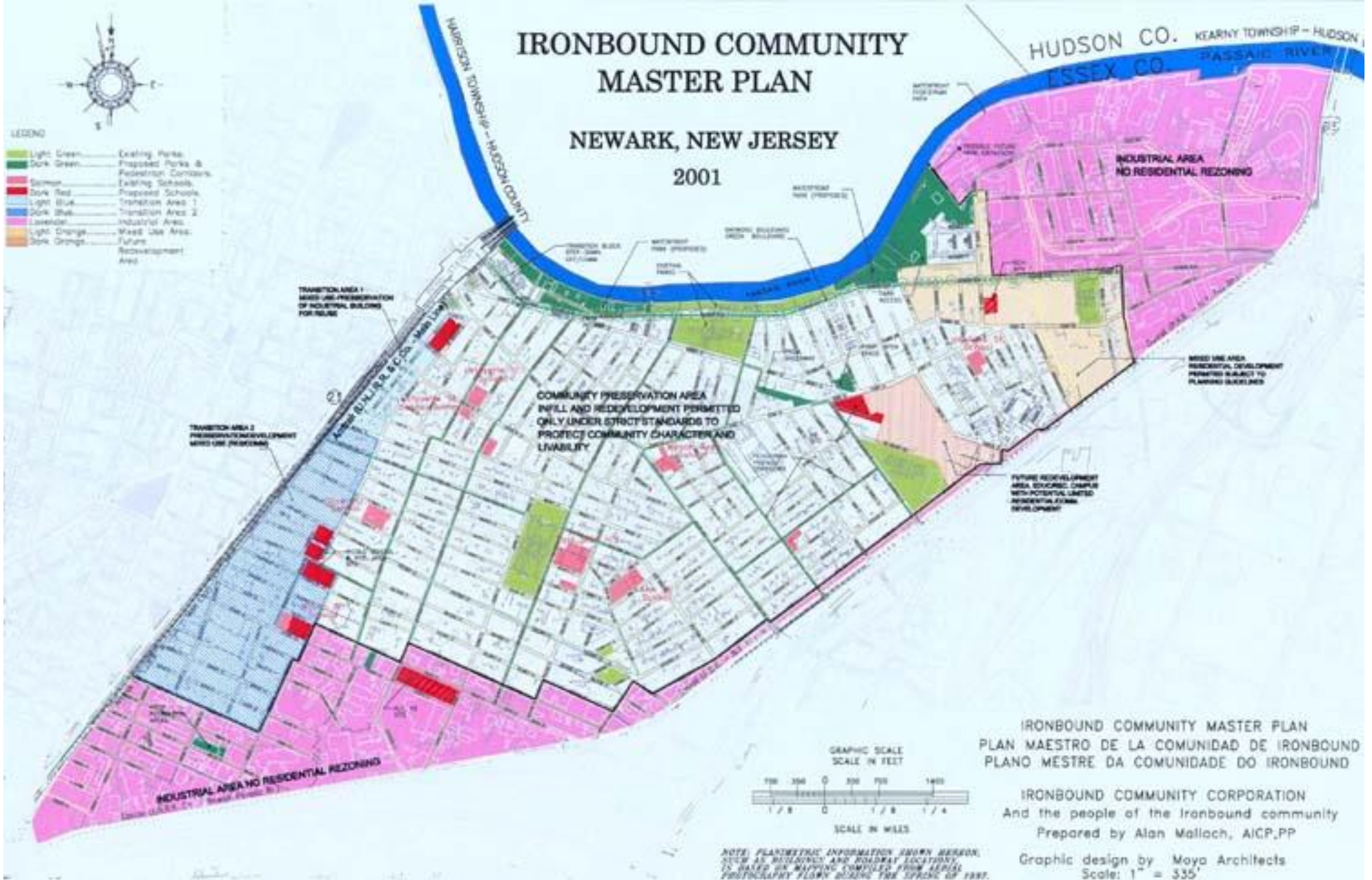


IRONBOUND COMMUNITY MASTER PLAN

NEWARK, NEW JERSEY
2001



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PLANNING PRINCIPLES

- Preserve the physical character and vitality of the Ironbound neighborhood by establishing and enforcing strong design and planning standards.
- Control transition areas between Downtown Newark and the Ironbound to prevent encroachment on the neighborhood.
- Create opportunities for growth and redevelopment within commercial areas while respecting the character of the neighborhood.
- Preserve strong industrial areas for industrial and related uses.
- Permit residential development in appropriate locations at appropriate densities.
- Preserve residential quality of life by protecting residential areas from incompatible uses and activities, such as excessive noise and pollution.
- Convert the waterfront into a major open space resource for the community, city and region.
- Link the waterfront to the neighborhood, and link schools and open spaces within the neighborhood, through green corridors.
- Provide adequate sites for new schools, playgrounds, and community facilities.
- Link scattered residential areas to the heart of the neighborhood.
- Create an environmentally sound community by adding green areas, planting trees, responsibly cleaning contaminated sites, and reducing air and water pollution.
- Create a safe and welcoming environment for pedestrians and users of public transportation
- Relieve congestion through a variety of means, including off-street parking garages, resident permit parking, and public transportation improvements.

PLANNING AREAS

1. CBD TRANSITION DISTRICTS

Expansion of the Central Business District (CBD) east of the Amtrak main line into the Ironbound will have an adverse impact on the character and livability of the area, and should be prevented. Key areas between the Amtrak line and the heart of the neighborhood should be designated as transition areas, with appropriate land use and development standards to enable them to be redeveloped while maintaining the character of the community. If the arena is

developed, strong measures should be enforced to prevent encroachment, particularly by surface parking lots, and undue traffic impacts on local streets.

A. Step-down Block (Raymond to Market)

This is a transition from the existing intense CBD uses that have already been developed along Raymond Boulevard immediately east of Newark Penn Station. Mixed uses, including commercial and office uses, should be encouraged, but no development higher than 6 stories and no free-standing surface parking lots should be permitted.

B. Transition Area 1 (between the Amtrak line and McWhorter, from Edison Place to New York Avenue)

This area contains good existing industrial buildings, many of which have been adapted for other uses.

- Existing multistory industrial buildings should be preserved and adapted for residential, office or similar uses.
- New construction up to 5 stories for mixed use on existing parking lots and underutilized sites should be encouraged.
- No demolition of existing buildings to create free-standing surface parking lots should be permitted.

C. Transition Area 2 (East of the Amtrak line, from New York Avenue to Emmet Street)

This area has already been transformed substantially, with demolition of older industrial buildings and construction of new housing, typically 3 family houses at relatively high density.

- Existing multistory industrial buildings should be preserved and adapted for residential, office or similar uses.
- Development combining residential and commercial uses of no more than 3 stories should be encouraged.
- Strict requirements should be imposed to ensure tree planting, open space, and adequate off-street parking.
- Future residential development in excess of 10 units on the same block should be limited to *planned development*, as described below, requiring developers either to provide public open space on site or contribute to an open space fund for the community.
- Neighborhood-serving commercial uses should be permitted at intersections (corners) within the area.
- A new middle school/recreation area should be developed in this area on the site between Chestnut and Pennington Streets.

2. THE HEART OF THE IRONBOUND – THE COMMUNITY PRESERVATION AREA

The heart of the Ironbound extends eastward from McWhorter, encompassing both residential areas and the mixed residential/commercial strips along Ferry Street, Market Street, Lafayette Street, Fleming Avenue, and Wilson Avenue. These areas have a distinctive, eclectic quality, giving the entire neighborhood a strong urban character. While there are land use problems within this area – including a shortage of parking and the presence of incompatible uses – the overall quality and livability of this area is very high, and should be preserved. Moreover, the distinctive physical character of the mixed-use/commercial streets reinforces the distinctive ethnic/cultural character of the stores, restaurants and service businesses along those streets, enhancing the economic vitality not only of the Ironbound neighborhood, but of the entire city of Newark.

► Excessive redevelopment of poor quality or of a character inconsistent with the existing fabric, could endanger both the quality of life and the economic vitality of the Ironbound community. New development should target upgrading the quality of housing in the area and removing incompatible land uses, while maintaining the character and livability of the neighborhood.

► To ensure that new development is in keeping with neighborhood character, strict standards for new development must be established. Many of these standards should be contextual; that is, rather than having a single standard for the entire neighborhood, they should vary, depending on the existing character of the street or the block.

Residential development should be permitted throughout the area, subject to these development standards:

- Building height shall be at least two stories and shall not exceed the height of the tallest building on the same block face
- Setback shall not be greater than the prevailing setback on the block face
- The building shall occupy at least 75% of the lot frontage; i.e., if the lot is 40 feet wide at the street line, the building must be at least 30 feet wide.
- Future residential development in excess of 10 units on the same block shall be subject to the planned development overlay zone described above.

Commercial/mixed-use development shall be permitted on Market and Ferry Streets, and those parts of Lafayette Street, Fleming Avenue and Wilson Avenue containing mid-block commercial uses, subject to these standards:

- Buildings shall be at least two stories, and their height shall be no more than one story more than the tallest building on the same block face, except for

parking garages, which shall be no higher than the tallest existing building on the same block face.

- Setbacks shall not be greater than the prevailing setback line.
- Buildings shall occupy at least 75% of the lot frontage as defined above.

► Commercial/mixed use corner development shall also be permitted at intersections where at least one active commercial use already exists at the corner. Where a block face is entirely residential, commercial encroachment shall not be permitted.

► Off-street parking in connection with commercial, mixed-use or residential buildings is permitted, but free-standing surface parking lots are prohibited.

Parking garages not part of a commercial or residential structure are permitted, but only under the following conditions:

- The garage must have frontage on a commercial street.
- The height of the garage must be no greater than that of the tallest building on the same block face.
- The front elevation of the garage (the side visible on the commercial street) must be at least 50% masonry or similar material.
- At least 2/3 of the first floor building frontage on the commercial street shall be designed for retail use.
- No *contributing building*, as defined below, shall be demolished in order to provide for development of a parking garage.

Contributing buildings contribute to the streetscape and the distinctive character of the Ironbound neighborhood. They are defined as buildings that meet the following criteria:

- They are at least 2 stories high
- They occupy at least 50% of the frontage of their lot
- They are set back no more than 20 feet more than the prevailing setback on the block face.

OR

- They are actively used for religious, institutional, cultural or educational purposes.

► No contributing building should be demolished unless it is to be replaced by a building that will also meet contributing building criteria.

3. INDUSTRIAL AREAS

► Existing industrial areas to the east and the south of the Ironbound community are viable centers of industry, including many activities which are incompatible with residential development, but provide significant benefits to the community in terms of jobs and rates. These areas should be preserved as intact industrial areas, and residential encroachments into these areas should be prohibited. Selected industrial blocks which abut substantial residential uses should be designated for limited (light) industrial use.

4. HAYES PARK/RIVERVIEW AREA

This area is suitable for mixed residential and commercial use.

- Residential development should be permitted as a conditional use, subject to strict standards to provide for tree planting, open space, and adequate off-street parking.
- Future residential development in excess of 10 units on the same block shall be limited to the planned development zone as defined above.
- A landscaped buffer should be developed between residential development in this area and the industrial zone to the east

5. PLANNED DEVELOPMENT STANDARDS

► A Planned Development overlay zone should govern residential development in all parts of the Ironbound neighborhood (except for those areas restricted to industrial use). The overlay would apply to any site that was (a) not already platted or subdivided into building lots; and (b) capable of accommodating 10 or more dwelling units. The zoning would require that 25% of the site area be reserved for open space, which could be maintained by a homeowners association or dedicated to the municipality (or a non-profit entity acceptable to the municipality). Where mutually acceptable to the developer and the municipality, developers would be permitted to make a cash contribution to a dedicated open space fund in lieu of setting aside the open space.

6. ST. CHARLES/CHRISTIE AREA

The area bounded by St. Charles Street, Ferry Street, Christie Street and Routes 1/9 represents a unique redevelopment opportunity in the heart of the Ironbound. This approximately 30 acre area currently contains, in addition to the underutilized Ironbound Recreation Center, the former Tidewater Baling Co., an abandoned railroad right of way, and the former Ballantine Brewery. Part of this

area has been proposed as the site of the new East Side High School as well as an alternate site for the replacement of Hawkins Street School.

This area should be the subject of a comprehensive redevelopment plan to ensure that it is developed in the way that will most benefit the entire community. The redevelopment plan should address, at a minimum, the following issues:

- Developing an environmental remediation strategy consistent with community needs and goals.
- Creating sites for the new East Side High School and elementary school.
- Reconfiguring the existing Ironbound Recreation Center in order to create a multi-use recreation facility that will provide maximum benefit to the two new schools, and to the community as a whole.
- Linking the Hawkins Street area to the heart of the Ironbound neighborhood, perhaps by extending Komorn Street through to Christie Street and/or reopening Berlin Street.
- Identifying additional community-serving or other facilities for this area to complement the primary educational and recreational uses.

7. OPEN SPACE AND GREEN CORRIDORS

A continuous waterfront park as shown on the map should be created along the Passaic River from the Amtrak line to Chapel Street, incorporating the existing Riverbank Park and the proposed Riverfront Park. Public waterfront access should continue from Chapel Street to the New Jersey Turnpike right of way.

- The park should extend from the river to Raymond Boulevard from Brill Street westward to Prospect Street, and behind the existing buildings on Raymond Boulevard along the river to the Amtrak line.
- East of Brill Street, as the river curves to the north, the park should widen and wrap around Riverview Terrace to Chapel Street.
- The park should be designed to provide for both passive and active uses.
- Easy public access should be available for both Ironbound residents and users from outside the area, including vehicular parking areas off Chapel Street, Raymond Boulevard near Brill Street, and Raymond Boulevard near Prospect or Congress Streets.
- Safe, convenient pedestrian access to the park across Raymond Boulevard should be provided at the end of green corridors.

►The neighborhood should be linked to the river and the waterfront park, and within the neighborhood schools and open spaces should be linked through a

network of green corridors along major streets. These streets, as shown on the map, should be planted with trees to develop a green canopy, as well as, where possible, small open spaces. Inter-sections should be improved with both decorative and pedestrian safety treatments.

► Raymond Boulevard should be turned into a true boulevard, with landscaped sides and a landscaped median, as a proud gateway not only to the Ironbound, but to the city of Newark. Traffic calming measures and improved pedestrian crossings compatible with the need to accommodate large traffic volumes should be provided.

► The existing Ironbound Recreation Center and the adjacent playing fields off St. Charles Street should be redesigned to become a major recreational amenity for the community, in conjunction with the design of the overall St. Charles/ Christie area discussed below.

► Hayes Park East should be restored and upgraded.

► All new school projects should be designed to provide, at a minimum, adequate playground space for the children in the schools; and where feasible, open space that will be available for community use after school hours. The area proposed for the new middle school between Chestnut and Pennington Streets meets these criteria and should be actively pursued.

