



TOWN OF HARRISON

Master Plan

ADOPTED DECEMBER 5, 2007



TOWN OF HARRISON MASTER PLAN

Town of Harrison, Hudson County, New Jersey



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Adopted December 5, 2007

TOWN HALL



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Adopted December 5, 2007

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Dept # 15 Harrison Works Otis Elevator Co March 21, 1934



Introduction

I. INTRODUCTION

A Master Plan is a comprehensive, long-range plan intended to guide growth and development in a community over a period of years. A Master Plan provides the basis for zoning and planning decisions in a community, guiding specific changes in land use, community facilities, parks, circulation, and many other local issues. While it is ideal that all communities have up-to-date Master Plans, it is particularly critical when a community is facing major change so that a community can holistically consider the impacts of the impending change.

The Town of Harrison prepared its last comprehensive Master Plan in 1979. Between 1979 and 2006 Harrison adopted a number of Master Plan Reexamination Reports, consistent with the requirements of the Municipal Land Use Law (MLUL). While these Reexamination Reports effectively evaluated the Town's progress regarding the goals, objectives, and recommendations of the 1979 Master Plan, such reexaminations do not comprehensively address the changes that have, and are, taking place in the Town. Therefore, the Town has decided that a new Master Plan was necessary to guide the Town.

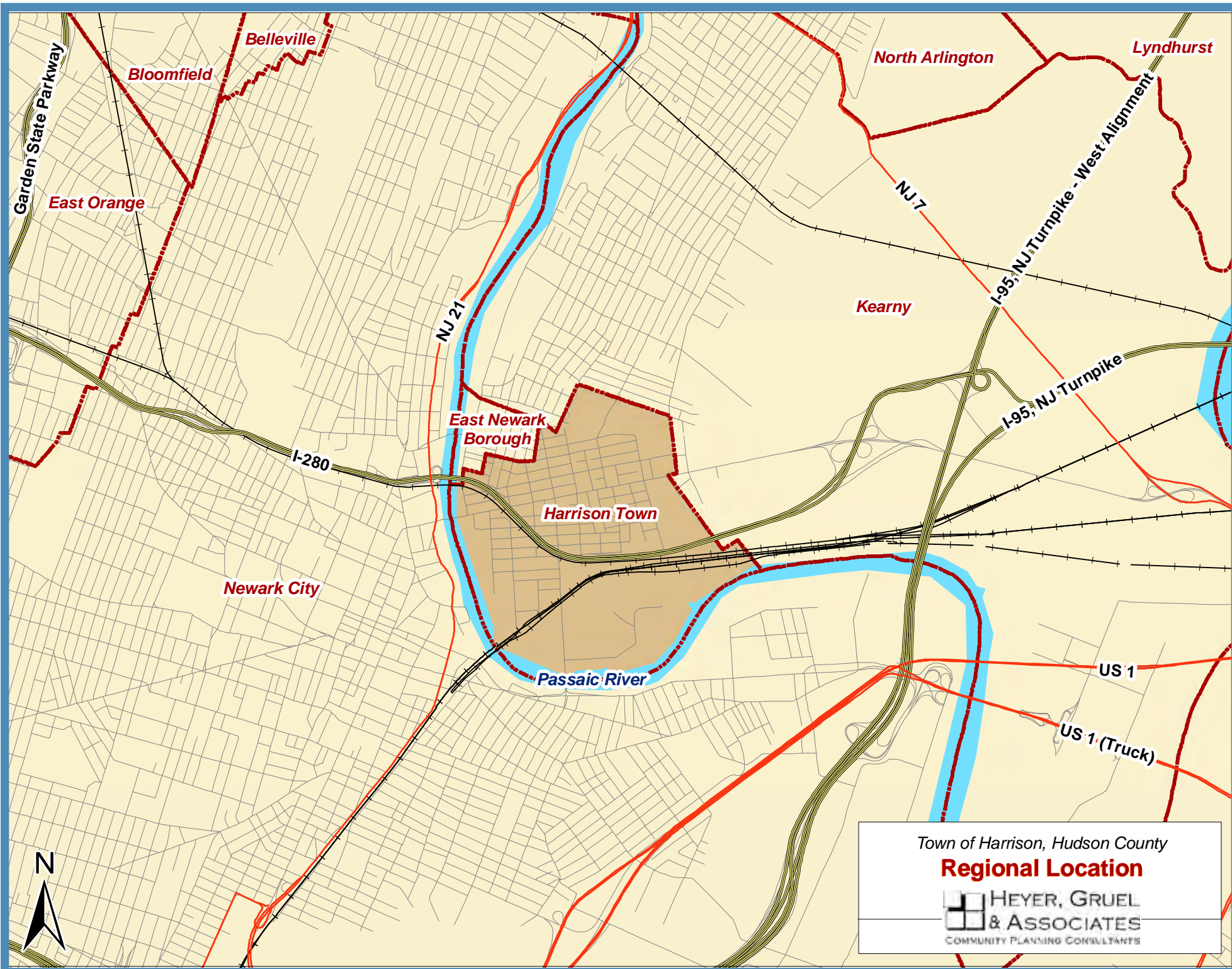
This Master Plan updates the elements of the Master Plan, addresses the issues and challenges currently facing the Town as well as the significant redevelopment efforts currently being undertaken, and guides the growth and development of the Town over the course of the next 6 to 10 years.

Overview of the Town

The Town of Harrison is 1.3 square miles in size and is located on the western edge of Hudson County, along the eastern banks of the Passaic River. To the north and east of Harrison lies the Town of Kearny, to the northwest lies the Borough of East Newark, and to the west and south lies the City of Newark.

The historical development of the Hudson County area was greatly influenced by its location adjacent to the Hudson and Passaic Rivers. As in other industrialized areas of the state, the rivers were used to transport goods into and out of the county, to other points in the region, and overseas.

The Town of Harrison grew out of a land grant situated between the Passaic and Hackensack Rivers, and extended from Newark Bay to what is present day Rutherford. The area was named "New Barbadoes Neck." The land was purchased from the Unami Indians, a branch of the Leni Lenape Indians, the original inhabitants of the area. In 1825, the area was renamed the Township of Lodi and became part of Bergen County, with the county seat located in Hackensack.



Town of Harrison, Hudson County

Regional Location

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Due to the great distance between the area and the county seat, the inhabitants of the Township of Lodi joined with present day Secaucus, Bayonne, Jersey City, Hoboken, Weehawken and Union City, in petitioning for the creation of a new county in 1840. This appeal resulted in the creation of Hudson County and the first mention of Harrison occurs in the law that was passed February 22, 1840. The Township of Harrison was thereby established. Legend has it that Harrison was named after William Henry Harrison, the ninth President of the United States, who was elected in 1840. At that time, the present Town of Kearny was included in the Town of Harrison. Due to political differences, the residents of the Township of Harrison mutually agreed to subdivide the Township. The Town of Kearny was created in 1867 and the Borough of East Newark was established in 1895.

The Town of Harrison quickly gained a reputation as the “Beehive of Industry.” Even before the Township originated, the area was alive with industrial growth. The first steam engine in North America was set up in the Schuyler Copper mines, to help drain water from the mines. It was in 1912 that President William Howard Taft, stumping for re-election in New Jersey, coined the Town’s motto. Taft, addressing the residents, told them “You have reason to be proud of this Hive of Industry”. Some of the industries that called Harrison home included the Edison Lamp Works, Worthington Pump and Machinery, the RCA Company, the Peter Hauck Brewery,

Driver-Harris Company, the Crucible Steel Company, Otis Elevator, Hartz Mountain, Nopco Chemical and Hyatt Roller Bearing. These industries reached a peak during World War II. The small town of Harrison, about only 14,000 residents, had more than 90,000 workers commuting into it on a daily basis.

Due to a variety of factors, the Harrison industrial base began to erode in the 1970s. In recent years, the image of Harrison was that of a solid residential and commercial community north of I-280 and a decaying industrial sector on the southern end of Town. Yet, the Town is working to radically change this image, with Harrison being reborn as a combination of existing industrial and commercial businesses with a thriving waterfront mixed-use redevelopment area.



History of Planning in Harrison

In 1979 the Town completed its first comprehensive Master Plan based on the regulations established in the 1975 Municipal Land Use Law. The 1979 Master Plan largely focused on main-



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Town of Harrison

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taining the Town's attractiveness as a hub for industry and the quality of life in the Town. Subsequent Master Plan Reexamination Reports were prepared for the Town since 1979. Those Reports focused on evaluating the Town's progress in carrying out the recommendations of the 1979 Master Plan.

In the late 1990's and early 2000's, Harrison took major planning strides by completing a Redevelopment Plan for the waterfront area. As the 1995 Master Plan Reexamination Report pointed out, most of the industrial uses that dominated the southern half of Town in 1979 were largely closed, eroding the Town's tax base. As a result, the 1995 Master Plan Reexamination Report recommended that a Redevelopment Agency be designated so that redevelopment of this prime land could proceed. To that end, the first Waterfront Redevelopment Plan was created in 1998 and revised in 2003. The Waterfront Redevelopment Plan (October 2003) defines a new vision for much of Harrison, repositioning the Town to once again take advantage of the Passaic River, location, and transportation resources that first sparked Harrison's success.

In addition to the above activities, the Town completed a comprehensive revision to the Town's zoning ordinance in 1998. The revisions focused on addressing pressing zoning issues in the Town.

The 2006 Master Plan Process

This Master Plan is intended to provide a comprehensive analysis of those elements and conditions that affect Harrison and influence its future growth. Local and regional trends have been reviewed. Together with an analysis of the physical character of the community and its objective, they form the framework upon which decisions concerning future development can be made.

The plan identifies the interrelationship of facilities and services throughout Harrison. Land uses will be mapped and the stability of its physical structures will be determined. The adequacy of Harrison's community facilities to meet current and future demands have been reviewed. Areas of concern have been identified and strategies to rectify these concerns are offered.

Thus, the plan provides policies for all forms of community development. Input for developmental decisions, both long and short range, have been formulated. Updated community goals have been established and recommendations for implementing policies to reflect these aims are presented.

Issue Identification

The first step in the master planning process was the identification of Town strengths and key planning issues facing the Town. Town strengths, opportunities and key planning issues have been identified primarily through meetings with the Plan-

ning Board and stakeholders meetings. The identification of Town strengths, opportunities and key planning issues provides the basis for the development of the Master Plan. The meetings consisted of the following:

- Meetings with the Planning Board to identify and discuss the planning issues within the Town.
- A series of stakeholders meetings. These stakeholders were identified by Town staff and included Town officials, representatives of other governmental agencies, business leaders, neighborhood groups, and faith based groups and other groups deemed appropriate.
- Meetings with relevant Boards and agencies of the Town including, but not limited to, the Board of Adjustment, the Town Engineer, the Harrison School District, Town Recreation Director, the Redevelopment Agency, and the Chief of Police. The purpose of these meetings was to identify specific concerns as they relate to land development in the Town.

The meetings resulted in a detailed list of planning issues for the Master Plan to tackle. While specific issues raised in this process are identified in the respective Master Plan Element, below is a summary of Town strengths and opportunities identified through the public participation process.

- Well-centralized location that is close to everything including excellent location in transportation hub that provides outstanding access to regional highway system and rail (PATH and NJ Transit).
- Small, friendly, close-knit, family-oriented community with small town feel, provides a sense of community.
- Strong housing demand and market/real estate profits.
- Excellent municipal services including emergency services and Police services, safety for seniors and other Town residents, lots of community events, care for seniors, accessible Mayor, low crime, continuity in public officials.
- Opportunities for, and pride in, home ownership.
- Good commercial areas that provide a variety of goods and services and a small-town downtown feel.
- Excellent and involved civic associations which enjoy significant community participation and which provide a “voice” for different groups.
- Redevelopment of the waterfront area including the soccer stadium.
- Visible signs of development and redevelopment throughout Town.





Vision, Goals and Objectives

II. VISION, GOALS AND OBJECTIVES

Introduction

The Municipal Land Use Law (MLUL) requires that all Master Plans contain a statement of principles, assumptions, policies, and standards upon which the physical, economic and social development of the municipality are based. This Element details the overall planning goals as well as objectives relevant to different issue areas (e.g., Land Use Plan, Circulation, etc.). The planning goals and objectives provide the foundation for all of the elements of the Master Plan, meeting the requirement of the MLUL.

The planning objectives listed here provide a framework in which Harrison's vision can be realized. However, planning is an ongoing process. From time to time, the Town's planning objectives will be reexamined and reviewed as required by law. Hopefully, most will be achieved as Harrison's Master Plan is implemented. New objectives may arise and current ones will likely change as Harrison faces new issues and challenges. The Town will continue to be proactive and address each new challenge as it arises.

In reviewing the history of Harrison, one can see how the Town has evolved in response to new economic and historic trends. The following vision and objectives are another step in the Town's growth and evolution.

Vision

The Town's vision is of a thriving, safe and vibrant community with a balance of land uses, a diversified and expanding economy, modern and well-maintained infrastructure, community facilities and services that meet the needs of the Town's residents, stable and attractive residential neighborhoods, a successfully redeveloped waterfront area, vibrant and attractive business districts, and an outstanding quality of life.

Land Use Objectives

1. Encourage a balanced development pattern, which will preserve and improve the character of the community, protect and enhance long term economic and social interests of present and future residents, and enhance the Town's overall quality of life.
2. Protect and enhance the character of Harrison's residential neighborhoods by: appropriately controlling future subdivision and infill development; rehabilitating substandard housing; eliminating non-conforming uses; minimizing illegal conversions; and preventing the intrusion of commercial development on residential streets as well as the conversion of low-density housing types into multi-family units where such conversion would be inconsistent with the zoning.
3. Promote the continued revitalization of the central business district as a thriving, attractive, mixed-use pedestrian-oriented downtown.

4. Encourage the development of a diversified economic base that generates employment growth and provides increased tax ratables through continued private investment and the provision of tax-producing uses through development and/or redevelopment, consistent with community needs, desires, and existing development.
5. Respond to regional development trends, residential as well as industrial and commercial, in a manner responsive to the community's well-being.
6. Ensure that future development is aesthetically pleasing and is compatible with and/or enhances the character of the area.
7. Encourage historic preservation in order to maintain the Town's character, protect existing historic resources and complement economic development efforts.
8. Preserve and enhance natural resources and habitat within the Town.
9. 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.

Circulation and Parking Objectives

1. Provide for a safe and adequate road system that is capable of handling today's traffic volume as well as that which may result from future growth in traffic volume.
2. Provide a supply of parking that meets the needs of, and is convenient to, the Town's commercial and residential areas.

3. Increase use of public transportation (bus and rail) as an alternative to private automotive transport.
4. Increase bicycle and pedestrian safety and circulation by improving traffic signals at key intersections, utilizing traffic calming measures and making necessary infrastructure improvements.

Community Facilities and Services Objectives

1. Continue and enhance the high quality of education, fire and police protection, library services, and other community services provided to Town residents.
2. Maintain and upgrade the existing system of community facilities and services in order to provide a high level of public services and to accommodate growth as well as the changing needs of the population.
3. Preserve and improve the existing system of parks and recreation facilities and pursue opportunities to increase the number of parks and recreation facilities in the Town.
4. Provide a wide range of recreation and cultural opportunities, programs and facilities that meet the needs of all segments of the community.
5. Provide community services that address all demographic sectors of the population (e.g. schools, day care facilities, recreation facilities, senior centers).
6. Continue improvement of school facilities and educational programs to accommodate enrollment growth, curriculum changes, new programs and technological advances.

7. Preserve, maintain and improve the existing utility infrastructure including public water, sanitary sewer and storm water facilities.
8. Maintain adequate water supply to the Town.
9. Provide adequate sanitary sewer service for the Town.
10. Effectuate the Stormwater Management Plan and associated ordinances.
11. Assure adequate collection and disposal of solid waste materials.
12. Promote recycling in order to protect the environment and reduce the Town's solid waste stream.

Housing Objectives

1. Preserve the character and stability of established residential neighborhoods.
2. Maintain and improve the existing quality of housing.
3. Meet the Town's affordable housing obligation in a manner that is compatible with the Town's other planning objectives.









Community Profile

III. COMMUNITY PROFILE

Demographic Characteristics

Town Population Trends

The year 2000 population of 14,424 represented a 7.4% increase over the 1990 total. More importantly, the increase between 1990 and 2000 followed a 9.6% increase between 1980 and 1990. Harrison experienced population declines, like most urban communities, from the 1930's through the 1960's. Harrison has not experienced a decade of declining population since the

1960's, and with the recent population growth, is moving closer to surpassing the 70-year population high set in 1930.

Comprising a land area of 1.22 square miles, the Town's year 2000 population of 14,424 results in a population density of 11,822 people per square mile.

<i>Population ChangeTown of Harrison</i>			
Year	Population	Change	
		Number	Percent
1930	15,601	-	-
1940	14,171	-1,430	-9.1
1950	13,490	-681	-4.8
1960	11,743	-1,747	-12.9
1970	11,811	68	0.5
1980	12,242	431	3.6
1990	13,425	1,183	9.6
2000	14,424	999	7.4
2005	14,680	256	1.8

Source: US Census and NJTPA

As a substantially developed community with virtually no undeveloped land, the vast majority of future residential development within the Town is anticipated to occur as part of redevelopment projects in and around the Waterfront Redevelopment Area. This was reflected in the Town's recently adopted Housing Element and Fair Share Plan which included a detailed analysis of projected future growth using the methodology required by the Council on Affordable Housing (COAH). Based upon historical trends as well as actual approved and anticipated development projects, the Housing Plan analysis projected an overall net residential growth of 2,320 units between the years 2005 and 2015, which is significantly higher than North Jersey Transportation Planning Authority's (NJTPA) projected increase of 890 households over the same period. Redevelopment projects associated with the Waterfront Redevelopment Area are expected to drive most of the projected population growth. Outside of the planned and anticipated projects within the Waterfront Redevelopment Area, it is anticipated that residential development will continue to occur at the rates already experienced over the past several years within the Town's neighborhoods via subdivision and infill development.



Population Composition

Age

In addition to the population increases seen in Harrison over the past two decades, the Census shows several noteworthy shifts in the age composition of the Town.

The age composition of Harrison has changed between 1990 and 2000. The most noticeable change was the increase in the

35 to 44 and the 45 to 54 age cohorts, which increased 32.2% and 36.7% respectively. While the 25 to 34 age group experienced little population growth, it remains the largest percent-age cohort. Only the 65 and over cohort experienced a decline between 1990 and 2000. The 2000 median age for Harrison was 34.1 years, slightly older than the 33.6 median age of Hudson County as a whole.

<i>Population by Age Town of Harrison, 1990 and 2000</i>						
	1990		2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
Under 5	821	6%	931	7%	110	13%
5 to 14	1,529	11%	1,626	11%	97	6%
15 to 24	1,868	14%	2,072	15%	204	11%
25 to 34	2,816	21%	2,810	20%	6	0.2%
35 to 44	1,884	14%	2,492	17%	608	32%
45 to 54	1,346	10%	1,840	13%	494	37%
55 to 64	1,261	9%	1,172	8%	89	7%
65 and over	1,900	14%	1,482	10%	-418	-22%
Total	13,425	100%	14,424	100%	817	6
Source: US Census						

Race

The 2000 Census reveals that 66% of Harrison residents classified themselves as White, with 37% classifying themselves as Hispanic. Twelve percent (12%) of respondents classified themselves as Asian, while 16% classified themselves as 'Other.'

Clearly, the Town is becoming more racially diverse. Harrison experienced a significant increase in the non-White population, particularly among Hispanics or Latinos and Asians, between 1990 and 2000. Hispanics or Latinos increased from 29% of the total Town population in 1990 to 37% in 2000. Asians increased

from 6% of the total Town population in 1990 to 12% in 2000. Conversely, the White population decreased from 88% in 1990 to 66% in 2000.

It should be noted that part of the decrease in the Town's White population could be attributed to changes in the Census itself. The 2000 Census allowed more options for individuals to indicate a race other than White or African American than did the 1990 Census. As a result, many individuals who previously responded as 'White' in 1990 instead may have responded as a different race in 2000.

<i>Racial Characteristics Town of Harrison, 1990 and 2000</i>				
	1990		2000	
	Number	Percent	Number	Percent
White	11,867	88%	9,534	66%
Black or African American	77	1%	142	1%
Asian or Pacific Islander	785	6%	1,715	12%
Other	696	5%	2,363	16%
Two or more races	NA	-	670	6%
Hispanic or Latino (of any race)	3,947	29%	5,333	37%
Source: US Census				

Households

A household is defined as one or more persons, whether related or not, living together in a dwelling unit. As the Household Characteristics table shows, 50% of Harrison households in 2000 consisted of married couple households. Yet, the number of married households decreased between 1990 and 2000. Conversely, the number of other households, such as single parent households,

increased. The average household size was 2.81 people in 2000, an increase over the 2.69 person average reported in the 1990 Census. The Town's average household size of 2.81 persons in the 2000 Census was also higher than the 2.6 person average in Hudson County as a whole.

<i>Household Characteristics Town of Harrison, 1990 and 2000</i>				
	1990		2000	
	Number	Percent	Number	Percent
Total households	4,016	-	5,136	-
Married couple households	2,572	64%	2,556	50%
Single-person household	1,192	30%	1,154	22%
Non-family households	252	6%	344	7%
Other households	842	21%	1,082	21%
Source: US Census				

Income

The table below lists a variety of economic statistics. As would be expected, the table shows that between 1990 and 2000 both the median household income and the per capita income of Harrison residents increased. Yet, it should be noted that the US inflation rate caused prices to rise by 34% over the same period,

more than the 21% increase in median household income and the 25% increase in per capita income Harrison residents experienced between 1990 and 2000. Over the same period, US Census statistics show that the percentage of Harrison residents in poverty increased, from 2.7% in 1990 to 12.4% in 2000.

<i>Economic Characteristics Town of Harrison, 1990 and 2000</i>				
	1990		2000	
	Number	Percent	Number	Percent
Median household income	\$33,969	-	\$41,350	-
Per capita income	\$13,763	-	\$18,490	-
Population in poverty	356	2.7%	1,791	12.4%
Source: US Census				

Housing Characteristics

Occupancy Status

The 2000 US Census indicates that Harrison had a total of 5,254 housing units in 2000, an increase over the 5,120 housing units present in 1990. This change yields a growth rate of 2.6%, indicating that the total housing units grew significantly slower than the 7.4% population growth over the same period.

More than two-thirds of the Town's occupied housing units were renter-occupied in both 1990 and 2000. While the number of owner-occupied units increased slightly between 1990 and 2000 (24 more units), the number of renter-occupied units increased

more significantly (254 more units) over the same period, and became a larger percentage of the total occupied units within the Town.

The number of vacant units fell from 262 units in 1990 to 118 units in 2000. Reflecting the predominance of rental units in the Harrison housing market, 41% of all vacant units were for rent.

Census data indicates that home-ownership is spread relatively evenly across Harrison, with most residential areas containing home ownership rates ranging between 30% to 60%.

<i>Housing Occupancy Status Town of Harrison, 1990 and 2000</i>				
	1990		2000	
	Number	Percent	Number	Percent
Occupied	4,858	94.9%	5,136	97.8%
Owner-Occupied	1,621	33.4%	1,645	32.0%
Renter-Occupied	3,237	66.6%	3,491	68.0%
Vacant	262	5.1%	118	2.2%
Total	5,120	100%	5,254	100%
Source: US Census				

Crowding and Household Size

The 2000 Census shows that 89.7% of all occupied housing units had one person or less per room. Three percent (3%) of all occupied housing units had 1.51 persons per room or more. Generally, an occupancy rate of more than 1.51 persons per room is considered over-crowded. Crowding is more common in renter occupied units, as 8.2% of renter-occupied unit had more than one person per room compared to 1.9% of owner-occupied units.

<i>Housing - Occupants Per Room Town of Harrison, 2000</i>		
	Number	Percent
Total Occupied Housing Units	5,136	100
1.00 or less	4,609	89.7
1.01 to 1.50	374	7.3
1.51 or more	153	3
Source: US Census		

Similarly, between 1990 and 2000, the average household size of renter-occupied units increased from 2.61 persons to 2.77 persons. Over the same period, the average household size of owner-occupied units remained essentially unchanged.

<i>Housing - Occupants Per Room Town of Harrison, 2000</i>		
	1990	2000
Average household size of owner-occupied unit	2.89	2.87
Average household size of renter-occupied unit	2.61	2.77
Source: US Census		



Housing Stock

The most common housing unit type in Harrison is the two-family structure. Thirty-nine percent (39%) of the dwelling units within Harrison were part of two-family structures in 2000. Dwelling units within three- and four-family structures are also quite common, comprising 25% of all units in 2000. Like most urban communities, the percentage of single-family homes is quite small, comprising only 12% of the housing units in Harrison 2000 (9% detached, 3% attached). The remaining 959 units (18%) of the dwellings units were located in multi-family structures containing 5 or more units.

<i>Housing Type Town of Harrison, 2000</i>		
Units in Structure	Number	Percent
1, detached	487	9%
1, attached	145	3%
2	2,054	39%
3 or 4	1,309	25%
5 to 9	620	12%
10 to 19	309	6%
20 to 49	236	4%
50 or more	94	2%
Total	5,254	100%
Source: US Census		

An additional important aspect to understand regarding the housing stock is the age of the structures. As the table below shows, 37.6% of all structures were built before 1939, 59.4% were built before 1960. Only 2% of the Town's housing stock has been built since 1990. The median year of construction is 1952.

<i>Year Structure Built Town of Harrison, 2000</i>		
Time Period	Number	Percent
1999 to March 2000	16	0.3%
1995 to 1998	21	0.4%
1990 to 1994	67	1.3%
1980 to 1989	529	10.1%
1970 to 1979	770	14.7%
1960 to 1969	732	13.9%
1940 to 1959	1,146	21.8%
1939 or earlier	1,973	37.6%
Source: US Census		

Housing Cost

The final component of housing characteristics is cost. As the Housing Cost table shows, as of the 2000 Census more than half of renters paid less than 25% of their household income for housing costs, while 43.8% of homeowners paid less than 25% of their income for housing costs. Paying more than a third of your income for housing costs is generally considered unafford-

able. According to the 2000 Census, 26.7% of renters and 29.3% of homeowners paid more than 35% of their income for housing costs in 2000. With continued increases in housing prices throughout the region, it can only be assumed that this number has increased since the time of the 2000 Census.

<i>Housing Cost as a Percentage of Household Income Town of Harrison, 2000</i>		
	Number	Percent
Owner		
Less than 25 percent	175	44%
25 to 29 percent	81	20%
30 to 34 percent	27	7%
35 percent or more	117	29%
Renter		
Less than 25 percent	1,775	51%
25 to 29 percent	371	11%
30 to 34 percent	233	7%
35 percent or more	930	27%
Source: US Census		

Employment

Fluctuations in the Harrison unemployment rate largely mirror similar changes at the county, state and national level. Harrison, like the United States at large, experienced declining unemployment rates after the recession of the early 1990's, reaching a low of 4.8% in 2000, followed by slight increases since.

Yet, unemployment rarely fully explains employment trends because the unemployment rate often undercounts the number of people without work. Generally two factors make the unemployment rate faulty. The first factor is underemployed workers, those who take jobs simply to earn money but are not employed at a level commensurate with their skills. Secondly, as workers remain unemployed, they may stop looking, become discouraged with the job market, and stop being counted in either the total labor force or the officially unemployed. Therefore, to fully understand the employment dynamics in Harrison, one must also look at the changes in the total labor force. Therefore, while the 2003 unemployment rate of 6.8% shows an improvement over the 7% of 2002, the declines seen both in the level of employment and in the resident labor force, indicate that perhaps the number of citizens without work is being undercounted.

Given the industrial heritage of Harrison, it is not surprising to see that many workers are employed by the construction, manufacturing, and warehousing industries. Combined, these three industries employ nearly one-third of Harrison's resident

*Employment and Resident Labor Force
Town of Harrison*

	Resident Labor Force	Resident Employment	Unemployment Rate
1994	6,990	6,431	8.0%
1995	7,077	6,511	8.0%
1996	7,159	6,593	7.9%
1997	7,157	6,678	6.7%
1998	7,055	6,617	6.2%
1999	7,109	6,668	6.2%
2000	7,125	6,784	4.8%
2001	7,129	6,752	5.3%
2002	7,249	6,743	7.0%
2003	7,058	6,575	6.8%
2004	7,181	6,809	5.2%

Source: US Census

workforce. However, like the rest of the United States, Harrison has seen the effects of the transition towards a service economy. The education, health, and social services industry employs the largest percentage of Harrison residents workers (14.1%). The retail trade (11.1%) and the professional services (10.3%) industries also employ sizable percentages of the Harrison resident workforce.

Resident Employment by Industry
Town of Harrison, 2000

Industry	Number	Percent
Agriculture, Forestry, Fishing and Hunting, and Mining	3	0.0%
Construction	593	8.8%
Manufacturing	928	13.8%
Wholesale Trade	410	6.1%
Retail Trade	745	11.1%
Transportation and Warehousing, and Utilities	633	9.4%
Information	201	3.0%
Finance, Insurance, Real Estate and Rental and Leasing	441	6.6%
Professional Services:	691	10.3%
Educational, Health and Social Services	947	14.1%
Arts, Entertainment, and Recreation Services	442	6.6%
Other Services (except Public Administration)	460	6.8%
Public Administration	232	3.4%
Total	6,726	100.0%

Source: US Census

Social Characteristics

Educational Attainment

In 2000, 69.3% of Harrison's adult population (i.e., 25 years and over) were high school graduates, which coincided with the 70%

attainment rate for Hudson County as a whole. Approximately 21% had bachelor's degrees, while 10% had graduate or professional degrees.

<i>Educational Attainment Town of Harrison, 2000</i>		
	Number	Percent
Total Population 25 years and over	9,737	100%
Less than 9th Grade	1,654	17.0%
9th to 12th grade, no diploma	1,333	13.7%
High School Graduate (includes equivalency)	3,194	32.8%
Some College	1,266	13.0%
Associate degree	258	2.6%
Bachelor's degree	1,053	10.8%
Graduate or Professional Degree	979	10.1%
Percent High School Graduate or Higher		69.3%
Percent Bachelor's degree or Higher		20.9%
Source: US Census		

Nativity and Place of Birth

In 2000, 44% of Harrison residents were born in the United States, with 35% of the population born in New Jersey. However, the majority of the Harrison population was born abroad (56%) marking a change from the 1990 Census, where 42% of the population was foreign born. Thirty-nine percent (39%) of

Harrison's year 2000 population did not have citizenship status, an increase over the 29% reported in the 1990 Census. As of the 2000 Census, 50% of Harrison residents born outside of the US entered the US between 1990 and 2000.

<i>Nativity and Place of Birth</i> <i>Town of Harrison, 1990 and 2000</i>				
	1990		2000	
	Number	Percent	Number	Percent
Native-born	7,826	58%	6,346	44%
Born in state of residence	6,502	48%	5,089	35%
Born in other state in the U.S.	1,035	8%	1,049	7%
Born outside the U.S.	289	2%	208	1%
Foreign-born	5,599	42%	8,078	56%
Naturalized citizen	1,705	13%	2,467	17%
Not a citizen	3,894	29%	5,611	39%
Source: US Census				

Given the high percentage of foreign-born Harrison residents, the next step is to look at the place of birth for foreign-born residents. As the table below shows, 53% of all foreign-born residents were born in the Americas, with 41% of all foreign-born residents coming from South America. Brazil, Ecuador, and Peru were the major countries of origin for South American born Harrison residents. China and Portugal natives also represent sizable percentage of the foreign born population, comprising 14% and 16% respectively.

<i>Place of Birth of the Foreign-born Population Town of Harrison, 2000</i>		
	Number	Percent
Total Foreign-born Population	8,078	100%
Europe:	2,217	27%
Portugal	1,259	16%
Asia:	1,469	18%
China	1,122	14%
Africa:	136	2%
Americas:	4,256	53%
South America:	3,334	41%
Brazil	831	10%
Ecuador	595	7%
Peru	1,293	16%
Source: US Census		

Language Spoken at Home

An outgrowth of the number of foreign-born residents, only 28% of Harrison residents over the age of 5 speak only English at home. Spanish is the most common language spoken at home, with 36% of Harrison residents naming it as the language spoken at home. A large portion (27%) of Harrison residents also speak other Indo-European languages at home. Portuguese is the largest Other Indo-European language spoken with 20% of respondents naming it as the language spoken at home. In all, 41% of the Harrison population described their speaking of the English language as less than 'very well.'

<i>Language Spoken at Home Town of Harrison, 2000</i>		
	Number	Percent
Total Population 5 years and over	13,531	
English only	3,786	28%
Language other than English	9,745	72%
Speak English less than 'very well	5,569	41%
Spanish	4,858	36%
Other Indo-European languages	3,605	27%
Portuguese	2,636	20%
Asian and Pacific Island languages	1,218	9%
Source: US Census		

HARRISON HIGH SCHOOL







Land Use Plan Element

IV. LAND USE PLAN ELEMENT

INTRODUCTION

The purpose of the Land Use Plan Element is to provide a long-range policy guide for development in the Town of Harrison. The Land Use Plan Element creates the cornerstone for supporting the Town's Land Development Ordinance by setting forth explanations and rationale for land use decisions. It sets the framework for the Town's development and redevelopment into the future.

LAND USE CHANGES/EXISTING LAND USE

Introduction

An analysis of existing land use and development is a key basic step in the planning process. An appraisal of the community's existing and planned development establishes the necessary baseline for intelligently guiding future growth and planning for the appropriate use of land.

Harrison is a nearly fully developed Town, with limited available vacant and developable land north of I-280. The fully developed nature of the Town is clearly depicted in the figure entitled "The Town of Harrison," as well as the "Existing Land Use" map. Most opportunities for new development in the Town north of I-280 will be through redevelopment, rehabilitation and adaptive re-use of existing buildings, or limited infill development of scattered vacant lots. A large portion of the Town south of I-280 will be redeveloped in accordance with the Redevelopment Plan for the area.

Key Land Use Changes

The 1979 Master Plan included a land use map that documented the land uses existing in the Town at that time. Comparison of that map to the "Existing Land Use" map in this Plan reveals certain changes in land use, but since the Town was already fully developed at that time, such changes may not be readily apparent or may not be reflected at all since most of the changes in land use have resulted through redevelopment. Thus, the list below identifies notable land use changes within the Town since the land use inventory was prepared in 1979:

- In 1987 the Reynolds Metal site on Central Avenue was redeveloped into residential condominiums and one and two family homes.
- The former Display Box site on Passaic and Reynolds Avenues was also converted to residential condominiums in 1987.
- Lechters utilizes a 650,000 square foot building along Cape May Street for warehousing.
- Supor and Son Trucking and Rigging has acquired additional property throughout the Town and has expanded its operations.
- PSE&G tanks on Frank E. Rodgers Boulevard have been dismantled.
- The PATH maintenance facility has been developed on a 50-acre site at the end of Cape May Street.
- Construction of a 165-room, 6-story Hampton Inn Suites along Passaic Avenue, north of Harrison Avenue.

In addition to the above, the following significant redevelopment projects have commenced site preparation and/or have received site plan approval (see “Redevelopment Projects” map):

- Red Bull Park – A 25,000 seat soccer-specific stadium along Cape May Street, east of Sixth Street in the Redevelopment Area. The stadium will be home to Major League Soccer’s New York Red Bulls. It is also expected to host an annual series of international soccer games, professional men’s lacrosse, international rugby, collegiate and high school championship games and approximately 8-12 national concert tours.
- Harrison MetroCentre – When completely built-out, this redevelopment project will encompass three million square feet of Class A office space, 300,000 square feet of retail space, approximately 3,500 housing units and over 10,000 decked parking spaces. The first phase is bounded by Frank E. Rodgers Boulevard, Cape May Street, Northwesterly Extension and the PATH lines and consists of the construction of the roadway and a mixed-use development with 52,260 square feet of ground floor retail and 156,780 square feet of office space on the side of proposed MetroCentre plaza. An anticipated second phase is expected to consist of a mixed-use development with retail and residential south of proposed MetroCentre plaza.
- Harrison Commons – A mixed-use development in the 7.02-acre area bounded by Frank E. Rodgers Boulevard, Middlesex Street and Third Street, immediately to the north of the PATH Station. The development involves a total of 412 dwelling units and 29,725 square feet of retail. The development will contain a total of 1,670 parking spaces in the form of an under-building parking garage in the residential area and a 1,500 space public parking garage adjacent to the PATH station.
- River Park at Harrison – A 313-unit multi-family residential development along the Passaic River and bounded by Warren, First and Bergen Streets. This project also involves the extension of Dey Street down to Bergen Street from its current terminus at Warren Street, as well as the construction of the riverfront walkway along the site’s frontage on the river.
- Harrison Heights - A four-story 72-unit multi-family residential building on a 1.48-acre site on the south side of Bergen Street between Second and Third Streets.



Hampton
Inn Suites

River Park
at Harrison

Harrison Heights

Harrison Commons

Harrison Metro Centre

Red Bull Park

Waterfront Park

Town of Harrison, Hudson County
Redevelopment Projects

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COMMUNITY PLANNING CONSULTANTS

Existing Land Use

The Town consists of a wide mix of land uses that vary in density and intensity of use. The “Existing Land Use” map shows the location of land uses throughout the Town. The existing land uses in the Town were obtained through the use of Mod IV tax data, checked by comparison to aerial photography and field inspection.

The land uses in the Town consist of the following (the location of these land uses are shown on the “Existing Land Use” map):

Residential Land Uses

- Single-Family Residential – Single-family detached dwellings
- Two-Family Residential – Residential structures containing two (2) dwelling units
- Three-Family Residential – Residential structures containing three (3) dwelling units
- Multi-Family Residential/ Apartment – Residential developments containing four (4) or more dwelling units, including: apartments buildings; condominium developments; senior housing developments.

Non-Residential Land Uses

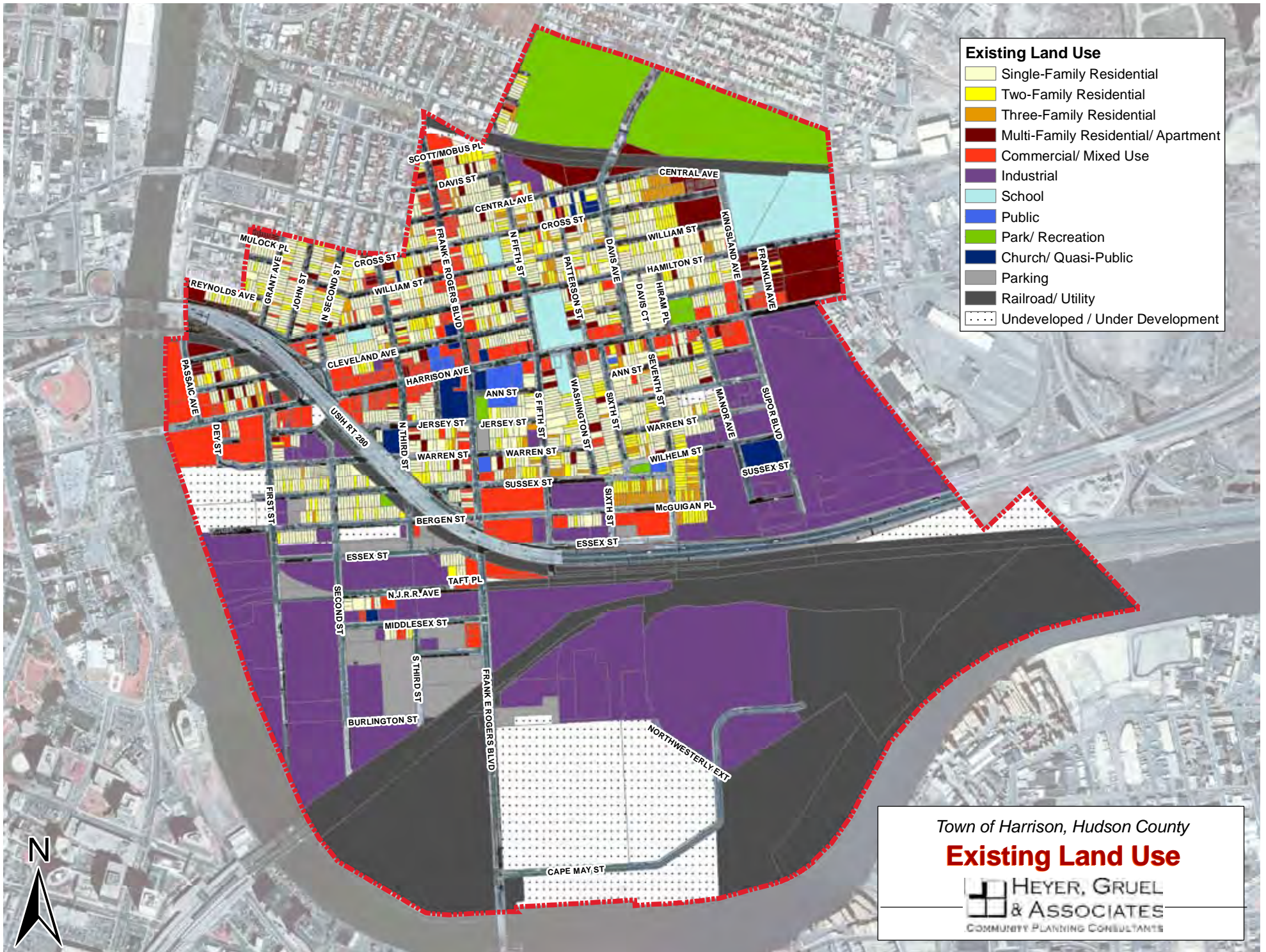
- Commercial/Mixed Use – Consists of wide-range of commercial land uses including retail, personal service uses, restaurants and offices (medical, professional and general offices),

as well as mixed-use developments (i.e., developments consisting of a mixture of commercial and residential use, typically ground floor commercial use with residential on upper floors).

- Industrial – Industry and manufacturing uses, as well as warehouse and storage uses.
- Parking – Surface parking and commuter lots in buildings formerly put to industrial or warehouse use.



*Redevelopment is in full-swing along the
Passaic River Waterfront*



Existing Land Use

- Single-Family Residential
- Two-Family Residential
- Three-Family Residential
- Multi-Family Residential/ Apartment
- Commercial/ Mixed Use
- Industrial
- School
- Public
- Park/ Recreation
- Church/ Quasi-Public
- Parking
- Railroad/ Utility
- Undeveloped / Under Development

Town of Harrison, Hudson County

Existing Land Use

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Other Land Uses

- School – Public, private and parochial educational facilities.
- Public – Municipal, county, and state offices, libraries, public parking lots, and community centers.
- Park and Recreation – Parks and athletic facilities operated by the Town, County or School District.
- Church/ Quasi-Public – Places of worship and similar uses.
- Railroad/Utility – Lands put to railroad or public utility use.



View down Harrison Avenue

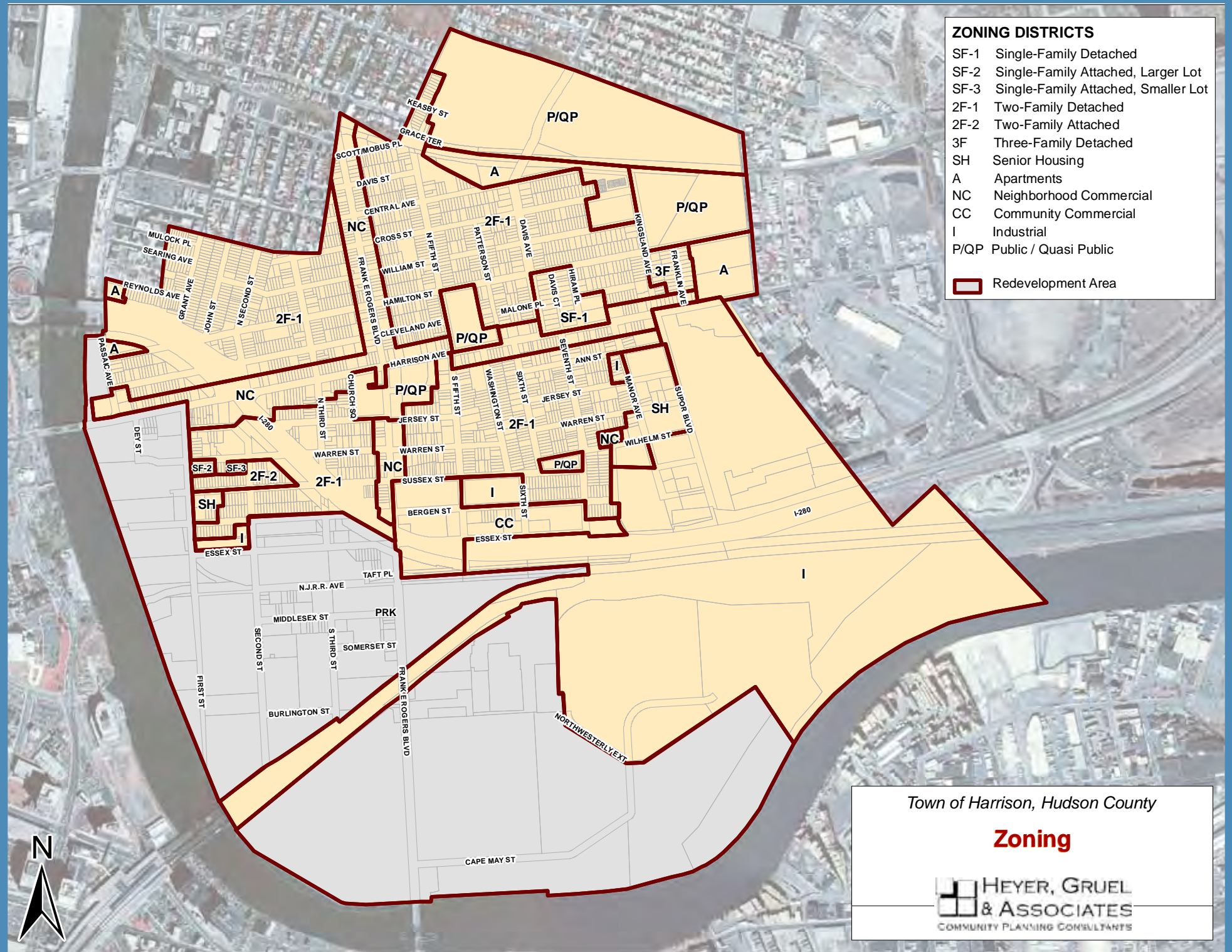
EXISTING ZONING AND REDEVELOPMENT PLAN


Land development within the Town is governed by two documents – the Land Development Ordinance and the Waterfront Redevelopment Plan. Land development within the Waterfront Redevelopment Area is governed by the requirements of the Waterfront Redevelopment Plan. Land development throughout the rest of the Town is governed by the Town's Land Development Ordinance.

The 'Zoning and Redevelopment Districts' map provides a composite view of the zoning and redevelopment districts from the Land Development Ordinance and the Waterfront Redevelopment Plan, respectively. A comparison of existing land uses to the existing zoning and redevelopment districts is provided on the "Existing Land Use and Zoning" map.

Land Development Ordinance

The Land Development Ordinance divides the portion of the Town outside of the Redevelopment Area into 12 different zoning districts, each having its own set of permitted land uses, area and bulk requirements. A brief description of each zone is provided below. The locations of each of these zoning districts is depicted on the "Zoning" map.



ZONING DISTRICTS	
SF-1	Single-Family Detached
SF-2	Single-Family Attached, Larger Lot
SF-3	Single-Family Attached, Smaller Lot
2F-1	Two-Family Detached
2F-2	Two-Family Attached
3F	Three-Family Detached
SH	Senior Housing
A	Apartments
NC	Neighborhood Commercial
CC	Community Commercial
I	Industrial
P/QP	Public / Quasi Public
 Redevelopment Area	

Town of Harrison, Hudson County

Zoning

SF-1 (Single-Family Detached Units)

This district permits single-family detached dwellings on lots having at least 5,000 square feet of area. Additional permitted uses include houses of worship, and institutional and public uses.

The SF-1 zone is located between Harrison Avenue and Hamilton Street in the area of Davis Court and Hiram Place.

SF-2 (Single-Family Attached, Larger Lots)

This district permits single-family attached dwellings on lots having at least 1,800 square feet of area. Additional permitted uses include single-family detached dwellings, houses of worship, and institutional and public uses. The Land Development Ordinance defines “attached single-family” as a “one-family dwelling in a row of at least three such attached dwellings in which each dwelling has its own front and rear access to the outside, no dwelling is located over another dwelling and each dwelling is separated from all other attached dwellings by one or more vertical common fire-resistant walls.”

The SF-2 zone encompasses a number of lots to the southeast of the intersection of Warren and First Streets.

SF-3 (Single-Family Attached, Smaller Lots)

This district permits the same uses as the SF-2 District. However, the minimum lot size is 850 square feet.

The SF-3 zone encompasses a number of lots to the southwest of the intersection of Warren and Second Streets.

2F-1 (Two-Family Detached)

The 2F-1 zone encompasses the majority of the Town’s residential neighborhoods. Large 2F-1 zoned neighborhoods are located to both the north and south of Harrison Avenue.

This zone permits detached and attached two-family dwellings, in addition to detached single-family units. The minimum required lot area is 2,500 square feet with a 25-foot minimum lot width requirement. Additional permitted uses include houses of worship, and institutional and public uses.

2F-2 (Two-Family Attached Units)

This district permits the same uses as the 2F-2 District. However, the minimum required lot area is 2,300 square feet with a 23-foot minimum lot width requirement.

The 2F-2 zone comprises the majority of the two-block area between Warren and Sussex Streets east of First Street.

3F (Three-Family Detached Units)

The 3F zone permits detached two-family and three-family dwellings, in addition to detached single-family units. The minimum required lot area is 3,000 square feet with a 30-foot minimum lot width requirement. Additional permitted uses include houses of worship, and institutional and public uses.

The 3F zone encompasses a roughly two-block area to the east of Kingsland Avenue and Franklin Avenue, south of Hamilton Street.

SH (Senior Housing)

The Senior Housing zone permits senior housing developments at a density of up to 40 units per acre. The minimum lot area requirement is 60,000 square feet and the maximum permitted building height is 4 stories.

Two Senior Housing zones are located in the Town at the following locations: along the east side of First Street between Sussex and Bergen Streets; and a multiple-block area along Supor Boulevard and Manor Avenue.

A (Apartment)

The Apartment zone permits apartment buildings at a density of up to 50 units per acre, in addition to all of the residential uses

permitted in the districts described above. The minimum lot area requirement is 13,500 square feet and the maximum permitted building height is 40 feet.

A total of four Apartment zones are located in the Town at the following locations: a multi-block area along Central Avenue and Kingsland Avenue adjacent to West Hudson Park and the site of the new high school; on the north side of Harrison Avenue to the east of Franklin Avenue; at the northeast corner of the Hamilton Street/ Passaic Avenue intersection; and, at the westerly terminus of Reynolds Avenue.

NC (Neighborhood Commercial)

The NC district encompasses the Town's traditional downtown business areas along Harrison Avenue and Frank E. Rodgers Boulevard north of I-280. A small NC zone is located along the north side of Wilhelm Street between Seventh Street and Manor Avenue.

Permitted principal uses within the NC District include retail trade and retail services, financial institutions (banks), offices, restaurants, funeral homes and apartments. Gasoline service stations and houses of worship are permitted as conditional uses. The required minimum lot area is 2,500 square feet with a 25-foot minimum lot width requirement. Maximum building height is 40 feet.

CC (Community Commercial)

The CC district permits all of the uses permitted in the NC district, plus automobile sales, research laboratories, wholesale sales and services, as well as car washes as conditional uses. The minimum permitted lot size is 10,000 square feet. Maximum building height is 40 feet and 3 stories.

One relatively large CC district is located along the east side of Frank E. Rodgers Boulevard, south of Sussex Street up to Fifth Street and south of Bergen Street further to the east.

I (Industrial)

The Industrial District encompasses the Town's traditional industrial areas not located within the Waterfront Redevelopment Area. North of I-280, Industrial-zoned lands exist along Supor Boulevard and Manor Avenue, as well as within a one-block area along the south side of Sussex Street between Fifth and Sixth Street. South of I-280, Industrial-zoned lands include a relatively large area at the terminus of Cape May Street, as well as a portion of the block located to the east of First Street between Bergen and Essex Streets.

The zone permits a range of commercial and industrial uses including certain industrial and manufacturing, warehouses, car washes, auto sales, gasoline service stations and banks. The minimum permitted lot size is 15,000 square feet. Maximum permitted building height is 35 feet and 2 stories.

P/QP (Public/Quasi-Public)

The P/QP district encompasses a number of the larger public and quasi-public uses, including the lands occupied by: West Hudson Park; the public and religious uses located to the southwest and southeast of the Frank E. Rodgers Boulevard and Harrison Avenue intersection; the fire station on Wilhelm Street; the high school site along Harrison Avenue; and the site of the new high school site along Kingsland Avenue and Hamilton Street.

Waterfront Redevelopment Plan

The 1979 Master Plan identified the Town of Harrison as a "strong, stable working class community" which throughout the years remained "a very active, viable urban area." Although the Town has experienced changes since the last Master Plan, the characterization of the Town as a strong, viable and stable working class community still remains valid. The Town, however, has experienced an erosion of its industrial base and has experienced economic regional pressures to redevelop former industrial sites into residential and retail uses. During that time, significant efforts were made to market the Town for industrial uses. Such efforts, however, were not entirely successful.

In 1997, the Town Council designated a 250+acre area along the Passaic River waterfront as a "redevelopment area." A market feasibility study prepared in association with the redevelopment plan concluded that there was an existing demand in the area for a mix of uses including residential, retail, office, limited light

industrial and entertainment uses. The expansion of traditional industrial uses which formerly provided significant manufacturing employment opportunities in the Town was determined to be unlikely. As a result, the Town's 1998 Master Plan Reexamination Report recommended that the redevelopment of the waterfront capitalize on the PATH station presence, the revitalization efforts of Newark (e.g. New Jersey Performing Arts Center) and the proximity of the area to the Passaic River waterfront.



The Guyon factory is one site within Harrison that is undergoing significant change

It recommended the creation of a mixed-use area that would “integrate itself with the greater Town of Harrison and improve business opportunities through promotion of new and diverse economic activities.”

The Waterfront Redevelopment Plan was originally adopted by the Harrison Town Council in 1998. That plan was refined and superseded by a new Redevelopment Plan for the area adopted in 2003. A description of the Waterfront Redevelopment Plan that was adopted is provided below.

The Waterfront Redevelopment Plan divides the Redevelopment Area into seven (7) different districts. These districts are described below and shown on the “Redevelopment Districts” map.

Mixed-Use District

The purpose of this district is to provide a variety of opportunities for retail sales and services, office space, and residential living in a vibrant, street oriented community. The mixed-use areas are encouraged to be neo-traditional downtown styling, that is, buildings of three or more stories in height with little or no front setback along the sidewalk. The first floors are envisioned to be continuous retail storefronts to create a “window shopping” environment. Residential and office uses are permitted only on the second story and above. Parking is required to be accommodated on site or through an acceptable shared parking arrangement. Structured parking is required.

Residential District

The Residential district is intended to provide opportunities for residential development in the area. Principal uses consist of multi-family and single-family attached housing. Retail sales and restaurants are permitted at the street level only. Parking is required to be located on the interior of the parcel either in courtyards or in alley arrangements.

Stadium District

The intent of this district is to allow an adequate area for the development of a multi-use sports and entertainment stadium and its accessory uses. This district was created to attract a professional sports stadium to the Town. Per the Redevelopment Plan, the stadium is envisioned to incorporate accessory dining, gift shops, and other tourist attractions to the use. It is intended that the stadium will also generate the demand for amenities such as restaurants, cafes and other similar meeting places within adjacent Mixed-Used districts. A great deal of flexibility is allowed in the zone in terms of design. However, the Redevelopment Plan indicates that the stadium should be designed as a visual landmark and should incorporate unique design attributes. The design should be flexible enough so that off-season events such as concerts, graduations and regional sporting event final games can be held at the stadium. Outdoor plazas designed for such multiple uses are encouraged in the zone. The Stadium district encompasses the site of the planned Red Bull Park soccer stadium.

Office/Commercial District

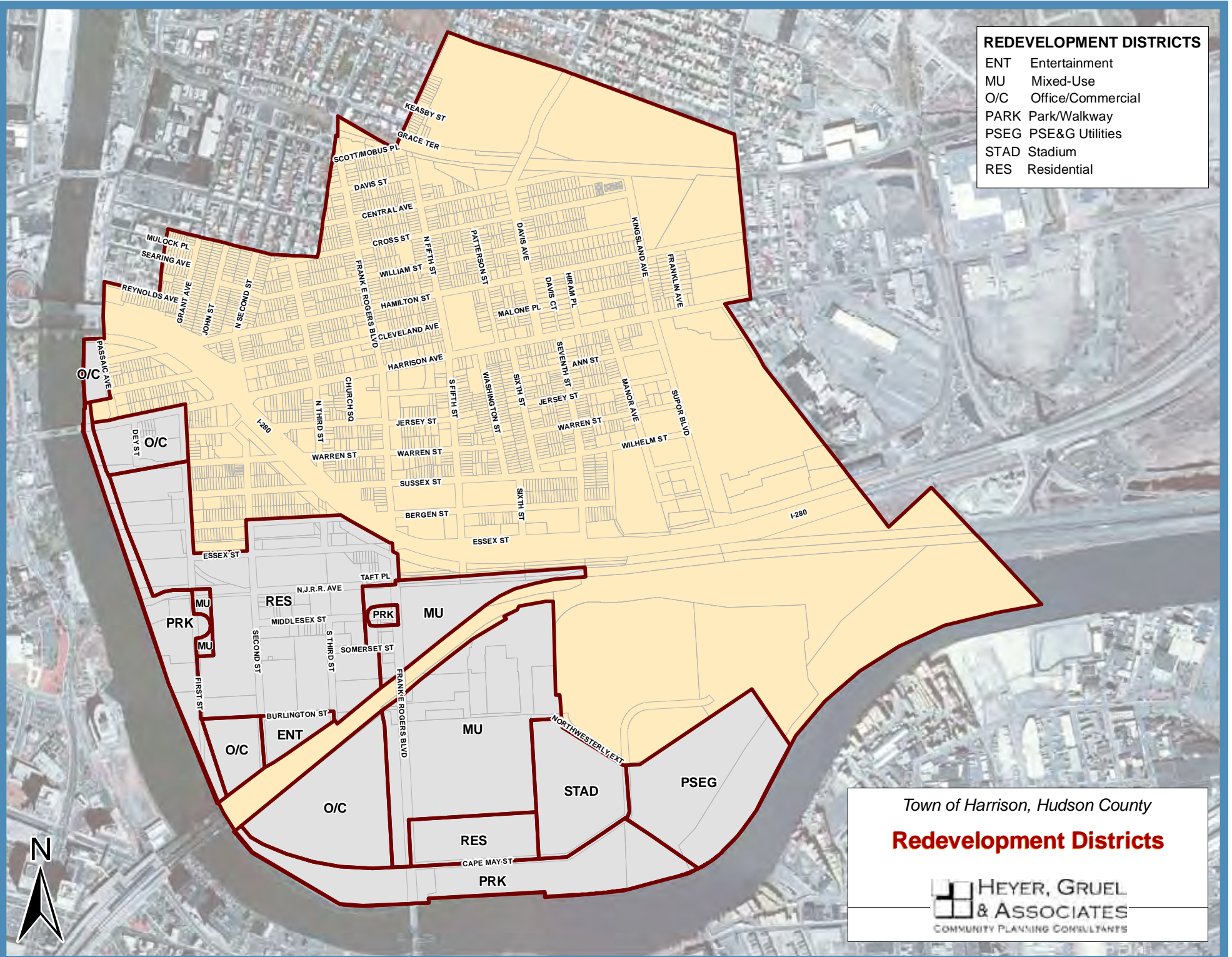
The purpose of this district is to provide for a variety of uses including: offices, financial institutions, hotels, conference facilities, retail, and restaurants, at a variety of scales. The Office/Commercial District is envisioned to contain predominantly office centers, twelve to thirty stories in height, that are modern in capability in order to serve users of the 21st century. The ground floors are encouraged to be dedicated to restaurants, bookshops, cafes, and other retail sales that will provide amenities to the occupants of the buildings and to create an active urban streetscape. The upper stories could contain hotel space, offices and health clubs. Structured parking is required.



Rendering of the proposed Red Bull Stadium. www.redbull.newyork.mlsnet.com

REDEVELOPMENT DISTRICTS

ENT	Entertainment
MU	Mixed-Use
O/C	Office/Commercial
PARK	Park/Walkway
PSEG	PSE&G Utilities
STAD	Stadium
RES	Residential



Town of Harrison, Hudson County

Redevelopment Districts

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Parks/Walkway District

The purpose of this district is to provide an area of open space in the waterfront area east of Frank E. Rodgers Boulevard as well as a continuous walkway for public access along 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 the County. Permitted uses consist of parks, recreation, open space and waterfront walkway. The minimum width of the walkway right-of-way width is thirty (30) feet. The walkway itself must be sixteen (16) feet in unobstructed width. All development projects must develop, maintain and manage a section of the walkway coincident with the shoreline of the development property and shall allow unrestricted public access to the walkway.

Entertainment District

An Urban Entertainment Center (UEC) is planned for this district, which offers a combination of entertainment, food and beverage and retail options. This district may include interactive multimedia, trend-setting/theme eateries, specialty retail with an entertainment and recreation focus, festive architecture, street performances, high-tech game centers, educational facilities, family entertainment centers, indoor theme parks and nightclubs. By combining entertainment, dining and retail, the district will create a center which draws a large number of consumers from

a broad and overlapping market base. Principal uses include restaurants, health clubs, skating rinks, indoor recreation, night clubs, museums, aquariums, family entertainment centers/high-tech game centers, indoor miniature golf courses, cinemas, theaters, and public spaces and parks. Structured parking is required. Parking must be accommodated on site or through a shared parking arrangement.

PSE&G

The PSE&G facility located to the east of Cape May Street is located in the PSE&G designation on the Land Use map in the Redevelopment Plan.



Re-use of the PSE&G site that includes connections to the Waterfront Walkway system is critical...

LAND USE PLANNING ISSUES

1. *Revitalization of Harrison's central business district.*

- While Harrison's central business district (Harrison Avenue and Frank E. Rodgers north of I-280) was identified as a Town strength, a number of issues regarding the central business district were identified. These are organized under the sub-topics below.

a) Uses in commercial areas

- The true issue is type of business being developed - nail salons, laundry mats, etc., that have replaced restaurants, shoe stores, clothing stores and other retail stores.
- The need for less service-oriented uses such as laundry mats, hair and nail salons, was identified although little can be done to limit such uses.

b) Parking

- Parking issues are addressed in the Circulation element.

c) Existing business areas should capitalize upon and benefit from the redevelopment.

- Redevelopment should not leave existing business areas behind - existing business areas should capitalize upon and benefit from the redevelopment.

d) Public spaces

- Need for further improvement to streetscape (e.g., garbage cans, sidewalks, benches), public gathering spaces, and generally a more cohesive and attractive urban design.

e) Aesthetics

- Improvements in business facades including signage, awnings and security gates were identified. Further, security gates look bad. There is little need for them and they send the wrong message to residents, visitors, and to businesses who may want to locate in Harrison.

f) Economic development/ business attraction

- The Town has an opportunity to be more proactive in economic development and the attraction of businesses. Having designated staff can help promote a more "business-friendly" image.

g) Effect of nearby retail development

- The development of big box retail and other new development in adjacent areas of Kearny were cited as threats to Harrison's commercial areas.
- The UEZ in Kearny was also identified as a potential threat to Harrison's commercial areas.

2. *Continued subdivision/construction of two-family homes within the Town's neighborhoods*

- This is a significant issue in the Town. It affects a number of planning-related concerns including impacts on community facilities (schools, parks and recreation, etc.) due to resulting population increase; parking (new dwellings increase parking demand while at the same time decreasing on-street parking capacity); and neighborhood character (parking in front of the house negatively affects the residential streetscape).

3. *Future redevelopment of industrial areas of the Town not included in the Redevelopment Area*

- The 1998 Master Plan Reexamination identified the inability to attract new industry due to competitive disadvantages such as the relatively older age of the buildings and small lot sizes, as particular issues facing the Town.
- As a result, there remains significant potential that remaining industrially-zoned areas of the Town may experience pressure for non-industrial redevelopment, such as for commercial or residential development.
- The potential presence of environmentally contaminated sites remains a concern.

4. *Illegal apartments*

- The continuing trend of illegal apartment conversions, particularly two-family units into three or more family units remains an issue. This is occurring in both older and newer homes
- Illegal conversions impact community facilities (schools, parks and recreation, etc.) due to resulting population increase and parking (additional units increase parking demand in the neighborhood).
- In response to this issue, a number of years ago, the Town instituted a Certificate of Occupancy requirement and expanded enforcement capacities. Under the certificate of occupancy program all homes that are sold in the Town are required to apply for a "Certificate of Continued Occupancy." To receive the certificate a Town inspector performs a "life, safety" inspection with the applicant required to address any code issues that may exist before the CO can be granted. Additionally, for multi-family units (buildings with 3 or more residential units) the applicant must provide a copy of the state fire inspection. For 1 and 2 family units, the applicant must submit to an inspection of the smoke detectors by the Harrison Fire Department. In spite of these changes, the problem persists.



Historic architecture is a tremendous asset for Harrison Avenue.

5. *Waterfront Redevelopment Plan*

- Town must not lose focus on improving the existing areas of the Town while redevelopment takes shape. As such, the need to continue to coordinate the Waterfront Redevelopment Plan with planning for the rest of the Town and vice versa, is essential. The nature and timing of improvements (especially parking and traffic improvements) in the redevelopment area has a profound impact upon the rest of the Town. Continued coordination/communication between the Planning Board and Redevelopment Agency will undoubtedly influence successful implementation of the Plan. This coordination becomes important as issues arise, and the need to amend the Master Plan become essential.

6. *Community Image*

- The View of Harrison from heavily traveled I-280 and along the PATH line is unattractive (e.g., Campbell's Foundry; run-down industrial buildings, billboards, graffiti, etc.) and does not present a positive image of Harrison. Entrance points into Harrison (e.g., interchange ramps, PATH station area, roadway entrances) should be improved as "gateways" signifying Harrison as a place to go-to/ be-in.

7. ***“Big Box” Retail Standards***

- Without proper controls by municipalities, “big box” uses can have several negative impacts, including: higher than expected traffic generation, economic impacts on smaller “mom and pop” retail businesses, and design features that do not fit with urban environments. With the potential for “big box” retail development in the Town, particularly in the Waterfront Redevelopment Area, it is important that Harrison consider design controls to mitigate the negative impacts that stem from the unregulated construction of “big box” retail.

8. ***Meeting the Town’s COAH obligation for provision of affordable housing.***

- The Town has prepared a 3rd Round Housing Element and Fair Share Plan. This plan has been filed with the Council on Affordable Housing (COAH), with the intention of receiving 3rd Round substantive certification from COAH. The plan proposes to meet the Town’s affordable housing obligation through a combination of Regional Contribution Agreements (RCAs), development of inclusionary housing within the senior housing district, and development of 100% affordable municipally-sponsored developments).
- Harrison plans to develop a rehabilitation program to meet its COAH obligation with respect to housing rehabilitation. The Town will either administer the program itself or contract with an outside agency that is qualified

to administer a rehabilitation program, including Hudson County. This is outlined as well in the 3rd Round Housing Element and Fair Share Plan that has been submitted to COAH.

- As locations for the development of affordable housing are explored, particularly in the eastern part of the Town between Harrison Avenue and I-280, Harrison will actively seek to balance the mix of uses in any area proposed for affordable housing development. In particular, the possibility of developing portions of the “Supor” property for affordable housing exists. While the land would produce affordable housing, the Town does have some flexibility in finding other related uses for some of the parcels like a mix of market rate housing as well. When considering the use of such properties, the Town should strongly consider the local need for both additional parkland and playground spaces. Discussed in greater detail in the Circulation Element, the Town is addressing the need for an additional I-280 crossing between the Town and the Redevelopment Area.





CENTRAL BUSINESS DISTRICT

The Central Business District essentially runs along Harrison Avenue and Frank E. Rodgers Boulevard and corresponds to the Neighborhood Commercial (NC) zoning district. The only new retail construction since 1979 has been a small neighborhood strip center of about 20,000 square feet on Frank E. Rodgers Boulevard and Hill Street and an approximately 53,000 square foot retail center on the former RCA site. Since 1979, a number of municipal parking lots have been constructed since the lack of parking in the downtown has historically been identified as an issue.

Although the majority of stores in the central business district are occupied, physical improvement of the central business district has been identified as an issue. It is recommended that the Town focus on revitalization through public improvements and encouragement of private efforts. Several years ago, the Town repaved and improved drainage and curbing along Harrison Avenue. The County has completed curb cuts and repaving of Frank E. Rodgers Boulevard. More recently, the Town has invested in the improvement of its downtown through a number of streetscape improvements including decorative street lights and crosswalks as well as other improvements.

Encouraging Different Uses in the Downtown

During the issues identification phase of the Master Plan, a number of people indicated that one of the issues with the downtown was the type of businesses located within it. Specifically, concern was raised that uses such as restaurants, shoe stores, clothing stores and other more traditional “downtown” uses have been replaced by uses such as hair and nail salons, laundromats, etc. that could just as easily be located in a suburban shopping mall. It was generally expressed that the proliferation of such personal service uses and the reduction in the number of restaurants and more traditional downtown retail uses detracts from the downtown.

Stakeholders expressed an interest in attracting “Main Street” type stores – boutiques, restaurants, clothing stores, niche retail uses that offer goods and services not provided elsewhere. It was expressed that in order to create more of a “Main Street Effect,” the Town would need to encourage uses that would draw people to the central business district – i.e., make it a “destination.”

Encouraging the establishment of a local Chamber of Commerce may assist in promoting the Town’s retail core, as well as reactivating the Rotary Club. The need for business association(s) that may assist in promoting the Town’s retail core, such as an active local Chamber of Commerce, Rotary Club and/or the establishment of a special improvement district (SID) covering

the central business district was discussed at the stakeholders meetings, as was the hiring of a Town economic development director. Potential placement of the Harrison Avenue and Frank E. Rodgers business areas (and possibly other business areas) into an Urban Enterprise Zone (UEZ) was also identified as a potential approach. It is recommended that the Town consider these alternatives.

It was also commonly expressed that the Town would need to improve parking capacity around the downtown in order to attract shoppers. Parking is addressed in further detail in the Circulation Element.

Capitalizing Upon and Benefiting from Redevelopment

Stakeholders indicated that the Town’s redevelopment efforts should not leave existing business areas behind. Instead, existing business areas should capitalize upon and benefit from the redevelopment.

The Town has the opportunity to draw people from the PATH station and Redevelopment Area to the central business district. To accomplish this, there needs to be an attractive and functional physical link between the redevelopment area/PATH Station and the central business district. The problem, however, is that the area around the PATH station and taxi stand is commonly perceived as dirty, poorly lit and unattractive (graffiti, etc.). The appearance and perceived safety concerns of this area must

not be a hindrance. A plan that improves this corridor and considers improvements to the streetscape (e.g., appearance of the sidewalk, provision of benches and public landscaping), pedestrian improvements, improvements to street lighting, screening of unsightly areas, as well as signage to guide people to the central business district should be pursued.

Public Spaces/ Streetscape Improvements

While the Town has invested in the improvement of the central business district through a number of streetscape improvements, participants in the Master Plan process encouraged the continuation of this program. Recommended considerations include the following:

- In order to increase the liveliness of the downtown, the Town should investigate whether outdoor seating for restaurants could work. Sidewalk dining would add activity to the street as has been done in Hoboken, Red Bank and other downtowns that have been revitalized.
- A cohesive and attractive urban design scheme for the central business district should be developed, promoted, and enforced. Additional public improvements could include planting of street trees, installation of benches, attractive trash receptacles and public signage.
- Lively downtowns usually have a number of meeting places (e.g., small plazas, a grouping of benches, etc) where shoppers can gather, rest and chat. The Town should investigate opportunities to provide additional public spaces in the central business district.



Aesthetics

Participants in the Master Plan process indicated that more consistent and attractive business signage should be provided in the downtown area and suggested that better controls on the appearance and number of signs be pursued. Excessive window signage and internally illuminated signs were identified as particular signage issues. Kearny, Rutherford, Lyndhurst and Nutley were cited as examples of communities with signage that should be emulated. Further, it was expressed that attractive awnings over sidewalks should be encouraged while rainbow awnings and internally illuminated awnings were cited as unsightly.

Refer to the Urban Design element of this Master Plan for detailed design-oriented recommendations. A number of recommended changes to the NC zone are offered later on in this element.

RESIDENTIAL SUBDIVISION/ INFILL DEVELOPMENT

As identified in the “Land Use Planning Issues” section, above, the continued subdivision and construction of two-family homes within the Town’s neighborhoods is a significant issue in the Town. It affects a number of planning-related concerns including impacts on: community facilities due to resulting population increase; parking (new dwellings increase parking demand while at the same time decreasing on-street parking capacity); and neighborhood character (parking in front of the house negatively affects the residential streetscape).

The problem is a result of the fact that the district allows two-family dwellings on 2,500 square foot (25-foot wide) lots. The 25-foot lot width is not wide enough to allow for parking to the side of homes or to allow a driveway allowing access to the rear. Instead, the front yard is used for parking. The typical new two-family home created contains two parking spaces in the front yard and two stacked spaces in the garage. Even though this arrangement is commonly compliant with applicable requirements (i.e., when the number of bedrooms is restricted to a certain number), this arrangement raises concerns of practicality (e.g., whether it is practical to expect that the two garage spaces are actually used for parking).

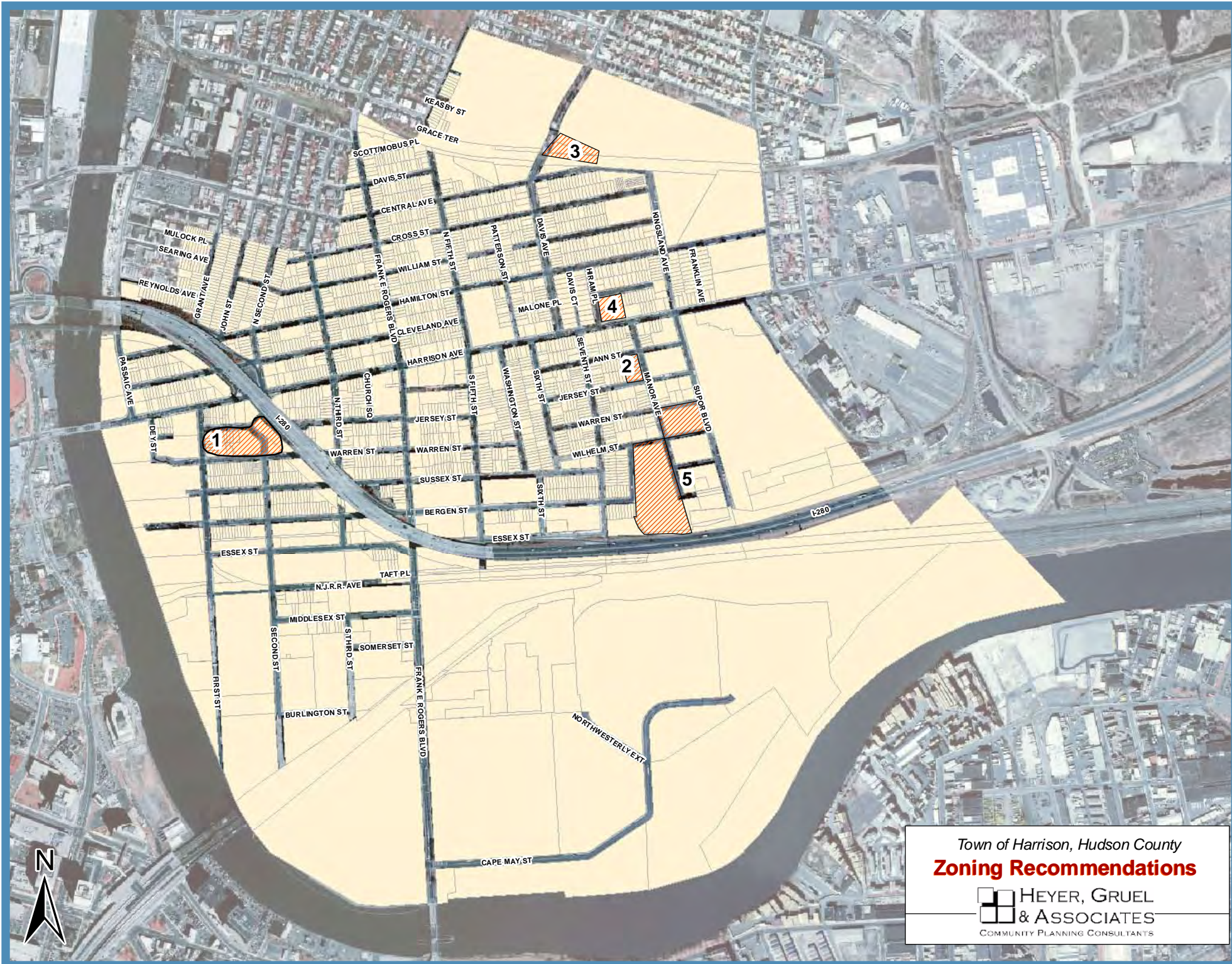
This problem occurs almost exclusively in one zoning district – the 2F-1 (Two-Family Detached) District. While occurring almost exclusively in one zoning district, the issue is actually quite widespread as the 2F-1 District comprises the vast majority of the Town’s residential neighborhoods. With so few properties left to rezone, applicants should be asked to review how driveway curb-cuts affect on-street parking configurations and to place their driveways accordingly.

EVALUATION OF EXISTING ZONING DESIGNATIONS

For the most part, the requirements of the Town’s zoning districts have been found to be highly consistent with the prevailing land use and lot dimensions (principally lot size and width). Changes should be investigated where the prevailing land use, dwelling type and/or lot dimensions have been found to be inconsistent with the requirements of the zone.

These areas consist of the following. The “Zoning Recommendations” map identifies the location of these areas (the numbers on the map correspond to the numbers below):

1. The 2F-1 zoned area located to the north of Jersey Street between First Street and I-280 is zoned for one- and two-family residential use but is predominately non-residential in nature with various commercial and industrial uses comprising most of the area. The Town should investigate whether the zoning for this area should be adjusted. The Town may find



Town of Harrison, Hudson County
Zoning Recommendations

 **HEYER, GRUEL
& ASSOCIATES**
COMMUNITY PLANNING CONSULTANTS

it appropriate to place the area within a zoning district that encourages the adaptive reuse of the industrial buildings.

2. The small Industrial zone along the west side of Manor Avenue between Jersey and Ann Streets is predominately occupied by single- or two-family homes on lots ranging from 2,500 to 2,999 square feet. The Town should consider placing this area within the 2F-1 district.
3. The apartment building located within the P/QP zoned area north of the railroad and adjacent to West Hudson Park along Davis Avenue. The Town may consider a multi-family Apartment zone.



4. The Little League field at the intersection of Harrison Avenue and Hiram Place is located in the SF-1 zone. The Town should place this property within the P/QP zone.
5. The Industrial (I) Zone near Manor Avenue and Supor Boulevard should be rezoned to be consistent with the adjacent neighborhood west of the area as depicted. Although a mix of market-rate housing should be permitted, affordable housing should be the focus of new development within such a zone whereby density bonuses could be granted for inclusionary projects or land set-aside to partner with the Housing Authority.

LAND USE PLAN

The land uses specified in the “Land Use Plan” map are intended to guide future development and redevelopment in Harrison in accordance with the overall vision, goals and objectives and policy considerations of the Master Plan. Due to the changes in land use and in the Town’s zone scheme that have occurred since the time of the 1979 Master Plan (including creation of multiple zoning districts not existent at that time as well as the adoption of the Waterfront Redevelopment Plan), the Land Use Plan map represents a substantial update of the “Land Use Plan” included in the 1979 Master Plan.

This Plan is primarily designed: to recognize existing zoning; to recognize existing land uses, intensity of development and character of currently developed portions of the Town; and to recognize and incorporate the Town's Waterfront Redevelopment Plan.

Residential

This Land Use Plan encourages residential development that is compatible with the surrounding neighborhood. The Land Use Plan recommends the eventual elimination of nonconforming uses found within residential neighborhoods and the prohibition of any future obtrusive nonconforming and non-permitted uses in residential neighborhoods. Lots within residential areas are recommended to be used for residential infill development, consistent with permitted uses, densities and bulk requirements, as well as certain permitted non-residential development.

The residential land use categories recommended by the Land Use Plan range in density from the SF-1 zone (which permits single-family development at a density of just under 9 units per acre) up to the A (Apartment) zone (which permits multi-family developments up to a density of 50 units per acre.)

The following sections describe the various recommended residential land use categories and describe certain recommended changes to and/or departures from existing land use controls currently in effect within the Town. These designations are reflected on the "Land Use Plan" map.

Single-Family Detached Units

The "Single-Family Detached Units" designation on the "Land Use Plan" map corresponds to areas recommended to remain or to be placed within the SF-1 district on the Town Zoning Map.

Single-Family Attached, Larger Lot

The "Single-Family Attached, Larger Lot" designation on the "Land Use Plan" map corresponds to those areas recommended to remain or to be placed within the SF-2 district on the Town Zoning Map.

Single-Family Attached, Smaller Lot

The "Single-Family Attached, Smaller Lot" designation on the "Land Use Plan" map corresponds to areas recommended to remain or to be placed within the SF-3 district on the Town Zoning Map.

Two-Family Detached

Areas on the "Land Use Plan" map within the "Two-Family Detached" designation correspond to those areas recommended to remain or to be placed within the 2F-1 district on the Town Zoning Map.

Two-Family Attached

The "Two-Family Attached" designation on the "Land Use Plan" map corresponds to areas recommended to remain or to be placed within the 2F-2 district on the Town Zoning Map.

Three-Family Detached

Areas on the “Land Use Plan” map within the “Three-Family Detached” designation correspond to those areas recommended to remain or to be placed within the 3F district on the Town Zoning Map.

Senior / Affordable Housing

Areas on the “Land Use Plan” map within the “Senior Housing” designation correspond to those areas recommended to be rezoned Senior Citizen and Affordable Housing. All development within such a zone should create opportunities for affordable housing for the citizens of Harrison.

Apartment

The “Apartment” designation on the “Land Use Plan” map corresponds to areas recommended to remain within the A (Apartment) district on the Town Zoning Map.

Should the Town need additional multi-family zoning districts in order to meet its affordable housing obligation per COAH regulations, such new multi-family residential development should blend in with the surrounding area to the degree possible. Permitted density should be considerate of the nature of the area. The zoning regulations created should be designed to address this. In addition, such development should be consistent with

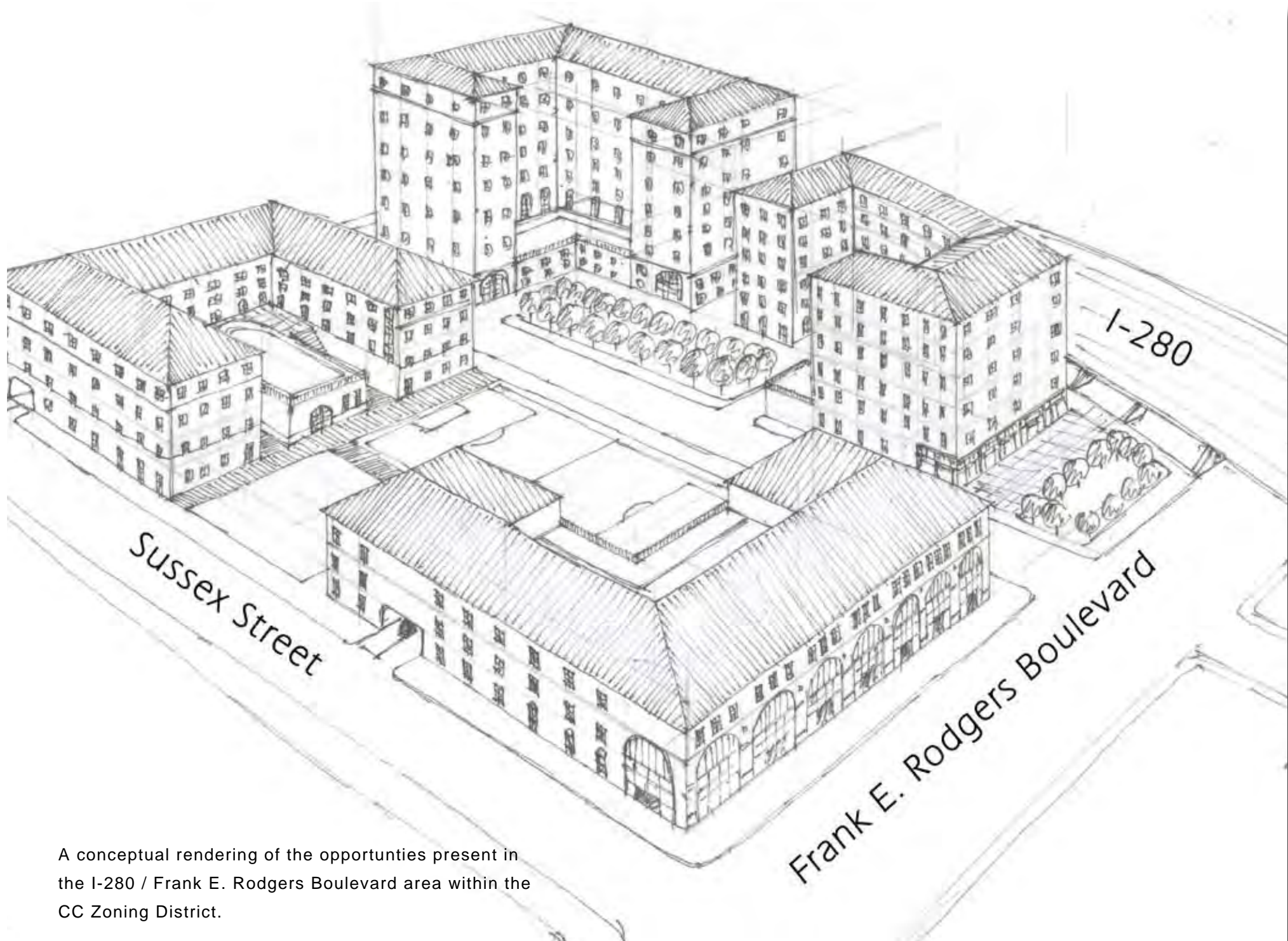
the design considerations outlined in this Land Use Element. The zone(s) created would require at least a 20% set aside of affordable housing units per COAH requirements.

Commercial and Industrial

NC (Neighborhood Commercial)

The lands within the “Neighborhood Commercial” designation on the “Land Use Plan” map correspond to areas recommended to remain within the NC (Neighborhood Commercial) zoning district on the Town Zoning Map. The NC District closely and appropriately corresponds to the Town’s traditional “main street” areas along Harrison Avenue and Frank E. Rodgers. The “Neighborhood Commercial” land use category is recommended for areas in which there is a preponderance of neighborhood-oriented commercial uses mixed with multi-family residential uses. The mix of multi-family residential uses generally consists of apartments over a commercial use. The commercial uses in these areas rely heavily on pedestrian walk-in trade from surrounding neighborhoods and should continue to do so. Parking and loading for these commercial establishments occurs primarily in public streets. Commercial uses that generate high volumes of automobile trips and require substantial amounts of parking should be discouraged in areas designated Neighborhood Commercial.

Redevelopment of lands within Neighborhood Commercial



A conceptual rendering of the opportunities present in the I-280 / Frank E. Rodgers Boulevard area within the CC Zoning District.

areas should accommodate parking to the extent possible and appropriate for a downtown setting. Any on-site parking provided, however, should be located to the rear of the building and preferably shared with adjoining developments.

CC (Community Commercial)

The lands within the “Community Commercial” designation on the “Land Use Plan” map correspond to areas recommended to remain within the CC (Community Commercial) zoning district on the Town Zoning Map.

This district is located to the east of Frank E. Rodgers Boulevard primarily to the north of I-280. This zone differs from the NC

zone in that it has been developed as less pedestrian-oriented and contains a number of more intensive and generally larger-scale commercial uses than exist in the NC zone, including a shopping center, an automobile repair facility, a multi-story office building, a fast-food drive-thru restaurant, as well as additional commercial and industrial uses in buildings that were formerly part of the RCA complex.

The Land Use Plan recommends that new commercial development within Community Commercial areas provide off-street parking and loading spaces to the maximum degree possible. Redevelopment of CC-zoned lands should in the future accommodate the parking requirements of the development. However, on-site parking should be provided to the rear or side of buildings, be internal, and is highly encouraged to be located within garages. Parking in the front yard is strongly discouraged. The figure on page 28 conceptually depicts how redevelopment could look.

I (Industrial)

The lands within the “Industrial” designation on the “Land Use Plan” map correspond to areas recommended to remain within the I (Industrial) zoning district on the Town Zoning Map.

The Land Use Plan recommends maintaining and enhancing these existing industrial districts and encouraging the redevelopment



of underutilized industrial lands with uses permitted in the zone. Continued effort should be made to encourage the adaptive reuse of large, former single-user industrial sites as multi-tenant light industrial uses (e.g., research and development, computer software, electronics and other high tech industrial uses that require relatively small amounts of floor space). The Land Use Plan recommends the continuation of clean manufacturing and warehousing operations in the remaining industrial areas of the Town.

It is likely, however, that many of these zones may experience pressure for non-industrial redevelopment, such as for commercial, mixed use or residential development. Any development and redevelopment of these areas should be sensitive to adjacent residential areas. Uses with heavy car and/or truck traffic generation should be discouraged in the industrial areas located adjacent to or nearby residential areas. Adaptive re-use of industrial buildings with character would be encouraged. Commercial and/or residential redevelopment should accommodate their off-site parking requirement in an appropriately designed manner (e.g., parking to the side, rear or internal to the building). Finally, any such development or redevelopment should, at a minimum, accommodate the COAH affordable housing obligation resulting from the development, particularly in the case of residential and mixed-use projects.

Other Land Uses Classifications

P/QP (Public/Quasi-Public)

The lands within the ‘Public/Quasi-Public’ designation on the “Land Use Plan” map correspond to areas recommended to remain within the P/QP (Public/Quasi-Public) zoning district on the Town Zoning Map.

Consistent with current zoning, the ‘Public/Quasi-Public’ designation on the “Land Use Plan” map encompasses the larger public and quasi-public uses within the Town currently located with the P/QP (Public/Quasi-Public) zoning district. The Land Use Plan, however, acknowledges that numerous additional smaller-scale public and quasi-public uses (e.g., schools, religious uses, small parks and playgrounds) currently exist elsewhere within the Town, including within the Town’s residential areas. Such uses are important community assets. As such, it is recommended that such facilities continue to serve the Harrison community.

It is acknowledged that additional community facilities might be sited in areas not currently uses for such purposes. Such uses are not intended to be restricted to the areas located within the ‘Public/Quasi-Public’ designation on the “Land Use Plan” map. Instead such uses should be located where they are needed (subject to certain standards in order to limit potential impact on adjoining properties). The Land Use Plan recommends that

any expansion of existing public and quasi-public uses and the construction of any new public and quasi-public uses be compatible with surrounding neighborhoods in terms of intensity of use, scale and proportion and the provision of adequate off-street parking. Public and quasi-public uses should blend in with the neighborhoods they serve and not become dominant features that alter the character of the neighborhoods. Sensitivity to the needs for transitioning and buffering adjacent to neighboring land use should enhance compatibility of otherwise conflicting land uses.

It must be acknowledged, however, that public and quasi-public uses, while necessary and important for a successful community also have a negative impact on Town revenue. The expansion of existing uses and the introduction of new ones must be balanced with a review of their fiscal impacts and the government's ability to provide public services at a reasonable cost.



The following amendments to the Land Development Ordinance are recommended with respect to the P/QP (Public/Quasi-Public) district:

1. None of the Use Regulations schedules (i.e., Zoning Schedules II-A, II-B and II-C) identify the permitted uses in this zone. The permitted uses in this zone should be identified somewhere.
2. The identification of this zone should be corrected in several locations in the Ordinance (e.g., Zoning Schedule I, Section 17-81.1) where the zone is identified as the "IP (Institutional and Public Uses)" zone.

ADDITIONAL LAND USE AND ZONING ORDINANCE RECOMMENDATIONS

1. Recommended amendments to the requirements of the NC (Neighborhood Commercial) zoning district are as follows:
 - a. The Land Development Ordinance currently permits gasoline service stations as a conditional use in the Neighborhood Commercial District. This should be reconsidered as development of gasoline service stations within this zone (which would likely occur at a visible corner) would be directly in conflict with the nature of the NC zone as a compact, retail-oriented, pedestrian-friendly "Main Street:" commercial area. To the extent that there exists gasoline service stations at the fringes of the

NC zone (e.g., the easterly and/or westerly extremes of Harrison Avenue and/or the northerly extreme of Frank E. Rodgers Boulevard), the Town may wish to provide for their continuance.

- b. The Land Development Ordinance currently permits apartment developments within the Neighborhood Commercial District. The Ordinance does not distinguish whether this pertains only to residences above first floor commercial or whether stand-alone apartment buildings are permitted in the zone as well. It is recommended that the Land Development Ordinance be revised to make that distinction. There should be consideration of restricting stand-alone apartment buildings in this zone as first floor residential use dilutes the retail, “Main Street” objective of this zone. Residential uses should be provided in the form of mixed-use development consisting of first floor commercial with residential on floors above. At a minimum, stand-alone apartment buildings should be prohibited from the core of this zone, with stand-alone apartment buildings permitted only at the fringes (e.g., the easterly and westerly extremes of Harrison Avenue NC zone and the northerly extreme of the Frank E. Rodgers Boulevard NC zone). Many communities with similar zones permit “mixed-use ground floor commercial with residential uses above” as a permitted principal use and contain design regulations requiring that commercial uses are to occupy

the first floor and residential uses are to be located above commercial uses – providing a clear preference for mixed use development (consisting of residential above ground floor commercial) over stand alone residential uses in such districts.

- c. A build-to-line requirement should be considered. The placement of buildings away from the pedestrian right-of-way disrupts the area’s streetscape, and streetwall. Buildings that are setback too far are not pedestrian friendly and encourage parking in the front yard – all of which are inconsistent with the intent of the NC zone.
- d. The Town should reconsider whether nursing homes should continue to be permitted in the NC zone for the reasons discussed above with respect to the other uses that are generally inconsistent with the nature and purpose of the NC zone.
- e. The Land Development Ordinance currently permits automobile repair shops and similar uses as a conditional use in the Neighborhood Commercial District, under the term “public garage” which is defined partly as “an enclosed building intended for the storage, servicing or repair of motor vehicles”. This should be reconsidered as such uses are contrary to the “Main Street” nature of the zone. Such uses would continue to be permitted in

the CC (Community Commercial) and I (Industrial) zones, and eliminated from the NC Zone.

2. Recommended amendments to the requirements of the CC (Community Commercial) zoning district are as follows:

- a. The CC zone currently permits automobile sales as a permitted use. The Town should reconsider whether this is an appropriate use in this zone. Such use would be an inefficient use of property in this zone and would likely have characteristics (e.g., large expanse of car storage, bright security lighting) that would not be appropriate for the area. It is also very unlikely that an automobile sales establishment would seek to locate in this zone considering the locational and site size requirements of modern auto dealerships.
- b. The Land Development Ordinance currently permits apartment developments within the Community Commercial District. The Ordinance does not distinguish whether this pertains only to residences above first floor commercial or whether stand-alone apartment buildings are permitted in the zone as well. It is recommended that the Land Development Ordinance be revised to make that distinction. Any redevelopment of CC-zoned lands along Frank E. Rodgers Boulevard, at a minimum, should consist of first floor commercial.

- c. The Town should reconsider whether nursing homes should continue to be permitted in the CC zone.

3. The Land Development Ordinance currently permits automatic car washes as a conditional use in the CC zone and as a permitted use in the Industrial zone. Car washes have a tendency to be a very problematic uses, particularly in urban areas, as they experience dramatic peaks in usage that commonly create back-ups into surrounding roads. The Town should reconsider whether car washes should be permitted in the CC zone. If continued as a conditional use in the CC zone, the conditional standards for the use should be revised, at a minimum, to contain a minimum on-site queuing requirement. Further, the Town should consider making car washes a conditional use in the Industrial zone subject to a minimum queuing requirement in addition to the other conditional standards.
4. The Town should review the section of the Land Development Ordinance dealing with satellite earth stations to ensure its compliance with current FCC regulations.

5. The Town should consider adopting some or all of the following “big box” retail standards in the Waterfront Redevelopment Area:
 - a. Big Box retail use is only permitted in the Redevelopment Area within the blocks of:
 - Guyon to the north
 - Metro Center to the south
 - Frank E. Rodgers to the west
 - Sixth Street to the east
 - b. Any Big Box retail must be entirely placed within the interior of the lot and shall have with a maximum floor area of 100,000 square feet.
 - c. Big Box retail must be wrapped (with the exception of “e”) by retail stores. The retail stores shall contain a minimum of 1,000 square feet and a minimum depth of 50 feet.
 - d. The minimum number of retail stores along the street frontage shall be two (2) stores for every 150 linear feet.
 - e. A maximum of one storefront/entryway shall be permitted along each street line for any single big box retail. The maximum storefront/entryway shall be 60 feet in width.
 - f. Signage for all retail uses within the block must maintain consistency with all storefronts along the street frontage.
 - g. The above referenced blocks must be developed in accordance with the Height Regulating map contained in the Redevelopment Plan.
 - h. All buildings must be architecturally grounded either through utilizing different materials or a stepback above the first floor for any buildings six stories in height and up through the second floor for any buildings taller than six stories.
 - i. The parking requirement for a big box retailer shall be one (1) space per 750 square feet and must be provided either on-site or as part of the comprehensive parking plan within the Redevelopment Area.
 - j. Parking and loading must be internal within the blocks.
6. Conditional Use Standards
 - a. The Zoning Ordinance does not define staffing/ employment agencies. Currently, these uses are regulated and permitted under the standards for general office development, despite their increased need for parking, waiting areas, and loading areas. Therefore, the Town should re-

vises the Ordinance to include a definition for staffing or employment agencies, permit said uses in all zones currently permitting offices, and draft conditional use standards to address the particular issues created by their operation.

- b. The Zoning Ordinance does not currently define adult schools. Two such uses currently operate within the Town and are the subject of complaints regarding parking. Therefore, the Zoning Ordinance should be revised to define adult schools, permit said uses in all zones currently permitting offices, and draft conditional use standards that address the particular issues created by their operation.
- c. The conditional use standards for houses of worship should be revised to restrict churches from occupying mixed-use buildings. Houses of worship should only occupy single use buildings. Other uses located within a house of worship should only operate as accessory uses.
- d. The conditional use standards for all conditional uses should be reevaluated in order to ensure that they appropriately address the potential impacts of the particular use and in order to ensure that they appropriately protect adjoining uses and the area as a whole.

- 7. Self-storage uses are not currently defined in the Ordinance and as a result it is unclear whether such uses are permitted in Harrison. The Ordinance should be revised to provide a definition of self-storage uses and permit their development within the I-zone.
- 8. The Land Development Ordinance should be reviewed for housekeeping and consistency with the requirements of the MLUL (e.g., requirements pertaining to family day care homes, definition etc.) and be revised as necessary.
- 9. The Land Development Ordinance allows home occupations that are permitted as-of-right as accessory uses within a dwelling and are conditional uses in others. All home occupations should be conditional uses and not as of right.
- 10. As existing industrial areas on the eastern end of Harrison, between Harrison Avenue and I-280, slowly evolve away from the current mix of uses and pattern of development, the Town should give consideration to how best to integrate these former industrial properties into the commercial and residential development that surrounds them. Given the proximity of the existing Senior Housing zone, the need for affordable housing and expanded active recreation space Town-wide development that integrates the existing and proposed development pattern and one that furthers the Town's land use goals should be considered for the area.

11. Certain uses and other terms (e.g., offices, retail services, retail trade) commonly used in the Ordinance are not defined. In addition, a number of existing definitions should be revised to provide better clarification (e.g., the definition of dwelling types should better correspond to the various permitted residential housing types). It is recommended that the Land Development Ordinance be revised to contain definitions of uses and other terms commonly used throughout the Ordinance in order to reduce potential ambiguity, dispute and need for interpretation.

12. The Town's Zoning Map and Land Development Ordinance should be revised to reflect the recommendations of the Land Use Plan Element. This includes reflecting the Town's Redevelopment Areas and incorporating the recommendations discussed above.

HISTORIC PRESERVATION

The Town of Harrison contains a number of historically significant buildings, sites and/or districts. The table below consists of a listing of properties and resources in Harrison for which a formal action was taken by the State Historic Preservation Office (SHPO). The listing itemizes the buildings and districts listed on the New Jersey Register of Historic Places and the National Register of Historic Places. It also identifies resources that have received Certifications of Eligibility (COE) and/or opinions of eligibility from the State Historic Preservation Officer (SHPO Opinion). According to SHPO, all of the properties and historic districts listed in the table below meet the New Jersey and National Register criteria for "significance in American history, archaeology, architecture, engineering or culture, and possess integrity of location, design, setting, materials, workmanship, feeling and association."

It is interesting to note that all of the resources identified by SHPO are public or railroad-related facilities - the Harrison public library, the Post Office on Harrison Avenue, several bridges over the Passaic River, and railroad facilities. No historic districts comprising privately-owned properties, nor any individual privately-owned buildings were identified.



National Register

The National Register of Historic Places is the official list of the nation's historic resources worthy of preservation. The first historical registry was established by Congress in 1935, and designated properties of national importance as National Historic Landmarks. In 1966, the National Historic Preservation Act (80 Stat. 915, as amended) established a National Register of Historic Places to include districts, sites, structures, buildings, and objects of local, state, and national significance. The Dock Bridge on the Amtrak Northeast Corridor Line over Passaic River is on the National Register of Historic Places.

State Register

The State Register is the official list of New Jersey's historic resources of local, state, and national interest. Created by the New Jersey Register of Historic Places Act of 1970 (N.J.S.A. 13:1B-15.128 et seq.), the New Jersey Register is closely modeled after the National Register program. Both Registers have the same criteria for eligibility, nomination forms, and review process. For properties listed on the State Register, the New Jersey Historic Trust offers matching grants and low interest loans for rehabilitation and restoration to state, county and municipal agencies and nonprofit organizations. The Dock Bridge is on the State Register as well.

Certification of Eligibility (COE)

A Certification of Eligibility (COE) is issued by the New Jersey State Historic Preservation Officer. For properties not already listed on the New Jersey Register of Historic Places, a COE satisfies a prerequisite to apply for funds from the New Jersey Historic Trust, as well as several county preservation funding programs. A COE designation indicates that the property is eligible for listing on the State Historic Register and makes sites eligible for applying for grants from the New Jersey Historic Trust. In Harrison, the Harrison Public Library and the Post Office on Harrison Avenue have received COE designation.

Determination of Eligibility (DOE)

A Determination of Eligibility is issued by the Keeper of the National Register, National Park Service, Department of Interior. It is a formal certification that a property is eligible for registration.

SHPO Opinion

This is an opinion of eligibility issued by the State Historic Preservation Officer. It is in response to a federally funded activity that will have an effect on historic properties not listed on the National Register. The SHPO's comments are typically opinions of eligibility as formal determinations of eligibility with respect to the National Register are made by the National Park Service.

Historic Resources in Harrison

Resources on National and State Register of Historic Places:

- Dock Bridge (ID#1227)
Amtrak Northeast Corridor Line over Passaic River
 - State Register: 7/21/1979
 - National Register: 10/3/1980 (NR Reference #: 80002484)

Additional historic resources recognized by New Jersey's Historic Preservation Office:

- US Post Office (ID#1458)
427 Harrison Avenue
 - COE: 1/31/1986
- Harrison Public Library (ID#1456)
425 Harrison Avenue
 - COE: 7/31/1991
- Bridge Street Bridge (SI&A #0700H03) (ID#3093)
Bridge Street over Passaic River
 - SHPO Opinion: 5/31/1996
- Jackson Street Bridge (SI&A #0700H02) (ID#1274)
Jackson Street over the Passaic River
 - SHPO Opinion: 9/26/1979
 - DOE: 6/11/1980
- Newark Drawbridge (ID#221)
NJ Transit Morristown Line, Milepost 7.48 over Passaic River
 - SHPO Opinion: 1/20/1999
- Old Main Delaware, Lackawanna and Western Railroad

Historic District (ID#3525) Morris and Essex Railroad Right-of-Way (NJ Transit Morristown Line) from Hudson, Hoboken City to Warren, Washington Township, and then along Warren Railroad to the Delaware River

- SHPO Opinion: 9/24/1996
- Delaware, Lackawanna and Western Railroad Newark Grade Crossing Elimination Historic District (ID#3100) NJ Transit Morristown Line, Milepost 7.15 (over Jersey Avenue, Harrison) through Milepost 9.18 (under 14th Street, Newark) and NJ Transit Montclair Branch, Roseville interlocking through Milepost 9.39 (under Park Street)
 - SHPO Opinion: 3/19/1996

Source: NJDEP, Historic Preservation Office; Last Update 7/20/06

State and National Register Designation

Designation on the State and National Registers provide a degree of review and protection from public encroachment. Section 106 of the National Historic Preservation Act of 1966, as amended, provides for review of any federally licensed, financed or assisted undertaking for properties listed on, or deemed eligible for listing on, the National Register. The New Jersey Register law requires review of any state, county or municipal

undertaking involving properties listed on the New Jersey Register. These reviews are designed to prevent destruction or damage of historic resources by public agencies. Designation on the State and National Registers provides a degree of review and protection from public actions only.

The facilities identified in the table above - the Harrison public library, the Post Office on Harrison Avenue, and the identified bridges and railroad facilities - would be afforded some level of protection from destruction or damage by actions of any federal, state, county or municipal undertaking.

Historic Preservation Funding

There are several State agencies that can provide both technical and financial assistance in historic preservation. The New Jersey Historic Trust is a non-profit historic preservation organization created to preserve and protect New Jersey's historic resources. The New Jersey Legislature empowered the Trust with initiating and promoting preservation programs and encouraging public/private partnerships for historic preservation. The Trust also provides a variety of funding mechanisms for properties that are listed on either the State or National Registers or that have received COE or DOE designation from SHPO, although most of the funding is provided to properties that are listed on the Registers. The Harrison Public Library would appear to be eligible for Historic Trust funding. However, the likelihood of receiving funding would be improved if it were to be placed on the State or National Registers of Historic Places. The Town

may also wish to investigate whether Town Hall is eligible for listing on the State and National Register, as a determination by SHPO that Town Hall is eligible may open funding opportunities for any restoration effort of the building the Town may wish to pursue in the future. Similarly, the Town may wish to investigate whether any other community facilities, such as churches or schools within the Town, are eligible for Register listing, thereby potentially opening up funding opportunities for their restoration.

Local Historic Preservation Ordinance

Preservation of historic properties may be accomplished as well through local historic preservation ordinances. Such ordinances can provide strong regulatory provisions including architectural review of alterations, demolition, and new construction within the designated historic areas. Locally designated historic districts may be certified by the Secretary of the Interior for federal tax advantages.









Circulation Plan Element

V. CIRCULATION PLAN ELEMENT

INTRODUCTION

From the earliest colonial period to the modern era, communities have developed in locations where the prevailing mode of transportation provided local mobility, access to markets and links to other communities as well as regions. During the 18th century, towns and cities clustered along bodies of water served by ships, ferries and ports. In the 19th century, towns and cities evolved along rail lines served by stations, terminals and yards. During the 20th century, towns and cities grew in locations served by roads, highways and interchanges. In each case, transportation has played a central role in the development and well being of the community in question.

Harrison is fortunate to be served by an extensive transportation system consisting of roads and highways, mass transit and an extensive sidewalk network. The Town's transportation system is a critical component of the Town's economy and its on-going revitalization efforts. Further improvements to the Town's transportation system will enhance the Town's revitalization efforts and the quality of life of its residents.

Harrison has superior access to the regional transportation system. The Town of Harrison is located within the greater New York transportation sphere, just east of Newark. Three important regional transportation routes traverse the Town: Interstate 280; the PATH; and many New Jersey Transit rail lines. Three NJ Transit bus lines also serve the Town.

Harrison is, in fact, strategically located at an important crossroads for major regional and subregional transportation routes. In addition to the resources above that are within the Town's municipal boundaries, Harrison is also close to many other important transportation resources. Harrison has three bridge connections across the Passaic River to Newark, the Jackson Bridge, the Harrison Avenue Bridge, and the Stickel Bridge. Via Interstate 280, Harrison is connected to the Garden State Parkway, New Jersey Turnpike, and the Pulaski Skyway. Harrison is also close to Newark International Airport and the Newark Seaport.

Issues

The following general circulation and parking issues were identified through stakeholder meetings, by the Planning Board, Town Staff, Town officials, representatives of other government agencies, business leaders, the public and other resources.

- Employment and population growth in the Town (particularly from the redevelopment area) and surrounding communities will likely increase traffic within the Town and place a greater burden on the existing circulation system.
- The existing grid network physically lays a better framework that could be better utilized for existing and future traffic congestion.
- Particular areas of congestion include, but are not limited to, Harrison Avenue, Frank E. Rodgers Boulevard and the bridges in and out of Town.

- As the Town continues its revitalization efforts, it must be careful to maintain and/or improve pedestrian connections between the different destinations within the Town, including connections between the central business district and the redevelopment area and between the redevelopment area and the Iron Bound section of Newark

In addition to the local issues brought up during the community input process, the following issues remain unresolved from the 1979 Master Plan, the 1995 Master Plan Reexamination, and the 1998 Master Plan Reexamination. As noted above, Harrison remains a major conduit of traffic between Interstate 280, the Garden State Parkway, and the New Jersey Turnpike and Newark. Since the reopening of the Jackson Bridge in 1992, providing another link between Newark and Harrison, these pressures have only increased. Yet, missing pieces of the existing street grid physically limit most improvements necessary to address this increased traffic volume as traffic becomes channelized through a limited number of streets.

An additional effect of the reopening of the Jackson Bridge is an increase in truck traffic along Frank E. Rodgers Boulevard. This route, with its access to Interstate 280, is a desirable path for trucks. The additional truck traffic also has had a negative impact on the Central Business District. While truck traffic on Frank E. Rodgers Boulevard remains a problem, so too does truck traffic throughout the Town, as there is no official "Truck Route" through Harrison.

Since its completion in 1980, Interstate 280 has cut the Town of Harrison in half, bisecting the predominately industrial sections of Town from the predominately residential sections and disturbing the street grid in the process. When built, Interstate 280 offered few connections between the two halves, except at major roads, such as Harrison Avenue and Frank E Rodgers Boulevard. Because of the lack of connections, local and regional traffic is funneled onto the same road, creating backups that could be alleviated if more connections were created.

EXISTING CONDITIONS AND PLANNED/PROPOSED IMPROVEMENTS

Commute to Work

The commuting characteristics for Town residents, according to the 2000 Census, are indicated in the tables below.

<i>Place of Work in 2000</i>		
	Number	Percent
In Harrison	1,208	18%
In Hudson County	1,274	19%
In Other County in New Jersey	3,195	49%
Outside of New Jersey	873	13%

As shown above, the majority of Harrison residents left both Harrison and Hudson County to work. Only 18% of Harrison residents work in Harrison and only 19% work in Hudson County.

In 2000, the largest portion of residents commuted to work using the automobile, 64.6%. Of those who drove, the majority, 48%, drove alone, a higher rate than for Hudson County. Conversely, Harrison residents used public transportation at a lower rate than their county counterparts, with only 18% using public transportation to work.

The majority of the difference in public transit use comes from the far lower rates of bus use in Harrison. While undoubtedly somewhat affected by the stigma of the bus, the lower level of bus usage in Harrison is an outgrowth of the generally lower levels of bus service available in Harrison than in other sections of Hudson County, a point noted in the 2002 Hudson County Master Plan. Harrison also has a good percentage of residents who bike or walk to work (14%), a higher percentage than

<i>Means of Commute 2000</i>				
	Harrison		Hudson County	
Mode of Transportation	Number	Percent	Number	Percent
Drove Alone	3,142	48%	111,109	42%
Carpool	1,093	17%	34,519	13%
Public Transportation	1,208	18%	88,926	34%
Bus or trolley	430	7%	50,665	19%
Railroad	745	11%	35,028	13%
Taxicab	26	0%	1,019	0%
Walked or Biked	939	14%	23,130	9%
Other Means	99	2%	2,216	1%
Worked at home	69	1%	4,644	2%
Mean travel time to work (minutes)	30.2		29.8	

for Hudson County as a whole. The higher rates of car usage combined with the number of Harrison residents who must travel outside of Hudson County to work contribute to the longer mean travel to work time of 30.2 minutes in 2000.

Circulation & Access

As indicated previously, the Town of Harrison has excellent access to the regional highway network. Principal access for the Town is from Interstate 280. Harrison has access from several locations, including Essex Street, Frank E. Rodgers Boulevard, Harrison Avenue, and Cleveland Avenue. In addition to I-280, Harrison has two major collector roads, Harrison Avenue and Frank E. Rodgers Boulevard. Harrison Avenue provides east-west access into Newark, via the Harrison Avenue Bridge, Kearny and points east toward the Holland Tunnel. Frank E. Rodgers Boulevard provides major north-south access into Newark, via the Jackson Bridge, and into Kearny. Harrison is also connected to East Newark and Kearny to the north, through the local network. Harrison accesses the NJ Turnpike, the Garden State Parkway, and Routes 1 and 9 via I-280, Frank E. Rodgers Boulevard and Harrison Avenue.

The Roadway System

Streets and roadways are classified according to a hierarchy that identifies function by the amount and type of traffic expected. Each roadway in the Town can be classified according to the function it performs. Once classified, roads can be analyzed to

determine whether they are fulfilling their intended purposes, and recommendations can be made for changes to each level of classification. This hierarchy serves to create a network that can be systematically and methodically studied for possible improvements.



The following section contains the various roadway classifications and their locations in the Town. A brief description of the function and present traffic conditions for each major roadway is included. The Roadway Classification Map presents this information.

Interstates

Interstates are designed to handle regional and national travel and receive the most traffic each day. Pedestrian and bicycle access is not provided to the roads. Interstates offer limited or no access to abutting land uses. Access is generally provided from major streets at interchanges. As noted previously, Interstate 280 bisects the Town. As might be expected, I-280 carries by far the largest amount of traffic of any road that traverses the Town with average daily traffic of over 65,196 between Harrison Avenue and the Passaic River in 2003. I-280 is the only road within Harrison classified as an interstate.

Principal Arterials

Principal Arterials are designed primarily to handle mainly automobile traffic and contain few direct access points to local uses. Principal arterials provide major local and inter-municipal movements and commonly provide access to freeways and expressways. In order to preserve their traffic carrying capacity, the number of intersections, driveways, and frontage activity are generally minimized along these streets. Such roads typically

serve as primary means of circulation within and through a Town and are expected to handle substantial volumes of local and through traffic. There are no roadways in Harrison that meet these criteria.

Minor Arterials

Minor arterials handle a larger share of access to local uses and often contain pedestrian amenities. Minor arterials, typically under County and local jurisdiction, connect lower level streets with principal arterial roads and freeways and also act as alternate routes for principal arterial roads. They usually are designed to serve smaller commercial and residential districts with lower speed limits as well as have narrower rights of way and shallower building setbacks than primary arterials. The table below lists those roadways, or portions of roadways, that meet these criteria.

<i>Table 1 Harrison Roadway Classification:</i>	
Minor Arterials	
County Rd. 508- Harrison Avenue	
County Rd. 699- Passaic Avenue	
County Rd. 507- Schuyler Avenue	

Collector Streets

Collector streets provide access between local destinations and larger arterials. Municipalities usually maintain collector streets, although some are under county maintenance. In comparison to larger arterials, collector streets commonly have lower speed limits and commonly have a better pedestrian environment. The following roadways, or portions of roadways, within the Town are classified as collector streets:

Table 2 Harrison Roadway Classification:

Collectors
County Rd. 697- Frank E. Rodgers Boulevard
Davis Avenue
Hamilton Street
Central Avenue- (from the Passaic River to FER Blvd)

Local Roads

The rest of the Town of Harrison's streets are classified as local streets. Local streets provide direct access to specific land uses and receive less traffic than other roadway classes. Trucks are usually prohibited on most local streets that generally serve residential neighborhoods. Municipalities usually maintain

local streets. They are typically shorter in length than the other classifications and usually provide access to individual properties. Local streets carry low levels of traffic, have very low speed limits, and are often narrower than collector streets. They can have shallower setbacks and narrower rights of way than the other classifications because there is less need to separate buildings from traffic. The use of these streets by the residents in non-vehicular functions helps maintain the identity of the neighborhood.

Local Roadway Improvements

The Town of Harrison has a number of planned roadway improvements in the coming years. Currently the Town is working on improvements to Davis Avenue from Harrison Avenue to Central Avenue. These improvements include drop curbs, a new central median, streetlights, crosswalks, and a general resurfacing of the roadway. The Town also is preparing to begin improvements on Harrison Avenue between 3rd Street and 5th Street. Improvements will include a new sidewalk, planters, pavers, new curbs, street trees, benches, and trash cans. In future years, the Town plans to address Grant Avenue through a resurfacing project.

Roadway Issues

The Town of Harrison has a dense network of roads under municipal and County jurisdiction that provides local circulation, significant access to development and connections to the regional road network. They are an important element of the Town's transportation system because they are found in every neighborhood and provide circulation and access to activity centers, community resources, and residential areas. The majority of these county and local roads were constructed in the early part of the 20th century but were not designed for current traffic volumes or patterns. As a result, County and local roads are impacted by traffic congestion, physical deterioration, and safety issues.

In addition to the existing conditions and design of the Town's road network, new and ongoing factors will continue to alter the effectiveness of the Harrison road network. As a dense urban community in an auto oriented society, the combination of cars and fragmented streets can lead to congestion levels unanticipated when the street network was created. Given the Town's steady population growth and increasing density, these pressures will only increase. Moreover, given Harrison's industrial base, important east-west and north-south links across the Passaic River, and the presence of I-280, the Town has been and will continue to be a popular route for car and truck traffic, intensifying Harrison's role in regional transportation of goods, services, and people.

It is obvious that continued development and revitalization of the Town, as well as employment and population growth in the Town and surrounding communities, will likely increase traffic within the Town and place a greater burden on the existing circulation system. The existing traffic congestion and potential for increased congestion is a major concern because it is perhaps the most obvious impact of land development, and has the potential to both negatively affect the quality of life and constrain future revitalization efforts.

Combining important regional studies of transportation issues, such as the Hudson County Master Plan and the North Jersey Transportation Planning Authority (NJTPA) with the comments and concerns from Town stakeholders, a set of regional and local transportation issues and solutions is clear, but must work in concert with the Port Authority and NJ Transit to maximize the public transportation system.

Regional Roadway Issues

Studies and plans by NJTPA and Hudson County indicate few pressing traffic circulation issues on the major regional corridors through Town. While there are a few long ranging issues on regional roadways, one project planned in the near future will have an important impact on regional and local transportation patterns in the coming years – i.e., the rebuilding and repair of the Stickel Bridge by the New Jersey Department of Transportation. This approximately \$30 million project will take 2 years and consist of repairing the bridge's superstructure, replacing mechanical and electrical systems, and repairing the road deck.

The construction on the Stickel Bridge has exacerbated a larger long-standing problem. Harrison needs a new I-280 interchange to accommodate traffic associated with residential, commercial and stadium development in the redevelopment area and with the current Harrison I-280 interchanges. The current design for Harrison I-280 interchanges allow traffic to backup through Town when I-280 backs up. In fact, Harrison has taken steps to obtain an additional interchange through the Waterfront Redevelopment Plan.

Local Roadways

All cities experience traffic congestion and localized traffic problems (e.g., congested intersections, roadways in need of improvement, etc.). Traffic is, in part, a testament to a Town's success as a place to live, work, learn and play. However, traffic congestion is an annoyance that may affect residents' perception of the quality of life in the Town. Other problems, such as those related to roadway and intersection safety are more serious. Traffic issues abound as well within the Town. Some of these issues carry over from the 1979 Master Plan and the 1995 and 1998 Reexamination Plans, while other are new issues the Town is tackling for the first time.

- Traffic signal timing is a problem that causes a decreased level of service throughout the Town. Although there are a number of factors that create the congestion problems, many are the result of poor traffic signal timing. The primary issue

is the synchronization of local lights on high traffic roads. The secondary issue is the use of electric traffic signals at low traffic intersections, where perhaps other measures could be employed. In both cases, the unnecessary queuing up of traffic causes added congestion on local roads and encourages regional traffic to cut-around problem routes, bringing added traffic to neighborhood streets. Signal synchronization is often a result of individual timers that are difficult to maintain. When appropriate, upgrading to a computerized synchronization may be necessary.

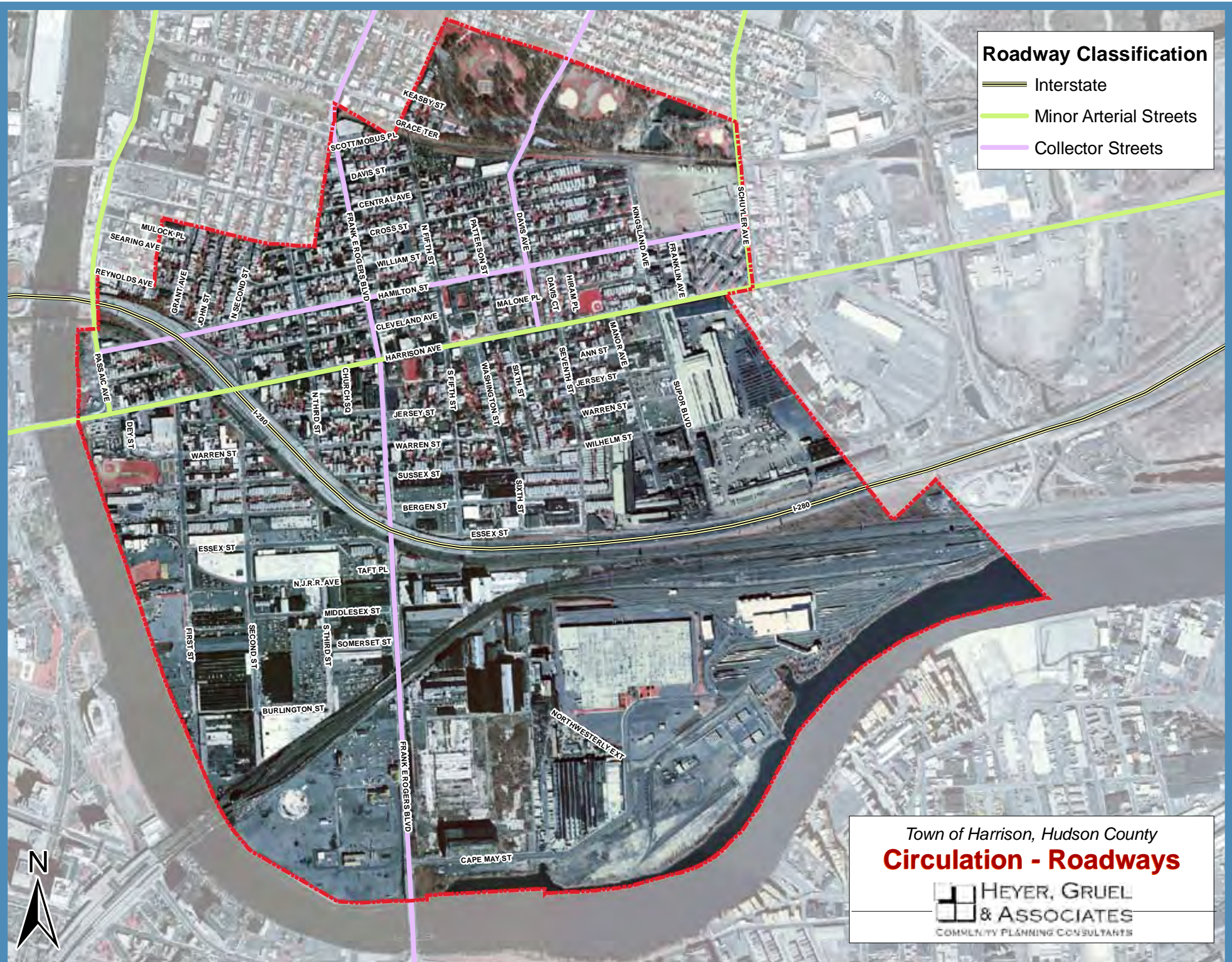


- Although the Town's proximity to I-280 is considered an economic benefit, the lack of adequate road crossings remains an issue. Since the construction of I-280, the Town has dealt with the impact of this barrier reducing the number of crossings underneath the interstate and the resultant fragmentation of the local street network. Due to the limited number of crossings, the local and regional traffic is routed onto a small number of local major roads, such as Harrison Avenue and Frank E. Rodgers Boulevard. The design defeats the purpose of a street grid, designed to spread local and regional traffic throughout the grid. The secondary impact of this poor traffic flow is economic strangulation for local businesses that rely on accessibility. Although the 1998 Reexamination Report recommended that the Town look into the feasibility of different options to address the problem, little progress has been made on this issue. The importance of this problem is likely to only grow in the coming years. As the redevelopment along the waterfront proceeds, it is important that the Town work to connect the existing Town with new development in this area and prevent increased car and pedestrian traffic from strangling the limited number of crossings. This makes an additional access point to I-280 as well as an additional bridge as conceived to be essential, in the Waterfront Redevelopment Plan.
- Truck Routes. With the reopening of the Jackson Bridge in 1992, Harrison experienced an increase in local traffic as

<i>Harrison Accident Totals</i>				
Year	2002	2003	2004	2005
Accidents	651	772	662	578
Deaths	0	1	0	1
Injuries	113	119	99	88
Pedestrians Struck	21	14	23	18

individuals and businesses used this alternate route to move between I-280, the Garden State Parkway and the New Jersey Turnpike. In particular, the industrial and warehousing businesses located throughout the region began using Frank E. Rodgers Boulevard and Harrison Avenue as major truck routes. To address this problem, the 1995 and 1998 Reexamination Reports recommended that truck traffic be redirected to a designated truck route through Town.

The lack of an official truck route not only increases congestion on major streets like Harrison Avenue and Frank E. Rodgers Boulevard, but trucks cutting through residential areas also disturb residents. Truck drivers who choose routes not designed for truck traffic have potential to bring down wires, damage parked vehicles and strike low railroad and highway bridges. While Harrison has established and currently enforces the 'no truck streets', Harrison has not established an official truck route through Town.

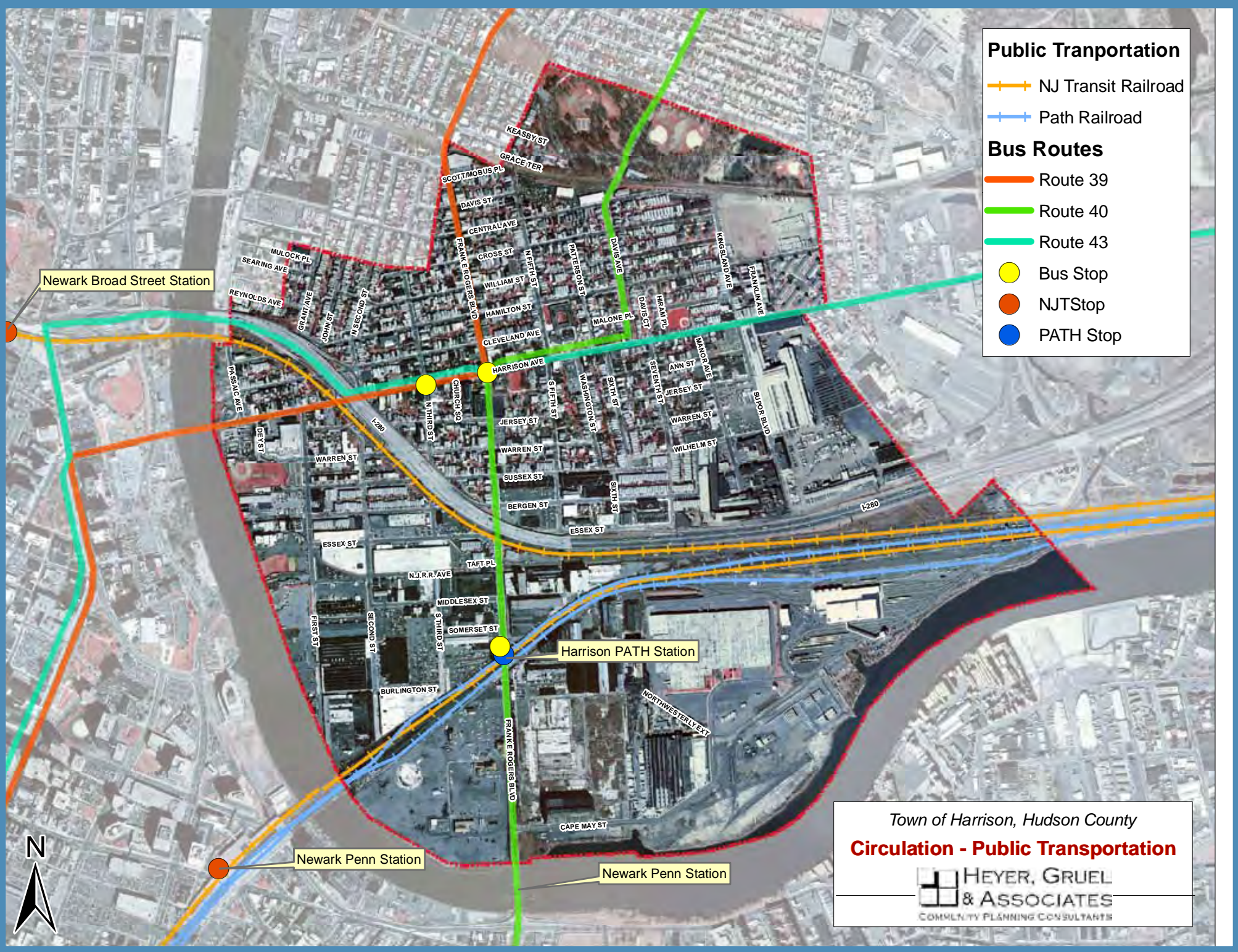


Roadway Classification

- Interstate
- Minor Arterial Streets
- Collector Streets

Town of Harrison, Hudson County
Circulation - Roadways

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Public Transportation

—+— NJ Transit Railroad

—+— Path Railroad

Bus Routes

— Route 39

— Route 40

— Route 43

● Bus Stop

● NJT Stop

● PATH Stop

Newark Broad Street Station

Harrison PATH Station

Newark Penn Station

Newark Penn Station

Town of Harrison, Hudson County

Circulation - Public Transportation



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& ASSOCIATES

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- Accidents and High Accident Intersections. The table above shows the number of accidents throughout Town since 2002. As the table shows, Harrison has seen accident totals remain relatively steady. Accidents peaked in 2003 and declined to a low in 2005, though it remains to be seen if this low is the result of changes in Harrison traffic or a random fluctuation. Pedestrians struck and deaths have also remained steady over the period. The only noticeable decline has been in the number of injuries involved, which has steadily fallen since reaching a high of 119 in 2003. Of these accidents, roughly one third are located along Harrison Avenue and Frank E. Rodgers Boulevard.
- Other Issues - the remaining issues are smaller in scope.
 - o Roadways in Harrison need restriping to provide motorists with guidance and improved visibility.
 - o New street lighting is needed along Frank E. Rodgers Boulevard to improve visibility for motorists and pedestrians.
 - o Speeding on local streets remains a problem, particularly on 6th Street.
 - o Turning movements at the Jackson Street Bridge.

Alternative Modes of Transportation

As a dense urban community with congestion problems, alternative modes of transportation play a critical role in meeting

the transportation needs of residents. As per the 2000 Census, almost 1 in 5 Harrison residents (18.4%) used public transit to commute to work. This number is expected to increase sharply as the redevelopment area is built out. Harrison is served by frequent commuter rail service and bus service, linking the Town to places like Newark, Hoboken, Jersey City, and New York City. Thus, Harrison offers a wide array of transportation options and links to major regional destinations. Harrison serves as an important regional transit hub, particularly as a vital park-and-ride facility for the PATH train. Harrison offers residents and commuters many important transit links and the opportunity to expand these links in the near future.

Bus and Shuttle Transit

Bus transit is an important form of transportation within the Town. Six percent of the Town's resident workers use the bus to get to work. In addition, a large number of the Town's residents use bus transportation for other purposes as well, including transportation to school, shopping and community facilities. N.J. Transit provides the majority of bus service for Harrison, with routes extending through Essex and Hudson Counties. The routes of these transit systems are summarized below:

N.J. Transit

- o 39 Chancellor Avenue- Kearny Avenue: This route connects Irvington and North Arlington, making intermediate stops in Newark, Harrison and Kearny. Major resources located along

the route include Beth Israel Hospital in Newark, Newark Broad Street Station, and Newark Penn Station. The Harrison stop is located at Frank E. Rodgers Boulevard and Harrison Avenue.

- o 40 Kearny- Jersey Gardens: This route connects North Arlington with Jersey Gardens in Elizabeth, making intermediate stops in Kearny, Harrison, Newark, Port Newark, and Port Elizabeth. Major resources located along the route include the Ports of Newark and Elizabeth, Newark Airport, Newark Penn Station, and Ikea. There are two stops in Harrison, one at Frank E. Rodgers Boulevard and Harrison Avenue and one at the Harrison PATH Station.
- o 43 Newark- Jersey City: This route connects Newark and Jersey City, making intermediate stops in Harrison and Kearny. Major resources along the route include Newark City Hall, the U.S. Postal Service in Kearny, Exchange Place and Journal Square. The single Harrison stop is located at 3rd Street and Harrison Avenue. As pressure on the local road system mounts and additional redevelopment continues, additional bus stops must be explored and routes should be enhanced.

Passenger Rail Transportation

Existing Service

There is one passenger train station in the Town, located at 900 Frank E. Rodgers Boulevard. This is for the Port Authority's PATH Train, which links Harrison to Newark, Hoboken, Jersey City, and New York City. Average daily ridership at the Harrison station is approximately 12,000 riders. At this time improvements and upgrades are being planned for the PATH facility in Harrison. It will be extremely important to coordinate all development surrounding the station to create a well functioning area.



Transit Issues

There are a number of clear transit related issues facing Harrison, largely created by the expected increase in transit needed to accommodate the population increases associated with the Waterfront Redevelopment Area.

- Currently, the walk between the Harrison core and the PATH station is unattractive, particularly south of Bergen Street. The lack of street life and poor lighting give the area the aura of being unsafe. Therefore, the Town needs to improve the connection between Harrison and the PATH station, providing an attractive and safe connection to the PATH station.
- Due to the expected increase in the use of the PATH station resulting from the residential, commercial and stadium construction in the redevelopment area, improvements are needed to the PATH station itself. These improvements include the need for improved entrances that are well maintained and clearly marked and the provision of a modern station. The Town should continue to work with the Port Authority on the improvement of this station.
- Previous Town Master Plan Reexamination Reports identified the closing of the Town's NJ Transit stop as an issue and indicated that the Town requested that New Jersey Transit

reopen the station. This remains an issue, particularly in light of expected increases in the use of mass transit resulting from the residential, commercial and stadium construction in the Redevelopment Area. Although highly unlikely to occur in its former position due to close proximity to Newark Broad Street Station, the Town should work to move discussion forward with NJ Transit on the possibility of locating a "revived" station near the 5th Street.

Walking & Bicycling

Existing Conditions

In general, Harrison is very pedestrian-oriented, with sidewalks in existence along most of the local, county and state routes traversing the Town. Due to its relatively compact building form and patterns of development in the Town, walking is an important means of transportation. The Means of Commute table below illustrates the importance of walking as a means of transportation in the Town, with 14% of respondents saying they walked or biked to work. That percentage is much higher than the 9% of Hudson County workers who walked or biked to work. In addition, however, it is important to note that a relatively significant proportion of Town residents not only walk and bike to work but also walk to access nearby shopping areas and to access the Town's recreational, civic and cultural facilities.

Walking and Biking Issues

As the Town continues its revitalization efforts it must be careful to maintain and improve pedestrian connections between the different destinations in the Town. Of particular importance is increasing linkages between the central business district and the redevelopment area. Due to years of decay and disinvestment, many of the pedestrian linkages, such as the route between downtown Harrison and the PATH station, have deteriorated and must be reestablished. Yet, the Town must also work on increasing linkages between the redevelopment area and surrounding communities, such as the Iron Bound section of Newark. Given that the redevelopment area will become a residential hub, it is imperative that pedestrian and bicycle connections be made to surrounding communities, as access to jobs will rely heavily on walking and bicycling.

Parking

In Harrison there are many sources of parking demand: residents, employees, commuters, business owners, and shoppers. However, there are only two main sources of parking supply: on-street and off-street surface parking lots. One of the most pressing transportation/ circulation issues in Harrison is parking, off-street and on-street, commercial and residential. Achieving a balance of parking supply and parking demand within a municipality is an important component of ensuring a high quality of life for all who live, work or visit Harrison.

Existing On-Street Parking and Meters

On-street parking is an important component of the Town's parking supply. In many areas of the Town, on-street parking represents a significant proportion of the parking supply. On-street parking, for example, is a key component of the parking supply in most of the neighborhoods. On-street parking is available in all sections of the Town, so long as there is sufficient space in the right-of-way and along the curb. On-street parking in residential areas is largely reserved for residents and un-metered. Three areas of Harrison have metered on-street parking: along Harrison Avenue between I-280 and Davis Avenue, along 3rd Street between Harrison Avenue and Cleveland Avenue, and along Frank E. Rodgers Boulevard.

Existing Off-Street Parking Facilities

Off-street parking is the other form of parking in Harrison. In residential areas, off-street parking is becoming more common, with new homes providing parking spaces in garages and in driveways. In commercial and non-residential areas, off-street parking also plays a key role supplementing the on-street supply. Along Frank E. Rodgers Boulevard and along Harrison Avenue, most of the parking is on-street parking, but some commercial establishments, particularly newer ones, do provide some off-street parking. Parking in the industrial and redevelopment areas is largely through privately owned off-street lots.

There are only 3 major off-street parking lots located near the Harrison central business district. Two of these lots are located at the western end of Harrison Avenue under I-280. These lots, located between Hamilton Avenue and Cleveland Avenue and Cleveland Avenue and Harrison Avenue, contain 80 spaces and 40 spaces respectively. The lot along Harrison Avenue is metered, with a 10-hour time limit. The lot along Hamilton Avenue is un-metered, with a 2-hour time limit between 8 am and 6 pm. Cars with Harrison residential permits can park all day with no time limits in either lot. The third central business district lot is owned by the Board of Education and is located at the corner of Harrison Avenue and Washington Street. This lot is for permit parking only.

The other large concentration of public parking is near the PATH station, in and among the vacant lots and industrial buildings. Most of the lots due north of the PATH station and south of I-280 are used for commuter parking. Parking is also located underneath I-280 along Frank E. Rodgers Boulevard.

Current Parking Permit Programs

The Police Department for the Town of Harrison currently operates two different parking permit programs: resident parking permits and non-resident parking permits. The resident parking permit program allows each vehicle registered to receive one sticker and one visitor tag. Applicants are required to provide information such as name, address, and license plate number

for each permit requested. For Harrison residents that do not have a car and therefore have not received the visitor tag that accompanies the standard residential parking permit, residents can provide the Police Department with a utility bill or other proof of residency to receive a visitor permit. There is no charge for resident permits or the visitor permits. Residential permits must be renewed every two years.

Non-residential parking permits are for business owners and their employees. Employees can apply for non-resident permits by filling out the Town's application that includes a section requiring employer verification that the applicant works in Harrison. Non-resident permits cost \$30 per year and must be renewed annually.

Parking Issues

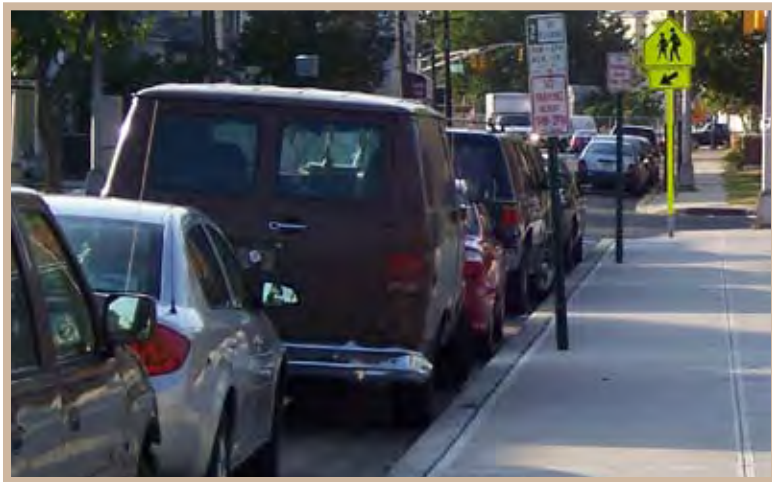
Not surprisingly, there are a number of parking issues in the Town, many related to the availability and accessibility of off-street parking in the central business district and near the PATH station.

- ***Parking in the Central Business District***

The desire to have an adequate supply of centrally located parking in and around the central business district is a key issue. The Town needs both more parking and better parking management to meet current and future needs. It is generally felt that the lack of sufficient parking hinders the revitalization of the Town's central business district.

While many of the problems over parking result from demand outstripping supply, comments by the public and key stakeholders reveal that the current parking regulations might also contribute to the parking crunch. Many commented on the need for changes to the Town's parking regulations, including: the need to relax parking requirements for uses located in the central business district; the need for different/innovative approaches to residential and commercial parking requirements; the need to change ordinance requirements regarding timing of parking; and changes to the parking regulations so as to limit residential parking in public lots during certain hours (e.g., 9am – 10pm).

While suggested solutions for the parking problems were wide ranging, they generally fell into two broad categories: build more parking and better manage existing parking. Those who



demanded better parking management suggested that the Town establish a Parking Authority to develop and manage Town parking resources. A public/private partnership was also suggested as another management possibility.

Many solutions included new parking garages in and around the central business district. Generally, the consensus envisions a two to three story structure designed to blend in with the area, much like in Hoboken. While a logical suggestion, opportunities for new parking facilities are limited due to the built-up nature of the Town. None-the-less, the Town should continue to investigate opportunities for structured parking in the central business district, perhaps even under I-280.

The Town should develop a parking plan that balances employee, merchant, commuter, event and residential parking and this parking plan should be completed before the parking demands become even greater with the increase in population accompanying the Waterfront Redevelopment.

- ***Parking issues in Residential Neighborhoods***

Shortages of parking in residential neighborhoods have increasingly become an issue in all the residential neighborhoods in the Town and result from a combination of factors, including: continued subdivision and infill

development; illegal conversions; increases in car ownership; and parking from nearby commercial areas and community uses. Subdivisions and infill development of two-family homes is a particular problem since they usually create additional curb cuts (which commonly decrease available on-street parking capacity), while at the same time increasing parking demand. The provision of parking in front of new dwellings negatively affects the residential streetscape and result in wider curb cuts that affect on-street capacity. Off-street parking provided through curb cuts and in the front yard of dwellings is a result of the 25-foot lot width requirement that does not provide enough room for provision of parking to the side or rear of the dwelling.

Beyond a review of alternative zoning approaches to ensure that the subdivision and infill development of two-family homes can accommodate the majority of its required parking off-street, the Town should also review its residential parking permit program including the number of permits given per residential unit and the fee structure.

- ***Parking in the Waterfront Redevelopment Area***

While just beginning to be implemented, two important parking issues in the Waterfront Redevelopment Area stand out. The first is a concern that adequate parking is provided within the redevelopment area. Given the parking supply problems in commercial and residential sections of Harrison, it is

imperative that these problems not be exacerbated by the redevelopment area failing to provide adequate parking. Part of the parking balance is ensuring that parking improvements be appropriately timed to meet the needs of impending development.

The second concern is the balance and management of residential, event, commercial, and commuter parking in the redevelopment area. In some ways this issue ties in with the parking management concerns and suggestions in the Harrison central business district, working to tie together the currently disparate parking sources for the Town into one central authority with the ability to address problems holistically.

- Other Parking Issues
 - o Municipal employees often lack good parking options.
 - o The lack of parking at some Board of Education facilities, provided for employees and students results in teachers and students parking in the surrounding neighborhoods.
 - o As a general issue, enforcement of Town parking regulations will continue to become an important function of the Town.

RECOMMENDATIONS

Harrison's circulation system is a significant asset that gives the Town a competitive advantage in its effort to attract employment, investment and economic development. There is a need for improvements, however, to better integrate the various modes of transportation, preserve and upgrade existing infrastructure and increase the speed, efficiency, and safety of the system. The recommendations fall under the following general categories: traffic circulation; public transportation; parking and pedestrian/bicycling.

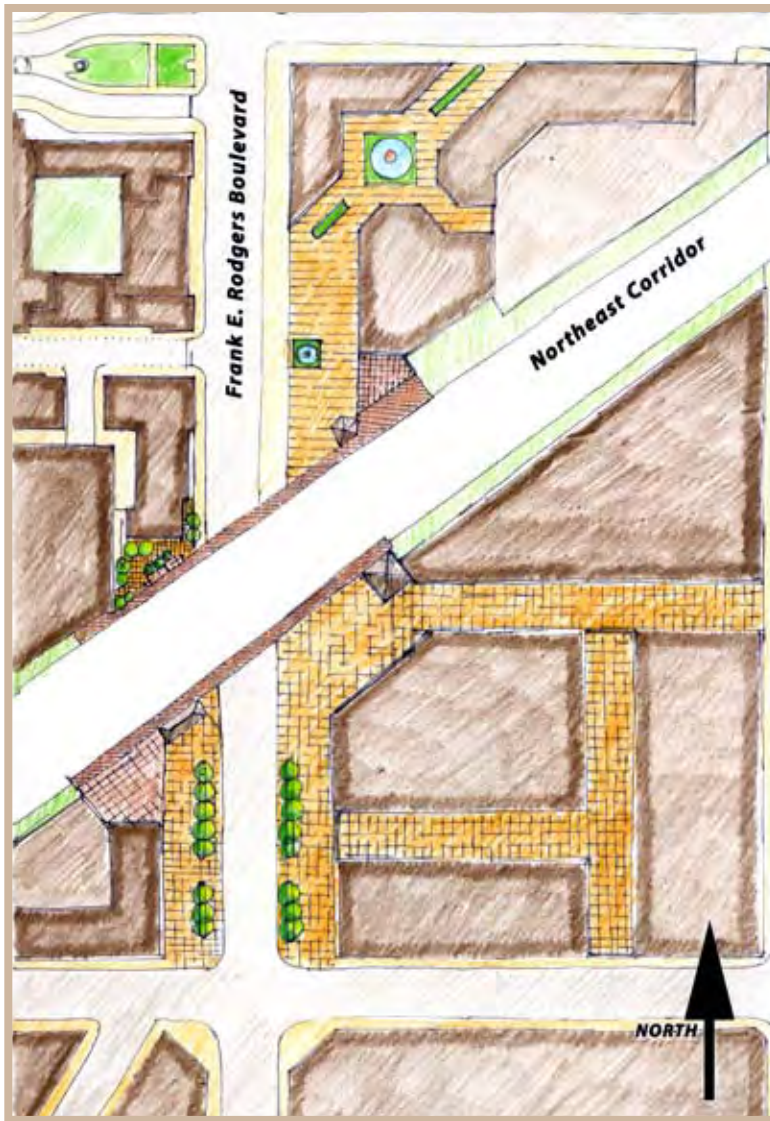
Traffic Circulation Recommendations

The traffic circulation recommendations are as follows:

- **Additional I-280 Interchanges:** Additional access to and from I-280 east of Frank E. Rodgers Boulevard should be explored. Such additional access will provide a direct link to the redevelopment area, the Red Bulls Soccer Stadium and help to alleviate some of the traffic buildup on local streets created as commuters pass through Harrison.
- **Study Signal Timing Throughout Harrison.** Due to the number of issues related to traffic signals throughout Harrison, the Town should commission a comprehensive study to analyze the current traffic flow for the Town. Such a study should result in a list of recommended improvements. Such a study should also provide a comprehensive

analysis of signal timing throughout Town, to reduce stop and go traffic on major routes, such as Frank E. Rodgers Boulevard and Harrison Avenue. This would include, but not be limited to, modifying lane assignments at intersections, removing on-street parking during certain time periods, converting one-way streets to two way, adding or removing turn prohibitions at various intersections, and installing new traffic signals at critical intersections or entrances to major traffic generators.

- **Increase the number of I-280 Crossings.** The Town should seek opportunities to better utilize crossings under I-280, particularly an additional north-south route to relive the traffic on Frank E. Rodgers Boulevard.
- **Waterfront Loop Roadway:** It is desirable to connect the developing neighborhoods west of Frank E. Rodgers Boulevard to the developing parcels within the redevelopment area. Consideration should be given to a possible extension of First Street under the NJ Transit/PATH rail line to Frank E. Rodgers Boulevard. This will allow local traffic to traverse the westerly and southerly area without having to use Frank E. Rodgers Boulevard.



"Functional improvements to the Harrison PATH Station should include new highly visible street entrances, including entrances from both sides of Frank E. Rodgers Boulevard, and public plazas..."

- **Extension of Guyon Drive:** The reconstruction of Guyon Drive is recommended in the Waterfront Redevelopment Plan. As such, consideration should be given to extending Guyon Drive to the east connecting to the Northwesterly Extension with future consideration to extending it further east to Cape May Street.
- **Extension of Fifth Street:** Consideration should be given to a future extension of Fifth Street southerly from Essex Street to Middlesex Street. This will help to disperse traffic from the north and from the I-280 westbound ramp to the developing areas to the south. It may also divert some traffic from Frank E. Rodgers Boulevard that is oriented to the south.
- **Truck Routes Study:** The Town should evaluate potential alternatives for a truck route through Harrison. Such a study should look at both the current routing of trucks through Harrison and also consider the potential impact of a new I-280 interchange as part of a comprehensive trucking solution for the Town.
- **Event Directional Signage:** Provide a comprehensive directional sign program to guide motorists to the Red Bulls Stadium, the various parking lots, and major routes through the Town. This may include variable message signs for event traffic.

- **Wayfinding Signage:** It is recommended that Harrison develop a Town-wide wayfinding signage system to direct residents and visitors to important governmental, cultural, entertainment and recreational destinations throughout Town, as well as the PATH station and commuter parking areas. The wayfinding signage should be consistent throughout the Town, should be developed in conjunction with appropriate design themes of Harrison, and should reflect the Town's identity.

Public Transportation Recommendations

- **Seek Improvements to the PATH Station.** Given the expected increase in PATH usage due to the redevelopment area, the Town should work with the Port Authority to improve the PATH station functionally. Cosmetic improvements do not appear to meet the needs of Harrison today and in the future. Functional improvements should include new highly visible street entrances, including street entrances from both sides of Frank E. Rodgers Boulevard, and public plazas.
- **Seek an NJ Transit Stop.** While not likely at the current time, with increased development in the redevelopment area, the Town should request that NJ Transit reinstitute a station in Harrison. Although unlikely to occur at the former site, an additional site at 5th Street should be considered.

- **Improve the connection between the PATH station and the Central Business District.** While this recommendation overlaps with a recommendation in the land use plan, this plan recommends that Harrison improve the connection between the PATH station and downtown Harrison. Improvements should include better lighting, streetscape improvements, public plazas and artwork coupled with development that is designed to add street life, all of which will generally make the area feel safer. (See Land Use Plan Element)

Pedestrian and Bicycle Circulation Recommendations

-
- **Ensure that all transportation improvements and development projects improve the pedestrian and bicycle experience.** All future roadway improvement projects in the Town should be designed in a manner that improves pedestrian and bicycle circulation in addition to accomplishing its intended traffic improvement purpose. Improvements to intersections and roadways should incorporate pedestrian and bicycle circulation (e.g., pedestrian visibility and sight distance, drop ramp placement and design, crosswalk placement and design, pedestrian signage and/or signalization, consideration of bump outs, etc.) as key design considerations. Public and private development projects within the Town, particularly in the redevelopment area, should also maximize the pedestrian and bicycle experience through design that maximizes connectivity to existing bicycle and pedestrian

routes, provides well lit and attractive pedestrian and bicycle facilities, and that otherwise encourages walking and biking within the Town.

Parking Recommendations

- *Seek other opportunities that encourage the use of the bicycle as means of transportation within the Town including:*
 - By encouraging non-auto travel within the Town, there will be less local demand for parking spaces.
 - Encouraging the installation of secure bicycle storage facilities at employment centers, shopping centers, train stations, park-and-ride lots and other potential destinations.
 - Eliminating roadway hazards such as the replacement of sewer grates that are not bicycle friendly.
- *Evaluate existing Town property, vacant land, or underutilized land for the construction of additional public parking facilities in the Central Business District.* The Town should seek opportunities to add public parking in the central business district. Evaluation of the feasibility of converting, where appropriate, surface parking lots in the central business district to multi-level structured parking decks as a means of increasing the CBD's ability to accommodate shoppers, workers, visitors and anticipated redevelopment should be considered.
- *Evaluate the potential to create a Parking Authority or public-partnership.* The Town should explore the opportunity to create a Parking Authority to manage and develop parking in both the CBD and around the PATH station. If the Town determines that the creation of a Parking Authority would be beneficial, the Town should also explore the revamping of commercial parking requirements to provide revenue to support Parking Authority projects.
- *Additional metered on-street parking.* The only on-street metered spaces not located along Harrison Avenue or Frank E. Rodgers Boulevard are located on North Third Street between Harrison Avenue and Cleveland Avenue. To increase the number of metered spaces and increase parking turnover in the CBD, the Town should research the feasibility of metering all side streets off of Harrison Avenue between I-280, Davis Avenue, Cleveland Avenue, Jersey Street, and Ann Street.
- *Review modern metering technology for on-street parking.* Modern centralized parking meters, such as those found in many parts of New York City, could provide many benefits to the Town, including:
 - o Increased revenue from greater parking turnover
 - o User-friendly interfaces and the acceptance of credit cards can increase the use of on-street spaces by the public.

- o The potential for increased on-street parking capacity through the elimination of specific on-street spaces.

Given the potential benefits, the Town should review whether implementing such technology is appropriate for Harrison.

- ***Changes to Parking Regulations:*** The Town should research the potential of changing the current parking regulations to limit residential parking in the CBD during certain hours (9 am to 6 pm).
- ***Encourage off-hour use of private lots for public parking.*** Private lots that serve uses that do not have a need for such parking themselves during the evening such as banks and offices located in areas that experience a large demand for parking in the evening hours could be encouraged for use as private pay parking lots during the evening. Perhaps, consideration of a metering and enforcement program can be developed with private property owners.
- ***Evaluate the current Residential Parking Permit Program.*** The following potential changes in the residential parking permit program could temper demand for on-street spaces and increase Town revenues:
 - o Link the recording of on-street parking permits to the certificate of continued occupancy program currently run by the Town. Such a system would allow the Town to both monitor and price residential parking permits by

the number consumed per residential unit and allow the Town to better control the illegal subdivision of existing residential units by tying the ability to receive a residential parking permit to the receipt of a certificate of continued occupancy.

- o Consider a fee structure for residential parking permits, perhaps increasing the fee for each additional on-street permit requested for a given residential unit.
- o Consider the elimination of issuing residential permits without license and registration.

Given the potential benefits, the Town should review whether such changes to the residential parking permit program would address the scarcity of on-street parking in residential neighborhoods.

- ***Study the current fee structure for the Non-Resident Parking Permit Program.*** The Town should review whether such changes to the non-resident parking permit program would address the scarcity of parking in the central business district.
- ***Consider commissioning a Comprehensive Parking Plan.*** Given the number and variety of parking recommendations noted previously, the Town of Harrison should strongly consider moving forward with a comprehensive parking study to review all of the above recommendations, thereby presenting the Town with a unified approach to addressing all of its parking issues.



Community Facilities Plan Element

VI. COMMUNITY FACILITIES PLAN ELEMENT

INTRODUCTION

Community facilities play a key role in maintaining the Town's quality of life and contribute to a community's reputation as a desirable place to live and work. Parks and recreational facilities provide an essential counterbalance to the relatively densely developed urban environment of communities such as Harrison. They provide residents with recreational opportunities, social outlets, and much needed services.

Since the time of the last Master Plan in 1979, the Town has completed many improvements to its community facilities. Chief among them include improvements to the Town's firehouses, library, and parks. The Town has expanded Town Hall and overseen the creation of a Community Center and Senior Center. Yet, pressure on Town community facilities and parks continues to increase, creating new facility needs. This appears to be due, in part, to the increased expectations of the residents and businesses for higher quality services. With the prospect of increased residential growth driven by the redevelopment area, it is imperative that the Town accurately assess its current service capacity to ensure adequate provision of community facilities and parks throughout the Town.

Given that the Town is largely built out, it is important that the Town effectively coordinate services and space usage between a variety of groups, including the Town, the Housing Authority, the Recreation Department, Hudson County, neighboring

municipalities, and the private sector. The need for such close coordination is a key aspect of community and recreational service provisions in urban communities, where space is limited but the needs are great.

This Community Facilities Plan Element inventories the Town's current community facilities, parks, and recreation areas. The Element identifies areas for improvement of existing facilities and proposes development of new facilities where warranted to meet the needs of Harrison's growing population and to respond to changes in the Town's demographic and socio-economic composition. The facilities inventoried in this section include education facilities, municipal facilities, the library, emergency services, the Town's Senior Center, and the Town's parks and recreation facilities. A map of all Town community facilities, including park space, can be found on the Community Facilities Map. A separate map detailing specific park and recreation facilities can be found on the Parks and Recreation Map.



ISSUES

A review of past planning documents, stakeholder meetings, meetings with the Planning Board, Town Staff and officials, and other resources, developed a clear set of issues and goals for community facilities in Harrison. The common link among all issues is the notion that similar to most developed urban communities, the population higher densities in Harrison create greater community facility needs.

The goals and issues are listed below.

1. *Continued need for additional, expanded, and/or improved parks and recreational facilities.*

- The following needs regarding parks and recreational facilities have been expressed during this Master Plan process: more green space and greenways within the Town; more active and passive recreation space; more community space; more fields for active recreation; a walking track; and more playgrounds, especially in neighborhoods not currently served.
- While opportunities for new parks and recreational facilities are limited due to the developed nature of the Town, redevelopment will provide Harrison with the best opportunity.

2. *Effect of future development on community services and facilities.*

- Development in the redevelopment area (including residential, commercial and stadium development), as well as continued subdivision and infill development in the Town's neighborhoods, will increase demand on community services and facilities, including the school system, recreational facilities and programs, and other municipal services and programs.
- The need to continually evaluate and appropriately plan for this increased demand on community services and facilities in order to ensure that the existing quality of community services and facilities is not compromised and to ensure that future demand does not negatively affect tax rates.

3. *Tax rates*

- The Town faces the twin issues of a desire to keep tax rates low combined with a need to strengthen the tax rate through increased ratables.

4. *Further improvement of municipal services*

- The provision of excellent municipal services was identified as a Town strength. None-the-less, continued improvement of certain municipal services has been identified as an issue.

- The need for substations, particularly a substation in the redevelopment area (primarily due to the stadium), was identified and requires close coordination with the police department to determine the future need.
- Additional call boxes, community policing, and additional walking patrols were also identified as desired community components.

5. *Construction of new schools.*

- The impact of school construction on surrounding neighborhoods and the need for better coordination/communication and planning between Town, the School Construction Corporation (SCC), and Board of Education was identified.

INVENTORY AND ANALYSIS

Parks, Recreation Facilities and Open Space

There are countless types of open space. Everyone has their own conception of what open space is and often times, many seemingly different types of open space occupy the same site. Open space generally falls into the following categories that play individual roles within a community: active recreation (soccer fields, football fields, baseball and softball diamonds, running tracks, tennis courts, basketball courts, exercise trails, etc.); passive recreation (hiking trails, picnic areas, quiet places, etc.) and natural resource protection (forest lands, wetlands, floodplains, steep slopes, stream corridors, etc.).

Harrison's urban character and relatively dense pattern of development generate a significant need for parks, recreation facilities and open space. It is the intent and vision to increase the availability of active and passive recreation activities within the Town. However, because Harrison is densely developed, there are minimal opportunities to acquire large parcels for open space and recreation purposes. As such, most new recreation facilities will, by necessity, have to be located within existing or renovated structures, or on small parcels within the Town.

The 1979 Master Plan identified a significant shortfall in the amount of park, recreation and open space facilities in the Town based on comparisons to state and county standards. As a result, the 1979 plan included several proposed recreation sites to help address the deficiency, which was approximately 18.9 acres. The 1995 and 1998 Master Plan Reexamination Reports reported that since 1979, the Town had developed or planned to develop a number of new or improved parks and recreation facilities. These included a Green Acres grant to develop a park located north of Harrison Avenue between Passaic Avenue and the Passaic River, relocation of the Warren Street playground, improvements to Library Park, and a new playground between Seventh Street and Manor Avenue along Harrison Avenue.

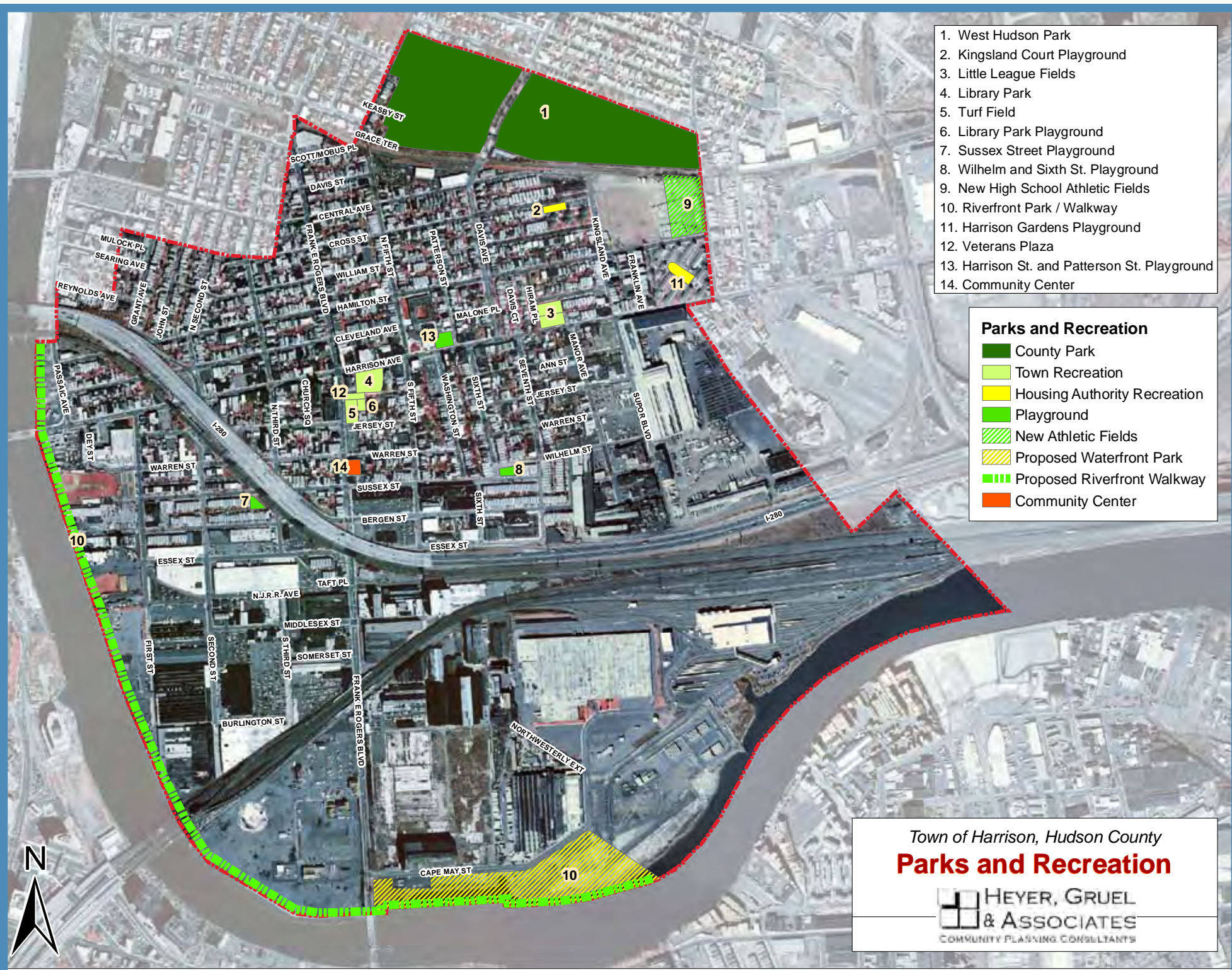
The 1995 and 1998 Master Plan Reexamination Reports also recommended that a waterfront park and waterfront walkway be included in any redevelopment of the areas along the Passaic River. The Town is in the process of carrying out this recommendation. A riverfront park is currently being designed and will be created east of Frank E. Rodgers Boulevard along the Passaic River. In addition, a waterfront walkway will be provided along the Passaic River from the Stickel Bridge all the way to the east of the Jackson Street Bridge. This first segment of the waterfront walkway is currently under construction.

Existing Facilities

The inventory below lists the current and proposed parks and open space land for the Town of Harrison, listing the facility name and acreage. The Parks and Recreation map also shows the geographic distribution of these facilities. The inventory below includes all local and county parks located in Harrison. In land strapped urban communities, educational facilities often double as park/ recreation/ open space facilities. Therefore, the inventory below also includes all Harrison School District recreation sites, Harrison Housing Authority recreation facilities, and the Community Center as all contribute to the recreation needs of the Town.

<i>Harrison Parkland Acreage*</i>	
Facility Name	Acreage
Town Owned	3.00
Little League Field	0.90
Turf Field	0.45
Fireman's Playground	0.20
Library Park	0.90
Library Park Playground	0.15
Veterans Plaza	0.20
Policeman's Playground	0.20
Harrison Housing Authority	0.70
Kingsland Court Playground	0.25
Harrison Gardens Playground	0.45
Educational Facilities	3.85
New High School Athletic Fields	3.50
Harrison St. and Patterson St. Playground	0.35
County Park	36.00
West Hudson Park	36.00
Grand Total	43.55
*All acreages are approximate	

- Community Center: The former Warner Theater, located at 200 Frank E. Rodgers Boulevard, was converted into the current Community Center. In addition to housing the offices for the Town Recreation Department and Early Childhood classes for the Board of Education, the Community Center also houses important recreation facilities, including a basketball court (which doubles as a volleyball court), an exercise room, and a weight room. The exercise room contains treadmills, bikes, and stair-step machines, in addition to a universal weight system. The weight room contains free weights and associated benches and machines. The facility is also used by a variety of community groups looking for large event space, such as the Senior Center and various ethnic groups. The Community Center is open 9 am through 8 pm Monday through Friday in the summer, and additional 8 am through 3 pm Saturday hours during the winter.
- Little League Field- Located at the corner of Harrison Avenue and Hiram Place, this park consists of one baseball field, dugouts, bleachers, a scoreboard, and a small fenced play area located beyond center field. This site is owned and operated by the Town Recreation Department and is the site of its baseball and softball league programs.
- Turf Field- Located along Frank E. Rodgers Boulevard, this lot contains a turf soccer field. The site is owned by the Town Recreation Department. As the only Town-owned turf field, the site is used for many recreation programs, most notably soccer.
- Fireman's Memorial Playground: Located on the western end of a block that also contains a firehouse, this park includes a paved play area, a number of pieces of playground equipment, 1 full basketball court, and 2 half basketball courts.
- Library Park- This 0.90-acre park also doubles as the front lawn of the public library. While the Park is only an open grassy field, the park is used by the community for everything from children's recreation to civic gatherings. The space functions as a town green.
- Library Park Playground- This playground is adjacent to Library Park and Veterans Plaza. The playground includes some play equipment and 1 basketball court.
- Veterans Plaza: This small plaza contains 2 monuments and a number of benches. There are no recreation facilities associated with this park, largely because it connects Frank E. Rodgers Boulevard to the adjacent Library Park and Library Park Playground.



- Policeman's Memorial Playground: Nestled on a small triangular lot between the homes along Sussex and Bergen Street and I-280/ the NJ Transit rail line, this half acre park has a number of pieces of playground equipment and benches.
- Kingsland Court Playground- Located in the northeastern corner of Harrison, just a block away from West Hudson Park and the new High School, this three tenths of an acre playground is nestled into a corner of a lot next to apartments and is owned and maintained by the Harrison Housing Authority. The park contains a fenced paved play area, some play equipment, and a basketball court. While the park is open for use by all Harrison residents, residents of the housing complex primarily use this playground.
- Harrison Gardens Playground: Owned and maintained by the Harrison Housing Authority, this 0.4-acre park is located in the center of the Harrison Gardens apartments. The playground contains 1 basketball court and benches. Much like the Kingsland Court Playground, residents of the housing complex mostly use the site.
- New Harrison High School Athletic Complex- Designed to replace the existing JFK Memorial Athletic Complex, this 3.5 acre complex includes new baseball fields, tennis courts, a new football-soccer stadium, a new track, and a 350-seat grandstand.
- Harrison Avenue and Patterson Street Playground- Located adjacent to the current Harrison High School, this third-of-an-acre site includes a small gazebo sitting area and two half-basketball courts. The courts also double as a parking lot for the high school, limiting their use. This site is owned and maintained by the Board of Education.
- West Hudson Park- Located in the northeastern corner of the Town, this 36-acre County Park is the largest existing park/ recreation space in Harrison. Due to its size, the facility accommodates many different recreational activities. The facility includes 3 tennis courts, 3 baseball fields, 2 ponds, 2 soccer fields, a football field, picnic and grilling areas, and numerous open fields for both passive and active recreation.

Proposed Facilities

- Riverfront Park and Promenade- A riverfront park is currently being designed and will be created east of Frank E. Rodgers Boulevard along the Passaic. In addition, a waterfront walkway will be provided along the Passaic River from the Stickel Bridge all the way to the east of the Jackson Street Bridge. This first segment of the waterfront walkway is currently under construction. The park would provide much passive recreation including benches, wide walkways, and civic spaces.

- **East Coast Greenway Project-** Representing an alliance of walkers, cyclists and environmentalists throughout the eastern United States, the East Coast Greenway Project is attempting to create a 2,950 mile long traffic free path between Main and Florida. A portion of the proposed route would travel through Harrison on the abandoned Newark Industrial Tract railine. This ‘rails to trails’ proposal would run along the southern edge of West Hudson Park and then turn south and run down Frank E. Rodgers Boulevard. The route would extend eastward linking into Lincoln Park and Liberty State Park.

Current Recreation Programs

Currently, most recreation and community programs operate through the Town Recreation Department, which is housed in the Community Center. The Town Recreation Department runs soccer, basketball, football, cheerleading, baseball, softball, and bowling programs. These sports programs primarily use Town owned recreation resources, such as the Turf Field, the Little League Fields, and the basketball court in the Community Center. Board of Education owned fields are also used when available. The Recreation Department also occasionally uses West Hudson Park, although Town use of the park is hampered by County administrative requirements and use of park facilities by other municipalities. When West Hudson Park is used by Harrison, it is primarily for the Pop Warner football and the softball teams.

In addition to the organized team sports programs, the Recreation Department also programs other local events and activates. On the athletic side they include weight-training programs, aerobics, yoga, gymnastics and volleyball. Events can include Oktoberfest, Halloween celebrations, Chinese Festivals, community dances, and local sporting tournaments. These events are held primarily at Library Park or the Community Center. The Recreation Department also hosts the Pathways to Independence program, which seeks to provide the handicapped with both social interaction and good physical fitness. All the programming run by the Town is heavily reliant on community volunteers to coach teams, run concessions, raise funds, and take on countless other tasks.

Needs Assessment

There exist a number of standards for determining the standard amount of open space required by the Town. The table below uses the three different standards: the New Jersey Balanced Land Use Guidelines standards of 3% of the developed/developable land area, the Green Acres standard of 8 acres per 1,000 persons population, and the New York Town standard of 2.5 acres per 1,000 persons. It is noted, however, that the Green Acres standard is generally not considered to reflect conditions in fully developed and densely populated municipalities such as Harrison, but is better suited to more suburban communities where there is available land for park development. Therefore, the Green Acres standard is not used as a measure of the

Town of Harrison – Park and Open Space Need in 2005

Category	Parks Area Standard	Recommended Park Area	Actual Park Area (Deficiency/ Surplus)
N.J. Balanced Land Use Guidelines	3% of developed/ developable land area	20.9 acres	22.6-acre surplus
New York Town*	2.5 acres/1,000 population	36.7 acres	6.9-acre surplus
N.J. Green Acres	8 acres/ 1,000 population	117.4 acres	73.9-acre deficit

* The New York Town standards consist of 2 acres of active recreation space per 1,000 population and 0.5 acres of passive recreation space per 1,000 population.

Source: New Jersey Open Space and Outdoor Recreation Plan Summary – 1994 to 1999; Open Space Guidelines, New York Town Department of Town Planning; Green Acres Program, New Jersey Department of Environmental Protection

adequacy of a Town's parks and open space inventory. However, the best assessment is a combination of the balanced land use guidelines and the National Recreation and Parks Association (NRPA) guidelines. Balanced land use measures raw land, and NRPA measures accessibility to recreation.

As depicted earlier, the Town's inventory of developed parklands currently stands at 43.55 acres, including all Town recreation space, such as the new athletic fields, West Hudson Park, and the playgrounds owned by the Housing Authority. Using the standards outlined above, two of three recognized standards

show a slight surplus of parkland, while the third shows a large deficiency. As noted earlier, the Green Acres standard is not a good urban community measuring stick, therefore given that two of the three standards show a surplus of parkland, the Town likely has provided sufficient parkland average given the current population. Yet, given that the Town shares West Hudson Park with surrounding communities, it is also wise to remember that without West Hudson Park, Harrison would be deficient.

The chart above does not take into account the future waterfront park and walkway. The entire waterfront along the Passaic River is zoned for parkland, with this zone taking up 39 acres of land

along the river. Of those 39 acres, 16 acres will be developed into the Waterfront Park on the southern end of Harrison. The Waterfront Redevelopment Plan calls for the development of the remaining 23 acres as a mix of walkways, promenades, and green areas. When the 16-acre Waterfront Park is added into the standards above, the chart would show surpluses of 22.9 acres for the New York Town standard and 38.6 acres for the NJ Balanced Land Use Guidelines.

Since a Master Plan is a long ranging document, it also makes sense to look ahead and estimate the future parkland needs for

Harrison using the NJTPA 2020 population projections. The chart below uses the same three Park and Open Space standards used as above combined with the NJTPA 2020 population estimates for Harrison. The table includes all current Harrison parkland, plus the inclusion of the waterfront park and walkway yielding a total of approximately 60 acres of parkland for the Town.

The table below shows that despite the expected population increase between 2005 and 2020, Harrison will still have a surplus of parkland in 2020.

<i>Town of Harrison – Park and Open Space Need Projected - 2020</i>			
Category	Parks Area Standard	Recommended Park Area	Actual Park Area (Deficiency/ Surplus)
N.J. Balanced Land Use Guidelines	3% of developed/ developable land area	20.9 acres	38.6-acre surplus
New York Town*	2.5 acres/1,000 population	42.4 acres	17.2-acre surplus
N.J. Green Acres	8 acres/ 1,000 population	135.7 acres	-76.1-acre deficit
* The New York Town standards consist of 2 acres of active recreation space per 1,000 population and 0.5 acres of passive recreation space per 1,000 population.			
Source: New Jersey Open Space and Outdoor Recreation Plan Summary – 1994 to 1999; Open Space Guidelines, New York Town Department of Town Planning; Green Acres Program, New Jersey Department of Environmental Protection			

While the Park and Open Space standards above do a reasonable job estimating the total parkland acreage needed given a specified population or land area, none of the above differentiate between active and passive recreational areas and the specific facility needs generated by a given population. Therefore, the National Recreation and Parks Association Standards for Recreation, Park and Open Space is utilized to analyze availability of recreational fields. These standards are based on the average facilities needed for a given population level. The chart below describes where the Town of Harrison stands according to the National Recreation and Parks Association (NRPA) Recreation, Park and Open Space Standards and Guidelines.

The chart below does not indicate that a community needs to have all of the different active recreation options, only that a Town should have the quantities of the facilities below if the Town demands them.

As the table above shows, without the inclusion of West Hudson Park, the Housing Authority playgrounds, or the Board of Education facilities, the Town is deficient in all categories except basketball courts. When these other facilities are added in, the Town has adequately provided for most active recreational facility needs, with only the lack of tennis courts being noteworthy.

<i>Harrison Sports Facility Need</i>						
Use	NRPA Standard	NRPA Need	Town Facilities	Current Net	Other Harrison Facilities	Total Net
Basketball	.2/1,000	2.94	4	+1.06	5	+6.06
Tennis	.5/1,000	7.34	0	-7.34	5	-2.34
Baseball	.2/1,000	2.94	1	-1.94	4	+2.06
Volleyball	.2/1,000	2.94	1	-1.94	1	-0.94
Football	.05/1,000	0.73	0	-0.73	2	+1.27
Soccer	.1/1,000	1.47	1	-0.47	3	+2.53
Golf	.04/1,000	0.59	0	-0.59	0	-0.59
Pool	.05/1,000	0.73	0	-0.73	0	-0.73

Based on the sports facility standards and the parkland standards, it would appear that Harrison effectively uses all of its recreation resources, and that the town parkland and recreation facilities are adequate. But anything less than full usage shows that the Town has an underlying need for more active recreation space, particularly as it relates practice fields. Scheduling conflicts at the high school exacerbate the underlying problem.

Notwithstanding State and National standards, each town is unique, and requires close coordination with the particular town's cultural makeup. As such, the recreation department of Harrison must work closely with the school system and the demographic projections in order to stay on top of the recreation needs of the Town's residents.

Educational Facilities

Much like parks and recreation, adequate educational facilities are an important aspect of all municipalities. Given the perceived relationship between school quality and the quality of life in a municipality, it is important that Harrison provide the highest quality schools possible - high quality in terms of both facilities and personnel. The recent investment in new school facilities, such as a new high school, new athletic fields, a rehabilitated middle school, and other planned improvements are a key component of Harrison's intention to provide high quality schools.



The table below shows the array of public and parochial schools in the Town of Harrison. The Community Facilities map identifies the location of existing educational facilities within the Town.

Harrison Public Schools

Current Facilities and System

The Harrison Board of Education operates four schools: Harrison High School, Washington Middle School, Lincoln Elementary School, and the Lincoln School Annex. The table below breaks down the characteristics of each school. While the vast majority



<i>Educational Facilities</i>		
Key#	School	Location
Harrison Public Schools		
5	Lincoln Elementary School	424-432 William Street
6	Washington Middle School	217-231 Hamilton Street
7	Current Harrison High School	500 Harrison Avenue
8	New Harrison High School	Kingsland Avenue and Harrison Avenue
9	Lincoln School Annex	15 Frank E. Rodgers Boulevard
Private and Parochial Schools		
10	Holy Cross School	15 Frank E. Rodgers Boulevard

of public school students in Harrison attend the local schools, Harrison does have a receiving agreement with the Hoboken Public Schools, allowing some students to attend Hoboken High School. The Harrison Board of Education also has a joint agreement making it a receiving district for students from East Newark, which sends approximately 100 students to the Harrison High School. The Harrison school system was designated a special needs district by the State of New Jersey under the State Quality Education Act.

Constructed in 1905 and expanded in 1924, Lincoln Elementary School enrolls grades pre-kindergarten through 5. The building has 24 classrooms and has not been significantly expanded in over 80 years. The average class size for the 2004-2005 school year was 19.8 students, a significant improvement over the 22 students per class in 1979. For the 2004-2005 school year, Lincoln housed 575 students, a 68 student increase over the 2001-2002 figure of 507 students. Due to crowding at the Lincoln Elementary School, the Board of Education leases 15 classrooms from Holy Cross School. The District has leased this space since 1991. This leased space is generally known as the Lincoln School Annex. The Annex houses students in grades 4 and 5. For the 2004-2005 school year, the Lincoln Annex housed 246 students, a 10-student increase over the 2001-2002 figure of 236 students.

Washington Middle School, built in 1921 as the original Thomas Jefferson High School, contains grades 6 through 8. The facility has 16 classrooms, 2 gyms, 1 art room and 2 vocational instruction rooms. The school expanded its curriculum to include math, language, and art classes in an attempt to improve test scores. The 2004-2005 enrollment was 364 students, 31 fewer students than enrolled in the 2001-2002 school year. The average class size for the 2004-2005 school year was 23.1 students, showing almost no change with the 1979 figure.

The current Harrison High School was built in 1961, serving grades 9 through 12. In the 2004-2005 school year, 680 students attended Harrison High School, 24 fewer than during the 2001-2002 school year. The average class size for the 2004-2005 school year was 18.6 student, lower than both the 1979 level of 25 students and the current state average of 19.2 students.

In addition to the three schools, the Board of Education hosts early childhood programs in the Community Center's second floor space. These programs run from 8am to 5pm and are designed to help young children, particularly those with learning difficulties, improve academically. The Board of Education also uses some of this space for staff that cannot currently fit in the Board's other facilities. It is anticipated that once the new Harrison High School is completed, the space in the Community Center will be vacated.



Harrison Public School Characteristics

Lincoln Elementary School (K-3)				
Enrollment	01-'02	02-'03	03-'04	04-'05
	507	557	578	575
Lincoln School Annex (4-5)				
Enrollment	01-'02	02-'03	03-'04	04-'05
	236	227	266	246
Average Class Size	1979	04-'05		
	Local 22	Local 19.8	State 19.2	
Washington Middle School (6-8)				
Enrollment	01-'02	02-'03	03-'04	04-'05
	395	392	354	364
Average Class Siz	1979	04-'05		
	Local 23	Local 23.1	State 19.2	
Harrison High School (9-12)				
Enrollment	01-'02	02-'03	03-'04	04-'05
	704	727	706	680
Average Class Siz	1979	04-'05		
	Local 25	Local 18.6	State 19.2	

Current and Future Planned Improvements

In January 2005, the Harrison Board of Education broke ground on a new Harrison High School. The structure will be located on a 10-acre parcel in the northwestern corner of the municipality. The new school will be 167,000 square feet and have a capacity of 850 students. The new facility will have 36 classrooms, of which 4 will be for special education. The new building will also include 2 gymnasiums, a computer lab, music rooms, a media center, science labs, cafeteria, and an auditorium. The new school is scheduled to be open by spring 2007, in time for the start of the 2007-2008 school year.

Adjacent to the new high school, Harrison has seen the construction of a new athletic facility. The facility includes baseball fields, a football/soccer field, tennis courts, and a 350-seat bleacher building. The athletic facility was finished in the spring of 2006, ready for use during the 2006-2007 school year.

With the opening of the new high school in 2007, the District will begin a redistribution of students throughout its facilities. Middle school students (grades 6-8) will move from the existing Washington Middle School into the current high school. At the same time, the District will end its lease at Holy Cross School and move the current Lincoln School Annex (grades 4-5) into the current Washington Middle School.

In addition to restructuring the District's current facility usage, a number of large-scale facility improvements are proposed for the District's three existing buildings. The most major is the Washington Middle School rehabilitation. The building is in significant need of repair and likely a gut rehab. Second, the current high school will be upgraded with some rehabilitation, modernization, and a new addition. Work on the current high school would include new energy efficient lighting, a retrofitting the current gym for use as a cafeteria, and new heating and ventilation systems. The new addition onto the high school would include new administrative offices on the first floor and additional classroom space on the second floor. The improvements to the current high school are designed to help it better function both as a school and a community space. The final facilities improvement is some general aesthetic work at the Lincoln Elementary School.

Summary of Needs and Issues

Harrison's public school system has been designated a special needs district by the New Jersey Department of Education. The Town benefits from this designation under the State Supreme Court's Abbott v. Burke decision, which established the State's constitutional requirement to provide a "thorough and efficient" education for all public school students including those enrolled in special needs districts such as the Town's. The remedies

prescribed by the State Supreme Court in this case include increased State funding to "special needs" or Abbott districts for improved schools and educational facilities. Such funding is contingent upon the preparation of a Five Year Facilities Management Plan to be submitted to the New Jersey Department of Education. In response to this requirement, the Harrison Public School District prepared a Facilities Management Plan in 2005. The Plan (now referred to as the Long Range Facilities Plan) outlined a number of improvements to address the School District's needs and the issues facing the School District. Many of those facility improvements were described above, including the reorganization of grades, the rehab of the Washington Middle School and the work on the current high school. In general, the LFRP identified the need for improved classroom quality and quantity. The improvements outlined above will allow the Harrison School District to major strides on both accounts.

Private and/or Parochial Schools

In addition to the public school system, the Town of Harrison also benefits from the existence of the Holy Cross School, a parochial school, located at 15 Frank E. Rodgers Boulevard. The school serves students from pre-kindergarten through 8th grade. 190 students were enrolled for the 2004-2005 school year. The average class size for the same year was 17.2 students.

Other Facilities and Services in the Town

The Town of Harrison is served by various facilities and services provided by the Town, by public and private institutions, and by civic and religious organizations. The community facilities in the Town include public and private educational facilities, libraries, social services, hospitals, as well as police, fire and emergency services facilities. The Town has continued to institute capital improvements to ensure that the Town's public facilities and infrastructure meet the needs of the Town's population. The Town will continue to assess the impact that new growth and development will have on the Town's service requirements. The Community Facilities map shows the location of the community facilities within the Town.

Municipal Government

The bulk of the services provided in the Town of Harrison are centered at the municipal complex. The primary building is Harrison Town Hall, built in 1936 as part of a WPA project. The Town Hall is located along Harrison Avenue, between 3rd and 4th streets, near the center of the Town. In recent years, the need for municipal service provisions outgrew the space provided by the Town Hall. Therefore, the Town purchased an adjacent bank building in the early 1990's to provide supplemental space. The Board of Health and related services have moved into the additional space. The major departments and services are located in the municipal building are listed below.

- | | |
|------------------------------|---------------------------|
| - Building Inspector | - Public Welfare Division |
| - Bureau of Vital Statistics | - Registrar |
| - Construction Code Official | - Tax Assessor |
| - Department of Water | - Tax Collector |
| - Health Department | - Town Clerk |
| - Municipal Court | - Town Council Chambers |
| - Office of the Mayor | - Town Engineer |
| - Police Headquarters | - Violations Bureau |

While the majority of municipal offices are located at the Town Hall complex, other departments are scattered throughout the Town. The Town Garage, Streets Departments, and Traffic Signal Department are located on 111 Sussex Avenue. The Recreation Department is located at 1st Avenue and Harrison Avenue.

Emergency Services

The Town provides emergency services to its residents in the form of police services, fire protection services, and first aid services. The location of emergency service facilities are shown on the Community Facilities map.

Police Department

The Harrison Police Department provides 24-hour protection of the Town, patrolling on foot and by car. Police Headquarters is located at Town Hall on Harrison Avenue. All staffing and administrative services are dealt with at Town Hall.

Fire Department

The Harrison Fire Department operates two facilities in the Town. The Fire Headquarters is located at 634 Sussex Street and an additional firehouse is located at 319 Cleveland Avenue, just east of Town Hall and the Police Headquarters. These two houses serve the entire Town, although at one time Harrison had a third firehouse, which was demolished for the construction of Route 280. The Harrison Fire Department is comprised of 56 firefighters.

The Harrison Fire Department and the Fire Headquarters is also the local site/ administrator for the Medical Reserve Corp (MRC). The goals of the MRC are to: (1) operate the emergency shelter, (2) assist at health department clinics and events, and (3) assist at the annual townwide multiphasic blood testing event. In 2004, the Department finished its recruitment drive, signing 15 volunteers to carry out the programs goals. These volunteers are primarily medical professionals.

First Aid and Rescue Services

The Town of Harrison provides first aid services to its residents through the Police Department. The Rescue Squad is located at Police headquarters.



Library

The Harrison Public Library, located at 415 Harrison Avenue, provides educational, informational, cultural and recreational resources and services to the people of Harrison and East Newark. Information access is provided through print, video, audio, and electronic materials selected, organized and maintained so as to be accessible and relevant to the present and future needs of the library's approximately 15,000 patrons. In this effort, the Harrison Public Library cooperates with other libraries and with other educational and government institutions.

The Harrison Public Library was founded in 1911 and the current structure, constructed as a WPA project, was finished in 1938. The Library was expanded in the late 1990's with Community Development Block Grant funds. The expansion included Americans with Disabilities Act (ADA) compliance and the construction of a full children's library.

All residents of Harrison or East Newark and all students of the Harrison Public School system are eligible for a free library card with proof of residency or attendance. Non-residents may pay an annual fee of \$20 for borrowing privileges. With proof of employment, workers in Harrison may receive a library card if they pay a \$2 fee. The library subscribes to print and electronic indexes that provide citations to newspapers and magazine articles on a variety of subjects. The library also provides computer classes through a grant with the Hudson County Community College Community Technology Center Grant. These classes provide basic instruction in computer literacy and Internet use.

Senior Citizens Center

Harrison completed the construction of a Senior Citizens Center in the early 1980's. This facility, located at 221 Harrison Avenue, includes a multi-purpose room, nutrition center, recreation center and kitchen area. The heavily used facility is also the contact point for the Town's service provision to the elderly community. These services include programs such as meals-on-wheels and the bus service for shopping trips. The Senior Center also works

with the Town Recreation Department for special events, such as last year's Prom Night and the upcoming 50's Night dances, both of which will be held at the Community Center.

Places of Worship

The Town of Harrison is served by a diverse offering of religious congregations, with many centrally located in the heart of Harrison. Major congregations of Harrison are listed below and on the Community Facilities map.

- Christ Episcopal Church
- Holy Cross Church
- Abundant Life
- Davis Memorial United Methodist Church
- Our Lady of Czestochowa Church
- Harrison Spanish Seventh Day Adventist Church
- Portuguese Evangelical Church
- Saint John's Lutheran Church

Recycling Plan

The New Jersey Source Separation and Recycling Act adopted in 1987 and the Municipal Land Use Law require that municipal master plans include a Recycling Plan section. In addition, specific tasks are delegated to counties and municipalities in order to achieve the State Recycling Plan goals. This section satisfies those requirements.

Solid Waste disposal and recycling in New Jersey is regulated by the New Jersey Department of Environmental Protection under N.J.A.C. 7:26 pursuant to the New Jersey Solid Waste Management Act N.J.S.A. 13:1E-1 et. seq. The New Jersey Solid Waste Management Act and the subsequent regulations provide a comprehensive system for management of solid waste in New Jersey. The act designated all 21 Counties and the Hackensack Meadowlands District as Solid Waste Management Districts and mandated the Boards of Chosen Freeholders in each of the Counties to develop comprehensive plans for waste management in their district. The Hudson County Improvement Authority (HCIA) was created in 1974 as the agency responsible for handling the solid waste needs of Hudson County and implementing a plan consistent with the Solid Waste Management Act.

The HCIA coordinates the countywide recycling efforts, providing technical assistance and ensuring that state mandated recycling standards are met. In Hudson County, each municipality is responsible for carrying out the local program necessary to carry out the County recycling plan. Each municipality is responsible for collecting recyclable materials and then having those materials hauled and distributed to processors.

In Harrison, the local recycling efforts are directed by the Department of Public Works. The Town recycles newspaper, mixed paper, corrugated cardboard, glass, metals, plastic, white goods, leaves and wood.

RECOMMENDATIONS

Harrison's community facilities are high quality, significantly enhancing the quality of life for residents, employees, commuters, and visitors. However, there is a need for improvements to address the changing needs of the Town. The recommendations fall under the following general categories: Parks and Recreation, Education, and Other Town Facilities.

Parks and Recreation

1. **Seek Opportunities to Add Parks in the Town's Neighborhoods.**
While the amount of parks and open space is considered sufficient for an urban Town such as Harrison, the geographic distribution of parks and open space in the Town is uneven. As described above, the lack of playgrounds in the northwestern section of Town and south of Bergen Street particularly stand out. Therefore, the addition of neighborhood parks with active recreation facilities is recommended. The development of neighborhood open space and "pocket parks" should be encouraged through the conversion of vacant and undersized lots into recreational areas or through the creation of pocket parks as part of the redevelopment process.
2. **Seek Opportunities to Add Active Recreation Facilities.**
Currently the Town's Recreation Department works primarily with Town owned facilities and Board of Education owned facilities. As shown in the facilities needs assessment, all parkland within the Town provides active recreation

opportunities, but only with expert coordination among many groups. To help ease scheduling pressures and provide increased active recreation opportunities, the Town should seek opportunities to create new Town owned active recreation facilities. These facilities should be centrally located, building on the critical mass already in place to due to the location of the Community Center, Turf Field, and Little League Field. Opportunities on the top of public parking garages in the redevelopment areas should also be pursued.

3. Foster Coordination between the Town Recreation Department, the Board of Education, and other parties. Given the need for expert coordination between many parties to ensure that all recreation facilities within Harrison are used to their full potential, the Town should continue to encourage cooperation/coordination between the Town Recreation Department and the Board of Education. For example, the Town should consider the coordination of park and recreation plans with existing and planned Board of Education facilities and activities. Moreover, The Town and the Board of Education can coordinate to maximize Board of Education recreation facilities for Town recreation programs, such as organized indoor sports leagues, recreational classes, and cultural programs.

Additionally, given the close relationship between Harrison and East Newark, the Town should also seek out opportunities to coordinate recreational facilities construction and usage between Harrison and East Newark. Such coordination could include new athletic fields or playgrounds located in East Newark, but open to use by Harrison.

4. Ensure that Recreation Facilities Meet the Needs of the Town's Population. The Town should continue to review existing park and recreation facilities to ensure that they meet the needs of the Town's growing and changing demographic makeup.
5. Seek Additional Funding to Expand, Improve and Enhance Recreation Facilities and Programs. The Town should continue to seek additional funding to expand, improve and enhance its recreation facilities and programs.
6. Extend Usage of Existing Town Facilities. The Town should continue efforts to maximize currently owned and operating Town recreational facilities through the rehabilitation of existing facilities and addition of new recreation amities. Specifically, the Town needs to provide active recreation space in the Redevelopment Area.

Education

7. With the construction of a new high school, followed shortly by other education facility improvements, the Town should continue to work closely with the School Construction Corporation in all planning matters to ensure as few disturbances to local life as possible.
8. Better communication needed between the Town and the Board of Education. Throughout the master planning process, concerns have been raised regarding coordination between the Town and the School District. In particular, some Harrison residents want to ensure that the new school construction will both meet the District's needs and not exacerbate other local problems, such as parking. The Town and Board of Education should work together closely on all future planning efforts.

Other Town Facilities

9. Explore All Development Opportunities. The Town should explore all development opportunities to ensure a stable amount of tax ratables and a low tax base. Through increased tax ratables, the Town can work to make the requested community and park facility improvements.
10. Continue to Provide High Quality Municipal Services. Town residents identify excellent municipal services as a Town strength. Harrison should strive to continue to provide excellent service provisions.
11. Location of Police Substations. The Town should study the location of police substations throughout Town to ensure there is adequate coverage. In particular, the lack of substations in the Redevelopment Area will need to be addressed in the coming years.



Urban Design Element

VII. URBAN DESIGN ELEMENT

INTRODUCTION

The primary thrust of the Land Use Plan Element is to set forth the recommended location, type, density and intensity of land use development and redevelopment throughout the Town. This Urban Design Element goes one step further by presenting a number of design recommendations related to development that are intended to result in well designed and attractive development in the Town. In this way, the Master Plan not only recommends that development be appropriate in terms of location, type and intensity as recommended in the Land Use Plan, but recommends that such development be consistent with, or improve, the design and appearance of development in the Town.

The Urban Design Element recommends policies and actions to improve the built environment in the Town. The overall goal is to make the Town a more desirable place to live, work and play. The Urban Design Element recommends a series of design-related considerations that could be implemented as development guidelines. Such design guidelines would supplement the Town's zoning requirements (e.g., use, building setback, building mass, lot coverage, etc.) in that they would address the appearance, character, layout and design of future development in a more detailed manner than is addressed by minimum zoning requirements. The use of such standards could result in well designed and attractive development in the Town; could provide applicants with a better understanding of acceptable design in the Town; and provide the Town's land use review boards (Planning

Board or Zoning Board of Adjustment) with an objective set of standards upon which to review the appearance, design and site layout of future development proposals.

Where the design standards described below are not set forth in development guidelines (e.g., those related to the appearance of one- and two-family homes), they should still be considered as a guide regarding the construction of such residences. In such cases, the Town should encourage development consistent with the standards recommended in this element (e.g., through its housing rehabilitation programs).

The Urban Design Element begins with a discussion of design recommendations related to the Town's commercial areas. The Urban Design Element will then present design recommendations related to the Town's residential developments and neighborhoods. Finally, the Urban Design Element will present recommendations related to particular elements of design (e.g., landscaping, lighting, parking lot design) that are generally part of any development project (i.e., both residential and nonresidential).

The Urban Design Element will provide examples of good and bad design, where appropriate, to illustrate the recommendations.

CENTRAL BUSINESS DISTRICT

Harrison Avenue has a long history and the current building facades are reflections of that history. Harrison Avenue has evolved as a traditional commercial corridor, and as such, has ended up with a patchwork of building facades. Original building facades have commonly been covered and newer and more modern buildings have filled in along the streetscape, while some buildings and storefronts have been rehabilitated and/or restored. All of this has led to a disjointed commercial corridor that creates disruption and discomfort in the area. The business area of Frank E. Rodgers Boulevard (also located within the NC zone) exhibits similar traits.

As a general rule, the original material and architectural details of the buildings should be retained, restored and/or cleaned, whenever possible. If this is not possible, keeping with the original 1910-1920's character of the buildings by design and use of traditional materials, such as wood trim, and red brick is highly encouraged. Historic photographs should be consulted whenever possible to guide the restoration of a façade.

The Town has established a Neighborhood Preservation Program (NPP), the goal of which is the rehabilitation and improvement of the exterior of commercial buildings along Harrison Avenue.

Currently, the Program provides financial assistance, in the form of grants, to businesses located within the NPP neighborhood.

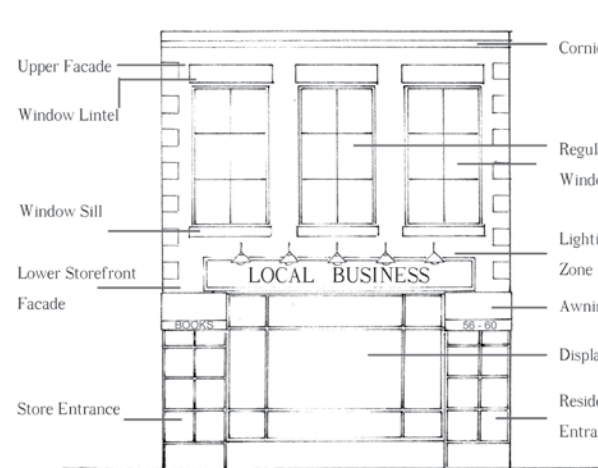
These standards are intended to enhance and reinforce the physical and visual characteristics of the commercial district of Harrison Avenue.



A uniform streetscape plan for Harrison Avenue will work to solidify the downtown as redevelopment continues in other areas of Town.

For businesses and property owners located within the designated neighborhood, the current program provides for up to \$5,000 in matching funds for façade improvements for the storefront (street level). The program also pays for an inspection of the entire building, which is required, and offers matching grants up to \$1,000 for repair of defective items if found. NPP is working in conjunction with Hudson County's Façade Program to help provide for the matching money.

Harrison Avenue, and to a lesser extent Frank E. Rodgers Boulevard, is the "Main Street" of the Town and should be treated as such. The vision behind the design suggestions offered below is to reinforce that fact by creating a "Main Street" that is socially stimulating, pedestrian friendly and a commercially profitable corridor where people come to meet, shop, eat and walk around.



Upper Façade

The role of the upper façade in the overall appearance of the building is critical. The upper façade and the storefront (lower façade) must be designed as integral parts of an entire building in order to create an impression.

Architectural details impart a unique identity to a building and thus these should be retained or restored to their original form. In cases where existing surfaces are unsatisfactory or when renovations are scheduled, the new materials, textures and colors should be carefully chosen such that they complement the existing building façade as well as adjacent structures.

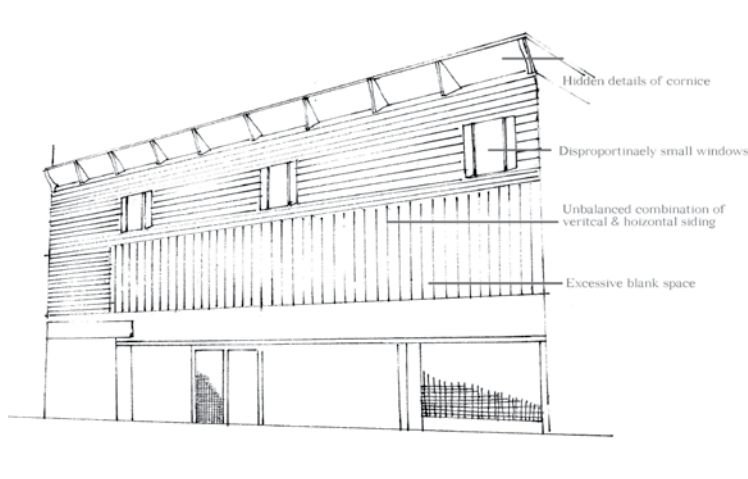
Upper Façade - Recommended:

- Preserve and restore features by retaining the size, style and materials of façade elements including windows, sills, cornices and decorative stone, wood or brickwork.
- Original wall surfaces should be cleaned or repaired and any unused extraneous materials should be removed
- Maintain existing architectural features that distinguish the storefront from the upper façade,

Upper Façade - *Not Recommended*:

- Covering any part of the building façade with aluminum, stucco, false-brick, veneer, or any other sheet material that will obscure openings or details
- Filling in windows or doors with any material.
- Creating windowless blank walls
- Removing existing quality material and details.

This illustration demonstrates some of the principles that are not recommended. The upper portion of the façade has been covered by siding. The combination of horizontal siding and vertical siding is very disruptive to the rhythm of the façade. The windows on the second level are too small for the size of the façade and create the appearance of an imposing, featureless blank wall. The cornice details along the roof-line have been covered over by siding and should be restored.



Street Level Façade/ Storefronts

Developing and maintaining a coherent streetscape is crucial for a successful commercial district. Storefronts are a key element of streetscapes and form a unifying element within each block. As a result, a storefront should not be designed or treated as being isolated; instead it should be coordinated with the entire building façade.

A certain minimum percentage (e.g., at least 50%) of the ground floor façade area should be fully or partially transparent for visibility from the sidewalk, with at least a certain minimum percentage (e.g., 30%) being fully transparent glass. On corner lots, the secondary storefront façade should be consistent with the alignment, location and amount of glazing of the primary storefront window façade.

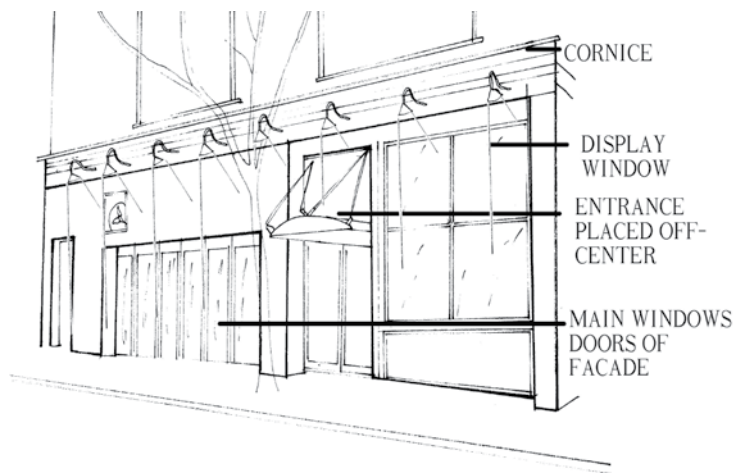
Street Level Façade/ Storefronts - *Recommended*

- Retain and restore original storefront features if possible and appropriate.
- Use elements of the storefront, signage, graphics, awnings and colors as a unifying image within a block.
- Maintain and promote a pedestrian scale.

Street Level Façade/ Storefronts - *Not Recommended*

- Removal of original features of the storefront.
- Inappropriate replacement of a storefront that does not fit the character of the building or surrounding buildings.

The following is an example of a well-composed storefront. It incorporates several elements that are crucial to the coherence and appeal of a storefront. The entrance has been placed off-center and is highlighted by using the suspended canopy to call attention to it. A clear glass window to the right of the entrance acts as the display window and allows a view inside where displays may be located. The wooden framing of the window is a simple and classic way of dividing large areas of glass while adding a little detail to the façade. The full height windows to the left of the entrance act as a main component of the façade in the way that they allow a complete view of the inside of the store. Also these windows have been framed to appear to be the focus of the façade. Lastly, the cornice ties the entire store façade together. By addressing with three simple elements, a simple and attractive store façade can be created, such as shown below.



Entrances

Entrances in storefronts should be obvious and welcoming and an integral part of the façade. In many traditional storefronts, entrances are well defined using such elements as lintels, columns, railings and overhangs. These elements should be retained and restored whenever possible.

Entrances - Recommended:

- Retain and restore original doors if possible and appropriate.
- Install a door that is compatible in scale, material and shape with the storefront.
- Make entrances to upper stories a secondary element and compatible with the overall design of the storefront.

Entrances - Not Recommended

- Opaque doors or those that include no glass.
- Doors that incorporate smoked, dark colored or stained glass.
- Doors only suited for residential use.
- Doors that appear to be in need of repair.

ADA (American Disabilities Act)

While it is not possible for many businesses, especially small businesses, to make their facilities fully accessible, there is a lot that can be done without much difficulty or expense to improve accessibility. Therefore, the ADA requires that accessibility be improved without taking on excessive expenses that could harm the business.

ADA - Recommended:

- Implement improvements according to ADA standards.
- Complete appropriate ramping when necessary.

ADA - Not Recommended:

- Use of slippery materials on walking surfaces.
- Making entrances complicated or difficult to get through.
- Crowding merchandise or accessory elements in entranceways.

Businesses that serve the public must eliminate physical 'barriers' that are readily achievable, without much difficulty or expense. The readily achievable requirement is based on the size and resources of the business. So larger businesses with more resources are expected to take a more active role in removing barriers than small businesses.

The ADA also recognizes that economic conditions vary. When a business has resources to remove barriers it is expected to do

so; but when profits are down, barrier removal may be reduced or delayed. Barrier removal is an ongoing obligation and, as a result, businesses are expected to remove barriers in the future as resources become available.

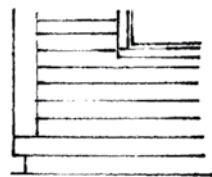
Materials

The proper choice of materials contributes to the unity of the street environment. All buildings should use durable, natural materials that are of high quality, easy to maintain and compatible with surrounding buildings.

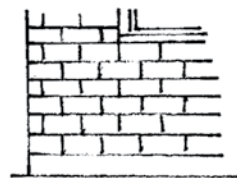


Materials - Recommended:

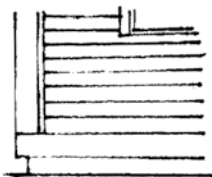
- Repair and retain existing materials whenever possible and appropriate.
- Replace deteriorated materials with materials of like construction.
- Use durable materials such as real brick and stone, tile, real stucco or painted wood with real drop siding, trim and cornices.
- Uncover and retain original exterior walls and roof treatments where appropriate.



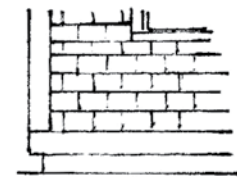
Clapboard



Brick



Vinyl or Aluminium
(only if appropriate size)



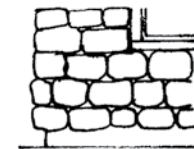
Shingle

Materials - Not Recommended:

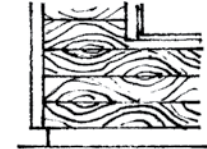
- Plastic or vinyl siding
- Use of exposed concrete block
- Synthetic stucco



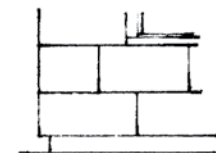
Board & Batten Siding



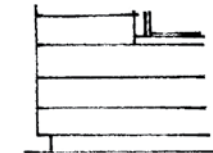
False Stone



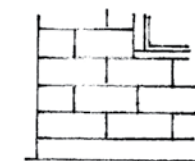
Grained Vinyl
or Aluminium



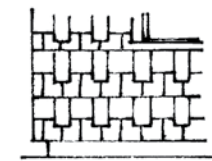
Dryvit Panels
(ground floor)



Wide Vinyl or Aluminium
with no trim



Stone or Scoured Stucco



Staggered rustic
Shingles

Color

Color is an important way to tie a façade together and it conveys the identity and attitude of a store. Every effort should be made to match the original color or use colors that are appropriate to the building period.

Color - Recommended:

- Consider colors that are contextually appropriate to the entire commercial corridor
- Use harmonious colors that bring together all aspects of the façade.
- Use one base color and not more than 2 accent colors.
- Use traditional durable colors such as beige, terra cotta, brick red, dark green, dark blue, black and various grays.

Color - Not Recommended:

- Using more than three (3) colors.
- Using bright, garnish, conflicting colors on a façade except for here it fits on building accents.
- Painting arbitrary decorative lines, bands or graphics that do not relate to the buildings original character.

Windows

Windows should be used to provide maximum exposure for the business within a building and to enliven street environment. Windows are vital in creating an 'inviting' look for potential customers, as well as in stimulating interest toward the products displayed in the store.

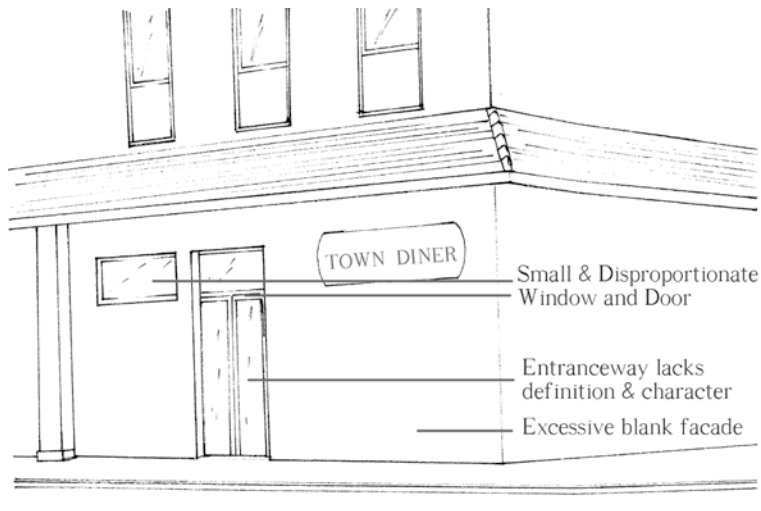
Windows - Recommended:

- Maintain original windows when possible. Replacement windows should match original window in size and style.
- Use large, clear glass windows. Display windows should be at least 6 feet high.
- Mount storm windows inside windows
- Align the location of upper floor windows to the location of windows and doors on the storefront level.
- Materials that frame windows are harmonious throughout the façade.
- Use windows that are compatible in materials, size and proportions with those on surrounding buildings.
- Clean glass regularly.

Windows - Not Recommended:

- Never fill-in, cover or size down any windows within a facade.
- More than 25% covered by signage.
- Use of tinted, opaque or smoked glass.
- Use of reflective (mirrored) or color glass.

The window shown in this illustration is too small for the size of the first floor facade. The Entranceway does not have any defining elements such as lintels, columns or overhangs. The upper story windows and the first floor elements do not relate.

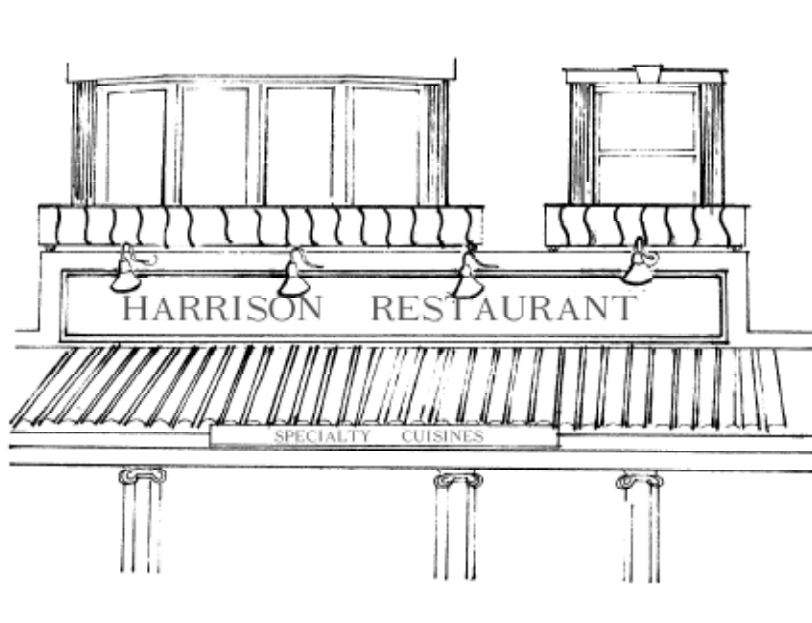


This facade could be improved by centering the entrance on the building and adding large windows on either side. The entry can become the focal point of the facade by adding a decorative wood door with clear glass panels. Since the upper facade has symmetrical and equally spaced windows, the logical solution would be to have a symmetrical composition of windows and doors on the storefront, keeping in mind the lines of the upper windows. Such a composition gives the facade an established and appealing appearance.



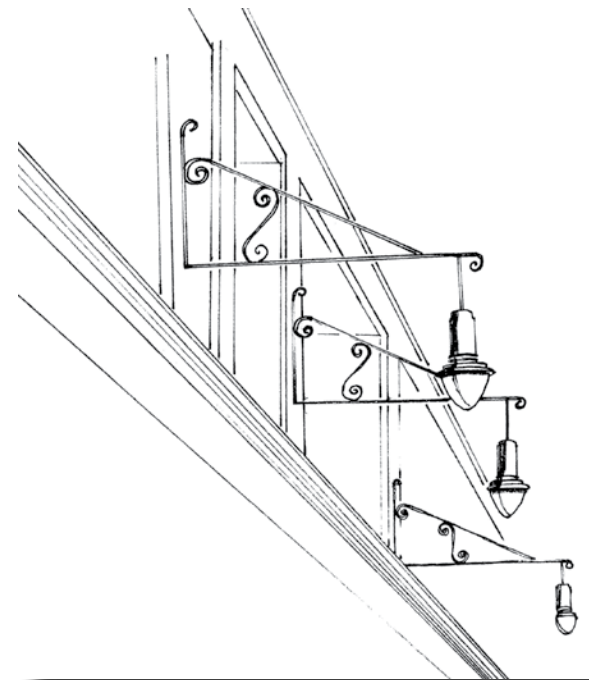
Lighting

Lighting plays as important a role, as any other element, in enhancing the appearance of a commercial facade. Lighting techniques can be used to attract attention to a store by 'washing' the storefront with uniform light or by highlighting its elements like the entrance, signage, window displays etc. It can also have an effect on the streetscape itself and it should produce a feeling of liveliness and security for all those on the street.



Lighting - Recommended:

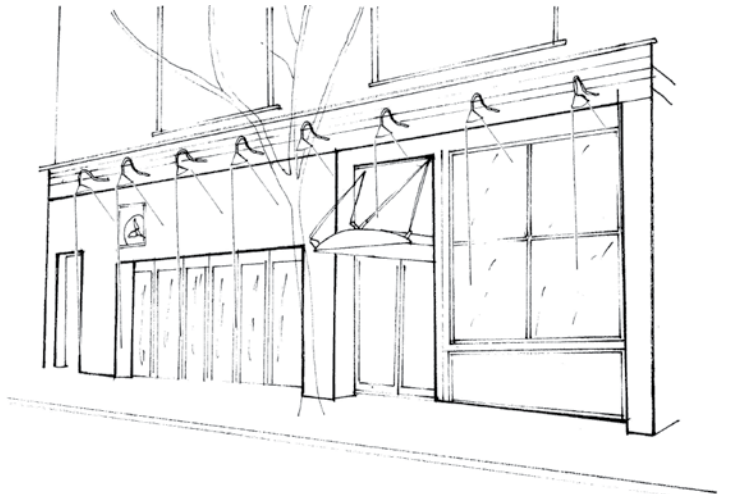
- Design, size and location of lighting fixtures must be compatible with the overall design of the building.
- Goose neck fixtures or shadowbox lighting is preferable for storefront lighting.
- Subtle, low-intensity light that reveals the true character of the building



Lighting - Not Recommended:

- Visually over-bearing or obtrusive on the structure, street, or adjacent buildings.
- Residential scale fixtures on commercial storefronts and buildings.
- Flashing, pulsating or moving lights or lights that produce excessive glare.
- Exposed wiring.

The illustration below shows a simple application of lighting on the façade of the building. The gooseneck light fixtures do not detract from the appearance of the building. Some of the other design elements discussed can be see here. This building has a clean sleek style with a well-defined entrance. The large windows bring activity to the street level. This building clearly defines the upper and lower façade elements.



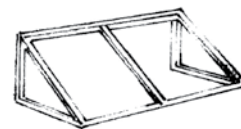
Awnings

Awnings along windows and articulating entranceways can bring about a unifying look to a commercial corridor while keeping the uniqueness of the building structure. They not only affect the appearance of a storefront but of a streetscape and the pedestrian environment as a whole. It is a decorative element that also has a practical purpose by providing protection from the weather.

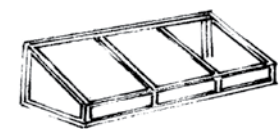
Awnings - Recommended:

- Placed between a storefront's vertical piers fitting the opening in both size and shape.
- Use of fabric (natural or synthetic) that is weather resistant.
- Use of colors that are complementary to the façade and surrounding buildings, preferably one solid color
- Use of a simple, straight design.
- Painted lettering on front valence of awning only.

The illustrations below show awning types that should be encouraged.



Standard

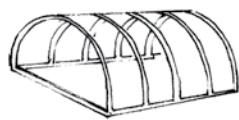


Standard with Valance

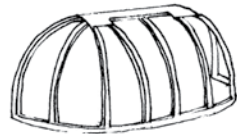
Awnings - Not Recommended:

- Use of backlit or internally lit awnings.
- Use of aluminum, vinyl or any other plastic materials.
- Covering architectural detail with continuous or oversized awnings.
- Colors that are contrasting with the façade or adjacent buildings.
- Use of multiple colors or patterns that detract from the façade.

The illustrations below show awning types that should be discouraged.



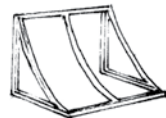
Entrance Canopy



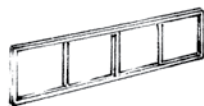
Long Dome



Convex

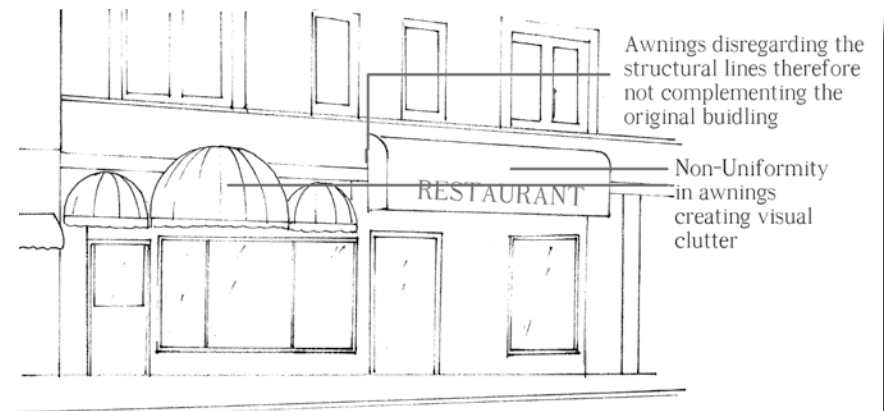


Concave

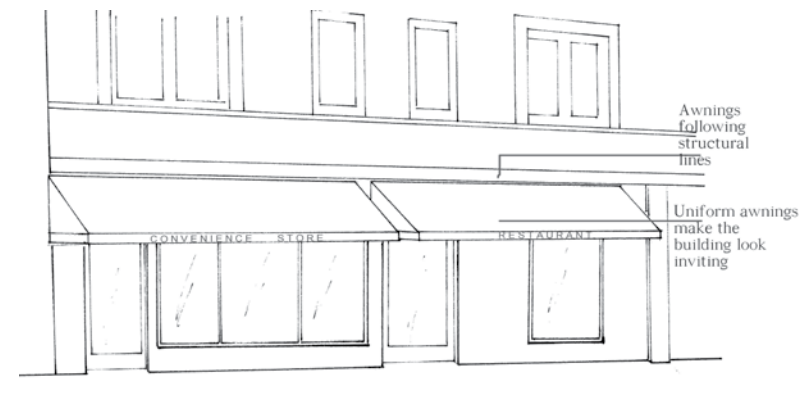


Straight Drop

The awnings in the illustration below do not fit with in the horizontal elements of the building's architecture. The different awning styles on the same building create a disjointed appearance.



Awnings on the same building should match each other and fit within the horizontal sign band located above the doors and windows and the start of the second floor.



Displays

As with traditional commercial corridors, displays are pivotal for the pedestrian environment. They should encourage window-shopping and be inviting to the storefront overall.

Displays - Recommended:

- Use windows to display merchandise by using the full extent of the glass and allow the shopper the ability to see into the store through or over displays.
- Use displays that are exciting, fun and frequently changed to continually draw shoppers in.
- Display small items at front of the window or at eye level.
- Subtly light displays to feature merchandise, draw attention to the display and other important businesses information such as store information, signs, and architectural details.
- Keeping them lit, even after store hours.

Displays - Not Recommended:

- Too much merchandise-cluttered and disorganized.
- Displays facing inside of the store instead of out.
- Using display windows to hold overstock.
- Empty display windows
- Flashing, pulsating or moving lights.
- Neon tubing framing of display.
- Light that can over power a display, including fluorescent multi-colored lighting.

Security Measures

Security measures, like security grills, are employed for the protection of storefronts and sometimes are necessary depending on an area. The use of them, however, should not destroy the integrity of the building.

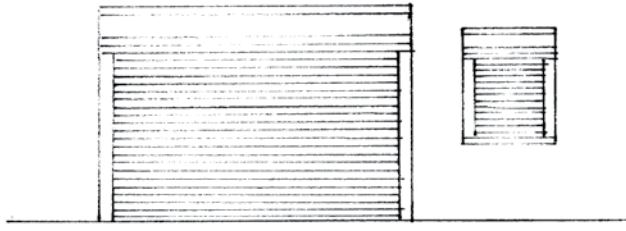
Security Measures - Recommended:

- Window security gates should be placed on the inside of the entrance door and display window panels.
- Window security gates should be of open mesh design and should be as inconspicuous and as complementary to the façade as possible.
- The use of decorative designs in store-front security gates should be encouraged.
- Gates that are separated from storefront display windows by commercial displays or other screening.

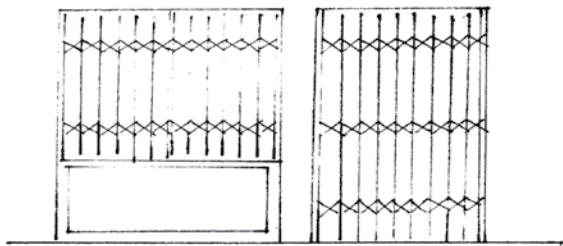
Security Measures - *Not Recommended:*

- Exterior store window security gates
- Aluminum or steel roll-down door and window protectors

Roll-down door and window protectors are unattractive and create an unwelcoming atmosphere. They also exhibit the feeling that the area has a crime problem.



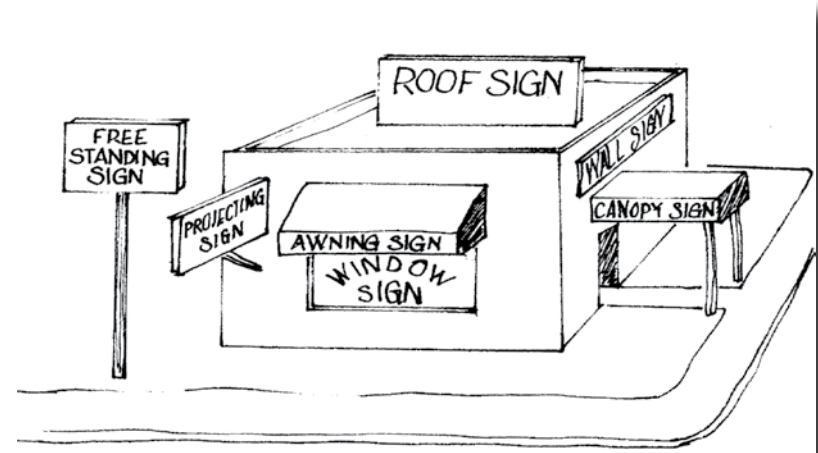
Scissor style gates mounted on the interior of the window are a more acceptable alternative where such security measures are absolutely required. They allow pedestrians to see into the window even when the store is closed. When the store is open and the gates are moved they should not be seen in the window from the sidewalk.



Signage

Signs define the character and the quality of a commercial corridor. Signage can add variety and a positive, coherent image to the street. The key to successful signage is clarity through simplicity, which can be afforded through understandable graphics that are presented legibly with controlled use of color and illumination. It should be compatible with the building and surrounding block and should be readable by pedestrians or slow moving vehicles.

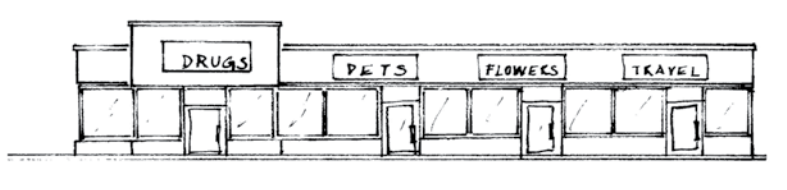
The illustration below indicates the various types of signage used on commercial structures.



The following are some general recommendations in terms of appropriate signage. The current LDO outlines the standards for signage in the Neighborhood Commercial zone.

Sign Placement and Size – Recommended:

- Signage should complement the design of the building and fit within the existing façade features.
- Coordinate height and proportion with surrounding façades.
- Use entrance signage not more than one story above street level.
- Maintain pedestrian scale.



Sign Placement and Size - Not Recommended:

- Oversized, blocking architectural elements of the façade.
- Interfere with door or window openings.
- Placed above the first floor- no roof or sidewall signage.



Number of Signs - Recommended

- Use one entrance (main) sign.
- Use one hanging sign, where appropriate.
- Use one window sign, not to take up more than 25% of window.

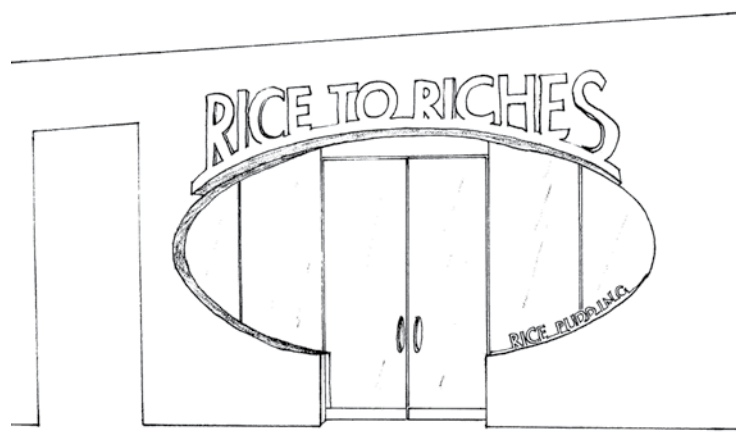
Number of Signs - Not Recommended

- Using too many signs that are confusing and convey too much information.
- Signs taking up all window space.



Sign Materials and Finish – Recommended:

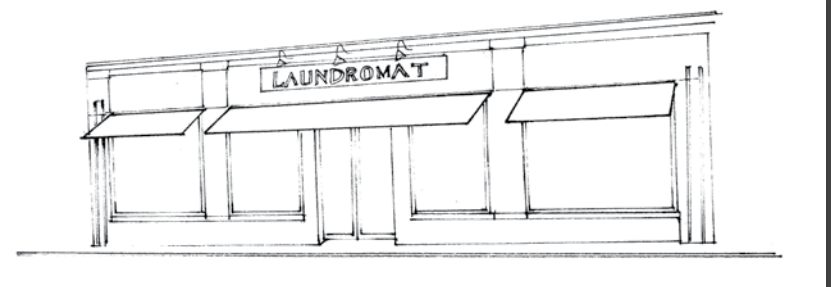
- Use durable and weather proof material, preferably high-grade wood.
- Use matte or dull finish to reduce glare
- Use no more than three (3) colors, (principal, lettering and border).
- Use one solid principal color that is compatible with the building, preferably colors such as burgundy red, forest green, chocolate brown, black, charcoal, and navy blue.
- Use lettering color that is ivory, white or gold.
- Use subtle, indirect lighting.
- Top lit signage.
- Use shielded light sources that are compatible with the building.



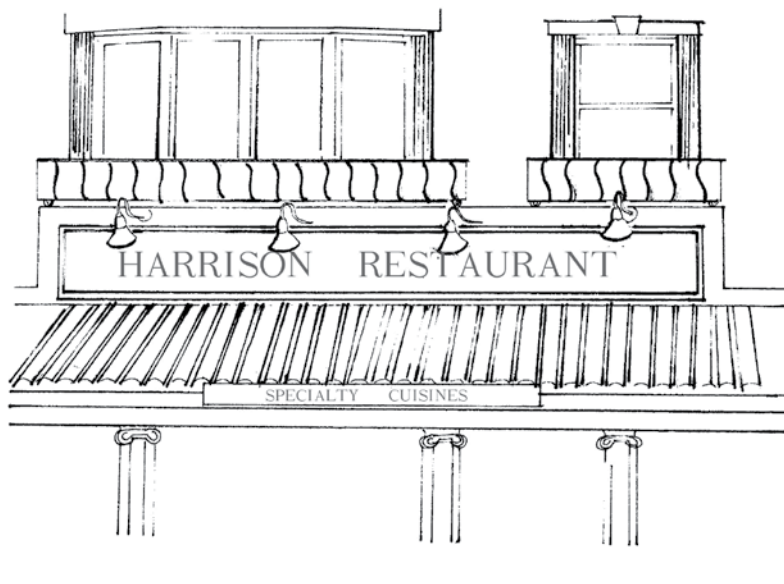
Sign Materials and Finish - Not Recommended:

- Plastic signs
- Signs that produce glare.
- Incompatible, multi-colored signs.
- Temporary banner signage used as permanent signage.
- Internally lit signs.
- Neon.
- Signage that is obtrusively lit through flashing, moving lights or overpowering fluorescents.

The illustration below demonstrates the concept of simple signage. The sign complements the architecture and fits within the existing features of the façade. The sign is of a pedestrian scale and is sized to fit the proportions of the building.



The sign shown in the illustration below is very simple and attractive, consists basically of three colors and is made out of wood. The gooseneck lights render the sign in a highlight pattern and remain unobtrusive. The sign is appropriately sized for the building and its purpose. The window is well defined and has several architectural elements that offset it from the remainder of the façade. The wrought iron window boxes can be filled with annual flowers when seasonally appropriate.



Landscaping and Planting

These elements can strengthen the appeal of a business and the commercial streetscape overall. They bring a green element to the urban environment.

Planters - Recommended:

- Use plantings that are seasonal that yield a high impact and have low maintenance such as annuals, vines and ornamental grasses.
- Use wall mounted or floor mounted planters that don't obstruct pedestrian flow.
- Use sturdy and stable planters that cannot be easily tipped over or destroyed, materials including terracotta, ceramic, stone, and ornamental cement.

Planters - Not Recommended:

- Non-maintained plantings
- Exotic plantings that will not survive in the urban environment.
- Non-durable container including plastic.
- Artificial plants and flowers.

Window boxes - *Recommended*

- Use on upper story windowsills and where they appropriately fit on storefronts.
- Use durable boxes, made from painted wood.
- Use plantings and flowers that are seasonal and are easy to maintain.

Window boxes - *Not Recommended*

- Using boxes in inappropriate locations.
- Obstructing clear signage and/or displays.
- Non-maintained boxes.
- Artificial plants and flowers.



COMMERCIAL AND INDUSTRIAL AREAS – GENERAL DESIGN RECOMMENDATIONS

- **Compatibility with Existing Development:** To the extent possible and appropriate, the design and layout of buildings should provide an aesthetically pleasing design that is compatible with the character of surrounding development. New commercial development within an existing commercial area should be consistent and compatible with buildings in the adjacent area in terms of building setbacks, building mass, building height, building materials and color, roof designs, entrance design, window design and placement, and architectural style.
- **Loading Areas and Other Service Functions:** The design of non-residential uses should, to the maximum extent possible, avoid the appearance of clutter by integrating mechanical, electrical, storage structures, loading facilities, etc., into the general architectural concept for the site or otherwise screen such functions from view.
- **Infill Development:** Infill development should continue the prevailing site layout of properties in the surrounding area unless the existing pattern (e.g., parking in the front yard) is contrary to recommended design practices. For example,

infill development should follow the existing pattern of parking lot locations (e.g., parking to the rear of the building) that is characteristic of the area.

- **Consistent Design Theme:** Non-residential developments consisting of two or more buildings should maintain a consistent design theme including building silhouette, architectural style and scale; massing of building form; surface material, finish and texture; decorative features; window and doorway proportions, entry way placement and location, signage and landscaping throughout the development. Within an overall design theme, individual buildings could be differentiated by size, shape, detailing and fenestration.
- **Complete Design:** Buildings should be designed so as to have attractive, finished appearances from all public spaces and streets. Where sides and rear of a building would be visible from a public space or street, such side and rear elevations should present a finished and attractive architectural appearance. Such rear and side elevations should incorporate the architectural features of the primary or front façade.
- **Blank Walls:** Blank walls should be avoided. Façade articulations such as windows, trellises, recesses, arcades, openings, ornamentation, changes of material, landscaping and/or other such features should be used to lessen the impact of blank walls.

- **Mechanical Equipment:** HVAC systems and other mechanical equipment should be screened from view by materials of the same nature as the main structure. If feasible, mechanical equipment should be located below the highest vertical element of the building.
- **Building Additions, Alternations and Accessory Structures:** All additions, alterations and accessory buildings should be compatible with the principal structure and design and material and should share a common architectural theme.
- **Building Entrances:** Building entrances should be clearly defined and highly visible. Primary access to buildings should be from the front, facing the street. Where necessary and appropriate, the rear and/or side of the building should be enhanced to provide public access from parking lots and service alleys.
- **Public Utilities:** To the maximum extent possible, all public utilities and related facilities should be located underground. In such event that they cannot be installed underground, facilities such as pumping stations or transformers should be enclosed in buildings or effectively screened with an evergreen hedge and/or fencing as approved by the Board.

- **Refuse Areas:** Recycling and solid waste disposal areas should be enclosed. Trash enclosure screens should be designed to be compatible with the architectural character of the development and should be constructed of durable materials. Locations should be conveniently accessible for trash collection and maintenance and should not block access drives during loading operations, to the extent feasible.
- **Appearance of Industrial Uses:** Industrial uses should be designed to present an appearance that is as attractive as possible, particularly from the view of roadways that convey a large percentage of non-industrial traffic. Such industrial uses should appropriately be landscaped and attention should be paid to presenting an attractive architectural appearance of the building. Parking, loading and service areas should be thoroughly screened from adjoining roadways and from view of sensitive land uses such as residential development.

RESIDENTIAL AREAS – GENERAL DESIGN RECOMMENDATIONS

A key component of the Land Use Plan Element was setting forth the appropriate location, type and density of residential areas within the Town. The Land Use Plan Element emphasizes the maintenance and protection of existing residential neighborhoods; encourages residential development that is compatible in density with the surrounding neighborhood; and recommends against the intrusion of incompatible commercial and overly dense residential development in the Town neighborhoods.

This section goes one step further by setting forth a number of design recommendations respective to residential development that are intended to result in well designed and attractive development in the Town. In this way, the Master Plan not only recommends that residential development be appropriate in terms of location, type and density as recommended in the Land Use Plan, but recommends that residential development be consistent with, or seek to improve, the design and appearance of residential development in the Town.

- **Multi-Family Development:** New multi-family residential development should complement the scale and proportion of surrounding area and should be placed in a manner that is consistent with the intent of the district. Consistent with this intent and consistent with smart growth principles, emphasis should be placed on locating new multi-family development in close proximity and within convenient walking distance to destination areas such as the downtown area and in close proximity to the PATH station and other public transit centers.
- **Compatibility with Surrounding Area:** To the extent possible and appropriate, the design and layout of residential buildings should provide an aesthetically pleasing design that is compatible with the character of surrounding development. For example, to the extent possible, new residential development within an existing neighborhood should be consistent and compatible with the housing units in the adjacent area in terms of building proportions and

mass, building height, building materials and color, roof designs, porch design, entrance design, window design and placement, and architectural style. New development within existing neighborhoods should incorporate any distinctive architectural characteristics of the neighborhood.

- **Multiple Buildings:** Where multiple buildings are proposed as part of a residential development, there should be a clear and attractive architectural design theme established and continued throughout the development. Groups of related buildings should be designed to present a harmonious appearance in terms of building silhouette, architectural style and scale; massing of building form; surface material, finish and texture; decorative features; window and doorway proportions, entry way placement and location, signage and landscaping.
- **Building Additions, Alternations and Accessory Structures:** Additions, alterations and accessory buildings should be compatible with the principal structure in terms of design and material and should share a common architectural theme.
- **Complete Design:** All buildings should be designed so as to have attractive, finished appearances visible from all public spaces and streets. Where sides and rear of a building would be visible from a public space or street, such side and rear elevations should present a finished and attractive architectural appearance. Such rear and side elevations

should incorporate the design theme and architectural features (e.g., windows, siding, shutters and other façade treatment) of the primary or front façade. Such sidewalls should have a consistent proportion of openings (doors and windows) to solid wall as the front and rear walls. To the extent possible, the front of buildings (i.e., the side that offers the primary access into the building) should face the street. Positioning buildings so that the side or rear of buildings towards the street should be discouraged. Monotonous uninterrupted expanses of walls should be avoided. Recesses, projections, columns, openings, ornamentation materials and colors should be used as texture and detail.

- **Front Façade:** Building entries, porches, windows and other openings should be compatible in location, scale and pattern to other structures on the street.
- **Fences and Walls:** Fences or walls enclosing individually owned or controlled outdoor space should be consistent throughout the development and should complement the architecture and design of the buildings.
- **Mechanical Equipment:** Mechanical equipment whether mounted on the roof or ground should be screened from view. All screening devices should be compatible with the architecture and color of the structures. If roof-mounted, mechanical equipment should be located below the highest vertical element of the building where feasible and located

on the side of the roof not facing the street or adjoining properties. Plumbing vents, dryer vents, rooftop vents and all other protrusions should be finished, coated or painted to blend in with the general color of the roof and/or siding as the case may be.

- **Fire Escapes:** Where possible, fire escapes should be constructed only against the side of rear wall of a building and should be located and/or screened so as not to distract from the appearance of such buildings.
- **Garages:** The percentage of the first floor facade that is facing the street devoted to garages be limited to the degree possible. Where garages must be located facing streets, they should be minimized by recessing the garage entrance within the building façade or through the use of other architectural techniques to make the garage entrance less conspicuous.
- **Roof Design:** Roof design should be consistent with that exhibited in the existing block or neighborhood where appropriate. Roof design should be an integral part of the overall building design. Hipped or gabled roofs are encouraged with roof slopes comparable to surrounding structures. Shallow roof angles should be avoided.

- **Placement of Off-Street Parking:** To the maximum extent feasible, off-street parking should be placed to the rear and/or side of buildings. Where entire or significant portions of blocks are being redeveloped, or where elsewhere feasible, shared parking and the use of alleys for access to off-street parking spaces and/or garages should be pursued.
- **Public Utilities:** To the extent possible, all public utilities and related facilities should be located underground. In such event that they cannot be installed underground, facilities such as pumping stations or transformers should be enclosed in buildings or effectively screened with an evergreen hedge and/or fencing.
- **Building Materials:** Exposed concrete block (cinder block) or other such masonry units should not be used as an exposed surface in residential zones. Split-face, ribbed, scored and glazed masonry units, or an approved equal, with integral color, should be used instead.
- **Refuse Areas:** There should be included in any new multi-family housing development an indoor or outdoor recycling area for the collection and storage of residentially generated recyclable materials. The recycling area should be conveniently located for the disposition of source-separated recyclable materials by residents of the multi-family housing development, preferably near, but clearly separated from, a refuse dumpster. Collection vehicles should be able to access

the recycling area without interference from parked cars or other obstacles. Trash containers and outdoor storage areas should be screened from public streets, pedestrian areas and neighboring properties. The screen should be designed to be compatible with the architectural character of the development and should be constructed of a durable material and should have solid walls and doors. Landscaping and/or fencing should be provided around any outdoor recycling area and should be developed in an aesthetically pleasing manner.

GENERAL DESIGN RECOMMENDATIONS

Streetscape Design

- ***Sidewalks:*** Sidewalk design and width should be commensurate with the expected level of pedestrian activity. Sidewalks in proximity to pedestrian-oriented commercial areas should be greatest in width. Sidewalks should be provided along the frontage of all properties and along both sides of the street. Sidewalks and sitting areas should be surfaced so that they will be easily maintained and properly illuminated. Handicap ramps should be provided at all intersections and points of required pedestrian crossing.
- ***Street Furniture:*** Street furniture and amenities such as phone booths, benches, bike racks, trash receptacles, bus shelters and landscaping planters should be provided at regular intervals to create a more comfortable, attractive

and convenient environment for pedestrians. Such elements should be made of the same or similar materials to ensure design continuity and be appropriate to the particular use.

- ***Street Trees:*** Street trees should be placed approximately 40 feet apart and not closer than 25 feet from any existing or proposed streetlight or street intersection. Trees should be nursery grown stock, at least 3-inch caliper when planted with branches commencing not less than 8 feet above grade. Species that provide shading and aesthetic benefit, that conform to prevailing street tree patterns in the Town and that take branching pattern and hardiness into consideration, are recommended.

Landscape Design

- All areas not occupied by buildings, parking areas, patios, walkways and/or any other impervious surface in development projects should be suitably landscaped with ground cover, lawn and other landscape materials as approved by the reviewing board. Landscaping should be provided in public areas, to accentuate buildings, to enhance driveway and building entrances, to screen parking and loading areas, provide buffering between low density residential uses and

more intensive land uses, to provide privacy screenings within required side and rear yard areas and to mitigate adverse impacts.

- Landscaping should be of appropriate type and size to accomplish its intended purpose. For example, deciduous trees used with parking lots should be of a type that provides shade and that has a sufficiently high branching pattern so as not to obstruct drivers' sight distance. Plantings intended for screening purposes should be appropriately placed and of a sufficient type, size and spacing to achieve the intended screening.
- Plant and other landscaping material should be selected with regard to aesthetic and functional considerations. With regard to aesthetics, the landscape design should create visual diversity and contrast through variation in size, shape, texture and color. With regard to functionality, the selection of plants should take into account susceptibility to disease and insect damage, wind and ice damage, habitat (wet site, drought, sun and shade tolerance), soil conditions, growth rate, longevity, root pattern and maintenance requirements. All species selected should have proven resistance to the urban environment.
- Foundation plantings should be placed around multi-family, commercial or industrial structures and should be of

suitable size in proportion to the building structure and should be planted in beds not less than 3 feet in width around the structure.

- Landscaping within sight triangles should not exceed a mature height of 30 inches. Shade trees within sight triangles should have a branching pattern or be pruned up to a seven (7) foot branching height above grade. The placement of plants within sight triangles that will eventually grow to obstruct sight distances should be avoided. The landscaping of parking areas, such as within landscape islands at the end of parking rows, should similarly take into consideration sight lines for motorists traversing the parking area.
- Utility areas, mechanical equipment, transformers and meters should be screened from adjoining lots and street lines with landscaping.

Lighting Design

- The height and design of lighting fixtures and the illumination levels used on a site should be commensurate with the size and intensity of the proposed development and considerate of its location with respect to sensitive land uses such as residences and public and semi-public uses. Where large-scale commercial uses and industrial uses with large parking lots to illuminate and not in close proximity to residential uses may require taller (25 feet) and brighter light fixtures, lighting

in association with requires neighborhood or community commercial uses should consist of lighting fixtures that are lower in height and in power.

- Lights should be appropriately placed, shielded and directed so that the lighting will not spill over onto adjacent properties or roadways. Lights should be so arranged and designed so that the direct source of light is not visible off the site. Cutoff light fixtures, which direct the light to where it is needed - on the pavement, should be used.
- Lights placed under a canopy of gasoline filling stations or under eaves of a building should be flush or recessed into such canopy or eave. No such light should protrude below the surface of the canopy of eave.
- The style of all light fixtures and light standards within nonresidential and multi-family developments should be consistent with the architectural style of the principal building and, where appropriate, the architectural character of the surrounding area and all light fixtures and light standards within a development should be consistent in design and appearance.

- All fixtures, light sources, standards and lighting levels should be consistent throughout the site.
- Lighting should be provided within nonresidential and multi family developments at building entrances, parking areas, driveways, sidewalks and loading areas.
- Freestanding lights should be so located and protected to avoid being damaged by vehicles. Freestanding lights should be aligned with parking stall striping and located a sufficient distance from the edge of curb.
- During non-operating hours, lighting that is not necessary for safety and security should be extinguished.

Sign Design.

- All signs in association with a development should be in harmony and consistent with the architecture of the building(s) involved in the development and should relate to the features of the building(s) in terms of location, scale, color, lettering, materials, texture and depth. Signs should not be dominant but should be proportionate and should complement the buildings, existing signs and surroundings.

- All signs in association with a development should convey a consistent sign design (including style of lettering, colors, construction material, size and illumination).
- Freestanding signs should be integrated with the landscaping on site.
- Signs that are affixed to buildings (including wall signs, projecting signs and the canopies and awnings onto which signage is placed) should not obscure, conflict with, or cover any architectural element or window and must be aligned with major building elements such as windows, trim and structure lines.
- Canopies or awnings upon which signage is placed should relate in scale to the façade of the building, should be placed over doors or windows consistent with the intent of canopies and awnings, and should not obscure, conflict with, or cover any architectural element of a building or window. The use of angled awning and canopies are encouraged. The use of “waterfall” awnings and canopies, particularly those that run the length of the façade, regardless of window or door locations, should be discouraged.
- No electric wiring associated with a sign should be visible to public view.

- Signs lit by external sources should be allowed but should be located in such a manner so as to avoid any glare on adjacent property. Sources of sign illumination should be shielded from the view of vehicular traffic using the road or roads abutting the lot on which the sign is located. External lights used for the illumination of any sign on a building whether or not such light fixtures are attached to or separate from the building, should not extend above the highest elevation of the front wall of the building.

Off-Street Parking, Loading, Circulation and Access Design.

- There should be adequate provisions for safe and convenient ingress and egress to all parking areas. Each off-street parking, loading or service area should be connected to a public street right-of-way by means of a driveway.
- To the extent feasible, off-street parking should be placed to the rear and/or side of buildings. However, where conditions dictate otherwise or where the reviewing board determines that parking in the front yard would be appropriate, off-street parking and/or interior drives placed in a required front yard should be separated from the front line street a sufficient distance and screened from the street by a solid natural screen, high decorative wall, or combination thereof.

- In larger parking lots, the interior of the parking area should contain curbed landscape island equal to a certain minimum percentage (e.g., 10%) of the area of the parking lot. Such landscaping should consist of curbed landscape islands placed at the end of each parking bay and separating opposing parking bays. Such areas should be distributed throughout the parking area in order to break the view of parked cars in a manner not impairing visibility (e.g., planting with low growing shrubs and trees with a high-branching pattern). Landscaping of such parking areas should include 1 shade tree for every certain number (e.g., 10) parking spaces.
- All parking and loading areas in association with multi-family or non-residential uses that abut mixed-uses, or public, semi-public or residential uses should be landscaped about their periphery, should be required to be set back from the property line separating it from such and should be screened so as to reduce visual impacts to the adjoining land use.
- Off-street parking and loading areas should be coordinated with the public street system serving the area in order to avoid conflicts with through-traffic, obstruction to pedestrian walkways and vehicular thoroughfares.
- Driveway curb cuts should be located an appropriate distance from adjoining street intersections and should be placed an appropriate distance from other on and off-site driveway curb cuts.
- Where uses would involve a significant amount of drop-off and pick-up of persons, sufficient provision for such drop-off and pick-up should be incorporated into the site design of the use.
- Except for one and two family dwellings, all parking spaces within any parking area should be clearly delineated by means of pavement markings to show the parking arrangement and driving aisles within the parking lot. The stalls should be clearly marked and so designed, maintained and regulated such that maneuvering incidental to parking on any public street, walk or alley, is minimized.
- Any access/exit driveway or driveway lane should be so designated in profile and grading and located in such a manner as to provide a sight distance commensurate with the design speed of the road to which it connects.
- All parking lots and all loading areas should have concrete or Belgian block curbing around the perimeter of the parking and loading areas in conjunction with an overall grading and drainage plan. Curbing between vehicular and pedestrian ways should be designed with periodic ramps from the street or parking grade to the sidewalk.
- Sites should be designed to provide safe and convenient pedestrian access and circulation. Where pedestrians must cross service roads to reach parking areas, crosswalks

should be clearly designated by pavement markings or signs and should be slightly raised to designate them to drivers. Sidewalks between parking areas and principal structures, along aisles and driveways, and wherever pedestrian traffic would occur should be raised 6 inches or more above the parking area, except when crossing streets or driveways. Parked vehicles should not overhang or extend over sidewalk areas, unless an additional sidewalk width is provided to accommodate such overhang. Sidewalks should have a minimum width of 4 feet of passable area. The use of pedestrian pathways, delineated through the use of brick or concrete pavers, within parking lots should be encouraged.

- In case of structured parking, the facades of parking structures should, to the greatest degree possible, incorporate architectural features that diminish its appearance as a parking structure, or otherwise be finished with a decorative open screen of masonry, metal or other appropriate material. When associated with a particular use, the exterior of the parking structure should incorporate to the greatest degree practicable, the design theme (including building silhouette, architectural style and scale; massing of building form; surface material, finish and texture and decorative features) of the building(s) associated with it. The incorporation of ground floor retail uses along the perimeter of parking structures should be encouraged, particularly where such parking decks front on commercial streets.

Design of Fences, Walls and Screens.

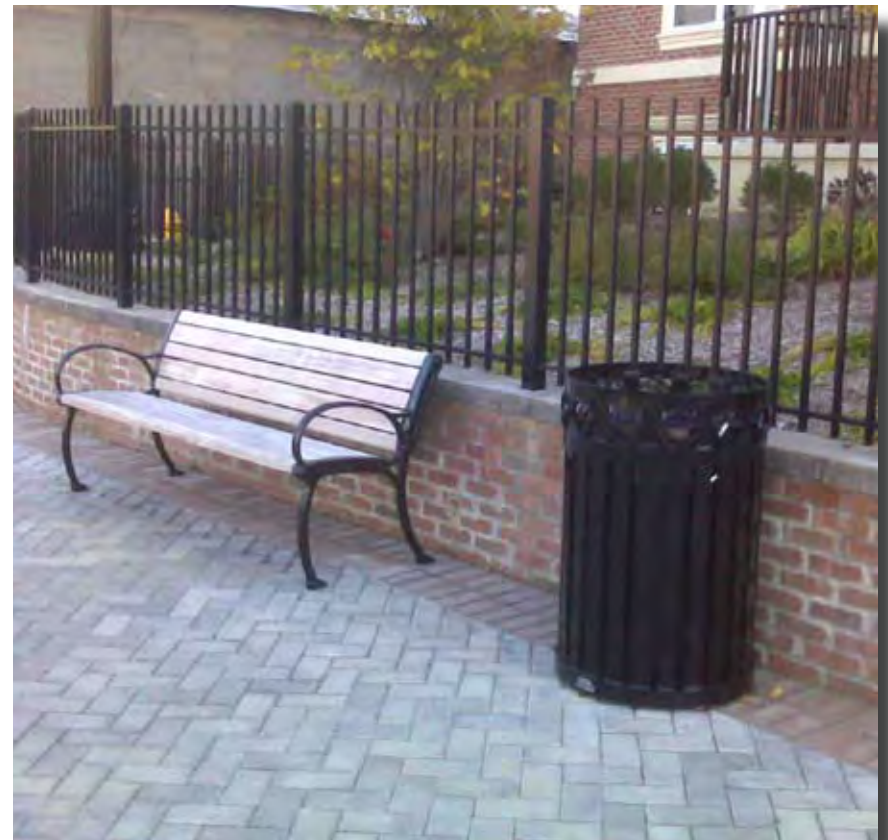
- Fences should compliment the architectural character of the principal building to which it is accessory.
- The finished side of all fences should face out from the property upon which said fence has been erected. All structural supporting members of the fence should face the interior portion of the lot.
- All fences should be symmetrical in appearance. Posts should be separated by equal distances and constructed of fencing material conforming to a definite pattern in size.
- No fencing should use barbed wire or razor coil. In lieu of barbed-wire or razor coil topped fences, “Fortifier”-type fences or similar such fences, should be encouraged.
- The following types of fencing are recommended: decorative steel, tubular steel, wrought iron or brick. Such fences are encouraged in lieu of standard chain-link fences, particularly forward of the building line facing the street. Such fences are particularly encouraged in residential districts, where the placement of chain-link or board-on-board fencing in front yards is particularly discouraged.
- All gates should be identical in material, design, type, height and color to the fence they are attached.

- Gates should be designed so as not to swing outward into a public right-of-way or onto another property.
- Fences that are non-climbable or which discourage climbing are encouraged.
- Fences located along the front lot line should align with the predominant fence line on the street.
- No fence should be erected that would create a hazard either by the manner or construction or the materials used or that may cause injury due to jagged-end surfaces, spikes or points. Speared or spiked fence tops should be permitted only when the top of said fencing is a sufficient height above grade.
- No fence should be erected of nonstandard materials that may be considered makeshift, create an eyesore or cause an annoyance. Solid, perforated, corrugated or flat sheet metal should be prohibited for use as a fencing material.

Public or Common Private Open Space Design.

- All open space should incorporate elements such as shrubbery, attractive paving materials, street furniture, lighting, low walls, fountains and other architectural and artistic amenities so as to produce and provide a pleasant environment at all levels and to complement the surrounding buildings. All open space should be designed to invite and attract the public.

- Adequate lighting should be provided to promote a sense of security in the open space.
- Open spaces should be so located as to provide for maximum usability and to create a harmonious relationship between buildings.









Relationship to Other Planning Efforts

VIII. RELATIONSHIP TO OTHER PLANNING EFFORTS

INTRODUCTION

The Municipal Land Use Law (MLUL) requires that municipalities look beyond their borders and evaluate their master plans in a regional context. Specifically, the MLUL requires in NJSA 40:55D-28.d:

“The master plan shall include a specific policy statement indicating the relationship of the proposed development of the municipality, as developed in the master plan to (1) the master plans of contiguous municipalities, (2) the master plan of the county in which the municipality is located, (3) the State Development and Redevelopment Plan adopted pursuant to the “State Planning Act,” sections 1 through 12 of P.L.1985, c.398 (C.52:18A-196 et seq.) and (4) the district solid waste management plan required pursuant to the provisions of the “Solid Waste Management Act,” P.L.1970, c.39 (C.13:1E-1 et seq.) of the county in which the municipality is located.”

This section considers the relationship of this Master Plan with those of contiguous municipalities, Hudson County, the New Jersey State Development and Redevelopment Plan (SDRP), and the Hudson County District Solid Waste Management Plan.



TOWN OF HARRISON

Master Plan

STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The Town of Harrison Master Plan is consistent, and would effectuate, the plans and policies of the New Jersey State Development and Redevelopment Plan (SDRP), adopted in 2001. The SDRP is a unique document that guides State-level development and redevelopment policy as well as local and regional planning efforts. The Plan’s revision process requires comparison of the planning policies among various government levels with the purpose of attaining compatibility among local, County and State plans. The Harrison Master Plan is consistent with the eight statewide goals in the SDRP and dozens of policies in the SDRP, which are intended to implement the goals. The goals are as follows:

- Revitalize the State’s cities and towns.
- Conserve the State’s natural resources and systems.
- Promote beneficial economic growth, development and renewal for all residents of New Jersey.
- Protect the environment, prevent and clean up pollution.
- Provide adequate public facilities and services at a reasonable cost.
- Provide adequate housing at a reasonable cost.
- Preserve and enhance areas with historic, cultural, scenic, open space, and recreational value.
- Ensure sound and integrated planning and implementation statewide.

The Harrison Master Plan is consistent with each of the goals of the New Jersey State Development and Redevelopment Plan.

The SDRP also includes a State Plan Policy Map, which divides the state into regions, known as Planning Areas, and includes specific goals for each area. The Policy Map also identifies “Centers,” locations into which development is to be directed, and “Environs,” areas to be protected from future growth. The Town of Harrison falls in the ‘Metropolitan Planning Area’ (PA1). The State Plan recognizes that all communities in this planning area are essentially fully developed; hence much of the change in land uses will occur as redevelopment. The State Planning Commission designated Harrison as part of the Hudson County Urban Complex, with Jersey City as its designated Urban Center.

The State Plan’s planning objectives for the ‘Metropolitan Planning Area’ include:

- Providing for much of the state’s future redevelopment;
- Revitalizing cities and towns;
- Redesigning areas of sprawl; and
- Protecting the character of existing stable communities.

The Harrison Master Plan is consistent with these planning objectives as well as policy recommendations with respect to Urban Complexes.

COUNTY AND REGIONAL PLANS

Hudson County Master Plan

The Hudson County Master Plan was adopted on February 20, 2002 and set the following goals.

- To maintain and improve areas that provides centers for employment, education, entertainment facilities, services, shopping and other resources.
- To provide for a full range of retail businesses and personal services in suitable locations to serve the needs of the County.
- To relate land use planning to transportation capacity and to promote development intensities that will support mass transit.

The Harrison Master Plan effectively addresses the above goals and the plan’s larger recommendations. Through this Master Plan’s focus on increasing density and development along the traditional thoroughfares of Frank E. Rodgers Boulevard and Harrison Avenue, increasing active recreation space within the Town, and the focus on increasing transportation links between both Harrison and other municipalities and Harrison and the Waterfront Redevelopment area, this Master Plan meets the goals of the Hudson County Master Plan.

In addition to the above general goals, the Hudson County Master Plan also focused on three issues specifically for Harrison to address. The first was the need to improve the waterfront, through a redevelopment plan. Since the Hudson County Master Plan was adopted, the Town has addressed this issue by adopting a redevelopment plan for the Waterfront Redevelopment Area. The second issue was the need for additional bus service for the western section of Hudson County, ideally creating a connection to the new Secaucus Transfer Station. While the Town is unable to establish such a link, the Master Plan does carry out this goal, recommending the Town seek additional transit service in Harrison, including an NJ Transit stop. An NJ Transit stop in Harrison would make a Secaucus bus link unnecessary. The final issue was the need to encourage high-density development around transit stops, particularly train stations. Harrison and the Harrison Master Plan effectively deal with both of these issues through the Waterfront Redevelopment Plan, which includes high-density development around the PATH station and the Master Plan recommendations to improve the linkage between downtown Harrison and the PATH station.

Hudson County Open Space and Recreation Plan

Carrying out one of the most specific State Plan and Hudson County Strategic Revitalization Plan goals, attempting to increase the prevalence of parkland and open space throughout what is a very dense urban county, the Hudson County Open Space and Recreation Plan sets out many goals, including the following:

- To provide accessible recreation opportunities to all Hudson County residents
- To provide green spaces for public enjoyment to all Hudson County communities
- To actively acquire new Open Space lands where needed and feasible
- To link proposed and existing recreational into an open space network

The Harrison Master Plan carries out these goals with its focus on creating more active parkland in Harrison and creating effective links throughout the municipal park system.

In addition to the above general issues, The Hudson County Open Space Plan also included 16 parcels identified as acquisition priorities. One of these sixteen is located in Harrison. The parcel is part of the Newark Industrial Tract, a 5-acre site located in northern Harrison next to West Hudson County Park. This site is currently an abandoned rail right of way that extends through East Newark, Harrison, and Kearny. This Master Plan carries out the goal of the Hudson County Open Space plan by encouraging the Town to seek out opportunities in vacant areas to develop new parkland, particularly active recreation spaces. The Harrison Master Plan also encourages the creation of additional linkages to surrounding municipalities and developments that encourage biking in the Town, both of which feed into the desirability of the Newark Industrial Tract for open space usage.

Hudson County Urban Complex Strategic Revitalization Plan

The 1999 Hudson County Strategic Revitalization Plan outlined a coordinated approach to community and economic development for the Hudson County Urban Complex, which includes the twelve constituent municipalities in the County. This plan was structured around defining the area's strengths and weaknesses and recommending a series of actions to address each. The following 5 points were the goals of the Hudson County Strategic Revitalization Plan.

- To improve the overall quality of life in Hudson County.
- To provide for the economic revitalization of the County's commercial and industrial base.
- To preserve the character of existing well-established neighborhoods.
- To improve the transportation network.
- To increase the tax base.

The Harrison Master Plan effectively addresses the above goals and the plan's larger recommendations in much the same way as it carries out the Hudson County Master Plan, particularly through the Plan's recommendations of new development, expanded transit offerings, and focus on improved community facilities for Harrison.

New Jersey Meadowlands Commission Redevelopment Area

Adjacent to Harrison's eastern border and situated between the southern edge of the Schuler Avenue Redevelopment Area and the Passaic River, is a section of the NJ Meadowlands Commission (NJMC) Redevelopment Area. Interstate 280 and Northeast Corridor rail lines divide the tract into areas that are vacant or used for heavy industry. Consistent with these uses, Harrison's property adjacent to the NJMC region is currently zoned public, semi-public and industrial.

The Kearny Redevelopment Plan, adopted on May 24, 2000 and amended July 14, 2004 by the New Jersey Meadowlands Commission (NJMC), includes five designated areas: the Harrison Avenue retail center, heavy industrial center, light industrial center, the Keegan Landfill area and the preserved Kearny Marsh. In early 2005, a NJMC press release announced that the Keegan Landfill area would be remediate and transformed into a recreational site. Big box retail outlets are now being constructed in the Harrison Avenue retail center. A resulting "super shopping center", which combines this new retail center with adjacent Commercial District proposed in the Schuyler Avenue Redevelopment Plan, will likely increase traffic along Harrison Avenue and have economic implications for existing retail establishments in Harrison.

District Solid Waste Management Plan

The Solid Waste Management Act designates every County in the State as a solid waste management district, and requires each district to prepare a Solid Waste Management Plan. The Hudson County Improvement Authority (HCIA) is responsible for the Hudson County Solid Waste Management Plan. The Harrison Master Plan encourages the reduction of waste and the promotion of recycling and therefore is in compliance with the goals and objectives of the HCIA Solid Waste Management Plan.



SURROUNDING MUNICIPALITIES

Three municipalities, 2 of which are in Hudson County and 1 of which is in Essex County, surround the Town of Harrison. The municipalities within Hudson County are the Borough of East Newark and the Town of Kearny, while the City of Newark is located in Essex County. The Passaic River forms the boundary between Harrison and Newark. The relationship between Master Plans, zoning, and major developments in all three surrounding municipalities and the Harrison Master Plan are discussed below.

East Newark

The Borough of East Newark is located to the north west of the Town of Harrison. Lands along the boundary in East Newark are largely zoned R-2, for existing 2 and 3 family structures. This zoning is generally consistent with the existing and proposed zoning for Harrison in the same area, which is A for apartments and 2F-1 for two-family detached housing. Harrison's neighborhood commercial zone does abut a residential area along the northern edge of the common border. As a densely packed urban community, much like Harrison, East Newark sees most future development coming through in-fill residential development the reuse of older industrial sites. As of this time, there are no major projects in East Newark that will significantly impact Harrison.

City of Newark

The Passaic River forms the common corporate boundary between the Town of Harrison and the City of Newark. This common boarder extends for approximately two and one quarter miles. On the western side of Harrison, south of I-280 and running approximately one square mile long the common border is Newark's Central Ward. Most of the Newark zoning in this area is B4 business and I2 industrial along the Passaic River waterfront. The remaining two mile long common border is bounded by Newark's East Ward, also the City's largest ward. This area is also largely zoned I1 and I2 industrial, though some areas are zoned residential, as they are eastern extensions of the highly successful Ironbound neighborhood. Both of these areas are across the river from Harrison's Waterfront Redevelopment Area.

Newark is also home to many large regional projects that will impact Harrison. The following is a summary of major projects in Newark that are expected to significantly impact Harrison.

Passaic River Bridge (AKA Stickel Bridge) Rehabilitation Project

The deteriorated Passaic River "Stickel" Bridge will soon undergo a major rehabilitation. The NJ DOT's FY 2006-2008 Statewide Transportation Improvement Program includes \$22.9 million in federal funding to rehabilitate the existing six-lane, vertical lift structure. In January 2006, DOT accepted bids from contractors

for the project. Since this bridge carries I-280 between Newark and Harrison, this project could have significant traffic impacts on the Town.

NJDOT Route 21 Construction

This project includes the widening and realigning of sections of Route 21 running from Green Street to Third Ave. Much of the roadway will be expanded to three through lanes in each direction, in addition improved to signaling and pedestrian accommodations. As the first major exit off of I-280 in Newark when coming from Harrison, the impact of this project will be short-term increases in congestion, but long-term improved traffic flow.

Newark's Broad Street Redevelopment Plan

In 2004 the Project for Public Spaces (PPS) assisted DOT in developing a community vision for Newark's North Broad Street Neighborhood. The original focus of the plan called for rehabilitating the structurally deficient Stickel Bridge. Through a series of community visioning workshops, the DOT developed a strategy that improves the interchange between I-280 and Rt. 21, minimizes the frequency of accidents and limits through-traffic on residential streets. The plan also calls for walk-able and pedestrian-friendly streets; enhanced transit stops and connections to Broad Street Station and a mixed-use redevelopment plan for North Broad Street. The main impacts for Harrison will be improved traffic flow and increased residential density.

The Joseph G. Minish Passaic River Waterfront Park

U.S. Army Corps of Engineers, in cooperation with the City of Newark and the State of New Jersey are undertaking a 1.6 mile park between the Jackson Street Bridge and the Bridge Street Bridge in Newark. The Army Corps is close to completing phase I of the project, which includes new bulkhead and stream bank restoration along the west bank of the Passaic River. The second and third phases of the plan envision a 25 acres park with a 40 foot wide promenade, active and passive recreational facilities, a public boat basin, historic signage and other park amenities such as plazas, landscaping and lighting. Phases two and three, estimated to cost \$40.5 million, are currently on hold pending federal funding. When completed, the potential impact on Harrison is views of this park directly across the Passaic River from Harrison's Waterfront Redevelopment Area and Waterfront Park. Harrison has a vested interest in the creation of an attractive park that would be an asset to it's own Waterfront Redevelopment Area.

Newark Waterfront Community Access "Arts Bridge"

NJDOT and NJPAC plan to construct a pedestrian bridge over Route 21 at Center Street/NJPAC. The bride is part of an integrated multi-use structure that extends NJPAC's façade out to the riverfront. The project is currently in the Design Development phase.

Passaic Riverfront Redevelopment Plan

Outlined in the City's 1999 Master Plan Reexamination, Newark is scheduled to work on a redevelopment plan for the City's Passaic waterfront. The first step in the process was the 1999 Passaic Riverfront Revitalization Study. This planned covered the City's entire boundary with the Passaic River. The first phase of this project is the creation of the Joseph G. Minish Park. In subsequent phases, development is designed to extend down to the river and create water-based activity nodes. These nodes include high-density office developments near the Northeast Corridor Line and low-rise residential development north of Market Street. Much like with the Joseph G. Minish Park, the potential impact on Harrison is in the viewshed across the Passaic River into Newark.

Town of Kearny

The Township of Kearny is located to the north and northeast of Harrison. Much of the common northern boundary is buffered by West Hudson Park. The remainder of the common boundary largely falls into two redevelopment areas designated in Kearny, both of which will have implications for Harrison. Kearny is also one of twenty-nine designated Urban Enterprise Zone (UEZ) communities within the State.

Running in a north-south direction along the eastern border of Harrison is Kearny's Schuler Avenue Redevelopment Area. The Schuler Avenue Redevelopment Area serves as a buffer between

the residential neighborhoods in Harrison and Kearny to the east and the Keagan Landfill in the Meadowlands to the west. Overtime, this area has developed in an unplanned haphazard manner. Areas adjacent to Harrison are currently characterized by industrial uses such as: warehousing, distribution and truck storage; retail, office and auto-oriented business; and scattered residential units. Heavy truck traffic along Schuler Avenue encumbers pedestrian access.

Approved in January 2002, the Schuler Avenue Redevelopment Plan calls for a 39-acre Commercial District south of Harrison Avenue, a 14-acre Mixed-Use District in pockets adjacent to Harrison along Schuler Avenue, a 16-acre Automobile Oriented Commercial District north of Harrison Avenue and a Light Industrial District north of the automobile district. The proposed uses are generally consistent with existing land use adjacent to Harrison. The greatest potential impact on Harrison is increased traffic along Harrison Avenue coming from the east. The increased commercial development in Kearny will likely also provide increased competition for Harrison businesses.

To the north and west of West Hudson Park is a dense residential area zoned for multi-family residential and one and two-family residential. Approximately 600 feet west of the Park, Kearny's Central Business District (CBD) runs in a north-south direction along Kearny Avenue, terminating at the intersection between Kearny, Harrison and East Newark. This concourse is zoned the Community Business Zone.

Less than one third of a mile west of Kearny Avenue is the Passaic Avenue Redevelopment Area. The redevelopment area, which currently exists as a mix of industrial uses and strip shopping areas, runs in a north-south direction along Passaic Avenue, culminating at the northern border of East Newark. Beyond the borders of the designated redevelopment area, Passaic Avenue continues through East Newark and into Harrison, terminating at Harrison Avenue. Approved in October 2001, the plan seeks to transform Passaic Avenue into an "urban boulevard" and features a series of improvements to the streetscape and pedestrian realm, including a promenade, improved access to the waterfront, a waterfront conservation area and a waterfront plaza. New retail and residential units are also proposed. While this development will not directly touch any part of Harrison, it is another Passaic River based development, providing additional strength to and competition for the Waterfront Redevelopment Area in Harrison.