

CITY OF UNION CITY
HUDSON COUNTY
MASTER PLAN REEXAMINATION REPORT

February 2018

Adopted March 6, 2018

Prepared by



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Union City
Master Plan Reexamination Report 2018

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Hudson County, New Jersey

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

A handwritten signature in black ink, appearing to read 'Susan S. Gruel', written in a cursive style.

Susan S. Gruel, P.P. #1955

A handwritten signature in black ink, appearing to read 'M. McKinley Mertz', written in a cursive style.

M. McKinley Mertz, A.I.C.P., P.P. #6368

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INTRODUCTION

This report constitutes a Master Plan Reexamination Report for Union City as defined by the New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-89). The purpose of the Reexamination Report is to review and evaluate the local Master Plan and Development Regulations on a periodic basis in order to determine the need for updates and revisions. The City adopted its last Master Plan in April 2009. This Reexamination Report also serves as an amendment to the 2009 Master Plan.

Section A of this report identifies the goals and objectives that were established in the 2009 Master Plan. Section B and C describe changes that have occurred in the City, the County and the States since the adoption of the 2009 Master Plan related to City-specific development issues and general shifts in planning assumptions. Finally, Sections D and E discuss recommended actions to be addressed by the City.

It is the intent of this Report to consider and provide recommendations concerning land use and zoning issues in the City that have arisen during the years since the 2009 Master Plan.



PERIODIC REEXAMINATION

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

A. The major problems and objective relating to land development in the municipality at the time of the adoption of the last reexamination report.

B. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.

C. The extent to which there have been significant changes in assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised with particular regard to the density and distribution of population and land uses. Housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.

D. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared, and

E. The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L. 1992, c. 79 (C.40A: 12A-1 et seq.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

PUBLIC PARTICIPATION

The Mayor and Board of Commissioners greatly support the notion that public involvement is critical to a successful and comprehensive planning process. As such, the community was provided two opportunities to meet with City representatives and consultants to be part of the Master Plan Reexamination process. On February 14th and 15th the City conducted public meetings, allowing the community to voice comments and opinions on a wide range of issues and topics. The following are key issues identified through the public outreach process:

- Parking availability should be addressed throughout the City, but specifically in the residential neighborhoods.
- Improving and creating new parks and open space should continue to be top priorities for the City.
- Where possible, residents would like to see the City take steps to reduce traffic and improve pedestrian mobility.
- Specific concern was expressed regarding the affordability of housing. Residents would like the City to continue to pay close attention to housing affordability and take measures to ensure existing residents do not get priced out.
- Preservation and adaptive reuse of old and historic buildings should be encouraged as opposed to demolition and rebuilding.
- Residents would like to see improved public transit options within the City.
- Members of the community were interested in maintaining the existing density and scale of the City as opposed to constructing new high rise developments.
- The residents want to ensure the family character of the City remains and are interested in smart growth techniques that promote a healthy quality of life.

SECTION A

Major Problems and Objectives

Goals and Objectives within a Master Plan are meant to provide a policy framework for the Plan as well as to guide other activities in the City that have an influence on land development. This framework is not presented in an order of hierarchy; rather all are important to the future growth and development within the City of Union City.

In order to derive these Goals & Objectives, the 2009 Master Plan Committee consisting of community stakeholders provided valuable feedback as to what the Master Plan should seek to address. Several meetings were held and a Strengths, Weaknesses, Opportunities and Threats analysis (SWOT) was performed to assess the community through the eyes of the public. While some of the issues citizens raised were perceptions and perhaps are not reality, a truly open review of them allows the City to address the public's comments and concerns through a concerted planning effort.

Goals and Objectives

The Goals & Objectives were then derived from the SWOT input.

Goal 1:

- Provide a balance of land uses, and balanced development patterns, in appropriate locations in order to:
 - Preserve the character of the community;
 - Encourage economic development;
 - Increase park and recreation facilities;
 - Accommodate community facilities;
 - Facilitate local and regional circulation;
 - Protect and preserve the established residential character;
 - Provide a broad range of housing choices;
 - Promote and reinforce the City as a desirable residential location and attractive shopping/entertainment/recreation destination; and
 - Improve the quality of life of the residents of Union City.

Goal 1 Objectives:

1. Re-classify the zoning districts and revise the zoning ordinance, to be consistent with the prevailing development patterns while allowing an appropriate mix of building types and uses.
2. Coordinate the City's Zoning districts to facilitate specific areas where its unique character can be enhanced or developed by creating more design standards for parks, streetscape programs, historic neighborhoods, building heights or other aspects of community characteristics.

3. Encourage mixed-use development in the City's commercial corridors and redevelopment plans where appropriate.
4. Continue to foster and facilitate affordable housing in the City through home ownership programs and housing rehabilitation grants as a method to promote stable neighborhoods and increase community pride.
5. Eliminate substandard properties in the City through code enforcement efforts, education, ordinance amendments and community outreach.
6. Preserve and enhance existing parks throughout the City, where appropriate, allow new development and redevelopment incentives to provide for additional public open spaces.
7. Ensure that given the scarcity of land available for development, that adequate parking provisions are established for residential and commercial areas but without detriment to the pedestrian environment. Incorporate strong parking design standards into new developments; and encourage uses with shared parking facilities.
8. Encourage transit-oriented development opportunities near the Light Rail Terminal, with strong pedestrian and bicycle linkages between the Terminal, the commercial corridors and residential areas.
9. Continue to work with developers to implement existing redevelopment plans.
10. Review redevelopment plans to ensure consistency among them. Revise and update obsolete redevelopment plans as necessary.
11. Discourage non-conforming uses in residential, commercial, and industrial areas to ensure compatibility with all land uses and neighborhoods.
12. Re-evaluate and redefine commercial corridors, including the possibility of including some commercial corridors and strengthening the existing ones. Encourage neighborhood service-oriented retail uses only on pre-existing and/or specifically delineated lots in residential neighborhoods.
13. Continue to strengthen and improve Citywide and neighborhood commercial districts as centers of employment, shopping, services, entertainment and education.
14. Maintain consistency between the intended land use patterns and: streetscape improvements; open space planning; historic preservation; traffic and circulation improvements; and physical improvements in commercial and industrial areas of the City

Goal 2:

- Capitalize on the City's proximity to Manhattan, and its ideal location within one of the largest financial, industrial, and cultural metropolis in the World.

Goal 2 Objectives:

1. Preserve existing and create new housing opportunities for middle income and working class families, while also balancing the opportunity to attract all market types.
2. Preserve the views of Manhattan skyline by establishing height regulations in the eastern sections of the City.
3. Capitalize on the unique cultural diversity that sets Union City apart from other towns and cities within the metropolis.
4. Establish design standards for new construction that supports the preservation of unique architectural and historic features while remaining practical.
5. Expand and encourage the Union City CDA façade improvement program to guide and improve the aesthetics of established commercial corridors through guidance on appropriate storefront renovations and building maintenance practices that enhance the long-term values of the structure. The FIP should include practical design standards that work to coordinate signage, awnings, window displays, and where applicable and permitted, sidewalk cafes.
6. Craft form-based zoning standards with special emphasis on scale of buildings, architecture, materials, and façade appearance, so as to complement architecture from several eras of history.
7. Identify and enhance the major gateways into the City. These gateways should resonate the importance of Union City as a diverse cultural center.
8. Revitalize the City's existing commercial corridors, and recognize newer corridors where commercial activity has become predominant by: encouraging uses such as supermarkets, coffee houses, bookstores, etc; encourage establishment of artist communities with galleries, and shops; streetscape improvements unique to the commercial corridors; encouragement of shared parking facilities adjacent to commercial corridors; taking advantage of an established UEZ District; identification and enhancement of specific core areas of activity; new bus routes or jitney service serving commercial corridors; attraction of smaller businesses such as home offices on upper floors of commercial buildings; provision of tax-based incentives to property owners for façade and other improvements; and revision of City's zoning ordinances to allow for a wide variety of uses, while enhancing the physical character of City's commercial corridors.
9. Promote historic preservation as a tool for successful economic development.
10. Recognition of structures listed on the National and State Register of Historic Places demolition and inappropriate alteration by designation and markings as an historic structure;
11. Induce the use of the Investment Tax Credit to encourage appropriate rehabilitation of the structure and adaptive re-use.
12. Capitalize on the ethnic diversity of the City as a tool for economic development. by encouraging ethnic businesses to recognize the diversity of the marketplace.

Goal 3:

- Improve internal circulation (pedestrian as well as vehicular), and enhance connectivity to the regional transportation network (major roadway systems that are in close proximity, bus, and light rail)

Goal 3 Objectives:

1. Reduce auto-dependency through innovative design practices that discourage surface parking lots and suburban strip mall design practices.
2. Adopt a streetscape plan that focuses on issues such as traffic, pedestrian flow, physical conditions of streets, street trees, utilities, signage, land uses affecting the quality of street environment, to complement the strong street network of Union City. The plan should also include a phasing plan, implementation strategies, and funding opportunities for streetscape improvements.
3. Minimize traffic impacts on residential streets.
4. Identify and eliminate congestion on major internal streets, and commercial streets such as Bergenline Avenue
5. Ensure that any redevelopment efforts in the City are inextricably linked to and consider pedestrian, bicycle and mass transit circulation access.
6. Anticipate and coordinate design and placement of directional and informational signs indicating parking areas, public facilities (town hall, library, schools, etc.) in graphics not dependent on language literacy.
7. Work with the NJ Transit, the State, and adjacent municipalities to: ensure adequate bus options are available; add additional bus routes connecting the City regionally and internally; extend light rail service to Manhattan past midnight; increase the frequency of mass transit serving the City;
8. Establish a comprehensive parking system in the City, especially in areas served by mass transit. Encourage shared parking opportunities with community residents, businesses and visitors.

Goal 4:

- Preserve and build open spaces, community facilities and recreational amenities as unique assets of the City.

Goal 4 Objectives:

1. Consider the creation of a central town square for public use over I-495 that will unite the City physically and socially.
2. Continue strengthening partnerships with institutional uses such as churches for increased cultural activities and social services.

3. Recognize the existing open-space assets of the City and make efforts to acquire land for new open spaces. Develop a network of open spaces so that every corner of the city is within a 5-minute walking distance from a park, playground or other public spaces.
4. Improve the provision of recreational facilities for residents of all ages within the City. Create a policy whereby developer agreements in redevelopment plans share their indoor and outdoor recreational facilities with the public
5. Consider exploration of additional opportunities to share City, County and School parks and recreational activity space given the built-out nature of the City and its needs to provide recreational space.
6. Strengthen protection of the Palisades.
7. Encourage reduction of waste and promote recycling and require developers of multi-family residential developments to obtain site plan approval of recycling areas pursuant to the Solid Waste Management Act.

Implementation Element

In addition to the goals and objectives, there are Implementation Strategies included in the Master Plan that are intended to address and act upon the City's goals and strategies:

Land Use – Community Character

Urban Design

- Review Design Standards from Redevelopment Plans for application as General Site Design Standards that should apply throughout the City
- Change Bulk Standards from Residential and Commercial zone areas to support General Site Design standards
- Change Municipal Site Design standards for residential and commercial development to support General Site Design standards
- Include Street, Sidewalk and Crosswalk standards in a Circulation Element of Master Plan as well as in revised engineering and construction standards
- Review and revise Design Standards for Central Business District in light of continuing redevelopment activity
- Create Design Standards for the Business District
- Create Design Standards for Center City District based on findings of the Master Plan
- Revise Design Standards for all districts based on continuing redevelopment, infill development and Board of Adjustments reports
- Create a plan for the Center City Area that includes decking I-495 to create a new Urban Park

Zoning, Planning and Redevelopment

- Review the Development Application and Approval procedures. Ensure proper professional engineering and planning review is completed on all applications so that applications are realistic and feasible while promoting public health, safety, and welfare
- Comprehensive review and revision of Land Development Ordinance per new Master Plan
- Create new zoning standards for the Central City based on the Master Plan recommendations

Business Districts

- Create and Promote Specific and Unique Identity for each Business District
 - Identify Strengths and weaknesses
 - Existing and future retail and mixed use development possibility
 - Relationship to Neighborhoods
 - Opportunities to create public spaces
- Review and Revise Design Standards for Central Business District in light of continuing redevelopment activity
- Promote discussion and evaluation of Business/Special Improvement District for the entire City or for each individual Business District, similar to UEZ.
- Create and Implement Marketing Studies for each Business District to identify potential for expanded retail and service businesses
- Promote continuing cooperation between Government, Planning and Zoning Boards and Chamber of Commerce, and UEZ
- Identify opportunity to link Business District improvements with promotion off Historic Preservation Tourism of areas such as the Monastery.
- Continue to evaluate use of Redevelopment and Rehabilitation for Business District Improvement

Circulation

Bicycle/Pedestrian

- Create Green Infrastructure Map – composite view/map of overall Recreation, Open Space, Bike and Pedestrian access to identify areas of potential improvement, including recommendations for strategic links throughout the remainder of the community/
- Establishment of pedestrian connections between schools and business zones

Parking

- Create a Comprehensive Parking Strategy for the City
- Promote alternatives (bike and pedestrian) for local access to merchants
- Establish better drop off and pickup locations at Train Station (kiss and ride)
- Continue to study options for structured parking in Central Business District for shared use by commuters and Central Business District merchants and residents

Traffic / Vehicular Congestion

- Incorporate traffic calming measures into Site Planning process for new applications before Planning Board in areas of concern
- Analyze and determine solutions for traffic circulation issues throughout the City in a Circulation Element of Master Plan, focusing on:
 - Cut through traffic on residential Streets
 - Delivery Truck traffic
 - County transportation Corridors
 - Bus Routes
- Continue to study circulation issues throughout the City

Parks and Open Space

- Create Green Infrastructure Map – composite view/map of overall Recreation, Open Space, Bike, and Pedestrian access to identify areas of potential improvement, including recommendations for strategic links throughout the remainder of the community.
- Create a Recreation & Open Space Plan and Recreation Element of the Land Use Master Plan
- Review opportunities to expand the Parks and Recreation system through Planning and Redevelopment

SECTION B

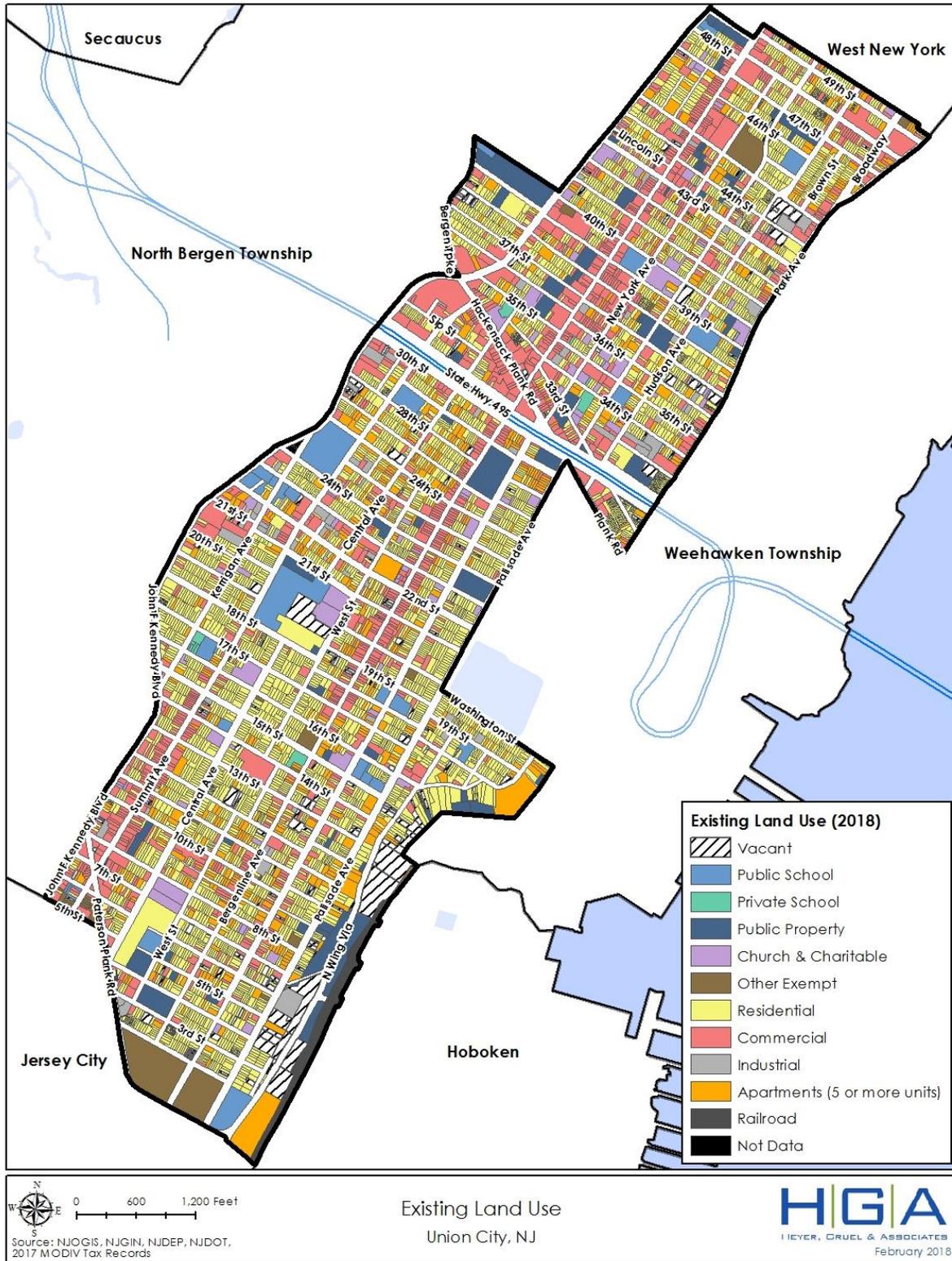
The Extent to Which Goals and Objectives Have Been Reduced or Have Increased Since 2009

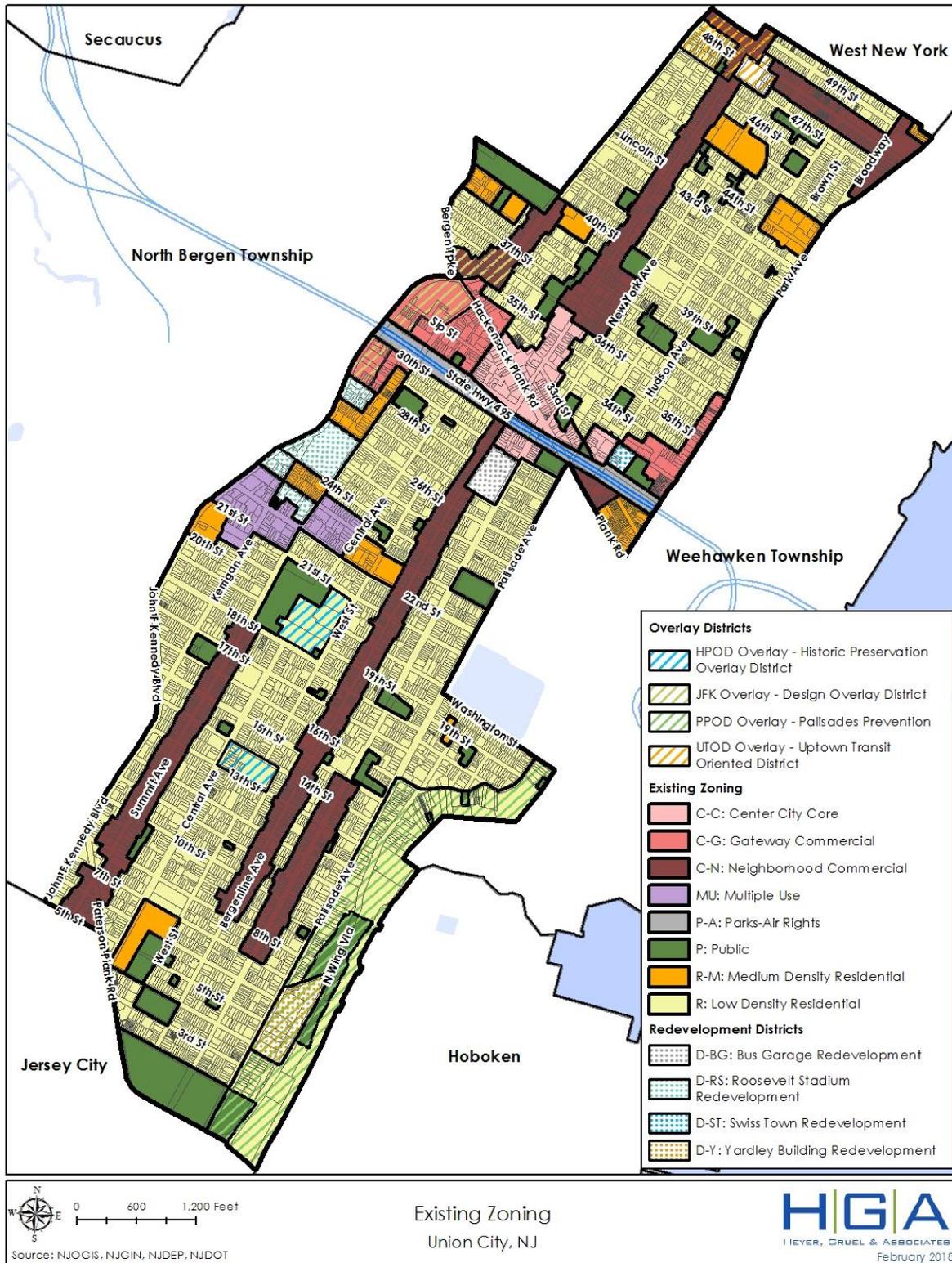
Goal #1

- *Provide a balance of land uses, and balanced development patterns, in appropriate locations in order to: Preserve the character of the community; Encourage economic development; Increase park and recreation facilities; Accommodate community facilities; Facilitate local and regional circulation; Protect and preserve the established residential character; Provide a broad range of housing choices; Promote and reinforce the City as a desirable residential location and attractive shopping / entertainment / recreation destination; and Improve the quality of life of the residents of Union City.*

In 2012, the City revised the zoning ordinance and rezoned the zoning districts to be consistent with the prevailing development patterns within Union City. In summary, the rezoning addressed the following key goals and objectives:

- The zone surrounding I-495 was rezoned as the City's Parks-Air Rights District with the intent to create hardscape park space above the freeway and minimize the spatial division the corridor creates.
- The City re-designated commercial corridors to include mixed-use development and encouraged transit-oriented development opportunities near the Light Rail Terminal, all in an attempt to strengthen intermodal connectivity.
- Arterial roads, such as JFK Boulevard and Park Avenue, were renovated with sidewalk repairs, tree planting, and the installation of street furniture. These improvements, in tandem with transit-oriented development, strengthened pedestrian and bicycle linkages throughout the City.





Zone Plan Recommendations

The 2009 Master Plan identified eight key areas within the City proposed for future land use recommendations. Since then, the City has taken the following courses of action in addressing these considerations:

Downtown (Area #1):

As recommended in the 2009 Master Plan, the City has rezoned the Summit Avenue corridor from a Commercial District (C) to a Neighborhood Commercial District (C-N). This provided the conditions to create a mixed-use center with a pedestrian intensive streetscape environment.

The land use recommendations for Area 1 have been implemented.

City Center (Area #2):

The City Center Area, as identified in the 2009 Plan is focused around the Interstate 495 corridor that physically divides the City in two halves. The City adopted a new zoning map in 2012 that designated the Route 495 corridor a Parks-Air Rights District. The purpose of the zone is "to encourage decking and other streetscape improvements over Route 495 to create a public park to reduce the effects that Route 495 has on dividing the City. The standards of this zone are intended to create hardscape park space and do not advocate constructing buildings over Route 495, with the exception of small buildings of an accessory nature." Construction or planning of such a park has yet to begin.

The Area 2 recommendations also included a central mixed-use core zone encompassing the blocks immediately around the Bergenline Avenue and Route 495 intersection. In accordance with the Master Plan recommendation, the City rezoned this portion of Area 2, which had previously been part of two zones, Residential (R) and Commercial (C), to the Center City Core (C-C) Zone. The C-C zone was envisioned as a commercial district with a mix of uses and a pedestrian-friendly streetscape focus.

On either side of the proposed core zone, the 2009 Master Plan recommended two "gateway" districts, whose development would act as landmarks and grand entrances to Union City. In conformance with this recommendation, the City rezoned those portions on either side of the C-C zone to the Gateway Commercial (G-C) Zone. The new district was intended to reinforce a vibrant "gateway commercial core" and support a broad array of retail amenities in support of the adjacent residential neighborhoods.

Area 2 recommendations remain partially valid. Portions of the recommendations for Area 2 have been implemented through new zoning designations. The proposed park space above Route 495 has not been initiated. This section of the Area 2 recommendations remains valid.

Highpoint, Summit, and Kerrigan (Area #3):

Prior to the 2009 Master Plan, the City was witnessing the transition of this area from industrial and commercial uses to multi-family residential housing. The intent of the 2009 recommendations for this area was to support this transition. Per the 2009

recommendations, in 2012 the City rezoned a majority of this area as the Multiple Use (MU) Zone to allow for both commercial and residential uses. Other portions of Area 3 were rezoned into the Medium Density Residential (R-M) Zone to accommodate and plan for some of the larger multi-family developments. Specific sections of Area 3 had previously been designated as part of the Roosevelt Stadium Redevelopment Area.

In order to facilitate a pedestrian-friendly street environment in this area of Union City, the City also undertook a campaign to repave and restore sidewalks, as well as plant trees along main throughways and residential streets.

The land use recommendations for Area 3 have been implemented.

Northeast Union City (Area #4):

In response to the demand for commercial use within this area, the City redistricted a majority of the area as Neighborhood Commercial (C-N) to allow for ground-level commercial with upper floor residential. The block in the northeastern-most corner of the City bound by 49th Street was rezoned from Industrial to the Medium Density Residential (R-M) Zone to reflect the development patterns in the area, as well as allow for a new five-story apartment complex.

The land use recommendations for Area 4 have been implemented.

Park Avenue (Area #5):

As per recommendations in the 2009 Master Plan, the City rezoned a majority of the area as a Medium Density Residential (R-M) Zone, which limited retail and commercial use. This also prohibited the construction of new surface parking lots along Park Avenue, Broadway, and Hudson Avenue, maintaining the character of the street.

The land use recommendations for Area 5 have been implemented.

Uptown (Area #6):

In 2012, the City revised its zoning code and rezoned Area #6 as the Uptown Transit Oriented Development Overlay District per recommendations of the 2009 Master Plan. The overlay offers incentives for transit-oriented development while maintaining the property owner's rights determined by the underlying residential and commercial zones. With these principles in mind, the Hudson County Community College developed its transit-accessible North Hudson Campus adjacent to the train station.

The land use recommendations for Area 6 have been implemented.

New York Avenue between 7th and 15th (Area #7):

As recommended in the 2009 Master Plan, the City rezoned Area 7 as Neighborhood Commercial (C-N) in 2012, differentiating it from the surrounding Residential Zone. The goal of this area is to create a neighborhood retail center, permitting ground floor retail and prohibiting such uses as drive-through restaurants and gas stations.

The land use recommendations for Area 7 have been implemented.

Bergenline Avenue Commercial District (Area #8):

The 2009 Plan recommended this area be rezoned from Commercial to a Neighborhood Commercial zoning district to maintain smaller scale development with ground floor retail services intended to serve the surrounding residential neighborhood. The City rezoned the area to C-N (Neighborhood Commercial) in 2012, in conformance with the 2009 Master Plan recommendation.

The land use recommendations for Area 8 have been implemented.

Land Development Ordinance Recommendations

Comprehensive Land Development Ordinance Revision

The City comprehensively revised its Land Development Ordinances in 2012 based on recommendations from the 2009 Master Plan.

- 2009 Recommendation: Consider building heights and develop strong definitions that are consistent with Uniform Construction Code.

The City developed strong definitions and clarified building heights in the 2012 zoning ordinance revisions. All structures within residential districts, with the exception of mid-rise apartment buildings have a maximum height restriction of 40 feet. A height of 60 feet is permitted if the lot area of a mid-rise apartment building is over 15,000 square feet in size. No high-rise structures are permitted by the City's ordinances. This recommendation has been addressed.

- 2009 Recommendation: Conduct a detailed review of whether four-family units are appropriate in the 1-4 family zone.

The City revised its zoning ordinances in 2012 to divide residential zones between the Low-Density Residential District (R) and Medium-Density Residential District (R-M). Neither the R or R-M zone currently permit 4 family units. This recommendation has been addressed.

- 2009 Recommendation: Impose conditions to control commercial establishments in residential areas.

This recommendation has been addressed through the 2012 zoning ordinance revisions.

- 2009 Recommendation: Include detailed design standards to design architecture and guide the business community in appropriate aesthetic treatments that enhance business opportunities.

The 2012 zoning ordinance revisions incorporated design standards. This recommendations has been addressed.

- 2009 Recommendation: Create development standards and an application procedure that enhances protection of the City and minimizes Court exposure.

This recommendation has been addressed.

- 2009 Recommendation: Review and amend all ordinance definitions, particularly related to multi-family building typology. Consistency with RSIS standards should be sought where practical.

This recommendation has been partially addressed. Application of RSIS standards in a dense urban environment such as Union City is not realistic.

Other Recommendations

A Green Community

To be good stewards of the environment, it is important for Union City to create and preserve open spaces, seek opportunities for groundwater recharge, reduce the heat-island effects of its paved and concrete surfaces, and mitigate sources of local air pollution.

- 2009 Recommendation: Seek recommendations from the Shade Tree Advisory Committee on the placement, care, and maintenance of trees.

This recommendation remains valid.

- 2009 Recommendation: Complete a Community Forestry Plan.

In December 2017, the City adopted its Community Forestry Management Plan. This recommendation has been addressed.

- 2009 Recommendation: Seek funding sources or grants to plant and maintain trees.

This recommendation remains valid.

- 2009 Recommendation: Participate in the Cool Cities Program and plant 250 trees per year.

This recommendation remains valid.

- 2009 Recommendation: Engage volunteers in tree plantings.

This recommendation remains valid.

- 2009 Recommendation: Create sustainability design guidelines.

This recommendation remains valid.

Creating Centers of Place

Center-based planning, or "placemaking," is the process of orienting a space to meet the needs of the people that use it rather than to accommodate the quick entry, exit, or throughput of the automobile. Another way to think of center-based planning is to prioritize the quality of design over the traditional paradigm of considering the quantity of land, as the intended end result of center-based planning is to create a destination for people to enjoy.

- 2009 Recommendations: Encourage citywide center-based planning whenever possible.

This recommendation remains valid. In line with this goal, the City adopted a resolution establishing a Complete Streets Policy in December 2013, which provided the policy framework needed to create new centers of place in Union City.

- 2009 Recommendations: concentrate placemaking efforts in the areas specified by the 2009 Master Plan (Areas #1, #2, #4, and #7).

This recommendation remains valid.

Containment

- 2009 Recommendation: Revise the City's land development ordinance to reinforce the future development of land uses in appropriate zones to solidify concentrated areas for civic and commercial activity.

To preserve the character of residential neighborhoods, the City adopted new zoning ordinances in 2012 and created the new 'Neighborhood Commercial' zoning district for commercial corridors with upper-story residential developments. This recommendation has been addressed.

- 2009 Recommendation: Coordinate actions of the Planning Board and the Board of Adjustment to determine whether proposed developments are consistent with the zoning plan and zoning intent.

This recommendation remains valid. Under the Municipal Land Use Law, the Planning Board and the Board of Adjustment must review the Master Plan with each development application to determine whether the proposed application is consistent with the zoning intent.

Redevelopment & Rehabilitation

- 2009 Recommendation: Pursue new Redevelopment Plans for the specific areas highlighted in the 2009 Master Plan.

This recommendation remains valid, as there have been no new Redevelopment Plans prepared since the adoption of the 2009 Master Plan. The statutory redevelopment process is an important tool for largely built-out communities so the City should continue to consider opportunities as they present themselves.

- 2009 Recommendation: Determine Union City's eligibility to employ broader rehabilitation area criteria.

This recommendation remains valid. A program of rehabilitation for a neighborhood or the City in general could provide incentive for smaller scale renovation and rehabilitation projects.

Public Spaces

- 2009 Recommendation: Continue to acquire land for creating new pocket park spaces inside neighborhood residential and neighborhood mixed-use districts.

This recommendation remains valid. The City has actively pursued the creation of pocket parks. For example, the City opened the Police Memorial Park, located at 11th and West streets in a residential district, on May 5, 2016.

- 2009 Recommendation: Seize opportunities to create “green corridors” along the City’s east-west streets.

This recommendation remains valid. Since the 2009 Master Plan, the City has installed deciduous trees and a landscaped median along Central Avenue from Paterson Plank Road to 18th Street, as well as trees along Bergenline Avenue, New York Avenue, and Palisade Avenue.

- 2009 Recommendation: Ensure that the City’s sidewalk network is entirely integrated and well suited for the function of providing a comfortable public space.

This recommendation remains valid. In December 2013, the Board of Commissioners adopted a resolution establishing a Complete Streets Policy, which laid the policy groundwork for the City to accomplish the goal of creating an integrated and pedestrian-friendly sidewalk network.

Historic Preservation

- 2009 Recommendation: Consider implementation of a historic façade improvement program that offers tax incentives to encourage restoration in selected areas. Areas identified for further analysis include:

- Sip Street
- Churches
- Palisades Avenue (near Reservoir)
- 23rd Street
- New York and 2nd Avenue

This recommendation remains valid.

Circulation Plan Element

- 2009 Recommendation: Consider preparing a comprehensive Circulation Plan Element of the Master Plan that addresses all modes of transportation and parking.

Transportation and parking remain critical issues for the City, but the focus has shifted from preparing a city-wide Circulation Plan Element to conducting neighborhood or district based parking and traffic studies to improve management.

Steep Slopes Ordinance

- 2009 Recommendation: The City should consider updating its steep slope ordinance, using Jersey City's steep slope ordinance as a model, to ensure preservation of the Palisades and view sheds of the Manhattan skyline.

The Palisades Preservation Overlay District (PPOD) was established in the 2012 ordinance to address issues related to steep slopes. This recommendation has been addressed.

Recycling

- 2009 Recommendation: Union City should continue to comply with State statutes related to recycling and be a leader in Hudson County.

This recommendation remains valid.

Urban Enterprise Zone

- 2009 Recommendation: The City should continue to utilize the Urban Enterprise Zone (UEZ) as a tool that can transform Union City into the model community.

This recommendation remains valid. The State opted not to extend the first wave of UEZs that expired on December 31, 2016. The Union City UEZ remains into effect until April 11, 2026, although the future of the program beyond that date is uncertain.

Streetscape Signage Program

- 2009 Recommendation: Standards should be adopted to build on existing streetscape signage programs in order to leverage private investment to complement City investments.

This recommendation remains valid.

Goal #2

- *Capitalize on the City's proximity to Manhattan, and its ideal location within one of the largest financial, industrial, and cultural metropolises in the world.*

Union City remains positioned to take advantage of its proximity to Manhattan and its regional and global employment and cultural offerings. The City's history, community character, and cultural diversity set it apart from its neighbors and other places throughout the metropolitan region. The City seeks to continue to take advantage of its geographical advantages while preserving its neighborhood feel and managing growth in a thoughtful and conscientious manner with an emphasis on equity and sustainability. This goal remains relevant.

Goal #2 Objectives

- 2009 Master Plan Objective: Establish design standards that support the preservation of unique architectural and historic features and/or implement a façade improvement program.

This remains a valid objective.

- 2009 Master Plan Objective: Encourage the recognition of structures and districts listed on the National and State Registers of Historic Places and pursue measures to foster the rehabilitation and adaptive reuse of these historic places.

Several locations within the City have either been placed on the State or National Register or for which a State Historic Preservation Office (SHPO) opinion has been issued. Since 2009, the only property for which a SHPO opinion has been issued is 320-324 Mountain Road. The opinion was issued on March 6, 2017. This remains a valid objective.

- 2009 Master Plan Objective: Protect the Palisades as a critical environmental feature.

The City created the Palisades Preservation Overlay District (PPOD) in 2012 with the purpose of minimizing adverse impact of development along the District's steep slopes. The ordinance requires strict adherence to the City's land use and development regulations, along with the prohibition of construction atop land with a grade of greater than 30 percent. Buildings below the cliff face and within the PPOD are also subject to regulation. This objective has been addressed. The focus shifts to implementation and enforcement.

- 2009 Master Plan Objective: Identify and enhance major gateways into the City, along with revitalizing existing commercial corridors to cultivate a wide variety of retail and cultural activities.

In the 2012 zoning update, the City designated three sections along the I-495 corridor at the eastern and western edges of the City as Gateway Commercial zones. These zones serve as entry and exit points into the City from the I-495 freeway and create pedestrian-oriented, mixed-use areas. This objective remains valid as the City continues to focus on revitalizing commercial areas.

Goal #3

- *Improve internal circulation (pedestrian as well as vehicular), and enhance connectivity to the regional transportation network (major roadway systems that are in close proximity, bus, and light rail).*

The City continues to address issues associated with circulation, including the provision of the appropriate amount of off-street parking and the challenges associated with parking demand and traffic congestion that accompany development and growth. The goal remains relevant as the City needs to ensure that future growth and development are balanced with the provision of useful, reliable, and equitable transportation opportunities for all of the City's residents.

Goal #3 Objectives

- 2009 Master Plan Objective: Reduce auto-dependency through innovative design practices, minimize traffic impacts on residential streets, and identify and eliminate congestion on major internal streets, and commercial streets such as Bergenline Avenue.

This objective remains relevant as the City continues to work to alleviate traffic congestion, consider creative design options, and review broader trends such as the increasing popularity of ride-sharing (Uber, Lyft, etc.) and car-sharing (Zipcar, etc.) services and their potential impacts on accessibility, mobility, and parking demand.

- 2009 Master Plan Objective: Adopt a streetscape plan that focuses on issues such as traffic, pedestrian flow, physical conditions, and land uses.

On December 17, 2013 the Board of Commissioners adopted a resolution establishing a Complete Streets Policy with the aim of providing a safe, integrated urban street network that serves all categories of users. The City has conducted street tree planting and street painting programs that enhance the pedestrian experience.

Now that the policy has been adopted, the objective shifts to implementation, monitoring, and continued incremental revisions and improvements to policy documents to reflect lessons learned and best practices.

- 2009 Master Plan Objective: Work with NJ Transit, the State, and adjacent municipalities to ensure adequate bus options are available, extend light rail service to Manhattan past midnight, and increase the frequency of mass transit serving the City.

Improving existing transit service, most notably New Jersey Transit bus routes, remains a critical factor in alleviating traffic congestion and ensuring that all residents of Union City have accessible transportation options. The City has been advocating for enhanced bus service and facilities, and will continue to do so. Informal jitneys have long provided a necessary alternative to official services, but there are safety and traffic concerns associated with uncontrolled pick-up and drop-off locations that must be considered.

The Light-Rail Service hours have been extended past midnight since the 2009 Master Plan. The last arrival at the Bergenline Station is at 1:53 AM during the week and 1:27 AM on the weekend and the last departure is at 1:42 AM during the week and 1:33 AM on the weekend.

This objective remains valid, with the exception of the extension of the light rail service hours.

- 2009 Master Plan Objective: Establish a comprehensive parking system in the City, especially in areas served by mass transit. Encourage shared parking opportunities with community residents, businesses and visitors.

The City is continuing to evaluate parking management options on a neighborhood / area-wide basis. Managing the supply and demand of parking remains a major challenge for the City's future. This objective remains valid.

Goal #4

- *Preserve and build open spaces, community facilities and recreational amenities as unique assets in the City.*

This goal remains relevant. The density of the City, continued population growth and demand for new development reinforce the desirability of the City as a place to live. In order to maintain that desirability it remains important to ensure that there are adequate community facilities and recreational amenities to serve the needs of all segments of the population. It is also important to explore possible additions to the City's inventory of open space and to encourage the integration of outdoor spaces into new development projects.

Goal #4 Objectives

- 2009 Master Plan Objective: Consider the creation of a central town square for public use over I-495 that will unite the City physically and socially.

The 2012 Zoning Ordinance revision created a Park Air Rights Zone for the I-495 right-of-way to set the local land use framework to move this objective forward. There are significant exterior regulatory and jurisdictional hurdles, as well as substantial cost considerations, but the objective remains a valid and forward thinking opportunity for the future.

- 2009 Master Plan Objective: Continue strengthening partnerships with institutional uses such as churches for increased cultural activities and social services.
- 2009 Master Plan Objective: Consider exploration of additional opportunities to share City, County, and school parks and recreational activity space.
- 2009 Master Plan Objective: Improve the provision of recreational facilities for residents of all ages within the City. Create a policy whereby developer agreements in redevelopment plans share their indoor and outdoor recreational facilities with the public.
- 2009 Master Plan Objective: Recognize the existing open space assets of the City and make efforts to acquire land for new open spaces. Develop a network of open spaces so that every corner of the City is within a 5-minute walking distance of a park, playground or other public space.

All of the above objectives remain relevant.

Since the adoption of the 2009 Master Plan, the City has made progress with a number of park and recreation facility improvements.

- The Union City Performing Arts Center at 2500 Kennedy Boulevard opened in October 2009.
- The City received grant money for recreation improvements to the 22-acre Washington Park in 2010. This project included planting trees and other landscaping and upgrading the athletic fields to a multi-purpose artificial turf field with new lighting.
- The City also received grant money to construct an amphitheater in the Michael Leggiero Music Park; however, the construction costs were higher than anticipated, which prompted the City to redesign the plan to create a music-

themed playground equipped with a large moveable video screen. The park was opened to the public in the summer of 2012.

- In 2014, Union City received \$500,000 from the Hudson County Open Space, Recreation and Historic Preservation Trust Fund to renovate Ellsworth Park (on top of a grant awarded in 2012). The city refurbished and redesigned much of the park, which was subsequently re-dedicated in 2017.
- Union City and Weehawken partnered on the purchase of Hackensack Reservoir #2 from United Water with funding from the Trust for Public Land and Green Acres. This tract is within the borders of Weehawken, but abuts the municipal border with Union City. The 14.4-acre tract provides a passive recreational space that is managed jointly by the municipalities.
- Juan Pablo Duarte Park and Columbia Park are in the process of being resurfaced to improve the quality of service they provide the public. The project is slated to be completed by May 11, 2018.
- The City is currently in the process of completely renovating Veterans Memorial Park at 17th Street and West Street with new sidewalks, drainage improvements, benches, tables, water fountains, landscaping, irrigation, and other improvements.

SECTION C

Significant Changes in Assumptions Impacting the Master Plan

Since the City adopted its 2009 Master Plan, there have been demographic changes and policy and regulatory changes in the City, in Hudson County, and in the State of New Jersey. These changes affect the assumptions, policies, and objectives that form the basis of the Master Plan.

Changes in Union City

Demographic Changes

Since the 2009 Master Plan, the 2010 Census was conducted and its data was released. As a result, the demographics that inform the City's Master Plan have shifted and should be reevaluated for changes and variations since the 2000 Census. Below are a series of characteristics that impact policies and assumptions vis-à-vis Union City's goals and objectives:

Population

There were 66,455 residents in Union City in 2010, which was a slight decrease of 633 people from 2000. The 2013 estimated population projects a slight increase in population to 67,233. During the 1990s the City experienced its largest population growth of 15.6 percent. During the same decade Hudson County experienced a 10.1 percent population growth. While both the City and the County have experienced small losses and gains in population, the State has seen steady population growth since 1930.

Population Trends									
Year	Union City			Hudson County			New Jersey		
	Population	Change		Population	Change		Population	Change	
		Number	%		Number	%		Number	%
1930	58,659	-	-	690,730	-	-	4,041,334	-	-
1940	56,173	-2,486	-4.2%	652,040	-38,690	-5.6%	4,160,165	118,831	2.9%
1950	55,537	-636	-1.1%	647,437	-4,603	-0.7%	4,835,329	675,164	16.2%
1960	52,180	-3,357	-6.0%	610,734	-36,703	-5.7%	6,066,782	1,231,453	25.5%
1970	57,305	5,125	9.8%	607,839	-2,895	-0.5%	7,171,112	1,104,330	18.2%
1980	55,593	-1,712	-3.0%	556,972	-50,867	-8.4%	7,365,011	193,899	2.7%
1990	58,012	2,419	4.4%	553,099	-3,873	-0.7%	7,730,188	365,177	5.0%
2000	67,088	9,076	15.6%	608,975	55,876	10.1%	8,414,350	684,162	8.9%
2010	66,455	-633	-0.9%	634,277	25,302	4.2%	8,791,894	377,544	4.5%
2013 (est.)	67,233	778	1.2%	644,605	10,328	1.6%	8,832,406	40,512	0.5%

Source: U.S. Census Bureau, 2009-2013 American Community Survey 5-year Estimates

Population Composition by Age

The median age of the residents in Union City in 2010 was 34 years, which has shifted since 2000. All age cohorts 45 and older saw significant increases while the age cohorts under 45 all experienced decreases. The largest rates of increase occurred in the 45 to 54 age cohort, rising 20 percent. A moderate decrease was experienced in the 5 to 14 age cohort, declining by 10.9 percent.

Population by Age 2000 and 2010, City of Union City						
Population	2000		2010		Change, 2000 to 2010	
	Number	Percentage	Number	Percentage	Number	Percentage
Total population	67,088	100.0%	66,455	100.0%	-633	-0.9%
Under 5 years	4,945	7.4%	4,845	7.3%	-100	-2.0%
5 to 14	9,268	13.8%	8,255	12.4%	-1,013	-10.9%
15 to 24	10,122	15.1%	9,736	14.7%	-386	-3.8%
25 to 34	12,074	18.0%	11,559	17.4%	-515	-4.3%
35 to 44	10,949	16.3%	9,958	15.0%	-991	-9.1%
45 to 54	7,641	11.4%	9,166	13.8%	1,525	20.0%
55 to 64	5,395	8.0%	6,078	9.1%	683	12.7%
65 and over	6,694	10.0%	6,958	10.5%	264	3.9%

Source: U.S. Census Bureau

Households

A household is defined as one or more persons, either related or not, living together in a housing unit. In 2010 there were a total of 22,814 households in Union City. Almost half of the households (49.5%) were occupied by two persons or less. The average household size in the City was 2.88, higher than that of the County's average of 2.54.

Household Size- Occupied Housing Units City of Union City and Hudson County, 2010				
	City		County	
	Number	Percent	Number	Percent
Total Households	22,814	100.0%	246,437	100.0%
1-person household	5,441	23.8%	73,741	29.9%
2-person household	5,852	25.7%	71,762	29.1%
3-person household	4,350	19.1%	42,935	17.4%
4-person household	3,465	15.2%	31,581	12.8%
5-person household	1,969	8.6%	15,098	6.1%
6-person household	931	4.1%	6,401	2.6%
7-or-more-person household	806	3.5%	4,919	2.0%
Average Household Size	2.88		2.54	

Source: U.S. Census Bureau

Household Size and Type, 2010 City of Union City		
	Total	Percent
Total Households	22,814	100.0%
1 person household	5,441	23.8%
Male householder	2,690	49.4%
Female householder	2,751	50.6%
2 or more person household	17,373	76.2%
Family households	15,512	68.0%
Married Couple Family	8,368	53.9%
With own children under 18 years	4,156	49.7%
No children under 18 years	4,212	50.3%
Other Family	7,144	31.3%
Male householder, no wife present	2,170	30.4%
With own children under 18 years	936	43.1%
No own children under 18 year	1,234	56.9%
Female householder, no husband present	4,974	69.6%
With own children under 18 years	2,720	54.7%
No own children under 18 year	2,254	45.3%
Nonfamily Households	1,861	8.2%
Male householder	1,167	62.7%
Female householder	694	37.3%
Average Family Size	3.39	

Source: U.S. Census Bureau

Income

As measured in 2013, Union City had a significantly lower median household income than that of Hudson County and the State of New Jersey. In 2013, the median income of Union City was \$40,763; \$17,679 less than the County and \$31,166 less than the State's median income.

Per Capita and Household Income		
	2013 Per Capita Income	2013 Median Household Income
Union City	\$19,475	\$40,763
Hudson County	\$32,641	\$58,442
New Jersey	\$36,027	\$71,929

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

The distribution for household income for Union City in 2013 is listed below. The most common income bracket was \$50,000 to \$74,999, which was earned by 17.5 percent of the households. This range was followed by those households that earned \$15,000 to \$24,999 (14.1%). In Union City, 58.3 percent of the households earned less than \$50,000, compared to 43.7 percent of the County's households

Household Income Union City and Hudson County, 2013				
	Union City		Hudson County	
	Number	Percentage	Number	Percentage
Total Households	22,439	100.0%	243,875	100.0%
Less than \$10,000	2,318	10.3%	19,590	8.0%
\$10,000 to \$14,999	1,646	7.3%	12,934	5.3%
\$15,000 to \$24,999	3,173	14.1%	25,473	10.4%
\$25,000 to \$34,999	2,857	12.7%	21,400	8.8%
\$35,000 to \$49,999	3,082	13.7%	27,192	11.1%
\$50,000 to \$74,999	3,937	17.5%	40,066	16.4%
\$75,000 to \$99,999	2,395	10.7%	27,865	11.4%
\$100,000 to \$149,999	1,898	8.5%	34,386	14.1%
\$150,000 to \$199,999	638	2.8%	15,949	6.5%
\$200,000 or more	495	2.2%	18,120	7.4%
Median Household Income	\$40,763		\$58,442	

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

Poverty Status

In 2013, nearly a quarter of Union City's residents were living below the poverty level, most of whom were working age. Of the 16,307 persons who lived below the poverty level, a third was under the age of 18. Hudson County saw a similar distribution of those in poverty but experienced a lower overall percentage (16.8%).

Poverty Status Union City and Hudson County, 2009 – 2013 Estimates				
	Union City		Hudson County	
	Number	Percentage	Number	Percentage
Total persons	66,956	-	638,010	-
Total persons below poverty level	16,307	24.4%	107,116	16.8%
Under 18	5,662	34.7%	33,401	31.2%
18 to 64	9,094	55.8%	63,612	59.4%
65 and over	1,551	9.5%	10,103	9.4%

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

Housing Unit Data

Union City's housing stock consists mainly of older structures and is primarily renter-occupied. According to the 2010 Census, Union City had a total of 22,814 occupied housing units. A majority of the units, 79.9 percent, were renter-occupied while 20.1 percent were owner-occupied. Approximately 55 percent of the City's housing stock was constructed before 1960 and a significant amount of housing (32.4%) was built in 1939 or earlier. These factors put the median year of construction in 1957.

Housing Data City of Union City, 2010		
	Number	Percentage
Total Housing Units	24,931	100.0%
Occupied Housing Units	22,814	91.5%
Owner Occupied	4,583	20.1%
Renter Occupied	18,231	79.9%

Source: U.S. Census Bureau

Year Structure Built City of Union City		
	Number	Percentage
Built 1939 or earlier	8,132	32.4%
Built 1940 to 1949	2,307	9.2%
Built 1950 to 1959	3,212	12.8%
Built 1960 to 1969	3,433	13.7%
Built 1970 to 1979	2,591	10.3%
Built 1980 to 1989	1,207	4.8%
Built 1990 to 1999	1,062	4.2%
Built 2000 to 2009	2,982	11.9%
Built 2010 or later	136	0.5%
Total	25,062	100.0%
Median Year Structure Built	1957	

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

Employment

The following tables detail changes in employment from 2003 to 2014 in Union City, Hudson County, and the State of New Jersey. Both the labor force and employment saw a steady decline beginning in 2003. However, so did the unemployment rate, declining from 10.9 percent in 2003 to 6.5 percent in 2007. In 2008 the unemployment rate began to rise again and in 2009 it hit a decade high of 13.9 percent. Following this peak, the unemployment rate began to decline and in 2014 was at 8 percent. In 2010 both the labor force and employment jumped by nearly 8,000 individuals and has remained steady. While the Union City unemployment trends mirror those of Hudson County and the State, the City has a consistently higher level of unemployment.

Union City Employment and Residential Labor Force -- 2003 - 2014			Hudson County	New Jersey
Year	Labor Force	Unemployment Rate	Unemployment Rate	Unemployment Rate
2003	28,840	10.9%	7.4%	5.8%
2004	28,209	9.0%	6.0%	4.8%
2005	27,250	7.1%	5.5%	4.5%
2006	26,988	7.2%	5.6%	4.7%
2007	26,646	6.5%	5.0%	4.3%
2008	27,024	8.1%	6.2%	5.3%
2009	27,862	13.9%	10.5%	9.1%
2010	35,127	11.4%	9.6%	9.5%
2011	35,504	11.0%	9.2%	9.3%
2012	35,719	10.9%	9.1%	9.3%
2013	35,166	9.6%	8.0%	8.2%
2014	35,043	8.0%	6.5%	6.6%

Source: NJ Dept. of Labor & Workforce Development Labor Force Estimates

The occupational breakdown shown in the table below includes only private wage and salary workers. The two largest occupational categories for Union City workers were service occupations (25.9%) and sales and office occupations (23.8%). These two categories were followed closely by production transportation and material moving occupations, which employed 22.7 percent of Union City workers.

Occupation, 2013 Union City		
	Number	Percentage
Employed Civilian population 16 years and over	31,677	100.0%
Management, business, science and arts occupations	5,424	17.1%
Service occupations	8,216	25.9%
Sales and office occupations	7,547	23.8%
Natural resources, construction and maintenance occupations	3,284	10.4%
Production Transportation and material moving occupations	7,206	22.7%

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

Commuting to Work

In 2013, the mean travel time to work for those who lived in the City was 31 minutes. The vast majority of commuters, 80.3 percent, traveled less than an hour to work, and roughly 44 percent have less than a thirty-minute commute.

The largest portion of workers commuted via public transportation (41.1%), while approximately 30 percent drove to work alone. Roughly 14 percent of workers, however, walked to work and nearly 11 percent carpoolled. The City saw 2.5 percent of its workers work from home.

Travel Time to Work Union City, 2013		
	Number	Percentage
Workers who did not work at home	30,297	100.0%
Less than 10 minutes	257	0.8%
10 to 14 minutes	1,481	4.9%
15 to 19 minutes	2,976	9.8%
20 to 24 minutes	3,681	12.1%
25 to 29 minutes	4,832	15.9%
30 to 34 minutes	1,467	4.8%
35 to 44 minutes	6,153	20.3%
45 to 59 minutes	3,469	11.4%
60 to 89 minutes	3,184	10.5%
90 or more minutes	925	3.1%
Mean travel time to work (minutes)	31.0	

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

Probable Future Population and Employment Opportunities

The North Jersey Transportation Planning Authority (NJTPA) completes regional forecasts for the New York/New Jersey metropolitan area every four years for population, households, and employment. The most recent set of forecasts, released in November 2017, predicts Union City's population will increase by 0.2% to 71,954 and employment will increase by 0.7% from 14,050 to 17,293 jobs by 2045.

Significant Ordinances Adopted

2012 Land Development Ordinance and Zoning Map (Chapter 223 of the City's Code)

A substantial overhaul of the City's land development and zoning ordinance was prepared to implement recommendations from the 2009 Master Plan. The Ordinance was adopted by the Board of Commissioners of Union City on March 20, 2012. The changes amended the zoning map and districts, and created new zones to ensure that the regulatory framework was more in line with the existing pattern of development.

2012 and 2018 Amendment to Rent Control Ordinance (Chapter 334 of the City's Official Code)

Following the 2012 amendment to the City's ordinances, an anti-warehousing ordinance was adopted and subsequently amended in 2018. This ordinance prevents intentional vacancies by obligating property owners of four or more units to register vacant apartments with the Rent Stabilization Board office within 90 days, as well as to report the rental of the unit within the same timeframe. If a structure is not rented within 90 days, the ordinance mandates the City dispatch inspectors to the subject property to ensure compliance with the code.

Airbnb Ordinance

On December 15, 2015, the City adopted an ordinance amending Chapter 296 of the City's Code, entitled "Peace and Good Order" to include a provision that prohibits all short-term vacation rentals, excluding hotels, motels, and bed and breakfasts. The ordinance prohibits

maintaining, facilitating, and advertising any vacation rental activity, or “transient occupancy,” that does not comply with the code, including Airbnb listings.

2017 Community Forestry Management Plan

On December 20, 2017, the Community Development Agency (CDA) submitted the second five-year Community Forestry Management Plan to the Board of Commissioners. The plan’s central goal is the establishment of a new community forestry program for the City with the aim of promoting a sustainable community forest for the well-being of City residents.

A shade tree committee is to be established to promote preservation of the trees within the City, identify public land where trees could be planted and benefit the space, and assist the City in obtaining grants for shade tree purposes.

The plan identified the continued installation of trees along streets, in parks, and at schools via grant funding as a priority objective. This planting program is intended to meet the Mayor’s 2009 goal of 20 percent tree coverage across Union City. In tandem with the planting program, the Plan highlights the need for an approved “Recommended Tree Species List” for potential planting sites to ensure that appropriate, non-invasive species are installed correctly.

Furthermore, the Plan encourages community involvement with tree stewardship throughout the City. Several objects are highlighted as potential courses of action, including potential cooperation between the Shade Tree Committee and Union City schools to educate students on the importance of trees, and the founding of an ‘adopt-a-tree’ program.

Adoption of a Community Forestry Plan was a recommendation in 2009 Master Plan.

Open Space and Recreation

Goal #4 of the 2009 Master Plan established the importance of enhancing the City’s open space and recreation opportunities. The City is continuing to work with Hudson County to facilitate the funding of these improvements. The discussion of the progress made toward Goal #4 in Section B of this report details the specific park improvements that have been made.

In addition to the park improvements, Union City and Weehawken partnered on the purchase of the Hackensack Reservoir #2 from United Water with funding from the Trust for Public Land and Green Acres. This tract is within the borders of Weehawken, but abuts the municipal border with Union City. The 14.4-acre tract provides a passive recreational space that is managed jointly by the municipalities.

Redevelopment

Since 2009, two of the redevelopment areas within the City have experienced progress.

- Swiss Town Redevelopment Plan (Hudson Avenue, Peter Street, and Cantello Street) – Since the 2009 Master Plan, the development envisioned by this plan was constructed. A multi-family high-rise building known as “The Thread” opened in 2014.
- Roosevelt Stadium Redevelopment Plan (Municipal Stadium on JFK Boulevard) – In fall 2009 (after the adoption of the Master Plan) the new Union City High School opened on a

portion of the redevelopment area. The remaining portions of the Plan have not yet been implemented.

Changes at the County and Regional Level

Comprehensive Economic Development Strategy (CEDS)

The Hudson County Regional Comprehensive Economic Development Strategy (CEDS) is a five-year development plan originally released in 2010 to steer the growth of economic activity in Hudson County. Annual updates were prepared in 2012 and 2013, and then a new five-year plan was prepared in 2016 for the 2015-2019 period. A CEDS is a requirement of the U.S. Department of Commerce and U.S. Economic Development Administration in order for Hudson County to remain eligible for public works grants and economic development assistance. The Plan was generated through socio-economic, industry, and real estate trend analysis paired with stakeholder outreach efforts, which culminated in the creation of "SWOT" analysis. This method of analysis identifies the strengths, weakness, opportunities and threats to Hudson County.

According to the 2012 Annual Update, the top three infrastructure priorities in Union City are the following:

- Summit Avenue façade and sidewalk improvements along the commercial corridor from 2nd to 14th Streets.
- Park Avenue beautification program to encourage new businesses and create foot traffic. This project was completed.
- Hackensack Reservoir #2 acquisition in cooperation with Weehawken. This project was completed.

The following improvement programs were identified in the 2013 Annual Update:

- 2013 CDA Road Program using CDBG and HUD funding for improvements to 46th Street between New York Avenue and Bergenline Avenue, 36th Street between New York Avenue and Palisade Avenue, and 8th Street between Bergenline Avenue and West Street.
- Street Improvements including curbing, repaving, and catch basin installation.
- Sidewalk improvements in targeted eligible low / moderate income areas.
- Tree Planting Program
- Multi-Unit Rehab providing a grant to owners of residential property for rehabilitation activities where a certain number of tenants qualify as low / moderate income.
- Commercial Façade Program to make improvements to commercial and industrial building to improve conditions and increase job opportunities.
- New York Avenue Infrastructure Improvements including sidewalks, pavement, and tree planting from 19th Street to 48th Street, the Roosevelt Stadium Redevelopment project, and planning and improvements at Reservoir site.

The 2015-2019 CEDS prepared new SWOT analyses for the County with stakeholder involvement. These analyses looked at a number of factors including socio-economic, labor, workforce & industry, real estate, and location & transportation. The factors identified generally apply to Union City. Some of the key strengths include proximity to New York City, strong warehousing and

shipping industry, low unemployment, and diversity, while some of the weaknesses include an increasing poverty rate, limited opportunity for residents lacking higher education, lack of housing affordability, and congestion and quality of the transportation system. These factors, along with the opportunities and threats identified generally apply to Union City. The CEDS does not contain recommendations specific to Union City but does identify several completed, ongoing, and potential projects of note:

- The Yardley Soap Factory redevelopment project was identified as a potential site for mixed use development including a retail component.
- The Homes for Heroes apartment building for qualified veterans opened in 2013.
- The Wyndham Hotel on Central Avenue between 31st Street and Sip Street was identified as a future project.
- Improvements to Juan Pablo Duarte Park including upgrades to the spray ground and playground surface are identified.
- The Union City / Weehawken Reservoir Park is identified as having opened in 2015.

2015 Hudson County Hazard Mitigation Plan (HMP)

In accordance with the Disaster Mitigation Act of 2000 (DMA 2000), Hudson County and its municipalities developed the 2008 Hazard Mitigation Plan followed by the 2015 updated Hazard Mitigation Plan. For communities to remain eligible for hazard mitigation assistance from the federal government, they must maintain an updated HMP. The purpose of the Hudson County HMP is to identify potential natural disaster risks that threaten the County's communities and residents. The Plan evaluates the risks and identifies planned projects designed to prevent and mitigate the effects of future natural disasters.

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

Hazard Type	Probability of Occurrence	Hazard Ranking
Coastal Erosion	Rare	Low
Coastal Storm	Frequent	Medium
Drought	Frequent	Medium
Earthquake	Occasional	Low
Extreme Temperature	Frequent	High
Flood	Frequent	Medium
Geological Hazards	Occasional	Low
Severe Storm	Frequent	High
Winter Storm	Frequent	High
Wildlife	Frequent	Medium

2013 Hudson County Open Space Reexamination Report

To address contemporary challenges such as dwindling funds and the threats from climate change, Hudson County and its municipalities updated the 2005 Hudson County Open Space Plan with the 2013 Open Space Reexamination Report. The Reexamination Report identifies the four goals established in Union City's 2009 Master Plan (found within Section 4 of the Reexamination Report).

Since 2005, the County added an additional 1,395 acres of open space to a total of 5,403 acres. Upon reviewing the 2005 goals, the County has developed five new goals: Environmental Justice, Recreation, Connectivity, Urban Ecosystems and Greenspaces, and Acquisition.

The County determined the following seven objectives for the 2013 update:

- Hackensack and Passaic Rivers
- Public Access
- Active Design Guidelines
- Complete Streets
- Bike Share
- Low Impact Development
- Urban Forestry

In Section 5, the Reexamination details the grant money Union City received for the Washington Park recreation improvements, grant money received in 2012 for Michael Leggiro Music Park, and 2012 grant money for Ellsworth Park improvements.

2011 Hudson County Jitney Study, NJTPA

In 2011, an NJTPA consultant team conducted a study on jitney services operating in Hudson County. Although it is a popular mass transit option, there are significant operational and safety concerns associated with these services. The Study looked at several corridors that are relevant to Union City including Bergenline Avenue, JFK Boulevard, 30th/31st Streets, and I-495.

Recommendations of the study included developing a regulatory framework to license operators, improve safety, coordinate the supply of service with other modes of transit, manage competition between carriers, and ensure access and accessibility for customers.

Jitneys remain an important part of the Union City transportation network. In addition, the advent of ridesharing services like Uber and Lyft are transforming the transportation landscape. Further consideration of these services should be incorporated in future planning efforts and policy decisions.

Hudson County Community College

Hudson County Community College opened its North Hudson Campus for the Fall 2011 semester adjacent to the Bergenline Avenue light rail station. The \$200 Million project consists of a seven-story building with 92,330 square feet of floor area. The new campus includes a full scope of educational programs, music and art studios, lab space, a bookstore, and other amenities.

Changes at the State Level

Affordable Housing

The "Third Round" of affordable housing obligations within New Jersey has been a decades-long conflict over methodologies. Around the same time Union City adopted its 2009 Master Plan, the City also petitioned COAH for substantive certification for the Third Round. The City, however never received substantive certification because the Appellate Division deemed the methodology invalid.

COAH made no progress in adopting a constitutional framework for affordable housing and so, in March 2015, the New Jersey Supreme Court disbanded COAH. In re Adoption of N.J.A.C. 5:96 & 5:97 by the N.J. Council on Affordable Housing, 221 N.J. 1 (2015) (“Mount Laurel IV”), the Court held that because COAH was no longer functioning, trial courts were to resume their role as the forum of first instance for evaluating municipal compliance with Mount Laurel obligations, and also established a transitional process for municipalities to seek a Judgment of Compliance and Repose (“JOR”) in lieu of Substantive Certification from COAH.

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

Urban Enterprise Zones (UEZ)

The UEZ Program was enacted in 1983 to provide incentives for businesses located within designated zones. The program included a 50% reduction in sales taxes, financial assistance from NJEDA, tax credit options, and other benefits to incentivize economic growth and revitalization of urban communities. Union City's UEZ came into effect April 12, 1995 and covers the two main commercial shopping districts of the City: Bergenline Avenue, from 32nd to 49th streets, and Summit Avenue, from 8th to 15th streets.

Following former Governor Christie's conditional veto of a proposal to extend the expiration date of the UEZ program for the first wave of UEZs set to expire, the State of New Jersey Department of Treasury issued a notice effective December 31, 2016 at 11:59 p.m. that UEZs would begin to expire upon reaching their renewal date. On April 11, 2026, Union City's UEZ will expire unless future legislation extends the program further. Businesses within the designated zones will no longer collect sales tax at a reduced rate.

As of this report, there are no plans to renew the UEZ program for another 10-year cycle. Five UEZ zones—Trenton, Newark, Bridgeton, Camden, and Plainfield—have already expired as of December 31, 2016. Union City businesses participating in the program will continue to benefit from the sales tax break until the 2026 expiration.

Time of Application Law

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

Permit Extension Act of 2008, Amended through 2016

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

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

Municipal Land use law Amendments – Land Use Plan Element

In January 2018, Governor Chris Christie signed into law a bill that amends the MLUL at N.J.S.A. 40:55D-28b(2) to require the Land Use Element of a municipality's Master Plan to address "smart growth which in part, shall consider potential locations for the installation of electric vehicle charging stations, storm resiliency with respect to energy supply, flood-prone areas, and environmental infrastructure, and environmental sustainability issues."

Local Redevelopment and Housing Law

In 2013, the Local Redevelopment and Housing Law (LRHL) was amended to address concerns regarding the use of eminent domain. The purpose of the amendment was in direct response to several court cases that were argued regarding the use of eminent domain within redevelopment areas. Criterion 'e' was also amended to clarify its application. Additionally, prior to the initiation of a study, the municipality must indicate whether it is seeking to designate a "Non-Condernation Redevelopment Area" or a "Condernation Redevelopment Area."

The 2013 legislation also amended and clarified the conditions necessary to classify an area in need of rehabilitation when there is evidence of environmental contamination.

Airbnb Regulations

Short-term vacation rentals have been a popular trend in New Jersey for decades. The majority of these properties have been located along the coast, enticing summer beach-goers to come and stay for a defined period of time. However, Airbnb, which was founded in 2008, has pushed the definition of short-term rental away from a typical vacation rental. The platform allows a person to rent out his or her home, apartment, or just a single bedroom to a visitor for a day, week, or extended period of time. Airbnb rentals are now found worldwide and the company is worth \$30 billion.

Many municipalities and State Legislatures around the world are struggling to adjust to this new form of short-term rental and are beginning to adopt regulations that put a limit on what a person can do through Airbnb. According to Airdna, Airbnb's analytics and reporting department, on October 13, 2017, there were approximately 11,370 listings in New Jersey, 346 of which were in

Union City. Although there are listings in Union City, the City passed an Ordinance in December 2015 prohibiting short-term rentals.

State Strategic Plan

Since the City's Master Plan in 2009, the State released the final draft of the State Strategic Plan in 2011, meant as an update to the 2001 SDRP. While the State Strategic Plan has not been officially adopted, and the SDRP is still the official State Plan, it is still prudent to plan with updated State goals and objectives in mind so as to be prepared for its eventual implementation, or the implementation of a State Plan with similar goals. The 2011 State Strategic Plan articulates a number of goals as Garden State Values, stated as follows:

- Garden State Value #1: Concentrate development and mix uses.
- Garden State Value #2: Prioritize Redevelopment, infill, and existing infrastructure.
- Garden State Value #3: Increase job and business opportunities in priority growth investment areas.
- Garden State Value #4: Create High-Quality, Livable Places.
- Garden State Value #5: Provide Transportation Choice & Efficient Mobility of Goods.
- Garden State Value #6: Advance Equity.
- Garden State Value #7: Diversify Housing Options.
- Garden State Value #8: Provide for Healthy Communities through Environmental Protection and Enhancement.
- Garden State Value #9: Protect, Restore and Enhance Agricultural, Recreational and Heritage Lands.
- Garden State Value #10: Make Decisions within a Regional Framework

SECTION D

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

Changes to Goals and Objectives

The goals and objectives as outlined in the 2009 Master Plan are broad, long-term goals that largely remain valid for the City's land use policy. No substantial changes are recommended for the goals and objectives at this time. However, the following additional goals are recommended to further Union City's vision for its future and to reflect the trends of development and progress seen throughout the City.

1. Preserve the established residential character of Union City while simultaneously taking into consideration mechanisms that promote economic growth and development.
2. Advocate for smart growth and planning principles that maintain the established neighborhood scale without exacerbating burdens on infrastructure.
3. Encourage infill development and compact design that efficiently utilizes the City's land.
4. Promote and provide for housing opportunities that support the needs of the residents, specifically the demand for three-bedroom dwellings units.
5. Provide housing options for a variety of income levels, including low- and moderate-income households.
6. Preserve and enhance the existing business districts of the City, maintaining sufficient retail and commercial uses to meet the needs of the City's residents.
7. Provide for upper floor residential along the City's commercial corridors.
8. Continue to upgrade streetscapes with additional lighting and street trees, planted in a variety of local species that will thrive in an urban environment.
9. Continue to pursue and work closely with the regional transportation organizations such as Port Authority and New Jersey Transit to improve the public transit opportunities for Union City residents.

Affordable Housing

- Implement the provisions of the adopted Housing Element and Fair Share Plan.

In response to Mount Laurel IV, Union City filed a Declaratory Judgment action on July 6, 2015 seeking a declaration of its compliance with the Mount Laurel doctrine and Fair Housing Act of 1985, N.J.S.A. 53:27D-301 et seq.

The City determined it was in the best interest of the households in need of low- and moderate-income housing and the City to enter into a settlement agreement with the Fair Share Housing Center (FSHC) regarding its fair share obligation. The settlement agreement was approved through a Fairness Hearing on April 26, 2017. The City has prepared, adopted, and endorsed a Housing Element and Fair Share Plan pursuant to the terms of the Court-approved settlement agreement.

The agreed upon settlement determined a Present Need of 1,442 units for Union City. The City is a state-designated urban aid municipality and is therefore excluded from the Prospective Need responsibility, as well as the reallocated Present Need designated in the Prior Round.

The City's Housing Element and Fair Share Plan (HEFSP) was adopted as an element of the Master Plan by the Planning Board on September 18, 2017 and endorsed by the Board of Commissioners on January 30, 2018. The City has historically worked with the Hudson County Consortium (the "Consortium") regarding the use of funds from the HOME program to rehabilitate deficient housing units. The HEFSP confirms the City will continue to work closely with the Consortium to ensure deficient units within the City are rehabilitated. Union City additionally intends to continue its participation in the Community Development Block Grant (CDBG) program, through which it has already completed twenty-one rehabilitation projects since 2010.

Even though Union City does not have a Prior Round or Third Round obligation due to its status as an Urban Aid community, the City has made a commitment to remain affordable to its residents. The Plan includes provisions for a mandatory sliding scale set-aside. This set-aside is also a component of the executed settlement agreement with Fair Share Housing Center. The sliding scale requirement will be triggered through any Planning Board or Zoning Board of Adjustment action on subdivisions or site plan applications, rezoning, use variance, or redevelopment and rehabilitation plans that provides for an increase in density above what is in place at the time of adoption of the Housing Plan.

Additionally, in lieu of constructing affordable units, a developer may request to make an in lieu payment. If permitted, a payment in lieu of affordable housing shall be in the sum of \$175,000 per unit, made to the City's affordable housing trust fund.

Union City also intends to pursue funding options to construct additional affordable and veteran's housing across the City.

Once the City is issued a Judgment of Compliance and Repose (JOR) through a Compliance Hearing, the City can move forward with implementing the conditions of the settlement agreement and Housing Element and Fair Share Plan.

Parking

The issue of parking was raised by numerous residents during the public outreach meetings. The following recommendations are proposed:

- Conduct a study analyzing the overall parking conditions of residential neighborhoods and commercial corridors such as Bergenline Avenue. Parking is a complex challenge experienced by communities across the state. There is no one way to solve parking problems, but rather a variety of mechanisms can be utilized and relied on based on the individual needs of communities. The parking study could identify all existing municipal lots and provide recommendations for opportunities for additional parking and strategies for maximizing existing resources.

- Identify opportunities for shared parking among commercial uses to maximize the available space.
- Reduce the parking standard for three-bedroom residential units so that new development is more likely to meet the parking requirements on-site.
- Evaluate the parking standards for food and entertainment related uses.

Streetscape

- It is recommended the City continue planting street trees where appropriate. Street trees should be coordinated to improve air quality, reduce noise and light pollution, and promote the health and well-being of the City's residents. To ensure sustainability of the urban plantings, local species should be utilized that are more likely to thrive in a metropolitan setting. Additionally, it is recommended that no more than 60% of all trees on a single block be of the same species. This practice will not only promote the health of the City's residents, but will also reduce damage to the trees and protect them from pests and diseases.
- When providing streetscape improvements, there should be an adequate sidewalk width for pedestrians to walk side-by-side. It is recommended a minimum four-foot clearance be provided when planting street trees or adding street furniture such as benches.

Transportation

Transportation issues including traffic, pedestrian safety, transit service options, accessibility, reliability, and parking continue to be significant issues for the City. The following recommendations focus on incremental approaches to addressing different transportation related issues in the City that will seek to expand accessibility and mobility for all of the City's residents.

- Conduct a comprehensive multi-modal transportation study of the City that accounts for passenger vehicles, buses, light rail, jitneys, ride-sharing, bicycles, and pedestrians. This study should include a complete look at traffic patterns, residents' transportation habits and needs, and regional trends that may help identify opportunities to improve the City's transportation network.
- Improve the public transit system. The City should continue to work with NJ Transit, the Hudson County Transportation Management Association (TMA), and other stakeholders to improve transit service and reliability. Some issues that may need to be addressed include identifying new bus stops, improving existing bus shelters and facilities, increasing service frequency, expanding hours of operation, and improving timing and reliability.
- Consider regulating jitney service. The NJTPA Hudson County Jitney Study prepared in 2011 provides a substantial amount of background information on the jitney services in Union City along several key corridors. The City should continue to evaluate the positive and negative impacts of jitneys. Jitneys provide an important service and have long been a part of the culture of the City. However, there are safety concerns and traffic issues associated with these services. The City should consider the pros and cons of implementing

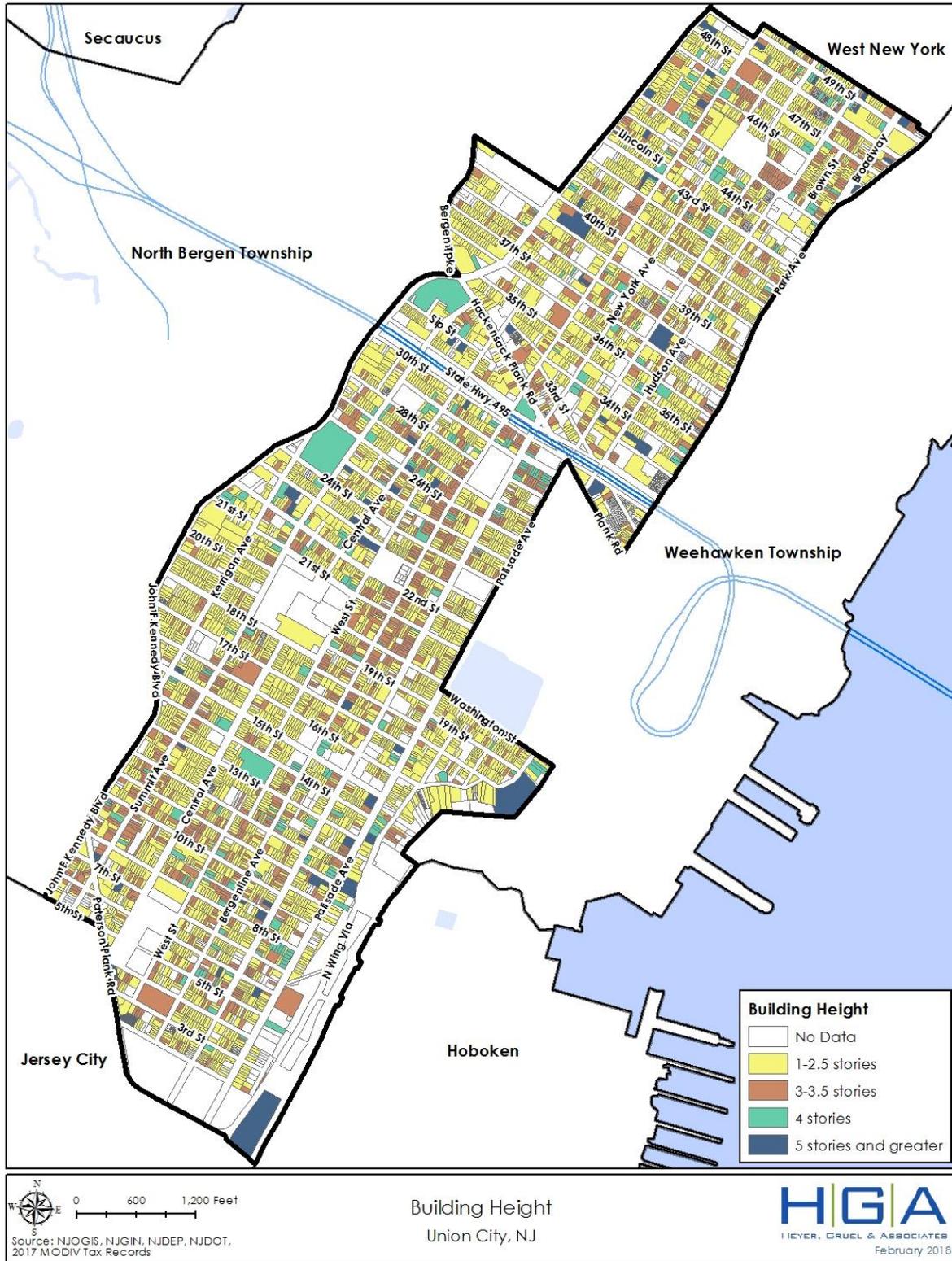
regulations, which may include licensing, designating routes and pick-up / drop-off zones, safety standards and monitoring, and vehicle emissions standards.

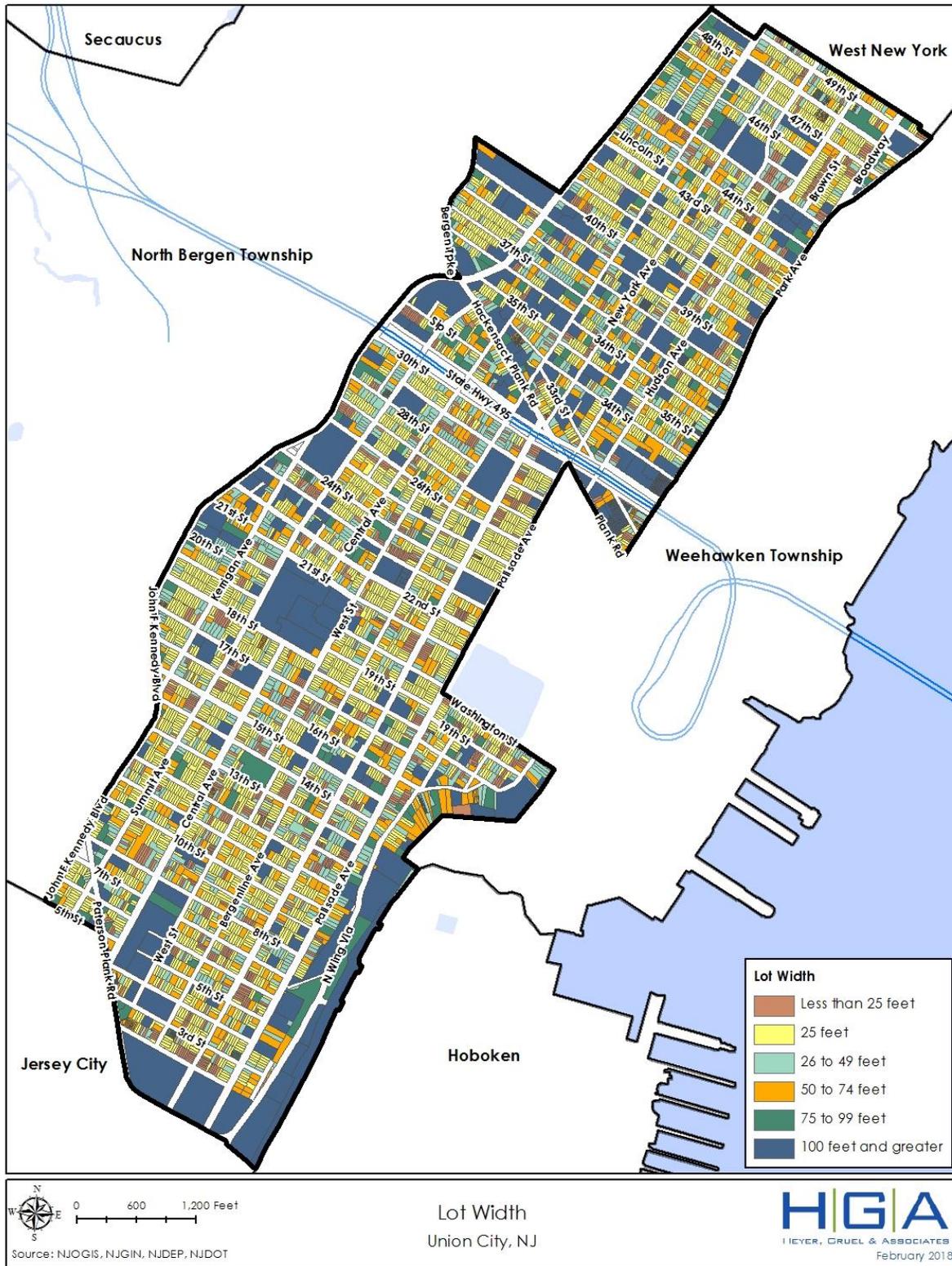
- Study impacts of ridesharing services such as Uber and Lyft, and car-sharing services such as ZipCar. The “sharing economy” is transforming transportation in urban areas throughout the country. The availability of fast, clean, and reliable options for short rides and flexible car rental and sharing options has reduced the need for some people to own private cars, especially in dense urban areas where parking and congestion are major issues. The City should attempt to determine the impacts of these new services on its residents' habits and the transportation network as a whole. These services may have an impact on future parking demand and developments that provide dedicated car sharing spaces may require less overall parking.
- Promote electric vehicle adoption and infrastructure installation. The City should consider adopting standards to regulate the siting and design of electric vehicle charging stations. The electric vehicle market is in the early stages of adoption, and one of the significant hurdles to wider market penetration is difficulty in providing charging stations for multi-family dwelling units. The City should explore options to add public infrastructure or public-private partnerships that could provide charging stations on City property or near City buildings. The City should also consider converting light duty vehicles such as those used by code enforcement officials to electric vehicles.
- Consider opportunities to expand bicycle network and create a bike share. The City should explore options to expand its bicycle network through the provision of bike lanes where feasible. Connections should focus on key destinations such as the 49th Street / Bergenline Avenue Light Rail Station. The station has a number of existing bike racks, but the City could pursue options with NJ Transit to add lockers or more secure bike parking areas to encourage increased cycling to the station.

Bicycle share programs are becoming more prevalent in urban areas. The City should consider studying the viability of a bike share program and opportunities for public-private partnerships to provide funding. It may be sensible to explore a multi-jurisdictional partnership with Hudson County or one or more neighboring municipalities to put a comprehensive system into place in northern Hudson County.

Residential Zoning

- Consolidate the lower density residential zones into a single residential zone that permits one-, two-, and three-family structures. The majority of Union City's existing housing stock is within a similar density, and the City has seen an increase in demand for three-family structures with three-bedroom units. Three-family structures permit the City to grow and develop in a way that complements the existing character of the residential neighborhoods and meets the demands of the growing three-family market.
- Allow the existing high-rise residential buildings to be grandfathered as a permitted use.
- It is recommended that the MU Zoning district be broken up, with portions put into the residential district and portions put into the C-N district. The purpose of this recommendation is to place land uses into a zoning district that more accurately represents the existing land use pattern.





Commercial Zoning

- It is recommended that the City merge their several commercial zones into a single zone. The standards and permitted uses in several of the commercial zones are similar to one another and create redundancy throughout the Ordinance. Consolidating the C-G and C-C zoning districts into the C-N zone would eliminate the replication of standards and would promote the small scale commercial development that already defines Union City's commercial corridors.
- Reduce parking requirements for non-residential uses within the commercial zone as well as encourage shared parking strategies. This would eliminate barriers to small-scale commercial development and allow for further opportunities to create residential parking in the place of commercial parking.

Existing Redevelopment Plans

- It is recommended the City evaluate the existing redevelopment plans to determine whether updates or revisions are needed.

Specific Recommended Changes to Development Regulations

The following revisions are recommended for the City's Land Development and Zoning Regulations based on updated goals and community input:

Zoning Regulations

Districts

- Eliminate all references to the R-M, C-C, C-G, and MU districts (see Proposed Zoning Map).

Zoning Regulations for R Residential District:

- It is recommended the newly consolidated R Zone include the following purpose.
Purpose: Maintain the character and scale of the City's traditional residential neighborhoods by creating standards that encourage infill development in a manner consistent with the City's current and desired future density, even in cases where larger scale developments are demolished.
- Permitted Principal Uses: With the proposed consolidation of the residential zones, it is recommended the principal uses be amended to read as follows:
 - a) One-family dwellings
 - b) Two-family dwellings
 - c) Three-family dwellings
 - d) Assisted Living Facilities
 - e) Nursing Homes
 - f) Municipal Uses
 - g) Parks, playgrounds, and open space

- **Permitted Accessory Uses:** The R Zone currently allows for private garages that cover up to 50% of the ground floor area. It is recommended this provision be removed and be replaced with the following:

Ground floor garage parking

The other existing accessory uses should remain the same.

- **Supplemental Requirements:** It is recommended that the R Zone include the following supplemental requirements:
 - a) The off-street parking requirement must be met through ground floor garage parking.
 - b) No habitable ground floor space is permitted.
 - c) The massing and spacing of buildings must be comparable to those on 2,500 square-foot lots, i.e. a 5,000 square-foot lot can subdivide into two 2,500 square-foot lots or build two structures with ground floor garage parking and upper floor residential. A minimum of four (4) feet shall be maintained between buildings.
- **Required Off-Street Parking:**
 - A minimum of two (2) off-street parking spaces shall be required per residential unit.

Zoning Regulations for C-N Neighborhood Commercial District:

- It is recommended the newly consolidated C-N Zone include the following purpose.
Purpose: Reinforce and revitalize the City's commercial districts while recognizing the distinct character of several key commercial corridors such as Bergenline Avenue and Summit Avenue. To the extent feasible, encourage the provision of on-site parking in areas where development patterns provide the opportunity.
- **Permitted Principal Uses:** With the proposed consolidation of the commercial zones, it is recommended the principal uses be amended to read as follows:
 - a) Retail sales and service
 - b) Offices
 - c) Medical Offices
 - d) Residential (upper floors only)
 - e) Live/Work Unit (upper floors only)
 - f) Eating and Drinking Establishments (exclusive of drive-thru restaurants)
 - g) Banks and Financial Institutions (exclusive of drive-thru establishments)
 - h) Health Clubs

- i) Child-care Centers
- j) Municipal and Government Uses
- k) Public Parks and Playgrounds
- Required Off-Street Parking:
 - Off-street parking shall not be required for non-residential uses on lots with frontage on Bergenline Avenue or Summit Avenue.
 - Off-street parking for non-residential shall be required in accordance with existing parking minimums for all other areas in the C-N District.
 - A minimum of two (2) spaces shall be required per residential unit.

Zoning Regulations for Wireless Communication Facilities:

- This section of the Ordinance currently does not list the C-N district as one of the districts that allows wireless communication facilities as a conditional use. This text should be amended to include the C-N district as wireless communication facilities are conditional uses within that zone.

Bulk Schedule Recommendations:

- 223 Attachment 1, Schedule of Bulk Regulations, should be amended to read as follows:

R – Residential Zone District Bulk Standards	
Minimum Lot Area	2,500 square feet
Minimum Lot Width	25 feet
Minimum Lot Depth	100 feet
Minimum Front Yard	10 feet or prevailing setback
Minimum Side (one)	2 feet
Minimum Side (both)	5 feet
Minimum Rear	5 feet (clear and unobstructed)*
Maximum Height	4 stories / 45 feet
Maximum Building Coverage	80%
Maximum Lot Coverage	100%
Residential Requirement	Each building shall have a maximum of 3 residential units

*Mechanical / HVAC equipment is only permitted in rear yards a minimum 10-foot rear yard setback is provided.

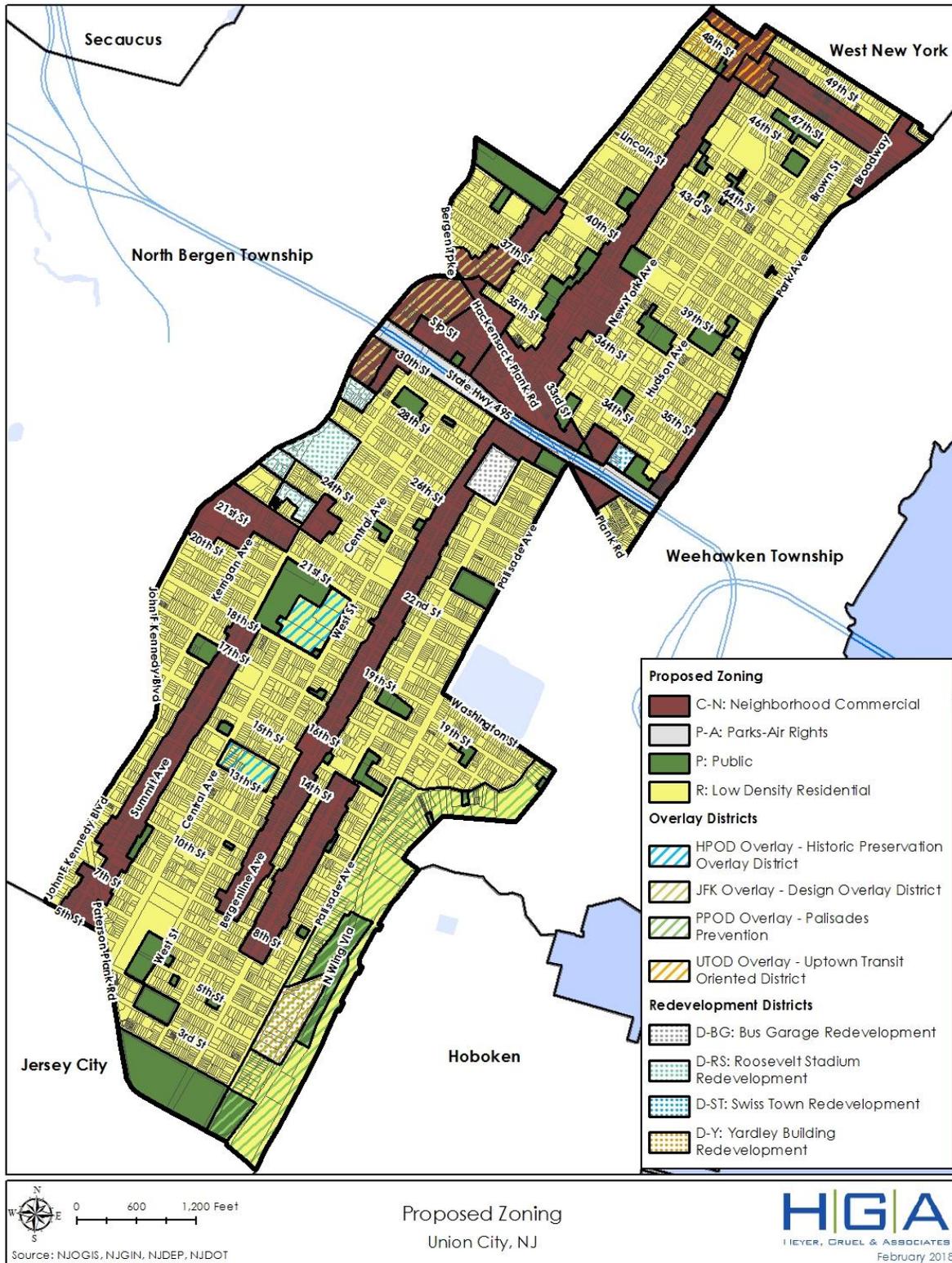
C-N Neighborhood Community Zone District Bulk Standards	
Minimum Lot Area	2,500 square feet
Minimum Lot Width	25 feet
Minimum Lot Depth	100 feet
Minimum Front Yard	0 feet
Minimum Side (one)	0 feet or 5 feet if provided
Minimum Side (both)	N/A
Minimum Rear	20 feet
Maximum Height	4 stories / 45 feet
Maximum Building Coverage	80%
Maximum Lot Coverage	100%
Residential Requirement	Each building shall have a maximum of 3 residential units above ground floor commercial

Conditional Use Standards

- Eliminate the “Greyfield Redevelopment” conditional use from each zone and the associated standards at 223-43.D
- Review all conditional use standards for consistency with proposed zone district changes.

Land Development Regulations

In concert with the proposed zoning ordinance amendments, the City should conduct a thorough review of its other land development standards to ensure compatibility with the changes to the zoning ordinance.



SECTION E

Recommendations of the Planning Board concerning the incorporation of Redevelopment Plans into the Land Use Element of the Master Plan

No new areas are recommended for investigation as redevelopment areas at this time.