

MASTER PLAN

**HOUSING • LAND USE • CIRCULATION • RECYCLING •
RELATIONSHIP TO OTHER PLANS**



CITY OF ELIZABETH

UNION COUNTY, NEW JERSEY

OCTOBER 2005

Prepared For:

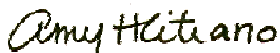
**Planning Board
City of Elizabeth**

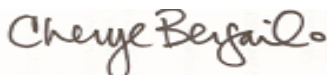
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The original of this document was signed and sealed in accordance with the applicable statutes
and is on file with the Clerk of the City of Elizabeth.

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I. INTRODUCTION

I. INTRODUCTION

The City of Elizabeth is an 11.6 square-mile urban community located in eastern Union County. It is the seat of County government and contains Union County College, Newark Liberty International Airport and the Port Elizabeth/Newark Marine Terminal. The length of the City is traversed by the NJ Turnpike and US Routes 1&9. New Jersey Routes 27, 28 and 81 provide intra-regional access to and from the City.

The City of Elizabeth was incorporated in 1855. At the time of its incorporation, the City's population was 8,978. Since then, the City has grown to 123,215 residents (2003). The City is grouped by informal historic districts, including but not limited to, The Port, Peterstown, Keighry Head, Elmora, and the North End. The City is nearly fully developed, and mainly comprised of high density residential neighborhoods, central business and neighborhood business districts, and industrial development mainly located near the airport and marine terminal and the I-278 area.

This Master Plan seeks to update planning information in the City with regard to demographics, land use, housing, circulation and the Plan's relationship to other applicable plans, and contains a Land Use Plan Element, Housing Plan Element, Circulation Plan Element, Recycling Plan Element and a comparison of this Master Plan to those of adjacent municipalities, the County and the State Development and Redevelopment Plan (SDRP). The current City of Elizabeth Master Plan was adopted in 1990 and was reexamined in 2003. This document serves as an update of the required portions of the municipal Master Plan.

THE MASTER PLAN PROCESS

A Master Plan provides a comprehensive guide for the future development and preservation of key areas of a community. The key element in defining the difference between a Master Plan and other planning studies is the Master Plan's comprehensive approach to planning issues. The Master Plan considers many factors having an impact on community life.

Requirements for Planning

The New Jersey Municipal Land Use Law (c.291, NJ 1975) establishes the legal criteria for a Master Plan, and each community must be certain that its plans comply with the legal requirements of the law. The following is a summary of these requirements.

Preparation and Adoption

The responsibility for the preparation and adoption of the Master Plan rests with the local Planning Board. A plan may be adopted (or amended) only by the Planning Board and only after a public hearing. The Plan must be reviewed at least once every six years.

Content

The Master Plan must include a statement of objectives upon which the Plan is based. It must include a land use plan indicating: natural conditions, extent and intensity of land to be used for varying types of future development, the location of existing or proposed airports and airport hazard areas and a statement of recommended population density and development intensity. A specific policy statement indicating the relationship of Plan proposals to the plans of neighboring communities, the County and other appropriate jurisdictions must also be included. A housing plan element to the Master Plan is also required under section N.J.S.A. 40:55D-62 if the City zoning is to be held valid. A Master Plan may also include the following elements: Circulation plan, utility service plan, recreation plan, conservation plan, economic plan, historic preservation plan and recycling plan. The Municipal Land Use Law does not limit the number of plan elements in a Master Plan, and a community is free to develop additional subplan elements to meet its particular needs.

Enforcement and Implementation

After adoption by the Planning Board, the Master Plan gives the community the legal basis for control over future development. The major means of implementation are as follows:

- All of the provisions of a zoning ordinance, or any amendment or revision thereto shall either be substantially consistent with the Land Use Element of the Master Plan or designed to effectuate such plan element (N.J.S.A. 40:55D-62).
- The location and design of new streets created through the process of land subdivision or site plan approval may be required to conform to the provisions of the circulation plan element of the Master Plan (N.J.S.A. 40:55D-38b(2)).
- Where the Master Plan provides for the reservation of designated streets, public drainage ways and flood control basins, or public areas, the Planning Board may require that such facilities be shown and reserved in subdivisions and site plans in locations and sizes suitable for their intended use. The reservation powers are effective for a period of one year after approval of a final plan. The municipality must compensate the owner for such action (N.J.S.A. 40:55D-44).
- Whenever the governing body or other public agency proposes to spend public funds, incidental to the location, character or extent of a capital project, such proposal must be referred to the Planning Board for review and recommendation. No action shall be taken without such recommendation or until 45 days have elapsed (N.J.S.A. 40:55D-31).

II. HOUSING PLAN ELEMENT

II. HOUSING PLAN ELEMENT

INTRODUCTION

The City of Elizabeth is typical of many New Jersey and U.S. cities in that it has historically provided a place for industrial and commercial activities to occur, and an affordable place for people to live. And like other urban locations in the U.S., the City has struggled with suburban flight of many wealthy households and businesses, and the historic ramifications of such disinvestment. The City strives to continue to provide locations for commercial activity, and to provide sound and affordable housing for residents who need it, within the confines of a City budget that is also affordable to property owners in the area. The City has used State and Federal grant monies to the extent possible, in addition to its own monies, to create affordable housing opportunities throughout the City, which are discussed herein.

This Housing Plan provides a demographic summary of the population and employment attributes of the City, and explores the 2000 U.S. Census data at the Census Tract level as well. All data indicated is from the U.S. Bureau of the Census unless otherwise cited. Current and planned housing projects are identified and discussed, and additional opportunities are identified.

GOALS AND OBJECTIVES

Goal: To improve the condition and value of the housing stock of the City so that property values are increased, as well as opportunities for households at all income levels.

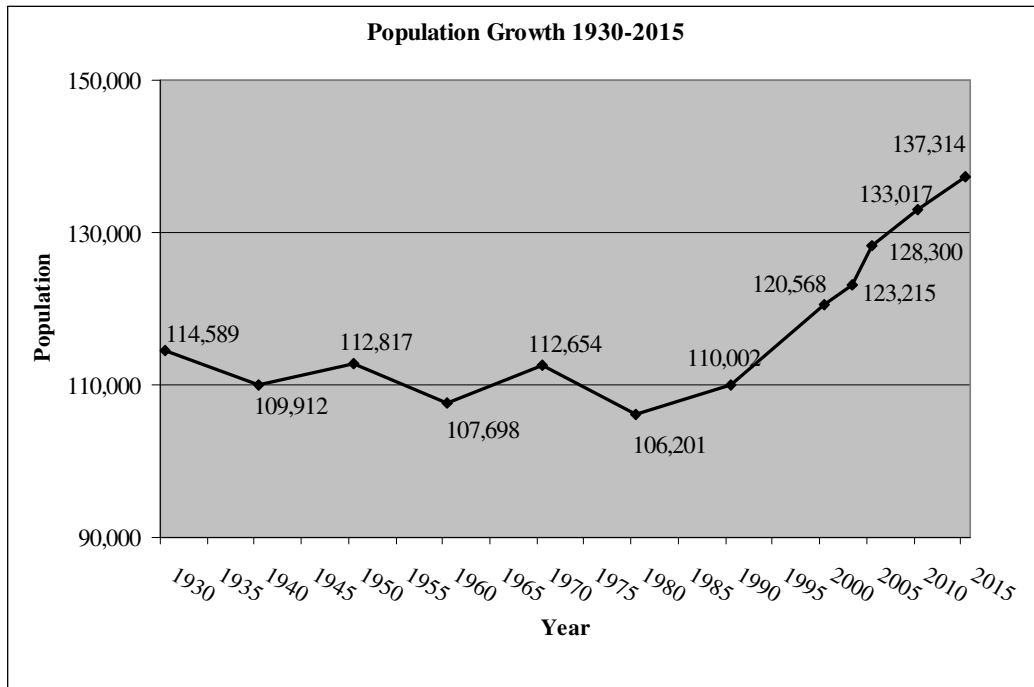
Objectives:

1. Continue to program for lead paint abatement.
2. Continue to support and fund the removal of derelict abandoned structures.
3. Continue to facilitate home ownership.
4. Continue to provide sound rental housing at a variety of income levels.
5. Support the creation of larger units for larger households.
6. Continue to fund emergency repair programs.
7. Continue stringent property code enforcement to stabilize neighborhoods.
8. Continue to provide opportunities for affordable senior housing.
9. Continue neighborhood planning for all social and physical aspects of neighborhood life.

DEMOGRAPHIC OVERVIEW

Population

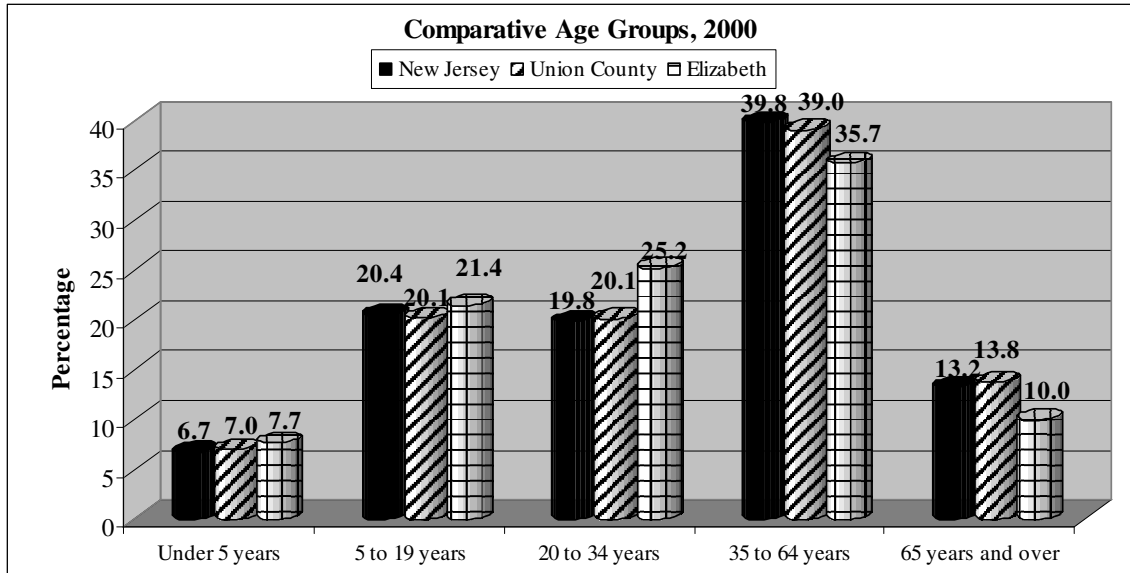
In 2000, Elizabeth's resident population was 120,568; an increase of 10,566 people since 1990. The U.S. Bureau of the Census estimates that in 2003, the City's population increased to 123,215. The North Jersey Transportation Planning Authority (NJTPA) forecasts continued population growth to the year 2015, with Elizabeth reaching a population of 137,314; an increase of over 16,000 people from 2000. The City's population density of 8,976 persons per square mile is greater than both the County (5,059 p/sm) and the State (1,134 p/sm).



Age

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

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



Population by Age and Median Age, 1990 and 2000

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

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

Household Characteristics

A household profile of Elizabeth shows that between 1990 and 2000, the number of family households increased by 1 percent from 68.6 to 69.6 percent. The number of non-family households, which means people living alone or with non-family members, has decreased by 1 percent in 2000. This trend does not follow the state and county trend where on the whole, the number of non-family households is on the rise. However, counter to a nationwide trend toward smaller average household sizes, the average household size in Elizabeth increased from 2.76 to 2.91 persons per household.

Households by Type and Household Size, 1990 and 2000

	1990		2000	
	#	%	#	%
Families	26,807	68.6	28,170	69.6
Non-Family Households	12,294	31.4	12,312	30.4
Total	39,101	100	40,482	100
Average Household Size	2.76		2.91	

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

Household Income, 2000

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

Distribution of Persons and Households Below Poverty Level, 2000

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

Employment Characteristics

The US Census reports that 33,466 persons over the age of 16 in Elizabeth City were employed in 2000. The majority of people were employed in the manufacturing, retail trade, or transportation/communication/utilities sectors, at 27.9, 17.2 and 16 percent respectively. Sales and office, and production, transportation, and material moving occupations comprise more than half of the employed population at 25.9 and 28.4 respectively. In 2000, the unemployment rate in Elizabeth was 5.2 percent of those persons 16 years and over. A 2004 analysis by the New Jersey Department of Labor estimates the unemployment rate at 8.3 percent.

Distribution of Employment by Industry, 2000

Sector Jobs	#	%
Manufacturing	8,922	27.9
Wholesale	3,101	9.7
Retail Trade	5,491	17.2
Agriculture/Mining	39	0.1
Construction	2,849	8.9
Service	2,652	8.3
Finance/Insurance/Real Estate	2,242	7.0
Transportation/Communication/Utilities	5,103	16.0
Public Administration	1,523	4.8
Total	31,922	100.0

Employment by Occupation

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

Number of Housing Units and Number of Units in Structure

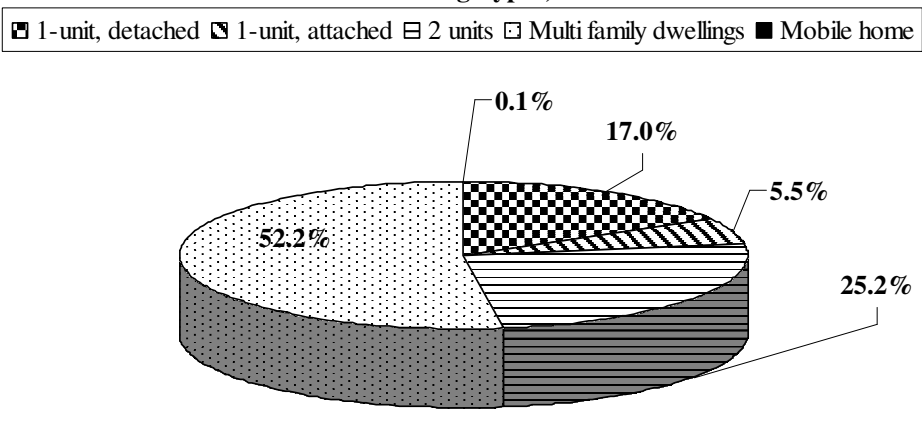
The number of housing units in the City has been steadily increasing over time, although the number of units constructed on a decennial basis decreased dramatically after 1989. Overall, Elizabeth has an aged housing stock. The most units were built in 1939 or earlier, wherein 13,277 units, or 31 percent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

Number of Housing Units by Age

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

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

Distribution of Housing Types, Elizabeth 2000



Since 2000, the number of two-family dwellings has increased dramatically (see table below), and has represented the majority of the increase in housing stock since 2000.

Residential Building Permit Data, 2000 to 2004

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

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

In 2000, rental units far outnumbered owner-occupied units, which represent 29.7 percent of the total housing stock.

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

Housing Quality Indicators and Value

Quality Indicators

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

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

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

Quality Indicators, 2000

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

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

Value

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

Housing Values, 2000

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

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

In terms of rented units, approximately 19 percent of all units secured via cash rent in the City were rented for more than \$750 per month in 2000. The majority of residents paid between \$500 and \$750 per month. The median gross rent was \$616, which was lower than the State and County averages of \$751 and \$752, respectively (see following table). New data suggests that fair market rent for a two-bedroom apartment increased to \$1,020 by 2004.¹

Contract Rent, 2000

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

Housing Occupancy Characteristics

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

Housing Occupancy

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

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

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

Housing Tenure and Vacancy Rates

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

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

CENSUS TRACT COMPARISON

Census Tracts are a subset of the municipal-level U.S. Census data, the boundaries of which are designed to be relatively homogeneous units in terms of population, economic status, and living conditions, and contain on average about 4,000 people. Data gathered at the Census Tract level allows for a more detailed analysis of data in specific locations.² An analysis of data at the Census Tract level indicates with more specificity where affordable housing efforts should either continue and/or be redirected to improve housing. An important caveat to this analysis is that the most recently available data is from 2000, and many changes have occurred in the City since this time, particularly in the E-port and Jersey Gardens Mall areas. Data related to these Census Tracts should be viewed in light of recent improvements to the areas.

A Census Tract Map is attached, however the following list indicates the approximate location of each Tract in the City:

<u>Northwest:</u> 318, 319.02-321	<u>Central:</u> 308.01, 311, 312, 319.01
<u>North-Central:</u> 313-317	<u>South-Central:</u> 307, 308.02, 309, 310
<u>Northeast:</u> 301, 303	<u>Southeast:</u> 302, 304, 305, 306

² Some caveats to note: For the decennial Census 2000, the boundary of Census Tract 320 (Year 1990) was split to include two new Tracts; 320.01 and 320.02. For data processing purposes, and since the overall boundary of Tract 320 did not change from 1990 to 2000, we combined Tracts 320.01 and 320.02 to create one value. That value was compared against former Tract 320.

Population Characteristics

Between 1990 and 2000, the vast majority of Census Tracts in the City experienced an increase in their resident population. Notably, Census Tract 301 experienced a 100+ percent increase from 166 to 334 people. Census Tract 304 experienced the greatest loss in resident population from 5,908 to 4,694, a 21 percent decrease. This Tract is located in the E-port area. Population loss therein can be explained by the demolition of the two HACE buildings, which have for the most part been replaced by scattered site units since 2000. Tract 302 is located in the New Point Road neighborhood.

Population Change

Tracts that Increased in Population					Tracts that Decreased in Population				
Census Tract #	1990	2000	# Change	% Change	Census Tract #	1990	2000	# Change	% Change
301	166	334	168	101.2	302	3,245	3,075	-170	-5.2
303	3,234	3,414	180	5.6	304	5,908	4,694	-1,214	-20.5
305	4,122	4,559	437	10.6	313	6,266	6,241	-25	-0.4
306	3,286	3,627	341	10.4					
307	7,928	8,949	1,021	12.9					
308.01	783	1,042	259	33.1					
308.02	2,330	2,613	283	12.1					
309	4,829	5,318	489	10.1					
310	3,566	3,847	281	7.9					
311	4,562	5,283	721	15.8					
312	5,372	5,636	264	4.9					
314	5,091	5,176	85	1.7					
315	5,046	5,640	594	11.8					
316	7,896	9,668	1,772	22.4					
317	5,280	5,942	662	12.5					
318	6,847	8,369	1,522	22.2					
319.01	1,565	1,900	335	21.4					
319.02	7,285	8,725	1,440	19.8					
320	8,581	9,714	1,133	13.2					
321	6,498	6,802	304	4.7					

Median Household Income

Between 1990 and 2000, only one Census Tract (Tract 301) saw a decrease in median household income, and that decrease was a modest one, from \$33,654 to \$31,058. Tract 301 is located in the northeastern portion of the City and primarily contains industrial and commercial uses.

Census Tracts that increased median household income by 50 percent or more included Tracts 304 (61 percent), 311 (62 percent), and 320 (172 percent).

Median Household Income

Tracts that Increased Median Household Income				
Census Tract #	1990 (\$)	2000 (\$)	# Change	% Change
302	24,297	24,539	242	1.0
303	27,128	33,068	5,940	21.9
304	16,549	26,648	10,099	61.0
305	29,783	34,913	5,130	17.2
306	20,000	24,542	4,542	22.7
307	28,044	36,127	8,083	28.8
308.01	18,083	23,365	5,282	29.2
308.02	27,738	35,950	8,212	29.6
309	30,583	41,716	11,133	36.4
310	27,150	31,136	3,986	14.7
311	20,556	33,333	12,777	62.2
312	25,280	29,308	4,028	15.9
313	26,168	35,557	9,389	35.9
314	24,734	34,091	9,357	37.8
315	32,357	36,875	4,518	14.0
316	28,272	34,624	6,352	22.5
317	22,021	31,529	9,508	43.2
318	31,544	40,123	8,579	27.2
319.01	33,542	40,469	6,927	20.7
319.02	23,656	28,290	4,634	19.6
320	32,500	88,464	55,964	172.2
321	49,602	62,487	12,885	26.0

Tracts that Decreased Median Household Income				
Census Tract #	1990 (\$)	2000 (\$)	# Change	% Change
301	33,654	31,058	2,596	-7.7

Poverty

Despite the overall increase in median household income, between 1990 and 2000 17 of the 23 Census Tracts in the City increased in the number of households with income below the poverty level. The percentage increases are small, however. Census Tract 316 experienced the greatest increase at 0.71 percent. The remaining Census Tracts generally increased by 0.15 to 0.2 percent, which are generally not significant increases. Five Tracts decreased the number of households with income below the poverty level, with Census Tract 304 decreasing the most from 631 to 436 units or 0.5 percent. Percentages are based on total household number of 39,101 in 1989 and 40,482 in 1999.

Number Of Households With Income Below Poverty Level

Tracts that Increased # Households in Poverty				
Census Tract #	1989	1999	# Change	% Change
301	5	6	1	0.0
302	191	241	50	0.1
303	106	226	120	0.3
305	215	374	159	0.4
307	325	469	144	0.3
308.01	90	101	11	0.0
308.02	106	131	25	0.1
309	171	256	85	0.2
310	217	303	86	0.2
312	316	409	93	0.2
314	279	336	57	0.1
315	159	213	54	0.1
316	379	680	301	0.7
317	456	579	123	0.3
319.01	13	44	31	0.1
319.02	560	655	95	0.2
320	288	391	103	0.2
321	48	49	1	0.0

Tracts that Decreased # Households in Poverty				
Census Tract #	1989	1999	# Change	% Change
304	631	436	-195	-0.5
306	392	388	-4	-0.0
311	396	386	-10	-0.1
313	375	330	-45	-0.1
318	322	262	-60	-0.2

Housing Unit Characteristics

The majority of the Census Tracts in Elizabeth experienced an increase in the total number of housing units. Census Tract 308.01 experienced the greatest increase from 290 to 377 housing units, indicating residential growth either through new construction, redevelopment and/or infill development. Only five Tracts saw a decrease in the same number. Tract 301 lost 56 units. This Tract is located in the industrial and regional commercial portion of the City. Tract 319.01 is located in Midtown. Tract 304 is in the E-port neighborhood where the two HACE buildings were demolished and have been replaced with scattered site housing since 2000.

Total Housing Units

Tracts that Increased # Housing Units					Tracts that Decreased # Housing Units				
Census Tract #	1990	2000	# Change	% Change	Census Tract #	1990	2000	# Change	% Change
303	1,115	1,139	24	2.2	301	84	28	-56	-66.7
305	1,468	1,548	80	5.4	302	984	952	-32	-3.3
306	1,324	1,345	21	1.6	304	1,840	1,649	-191	-10.4
307	3,106	3,236	130	4.2	319.01	231	170	-61	-26.4
308.01	290	377	87	30.0	321	2,228	2,181	-47	-2.1
308.02	901	912	11	1.2					
309	1,727	1,792	65	3.8					
310	1,118	1,167	49	4.4					
311	1,680	1,915	235	14.0					
312	1,810	1,918	108	6.0					
313	2,020	2,120	100	5.0					
314	1,698	1,730	32	1.9					
315	1,880	1,951	71	3.8					
316	3,549	3,797	248	7.0					
317	2,279	2,392	113	5.0					
318	2,851	3,117	266	9.3					
319.02	3,680	3,789	109	3.0					
320	3,452	3,613	161	4.7					

Age of Housing

Generally, except in the case of historic preservation, it is more desirable to have newer housing. Between 1990 and 2000, most Census Tracts in the City increased in median age of housing, an average of about 5 years. Increases in median housing age can be explained by the general aging process, retention of most older units and perhaps demolition of newer structures. Decreases in housing age can be attributed to new construction and perhaps demolition of older structures.

Median Housing Age

Tracts that Increased Median Housing Age			
Census Tract #	1990	2000	# Change
<i>Years</i>			
301	26	55	29
304	45	47	2
305	49	55	5
306	47	48	1
307	43	45	3
308.01	51	53	2
308.02	30	41	11
312	51	55	4
313	51	57	6
314	39	53	4
315	45	50	5
316	36	39	3
317	32	40	8
318	38	51	3
320	46	54	10
319.02	29	39	10
321	51	61	10

Tracts that Decreased Median Housing Age			
Census Tract #	1990	2000	# Change
<i>Years</i>			
303	49	43	-6
309	51	50	-1
310	51	46	-5
311	51	47	-4
319.01	48	46	-2

Housing Value

Between 1990 and 2000, the median value of owner-occupied housing units increased in 10 Census Tracts by an average of 20 percent. In 2000, the median value of owner-occupied housing units in Census Tracts 320.01 and 320.02 was \$291,400, almost a 100 percent increase over 1990 values. During the same time period, Census Tracts 301 and 302 were the only Tracts in the City that saw more than a 25 percent decrease in the median value of owner-occupied housing units; Census Tract 301 experienced the most drastic decrease from \$87,500 down to \$50,000.

As indicated in the overall Census 2000 analysis of the City, it is expected that median housing values have increased in the City. According to the New Jersey Division of Taxation, between 2000 and 2004, the average price for a home in the City increased by over 78 percent from \$143,000 to \$254,836, which is a higher rate of increase than any other municipality in the County, and a higher rate of increase than the State of New Jersey as a whole. It is anticipated that the greatest increase in value has occurred in the E-port area.

Median Value Of Owner-Occupied Units*

Tracts that Increased Median Value			
Census Tract #	1990 (\$)	2000 (\$)	% Change
305	100,700	113,800	13.0
307	121,700	133,300	9.5
308.01	137,500	162,500	18.2
308.02	122,100	129,500	6.1
311	110,200	112,100	1.7
312	93,900	105,400	12.2
313	113,000	124,200	9.9
314	113,700	129,100	13.5
316	147,800	165,300	11.8
320	146,000	291,400	99.6

**Specified units.*

Tracts that Decreased Median Value			
Census Tract #	1990 (\$)	2000 (\$)	% Change
301	87,500	50,000	-42.9
302	134,100	99,400	-25.9
303	117,500	98,000	-16.6
304	106,000	90,300	-14.8
306	127,800	120,800	-5.5
309	127,800	120,700	-5.6
310	129,500	100,000	-22.8
315	152,700	139,600	-8.6
317	186,700	181,600	-2.7
318	160,800	137,300	-14.6
319.01	No data	No data	No data
319.02	152,300	141,400	-7.2
321	168,700	161,700	-4.1

All of the Census Tracts located in Elizabeth saw an increase in the median monthly gross rent from 1990 to 2000. Twenty of the 23 Census Tracts experienced a 25+ percent increase in median gross rent. Census Tracts 320.01 and 320.02 along Elmora Avenue experienced the greatest increase from \$612 to \$798 per month.

Median Gross Rent*

Census Tract #	1990 (\$)	2000 (\$)	# Increase	% Increase
301	484	675	191	39.5
302	563	687	124	22.0
303	483	634	151	31.3
304	380	613	233	61.3
305	526	667	141	26.8
306	360	550	190	52.8
307	522	685	163	31.2
308.01	505	711	206	40.8
308.02	532	698	166	31.2
309	564	732	168	29.8
310	544	726	182	33.5
311	493	665	172	34.9
312	519	703	184	35.5
313	572	745	173	30.2
314	534	640	106	19.9
315	542	723	181	33.4
316	536	694	158	29.5
317	481	615	134	27.9
318	535	684	149	27.9
319.01	481	589	108	22.5
319.02	501	645	144	28.7
320	570	1,497	927	162.6
321	612	798	186	30.4

**Median Gross Rent includes contract rent plus utilities (paid for either by the renter or landlord)*

Occupancy Characteristics

Between 1990 and 2000, the percentage of owner-occupied housing units generally decreased, whereas the percentage of renter-occupied housing units increased. Within each Tract, the percent of owner-occupied units increased in five Tracts, and decreased in the remainder. The percent decrease is generally less than 5 percent, which is not significant and may be attributed to the overall creation of more rental units in the City either via rehabilitation or new construction. The most significant change occurred in Tract 301, wherein the percentage of owner-occupied units increased by 39.3 percent. This is most likely attributable to the overall housing unit loss in the Tract between 1990 and 2000.

Percent Of Owner-Occupied Units

Tracts that <u>Increased</u> in Percent Units Owner-Occupied			
Census Tract#	1990 (%)	2000 (%)	% Change
301	10.7	50.0	39.3
304	19.6	20.6	0.9
307	31.7	31.8	0.1
319.01	0.0	4.7	4.7
320	34.6	35.0	0.4

Tracts that <u>Decreased</u> in Percent Units Owner-Occupied			
Census Tract#	1990 (%)	2000 (%)	% Change
302	23.9	22.7	-1.2
303	23.3	21.3	-2.0
305	39.4	36.4	-3.0
306	29.1	27.2	-1.9
308.01	7.6	7.4	-0.2
308.02	30.5	29.4	-1.1
309	40.8	37.8	-3.0
310	32.3	27.2	-5.1
311	30.2	24.7	-5.5
312	29.4	23.9	-5.5
313	42.5	37.1	-5.4
314	23.9	22.9	-1.0
315	32.9	29.9	-3.0
316	17.9	16.7	-1.2
317	17.9	17.2	-0.8
318	25.9	25.0	-0.9
319.02	13.4	12.1	-1.3
321	81.9	79.6	-2.2
325	84.3	79.9	-4.4

Conversely, 15 Tracts experienced an increase in the percentage of rental units; the largest increase occurring in Tract 316, which is located along Newark Avenue. Tract 301 experienced the most significant decrease in the percentage of rental units.

Percent Of Renter-Occupied Units

Tracts that Increased in Percent Units Renter-Occupied			
Census Tract #	1990 (%)	2000 (%)	% Change
305	52.9	55.7	2.8
306	64.8	67.9	3.1
307	63.0	65.1	2.1
308.02	65.5	67.8	2.3
309	55.1	58.0	2.9
310	63.0	66.4	3.4
311	65.3	69.0	3.7
312	65.1	65.3	0.2
313	53.4	55.8	2.4
314	70.0	71.4	1.4
315	64.1	66.0	1.9
316	75.4	80.2	4.8
317	77.4	79.1	1.7
318	69.2	70.1	0.9
319.02	81.7	84.1	2.5
320	60.4	60.9	0.5
321	16.2	19.2	3.0
325	12.4	18.1	5.7

Tracts that Decreased in Percent Units Renter-Occupied			
Census Tract #	1990 (%)	2000 (%)	% Change
301	78.6	50.0	-28.6
302	67.9	67.5	-0.3
303	68.9	68.0	-0.9
304	70.3	62.3	-7.9
308.01	83.4	75.3	-8.1
319.01	96.1	95.3	-0.8

In terms of percentage increase or decrease in vacant units, the Tracts are evenly split between those that experienced increases and decreases. The percentage increase or decrease in most cases was minor, the largest change being that in Tract 301 which experienced a 10.7 percent decrease in percent of vacant units.

Percent Of Vacant Housing Units

Tracts that <u>Increased</u> in Percent Vacant Units				Tracts that <u>Decreased</u> in Percent Vacant Units			
Census Tract #	1990 (%)	2000 (%)	% Change	Census Tract #	1990 (%)	2000 (%)	% Change
302	8.2	9.8	1.5	301	10.7	0.0	-10.7
303	7.8	10.7	2.9	306	6.1	4.9	-1.2
304	10.1	17.1	7.0	307	5.3	3.1	-2.2
305	7.7	7.9	0.2	308.02	4.0	2.9	-1.1
308.01	9.0	17.2	8.3	314	6.1	5.7	-0.5
309	4.1	4.2	0.1	316	6.7	3.1	-3.6
310	4.7	6.4	1.7	317	4.7	3.8	-0.9
311	4.5	6.3	1.8	318	4.9	4.8	-0.1
312	5.5	10.8	5.3	319.01	3.9	0.0	-3.9
313	4.2	7.1	2.9	319.02	4.9	3.8	-1.2
315	3.0	4.1	1.1	321	2.0	1.2	-0.8
320	5.0	4.1	0.9	325	3.3	2.0	-1.3

Summary

Analysis of the City’s Census Tracts indicates that each Tract in the City experienced both negative and positive changes between 1990 and 2000. Decrease in housing value was indicated in many tracts (although that aspect is believed to have changed since 2000), and increases in the percentage of owner-occupied units were also indicated. An increase in median income was experienced throughout the City, however the number of households in poverty also increased slightly in many Tracts. The Tracts in the E-port neighborhood (304, 305 and 310) posted many negative indicators, however many of these are presumed improved with the advent of the HOPE VI project and the consequent revitalization of that area. Several Tracts that have experienced an increase in negative indicators are part, or soon to be part of, designated Neighborhoods such as New Point Road and Midtown.

It is recommended that housing rehabilitation be focused in Tracts that experienced an increase in the number of vacant units, a decrease in housing value and an increase in poverty, such as Tracts 302, 303, 304, 309, 310, and 315. New construction activities should be targeted to residential areas that have experienced a loss in units such as Tracts 302 and 304.

ADDITIONAL ANALYSES OF HOUSING NEED

The U.S. Census Bureau provides the U.S. Department of Housing and Urban Development (HUD) with special tabulations of Census data that relate to housing planning that is known as "CHAS data." HUD makes this information available to jurisdictions such as the City of Elizabeth that are required to prepare Consolidated Housing Plans for CDBG, HOME and other federal monies. The CHAS data provides information regarding housing "problems," which can be either affordability, overcrowding or lack of kitchen, plumbing or heating systems. The data is structured to provide information by household size and type, and by income.

Housing Problems

Total Households

Of all households in the City, in 2000 a greater percentage of renters reported a housing problem than owners; 52.2 percent versus 49.7 percent. Of the housing problem attributable to cost burden, 37.6 percent of renters report a housing burden of greater than 30 percent of household income, whereas 39.9 percent of homeowners report same. 18.4 percent of renters report a housing cost burden of greater than 50 percent, while 16.9 percent of homeowners report same. The remaining percent of households that report a problem are experiencing problems other than or additional to cost burden, such as overcrowding or inadequate kitchen, plumbing or heating facilities. In general, large-related family households typically experience a greater incidence of problems than the other household types.

Housing Problems of All Households by Housing Tenure

Name of Jurisdiction: Elizabeth City, New Jersey		Source of Data: CHAS Data Book				Data Current as of: 2000					
	RENTERS					OWNERS					TOTAL HOUSEHOLDS
Household by Type, Income, & Housing Problem	Elderly (1 & 2 members)	Small Related (2 to 4 members)	Large Related (5 or more members)	All Other	Total Renters	Elderly (1 & 2 members)	Small Related (2 to 4 members)	Large Related (5 or more members)	All Other	Total Owners	
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
Total Households	4,371	13,174	4,229	6,619	28,393	3,349	5,343	2,411	926	12,029	40,422
% with any housing problems	52.8	47.9	77.4	44.0	52.2	47.6	37.5	52.1	45.5	43.9	49.7
% Cost Burden >30	51.2	34.0	35.1	37.5	37.6	47.3	36.2	35.8	45.5	39.9	38.3
% Cost Burden >50	29.4	15.9	15.5	18.1	18.4	23.2	13.8	13.5	20.8	16.9	18.0

Definitions:

Any housing problems: cost burden greater than 30% of income and/or overcrowding and/or without complete kitchen or plumbing facilities.

Other housing problems: overcrowding (1.01 or more persons per room) and/or without complete kitchen or plumbing facilities.

Elderly households: 1 or 2 person household, either person 62 years old or older.

Renter: Data do not include renters living on boats, RVs or vans. This excludes approximately 25,000 households nationwide.

Cost Burden: Cost burden is the fraction of a household's total gross income spent on housing costs. For renters, housing costs include rent paid by the tenant plus utilities. For owners, housing costs include mortgage payment, taxes, insurance, and utilities.

<30 Percent Median Family Income

This is the poorest of all income brackets. In this bracket, 78.7 percent of all households report a housing problem. Overall it is the housing owners that report the most problems; 84.0 percent versus 77.7 percent of renters. The problems appear to be primarily related to cost burden, although additional problems may be present as well, with 82.8 percent of owners reporting a cost burden greater than 30 percent of household income, and 73.4 percent of renters reporting same. 56.8 percent of all households report a housing cost burden that is greater than 50 percent of their household income.

For the renters, large-related households experience the highest percentage of problems, most of which appear to be related to cost burden, while for the homeowners, it is the elderly that report the most problems, which again appear to be related to cost burden.

**Housing Problems of Households
Earning Less Than 30 Percent Median Family Income by Housing Tenure**

Name of Jurisdiction: Elizabeth City, New Jersey		Source of Data: CHAS Data Book				Data Current as of: 2000					
Household by Type, Income, & Housing Problem	RENTERS					OWNERS					TOTAL HOUSEHOLDS
	Elderly (1 & 2 members)	Small Related (2 to 4 members)	Large Related (5 or more members)	All Other	Total Renters	Elderly (1 & 2 members)	Small Related (2 to 4 members)	Large Related (5 or more members)	All Other	Total Owners	
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	
1. Household Income <=30% MFI	2,308	3,310	1,035	1,795	8,448	944	299	104	123	1,470	9,918
2. % with any housing problems	65.8	82.6	92.8	75.5	77.7	86.8	81.6	85.6	67.5	84.0	78.7
3. % Cost Burden >30%	65.2	77.5	82.1	71.6	73.4	86.8	76.9	81.7	67.5	82.8	74.8
4. % Cost Burden >50%	49.2	58.3	62.3	57.7	56.2	56.1	71.9	62.5	64.2	60.5	56.8

>30 to <50 Percent Median Family Income

In this income bracket, 75.9 percent of all households report a housing problem. Overall, by a slim percentage, it is the housing renters that report the most problems; 76.1 percent versus 75.1 percent of owners. The problems appear to be primarily related to cost burden, although less so than those households at less than 30 percent MFI. 75.5 percent of renters report a cost burden greater than 30 percent of household income, and 74.6 percent of renters report same. 13.5 percent of all households report a housing cost burden that is greater than 50 percent of their household income, which is a significant drop from those earning less than 30 percent MFI.

For the renters, again large-related households experience the highest percentage of problems, half of which appear to be attributed to cost burden. For the homeowners, “All Other” households experience the most problems, most of which appear to be related to cost burden.

**Housing Problems of Households
Earning Between 30 and 50 Percent MFI by Housing Tenure**

Name of Jurisdiction: Elizabeth City, New Jersey		Source of Data: CHAS Data Book				Data Current as of: 2000					
Household by Type, Income, & Housing Problem	RENTERS					OWNERS					TOTAL HOUSEHOLDS
	Elderly (1 & 2 members)	Small Related (2 to 4 members)	Large Related (5 or more members)	All Other	Total Renters	Elderly (1 & 2 members)	Small Related (2 to 4 members)	Large Related (5 or more members)	All Other	Total Owners	
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	
5. Household Income >30 to <=50% MFI	865	2,729	1,160	1,100	5,854	709	436	263	109	1,517	7,371
6. % with any housing problems	68.2	71.4	88.4	80.9	76.1	61.4	85.3	88.6	90.8	75.1	75.9
7. % Cost Burden >30%	67.1	58.4	49.6	75.5	61.1	61.4	84.4	87.1	90.8	74.6	63.9
8. % Cost Burden >50%	17.3	5.3	0.9	13.2	7.7	18.3	55.7	47.5	45.0	36.1	13.5

<50 to >80 Percent Median Family Income

In this income bracket, 40.2 percent of all households report a housing problem. In this income bracket, home owners report more problems than renters; 54.1 percent versus 35.1 percent. Owners report more cost burden problems than renters in every household category. The problems of homeowners appears to be cost burden, whereas for renters, cost does not appear to be the primary problem, with only 14.2 percent of households reporting a cost burden problem. 0.3 percent of renter households report a housing cost burden that is greater than 50 percent of their household income, with 5.6 percent of owner households reporting same, which is a significant drop from those earning between 30 and 50 percent MFI.

For the renters, again large-related households experience the highest percentage of problems, a small percentage of which appear to be attributed to cost burden. The problem is more likely related to overcrowding or inadequate facilities. For the homeowners, large-related families are also report the most problems, over half of which appear to be related to cost burden.

**Housing Problems of Households
Earning Between 50 and 80 Percent MFI by Housing Tenure**

Name of Jurisdiction: Elizabeth City, New Jersey		Source of Data: CHAS Data Book				Data Current as of: 2000					
		RENTERS				OWNERS					TOTAL HOUSE- HOLDS
Household by Type, Income, & Housing Problem	Elderly (1 & 2 members)	Small Related (2 to 4 members)	Large Related (5 or more members)	All Other	Total Renters	Elderly (1 & 2 members)	Small Related (2 to 4 members)	Large Related (5 or more members)	All Other	Total Owners	
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
9. Household Income >50 to <=80% MFI	565	2,740	870	1,444	5,619	613	878	409	139	2,039	7,658
10. % with any housing problems	29.2	30.1	59.8	32.1	35.1	31.5	60.1	76.8	49.6	54.1	40.2
11. % Cost Burden >30%	27.4	9.3	6.3	23.1	14.2	31.5	59.7	62.3	49.6	51.1	24.0
12. % Cost Burden >50%	0.0	0.0	0.0	1.0	0.3	15.2	22.1	26.9	14.4	20.5	5.6

>80 Percent Median Family Income

This income bracket represents those households that almost earn the median income for the City. In this bracket, 23.3 percent of all households report a housing problem. Homeowners report more problems than renters by a slim margin; 25.7 percent versus 21.4 percent. Owners report problems related to cost burden than renters in every household category. The problems of homeowners appears to be cost burden, whereas for renters, cost does not appear to be the primary problem, with only 1.1 percent of households reporting a cost burden problem. 0.2 percent of renter households report a housing cost burden that is greater than 50 percent of their household income, with 2.5 percent of owner households reporting same, which is a drop from those earning between 50 and 80 percent MFI.

For the renters, again large-related households experience the highest percentage of problems, a small percentage of which appear to be attributed to cost burden. The problem is more likely related to overcrowding or inadequate facilities. For the homeowners, large-related families are also report the most problems, approximately 20 percent of which appear to be related to cost burden.

**Housing Problems of Households
Earning Greater Than 80 Percent MFI by Housing Tenure**

Name of Jurisdiction: Elizabeth City, New Jersey		Source of Data: CHAS Data Book				Data Current as of: 2000					
Household by Type, Income, & Housing Problem	RENTERS					OWNERS					TOTAL HOUSEHOLDS
	Elderly (1 & 2 members)	Small Related (2 to 4 members)	Large Related (5 or more members)	All Other	Total Renters	Elderly (1 & 2 members)	Small Related (2 to 4 members)	Large Related (5 or more members)	All Other	Total Owners	
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	
13. Household Income >80% MFI	633	4,395	1,164	2,280	8,472	1,083	3,730	1,635	555	7,003	15,475
14. % with any housing problems	5.2	18.3	66.1	9.0	21.4	13.7	23.1	37.9	30.6	25.7	23.3
15. % Cost Burden >30%	0.0	1.4	0.3	1.3	1.1	12.7	21.7	18.0	30.6	20.2	9.7
16. % Cost Burden >50%	0.0	0.5	0.0	0.0	0.2	2.1	2.3	1.5	8.1	2.5	1.3

Summary

In terms of assisting in the resolution of the foregoing housing problems, it appears that large-related families need more assistance than any other household type in the City, both in terms of cost burden issues and the provision of suitable housing in terms of number of rooms to prevent overcrowding, and the provision of units that are up to building codes. As income rises, cost burden becomes less of a problem in most household categories for both renters and owners, but it then appears that either overcrowding or inadequate heating, plumbing or kitchen facilities become predominant issues, which can be partially resolved through substantial rehabilitation of units.

Housing Affordability Assessment

The CHAS data also provides an affordability assessment that compares the affordability of units to the households that actually reside in the units. For example, there are approximately 3,730 rental units in the City that are affordable to households earning 30 percent or less than median family income. 62.2 percent of those units are occupied by households that actually earn 30 percent or less than median household income, meaning that 37.8 percent of the units are occupied by households that earn an income greater than 30 percent MFI. So there is an “affordability mismatch” for 37.8 percent of these units.

The most significant mismatches are reported for owner-occupied units affordable to those earning less than 50 percent MFI and those earning 50 to 80 percent MFI. 37.4 and 39.9 percent of households, respectively, earn “matching” incomes, meaning that 62.6 and 60.1 percent of households, respectively, are living in housing that is well below their means. The data table also indicates that there are no sales units available to households earning less than 30 percent MFI, and a limited number of units are available to those who earn between 30 and 80 percent MFI. The downside of this situation is the potential lack of filtering of affordable units down to those who can afford them, thereby creating affordability problems for lower income households.

Affordability Mismatch Output for All Households

Name of Jurisdiction: Elizabeth city, New Jersey		Source of Data: CHAS Data Book				Data Current as of: 2000				
		Renters units by # of bedrooms				Owned or for sale units by # of bedrooms				
Housing Units by Affordability		0-1	2	3+	Total		0-1	2	3+	Total
		(A)	(B)	(C)	(D)		(E)	(F)	(G)	(H)
1. Rent <=30%						Value <=30%				
# occupied units		1,725	1,200	805	3,730		N/A	N/A	N/A	N/A
% occupants <=30%		75.9	50.8	49.7	62.2		N/A	N/A	N/A	N/A
% built before 1970		67.2	84.6	70.8	73.6		N/A	N/A	N/A	N/A
% some problem		44.6	31.7	35.4	38.5		N/A	N/A	N/A	N/A
# vacant for rent		100	135	10	245	# vacant for sale	N/A	N/A	N/A	N/A
2. Rent >30% to <=50%						Value <=50%				
# occupied units		5,430	5,230	2,500	13,160		109	450	1,205	1,764

Name of Jurisdiction: Elizabeth city, New Jersey		Source of Data: CHAS Data Book				Data Current as of: 2000			
		Renters units by # of bedrooms				Owned or for sale units by # of bedrooms			
Housing Units by Affordability	0-1	2	3+	Total		0-1	2	3+	Total
	(A)	(B)	(C)	(D)		(E)	(F)	(G)	(H)
% occupants <=50%	56.1	47.8	48.6	51.4		50.5	36.7	36.5	37.4
% built before 1970	76.5	81.5	77.2	78.6		87.2	81.1	92.5	89.3
% some problem	55.2	48.3	46.6	50.8		3.7	13.3	10.8	11.0
# vacant for rent	265	350	65	680	# vacant for sale	4	0	15	19
3. Rent >50% to <=80%					Value >50% to <=80%				
# occupied units	5,640	3,575	1,425	10,640		78	664	2,925	3,667
% occupants <=80%	65.4	60.3	57.5	62.6		75.6	50.3	36.6	39.9
% built before 1970	72.4	76.2	71.9	73.6		102.6	81.9	96.1	93.6
% some problem	61.1	49.2	54.4	56.2		38.5	15.1	9.2	10.9
# vacant for rent	225	15	15	255	# vacant for sale	0	40	45	85
4. Rent >80%					Value >80%				
# occupied units	595	180	128	903		699	2,215	3,690	6,604
# vacant for rent	0	0	0	0	# vacant for sale	15	10	50	75

Definitions:

Rent 0-30% - These are units with a current gross rent (rent and utilities) that are affordable to households with incomes at or below 30% of HUD Area Median Family Income. Affordable is defined as gross rent less than or equal to 30% of a household's gross income.

Rent 30-50% - These are units with a current gross rent that are affordable to households with incomes greater than 30% and less than or equal to 50% of HUD Area Median Family Income.

Rent 50-80% - These are units with a current gross rent that are affordable to households with incomes greater than 50% and less than or equal to 80% of HUD Area Median Family Income.

Rent > 80% - These are units with a current gross rent that are affordable to households with incomes above 80% of HUD Area Median Family Income.

Value 0-50% - These are homes with values affordable to households with incomes at or below 50% of HUD Area Median Family Income. Affordable is defined as annual owner costs less than or equal to 30% of annual gross income. Annual owner costs are estimated assuming the cost of purchasing a home at the time of the Census based on the reported value of the home. Assuming a 7.9% interest rate and national averages for annual utility costs, taxes, and hazard and mortgage insurance, multiplying income times 2.9 represents the value of a home a person could afford to purchase. For example, a household with an annual gross income of \$30,000 is estimated to be able to afford an \$87,000 home without having total costs exceed 30% of their annual household income.

Value 50-80% - These are units with a current value that are affordable to households with incomes greater than 50% and less than or equal to 80% of HUD Area Median Family Income.

Value > 80% - These are units with a current value that are affordable to households with incomes above 80% of HUD Area Median Family Income.

THE AFFORDABLE HOUSING STOCK

A number of units in the City are already dedicated for occupancy by low- or moderate-income households. These units have either been constructed by HACE, or by other providers. The City also runs its own Housing Improvement Program, which primarily uses HUD monies to fund housing rehabilitation, new construction and housing service programs.

Units Created by Providers Other Than the City

The following units are categorized as affordable units that are provided by entities other than HACE.

Non-City-Owned Units

Project Name	Address	Type	Tenure	Units	Financing
126 First Street	126 First Street		Rent	4	HOME
136 First Street	136 First Street	Family	Sale	11	HOME/tax credits
141-43 Broadway	141-43 Broadway		Rent	2	HOME
217-219 First Street	217 First Street		Rent	5	tax credit
449-51 East Jersey Street	449-51 East Jersey Street			6	HOME
60-2 Division Street	60-2 Division Street	Family		9	HUD Sec 221/Market Rate Moderate Income Displaced Families
611 South Park Street	611 South Park Street		Rent	12	HOME
800-2 East Jersey Street (RCA)	800-2 East Jersey Street (RCA)	Family		11	tax credit/COAH Regional Contribution Agreement
810-814 East Jersey Street	810-814 East Jersey Street	Family	Rent	9	HOME
917-19 Elizabeth Avenue (RCA)	917-19 Elizabeth Avenue (RCA)		Rent	6	COAH Regional Contribution Agreement
950 East Grand Avenue Corp	950 East Grand Avenue Corp	Family	Rent	11	HOME/tax credit
AAMH 120, 531, 120 Sites	634 South Broad Street	Senior/Handicap	Rent	7	Balanced Housing Fund (federal)
Alexian Brothers Manor	122 Seventh Street	Senior/Handicap	Rent	75	HUD Sec 202/Bal Hsg
Brand New Day 2	201-3 First Street	Family	Rent	12	Bal Hsg/tax credit
Elizabeth AAMH 2		Senior/Handicap	Rent	11	Bal Hsg

Project Name	Address	Type	Tenure	Units	Financing
		p			
Elizabeth Center Apts	809 Pearl Street	Family	Rent	259	Sec 221/Urban Renewal
Elizabeth Senior Cit	315 West Grand Street	Senior/Handicap	Rent	196	HMFA/Sec 236
E-port Center Building	First Street	Family	Rent	4	Bal Hsg
Elm Street	8 & 12 Elm Street	Family	Rent	4	HMFA/tax credit
Grand Reid Apts			Rent	24	Bal Hsg
Hamilton Commons	Catherine Street	Family	Sale	20	UHORP
Immaculate Conception Senior Hsg	59-63 Westfield Avenue	Senior/Handicap	Rent	71	Sec 202
Magnolia Mews		Family	Sale	7	HOME
Magnolia Mini Mall		Family	Rent	5	HOME/tax credit
Oakwood Plaza Apts/Pierce Manor	380 Irvington Avenue	Family	Rent	358	Public Housing/Section 8
Port Avenue Housing Project	Port Avenue	2-Family	Sale/rent	23	UHORP
Summer Street, LP	Summer Street	Family	Rent	4	tax credit
Tower Hill		2-Family	Sale/rent	40	UHORP
Winfield Scott Tower	323 North Broad Street	Senior/Handicap	Rent	48	Bal Hsg/tax credit
				1,254	Total

Housing Authority of the City of Elizabeth (HACE) Units

HACE oversees five public housing complexes within the City, and administers the HOPE VI housing development and a Section 8 voucher program. HACE provides a total of 1,783 units, including Section 8 vouchers.

City-Owned Units

	Project	Number of Units
<i>Family Facility</i>	Mravlag Manor	423
	Hope VI	540
<i>Senior Facility</i>	Farley Towers	249
	Kennedy Arms	125
	Ford Leonard Towers	126
	O'Donnell-Dempsey	100
	Hope VI	60
<i>Section 8 Vouchers</i>		760
	Total	1,783

There is a high demand for HACE units. There are 200 families and 475 seniors waiting for public housing units; and as of 2001, there were 1,500 people waiting for U.S. Department of Housing and Urban Development (HUD) Section 8 Rental Assistance which the HACE

administers. \$1.2 million in renovations are planned in Fiscal Year 2005 for the O'Donnell-Dempsey Building.

HOPE VI

In 1997, HUD awarded the City a \$28.9 million HOPE VI grant to replace the Pioneer Homes and Migliore Manor public housing developments with 300 new town homes, including 60 senior units, and another 300 scatter-site units throughout the Elizabethport area, identified in the City's Neighborhood Revitalization Strategy. The Hope VI Elizabethport Neighborhood Revitalization Program has been recognized as one of the most ambitious and innovative revitalization programs in the nation. The new construction includes single, duplex, detached and row-style homes, all of which have been designed to complement the unique historic characteristics of the surrounding community.



Architect's Drawings of Proposed New Homes

Another result of the HOPE VI revitalization of the area, has been the spin-off redevelopment that private property owners have taken on their own properties.

The Housing Authority of the City of Elizabeth (HACE) and the local residents have identified three development goals for the E-port area:

1. To mend and strengthen the existing fabric of the neighborhood,
2. Provide opportunities for local builders, professionals, and manufacturers to play a crucial role in the development, and
3. Initiate broader investment in the neighborhood from the business community wishing to pursue new commercial and retail ventures and developers interested in building quality housing.

The HOPE VI project is just the core of the Elizabethport Neighborhood Revitalization Strategy. The Strategy began in FY1998. The input of Elizabethport's residents was instrumental in identifying the neighborhood's social service needs in the Strategy. As a result of community input, funding from HOPE VI and other sources was used to provide new community health services, soccer fields at the Waterfront Park, homeownership workshops, counseling, day care services, a new library, new job opportunities through redevelopment projects such as the Jersey Gardens Mall, and job training through a public/private partnership with Kean University. A "one-stop" community center has been provided that will house the HOPE VI Elizabethport Neighborhood Revitalization Program. A major portion of the funding is allocated for public services. Finally, as part of the Strategy, the Mack building has been renovated and utilized for community activities. The St. Adalbert's Convent is the site of the new Elizabethport branch library. A Boys and Girls Club has been developed within Elizabethport and neighborhood agencies have developed a close network to avoid overlapping of services. An after care committee was formed including 15 social service agencies to address the needs of children in the Elizabethport area. In the table below, is a list of the various HOPE VI housing projects including rental, senior and home ownership housing.

A Neighborhood Empowerment Council Plan was approved by the DCA- Urban Aid Municipality Program in 1998. The Plan is currently being updated and will be used for a neighborhood revitalization tax credit.

Elizabeth Home Improvement Program (EHIP)

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

The City has on average received \$1.5 million in HOME funds per year. Under the HOME program, the money is mainly used to fund new construction projects, and rehabilitation of existing housing stock. The CDBG program has on average received \$2 million per year which funds housing rehabilitation, program administration, public service projects and code enforcements efforts. The City has also received an average of \$90,000 in Emergency Shelter Grant funds that can be used to provide homeless people with basic shelter and supportive services. The Federal 2006 proposed budget increases nationwide expenditures for the HOME and American Dream Downpayment Assistance programs, but dismantles and de-funds the CDBG, Empowerment Zones/Enterprise Community and Brownfields Economic Development programs. Similar eligible projects may be funded by the new "Strengthening America's Communities" grants, however the pot of money for all eligible projects will be decreased from \$6.27 billion to \$3.7 billion, which may affect the amount of money that the City receives for its continuing programs.

The following list summarizes the current housing-related activities of the EHIP:

- First Time Homebuyer Program. The goals of this program are to educate first-time homebuyers of the long-term advantages of home ownership, and to increase the City's home ownership rate. Services include bilingual seminars, loan counseling, post-purchase training sessions, down-payment and closing costs assistance and repair grants.
- Rental Housing Program. The City's Rental Housing Program applies to renters and owners. The program not only educates renters on issues such as lead-based paint, mold, sustainable housing, and building maintenance, but provides financial incentives and assistance for owners to create and/or rehabilitate affordable rental housing units. The Elizabeth Development Corporation offers a program which uses Urban Enterprise Zone monies in the E-port neighborhood for improvements to commercial structures that also contain housing in an effort to improve commercial space and attract tenants.
- Owner-Occupied Programs. There are three owner occupied housing programs that provide financial assistance to income eligible owners living in 1-4 unit homes for correcting code violations, the repairing and replacement of major systems, weatherization, remediation of lead-based paint and making units handicapped accessible. There is an Emergency Repair Program, a Basic Repair Program and a Senior Citizen/Disabled Persons Repair Program.
- New Point Road Neighborhood Preservation Program. EHIP runs a housing program that is specific to the New Point Road Neighborhood, as part of its Neighborhood Strategic Plan. The program includes educating first-time homebuyers on home ownership issues, providing information on rental issues, providing financial assistance to homebuyers and to rehabilitate affordable rental units, and to nurture neighborhood values, such as safety, cleanliness and quality of community life.
- Lead-Based Paint. For every potential project, EHIP must enforce the State and federal lead-based paint rules and regulations.
- Emergency Grant. EHIP will provide one-time financial assistance to income-eligible residents for emergency home repairs.
- Comprehensive Housing Counseling. The City has also allocated CDBG funding for Comprehensive Housing Counseling to assist homeowners and tenants with housing knowledge needs.
- Community Housing Development Organizations have been funded.
- Derelict Structures Demolition. The City utilizes the Abandoned Property Rehabilitation Act, enacted into law on January 8, 2004, which provides municipalities with the tools to control the number of abandoned properties and restore them to productive use. Funding has also been allocated for code enforcement activities, and relocation assistance for residents living in houses deemed uninhabitable based on code violations.

In the table below are recent projects that are managed by the EHIP:

Housing Construction Projects, 2000 to 2005

Developer/Project	Location	Type of Project	Number of Units	Status
Millennium Gardens Family Residence	6 th Street between Franklin and Fulton Streets	Affordable housing	24	Complete
Carteret Hotel Assisted Living	1155 East Jersey Street	Assisted living	100	Complete
James T. Kirk Gardens	620-624 First Street	Senior housing	25	Complete
Courtyard Apartments	171-177 First Street	Rental	16	Complete
Proceed, Inc.	340 South Broad Street	Transitional housing	10	Complete
Magill Real Estate Holdings, LLC	658-662 Franklin Street	New construction	12	Nearing completion
Brand New Day, Inc.	179 First Street	Rehabilitation	12	Under construction
Mel Acosta	115 First Street	New Construction	5 Residential 2 Commercial	Ongoing
Guillermo Reyes	139 Fulton Street	Rehabilitation	3	Ongoing
Brand New Day, Inc.	144-152 First Street and 242 Pine Street	New Construction	10	In environmental review process
Elizabeth House	78 East Jersey Street	Rehabilitation	35	Under construction
F + B Gardens	132-134 First Street	Rehabilitation and New Construction	10 Rehabilitation 1 New Construction	Ongoing
BND 1	179-187 First Street	Rehabilitation	12	Under construction
Sierra Gardens	Madison Ave.	Rehabilitation	33	Ongoing
MAR	401-407 Palmer Street	Rehabilitation	9	Under construction
Infiniti II	544 South Park Street	Rehabilitation	6	Under construction
YMCA – 110	110 Madison Avenue	Rehabilitation	9	Under construction
YMCA – 114	114 Madison Avenue	Rehabilitation	7	Under construction
Coalition to HH	803 East Jersey Street	Rehabilitation	3	Under construction
Associates 64	1463-1465 Lexington Place	Rehabilitation	11	Under construction
Venture 13 Properties	210-214 Trumbull Street	New Construction	11	Acquisition completed, awaiting zoning approval for construction start
Magill	458 Morris	New Construction	11	Under

Developer/Project	Location	Type of Project	Number of Units	Status
	Avenue			construction
Magill	658-662 Franklin Street	New Construction	11	Complete
Portside Homes	Front, Court and Bond	New Construction	10	Under construction
Homeownership Initiative	Various lots in E-port	New Construction	10	Under construction
			406	TOTAL

Source: Susan Ucci, Director of Elizabeth Home Improvement Program, January 27, 2005 and February 24, 2005.

The following table lists additional accomplishments, by number of units assisted:

Summary of EHIP Accomplishments in Number of Units, 1994 – 2004

	'94	'95	'96	'97	'98	'99	'00	'01	'02	'03	'04	Total
EHIP 1-4 Family Program	23	17	21	10	5	6	6	4	-	-	-	92
New Point Road Deferred Loan	4	6	8	3	5	-	-	-	-	-	-	26
E'Port/Keighry Hd. Deferred Loan	1	3	2	2	4	-	-	-	-	-	-	12
Rental Rehab Deferred Loan	2	-	-	-	-	-	-	-	-	-	-	2
Emergency Repair Program	-	-	12	11	18	16	15	7	17	23	5	124
HOME Single Family	23	17	9	8	12	4	4	1	4	-	-	82
Rental Housing Program	29	9	40	17	9	5	20	14	45	26	39	253
HOME Renovation Deferred Loan (RCA money)	-	15	6	-	8	-	-	-	-	-	-	29
First-Time Homebuyer Program	14	6	9	13	15	10	7	5	5	3	1	88
Lead Paint Abatement	-	-	-	15	-	-	-	-	-	-	-	15
DCA	-	-	-	-	-	-	19	-	-	-	-	19
DCA [Single Rooms]	-	-	-	-	-	-	[10]	-	-	-	-	[10]
First Time Homebuyer Catherine Street	-	-	-	-	-	-	-	5	-	-	-	5
Owner Occupied 1-4 Family Program	-	-	-	-	-	-	-	-	1	6	8	15
Total Number of Assisted Units	96	73	107	79	76	41	71	36	72	58	53	772

Affordable Housing Task Force

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

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

The four identified priorities are:

- Create rental housing opportunities. HOME funding will be utilized for rental housing programs.
- Create homeownership opportunities.
- Provide housing preservation assistance to homeowners. Due to the significant amount of aging housing stock, both HOME funds and non-federal funds have been allocated for preservation purposes.
- Increase housing resources. The City continues to seek funding to address these housing concerns.

New Jersey Council on Affordable Housing (COAH)

There are several opportunities to increase the number of sound affordable units in the City through COAH’s housing rules.

Regional Contribution Agreement (RCA) Units

The first is through the garnering of additional RCA monies. Under COAH’s 2004-2014 regulations, municipalities in the Union, Essex, Morris and Warren region are permitted to transfer up to 50 percent of their municipal affordable housing obligations to receiving municipalities in the region, which includes the City of Elizabeth. Under the new regulations, the City would receive between \$30,000 and \$35,000 per unit of obligation. The money can be utilized for the rehabilitation of housing or new construction of affordable housing. There is tremendous opportunity for the City to receive such transfers, particularly under COAH’s 2004 to 2014 housing round regulations, which permit municipalities to transfer up to half of their obligation to receiving municipalities. In prior housing rounds, the City has received monetary transfers from Fairfield for rehabilitation of 45 scattered site units at \$20,000 per unit. The City is currently in negotiation with Summit for 26 units at \$20,000 per unit. The City, to date, however, has not been as successful as cities such as Newark, Perth Amboy and New Brunswick in receiving transfers. COAH representatives see the solution to that problem as simply greater marketing by the City of its desire for the units, and perhaps a streamlined agreement process.

Development Fee Ordinance

Another way to generate money for affordable housing is through the adoption of a development fee ordinance. Per N.J.S.A. 5:94-6.3, Urban Aid Municipalities may adopt a development fee ordinance without petitioning COAH for substantive certification of a Fair Share Housing Plan. Such ordinances involve levying a fee on new construction, either residential and/or non-residential, up to 1 percent of the assessed valuation for residential uses and up to 2 percent of the assessed valuation of non-residential uses, that can only be used for the purposes of housing rehabilitation or the production of new affordable housing. The City may want to consider implementing such a fee to help make up for any future shortfall in federal funding in the CDBG and other programs. The City could tailor the fee to fit its needs perhaps by assessing only multi-family and/or large-scale commercial uses to offset any burden placed on small commercial enterprises or single- or two-family dwellings.

Rehabilitation Goal

COAH's third round (2004 to 2014) regulations assign rehabilitation goals to all municipalities, including the State's Urban Aid municipalities, which had not been done in prior rounds (1986 through 1999). The City has been assigned a rehabilitation number of 1,462 units, or approximately 146 units per year. Under the City's programs, a significant number of dwellings are rehabilitated per year either through City-run programs, or via funding to Community Housing groups, and more are anticipated to be "spontaneously" rehabilitated every year by the private market, such as what has occurred in E-port.

If the City chooses to participate in COAH's program, the City would also be obligated to provide, either on its own or through developers, one unit of affordable housing for every 8 new market rate residential units constructed after January 1, 2004, and additional units for non-residential development as well based on the type of non-residential development (office, warehouse, factory, etc.) and square-footages produced. Much of the new housing that is created in the City is estimated to be affordable based on regional income limits. New single- and two-family housing production is assisted by the City's 5-year property tax abatement program.

III. LAND USE PLAN ELEMENT

III. LAND USE PLAN ELEMENT

INTRODUCTION

The last comprehensive revision of the City's Master Plan occurred in 1990. The 1990 Master Plan was "reexamined" three times since 1990, the last time being June 2003. This Land Use Plan Element represents a comprehensive revision of the City Master Plan.

The Land Use Plan Element contains a statement of Goals and Objectives and analyzes current land use and zoning in the City. Recommendations for modifications to land use policy and zoning are contained herein.

GOALS AND OBJECTIVES

Goal: To provide locations for residential, commercial and industrial development in areas that are best suited for such uses, in a comprehensive manner.

Objectives:

1. Target commercial and industrial development to areas which minimize conflicts with residential and other uses.
2. Stabilize and improve residential neighborhoods which are threatened by physical deterioration and economic decline.
3. Reduce incompatible land uses in residential, commercial and industrial areas.
4. Continue efforts to redevelop designated redevelopment areas.
5. Concentrate new commercial activities in areas where they provide a supportive function for neighboring land uses and are well-served by transportation facilities.
6. Rezone areas where density, incompatibility and non-conforming land uses limit the potential for neighborhood cohesiveness, improvement and stability.
7. Encourage property improvements and enforce building/zoning ordinances.
8. Continue commercial zoning adjacent to the highway.
9. Update the Land Use Ordinance as necessary to implement changes in the Municipal Land Use Law and other changing conditions.

EXISTING LAND USE

As can be seen on the attached Existing Land Use Map, which has been prepared by City Ward for the purposes of visual clarity, land use in Elizabeth is predominantly residential in character, both in number of parcels and the total area of parcels. Elizabeth has historically provided both housing and industry, however the City is experiencing a trend toward an increasing number of residential parcels, and a decrease in the number of commercial and industrial parcels. The table below indicates that 431 residential parcels have been added to the tax rolls since 1990, in addition to 20 apartment parcels. Commercial and industrial parcels have decreased by 73 and 26, respectively. The number of vacant parcels has remained stable, with only a 0.5 percent change.

**Land Use by Number of Tax Parcels
1990 v. 2005**

Land Use	Number of Parcels		# Change	% Change
	From 1990 Master Plan	Year 2005		
Vacant	786	790	4	0.5
Residential	13,927	14,358	431	3.1
Apartment	569	589	20	3.5
Commercial	2,027	1,954	(73)	-3.6
Industrial	223	197	(26)	-11.7
Exempt	n/a	334	n/a	n/a
Public	n/a	505	n/a	n/a

In terms of land area, residential and apartment uses comprise more than 57 percent of the City's parcel area, while commercial and industrial parcels comprise approximately 30 percent of area. Vacant parcels comprise 7.7 percent of total parcel area.

Land Use by Parcel Area, 2005

Land Use	Lot Acreage ³	% of Total Parcel Area
Vacant	58,300	7.7
Residential	358,010	47.0
Apartment	83,167	10.9
Commercial	137,972	18.1
Industrial	91,747	12.1
Exempt	10,833	1.4
Public	21,088	2.8
Total Parcel Area	761,117	100.0

³ City of Elizabeth Tax Assessment Records.

As seen in the following table, the local property tax burden is carried roughly in proportion to the parcel area breakdown. That is, residential and apartment parcels comprise over 57 percent of the City's parcel area, and they pay over 60 percent of the local property tax burden. Commercial and industrial uses pay approximately 32 percent of the local property tax burden. Keep in mind, however, that this does not take into account payments-in-lieu-of-tax (PILOTs) that are made to the City by the Port Authority or parcels in redevelopment areas that may also be paying PILOTs, or the payments of any additional business taxes. The following table also does not take into account the City's 5-year tax abatement program for new single and two-family dwellings.

Local Taxes Apportioned

Real Property Classification	Total Assessed Value (\$)	District School Budget (\$) (Tax Rate 4.075)	Local Municipal Purposes (\$) (Tax Rate 8.358)	Total Local Tax Apportioned (\$)	Contribution of Total Local Tax Revenues (%)
Vacant	41,338,900	1,684,560	3,455,105	5,139,665	4.6
Residential	468,378,180	19,086,411	39,147,048	58,233,459	51.6
Apartment	102,025,900	4,157,555	8,527,325	12,684,880	11.2
Commercial	195,455,900	7,964,828	16,336,204	24,301,032	21.5
Industrial	101,252,600	4,126,043	8,462,692	12,588,735	11.1
Total	908,451,480	37,019,397	75,928,374	112,947,771	100

Note: Tax rates are per \$100 of assessed valuation.
 Source: Elizabeth City Tax Assessor's Office, 2004.

REVITALIZATION PROJECTS AND PLANNING

The foregoing parcel data does not, however, exactly tell the story of what changes the City of Elizabeth has undergone since the 1990 Master Plan. Land use changes in the Interchange 13A area have been transformational, as have those in the E-port neighborhood along the Arthur Kill. Redevelopment has peppered other areas of the City as well, such as Midtown, and the UEZ program continues to assist in the revitalization of commercial areas.

Urban Enterprise Zone (UEZ)

The designation of most of the City's commercial zoning districts as an Urban Enterprise Zone (UEZ) has had a significant impact on land use in the City, particularly in the Kapkowski Road area. The City's UEZ was originally designated in the mid-1980s, which has fomented the establishment of such Elizabeth icons as IKEA Elizabeth Center and the Jersey Gardens Mall on top of a sealed landfill. Location in the UEZ provides commercial enterprises opportunities to participate in UEZ programs. Level of involvement in the programs is generally based on varying qualifying factors such as what percentage of employees are Elizabeth residents and whether on-the-job training is provided. Enterprises such as IKEA and Jersey Gardens Mall

qualify for the 3 percent sales tax program wherein they charge customers a 3 percent sales tax, which is funneled into the UEZ fund which uses the proceeds to finance additional UEZ programs. UEZ programs are administered by the Elizabeth Development Company (EDC), a non-profit entity that has been hired by the City to run the UEZ program.

Some highlights from the EDC's 2001 Five Year Plan include the stabilization of the Midtown Special Improvement District, the completion of a parking garage in the Midtown Redevelopment Area, infrastructure improvements in E-port, streetscape design work at the UEZ gateway, and the completion of the Jersey Gardens Mall. Goals are the continued stabilization of UEZ shopping districts, the improvement of infrastructure in targeted UEZ areas, the encouragement of gateway development, the completion of the Midtown Redevelopment Project, and the redevelopment of Trumbull Street (rail yards). The Elizabeth UEZ Program expiration date has been renewed for another 16 years.

HOPE VI Redevelopment

Together with the advent of the City's UEZ designation, the City's participation in the U.S. Department of Housing and Urban Development's (HUD) HOPE VI project has had the largest impact on land use in the City in the past 20 years. In 1997, HUD awarded the City a \$28.9 million grant to revitalize the Pioneer Homes and Migliore Manor public housing developments. The HOPE VI project is discussed in greater detail in the Housing Element of the Master Plan, however is included in the land use discussion because of its importance. Revitalization of the housing stock in the severely declined E-port neighborhood sparked a coalescing of the neighborhood that resulted in several redevelopment and neighborhood revitalization plans.

Redevelopment Plans

The City has created a number of redevelopment areas that are located in and around the UEZ, so that redevelopment can be approached comprehensively, and on more than one front. Designating areas "in need of redevelopment" per the NJ Local Redevelopment and Housing Law is one way to create specific design and use standards for an a targeted area via a redevelopment plan, and to assist redevelopers with parcel assembly and tax abatements if necessary.

The largest and highest-profile redevelopment area has been that in the Kapkowski Road area. Other redevelopment areas are smaller in scale, but no less successful in the eyes of the surrounding neighborhood, such as the Waterfront Redevelopment Area in E-port. The city's redevelopment areas are in various phases of execution; some have been almost entirely redeveloped while the City is working with developers on others to provide the desired redevelopment.

Kapkowski Road Redevelopment Plan

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

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

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

Most recently, a redeveloper's agreement was negotiated between the City, Catellus Commercial Group, LLC and the Port Authority to redevelop the Allied Signal property for between 850,000 to 1.2 million square feet of warehouse space. The project is estimated to provide the City with approximately \$17.5 million in revenue. This site is brownfield site that would be remediated as part of the project.

Elizabethport Waterfront Redevelopment Plan

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

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

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

Elizabethport Phase II Tract Redevelopment Plan

Area: Phase II tract is located mainly to the west of the Elizabeth Waterfront Redevelopment Area, to the NJ Turnpike, and serves as an expansion to that area.

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

Planned development includes a variety of land uses including residential, commercial and industrial. Includes the Pioneer Homes site. Redevelopment in this area is on-going. Included in this plan are design standards for the E-port neighborhood. Developers are currently being sought by the City for the AAA Wood Recycling (217 Front Street) and 74-82 Livingston Street sites. A redeveloper's agreement was negotiated recently for the Broadway/Front Street area to create a 39,000 square foot retail center including a supermarket, pharmacy, and additional retail space, as well as 50 units of market rate rental housing.

Midtown Elizabeth Redevelopment Plan

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

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

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

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

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

East Grand Street Redevelopment Plan

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

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

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

South Front Street Redevelopment Plan

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

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

Permitted land uses include distribution and trucking service, light manufacturing, office and boat and marina-related uses. All other uses are prohibited. Developers are currently being sought by the City for this site. A prospective user may be a dredging company that will fully occupy the site when it is remediated.

Trumbull Street Redevelopment Plan

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

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

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

Airport City Redevelopment Plan

Area: To the southwest of Newark Liberty International Airport.

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

Due to the location of this area, and its existing industrial and commercial character, this area continues to serve as a location for targeted redevelopment, particularly the area bound by Route 1&9, North Avenue and Division and Julia Streets. Many of the parcels are fully occupied by suitable, well-maintained uses, however there are pockets of deteriorating areas. A market analysis should be prepared for the area to determine the "highest and best" viable use, and the surrounding neighborhood should be involved in the preparation of the plan to offset any opposition.

Other Potential Redevelopment Areas

In addition to the area to the southwest of the Airport, other potential redevelopment areas include the following:

1. The Singer Property. This property is located on Trumbull Street in the vicinity of Puelo Plaza. This is a longer term potential redevelopment area, given the occupied nature of the site. Provided that the surrounding areas are redeveloped, this site could be appropriate for high-density residential use. The site offers excellent views to the water.
2. Wakefern Property. This site is another longer term redevelopment area. It is located between Dowd and North Avenues and the NJ Turnpike. The site is currently vacant and is believed to be at least partially constrained by wetlands, however should be investigated given its large size, location and vacant character.
3. Bayway Area. This area is located at the intersection of Bayway and Amboy Avenue, just east of the NJ Turnpike. There are structures in this area, however the lots are large and there are fewer structures than compared to similar areas in the City, which could provide opportunities for new uses.
4. Elizabethtown Gas Site. This site is located at the corner of 3rd Avenue and South 2nd Street, just east of the NJ Turnpike. Gas tanks were removed from the property, leaving a large expanse of vacant land. This parcel could provide many opportunities for expansion of the E-port area and the introduction of new uses to the area.

Brownfields Development Area (BDA) Initiative

The City participates in the BDA Initiative, which is a New Jersey Department of Environmental Protection pilot program. Under the Program, the DEP works closely with select municipalities, who are impacted by multiple brownfield sites, all stakeholders, and other State agencies including the Economic Development Authority (EDA) and the Office of Smart Growth (OSG) to remediate and redevelop these sites in a streamlined process. The BDA encourages the reuse of these sites, and does not create or impose any additional regulatory or approval requirements on properties within the BDA. Seven sites have been in the program, and all are currently in the redevelopment process. Properties include the following:

1. Bethlehem Steel Site, (Block 2, Lot 461)
2. Borne Chemical Site, (Block 4, Lot 1452)
3. American Chrome Iron Oxide Site, (Block 2, Lot 224)
4. Kull Property, (Block 1, Lot 351)
5. Apple Tree Village, 237-247 First Street, (Block 1, Lots 115A, 116)
6. Commercial Supermarket Center, (Block 2, Lot 655)

Neighborhood Plans

Two “neighborhoods,” Midtown and Elizabethport, were delineated under the now defunct Urban Coordinating Council (UCC) Neighborhood program. The UCC program dedicated planning and implementation monies to distressed neighborhoods. Although the program is now de-funded, other State programs have provided additional funding resources. The Department of Community Affairs’s (DCA) Smart Growth Planning Grant program funded E-port’s neighborhood plans. A grant to prepare a similar plan for Midtown is currently being sought. The New Point Road Neighborhood was designated under DCA’s Neighborhood Preservation Program.

Neighborhood plans are another prong of planning that includes consideration of planning for social programs including the establishment of community centers and job training, as well as rehabilitation of deteriorating buildings, parks and infrastructure. Neighborhood plans generally involve a great deal of public input into the contents of the plans, and serve as the guiding future vision of the neighborhood. Neighborhood plans also usually include a detail list of proposed projects to carry out the vision of the neighborhood.

Elizabethport Neighborhood Revitalization Strategy and Elizabethport Revitalization Plan

The preparation of these plans was funded via Smart Future and Smart Growth Planning Grants provided by the New Jersey Department of Community Affairs. Elizabethport is an Urban Coordinating Council Neighborhood for which a Neighborhood Empowerment Council (NEC) has been established that has adopted these plans to further the improvement of the E-port area, and to position the neighborhood to be eligible for State Neighborhood Revitalization Tax Credits, which require that a neighborhood-specific plan be in place. E-port was once the most impoverished part of the City with the greatest percentage of deteriorated structures. E-port since has been the recipient of the bulk of the City’s HOPE VI new public housing--low-scale

townhouses and multi-family buildings that have replaced deteriorating Housing Authority buildings. E-port is now a much-revitalized community within walking distance of the new Marina and Waterfront Park, among other amenities.

This neighborhood plan includes strategies for revitalization and prioritizes projects.

Midtown Elizabeth Neighborhood Strategic Plan

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

New Point Road Neighborhood Preservation Program (NPP) Strategic Plan

This neighborhood is located between Trumbull Street, Seventh Street, Livingston Street and Bond Street, to the north and east of E-port. The goal of the neighborhood plan is to:

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

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

ZONING

In addition to the many redevelopment areas in the City, the city contains residential, commercial and industrial zoning districts that also regulate land use and building layout. These zoning districts are reflected on the Land Use Plan Map, which sets forth the basis for the Zoning Map. Limited modifications are recommended for the zoning map itself; the bulk of recommendations herein relate to the standards within the zoning ordinance.

Residential Districts

In the current zoning ordinance, there are six residential zoning districts, ranging from the lower density, single-family R-1 district to the high-density R-4 district. The purpose of the residential categories is to provide land in appropriate locations, at appropriate densities, for residential development in the City. Permitted dwelling types in these zones include:

Permitted Dwelling Types	R-1	R-2	R-3	R-3A	R-4
Single-family	X	X	X	X	X
Duplex			X	X	X
Rowhouse			X	X	X
Two-family dwelling		X	X	X	X
Three-to-four family			X	X	X
Garden apartment			X		X
Multifamily			X		X
Elevator apartment					X

The ordinance references R-2C and R-2A districts, however these are not indicated anywhere on the Zoning Map and therefore should be removed from the ordinance.

Prevailing Setbacks

Most lots in the City have been platted with a 100-foot depth, therefore the zoning ordinance seeks to control density via lot width. Prevailing lot width standards for the residential districts are based on which zoning district and Ward the particular site is located in. Because Ward boundaries change periodically, it is recommended that the Ward lines be fixed for the purposes of zoning to what they currently are, and that the zoning ordinance be amended to refer to the Wards as Sections. Therefore, the City will be divided into zoning Sections, the boundaries which can be modified independently from the political Ward boundaries when need be. The Residential Lot Widths and Dimensions Table #1 in the zoning ordinance would be modified accordingly:

Zone	Section	Prevailing Lot Width A	Prevailing Lot Width B	Standard Lot Width C (when prevailing lot width does not exist)
R-1	All except 2	40'		50'
R-1	2	35'		50'
R-2, 3, 3A	1	25'		25'
R-2, 3, 3A	2	25'	33'	50'
R-2, 3, 3A	3 and 4	33'	40'	50'
R-2, 3, 3A	5 and 6	25'	30'	33'

A prevailing lot width should also be established for the R-4 district.

Residential Density

Residential density is controlled primarily through the prevailing lot width standards, and also by “Schedule III Conditional Use” standards, wherein 3+ family units in the R-3, R-4, C-1 and C-2 districts are required to have a minimum lot area per dwelling unit. In the case of the R-3 district, 950 square feet is required per dwelling unit, therefore a 3-family house would require a minimum 2,850 square-foot lot, depending upon the prevailing lot width requirement of the district. These minimum standards should be upheld as the minimum adequate standards for 3-or-more-family uses, and variances should not be granted therefrom.

Contemporaneously with the HOPE VI revitalization of the E-port area, the governing body adopted a redevelopment plan for the area that currently permits 2-family units on 2,500 square-foot lots, a provision that was also later applied to the New Point Road area. Special design standards were also developed to encourage urban streetscapes at densities where it was presumed that few or no cars would be required by residents. This provision did foment the creation of many new 2-family structures, and the Board acknowledges the role that the 2-family structures have played in revitalizing portions of the City. The resulting density in the area, however, has not appeared to diminish the demand for cars, and has in fact created a significant lack of on-street parking. The Board is concerned that parking in these areas has become too limited, and also that the structures consume too much of the lots, creating an atmosphere that is too dense for the areas. Therefore, the Board requests that the governing body repeal the provision that permits 2-family units on 2,500 square-foot lots.

In any event, the parking standards in the zoning ordinance should be amended to reflect the required New Jersey Residential Site Improvement Standards (RSIS). For one- and two-family units, 2.0 spaces are required per 3-bedroom unit, and on-street parking spaces, if they are parallel spaces, must be at least 23 feet long.

The City should also investigate locations where alternative parking schemes, such as 90 degree or diagonal parking on one side of the street, may produce more parking spaces than parallel parking on both sides of the street.

Open Space

Section 40-127.D, Open Space, of the zoning ordinance requires residential lots to provide open space as a percentage of floor area. “Open space” includes yards, courts and recreational areas, balconies, porches and the like. It is recommended that this provision be modified to require that at least 5 percent of the requirement be provided at ground level.

The governing body should also consider creating a maximum total impervious coverage (buildings and improvements), which would limit the amount of hard surfaces on a site. Maximum total impervious cover is generally presented as a percentage of lot area, and in higher density areas ranges from 50 to 75 percent.

Commercial Districts

In the current zoning ordinance and/or on the zoning map, there are 8 commercial zoning districts in the City. Permitted uses in these zones include:

Permitted Uses	C-1	C-2	C-3	C-3A	C-4	C-5	RC	PO
Single-family dwelling	X	X						
Duplex dwelling	X	X						
Rowhouse dwelling	X	X						
Two-family dwelling	X	X						
Three-to-four family dwelling	X	X						
Garden apartment	X	X						
Multifamily dwelling	X	X						
Elevator apartment	X	X						
Professional offices	X	X	X	X	X			
Business offices		X	X	X	X			
Neighborhood convenience	X	X	X		X			
Local convenience	X	X	X		X			
Community retail		X	X		X			
General and specialty retail	X	X	X		X			
Indoor amusement		X	X		X			
Hotels			X	X	X			
Major entertainment			X	X	X			
Major retail and commercial			X		X		X	
Arterial commercial			X		X			
Auto related services					X			
Selected commercial and light manufacture					X			
Wholesale and storage					X			
Major office building							X	

No standards have been adopted for the C-5 and PO Zones.

C-5 Zone

No permitted uses have been established in the Zoning Ordinance for the C-5 Zone. The following uses are recommended:

Permitted Uses	C-5
Professional offices	X
Business offices	X
Neighborhood convenience	X
Local convenience	X
Community retail	X
General and specialty retail	X
Indoor amusement	X
Hotel	X
Major entertainment	X
Major retail commercial	X
Arterial commercial	X

Additional bulk standards are recommended as follows:

1. Minimum lot area: 6,000 square feet
2. Minimum lot width: 40 feet
3. Minimum lot depth: 150 feet
4. Maximum lot cover by accessory structures: 10 percent
5. Maximum building height: 6 stories/65 feet along Broad, East Grand, East Jersey, Dickinson Streets, Madison, Jefferson, Elizabeth Avenues, Hampton and Commerce Places and Winfield Scott Plaza. 3 stories/35 feet all other areas.
6. Off-street parking and loading:
 - Where feasible, parking and deliveries shall occur only in the rear and side yard areas
 - Parking and loading requirements are as set forth in Sections 17.40.020 and 17.40.030 of the City Ordinances.
7. Minimum yard dimensions:
 - Front yard: prevailing
 - Side yard: prevailing
 - Rear yard: prevailing
8. Requirements Specific to Residential Uses:
 - Residential shall be permitted above first floor permitted uses.
 - Minimum net floor area for residential units shall be 850 square feet.
 - Maximum number of bedrooms per unit shall be two.

PO, Professional Office Zone

No standards have been established in the zoning ordinance for the PO Zone, however there are PO zones indicated on the Zoning Map on North Avenue between Salem Avenue and North Broad Street, and on Newark Avenue between Fairmount Avenue and North Avenue. It is recommended that zoning standards be created for this district and that permitted principal uses include professional offices.

The following standards are recommended:

1. Purpose: The purpose of this district is to encourage the preservation of classic older residential structures along Newark and North Avenues for office use. The preservation of the residential structures will facilitate the preservation of the exterior of the structures.
2. Permitted principal uses:
 - Professional office, including studio and clinic
 - Business office
 - Instructional and educational use
 - Government use
3. Permitted accessory uses:
 - Business signs
 - Rear parking
4. Permitted conditional uses:
 - Restaurant with not less than 40 seats
 - Specialized shops and boutiques
5. Bulk standards:
 - Minimum lot area: 6,000 square feet
 - Minimum lot width: 40 feet
 - Minimum lot depth: 150 feet
 - Maximum lot cover by accessory structures: 10 percent
 - Maximum building height: 3 stories/35 feet
 - Off-street parking and loading:
 - Where feasible, parking and deliveries shall occur only in the rear and side yard areas
 - Parking and loading requirements are as set forth in Sections 17.40.020 and 17.40.030 of the City Ordinances.
 - Minimum yard dimensions:
 - Front yard: prevailing
 - Side yard: prevailing
 - Rear yard: prevailing

Lot and Bulk Standards

Much of the lot controls for commercial lots, and the majority of lots in the City, are based on prevailing conditions in the immediate vicinity. This procedure is working for the most part, however it is recommended that the default standards in cases where there are no prevailing standards, be more efficiently organized in the zoning ordinance, and that standards be created in instances where they are missing. For example, there are currently no default side and rear yard building setback standards for the non-residential zones in the City. Such default standards should be established for the event that no prevailing setbacks can be determined.

Interaction Between Residential and Commercial Uses

In the commercial zones along Routes 1&9, it is recommended that all frontage lots be zoned for commercial use. In all commercial zones, it is recommended that residential uses be permitted only in conjunction with a principal commercial use, and that they only be located on the 2nd or higher floor. Residential uses should not be permitted as stand-alone, as-of-right uses. The commercial zones in the City should be protected from residential intrusion in order to preserve space for commercial uses in the City that provide services and enhance the tax base. Particularly on Elizabeth Avenue, residential uses should be permitted on 2nd and higher floors in the C-2, C-4 and C-5 Zones. Additionally, this requirement should be added to all C-2 Zones.

Similarly, commercial uses should not intrude upon established residential areas. The most significant impact of commercial uses on residential neighborhoods has been increased truck and auto traffic. Many sites in residential areas are too small to adequately provide loading space for delivery trucks.

Open Space and Lot Cover

It is recommended that total impervious cover on commercial lots be limited so that landscaping and stormwater infiltration, to a lesser extent, can be provided on-site. Maximum total impervious cover is generally presented as a percentage of lot area, and in higher density areas ranges from 75 to 95 percent.

Buffers

Section 40-119.B that pertains to residential buffers should be clarified to specifically refer to Schedule II for Principal Uses.

Industrial Districts

There are 4 industrial land use categories including Light Industrial (M-1), Medium Industrial (M-2), Heavy Industrial (M-3) and Manufacturing/Research/Commercial (MRC). The M-3 zone represents a large portion of the City and is located in the eastern section within the Port area. The M-2 and M-1 Zones are located in the southeastern section of the City near the Turnpike interchange and along the Arthur Kill. The MRC Zone is primarily located to the south of the

airport. The purpose of the industrial categories is to provide appropriate locations for industrial activity in the City. Permitted uses in these zones include:

Permitted Uses	M-1	M-2	M-3	MRC
Auto related uses	X	X	X	
Selected commercial and light manufacture	X	X	X	
Wholesale and storage	X	X	X	
Distribution and trucking	X	X	X	
Light manufacture	X	X	X	X
General industrial		X	X	
Sulfur and nitric acid manufacture			X	
Corporate business and professional offices				X
Research laboratories				X
Large-scale retail				X

Planned Development Option

The “Planned Development Option: Regional Center Mixed Development-North Avenue” located at Section 40-136 in the zoning ordinance was adopted primarily with the former M-1 Zones in the area of the airport in mind. This zoning option was established to provide flexibility in the M-1 Zone. Since the option was adopted, the Manufacturing/Research/Commercial, MRC, Zone was implemented, which better serves the purpose of flexibility. Therefore, the Planned Development Option is no longer needed and should be removed from the zoning ordinance.

Open Space and Lot Cover

It is recommended that total impervious cover on commercial lots be limited so that landscaping and stormwater infiltration, to a lesser extent, can be provided on-site. Maximum total impervious cover is generally presented as a percentage of lot area, and in higher density areas ranges from 75 to 95 percent.

Interaction Between Industrial and Residential Uses

In order to reduce conflicts between industrial and other uses, primarily residential uses, residential uses should continue to be prohibited in industrial zones, and industrial uses should continue to be prohibited in residential zones. Existing non-conforming uses should, in general, not be permitted to expand or increase in density or intensity of use.

Buffers are required between industrial uses and residential properties and residential zones. However where the residential use is a non-conforming use, i.e. not permitted in the zone, it is recommended that the buffer may be reduced by up to 50 percent, at the discretion of the Board. Where the industrial use abuts a residential zone, the buffer standards at Section 40-119 should be enhanced to require fencing and landscaping adequate to shield the industrial building and use from the residential structure to the extent possible.

Open Space Zone

This district has been established to comprise local and county open space holdings. Permitted uses include improved and unimproved open space. The Land Use Plan Map refers to this zone as P, Public, and includes local schools.

IV. CIRCULATION PLAN ELEMENT

IV. CIRCULATION PLAN ELEMENT

INTRODUCTION

The Circulation Element provides an inventory of the existing and proposed transportation network, and includes recommendations to address compatibility with future land uses. The primary emphasis of the Circulation Element will be the City's roads and other transportation modes. It should be noted that the major trouble spots in the City, in terms of traffic circulation, are roads under Union County, or the State of New Jersey jurisdiction and are subject to regional traffic factors beyond the control of the City of Elizabeth.

Prominently located along the Arthur Kill, and Newark and Raritan Bays, Elizabeth has historically served as a transportation center from its earliest days. In fact, at one time, the City was known as the "Rail and Harbor City." The establishment of the ferry which formerly ran into New York City and Staten Island from Elizabeth further developed the City's status as a transportation hub.

Elizabeth's transportation network developed through the early 19th Century, to include the steamboat and the Morris Turnpike, making the City an even more attractive place for industrial activity. However, it was not until after the arrival of the Central Railroad in the 1830's when extensive urban development transformed Elizabeth and the region into an industrial city. In fact, at one time, Elizabeth was served by three major railroads and had seven railroad stations. Yet, after the Great Depression, a general shift occurred from rail to trucking, and industry began moving away from the City. While this triggered a decline in Elizabeth's industrial base, it created new growth in distribution and retail establishments, mirroring the State-wide trend toward a service economy.

Today, Elizabeth is experiencing an economic revitalization, including the redevelopment of many of its vacant or abandoned industrial properties. Its major assets remain its geographic location and its transportation links. The City still experiences considerable port activity and shipping and distribution through highway, rail, air and water transportation modes. Its transportation network features access to the New Jersey Turnpike, the Garden State Parkway, U.S. Routes 1 & 9, Interstates 78 and 278, and the Goethals Bridge to Staten Island. Other important transportation links include the Newark Liberty International Airport, the Elizabeth Marine Terminal and the Conrail, Amtrak and NJ Transit lines.

GOAL AND OBJECTIVES

Goal: To improve the existing circulation system and to support the development of various mass transit initiatives to facilitate the movement of workers, residents and goods within all parts of the City and the surrounding region.

Objectives:

1. Upgrade the existing local road network to improve and enhance safety, traffic flow and accessibility.
2. Improve the level of service and passenger amenities provided by the existing public transportation system.
3. Complete the construction of the North Avenue improvements that will separate car and truck traffic.
4. Complete the passenger ferry terminal.
5. Support the construction of the Newark-Elizabeth Rail Link through Elizabethport and the Jersey Gardens Mall area.
6. Support cross-County connections to serve “reverse commuters.”
7. Improve on-street and off-street parking within the Central Business District and along the major commercial thoroughfares through the creation of new capacity as well as the rigorous enforcement of current regulations.
8. Improve the circulation system to capitalize upon the City’s radial street network and discourage through travel movements occurring in the Central Business District.

ROADWAY CHARACTERISTICS

Functional Classifications

Functional classification is the systematic organization of highways and roadways into separate classes or groups, based upon their intended service function. For an urban roadway network such as Elizabeth, there are four (4) major classes of street systems: principal arterial, minor arterial, collector, and local streets. The roadway functional classifications are shown in the table below.

Roadway Classification System	
Principal Arterials (Freeway/Expressway)	A freeway or expressway is a principal arterial designed to carry regional traffic or through traffic to major arterials. An expressway is a limited access road, carrying large volumes of traffic at higher sustained speeds. An example of an expressway is the New Jersey Turnpike which is operated by the NJ Highway Authority.
Primary Arterials	Primary arterials which also carry regional traffic volumes, act as feeders to and from freeways and serve as carriers between major regional traffic generators.
Minor Arterials	Secondary or minor arterial roads are the links between collector roads and the principal arterial roads. Minor arterials are very similar to principal arterials, but handle shorter length trips and lesser traffic volumes. The jurisdiction of minor arterials is typically part of the County road system; however state and municipal roads may also be minor arterials.

Collector	Collector roads “collect” traffic from local streets and may provide direct access to a major development. Typically, collector roads are under Municipal or County jurisdiction.
Local access	Any street which does not meet any of the above classifications is a local access roadway. Such streets provide land access for circulation and easement for public utilities. Local roads should be designed to minimize “through traffic.” Local streets typically serve visitors, delivery trucks, school buses, municipal vehicles and the local residents. Local access streets are designed for low traffic volumes and should encourage low traffic speeds.

The roadways within Elizabeth consist of Interstate, State, County and local facilities. The table below lists the roadways in the City of Elizabeth, their jurisdiction and functional roadway classification.

Functional Classification System and Roadway Jurisdiction

Principal Arterials

- NJ 81

Primary Arterials

- U.S. Routes 1 & 9
- NJ 27
- NJ 28
- NJ 439
- Union Street

Minor Arterials

- Union County 514 (Linden/Lidgerwood Avenue)
- Union County 610 (W. Grand Avenue)
- Union County 612 (W. Jersey Avenue)
- Union County 618 (Orchard Street)
- Union County 623 (N. Broad Street)
- Union County 624 (North Avenue/McLester Street)
- Union County 509 (Galloping Hill Road)
- Bayway Avenue
- Corbin Street
- East Grand Street
- East Jersey Street
- Elizabeth Avenue
- First Street
- Irvington Avenue
- McLester Street
- Morris Avenue
- West Grand Street
- York Street

Collector

- Union County 614 (Pearl Street)
- Bridge Street
- Chilton Street
- Division Street
- Edgar Road
- Fairmount Avenue
- Front Street
- Grove Street
- Jefferson Avenue
- Madison Avenue
- Meadow Street
- Salem Avenue
- Summer Street
- Union Avenue
- West End Avenue
- Woodruff Lane

Local Access

- Aruba Street
- North Fleet Avenue

Principal Arterials

Principal arterials are inter-regional roadways that convey traffic between centers, and are usually excluded from residential areas. Freeways or expressways, typically have limited or no access to abutting land uses. Principal arterials roadways include the following roadways: New Jersey Turnpike, Interstate 278, and NJ 81.

The New Jersey Turnpike, otherwise known as Interstate 95, is a freeway/expressway which extends from the George Washington Bridge in northern New Jersey to the Delaware Memorial Bridge in southern New Jersey. It provides direct access to New York City and Philadelphia, as well as a number of New Jersey municipalities throughout the central corridor of the state. There are two access points to the New Jersey Turnpike within Elizabeth: Interchanges 13 and 13A. In addition to the New Jersey Turnpike, there is a small segment of Interstate 278 skirting through the southern part of Elizabeth, which connects U.S. Routes 1 & 9 to the Goethals Bridge.

NJ 81, which connects New Jersey Turnpike 13A to the Newark Liberty International Airport, is an example of a freeway or expressway.

Primary Arterials

Primary arterials typically serve as connections between major traffic generators and land use concentrations, and facilitate large volumes of through traffic traveling across a community.

Primary arterials roadways include the following roadways: U.S. Routes 1 & 9, State Routes 27 and 28, Route 439 and Union Street.

U.S. Routes 1 & 9 is a major north-south route that bisects Elizabeth and provides direct access to many northern New Jersey municipalities, including Newark and Jersey City. N.J. Routes 27 and 28 provide regional access to Elizabeth by interconnecting with the local roadway network. Route 439 heads west from Route 27 through Hillside and Union Townships and runs through the southwestern portions of the City.

Minor Arterials

A minor arterial distributes traffic between lower-order residential streets, arterials and expressways. They are designed to promote free traffic flow; therefore, parking should be prohibited and direct access to homes from minor arterials should be avoided.

Route 514, East and West Grand Streets, First Street, McLester Street, Corbin Street, York Street, Irvington Avenue, Bayway Avenue, Elizabeth Avenue and East Jersey Street are all examples of minor arterials. In addition, many Union County Routes (610, 612, 618, 623, 624, and 629) are classified as minor arterials.

Collector

While collectors carry traffic of adjoining residential streets, they are not intended to interconnect adjoining neighborhoods or subdivisions and should not carry regional through-traffic.

Many of the other roadways within Elizabeth are classified as collectors, including Union County Routes 614, 656, and 658; Front Street, Fairmount Avenue, Salem Avenue, Meadow Street, Woodruff Lane, Division Street, Summer Street, Chilton Street, Edgar Road, Grove Street, West End Avenue and Bridge Street.

Local Access Roads

Local roadways carry traffic having a destination or origin on the street itself. They carry the least amount of traffic at lowest speed. Union County Route 654, Aruba Street and North Fleet Avenue are examples of local access roads.

Existing Traffic Volumes

Traffic volumes for Elizabeth roadways are available from the New Jersey Department of Transportation. The table below contains annual average daily traffic (AADT) volumes for selected Elizabeth roads from the most current year available.

Annual Average Daily Traffic Volumes (AADT)	
Roadway	AADT⁴
Amboy Avenue (between Byway and Transfer Station)	1,762 (1999)
Aruba Street (between Lyle King and North Fleet Streets)	9,378 (2003)
Corbin Street (between Lyle King and North Fleet Streets)	12,283 (2003)
Division Street (between Fairmount Avenue and Julia Street)	11,286 (1999)
Dowd Street (between Progress and Bercik Streets)	16,374 (2003) 10,510 (2000)
Fairmount Avenue (between North Broad Street and U.S. Routes 1 & 9)	8,887 (2001)
Front Street (between Marshall and Fulton Streets)	2,553 (2003) 2,524 (2000)
Goethals Bridge Toll	78,000(2003) 76,700 (2002) 78,100 (2001)
Grand Street (between Union and Broad Streets)	9,400 (2003)
Henry Street (between Julia Street and Fairmount Avenue)	1,932 (2003) 1,743 (2000)
Julian Street (between Division and Henry Streets)	2,167 (1999)
Julian Street (between Union and Broad Streets)	5,345 (2003)
Lyle King Street (between Bombay and Cadiz Streets)	12,331 (2001) 21,612 (1999)
McClester Street (between North Avenue and Tripoli Street)	21,612 (1999)
NJ 27 (between Grove Street and Dehart Place)	19,650 (2003)

⁴ The AADT numbers represent short-term counts adjusted, as if the sites were counted for 365 days and the AADT were a true average day.

Annual Average Daily Traffic Volumes (AADT)	
Roadway	AADT⁴
NJ 27 (between Waverly Place and Fairmount Avenue)	13,961 (2003) 15,584 (2000)
NJ 27 southbound only (between W. Jersey and Grand Streets)	9,895 (2003)
North Avenue (between U.S. Routes 1 & 9 and Dowd Ave)	19,800 (2002) 18,500 (2001)
Trumbull Street (between 2 nd and 3 rd Streets)	12,867 (2003) 9,517 (2000)
Union Street (between Julian and Grand Streets)	7,862 (2002)
Co 624 (North Avenue) between I-95 and McClester Street	23,961 (2003) 15,317 (2000)
Interstate 95 (between Interchange 13 and 13A)	250,900(2002) 243,300 (2001) 179,900 (2000)
Interstate 95 (between Interchange 13A and 14)	229,100 (2002) 220,000 (2001) 179,900 (2000)
NJ 81 (just north of Dowd Street)	33,281 (2003) 39,571 (1999)
US Routes 1 & 9 (between Emma and Olive Streets)	60,899 (1999)
US Routes 1 & 9 (just south of North Avenue)	83,305 (2001)
US Routes 1 & 9 (just north of North Avenue)	24,251 (2001)
US Routes 1 & 9 local (just north of North Avenue)	53,237 (2001)
US Routes 1 & 9 local (between NJ 81 and McClean Street)	32,226 (2003)
US 1 Express (between NJ 81 and McClean Street)	15,443 (2003)
US 1 (between NJ 81 and McClellan Street)	126,448 (2000)

Source: New Jersey Department of Transportation

The New Jersey Statewide Long-Range Transportation Plan indicates that the approaches to Routes 439 and 27, and on Route 22 in the western part of the County have a volume-to-capacity ratio of over 1.0, which suggest that the roadway is operating at failing conditions, and do not have the capacity for added traffic.

Traffic Accidents

Traffic accident data was obtained from the Elizabeth Police Department for the time period most recently available. The following table indicates intersections with 20 or more accidents. In total, the following 12 intersections account for 20 percent of the motor vehicle collisions during this time period.

“Hot Spot” Traffic Accident Locations between January 2004 to Oct 2004		
Intersection	# Accidents	%
Bayway Avenue (Route 439) and U.S. Routes 1 & 9	26	1
Dowd Avenue and Progress Street	31	1
Elmora Avenue (Route 439) and West Grand Street (Route 27)	35	1
Elmora Avenue (Route 439) and Westfield Avenue	25	1
North Avenue (Route 439) and Dowd Avenue	41	2
North Avenue (Route 439) and Newark Avenue (Route 27)	41	2
North Avenue (Route 439) and Spring Street (U.S. Routes 1&9)	163	6
U.S. Routes 1 & 9 and South Broad Street	22	1
South Elmora Avenue (Route 439) at Bayway Circle	23	1
Spring Street (U.S. Routes 1&9) and East Grand Street	30	1
Spring Street (U.S. Routes 1&9) and East Jersey Street	57	2
Spring Street (U.S. Routes 1&9) and Louisa Street	32	1
Subtotal of “Hot Spot” intersections	526	20
Total number of accidents within Elizabeth	2,679	--

Source: Elizabeth Police Department, 2004

The North Avenue/Spring Street intersection accounted for 163 or 6 percent of motor vehicle collisions during the time period. Spring Street and East Jersey Street was the second highest with 57 accidents, and the North/Dowd Avenue and North/Newark Avenue were tied for the third highest accident locations. Of these intersections, improvements, that will be discussed in greater detail later in this Master Plan Element, are planned for the following:

Intersection

- Bayway Avenue (Route 439) and U.S. Routes 1 & 9
- South Elmora Avenue (Route 439) at Bayway Circle
- North Avenue (Route 439) and Dowd Avenue
- North Avenue (Route 439) and Spring Street (U.S. Routes 1&9)
- Spring Street (U.S. Routes 1&9) and East Jersey Street
- Spring Street (U.S. Routes 1&9) and Louisa Street

The following intersections should be studied for improvement by the appropriate entity:

Intersection

- Dowd Avenue and Progress Street
- Elmora Avenue (Route 439) and West Grand Street (Route 27)
- Elmora Avenue (Route 439) and Westfield Avenue
- North Avenue (Route 439) and Newark Avenue (Route 27)
- U.S. Routes 1 & 9 and South Broad Street
- Spring Street (U.S. Routes 1&9) and East Grand Street

Jurisdiction

- City of Elizabeth
- NJDOT
- NJDOT
- NJDOT
- NJDOT
- NJDOT

Truck Traffic

One of the goals of the Master Plan is to improve truck access and circulation to avoid conflicting vehicular movements. The table below provides existing truck volume data for three of the City's roadway segments:

Truck Traffic Versus Average Daily Vehicular Volumes		
Roadway	Trucks/Trailers Volumes	Total Vehicles
NJ 27 (between Grove Street and Dehart Place) ⁵	381	14,155
NJ 27 (between Waverly Place and Fairmount Avenue) ⁶	1,620	15,458
NJ 81 (just north of Dowd Street) ⁷	13,003	39,042

Trucking represents a significant percentage of traffic in the City. On critical truck routes, truck traffic accounts for 2.5 percent to one-third the total vehicular traffic. Though trucking is a vital component of this area, it contributes to traffic congestion, speeds deterioration of road surfaces, and can create traffic conflicts between vehicles, pedestrians, and bicyclists on the roadway network.

Commutation Patterns

The U.S. Census Bureau tracks commutation patterns in its decennial Census. In the ten-year period from 1990 to 2000, there was a modest shift between commuters traveling by car, trucks or van, to those who utilized public transportation. While the number of carpoolers remained constant, the number of residents who traveled via mass transit increased by 4 percentage points to 15 percent between 1990 and 2000. For example, bus utilization increased by 3 percent, and subway and bicycle use increased slightly to 1 percent. During the same time period, there was a shift to residents commuting outside of Elizabeth and Union County to work. During 2000, while ninety-four percent of the population worked within New Jersey, only slightly more than half worked in Union County. The number of residents who worked within Union County actually dropped by 4 percent between 1990 and 2000. Similarly, the number of residents who worked in Elizabeth decreased by 5 percent, to one-third of the population.

⁵ Count indicates volumes on July 17, 2003 between 6am-6pm only.

⁶ Count indicates volumes on January 2, 2003 for a 24-hour time period.

⁷ Count indicates volumes on March 4, 2003 for a 24-hour time period.

Commutation Patterns and Location of Employment				
	1990		2000	
	Number	%	Number	%
Car, truck, or van:	39,617	80	35,461	77
Drove alone	30,490	61	27,210	59
Carpooled	9,127	18	8,251	18
Public transportation:	5,250	11	6,795	15
Bus or trolley bus	3,432	7	4,596	10
Streetcar or trolley car	66	0	55	0
Subway or elevated	206	0	474	1
Railroad	1,400	3	1,473	3
Ferryboat	0	0	0	0
Taxicab	146	0	197	0
Motorcycle	0	0	15	0
Bicycle	103	0	231	1
Walked	3,269	7	2,280	5
Other means	795	2	783	2
Worked at home	798	2	528	1
Totals	49,832	100	46,093	100
Location of Employment	Number	%	Number	%
Worked in State of residence:	47,248	95	43,361	94
Worked in county of residence	30,132	60	26,037	56
Worked outside county of residence	17,116	34	17,324	38
Worked outside State of residence	2,584	5	2,732	6
Worked in place of residence	16,869	34	13,488	29
Worked outside place of residence	32,963	66	32,605	71

Source: US Census

It is believed that many residents “reverse commute” to employment sites in the Route 22 corridor, among other locations. The Route 22 corridor has grown tremendously since the 1990s. Large retail establishments and many small/moderate sized industrial and office centers offer employment opportunities for less-skilled workers, but employers have had problems finding enough workers. As a result, there is a critical need for safe, direct and frequent bus service to the Route 22 corridor so that Elizabeth residents may avail themselves of the many jobs offered by retail, industrial and office establishments.

PUBLIC TRANSPORTATION

Bus Service

New Jersey Transit operates several bus routes within Elizabeth which provide services to a variety of destinations including Trinitas Hospital, Kean University, Union County College, Elizabeth, North Elizabeth, and Metro Park Rail Stations, Woodbridge Mall, port areas, Newark Liberty International Airport and the Union County Courthouse. The routes access many major employment, shopping, educational and medical service locations within the region.

The following is a list of the bus routes within Elizabeth:

- Bus #24, operated by the Orange, Newark and Elizabeth (ONE) bus company, services Orange, Newark and Elizabeth all days of the week, except during the hours of 2:00AM and 4:45AM. It is a vital link between all the NJ Transit routes serving midtown Elizabeth, Elizabethport and the Jersey Gardens Mall.
- Bus #26 runs between Elizabeth and Irvington.
- Bus #52 runs between Springfield and Elizabeth.
- Buses #56 and 57 run between Elizabeth and Winfield.
- Bus #58 runs between Cranford and Elizabeth.
- Bus #59 runs between Dunellen and Newark.
- Bus #62 runs between Perth Amboy and Newark.
- Bus #111 runs between New York and Elizabeth
- Bus #112 runs between Scotch Plains and New York
- Bus #115 runs between Avenel and New York

These lines operate at various times throughout the day with connections including: New York, Elizabeth Marine Terminal, New Brunswick, Irvington, Union, Cranford, Springfield, Woodbridge, Cranford, Maplewood, Perth Amboy, and the Newark Liberty International Airport. Bus 59 runs on weekdays, Saturdays, Sundays and holidays. Buses 62, 111 and 112 run on weekdays, Saturdays and Sundays. Buses 26, 58 and 115 runs on weekdays, Saturdays and holidays; Bus 52 runs on weekdays and Saturdays only.

The New Jersey Long-Range Transportation Plan - Elizabeth Urban Supplement, a document prepared jointly by NJDOT and NJ Transit in 2001, recommends the following modifications to bus service in the City to assist in the “reverse commute” among other issues:

- Add late evening and/or early morning bus service to accommodate employees who work the second and third shifts. Bus Routes that would benefit are #40, #56/57, #58, and #59.
- Increase the frequency of bus service on some bus routes, including Bus Routes #56/57, #59, and #112.
- Add Saturday and Sunday service to some bus routes, especially Bus Routes #56/57 and #58.
- Add additional late evening and Saturday service and institute Sunday service to Bus Routes # 26 and #52.
- Increase the frequency of off-peak and morning reverse commute service on Bus Route #113.
- Add bus service to new locations.
- Improve transit and pedestrian facilities in the Route 22 corridor. More direct and frequent bus service is needed to the various retail, industrial, and office establishments.

- Investigate ways to serve employment centers by transit. Options could include an expansion of WHEELS or traditional transit service. Employment centers involve various hospitals, medical centers, malls, and hotels along Bus Routes #26 and #52, the ports and Linden Municipal Airport, and offices along I-78.

Commuter Rail

New Jersey Transit's Northeast Corridor and North Jersey Coast Lines run through the City of Elizabeth, and currently stop at both of Elizabeth's stations. The North Elizabeth station is located on North Avenue and links Elizabeth to several cities within New Jersey, including Newark, Linden, Rahway, Edison, New Brunswick and Trenton. The North Jersey Coast Line runs north to New York City and Newark, and south to cities such as Linden, Rahway, Woodbridge, Red Bank, Perth Amboy, and Asbury Park.

New Jersey Transit's Northeast Corridor Line operates daily between Penn Station in Manhattan and the City of Trenton, with connecting service to Trenton, Bordentown, Riverside and Downtown Camden via the River Line. On weekdays from both the Elizabeth and North Elizabeth station, over 50 daily inbound and outbound trains head towards Manhattan and Trenton, respectively. On weekends and major holidays, over 40 trains run inbound and outbound from the Elizabeth Station, while two inbound and two outbound trains stop at the North Elizabeth station.

The North Jersey Coast Line operates daily between Penn Station in Manhattan and Bay Head, New Jersey. On weekdays, 23 inbound and 27 outbound trains stop at the Elizabeth Station, and 9 inbound and 16 outbound trains stop at the Elizabeth Station.

A large project has been proposed by NJ Transit to provide light rail service to downtown Newark and Elizabeth, as well as the Newark Liberty International Airport. The 1995 Conceptual Planning Estimate is \$410 million. The project is not funded. The Newark Rail Link (NRL) Minimal Operable Segment – 3 (MOS-3), formerly known as the Newark-Elizabeth Rail Link (NERL) MOS-3 is a segment of the proposed larger project. The NRL proposed alignment is 5.8 miles and would run from the Newark Liberty International Airport Parking Lot D to downtown Elizabeth via a route that would link the airport with a potential County transportation center south of IKEA, and then to the ferry terminal east of Jersey Gardens Mall. NJ Transit has funded the portion of the NRL that connects the Newark Broad Street Station to Newark Penn Station. The conceptual planning estimate of the modified alignment from the airport to Elizabeth via Elizabethport is \$250-\$325 million. This project is not funded. The supplemental Draft Environmental Impact Study has been prepared for the modified alignment. Union County is assembling much of the right-of-way.

Commuter Ferry

To increase connectivity and access to New York City, a passenger ferry facility will be constructed immediately east of Jersey Gardens Mall. The Union County Improvement Authority will provide financing to purchase the land and develop the site, and will lease the facility to a private operator. Two ferry slips will be provided, as well as a passenger waiting area and a 1,000-space parking lot. Dredging will be required. The ferry will cross Newark Bay,

Kill Van Kull and the Upper New York Bay. It will serve between 1,000 and 1,200 commuters per day, running between Elizabeth and lower Manhattan.

Freight

Conrail has several branches located within the City. The active lines include the Newark and Elizabeth Branch, the Perth Amboy Branch, and the Port Avenue Branch. Additionally, the former Central Railroad of New Jersey Mainline, now known as Conrail's Elizabeth Industrial Track, exists as a seldom used single-track line that traverses the City's Central Business District.

In addition, there are two intermodal facilities within the City. The Conrail "Portside Terminal," located on Corbin Street in the Seaport and the "E-Line Terminal," located adjacent to the former Elizabeth port stops on Third Street. Both terminals serve as transfer points for shipping containers between trains, trucks and ships. Port Authority also has an on-dock rail facility, ExpressRail, which is located in Elizabeth. ExpressRail links the Elizabeth port to locations in midwestern United States directly.

Air Service

Newark Liberty International Airport has been owned and operated by the Port Authority of New York and New Jersey since 1948. It is located in the Cities of Newark and Elizabeth between the New Jersey Turnpike, U.S. Routes 1 & 9, and Interstate 78. Located about 16 miles from midtown Manhattan on over 2,000 acres, Newark Liberty International Airport is the world's busiest commercial airport. It employs over 24,000 people and contributes approximately \$11.3 billion in economic activity to the New York/New Jersey metropolitan region.

In 1976, Newark Liberty International Airport served seven million passengers. By 1986, the airport surpassed both LaGuardia and Kennedy airports within 29 million passengers. During 2000, the airport served 34 million passengers.

Overall, the City of Newark has spent \$8.2 million on construction and development of the airport. The U.S. Government spent about \$15 million on airport improvements prior to 1948, and between 1948 and 1997, the Port Authority invested more than \$1.9 billion. A recent \$3.8 billion redevelopment plan prepared by Port Authority for the airport includes: the extension of the AirTrain system, a second International Arrivals Facility, modernized passenger terminals, improved airport access, additional parking facilities, expanded roadways, and improved runways and taxiways.

The airport also contains numerous on-site facilities including a Marriott hotel, the AirTrain Newark, numerous parking structures and cargo buildings, the Port Authority Building, medical offices, hangars, 3 runways and a taxiway. In 2002, a new 100,000 square foot Port Authority Administration Building was completed which houses much of the airport's staff, including the police station and the Aircraft Rescue and Fire Fighting Fleet.

The Union County Port Master Plan forecasts air cargo to grow by an average of 5.1 percent annually through 2015. Between 1985 and 1997, this market has grown by an average of 6.5 percent annually.

Port Service

The Port Elizabeth/Newark Marine Terminal, owned and operated by the Port Authority of New York and New Jersey, comprises approximately 2,230 acres and contains three miles of ship berths, and almost 3.5 million square feet of warehouse space. It is the second largest seaport in the United States. Overall, the complex handles over two-thirds of all the cargo in the New York/New Jersey area, as well as a greater volume of containers than any other port in the nation. Port Elizabeth/Newark is within a Foreign Trade Zone, enabling shippers to import merchandise without paying customs duties.

STATE TRANSPORTATION PROJECTS

Pedestrian Improvements

U.S. Routes 1 & 9 from Park Avenue in Linden to North Avenue in Elizabeth, a three-mile section of roadway, was the subject of comprehensive vehicular and pedestrian study where upgrades are now being implemented.

Based on a 2001 Accident Rate Inventory book, approximately 86,000 vehicles (two-way) use this section of the U.S. Routes 1 & 9 corridor per day. Based on a 1998-2000 corridor-wide estimate, at least nine pedestrians are hurt and roughly one fatality occurs each year on this roadway segment.

NJDOT's Bureau of Safety Programs has also identified several intersections within Elizabeth with a high frequency and severity of vehicular/pedestrian accidents. The Bureau of Safety Programs developed a number of improvement projects involving enhancements to signal layouts and operations, in addition to improved regulatory, warning, and guide signing and pavement markings. In addition, NJDOT conducted a review of all of the corridor's signal timings to ensure that pedestrian-actuated green or initial walk and clearance times were adequate for the crossing locations. The findings led to several necessary signal-timing adjustments to these intervals.

The following general intersection upgrades have been completed or are planned:

- **Intersections of U.S. Routes 1 & 9 and Bond, Anna, Flora, Emma, & Olive Streets:**
 - Phase I - Installation of traffic signs and crosswalk painting at the intersections.
 - Phase II - Review of the electrical wiring at traffic signals. “Walk/Don’t Walk” signals will be added.
- **Maple Avenue and U.S. Routes 1 & 9 intersection:**
 - Southerly crossing proposed to be shortened via southeast corner curb radius reduction. Initial pavement marking revisions will attempt to buffer pedestrians near the corner. Also, a painted crosswalk will be added at Garden Street.
- **North Avenue and U.S. Routes 1 & 9 intersection:**
 - A traffic signal work order is currently undergoing electrical design that will revise the intersection operation to provide split side street movements. Pedestrian signals will also be added for the existing highway crossing as well as in front of the side streets. Some minor physical reconstruction has been proposed which will eliminate curbed median impediments to the pedestrian path.
- **Bachelor Avenue:**
 - Pedestrian indications to be added for side street crossings.
- **Rt. 439 (Bayway Circle):**
 - Pedestrian indications to be added for existing highway crossings. Side street lane use modifications (four lanes to three) proposed to reduce sideswipe crashes, especially involving trucks.
- **Grier Avenue:**
 - Pedestrian indications to be added for side street crossings. Also, a crosswalk is to be painted at Gibbons Court.
- **South Broad Street:**
 - Pedestrian and vehicular indications to be added for side streets and highway approaches.
- **East Jersey Street:**
 - Pedestrian signals to be added
 - The minor street approaches will both receive separate left turn lane use designation and protected/permissive lead phasing. Some of the minor signing and striping enhancements have already been installed. The Elizabeth River viaduct project will eventually make additional improvements to this intersection.
- **Route 439 and Grand Street:**
 - An Over Height Detection System was installed. The sensors will warn truckers of the low clearance just west of Grand Street.
- **East Grand Street:**
 - Pedestrian indications will be added for all four crossings and near left clamp-mounted vehicular signals will also be installed.

Capital Improvements

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

- **U.S. Routes 1 & 9 4T (\$67 million):**

Project began construction in January 2004. Some of the project highlights include:

- The replacement of the structurally deficient Elizabeth River Viaduct. The bridge, built in 1929 as part of the Route 1 extension, currently carries two northbound and southbound lanes without shoulders. The new structure will carry three lanes in each direction with shoulders in order to align with the existing highway sections. Bicycle/pedestrians will be accommodated on shoulders. The project is scheduled for completion August 2007.
- Safety improvements at the intersection of U.S. Routes 1 & 9 and East Jersey Street.
- The project involves the relocation of the City of Elizabeth's maintenance yard.

- **U.S. Routes 1 & 9 and North Avenue (\$6.1 million):**

This project will provide intersection improvements at North Avenue and U.S. Routes 1 & 9. It is noted as one of the highest accident locations in the State. The project will construct a new loop jughandle in the northeast quadrant of the intersection and modify the existing forward jughandle in the southeast quadrant. In addition, a new traffic signalized intersection will be created, and the Louisa Street traffic signal will be removed. This project will be bicycle/pedestrian compatible.

The environmental document was approved in August 2004 and funding to begin final design was received in September 2004. The construction is scheduled for Spring 2005.

- **U.S. Routes 1 & 9 and Magnolia Avenue Bridge (\$10.25 million):**

This project will address the replacement of the Magnolia Avenue Bridge over U.S. Routes 1 & 9. NJDOT initiated a consultant contract and started preliminary engineering in April 2002. The existing structure, which carries two substandard 10-foot travel lanes and a single 1.5-foot safety walk will be replaced with a new structure that will carry two 15-foot travel lanes and two 6-foot sidewalks. This project will be designed to be bicycle/pedestrian compatible. Construction is scheduled to begin March 2006.

- **Morris Avenue (Route 82) Landscape and Intersection Improvements (\$5.6 million):**

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

- **South First Street Bridge over Elizabeth River:**

The existing bridge, which is considered historically significant, is in poor condition and is both structurally deficient and functionally obsolete. As a result, the new bridge structure will be constructed on the existing alignment and will also include various roadway improvements. Other safety improvements will include new bridge and

approach railings, improved drainage, landscaping, lighting and geometric enhancements to South First Street. Anticipated completion is scheduled for Fall 2006.

Transit Village Opportunities

The City is familiar with train station enhancement grants, which were used to refurbish the City's Midtown Station. NJ Transit also spearheads a Transit Village Initiative, which designates municipalities as Transit Villages. Such a designation may help the City to continue to receive funding for additional train station enhancements including accessibility and safety improvements, and for parking.

NJ Transit and NJDOT head a multi-agency Smart Growth partnership known as the "Transit Village Initiative." This program encourages redevelopment and revitalization around transit facilities to make them an appealing choice for people to live, work and play, thereby reducing reliance on the automobile. The Transit Village Initiative encourages growth where infrastructure and public transit already exist. Other goals of the Transit Village Initiative are to reduce traffic congestion and improve air quality by increasing mass transit commuters.

Transit Village designation by the State provides a municipality with the following benefits:

- State of New Jersey commitment to the municipality's vision for redevelopment.
- Coordination among the state agencies that make up the Transit Village task force.
- Priority funding from some state agencies such as NJDOT, NJ Transit, the Department of Community Affairs, the Economic Development Authority, the Office of Smart Growth, Main Street New Jersey, the Housing and Mortgage Finance Agency and others.
- Technical assistance from some state agencies
- Eligibility for grants from annual \$1 million in Transit Village funding.

Such an initiative could also tie into the revitalization efforts in the Midtown area. Therefore, it is recommended that the City explore the potential of being designated a Transit Village.

UNION COUNTY TRANSPORTATION PROJECTS

Union County takes a very proactive role in transportation planning for the Elizabeth area. The County, in concert with the State and City, has prepared a number of planning documents and has undertaken a number of planning initiatives.

Cross-County Rail Link

The Cross-County Rail Link, also known as the Union County Cross-County Light Rail System, is currently scheduled for study by NJ Transit, the Voorhees Transportation Center and Union County. The study will look at transportation mode alternatives in the County, and is scheduled to begin in 2005. In Elizabeth, the Cross-County Link will most likely connect the NRL extension at Midtown Elizabeth to Cranford, or be a diesel multiple unit (DMU) extension of service from the Elizabeth Station west to other points on the commuter rail system. Transfer and connection points will be provided in Cranford to other locations in the County. Cross-

County linkages are needed in the public transportation network to serve suburban employment centers.

Union County Draft TDD Transportation Plan

In June of 1999, Union County proposed that a Transportation Development District (TDD) be developed along the length of Route 1&9 through Union County. The goal of the TDD plan is to match development opportunity with strategic transportation investment to mitigate the transportation impacts of future development and spur new economic growth along the Route 1&9 corridor. A travel demand model was created for the Union County TDD, which provided a means to simulate travel patterns and analyze the impacts of potential new development on existing roadways. Through the use of the model, it became evident where the road network is most impacted by new development and where proposed improvements should be constructed to accommodate new traffic growth generated by this development.

Of the new development projected, the major projects within Elizabeth include the Jersey Gardens Mall and the Elizabeth International Center, which is a potential development area along U.S. Route 1&9 just south of Newark Liberty International Airport.

The TDD Plan identified the following necessary site-specific improvements within Elizabeth:

- Grade separation of North Avenue, Dowd Avenue and Division Street- \$30 million.
- Grade separated crossings at Magnolia Avenue Bridge over U.S. Routes 1 & 9- \$18 million.
- Improvements to and the extension of York Street to serve Jersey Gardens Mall (as part of Magnolia Avenue improvement).
- Improved local connections to NJ Turnpike Interchange 13, to serve areas east of the Turnpike- \$30 million.
- I-278 connections to and from Route 1&9 northbound. The connections to Route 1&9 would provide a superior alternative to reaching the New Jersey Turnpike, thus diverting truck traffic from Route 1&9.

Additional corridor-wide improvements includes:

- Use of high-tech traffic control and traveler information systems in the U.S. Routes 1 & 9 corridor- \$50 million.
- Use of shuttle buses and vans to serve the Northeast Corridor and NERL train stations, and improved pedestrian and bicycle access to development- \$50 million.

Finally, recommendations to improve the existing transportation network include:

- Address points of conflict between traffic flows.
- Encourage the use of alternative modes of transportation.
- Separate out truck flows, to the greatest possible, to encourage through-truck movements onto the NJ Turnpike and off U.S. Routes 1 & 9.
- Provide a flexible transportation network capable of encouraging and sustaining new economic development.

The TDD Plan also discusses financing alternatives to help fund development within the TDD, and a Port Master Plan outlined issues specifically related to Port Elizabeth/Newark and Newark Liberty International Airport.

Union County Port Master Plan

The Union County Port Master Plan is a strategic plan for the eastern portion of the County- including Port Elizabeth/Newark and Newark Liberty International Airport. Prior to the Plan, there was no comprehensive land use or development plan within the Union County Transportation Development District, and the lack of land use direction hindered efforts to define a transportation improvement plan that would enhance economic development. As a result, the Port Master Plan was prepared to help determine the types of investments that would maximize the economic vitality of the area and increase private sector interest.

The Port Master Plan study area is comprised of the areas east of the Northeast Corridor rail line, because these areas were presumed to provide the greatest opportunity for port and aviation related investment. Three Economic Development Districts (EDDs) were identified as being suitable for a variety of uses including: transportation support, hotels, high-tech offices, distribution centers, and intermodal facilities.

Economic Development Districts #1 and 2 are located within Elizabeth, just south of Newark Liberty International Airport, and east of the New Jersey Turnpike, respectively. EDD #1 includes the Elizabeth International Center, which is a potential development/redevelopment complex along U.S. Routes 1 & 9 north of North Avenue. Development potential within EDD #1 also includes hotel and conference centers to serve the expanding airport, industrial support operations for both cargo and air passengers facilities, entertainment/retail centers and high job-producing value-added distribution centers.

EDD #2 is located east of the NJ Turnpike and has been targeted based upon its prime development potential for a range of uses. This EDD is approximately one square mile in area. The Jersey Gardens Mall is located in EDD #2. The Plan recommends entertainment and retail space for this area, as well as conference/hotel and lodging, and office space.

EDD #3, specifically known as the Tremley Point section of Linden, is partially located within Elizabeth, south of the Goethals Bridge. It covers nearly 4 square miles and contains several very large industrial parcels. However, access to available land is almost non-existent and the development potential would be greatly improved if better access were provided.

Transportation improvements that were identified to facilitate redevelopment of the EDDs includes:

- EDD #1- proposed grade separated crossing on North Avenue over Division Street and Dowd Avenue, and a proposed grade separated crossing of U.S. Routes 1 & 9 at Magnolia Avenue.
- EDD #2- proposed York Avenue extension into the Jersey Gardens Mall.
- EDD #3- NJ Turnpike connection to provide access to Tremley Point in Linden and the re-activation of regional rail service to Tremley Point.

The Port Master Plan notes that the envisioned growth of air cargo and passenger service at Newark Liberty International Airport will significantly influence the region's economy. The following assumptions about the Port Elizabeth/Newark's operations have shaped the strategies being proposed:

- Port Elizabeth/Newark will remain a center for container activity within the New York/New Jersey Harbor, and the efficiency of the existing operations will continue to be maximized.
- Maximizing the efficiency of Port Elizabeth/Newark enhances the regional economy and strengthens the port-related strategies envisioned for Union County.
- Air cargo will continue to grow both in real tonnage and as a percentage of cargo moving through the region.
- The growth of e-commerce will be an attendant increase in air cargo.
- The commitment of the Port Authority to achieve increased levels of air cargo could have a direct and positive impact on Union County.
- Air passenger totals at Newark Liberty International Airport will continue to grow for the foreseeable future.

Kapkowski Road and North Avenue Area Transportation Plan

Union County oversaw a Comprehensive Transportation Planning Study of the Kapkowski Road, North Avenue and Trumbull Street area. The purpose of the study included:

- To determine how much the northeastern section of the city would grow in the short- (2006) and long-term (2021).
- To define the extent of improvements required to the transportation system to facilitate such growth, by determining current and future traffic volume into and around the study area.
- To conclude if traffic improvements are feasible

The study estimated a Year 2021 build-out of:

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

The City Planning Board believes that these estimates are high, given development that has been approved in the area since the time of this study, particularly with respect to office space and the number of hotel rooms.

The study found that, given the 2021 build-out, the following improvements would be necessary:

North Avenue Corridor Improvements:

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

East Grand Street/Trumbull Street Corridor Improvements:

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

The study indicates that these improvements will provide a separation of truck and car traffic and will mitigate some current truck traffic problems in the area. Truck traffic is a significant issue, particularly given the expansion plans of the Port Authority, with respect to both cargo operations at Newark Liberty International Airport and the Marine Terminal.

Transportation Demand Management strategies, such as car/van pooling, flextime, compressed work week and telecommuting, were recommended to help remove vehicles from the roadway system and reduce delays and congestion. Finally, the plan recommended improving the area’s security by creating a mechanism for monitoring and inspecting maritime-related vehicular movements.

Since the time of this study, a “flyover bridge” has been constructed to alleviate the excess traffic generated by Jersey Gardens Mall and Elizabeth Center. The bridge serves as a vital interconnection between Elizabethport, Port Elizabeth/Newark, the New Jersey Turnpike and Newark Liberty International Airport. This interconnection not only provides excellent access directly from the New Jersey Turnpike to the Jersey Gardens Mall but also connects Elizabethport with the New Jersey Turnpike Exit 13A.

In addition to the new flyover bridge, the North Avenue/Kapkowski Road project allowed for intermodal connectivity, including a proposed bus pull-off along the Turnpike connecting to a light rail station providing access to the airport and ferry, a proposed bus stop along North Avenue providing access to the light rail station, and a proposed 3,000 space parking deck providing access to light rail and to the airport for airport employees.

The North Avenue project design has been completed. Funding will be dedicated for construction.

V. RECYCLING PLAN ELEMENT

V. RECYCLING PLAN ELEMENT

INTRODUCTION

The Recycling Plan Element is a mandatory Master Plan Element per the Municipal Land Use Law (N.J.S.A. 40:55D-70 *et seq.*) The City has implemented a recycling program and is committed to the continuation of the program. City Officials clearly recognize the long-term, community-wide benefits of a sound and efficient recycling program, including enhancing the longevity of existing landfills, conserving energy and valuable natural resources and increasing the supply of reusable raw materials for commerce and industry.

The City of Elizabeth's recycling program is operated through the Division of Public Works. Residential curb-side pickup of recyclables is provided to all City residents. Curbside collection is provided twice a month. Businesses within the City are required to arrange for private contractors to collect their recyclables. The City's recycling ordinance is consistent with the New Jersey Statewide Mandatory Source Separation and Recycling Act of 1987, as amended.

PROGRAM INFORMATION

The City of Elizabeth's recycling program is comprised of curbside residential collection and a residential drop-off located at the intersection of Trenton Avenue and Atlantic Street. Items recycled curb-side for residential areas are newspapers, metal cans, aluminum beverage cans, glass bottles and jars, plastic, cardboard, and leaves. The drop-off station accepts the foregoing items, with the exception of leaves.

The City compiles data on the tonnage of recyclables collected, which is then submitted to the State Department of Environmental Protection. Data from the most recent year collected indicates that 74,775.86 tons of recyclable materials were collected in 2003.

**VI. RELATIONSHIP TO OTHER
PLANS**

VI. RELATIONSHIP TO OTHER PLANS

INTRODUCTION

The Municipal Land Use Law requires that all municipal Master Plans consider the relationship of the Master Plan to Plans of contiguous municipalities, county plans and the New Jersey State Development and Redevelopment Plan (SDRP). The intent is to coordinate planning and land use activities among communities and to reduce potential conflicts. This section reviews the master plans of the municipalities bordering the City of Elizabeth, as well as Union County, the Port Authority and the SDRP.

ADJACENT MUNICIPALITIES

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

During the 2004 SDRP Cross-Acceptance (III) process, the City reached out to the surrounding municipalities to determine whether there were any planning or land use conflicts across borders, and whether there were any regional planning issues that required study or discussion, particularly with respect to the policies and intent of the SDRP. Following are comments received from Elizabeth's adjoining municipalities, as well as a comparison of plans. Discussion on the City's large, quasi-governmental agency, the Port Authority of New York/New Jersey is also included. In general, it was determined that the Elements of the City's 2005 Master Plan are substantially consistent with the Master Plans of adjacent municipalities, the County and the SDRP.

Hillside Township

Hillside Township is located to the north of Elizabeth and just east of the Elizabeth River. The Township is 2.7 square miles in size. In 2000, the total resident population was 21,247 and the median age was 35.7 years. The Township's Master Plan (1986), the Land Use Plan in particular, was compared with the City's Master Plan. The shared border between Hillside and Elizabeth is entirely residential including single-, two- and multi-family residential units, and land uses are consistent.

During Cross-Acceptance, the Township's Planning Board Secretary expressed the desire to have a closer relationship with Elizabeth concerning major planning projects that have close proximity to Hillside and/or occur along main corridors. Specifically, if the Township were to designate the North Broad Street area as a "redevelopment area," per the Local Redevelopment and Housing Law, Hillside would like to pursue joint planning efforts with Elizabeth for its input and comments. As for other regional issues, if significant construction or development occurs within close proximity to Hillside, the Township asks for pre-notification of these matters.

Linden City

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

Linden's Master Plan (2002), the Land Use Plan in particular, was compared with the City's Master Plan. The shared border (Allen Street) between the two Cities is consistent in terms of land use in both residential and industrial areas. There is one inconsistent area wherein an industrial area in Linden from Route 278 to Brunswick Avenue is across the street from a residential area in Elizabeth. These are existing, not proposed land uses, however.

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

Newark City

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

The City's Master Plan (2004), the Land Use Plan in particular, was compared with the City's Master Plan. The two cities both show the airport land use along their borders. The remaining portion of the shared border from Routes 1 & 9 to approximately Cross Avenue is generally consistent. High-density housing in Newark mirrors multi-family residential units in Elizabeth. In some areas, residential and commercial areas in Elizabeth are across from light industrial areas in Newark.

In terms of regional issues, the City's designated SDRP Cross-Acceptance representative, the Executive Analyst and Planner in the Division of City Planning of the Department of Economic and Housing Development, supports any efforts made towards a working relationship with Elizabeth especially in terms of transportation projects. The Newark Elizabeth Rail Link (NERL) project was authorized under the ISTEA legislation, now TEA-21, and is part of the Urban Core designated projects outlined in that legislation. Recently, the NERL Project lost funding from NJ Transit, and the Rail Link will terminate in at Broad Street station in Newark instead of Newark Liberty International Airport. Newark would like to work with Elizabeth for a reinstatement of funding for this project so that it can be continued through the City of Elizabeth as formerly planned.

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

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

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

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

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

As operations in the airport and marine terminal increase in activity, the City requests that the State and County continue to monitor roadway capacity and conditions to ensure that traffic, negative safety and noise issues will not adversely affect the City.

Roselle Borough

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

The Borough's Master Plan (1979), the Land Use Plan in particular, was compared with the City's Master Plan. Warinaco Park comprises much of the shared border between Roselle and Elizabeth. The remaining portion of the shared border is generally consistent, in so far as the area in Roselle is residential, and is residential and commercial in Elizabeth.

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

Union Township

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

The Township's Master Plan (1982), the Land Use Plan in particular, was compared with the City's Master Plan. In Elizabeth, the entire portion of the shared border with Union is residential. In Union, the shared border is a checkerboard of residential and business land uses. These land uses are generally consistent.

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

CONSISTENCY WITH UNION COUNTY PLANS

Union County has adopted the following applicable planning documents:

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

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

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

CONSISTENCY WITH THE SDRP

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

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

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

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

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

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

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

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

Expiration of Urban Center Designation

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

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