

# **“CITY OF EAST ORANGE LOWER MAIN STREET PHASE II REDEVELOPMENT PLAN”**

Second Revision: March 22, 2005



Client:

**CITY OF EAST ORANGE, NEW JERSEY**

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East Orange City Council

Prepared for:

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## Introduction

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Based upon the findings from the City of East Orange Lower Main Street Phase II Area of Investigation Report, the redevelopment area is an Area in Need of Redevelopment according to the criteria set forth in section 5 of P.L. 1992,c.79 (C.40A: 12A-5).

The Lower Main Street Phase II Redevelopment Plan becomes the formal comprehensive planning document that guides the redevelopment and revitalization of the Lower Main Street Phase II Redevelopment Area. The redevelopment plan shall include as set forth in section 7 of P.L.1992, c79 (C.40A: 12A-7) an outline for the planning, development, redevelopment or rehabilitation of the redevelopment area sufficient to indicate the following:

1. Its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the project area.
3. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
4. An identification of any property within the redevelopment area, which is proposed to be acquired in accordance with the redevelopment plan.
5. Any significant relationship of the redevelopment plan to:
  - (a) the master plans of contiguous municipalities,
  - (b) the master plan of the county in which the municipality is located, and
  - (c) the State Development and Redevelopment Plan pursuant to the “State Planning Act,” P.L. 1985, c.398 (C.52: 18A-196 et al.).

Roland Whitley Jr. of NPAD under the guidance of Geoffrey Gogan, RA & PP License Number 33L100407700 prepared the Lower Main Street Phase II Redevelopment Plan in accordance to N.J.S.A. 45:14A-12.

## **Executive Summary**

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The redevelopment plan is a planning document to guide the revitalization of the Lower Main Street Phase II. The plan offers established goals that are supported by objectives to address the overall framework for the redevelopment area to be designed and implemented.

The previously submitted City of East Orange Lower Main Street Phase II Area Investigation Report, dated Revised- November 15, 2004, revealed that there are a total of 56 city parcels. The findings of the report concluded that the dominate land use was residential and is located in a moderate density zoning district. The parcels were found to be under sized with respect to the current zoning ordinance, resulting in a significant number of non-conforming parcels. The primary conditions of the existing structures were documented to be in poor and moderate conditions. The existing right-of-way was documented to be in poor condition with few street amenities. The report concluded that the redevelopment area qualified as an “Area in Need of Redevelopment” as defined in N.J.S.A. 40A:12A-5(a) and 5(d) and was adopted by City Council.

The nature of redevelopment plans as stated above is to serve as a planning guideline. As a result, the guideline of this plan researches and reviews other master plans as well as considers the surrounding impact of adjacent redevelopment plans. The intent is to reveal the compliance and relationship of the Lower Main Street Phase II Redevelopment Plan with other plans. In addition, the redevelopment plan presents detailed findings that presents various issues and opportunities, land use and zoning, targeted primary uses, traffic and circulation, site, streetscape and building standards, relocation assistance, acquired property, administrative procedures, and conclude with an illustrative concept.

The issues and opportunities section lists a series of issues discovered for the area’s zoning, land use, utilities and infrastructure, transportation facilities, relocation and existing structure stabilization. Each issue is intended to bring fourth information to be addressed by the plan. The issues are followed by a listing of opportunities that highlight potential solutions as well as present innovative alternatives to address the defined issues.

The heart of the plan is the land use and zoning ordinance, which defines the location of growth and prepares required development regulations for growth to occur. In addition, the much needed neighborhood character for the area is established in this section to ensure the best and highest use of the 56 parcels. Due to the significant growth being implemented by surrounding development projects, the sensitivity of the type of land use patterns is carefully planned in order for Phase II responds to and becomes integrated into its contextual surroundings.

The opportunities presented in the issues and opportunities section of the plan strongly suggest a minimum impact to the existing utilities and infrastructure as well as its transportation facilities. Although improvements and changes are required to achieve the necessary plans goals and objectives, the suggestions always take into consideration the plans ability to be implemented as well as its responsibility to protect the environment.

The protection of the environment includes the introduction of alternative approaches such as the installation of compositing and grey water sanitary systems to decrease the demands on the City's utilities. The compositing and grey water systems installation is intended for the newly constructed mixed-use buildings as well as the new small scale housing.

The acquisition of property will be required in order to implement the redevelopment plan. Typically, the property to be acquired either has a structure or does not have a structure. The properties without structures currently are poor condition vacant land or under utilized surface parking. The properties with structures are identified as poor and moderate condition, which have a significantly low residential or tenant occupancy. As a result, the relocation associated with the residential and commercial tenants presents an excellent opportunity to increase public relations with the community and City.

The redevelopment plan is completed with a visioning process that is presented as an illustrative concept for the redevelopment area. After review of the findings and careful investigation of the outcome of the plans development, the redevelopment area's conceptual plan is prepared in two distinct sections, a small scale residential district and a mixed-use residential district. The overall intention is to create a socially engaging community with a variety of housing choices, localized retail and services as well as provide a walkable and pedestrian friendly neighborhood. The concept takes into consideration the proximity and adjacency of this area with respect to future large scale development projects for Dr. Martin Luther King Jr. Blvd to the south, new performing arts community school to the east, North Walnut Street community to the north, and Dr. Martin Luther King Jr. Plaza's mixed-use residential area to the west. Clearly, the illustrative study introduces new land use patterns and potential building forms, streetscape design and transportation reconfiguration as visual imaging that highlight potential outcome of the plans implementation.

## Goals and Objectives

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The goals and objectives of the redevelopment plan are defined to provide a comprehensive approach for the revival of the Lower Main Street Phase II Area. The goals and objectives address the overall framework for the redevelopment area to be designed and implemented, in an innovative and creative manner.

### Goal 1: Establish a residential neighborhood character

- Encourage a variety of housing opportunities that include infill, detached and mixed-use housing.
- Encourage street level retail and service establishments to the local needs of the area within the mixed-use buildings.
- Modify the zoning to maintain and respond to the proposed land use patterns.
- Provide streetscape that promotes uniqueness, identity and attractiveness.
- Prepare design guidelines that ensure desirable site design, building design, rehabilitation building design, commercial storefronts design and streetscape design standards.

### Goal 2: Promote continuity with surrounding redevelopment plans

- Establishing a consistent building form with appropriate height and similar uses.
- Providing responsive building types that link physical continuity to the surrounding context such as brownstone housing types with the North Walnut Street Redevelopment Plan and mixed use (compact development) buildings to be implemented for MLK Plaza and Lower Main Street.

### Goal 3: Create a livable and walkable community

- Improve the functionality and usefulness of the three primary functions of the right-of-ways, roadway, pedestrian sidewalks and street amenities.
- Promote pedestrian friendly pedestrian sidewalks with supporting streetscape amenities.
- Introduction of a variety of housing choices that could offer studio, artist lofts, and three-bedrooms as well as a diversity of homeownership opportunities for single family and two-family homes.

### Goal 4: Stabilize the existing residential housing neighborhood

- Locate grants and low interest loans as funding opportunities to rehabilitate existing poor and moderate structures to improve the residences quality of life.
- Encourage the establishment of a New Jersey base non-profit entity or the collaboration with existing non-profits within the local churches to administer and managed the necessary programs required to stabilize existing structures as well as address the needs of redevelopment area.



## Overview

### Boundary Description:

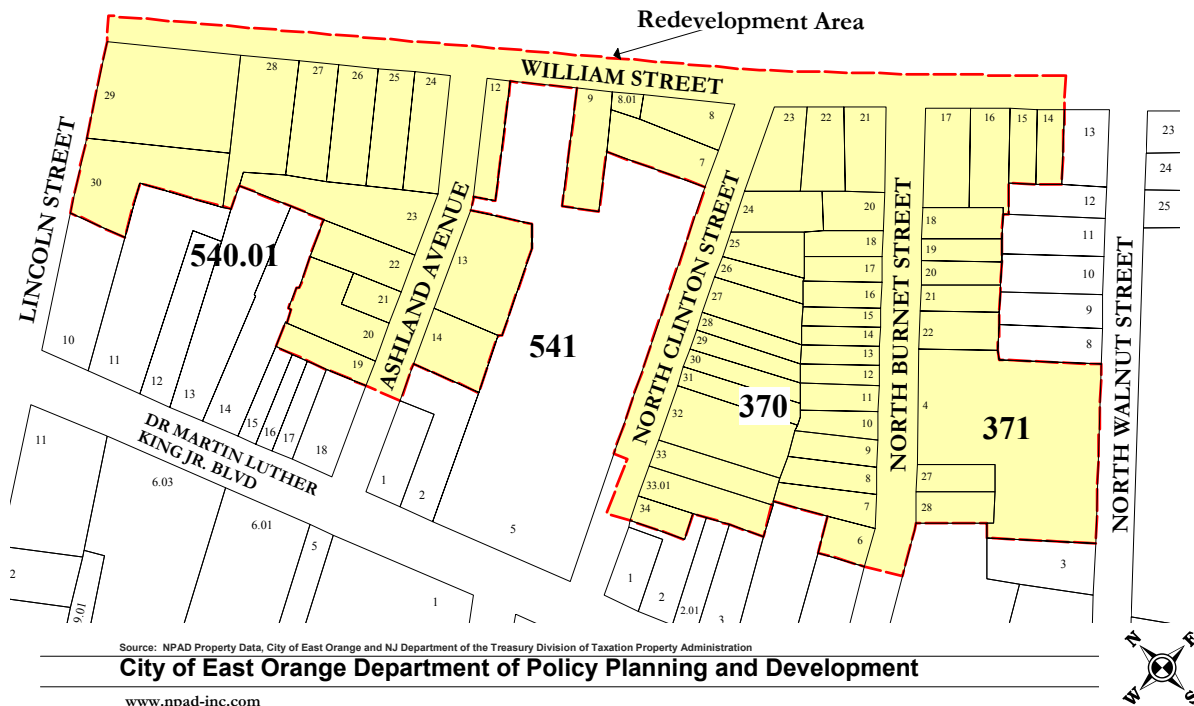
The redevelopment plan is located in the 2<sup>nd</sup> Ward. The physical boundaries of the redevelopment plan are consistent with the area of investigation, which are Lincoln Street to the West, William Street to the North, North Walnut Street to the East, and Dr. Martin Luther King Jr. Blvd. (aka- Main Street) to the South.

The redevelopment area boundary map below illustrates the boundaries of the redevelopment area, which includes 4 city blocks with 56 city parcels. The listing of the respective block and lots are included on the following page.

## Redevelopment Area Boundary Map

Lower Main Street Phase II

**Legend**  
Yellow square: Redevelopment Area  
Blue line: City Block and Lot



GIS Spatial Distribution Map 1: Redevelopment Plan

City Blocks and Lots Property List		
Block	Lot	Property Address
540.01	19	9-11 Ashland Avenue
540.01	20	15-17 Ashland Avenue
540.01	21	19 Ashland Avenue
540.01	22	23 Ashland Avenue
540.01	23, 24, 25*	25 Ashland Avenue
540.01	26	481 William Street
540.01	27	485 William Street
540.01	28	491 William Street
540.01	29 & 30*	510-514 Dr. Martin Luther King Jr. Blvd.
541	7	39 No. Clinton Street
541	8	41-45 No. Clinton Street
541	8.01	453 William Street
541	9	455 William Street
541	12	465 William Street
541	13	26 Ashland Avenue
541	14	18-20 Ashland Avenue
370	6 & 7*	9 No. Burnet Street
370	8	13 No. Burnet Street
370	9	15 No. Burnet Street
370	10	17 No. Burnet Street
370	11	19 No. Burnet Street
370	12	21 No. Burnet Street
370	13	23 No. Burnet Street
370	14	25 No. Burnet Street
370	15	27 No. Burnet Street
370	16	29 No. Burnet Street
370	17	31 No. Burnet Street
370	18	33 No. Burnet Street
370	20	35 No. Burnet Street
370	21	39 No. Burnet Street
370	22	429 William Street
370	23	433 William Street
370	24	38 No. Clinton Street
370	25	34 No. Clinton Street
370	26	32 No. Clinton Street
370	27	30 No. Clinton Street
370	28	26 No. Clinton Street
370	29	24 No. Clinton Street
370	30	22 No. Clinton Street
370	31	20 No. Clinton Street
370	32	18 No. Clinton Street
370	33	14 No. Clinton Street
370	33.01	12 No. Clinton Street
370	34	10 No. Clinton Street
371	4	33 No. Walnut Street
371	14	407 William Street
371	15	409 William Street
371	16	411 William Street
371	17	38 No. Burnet Street
371	18	32 No. Burnet Street
371	19	30 No. Burnet Street
371	20	28 No. Burnet Street
371	21	26 No. Burnet Street
371	22	24 No. Burnet Street
371	27	14 No. Burnet Street
371	28	12 No. Burnet Street

\* The City Taxation office records reflect the respective lots to be combined into one parcel. The City Engineering Department's mapping does not reflect the change in of the respective parcels on the City Tax Maps

**Table 1: Properties in the Redevelopment Plan**

## Existing Conditions:

The Lower Main Street Phase II Redevelopment Area is immediately adjacent to three other redevelopment areas; N. Walnut Area, Lower Main Street Phase I Area and Muir's-Berkley MLK Plaza. The Lower Main Street Phase II Redevelopment Area consists of 56 city tax lots that are primarily residential uses with a small number of churches and commercial establishments. There are two zoning districts, R-3 and C-3, for the redevelopment area that permit moderate density residential such as single family and garden apartments.



**Image 1: Single-family detached homes along N. Burnet Street**

Of the 56 tax parcels, 42 parcels have structures with the remaining used for surface parking or vacant land. The parcels with structures are predominately occupied and represent single family detached homes and the majority is located along N. Burnet Street. A review of the zoning and its application to the parcels size revealed that a large number of parcels are not in conformance with the zoning regulations. The data reported that the lots were undersized and are also located along N. Burnet Street. The building conditions of the 42 structures are documented to be in poor to moderate condition<sup>1</sup>, creating an unwholesome and unwelcoming environment. The poor structures and poor condition vacant parcels are located immediately adjacent to Main Street's commercial corridor, introducing a negative environment to Main Street.

The right-of-ways within the redevelopment area have three-primary categories, roadway, pedestrian sidewalk and street amenities. The majority of the elements such as roadway, pedestrian sidewalks, street trees, street lights are documented to be in poor to moderate condition for the redevelopment area. The streetscape amenities do not offer any distinctive neighborhood identity or character in order to create a welcoming and attractive residential community. In addition, the lack of maintenance to the roadway and pedestrian sidewalks requires immediate repair and in most instances replacement.

As part of the Lower Main Street Phase II Area Investigation Report, the findings revealed that the redevelopment area qualified as an "Area in Need of Redevelopment" as defined in N.J.S.A. 40A:12A-5(a) and 5(d), (See the Lower Main Street Phase II Area Investigation Report, dated Revised- November 15, 2004).

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<sup>1</sup> *Moderate* – A building was document in moderate condition after review of the following items or indicators were observed for the building façade:

- Windows, storefronts, cornices, and other building elements. Typically, the buildings showed signs of weathering, lack of maintenance, and minor structural deficiency with respect to cornices, window lintels, and masonry units.

*Poor* – A building was document in poor condition after review of the following items or indicators were observed for the building façade:

- Windows, storefronts, cornices, and other building elements. Typically, the buildings showed signs of severe signs weathering, no maintenance, and minor and major structural deficiency with respect to cornices, window lintels, and masonry units.

## Master Plan Compliance

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The City of East Orange 2004 Master Plan Reexamination, County of Essex Master Plan, adjoining municipal master plans, and Urban Enterprise Strategic Plan were evaluated to reveal recommendations and policies established for the redevelopment areas.

### ***City of East Orange 2004 Master Plan Reexamination***

The East Orange Master Plan was prepared in March of 1991. The plan outlines a number of issues/opportunities that impact the redevelopment area and are as follows:

- The area's future land use patterns and zoning revisions
- Housing
- Economic development
- Historic preservation

In April 2004, Orth-Rodgers Associates, Inc. prepared the 2004 Master Plan Reexamination, updating the previous 1991 Master Plan as per the New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-89). The update fulfilled the requirements of the Municipal Land Use Law, which requires the master plan to be re-examined every six years. The re-examination is an assessment of the goals established in the Master Plan.

The following assessment of the goals established in the Master Plan Reexamination with respect to land use and zoning, housing, economic development, public utilities, and transportation have a significant impact on the Phase II site. The remaining goals such as historic preservation, community facilities and recreation have a limited impact on the Phase II site.

- Land use and zoning
  - East Orange is a nearly built-out community that has had few changes to the land use patterns.
  - Rezoning of Muir's Berkeley and Dr. Martin Luther King Jr. Blvd from City Hall Plaza to Lincoln Street as redevelopment areas.
  - Permit a greater variation in townhouse design.
  - Adoption of design standards, especially those relative to parking, landscaping and façade standards for new construction within the non-redevelopment areas.
- Housing
  - Establish a unified relocation plan to integrate state and federal programs and provide assistance for families who need relocation due to redevelopment activity.
  - Demolition of abandoned and dilapidated housing
  - Provide reasonably priced market rate housing with smaller yards for the aging population.
- Economic Development
  - The establishment of smaller Business Improvement Districts (Bids) within residential districts.

- Public Utilities
  - Establish a transportation improvement program (TIP) to address road resurfacing and reconstruction, intersection improvements and Americans with Disabilities Act ADA compliancy.
  - Overnight parking ban should be reconsidered and possibly instituted as alternate side of the street parking.
- Transportation
  - Protect residential areas from traffic-related nuisances.
  - Improve maintenance of streets
  - Prepare a systematic sidewalk repair plan.
  - Implement a jitney service to transport seniors and address persons of special needs.
- Historic Preservation
  - Although the Phase II site does not have any properties listed on the State and National Historic Registers, updating of East Orange Historic Survey completed in 1981 was recommended.
- Community Facilities
  - The Phase II site does not have any educational institutions within its boundary.
  - The increase quality of schools is critical to the redevelopment of East Orange and is recommended to be one of the most significant factors in the choice of families relocating into the community.
- Recreation
  - Identify parcels of land that might be acquired for parks and open space.

#### ***Compliance with the County of Essex Master Plan***

Essex County's Master Plan deals with but is not limited to the following elements infrastructure, transportation, recreation, open space, housing and economic development, land use, environmental, and historic preservation that are included for betterment of the health, safety and welfare of the resident's in the county as a whole. However, the master plan is not specific with respect to individual towns such as East Orange in the county, which are required to be consistent with the counties master plan.

The Phase II site is consistent with Reexamination Report, aligning the Redevelopment Plan with the City's Master Plan followed by the Counties Master Plan.

#### ***Compliance with the adjoining municipalities' master plans***

The Phase II site is not impacted by other adjoining municipalities Master Plans in that the adjoining master plans seek to be in compliance with Essex Counties Master Plan. In addition, the physical location of the Phase II site is not adjoining or within the immediate vicinity of Newark, Orange, South Orange, Glen Ridge, and Bloomfield, reducing any direct relationships. However, the Phase II site is in consistent with the immediately surrounding redevelopment plans such as Lower Main Street Phase I, North Walnut Street, and Muir's Berkeley MLK Plaza.

### ***Urban Enterprise Zone Strategic Revitalization Plan***

In 1996 the City of East Orange was designated as a New Jersey Urban Enterprise pursuant to P.L.1983. c. 303 (C.52: 27H-60 et seq.). Two years later the City of East Orange adopted a Strategic Plan for the Urban Enterprise Zone on December 31, 1998. There are no properties that are within the Urban Enterprise Zone. However, the recommendations the Strategic Plan outlines for the redevelopment of Lower Main Street Phase I has an overall impact to the redevelopment area. The suggestions of the Strategic Plan are intended to foster economic development along Dr. Martin Luther King Jr. Blvd. by increasing the type and variety of retail, restaurants, and clothing stores.

The redevelopment's area is immediately adjacent to the commercial corridor and has an implied suggested impact from the Strategic Plan in the following manner:

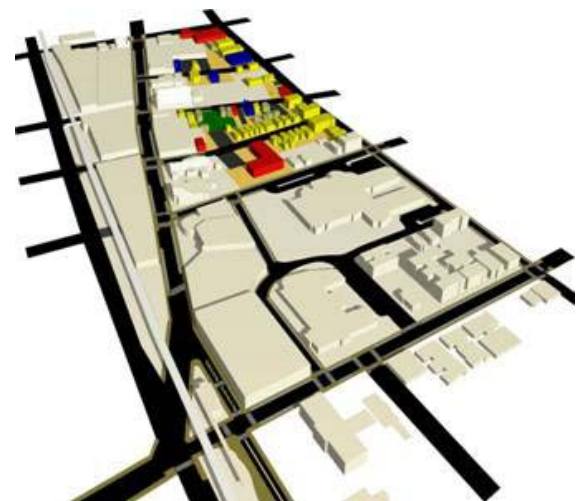
- Roadways connecting to the commercial corridor serve as an entry way and should create an attractive, appealing, clean and safe streetscape.
- Although the retail and commercial activity being encouraged in the redevelopment area is not within the Urban Enterprise Zone, their respective storefronts shall have a unified façade and signage system.
- The respective developments should have sufficient off-street parking to accommodate the type of building development as part of a parking plan.

### **Relationship of Plans**

There are other local and state plans that the Lower Main Street Phase II Redevelopment Plan has a relationship with, the Lower Main Street Phase I Redevelopment Plan, Muir's-Berkeley Redevelopment Plan for the Brick Church Urban Renewal Project, North Walnut Redevelopment Plan, the School District of East Orange, NJ Abbott Demonstration Project School for Performing Arts, the State Development and Redevelopment Plan, and Smart Growth.

### ***Lower Main Street Phase I Redevelopment Plan***

The Lower Main Street Phase I Redevelopment Plan abuts the southern section of the redevelopment area. The plan identifies Dr. Martin Luther King Jr. Blvd. as the spine of redevelopment area that establishes a new urban center for City of East Orange. The plan provides compact mixed-use housing choices with continuous retail shopping at the street level. The plan implements elements associated with the principals of smart growth in order to ensure sound planning. The plan is aggressive in its approach to property acquisition and strongly recommends the razing of a considerable amount of structures with the exception of the churches. The significant relationship of the Lower Main Street Phase I Redevelopment Plan is as follows:



**Image 2: Lower Main Street Phase**

- The plan identifies compact mixed-use structures as the most preferred type of urban form in order to increase the area's development potential.
- The plan introduces compact mixed-use structures with street level retail services in order to provide a continuous shopping district and offer housing choices above.
- The plan establishes new land use patterns that promote the highest and best use of land and reduces unwanted service establishments.
- The plan introduces zoning regulations that responds to commercial/retail growth of the shopping district and the coexistence of the community school.
- The plan provides a variety of housing opportunities that are consistent with artist lofts, single-couple and family units all of which responds to the surrounding urban neighborhood district.
- The plan encourages livable and walkable community by:
  - Reducing dependency on automobiles.
  - Promoting safe and pedestrian friendly streets by reducing the pedestrian travel distance at intersections and providing needed streetscape amenities.
  - Introducing compact mixed-use building forms that are centered around public transportation within a short walking distance of the train and bus.
  - Increasing the width of the sidewalks from 4 feet to 12 feet in order to create a walkable community for shoppers and residents.

### ***Muir's-Berkeley Redevelopment Plan for the MLK Plaza***

Brick Church Urban Renewal Project at MLK Plaza abuts the western section of the redevelopment area. The significant relationship of Muir's-Berkeley Redevelopment Plan for the Brick Church Urban Renewal Project is as follows:

- The plan for the development of the Brick Church Area was designed to be an innovative concept in urban design planning that attempted to incorporate aspects of community development and sustainable construction design as key concepts.
- The plan required the demolition and acquisition of the several properties in order to introduce high-density mixed use and market rate housing with adjacent parking.
- The plan identified a combination of residential and retail services as optimal uses and clearly stated the highest and best use of Main Street should be retail.
- The plan indicates that retail along Main Street will serve as a vital element to the economic revitalization and the introduction of mixed-incomes and housing.
- The plan introduces an African-American Architectural Design Strategy that includes rich historical and demographic data of the population in an attempt to encourage new ethnically responsive building types.



**Image 3: Muir's Berkeley MLK Plaza**



- The plan defines pedestrian access as a significant component to the redevelopment area in that pedestrian such as shoppers or residents are the catalyst.
- The design and development of compact mixed-use buildings are currently being built and include below grade parking.

### ***North Walnut Redevelopment Plan***

The North Walnut Redevelopment Plan is located to the north of the redevelopment area along William Street. The plan is consistent with the principles of smart growth and lays strong emphasis on the “Transit Village” concept. The plan encourages lower-density infill developments and redevelopments which are mainly residential in character. The significant relationship of the North Walnut Redevelopment Plan is as follows:



**Image 4: North Walnut Street redevelopment plan**

- The plan introduces low-rise residential housing that reinforces the principles of urban and traditional neighborhood character. To achieve an urbanized and a secure environment consistent with infill developments the North Walnut Plan suggests the implementation of the following:
  - The plan requires acquisition and demolition of vacant, substandard and/or incompatible structures within the redevelopment area.
  - Variety of housing choices are provided such as:
    - New brownstone community – encourages safe, urban, and self-sustaining neighborhood.
    - Artist oriented housing – loft-style apartment buildings – suitable for work/live artist space, takes advantage of proximity to the train station, the central business district, the planned arts district and performing arts school campus.
  - The plan strengthens the idea of a safe and secure neighborhood by orienting the building developments to overlook public right-of-way and public spaces.
  - The plan encourages open spaces to be family oriented.
  - The plan promotes the reduction in automobiles and the fostering of pedestrian friendly streets by promoting compact mixed-use development around mass transit.
  - The plan encourages the rehabilitation of existing residential structures that exhibit signs of deferred maintenance and deterioration.
  - The plan reinforces the idea of off-street parking which can be at grade, below grade or in common parking areas.
- The plan addresses the energy efficient and environmentally sound buildings for a sustainable development and introduces the idea of “green buildings”.
- For better dispersion of auto traffic and for more pedestrian friendly streets the larger blocks are consolidated and re-subdivided into smaller blocks through the introduction of new streets.



### ***School District of East Orange, NJ Abbott Demonstration Project***

The School District of East Orange, NJ Abbott Demonstration Project School for Performing Arts is located to the east of the redevelopment area. The project site is located on an estimated 4.2 acres and is within the boundaries of the Lower Main Street Phase I Redevelopment Plan and is adjacent to the North Walnut Street Redevelopment Area along William Street.

- The Demonstration Project is part of an application process outline in the Senate Bill 200 (Educational Facilities Construction and Financing Act) and the City of East Orange was selected. The Bill encourages a comprehensive and creative approach that exhibits a compelling case for the project.
- The project application will involve the following:
  - Demolition of the existing East Orange High School
  - Increase the size of the school site from 4.2 acres to 7.22 acres or the greatest extent as possible. Boundaries are N. Walnut Street, William and Winans Streets, N. Arlington Avenue and Main Street.
  - Require the development of a shared parking plan for the school complex and surrounding governmental, business, residential, and retail community.
  - The theme of the school is considered to be performing arts, which offers community based programming of spaces with a dual role for students in the day. The intention of the school is to actively allow community residents to have access on nights and weekends. Although current programming is under way between the City of East Orange, architectural firm, NJK12, the East Orange Board of Education, New Jersey School Construction Corporation, and New Jersey Board of Education, the following programmed spaces are intended to be included:
    - Performing Arts Center
    - Dental and Medical Clinic
    - Television and Recording Studios
    - 24 Hour Day Care, Youth and Senior Center
    - Library

### ***New Jersey State Planning Act***

The State Planning Act of 1985, NJSA 52:18A-196 empowered the State Planning Commission with the responsibility to prepare, revise, and readopt the State development and Redevelopment Plan (SDRP). The State Plan is to be adopted using the process called the Cross-acceptance whereby the planning policies are reviewed by government entities at all levels. The significance of the State Development and Redevelopment Plan to the redevelopment area is as follows:

- The State Plan requires the Plan Endorsement Process instead of the Cross-Acceptance Process that allows for amendments to the State Plan Policy Map as comprehensive plan review.

- The goal of the SDRP is to revitalize the State's cities and towns.
- Promote beneficial economic growth, development and renewal for all residents of New Jersey.
- Provide adequate housing at a reasonable cost.
- Ensure sound, integrate planning and implementation statewide.
- The State Policy Map (See Image right) identifies and delineates the state into regions that are called Designated Centers and Planning Areas.
- Although Newark is the closet Urban Center, the City of East Orange is within the Metropolitan Planning Area PA1.

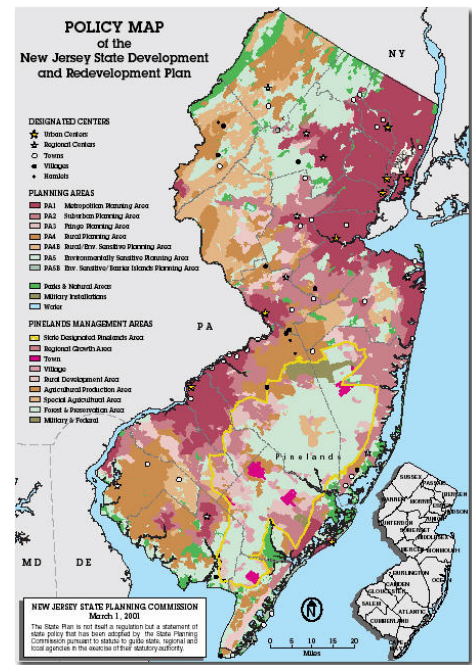


Image 5: NJ State Policy Map

### ***NJ Department of Community Affairs Office of Smart Growth***

The New Jersey Department of Community Affairs Office of Smart Growth was formed in 1986 as the State Planning Commission responsible for the development and implementation of the State Development and Redevelopment Plan. Today, the Office of Smart Growth continues to staff the New Jersey State Planning Commission and the New Jersey Brownfields Redevelopment Task Force. The Office of Smart Growth encourages nine principles to ensure a well-planned community. The significance of smart growth principles to the redevelopment area are as follows:

- Smart growth encourages varied type of housing choices to meet the needs of the diverse population.
- Smart growth supports pedestrian access in order promote safe and inviting communities that offer better personal and social benefits.
- Smart growth encourages the establishments of standards for development and construction in order to create interesting and unique communities.
- Smart growth supports development and redevelopment in recognized Centers with respect to compact form of development.
- Smart growth seeks to take advantage of compact building design.
- Smart growth recommends that existing development should be directed towards existing communities being served by existing utilities and infrastructure.

## Issues and Opportunities

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The issues and opportunity section is intended to identify various issues within the redevelopment area and reveal opportunities as planning options to direct the future development. This section presents issues discovered in the Area Investigation Report with respect to the existing zoning, land use distribution, environmental assessment, utilities and infrastructure, and transportation facilities. In addition, there may be issues associated with the relocation of residents and businesses as well as the stabilization of existing residences.

The following outlines the issues as well as opportunities for the redevelopment area.

### Zoning

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The redevelopment area has two different existing zoning districts, R-3 (Multifamily, Townhouses, and Garden Apartments) and C-3 (large-Volume Business), of which the majority of the area is in the R-3 district. The application of the respective zoning ordinance revealed that an estimated 73% of the parcels are undersized, documenting the lots to be in non-conformance.

The intent of the new zoning is to promote continuity with the surrounding redevelopment plans while creating a distinctive residential community.

#### *Zoning Issues*

- The current zoning regulation does not develop a small scale and significant residential community.
- The current zoning regulations create parcels that are not in conformance with the zoning regulations.
- The current zoning regulations do not permit commercial activity.



**Image 6: Non-conforming property**

#### *Zoning Opportunities*

- The zoning regulations could be revised to align with the Redevelopment Plan.
- The zoning district could respond to a small and medium residential growth and allow commercial activity that meets the needs of local community.
- Retail and services establishments can be permitted at street level in medium residential zoning districts in order to respond to local needs.
- Off-street parking can be supported either below grade or surface for each respective site, which are consistent with the ordinance.

- Obsolete uses related to automotive, barber and beauty salons, adult entertainment establishments such as top-less and book establishments as well as other non desirable uses not in character with the local neighborhood shall be prohibited.

## **Land Use**

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The City of East Orange 2004 Master Plan Reexamination reports that few changes in the City's land use had occurred because the City is nearly built-out condition. The Master Plan for the City of East Orange strongly suggests that the city should minimize incompatible land uses.

Currently, the redevelopment area is surrounded by four development projects, which seek to establish the best and highest use of their respective parcels. The redevelopment area is predominately a residential community with vacant land and surface parking scattered throughout the project. The existing residences are document to be in poor to moderate condition, which the abandonment of property owners has occurred for previous parcels. These parcels were subsequently acquired by the city and demolished.



**Image 7: Incompatible land uses**

### ***Land Use Issue***

- The current land uses such as vacant land and surface parking do not promote the highest and best use for the residential community.
- The current land uses do not foster a sense of identity for the residential community.
- Although the service and retail establishments exist within the redevelopment area, the uses are non-conforming.
- The impact of the surrounding development projects are not reflected in the current land use patterns for the redevelopment area.

### ***Land Use Opportunities***

- The opportunity exists to create a separate residential community from the commercial corridor to be developed along Dr. Martin Luther King Jr. Blvd.
- A viable neighborhood residential district can be created by encouraging land uses along North Clinton Street and North Burnet Street, which help define a needed residential character. These land uses are suggested to be infill two-family row houses and detached two-family units.

- The opportunity exists to respond to the existing multi-family dwellings located along William Street by encouraging similar type of medium scale uses that could be mixed-use developments with goods and service establishments at the street level.
- The existing incompatible land uses should be replaced with those compatible (See Image right). The land should be developed with the best and highest uses that promote a viable residential community.



**Image 8: Compatible land uses  
such as Brownstone**

- Uses such as churches located along Ashland Avenue and North Clinton Street are encouraged to remain and become part of the redevelopment process of the residential community. The churches provide the necessary social capital to bring families together. The churches also serve as a non-political platform to address the necessary issues impacting the rebuilding of their community and the at-large issues impacting The City of East Orange.

## **Environmental Assessment**

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According to the ownership information collected from the tax assessors office there are two city owned properties, which are vacant and in poor condition. The parcel's existing structures have been demolished prior to the preparation of the Area of Investigation Report and completion of this redevelopment plan. Therefore, an environmental assessment is not required.

## **Utilities and Infrastructure**

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The City of East Orange has a separate closed and open sanitary system with various sizes of water lines. The electrical utilities are also below grade, which enhances the aesthetic quality of the City.

### ***Utilities and Infrastructure Issues***

- The increase of service capacity for surrounding development projects such as Lower Main Street Redevelopment, Muir's Berkeley, Walnut Street Redevelopment, etc. may have a negative impact on the service capacity for the development of the projects within the redevelopment plan.
- The potential demapping of a part of North Burnet Street from Dr. Martin Luther King Jr. Blvd. will impact the existing uses such as the church being possibly serviced by the underground utilities.
- The introduction of a new right-of-way connecting North Burnet and North Clinton Street will require new utilities and supporting infrastructure to be provided.



### ***Utilities and Infrastructure Opportunities***

- The opportunity exists for the City of East Orange's Department of Public Works to review the City's sanitary and water systems to determine the level of capacity required to support the number of new redevelopments proposed and currently under construction by the City. Federal and state funding could be available to support the determination of need required to meet the potential service demands generated by revitalization of an urban center.
- The demapping<sup>2</sup> of North Burnet Street to create a separate and intimate residential community fosters the type of infrastructure opportunity required to maintain the integrity necessary for a residential community.
- The opportunity exists for the City to engage its Engineering Department in the revision of the City's digital and hardcopy mapping in order to accurately reflect the proposed changes of the new right-of-way as well as necessary reconfiguration of parcels.
- The opportunity exists for the introduction of an alternate waste water and sewage treatment system. New small scale developments could explore the inclusion of a greywater system that allows for water from sinks and shower to be captured for plant and lawn irrigation system.
- The mixed use projects should explore the potential of introducing greywater and sewage treatment systems on-site. The sewage treatment system would reclaim human waste for reuse as fertilizer.
- The introduction of the new types of systems will reduce the capacity placed on the city's existing system and incorporate environmental considerations into new buildings. For example, the C.K. Choi Center in Vancouver Canada has a no wastewater leaving the property because of its greywater and composting toilets systems (See Image right).



**Image 9: C.K. Choi Center, No Wastewater**

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<sup>2</sup> The term demapping refers to the discontinuance of the public right-of-way. This would include the discontinuance of underground utilities. The right-of-way's square footage would be redistributed or subdivided, making the land developable.

## Transportation Facilities

Transportation facility is one of the most important aspects which need to be addressed for the redevelopment of an area. A carefully planned redevelopment area should encourage the use of public transportation system while discouraging the use of cars. A good transportation system should give commuters more sustainable choices. The redevelopment area does not have public transportation via bus or train within its boundaries; however, the public transportation to the area is within an estimated of 15 minute walking distance to the East Orange and Brick Church Train Stations and six (6) bus stops along Dr. Martin Luther King Jr. Blvd.



**Image 10: Public transportation**

### *Transportation Issue*

- Existing vehicular circulation along North Burnet Street permits two moving lanes that serve as spill-over roadways for vehicular circulation from Dr. Martin Luther King Jr. Blvd. and William Street.
- The existing roadways are in need of major repair.
- Markings for crosswalks and on-street parking are poorly maintained.
- The existing sidewalks do not promote a walkable residential community. The sidewalks are narrow and in poor condition. Large numbers of sidewalks are made with irregular shaped blue stone that creates a tripping hazard. The pedestrian intersections are not pedestrian friendly and do not encourage a neighborhood identity.
- The lack of street amenities such as sidewalk lights, neighborhood banners, benches, kiosk, decorative trash receptacle, trees and plantations, and tree pit planting covers do not foster a welcoming environment.



**Image 11: Poor sidewalk condition along N. Burnet Street**

### *Transportation Opportunity*

- The opportunity exists to alter North Burnet Street by incorporating a circular traffic island that connects North Burnet Street to North Clinton Street decreasing unwanted vehicular congestion and creating socially engaging residential streets. Community participation exists in order to engage the seniors and residences of the community to design and address the island as a focal point and



**Image 12: Example of a circular traffic island**

place of destination.

- The promotion of the walkable neighborhood concept provides the opportunity to increase the necessary public linkages to the existing public transportation, which reduces the need for private automobiles and indirectly increases the buying power of the residences.
- The promotion of a walkable community can be achieved by the replacement of sidewalks, treatment of walking surfaces that clearly distinguish the pedestrian circulation from vehicular patterns, and the design of pedestrian friendly intersections.
- The implementation of various streetscape amenities including the sidewalk lighting and trees will help to promote a pedestrian friendly neighborhood.
- The right-of-way that supports vehicular and pedestrian circulation is considered a public space that has functional and aesthetic characteristics. The opportunity exists to establish a non-profit entity to encourage participation of local residents to maintain and manage public spaces.



**Image 13: Street Amenities**

## **Relocation**

The nature of redevelopment may require the acquisition of properties to ensure the plan is fully realized. The acquisition of the parcels in some instances may require the relocation of the existing tenants and residences. The Lower Main Street Phase II Redevelopment does not require significant relocation of tenants and residences. The majority of the parcels are currently vacant land and surfaced parking (See Complete List of Parcel Acquisition Appendix Section).

### ***Relocation Issues***

- Redevelopment will have a minimal impact on the displacement of current residents and tenants.
- Of the total 25 parcels to be acquired, twelve have structures and five are currently vacant (See Image right and Table below).
- Of the twelve structures, six are single-family residences and four are commercial, which only one of the commercial buildings is occupied (located at the intersection of William and Clinton Streets).



**Image 14: Vacant structure**



Occupancy Status of Properties with Structures and Acquisition Status					
Block	Lot	Property Address	Occupancy Status	Acquisition Status	Ownership
370	6	9 No. Burnet Street	Vacant	To Be Acquired	Salvation Army
370	7	9 No. Burnet Street	Vacant	To Be Acquired	Salvation Army
370	22	429 William Street	Partially Vacant Building	Maybe To Be Acquired	Olufemi Fasehun & Yetunde H/W
370	26	32 No. Clinton Street	Occupied	To Be Acquired	Allegheny East Con. 7th
370	29	24 No. Clinton Street	Occupied	To Be Acquired	Holy Spirit / Our lady Help Christian
370	33.01	12 No. Clinton Street	Occupied	To Be Acquired	Rajeenah Rajahn
370	34	10 No. Clinton Street	Vacant	To Be Acquired	Manufacturers & Traders Trust Com.
541	7	39 No. Clinton Street	Occupied	To Be Acquired	Karimadeen Burke & Mary Sowah
541	8	41-45 No. Clinton Street	Partially Vacant	To Be Acquired	Rene Beade & Maria T, H/W
541	9	455 William Street	Occupied	To Be Acquired	John Lewis
541.01	21	19 Ashland Avenue	Occupied	To Be Acquired	Frederick E. Smith & Lillie E. H/W
541.01	24	25 Ashland Avenue	Vacant	To Be Acquired	St Pierre Therlonge
541.01	25	25 Ashland Avenue	Vacant	To Be Acquired	St Pierre Therlonge

**Table 2: Occupancy Status of Properties with Structures and Acquisition Status**

### ***Relocation Opportunity***

- The opportunity exists to replace the existing older structures with new buildings in order to increase the overall neighborhoods environment.
- The number of existing tenants and residences is low in comparison to other redevelopment plans and will increase the public relations between the City and the residences.
- The opportunity exists for the redevelopment area to serve as an entry way into the commercial corridor as well as into the surrounding residential neighborhood.

### ***Stabilization of Existing Structures***

There are existing residential and multi-family structures that are documented to be in poor to moderate condition. The redevelopment plan takes into consideration their existing conditions which serves as a determinant to the overall and successful revitalization of the area. The stabilization of the existing structures includes the identification of potential funding sources to support necessary exterior building renovations.



**Image 15: Targeted Façade Stabilization @ N. Burnet Street**

### ***Stabilization Issues***

- The building facades in poor condition are to structurally deficient to repair, which could result in the condemnation of the structure.
- The amount grant funding may require a matching loan to adequately improve the building façade.

- The restoration of existing building facades maybe damaged beyond the restoration and allowed funding.
- The property owner's and commercial tenants may not participate in the restoration or improvement of their building facades.
- The improvements are exterior and do not extend into the interior of the building envelope.
- The professional fees may exclude the professional services adequately required to properly prepare the necessary construction documents and construction administration to conduct the required building stabilizations.
- Those properties documented in excellent and good condition could be excluded from the grant funding sources.
- The establishment of a non-profit organization to administer the stabilization process will be demanding and require funding.

#### ***Stabilization Opportunity***

- The opportunity exists to improve the overall building conditions from poor and moderate to excellent, enhancing the overall character and environment of the neighborhood (See Image right).
- The partnerships with the local residences and City as well as the state and federal increase the likelihood that the stabilization of the homes could be realized.



**Image 16: Facade Improvements to Existing Structures; Before and After**

- Although acquisition is a significant part of the redevelopment process, the maintaining of local residences and the improvement of their quality life is a viable element in building communities.
- Establish a New Jersey based not-for-profit 501(c) (3) organization that is associated with the existing churches or as a residential community association.
- The introduction or establishment of a not-for-profit organization will serve as a benefit to the City in that the organization could become an association and manage the daily cleaning and maintenance required for improved streetscape and picking up litter to offset municipal costs.

- The following are potential funding sources with contact names:

<b>Potential Funding Sources for Stabilization of Existing Structures</b>			
<b>Item No.</b>	<b>Program Name</b>	<b>Telephone Number</b>	<b>Contact Person</b>
1	Weatherization Assistance	(609) 292-6140	
2	Home Energy Assistance	(973) 485-0795	
3	Small Cities Community Development Block Grant	(609) 292-6140	Rodger
4	Community Service Block Grant	(609) 984-6668 / (609) 633-6266	Erin / Francis
5	Section 8 Single Room Occupancy -Moderate Rehabilitation	(609) 633-6179	
6	Lead-Based Paint Abatement in Low- and Moderate-Income Housing	(609) 633-6181	Bob Haug
7	Neighborhood Preservation	(609) 292-6140	
8	East Orange Housing Rehabilitation Program	(973) 266-5411	

**Table 3: Potential funding sources for stabilizing structures**

## Land Use and Zoning Plan

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The purpose of the zoning plan is to provide zoning regulations that will govern development in the Lower Main Street Phase II Redevelopment Plan. The regulations describe the permitted uses, bulk requirements, required open space, and parking standards. All regulations provided in the respective sections, unless otherwise noted, will supercede applicable provisions of the development regulations of the City of East Orange pursuant to N.J.S.A. 40A: 12A-7(5)c<sup>3</sup>. The intent is to promote, foster, and encourage the residential and mixed uses of land by taking advantage of a variety of housing types and compact development, which is provided on the zoning map.

The new zoning map (See Zoning Map) illustrates the location of zoning districts within the redevelopment area. The districts regulate the land uses permitted within the respective district. For the purposes of the plan, zoning districts are divided into the following sectors.

- Residential District (R)
- Residential and Commercial District (R/C)
- Commercial Business District (CBD)

### Statement of Use to be permitted

All uses permitted in the redevelopment area will be subject to all restrictions and controls and permitted uses of this plan. Whenever, applicable, the prohibitions of specified uses listed herein shall be included in agreements, leases, deeds and other instruments whereby land or interests in real property in the redevelopment area are disposed of by the city to developers, and such prohibitions shall be incorporated where appropriate in covenants running with the land.

### Residential District (R)

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- A. Goal. The goal of the Residential District is to create a residential community that offers a variety of housing opportunity uses. A small section of the site comes under residential district. The design of district is intended to respond to the potential types of needed residential uses that will foster and encourage the establishment of a responsive and socially engaging community. The introduction of infill and detached housing addressed under this zoning will help give a distinguished character to the neighborhood from the commercial corridor and will guide the redevelopment to a more sustainable form.

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<sup>3</sup> The redevelopment plan shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the redevelopment area. When the redevelopment plan supersedes any provision of the development regulations, the ordinance adopting the redevelopment plan shall contain an explicit amendment to the zoning district map included in the zoning ordinance. The zoning district map as amended shall indicate the redevelopment area to which the redevelopment plan applies.

#### B. Principal Permitted Uses<sup>4</sup>

- Single Family
- Two-Family detached homes.
- Brownstones and Townhouse Structure as set forth in Section 50-116 except those constructed under the cluster option.
- Professional home office as set forth in Section 50-110, except that the following ratio shall apply: two family and three family dwelling, one office; four family dwelling and over, 25% of the dwelling units on the first floor and basement may be used for such office, provided that the remainder of the dwelling units in each case shall be retained for the purpose of residence only.

#### C. Principal Conditional Uses

- Senior care community (SCC) and continuing care retirement community (CCRC) uses.

#### D. Accessory Uses

- Accessory building and uses customarily incidental to the above uses, when located not less than 40 feet from the front lot line and no nearer to the front lot line than the street wall of the main buildings, including storage garages, provided that such garages shall not exceed a capacity one motor vehicle for each 1,000 square feet of lot area, and provided further that the storage garage shall not be used for storage of more than one commercial vehicle, except that one additional vehicle may be stored for each 10,000 square feet of lot area. No such commercial vehicle shall exceed one-and-one-half-ton capacity. Space for non-commercial vehicles may be leased, provided that space for at least one non-commercial vehicle may not be leased but must be retained for the use of the building.

District Regulations for Lower Main Street Phase II													
District Regulations	Minimum Lot Size			Minimum Yard Dimensions (Feet)					Max Lot Coverage	Max Building Height		Max Density	Max Floor Area Ratio
	Area (Sq. Ft.)	Width (Feet)	Depth (Feet)	Front	One Side	Both Sides	Rear	Corner Side		Stories	Feet	Units Per Acres	
R (One Family Detached)**	4,000	40	100	25	6	14	25% of lot width	10	25%	2.5	30	8	-
R (Two Family Detached)**	4,000	40	100	20	5	12	25% of lot width	10	30%	2.5	30	17	
R (One Family Attached)**	2,000	20	100	-	-	-	25% of lot width	10	60%	3	35	10	
R (Two Family Attached)**	2,400	24	100	-	-	-	25% of lot width	10	50%	3	35	18	
R/C	15,000	100	100	-	*	*	20	-	60%	3	35	30	-
CBD	5,000	50	-	-	-	-	-	-	100%	Maximum of 4 Stories		30	-

\* Where abutting a church, then a side yard of one foot for every 4 feet of building height of the principal structure is required.

\*\*Roofless stoops, porches, decks, and steps may extend into the required front and rear yards provided the lot coverage requirements are not exceeded.

**Table 4: District Regulations**

<sup>4</sup> Adult entertainment and obscene bookstores, video, apparel and accessory establishments are prohibited in the redevelopment area.

E. Bulk requirements

- See District Regulations Schedule.
- The sign regulations for the R-3 District are contained in Article XXXII of City of East Orange Land Use and Development Ordinance.
- The parking and loading requirements for the R-3 District are contained in Article XXXI of City of East Orange Land Use and Development Ordinance and in Schedule 50-232, Off-Street Parking Requirements, and Schedule 50-233, Off-Street Loading Requirements.
- Off-street parking: In accordance with the Residential Site Improvement Standards (RSIS, NJAC 5:21); however, the Board may grant exceptions where deemed appropriate.

F. Affordable Housing Requirement

- All development of a residential nature shall be governed by Article XXXVIA (Affordable Housing Regulations).

**Residential and Commercial District (R/C)**

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A. Goal. The goal of the R/C District is to foster compact development with retail and commercial activity at the street level and housing above in order to meet the local needs of the community. The R/C District will also permit existing multi-family, and garden apartments to cohesively exist with new medium density apartments that promote harmony. To achieve the goal, compact development retail and service establishments are permitted at street level that will be addressed under this zoning. The inclusion of the retail and service establishments will give a residential character and foster economic development to the neighborhood as well as providing more housing options.

B. Principal Permitted Uses<sup>5</sup>

- Mixed use and compact developments.
- Residential units above the street level to include but are not limited to lofts, studios, one, two and three bedroom units.
- Parks and playgrounds owned and operated by the city, by any of its agencies or by the Essex County Park Commission.
- Premises used for municipal purposes, except public work garages and solid waste facilities.
- Professional home office, subject to requirements enumerated in 50-110
- Such signs as permitted in Article XXXII of City of East Orange Land Use and Development Ordinance.

C. Principal Conditional Uses

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<sup>5</sup> Adult entertainment and obscene bookstores, video, apparel and accessory establishments are prohibited in the redevelopment area.

- Retail sales and service, excluding hardware, motor vehicles, boats and swimming pools.
- Banks and Financial Institutions
- Offices and services at street level only.
- Full service eating and drinking places excluding all drive-in restaurants, limited service establishments, restaurants requiring standing or drinking solely.
- Full service eating and drinking places with outside dinning located on the sidewalk and rooftops are strongly encouraged.
- Although sporting goods stores are permitted, the type of stores should reflect a variety of quality clothing and goods. The Board shall prevent an abundance of sporting goods stores.
- Cultural Arts, museum, and gallery.
- All types of grocery barber and beauty salons are permitted. The Board shall prevent an abundance of the above types of stores.
- All types of auto motive establishments such as taxi stands, gasoline, auto parts or accessories, auto showrooms or sales, auto repair and auto driving schools are prohibited. In addition, all prohibited uses in Section 50-140 and 50-153 of the Land Use and Development Ordinance.
- Home occupation.

#### D. Accessory Uses

- No accessory buildings are permitted. All parking structures such as below grade parking must be within the design and building's envelope.

#### E. Bulk requirements

- See District Regulations Schedule.
- The sign regulations for the R-2 District are contained in Article XXXII of City of East Orange Land Use and Development Ordinance.
- The parking and loading requirements for the R-2 District are contained in Article XXXI of City of East Orange Land Use and Development Ordinance and in Schedule 50-232, Off-Street Parking Requirements, and Schedule 50-233, Off-

District Regulations for Lower Main Street Phase II													
District Regulations	Minimum Lot Size			Minimum Yard Dimensions (Feet)					Max Lot Coverage	Max Building Height		Max Density Units Per Acres	Max Floor Area Ratio
	Area (Sq. Ft.)	Width (Feet)	Depth (Feet)	Front	One Side	Both Sides	Rear	Corner Side		Stories	Feet		
R (One Family Detached)**	4,000	40	100	25	6	14	25% of lot width	10	25%	2.5	30	8	-
R (Two Family Detached)**	4,000	40	100	20	5	12	25% of lot width	10	30%	2.5	30	17	
R (One Family Attached)**	2,000	20	100	-	-	-	25% of lot width	10	60%	3	35	10	
R (Two Family Attached)**	2,400	24	100	-	-	-	25% of lot width	10	50%	3	35	18	
R/C	15,000	100	100	-	*	*	20	-	60%	3	35	30	-
CBD	5,000	50	-	-	-	-	-	-	100%	Maximum of 4 Stories		30	-

\* Where abutting a church, then a side yard of one foot for every 4 feet of building height of the principal structure is required.

\*\*Roofless stoops, porches, decks, and steps may extend into the required front and rear yards provided the lot coverage requirements are not exceeded.

**Table 5: District Regulation**

## Street Loading Requirements.

### G. Affordable Housing Requirement

- All development of a residential nature shall be governed by Article XXXVIIIA (Affordable Housing Regulations).

### **Commercial Business District (CBD)**

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A. Goal. The goal of the commercial business district is to be consistent with redevelopment of the Lower Main Street Phase I Area and enhance the economic viability of the area by providing a variety of opportunities for retail sales and services, offices, residential, arts, entertainment and other uses consistent with a viable shopping district. To achieve the goal, compact land development is strongly recommended and will promote the connection of uses to transportation, making the area a walkable community.

### B. Principal Permitted Uses<sup>6</sup>

- Retail sales and service, excluding hardware, motor vehicles, boats and swimming pools.
- Banks and Financial Institutions
- Offices and service establishments above street level retail. No offices or services shall be permitted on street level except those with a clearly identifiable retail sales component such as opticians and shoe repair and sales.
- Full service eating and drinking places excluding all drive-in restaurants, limited service establishments, restaurants requiring standing or drinking solely.
- Full service eating and drinking places with outside dinning located on the sidewalk and rooftops are strongly encouraged.
- Department stores that have apparel and accessory components are strongly encouraged.
- Although sporting goods stores are permitted, the type of stores should reflect a variety of quality clothing and goods. The Board shall prevent an abundance of sporting goods stores.
- Residential units above the street level to include but are not limited to lofts, studios, one, two and three bedroom units.
- Cultural Arts, indoor theatre and museum.
- Public buildings and uses owned and operated by the City of East Orange or its agent and other governmental entities.
- Infrastructure services required associating permitted uses such as the areas underground electric, gas, water, sanitary and any reasonable services required for to meet the level of service required for the Redevelopment Area.
- All types of grocery, barber and beauty salons and auto motive establishments such as gasoline, auto parts or accessories, auto showrooms or sales, auto repair and auto driving schools are prohibited. In addition, all prohibited uses in Section 50-140 and 50-153 of the Land Use and Development Ordinance.

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<sup>6</sup> Adult entertainment and obscene bookstores, video, apparel and accessory establishments are prohibited in the redevelopment area.



C. Accessory Uses

- Uses customary, incidental and accessory to the principal use such as parking decks owned by a public and/or governmental entity.

D. Bulk Requirements

- See District Regulations Schedule.
- Off-street parking: In accordance with the Residential Site Improvement Standards (RSIS, NJAC 5:21) and Section 50-232 (Schedule B, Off-Street parking Requirements) of the City of East Orange Land Use and Development Ordinance; however, the Board may grant exceptions where deemed appropriate.

H. Affordable Housing Requirement.

All development of a residential nature shall be governed by Article XXXVIIA (Affordable Housing Regulations).

District Regulations for Lower Main Street Phase II													
District Regulations	Minimum Lot Size			Minimum Yard Dimensions (Feet)					Max Lot Coverage	Max Building Height		Max Density	Max Floor Area Ratio
	Area (Sq. Ft.)	Width (Feet)	Depth (Feet)	Front	One Side	Both Sides	Rear	Corner Side		Stories	Feet	Units Per Acres	
R (One Family Detached)**	4,000	40	100	25	6	14	25% of lot width	10	25%	2.5	30	8	-
R (Two Family Detached)**	4,000	40	100	20	5	12	25% of lot width	10	30%	2.5	30	17	
R (One Family Attached)**	2,000	20	100	-	-	-	25% of lot width	10	60%	3	35	10	
R (Two Family Attached)**	2,400	24	100	-	-	-	25% of lot width	10	50%	3	35	18	
R/C	15,000	100	100	-	*	*	20	-	60%	3	35	30	-
CBD	5,000	50	-	-	-	-	-	-	100%	Maximum of 4 Stories		30	-

\* Where abutting a church, then a side yard of one foot for every 4 feet of building height of the principal structure is required.

\*\*Roofless stoops, porches, decks, and steps may extend into the required front and rear yards provided the lot coverage requirements are not exceeded.

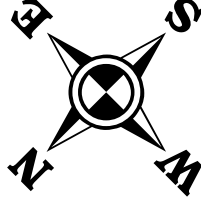
**Table 6: District Regulation**

**Legend**

Redevelopment Area

Zoning District

## Redevelopment Area



# City of East Orange Department of Policy Planning and Development

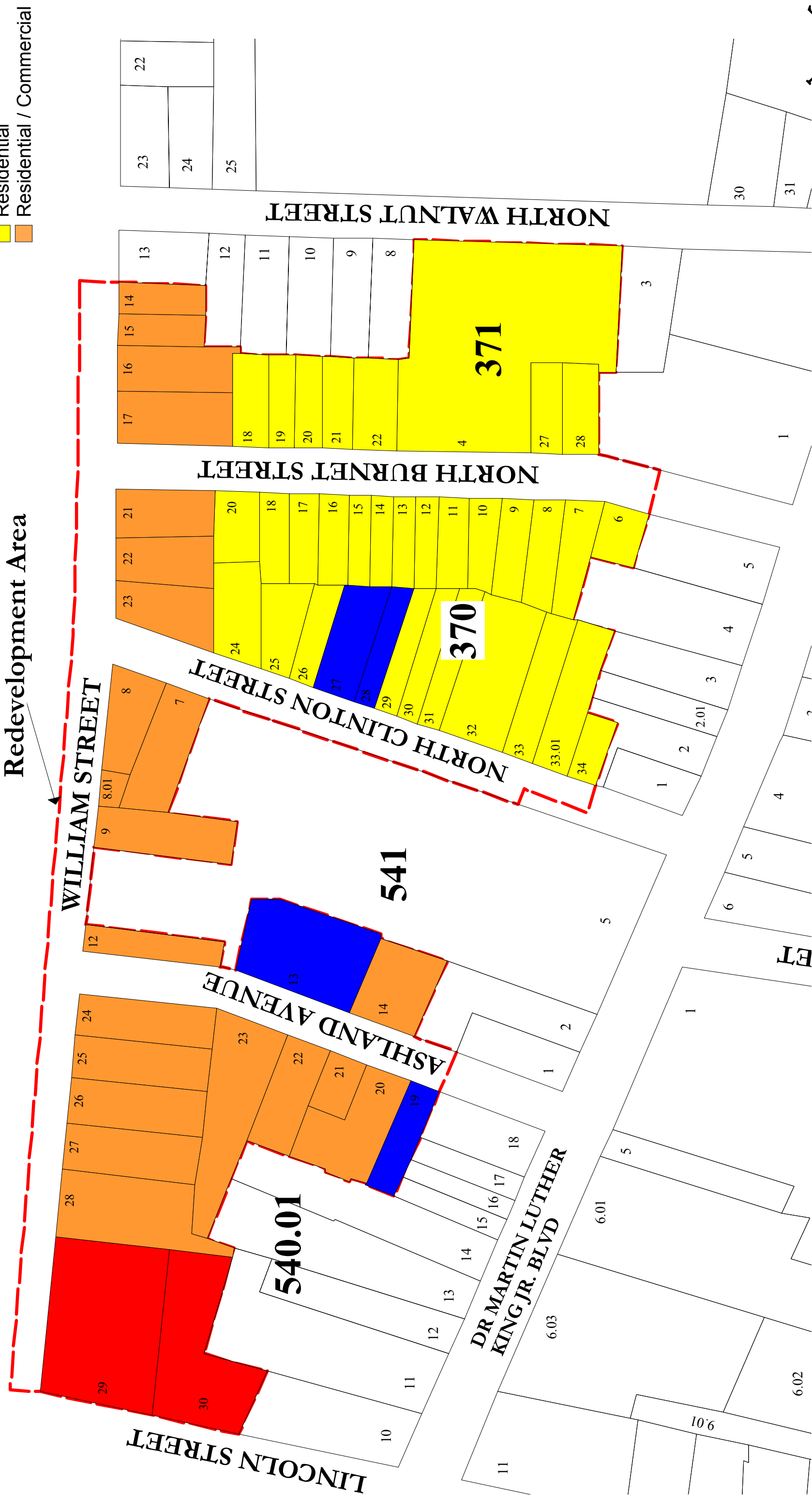
**www.npad-inc.com**

# Land Use Patterns

Land Use

- Commercial
- Institutional
- Residential
- Residential / Commercial

Lower Main Street Phase II



Source: NPAD Property Data, City of East Orange and NJ Department of the Treasury Division of Taxation Property Administration

## Targeted Primary Uses

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There are four (4) potential sites that are significant to the Redevelopment of Lower Main Street Phase II and shall be strongly considered in order to achieve the goals and objectives established to redevelop the area.

- ***Infill Row Housing***

The parcels located along North Clinton Street present an excellent opportunity to become an entry way into the redevelopment of the commercial corridor and the residential surrounding community. The level of service from vehicular circulation expected to travel the local and urban street strongly suggests a type of housing that responds to anticipated circulation patterns. Infill housing that introduces Brownstones is an ideal housing type. The housing provides an ‘eyes on the street’ by placing the residential units closer to the right-of-way, which will suggest a safer and welcoming type of residential environment. The architectural character of the housing will offer an impressive neighborhood character and identity with the various combinations of facades and architectural details. The housing will be a maximum of three stories in height and offers the opportunity to become a series of clusters that are easily adaptive to the surrounding context. The front of the housing along the urban street serves as the front entrances to the two-family dwelling units. The rear will have yard space to allow for family and social activities. Parking for the units will be off-street and located to the rear of the units. The compactness of the units could potentially allow a total of 22 two-family three-story units to be constructed along North Clinton Street. (See Image)



**Image 17: Façade option for infill row houses**

- ***Detached Two-Family Housing***

North Burnet Street is currently a single family detached housing community. The housing community is currently documented as non-conforming due to their undersized parcels with respect to the current zoning ordinance. Although the opportunity exists to provide the necessary stabilization funding for the respective poor and moderate condition structures, the redevelopment plan strongly suggests that the homes be replaced with new two-family detached residences with increased lot sizes that provide more exterior green spaces and social engagement opportunities. The architectural character of the homes offers an excellent type of residential design that fosters a socially engaging community. The designs are strongly encouraged to be unique and avoid the standard monotonous repetition of facades or interior layouts. The homes are intended to be set-back from the right-of-way at least 20 feet and shall have side and rear yard requirements to further promote the residential character. The two-family units should be three stories in height, making the units consistent with the new infill housing along North Clinton Street. There is an estimated 28 units that could be constructed along North Burnet Street, which will be in conformance to the proposed land use development ordinance.



**Image 18: Detached two-family housing along North Burnet Street**

- ***Compact Mixed-Use Development Projects***

There are two potential locations for the introduction of mixed-use projects, which offer street level retail and services to support the local neighborhood. The sites are at the intersection of William and North Clinton Street and along Ashland Ave to William Street. The following begins with William and North Clinton Streets and ends with Ashland Ave.

The existing one-story structure located at the intersection of William and North Clinton Streets is the only location for potential shopping to the local residences. The current zoning as documented in the Area Investigation Report denotes the parcel as non-conforming with respect to its land use. The opportunity exists to introduce compact development that offers goods/services at the street level and housing above. Consistent with the existing multi-family and garden apartments concentrated along



William Street, the introduction of a mixed use compact development project would be in context to the current existing uses as well as continue to provide the necessary neighborhood shopping for the local residences. The nature of scope and size for the project will require the acquisition of the immediately adjacent parcels (block 541, lots 7, 8.01 and 9), which consist of an undersized vacant lot and two (2) single-family dwellings. The new building will complement its contextual surrounding and link the current housing development at the Muir's-Berkley site as well as the future development along Dr. Martin Luther King Jr. Blvd. The local street would become more vibrant and strengthen with potential shoppers and customers as well as residences of the units above. The mixed use project shall stand no taller than four stories and shall accommodate a variety of unit types from loft to three bedrooms. There could be upwards of 30 units or more built within the new project. Below grade parking would be permitted based on a subsurface geological study documented in the Lower Main Street Phase I Area Investigation Report and the current below grade parking developments at Muir's-Berkley site.

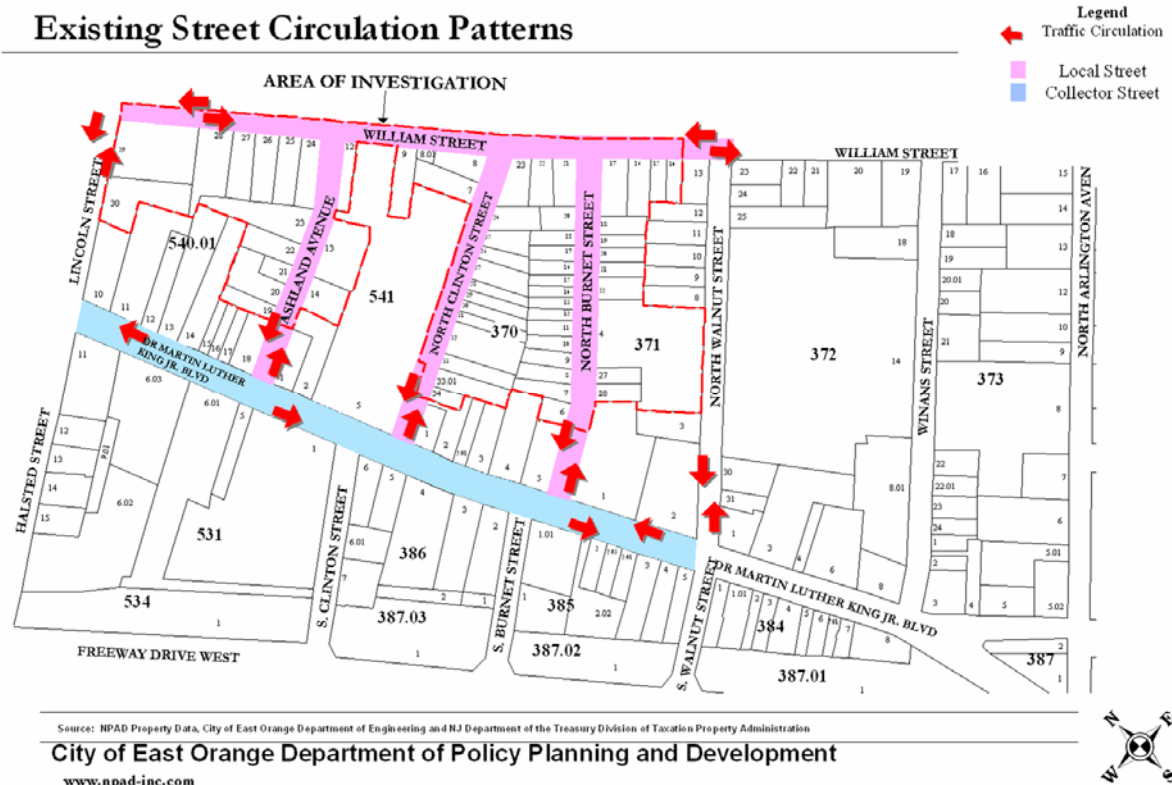
Ashland Ave currently houses surface parking, a single family dwelling, Mt. Olive Baptist Church, and a vacant two-story building (block 540.01, lots 19, 20, 21, 22, 23, 24 and 25). The existing structures are not welcoming and do not reflect the type of structures required to support the future redevelopment of Dr. Martin Luther King Jr. Blvd. Although Mt. Olive Baptist Church and the single family structure are above moderate condition, the nature of the redevelopment to take place along the commercial corridor will be overwhelming, possibly making the structures out of context. The opportunity exists to directly link the North Walnut Street and Lower Main Street Phase I Redevelopment to Phase II as well as provide needed housing and a more localized type of retail/service establishments. The exterior architecture will be vibrant and offer a variety of façade details and materials. The architecture will establish the design standards for other potential projects that will demand similar type of architectural variety and character as well as interior layouts options. The type of retail and services are intended to respond to the local neighborhood and will permit insurance establishments, banking institutions, and other similar type of establishments (See Residential/Commercial Zoning District Regulations Section). The overall character of the neighborhood will be significantly improved and will define its identity. The number of units could range from 50 to 70 units with a variety of studio lofts, one, two and three bedrooms. Off-street below grade and rear surface parking would be available to residences and street level establishments. The compact mixed-use project will extend no higher than four stories, making it respond to its surroundings.



**Image 19: Mixed-use compact development structure along Ashland Avenue**

## Traffic and Circulation Plan

The redevelopment area has local streets that run north to south and east to west. The circulation systems located within the right-of-way have three primary functions. The first is to provide a roadway that includes travel lane for automobiles and on-street parking to allow vehicular access to adjacent land uses. Second, the right-of-way provides needed pedestrian access by allowing people to walk along sidewalks and also have access to the respective land uses. Third, the right-of-way defines the respective neighborhood by providing the necessary street amenities required to give character and identity. All of the conditions of the functions provided by the right-of-way are documented to be consistently in poor condition.



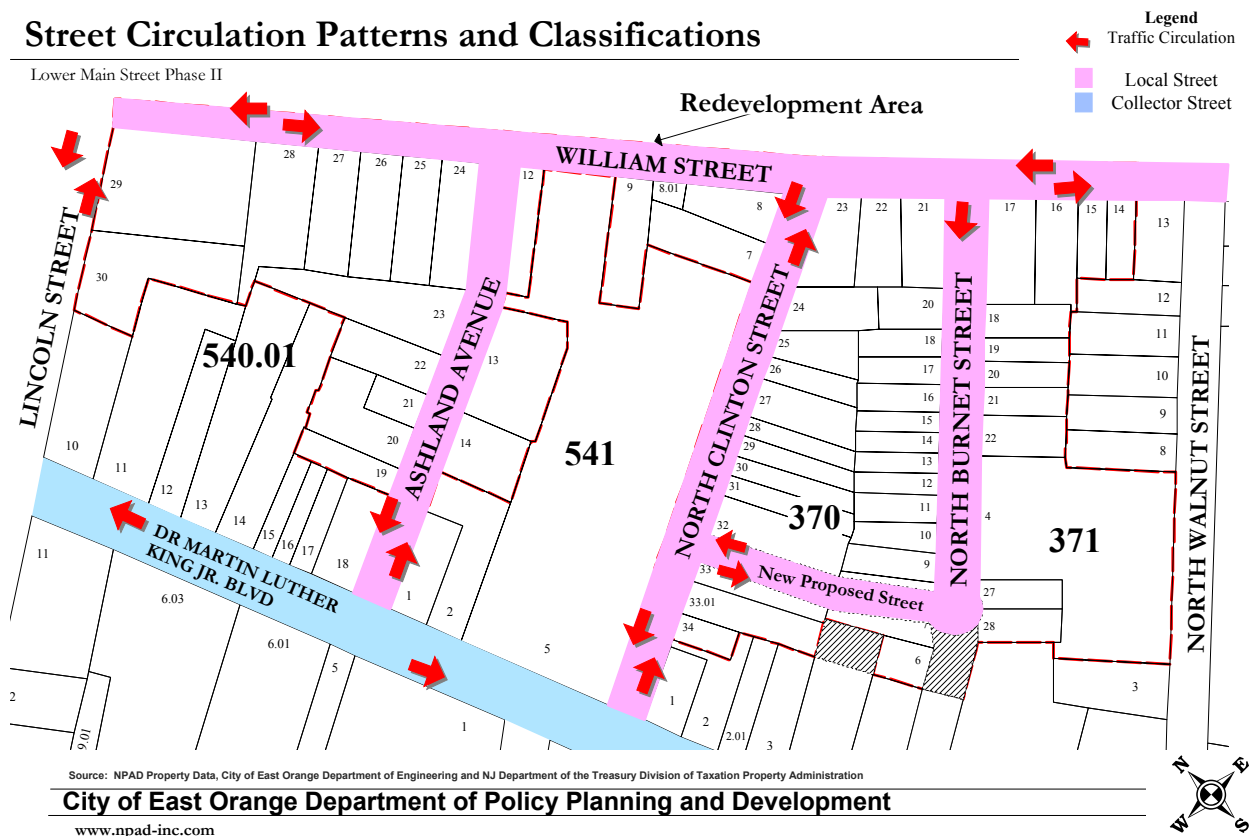
### GIS Spatial Distribution Map 4: Existing street circulation patterns

The area investigation documented that accessibility to the redevelopment area via public transportation is available along Dr. Martin Luther King Blvd. Public transportation exists in the form of bus and train with six (6) different bus lines and two (2) train stations (East Orange and Brick Church). There are no suggestions of altering the existing locations or circulation patterns for the public transportation systems since they are within a 5 to 15 minute travel distance. However, a jitney or special transportation service for senior citizens and special needs persons could be established to increase the accessibility of those persons access to public transportation.

- The majority of the redevelopment traffic patterns are encouraged to remain; however, changes are required to improve the function of the circulation system.

- North Burnet Street is a local street with two moving lanes and alternate side of the street parking, which connects William Street to Dr. Martin Luther King Jr. Blvd. The current congestion suggests that the street is being serviced by unwanted vehicular circulation as well as pedestrians. The intent of the change in the traffic pattern along North Burnet Street is to support the new housing types and to create a separate residential environment from the commercial corridor (See GIS Map below). The outcome will make the area safer for children, offer the environment social activities and create an isolated as well as peaceful living community. The following changes recommended to occur.
  - Resurface the roadway, distinguishing on-street parking from the roadway.
  - Demap Dr. Martin Luther King Jr. Blvd from North Burnet Street.
  - Connect North Clinton Street to North Burnet Street via a circular traffic island.
  - Provide mid-block crossings on North Burnet Street and the new proposed street.
  - Reduce North Burnet Street from two moving lanes to one, entering from William Street, with on-street parking.
  - Make the new proposed street two moving lanes with alternate side of the street parking.
  - Create a walkable neighborhood by providing needed improved pedestrian sidewalks and streetscape amenities to foster a welcoming community.

## Street Circulation Patterns and Classifications



GIS Spatial Distribution Map 5: Street Circulation Patterns



- New Proposed Right-of-way
  - Establish a new right-of-way, connecting North Burnet and North Clinton Streets.
  - Acquisition of vacant land and surface parking (block 541, lots 6,7,8,9, 32 and 33).
  - Provide two moving lanes with two lanes of on-street parking.
  - Provide streetscape amenities to support the type of infill and single family detached housing.
  - Creates a circular traffic island at North Burnet Street as focal point for the area.



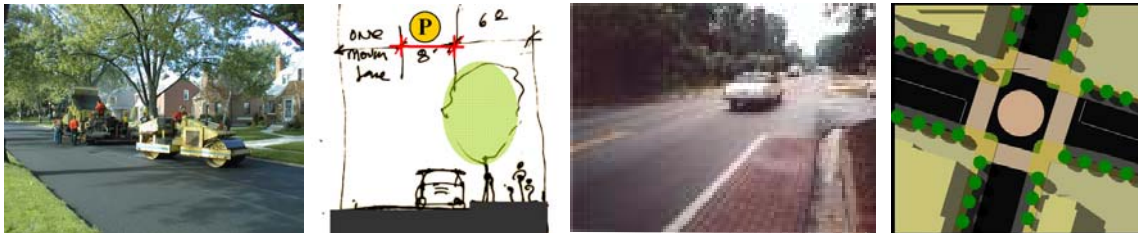
**Image 20: New circular traffic island**

- North Clinton Street's roadway is to remain two moving lanes, connecting Dr. Martin Luther King Jr. Blvd, North Burnet Street and William Street. North Clinton Street is recommended to change as follows:
  - Relocate on-street parking from the existing side to the other side where the new infill housing will be developed along the block 370.
  - Provide improved pedestrian sidewalks and increase width to 6 feet along block 370.
  - Include streetscape amenities to support the redevelopment.
  - Reduce the travel distance at the intersections of the new proposed streets and William Streets.
- Ashland Avenue is to remain two moving lanes with alternate side of the street parking, connecting Dr. Martin Luther King Jr. Blvd. and William Street. The following changes are recommended:
  - Resurface the roadway, distinguishing between on-street parking and the roadway with paving material.
  - Provide improved pedestrian sidewalks.
  - Include streetscape amenities to support the redevelopment.
  - Reduce the travel distance at the intersections of the William Streets.
- William Street is to remain two moving lanes, connecting Lincoln and Walnut Streets. The following changes are recommended:
  - Resurface the roadway, distinguishing between on-street parking and the roadway with paving material.
  - Relocate on-street parking to the other side of the street along blocks 540.01, 541, 370, and 371.
  - Provide improved pedestrian sidewalks.
  - Reduce travel distance at all intersections along William Street to encourage a walkable community.
  - Increase side walk width to 6 feet along block 541.

## Streetscape Plan

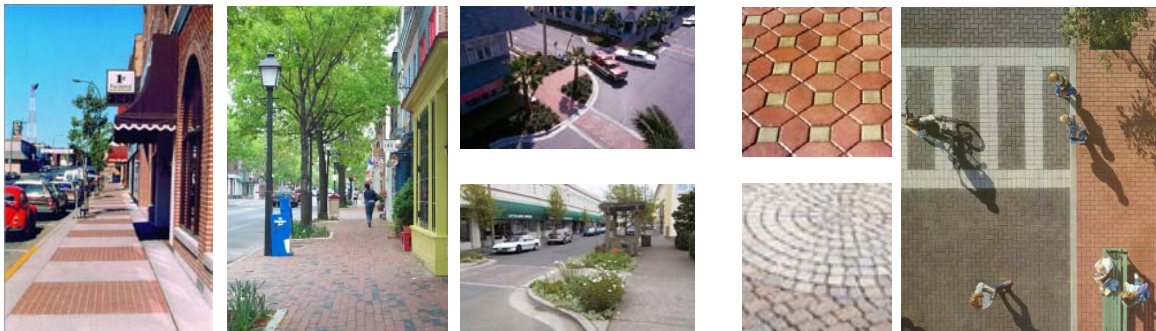
The new housing, compact developments, and the establishment of neighborhood identity in redevelopment area foster a distinctive and attractive supporting streetscape. The streetscape is located within the right-of-way and is owned by the City of East Orange. There are three primary elements of a right-of-way: 1) Roadway which includes travel lane and on-street parking for vehicular access, 2) Sidewalk for pedestrian movement and, 3) Street amenities to define the neighborhood. The opportunity exists to alter the streetscape of the redevelopment area to promote more walkable neighborhood increasing public linkages to the existing public transportation and reducing automobile dependency. The following are the ways to revitalize the streetscape by improving the conditions of the three primary elements:

- Roadways are to be resurfaced. On-street parking is encouraged to be paved with different color pavers than the sidewalk. The distinguishing of pavers not only adds to the character and identity to the surrounding blocks but also provide clear distinction for on-street parking. Intersections should to be clearly defined and marked to delineate vehicular zone from pedestrian zone.



**Image 21: Roadways, on-street parking, and typical intersections**

- The walking surface of the pedestrian sidewalk should be properly treated to clearly distinguish the pedestrian circulation from vehicular patterns. Pedestrian sidewalks should be replaced with brick, stone, or concrete pavers with scoured patterns. The opportunity exists to reduce pedestrian crosswalks at all intersections and provide mid-block crossings to prevent unwanted pedestrian street crossings. The pedestrian sidewalk, intersection crossings and mid-block crossings should be highlighted and enhanced by the use of different colors and patterns of paving material such as brick and stone. Sidewalks located at the pedestrian crossing shall be protected with



**Image 22: Different colors and patterns of paving materials**

decorative pedestrian bollards.

- Other streetscape amenities such as decorative benches, trash receptacle, pedestrian bollards, clear signage and kiosk should be included in the streetscape for pedestrian convenience. The roadway and sidewalk lighting shall be separate and must have white light instead of yellow light. The light poles should be of decorative design and should include neighborhood banners to promote business, neighborhood identity and a sense of cohesion. All lighting shall be consistent with Lower Main Street Phase I and within the redevelopment area. The circular traffic island at the intersection of North Burnet Street and New Proposed Street should be emphasized with the inclusion of a community feature that identifies the local residential character. The opportunity exists for the City to assist the local residence in the establishment of an entity to aid in the daily maintenance of the amenities.



**Image 23: Types of Street Amenities**

- The existing street trees located on the owner's properties shall be pruned to allow for new trees to be planted within the right-of-way. The new street trees shall be of different species to promote a distinguished color flowering and prevent unwanted spreading of diseases. The recommended desirable distance between street trees are species specific and ranges from twenty to forty feet and should includes decorative planting tree pits cover. Community participation for tree planting and selection is encouraged. William Street trees shall consider the development of Muir's-Berkeley.

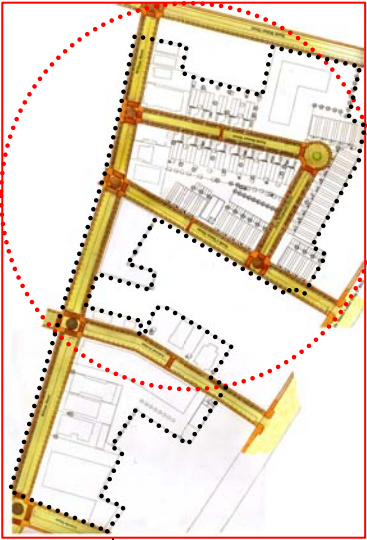


**Image 24: Types of Seasonal Trees and Flowering**



# Streetscape Plan

Lower Main Street Phase II



## Key Plan

### Crosswalks

- To be clearly distinguished

### Existing On-Street Parking

- To remain here

### Intersections

- Circular pattern with textured paving

### North Burnet Street

- One way street from William Street to Circular Traffic Island
- Both sides of on-street parking

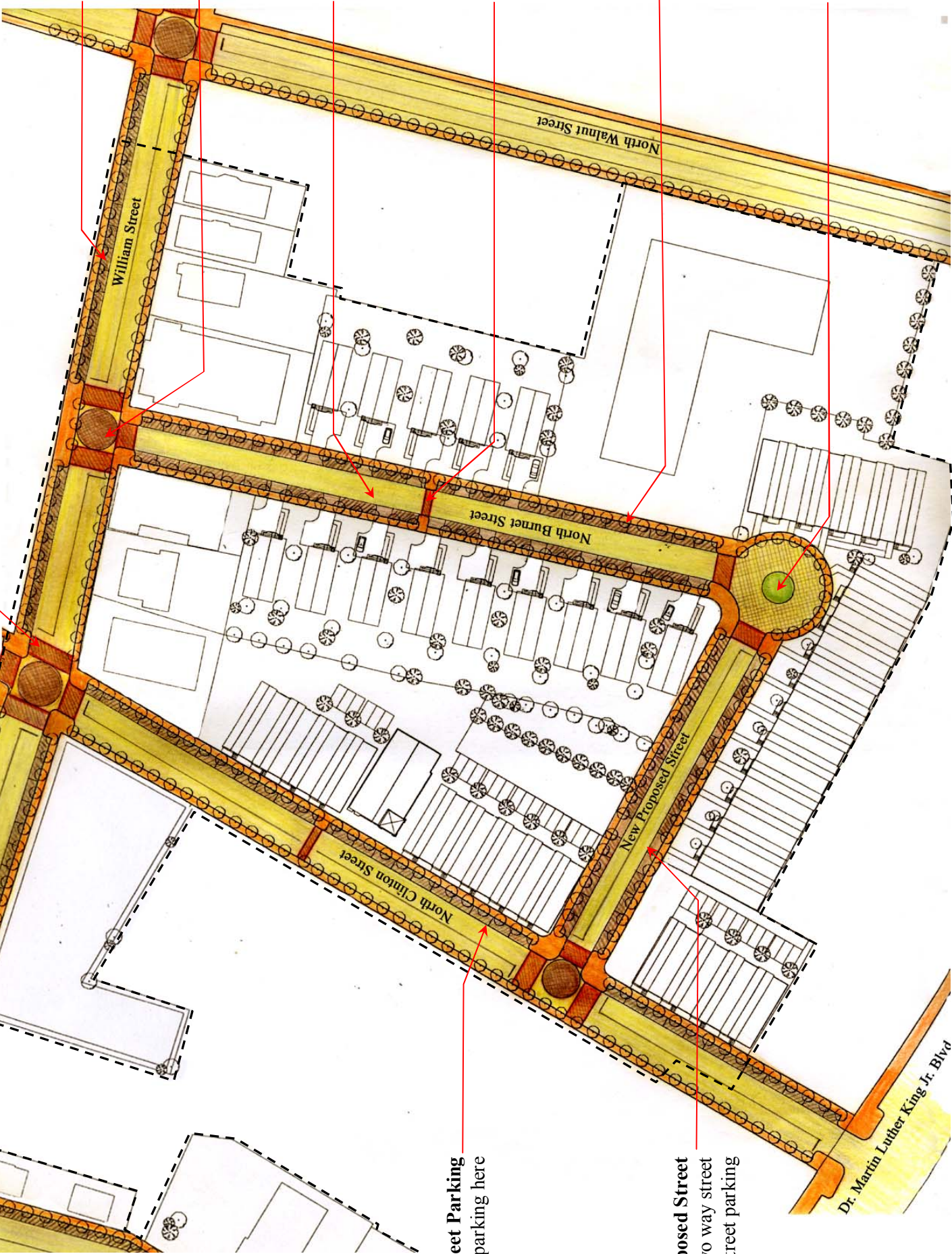
### Mid-Block Crossing

- 6' wide
- To be clearly distinguished from roadway and pedestrian sidewalk surface

### New Distinguish Trees

### Circular Traffic Island

- Well landscaped
- Focal point
- Includes community feature enhancing local residential character



### Existing On-Street Parking

- Relocate existing parking here

### New Proposed Street

- Two way street
- Alternate side of on-street parking



Example and Plan of Circular Traffic Island



Example of Community Feature on Circular Traffic Island

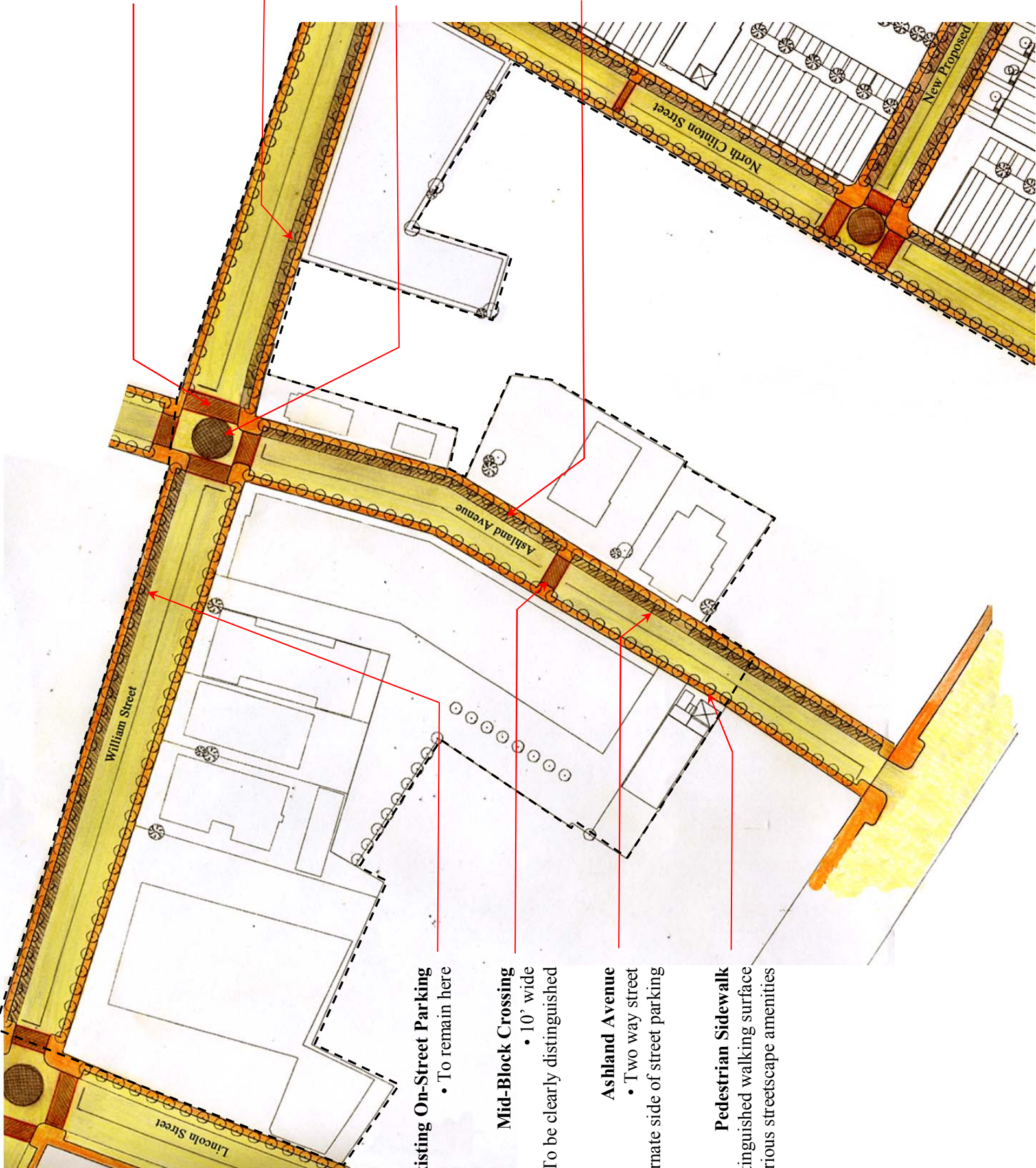
Source: NPAD Property Data, City of East Orange and NJ Department of the Treasury Division of Taxation Property Administration





# Streetscape Plan

Lower Main Street Phase II



**Existing On-Street Parking**

- To remain here

**Mid-Block Crossing**

- 10' wide
- To be clearly distinguished

**Ashland Avenue**

- Two way street
- Alternate side of street parking

**Pedestrian Sidewalk**

- Clearly distinguished walking surface
- Includes various streetscape amenities

**Crosswalks**

- Clearly distinguished with different patterns and colors of pavers from the roadway surface

**Existing On-Street Parking**

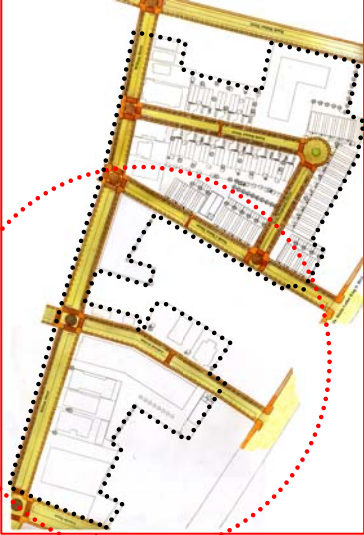
- Relocate here

**Intersections**

- Circular pattern with textured paving

**New Distinguish Trees**

**Key Plan**



Crosswalk with Distinctive Patterns and Color



Circular Pattern at Intersection

Source: NPAD Property Data, City of East Orange and NJ Department of the Treasury Division of Taxation Property Administration





## Site Design Standards

### *Parking*

Parking is an important aspect which needs to be addressed and well integrated in the design of the overall development. Parking should not be unobtrusive and should not disturb the pedestrian or the vehicular flow.

1. There should be a minimum number of curb cuts for interior lot access.
2. On-street parking area can have different pavers style, pattern and color to distinguish it from the roadway.
3. If parking is provided next to a building or at rear of the building then it is important to enhance the side or rear elevation. Alternate entries may be desired for the same. Guidelines for the fronts of buildings shall also apply to the rear, sides and interior courts where visible.
4. Driveways should be integrated in the design of the building or the development.
5. Parking lots should be located to the rear of the building.
6. Off-street parking should be coordinated in such a way so that it does not obstruct the through traffic as well as the pedestrian walkway.
7. Parking areas shall be well landscaped and shall include one tree for every parking space. Perimeter of the parking lot shall be well landscaped to screen it from the surrounding neighborhood. Large areas of parking lot shall be avoided. The pedestrian movement path within the lot shall be well lit, distinctive and decorated to give a pedestrian friendly environment.
8. As far as possible the access to the lot should be from a secondary street or alley.



**Image 27: Appropriate – Well landscaped and properly marked surface parking**

### *Landscape*

A good landscape not only contributes to the aesthetics of the area but also provide acoustic and visual privacy within a site enhancing the livable environment of the community.

1. Current horticulture practices for urban locations are recommended for all plantings which are to be done.
2. All plant material should be able to withstand the urban environment. A planting schedule should be provided by the developer.
3. Landscaping should be compatible to the New Jersey climate.
4. The front yard separate from the pedestrian walkway should be appropriately landscaped by the use of shrubs, trees and flowers to highlight sidewalks and entrances.
5. There should be shade element included in the landscape plan to protect people from high sun exposure.



**Image 28: Appropriate – Pedestrian sidewalk distinguished with landscape**

6. Landscaped strips that are to be provided with wood chips, mulch, stones or other non-vegetative groundcover material shall first be covered with weed, control matting.
7. Sidewalks can be distinguished with proper landscape.
8. Planting should be appropriate to the location and be provided with proper irrigation system.
9. Trees planted on the paved area should be provided with adequate room to grow by providing tree grates, landscape bed, etc.
10. Landscape should be well integrated with the overall design of the building and should screen unobtrusive sights.
11. Seasonal flowering tree shall be used for the right of way. Different streets shall be lined with different species of tree with one street having only one species.
12. All trees removed from site due to new construction or disease must be replaced on a ratio of 1:1.
13. All new trees planted must be approved by City Engineer.

## **Building Design Standards**

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The architecture design standards are to promote a consistent set of standards to achieve architectural variety and harmony in the community. Consistency in the architectural style refers to the relationship and culmination of various features of building including scale, proportion, texture, façade, doors, windows, details, roofs, material and color. The building styles should relate to each other and should complement and support the existing or desired rhythm and spacing, in order to define the neighborhood character. The following standards apply to renovations of existing buildings, infill construction and new building construction.

1. All the structures shall take into consideration the relationship to other existing or proposed buildings, in terms of light air, usable open space, height and massing.
2. Mixed use buildings design should clearly distinguish between different uses such as residential, commercial and retail, demarking street level activity as necessary.
3. Buildings should not visually overpower the adjacent building.
4. New development should compliment the architectural heritage while exploring the future design possibilities of the district.
5. There should be a proportionate relationship between the height of the building and the number and dimension of setbacks provided to nullify the effect of height.
6. All the new buildings shall be oriented and relate to the public street or plaza visually and functionally. This will contribute to the overall liveliness of the pedestrian atmosphere.

7. The building will not have its primary entrance towards the parking area. All primary entrances will be located along the pedestrian sidewalks adjacent to the roadway.
8. New construction should respect the existing street pattern and reinforce it where possible and appropriate as well as maintain any established street walls.
9. All storage of refuse and recyclable materials shall be maintained within the confines of an enclosed building or structure and shall be reasonably accessible for vehicular collection on the site and/or shall be appropriately screened and landscaped where outdoor storage is necessary.
10. No stockade or chain link fencing shall be permitted.
11. The new developments should explore the potential of introducing greywater and sewage treatment systems on site to incorporate environmental considerations into the building.



**Image 29: Inappropriate – Chain link fencing**

### ***Façade Design***

All façade treatment shall conform to the overall architectural style and shall reflect unified rhythm of the neighborhood buildings. Façades should use a combination of architectural details, materials, windows, door, roof and color to get a cohesive and visually interesting design.

1. The front façade of a building shall not have large expanses of blank or featureless walls.
2. Entrances should be provided from each street façade or a single prominent entrance at the corner of the building.
3. Primary entrance shall not be located along a secondary façade.
4. Proper architectural treatment and details shall be provided on the primary façade of the building by the use of various details on base, middle and top of the building.
5. Infill construction should be done keeping in mind the street wall. No setbacks from the street should be included in the design with the exception of the units along the new proposed street.
6. Fire escape shall not be located on the front façade of a building.
7. Chain link and stockade fencing shall be prohibited.
8. A new building shall respect and take in account the adjacent existing building's façade composition such as cornice, soffit line, fenestration, floor to floor elevation, size, scale and setbacks to enhance the visual relationship.
9. Loading docks and bays should not be visible to average pedestrian and should be placed at the rear or side of the building. As far as possible, loading areas should be suitably buffered and screened to minimize impacts of noise, lighting, glare and visibility.
10. All pedestrian entranceways shall be well-lit with white light, prominent and separate from service entrances.



11. Satellite dishes, television, radio antenna or any rooftop mechanical equipment shall be screened from the view of a walking person or it shall be disguised within the architecture of the building. Screening should be such that it is pleasing to eyes.
12. No satellite dishes, antennas or any other such devices shall be located on the front façade of the building.
13. No window mounted air-conditioners shall be permitted in the front of the building. All mechanical heating units must be included within the building envelope and have no visual of physical connection to the front, side or rear façade.
14. The front of the building is located along the pedestrian street adjacent to the roadway.

### ***Residential Façade***

While new construction should be designed with unique and distinguishable façade and building design, their facade are to provide a unique and balanced residential character to the neighborhood. The existing houses that require façade improvements to improve their building conditions shall be consistent with the following standards provided here.

1. Porches and stoops to be encouraged in all designs and shall be architectural detailed.
2. Overwhelming symmetry and repetition should be avoided.
3. Variety in the roof or porch pitches should be achieved to provide distinctive building form.
4. Elements such as columns, balustrade, railing, etc. of the existing as well as proposed structures should be emphasized.
5. There should be proper delineation between public and private space through the sensitive use of landscape.
6. Fencing should be distinctive metal fencing and be located in the front and extend the distance of the front building façade.
7. Stockade fencing is prohibited while the chain-link fence should be prohibited.
8. Architectural details such as motifs, cornices, and door and window frame details are encouraged.
9. Window area should be proportionate to the façade surface area.
10. Blank, windowless and dull facades should be avoided.
11. Some continuity should be provided in the form of façade theme or repeated configurations giving a sense of coherence among the detached units.
12. Dull colors shall not be used on the exterior of the building. The color scheme should not overpower the composition of the adjacent structure. Color of the windows and doors should be such that it compliment overall look of the structure.
13. Adequate storage space should be provided for each dwelling unit. No outside storage of materials or personal belongings should be done.
14. There should be proper lighting with consideration to adjacent uses and public right-of-way.



**Image 30: Appropriate – Variety in façade design of detached houses**

15. Utility connections are prohibited in the front façade.

### ***Color and Material***

1. Dull and monotonous use of a color should be avoided. Colors should be such chosen that compliments the overall architectural composition of the building.
2. Elements of the buildings such as gutter, utility boxes, meters, etc. shall be painted according to the overall color scheme.
3. Flashing, fluorescent and day glow color should not be used.
4. Low reflectance exterior colors shall be used.
5. Colors used to obscure important architectural features should not be used.
6. Multiple buildings on a single property shall be designed so as to be architectural compatible with one another, utilizing common color schemes and materials.
7. Colors of doors and windows should compliment the wall color such that the overall composition look balanced.
8. The new building design shall include materials that enhance and foster creativity and shall be in balance with the overall character of the redevelopment area.
9. Use of high quality and durable material is recommended on exterior wall so that the life expectancy is increased and there is low maintenance cost.
10. Building material should be appropriate with the scale and architectural style of the building.

### ***Roof***

Roof not only serves functionality but also contribute to the aesthetics of a building. Different styles, decorative pattern and color can be used to enhance the beauty of roof.

1. A roof should utilize various architectural elements such as cornice, overhangs with bracket, steeped parapet and richly textured material to give a character to the building.
2. The type, shape, pitch, texture and color of a roof shall be architecturally compatible with the building style, material, colors and details. Roof forms should distinctive in style and character. New rooftop elements (e.g. HVAC, skylights, antennas shall be screened from the public right-of-way).
3. Roof should not be out of scale with the building.
4. Buildings with more than two to three story height and with flat roof should have sculptured cornices which are in similar lines with the adjoining building giving a unique skyline.
5. In a repetition of a building type various combinations of roofs can be used to break the monotony of the repetition.

### ***Doors and Windows***

Doors and windows are vital elements since they provide physical as well as visual connection between the exterior and the interior of the building.

1. Windows and doors should be enhanced with various architectural details and use of proper material giving richness to the façade. Especially on the on-street facing façade windows shall have expressed sills and lintels.

2. Doors and windows should be consistent with the style and scale of the building.
3. Windows should be proportionate to the adjoining building's windows.
4. Windows shall be provided along the street frontage.
5. Doors with window panes are strongly recommended.
6. Bay windows encouraged on the residential facades to enhance "eyes on the street".
7. Tinted and mirror finish window glass shall be prohibited.



**Image 31: Inappropriate – Solid doors**

## **Rehabilitation Building Standards**

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The rehabilitation building standards are intended to serve as a guide for existing structures that are not razed to be an integral part of the overall welcoming environment. The standards are as follows:

- All buildings are to conform to local, state, and federal building codes.
- All existing buildings built prior to 1979 are strongly encouraged to be in compliance with environmental agencies.
- Any replacement material or feature should not obscure overall architectural style or massing of the building.
- The exterior of the building shall be completely renovated with original building materials, decorative elements and exposed cornices.
- Original details should be uncovered and repaired while preserving ornamentation and architectural details.
- All building renovations are required to have architectural/engineering drawings to ensure the consistency and safety of the renovations are with the overall character of the redevelopment area.
- Any feature or element which needs to be replaced should be in compliance with the original style with respect to material, color, texture and composition.
- All existing building infrastructure is strongly encouraged to be replaced with modernized systems.
- New replaced windows and doors of an old building should as far as possible match to the style of the original windows and doors. And also the new windows, doors, and storefronts are to conform to the respective standards established in the Redevelopment Plan.
- The rehabilitation standards do not supersede or replace the existing building codes as dictated in the New Jersey Uniform Construction Code or Rehabilitation Subcode.

## Commercial Façade Standards

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These standards are created to reinforce the neighborhood retail environment in the redevelopment area. Standards are intended for renovations of exiting buildings, infill construction and new building commercial / retail facades.

### *Street Wall*

Street wall is the line of building façade and pedestrian sidewalk. It is essential to maintain this line to maintain a revitalized neighborhood retail environment. The following standards should be encouraged:

- To establish a continuous façade all commercial and mixed-use buildings should be built at the lot line.
- Buildings of more than three stories are recommended to have front façade with step back from the vertical street wall.
- The new building facades are to have a sky exposure plane prepared for each respective project to determine the appropriate slope angle. The study must be included in the required design drawings and shall be approved by the Planning Board.
- Entrances of all buildings must be located at the sidewalk grade level. All building entrances shall have direct sidewalk access and no steps or ramps.
- If the retail use is located above or below grade of that of sidewalk then it should allow the visibility of the items.

### *Continuous Retail Activity*

- At street level, especially along William Street, restaurants are encouraged to increase the pedestrian activity.
- Blank facades, solid walls or featureless walls shall be avoided.
- Canopies of the adjacent stores should align and should be of similar proportions. This will strengthen street wall.
- Retail entrances are encouraged to be strategically located at intersections or corners.
- The building facades at the street level are encouraged to be permeable or transparent in order to expose as much of the interior as possible to pedestrians.



**Image 32: Continuous retail activity**

### *Doors and Windows and Security Grills*

- Storefront and display windows shall be as large and transparent as possible to increase visibility inside the store.
- Stores to have their primary entrance from the sidewalk side.
- Entrance doors maybe double and single in configuration which should setback to avoid direct swing on sidewalk.
- Entrance doors maybe of wood, metal or architectural style material that enhances the overall character of the retail's environment. Solid doors are prohibited.

- Solid grilles are prohibited. Security grilles over the storefront and displays should be concealed.
- All security grills shall be designed and integrated within the storefront and shall allow the pedestrian and shopper to view the interior of the retail store or display after the establishments are closed. A minimum of 75 percent of the gate area must be of see-through open design.
- All security grilles shall be of anodized or rust resistant material and shall be designed to add to the visual quality of the store.
- Security grilles shall be installed inside the commercial or non-residential premises.

### ***Awnings***

The intent is to create a unique and distinctive character for the storefronts. The standards are as follows:

- It is preferred to have the awnings in fabric. Vinyl and sheet plastic is not acceptable.
- Awnings shall be designed to be placed over the length of the storefront, display or door.
- Awning should be well lit.
- Solid colors are strong encouraged. The uses of limited lettering that reflect the name or address of the establishment can be placed on the edge of the awning. All colors must be in character with the retail area and must complement the proposed building design.
- Awnings of one storefront should not overpower the one adjacent to it.
- All awnings shall be at least 7'-8" clear from the sidewalk and not extend beyond 6'-0" from the building face. Minimum height from ground level to lowermost portion of the awning or canopy should be eight feet.



**Image 33: Awning of solid color throughout the length of the store**

### ***Signage Design***

Signage not only provides identification to a particular usage but also contribute greatly to the appearance of the building. Among the various types of signage, signage which is physically attached to the building is most appropriate for pedestrian environment.

- One main sign is permitted per use. Additional lettering is permitted on awnings.
- Signage's material, color, shape, size and method of illumination should reinforce the overall design of the building.
- Signage should not obscure any architectural detail of the building.
- Freestanding signs should be prohibited. Signs shall be wall mounted or suspended from decorative posts. Signs applied to masonry surfaces shall be mechanically fastened to mortar joints only and not directly to brick or stone.
- No temporary adhesive methods or materials shall be used to fix a sign on wall.

- Sign design should have simple, clear and legible letters accompanied by logo's or symbol. Letter size, word spacing, font style, and other design elements together should create an overall high quality aesthetic appearance.
- Signs shall not be placed on upper floor. Sign is not to exceed 10% of the surface area of the first story façade.
- Signs shall be flush with the wall or window and should not protrude out from the storefront.
- No florescent or glowing paint is permitted for any signage.
- The sign should be incorporated in storefront and building design. The placement of signs should not interfere with the door and window openings or obscure the composition of the façade where they are located.
- Wood and signs metal are recommended for signs. The background material shall be matt finished.
- A dull or matt finish is recommended for signage, reducing glare and enhances legibility.
- The wording of signs such as thrift, bargain or used is prohibited from the signage.
- Window signs may be approved, but the total glass area covered with signs or advertisement shall not exceed 15% of the total glass area.
- Neon Signs, illuminated light box signs, painted sign and strip fluorescent-lit signs are prohibited. The lighting of a sign shall not be obscure or have a negatively impact on the adjacent building or storefront façade.
- The placement of billboards, hoardings and poster panels is prohibited.
- The placement of signs on roofs, dormers and balconies.
- All signs, symbols, lettering, designs and sign backgrounds shall be subject to "City" approval.



**Image 34: Inappropriate - hoardings and poster panels**

## Streetscape Design Standards

To get a complete revitalized, unified and attractive look of a community, it is essential to have well defined and developed streetscapes. The streetscape is located within the right-of-way and can be defined into three distinct categories, roadway, pedestrian sidewalk and street amenities. The standards to enhance the streetscape are as follows:

### ***Roadway***

The roadway serves as a means of vehicular access to adjacent land uses. The roadway includes the travel lane and on street parking. The roadway distance is measured from the street curb to street curb. The following standards are recommended:

- The roadway must have be paved with clear markings.
- The roadway surface for the travel lane(s) and on-street parking shall be distinguishable in material.



- All markings, paving and other treatments of the roadway must be approved by the City Engineer Department.

### ***Pedestrian Sidewalk***

The pedestrian sidewalk serves as a means for pedestrians to access adjacent land uses via a sidewalk. The pedestrian sidewalk is typically immediately adjacent to the property lines. In addition, the pedestrian sidewalk includes pedestrian crossings at intersections and mid-blocks. The following standards are recommended:

- Pedestrian sidewalks, mid-block and intersection crossings shall be free of signage, displays that prevent the easy of egress, create clutter and cause confusion.
- Pedestrian sidewalk design is recommended to be concrete with a decorative scoring pattern that enhances the districts environment.
- Pedestrian street crossing should be clearly distinguished from the roadway's travel lane and on-street parking with brick patterns or textured paving consistent with overall retail and residential districts.
- Pedestrian crossings are designed to shorten the crossing distance and reduce the pedestrian travel way.
- Mid-block crossings are always desired. The crosswalks to have similar material and color as paved sidewalks. In most cases, the crosswalks could be level with the sidewalk, becoming a traffic calming measure.



**Image 35: Appropriate – Extended sidewalk to reduce crossing distance**



**Image 36: Appropriate – Clearly delineated crosswalk**

### ***Street Amenities***

The street amenities are the most significant component of the right-of-way because they provide character, identity, adds strength, and establishes the neighborhood. Streetscape amenities could include a street clock, decorative waste receptacles, decorative tree pit planting covers, pedestrian sidewalk lighting, floral plantings and neighborhood banners on sidewalk lighting posts, decorative bollards at pedestrian crossings and significant public areas, area directional signage, street lights, and street curb. The street amenities are typically located between the street curb and pedestrian sidewalk. The following standards are recommended:

- Street-trees are required along all streets in the redevelopment area. The street trees shall be have uniformity and continuity in their design as follows:
  - Street trees generally shall be placed along the edge of the pedestrian sidewalk at a minimum distance of 25 to 30 feet center.
  - In cases where the planting trough is not soil or grass, the tree pit must be provided with a decorative tree planting pit cover.

- Different species trees of varying seasonal color shall be provided. Community participation is strongly recommended to aid in the selection of the tree species.
  - The street tree type that is chosen shall compliment the overall street amenities, roadway and pedestrian sidewalk.
- Open mud or soiled be covered with grass or any porous material.
- Planters are encouraged to be placed along the pedestrian sidewalk in areas designated as public but are not encouraged to be place in front of storefront displays, building entrances or in the travel path of the pedestrian sidewalk.
- Public and private ownership of flowering and shall be distinctively marked out by landscape or decorative iron fencing.
- Street seating and furniture shall be placed as to not hinder storefront entrances or pedestrian flow.
- The exterior sidewalk lighting shall be mounted as to not prevent, slow or impeded the pedestrian passage, inflict harm to passers, nor create a visual barrier along the street.
- All new and existing lighting shall be white light, which requires the replacement of existing yellow lights.
- Sidewalk lighting shall be located in order to fully light the pedestrian sidewalk, creating a safe environment. Lighting studies shall be provided that illustrate adequate light levels.
- Sidewalk lighting is to decorative and have the ability to mount neighborhood banners or flower planters.
- The exterior building lighting shall reinforce the character of the retail district and the existing street and pedestrian lighting.
- Exterior building lighting to highlight the architectural detail and beauty is highly encouraged.
- Exterior building corners shall have light with increased height and coverage.
- The lighting on storefronts shall not be visually obtrusive. Neon lights are prohibited.
- Clear, legible signage should be provided and wherever possible signage should be affixed to the lampposts.



**Image 37: Side walk with streetscape amenities**



**Image 38: Appropriate – Decorative tree planting pit cover**

There shall be a unified and detailed streetscape plan prepared for the redevelopment area, which takes into consideration the surrounding streetscape plans for the other redevelopment areas.



## **Relocation Assistance**

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The required amount of relocation necessary to fully implement the redevelopment plan is expected to be low to moderate given the low number of parcels with occupied structures. The City of East Orange will provide all displaced tenants and landowners with appropriate relocation assistance. The relocation assistance will be provided through an appropriately designated office, which will assist in any relocation of persons, business or entities. The relocation office shall undertake all appropriate relocation measures as required by State and Federal law pursuant to the Relocation Assistance Law of 1967, P.L. 1967, C.79 (c. 52:31B-1 et. Seq.) and the Relocation Assistance Act, P.L. 1971, C. 362 (c. 20-4-1 et. Seq.) in the event of displacement of any resident from the redevelopment area.

## **Acquired Property**

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For an integrated development pattern, it is essential to concentrate on overall development rather than the development of individual parcels. Development of individual parcels should be strongly discouraged. The Lower Main Street Phase II area's structures are documented to be in poor to moderate condition, contributing to the unwelcoming and dilapidated state of the redevelopment area. There are parcels of vacant land and surface parking especially along North Burnet Street and North Clinton Street which do not conform to the zoning regulation. The majority of the lots are considered undersized with respect to the zoning regulations. Therefore to achieve and continue a balanced state of development, the acquisition of parcels is required. The current uses of these lots which are to be acquired, are either incompatible or they are lying vacant without any vindicate use. There are three types of land acquisition classification methods to follow, to be acquired, maybe acquired and not to be acquired.

### **Acquisition**

To achieve and continue a balanced state of development, it is necessary to acquire the following lots below in order to provide a justified use. The majority of the lots 'to be acquired' are located along North Clinton Street in Block 370. Few lots remain in the state of 'maybe to be acquired' assisting in the visioning process for the overall development of the area in the near future.

1. TO BE ACQUIRED – Includes property to be acquired for clearance and redevelopment located along North Clinton Street, North Burnet Street and Ashland Avenue (See GIS Property Acquisition Map). The following are the block and lots:
  - Block 371, Lots 27 and 28
  - Block 370, Lots 6, 7, 8, 9, 25, 26, 29, 30, 31, 32, 33, 33.01 and 34
  - Block 541, Lots 7, 8, 8.01, and 9
  - Block 541.01, Lots 20, 21, 22, 23, 24 and 25
2. MAY BE ACQUIRED – Only one parcel located along William Street is included in this section. If in case the property is not acquired, the property owner must renovate/rehabilitate the property in accordance to the property rehabilitation

standards of this plan (See GIS Property Acquisition Map). The following parcel is considered ‘maybe acquired’:

- Block 370, Lot 22
  - The City of East Orange reserves the right to acquire property for clearance if it is considered:
    - Not the best and highest use
    - A hazard to health and welfare
    - Detrimental to surrounding uses
    - It encumbers property disposition, clearance and redevelopment of the area.
3. NOT TO BE ACQUIRED –Includes property not to be acquired, but are subject to all relevant redevelopment standards presented in this plan.

## **Administrative and Procedural Requirements**

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### **Adoption of the Redevelopment Plan**

- Upon adoption of the redevelopment plan pursuant to section 7 of P.L. 1992, c.79 (C.40A:12A-8), the municipality or redevelopment entity designated by the governing body may proceed with the clearance, replanning, development and redevelopment of the area designated in the redevelopment plan. In order to carry out and effectuate the purposes of this act and the terms on the redevelopment plan, the municipality or designated redevelopment entity may (Section 8 of P.L. 1992, c79 (40A: 12A-8)).

### **Amending, Duration and Process of the Redevelopment Plan**

- Upon compliance with the requirements of applicable law, the City Council of East Orange may amend, revise, or modify this redevelopment plan, from time to time upon compliance with the requirements of law as circumstances may make such changes appropriate.
- All development within the redevelopment area shall be consistent with the guidelines, standards, and requirements of this plan and the proposed zoning map.
- No amendment to this plan shall be approved without a review in conformance with NJSA 40A: 12A-7.
- The Lower Main Street Phase II Redevelopment Plan, as amended, shall be in full force and effect for a period of thirty (30) years from the date of approval of this plan by the City Council of East Orange.
- The redeveloper(s) shall encourage a citizen participation element.

# Acquisition Map

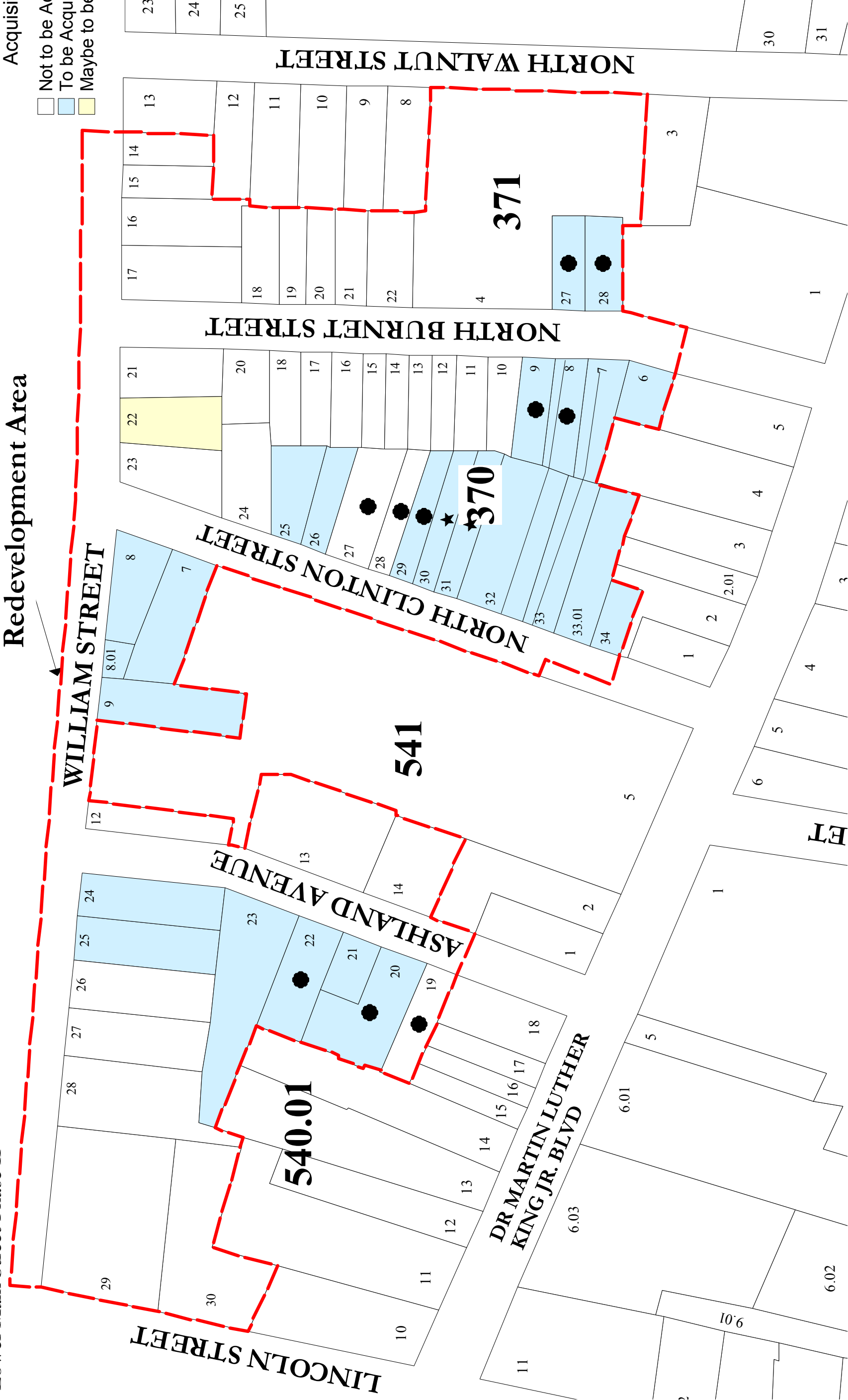
Property Ownership Legend

- ★City
- Institutional

Lower Main Street Phase II

- Acquisition
- Not to be Acquired
  - To be Acquired
  - Maybe to be Acquired

Redevelopment Area



Source: NPAD Property Data, City of East Orange and NJ Department of the Treasury Division of Taxation Property Administration

City of East Orange Department of Policy Planning and Development

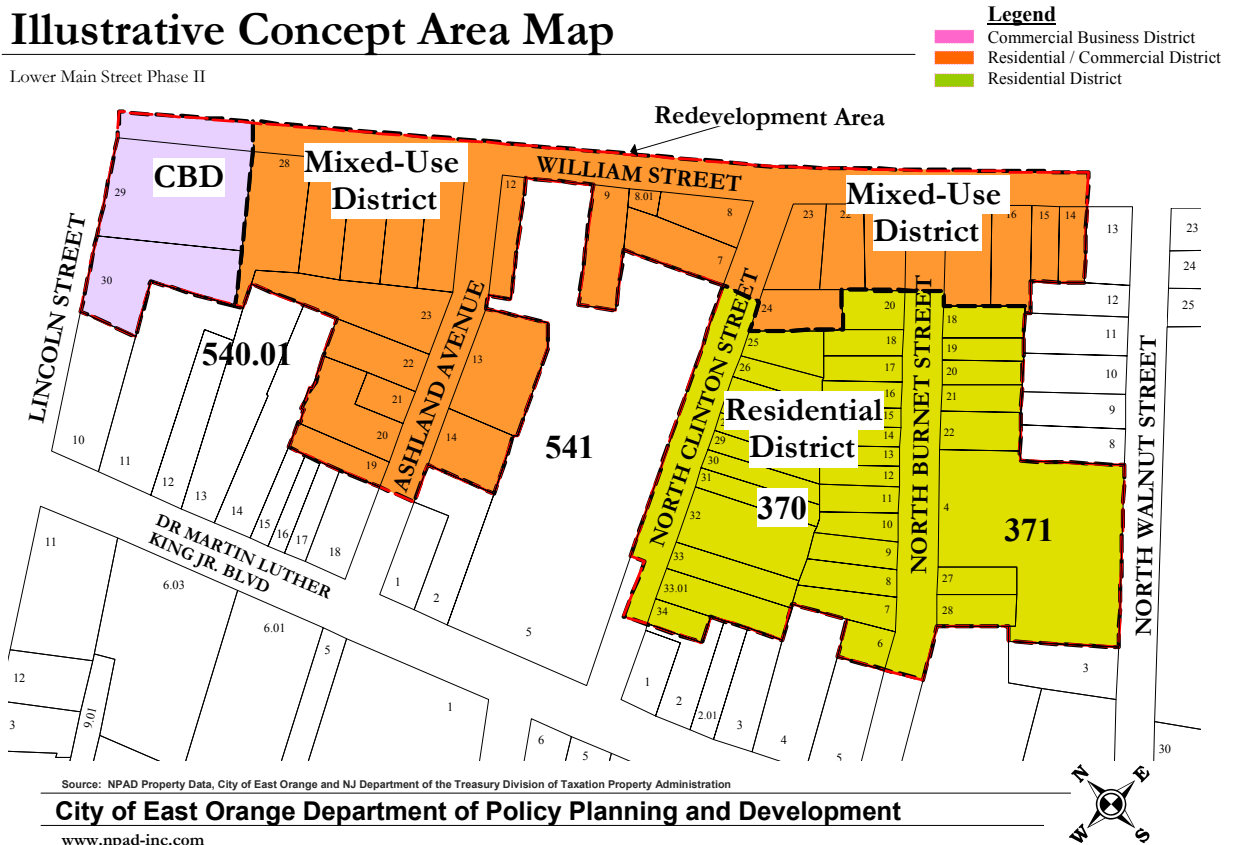
www.npad-inc.com

## Illustrative Conceptual Plan

The illustrative conceptual plan section is conceptual process that includes the above information and standards. The process will exhibit the redevelopment area as a series of images in order to visually illustrate this plan once completed. For the purposes of the presentation of the conceptual plan, the area is delineated into two areas, Residential District and Mixed-use Residential District (See map below), which is consistent with the new land use and zoning regulations established by the Phase II Redevelopment Plan.

## Illustrative Concept Area Map

Lower Main Street Phase II



GIS Spatial Distribution Map 7: Illustrative Concept Area Map

## Residential District

Residential district is bounded by North Clinton Street, William Street and North Burnet Street, which has residential as its primary land uses. The residential district's previous zoning district was a R-3 that permits a range of housing from single family to garden apartments. More than half of the total parcels for residential district are considered nonconforming.

The opportunity exists for the proposed conceptual plan for residential district to establish a socially engaging community with its own identity from the redevelopment of Lower Main Street's Phase I commercial corridor. The proposed residential district zoning and

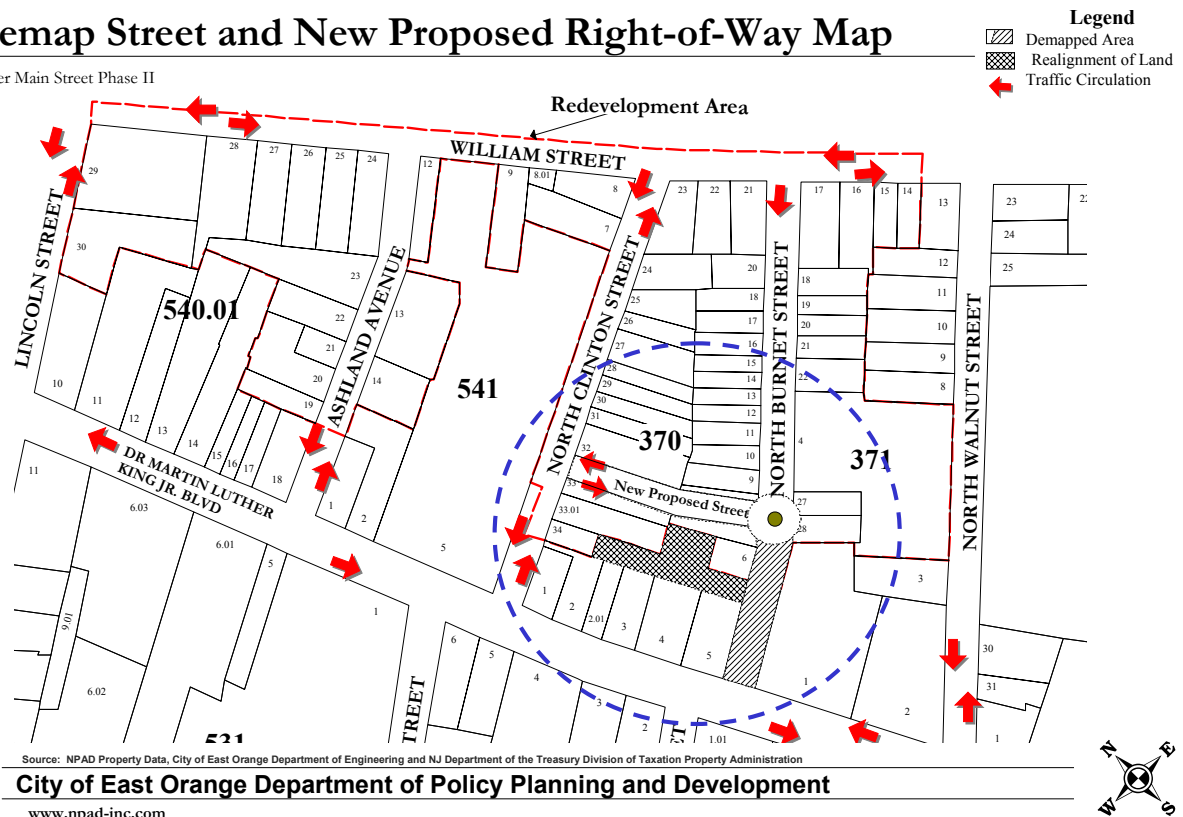
land use patterns promote residential uses while limiting commercial activities to local street level neighborhood services. The acquisition of vacant land and surface parking creates the potential to establish this area as a residential district by discontinuing a small section of North Burnet Street, introducing a new right-of-way that connects North Burnet to North Clinton Street, and encouraging consistency of development projects with the surrounding development projects.

### ***Discontinuance of North Burnet Street***

- Demap a small section of North Burnet Street that connects to Dr. Martin Luther King Jr. Blvd. The demapped area should be included within the Lower Main Street Phase I Redevelopment area, which increases its development potential (See GIS Demap Street below).
- Create a new right of way that connects North Burnet to North Clinton Streets via a circular traffic island. The island will serve as a community space and a focal point for local residential seating.
- Convert North Burnet Street from two moving lanes to one from William Street to the circular traffic island with two lanes of on-street parking. The new roadway from the circular traffic island to North Clinton Street will have two moving lanes with two lanes of on-street parking, limiting unwanted vehicular access.

## **Demap Street and New Proposed Right-of-Way Map**

Lower Main Street Phase II

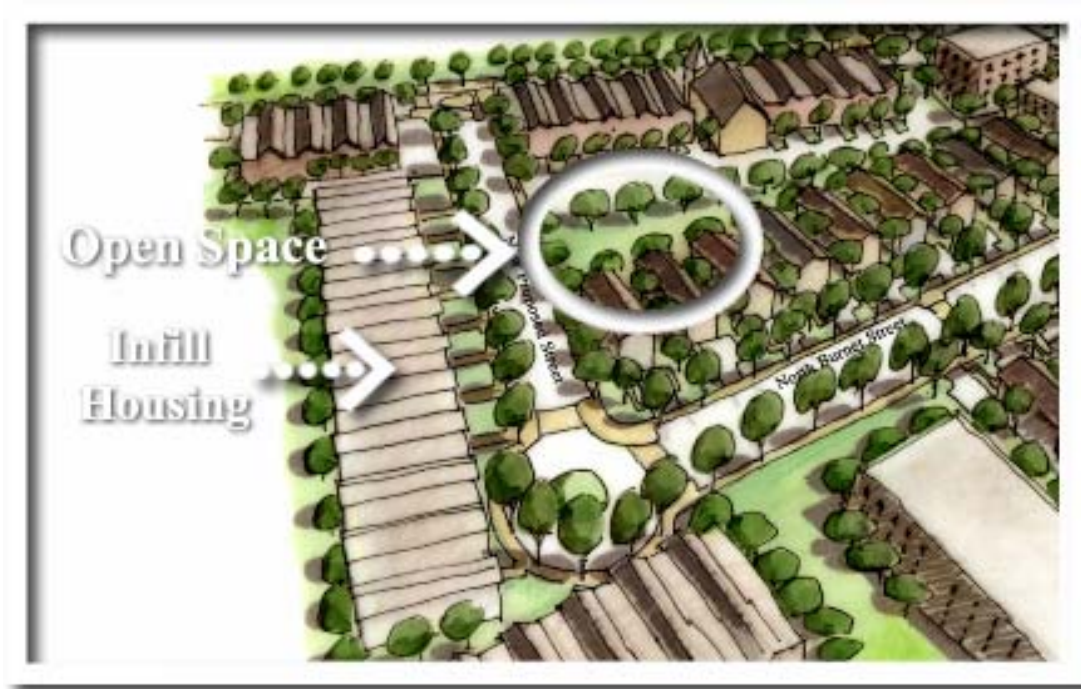


**GIS Spatial Distribution Map 8: Demap Street, showing New Proposed Right-of-Way**

### ***Establishing a New Right-of-Way***

The target area of the new right-of-way will occupy vacant parcels and surface parking within the residential district. The existing vacant parcels and surface parking create the opportunity to provide necessary land without the displacement of existing residents. The development of the land will be for the public good of the community. The new right-of-way will offer accessibility via its roadway and pedestrian sidewalk to new land uses such as infill housing development and open space. In addition, the right-of-way would permit access from North Burnett Street.

- Single family infill row houses similar to the brownstone shall also be provided along the new proposed street from the circular traffic island to North Clinton Street. The new proposed street serves as an entryway to the residential community and is not intended to carry heavy vehicular traffic flow. The infill houses are encouraged to be set-back from the street allowing more sunlight, preventing unnecessary shadows and reinforcing new green spaces in the area. An estimated 16 infill single family units can be provided along the proposed street ranging three stories maximum in height. Parking for these houses is expected to be off-street, which may be accommodated within the dwelling unit and front apron.
- Green open area is encouraged along the north side of the new proposed right-of-way. The open space is encouraged to serve as an active and passive play area for children and senior citizens. Currently, there is no open space within a 5 or 10 minute walk from of the redevelopment area. The open space should be designed to encourage social activities and could be maintained as part of a non-profit organization.



**Image 39: Establishing a New Right-of-Way**



### ***Encouraging Consistency***

The redevelopment plan is adjacent to the North Walnut Street and Lower Main Street Phase I Redevelopment Plans. The opportunity exists to establish North Clinton Street as the connecting entry way, which is accomplished by the infill Brownstone housing types. In addition, North Burnet Street's development as a detached residential housing community will provide the necessary character, social interaction and activity required to reinforce the redevelopment area.

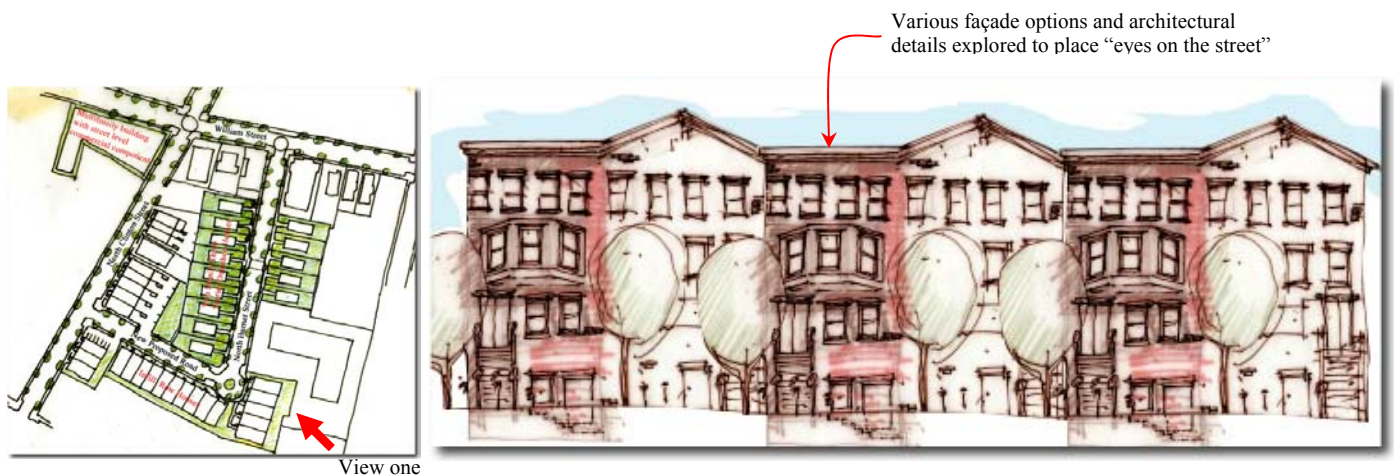
- North Clinton Street connects directly to the commercial corridor and the surrounding residential community. The street has the potential for highest level of services with respect to vehicular circulation requiring an infill brownstone housing type. Infill row houses shall extent the length of North Clinton Street from Dr. Martin Luther King Jr. Blvd. to William Street. Infill housing will create a safer environment by placing “eyes on the street” and increasing the pedestrian safety as well as responsive building form. Various façade combinations and architectural details can be explored to further provide a neighborhood identity as well as promote a safer environment. An estimated 22 infill two-family units can be provided along North Clinton Street ranging three stories maximum in height. Parking for the infill housing is intended to be off-street, which will be located at the rear yards of the infill units.
- Detached two-family houses are strongly encouraged along North Burnet Street. As North Burnet Street is located within the heart of residential community, it is intended to be more pedestrian oriented and peaceful. The detached housing will help to avoid antisocial activities on streets by: 1) encouraging an open and socially engaging residential community, 2) making the environment more pedestrian safe, and create a sense of place. The detached units will be unique in architectural appearance and must avoid monotonous repetition of façade. An estimated 28 detached two family units can be provided ranging three stories maximum in height. Parking for the units is expected to be off-street.



**Image 40: Infill Brownstone Housing**



**Image 41: Proposed view one**



**Image 42: Plan of residential district**

**Image 43: Front façade option for infill row houses**



## **Mixed-Use Residential District**

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Mixed-use residential district is bounded by William Street, Ashland Avenue and Lincoln Street. Mixed-use residential district also includes the parcels located along William Street on blocks 541, 370 and 371. The area currently has a mixture of commercial, residential and institutional land uses and is zoned under R-3 and C-3.

The intent of the proposed developments in mixed-use residential district is to extend Lower Main Street's Phase I concept of mixed use compact development. The mixed use developments will result into an active community. To encourage mixed-use developments new zoning and land use patterns permits retail and commercial activity at street level with housing above. The overall conceptual design for mixed-use residential district is based on the introduction of compact development housing and is as follows:

- Mixed-use compact development housing is strongly suggested to be located along Ashland Avenue on block 540.0 lots 19, 20, 21, 22, 23, 24, 25. The inclusion of neighborhood retail and commercial establishments at street level are encouraged to support the needs of neighborhood and residences. The stores will strengthen the linkage to Lower Main Street Phase I and make the street more urban and active. An estimated 50 to 70 infill units can be accommodated in the compact development project. The parking shall be surface at the rear and below grade.
- A multifamily structure can be explored at the intersection of William Street and North Clinton Street that replaces the existing one story nonconforming building. The multifamily structure would encompass lots 7, 8, 8.01, 9 of block 541. The opportunity exists to meet the needs of the local neighborhood by providing housing and goods and services type establishment. The structure will help to support the idea by including street level retail and service and two stories below grade parking. An estimated 30 residential units can be provided in the structure and the structure can be at least four stories in height. Below grade parking will be for residents of the multifamily structure.
- The remaining of the garden apartments structures along William Street should be encouraged to improve their building facades as well as significantly upgrade their landscaping. The owners shall be encouraged to comply where possible with the design standards set-fourth in redevelopment plan.

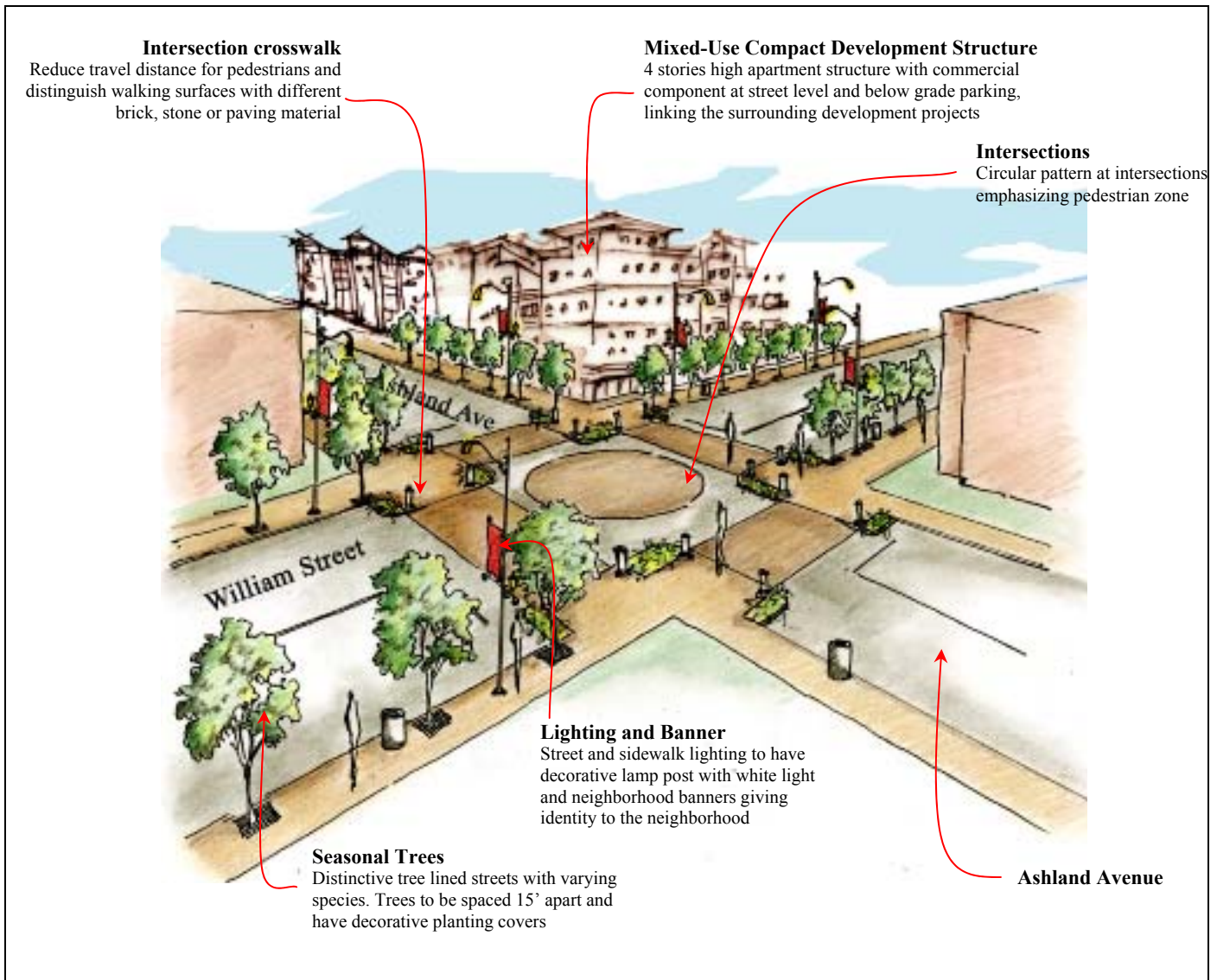


Image 44: View two at William Street and Ashland Avenue



Image 45: Plan of mixed-use residential district

Image 46: Typical streetscape section

## Appendix:

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Occupancy Status of All Properties with their Acquisition Status					
Block	Lot	Property Address	Occupancy Status	Acquisition Status	Ownership
371	27	14 No. Burnet Street	Surface Parking	To Be Acquired	Christ Church
371	28	12 No. Burnet Street	Surface Parking	To Be Acquired	Christ Church
370	6	9 No. Burnet Street	Vacant Building	To Be Acquired	Salvation Army
370	7	9 No. Burnet Street	Vacant Building	To Be Acquired	Salvation Army
370	8	13 No. Burnet Street	Surface Parking	To Be Acquired	Mental Health Assn. Of Essex County
370	9	15 No. Burnet Street	Surface Parking	To Be Acquired	Mental Health Assn. Of Essex County
370	22	429 William Street	Partially Vacant Building	Maybe To Be Acquired	Olufemi Fasehun & Yetunde H/W
370	25	34 No. Clinton Street	Vacant Parcel	To Be Acquired	Flamingo
370	26	32 No. Clinton Street	Occupied Building	To Be Acquired	Allegheny East Con. 7th
370	29	24 No. Clinton Street	Occupied Building	To Be Acquired	Holy Spirit / Our lady Help Christian
370	30	22 No. Clinton Street	Vacant Parcel	To Be Acquired	City of East
370	31	20 No. Clinton Street	Vacant Parcel	To Be Acquired	City of East
370	32	18 No. Clinton Street	Vacant Parcel	To Be Acquired	George Maragos & Angela
370	33	14 No. Clinton Street	Vacant Parcel	To Be Acquired	Old Mill
370	33.01	12 No. Clinton Street	Occupied Building	To Be Acquired	Rajeenah Rajahn
370	34	10 No. Clinton Street	Vacant Building	To Be Acquired	Manufacturers & Traders Trust Com.
541	7	39 No. Clinton Street	Occupied Building	To Be Acquired	Karimadeen Burke & Mary Sowah
541	8	41-45 No. Clinton Street	Partially Vacant Building	To Be Acquired	Rene Beade & Maria T, H/W
541	8.01	453 William Street	Vacant Parcel	To Be Acquired	John Lewis
541	9	455 William Street	Occupied Building	To Be Acquired	John Lewis
541.01	20	15-17 Ashland Avenue	Surface Parking	To Be Acquired	East Orange Community Development Corp.
541.01	21	19 Ashland Avenue	Occupied Building	To Be Acquired	Frederick E. Smith & Lillie E. H/W
541.01	22	23 Ashland Avenue	Surface Parking	To Be Acquired	Mt. Olive Baptist Church
541.01	23	25 Ashland Avenue	Vacant Parcel	To Be Acquired	St Pierre
541.01	24	25 Ashland Avenue	Vacant Building	To Be Acquired	St Pierre
541.01	25	25 Ashland Avenue	Vacant Building	To Be Acquired	St Pierre

**Table 7: Occupancy Status of All Properties with their Acquisition Status**