

SUMMARY OF LAND USE RECOMMENDATIONS

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ZONE 1

1. Designate this area as a port zone with special zoning controls;
2. Set proper standards for parking and buffer zones as well as noise attenuation;
3. Encourage Holt Cargo Systems to develop a master plan for its own complex;
4. Designate Salem Street as the southern most point for truck access on King Street for Holt Cargo Systems;
5. If necessary, assist Holt Cargo in acquiring those properties on the west side of King Street, north of Essex Street so that a truck entrance can be located as far north on King as possible.
6. Permit no further port development south of Monmouth Street.

ZONE 2

1. Prohibiting truck traffic on King Street south of Essex Street to Jersey Avenue;
2. Amending the City zoning code to provide for an "Historic District" for this entire zone (see exhibit);
3. Develop specific standards to permit the conversion of large structures along King Street into condominiums, apartments or mixed use commercial and residential, to encourage the revitalization of this area;
4. Through City initiative and development regulation provide for an effective noise and visual barrier around the port facility to limit the intrusion of this port facility on this zone;
5. Create, by Ordinance, an official City map designating rights-of-way, open space and easements which might be required to buffer this zone from adjacent non-compatible uses;
6. Initiate contact with the Federal and State Government and Congressional representatives to lay the groundwork for the City to acquire the Coast Guard base when it is abandoned by the Coast Guard in 1986;

7. The City should engage a professional landscape architect to develop detailed plans for a continuation of the riverwalk to Monmouth Street; to develop a plan to adequately buffer the King Street area and the Mill Lot houses from the noise and visual intrusions of the Holt Facility; and to develop a plan for a park and some off-street parking on the City-owned parcel at Monmouth and King Streets.
8. In order to control traffic on King Street, initiate discussions with the County to remove King Street (from Jersey Avenue to Essex Street) from the county highway system and make it a part of the City road network.
9. Initiate action to put the Coast Guard base and the Mill Lot homes on the National Register of Historic Places.

ZONE 3

1. Develop and enact a "planned unit development zone" as a part of the city zoning code to permit a mixed use waterfront development of offices, retail and residential in this area south and west.
2. Maintain the light industrial zoning classification for the area north of the railroad spur to Charles Street.
3. Seek State or Federal funding for a special market and financial feasibility study for a "Water-front-oriented Festive Retail Complex" such as can be found at Baltimore Harbor, Boston's waterfront, and New York's South Street Seaport.
4. Amend the Light Industrial Zoning Classification to require noise buffer areas between any industrial use which is noise producing and the adjacent property.
5. Investigate the use of Green Acres funds to acquire some of the waterfront land in this zone.

ZONE 4

1. Amend the zoning ordinance to require commercial uses in the B-1 district to have:
 - a. a minimum of 50' of frontage
 - b. a building coverage not to exceed 30% of the lot area and a combined coverage by building and impermeable surface not to exceed 80% of the lot area.

2. Have the City Engineer undertake a feasibility study of converting many of the unused vacant lots in this zone into off-street parking either under public or private ownership in order to reduce the amount of on-street parking.
3. Have the City Fire Marshall and City Building Inspector increase the number of fire and building code inspections in this area in order to increase the standard of housing quality in this zone.
4. Utilize the City lot at the corner of Monmouth Street and Champion Road for off-street parking for the business district.
5. The City should investigate the possibility of acquiring the vacant lot on Monmouth Street on the west side of the Knights of Columbus building and paving it for use as an off-street parking area for the business district.

ZONE 5

1. Industrial uses are basically incompatible with the residential nature of this zone and should be discouraged from locating or expanding in this area.
2. Off-street parking requirements for retail uses should be enforced by the zoning and planning boards strictly for new uses.
3. Efforts at housing inspections and code enforcement in this zone should be stepped up to arrest any further decay of the housing stock.
4. Extend the B-1 zone from Broadway on the old A & P site to Jersey Avenue including lots 18 thru 30, 18A and 19A of Tax Map Block #97 and lots 8 thru 10, 25, 27A thru 42B and 44 through 53 on Tax Map Block #98.
5. Stiffen the buffer requirements of the B-1 Zone where a commercial use abuts a residential zone.

ZONE 6

1. The Light Industrial Zoning (I-1) should be enlarged to encompass the entire zone 6 area, and the B-2 zone along Jersey Avenue should be eliminated;
2. The Industrial Zone should be amended to prohibit any B-2 zone uses from the I-1 zone;

3. The City should authorize the City Engineer to study the feasibility of extending and improving Stinson Avenue (a paper street adjacent to the railroad spur) all the way from Water Street to Route 130 in order to relieve Jersey Avenue, Broadway, and King Street of the truck and other business related traffic as well as open up access to the vacant lands in Zone 6 and Zone 3.
4. The I-1 Zone buffer requirements should be strengthened in order to screen industrial, visual, and noise intrusions from the residential area on the north side of Jersey Avenue.
5. The land bounded by Walnut Street on the east; Water Street on the west; Charles Street on the south; and Jersey Avenue on the north should be included as part of the "Planned Unit Development" zone designated for the contiguous lands to the west and south in Analysis Zone 3.

ZONE 7

1. Initiate discussions with the County to extend Collings Avenue to Passaic Street and Broadway, and eliminate the access for trucks through Essex Street;
2. Initiate discussions with Conrail as to the possibility of installing noise barriers along the railroad right of way;
3. Initiate discussions with the New Jersey Department of Environmental Protection as to the possibility of dredging and impounding the South Branch of Newton Creek to create a lake for fishing and boating and eliminate the visual eyesore and odor condition from the swampy mudflats.

ZONE 8

1. Maintain the R-1 Zoning regulations for this area.
2. The Planning and Zoning Boards should discourage any non-residential uses in this neighborhood.
3. The City should maintain a frequent housing inspection program for this neighborhood to prevent any incursion of blight into the area.

ZONE 9

1. Maintain the R-1 Zoning Regulations for this area.
2. The Planning and Zoning Boards should discourage any non-residential uses in this neighborhood.
3. The City should maintain a frequent housing inspection program for this neighborhood to prevent any incursion of blight into this area.

ZONE 10

1. The Planning and Zoning Boards strictly maintain the R-1 zoning for this neighborhood.
2. Any new uses in the B-2 zone should be required to provide substantial noise and visual buffers between themselves and nearby residential uses.
3. The City should maintain a frequent housing inspection program in this neighborhood to encourage improvement and discourage blight.

ZONE 11

1. The R-1 zoning should be maintained and enforced in this neighborhood.
2. The B-1 zone along Nicholson Road should be eliminated, since the neighborhood contains only some 313 residences, which is hardly sufficient to justify so much commercially zoned ground.
3. The City should initiate discussions with N.J.D.E.P. about the possibility of dredging and impounding the South Branch of the Newton Creek in order to create a lake for fishing and water sports and eliminate the visual and odor problems associated with the tidal flats.
4. The City should formally request the erection of "Noise Barriers" along Route 42 by the State Department of Transportation.

ZONE 12

1. The R-1 zoning should be maintained and enforced.

2. Non-residential uses should be discouraged from locating or expanding in this zone.
3. The City should formally request the erection of "Noise Barriers" along Rt. 42 by the State Department of Transportation.

ZONE 13

1. The existing zoning should be strictly enforced.
2. A new zoning classification for cemeteries and other public uses should be developed along with appropriate regulations.

ZONE 14

1. The B-2 Commercial Zone regulations should be amended to exclude B-1 type uses from this zone or a new highway commercial zone should be developed for Route 130.
2. An official map should be developed and adopted showing proposed future roads, parks and public facilities. The undeveloped stub of Thompson Avenue on the west side of Route 130 or the PSE&G right of way should be shown as a future extension route connecting Route 130 with Stinsman Avenue on the west side of Broadway.
3. The City should install "drafting tubes" on the west side of Route 130 at the bridge over the South Branch of Newton Creek in order to provide an emergency supply of water for fire fighting along Route 130.

ZONE 15

1. The R-1 zoning classification should be continued for the old "Starlite Drive-In."
2. The current B-2 zoning along Route 130 should be eliminated and a new Highway Commercial Zone should be developed.
3. The current R-1 zoning in this area should be retained as shown on the current zoning map.

ZONE 16

1. The R-1 zoning for this area, as currently shown on the City Zoning Map should be retained and strictly enforced.
2. The City should petition the State Department of Transportation to erect noise barriers along Rt. 42 to protect the adjacent homes from vehicular noise.

ZONE 17

1. The present R-1 zoning for this area should be retained and strictly enforced.
2. The City should petition the State Department of Transportation to erect noise barriers along Rt. 42 to protect the adjacent homes from vehicular noise.