

Town of Harrison
Hudson County
Master Plan Reexamination Report

November 2017

Adopted December 14, 2017

Prepared by



Heyer, Gruel & Associates
Community Planning Consultants
236 Broad Street, Red Bank, NJ 07701
(732) 741-2900

Harrison

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The original of this report was signed and
sealed in accordance with N.J.S.A. 45:14A-12

A handwritten signature in black ink, appearing to read 'Susan S. Gruel', written over a horizontal line.

Susan S. Gruel, P.P. #1955

A handwritten signature in black ink, appearing to read 'M. McKinley Mertz', written over a horizontal line.

M. McKinley Mertz, AICP, P.P. #6368

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INTRODUCTION

This report constitutes a Master Plan Reexamination Report for the Town of Harrison as defined by the New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-89). The purpose of the Reexamination Report is to review and evaluate the local Master Plan and Development Regulations on a periodic basis in order to determine the need for updates and revisions. The Town adopted its last Master Plan in November 2007. This Reexamination Report serves as an amendment to the 2007 Master Plan.

Section A of this report identifies the goals and objectives that were established in the 2007 Master Plan. Sections B and C describe changes that have occurred in the Town, the County and the State since the adoption of the 2007 Master Plan related to Town-specific development issues and general shifts in planning assumptions. Finally, Sections D and E discuss recommended actions to be addressed by the Town.

It is the intent of this Report to consider and provide recommendations concerning land use and zoning issues in the Town that have arisen during the years since the 2007 Master Plan Report.

PERIODIC REEXAMINATION

New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-89) requires the Reexamination Report to contain the following:

- A. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report,
- B. The extent to which such problems and objectives have been reduced or have increased subsequent to such date,
- C. The extent to which there have been significant changes in assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives,
- D. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared, and
- E. The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law,"

P.L.1992, c. 79 (C.40A: 12A-1 et seq.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

SECTION A

Goals and Objectives

During the 2007 Master Plan process, the Town undertook a comprehensive analysis of the conditions that effect Harrison and influence the Town's growth. In the years leading up to the 2007 Master Plan, the Town experienced the beginning of significant redevelopment efforts, concentrated primarily in the Town's Waterfront Redevelopment Area. A set of goals and objectives was developed for the 2007 Master Plan that included policy-based targets focused on expanding the Town's economic base and providing facilities and services intended to meet the needs of Harrison residents.

The 2007 Master Plan identified the following objectives:

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 habitats 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.

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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.

SECTION B

The Extent To Which Such Goals And Objectives Have Been Reduced Or Have Increased

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.

This objective remains valid.

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.

This objective remains valid.

3. Promote the continued revitalization of the central business district as a thriving, attractive, mixed-use pedestrian-oriented downtown.

This objective remains valid.

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.

This objective remains valid. The Town has experienced significant redevelopment, specifically in its Waterfront Redevelopment Area. The redevelopment continues to generate employment growth and increase tax ratables.

5. Respond to regional development trends, residential as well as industrial and commercial, in a manner responsive to the community's well-being.

This objective remains valid.

6. Ensure that future development is aesthetically pleasing and is compatible with and/or enhances the character of the area.

This objective remains valid. The Design Standards within the Waterfront Redevelopment Plan continue to ensure development is consistent with the Town's desired aesthetic for the Area.

7. Encourage historic preservation in order to maintain the Town's character, protect existing historic resources, and complement economic development efforts.

Historic preservation in the formal sense is not a major priority for the Town. Therefore, this objective is no longer valid.

8. Preserve and enhance natural resources and habitats within the Town.

This objective remains valid. The Town is in the process of acquiring waterfront property in the Waterfront Redevelopment Area that will be converted into public open space. A component of this future park is the restoration and preservation of the wetlands and natural habitats located in this area. See later sections of the Reexamination Report for further discussion and details regarding the waterfront park.

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.

This objective remains valid. Redevelopment within the Town's Waterfront Redevelopment Area continues to move forward at an impressive rate. Several portions of the Redevelopment Plan have been realized and construction continues. The Town is currently in the process of preparing an updated Waterfront Redevelopment Plan to reflect the continued progression of development.

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. ***This objective remains valid.*** Provide a supply of parking that meets the needs of, and is convenient to, the Town's commercial and residential areas.

This objective remains valid. While several parking facilities have been constructed within the Waterfront Redevelopment Area, parking needs remain prevalent within the Town. Outside of the Redevelopment Area, the Town's downtown commercial district along Harrison Avenue as well as the residential neighborhoods continue to

experience a high volume of cars and increased parking burdens. The Town acknowledges a flaw in the parking permit regulations that allows non-permit holders to park in permit-designated areas overnight without consequence, leaving less room for residents who hold permits to park near their homes. Subsequent sections of this Reexamination Report discuss recommendations for this condition.

3. Increase use of public transportation (bus and rail) as an alternative to private automotive transport.

This objective remains valid. The Town has established a partnership with the Port Authority of New York and New Jersey and a new PATH station, located within the Waterfront Redevelopment Area, is under construction. For a detailed discussion on the new PATH Station and its increasing ridership numbers, see Section C of this Reexamination Report.

4. Increase bicycle and pedestrian safety and circulation by improving traffic signals at key intersections, utilizing traffic calming measures and making necessary infrastructure improvements.

This objective remains valid. The Waterfront Redevelopment Plan provides streetscape standards that promote pedestrian safety through the use of wide sidewalks, planter strips, and landscaped medians.

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.

This objective remains valid. As the population of Harrison continues to grow the Town should evaluate how services will need to expand in light of the changing population. A new high school opened for the 2007-2008 school year and included a new athletic field complex. The Town is also currently constructing a new elementary school that will house preschool through First Grade classrooms. This new school is expected to open in for the 2019-2020 school year.

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.

This objective remains valid. As Harrison continues to flourish, the population will continue to grow, requiring additional community facilities. The Town should plan for these additional facilities appropriately when looking toward future budgets and capital improvement plans.

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.

This objective remains valid. The Town has pursued grant monies from the NJDEP to acquire land along Harrison's waterfront with the intent of preserving it as public park land. The Town additionally has amended the Waterfront Redevelopment Plan to require developers to provide funds equal to one-half of one percent (0,5%) of the budgeted construction or renovation, excluding land, to a fund established by the Town dedicated to providing open space and recreation within the Redevelopment Area. The monies within this fund are dedicated to acquiring land with the intent to preserve it as public park land as well as park development.

The Town additionally prepared a Municipal Access Plan (MPAP) in accordance with N.J.A.C. 7:7-16.9. Upon the NJDEP approval of the Plan in October 2015, the Town of Harrison is now responsible for ensuring that public access to tidal waterways along the municipality's shoreline is provided in accordance with the MPAP. For additional information regarding the Town's MPAP, see Section C of this Reexamination Report.

4. Provide a wide range of recreation and cultural opportunities, programs and facilities that meet the needs of all segments of the community.

This objective remains valid.

5. Provide community services that address all demographic sectors of the population (e.g. schools, day care facilities, recreation facilities, senior centers).

This objective remains valid. The demographics of the Town is ever-changing and with that comes evolving community service needs for the Town's citizens.

6. Continue improvement of school facilities and educational programs to accommodate enrollment growth, curriculum changes, new programs and technological advances.

This objective remains valid. The Town began plans for a new elementary school in 2015 to be located at the corner of Harrison Avenue and Washington Street. The

school will contain classrooms for Pre-K through First Grade, and is expected to open September 2019. The school district has made progress in improving the technology available for students, and promotes learning through a structural support system and professional development program. See Section C of the Report for more information.

7. Preserve, maintain and improve the existing utility infrastructure including public water, sanitary sewer and storm water facilities.

This objective remains valid. The Town continues to maintain its facilities as needed. See point 9 for discussion regarding Harrison's combined sewer systems.

8. Maintain adequate water supply to the Town.

This objective remains valid. Harrison receives its water supply from the Passaic Valley Water Commission (PVWC), whose main treatment facility is at the Little Falls Water Treatment Plant in Totowa, New Jersey. In accordance with the Safe Drinking Water Act, the Town's water supply is evaluated on an annual basis by the NJDEP for potential sources of contamination. The most recent Consumer Confidence Report was released in 2017 for the period of January 1, 2016 through December 31, 2016. The report determined that the water in Harrison meets or exceeds the New Jersey State and Federal standards for safe drinking water.

9. Provide adequate sanitary sewer service for the Town.

This objective remains valid. Much of Harrison is served by combined sewers. These combined sewer systems are designed to collect rainwater runoff and wastewater in the same pipe, and can significantly contribute to water pollution and flooding. During significant rain or snow events, the combined sewers are prone to exceed capacity and are therefore designed to "overflow" into nearby waterbodies. This overflow is called a combined sewer overflow, more commonly known as a CSO. These overflows include stormwater as well as untreated waste, toxic materials, and debris.

The new sewer systems being constructed in the Waterfront Redevelopment Area are separated and existing combined sewer systems are being separated. The sewers serving the roughly 40 acres adjacent to the Red Bull Area have been separated as well as the sewers along Dey Street, in the northwest corner of the Area.

There were previously seven CSOs in Harrison. However, the Dey Street outfall was abandoned with the separation of the sewers at this location.

The on-going work to separate the Town's combined sewer systems will alleviate some of the stress that is currently put on the systems. The separations will help reduce flooding and pollution as well as ease the burden and provide additional capacity to the combined systems that are not identified to be separated.

As is required by the State, the Town of Harrison is in the process of developing a Long Term Control Plan for its CSOs. This plan will be a way of mitigating the amount of flow that enters into the sewer system by using new and sustainable technologies. Examples of such technology includes a storage system within the pipes to control the overflow, additional holding tanks, and treatment plant expansions. Additional green infrastructure techniques will be considered, such as pervious paving, bioretention basins, and vegetated swales. Harrison's Long Term Control Plan will be completed by June 2020. See Section C of this Reexamination Report for additional information.

10. Effectuate the Stormwater Management Plan and associated ordinances.

This objective remains valid. The Town is anticipating an update from the State regarding the standards for stormwater management practices and intends to amend its Stormwater Management Plan as needed.

11. Assure adequate collection and disposal of solid waste materials.

This objective remains valid.

12. Promote recycling in order to protect the environment and reduce the Town's solid waste stream.

This objective remains valid.

Housing Objectives

1. Preserve the character and stability of established residential neighborhoods.

This objective remains valid.

2. Maintain and improve the existing quality of housing.

This objective remains valid.

3. Meet the Town's affordable housing obligation in a manner that is compatible with the Town's other planning objectives.

This objective remains valid. In light of the 2015 NJ Supreme Court decision, "Mount Laurel IV," Harrison determined it was in the best interest of the Town and its residents to enter into a settlement agreement with the Fair Share Housing Center (FSHC) regarding its Present and Prospective need affordable housing obligation. According to the settlement agreement, Harrison's affordable housing obligation is as follows:

Rehabilitation Share	155
Prior Round Obligation	30
Third Round	429

The Court-approved settlement agreement details the ways in which the Town has addressed its Rehabilitation, Prior Round, and Third Round obligations. Harrison has prepared a draft Housing Element and Fair Share Plan effectuating the approved settlement agreement. The Rehabilitation obligation will be met through continued participation in the HOME Investment Partnership Program (HOME), the Community Development Block Grant (CDBG) Program, and through the Town's established Development Fee Ordinance. The Town has additionally prepared an Affordable Housing Trust Fund Spending Plan that updates the status of the COAH-approved trust fund, established in 2006.

The Town will meet its Prior Round and Third Round obligations through the existing Senior Housing development located on Harrison Avenue and the rezoning of the existing AH-Affordable Housing Overlay zone and SH Senior Housing zone to create two Affordable Housing Zones with mandatory 15 to 20% affordable set-asides. The Town will additionally amend its Waterfront Redevelopment Plan to require inclusionary developments with mandatory set-asides on three parcels (approximately 15 acres) within the Redevelopment Area. See Section C of this Reexamination Report for further details regarding the Town's methods for addressing its affordable housing obligation.

2007 Master Plan Recommendations

Zoning Ordinance

- 1) Recommendations for the Neighborhood Commercial (NC) and Community Commercial (CC) Zoning Districts.

- a) It is recommended the Town reconsider permitting gasoline service stations as a conditional use within the Neighborhood Commercial District.

This recommendation has been implemented. Ordinance 1192 removed gasoline service stations as a conditional use within the Neighborhood Commercial District.

- b) It is recommended that the Land Development Ordinance be revised to clarify whether apartment developments within the NC and CC Districts are only permitted above ground floor retail or if stand-alone apartment buildings are also permitted within the zone. There should be consideration of restricting stand-alone apartment buildings in the NC zone as first floor residential use dilutes the retail “Main Street” objective of this zone. It is additionally recommended that any redevelopment of CC-zoned lands along Frank E. Rodgers Boulevard should at a minimum consist of first floor commercial.

This recommendation has been partially implemented. Ordinance 1192 clarified that apartments are conditional uses within the Neighborhood Commercial and Community Commercial Districts. The ordinance specifies that apartments are only permitted on upper floors in the NC District. However, it does not designate where first floor commercial is required in the CC District and does not provide conditions for this use.

- c) A build-to-line requirement in the NC District should be considered.

This recommendation remains valid.

- d) The Town should reconsider whether nursing homes should continue to be permitted in the NC Zone.

This recommendation has been implemented. Ordinance 1192 removed nursing homes as a permitted use within the NC zoning district.

- e) The Town should reconsider whether nursing homes should be a permitted use within the CC zone.

This recommendation has been implemented but remains valid. Ordinance 1192 changed nursing homes from a permitted use within the CC zone to a conditional use. However, no conditions have been provided for this use.

- f) It is recommended the Town reconsider permitting automobile sales as a permitted use within the CC zoning district.

This recommendation has been implemented. Ordinance 1192 removed automobile sales as a permitted use within the CC zoning district.

- g) It is recommended automobile repair shops are only permitted in the CC and Industrial zoning districts and eliminated from the NC District.

This recommendation is no longer valid. "Automobile repair shop" is not a listed use in the Town's Land Development Ordinance. There is no definition for it, and it does not appear in the bulk schedules.

- h) The Town should reconsider whether car washes should be permitted in the CC zone. 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.

This recommendation has been partially implemented. Ordinance 1192 removed car washes from the list of permitted uses within the CC zone and made it a conditional use within the Industrial zone. The conditional use standards of a car wash have not yet been amended to include a minimum queuing requirement.

- 2) The Town should review the section of the Land Development Ordinance dealing with satellite earth stations to ensure its compliance with current FCC regulations.

This recommendation remains valid.

- 3) The Town should consider adopting some or all of the following "big box" retail standards in the Waterfront Redevelopment Area.

The recommendations regarding big box retail in the Waterfront Redevelopment Area (recommendations 'a' through 'j' under recommendation 5) are no longer valid. During the plan process for the 2012 Waterfront Redevelopment Plan, adopted on April 3, 2012, it was determined big box retail was no longer a viable use for the Waterfront Redevelopment Area.

- 4) Conditional Use Standard Recommendations

- a) The Town should revise the Land Development Ordinance to include the definition for “staffing and employment agencies,” as the use is regulated and permitted under the current standards, and permit the use in all zones that allow for office uses. The Town should additionally craft conditional use standards to address the particular issues created by their operation.

This recommendation has been partially implemented. Ordinance 1192 created a definition for “staffing and employment agencies” and made it a conditional use in the NC zone and a permitted use in the CC zone. The Town has not adopted condition use standards for this use.

- b) The Zoning Ordinance should be revised to define “adult school” and permit this use in all zones that currently permit office uses. The Town should additionally craft conditional use standards to address the particular issues created by their operation.

This recommendation has been partially implemented. Ordinance 1192 created a definition for “adult education facilities/schools.” The Town did not adjust the Use Regulation Schedule to include this use in any district, nor were conditional uses standards drafted.

- 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.

This recommendation remains valid. The conditional use standards for houses of worship have not been amended.

- d) The conditional use standards for all conditions 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.

This recommendation remains valid.

- 5) The Ordinance should be revised to provide a definition of self-storage uses and permit their development within the Industrial zone.

This recommendation has been implemented. Ordinance 1192 created a definition for “self-storage facilities” and made it a permitted use within the Industrial zoning district.

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- 6) 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, definitions, etc.) and be revised as necessary.

This recommendation remains valid.

- 7) All home occupations should be conditional uses and not as of right.

This recommendation has been implemented. Ordinance 1192 removed “home office” from the list of accessory uses and made it a conditional use in every residential zoning district.

- 8) The need for affordable housing and expanded active recreation space Town-wide development should be considered for the existing industrial area on the east side of the Town between Harrison Avenue and I-280.

This recommendation is no longer valid as Harrison has planned for affordable housing and recreation space in other sections of the Town.

- 9) 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. Certain uses and terms (e.g. office, retail services, etc.) are not defined and several existing definitions need clarification (e.g. the definition of dwelling types should better correspond to the various permitted residential housing types).

This recommendation remains valid.

- 10) The Town's Zoning Map and Land Development Ordinance should be revised to reflect the recommendations of the Land Use Element. This includes reflecting the Town's redevelopment areas and incorporation the recommendations discussed above.

This recommendations has been partially implemented and continues to remain valid. The Town has revised its zoning map several times to incorporate changes to the redevelopment areas. The Land Development Ordinance has been revised to include many of the recommendations of the 2007 Land Use Element.

Circulation Recommendations

- 1) Traffic Circulation Recommendations

- a) Additional access to and from I-280 east of Frank E. Rodgers Boulevard should be explored.

This recommendation remains valid. The Town had previously entered into discussion with the NJ DOT regarding an additional exit/entrance ramp onto I-280. Discussion regarding this potential project, however, has stalled.

- b) 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 and provide a comprehensive analysis of signal timing throughout the Town to reduce stop and go traffic on major routes, such as Frank E. Rodgers Boulevard and Harrison Avenue.

This recommendation remains valid. As construction in the Redevelopment Area continues, it is important for the Town to have a good understanding of its traffic patterns, and be equipped with ways to alleviate congestion and safety issues.

- c) The Town should seek opportunities to better utilize crossing under I-280, particularly an additional north-south route to relieve traffic on Frank E. Rodgers Boulevard.

This recommendation has been planned for within the Waterfront Redevelopment Plan, and is being implemented on the large triangular property located directly south of I-280 and east of Frank E. Rodgers Boulevard. The approved site plans for this parcel include a subdivision and street dedication that will continue Fifth Street under I-280 and into the Redevelopment Area. Angelo Cifelli Drive's extension is proposed to meet Fifth Street at this location, providing an alternative route for traffic to move through the Town.

- d) 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.

This recommendation remains valid, and has been planned for within the Waterfront Redevelopment Plan.

- e) 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.

This recommendation is remains valid. The portion of the Redevelopment Area south of the PATH Station and east of Frank E. Rodgers Boulevard was subdivided with dedicated roads between 2009 and 2010. Guyon Drive currently runs east from Frank E. Rodgers Boulevard and intersects with Pete Higgins Boulevard, which

carries drivers south to Cape May Street. It should be noted the Northwesterly Extension has been renamed to Cape May Street Northwest.

- f) Consideration should be given to a future extension of Fifth Street southerly from Essex Street to Middlesex Street in order to disperse traffic.

This recommendation has been planned for in the Waterfront Redevelopment Plan and is being implemented on the large triangular property located directly south of I-280 and east of Frank E. It should be noted that Middlesex Street has been renamed to Angelo Cifelli Drive.

- g) 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.

This recommendation remains valid.

- h) 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.

This recommendation remains valid, and has been planned for in the Waterfront Redevelopment Plan. Wayfinding signage standards is included as part of the Plan.

- i) 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 as well as the PATH station and commuter parking areas.

This recommendation remains valid. There are currently some wayfinding signage related to the Waterfront Redevelopment Area. It is recommended the Town continue to coordinate and expand the wayfinding signage.

2) Parking Recommendations

- a) Seek other opportunities that encourage the use of the bicycle as means of transportation within the Town.

This recommendation remains valid. The Waterfront Redevelopment Plan includes provisions for bicycle-friendly infrastructure. However, there is an increased need throughout the Redevelopment Area, specifically at the PATH Station. While the PATH Station provides bicycle racks, the area is significantly underserved. The

existing racks overflow, and commuters park their bicycles in bushes, along the staircases, and chained to trees. Additional provisions for bicycle racks are needed.

- b) Evaluate existing Town property, vacant land, or underutilized land for the construction of additional public parking facilities in the Central Business District.

This recommendation remains valid.

- c) Evaluate the potential to create a Parking authority or public partnership.

This recommendation remains valid.

- d) In order to 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.

This recommendation remains valid, and should be considered in conjunction with the below discussion of parking within the Town.

- e) Review modern metering technology for on-street parking such as meters that accept credit cards.

This recommendation remains valid. Harrison is currently considering replacing the individual meters with pay station kiosks around the Town's downtown to make paying for parking easier and more convenient for residents and visitors.

- f) The Town should research the potential of changing the current parking regulations to limit parking in the CBD during certain hours (9 am to 6 pm).

This recommendation remains valid.

- g) Encourage off-hour use of private lots for public parking. The Town should consider a metering and enforcement program with private property owners.

This recommendation remains valid. Shared parking strategies are appropriate ways to manage parking in a congested area. Different uses require different amounts of parking at different times during the day. A shared parking strategy with private property owners could help reduce the parking pressures within the Town's downtown, and would support the local business owners with supplemental income.

- h) Evaluate the current Residential Parking Permit Program. Potential changes to the program include linking the recording of on-street parking permits to the certificate of continued occupancy program, consider a fee structure for residential parking permits, consider the elimination of issuing residential permits without license and registration.

This recommendation remains valid. Harrison is currently considering extending the two-hour non-permit parking limitation to apply twenty-four hours a day. The existing program allows non-permit holders to park in permitted areas for up to two hours during business hours without penalty. After business hours, these cars are allowed to remain parked all night, thereby reducing the available parking for permit-holders. The Town is reviewing the possibility of implementing the two-hour limit at all times. This Reexamination Report supports this change in the parking permit program.

- i) Study the current fee structure for the Non-Resident Parking Permit Program.

This recommendation remains valid. The Town is also considering limiting the number of commercial vehicles that are issued a parking permit to one per person. The goal is to reduce the number of commercial vehicles that are currently parking in public lots.

- j) Consider commissioning a Comprehensive Parking Plan.

This recommendation remains valid.

Community Facility Recommendations

1) Parks and Recreation

- a) Seek opportunities to add parks in the Town's neighborhoods.

This recommendation remains valid. The Town is progressing with its long-term goal of acquiring land on Harrison's waterfront for a public park. Additional investigation should be done on opportunities for park space in existing neighborhoods and other areas as identified in the Waterfront Redevelopment Area.

- b) Seek opportunities to add active recreation facilities.

This recommendation remains valid. The Town is progressing with its long-term goal of acquiring land on Harrison's waterfront for a public park. The planned park includes active recreation spaces including a soccer field and kayak launch.

-
- c) Continue to foster coordination between the Town Recreation Department, the Board of Education, and other parties.

This recommendation remains valid. It is recommended the Town explore additional opportunities to expand coordination with the Board of Education.

- d) Continue to ensure that recreation facilities meet the need of the Town's population.

This recommendation remains valid.

- e) Continue to seek additional funding to expand, improve, and enhance recreation facilities and programs.

This recommendation remains valid. The Town has successfully developed partnerships with State agencies to acquire land along the waterfront for the creation of public open space. This Reexamination Report encourages the Town to continue to foster these relationships in order to seek additional funding in support of Harrison's recreation facilities.

- f) Continue to extend usage of existing Town facilities through the rehabilitation of existing facilities and addition of new recreation amenities.

This recommendation remains valid.

2) Education

- a) 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.

This recommendation remains valid during instances when construction to education facilities occurs.

- b) The Town and Board of Education should work closely together on all future planning efforts.

This recommendation remains valid.

3) Other Town Facilities

- a) The Town should explore all development opportunities to ensure a stable amount of tax ratables and a low tax base.

This recommendation remains valid.

- b) Continue to provide high quality municipal services.

This recommendation remains valid.

- c) The Town should study the location of police substations to ensure there is adequate coverage.

This recommendation remains valid. As the Waterfront Redevelopment Area continues to develop, Harrison should consider whether a police substation is necessary to support the growing population.

Urban Design Recommendations

- 1) Commercial and Industrial Areas

All recommendations regarding commercial and industrial areas remain valid.

- 2) Residential Areas

All recommendations regarding residential areas remain valid.

- 3) General Design

- a) Streetscape Design

All recommendations regarding streetscape design remain valid with the exception of recommended provisions to provide phone booths at regular intervals. Due to advances in technology, regularly spaced phone booths are no longer needed.

- a) Landscape Design

All recommendations regarding landscape design remain valid.

- b) Lighting Design

All recommendations regarding lighting design remain valid.

- c) Sign Design

All recommendations regarding sign design remain valid.

- d) Off-Street Parking, Loading, Circulation, and Access Design

All recommendations regarding off-street parking, loading, circulation, and access design remain valid.

- e) Fences, walls, and Screen Design

All recommendations regarding the design of fencing, walls, and screening remain valid.

f) Public or Common Private Open Space Design

All recommendations regarding public and common private open space remain valid.

SECTION C

Significant Changes in Assumptions Impacting the Master Plan

Since the Town adopted its 2007 Master Plan, there have been several significant changes at the State, County, and local level affecting the assumptions, policies, and objectives that form the basis of the Master Plan. These include the following:

Changes at the Local Level

Hurricane Irene and Superstorm Sandy

New Jersey was hit by two major storm events within 14 months of each other. On August 28, 2011, Hurricane Irene struck the state, causing a total of roughly \$1 billion in damage state-wide. Severe flooding occurred along rivers across New Jersey, including the Passaic River, due to a record amount of rainfall. Harrison experienced flooding and damage throughout the Town. On October 29, 2012, Superstorm Sandy hit the coast of New Jersey and devastated communities and neighborhoods. In Harrison, over 200 people were evacuated from their homes or businesses. Power outages in the Town lasted for five days, and 109 single-family homes experienced damage from flood waters. Superstorm Sandy exceeded the damage of Hurricane Irene, causing over \$30 billion in losses.

Because of the damage the Town of Harrison sustained from both major storm events, resiliency and sustainability planning has become a prominent tool in the Town's development practices. In 2017, FEMA released new Flood Insurance Maps, increasing the flood zone and base flood elevations. The majority of Harrison's flood zone is within the Waterfront Redevelopment Area. The impacts from Irene and Sandy have spurred the implementation of additional sustainability measures as the Town continues to redevelop its waterfront.

2015 Harrison Municipal Access Plan (MPAP)

In 2015, the Town of Harrison prepared the Harrison Municipal Public Access Plan (MPAP). The MPAP was developed in accordance with N.J.A.C. 7:7-16.9, and in collaboration with the New Jersey Department of Environmental Protection (NJDEP). The NJDEP approved the MPAP in October 2015 and the Town adopted the Plan in November 2015. Harrison's MPAP prepares a "public access vision" for the Town, and lays out goals and objectives regarding the Town's public access to the waterfront. The MPAP additionally consists of an inventory of public access locations as well as plans to preserve and enhance access based on community needs and State standards.

The Implementation Plan (Section IV of the MPAP) includes four Proposed Access Improvements and Facilities:

1. Green Acres Acquisition for Waterfront walkway and First Street Park

The MPAP discusses the critical role Green Acres funding will play in site acquisition for waterfront parks/walkways in Harrison. While the First Street Park has yet to be constructed, it continues to be a central part of the Town's plans for open space access along the Passaic River.

2. Expansion of Waterfront Walkway and Public Access Points

The Town of Harrison requires redevelopers along the waterfront to construct and maintain the extension of the Waterfront Walkway. The Town also requires temporary perpendicular public access paths to be provided and marked while portions of the walkway are being constructed.

3. Expansion of Waterfront Park at Cape May Street

At the time the MPAP was adopted, plans were underway to acquire land along the southern boundary of the Redevelopment Area for a waterfront park. As previously discussed, these plans are moving forward in full force and several different sources of funding have been secured for the acquisition and development of a waterfront park at this location.

4. Signage and Branding Implementation

The Town intends to increase the number of signs directing residents and visitors to the waterfront. These plans remain valid as more pieces of the Waterfront Walkway are currently in the planning process.

Redevelopment

There has been a tremendous amount of development within the Waterfront Redevelopment Area since the 2007 Master Plan. The following development has been approved, begun construction or completed within the Waterfront Redevelopment Area:

Total Residential Units Approved	Total Residential Units Under Construction	Total Residential Units Built	Percent Built or Under Construction
4,133	275	3,168	83.3%

Total Retail/Commercial Approved (S.F.)	Total Retail/Commercial Under Construction	Total Retail/Commercial Built	Percent Built or Under Construction
75,561	0	62,375	82.5%

Total Hotel Rooms Approved	Total Hotel Rooms Under Construction	Total Hotel Rooms Built	Percent Built or Under Construction
453	0	303	67%

Total Conference Space Approved	Total Conference Space Under Construction	Total Conference Space Built	Percent Built or Under Construction
2,433	0	1,550	63.7%

In addition to the above charts, the 25,000-seat Red Bull Stadium opened in 2010 and a 58,000 square-foot office and technology center for Panasonic was completed in 2014.

Since the 2007 Master Plan, the Town adopted Ordinance 1192 that implemented several of the recommendations set forth in the 2007 Plan. This ordinance includes additional definitions, clarifications on the bulk schedules, and the implementation of the Affordable Housing Overlay Zone.

Harrison Public Schools

The Harrison Board of Education currently operates four schools:

- Lincoln Elementary School, grades Pre-K through 3;
- Hamilton Intermediate School, grades 4 through 5 ;
- Washington Middle School, grades 6 through 8; and
- Harrison High School, grades 9 through 12.

During the 2015-2016 school year, the Harrison school district saw an average daily enrollment of 2,127 students. The Harrison school district continues to qualify for “Abbott” designation, now referred to as a School Development Authority (SDA) District.

Prior to the adoption of the 2007 Master Plan, a new high school opened at Kingsland Avenue and Harrison Avenue, replacing former high school that was located at 500 Harrison Avenue. The new high school opened for the 2007-2008 school year and included a new athletic complex. The Town is currently in the process of constructing a new elementary school that will contain two preschool classrooms, two special education classrooms, nine kindergarten classrooms, and nine

first grade classrooms. The new elementary school, currently under construction, is located at the corner of Harrison Avenue and Washington Street, and is expected to open in September 2019. As of June 15, 2017, the design-build phase of the project is ongoing and demolition activities are complete.

On January 30, 2015, the Board of Education received an approval from the New Jersey Department of Education for their Long-Range Facilities Plan Amendment. The amendment updates the previously approved 2007 Long-Range Facilities Plan. In accordance with N.J.S.A. 18A:7G-4, the approval fulfills the Long-Range Facilities Plan reporting requirements for a period of five years from the date the approval letter is issued.

As detailed in its 2016 Comprehensive Annual Report, the Harrison School District is making a conscious effort to provide up-to-date and modern technology for its teachers and students. The District has participated in an effort to improve its access to technology with a goal of providing 1 Chrome Book for each student. The District additionally received a FEMA grant and is adding an emergency generator so that Washington Middle School can be designated as an emergency shelter.

The Harrison School district is additionally in the process of instituting a Culinary Program in coordination with the Hudson County School of Technology that will be utilizing space within the Harrison High School.

The 2016 Comprehensive Analysis Report describes the components of the Board of Education's instructional and data driven approach, intended to guide the District in raising student achievement. The principles of the plan include:

- Professional Development that is on-going, sustainable, relevant and reflective of the teacher evaluation process.
- Expansion of Summer School Programs so that the enrichment and academic need of all students and identified sup-group (i.e.. EEL, SE, At-Risk) students are met.
- Expansion of After School Programs so that the enrichment and academic needs of all students and identified sup-group (i.e.. EEL, SE, At-Risk) students are met.
- Continue to address both short-term and long-term facilities and capital projects that will provide top quality learning environments conducive for learning.
- Expansion of the District Technology Plan, supplying students with one-to-one computer access, continuing to address technology upgrades of the facilities, utilizing a qualified

network administrator and technology consultants, expand staff training to utilize technology to enhance instruction, and to facilitate and analyze available data.

The following chart represents the enrollment history of the Harrison School District since the adoption of the 2007 Master Plan. The District has primarily experienced minor growth in its enrollment over the past ten years, with the exception of the 2013 to 2014 school year where the District saw a decrease of roughly 8.9 percent.

Average Daily Enrollment		
School Year	Student Enrollment	Percent Change
2007-2008	1,818	
2008-2009	1,902	4.6%
2009-2010	1,936	1.8%
2010-2011	1,977	2.1%
2011-2012	2,024	2.4%
2012-2013	2,213	9.3%
2013-2014	2,015	-8.9%
2014-2015	2,068	2.6%
2015-2016	2,127	2.9%

Open Space and Recreation

Planning for open space and recreation opportunities for its residents continues to be a central goal for the Town of Harrison. Since the 1979 Master Plan, opportunities for open space have been identified and pursued. The biggest and most ambitious of the Town's planned open space areas is the effort to improve the Town's waterway along the Passaic River. For over two decades the Town has committed resources to cleaning up the waterfront and creating a public walkway that will provide a significant recreation amenity for residents and visitors alike.

The most recent effort is occurring in the southern section of the Waterfront Redevelopment Area. The Town of Harrison is currently working to acquire part of Block 143 Lot 7.02 and an access easement along Block 43 Lot 7.01 to create the Cape May Street Waterfront Park/Walkway. Both lots are currently owned by PSE&G. The Town owns the neighboring site, Block 143 Lot 43 that is also included in the plan for the park.

In 2017, with the goal of acquiring and developing the aforementioned site, the Town applied for and received grant funding from several sources, including \$1.8 million from the New Jersey Department of Environmental Protection (NJDEP) Office of Natural Resource Restoration (ONRR) Newark Bay Complex grant for acquisition of the site, and \$3 million from the NJDEP ONRR Passaic River Tributaries grant for park development at the site. The Town had previously received \$825,000

from a 2014 Green Acres grant to be used on a different portion of the waterfront. However, with the advancement of plans for the Cape May Street Waterfront Park/Walkway, the Town was able to reallocate the 2014 award to this project.

On September 28th, 2017, the Town received the final piece of funding from the County Open Space Department to acquire the remaining portions of the proposed park site. Clean-up of the site is well underway and is anticipated to be completed by the end of December 2017. The Town anticipates having full ownership of the park site by the end of 2018.

The plan for the approximately 10-acre Cape May Street Park includes the restoration of wetlands along the Passaic River as well as a "River Overlook" and walking paths. A large gateway sign is planned for the northwest corner, at the intersection of Cape May Street and Frank E. Rodgers Boulevard, welcoming residents and visitors to the park. The park design also includes a designated area for food trucks, a dog park, soccer field, and a kayak launch.

Local Demographic Characteristics

Since the 2007 Master Plan, the 2010 Census was completed and published. The following sections highlight some of the key findings. Further detail is provided in the Town's Housing Element and Fair Share Plan. It should be noted that significant construction efforts have been completed in the Waterfront Redevelopment Area since the 2010 Census was recorded. Increases and changes in population due to the recent influx in residential construction will not be depicted in the majority of the numbers below.

Population

According to the 2010 Census, Harrison's population was 13,620, which was a decrease of 5.6 percent from 2000. Despite the fall in population between 2000 and 2010, the US Census Bureau 2009-2013 American Community Survey (ACS) estimates a total population in 2013 of 14,025, which represents an estimated increase of 3% from 2010. This estimate is an indication that Harrison's population has begun to grow again.

Population Trends

Year	Harrison Town			Hudson County			New Jersey		
	Pop.	Change		Pop.	Change		Pop.	Change	
		Number	Percent		Number	Percent		Number	Percent
1930	15,601	-	-	690,730	-	-	4,041,334	-	-
1940	14,171	-1,430	-9.2%	652,040	-38,690	-5.6%	4,160,165	118,831	2.9%
1950	13,490	-681	-4.8%	647,437	-4,603	-0.7%	4,835,329	675,164	16.2%
1960	11,743	-1,747	-13.0%	610,734	-36,703	-5.7%	6,066,782	1,231,453	25.5%
1970	11,811	68	0.6%	607,839	-2,895	-0.5%	7,171,112	1,104,330	18.2%
1980	12,242	431	3.6%	556,972	-50,867	-8.4%	7,365,011	193,899	2.7%
1990	13,425	1,183	9.7%	553,099	-3,873	-0.7%	7,730,188	365,177	5.0%
2000	14,424	999	7.4%	608,975	55,876	10.1%	8,414,350	684,162	8.9%
2010	13,620	-804	-5.6%	634,277	25,302	4.2%	8,791,894	377,544	4.5%
2013 Estimate	14,025	405	3.0%	644,605	10,328	1.6%	8,832,406	40,512	0.5%

Source: U.S. Census Bureau, 2009-2013 ACS 5-Year Estimates

Age

The median age of the residents in Harrison in 2010 was 34 years. The composition of Harrison has shifted somewhat since 2000. Every age group saw a decrease except for the 55 to 64 age cohort, which increased by 22.9 percent. The most significant decrease was experienced in the 35 to 44 age cohort, which decreased by 18.1 percent, followed by the 65 and over cohort, which declined by 14.8 percent.

Population by Age 2000 and 2010, Town of Harrison

Population	2000		2010		Change, 2000 to 2010	
	Number	Percentage	Number	Percentage	Number	Percentage
Total population	14,424	100.0%	13,620	100.0%	-804	-5.6%
Under 5 years	931	6.5%	858	6.3%	-73	-7.8%
5 to 14	1,626	11.3%	1,506	11.1%	-120	-7.4%
15 to 24	2,072	14.4%	1,954	14.3%	-118	-5.7%
25 to 34	2,810	19.5%	2,729	20.0%	-81	-2.9%
35 to 44	2,492	17.3%	2,042	15.0%	-450	-18.1%
45 to 54	1,840	12.8%	1,829	13.4%	-11	-0.6%
55 to 64	1,172	8.1%	1,440	10.6%	268	22.9%
65 and over	1,481	10.3%	1,262	9.3%	-219	-14.8%

Source: U.S. Census Bureau

Income

According to the 2009-2013 ACS, the Town of Harrison had a slightly lower median household income than that of Hudson County and the State of New Jersey. In 2013, the median income in Harrison was \$53,192, roughly \$5,192 less than the County and \$18,737 less than the State's median income. In 2013, over 50 percent of all households in the Town earned \$50,000 or more with the largest percentage of households in the \$50,000 to \$74,999 range (18.5%). Of the 14,014 persons in Harrison in 2013, 2,473 or 17.6 percent of the Town population lived below the poverty level. The County experienced a similar poverty rate with 16.8 percent of its population living below the poverty line.

Household Income Harrison and Hudson County, 2009-2013 Estimates				
	Harrison		Hudson County	
	Number	Percentage	Number	Percentage
Total Households	5,021	100.0%	243,875	100.0%
Less than \$10,000	333	6.6%	19,590	8.0%
\$10,000 to \$14,999	342	6.8%	12,934	5.3%
\$15,000 to \$24,999	546	10.9%	25,473	10.4%
\$25,000 to \$34,999	430	8.6%	21,400	8.8%
\$35,000 to \$49,999	665	13.2%	27,192	11.1%
\$50,000 to \$74,999	930	18.5%	40,066	16.4%
\$75,000 to \$99,999	841	16.7%	27,865	11.4%
\$100,000 to \$149,999	548	10.9%	34,386	14.1%
\$150,000 to \$199,999	239	4.8%	15,949	6.5%
\$200,000 or more	147	2.9%	18,120	7.4%
Median Household Income	\$53,192		\$58,442	

Source: 2009-2013 ACS 5-Year Estimates

Employment

The 2009-2013 ACS estimates that 67 percent of Harrison's 16 years and over population is in the labor force. The County's employment status is similar to that of Harrison's and closely reflects the Town's trends. About one third of both the Town's and the County's over 16 population is not in the labor force (33% and 30.7% respectively).

	Employment			
	Harrison		Hudson County	
	Number	Percentage	Number	Percentage
Population 16 years and over	11,701	100.0%	527,431	100.0%
In labor force	7,843	67.0%	365,693	69.3%
Civilian Labor Force	7,843	67.0%	365,539	69.3%
Employed	6,932	59.2%	325,602	61.7%
Unemployed	911	7.8%	39,937	7.6%
Armed Forces	0	0.0%	154	0.0%
Not in labor force	3,858	33.0%	161,738	30.7%

Source: 2009-2013 ACS 5-Year Estimates

Employment by Industry

Employment for Harrison residents is dispersed fairly evenly by industry. The most common industry by a small margin is the educational services, and health care and assistance sector, employing 15 percent of Harrison residents. The second most common industry employing 13.4 percent is Professional, scientific and management and administrative and waste management services.

Employment by Industry		
Industry	Number	Percentage
Civilian employed population 16 years and over	6,932	100.0%
Agriculture, forestry, fishing and hunting, mining	4	0.1%
Construction	473	6.8%
Manufacturing	729	10.5%
Wholesale Trade	481	6.9%
Retail Trade	580	8.4%
Transportation and Warehousing, and Utilities	893	12.9%
Information	191	2.8%
Finance and insurance, and real estate and rental and leasing	532	7.7%
Professional, scientific, and management, and administrative and waste management services	928	13.4%
Educational services, and health care and social assistance	1,043	15.0%
Arts, entertainment, and recreation, and accommodation and food services	536	7.7%
Other Services, except public administration	411	5.9%
Public administration	128	1.8%

Source: 2009-2013 American Community Survey 5-Year Estimates

Housing Stock

The 2009-2013 ACS estimates that in 2013 5,383 housing units existed in Harrison. As of the 2010 Census, Harrison had a 93% occupancy rate with 4,869 of its units occupied. A majority of these units (69.5%) were renter-occupied. The Town's housing stock consists primarily of older structures, with 53.5 percent of the Town's total housing units in 2013 constructed prior to 1960. The Town, however, is experiencing a housing boom, with over 14 percent of its housing stock built after 2000.

Housing Type Harrison, 2013 Estimates		
Units in Structure	Total	Percentage
Total	5,383	100.0%
1, detached	517	9.6%
1, attached	243	4.5%
2	2,051	38.1%
3 or 4	1,276	23.7%
5 to 9	522	9.7%
10 to 19	196	3.6%
20 to 49	327	6.1%
50 or more	251	4.7%
Mobile home	0	0.0%
Boat, RV, van, etc.	0	0.0%

Source: 2009-2013 American Community Survey 5-Year Estimates

According to the 2009-2013 ACS, a majority of the housing units in Harrison (79.4%) were valued at over \$200,000. The County's trends mirror that of the Town with 86 percent of homes valued at over \$200,000.

Value for Owner-Occupied Housing Units Harrison and Hudson County, 2013 Estimates		
	Harrison	Hudson County

	Number	Percentage	Number	Percentage
Total	1,565	100.0%	79,534	100.0%
Less than \$50,000	51	3.3%	1,273	1.6%
\$50,000 to \$99,999	48	3.1%	1,541	1.9%
\$100,000 to \$149,999	80	5.1%	2,821	3.5%
\$150,000 to \$199,999	143	9.1%	5,501	6.9%
\$200,000 to \$299,999	373	23.8%	18,876	23.7%
\$300,000 to \$399,999	416	26.6%	20,667	26.0%
\$400,000 to \$499,999	219	14.0%	12,028	15.1%
\$500,000 and greater	235	15.0%	16,827	21.2%
Median Value	\$321,000		\$347,200	

Source: 2009-2013 American Community Survey 5-Year Estimates

For rental units, the median contract rent in Harrison was \$1,061. The highest percentage of renters (51.3%) paid between \$1,000 and \$1,499 for rent, followed by 17.6 percent who paid between \$700 and \$899 for rent. The County's median contract rent was similar to the Town's at \$1,044.

Contract Rent
Harrison and Hudson County, 2013 Estimates

	Harrison		Hudson County	
	Number	Percentage	Number	Percentage
Total Renter Occupied Units	3,456	100.0%	164,341	100.0%
Less than \$200	52	1.5%	4,855	3.0%
\$200 to \$499	180	5.2%	12,591	7.7%
\$500 to \$699	215	6.2%	13,281	8.1%
\$700 to \$899	609	17.6%	27,770	16.9%
\$900 to \$999	340	9.8%	16,106	9.8%
\$1,000 to \$1,499	1,773	51.3%	51,997	31.6%
\$1,500 to \$1,999	191	5.5%	16,769	10.2%
\$2,000 or more	60	1.7%	17,940	10.9%
No cash rent	22	0.6%	3,032	1.8%
Median Contract Rent	\$1,061		\$1,044	

Source: 2009-2013 American Community Survey 5-Year Estimates

In terms of residential growth, for the period of January 2000 through December 2016, the Town issued building permits authorizing the development of 2,199 units. The majority of the building permits were issued between 2012 and 2016. This trend corresponds to the continued construction of multi-family development in the Waterfront Redevelopment Area.

Housing Units Authorized by Building Permits: 2000-2016*
Harrison

Year	1 & 2 Family	Multi Family	Mixed-Use	Total
2000-2003	-	-	-	62
2004	24	0	0	24
2005	31	0	0	31
2006	81	156	0	237
2007	23	497	0	520
2008	10	0	0	10
2009	14	1	1	16
2010	4	6	0	10
2011	9	0	0	9
2012	18	467	0	485
2013	15	4	0	19
2014	18	448	0	466
2015	24	286	0	310
2016	47	409	0	456
Total	318	2,274	1	2,199

Source: State of New Jersey Department of Community Affairs Building Permits: Yearly Summary Data

*The DCA Construction Reporter did not begin to report housing permits by type until 2004.

Population and Employment Projections

It is reasonable to presume that future residential and employment opportunities within Harrison will occur through the build out of the Waterfront Redevelopment Area. The construction of the Waterfront is ongoing and includes a mix of commercial and residential uses along with the Red Bulls soccer stadium, hotels, and a new PATH station. The Harrison Waterfront Redevelopment Plan was most recently amended in 2012. The Plan encourages future mixed-use development that revitalizes the region and broadens the economic base of the Town.

The most recent forecasts completed by NJTPA project to the year 2040. The population of Harrison is expected to reach 32,050 with an anticipated 2.9% annual growth across 144,430 households. The NJTPA predicts employment will increase annually by 4.3%, reaching 15,920 by 2040.

Changes at the County and Regional Level

2008 and 2015 Hudson County Hazard Mitigation Plan (HMP)

In accordance with the Disaster Mitigation Act of 2000 (DMA 2000), Hudson County and its municipalities developed the 2008 Hazard Mitigation Plan followed by the 2015 updated Hazard Mitigation Plan. For communities to remain eligible for hazard mitigation assistance from the

federal government, they must maintain an updated HMP. The purpose of the Hudson County HMP is to identify potential natural disaster risks that threaten the County's communities and residents. The Plan evaluates the risks and identifies planned projects designed to prevent and mitigate the effects of future natural disasters.

The Hudson County HMP includes individual plans for each municipality within the County, including the Town of Harrison. The Town identified the following vulnerabilities in regards to hazard problems:

- Localized flooding at properties adjacent to the Passaic River resulted in water intrusion into the basements and ground floor levels of several multi-family structures.
- Localized flooding on Frank E. Rodgers Boulevard South between Angelo Cifelli Drive and Cape May Street resulted in damage to traffic signal control cabinets.

The following are completed mitigation initiatives as identified in the 2015 Plan:

- Drainage improvements have been completed on Frank E. Rodgers Boulevard South between Guyon Drive and Cape May Street.
- Drainage improvements have been completed on Angelo Cifelli Drive between Frank E. Rodgers Boulevard South and South 3rd Street.

The following are proposed Hazard Mitigation Initiatives:

- Continue with drainage improvements to Angelo Cifelli Drive between Frank E. Rodgers Boulevard South and South 3rd Street.
- Enhance shelter capabilities to displaced residents during long-term power outages, similar to what was experienced during Superstorm Sandy.
- Where appropriate, support retrofitting, purchase, or relocation of structures located in hazard-prone areas to protect structures from future damage.
- Installation of a new fixed generator at the existing middle school, which has been designated as an emergency shelter.
- Utilize the HMP as a guide for the next master plan update to review natural resources and mapping of natural resources.

New Jersey Port Authority Regional Upgrades

The Harrison PATH Station is located at the heart of the Waterfront Redevelopment Area. As part of the larger capital improvement program to modernize the entire PATH system, the Port Authority dedicated \$243 million to upgrades for the Harrison Station. This upgrade includes:

- Razing the existing station and constructing a new facility with a modern look;
- Longer and wider platforms to accommodate trains with up to 10 cars;
- Elevators to make the station ADA compliant;
- Entrances to the station in plazas on each of the four corners of Frank E. Rodgers Boulevard where the station sits;
- Retail space to serve passengers;
- 'Kiss and ride' vehicular drop off areas;
- Improved signalization to increase efficiency and reduce time between trains;

As of this Reexamination Report, the first phase of construction is well underway. Specifically, this phase includes the construction of two new headhouses on the east side of Frank E. Rodgers Boulevard. While these are under construction, the original stations on the west side of Frank E. Rodgers will remain open to riders. Once the new stations are completed and open to riders, the original two headhouses will be closed and demolished with two additional headhouses built in their place, for a total of four new headhouses.

The PATH Station at Harrison continues to see increases in its ridership. With the new station under construction, the ridership numbers are expected to increase at an even higher rate in the future. The following chart represents the ridership increase for the Harrison Station since the 2007 Master Plan.

Harrison PATH Station Ridership				
	<u>Average Weekday</u>	<u>% Change</u>	<u>Annual Volume</u>	<u>% Change</u>
2007	6,511		1,892,927	
2008	6,412	1.5	1,872,037	.1
2009	6,083	-5.0	1,773,669	-5.5
2010	6,409	5.0	1,919,128	7.6
2011	6,965	8.0	2,070,783	7.3
2012	6,912	-0.8	2,063,614	-0.3
2013	7,069	2.2	2,086,898	1.1
2014	7,396	4.6	2,163,501	3.7

2015	7,585	2.6	2,279,957	5.4
2016	8,206	8.2	2,495,507	9.5

The Port Authority of New York and New Jersey designated \$1.7 billion in its 2017-2026 Capital Plan to the PATH Rail Extension Project, to extend PATH service south beyond Newark Penn Station to Newark Liberty International Airport. This proposed project, expected to begin construction in 2020, includes extended rail infrastructure, a new station at the Newark Liberty Rail Link Station, pedestrian and bus access, a new rail yard, and improvements to existing tracks at Newark-Penn Station. The 3 mile extension is estimated to be completed in 2026.

An extension of the PATH to the airport will significantly improve transit access to the airport for travelers from across the region. The extension will provide Harrison residents with an easy ride to the airport, and will add to Harrison's status as a desirable location to live.

The Port Authority is also in the process of their Signal System Replacement Program, a comprehensive upgrade to the signaling system with the primary goal of enhanced safety. The new system, currently under construction, will allow a greater number of trains to run during peak times, thereby increasing the system's overall capacity. The upgrade is expected to be completed in 2022.¹

To capitalize on the upgraded signal system, the Port Authority has funded \$150 million to purchase an additional 50 PATH railcars to increase train frequency.² Trains will run closer together and be more equipped to serve the growing ridership.

All of the improvements the Port Authority is undertaking to the PATH system will greatly benefit Harrison and the riders coming to and from the PATH Harrison Station. Harrison is once again positioned in a prime location to capitalize on the region's progression from a heavy manufacturing district to a thriving place to live and work.

Passaic River Bridge (AKA Stickel Bridge) Rehabilitation Project

In July 2006 the NJDOT began its \$33 million rehabilitation of the deteriorating Passaic River "Stickel" Bridge. The project included the replacement of the bridge deck, which had deteriorated, along with the mechanical and electrical equipment that operates the vertical lift for seafaring traffic. The bridge carries a considerable amount of traffic on I-280 between Harrison and Newark, and while construction was underway, traffic patterns along the bridge changed,

¹ Port Authority 2017-2026 Capital Plan, page 50

² Port Authority 2017-2026 Capital Plan, page 35

increasing the congestion along this portion of I-280. The bridge's rehabilitation was completed in May 2008. However, due to ongoing construction at the Route 21 interchange, traffic patterns continue to modify, creating persistent congestion along this stretch of I-280.

NJDOT I-280, Route 21 Interchange Improvements Project

Plans to improve Route 21 in Newark were underway when the 2007 Master Plan was adopted. The I-280, Route 21 Interchange Improvements Project began in 2015 and is scheduled to be completed by the end of 2018. Route 21 is the first major exit off I-280 in Newark when coming from Newark, and while the construction of the project may cause a short-term increase in traffic, the long-term traffic flow will be greatly improved. Improvements to the interchange include the installation of interchange movements that are currently lacking between the two highways, corrections of poorly designed entry and exit ramps, as well as improvements to railings, lighting, signing, median barriers, and structural drainage elements.

2013 Newark's Waterfront Redevelopment Plan

Similar to Harrison, the City of Newark has long planned to revitalize its waterfront along the Passaic River. Newark's Waterfront Redevelopment Plan, adopted in 2013, updates the development regulations along Newark's five miles of waterfront, several miles of which lie opposite Harrison. The portion of Newark's waterfront located south of the I-280 bridge and north of the train tracks is planned to be developed with medium-density residential, office and retail as well as a long continuous stretch of open space. The portion of Newark's waterfront located south of the train tracks will be composed of a mix of medium and high-density residential, office, and retail and a large linear park.

Newark's Riverfront Park Project

Similar to Harrison's desire to clean up their waterfront and provide open space amenities for their citizens, the City of Newark has embarked on urban renewal strategies aimed at improving the 15 miles of waterfront property along the Passaic River. Since 2012, several public open space areas have opened along Newark's waterfront, and the City has adopted new zoning regulations geared at stimulating park development.

Phase I of the Riverfront Park project opened in 2012 and involved the construction of 12 acres of athletic fields, including soccer, baseball, tennis, basketball, two playgrounds, and a meadow. This portion of Newark's waterfront park is located across the Passaic River from easternmost section of Harrison's Waterfront Redevelopment Area.

Newark's Ironbound district is located directly across the river from Harrison's proposed Cape May Street Waterfront Walkway/Park. This portion of Newark's waterfront is part of Phase II and Phase

III of the Riverfront Park project. Phase II opened in 2013 and included what is known as the “Orange Sticks” section of the park. The Orange Sticks comprises an 800-foot orange boardwalk, built with recycled plastic material, a boat dock, and walking paths.

The City of Newark broke ground on Phase III of the Riverfront Park in October 2016. Phase III encompasses the portions of the waterfront on either side of the Orange Sticks section. This phase consists of additional walking paths and an esplanade area to connect to the previously developed phase along with a number of amenities, including an overlook area with tables and stools, a rookery for bird watching, and several areas with exercise equipment installations.

Phase IV is scheduled to begin construction in early 2018. This phase will extend the park further west to the Bridge Street Bridge. The pathways will be continued through the new section of the park and will include boat docks, riparian gardens, a River Theater, an Art and Film Barge, as well as cooling stations and charging stations.

Changes at the State Level

Affordable Housing

The Town of Harrison has a history of compliance with its constitutional obligation to provide its fair share of regional low and moderate income housing. However, the “Third Round” of affordable housing has been a decades-long conflict over methodologies, during which municipalities struggled to comply with their obligations while unit figures and procedures continually shifted, or were brought back to the drawing board.

The Harrison Planning Board adopted a Round 3 Housing Element and Fair Share Plan on December 11, 2008. The Town subsequently petitioned COAH for substantive certification on December 30, 2008, and was deemed completed on February 19, 2009. Based upon amended COAH regulations regarding the provision of rental units, the Town amended its Housing Plan. As a result, the Planning Board adopted an amended Housing Plan (dated October 7, 2009) on October 21, 2009. The Town did not receive substantive certification for the Third Round because the Appellate Division deemed the Third Round growth share methodology invalid, directing COAH instead to derive obligation numbers using a methodology similar to that which was used in the First and Second Rounds.

COAH made no progress in adopting a constitutional framework for affordable housing methodology. In March 2015, the New Jersey Supreme Court disbanded COAH. In re Adoption of N.J.A.C. 5:96 & 5:97 by the N.J. Council on Affordable Housing, 221 N.J. 1 (2015) (“Mount Laurel IV”), the Court held that because COAH was no longer functioning, trial courts were to resume

their role as the forum of first instance for evaluating municipal compliance with Mount Laurel obligations, and also established a transitional process for municipalities to seek a Judgment of Compliance and Repose ("JOR") in lieu of Substantive Certification from COAH.

In response to Mount Laurel IV, Harrison filed a Declaratory Judgment action on July 8, 2015 seeking a declaration of its compliance with the Mount Laurel doctrine and Fair Housing Act of 1985, N.J.S.A. 53:27D-301 et seq.

On January 18, 2017 in **Re Declaratory Judgment Actions Filed by Various Municipalities, County of Ocean, Pursuant To The Supreme Court's Decision In In re Adoption of N.J.A.C. 5:96, 221 N.J. 1 (2015)**, the Court decided that for the sixteen year period between 1999 and 2015 (known as the "gap period") when the Council on Affordable Housing failed to implement rules creating fair share obligations for municipalities, the Mount Laurel constitutional obligation did not go away. Therefore, municipalities continue to be responsible for the need created during the gap period.

The Town of Harrison determined it was in the best interest of the households in need of low- and moderate-income housing and the Town to enter into a settlement agreement with the Fair Share Housing Center (FSHC) regarding its fair share obligation. The settlement agreement was approved through a Fairness Hearing on August 23, 2017. The Town has prepared a Housing Element and Fair Share Plan pursuant to the terms of the Court-approved settlement agreement. Once the Town is issued a Judgment of Compliance and Repose (JOR) through a Compliance Hearing, the Town can move forward in implementing the conditions of the settlement agreement and Housing Element and Fair Share Plan.

Green Buildings and Environmental Sustainable Master Plan Element

The pursuit of sustainability has become a common goal of municipalities across the country. The terms "sustainable" and "green design" have become a familiar part of today's vocabulary and are used as commonly as "environment" and "preservation." As more communities across the country recognize the importance of sustainability in sound land use planning, so too does the New Jersey Legislature, which enacted an amendment to the Municipal Land Use Law (N.J.S.A. 40:55D-28b(16)) in 2008 to permit municipalities to prepare and adopt a Green Buildings and Environmental Sustainable Master Plan Element. The Element "...shall provide for, encourage, and promote the efficient use of natural resources; consider the impact of buildings on local, regional and global environment; allow ecosystems to function naturally; conserve and reuse water; treat stormwater on site; and optimize climatic conditions through site orientation and design."

Time of Application Law

In 2011, the Municipal Land Use Law was subject to a significant change in its regulations regarding development applications. The "Time of Application" law took effect on May 5, 2011. The new law states that the development regulations that are in place at the time of submission of an application for development shall govern the entire review of the application. Any provisions to ordinances that are adopted after the date of submission for a development application, shall not be applicable to that application. The "Time of Application" Law overturned the previously established case law that allowed municipalities to change the zoning requirements after an applicant has submitted a development application but before a final vote has been held. This process was known as the "time of decision" rule.

Permit Extension Act of 2008, Amended through 2016

On September 6, 2008 the Permit Extension Act at N.J.S.A. 40:55D-136.1 et seq. ("Act") was signed into law. The purpose of the Act was to revive and extend State, county, and local government approvals in an effort to provide the regulated community, developers, property owners, and the real estate sector with relief in recognition of the ongoing economic downturn. In 2010, 2012, and 2014 the Act was amended to further extend some approvals.

On June 30, 2016 the Act was amended to extend certain permits and approvals affecting development of properties located in Superstorm Sandy-impacted counties. The Act specifically identifies those counties as: Atlantic, Bergen, Cape May, Essex, Hudson, Middlesex, Monmouth, Ocean and Union. Therefore, approvals issued by the Department's Division of Land Use Regulation for projects within the aforementioned counties may be eligible for extension under the Act.

Airbnb Regulations

Short-term vacation rentals have been a popular trend in New Jersey for decades. The majority of these properties have been located along the coast, enticing summer beach-goers to come and stay for a defined period of time. However, Airbnb, which was founded in 2008, has pushed the definition of short-term rental away from a typical vacation rental. The platform allows a person to rent out his or her home, apartment, or just a single bedroom to a visitor for a day, week, or extended period of time. Airbnb tapped into Millennials' desire to partake in unique travel experiences and its popular practices have resulted in a high demand for its services. Airbnb rentals are now found world-wide and the company is worth \$25.5 billion.

Many municipalities and State Legislatures around the world are struggling to adjust to this new form of short-term rental and are beginning to adopt regulations that puts a limit on what a person

can do through Airbnb. According to Airdna, Airbnb's analytics and reporting department, on October 13, 2017, there were approximately 11,370 listings in New Jersey, 22 of which were in the Town of Harrison.

In June 2017, the New Jersey Legislature passed a bill to tax short-term rentals (AB 4587). The bill proposed to extend the state sales and use tax and hotel and motel occupancy fee to "transient accommodations." The bill defines "transient accommodations" as a "room, group of rooms, or other living or sleeping space for the lodging of occupants, including but not limited to residences or buildings used as residences." Renters would be responsible for paying the taxes and fees. The bill, however, was vetoed by Governor Christie.

While this bill did not become law, the Town of Harrison should continue to follow the bills that move through the New Jersey Legislature that relate to short-term rentals and "transient accommodations."

Combined Sewer Overflow (CSO)

As previously discussed, a majority of the Town of Harrison is served by combined sewer systems in which rainwater runoff and wastewater share the same piping. When these systems exceed capacity during storm events, the pipes overflow into nearby waterways. The six active CSOs in Harrison flow into the Passaic River. CSOs pose a threat to municipalities because of their contribution to water pollution and flooding.

Over the past several decades, New Jersey has remained dedicated to eliminating the over 200 CSO outfalls. On March 12, 2015, the Christie Administration issued the final 25 permits to cover the remaining outfalls. In accordance with N.J.A.C. 7:14A, the Town of Harrison was issued a Pollutant Discharge Elimination System (NJPDES) permit on March 12, 2015, which took effect July 1, 2015. A final NJPDES permit was issued to the Town on October 9, 2015 to correct typographical errors and clarify the SCO Submittal Summary. The NJPDES permits are designed to meet the requirements of the Clean Water Act and the National CSO policy by reducing and/or eliminating CSO outfalls.

A major component of the 2015 NJPDES permit is the development and implementation of a Long Term Control Plan. The Long Term Control Plan requires municipalities with NJPDES permits to evaluate alternatives that will reduce or eliminate the discharges. The Town of Harrison is in the processing of developing a Long Term Control Plan. The final Long Term Control Plan is due on June 1, 2020 outlining the implementation of chosen alternatives. The NJDPES permits allow the NJDEP to work with municipalities, especially those in urban settings like Harrison, to establish realistic solutions and spur economic growth.

Flood Hazard Area Control Act, Update

The Flood Hazard Area (FHA) Control Act Rules, N.J.A.C. 7:13 were adopted on November 5, 2007 (one month before Harrison's Master Plan was adopted) and amended on June 20, 2016. The FHA rules implement the New Jersey Flood Hazard Area Control Act (N.J.S.A. 58:16A-50 et seq.). Because development within flood hazard areas can compound the frequency and intensity of flooding, the FHA rules incorporate strict standards for development within flood hazard areas to mitigate the adverse effects of development. The 2016 comprehensive amendment reduced unnecessary burdens, added appropriate flexibility, and provided better consistency with Federal, local, and other State requirements. The amendment additionally addressed several implementation issues that had been identified since the implementation of the 2007 rules.

State Development and Redevelopment Plan

The State Planning Commission adopted the most recent State Development and Redevelopment Plan (SDRP) on March 1, 2001. The SDRP contains a number of goals and objectives regarding the future development and redevelopment of New Jersey. The primary objective of the SDRP is to guide development to areas where infrastructure is available or can be readily extended such as along existing transportation corridors, in developed or developing suburbs, and in urban areas. Concentrated growth will have the positive effects of consuming less land, depleting fewer natural resources and using the State's infrastructure more efficiently.

The SDRP's principal mechanism for guiding growth is its Planning Area classification system, whereby land areas are categorized along a spectrum from urban to environmentally sensitive. Each category is associated with a particular set of goals, policies, and objectives for land development or preservation. The 2001 SDRP identifies Harrison as part of the Metropolitan Planning Area (PA 1), which is characterized by mature settlement patterns, the need to rehabilitate housing, the recognition that redevelopment will be the most predominant form of growth, and a growing need to revitalize and regionalize services and systems. According to the SDRP, the PA-I Metropolitan Planning Area intends to:

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

Furthermore, some of the SDRP Policies for PA 1 are as follows:

-
- Promote redevelopment and development in Cores and neighborhood Centers;
 - Promote a diversification of land uses;
 - Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse;
 - Promote economic development by encouraging strategic land assembly, site preparation and infill development;
 - Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure; and
 - Promote design that enhances public safety, encourages pedestrian activity and reduces depend on the automobile.

Harrison is within the Hudson County Urban Complex. Hudson County and all 12 of its municipalities was recognized as the first Urban Complex in 1999 by the State Planning Commission. An Urban Complex is defined as “an Urban Center and two or more municipalities within the surrounding Metropolitan Planning Area that exhibit a strong intermunicipal relationship, based on socioeconomic factors and public facilities and services, that is defined and coordinated through a Strategic Revitalization Plan.

State Strategic Plan

Since the Town's Master Plan in 2007, the State released the final draft of the State Strategic Plan in 2011, meant as an update to the 2001 SDRP. While the State Strategic Plan has not been officially adopted, and the SDRP is still the official State Plan, it is still prudent to plan with updated State goals and objectives in mind so as to be prepared for its eventual implementation, or the implementation of a State Plan with similar goals. The 2011 State Strategic Plan articulates a number of goals as Garden State Values, stated as follows:

- Garden State Value #1: Concentrate development and mix uses.
- Garden State Value #2: Prioritize Redevelopment, infill, and existing infrastructure.
- Garden State Value #3: Increase job and business opportunities in priority growth investment areas.
- Garden State Value #4: Create High-Quality, Livable Places.
- Garden State Value #5: Provide Transportation Choice & Efficient Mobility of Goods.
- Garden State Value #6: Advance Equity.
- Garden State Value #7: Diversify Housing Options.
- Garden State Value #8: Provide for Healthy Communities through Environmental Protection and Enhancement.

- Garden State Value #9: Protect, Restore and Enhance Agricultural, Recreational and Heritage Lands.
- Garden State Value #10: Make Decisions within a Regional Framework

SECTION D

Recommended changes for the Town's Master Plan and Land Development Ordinance

Master Plan

The following are recommendations regarding changes to the Town's Master Plan.

1. Prepare and adopt a new Land Use Element.

In response to the evolving nature of the Town, it is recommended a new Land Use Element be prepared. The Town's planning and zoning policies should be reevaluated to ensure development is in line with Harrison's desired character. A new Land Use Element will serve as a review and update to the planning and zoning policies of the Town.

2. Adopt the Court-approved Housing Element and Fair Share Plan as an Element of the Master Plan.

In response to Mount Laurel IV, Harrison filed a Declaratory Judgment action and prepared a Housing Element and Fair Share Plan that will effectuate the Town's settlement agreement with the Fair Share Housing Center. The Plan should be adopted as an element of the Town's Master Plan.

3. Review the Stormwater Management Plan for updates.

It is recommended Town conduct a review of the Stormwater Management Plan to determine whether any updates are needed.

4. Recommended changes to goals and objectives.

The goals and objectives outlined in the 2007 Master Plan are broad enough, and are long-term goals that remain valid targets of the Town's land use policy. No changes are recommended for the goals and objectives at this time. Through the preparation of the new Land Use Element, additional and/or amended goals and objectives may be established.

5. Update the Town's Recreational and Open Space Inventory (ROSI)

It is recommended the Town update their ROSI to include appropriate parkland that is not currently listed.

6. Complete a comprehensive revision to the Waterfront Redevelopment Plan

The Waterfront Redevelopment Area has experienced significant growth and development since the adoption of the Plan's 2012 amendment. It is recommended the Town conduct a comprehensive update of the Redevelopment Plan to provide for an updated status report of the development within the Area, as well as to determine where and if redevelopment standards need to be changed throughout the Area.

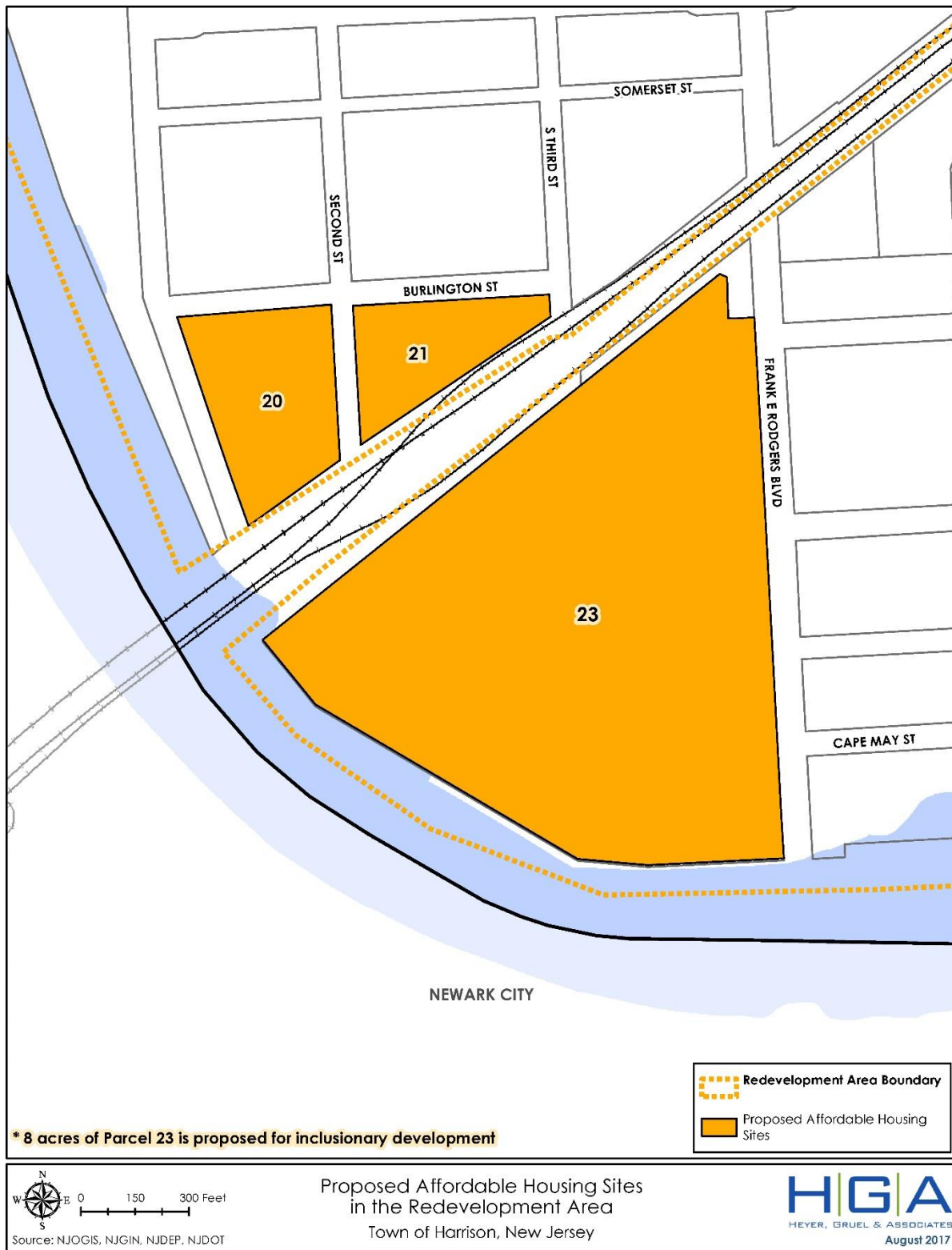
In addition to a broad review of the development standards and zoning districts, the following specific changes are recommended:

a) Amend the zoning districts to be consistent with the Court-approved 2017 Housing Element and Fair Share Plan.

The Waterfront Redevelopment Plan should be amended to include the provisions set forth in the Housing Element and Fair Share Plan. As part of the Town's comprehensive approach to address its full obligation, the zoning for three parcels within the Area should be revised to include a mandatory set-aside.

Parcel #20, Parcel #21, and 8 acres of Parcel #23 are proposed to permit multi-family inclusionary development at a density of 110 units per acre with a required 15% affordable set-aside for rental projects and 20% affordable set-aside for sales projects. At this density and assuming a 15% set-aside, the following development could be generated:

	Market-Rate Units Generated	Affordable Units Generated
Parcel #20	473	70
Parcel #21	308	46
Parcel #23	990	148



b) Amend the right-of-way standards to be consistent with the road network that has been constructed.

Since the 2012 Plan, several new roadways have been constructed. It is recommended the new plan analyze the constructed roadway system and confirm the Plan is coordinated with the as-built conditions.

c) Review all zoning districts to ensure the regulations continue to be harmonious with the Town's long-term goals for the Area.

Significant development has occurred within the Area since the 2012 Plan. The amended Redevelopment Plan should analyze the existing zoning districts to determine if their standards and permitted uses remain valid to the goals of the Area.

Land Development Ordinance

The following actions are recommended in order to align the Town's policies and regulations with the changes in planning issues, circumstances, and assumptions that have been set forth in the previous Sections B and C:

1. Prepare and adopt a comprehensive revision of the Town's Land Development Ordinance

The last Land Development Ordinance was adopted in 1998, and has had several subsequent amendments since that time. It is recommended the Town complete an overhaul of the Town's Land Development Ordinance, including evaluation of ordinance definitions, design standards, permitted uses, conditional use standards, and the addition of adopted amendments, in order to create a user-friendly and up-to-date Land Development Ordinance for the Town.

The following are specific key recommended revisions.

a) Amend the zoning code to be consistent with the 2017 Housing Element and Fair Share Plan.

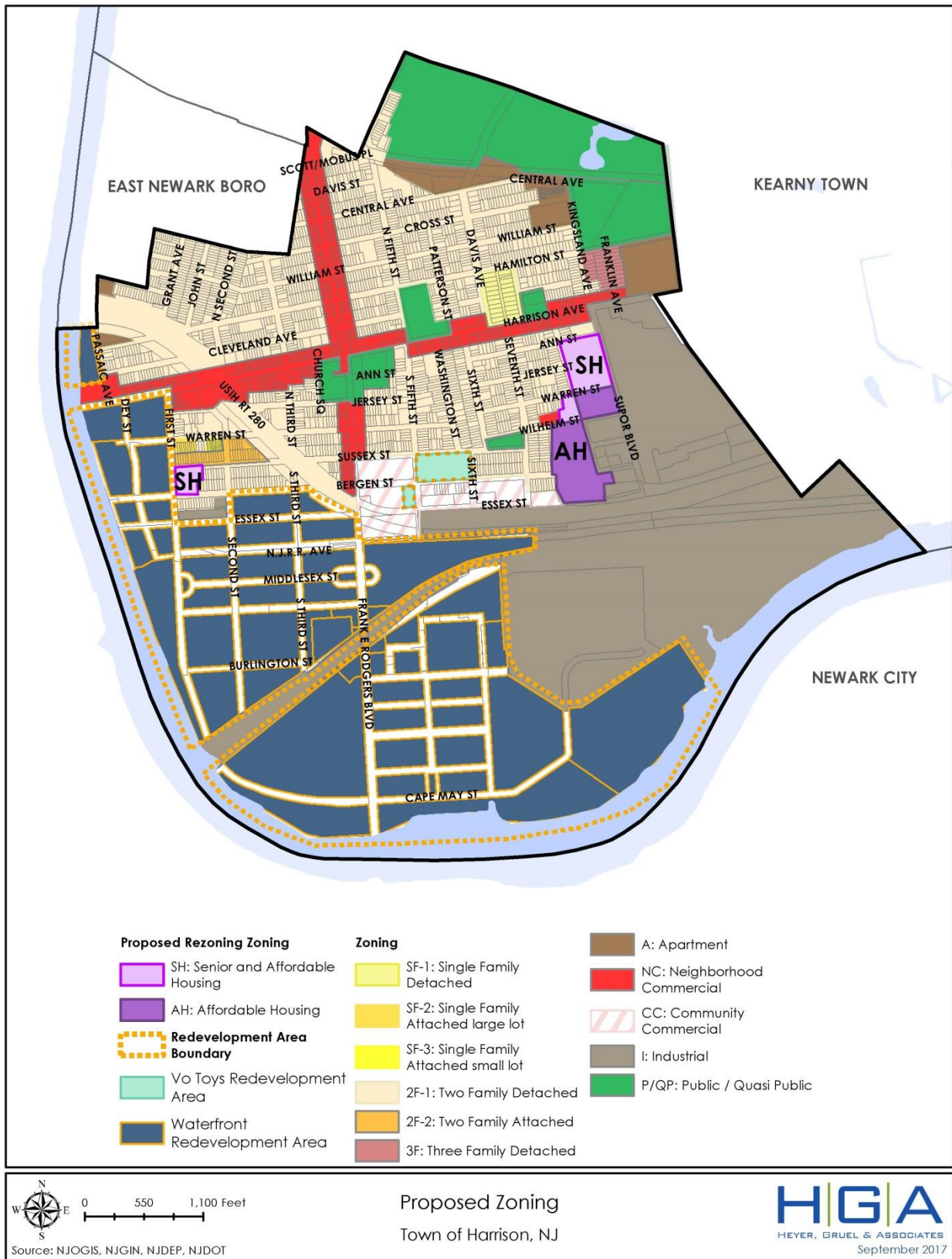
The 2017 Housing Element and Fair Share Plan (HEFSP) recommends a revision to the AH-Affordable Housing Overlay Zone. As a component of the Town's comprehensive approach to address its full obligation, the HEFSP recommends revising the zoning ordinance to eliminate the overlay zone, which was implemented in 2009. In its place, it is recommended the Town rezone portions of the overlay zone (Block 189 Lot 1 and Block 200 Lot 1) to permit non age-restricted multi-family and townhouse development

at a maximum density of 50 units to the acre with a mandatory affordable set-aside of 15% for rental projects and 20% for sales projects. The current option to donate land sufficient for a 100% affordable housing development will be eliminated. This proposed Affordable Housing Zone contains approximately 7.1 acres. Based upon a 15% set-aside, the area could generate a maximum of 355 units, 53 of which would be non age-restricted affordable units.

Additionally, the Plan recommends removing Block 189 Lot 19 and the portion of Block 204 Lot 3 from the AH zone and allow them to be governed by the underlying Industrial Zone standards. Both lots are owned by the Erie Lackawanna Railway Corporation and are not necessary for the development of affordable housing.

The 2017 HEFSP also recommends a revision to the SAH/SH- Senior and Affordable Housing Zone. The HEFSP recommends revising the zoning ordinance to require non age-restricted housing as a permitted principal use and require a 15% set-aside for rental project and 20% for sales projects. This zone could generate a total of 255 units, 33 of which would be affordable.

The following map identifies the areas that are recommended for rezoning, based upon the 2017 Housing Element and Fair Share Plan.



b) Recommended changes and revisions to the Town's zoning ordinance include but are not limited to:

- i. The bulk schedules (Schedule II) should be amended to reflect the zoning changes recommended as part of the Housing Element and Fair Share Plan.
- ii. The Ordinance should be amended to include an Affordable Housing Ordinance that comprehensively addresses all affordable housing-related topics within Town, satisfying Mount Laurel IV.
- iii. The Ordinance should be amended to ensure that any use listed as permitted, conditional, or accessory in the Use Regulations Schedules (II-A, II-B, and II-C) is also properly defined within the Land Development Ordinance.

The following uses do not currently have a definition within Section 17-6 (Definitions):

- Apartments (the "Definitions" sections notes to "see DWELLING definition where a series of different types of dwellings are listed. However, "apartment" is not one of the listed housing types)
 - Detached Two-Family
 - Attached Two-Family
 - Detached Three-Family
 - Senior Housing
 - Mixed-Use
 - Essential Services (while this use has specific regulations defined in Section 17-82.14, it does not have a definition listed in Section 17-6)
 - Offices
 - Retail Services
 - Retail Trade
- iv. All uses listed within the Definitions section (section 17-6) should also be listed on the Use Regulation Schedules (II-A, II-B, and II-c).
 - Adult Educational Facilities/Schools
 - Convenience Store
 - Restaurant Take Out

- v. The Definitions section supplies a definition for “building coverage” and “lot coverage.” However, there are no building or lot coverage regulations for any of the Town's zoning districts. The Bulk Regulations Schedule I should be amended to include a building coverage and lot coverage standard for each zone.
- vi. Ensure that all uses listed as “conditional” have associated conditions as described in Section 17-82.10 (Conditional Uses).

The following uses are listed as conditional but do not have associated conditions:

- Apartments
 - Nursing Home
 - Staffing & Employment Agencies
 - Adult Education Facilities/Schools
 - Family Day Care
- vii. The standards of the conditional uses should be reviewed and amended/supplemented as needed.
- viii. All uses listed within the zoning ordinance should be reviewed and amended/supplemented as needed. As Harrison and the region continue to move forward with development goals, the needs of the residents also evolve. Since the inception of the 1998 ordinance, new land uses have become popular and there is a desire to allow for such uses. The Town should consider what types of additional uses would benefit the community and include provisions for these uses within the zoning ordinance. Additional uses to consider include but are not limited to:
 - Community gardens
 - Breweries/Distilleries
 - Dog Park/Run
 - Generators – it is recommended a requirement for generators be included for residential development that generate 3 or more units.
 - Electric Car/Recharging stations – it is recommended all commercial parking garages require charging stations or to be constructed with the framework to convert spaces in the future.
- ix. The Ordinance should be amended to clarify where ground floor retail is required within the NC and CC zoning districts.

- x. It is recommended the Town reevaluate the boundaries of the NC Neighborhood Commercial and CC Community Commercial zoning districts to create a distinct downtown Neighborhood Commercial district around the Harrison Avenue and Frank E. Rogers Boulevard intersection. It is recommended the remainder of the existing NC district be rezoned to the Community Commercial zoning district.
- xi. It is recommended the Town reevaluate the standards of the CC Community Commercial zoning district to clarify principal permitted and conditional uses.
- xii. It is recommended the Town evaluate its design standards for developments outside of the Redevelopment Areas, and introduce new standards geared toward encouraging a variety of designs. The Town should examine design standards that consider the block as a whole and discourage the use of the same designs/materials on adjacent properties.
- xiii. It is recommended the Town conduct a review of the existing Stormwater Management Ordinance to determine whether any updates are needed.
- xiv. It is recommended the Town review and examine the drainage improvement requirements for residential development in coordination with the Construction Department and the Town Engineer. As previously discussed, the Town's sewer system is prone to exceed capacity. Additional drainage requirements for proposed subdivisions and proposed increases in impervious coverage may help reduce the volume of stormwater runoff.
- xv. It is recommended the Town investigate the possibility of standards for transient rentals, booked through online outlets such as Airbnb. If it is determined transient rentals are appropriate for the Town, strict standards should be implemented and enforced to ensure transient rentals do not become illegal conversions.
- xvi. There continues to be concerns regarding the conversion of ground floor space to an additional unit, which is not permitted within the Town. It is recommended that this trend be addressed in some form, since it has not only a direct impact on the "density" of a neighborhood, but also on parking. It is recommended the Town consider amendments to its current system to address this trend. One option may be to require tandem parking in the "garage" portion, which will address the parking needs and limit the "habitable" space of the ground floor.

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- xvii. The Town should review and consider where appropriate amendments to the fine system for residential unit conversions that would provide a disincentive for potential or future conversions.

c) Parking Recommendations

It is recommended Harrison continue to pursue additional parking management strategies intended to ease the burden of parking throughout the Town. This Reexamination Report recommends the Town investigate a variety of parking strategies that together can help alleviate parking congestion. The following are a series of recommended parking management options the Town should consider. This Plan recommends and encourages the implementation of a combination of the following initiatives:

- i. In addition to the revisions to the parking permits already under consideration, the Town should also consider implementing parking zoning districts. Such districts could be color coded so that, for example, a purple parking permit does not apply to the orange parking zone. The person who holds the purple parking permit is subject to the two-hour parking limit in the orange parking zone. This strategy is beneficial to both residents and business owners who are consistently searching for parking. There is a greater probability that residents will find parking closer to their home (or business owners closer to their business) and commuter parking spillover will be reduced.

As the Town amends its Waterfront Redevelopment Plan, thought should be given to the on-street parking conditions. The Redevelopment Area currently has two-hour parking on its public streets. The Town Council is currently considering allowing residential parking permits in this area of the Town.

- ii. As parking in residential neighborhoods and Redevelopment Areas continues to be an issue, it is recommended that the Town's parking standards be evaluated based on the physical limitations of how much parking can be accommodated on- and off-site. One specific issue in residential subdivision applications is the increase in curb cuts that cause the reduction of on-street parking spaces. The Town needs to review and evaluate its parking standards within the context of the physical limits of the Town.
- iii. In the context of an overall review of the Town's parking standards, it is recommended the Town evaluate and consider its resident and nonresident

parking permit programs to determine how the Town might be better served by these programs. One option may be limiting the number of residential permits granted to each household, or directly linking the permits with the number of off-street parking spaces available to a household.

- iv. As the Town moves forward with its plan to implement new parking technology in the form of pay station kiosks, it is recommended the Town also consider additional technology for its parking permit programs. Such technologies might include a license plate registration and identification instead of physical permits that would reduce the ability for people to sell their permits to nonresidents coming into Harrison to park and utilize the PATH station.

SECTION E

Recommendations of the Planning Board concerning the Incorporation of Redevelopment Plans into the land Use Element of the Master Plan.

At this time, there are no recommendations regarding pursuit of additional redevelopment designations within the Town.