Reinertsen [lreinertsen@winfield-nj.org]
Sent: Wednesday, January 26, 2005 4:13 PM
To: Kamal Saleh
Cc: David Wright
Subject: Cross Acceptance Process

As per our earlier conversation, please be advised that the Township of Winfield does not have any existing or proposed redevelopment, growth or expansion plans, nor do we foresee any in the near future. Should you have any questions or require anything further, please do not hesitate to contact me. Thank you!

Laura Reinertsen, RMC, CMR
Township of Winfield
12 Gulfstream Ave.
Winfield, NJ 07036
908-925-3850 f-908-925-4526
lreinertsen@winfield-nj.org

1/26/2005

Final Report



COUNTY OF UNION

DEPARTMENT OF ECONOMIC DEVELOPMENT

James Daley, Director

January 24, 2005

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C.M.C., M.P.A.
*Deputy County Manager/
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County Counsel

NICOLE L. TEDESCHI
Clerk of the Board

MARY K. MURPHY
Division Director

«Title» «FirstName» «LastName»
«Address1»
«Address2»
«City», «State» «PostalCode»

RE: Cross Acceptance Process

Dear Honorable «LastName»:

On November 1, 2004 the County Planning Office submitted to all County Municipalities a letter describing the Cross Acceptance Process, requesting the completion of an attached questionnaire, meeting request and a request for municipal Planning and Zoning documents. Subsequent to this letter the County contacted each town by telephone on several occasions. Since that letter and telephone activity we have met with nine (9) municipalities and have received planning and zoning documents from two (2) additional towns and have been promised planning documents from two (2) more municipalities.

If you have received this letter it means that your town or city has not submitted any updated planning documents as requested nor has your municipality scheduled a meeting with the County to discuss the Cross Acceptance process as related to your municipality. Our office is in the process of completing the draft Cross Acceptance Report and we are scheduling its release in early February 2005. If your municipality provides us updated planning and zoning material within a week from the date of this letter we will consider any appropriate information from these documents regarding your municipality in the report. In the absence of any updated planning and zoning documents from your municipality we are required to base our review of your municipality on information currently in our municipal inventory.

We appreciate your cooperation and participation in this important process. Enclosed is a copy of the original questionnaire that was sent with the initial letter in November 2004. Please complete this questionnaire and return it with any recent municipal planning, zoning and redevelopment information to the County. Please be reminded that the State and its agencies are using

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Elizabethtown Plaza Elizabeth, NJ 07207 (908) 527-4086 fax (908) 527-4715 www.ucnj.org
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COUNTY OF UNION

DEPARTMENT OF ECONOMIC DEVELOPMENT

James Daley, Director

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M. ELIZABETH GENIEVICH,
C.M.C., M.P.A.
*Deputy County Manager/
Director of Administrative
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ROBERT E. BARRY, ESQ.
County Counsel

NICOLE L. TEDESCHI
Clerk of the Board

MARY K. MURPHY
Division Director

the State Plan to prioritize areas to be funded for infrastructure improvements and to target redevelopment areas. With that in mind, it is essential that your municipal planning documents are consistent with the County and State Plan to assure your municipality's competitiveness in terms of State funding priorities.

For further information regarding the Cross Acceptance process please refer to the Office of Smart Growth's web-page:

www.state.nj.us/dca/osg/plan/crossacceptance.shtml. Contact me at (908) 527-4086 or email me at KSaleh@ucnj.org if you have any questions. Please fax completed questionnaires to my attention at (908) 527- 4715.

Sincerely,


Kamal Saleh, P.P., AICP
Supervisor, Bureaus of Transportation and Land Facilities Planning

Enclosure

Cc: George Devanney, County Manager
M. Elizabeth Genievich, Deputy County Manager
James Daley, Director, Dept. of Economic Development
Mary K. Murphy, Director, Div. of Planning & CD
Livio Mancino, Chairman, Union County Planning Board
Municipal Planning Board Secretary

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Mayor David A. Cohen
Municipal Building
29 Park Avenue
Berkeley Heights, NJ 07922

Mayor Salvatore F. Bonaccorso
Municipal Building
430 Westfield Avenue
Clark, NJ 07066

Ms. Sarah S. Mueller, Planning Board Secretary
Municipal Building
29 Park Avenue
Berkeley Heights, NJ 07922

Ms. Lisa McCabe, Planning Board Secretary
Municipal Building
430 Westfield Avenue
Clark, NJ 07066

Mayor Greg David
Borough Hall
567 Boulevard
Kenilworth, NJ 07033

Mayor Robert F. Viglianti
Borough Hall
1385 Route 22
Mountainside, NJ 07092

Mr. John Beninati, Planning Board Secretary
Borough Hall
567 Boulevard
Kenilworth, NJ 07033

Ms. Ruth Reese, Planning Board Secretary
Borough Hall
1385 Route 22
Mountainside, NJ 07092

Mayor Albert T. McWilliams
City Hall
515 Watchung Avenue
Plainfield, NJ 07060

Mayor Joseph DeIorio
Borough Hall
110 East Westfield Avenue
Roselle Park, NJ 07204

Mr. William Nierstedt, Planning Board Secretary
City Hall
515 Watchung Avenue
Plainfield, NJ 07060

Ms. Cathy Vail, Planning Board Secretary
Borough Hall
110 East Westfield Avenue
Roselle Park, NJ 07204

Mayor Sy Mullman
Municipal Building
100 Mountain Avenue
Springfield, NJ 07081

Mayor Gregory McDermott
Municipal Building
425 East Broad Street
Westfield, NJ 07090

Mr. Robert Kirkpatrick, Planning Board Secretary
Municipal Building
100 Mountain Avenue
Springfield, NJ 07081

Mr. Kenneth B. Marsh, Planning Board Secretary
Municipal Building
425 East Broad Street
Westfield, NJ 07090

Mayor David P. Wright
Municipal Building
12 Gulfstream Avenue
Winfield, NJ 07036

Mr. Livio Mancino
102 N. 24th Street
Kenilworth, NJ 07033

George Devanney
County Manager

Liz Genievich
Deputy County Manager



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UNION COUNTY – CROSS ACCEPTANCE QUESTIONNAIRE

1. When were the latest Master Plan/Land Use Map and Zoning Ordinance/Map and Housing (Fair Share Plan) Element adopted by your Municipality?
 - If the County does not have the latest documents or maps, as noted in the above question, please submit them to the County Planning Office as soon as possible.
2. Did your municipality participate in the previous rounds of Cross Acceptance?
3. Does your Municipality have any existing or proposed Redevelopment Plans?
 - If so, please provide the County with a copy of your municipality's redevelopment plans.
4. Has your Municipality reviewed the Cross Acceptance III Map and the Draft State Development and Redevelopment Plan (SDRP or State Plan)? Any policies in the Draft State Plan that your municipality disagrees with?
 - Please provide any comments or discrepancies you have regarding the CA III Map and the Draft State Plan to the County.
5. If your town is not in compliance with the Draft State Plan or the Cross Acceptance Map will your town seek to comply? If so how? If not, why?
6. Does your municipality have any environmentally sensitive areas that aren't represented on the CA III map?
 - If your municipality has found any discrepancies or know of any missing environmentally sensitive area for your town please inform the County.
7. Has your municipality designated a cross acceptance representative or coordinator for your town?
 - Please confirm or provide your Cross Acceptance representative contact information to the County.

Final Report

Union County – Cross Acceptance Questionnaire

8. Does your municipality have problems or concerns related to transportation circulation or utilities in your town or surrounding area that needs to be addressed to allow growth or redevelopment as indicated in your Master Plan or Redevelopment Plans?
9. How will your town address new regulations, such as, Stormwater Management Plans and ordinances as required by the State?
10. Is your town familiar with or participating in the County's Geographical Information System (GIS) parcel program? If your town is interested in participating please inform County Planning and they will have the County's GIS office contact you.
11. Has your municipality developed any population, employment, or housing forecasts?
 - o If yes, please provide this data to the County.
12. Does your municipality maintain land use trends based on building permits?
 - o If yes, please provide this data to the County.

Thank you for participating in and completing the Union County - Cross Acceptance Questionnaire. If you have any questions regarding this survey or have any other pertinent information that can contribute to the Cross Acceptance process please contact Kamal Saleh at 908-527-4086.

Final Report



UTWP G0501

January 6, 2005

TOWNSHIP OF UNION IN THE COUNTY OF UNION

DEPARTMENT of ENGINEERING
Municipal Building * 1976 Morris Avenue
Post Office Box 3609
Union, New Jersey 07083-1894
(908) 851-8506 * Fax (908) 851-4670

Kamal Saleh, A.I.C.P., P.P.
County of Union
Division of Planning & Community Development
Administration Building
Elizabeth, N.J. 07207

RECEIVED

JAN 07 2005

UNION COUNTY
TRANSPORTATION PLANNING

Dear Mr. Saleh:

As requested, we are forwarding the completed Cross Acceptance Questionnaire and CA III Maps which we have reviewed and marked up.

Included with this transmittal are several planning documents requested in the Questionnaire:

- Master Plan, May 1982
- Master Plan Reexamination Report, July 23, 1998
- Land Development Ordinance
- Zone Map, January 26, 1999
- Amended Union Station Redevelopment Plan
- Special Improvement District Redevelopment Study
- Schaefer Salt Redevelopment Study

If you require additional information, or would like to discuss our response to the questionnaire, you may contact me at (908) 851-8506.

Very truly yours,

ROBERT W. BUCCO, JR. P.E., C.M.E.
TOWNSHIP OF UNION ENGINEER

PHILIP A. HADERER, P.E., C.M.E.
SUPERVISING ENGINEER

Final Report

RWB/PAH:pah

Enclosures

C: Frank J. Bradley, Administrator
Ron Manzella, Assistant Administrator
Eileen Birch, Township Clerk
Stan Slachetka, AICP, P.P., T&M Planner

Final Report



TOWNSHIP OF SCOTCH PLAINS, NEW JERSEY

MUNICIPAL MANAGER

430 Park Avenue
Scotch Plains, N.J.
07076

(908) 322-6700
FAX (908) 322-8678

November 29, 2004

RECEIVED

DEC 01 2004

UNION COUNTY
TRANSPORTATION PLANNING

Kamal Saleh, PP, AICP
County of Union
Bureaus of Transportation and Land Facilities Planning
Administration Building
Elizabethtown Plaza
Elizabeth, New Jersey 07207

Subject: Cross Acceptance Representative

Dear Mr. Saleh:

The Township of Scotch Plains has designated Joseph Doyle who is Chairman of our Planning Board to be the Township representative to the County in the Cross Acceptance Process. Mr. Doyle is extremely experienced in the planning field, and he should be an asset to everyone. Mr. Doyle can be reached at the following addresses and phone numbers:

Mr. Joseph Doyle
Township of Scotch Plains
Office of the Planning Board
430 Park Avenue
Scotch Plains, NJ 07076
908-322-6700, ext. 307


Mr. Joseph Doyle
67 Glenside Avenue
Scotch Plains, NJ 07076
908-232-8449
908-412-9592 (work)

Final Report

Kamal Saleh, PP, AICP
November 29, 2004
Page 2

Thank you for reaching out to the Township so that we can have appropriate representation.

Sincerely yours,



Thomas E. Atkins
Municipal Manager

TEA:mr

cc: George Devanney, County Manager
Martin L. Marks, Mayor
Paulette B. Coronato, Deputy Mayor
Joseph Timko, Assistant Engineer
Joseph Doyle, Chairman, Planning Board
Robert LaCosta, Construction Official/Zoning Officer
Douglas W. Hansen, Township Attorney
Lawrence A. Woodruff, Assistant Township Attorney
Barbara Horev, Planning Board Secretary

Final Report



TOWNSHIP OF SCOTCH PLAINS, NEW JERSEY

MUNICIPAL MANAGER

430 Park Avenue
Scotch Plains, N.J.
07076

(908) 322-6700
FAX (908) 322-8678

November 29, 2004

RECEIVED

DEC 01 2004

UNION COUNTY
TRANSPORTATION PLANNING

Kamal Saleh, PP, AICP
County of Union
Bureaus of Transportation and Land Facilities Planning
Administration Building
Elizabethtown Plaza
Elizabeth, New Jersey 07207

Subject: Cross Acceptance Representative

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Mr. Joseph Doyle
Township of Scotch Plains
Office of the Planning Board
430 Park Avenue
Scotch Plains, NJ 07076
908-322-6700, ext. 307

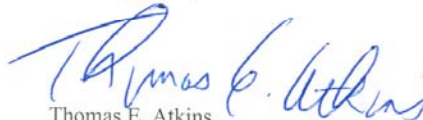
Mr. Joseph Doyle
67 Glenside Avenue
Scotch Plains, NJ 07076
908-232-8449
908-412-9592 (work)

Final Report

Kamal Saleh, PP, AICP
November 29, 2004
Page 2

Thank you for reaching out to the Township so that we can have appropriate representation.

Sincerely yours,



Thomas E. Atkins
Municipal Manager

TEA:mr

cc: George Devanney, County Manager
Martin L. Marks, Mayor
Paulette B. Coronato, Deputy Mayor
Joseph Timko, Assistant Engineer
Joseph Doyle, Chairman, Planning Board
Robert LaCosta, Construction Official/Zoning Officer
Douglas W. Hansen, Township Attorney
Lawrence A. Woodruff, Assistant Township Attorney
Barbara Horev, Planning Board Secretary

Final Report



COUNTY OF UNION

DEPARTMENT OF ECONOMIC DEVELOPMENT
James Daley, Director

November 1, 2004

**BOARD OF
CHOSEN FREEHOLDERS**

ANGEL G. ESTRADA
Chairman

RICK PROCTOR
Vice-Chairman

CHESTER HOLMES

BETTE JANE KOWALSKI

LEWIS MINGO, JR.

ALEXANDER MIRABELLA

DEBORAH P. SCANLON

DANIEL P. SULLIVAN

NANCY WARD
GEORGE W. DEVANNEY
County Manager

M. ELIZABETH GENIEVICH,
C.M.C., M.P.A.
*Deputy County Manager/
Director of Administrative
Services*

ROBERT E. BARRY, ESQ.
County Counsel

SHARDA BADRI
Clerk of the Board

MARY K. MURPHY
Division Director

«Title» «FirstName» «LastName»
«Company»
«Address1»
«Address2»
«City», «State» «PostalCode»

RE: Cross Acceptance Process

Dear Honorable «LastName»:

Union County's Department of Economic Development (UCED) is participating in the State's (New Jersey Department of Community Affairs Office of Smart Growth – DCA-OSG) third round of the Cross Acceptance Process. The Cross Acceptance (CA) process, adopted by the State Planning Commission, is the initial stage in the update of the State Development and Redevelopment Plan (SDRP) commonly referred to as the State Plan.

The CA process establishes the counties as the "negotiating entity" to coordinate and determine the level of consistency between the County's and local municipal planning documents and the preliminary State Plan and State (Cross Acceptance III) Map. To assist in this process the UCED is requesting that all Union County municipalities, unless your town has already provided such, please forward the following to the County:

1. A Municipal Cross Acceptance Representative (please provide the County with this person's contact information)
2. Current Municipal Master Plan, Zoning Ordinance, Zoning and Land Use Maps, and any adopted Redevelopment Plans
3. Municipal Resolution (only if necessary) identifying any local concerns regarding the policies in the State Plan or State Plan Map.
4. Complete and return enclosed Cross Acceptance questionnaire

We appreciate your cooperation and participation in this important process and would like to meet with each municipality as soon as possible. The State and its agencies are using the State Plan to prioritize areas to be funded for infrastructure improvements and to target

DIVISION OF PLANNING & COMMUNITY DEVELOPMENT

Elizabethtown Plaza

Elizabeth, NJ 07207

Administration Building

(908) 527-4086

fax(908) 527-4715

www.ucnj.org

We're Connected to You!



COUNTY OF UNION

redevelopment areas. With that in mind, it is essential that your municipal planning documents are consistent with the County and State Plan to assure your municipality's competitiveness in terms of State funding priorities.

The Cross Acceptance process timeframe is limited according to the attached schedule from the Office of Smart Growth's web-page: www.state.nj.us/dca/osg/plan/crossacceptance.shtml. Please contact the UCED at (908) 527-4086 to schedule a meeting time and provide us with your CA representative's contact information.

Sincerely,

Kamal Saleh, P.P., AICP
Supervisor, Bureaus of Transportation and Land Facilities Planning

Enclosure

Cc: George Devanney, County Manager
M. Elizabeth Genievich, Deputy County Manager
James Daley, Director, Dept. of Economic Development
Mary K. Murphy, Director, Div. of Planning & CD

Final Report

Mayor Michael Chait
Municipal Building
29 Park Avenue
Berkeley Heights, NJ 07922

Mayor Salvatore Bonaccorso
Municipal Building
430 Westfield Avenue
Clark, NJ 07066

Mayor Barbara Bilger
Municipal Building
8 Springfield Avenue
Cranford, NJ 07016

Mayor Christian Bollwage
City Hall
50 Winfield Scott Plaza
Elizabeth, NJ 07201

Mayor Colleen Mahr
Borough Hall
75 North Martine Avenue
Fanwood, NJ 07023

Mayor Dennis McCarthy
Municipal Building
403 South Avenue
Garwood, NJ 07027

Mayor Karen McCoy Oliver
Municipal Building
Liberty & Hillside Avenues
Hillside, NJ 07205

Mayor Greg David
Borough Hall
567 Boulevard
Kenilworth, NJ 07033

Mayor John T. Gregorio
City Hall
301 North Wood Avenue
Linden, NJ 07036

Mayor Robert F. Viglianti
Borough Hall
1385 Route 22
Mountainside, NJ 07092

Mayor Allen Morgan
Municipal Center
360 Elkwood Avenue
New Providence, NJ 07974

Mayor Albert T. McWilliams
City Hall
515 Watchung Avenue
Plainfield, NJ 07060

Mayor James J. Kennedy
City Hall
City Hall Plaza
Rahway, NJ 07065

Mayor Garrett Smith
Borough Hall
210 Chestnut Street
Roselle, NJ 07203

Mayor Joseph Delorio
Borough Hall
110 East Westfield Avenue
Roselle Park, NJ 07204

Mayor Martin L. Marks
Municipal Building
430 Park Avenue
Scotch Plains, NJ 07076

Mayor Clara Harelik
Municipal Building
100 Mountain Avenue
Springfield, NJ 07081

Mayor Jordan Glatt
512 Springfield Avenue
Summit, NJ 07901

Mayor Anthony Terrezza
Municipal Building
1976 Morris Avenue
Union, NJ 07083

Mayor Gregory S. McDermott
Municipal Building
425 East Broad Street
Westfield, NJ 07090

Final Report

Mayor Norman "Duke" Whitehouse
Municipal Building
12 Gulfstream Avenue
Winfield, NJ 07036

Final Report

Town Contacts for Cross Acceptance Process

| Town | Planning Bd Secretary/ Telephone # | Town CA Contact Telephone # | CA Contact Title & Affiliation | Confirmed Cross Accept Contact Y or N | CA Discussion Mtg. w/ Town Date | Comment |
|---------------------------|---------------------------------------------|-------------------------------------|-------------------------------------|---------------------------------------------|---------------------------------------|---------|
| 1 Berkeley Heights - Twp | Sarah S. Mueller (908) 464-2700 x2124 | same as planning board secretary | | | | |
| 2 Clark - Twp | Lisa McCabe (732) 382-4326 | not familiar with CA | | | | |
| 3 Cranford - Twp | Edward Schmidt (908) 709-3984 | same as planning board secretary | | | | |
| 4 Elizabeth, City of | Marta Rivera (908) 820-4023 | Oscar Ocasio | Director, Dept. of Planning & CD | | | |
| 5 Farwood Borough | Beatrice Poulney (908) 322-8236 | same as planning board secretary | | | | |
| 6 Garwood Borough | Adelle Lewis (908) 301-9357 | | | | | |
| 7 Hillside - Twp | Larry Ditzel (973) 926-5100 | same as planning board secretary | | | | |
| 8 Kenilworth Borough | John Beninati (908) 276-5855 | not familiar with CA | | | | |
| 9 Linden, City of | Marilyn Coplin (908) 474-8453 | George Vrcik | Asst. Engineer for Linden | | | |
| 10 Mountainside Borough | Ruth Reese (908) 232-2409 | Same as planning board secretary | | | | |
| 11 New Providence Borough | Linda Fitzpatrick (908) 665-0457 | not familiar with CA | | | | |
| 12 Plainfield, City of | William Nierstedt (908) 753-3486 | same as planning board secretary | | | | |
| 13 Rahway, City of | Mary Bialogow (732) 827-2180 | Leonore Slothower | Director, Dept. of Planning & CD | | | |
| 14 Roselle Borough | Jackie Hollis (908) 259-3064 | Vincent Belluscio Phone? | Boro Admin. | | | |

11/8/2004

Town CA Contacts

Final Report

Town Contacts for Cross Acceptance Process

| Town | Planning Bd Secretary/ Telephone # | Town CA Contact Telephone # | CA Contact Title & Affiliation | Confirmed Cross Accept Contact Y or N | CA Discussion Mtg. w/ Town Date | Comment |
|-----------------------------|--------------------------------------------|-------------------------------------|------------------------------------------------------|---------------------------------------------|---------------------------------------|---------------------------------------------------------------------------|
| 15 Roselle Park Borough | Cathy Vail (908) 241-7975 | Joel Reed phone ? | Planning Board Chairman | | | |
| 16 Scotch Plains - Twp | Barbara Horev (908) 322-6700 x307 | same as planning board secretary | | | | |
| 17 Springfield - Twp | Robert Kirkpatrick (973) 912-2216 | same as planning board secretary | | | | |
| 18 Summit, City of | Pamela Langell (908) 273-6407 | Chris Cotter | Director, Dept. of Community Services | Yes Town passed reso to participate | | |
| 19 Union - Twp | Michael O'Hara (908) 851-8506 | Philip Haderer phone? | Principal Engineer | | | Any from Schoor said that Michael referred her to their consultant T&M |
| 20 Westfield - Twp | Kenneth B. Marsh (908) 789-4100 x600 | same as planning board secretary | | | | |
| 21 Winfield - Twp | does not have a planning board | ? | | | | |
| Essex County | | | | | | |
| Somerset County | | | | | | |
| Middlesex County | | | | | | |
| Adjoining Towns - Newark | | Mark Barksdale Phone? | Exec. Analyst & Planner, Div. of City Planning | | | |

11/8/2004

Town CA Contacts

UNION COUNTY – CROSS ACCEPTANCE QUESTIONNAIRE

1. When were the latest Master Plan/Land Use Map and Zoning Ordinance/Map and Housing (Fair Share Plan) Element adopted by your Municipality?
 - If the County does not have the latest documents or maps, as noted in the above question, please submit them to the County Planning Office as soon as possible.
2. Did your municipality participate in the previous rounds of Cross Acceptance?
3. Does your Municipality have any existing or proposed Redevelopment Plans?
 - If so, please provide the County with a copy of your municipality's redevelopment plans.
4. Has your Municipality reviewed the Cross Acceptance III Map and the Draft State Development and Redevelopment Plan (SDRP or State Plan)? Any policies in the Draft State Plan that your municipality disagrees with?
 - Please provide any comments or discrepancies you have regarding the CA III Map and the Draft State Plan to the County.
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6. Does your municipality have any environmentally sensitive areas that aren't represented on the CA III map?
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7. Has your municipality designated a cross acceptance representative or coordinator for your town?
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Final Report

Union County – Cross Acceptance Questionnaire

8. Does your municipality have problems or concerns related to transportation circulation or utilities in your town or surrounding area that needs to be addressed to allow growth or redevelopment as indicated in your Master Plan or Redevelopment Plans?
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11. Has your municipality developed any population, employment, or housing forecasts?
 - o If yes, please provide this data to the County.
12. Does your municipality maintain land use trends based on building permits?
 - o If yes, please provide this data to the County.

Thank you for participating in and completing the Union County - Cross Acceptance Questionnaire. If you have any questions regarding this survey or have any other pertinent information that can contribute to the Cross Acceptance process please contact Kamal Saleh at 908-527-4086.

Final Report

Page 1 of 1

Kamal Saleh

From: Kamal Saleh
Sent: Tuesday, February 15, 2005 10:45 AM
To: 'mhagen@berkeleyheightstwp.com'
Subject: RE: Cross Acceptance Meeting

Mike,

It's been over a week and we haven't received the Berkley Height Planning documents from you that we discussed during our previous conversation. We are rapidly running out of time to complete the final Cross Acceptance report.

Please provide us these documents within the next two days otherwise we'll have to leave the Berkley Heights compliance review section in the report blank.

I've attached the Draft Cross Acceptance Report for you to see the general format we are placing the report in.

Thank you for your cooperation.

-Kamal

Kamal Saleh, PP, AICP
Supervisor, Bureaus of Land Use & Transportation Planning
County of Union
Administration Building
Elizabeth, NJ 07207
(908) 527- 4086
Fax (908) 527-4715

From: Kamal Saleh
Sent: Friday, February 04, 2005 5:40 PM
To: 'MHagen@berkeleyheightstwp.com'
Subject: Cross Acceptance Meeting

Mike,

It appears that we had to change the initial Draft Cross Acceptance Report public meeting from Wednesday, Feb. 9th to Monday Feb. 14th.

A notice will be sent to the Clerk and Planning Board of each municipality soon. We look forward to receiving the planning documents from Berkley Heights by early next week.

Thank you,

Kamal Saleh, PP, AICP
Supervisor, Bureaus of Land Use & Transportation Planning
County of Union
Administration Building
Elizabeth, NJ 07207
(908) 527- 4086
Fax (908) 527-4715

2/15/2005

Final Report

Message

Page 1 of 2

Kamal Saleh

From: Kamal Saleh
Sent: Monday, February 14, 2005 2:40 PM
To: 'Chris Cotter'
Cc: PGSANK33@aol.com
Subject: RE: Draft Cross Acceptance Report

Chris,

These public meetings have been scheduled consistent to the Open Public Meetings Act. As a point of clarification we are being required by the State to have two public meetings before the end of February that is why these meetings have been scheduled this soon. We were led to believe by the State that we may have more time and that only one public meeting would be needed. They changed their minds and have decided to maintain the February 28, 2005 deadline for the two public meetings and final Cross Acceptance report. Strict adherence to this deadline severely limits our time to complete this report.

Because the County is designated a Planning Area 1 (PA 1) we have not found any significant inconsistencies with the County's or the majority of the Municipal plans in relation to the State Plan. And most if not all map changes the County will be requesting will be handled as "Technical Corrections" according to the Office of Smart Growth.

We will make the correction you noted regarding the parking facility.

Thank you,

Kamal Saleh, PP, AICP
Supervisor, Bureau of Land Use & Transportation Planning
County of Union
Administration Building
Elizabeth, NJ 07207
(908) 527- 4086
Fax (908) 527-4715

From: Chris Cotter [mailto:ccotter@cityofsummit.org]
Sent: Friday, February 11, 2005 6:09 PM
To: pdeehan@bellatlantic.net; PGSANK33@aol.com; Peter Tolischus
Cc: Kamal Saleh
Subject: FW: Draft Cross Acceptance Report

Gentlemen & Phyllis,

I'm forwarding this message and attachments received late yesterday from Kamal Saleh from the Union County Planning Office. Today, we received a notice from Union County for the "Union County Draft Cross Acceptance Report Public Meetings" scheduled for Monday, February 14 at 10:00 AM in the Union College (Cranford Campus) board room. Copies of the notice are being sent to you from our office.

Obviously, this is short notice...and the document as you will see is lengthy. Moreover, I will not be available to attend the 2/14 meeting.

According to the notice: "The purpose of the first meeting is to introduce the county's draft cross acceptance report of the public, local government and interested parties and the second meeting will be to update the public on comments recieved to date regarding the draft cross acceptance report."

The second meeting is scheduled for Wednesday, February 23 at 3:00 PM in the Union College Faculty Dining Room.

2/15/2005

Final Report

Message

Page 2 of 2

I've given the document labeled "Summit(18) Draft CA Report" a fast review. I only found one error (Kamal please note): #4 Transportation: Should state that the 500 space parking facility was built by the City of Summit (not NJT.)

I would encourage each of you to review at least that document - there may be more errors that I missed.

Chris

Christopher J. Cotter, Director

Department of Community Services

City Hall

512 Springfield Avenue

Summit, NJ 07901

V: (908) 277-9431

F: (908) 608-1214

E: ccotter@cityofsummit.org

W: www.cityofsummit.org

-----Original Message-----

From: Kamal Saleh [mailto:ksaleh@ucnj.org]

Sent: Thursday, February 10, 2005 4:41 PM

To: Chris Cotter

Subject: Draft Cross Acceptance Report

Chris,

Please find enclosed the draft Cross Acceptance Report in a PDF file and Summit's section in a word file. A CD of these files will be available at the public meeting on Feb. 14th. However, if you are not available to pick the CD up we will mail it to you soon after the meeting.

Thank you,

Kamal Saleh, PP, AICP
Supervisor, Bureaus of Land Use & Transportation Planning
County of Union
Administration Building
Elizabeth, NJ 07207
(908) 527- 4086
Fax (908) 527-4715

2/15/2005

Final Report

Page 1 of 1

Kamal Saleh

From: Kamal Saleh
Sent: Monday, February 14, 2005 3:15 PM
To: 'NAlderman@cdcnews.com'
Subject: FW: Union County Draft Cross Acceptance Report

Nancy,

As requested I've enclosed the Union County Draft Cross Acceptance Report. Please find this draft report in two sections, the first is the Cover Page and Table of Contents and the second is the draft report.

Please contact me if you have any questions.

Thank you,

Kamal Saleh, PP, AICP
Supervisor, Bureaus of Land Use & Transportation Planning
County of Union
Administration Building
Elizabeth, NJ 07207
(908) 527- 4086
Fax (908) 527-4715

2/15/2005

Final Report

Page 1 of 1

Kamal Saleh

From: Kamal Saleh
Sent: Monday, February 14, 2005 4:37 PM
To: 'Philip Haderer'
Subject: Draft CA Report

Phil,

Attached is the draft Cross Acceptance Report (PDF file) and excerpted Union Township section of the report. A CD (compact disc) of the draft report will be mailed to each town tomorrow.

Contact me if you have any questions.

Thank you,

-Kamal

Kamal Saleh, PP, AICP
Supervisor, Bureau of Land Use & Transportation Planning
County of Union
Administration Building
Elizabeth, NJ 07207
(908) 527- 4086
Fax (908) 527-4715

2/15/2005

Final Report

Page 1 of 1

Kamal Saleh

From: Kamal Saleh
Sent: Thursday, February 10, 2005 4:23 PM
To: 'mariasartor@hotmail.com'
Subject: FW: Cross Acceptance Draft Report

Hello Maria,

Mary K. Murphy mentioned that you would be the person to receive the draft Cross Acceptance Report in place of Joe Doyle. I've enclosed an Adobe file of the Report and the associated table of contents along with a MS Word file of the Scotch Plains section of the report. A disc of these files will be mailed to you on Monday, Feb. 14, 2005.

Please contact me if you have any questions.

Thank you

Kamal Saleh, PP, AICP
Supervisor, Bureaus of Land Use & Transportation Planning
County of Union
Administration Building
Elizabeth, NJ 07207
(908) 527- 4086
Fax (908) 527-4715

2/14/2005

Final Report

Message

Page 2 of 2

-----Original Message-----

From: Kamal Saleh [mailto:ksaleh@ucnj.org]

Sent: Thursday, February 10, 2005 4:41 PM

To: Chris Cotter

Subject: Draft Cross Acceptance Report

Chris,

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Thank you,

Kamal Saleh, PP, AICP
Supervisor, Bureaus of Land Use & Transportation Planning
County of Union
Administration Building
Elizabeth, NJ 07207
(908) 527- 4086
Fax (908) 527-4715

2/14/2005

Final Report

Page 1 of 3

Kamal Saleh

From: Lavalla, Curt [CLavalla@DCA.state.nj.us]
Sent: Wednesday, February 09, 2005 12:28 PM
To: Kamal Saleh
Cc: McManimon, Maura; Maski, David
Subject: RE: OSG Issues

JUST A PARK/PROTECTED NATURAL AREA TECHNICAL CORRECTION.

-----Original Message-----

From: Kamal Saleh [mailto:ksaleh@ucnj.org]
Sent: Wednesday, February 09, 2005 11:56 AM
To: Lavalla, Curt
Cc: McManimon, Maura; Maski, David
Subject: RE: OSG Issues

Curt,

See follow-up question below:

>>What if the park area/open space/recreation space is not currently designated as either a CES or a PA-6? What would OSG recommend these areas (especially if they are less than 1 square mile) be considered absent a current designation? YES. *PROTECTED PARKS & NATURAL AREAS SHOULD BE IDENTIFIED SO THAT OSG MAY PLACE THEM ON THE STATE PLAN MAP AS A TECHNICAL ALTERATION. PARKS & NATURAL AREAS OF LESS THAN ONE-SQUARE MILE ARE SHOWN ON THE STATE PLAN MAP. INASMUCH AS THIS CATEGORY WOULD BE DEFICIENT IF WE DID NOT RECOGNIZE PARKS OF LESS THAN ONE-SQUARE MILE IN AREA. FOR EXAMPLE, THE STATE PLAN MAP CURRENTLY ILLUSTRATES NUMEROUS NEIGHBORHOOD CITY PARKS IN ELIZABETH.*<<

A point of clarification, should we (County) or the municipality then request these "missing" parks or open spaces be designated as a CES or a PA-6 or just a "park & natural area" technical correction in the map changes section of the CA report?

Thank you,

Kamal

Kamal Saleh, PP, AICP
Supervisor, Bureau of Land Use & Transportation Planning
County of Union
Administration Building
Elizabeth, NJ 07207
(908) 527- 4086
Fax (908) 527-4715

From: Lavalla, Curt [mailto:CLavalla@DCA.state.nj.us]
Sent: Wednesday, February 09, 2005 11:00 AM
To: Kamal Saleh
Cc: McManimon, Maura; Maski, David
Subject: RE: OSG Issues

2/9/2005

Final Report

Page 2 of 3

-----Original Message-----

From: Kamal Saleh [mailto:ksaleh@ucnj.org]
Sent: Wednesday, February 09, 2005 10:11 AM
To: Lavalla, Curt
Cc: McManimon, Maura; Maski, David
Subject: RE: OSG Issues

Curt,

>>Some of these town requests seem redundant to their own designation of these lands as open space or recreation space. It's likely that we would make such a comment in our CA report regarding these types of requests. OSG SUPPORTS THE COUNTY'S INTERPRETATION THAT A CES OVERLAYING A PA-6 IS REDUNDANT. <<

What if the park area/open space/recreation space is not currently designated as either a CES or a PA-6? What would OSG recommend these areas (especially if they are less than 1 square mile) be considered absent a current designation? YES. PROTECTED PARKS & NATURAL AREAS SHOULD BE IDENTIFIED SO THAT OSG MAY PLACE THEM ON THE STATE PLAN MAP AS A TECHNICAL ALTERATION. PARKS & NATURAL AREAS OF LESS THAN ONE-SQUARE MILE ARE SHOWN ON THE STATE PLAN MAP. INASMUCH AS THIS CATEGORY WOULD BE DEFICIENT IF WE DID NOT RECOGNIZE PARKS OF LESS THAN ONE-SQUARE MILE IN AREA. FOR EXAMPLE, THE STATE PLAN MAP CURRENTLY ILLUSTRATES NUMEROUS NEIGHBORHOOD CITY PARKS IN ELIZABETH.

Thank you,

-Kamal

Kamal Saleh, PP, AICP
Supervisor, Bureau of Land Use & Transportation Planning
County of Union
Administration Building
Elizabeth, NJ 07207
(908) 527- 4086
Fax (908) 527-4715

From: Lavalla, Curt [mailto:CLavalla@DCA.state.nj.us]
Sent: Tuesday, February 08, 2005 5:42 PM
To: Kamal Saleh
Cc: McManimon, Maura
Subject: RE: OSG Issues

PLEASE SEE BELOW.

CURT LAVALLA, AICP
OFFICE OF SMART GROWTH
STATE OF NEW JERSEY
101 S. BROAD STREET, 7TH FLOOR
TRENTON, NJ 08625-0204
TEL: 609.633.9648/FAX: 609.292.3292

-----Original Message-----

From: Kamal Saleh [mailto:ksaleh@ucnj.org]
Sent: Tuesday, February 08, 2005 4:26 PM
To: Lavalla, Curt
Cc: McManimon, Maura
Subject: OSG Issues

Curt,

2/9/2005

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We need clarification on how to deal with requests from towns that are requesting a Planning Area (6) designation for open space areas. A PA-6 DESIGNATION IS APPROPRIATE FOR PARKS/NATURAL AREAS. A SPECIFIC PROTECTED PARK/NATURAL AREA NOT CURRENTLY SHOWN AS SUCH BE PLACED ON THE STATE PLAN MAP. THE ONE-SQUARE MILE MINIMUM PLANNING AREA REQUIREMENT WOULD APPLY IN SUCH A CASE.

or CES (or PA6) designation for recreation space. A CES DESIGNATION ATOP A PARKS/NATURAL AREA DESIGNATION (PA-6) IS A DIFFERENCE WITHOUT A DISTINCTION. THE PA-6 DESIGNATION INDICATES PROTECTED LAND AND THEREBY PROTECTS ANY CESS OCCURRING WITHIN THE PA-6.

Previously you mentioned that a 1 square mile area is needed to be considered for PA designation. What are the requirements to have an area designated as a CES? A CES CAN BE ILLUSTRATED ON THE STATE PLAN MAP UPON A SHOWING THAT AN AREA (OF NO PARTICULAR MINIMUM SIZE) IS OF CRITICAL ENVIRONMENTAL SIGNIFICANCE.

Some of these town requests seem redundant to their own designation of these lands as open space or recreation space. It's likely that we would make such a comment in our CA report regarding these types of requests. OSG SUPPORTS THE COUNTY'S INTERPRETATION THAT A CES OVERLAYING A PA-6 IS REDUNDANT.

Please advise us on how these types of requests should be addressed in the CA report.

Thank you,

Kamal Saleh, PP, AICP
Supervisor, Bureaus of Land Use & Transportation Planning
County of Union
Administration Building
Elizabeth, NJ 07207
(908) 527- 4086
Fax (908) 527-4715

2/9/2005

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Kamal Saleh

From: Christopher Hellwig [chellwig@HGAPA.com]
Sent: Tuesday, January 18, 2005 1:31 PM
To: Kamal Saleh
Cc: pgsank33@aol.com
Subject: Summit Cross Acceptance Report--Amended

Kamal,

The Cross Acceptance Committee of Summit has requested that we delete recommendation number 10 in our report sent to you last week.

The gateway concept to the park is no longer being considered. The other portion of that recommendation dealt with correcting the mapping to lot lines which is a general comment for the entire City.

If you have any questions please let me know.

Chris

Christopher Hellwig, P.P., AICP
Heyer, Gruel & Associates
63 Church Street, New Brunswick, NJ 08901
Phone (732) 828-2200, Fax (732) 828-9480
chellwig@hgapa.com

2/23/2005

County of Union
Department of Economic Development
Bureaus of Transportation and Land Use Planning

Memorandum

To: Union County Planning Board Members
From: Kamal Saleh, Supervisor, Bureaus' of Transportation and Land Use Planning
CC: James Daley, Mary K. Murphy
Date: January 12, 2005
Re: Cross Acceptance Status

As described previously, the Cross Acceptance process is the method used by the State to update its State Development and Redevelopment Plan. The County is participating in the third round of Cross Acceptance. The state through the State Planning Commission has required that County's act as the "Negotiating Entity" through this CA process.

This memorandum provides the County Planning Board a general status of the project and continued effort by Staff to meet its requirement as Negotiating Entity in this process.

In November 2004, the Union County Freeholder Board adopted a resolution authorizing the professional services of Schoor DePalma for the Cross Acceptance Report project. Staff is currently working with the consultant on preparing the Draft CA report scheduled to be completed by the end of January or early February 2005.

Staff has been working diligently since the inception of this project back in May 2004 in trying to update its inventory of Master Plans, Zoning and other Planning documents from the County's municipalities. Currently we have met with 9 municipalities and have received updated documents from 11 of the 21 municipalities. We are currently working with two additional municipalities on obtaining crucial planning documents that will be used to assess the municipality's level of consistency with the Draft State Plan.

Unfortunately the following municipalities have not submitted updated planning documents nor have they answered our request for them to meet with County staff to review issues related to Cross Acceptance and the Draft State Plan: Township of Berkley Heights, Township of Clark, Borough of Kenilworth, Borough of Mountainside, Borough of Roselle Park, Township of Springfield and the Town of

Final Report

Memorandum: To Union County Planning Board
From: Kamal Saleh
Date: January 12, 2005
Subject: Cross Acceptance Update

Westfield. Without updated information from these municipalities the County will be forced to base its comments in the CA report regarding these towns on outdated documents. Staff will contact these remaining towns in attempt to obtain these documents one final time prior to completing the draft report.

Please contact me if you have any questions regarding the above information.

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Kamal Saleh

From: Kamal Saleh
Sent: Friday, January 07, 2005 11:09 AM
To: 'R-Meeks@cranfordnj.org'
Subject: FW: Cross Acceptance

Hello Ron,

Hope you had a great holiday season and an even better New Year's Day.

Thank you for sending me the Master Plan, Re-Exam, Zoning Map and LU Ordinance. We are reviewing this material along with information from other County towns' as part of the preparation of the Draft Cross Acceptance Report. As you requested yesterday, here is the web address link to obtain a copy of the State's Cross Acceptance III map:
<http://www.state.nj.us/dca/osg/docs/unionprelimmap.pdf>.

As we discussed I've also prepared the following three maps: 1. Aerial of Cranford with roads, parks, other general information; 2. Land Use Map based on combination of County and NJDEP information; and 3. Critical Environmental Sites map from data provided by the DCA's Office of Smart Growth. These maps and some North Jersey Transportation Planning Authority (NJTPA) 30 year demographic forecasts will be available for you to pick-up by noon today as promised.

I hope you find this information sufficient for the upcoming board meeting you mentioned.

Thank you,

Kamal Saleh, PP, AICP
Supervisor, Bureaus of Land Use & Transportation
County of Union
Administration Building
Elizabeth, NJ 07207
(908) 527- 4086
Fax (908) 527-4715

1/7/2005

Final Report

County of Union **Department of Economic Development** Bureaus of Transportation and Land Use Planning

Transmittal

To: Linda Fitzpatrick, New Providence Planning Board
From: Kamal Saleh, Supervisor Bureau's of Transportation and Land Use Planning
Date: January 3, 2005
Re: Union County Cross Acceptance II Information on New Providence

The information enclosed was extracted from Union County's Cross Acceptance II response regarding the Borough of New Providence as requested. The only item found in the County's CA II regarding New Providence is a letter addressed to a former County Planning Staff employee, Mr. Scott Bauman, dated May 20, 1998 from the New Providence Planning Board Attorney (name is illegible on the letter).

As you are aware we are in the process preparing a draft Cross Acceptance report and it's necessary to have the latest planning documents from each municipality. Based on our inventory records we have a Master Plan dated 1978, a Master Plan Re-exam and Zoning dated 1988 for New Providence. At the Cross Acceptance meeting on Dec. 16th we had requested updates to all of New Providence's planning documents such as the Master Plan, Zoning Ordinance, Zoning Map, Housing Element and Redevelopment Plans. Please forward these documents to us as soon as possible otherwise we will have to base our comments in the CA report on outdated documents.

*-regarding
New Providence*

I hope the enclosed CA II information is found useful in your review. We look forward to hearing from the Borough of New Providence on its short and long term growth plans.

For further information on the cross acceptance process please refer to the Department of Community Affairs' Office of Smart Growth website: <http://www.state.nj.us/dca/osg/plan/crossacceptance.shtml>.

Please contact me at 908-527-4086 if you have any questions regarding the enclosed.

Enclosure

Final Report

JAN-03-2005 MON 09:41 AM

FAX NO. 732 577 9730

P. 02

RECEIVED

UNION COUNTY
TRANSPORTATION PLANNING

May 20, 1998

Union County Department of Economic Development
Division of Policy & Planning
ATTN: Scott Bauman
2371 South Avenue
Scotch Plains, New Jersey 07076

**RE: STATE PLAN AND CROSS-ACCEPTANCE/
COMMENTS OF THE BOROUGH OF NEW PROVIDENCE**

Dear Mr. Bauman:

Please accept the following comments submitted on behalf of the Borough of New Providence Cross-Acceptance Committee to be included in the Cross-Acceptance Report submitted to the State Planning Commission. Please note that the Cross-Acceptance Committee will be scheduling a public hearing to discuss the Cross-Acceptance Report and therefore reserves the right to amend or supplement its comments.

I. Municipal Role and Responsibilities

1. Concerning Municipal Plans.

- (a) The Borough of New Providence has submitted to the County of Union current copies of all master plans, reexamination reports, and land development regulations.
- (b) The Borough of New Providence believes that its master plan and current land development regulations are generally consistent with and incorporate the key concepts of the State Plan.
- (c) The Borough of New Providence does not at this time recommend any modifications to its master plan or land development regulations.

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JAN-03-2005 MON 09:41 AM

FAX NO. 732 577 9730

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- (d) Numerous development projects are reviewed by the Planning Board and the Board of Adjustment each year. However, there are no recent or proposed development projects that will have a major impact on any element of the Master Plan.
- (e) The major problems anticipated by the Borough as a result of land development are stormwater management, sewerage volume and circulation growth.
- (f) The Borough's recent major accomplishments include a senior citizen housing center, senior activity center, development of affordable housing units, and significant redevelopment of the light industrial center including the Murray Hill Technology Center, Aircast, Summit Speech School and Marion Associates.

II. Local Master Plan Review

1. The Borough of New Providence believes that its Master Plan which was reexamined in 1998 appropriately addresses land use, housing, transportation, recreation, redevelopment, natural resource conservation and historic preservation. The Borough believes, however, that existing recreation and public facilities can be upgraded and improved and additional senior citizen housing may be necessary to accommodate aging residents who wish to remain in the Borough. The Borough is concerned that the continued redevelopment in the light industrial area has increased traffic circulation and has stressed the county road system. Continued development has also strained the Borough's ability to handle storm water drainage and sewerage flow. These issues will continue to be reviewed by appropriate Borough officials. The Borough is also concerned with the proliferation of cellular phone transmission towers which must be addressed through appropriate regulations. In order to address this concern the Borough recently amended its land use ordinance to reasonably regulate the proliferation of such towers.
2. The Borough believes that its Master Plan contains all elements required by the Municipal Land Use Law and generally incorporates the key concepts of the State Plan.

Please include these comments in the Cross-Acceptance Report submitted to the State Planning Commission.

Respectfully submitted,

With a 2-
attorney for New Providence Planning Board
on behalf of

BOROUGH OF NEW PROVIDENCE
CROSS-ACCEPTANCE COMMITTEE