

Amended Harrison Waterfront Redevelopment Plan 2012

Town of Harrison
Hudson County, New Jersey

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INTRODUCTION

The 250 acre former industrial waterfront area in Harrison has experienced significant change since the area was declared an area in need of redevelopment in 1997. The Town is seeing the results of its efforts which validate Harrison's long term vision for the Area in spite of the current economic climate. Overall, there has been over \$287 million of public funds expended or committed to the redevelopment of the Area and over one billion dollars of private investment expended or committed in the short term. The transformation of the area into a mixed use Transit Oriented Development has already seen the development of:

- the world class Red Bulls soccer stadium;
- a 1,440 space parking structure;
- mixed use commercial and residential projects;
- a 165 room Hampton Inn hotel;
- a Complete Streets road network;
- demolition and clean up of former contaminated industrial sites;
- a waterfront walkway;
- major capital investments and upgrades to the PATH station.

Future development will include commercial and residential projects, an additional hotel, public open space and community facilities, additional parking structures and further capital investments to the PATH station and road network.

Although much has changed in the Area, the vision for the Area remains constant – To create a vibrant mixed-use transit-oriented pedestrian scale development that will make Harrison a regional destination for years to come. This plan supersedes the 2003 Redevelopment Plan to reflect more refined revitalization strategies in order to continue to successfully implement the vision.

AREA LOCATION

The Town of Harrison is located in the northeastern portion of New Jersey, in Hudson County on the Passaic River. The Passaic River opens directly into Newark Bay. Although Harrison is within Hudson County and is influenced by other Hudson County municipalities, Harrison is also influenced by the adjacent City of Newark and the municipalities of Essex County to the west. Harrison is traversed by several transportation routes of regional importance including Interstate Route 280, the Northeast Corridor (Amtrak) railroad line and the Morris & Essex railroad line. There is a Port Authority Trans-Hudson (PATH) rapid transit station located in the Redevelopment Area. Harrison is easily accessed via the New Jersey Turnpike and is located within a few miles of Newark Liberty International Airport, the Garden State Parkway, US Routes 1&9 and Interstate Route 78. Roadways of local importance include Frank E. Rodgers Boulevard, a north-south County connector (CR697), and Harrison Avenue, an east-west County connector (CR 508).

The Redevelopment Area is located within a mile of the New Jersey Performing Arts Center and the downtown core of the City of Newark. To the east, Harrison is less than five (5) miles from Jersey City, seven (7) miles from the Lincoln Tunnel and eight (8) miles from downtown Manhattan.

The Redevelopment Area is approximately 250 acres in area (32 percent of the Town's 1.2 square mile area) and is located on the Passaic River in the southern portion of the Town.

AREA DESCRIPTION

Historically, the Redevelopment Area was the most industrialized part of the Town. Known as the “Beehive of Industry”, the Area included large manufacturing facilities such as Crucible Steel, Driver Harris, Hartz Mountain Corporation and Harrison Alloys. During its heyday, the area was home to as many as 90,000 jobs. The Redevelopment Area was the economic engine that fueled not only Harrison, but, the region as well. By the 1980s, following national trends, industrial operations closed. The goose that laid the golden eggs had died.

Today, as a result of commitment to a long-term vision, the area is once again poised as a hive of activity, this time in the form of a vibrant mixed-use, walkable community. During the past several years, many of the industrial facilities have been vacated and the buildings demolished. Today, the Area is in transition. Much of the Area is vacant although there are a number of industrial warehouses that remain.

The Area continues to be cleared of buildings and prepared for development. It should be noted that the Area is still dominated by surface commuter parking, although a new parking deck adjacent to the PATH has opened, and additional structured parking is planned.

STATUTORY REQUIREMENTS

According to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1, et seq.), the Redevelopment Plan shall include an outline for the planning, development, redevelopment or rehabilitation of the project area sufficient to indicate:

1. Its relationship to definitive local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
2. Proposed land uses and building requirements in the project area;
3. Adequate provision for the temporary and permanent relocation as necessary of residents in the project area including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market;
4. An identification of any property within the Redevelopment Area which is proposed to be acquired in accordance with the Redevelopment Plan;
5. Any significant relationship of the Redevelopment Plan to:
 - The Master Plans of contiguous municipalities;
 - The Master Plan of the County in which the municipality is located; and
 - The State Development and Redevelopment Plan adopted pursuant to the "State Planning Act" PL 1985, C398 (C52:18A-196 et al.).

PLANNING ISSUES

Harrison remains a town with vision; and vision is exactly what is needed to transform an area of obsolete industrial complexes to a vibrant mixed-use community providing employment and overall fiscal health for a community which has lost much of its employment and economic base. Two economic and demographic trends are currently affecting urban areas like Harrison, in particular, and cities in the Northeast US in general: 1) the decline of the manufacturing industrial sector and the simultaneous rise of the service sector and 2) the increased incidence of dual-income families, and professionals, resulting in lifestyles that rely to a greater extent upon specialized personal services and entertainment needs.

The Plan Will Accommodate Desired Economic Change

The decline in the manufacturing sector has had a significant impact on the Town of Harrison and the Redevelopment Area in particular. The Town's early economic success was founded on large manufacturing industries that employed many people, such as Crucible Steel, RCA, Hyatt Rollerbearings and Driver-Harris. This industrial success supported the Town until the late 1970s when competition from the Sunbelt of the US and from foreign countries forced the closure of many New Jersey-based industries and businesses in Harrison.

In order to remain viable, states such as New Jersey were forced to economically restructure themselves to function with less industry, giving rise to a service economy focusing on technology, product research and development and personal and business services. The Town of Harrison is fully committed to diversifying its economic base through planning that will allow a mix of innovative uses in the Redevelopment Area that responds to the changing needs of its citizens and the region.

The Plan Will Accommodate Desired Social Change

In addition to providing sufficient locations and infrastructure for new businesses, the Plan provides significant opportunities for enhancement of the changing social needs of its citizens. For example, retail and personal services stores that will cater to the convenience needs of PATH and other commuters are planned in the area of the PATH station. Family-oriented entertainment uses and a public walkway along the Passaic River are planned for family leisure time. Conveniently located restaurants are also proposed.

The residents of Harrison will benefit from the redevelopment of the Area in numerous ways, including the following:

- Strengthened and diversified tax base that will provide significant stability due to its diversity;
- Increased employment and entrepreneurial opportunities;
- Greater access to improved public open space such as the waterfront walkway and the planned public park and plazas;
- Protection from the hazards and consequences of flooding;
- Expanded retail and entertainment choices;
- A broadened range of housing opportunities;
- Improved traffic circulation and potential reduction of large truck traffic in the Area;
- Increased value of the housing stock within the Town.

PLAN PRINCIPLES

The Plan seeks to build upon the existing strength and character of the Town. The Area is not intended to be a distinct “town within a town,” but rather a part of the fabric of the existing Town, capitalizing on the urban assets of the Area. The challenge of the Plan is to refine and develop familiar urban elements and adapt them to new, exciting uses that will bring vitality back to the Area. The Opportunities and Constraints Maps graphically illustrate the urban elements of the Town. The following principles guide the Plan.

Layout And Orientation

One of the most important assets of the Area is its existing urban framework, which includes the walkable block and street patterns, higher density, mixed land use and transportation systems. The Plan builds upon those strengths by creating a pedestrian-friendly, human-scale environment while still providing convenient access for motorists. New urbanist design principles such as walkability and transit-oriented development are core ideals. Blocks in the Area are designed to be buildable in depth and length and walkable in size. Streets are designed to provide an engaging pedestrian experience filled with quality street trees, street furniture, and ample sidewalks. Edge uses such as sidewalk cafes will encourage pedestrian activity.

Design Controls

The Design Standards section of this Plan establishes a design theme derived from the Area's strong industrial heritage and its proximity to the Passaic River. Featuring colors, materials, patterns and symbols associated with industry and ecology, the design theme establishes a palette that unifies the Area. By utilizing a design theme and specific design standards, the Plan creates a cohesive Redevelopment Area in which the separate developers' designs are seamlessly integrated, producing a functional and appealing environment.

Transit-Oriented

Transit-oriented development is one of the core principles guiding the Redevelopment Plan. The Plan seeks to capitalize on the existing commuter population by providing retail shops, restaurants and higher density housing in close proximity to the Harrison PATH station. While vehicular access to amenities remains important, the mixed use activity area centered around the PATH station will encourage commuters and residents to drive less and utilize transit more. The Plan establishes an area in which pedestrian-friendly design principles and mixed use land development patterns create a transit-oriented community with superior regional access.

Pedestrian Circulation

The circulation of the Area is intentionally focused on the pedestrian at street level. It is commonly known that the vibrancy of urban areas is dependent upon activity. Pedestrians shop at the local stores, gather in plazas or in front of attractions and create interest in an area to which others are then attracted. Sidewalk cafes and front stoops provide places for people to meet and to be part of life within a neighborhood setting. With development oriented toward pedestrian interaction, the Area will maintain its activity both day and evening.

Automobile traffic is an important part of the synergy of an area. Although the experience of the pedestrian is important, convenient access to amenities must also be considered. Therefore, on-street parking is provided, where possible, to provide such convenient access and to provide a layer of separation between the sidewalk and the vehicular through lanes. Where pedestrians must cross heavily trafficked areas, traffic calming measures are incorporated. It is anticipated that pedestrian-focused areas will be closed to large truck traffic.

Quality of Neighborhoods

The various nodes or neighborhoods within the Area are planned to generate a vitality in the Area that is the by-product of uses that maintain interest and need throughout the day. The various uses are not intended to be active only between 9am and 5pm on weekdays; rather, they are intended to be used throughout the day and evening seven days a week.

Retail and office employees, commuters and stadium patrons, are expected to remain within the Area after working hours to take advantage of the convenient shops, restaurants and other amenities that the Area will offer. This vitality promotes interest and safety within the Area. The concept is commonly known that when “eyes are on the street,” the area feels safer and people are more comfortable in their surroundings.

Waterfront Amenities, Parks, Plazas and Other Community Facilities

The Plan provides for waterfront amenities, including a waterfront walkway and park, that will give the entire Town a valuable resource that is currently sorely neglected and grossly underutilized. The public has not had access to the waterfront for several generations. When the public walkway and park are completed, they will remain within the public domain and will provide a significant recreational amenity to the Town. In addition to providing public open space, the walkway will also incorporate flood control measures that will protect the Town from the damaging effects of flooding from the Passaic River.

Partnerships

No Plan the scale of the Waterfront Redevelopment Plan can be accomplished by the Town alone. The Town has established or desires to establish partnerships with the following entities:

- The citizens and business owners of Harrison;
- Private redevelopers;
- Hudson County;
- Hudson County Economic Development Corporation;
- Hudson County Improvement Authority;
- City of Newark;
- Passaic Valley Sewerage Commission;
- PSE&G;
- The lending community;
- Federal Highway Administration;
- The Port Authority of New York and New Jersey;
- US Army Corps of Engineers;
- New Jersey Transit;
- New Jersey State Legislature;
- New Jersey Department of Environmental Protection;
- New Jersey Department of Community Affairs;
- New Jersey Department of Transportation;
- Passaic Valley Water Commission;
- Harrison Board of Education.

PLAN GOALS

The Plan seeks to capitalize on the presence of the Passaic River and the PATH Station, as well as the rich industrial history of the Area in order to create a vibrant, engaging mixed-use community. Using new urbanist design principles, the Plan attempts to broaden the Town's tax base, promote economic development and reclaim the waterfront. The specific goals of the Plan are as follows:

- To promote the optimum use of all the Redevelopment Area property and to increase the property tax base of the Town;
- To capitalize on the Area's access to transportation and major employment centers;
- To infuse the special cohesive, tightly knit community character of the Town of Harrison into the Redevelopment Area while improving the area economically and physically with new uses;
- To create a new mixed-use area that will complement the Town of Harrison, but will not compete to the detriment of existing commercial uses, primarily those along Harrison Avenue and Frank E. Rodgers Boulevard north of Railroad Avenue;
- To carefully manage the supply and location of parking and to address the future parking needs of area businesses, residences and commuters who utilize the PATH station;
- To acknowledge the significance of the Passaic River waterfront to the Area, incorporate public access to the River in the Plan and to locate appropriate uses along the River which will capitalize on the views that the River affords;
- To support the US Army Corps of Engineers' Passaic River Flood Control Project for the Area and to incorporate the flood control design into the Plan;
- To capitalize on the Area's proximity to Interstate 280;
- To recognize the Area's proximity to other major transportation links in the region such as Newark International Airport, the New Jersey Turnpike and Garden State Parkway;
- To create a circulation pattern that will serve the planned uses in the Area, but not generate larger volumes of cut-through traffic;
- To evaluate the possible re-establishment of a NJ Transit station;
- To provide the opportunity for the location and relocation of municipal services to the Area;
- To remediate potentially contaminated sites as part of the redevelopment process;
- To capitalize on the PATH Station's presence in the Area and the economic opportunities that it presents;

- To promote the creation of high-quality jobs in the Town that will provide opportunities for both existing local residents as well as others in the region;
- To improve business opportunities through promotion of new and diverse economic activities;
- To balance the mix of uses in the Area, to tap present and future market demands to provide greater opportunities for success;
- To maximize the leveraging of public and private funds to accomplish comprehensive redevelopment of the Area;
- To improve property values within the Area to increase local revenues;
- To enhance the image of the Area;
- To improve the public elements of the streetscape through landscaping, street furniture, paving, lighting, pedestrian linkages and parking improvements;
- To encourage buildings to meet Sustainable/Green Standards.

FEATURES OF THE PLAN

Based upon such assets as its regional accessibility, the presence of the PATH station, the character and history of the Area and the desire of the Town leaders to effectuate change, the development opportunities for the Area are extraordinary. The Plan provides the groundwork for the development of varied uses that integrate the principles of comprehensive and innovative planning with economic development.

The Plan calls for the following elements:

- Major PATH station improvements;
- A public waterfront walkway and green area along the Passaic River, integrating flood control measures that will protect development in the Area;
- A professional multi-use sports and entertainment stadium;
- Structured parking targeted to commuters, businesses and residents;
- Public street improvements to upgrade area capacity and circulation;
- Reopening and relocation of Harrison MidTOWN DIRECT Station;
- Gateway improvements and underpass beautification;
- Remediation of contaminated properties;
- Street-oriented, mixed-use areas that will require first-floor retail space and upper-floor office or residential space;
- Office/commercial districts with the potential for retail, office space, hotels and conference centers, restaurants, family entertainment centers, high-tech game centers and other "destination" uses;
- Residential opportunities for market housing in low-rise, mid-rise and high-rise structures.

PROGRESS UPDATE

The Town has made significant progress since 2003 in establishing strong public/private partnerships, leveraging private and public funding/investments and addressing the challenges in preparing the Area for development and starting the construction process. Preparing the former industrial Area for development has necessitated the need to address:

- Utility infrastructure (both sewer and water)
- Roadway infrastructure
- Parking infrastructure
- Clean up of contaminated sites
- Demolition of obsolete, contaminated industrial buildings

Overall, there has been over 287 million dollars of public funds expended or committed to the redevelopment of the Area and over one billion dollars of private investment expended or committed in the short term.

Red Bull Stadium

The \$200 million Red Bull Stadium opened in March 2010. The 25,000 seat sports and entertainment arena is used for approximately 20 soccer games per year, 10 to 15 music concerts and high school and collegiate sporting events. The construction of the stadium and the associated infrastructure improvements required partnerships among various governmental entities and the private sector.

In order to clean up the contamination of the former Spiegel site and construct the necessary infrastructure improvements including roads, sewer and water, the Town and the Hudson County Improvement Authority (HCIA) issued bonds in the amount of approximately \$35 million. The Harrison Redevelopment Agency was also able to leverage \$6.5 million in State Hazardous Discharge Site Remediation funds (HDSR). The Town and the HCIA also received \$17 million of NJ Environmental Infrastructure Trust funds in order to complete the utility infrastructure.

Advance at Harrison, LLC

Advance at Harrison, LLC (Advance), one of the designated redevelopers, purchased the former Guyon site and has dedicated the land for a new public road network as generally envisioned by the Redevelopment Plan. the entire 35 acre site has been remediated and Advance received a final sign-off from NJDEP on soil remediation in August 2010. Initial road and

streetscape improvements have been installed and the water and sewer infrastructure is in place so that block development can proceed.

Russo at Harrison Urban Renewal, LLC

The development of the block bounded by Frank E. Rodgers Boulevard, Riverbend Drive, Fifth Street and Crucible Drive recently received Planning Board approval. The redeveloper, Russo at Harrison Urban Renewal, LLC (Russo), plans to construct a four-story mixed-use development, including approximately 33,000 square feet of retail, 298 rental residential units and a 428 space interior parking deck to accommodate the parking needs of the development. The \$50 million project is projected to begin construction in Spring 2012.

Parking Garage

The existing 1,440 space parking deck located adjacent to the PATH station was developed by the Hudson County Improvement Authority (HCIA). The HCIA issued \$45 million in bonds to construct the garage which opened in early 2011. The garage is used by commuters, patrons of the Red Bull arena and residents of the adjacent residential development.

CJUF II Harrison Holdings, LLC

CJUF II Harrison Holdings, LLC (Harrison Commons), the designated redeveloper of the area north and west of the PATH station, has acquired approximately 20 acres. The cost of acquisition to the redeveloper was \$78 million. The approximately \$15 million in cleanup costs are funded through the private redeveloper. Sewer and water infrastructure in the Area was funded through \$4.3 million of NJ Environmental Infrastructure Trust monies.

Harrison Station is a recently completed mixed-use development developed by Harrison Commons that is located just north of the PATH station fronting on Frank E. Rodgers Boulevard. Developed by the CJUF II Harrison Holdings, LLC and Ironstate Development Company, the \$68 million development includes 275 luxury apartments and approximately 15,000 square feet of retail space fronting on Frank E. Rodgers Boulevard. A Five Guys Burgers and Fries restaurant recently opened. Pronto Gourmet, a deli and grocery store, is expected to open soon. Approximately 206 units have already been leased since the opening in mid September 2011.

Element by Westin hotel

A \$38 million Element by Westin hotel received site plan approval from the Town Planning Board in the fall of 2011 to construct a 136 room hotel, with 1,600 square feet of conference space and

8,000 square feet of ground floor retail. The hotel will be developed along the north side of the parking deck adjacent to the PATH station. This fall, Ironstate Development Company, the redeveloper, was awarded \$7.3 million for the project under the EDA Economic Redevelopment and Growth Grant program. Construction is expected to begin Spring 2012.

As planned, the remaining portion of the north and west face of the parking deck will be wrapped with a multi-story 135 unit residential development. This phase of development estimated at \$50 million was approved by the Planning Board in the fall of 2011.

Harrison Commons also has received site plan approval for a \$70 million mixed-use development on the north side of Middlesex Street fronting on Frank E. Rodgers Boulevard. The development will contain 255 apartments and 15,000 square feet of retail.

Riverpark at Harrison LLC

Riverpark at Harrison LLC (Riverpark), a designated redeveloper, constructed the first residential development to be built in the Area. The development is located along the Passaic River and 1st Street. 172 for sale units have been constructed and occupied. Another 141 for sale units were approved but not constructed. The redeveloper recently submitted an amended site plan application in order to construct rental units rather than the 141 for sale units. As part of the project, the redeveloper constructed a public walkway along the river. The property acquisition and build out costs of this phase of development were \$48 million.

Riverpark also received site plan approval for the development of 329 rental units between the walkway and First Street. Construction of this phase requires the acquisition and environmental cleanup of the Geo-Chemical Industrial facility on the waterfront. The estimated land and construction cost, including environmental remediation, is approximately \$62 million.

Hartz site on Frank E. Rodgers Boulevard

The 10.5 acre former Hartz industrial complex directly across Frank E. Rodgers Boulevard from the PATH station is currently undergoing demolition and contamination cleanup in order to prepare the site for development.

The redeveloper, Heller Urban Renewal, LLC (Heller), will be developing a \$150 million mixed-use, transit-oriented project consisting of approximately 750 rental units with associated amenities and approximately 23,000 square feet of retail fronting along Frank E. Rodgers Boulevard. A new

PATH station with a drop-off and pick-up area will be constructed on site as part of the \$173 million PATH Harrison station upgrade. The Town received \$3.9 million in HDSR funds for investigation and initial remediation.

Steiner Equities Group, LLC

Steiner Equities Group, LLC was recently designated the redeveloper for the 2.9 acre site at the corner of Harrison Avenue, Dey Street and the Passaic River. The redeveloper is proposing a 23-story, 200 unit residential "signature" building with associated structured parking. Construction is anticipated to commence by late 2013. The estimated cost of the project is approximately \$75 to \$85 million.

PATH Station Improvements

Since this Plan was originally adopted, several improvements have taken place to the PATH network. Both the Exchange Place and the WTC PATH Stations have re-opened, and overall ridership on PATH trains has increased to historically high levels. Nearly 74 million riders used the PATH system in 2010. As shown on the following table, Harrison PATH station ridership has also increased over the past 5 years.

Harrison PATH Station Ridership				
	<u>Average Weekday</u>	<u>% Change</u>	<u>Annual Volume</u>	<u>% Change</u>
2007	6,511		1,892,927	
2008	6,412	1.5	1,872,037	.1
2009	6,083	-5.0	1,773,669	-5.5
2010	6,409	5.0	1,919,128	7.6
2011	6,965	8.0	2,070,783	7.3

As part of a multi-billion dollar program to modernize the PATH system, Port Authority has proposed to significantly expand and modernize the Harrison Station with an investment of \$173 million dollars which will include:

- Razing the existing station and constructing a new facility with a modern look;
- Longer and wider platforms to accommodate trains with up to 10 cars;
- Elevators to make the station ADA compliant;

- Entrances to the station in plazas on each of the four corners of Frank E. Rodgers Boulevard where the station sits;
- Retail space to serve passengers;
- 'Kiss and ride' vehicular drop off areas;
- Improved signalization to increase efficiency and reduce time between trains;
- New signage to improve station navigation.

In 2005, the Port Authority introduced new fare collection turnstiles, allowing riders to use smartcards and MTA MetroCards to access the PATH system.

US Army Corps of Engineers (USACE) Passaic River Tidal Flood Control Project

The Harrison portion of the Passaic River Tidal Flood Control Project is planned to be implemented as part of the Plan pursuant to the federal Water Resources Development Act of 1990 as amended in 1992. The Tidal Project, in general, serves to protect the communities along the tidal reach of the Passaic River from the damage of floods in conjunction with the up-river flood control projects in the Passaic River Basin. The most severe flood, the "flood of record," occurred in 1903, with more recent floods in 1968, 1971 through 1973, two in 1975, 1984 and 1992.

The flood control project in Harrison, known as the South 1st Street levee/flood system, is a combination of floodwalls and levees. The system will provide protection to development from tidal floods from the Jackson Street Bridge to the NJ Transit rail bridge just south of the Route 280 bridge. The entire Redevelopment Area will be protected from the 100 Year Flood. The authorized plan proposes a total of 7,450 linear feet of levee and floodwall with eight enclosures. According to the U.S. Army Corps of Engineers, the levees will total 1,750 feet in length with an average height of 6.5 feet and an average base-width of 50 feet. The floodwall portion will be 5,700 feet in length and will have an average height of 6.2 feet. A continuous line of protection would be provided through gated structures at several sites adjacent to the Passaic River and Frank E. Rodgers Boulevard (see the Environmental Constraints-Flooding map.)

The project design memorandum has been completed, and the project team is working on engineering and design of the project. A Limited Reevaluation Report is being prepared to reaffirm the viability of the project. The NJDEP has provided a letter of support. Current funding is being utilized to update hydrology and hydraulics.

The project will be funded primarily through the federal government. The New Jersey Department of Environmental Protection supports the project and is willing to act as the cost-sharing partner for construction.

Passaic River Waterfront Walkway and Waterfront Park

The Passaic River waterfront walkway is planned as a companion to the USACE flood control project. Rather than cordon the public off from the waterfront through construction of the floodwall, the Town decided to capitalize on the project by incorporating a public waterfront walkway and park component into the flood control plan. The two projects are co-ordinated in order to reduce costs and to increase efficiency.

Portions of the walkway have been constructed as a component of development. The following developments contain a walkway:

- Hampton Inn on Passaic Avenue;
- Riverpark I on Dey Street.

The walkway has also been completed along the existing Hess station river frontage at the corner of Passaic and Harrison Avenues adjacent to the hotel. The walkway will ultimately extend from the Interstate 280 Stickel Bridge south and will terminate just east of the Jackson Street Bridge in the planned waterfront park.

The Town has received a \$470,000 mobility grant from NJDOT in order to construct the Hampton Inn Walkway, and also received \$215,000 from the County Open Space Trust Fund to construct the walkway along the Hess Station river frontage.

CIRCULATION

Public improvements are also proposed to facilitate circulation and to increase roadway efficiency in the Area. The Key Circulation Proposals map, the Road Network map and the Street Sections provide graphic depictions of existing and planned improvements. It is the intent of the Circulation Plan to provide a roadway network consisting of various street categories to serve the Redevelopment Area.

Circulation Constraints

The following outlines the existing constraints recognized for the Area's roadway infrastructure, circulation and access:

- There are currently only three (3) primary access roadways into the Area: Harrison Avenue, Frank E. Rodgers Boulevard and Route 280. This creates constrained conditions at the access points and affects peak hour levels of service and circulation;
- Constrained conditions exist outside the Area within the City of Newark, at the Jackson Street, Bridge Street and Stickel Memorial Bridges, which also affect the traffic flow within the Area;
- Many existing roadways within the Area west of Frank E. Rodgers Boulevard are narrow and the pavement in areas is in poor condition. On-street parking encroaches upon adjacent travel lanes;
- Large trucks still making industrial deliveries encroach on travel and parking lanes, hindering automobile circulation;
- "Kiss and ride" vehicles at the Harrison PATH station double-park and stop within travel lanes to discharge passengers, hindering through-vehicle movement along Frank E. Rodgers Boulevard;
- Commuter parking is spread out throughout the Area, mostly in surface lots;
- The ramps onto Route 280 currently operate with restricted traffic flow and circulation and are inefficient;
- Much of the traffic along Frank E. Rodgers Boulevard and Harrison Avenue is "pass through" traffic.

Circulation Opportunities

The following outlines the opportunities identified for the Area's roadway infrastructure, circulation and access:

- There is a significant mass transit presence in the Area, including a PATH station and New Jersey Transit bus routes. This transit presence can be utilized to encourage development while controlling the volume of new traffic on the roadways;
- There is the opportunity to consolidate and upgrade commuter parking in the immediate vicinity of the PATH station. A 1,440 space parking structure has already been constructed adjacent to PATH station;
- Planned rights of way provide for wider sidewalks adjacent to parking areas and the PATH station. Further, opportunities exist with signalized intersection upgrades to add pedestrian-only phases to traffic signals during heavy peak pedestrian periods;
- There is the opportunity to replan and establish a "Complete Streets" roadway network for the Area;
- There is the possibility to reopen the NJ Transit station near Harrison Avenue.

Roadway Network

The roadway network establishes a street hierarchy consisting of three distinct categories: Concourses, Boulevards and Streets.

Concourses, including Angelo Cifelli Drive, Riverbend Drive and the Retail Corridor feature wide sidewalks and are planned to accommodate the highest amount of pedestrian activity, while still providing two vehicular lanes and on-street parking. Concourses are designed to act as visual corridors, channeling views and pedestrian activity toward the waterfront as in the case of Angelo Cifelli Drive and the stadium as is the case of Riverbend Drive and the Retail Corridor.

Boulevards, including the Waterfont Boulevard and Frank E. Rodgers Boulevard, while also providing ample sidewalks, feature two travel lanes. Boulevards are designed to accommodate high volumes of traffic as well as providing an engaging pedestrian experience.

Streets are designed to accommodate a balance of vehicular and pedestrian traffic. Although all streets will contain a single travel lane, parking lane in each direction, and sidewalks, the width of the right-of-way, parking lanes and sidewalks vary somewhat by street (see Road Sections).

There is one additional road in the Area: the proposed interchange connection to Route 280. The interchange, is a proposed north-south connector from Interstate 280 to Cape May Street. It is intended to alleviate existing traffic problems within the Area by providing an alternative route

for “thru” traffic and motorists destined for the Area. It is also to be the primary access way to Red Bulls Stadium.

The following is a detailed description of the key roadways in the Area. The road sections graphically detail the various roadway characteristics.

Concourses

Angelo Cifelli Drive

Angelo Cifelli Drive which has been partially constructed, is predominately residential in character with the exception of its intersection with Frank E. Rodgers Boulevard. Angelo Cifelli Drive is an east west connector which has a 90 foot right-of-way, four travel lanes, each 11 feet wide and a 16 foot wide landscaped median. Parallel parking will be provided on both sides of the street with 12 foot wide sidewalks on each side. The median is planned to include two (2) large outdoor sculptures, one at either end, to “anchor” the space and to serve as visual landmarks. At the intersection with Frank E. Rodgers Boulevard the right of way widens to 134 feet with a 60 foot wide planted median. On street parking will be replaced with drop off areas in certain strategic locations.

Angelo Cifelli Drive will terminate to the west at the waterfront park along the Passaic River. This intersection will be made prominent through the creation of plaza areas at the corners and through increased landscaping and informational signage.

Riverbend Drive

Riverbend Drive is an east-west connector extending from the Red Bulls stadium to Frank E. Rodgers Boulevard. The connector which has a 68 to 80 foot wide right of way will include two travel lanes, on-street parking and 12 to 18-foot wide sidewalks.

Retail Corridor

The Retail Corridor is an east-west connector extending from the stadium to Frank E. Rodgers Boulevard and runs parallel to Riverbend Drive to the north. Guyon Drive will include a minimum 60 foot right-of-way, two 11-foot travel lanes, on-street parking and sidewalks.

Boulevards

Frank E. Rodgers Boulevard

In order to improve traffic circulation within the Area, Frank E. Rodgers Boulevard has been redesigned to accommodate two travel lanes in each direction and a turn lane/landscaped median. These improvements are currently under construction.

This plan also proposes formalized PATH station drop-off and pick-up areas out of the path of traffic, rather than permitting drop-off/pick-up areas along Frank E. Rodgers Boulevard,. This improvement will help to alleviate backups caused by passenger pick up and drop off in this area.

Due to the limited width under the railroad trestle, the middle turn lane will be eliminated under the railroad structure.

Waterfront Boulevard

The purpose of the Waterfront Boulevard is to distribute traffic to adjacent streets in the Area and provide a linkage between the westerly and easterly portions of the Redevelopment Area. A key component of the Boulevard is the extension of existing First Street from its terminus at Burlington Street, under the railroad overpass, easterly to Frank E. Rodgers Boulevard at the Cape May Street intersection. The Waterfront Boulevard becomes Cape May Street to the east of Frank E. Rodgers Boulevard and will ultimately connect to the proposed Route 280 interchange.

The westerly portion of the Area will provide primary access to existing and proposed residential development. As such, on-street parking is encouraged. First Street is designed to provide one travel lane and a parking lane in each direction between Harrison Avenue and Frank E. Rodgers Boulevard. One exception would be in the vicinity of Angelo Cifelli Drive where First Street may include a median or another similar element to tie in aesthetically with the proposed Concourse design. Cape May Street is the easterly link of the Boulevard and will primarily serve the stadium traffic, but more importantly, it will carry a significantly higher portion of truck traffic coming from the Ironbound section of Newark. This link will provide a truck bypass for Frank E. Rodgers Boulevard from the Ironbound section of Newark to Interstate 280. Cape May Street would tie into the proposed connection to Interstate 280.

Along the proposed waterfront park areas, the First Street streetscape and design elements will include pedestrian-friendly crossings and traffic-calming measures at key pedestrian crossing

points of First Street. These elements may include reducing the pavement width by eliminating the parking lane and flaring out the sidewalk area at intersections. This would substantially reduce width that pedestrians must cross. No trucks should be permitted along the Boulevard from Harrison Avenue to Frank E. Rodgers Boulevard.

Connection to Interstate Route 280

Currently, an I-280 Ramp Improvement Project is being undertaken in coordination with the Federal Highway Administration, NJDOT, the Hudson County Improvement Authority and the Town of Harrison.

According to the project overview, the existing I-280 access to Harrison is a series of partial interchanges which is inconsistent with federal policy. The existing ramp condition is also an impediment to the Town and County's economic redevelopment efforts. The planned improvement would consolidate the existing partial ramp system into a full interchange.

One of the alternative alignment locations that is being evaluated is the extension of Cape May Street as proposed on the Roadway Network Plan.

Private Streets

Private streets are intended to enhance the pedestrian residential scale of the neighborhood. Somerset Street is designated as a private street. The entire 40 foot right-of-way is paved. Sidewalks will range in width from 7 to 9 feet. Bollards are also streetscape elements. There is also a private street proposed as an extension of Fifth Street running into the Hartz complex. The street will be used for emergency vehicle access. The third private street is the ceremonial entrance into the Hartz site which is designed to coordinate with Angelo Clifelli Drive.

Gateway Improvements and Underpass Beautification

Gateways are important for first impression of an area, and serve to distinguish areas from one another. The following locations are strategic gateways:

- The underpasses under Interstate Route 280 at Sussex and Bergen Streets;
- Frank E. Rodgers Boulevard south of Bergen Street;
- The Northeast Corridor/PATH station underpass at Frank E. Rodgers Boulevard;
- The entrances into Harrison at the Bridge Street and Jackson Street bridges;
- The intersection of Harrison Avenue and First Street.

These locations provide significant opportunities for enhanced treatment as gateways to the Area. The entrance areas to the Town at the bridges on Harrison Avenue and Frank E. Rodgers Boulevard can be enhanced through landscaping and buffering, low walls, signage and graphics. The underpass areas can be enhanced through aesthetic improvements such as painting, and signage. To promote safety and increase security, Closed Circuit TV (CCTV), improved lighting and License Plate Recognition (LPR) cameras should be considered.

Reopening and Relocation of Harrison MidTOWN DIRECT Station

Due to inadequate ridership caused by the decline of the industrial sector in Harrison, the Harrison Transit Station on the Morris & Essex Line was closed in the 1980's. With new employment and residential uses created by the redevelopment of the Area, Harrison will increasingly become a desirable destination point for commuters. This station will prove to be a popular, viable alternative to the PATH train, allowing direct commuter access from the western suburbs, providing direct connections to both Lower and Midtown Manhattan, and enabling the office component of the Area to compete with office complexes in the region. The MidTOWN DIRECT Station would be linked to the Secaucus Transfer Station, which connects all other commuter rail lines in the region.

Parking

At-grade surface parking continues to dominate the Area. Although the provision of commuter parking is essential, the amount of land that parking has consumed has not been beneficial for the Town. Structured parking is key to the efficient redevelopment of the Area.

Structured parking serves the following purposes: 1) It will provide spaces for the thousands of commuters who utilize the Harrison PATH station during the day; 2) It will accommodate other visitors, including stadium events, to the Area during the off-peak evening and weekend hours; 3) it will provide parking for the new residents in the Area; and 4) it will provide parking for retail customers.

The parking strategy for future redevelopment is to either provide screened surface or structured parking on site or permit parking to be accommodated off site in structured parking through a long term agreement. The extent of development on site will be affected by the manner that parking is provided. In all instances, parking shall be screened from public rights-of-way including the walkway.

A 1,440 space parking deck has been constructed adjacent to the PATH station. The structure, financed by the HClA, provides commuter parking, parking for Arena events and parking for residents of the adjacent mixed use development.

Structured parking is proposed near Red Bull Arena, north of Guyon Drive. It is anticipated that this parking structure will provide parking for commuters, and patrons of Arena events. It is expected that a third parking structure may be necessary in order to accommodate the projected parking for development in the area west of Frank E. Rodgers Boulevard and north of Angelo Cifelli Drive.

On street parking is another component of the overall parking strategy for the build out of the Redevelopment Area. As graphically shown on the On Street parking map, the majority of the streets in the Redevelopment Area permit on street parking. The long term parking strategy is to provide on street parking generally metered with a 4 hour time limit. Further, on "event days", certain streets and meters, as decided by the Town, will have no enforcement of on street meters.

It is recommended that the Mayor and Council discuss the provision of parking meters in the Redevelopment Area particularly the area east of Frank E. Rodgers Boulevard near the stadium.

RELATIONSHIP OF PLAN TO THE TOWN LAND DEVELOPMENT REGULATIONS

The Area shall be redeveloped in accordance with the standards detailed in this Redevelopment Plan. The Plan supersedes the use, bulk, and design standard provisions of the Town Land Development Regulations.

Any deviation from permitted use standards, height of a principal structure standards, or expansion of a nonconforming use shall be addressed as an amendment to the Plan. Neither the Planning board nor the Board of Adjustment shall have authority to allow deviations from the permitted use, height standards or expansion of a nonconforming use. The Planning Board shall have power to grant relief from other bulk and dimensional requirements of the Plan to the same extent as the Board may grant relief from bulk and dimensional requirements pursuant to the Municipal Land Use Law. The Planning Board shall consider the comments of the Harrison Redevelopment Agency when evaluating relief from the bulk requirements.

All exceptions or waivers from design standards from the requirements for site plan or subdivision approval if approved shall be granted by the Harrison Redevelopment Agency. To the extent that an exception may be required in the alignment or profile of streets, the exception shall be permitted only if it is recommended by the Town's engineer.

All development must be approved by the Planning Board and shall be submitted through the normal site plan and subdivision procedures as identified by N.J.S.A. 40:55D, et seq. No deviations may be granted which will result in permitting a use that is not a permitted use within this Redevelopment Plan. An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirements set forth in NJSA 40:55D-12a.&b.

LAND USE PLAN

Based upon an analysis of Area's opportunities and constraints, a land use plan has been created to take advantage of existing and potential physical and socioeconomic opportunities in the Area and to achieve the goals and objectives of the Plan.

Different districts have been established that permit a variety of uses with design standards specific to each use. The Land Use map details the location of the land use categories. The Building Heights map identifies the minimum and maximum stories for each block. In addition, the Ground Floor Uses map graphically details the required and permitted uses on the ground floor. In key areas identified on the Ground Floor Uses map, first floor uses shall be limited to retail sales and restaurants. Almost the entire waterfront is proposed to include a continuous waterfront walkway.

The permitted uses and design standards within the various districts and the design standards that apply to the entire Area are detailed in the Land Use and Design Standards sections.

The following Land Use Standards apply to the individual districts within the Area. They contain information pertaining to the purpose of the district, the principal permitted and accessory uses and the district standards. Design standards contained in the Design Standards section apply to all zones. The eleven districts are as follows:

Mixed-Use District

Purpose:

To provide a variety of opportunities for retail sales and services, office space, and residential living in a vibrant, pedestrian-oriented community. The mixed-use areas are encouraged to be neo-traditional downtown styling, that is, buildings three or more stories with little or no front setback. Key areas have been identified to create continuous retail storefronts at the street level to provide a "window shopping" environment with office and residential uses at the second story level and above. Residential uses are envisioned to be market rate predominantly studio and one-bedroom apartments for those who desire easy access to the PATH station and other regional assets. Ground floor areas are encouraged to include non-residential uses.

This District includes the former Hartz complex on Frank E. Rodgers Boulevard. The redevelopment of this site will include mixed-use five-story buildings fronting the Boulevard with a

ceremonial landscaped median entrance into the site. Approximately 800 units are planned, with buildings of varying heights.

Principal Permitted Uses:

Retail sales and service, Multi-family residential, Office, Restaurants, Movie theaters and similar entertainment uses, Financial institutions, Fitness centers, Wellness centers, Childcare facilities, Hotels (minimum 110 rooms), Parks, Public uses, Structured parking. No drive-thru uses shall be permitted.

Wellness Centers are defined as facilities having programs intended to promote and maintain a state of physical well-being for optimal performance and health.

Accessory Uses:

Laundry, for use of on-site residents, Gym facilities for on-site residents, Parking, Signage, Outdoor dining, Plazas, Parks, Public spaces, Lobbies, Tenant storage, Property management/leasing offices and any other uses customarily incidental and accessory to the principal use.

Bulk Standards:

- Height: In accordance with the Building Heights map
- Setbacks:
 - Minimum: Zero (0) feet;
 - Maximum: Ten (10) feet. An additional setback of 10 feet is permitted only if the setback is used to provide a public amenity, outdoor dining or provides architectural interest (e.g. offsets) to the building façade.
- Minimum Parking:
 - Residential: One (1.0) space per dwelling unit;
 - Office/Retail/Financial Institutions/Movie theatres: Minimum one (1) space per 1,000 square feet of gross floor area;
 - Restaurant: One (1) space per four (4) seats;
 - Hotel: One (1) space per each room, plus one (1) space per 1,000 square feet of conference and similar space;
 - Fitness Center/Wellness Center (as principal use): One (1) space per 1,500 square feet of gross floor area;
 - Offsite structured parking is permitted only if the redeveloper can provide a long term parking arrangement to the satisfaction of the Harrison Redevelopment Agency.

- Residential: Bedroom mix standards
 - A minimum of 50% of the units in a block development shall be studio and one bedroom units;
 - A maximum of 50% of the units in a block development shall be 2/3 bedroom units of which a maximum of 10% shall be 3 bedroom units.
- Street level Retail frontage:
 - A minimum of 85% of the street level frontage along both sides of the Retail Corridor shall contain retail sales/restaurant uses as shown on the Ground Floor Uses map;
 - A minimum of 80% of the Frank E. Rodgers Boulevard frontage north of the railroad overpass shall contain retail sales/restaurant uses as shown on the Ground Floor Uses map;
 - Retail and other permitted non residential uses shall have a minimum depth of 40 feet.
- Accessory fitness centers, gyms, lobbies and leasing offices may be permitted on the ground floor but shall not count as part of the street level retail frontage requirement.
- No individual garage doors may front on public streets.

Railroad Avenue Corridor District

Purpose:

To recognize the Railroad Avenue corridor from Frank E. Rodgers Boulevard to First Street as an active retail service corridor with destination type uses. These uses may require wider facades, have larger floor areas and are more auto dependent than "window shopping" uses in the Riverbend Drive commercial corridor. It is likely that interim development of the corridor will be through the "temporary" adaptive reuse of the 147,000 square foot industrial building between 2nd and 3rd Streets and potentially the 73,000 square foot industrial building between Second and First Streets.

In the long term this District is envisioned to be redeveloped as a commercial "destination" corridor. The physical design of the blocks is a key consideration. Parking should not dominate the block. The streetscape frontage along Railroad Avenue shall be predominately buildings with commercial uses.

Principal Permitted Uses:

Retail sales and service, financial institutions, restaurants, theaters, catering facilities, mini storage, indoor recreation and entertainment uses including fitness center, food stores, art

galleries, farmer's market, home design/home furnishings, offices (including medical), dance studios, karate schools and the like, small business incubators, schools, travel and insurance services, real estate offices, structured parking. No drive-thru uses shall be permitted.

Accessory Uses:

Parking, Signage, Plazas, Parks, Outdoor dining and any other uses customarily incidental and accessory to the principal use.

Bulk standards:

- Height: In accordance with the Building Heights map. Any one story buildings shall be a minimum of 30 feet in height and shall be designed with sufficient height/vertical massing and architectural detail to mitigate the low scale profile of the building.
- Setbacks:
 - Minimum: Zero (0) feet;
 - Maximum: Ten (10) feet. An additional setback of 10 feet is permitted only if the setback is used to provide a public amenity, outdoor dining or provides architectural interest (e.g. offsets) to the building façade.
- Minimum Parking:
 - Office/Retail/Financial institutions: Two (2) spaces per 1,000 square feet of gross floor area;
 - Hotel: One (1) space per each room, plus one (1) space per 1,000 square feet of conference and similar space;
 - Restaurants: One (1) space per four (4) seats;
 - Indoor Recreation/Fitness Center: One (1) space per 1,500 square feet of gross floor area;
 - All other uses: 2 spaces per 1000 square feet of gross floor area.

Hotel District

Purpose:

To recognize the existing 165 room Hampton Inn located on Passaic Avenue and the approved 136 room Element by Westin hotel adjacent to the PATH station and parking deck.

Principal Permitted Uses:

Hotels (minimum 110 rooms), Retail, Sales and Services, Restaurants, Parks, Public spaces, Health clubs. No drive-thru uses shall be permitted.

Accessory Uses:

Laundry and gym facilities for on-site guests, Parking, Signage, Outdoor dining, Conference space, Restaurants for on-site guests, Plazas and any other uses customarily incidental and accessory to the principal use.

Bulk Standards:

- Height: In accordance with the Building Heights map
- Minimum parking:
 - Hotel: One space per room plus one space per 1000 square feet of conference or similar space.
 - Retail sales and services: One space per 1,000 square feet of gross floor area.
 - Restaurant: One space per 4 seats.
- Offsite structured parking is permitted only if the redeveloper can provide a long term parking arrangement to the satisfaction of the Harrison Redevelopment Agency.

Residential District

Purpose: To provide opportunities for residential development that will serve the needs of the Area in a neighborhood setting that will be integrated with the other Districts in the Area.

Principal Permitted Uses:

Multi-family and Single-family attached Housing, Offices, Retail sales and service, Restaurants, Financial institutions, Child care, Fitness centers, Schools, Parks, Public uses, Structured parking. No drive-thru uses shall be permitted. Private social events such as weddings shall be permitted on the roof of the parking garage subject to approval of the Harrison Redevelopment Agency.

Any existing telecommunications facilities may be re-located and mounted on the side of an existing building below the roof line or mounted on a stair or elevator bulkhead set back from the parapet in order to screen the facility from public view. The antennas shall be painted to match the color of the building.

Accessory Uses:

Parking garages, Parking, Child care facilities for on-site residents, Laundry facilities for use by on-site residents, Resident jitney parking, Restaurants (on top level and/or roof) for use by on site residents, Gyms for use by on-site residents, Signage, Plazas, Parks, Lobbies, Property management/leasing offices, Tenant storage, Retail sales and services for use by on-site

residents, Banking facilities for use by on-site residents and any other uses customarily incidental and accessory to the principal use.

Bulk Standards:

- Height: In accordance with the Building Heights map
- Setbacks:
 - Minimum: Zero (0) feet;
 - Maximum: Ten (10) feet; however, a maximum setback of 25 feet along Dey Street shall be permitted in the Passaic Valley easement area.
- Minimum Parking:
 - Residential - One (1.0) space per unit;
 - Retail sales and service/financial institutions: One space per 1,000 square foot of gross floor area;
 - Restaurant: One space per 4 seats;
 - Fitness center: one space per 1,500 square feet of gross floor area;
 - Offsite structured parking is permitted only if the developer can provide a long term parking arrangement to the satisfaction of the Harrison Redevelopment Agency.
- Residential: Bedroom Standards
 - A minimum of 50% of the units in a block development shall be studio and one bedroom units.
 - A maximum of 50% of the units in a block shall be 2/3 bedroom units of which a maximum of 10% shall be 3 bedroom units.
- No individual residential garage doors may front onto public streets.

Stadium District

Purpose:

To recognize the construction of the 25,000 seat Red Bulls Stadium that has been open since March 2010. The stadium incorporates accessory dining, gift shops, and other tourist attractions.

Principal Permitted Uses:

Multi-use Sports and Entertainment Stadium, Athletic Fields.

Accessory Uses:

Retail sales, Office, Restaurant, Parking, Signage, telecommunication facilities

Bulk Standards:

- Minimum Parking: Stadium
 - One (1) space for every six (6) seats shall be provided on-site or in the Redevelopment Area;
 - Shared parking may be utilized to fulfill this requirement as demonstrated to the Redevelopment Agency;
 - Valet/Shuttle parking may be permitted;
 - Required parking shall not exceed 5,000 total spaces unless it can be demonstrated that any additional parking needs can be accommodated.

Commercial District

Purpose:

To provide for commercial uses on two sites within the Area. These include:

- The site fronting on Harrison Avenue and First Street;
- The site east of Frank E. Rodgers Boulevard and north of Guyon Drive.

The 2.5 acre site fronting on Harrison Avenue is proposed to contain a 3 to 5 story medical office/wellness center with parking on site. Access to and from the site should be coordinated with the adjacent development parcel, which also fronts on Harrison Avenue.

The other site at the north east corner of Frank E. Rodgers Boulevard and Guyon Drive is intended to contain a "signature" office building 10 to 25 stories in height, which integrates the future PATH station into the site design.

Principal Permitted Uses:

Office, Retail sales and service, Fitness clubs, Medical offices, Wellness centers, Hotels (minimum 110 rooms), Financial institutions, Restaurants, Child care facilities, Public spaces, Structured parking. No drive-thru uses shall be permitted.

Accessory Uses:

Conference facilities, Parking, Signage, Outdoor dining, Plazas, Public spaces, Structured parking and any other uses customarily incidental and accessory to the principal use.

Bulk Standards:

- Height: In accordance with the Building Heights map
- Minimum parking:
 - Parking must be accommodated on site or off-site, through structured parking. Parking may be accommodated off-site but only if the developer can provide a long term parking arrangement to the satisfaction of the Harrison Redevelopment Agency;
 - Office/Retail sales and services/Financial institutions: Two (2) spaces per 1,000 square feet of gross floor area;
 - Hotel: One (1) space per each room, plus one (1) space per 1,000 square feet of conference and similar space;
 - Restaurants: One (1) space per four (4) seats;
 - Health Club/Wellness Center: One (1) space per 1,500 square feet of gross floor area.

Planned Office District

Purpose:

To provide for large-scale non-residential, comprehensively planned development on the 20 acre PSE&G site south of the PATH station. The District is envisioned to consist of office towers, 10 to 25 stories in height, designed as signature buildings. The ground floors may contain restaurants and other uses that will provide amenities to the occupants of the buildings. The upper floors may contain offices, hotel space, and health clubs.

The PSE&G site is constrained by underground utilities and contamination from its historic use. Therefore, the extent of development and location of the buildings will be determined by these constraints. It is expected that the site design is likely to require relatively small building footprints. Site design should capitalize on proximity to the PATH station and the Passaic River.

Principal Permitted Uses:

Office, Retail sales and service, Fitness centers, Wellness centers, Hotels (minimum 110 rooms), Financial institutions, Restaurants, Childcare facilities, Public spaces, Parks, Public uses and Structured parking. Telecommunications antennae are permitted on the building but must be below the roofline and painted the color of the building. No drive-thru uses are permitted.

Accessory Uses:

Conference facilities associated with a hotel, Parking, Signage, Outdoor dining, Plazas, Public spaces, Parks and any other uses customarily incidental and accessory to the principal use.

Bulk Standards:

- Height: In accordance with the Building Heights map
- Minimum Parking:
 - Parking must be accommodated on site through structured parking;
 - Office/Retail/Financial institutions: Two (2) spaces per 1,000 square feet of the gross floor area;
 - Hotel: One (1) space per each room, plus one (1) space per 1,000 square feet of conference and similar space;
 - Restaurants: One (1) space per four (4) seats;
 - Fitness Center/Wellness Center: One (1) space per 1,500 square feet of gross floor area.
- PATH station: Pedestrian connections to the PATH station shall be integrated into the site design.
- The site design shall be planned for the entire site although the site may be developed in phases.

Office/Technology Center District

Purpose:

To provide an area for Technology Centers and/or office uses. The vacant area north of Guyon Drive and south of Route 280 is appropriate to be developed for technology centers and office uses.

Principal Permitted Uses:

Office, Technology centers, Structured parking. No drive-thru uses shall be permitted.

Technology Center is defined as laboratories and service center facilities which include a mix of office, lab, service, showroom and storage space. A technology center may also include training space for technicians and staff. Storage space shall be limited to 30% of the gross floor-area of any building.

Accessory Uses:

Parking, Signage, Public uses and any other uses customarily incidental and accessory to the principal use.

Bulk Standards:

- Height: In accordance with the Building Heights map
- Parking:
 - Parking must be accommodated on-site either through structured or surface parking;
 - Office: Two (2) spaces per 1,000 square feet of gross floor area;
 - Technology Center: One (1) space per 1,500 square feet of gross floor area.

Food Oriented District

Purpose:

To provide a location for a wholesale food and associated retail food establishment. In the alternative, retail sales, restaurant and/or offices would be permitted. This area is just north of the main entrance to the arena and has significant visibility for food oriented uses.

Principal Permitted Uses:

Wholesale food establishment with an associated retail food store, retail uses, restaurants, office (above street level), structured parking.

Wholesale food establishment is defined as a place of business primarily engaged in selling food to other businesses, including retailers, restaurants, institutional or professional business users, or other wholesalers.

Retail food establishment is defined as any fixed facility in which food or drink is sold primarily for off-premises preparation and consumption.

Accessory Uses:

Parking, Signage, On-site restaurants, Outdoor dining, Plazas and any other uses customarily incidental and accessory to the principal use.

Bulk standards:

- Height: In accordance with the Building Heights map. Any one story buildings shall be a minimum of 30 feet in height and shall be designed with sufficient height/vertical massing and architectural detail to mitigate the low scale profile of the building.
- Setbacks:
 - Minimum: Zero (0) feet;
 - Maximum: Ten (10) feet. An additional setback of 10 feet is permitted only if the setback is used to provide a public amenity, outdoor dining or provides architectural interest (e.g. offsets) to the building façade.
- Minimum Parking:
 - Retail: One (1) space per 1,000 square feet of gross floor area;
 - Restaurants: One (1) space per four (4) seats;
 - Wholesale food establishment: One (1) space per 1,500 square feet of gross floor area.
- Additional Standards
 - No wholesale food establishment shall front on Guyon Drive extension.

Structured Parking District

Purpose:

To adaptively reuse the existing building to primarily address the parking demand associated with the Red Bulls stadium and the PATH station. It is estimated that between 1,000 to 1,200 spaces of structured parking within the existing building will be provided. In order to preserve the historic nature and unique architecture of the former American Bridge Company building, the façade of the building shall be maintained.

Principal Permitted Uses:

Structured parking, retail sales and service restaurants within the existing American Bridge building. No drive thru uses shall be permitted.

Accessory Uses:

Parking, Signage, Outdoor dining, Plazas and any other uses customarily incidental and accessory to the principal use.

Bulk Standards:

- A minimum of 1,000 parking spaces shall be provided within the interior of the building.
- Minimum Parking:
 - Retail/Office: One (1) space per 1,000 square feet of gross floor area;
 - Restaurants: One (1) space per four (4) seats;
- Minor building additions are permitted subject to compliance with the following setback requirements. Any building addition shall not be more than 30 feet in height.
 - Minimum: Zero (0) feet;
 - Maximum: Ten (10) feet. An additional setback of 10 feet is permitted only if the setback is used to provide a public amenity, outdoor dining or provides architectural interest (e.g. offsets) to the building façade.

Parks/Walkway District

Purpose:

To provide an area of open space and a continuous walkway for public access parallel to the water's edge for active and passive recreation, which will allow the public to benefit from the scenic value of the Passaic River. The waterfront walkway is envisioned to be the public promenade for the Town of Harrison, much like the Hudson River Walkway is on the eastern edge of Hudson County. It should incorporate the design theme set forth in the Design Standards. Uses adjacent to the walkway shall provide the walkway into their design.

Principal Permitted Uses:

Parks, Recreation, Open space and Waterfront walkway

Accessory Uses:

Street furniture

Bulk Standards:

- The minimum walkway right-of-way width shall be thirty (30) feet. The walkway shall be a minimum of sixteen (16) feet in unobstructed width. Additional width shall be provided in areas with additional amenities such as benches or planters;
- All design specifications shall be in accordance with the Design Standards section of this Plan;
- All development shall develop, maintain, and manage a section of the walkway coincident with the shoreline of the development property unless dedicated to and accepted by a

public entity approved by the Town. All development shall provide unrestricted public access to the walkway.

Utilities District

Purpose:

To recognize the existing PSE&G utility facilities at the eastern end of Cape May Street.

INTERIM USES

Interim uses may be established subject to agreement between the developer and the Harrison Redevelopment Agency that such use will not have an adverse effect upon existing or contemplated development during the interim use period of up to three (3) years in duration. Additional renewals of an interim use may be granted by the Harrison Redevelopment Agency. Upon demolition of existing structures and compliance with all of the developers' obligations under the Industrial Site Recovery Act (ISRA), the site shall be graded, planted, sodded, landscaped, and/or paved with a durable dust free surface in the interim period prior to construction of new buildings.

Surface parking as an interim use is permitted.

Buildings which are "temporarily" adaptively re-used by redevelopers shall be exempt from the bulk standards of the Plan.

ARCHITECTURAL STANDARDS

Maximum Building Envelope and Encroachments

- Blocks fronting on public and private streets must have a minimum of 80% of their block face occupied by building face.
- Projecting elements on the building face (i.e. balconies, bay windows, eaves, porches) may encroach up to 4 feet over the right-of-way line beginning above the first floor.
- Awnings, marques, canopies and similar permitted design elements may project up to four feet over the right-of-way at a height of at least eight feet above grade.
- Porches and stoops shall be a minimum of 4 feet in depth.

Stoops, Porches, Roofs & Balconies

Stoops and porches are central to the character of the residential portions of the Area. Elements such as balconies foster a friendly neighborhood with “eyes on the street.” They aesthetically enrich both the architecture and the street, allowing residents to participate in the neighborhood’s street life (to “watch the world go by”.) They also allow residents access to private outdoor space.

- Glass parapets or railings are prohibited;
- Enclosure of rooftop areas, terraces, or balconies is not permitted, however, rooftop planters, fences below the height of the parapets or railings, canvas terrace awnings, and outdoor furniture are allowed;
- Where clearly visible from the street, the vertical dimension of the openings between columns, piers, or posts on a porch, stoop, or balcony shall be at least 1.6 times the horizontal dimension of the openings;
- The foundation walls of stoops and porches shall be finished;
- Porches and stoops must be a minimum of 2 feet above the adjacent sidewalk elevation;
- if covered, stoops and porches may be covered by a high quality roofing material, such as metal, slate, concrete or clay tile, but may not be screened or otherwise enclosed;
- Asphalt shingles are not permitted on roofs of stoops or porches;
- Balconies are permitted to wrap around corners;
- Deed restrictions may be imposed that limit uses of balconies.

External Building Walls

- Building walls shall be consistent in detail and quality on all elevations visible from public streets.

- Trim elements and visible window framing shall be painted or sealed.
- If there is an exposed foundation for the primary building, it shall be exposed a maximum of 36 inches above grade.
- Fireplace enclosures and chimneys attached to the building face shall extend to the ground.
- Loading and service areas shall be integral to building design and screened from public view.

Garden Walls and Fences

- Garden walls and fences shall generally be constructed of the same material as the first floor of the primary building.
- Garden walls shall be a minimum of 24 inches and a maximum of 36 inches in height. Sitting walls, between twelve inches (12") and twenty-four inches (24") in height shall be incorporated whenever possible.
- Garden walls shall be a minimum of 8 inches thick and have a horizontal cap.
- Fences shall be made of aluminum or steel and shall have stucco or masonry piers. Wood and chain link are not permitted as fencing materials.
- Masonry piers with steel or iron fencing may replace solid masonry walls.
- Hedges may not be used in place of fence requirements.

Retail Fenestration

- The minimum percentage of surface that is glazed shall be 60% of the first floor building face.
- Glazing must be at least 70% transparent.
- The maximum percentage of glass that may be blocked with interior fixtures or paper signs shall be 20%.
- The maximum height of the sill above the sidewalk shall be 3 feet.
- Security grates are prohibited.

Residential Windows and Doors

Where clearly visible from the street:

- Specialty windows (oval, octagonal, Palladian) are restricted to one per section of façade.
- Triangular windows are not permitted.
- Openings for windows and windowpanes must have a vertical dimension greater than or equal to the horizontal dimension.

- If exterior shutters are used, they shall be sized and mounted appropriately to fit their window (with appropriate hardware even if actually non-operable.)
- Glass block is not permitted.
- Windows may be grouped, if separated by a mullion at least 5 inches wide, to create a horizontal composition. The maximum combined horizontal dimension may not exceed three times the combined vertical dimension.
- Windowsills shall project a minimum of 2 inches from the building face.
- All lintels must extend a minimum of 4 inches beyond the edge of the opening.
- Doors, except garage doors, shall be or appear to be constructed of planks or raised panels (not flush with applied trim.)
- Where masonry is used, all entryway and window openings shall have concrete, masonry, or exposed steel lintels.
- When siding is used, openings must be cased. Trim boards must have a minimum nominal dimension of 1"x4" on sides and sill and 1"x6" on head.
- All header trim around entryways and window openings shall be at least 2 inches taller than the adjacent trim.
- All glazing shall be at least 70% transparent.

Roofs

- The pitch of hipped or gabled roofs, over structures other than stoops, porches or balconies must be at a minimum slope of 8:12.
- Dormers shall light habitable spaces, be placed flush with or a minimum of 3' from side building walls, and have shed roofs with a minimum slope of 3:12 or hipped with a slope to match the principal roof.
- Roof and wall penetrations, except stucco or brick chimneys, shall be concealed from public view to the maximum degree possible. If visible, they shall be painted to match the color of the roof or wall.
- All hipped or gabled roofs must have eaves.
- Eaves shall be continuous, unless overhanging a balcony or porch.
- Overhang of eaves must be a minimum of 2'0" from the building face.
- Cornices are required on buildings with flat roofs. They shall include a projection beyond the building face.
- Gutters and downspouts, when used, shall be made of galvanized steel, copper (not copper coated), or aluminum.
- Gutters shall be square or half round.

Loading & Service Areas

- No vehicular access to loading areas shall be permitted along Riverbend Drive, Angelo Cifelli Drive, Frank E. Rodgers Boulevard and the Waterfront Boulevard/Cape May Street except for the existing loading access for Red Bulls stadium.
- Loading and service areas shall be integral to building design and screened from public view. Materials shall be complementary in quality and design to materials used for the primary façade if the loading/service areas are visible from any public sidewalk or street right of way.

PARKING & CIRCULATION

Off-street parking is an integral component of the Plan. The importance of such parking, however, is not intended to dictate project design. Off-street parking is encouraged to be as inconspicuous as possible and to incorporate landscaping and screening to minimize its physical and visual impact.

Off-street parking and loading areas shall be coordinated with the public street system serving the Area in order to avoid conflicts with through-traffic, obstruction to pedestrian walks, and vehicular thoroughfares.

- All surface parking and loading areas shall be screened with walls, shrubs, trees, and/or ground cover.
- All ninety (90) degree parking spaces shall be a minimum of nine (9) feet in width by eighteen (18) feet in depth where aisle widths are less than 24 feet in width. Ninety degree parking spaces may be 8 feet, 6 inches in width if the aisle width is a minimum of 24 feet in width. Aisles shall be a minimum of twenty-two (22) feet in width. Twenty (20) percent of required parking spaces may be compact spaces measuring eight (8) feet in width by fifteen (15) feet in depth if the aisle width is a minimum of 24 feet in width. On-street parking as designated in the Plan is required.
- All parking structures shall be designed using compatible or complementary materials to the principal buildings so that they blend in architecturally. All voids in the structures shall be architecturally screened, so that lights and vehicles are not individually visible.
- No blank walls of parking structures shall front the streetscape. All facades shall provide pedestrian interest at the street level either through permitted uses in the District and/or architectural details.
- All permanent parking spaces shall be in structures or screened from street view.
- Surface and structured parking shall include decorative street lighting to be compatible with public lighting.
- Ground level street frontage of parking structures along Riverbend Drive, Angelo Cifelli Drive, Frank E. Rodgers Boulevard and Riverfront Boulevard must contain permitted commercial or residential uses in the District.
- Attention to the circulation patterns required by the parking decks is critical in order to create a logical ingress and egress to the structures that will promote efficiency and economy.

- Vehicular access to parking structures shall be designed so as not to negatively impact upon major pedestrian routes.
- Parking structure signage shall be consistent with established signage standards for permitted commercial and residential uses in the District.
- Residential garages which face the public right-of-way and parking within front yard setbacks are prohibited. This standard shall not apply to access ways to required parking areas.
- The relationship between truck delivery, vehicular traffic, and pedestrian circulation shall be considered when designing service entries, walkways, and pedestrian entrances.
- Service entrances and loading areas between adjacent buildings shall be consolidated and separated from walkways and pedestrian entrances to the extent possible.
- Trash and recycling shall be internally located in the building and hidden from public view.

SIGNAGE

General

- Signage shall create a sense of aesthetics, originality, and order. It shall be legible and dimensionally proportional.
- Sign area is calculated by the smallest plane figure enclosing all design elements.
- Buildings shall be designed to include a 'signage zone' above retail use frontage and integrated into the overall architectural design of the building.
- Signage shall not exceed 5% of the first story portion of the wall area to which it is affixed.
- Each use is permitted no more than two signs, not to exceed 60 square feet in total. One sign shall be located in the signage zone and a second sign may be a pedestrian oriented blade sign.
- Horizontally oriented signage shall not protrude above the sill line of the second floor (vertically oriented banners or blade signage are exempt.)
- No sign shall project above the roof line except for stadium signage.
- Parking area information signs shall be limited to those that provide information pertaining to direction, identification of area in which parked, identification of pedestrian and motorist exits, warnings about clearance, oncoming traffic, and parking rates and shall be easily readable.
- Buildings with multiple uses are permitted two signs per use so long as the aggregate sign area does not exceed the maximum permitted area.
- Street and directional signage and street lighting should be aesthetically unified or complementary.
- Blade signs shall be a minimum of eight feet above grade and shall be a maximum size of six square feet. A blade sign is defined as a vertically oriented wall sign.

Permitted Signs

- Blade signage, neon signage, individual backlit letters, iconographic signage
- Overhead lamps or spotlights may illuminate signs.
- On-site advertising
- Temporary signs advertising the development for up to 24 months

Prohibited Signs (excluding stadium district)

- Flashing signs, signs which vary in luminous intensity, and box signage
- Moving signs or signs which provide the illusion of movement
- Freestanding signs and billboards

- Off-site advertising signs

Awnings

- Awnings shall have a metal structure covered with canvas, metal or like product. Awnings may have a front skirt; the bottom of the skirt shall not be scalloped.
- The bottom edge of an awning shall be a minimum of 8 feet above grade.

Stadium Signage

Permitted signs within the stadium signage district include, but are not limited to, blade signage, neon signage, electronic signage, individual backlit letters, iconographic signage, overhead lamps or spotlights, murals, awnings, canopies, banners, image projected signage, internally illuminated box signage, stadium roof signage, façade signage, commercial signage, ground mounted signs, video displays and flashing signs. Flashing signs and marquee signs may be restricted for use only during the hours of 6 a.m. through midnight. Related signage such as way finding, commercial and temporary event signage is also permitted.

Definitions

Animated Sign: Any sign that contains images, parts or illumination which flash, change, move stream, scroll, blink or otherwise are in motion.

Banner Sign: A sign which is generally constructed of fabric, canvas, metal or similar material and which is attached to a pole or building and is fixed in place.

Building I.D. Sign: A sign which is limited to a company logo (i.e. Red Bulls) or the name of the Stadium/District. The sign shall be approximately 48 square feet at each stadium entrance, approximately 24 square feet to identify soccer practice fields and approximately 32 square feet per parking structure. For surface parking, a pair of approximately 3'X6' signs may be installed on every third light pole.

Changeable Copy Sign: A sign on which a message changes regularly, either by modifying individual letters or by modifying the sign face electronically, including scrolling news ribbon or electronic message boards.

Directional Sign. A sign which may include pylon or pole mounted signs. These may include directional/identification pylons at entries to parking lots and parking structures; directional

signs at road intersections where path of travel decisions must be made; post and panel minor directional signs at specific locations such as player entry or delivery entrance points; post and panel pedestrian directional signs at entry gates and parking lots; and "you are here" type maps at the major entries at the north, south and west sides of the Stadium.

Ground Mounted Sign: A sign which is mounted to the ground and does not use columns, poles or uprights as its primary, visual structural support. Signs may include pylon directional/identification signs at entries to parking lots and parking structures.

Freeway/Interstate Marquee Sign: A sign that is located along a major Turnpike, arterial roadway or rail corridor, either in a horizontal orientation or vertical orientation indicating the name of the venue, its sponsors as well as events that occur on its premises.

Non-animated Sign: Any sign that contains images, parts or illumination which do not flash, change, move, stream, scroll, blink or otherwise incorporate motion. For purposes of this Signage District, a sign which has illumination that changes less than once every 24 hours shall be considered a Non-animated Sign.

Projected Image: An image projected on the face of a wall from a distant electronic device, such that the image does not originate from the plane of the wall. Only that portion of a Projected Image that contains a trademark, logo or commercial message shall constitute a sign.

Roof Sign: A sign erected upon a roof/canopy of a building. Roof Signs shall be framed by a higher building wall, so that the display does not break the skyline when viewed at a distance of 500 feet from any public street. Sign shall be visible from the air and shall be up to approximately 5,000 square feet.

Scoreboard Sign: A sign on a scoreboard/video board which is visible from the exterior of the Stadium. Scoreboards/Video boards shall have 4 to 6 tri-vision type signs approximately 9' x 9'. There may be a video screen up to 600 square feet. These elements are seen primarily from inside the stadium.

Temporary Sign: Any sign that is to be maintained for a limited duration, not to exceed 60 days, and which is not permanently affixed to the ground, a building or structure.

Tenant I.D. Sign: A sign that is limited to a company logo or the name of a business.

Video Display Sign: A sign with a fixed or changing video display and/or message composed of a series of lights that may be changed through electronic means, including cathode ray, LED, fiber optic or plasma screen technologies.

Wall Mural: A painted or digitally produced image, generally large in scale, which is incorporated onto the façade of a building. That portion of a sign that contains a trademark, logo or commercial message shall be limited to no more than ten per cent of total mural area. Only that portion of a Wall Mural that contains a trademark, logo or commercial message shall constitute a Sign.

Wall Sign: Any sign attached to, painted on or erected against the wall of a building or structure, with the exposed face of the sign in a plane approximately parallel to the plane of the wall.

Way finding Sign: A pedestrian or auto-oriented sign which indicates the route to, direction of or location of a given goal, or which provides regulatory or service information of a non-advertising character.

Window Sign: A sign placed directly behind a building window and intended to be visible from the exterior of the building.

General Provisions

- The following signs shall be prohibited:
 - Internally Illuminated Awnings.
 - Odor-Producing Signs.
 - Wall murals covering Windows.
 - Sandwich board signs.
- Illumination. All signs may be illuminated. Signs may be illuminated by either internal or external means. Methods of signage illumination may include, but not be limited to, electric lamps, such as neon tubes, fiber optic, incandescent lamps, cathode ray tubes exposed directly to view, shielded spot lights and wall wash fixtures. All

Illuminated Signs shall be designed, located or screened so as to limit direct light sources onto any residential units which are located outside of the Specific Plan area.

- **Off-Site Signs.** Off-site Signs are prohibited unless they advertise owners or sponsors of events, activities or projects within the Redevelopment area. Eighty per cent of the sign area of permitted off-site signs shall consist of continuous identification of the sponsored event.
- **Building I.D. Signs.** Building I.D. Signs with long-term, corporate sponsorship shall be permitted on the building. Any signage, which includes corporate sponsors as part of the building identification, shall be designed so as to present internally consistent and internally proportionate sign copy. Signs which include corporate sponsors shall utilize lettering size and styles which are generally uniform, in order that all words or names within the signage are not of a significantly different scale than the rest of the sign copy.
- **Animated/Non-animated signage**

	Non-Animated	Animated
Banner Sign	Yes	No
Building I.D. Sign	Yes	Yes
Changeable Copy Sign	No	Yes
Directional Sign	Yes	Yes
Ground Mounted Sign	Yes	Yes
Freeway/Interstate Marquee Sign	Yes	Yes
Projected Image	Yes	Yes
Roof Sign	Yes	Yes
Scoreboard Sign	Yes	Yes
Temporary Sign	Yes	Yes
Tenant I.D. Sign	Yes	Yes
Video Display Sign	No	Yes
Wall Mural	Yes	No
Wall Sign	Yes	Yes
Way Finding Sign	Yes	No
Window Sign	Yes	Yes

SUSTAINABLE BUILDING REQUIREMENTS

All new buildings will be required to comply with the following Green Standards. A minimum of 20 of the following 29 standards must be provided.

1. *Passive Solar, Ventilation & Shading Design*

Passive Solar - The basic natural processes used in passive solar energy are the thermal energy flows associated with radiation, conduction and natural convection. When sunlight strikes a building, the building materials can reflect, transmit or absorb the solar radiation. These basic responses to solar heat lead to design elements, material choices and placements that can provide heating and cooling effects in a home. Passive solar energy means that mechanical means are not employed to utilize solar energy.

Solar Photovoltaic Readiness – Roof should be constructed to accommodate a future solar PV system. This includes ensuring that the roofing structure and finish material can bear the structure required to add a solar PV array. In addition, there must be a 2" (minimum) conduit run that provides roof-to-electrical panel room connectivity.

Passive Ventilation & Shading – Buildings and windows should be oriented to resist cold northern winds and lack of sun in the winter and open to warmer southern breezes in the summer. Apply suitable roof overhangs, awnings and/or deciduous trees.

2. *Pedestrian Paths (Sidewalks)*

Build sidewalks that are wide, pleasant, and buffered from automobile traffic. Create pleasant walkways and bikeways through site to community areas, between buildings, surrounding neighborhoods, and parking.

3. *Bike Racks*

Provide a safe and secure place to lock up bikes. Select an area that can be monitored via security, windows, and/or common passage.

4. *Ducts and HVAC protected from dust during construction and/or cleaned prior to occupancy*

Completely seal duct and HVAC equipment openings with plastic film and tape, or other suitable material, until after final cleaning of unit. If system is used during construction, install

MERV 8 filters on all return grills. In addition (or as an alternative), thoroughly flush and vacuum all ducts prior to system startup and upon completion of all construction and finish work.

5. Low VOC Interior Paints and Finishes

Follow VOC limits for all paints.

6. Low VOC Adhesives and Sealants

Follow VOC limits for all adhesives and sealants.

7. MERV 8 (or higher) air filters in ducted forced air systems

Install pleated furnace filters, minimum MERV 8, during testing and balanced of HVAC system and for the life of the system. If running ducted forced air system during construction, use MERV 8 filters during construction, replace regularly, and prior to system testing and balancing.

8. Combustion Devices Directly Vented or Sealed

With the exception of gas stoves, all combustion devices must be power vented or sealed combustion.

9. Automatic Bathroom Ventilation

Install fans that directly vent to the outside in bathroom with automatic timer control. This is also a minimum requirement for ENERGY STAR Certification. Fans shall have a maximum of 1.5 sones (noise level).

10. Direct Vent of Kitchen

All kitchen exhausts shall be directly vented to the outside.

11. Encapsulation of non-UF (Urea Formaldehyde) free composite cabinets

If Urea Formaldehyde is in any particleboard or other composite wood product incorporated into the interior of the project (cabinetry, countertops, etc.), all exposed edges (those not covered by another, sealing material – including backs) must be coated and sealed with water-based polyurethane or approved paint to slow the out-gassing rate of harmful toxins. Sealing can be done in shop, before delivery, however, if the cabinetry is cut on-site, the cut faces must be resealed prior to installation.

12. Insulation with Low Formaldehyde Content

The most common form of insulation in homes today is fiberglass, fabricated primarily from silica sand, which is spun into glass fibers and held together with an acrylic phenol-formaldehyde binder. There are brands of fiberglass insulation that do not contain phenol-formaldehyde binding agents and are an unfaced white batt insulation bonded with a formaldehyde free thermosetting resin. The Uniform Construction Code prohibits urea-formaldehyde foam insulation. The binder used in batt insulation should be phenol-formaldehyde-free.

One of the more reasonable priced alternatives to fiberglass insulation is cellulose spray-in insulation; of which recycled newspaper is a major component. Other alternative insulation systems to consider are soy foam, recycled denim, and oyster shell insulation.

13. Operable Windows

Choose windows that can be opened. Operable windows provide opportunities for natural heating, cooling, and ventilation as well as providing a direct connection to the outdoors and the neighborhood. Also, ensure that the window is easily operable. For example, if the window is too heavy to lift and does not have a lip to grab then it is not readily operable; this could really be an issue for frail or elderly residents, who would have to call for assistance.

14. Smoke-Free Building

Implement and enforce a "no smoking" policy in all common and individual living areas of all buildings. Common areas include rental or sales offices, entrances, hallways, resident services areas and laundry rooms.

15. Exterior Wall Drainage Plane

Provide exterior wall drainage plane using building paper, housewrap or layered water resistant sheathings (rigid insulation or a foil covered structural sheathing) with seams taped or sealed.

16. Window Flashing Details

All windows and exterior openings must demonstrate best practices for flashing details in order to create a weather resistant barrier. Details must be developed to meet the intent for both the window and wall system manufacturer's products. Window details will show pan and sill flashing, damming the edges of the bottom sill flashing, and location of weep holes to exterior facade.

17. Roof

Roof warranty should be 30 years for pitched roofs and 20 years for flat roofs.

18. All Units ENERGY STAR Certified

All Projects are required to be Energy Star Certified or Equivalent as a threshold.

19. ENERGY STAR Appliances

Refrigerator, clothes washer, and dishwasher must be ENERGY STAR rated.

20. ENERGY STAR Lighting Fixtures

Install ENERGY STAR labeled lighting fixtures or the ENERGY STAR Advanced Lighting Package in all interior units, and use ENERGY STAR or high-efficiency commercial grade fixtures in all common areas and outdoors. Also, install ENERGY STAR or equivalent energy efficient lamps in all fixtures.

21. Windows with Low-E coating

All windows installed should meet ENERGY STAR guidelines and have a low-E coating.

22. Occupancy and Daylighting Controls

Lighting in community and meeting rooms, laundry, and other common spaces, must have occupancy and automatic daylight controls to reduce energy use when unoccupied. Common space does not include hallways, stairwells and any means of egress. For example, exterior porch and site lighting has daylight sensors and controls.

23. High Energy Factor Water Heaters beyond ENERGY STAR Requirements

Install water heater with energy factor greater than 60% AFUE for gas fired units and 0.95 for electric. For unit-by-unit water heaters, use electric water heater (tank type) of 0.91 EF (efficiency) or greater; a natural gas water heater (tank type) of 0.60 or greater for 50-gallon, 0.62 EF or greater for 40-gallon, or 0.65 EF or greater for an instantaneous model (tankless).

24. Easy to Use Programmable Thermostats

Provide a seven-day, digital programmable thermostat that runs on 24volts of the HVAC system, with battery backup, and no mercury. Make buttons large and system easy to use.

25. Recycle or salvage construction and demolition debris

Develop plan and protocol to properly sort and dispose of construction waste material separate from recycled material. Establish a system for daily collection and separation of materials designated to be recycled including concrete, metals, wood, recyclable plastics, bottles and cardboard, at a minimum.

26. Recycling Centers in Common Areas

Design buildings with easy access to recycling stations that are well marked, easy to understand and accessible and compatible with county or municipal recycling programs

27. Low-Flow Fixtures

Faucets shall be a maximum of 1.5 gpm in the kitchen, and 0.5 gpm for the bathroom. Showerheads shall be a maximum of 2 gpm.

28. High Efficiency Toilets

Toilets shall have an efficiency of 1.3 gallons per flush, or better (less). Dual-flush toilets can also be used with a maximum flush of 1.3 gallons.

29. Electric Charging Stations

Electric Charging Stations may be provided within existing and proposed parking areas in public and/or private parking facilities.

STREETSCAPE STANDARDS

Sidewalks & Curbing

- Sidewalks shall be provided to all entrances of all buildings, which are set back from street.
- Sidewalks shall be constructed of solid and durable materials, such as poured concrete, concrete pavers or stone, according to industry standards.
- Curbing shall be constructed of either granite, concrete or belgium block. On-site curbing should be granite block.
- Curbing shall have a minimum exposed face of 6 inches wide along all streets except for the concourses where curbing may be wider.
- The paving pattern between the building face and the curbline shall differ from the paving pattern of the roadway.
- Materials and configurations should be those that will weather well.
- A 4 feet wide paver strip shall be provided interior to the curb.

Streets, Utilities & Mechanical Equipment

- Roof-vent penetrations shall be located at least 10 feet from any exterior building face, if possible.
- Bulkheads and/or mechanical equipment shall be enclosed on the roof, set back and housed in an enclosure utilizing the same material or comparable material as the rest of the building facades.
- Above-ground storage tanks, basketball hoops or other such sports equipment are prohibited unless visually screened from the street.
- Streets shall be paved with asphalt with the exception of crosswalks which may be of different paving material.
- All utilities shall be buried underground unless site-specific constraints exist.
- Every effort shall be made to make utilities as visually unobtrusive as possible.
- Meters and access panels shall be integrated with street and building design.
- Manholes, meters and access panels shall be constructed of materials and styles consistent with established design theme.
- The developer shall coordinate all utility improvements with the responsible utility.
- Transformers and primary and back-up generators shall be located interior to the building or vaulted underground within the pavement area of an adjacent street. Location within and upon the sidewalk, between the sidewalk and the building, or anywhere outside at grade is not permitted.

Intersections & Crosswalks

- Poles at intersections shall be coordinated with street lights and traffic lights.
- Intersections shall contain handicapped accessible ramps.
- Intersections shall contain crosswalks, which will serve as an extension of the sidewalk.
- Crosswalks shall be a minimum of 5 feet in width and either be consistent with the color and material of the adjacent sidewalks or crosswalks constructed of a hot resin based compound imprinted with a color and pattern complementary with the sidewalk.

Front Yard Setbacks

- Commercial setback areas shall contain a combination of hardscape and softscaped areas.
- All residential setbacks shall be enclosed with a combination of low garden walls, ornamental fencing and/or other landscaping. Garden walls are defined as a walled separation between a courtyard front yard or service area and the street to screen private activities from the public areas.
- Setback areas are encouraged to be landscaped with a combination of flowering trees, shrubs, perennials and bulbs to create a garden space.
- Lawn and turf areas are discouraged in all front yards. More sustainable and less maintenance intensive groundcovers are encouraged.

Street Signage

- Street signage shall be coordinated with street furniture to create an orderly, safe environment and to reduce visual clutter.
- Traffic signals, traffic signs, wayfinding signage and street name signs shall be attached to light poles whenever possible to reduce the amount of poles.
- Street identification signs shall be silver letters on a blue background. Street identification signs may also be mounted upon building facades when the building is located on the right-of-way.
- Additional sign poles shall be of a similar color and style as the prevailing streetlights.
- Traffic lights shall be constructed of materials and styles consistent with the established design theme.

Street Lights

- Light fixtures shall be mounted at 18 feet; the supporting light pole shall not exceed 20 feet in height.

- Illumination shall be consistent throughout the Area.
- Street lights shall be coordinated with other street furniture and street trees.
- Street lights shall be mounted on fixtures which arc towards the ground plane.
- The recommended manufacturer is Hadco Lighting. The lighting shall be consistent with the existing approved street lights in the Redevelopment Area.

Building Lights

- Building lights shall be compatible with the fixtures of the street lights.
- Floodlights shall not be directed toward the street.
- Incandescent, halogen, or natural gas lighting elements are encouraged.
- Sodium vapor fixtures shall be prohibited.

Street Furniture

Street furniture is designed to provide visual unity, elegance and calm to the streetscape. The quality and placement of street furniture should enhance the pedestrian experience and reinforce the overall design theme of the Area. Toward this goal, street furniture, unless noted, shall be constructed of stainless steel or brushed aluminum.

In general, street furniture should be organized to be both functional and attractive. Street furniture should be regularly spaced and aligned with the street trees and street lights, whenever possible. Elements should be placed in logical locations, such as near major entranceways or crosswalks. Street furniture should in no way inhibit circulation.

The following are recommended styles and suppliers of street furniture, as well as specific details and allocation guidelines.

Benches

Benches shall be approximately 72 inches in length and 32 inches high. Manufacturer shall be Landscape forms "Plainwell" model or equivalent. A minimum of 2 benches are required on all Concourses. Benches are encouraged in appropriate locations on other streets, the Waterfront Boulevard and Frank E. Rodgers Boulevard. Benches shall be located adjacent to the curb line. Benches shall be secured permanently.

Tree Grates

Tree grates are required for all street trees with the exception of the first block of Angelo Cifelli Drive west of Frank E. Rodgers Boulevard. Tree grates shall be 4 feet x 4 feet and set parallel and flush with the curb line. Tree grates shall be made of heavy grade, cast iron or cast aluminum of silver or bright gray finish or recycled polygrate plastic. The center hole shall be expandable to accommodate tree growth. The initial center hole shall be a minimum of 12 inches in diameter. The manufacturer shall be Urban Accessories "COHO" style or an equivalent.

Trash & Recyclable Receptacles

Trash and recyclable receptacles at a minimum, are required at each corner of all intersections containing commercial activity and between all parking areas and entertainment or transportation uses. Trash receptacles shall be 24 or 36 gallon and supplied by Victor Stanley, Inc. or an equivalent.

Bicycle Racks

Bicycle racks are required along all commercial roadways, adjacent to the Path station and stadium to address projected demand. Bike racks shall be securely fastened to the sidewalk. Bike rack locations shall not interfere with pedestrian circulation.

Bollards and Planters

Bollards and planters shall be used as activity separators. Permanent bollards shall be lit whenever possible.

- Flowering plants and decorative shrubs should be planted in raised freestanding planters (not in ground at grade level). Seasonal plantings may be used from November 1 - January 10. Annual flowers or ground covers may also be planted in planters.
- Planters shall be "Rosa Planter", granite finish, as manufactured by Landscape Forms, or equivalent.
- Provisions must be made for ensuring adequate watering and drainage.
- Planters should not block other elements such as streets, signs, meters, or streetlights.
- Planters should be located at corners of intersections, focal points, and other locations where space permits.

Newspaper Boxes

Newspaper boxes shall be grouped together in corrals on each block to reduce visual clutter and maximize sidewalk space. A maximum of 8 newspaper boxes may be grouped together in one corral on each block.

LANDSCAPE STANDARDS

Street Trees

Street Trees and plantings are an important component of the streetscape and are designed to give character to each street and coherence to the entire Area. Street trees are to be coordinated and maintained as an urban forest to improve air and water quality, reduce noise and light pollution and promote the health and well-being of people. To ensure the sustainability of the urban forest, no more than 10% of all trees in the entire Area or 50% of all trees on a single block may be of the same species. This will promote overall health and reduce the damage from individual pests and diseases. The exception is in medians where entire planting blocks are to be composed of a single variety.

- Street Trees shall be at least 3.5 inch caliper at breast height and adhere to the American Standards for Nursery Stock.
- Single stem median trees shall be a minimum of 3.5 inches. Multi-stem median trees shall be a minimum of 12 inches to 14 inches and considered 'heavy'.
- All street trees shall be planted in metal tree grates.
- Trees within medians shall be in mulched beds. Mulch shall be double-shredded and of a dark color. Dyed mulches are not permitted.

Each block shall be planted with trees of similar size, growth rate, habit and leaf pattern to achieve a uniform, attractive pattern. The following groups of trees are recommended to be planted together as a block. The following trees are permitted by right; other trees may be submitted as an alternative if the alternative accomplishes the stated purpose.

Concourses

Shall be planted with large trees with attractive bark, small, simple leaf and vase like habit, spaced 30 feet apart. Trees include:

Ulmus parvifolia – Chinese Elm

Ulmus americana – American Elm

Zelkova serrata 'Green Vase' - Green Vase Zelkova

Zelkova serrata 'Village Green' – Village Green Zelkova

Waterfront Boulevard

Shall be planted with single masses of trees spaced 25 feet apart:

Harrison Avenue to Angelo Cifelli Drive – *Quercus rubra* – Red Oak

Angelo Cifelli Drive to the Railroad Viaduct – *Acer saccharum* 'Green Mountain' – Green Mountain Sugar Maple

The Railroad Viaduct to Frank E. Rodgers Boulevard – *Ulmus parvifolia* – Chinese Elm

Streets

Shall be planted with the following 2 groups:

Medium sized trees with simple leaves and compact habits spaced 25 feet apart. Trees include:

Tilia tomatosa 'Green Mountain' – Green Mountain Silver Linden

Liquidambar styraciflua – Sweetgum

Prunus subhirtella var. *autumnalis* – Autumn Flowering Cherry

Medium sized trees with compound leaves and compact habits spaced 25 feet apart. Trees include:

Sophora japonica 'Regent' - Pagodatree

Gleditsia triacanthos 'Shademaster' – Honey locust

Koelreuteria paniculata - Goldenraintree

Ceridiphyllum japonicum – Katsura tree

Frank E. Rodgers Boulevard

Shall be planted with large trees with compound leaves and open habits spaced 30 feet apart.

Trees include:

Gleditsia triacanthos var. *inermis* – Honey locust

Fraxinus pennsylvanica – Green Ash

Quercus phellos – Willow Oak

Sophora japonica 'Regent' – Scholar tree

Front Yard Trees

Front yard trees shall be a minimum of 2.5 inch caliper single stem, 7 feet to 8 feet heavy grade B & B multistem or heavy grade specimen quality, including:

Acer palmatum – Japanese Maple

Acer palmatum 'Dissectum' – Lace leaf Japanese Maple

Amelanchier canadensis - Serviceberry
 Cercis canadensis – Eastern redbud
 Cornus florida – Flowering Dogwood
 Cornus kousa – Kousa Dogwood
 Cornus mas – Cherry Dogwood
 Halesia carolina – Carolina Silverbell
 Hamamelis x intermedia - Witch hazel
 Koelreuteria paniculata –GoldenrainTree
 Magnolia x soulangiana – Saucer magnolia
 Magnolia virginiana – Sweetbay magnolia
 Malus – Flowering Crabapple
 Prunus – Flowering Cherries
 Styrax japonica – Japanese Snowbell

Lawn and Turf

- Because of the proximity of the Passaic River, large expanses of lawn and turf, which exacerbate runoff and pollution, are discouraged in all areas except the stadium, practice fields and public open space.
- Where permitted, lawn and turf areas shall practice best management practices to reduce excessive fertilizer and pesticide application, which may result in runoff.
- The use of artificial plant material is prohibited.

Medians

- Medians shall be planted with a combination of major and minor bulbs suitable for naturalizing such as daffodils and crocus.
- Medians shall be planted with long-lived, low-maintenance, evergreen groundcovers such as Liriope muscari. Short-lived, high maintenance groundcovers, such as vinca minor, are discouraged.
- Pyrus calleryana “Bradford” and Acer platanoides are expressly prohibited as street and garden trees. Other Lordier cultivars of Pyrus caller yana are permitted.
- Plant material should be selected and located to minimize excessive pesticide or fertilizer applications.
- Thorned or barbed plant material, such as Pyracantha or Barberry are prohibited.

ADDITIONAL DESIGN STANDARDS

Private Open Space

- Private Open Space in residential areas that is adjacent to or visible from public areas shall be demarcated with garden walls and/or fencing.
- Scored concrete, concrete pavers, brick pavers or stone are the only permitted hardscape materials within private open space.

Focal Elements & Gateways

- Focal elements are significant architectural features, which contribute to a sense of place and unique identity of the Area.
- Focal elements may be towerlike, inhabitable or uninhabitable elements that may exceed height limitations by up to 32 feet.
- Gateway areas are important for first impressions of the area, and serve to distinguish areas from each other. The gateways to the Town shall be enhanced through landscaping and buffering, low-rise walls, signage or graphics. The underpass areas shall be enhanced through aesthetic improvements such as additional lighting, painting, and signage.

Wayfinding Signage

The variety of attractions and number of transportation options make the inclusion of wayfinding signage crucial to the success of the project. Wayfinding signage orients and educates visitors about destinations and attractions. Wayfinding signage is increasingly becoming an integral marketing and branding element.

- Wayfinding signage may include a complete map of the Area and indicate locations of transportation stops, retail areas, recreational facilities and entertainment centers.
- Wayfinding signage shall be multifunctional to address the pedestrian and automotive realms.
- Wayfinding signage shall be produced by a single design consultant to include the needs of all developers.
- Wayfinding signage shall be incorporated into the overall streetscape design.

Public Art

- One-half of 1 percent of the budgeted cost of construction or renovation of the structure or the project itself, excluding land, shall be appropriated for public art.

- Public art shall be considered integral to building design and not merely applied as decoration.
- Public art may include, but is not limited to aesthetic objects, suspended or kinetic work, commemorative memorials and statues, traditional or folk-inspired art, functional work (doors, gates and fences), ornamental work, landmarks, environmental work, lighted work, literary treatments, sound and video installations, murals, surface treatments (wall, floor, ceiling, sidewalk, plaza), and water fountains. Incorporation of existing industrial site elements in a creative manner may be considered as public art.
- Public art shall be based upon the established design themes of the Passaic River and the industrial heritage of the Area.
- Public art is subject to the approval of the Redevelopment Agency Planner.

Outdoor Dining

- Public sidewalk dining is permitted in front of all dining establishments. The furniture should be consistent with the established design theme and shall not interfere with circulation.
- Restaurants shall not place anything in an alleyway or walkway or set up tables in such a manner as to block any alleyways or walkways or any building entrance/egress.
- Restaurants must provide for the disposal of recyclable cans/bottles and garbage. Public receptacles for garbage shall not be used. Sidewalk areas shall be kept clean during hours of operation. Litter shall not be permitted on adjoining sidewalks or property.
- All sound systems are prohibited with the exception of the stadium plaza areas prior to and during stadium events.
- All food preparation shall be in the regular kitchen area of the restaurant, not outside; however, sale and service of food is permitted throughout the area. Outdoor food preparation may be permitted in the stadium plaza area prior to and during events subject to approval of the Mayor and Council.
- The placement of outdoor tables shall be limited to the area immediately in front of approved restaurants, cafes or eating establishments. No portion of any sidewalk dining equipment, including chairs, tables and opened umbrellas, shall encroach upon the sidewalk area in a manner to block, impede or cover adjacent store fronts, doors or windows in front of other business establishments.

PROPERTY TO BE ACQUIRED

This Redevelopment Plan authorizes the Redevelopment Agency, but does not require the Agency, to exercise its condemnation powers on all properties in the Redevelopment Area, to acquire property or to eliminate any restrictive covenants, easements or similar property interests which may undermine the implementation of the Plan.

The Town plans, however, to assist the designated redevelopers in working with affected property owners and businesses to promote private redevelopment, where appropriate, of the parcels within the Redevelopment Area.

RELOCATION

It is anticipated that the designated redevelopers will address any relocation needs through acquisition of parcels. The Town of Harrison, however, will provide all displaced tenants and landowners with the appropriate relocation assistance, pursuant to applicable State and Federal law, should relocation be necessary. Such assistance will be provided through an appropriately designated office which will assist in any relocation of persons, businesses or other entities. The local housing market, including Harrison and surrounding communities, contains an ample supply of comparable replacement housing to absorb the residents of Harrison who may be displaced by the redevelopment process. Further, Harrison and the surrounding area contains sufficient land and buildings which would be appropriate for relocation of existing businesses from the Redevelopment Area. If relocation is not directly caused by the Redevelopment Plan, the Town assumes no responsibility for relocation of people and businesses.

AFFORDABLE HOUSING UNITS

No affordable units are identified to be removed as part of the implementation of the Redevelopment Plan.

Any affordable housing obligation incurred by any redeveloper should be addressed through Redeveloper Agreements.

RELATIONSHIP TO DEFINITIVE LOCAL OBJECTIVES

Town of Harrison Master Plan

The Town of Harrison adopted its current Master Plan in November of 2007, with the Waterfront Redevelopment Plan being a key component of that Plan. The WRP is consistent with the following goals and objectives of the Town's Master Plan

- Encourage the development of a diversified economic base that generates employment growth and provides increased tax ratable through continued private investment and the provision of tax-producing uses through development and/or redevelopment, consistent with community needs, desires, and existing development;
- Ensure that future development is aesthetically pleasing and is compatible with and/or enhances the character of the area;
- Effectuate the Waterfront Redevelopment Plan in order to create a vibrant mixed-use, transit-oriented, pedestrian-scale development that will make Harrison a regional destination for years to come.

Relationship to Master Plans of Contiguous Municipalities

The proposed Redevelopment Plan is substantially consistent with the Master Plans of adjacent municipalities, Hudson County and the State Development and Redevelopment Plan. Harrison lies adjacent to the Town of Kearny, the Borough of East Newark, and the City of Newark.

Newark

The City of Newark, which is contiguous to the Redevelopment Area boundary, is currently undergoing significant planning efforts on its interior as well as within its waterfront area. Newark is in the process of developing a Waterfront Plan, which will detail the proposed uses and planned amenities along the waterfront, including the Joseph G. Minish Passaic River Waterfront Park and Historic Area, which will extend the length of Harrison along the Passaic River. The park incorporates a waterfront walkway that is part of this Plan. The New Jersey Performing Arts Center has been constructed proximate to the waterfront in Newark, as has Riverfront Stadium, the City's minor league ballpark. Newark's waterfront walkway is intended to be an amenity for these, as well as other, uses.

Kearny

The Town of Kearny has begun significant efforts to transform the lower portion of the Passaic River from an industrial manufacturing center into a variety of uses that will be consistent with the

urban fabric of the existing Town. Along those lines, Kearny adopted the Passaic Avenue Waterfront Redevelopment Area Plan, which envisions:

- The redevelopment of the lower Passaic waterfront into a mixed-use regional urban entertainment recreational center with adaptive reuse of existing industrial features where possible;
- Improved connections to surrounding residential neighborhoods;
- Redevelopment of a waterfront walkway along the Passaic River.

The Harrison Plan, which also proposes a waterfront walkway and waterfront amenities, is consistent with the City of Newark's and the Town of Kearny's current planning efforts that seek to revitalize the Passaic River waterfront and the region as a whole. The redevelopment of the waterfront areas in all three municipalities will complement each other and are anticipated to significantly improve the Area.

East Newark

The Borough of East Newark is adjacent to the Town of Harrison on its northwestern border. This plan is consistent with the goals of the Borough's Master Plan. East Newark is also currently undertaking planning efforts to redevelop the entirety of their waterfront along the Passaic River, just to the north of Harrison.

Relationship to Hudson County Master Plan/CEDS

Hudson County Master Plan Re-examination Report (2008)

Hudson County issued a re-examination of its 2002 Master Plan in August of 2008. The Waterfront Redevelopment Plan is consistent with the following goals and objectives of the Re-examination report:

General Goals

- To provide for the economic revitalization of the County's commercial and industrial base;

Land Use Goals

- To provide for a full range of retail businesses and personal services in suitable locations to serve the needs of the County;
- To assist in the implementation of the development and redevelopment of the waterfronts of the Hudson, Passaic and Hackensack Rivers;

- To integrate land use planning with transportation planning and capacities, including all modes, but particularly pedestrian and bicycle and to promote development intensities that will support mass transit;
- To promote compact and mixed use development patterns;
- To encourage remediation and reuse of environmentally contaminated sites.

General Objectives

- Encourage development and redevelopment that utilizes alternative transportation measures for bicycle, pedestrian and transit friendly design practices and capitalizes on existing and planned transportation improvements;
- Encourage municipalities to consider design standards for new construction that create a sense of unity and order in the design of buildings, streets, sidewalks, shade trees, signage and other structures.

Waterfront Area Objectives

- Encourage the construction of a continuous coordinated waterfront walkway along the County's waterfronts;
- Integrate waterfront development with adjacent neighborhoods by assuring strong physical linkages and appropriate infill development and discourage gated communities that separate the remainder of the community from the waterfront.

Commercial Area Objectives

- Encourage convention, cultural and entertainment activities within the core areas of the County to spur economic growth;
- Encourage the grouping of compatible retail establishments into functional commercial centers to promote synergy among businesses;
- Encourage municipalities to provide creative solutions to parking and loading issues;
- Encourage the development of complementary land uses in proximity to commercial areas;
- Establish design and aesthetic controls in commercial areas to create and maintain attractive shopping areas;
- Encourage the location of commercial development near existing transit services and facilities.

Hudson County Comprehensive Economic Development Strategy

The Hudson County CEDS was adopted in February of 2010, and provides a blueprint for the economic future of the region up until 2014. The Waterfront Redevelopment Plan is consistent with the following goals, objectives and strategies from that Plan:

- Foster the cleanup and re-use of contaminated sites as an integral part of both economic and community development, while maintaining and improving areas that provide centers for employment, education, entertainment facilities, services, shopping and other resources;
- Support the development of cultural, recreational and historic amenities that not only benefit County residents, but foster the development of the travel and tourism industry
- Promote sustainable, smart-growth developments;
- Continue development of the Hudson River, Passaic River and Newark Bay Waterfront, fostering strong linkages between the waterfront and interior neighborhoods;
- Encourage development and remediation of Brownfields for industrial and commercial purposes.

Relationship to State Strategic Plan

The Draft Final State Strategic Plan, released in October of 2011, outlines goals and principles for targeting investment and growth in the State of New Jersey. The Waterfront Redevelopment Plan is consistent with the stated goals and objectives of this plan. Specifically, the WRP is exemplary of the guiding principle of 'spatial efficiency', which will help guide state decision making. "Spatial Efficiency: The State of NJ will place value on the economic, social and environmental benefits of investing in areas where infrastructure already exists in an effort to control long-term costs of public services, re-invigorate existing communities, and protect important natural resources."

The State Strategic Plan also identifies Garden State Values, many of which are consistent with the WRP. For instance, Garden State Value #1 is to concentrate and mix uses, while Garden State Value #2 is to prioritize redevelopment and infill development around existing infrastructure.

The State Plan also notes that priority areas targeted for investment and growth should be those which create compact livable communities that will attract business and workers, and efficiently use infrastructure.

The Waterfront Redevelopment Plan guides the revitalization of the Passaic River waterfront to be a vibrant, compact community which will provide a variety of housing and commercial options to potential residents and businesses. The Plan utilizes existing infrastructure, is transit oriented around the PATH station, and the Plan makes efficient use of urban lands conveniently located to have easy access to the entire New York region.

Although the specific areas to be targeted as priorities for investment and growth have yet to be named, the WRP fits the criteria that are recommended by the State Strategic Plan as an area to be targeted for strategic investment.

ADMINISTRATIVE AND PROCEDURAL REQUIREMENTS

Review Process

The review process for all redevelopment projects shall consist of the following steps:

- *Negotiation of Redeveloper Agreement:* the Harrison Redevelopment Agency shall be responsible to negotiate the terms and conditions of each redeveloper agreement by which specific entities are authorized to undertake redevelopment activities in accordance with the Plan. As part of such negotiations, the Harrison Redevelopment Agency shall review the conceptual project plans submitted by the proposed redeveloper and shall be authorized to include within the redeveloper agreement descriptions of such projects in sufficient detail to govern that which the redeveloper is authorized to construct including exceptions from design standards.
- *Harrison Redevelopment Agency Review of Proposed Development Plans:* Prior to submission for formal development review by the Planning Board, each Redeveloper shall submit detailed plans to the Harrison Redevelopment Agency for its review. Harrison Redevelopment Agency's approval of such submission shall be based on whether the plans conform to the Redevelopment Plan and the redeveloper agreement. If Harrison Redevelopment Agency determines that the plans are non-conforming, Harrison Redevelopment Agency shall advise the Redeveloper of the issues that give rise to such non-conformance. The Redeveloper shall then revise the plans and resubmit them as many times as necessary to receive approval from the Harrison Redevelopment Agency.
- *Planning Board Review of Development Plans:* After approval of the proposed plans by the Harrison Redevelopment Agency, the Redeveloper shall submit the plans to the Planning Board for its review and approval.

Amending the Redevelopment Plan

Upon compliance with the requirements of applicable law, the Mayor and Council of the Town of Harrison may amend, revise or modify this Redevelopment Plan, as circumstances may make such changes appropriate.

Duration of Redevelopment Plan

The Redevelopment Plan, as amended, shall be in full force and effect for a period of thirty (30) years from the date of approval of this Plan by the Mayor and Council.

Conveyance of Land

The Mayor and Council may sell, lease, or otherwise convey to a redeveloper for redevelopment, subject to the restrictions, controls and requirements of this Redevelopment Plan, all or any portion of the land within the Redevelopment Area which becomes available to disposal by the municipality as a result of public action under this Plan. The Town reserves the right to formulate an agreement under any of the above-referenced arrangements and to enforce resale covenants.

Redevelopment Agency

Since the adoption of the original Redevelopment Plan, an independent Redevelopment Agency was created and approved by the Local Finance Board of the State of New Jersey. The Harrison Redevelopment Agency will continue to serve as the redevelopment entity in implementing the Plan.



Aerial Photograph

 Redevelopment Area Boundary

1,000 500 0 1,000 Feet

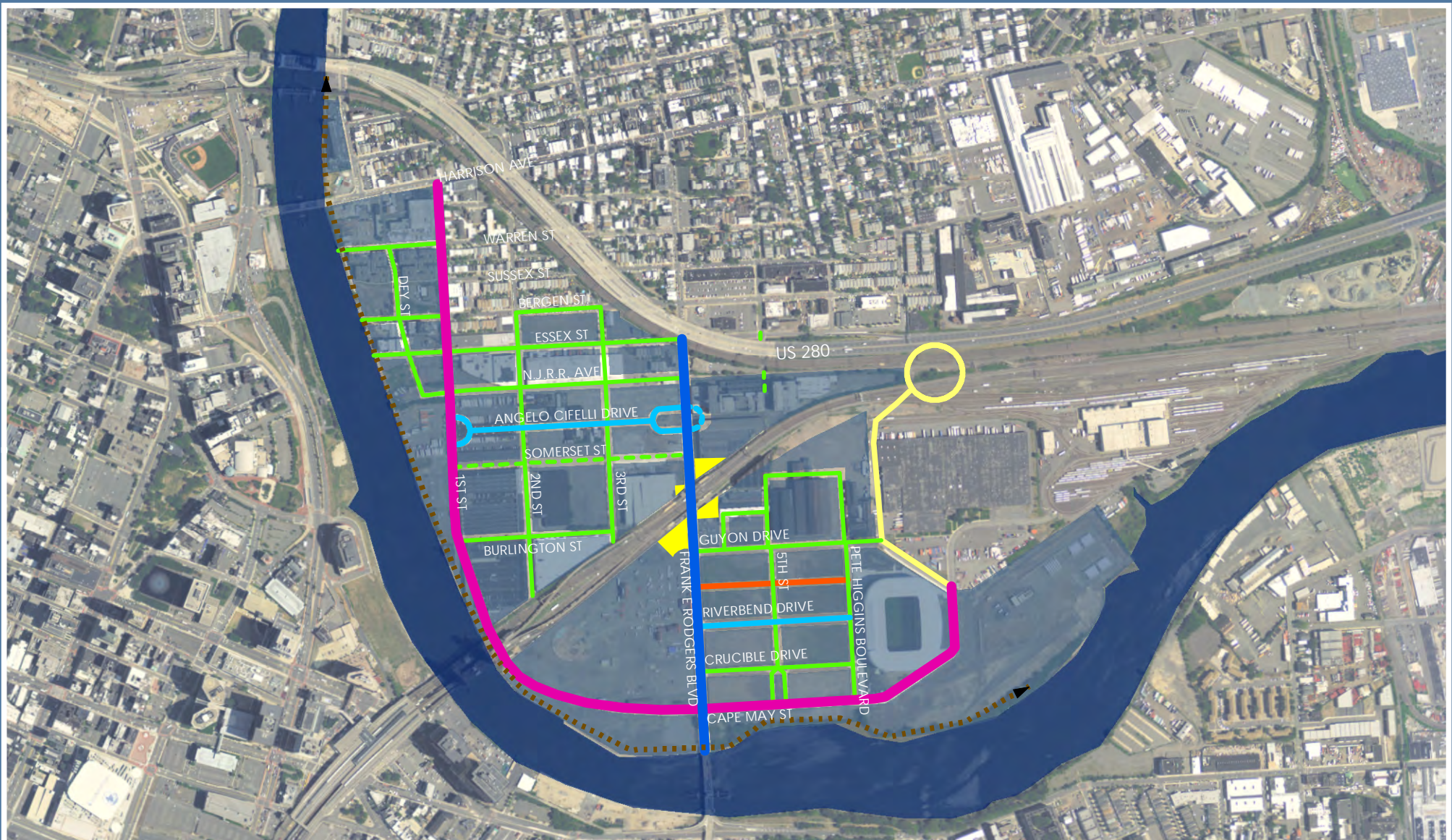
Sources: NJGIN(County and Municipal Sources)

March 2012














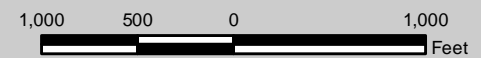
1,000 500 0 1,000
Feet
Sources: NJGIN(County and Municipal Sources)



Buildout Road Network

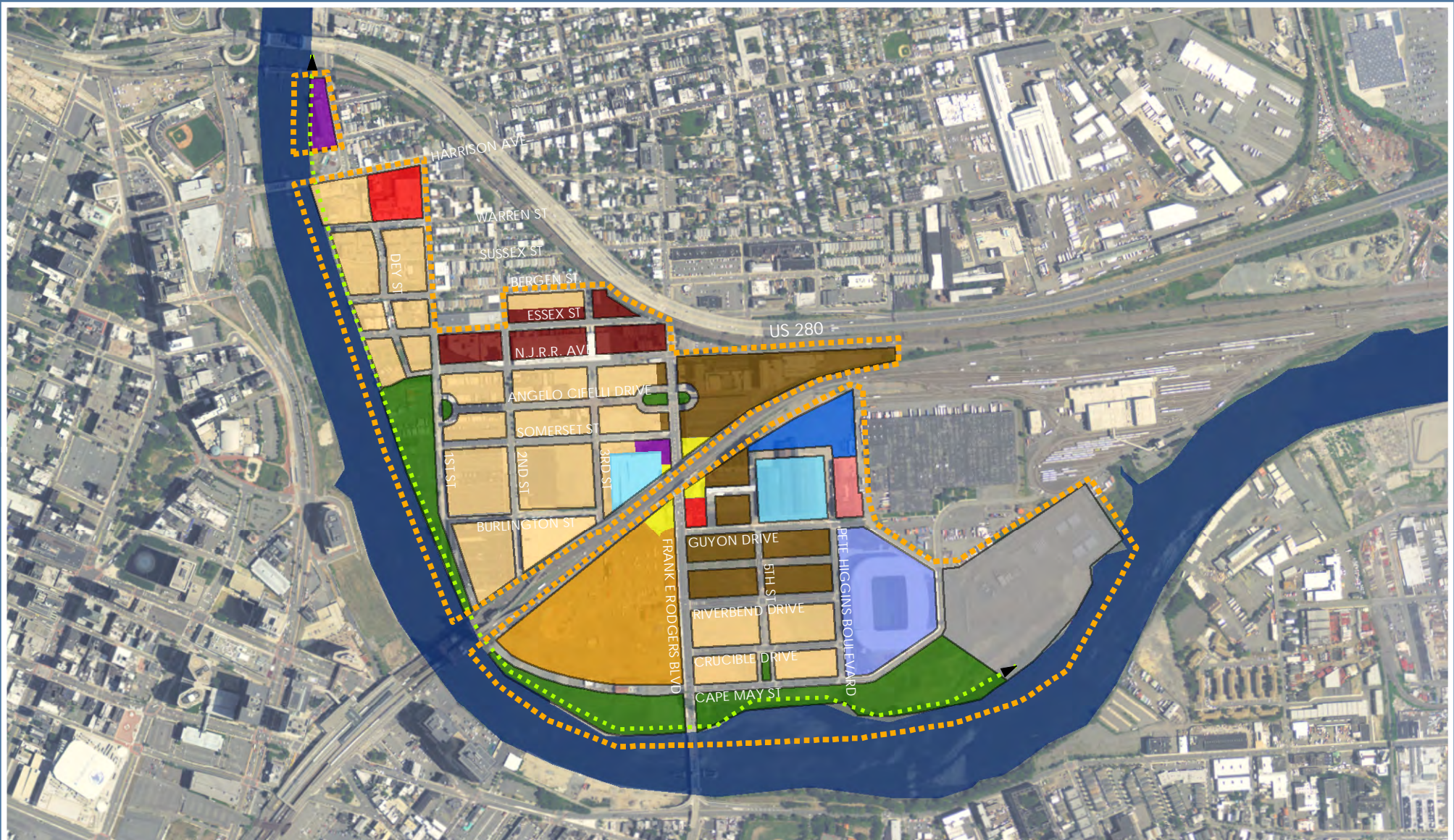
- | | |
|---|---|
|  Concourse |  Route 280 Interchange |
|  Waterfront Boulevard |  Walkway |
|  Frank E. Rodgers Boulevard |  Private Street |
|  Street |  Proposed upgrades to PATH Station |
|  Retail Corridor | |

March 2012

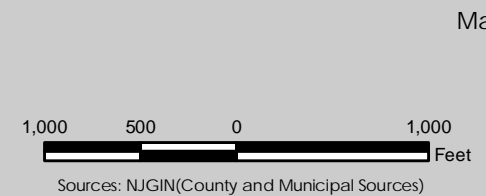


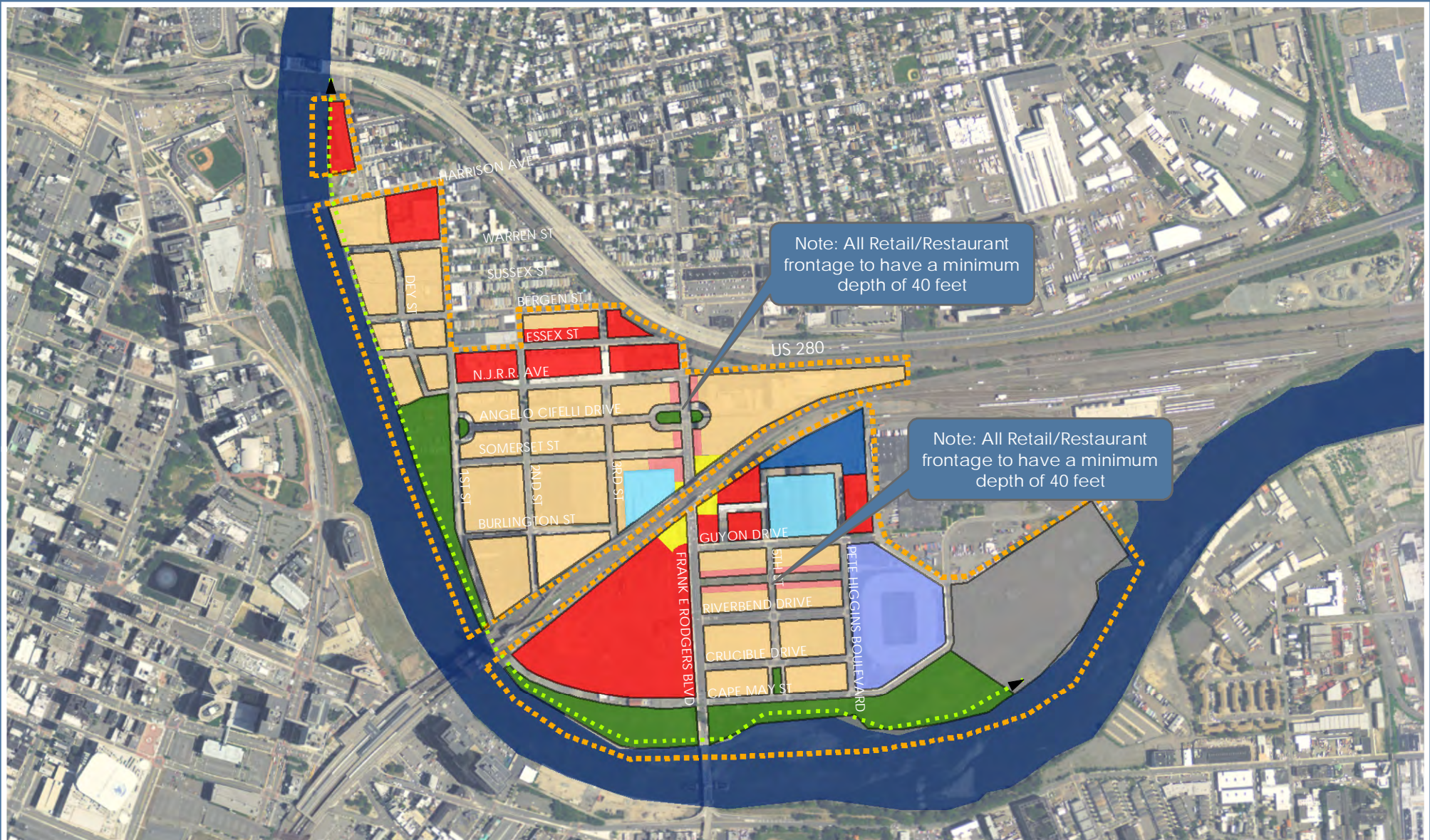
Sources: NJGIN(County and Municipal Sources)





Land Use Map



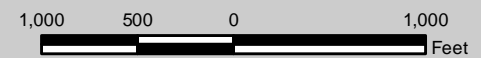


Ground Floor Land Uses

- | | | |
|---|---|---|
| Retail Sales/Restaurants (Required) | Parks/Walkway | Proposed upgrades to PATH Station |
| Commercial* (Required) | Stadium | Redevelopment Area Boundary |
| Office/Technology Center | Structured Parking | Walkway |
| Residential (Permitted, Not Required) | Public Utilities | |

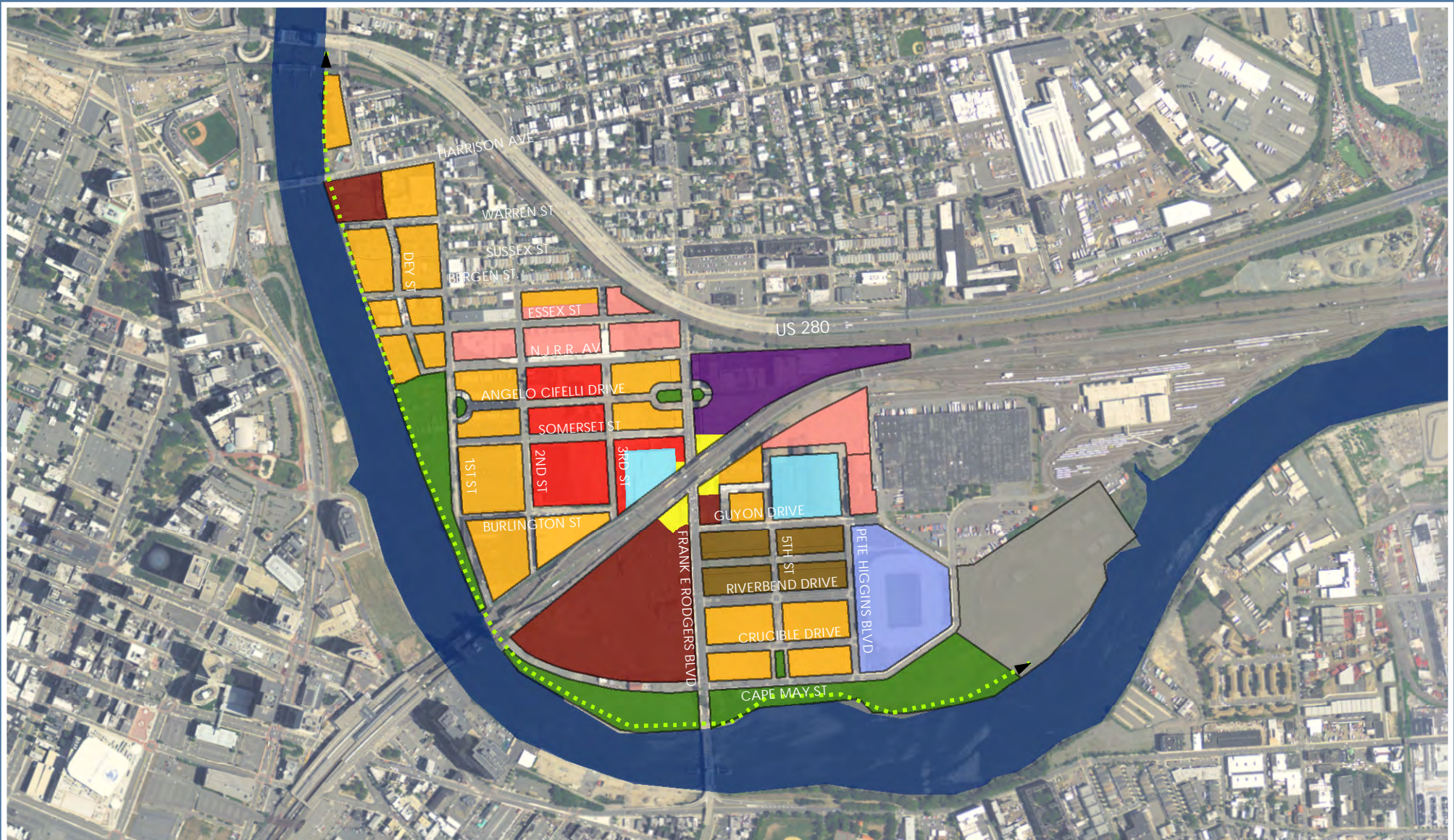
*As permitted in the district

March 2012

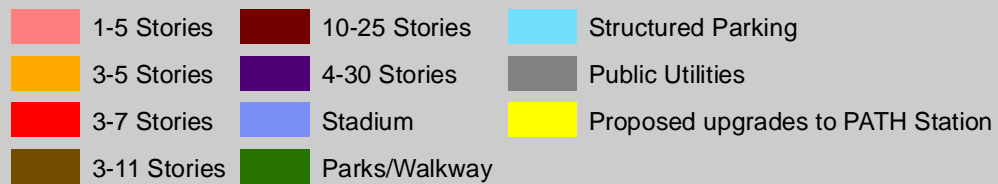


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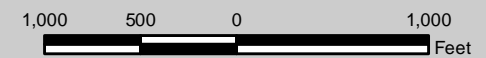




Building Height by Block

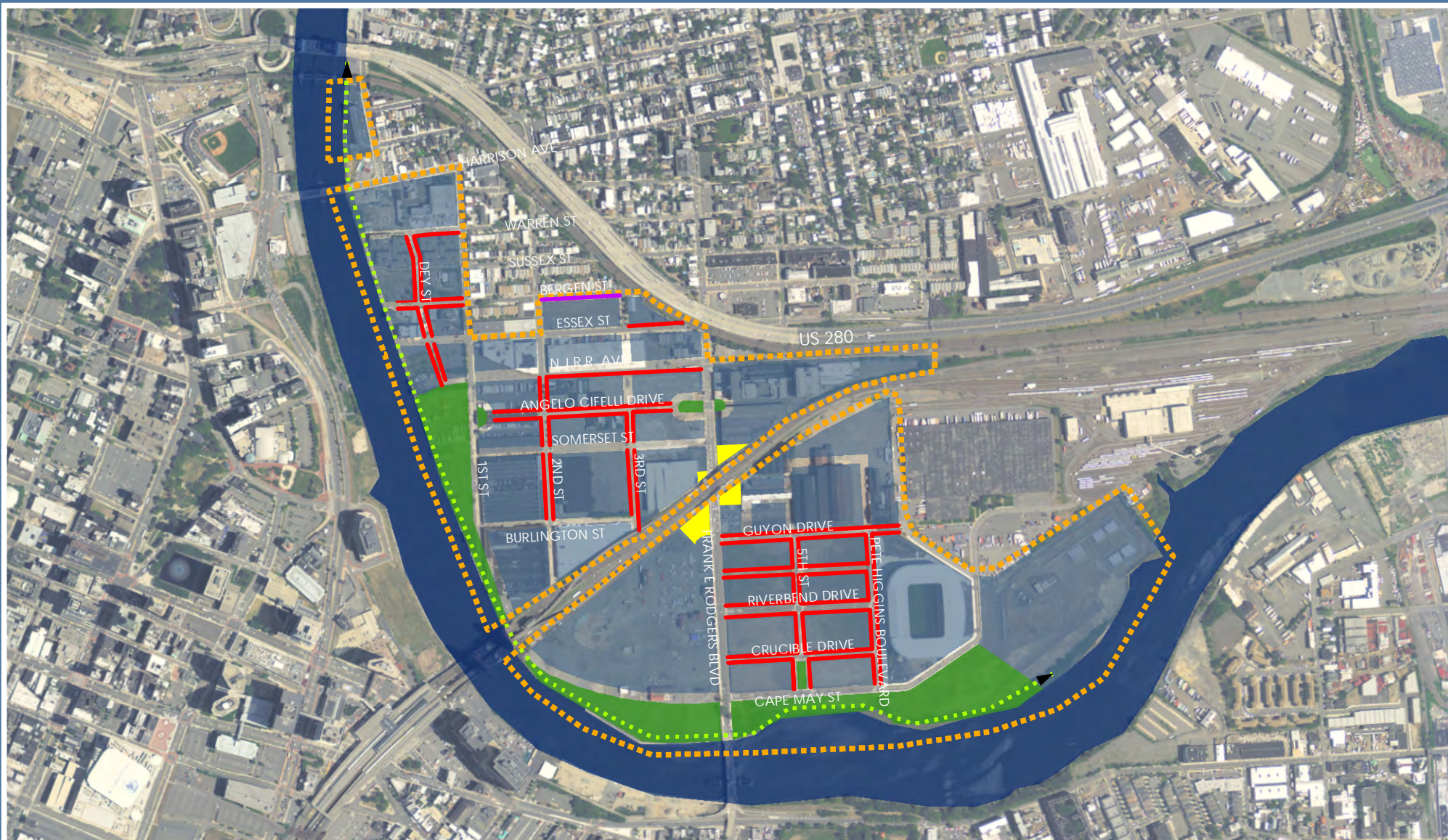


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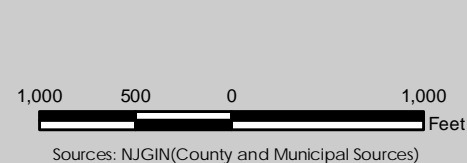


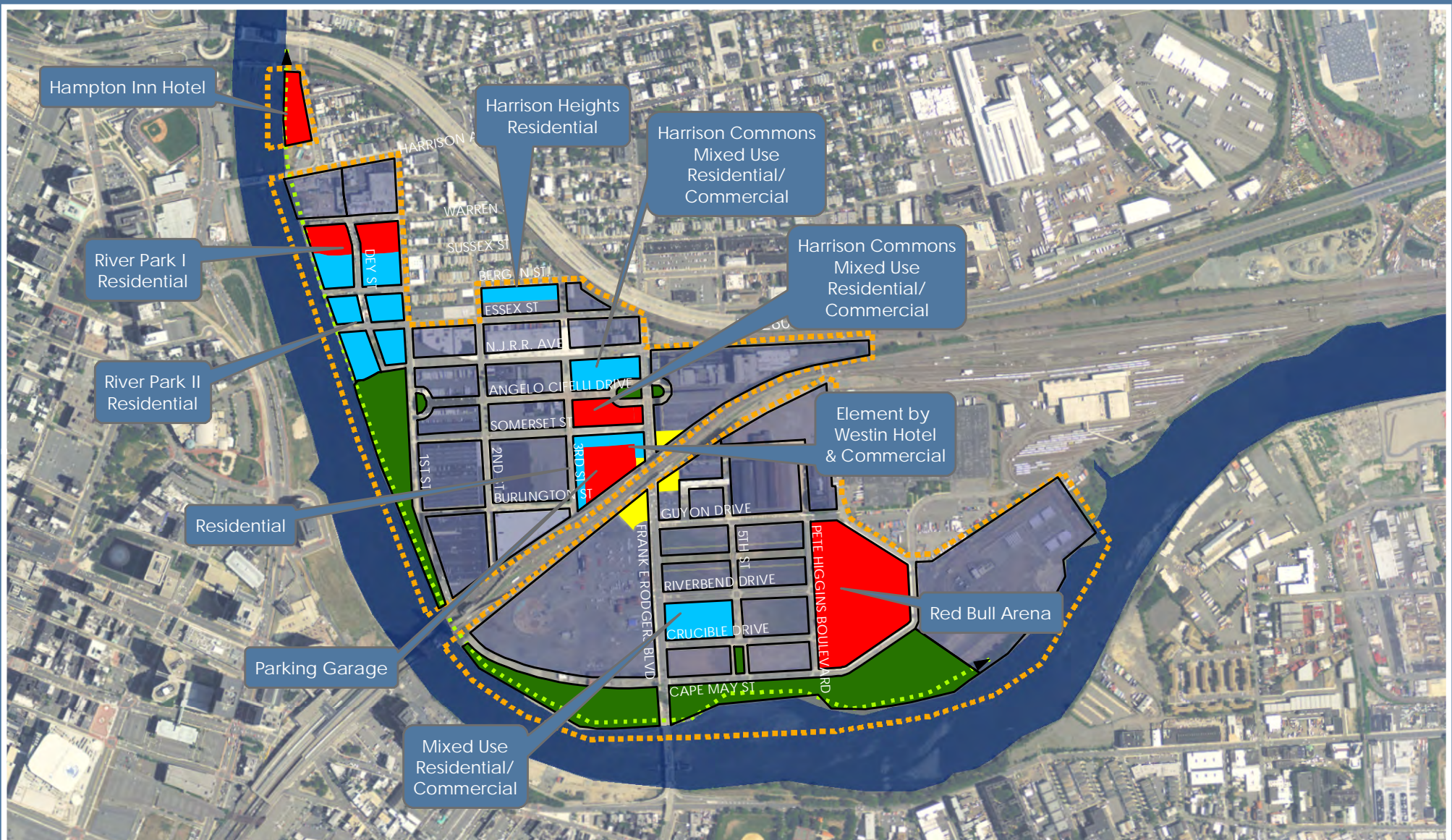


On-Street Parking

- On-Street parking (non-metered)
- On-Street metered parking
- Proposed upgrades to PATH Station
- Parks
- ◀▶ Walkway
- Redevelopment Area Boundary

March 2012

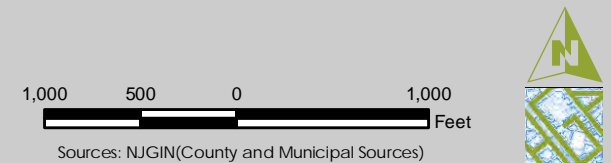


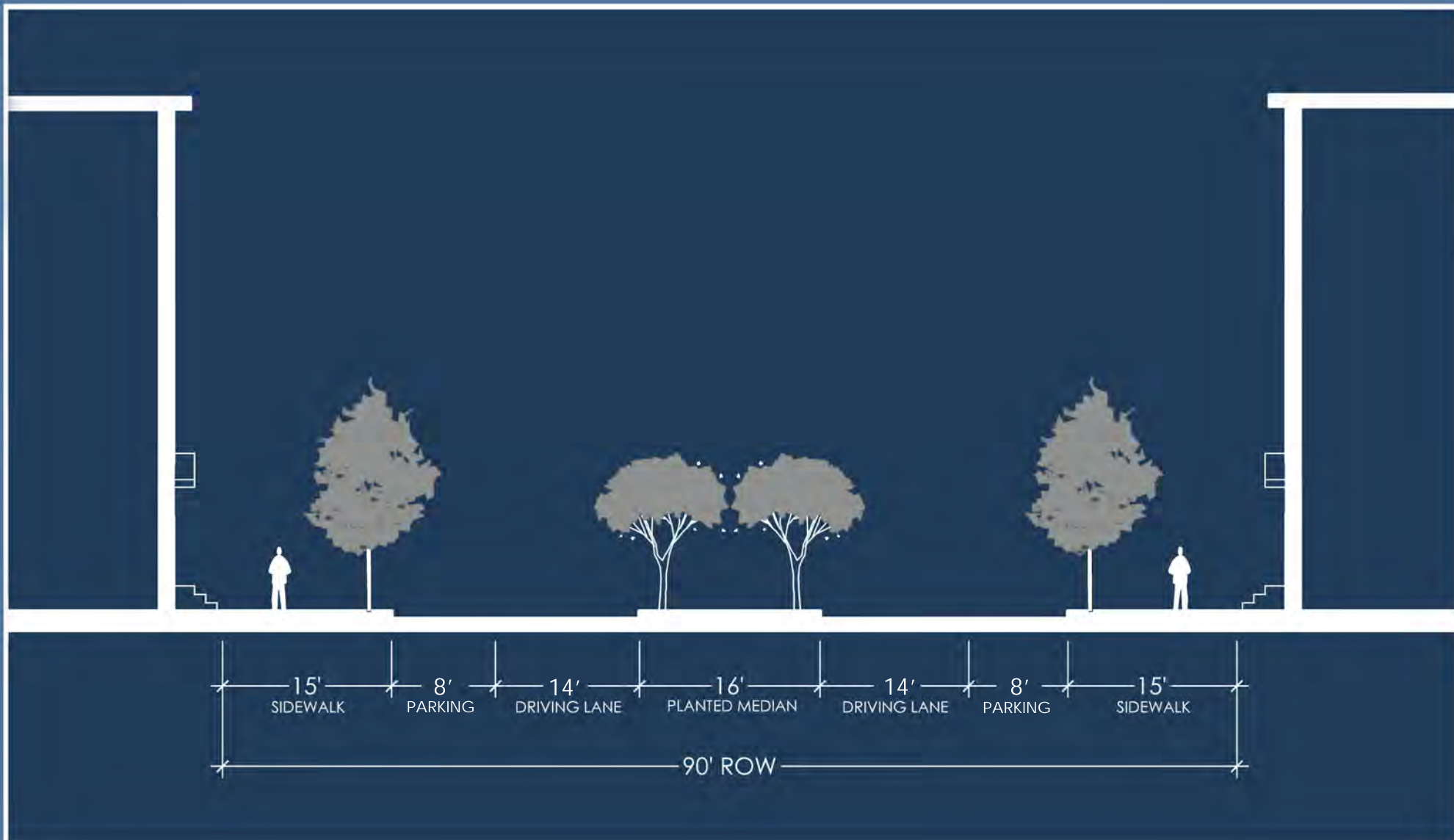


Development Status

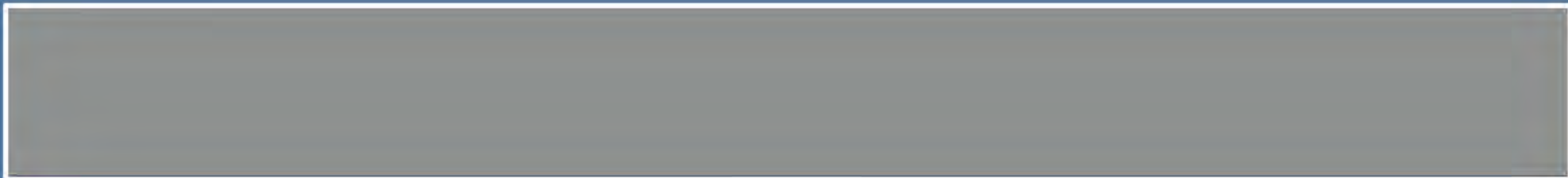


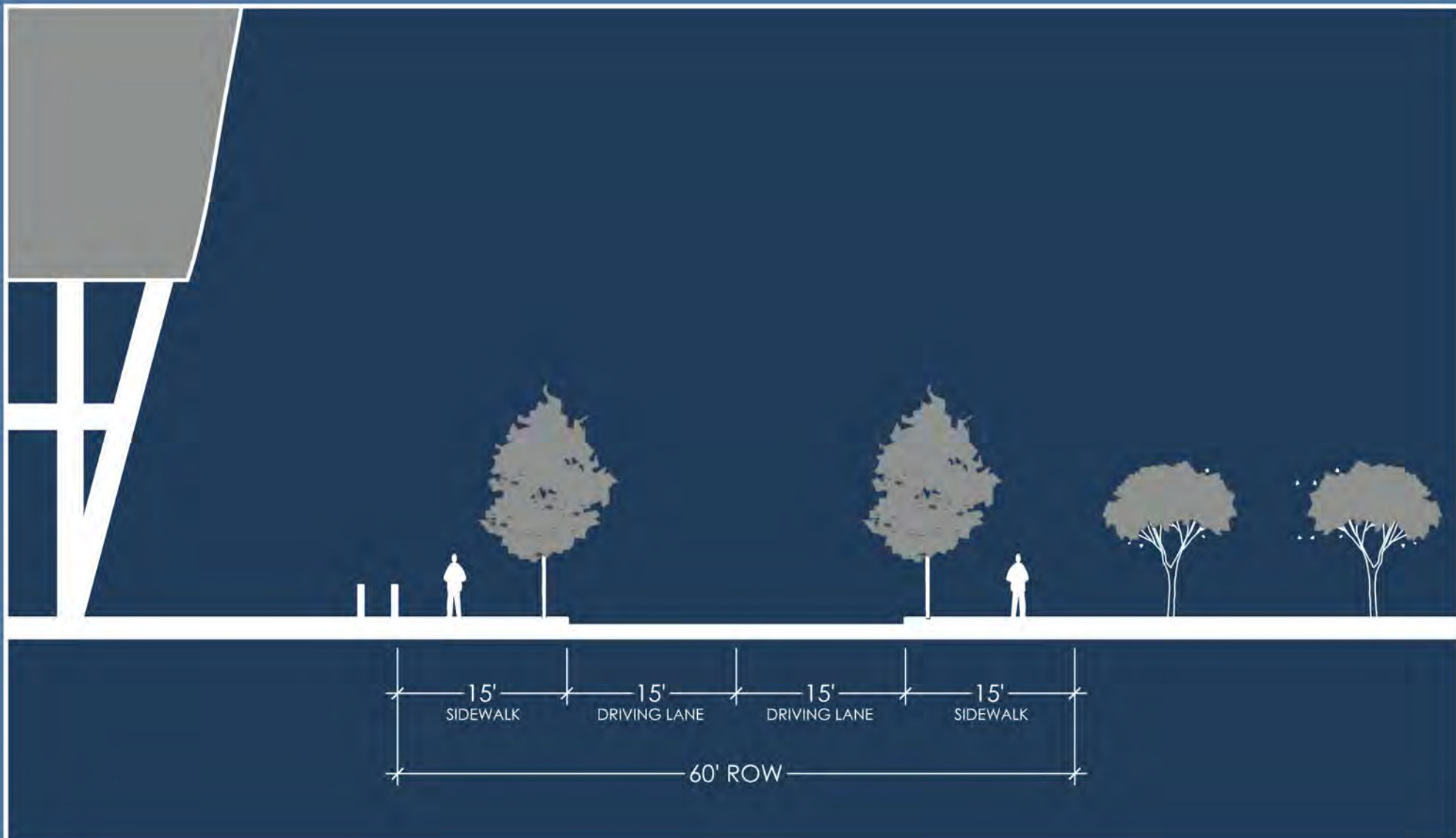
March 2012





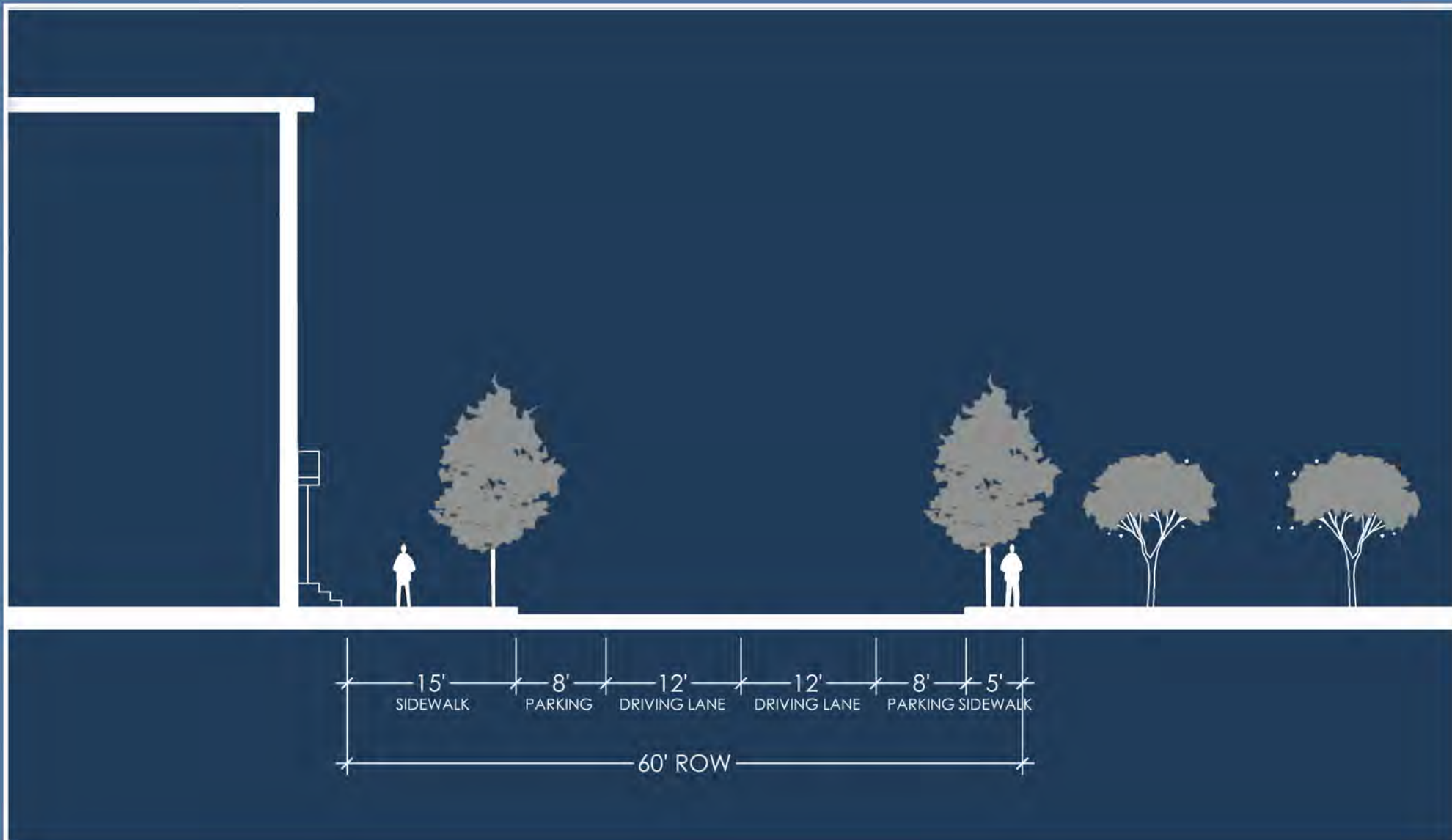
Angelo Cifelli Drive



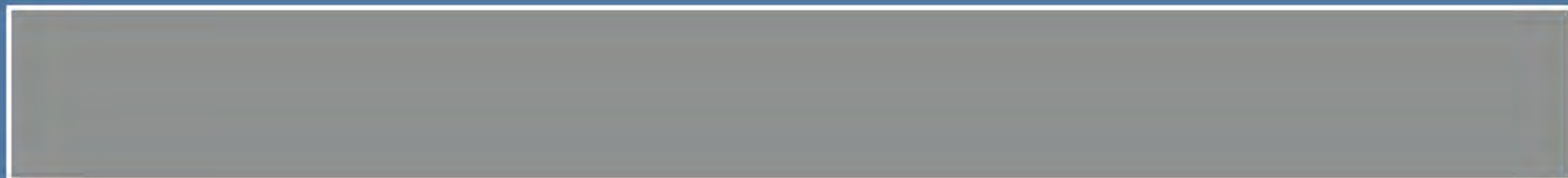


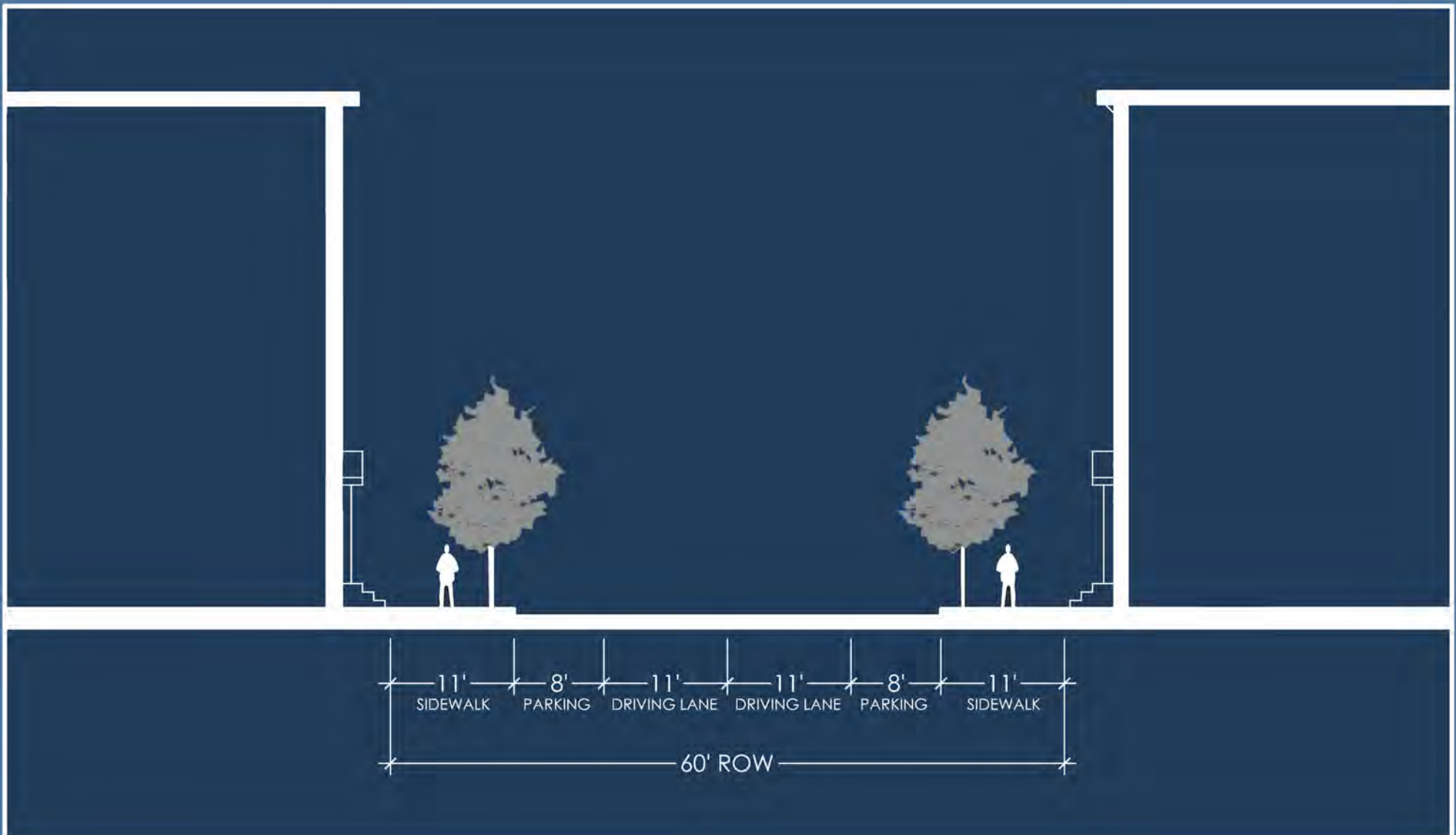
Cape May Street (East of Pete Higgins)



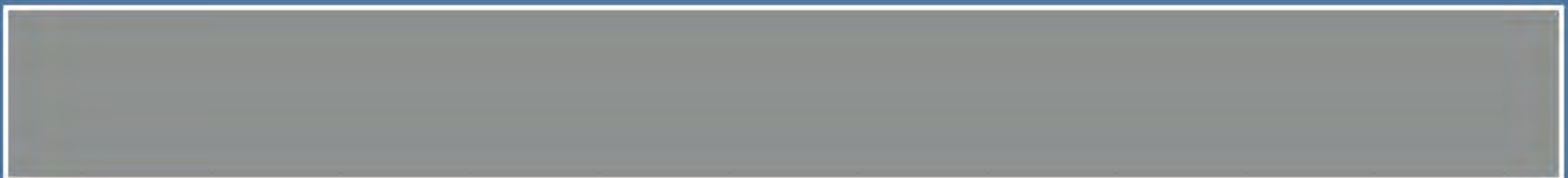


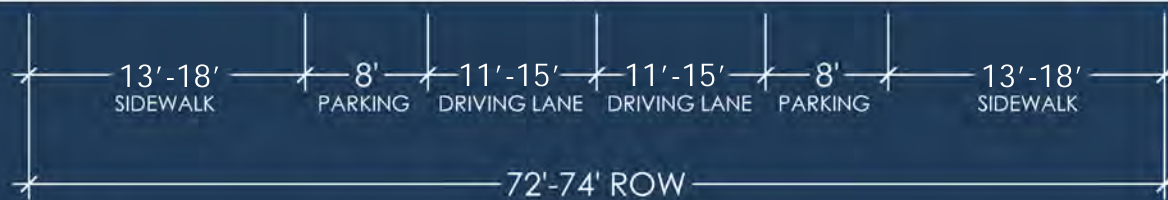
Cape May Street (West of Pete Higgins)



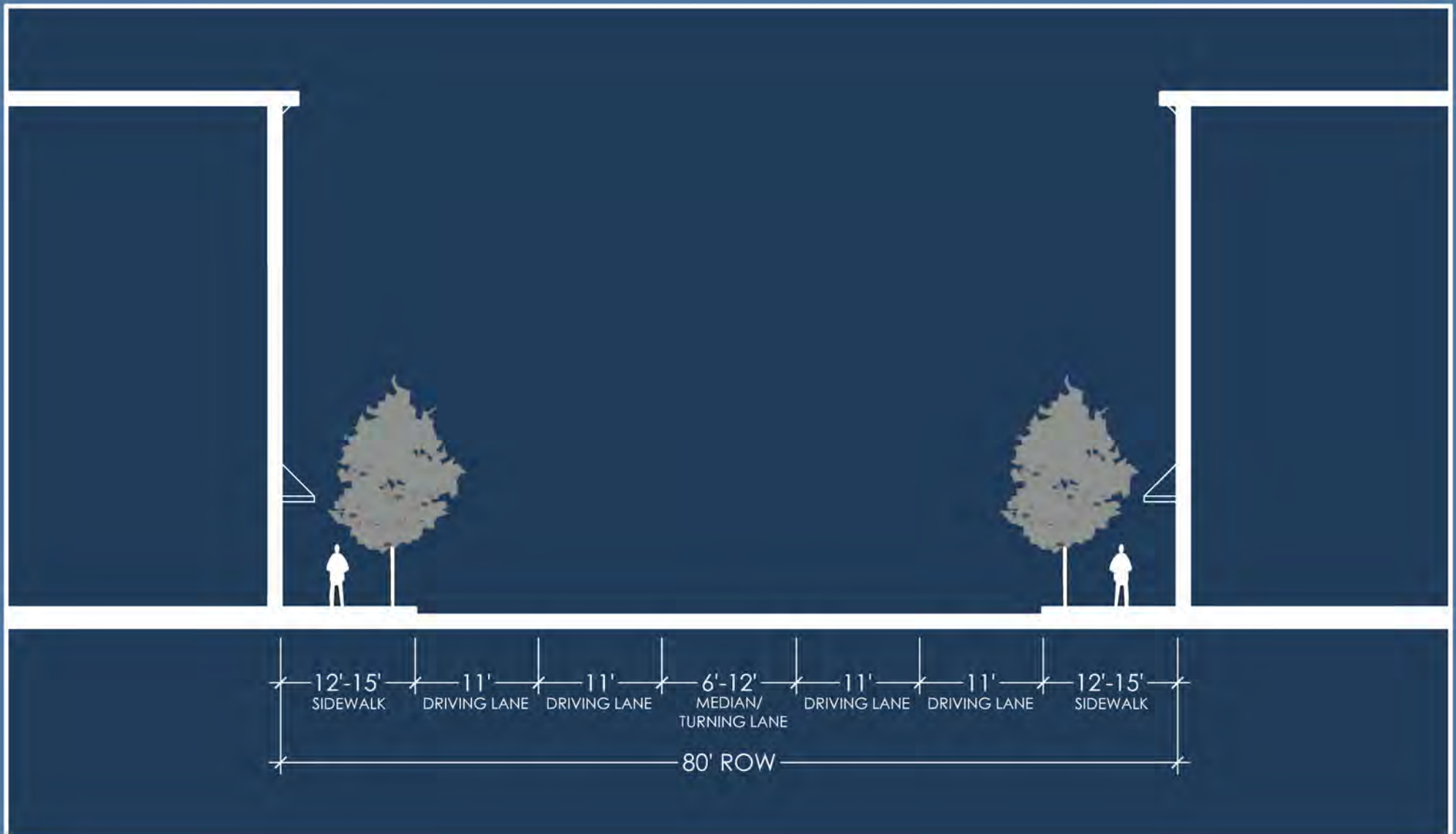


Crucible Drive



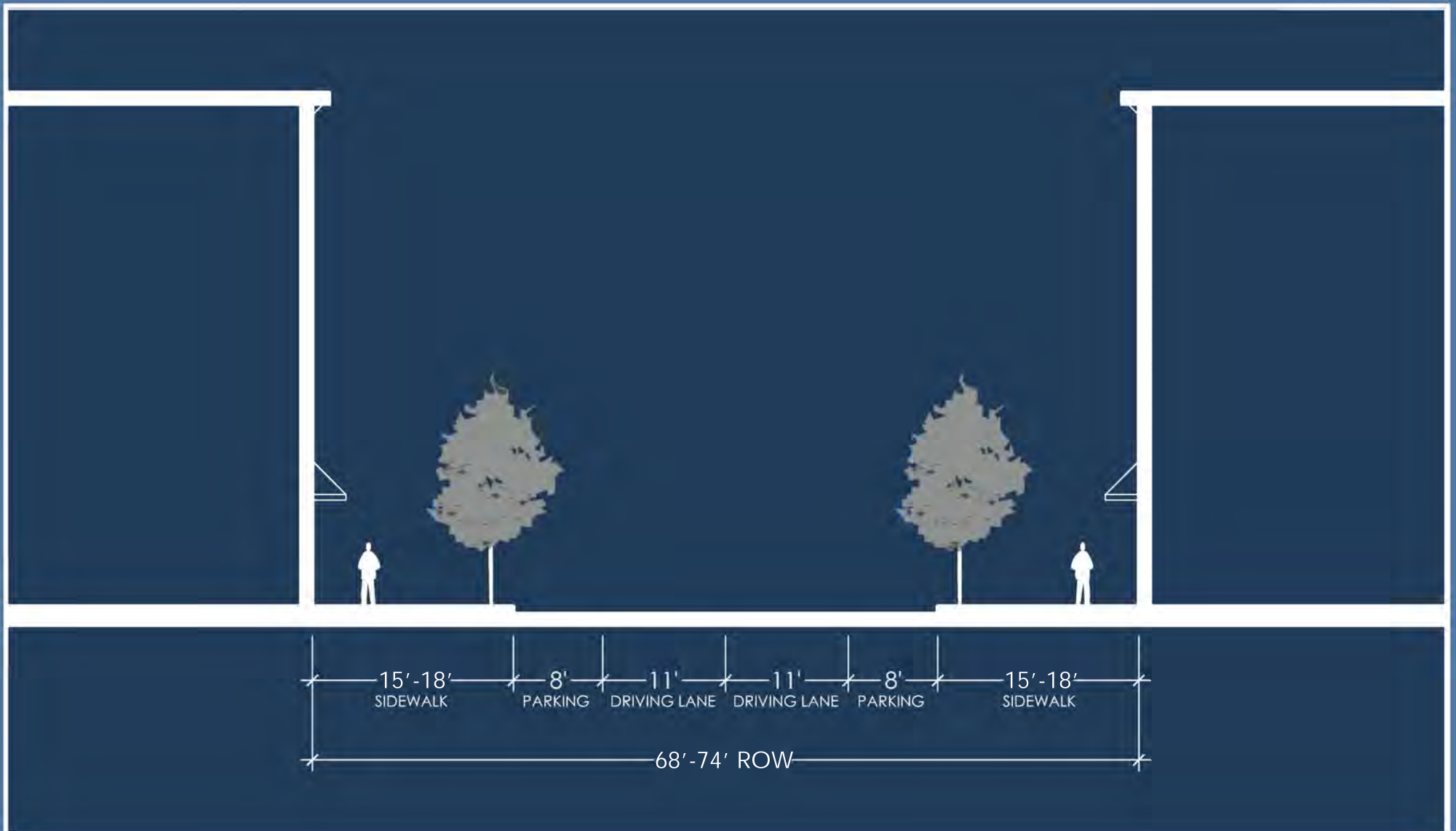


Fifth Street



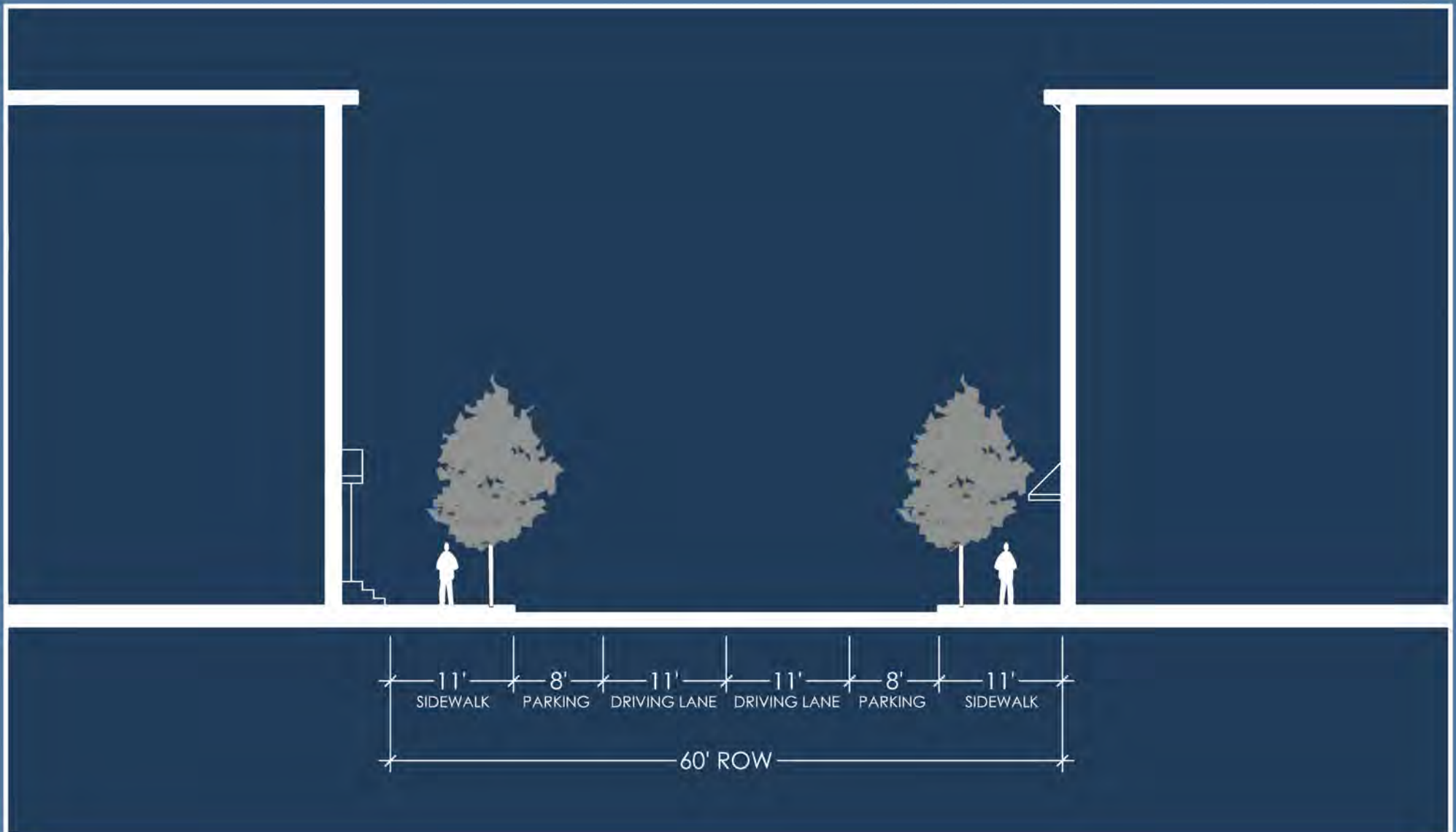
Frank E. Rodgers Boulevard





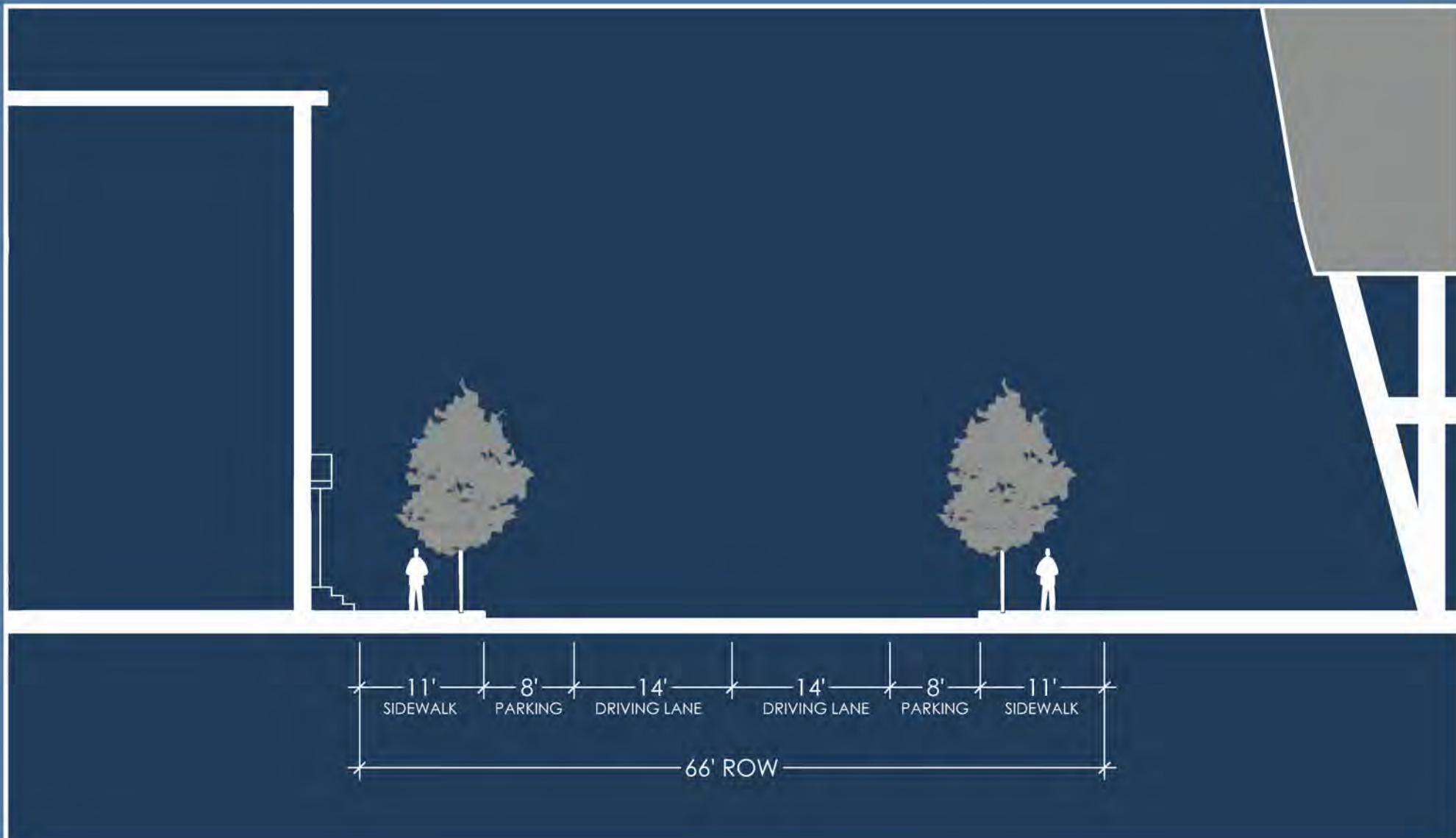
Guyon Drive



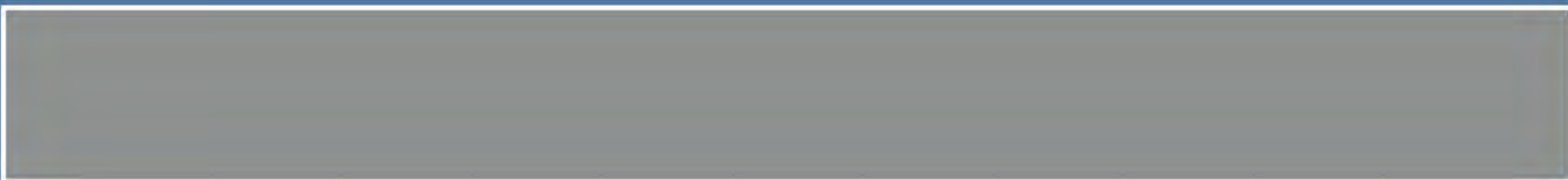


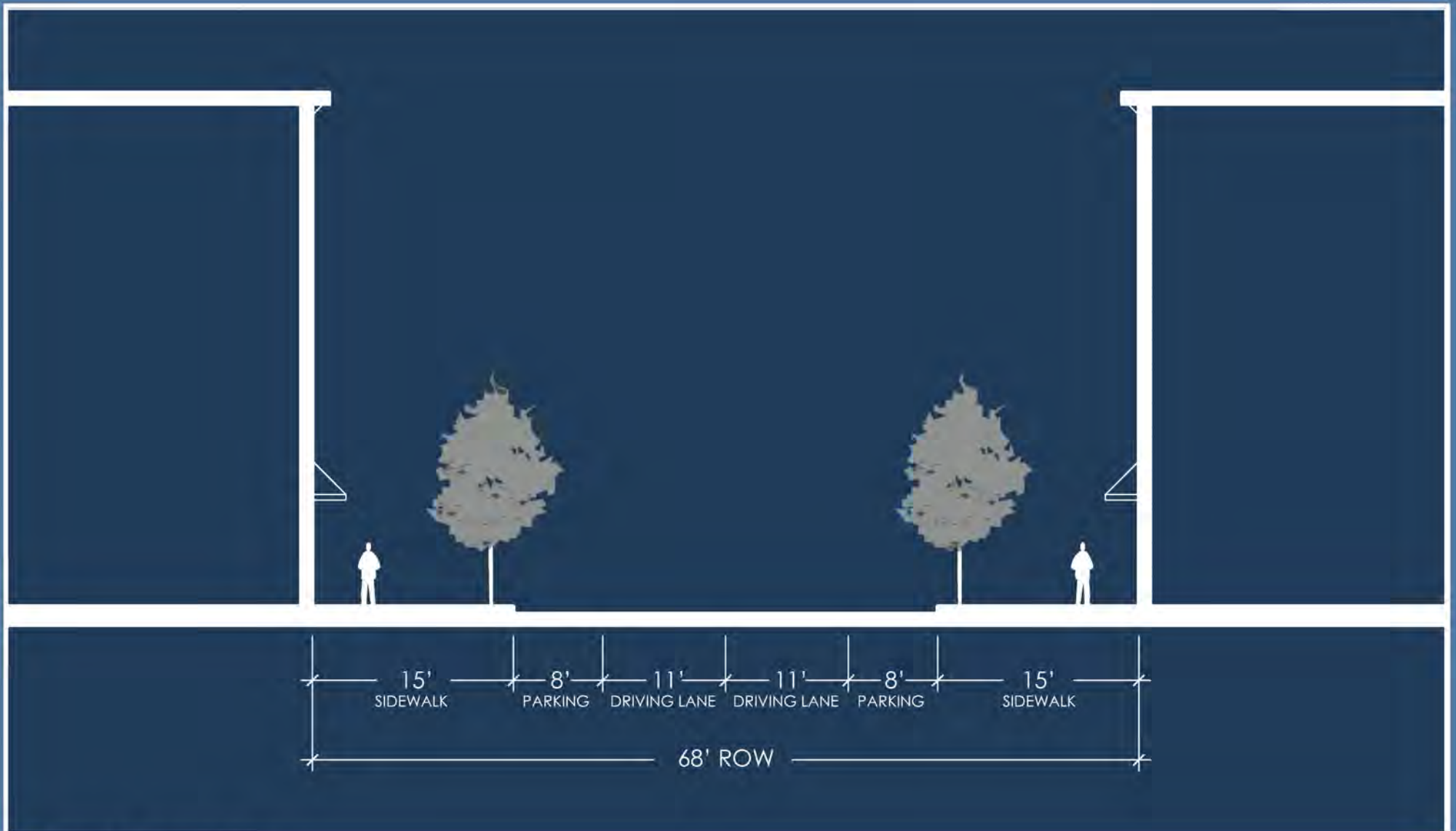
Other Public Streets





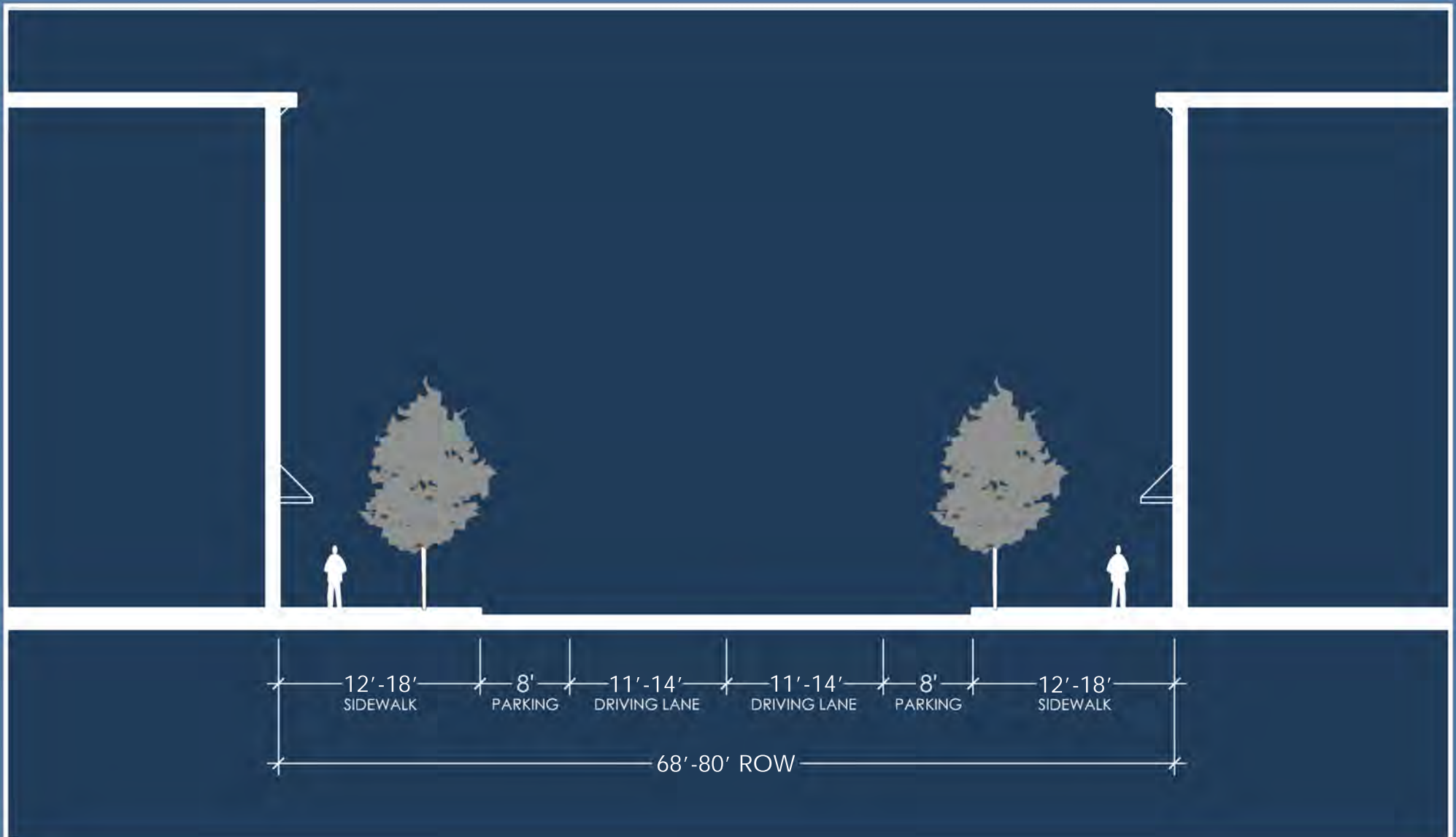
Pete Higgins Boulevard



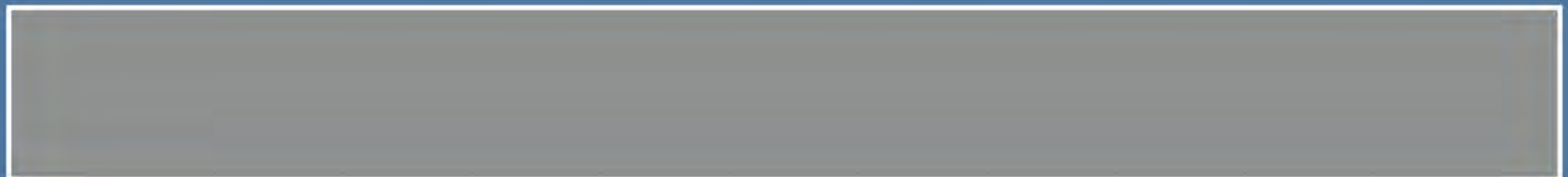


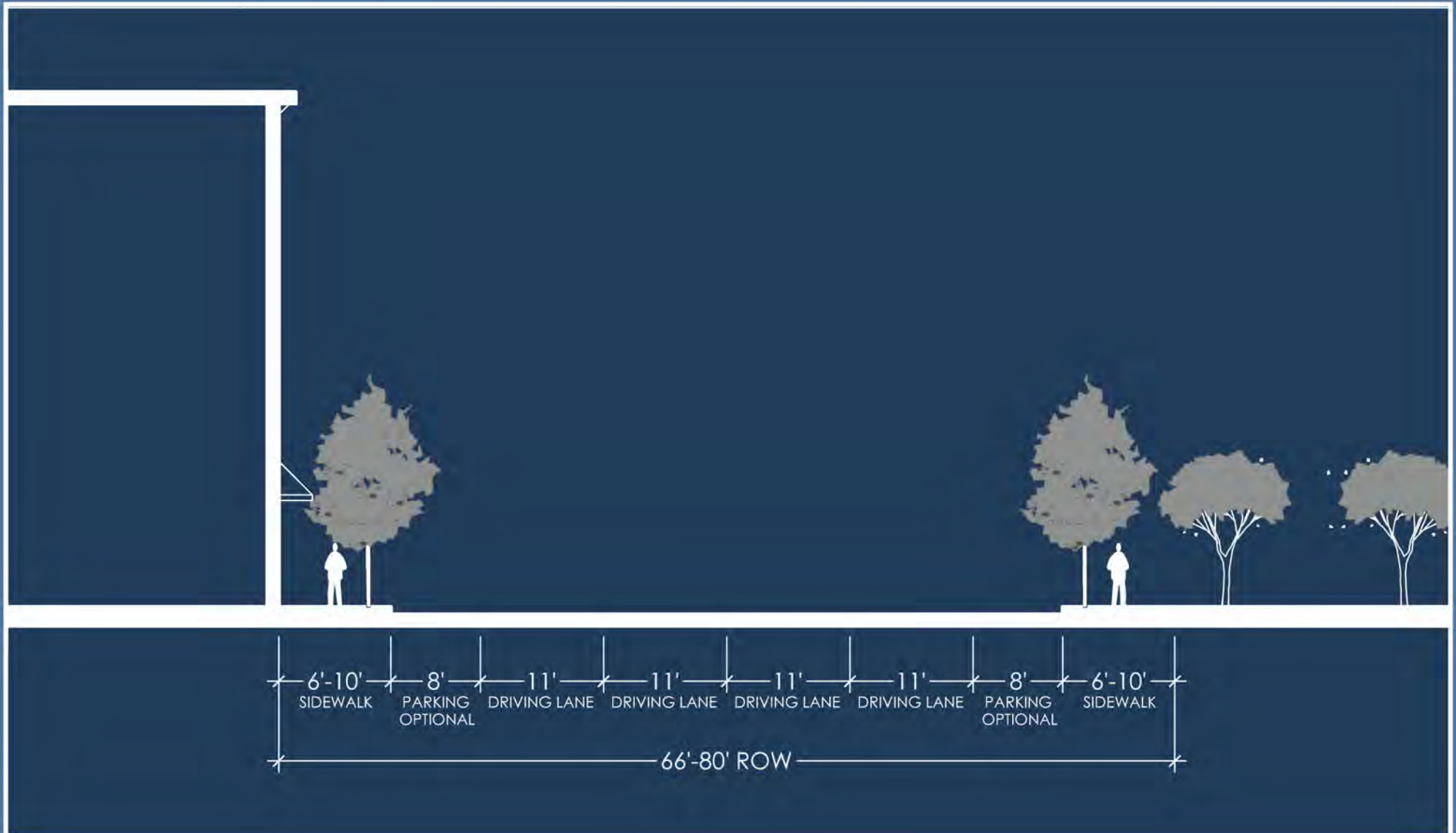
Retail Corridor





Riverbend Drive

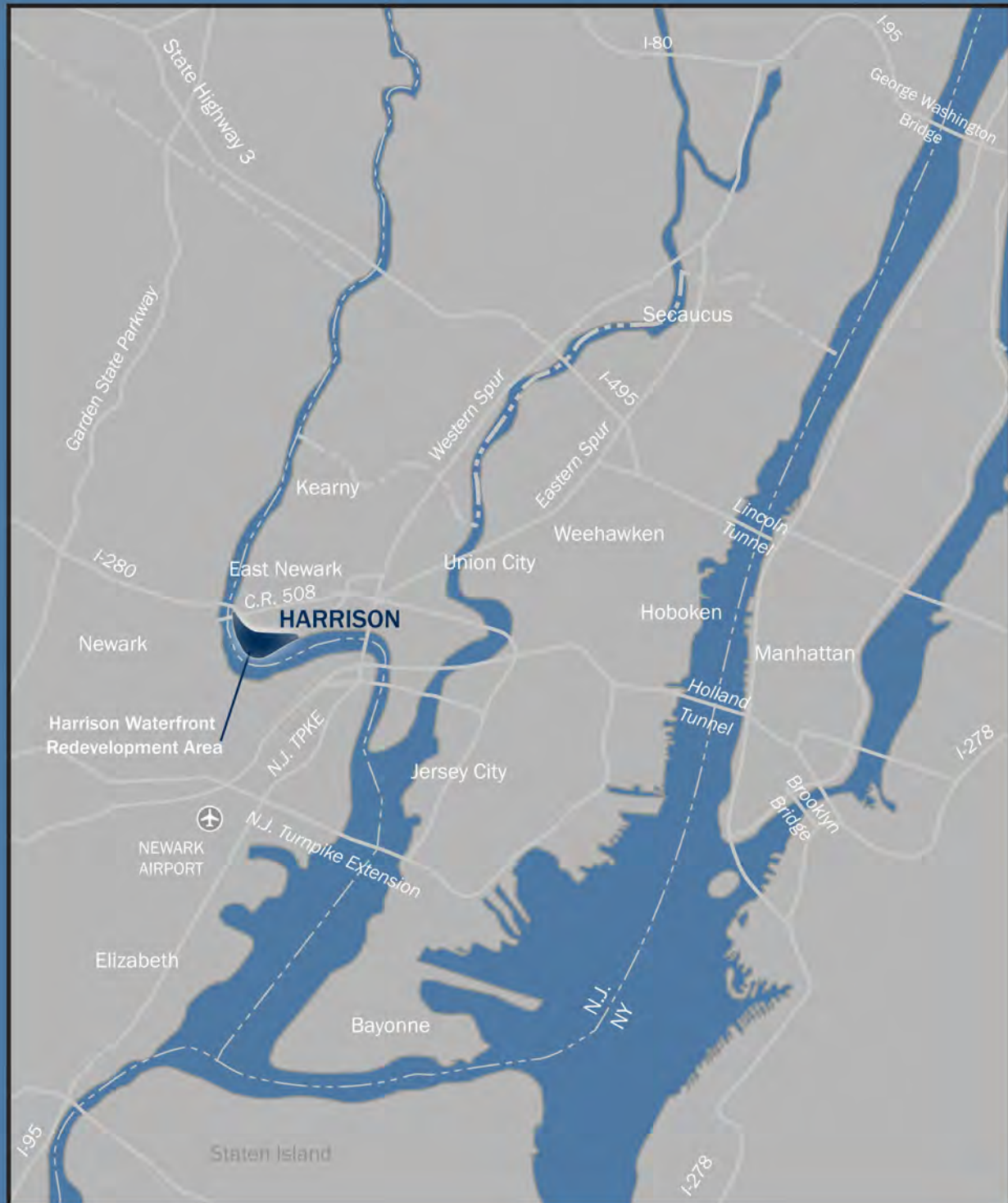




Waterfront Boulevard



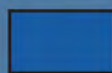
Regional Location



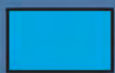
Environmental Constraints -Flooding



Redevelopment Area



100 Year Floodplain



10 Year Floodplain



Proposed Levee



Proposed Floodwall

Site Opportunities



KEY



Transit Access



Point of Interest



Views



Pedestrian Access