

UC

April 2009

Union City

Master Plan

ADOPTED APRIL 23 2009





Union City

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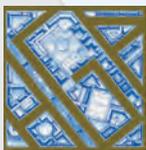
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Union City

Table of Contents

<u>Chapter</u>	<u>Page #</u>
~Introduction.....	vii
~Goals & Objectives.....	1
~Community Profile.....	9
~Land Use Element.....	41
-Existing Land Use.....	45
-Existing Zoning.....	53
-Relationship between Zoning and Land Use.....	65
-Land Use Recommendations.....	69
-General Policy Recommendations	69
-Zone Plan Recommendations.....	76
-Land Development Ordinance Recommendations.....	92
~Implementation Element.....	102
~Relationship to Other Plans.....	110



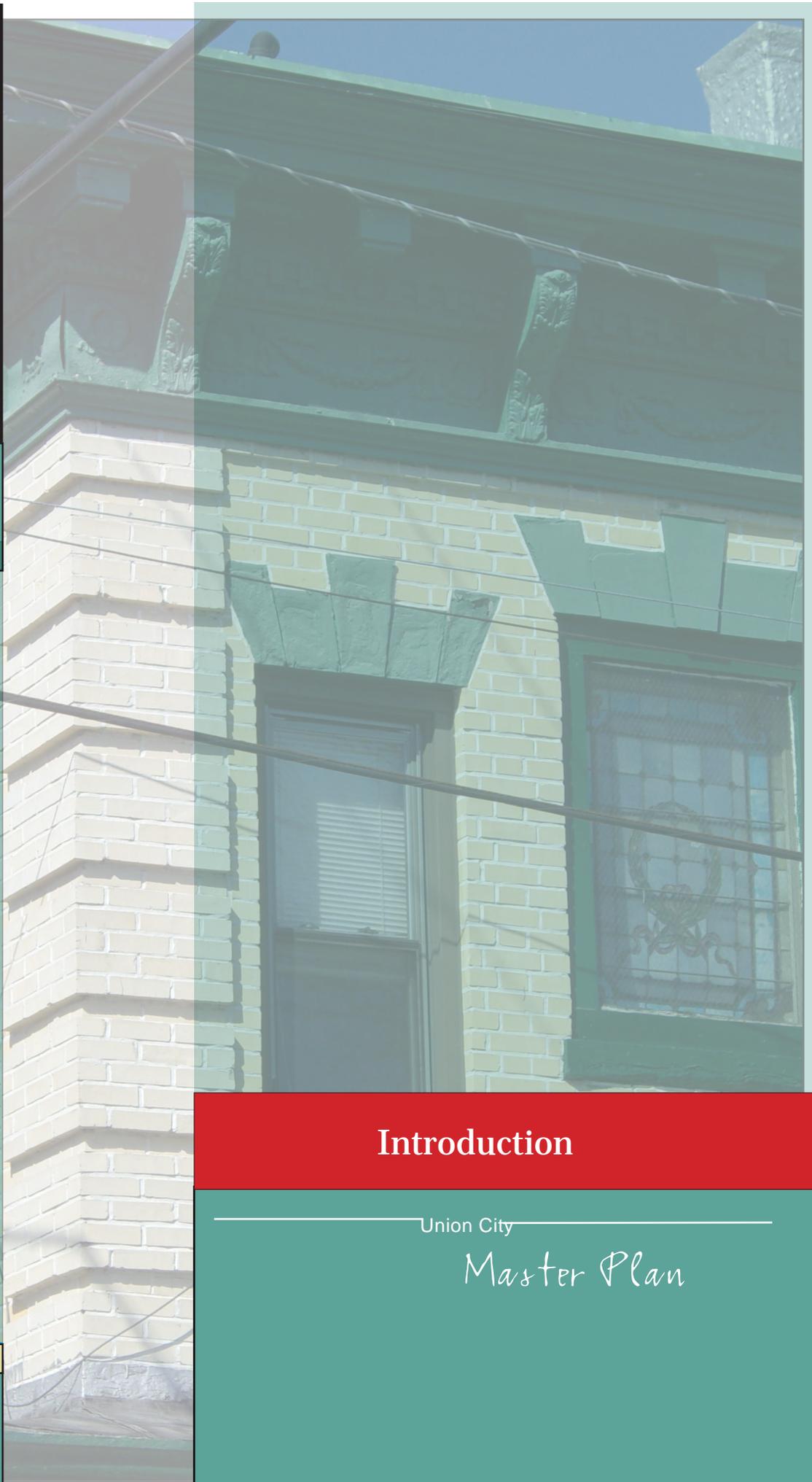
Union City

Union City

List of Maps

<u>Map Name</u>	<u>Page #</u>
~Aerial Photo.....	8
~Regional Context Map.....	12
~Population Density Map.....	17
~Circulation Map.....	22
~Average Family Size.....	23
~Existing Land Use Map.....	44
~Existing Zoning Map.....	52
~Redevelopment Areas & UEZ Map.....	60
~Existing Land Use vs Zoning Map.....	64
~Proposed Land Use Map.....	68
~Specific Recommendation Areas Map.....	75
~Lot Size Analysis Map.....	91
~Circulation Map.....	93
~State Plan Map.....	113
~Relationship to Adjacent Municipalities Map.....	117





Introduction

Union City

Master Plan



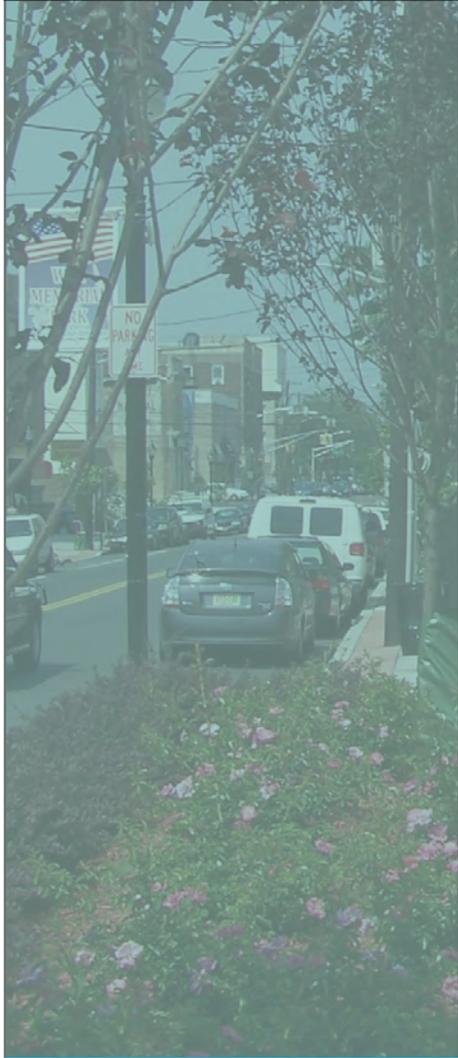
INTRODUCTION

This 2009 Master Plan was conceived by Mayor Brian P. Stack in an effort to derive community consensus for the long term growth and vitality of the City of Union City. Recognizing the importance of his constituency, the Mayor and Planning Board assigned the preliminary work of drafting a Master Plan to a Master Plan Subcommittee that consisted of a wide variety of City stakeholders. The time and dedication of the Committee requires recognition. Without these folks this Plan would not have been possible. These groups represented on the Committee included, but were not limited to:

*Mayor Stacks Office
 Corporation Council
 City Departments
 Planning Board
 Redevelopment Agency
 Housing Authority
 Historic Preservation
 Board of Education
 Parking Authority
 Business Owners
 Active Residents*

The Committee consisted of 25 individuals to start with. As the process evolved, the Mayor received additional requests to serve on the committee and no one was denied the opportunity to do so. In total, the committee grew to roughly 32 participants. However, we make special note of the following individuals who rarely missed any of the meetings and provided a great deal of their valuable time toward serving their community. Without these dedicated folks, this Plan would not be as detailed as it is. Specifically, we would like to thank;

*Mayor Stack
 Mr Thomas Leane
 Mr Sal Bonaccorsi
 Mr George Coca
 Ms Jacquelin Gioioso
 Mr Peter Graham
 Ms Hannlore Leavy
 Mr Carl Mucciolo
 Ms Rose Marie Nelson
 Mr Jules Panero
 Mr Juan Carlos Rojas
 Mr David Spatz
 Mr Joe Stancati
 Mr Larry Wainstein*



Goals and Objectives

Union City

Master Plan



Goals and Objectives Element

Goals and Objectives within a Master Plan are meant to provide a 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 Master Plan Committee consisting of many 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:

- 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.

Objectives:

- 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.
- 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.
- Encourage mixed-use development in the City's commercial corridors and redevelopment plans where appropriate.
- 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.
- Eliminate substandard properties in the City through code enforcement efforts, education, ordinance amendments and community outreach.
- Preserve and enhance existing parks throughout the City, where appropriate, allow new development and redevelopment incentives to provide for additional public open spaces.



- 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.
- 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.
- Continue to work with developers to implement existing redevelopment plans.
- Review redevelopment plans to ensure consistency among them. Revise and update obsolete redevelopment plans as necessary.
- Discourage non-conforming uses in residential, commercial, and industrial areas to ensure compatibility with all land uses and neighborhoods.
- 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.
- Continue to strengthen and improve Citywide and neighborhood commercial districts as centers of employment, shopping, services, entertainment and education.
- 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:

- 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.

Objective:

- Preserve existing and create new housing opportunities for middle income and working class families, while also balancing the opportunity to attract all market types.
- Preserve the views of Manhattan skyline by establishing height regulations in the eastern sections of the City.
- Capitalize on the unique cultural diversity that sets Union City apart from other towns and cities within the metropolis.
- Establish design standards for new construction that supports the preservation of unique architectural and historic features while remaining practical.
- 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.
- 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.
- Identify and enhance the major gateways

into the City. These gateways should resonate the importance of Union City as a diverse cultural center.

- 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.
- Promote historic preservation as a tool for successful economic development.
- 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;
- Induce the use of the Investment Tax Credit to encourage appropriate rehabilitation of the structure and adaptive re-use.
- 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:

- 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)

Objectives:

- Reduce auto-dependency through innovative design practices that discourage surface parking lots and suburban strip mall design practices.
- 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.
- Minimize traffic impacts on residential streets.
- Identify and eliminate congestion on major internal streets, and commercial streets such as Bergenline Avenue
- Ensure that any redevelopment efforts in the City are inextricably linked to and consider pedestrian, bicycle and mass transit circulation access.
- 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.

- 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;
- 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.

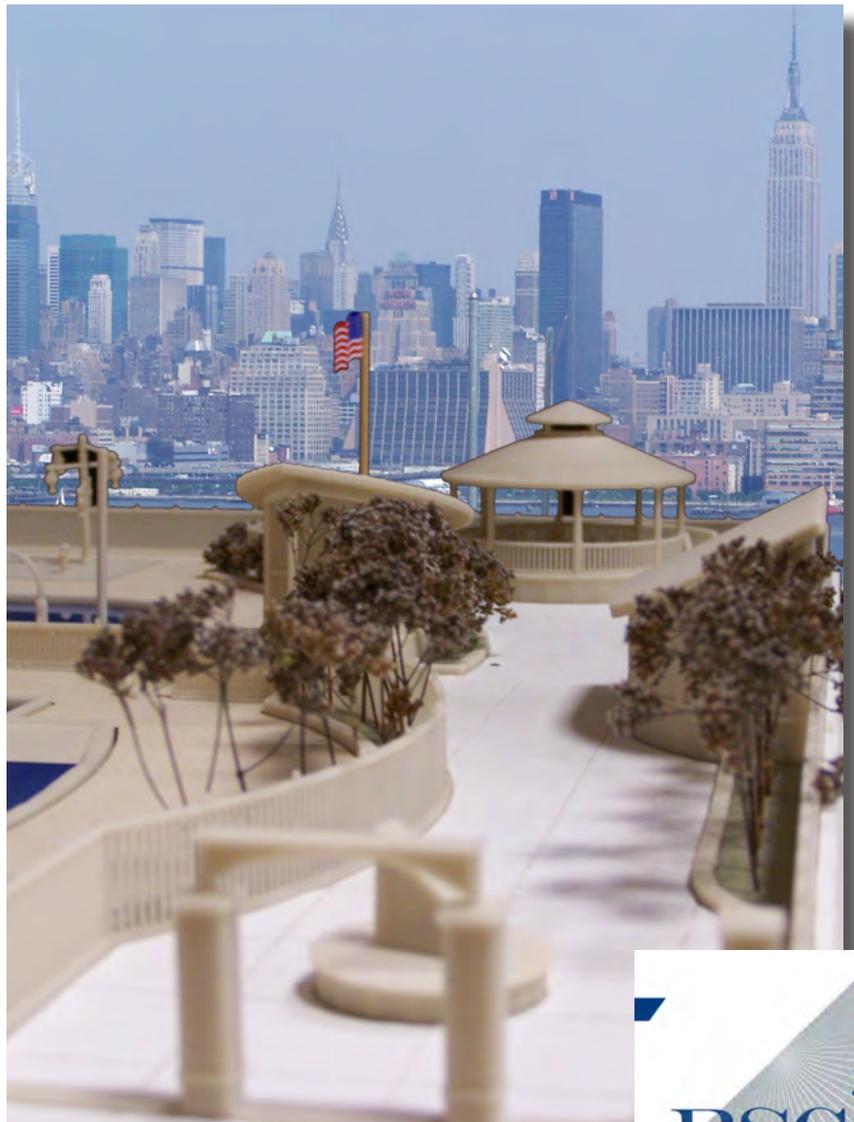
Goal:

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

Objectives:

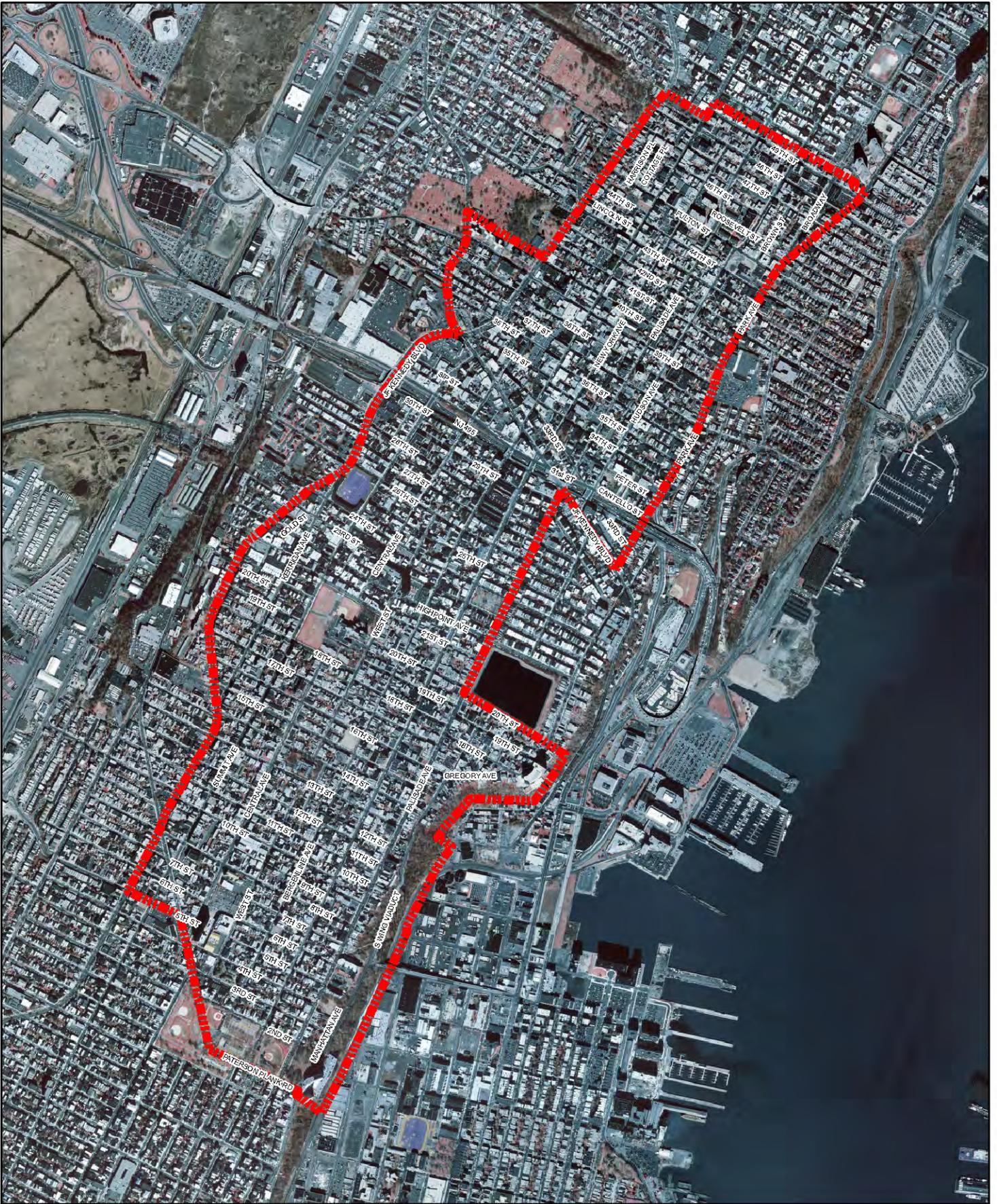
- Consider the creation of a central town square for public use over I-495 that will unite the City physically and socially.
- Continue strengthening partnerships with institutional uses such as churches for increased cultural activities and social services.
- Recognize the existing open-space assets 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.
- 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
- 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.
 - Strengthen protection of the Palisades.
 - 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.



The new Fireman's Memorial Park at 9th and Palisades Avenue will offer City residents a pool and fantastic views once complete. Construction has already begun as of the drafting of this Plan....

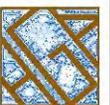


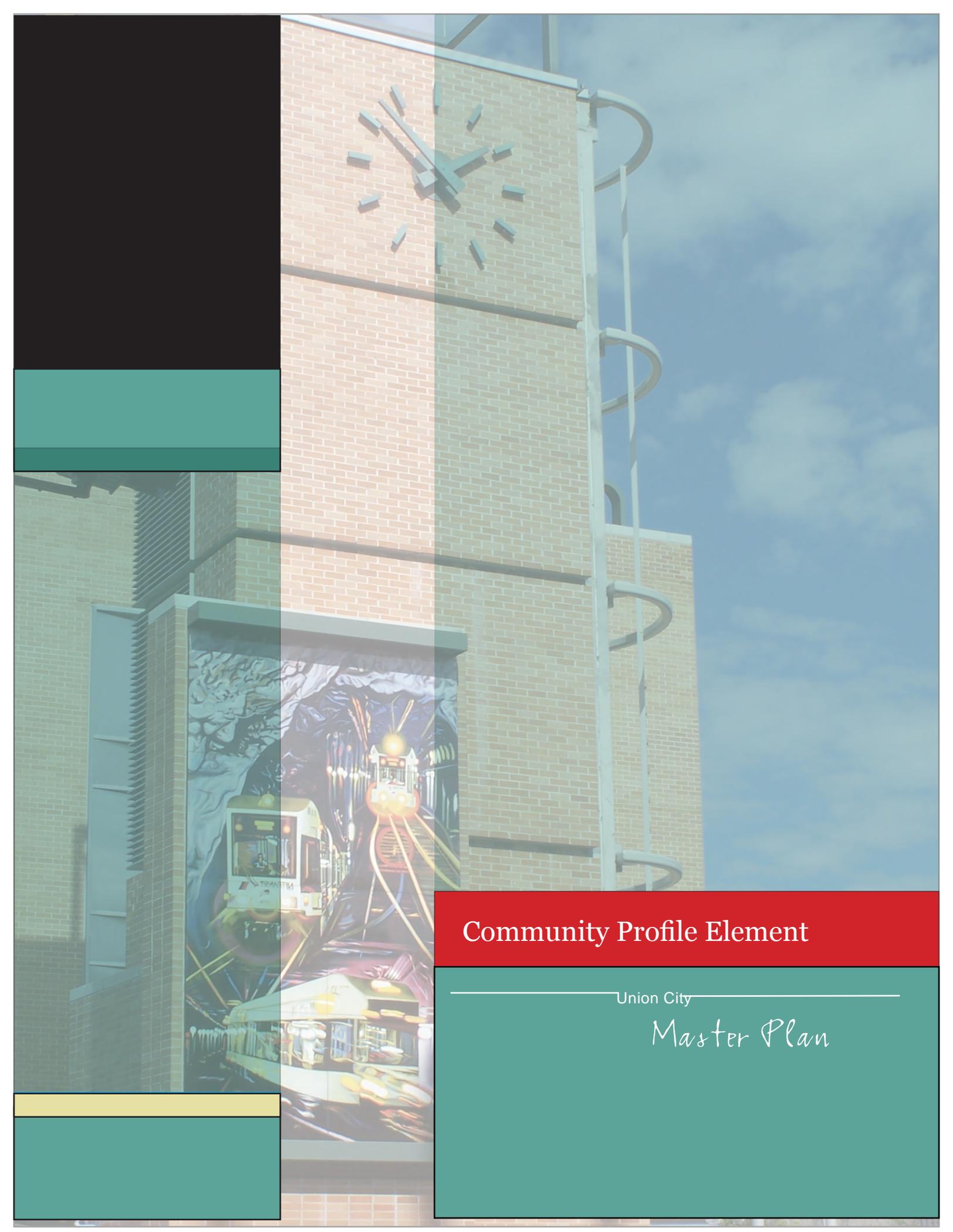


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Feet
Data Source: NJ State 2002 Digital Orthophotography

Aerial Map

Master Plan
Union City, Hudson County





Community Profile Element

Union City

Master Plan



Community Profile Element

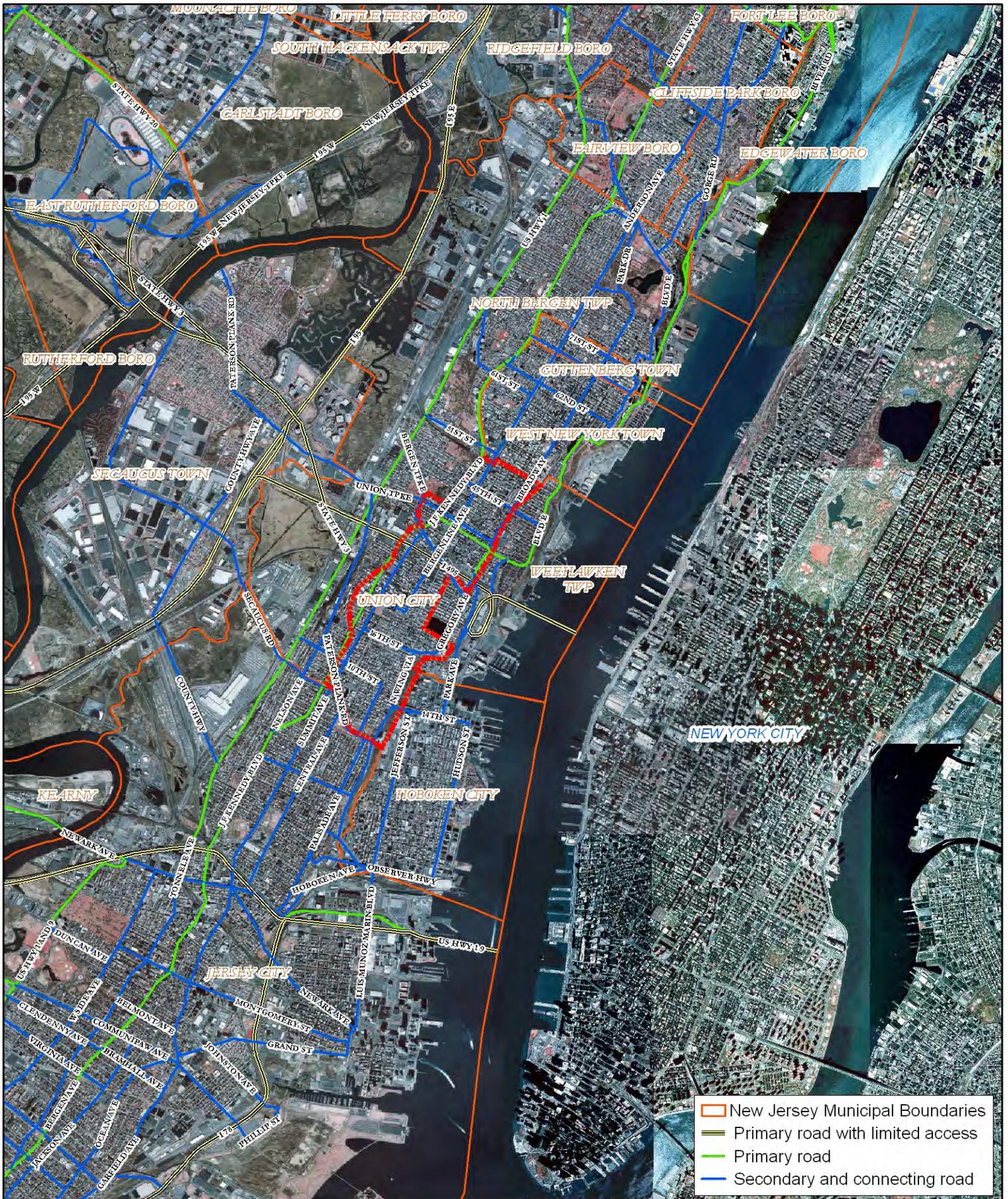


INTRODUCTION

The City of Union City, located roughly in the middle of Hudson County, is 1.3 square miles in size with a 2000 census population density of 51,606 people per square mile. With a population of 67,088, Union City is the second most populous municipality in Hudson County.

Additional highlights of the population include:

- Union City's population grew by 15.6% (9,076 people) between 1990 and 2000, a higher growth rate than Hudson County or the State of New Jersey. This increase also marked the highest percentage growth for Union City in the past 70 years.
- 87% of Union City's population classified themselves as Hispanic. The Hispanic population grew by 26% between 1990 and 2000.
- While the overall Hispanic population grew, the ethnic distribution of the population is changing. The Union City Cuban and Puerto Rican communities decreased in size while the Mexican community increased.
- 70% of households in Union City are family households, which is a higher percentage than Hudson County (62.3%).

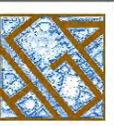


- New Jersey Municipal Boundaries
- Primary road with limited access
- Primary road
- Secondary and connecting road

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 Data Source: NJ State 2002 Digital Orthophotography, N.J.O.T

Regional Context Map

Master Plan
 Union City, Hudson County



DEMOGRAPHIC CHARACTERISTICS

Population

While the state's population trends reflect the effects of the 'baby boom' generation and subsequent 'birth dearth,' both Hudson County and Union City deviate substantially from the statewide trends largely because both are older urban areas. While Hudson County failed to see any abatement in its population losses from 1930's through the 1990's, the 2000 population figures offer hope that revitalization is occurring in the County.

In 2000, the Union City had a total population of 67,088. This number represents a notable increase (15.6%) from 1990, when the total population was 58,012. More importantly, the increase between 1990 and 2000 represents the largest percentage increase for Union City in the past seven decades. Experiencing population declines like most urban communities from 1930's through the 1970's, the only departure from this trend came in the 1960's due to a large wave of Cuban immigration. Union City has seen population growth in each of the past two decades. Additionally, Union City is becoming a larger percentage of Hudson County's population over time, rising steadily from 8.5% in 1960 to 11% in 2000.

Table 1: Populations Trends 1930 to 2000

Year	Union City			Hudson County			New Jersey		
	Population	Change		Population	Change		Population	Change	
		Number	Percent		Number	Percent		Number	Percent
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	463,899	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%

Source: US Census, NJ Dept. of Labor and Workforce Development



Population Composition by Age

Table 2 compares the median age of Union City, Hudson County and New Jersey in 2000. Both Hudson County and Union City residents are generally younger than their statewide counterparts.

Table 3 provides great detail, breaking down both the Union City and Hudson County populations by age group. This analysis reveals two important points of comparison. First, the

percentage distributions for age are largely the same. Second, Union City, as is reflected in the City's lower median age, has higher percentages of people under 24 and lower percentages of residents over 55 than does Hudson County.

Table 4 compares the change in age composition for Union City from 1990 to 2000. Continuing a theme, the most notable trend in Table 4 is the increases in both adults (35 to 44) and children (5 to 14). Each of these groups has the two highest total percentage increases over the ten-year

Table 2: Median Age Union City, Hudson County and New Jersey 2000

Year	Union City	Hudson County	New Jersey
2000	32.5	33.6	36.7

Source: 2000 US Census

Table 3: 2000 Age Profile Union City and Hudson County

Age Cohort	Union City		Hudson County	
	Number	Percent	Number	Percent
Total Population	67,088	100.0	608,975	100.0
Under 5	4,945	7.4	38,756	6.4
5 to 14	9,268	13.8	76,700	12.6
15 to 24	10,122	15.1	85,412	14.0
25 to 34	12,074	18.0	119,073	19.6
35 to 44	10,949	16.3	97,727	16.0
45 to 54	7,641	11.4	72,379	11.9
55 to 64	5,395	8.0	49,657	8.2
65 and over	6,694	10.0	69,271	11.4

Source: 2000 US Census

period. Moreover, the other younger age groups, under 5 and 15 to 24, also experienced notable increases. As is the case throughout the US, the over 65-age group also experienced significant growth. The only group to experience a decline was ages 55 to 64.

It is important to remember that while these age statistics do explain much about the current picture of Union City, they must be examined in conjunction with household demographics to gain a clearer picture of the direction of Union City. Moreover, the City can control future group growth to some degree by encouraging or discouraging certain types of development.

Development that focuses on age-restricted housing would likely result in greater 55+ growth. Additional discussion is provided in the Demographic Trends Analysis section of this document.

Table 4: Population by Age, 1990 and 2000, Union City

Population	1990		2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
Under 5	4,467	7.7	4,945	7.4	478	10.7
5 to 14	7,273	12.5	9,268	13.8	1,995	27.4
15 to 24	8,968	15.5	10,122	15.1	1,154	12.9
25 to 34	11,353	19.6	12,074	18.0	721	6.4
35 to 44	8,203	14.1	10,949	16.3	2,746	33.5
45 to 54	6,302	10.9	7,641	11.4	1,339	21.2
55 to 64	5,626	9.7	5,395	8.0	-231	-4.1
65 and over	5,820	10.0	6,694	10.0	874	15.0
Total	58,012	100	67,088	100	9,076	15.6

Source: 1990 & 2000 US Census.



Population By Race

The 2000 Census reveals that a majority (58.4%) of Union City residents classify themselves as white, with the second largest group being some other races (28.2%). Because the US Census did not define Hispanic as a separate race for the 2000 Census, the percentage breakdown of the US Census racial classifications sheds little light on Union City. When asked, 87% of Union City residents classified themselves as Hispanic.

Table 5: General Summary Racial Composition Union City 2000

	Number	Percentage
Population	67,088	100
African American	2,442	3.6
White	39,167	58.4
Asian	1,441	2.1
American Indian and Alaska Native	467	.7
Native Hawaiian and Other Pacific Islander	54	.1
Some Other Race	18,911	28.2
Two or more races	4,606	6.9

Source: 2000 US Census

Of Hispanic Origin		
Hispanic Origin (1)	55,226	87.3

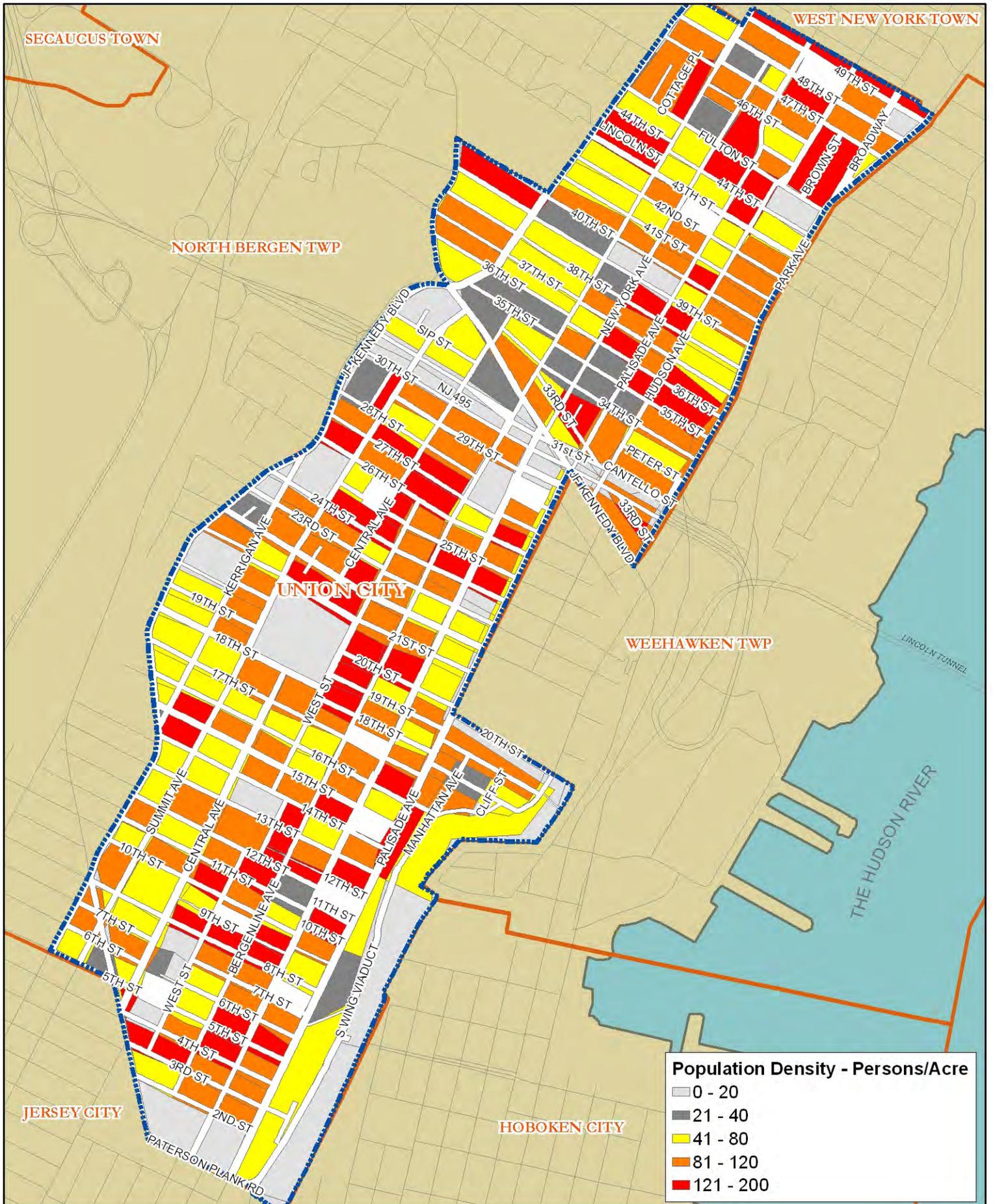
(1) Hispanic origin includes members of all races and not classified as a separate race.

Table 6 breaks down the specific country or regional origins of those who reported being Hispanic/Latino on the 2000 Census. As the chart shows, Cubans and South Americans represent the largest subgroups in Union City. Yet, while these subgroups are the largest, the overall distribution of ethnic origins is relatively even, with only Mexicans as a smaller percentage of the total Hispanics population. Table 7 details the percentage change in racial composition for Union City between 1990 and 2000.

Table 6: Detailed Summary Hispanic or Latino Population Union City 2000

	Total Amount	Percentage of City Population	Percentage of Hispanic/Latino Population
Total reporting Hispanic or Latino	55,226	87.3	100
Puerto Rican	7,388	11.0	13.4
Mexican	2,752	4.1	5.0
Cuban	10,296	15.3	18.6
Dominican Republic	7,688	11.5	13.9
Central American	5,750	8.6	10.4
South American	10,080	15.0	18.3
Other Hispanic or Latino	11,272	16.8	20.4

Source: 2000 United States Census.



Population Density Map

Master Plan
Union City, Hudson County

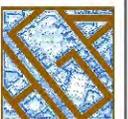
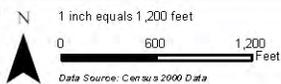




Table 7: Change in Racial Consumption in Union City 1990-2000

	2000	1990	Change	
			Number	Percent
Population	67088	58012	9076	15.6
African American	2442	2965	-523	-17.6
White	39167	43323	-4156	-9.6
Asian	1495	1215	280	23.0
American Indian and Alaska Native	467	137	330	240.9
Some Other Race	23517	10372	13145	126.7
Hispanic	55226	43869	11357	25.9
Puerto Rican	7388	8667	-1279	-14.8
Mexican	2752	762	1990	261.2
Cuban	10296	15054	-4758	-31.6
Other Hispanic or Latino	34790	19386	15404	79.5

Source: 1990 and 2000 US Census

As Table 7 shows, the percentage of Whites and African Americans fell, while percentages of Asians and 'some other races' increased. Yet, because the Census lists the Hispanic separately, the true demographic shift in Union City appears to be within the Hispanic community and place of origin. Once dominated by Cubans, both the Cuban and Puerto Rican populations declined as a percentage of the local Hispanic population while the overall Hispanic population grew 25%.

It should be noted that part of the decrease in the City's White population and increase in individuals reporting as Asian/Other and/or Hispanic/Latino can be attributed to changes in the census itself. The 2000 Census allowed more options for individuals to indicate a race other than White or African American than the 1990 census. As a result, many individuals who previously responded as 'White' in 1990 instead may have responded as a different race in 2000.

Union City has developed into a Hispanic enclave dating back to the early waves of Cuban immigration into the City during the 1960's. Therefore, Union City maintains higher percentages of Hispanics in the local population than do Hudson County or the State of New Jersey, even as the origins of the Hispanic population living in Union City have changed. The Hispanic population in Union City represents roughly 20% of the county wide Hispanic population and given the local growth rate seen in the Hispanic population, this percentage will likely rise.

It is extremely important to recognize these shifts in demographics, as differences in culture mean different services the City may be required to perform in the future such as recreational programs, economic development initiatives, and architectural standards.

Table 8: Ethnic Composition 2000 Union City, Hudson County and New Jersey

	Union City		Hudson County		New Jersey	
	Number	Percentage	Number	Percentage	Number	Percentage
Population	67,088	100%	608,975	100%	8,414,350	100%
White	39,167	58.38%	338,454	55.58%	6,104,705	72.55%
African American	2,442	3.64%	82,098	13.48%	1,141,851	13.57%
Asian/other	1,495	2.23%	57,325	9.41%	499,768	5.94%
American Indian and Alaska Native	467	0.70%	2,547	0.42%	3,329	0.04%
Some Other Race(s)	23,517	35.05%	129,754	21.31%	664,697	7.90%
Hispanic or Latino	55,226	82.32%	242,123	39.76%	1,117,191	13.28%

Source: 2000 United States Census.



HOUSEHOLD CHARACTERISTICS

Household Size

A household is defined as one or more persons, whether related or not, living together in a dwelling unit. The Census classifies households as “family households” and “non-family households”.

A “family household” consists of a householder and one or more people living together in the same household who are related to the householder by birth, marriage, or adoption. Family households may also include people unrelated to the householder. If the householder is married and living with his/her spouse, then the household is designated a “married-couple household.” The remaining types of family households not maintained by a married couple

are designated by the sex of the householder. A “nonfamily household” consists of a person living alone or a householder who shares the home with nonrelatives only; for example, with roommates or an unmarried partner.

Tables 9 and 10 break down the type of family and non-family households in Union City and Hudson County. As the tables show, Union City has higher percentages of family households than does Hudson County and conversely a lower percentage of non-family households. Yet, Union City also has a higher percentage of single-family households than does Hudson County.

Table 9: Types of Households in Union City and Hudson County 2000

Type of Household	Union City		Hudson County	
	Number	Percentage	Number	Percentage
Family	16,067	70.2%	143,532	62.3%
Non-family	6,805	29.8%	87,014	37.7%
Total	22,872	100.0%	230,546	100.0%

Source: 2000 United States Census.

Table 10: Types of Family Households in Union City and Hudson County 2000

Type of Household	Union City		Hudson County	
	Number	Percentage	Number	Percentage
Family	16,067	100.0%	143,532	100.0%
Married Couple	9,696	60.3%	91,772	63.9%
Female Householder- no husband present	4,410	27.4%	38,326	26.7%
Other	1,961	12.2%	13,434	9.4%

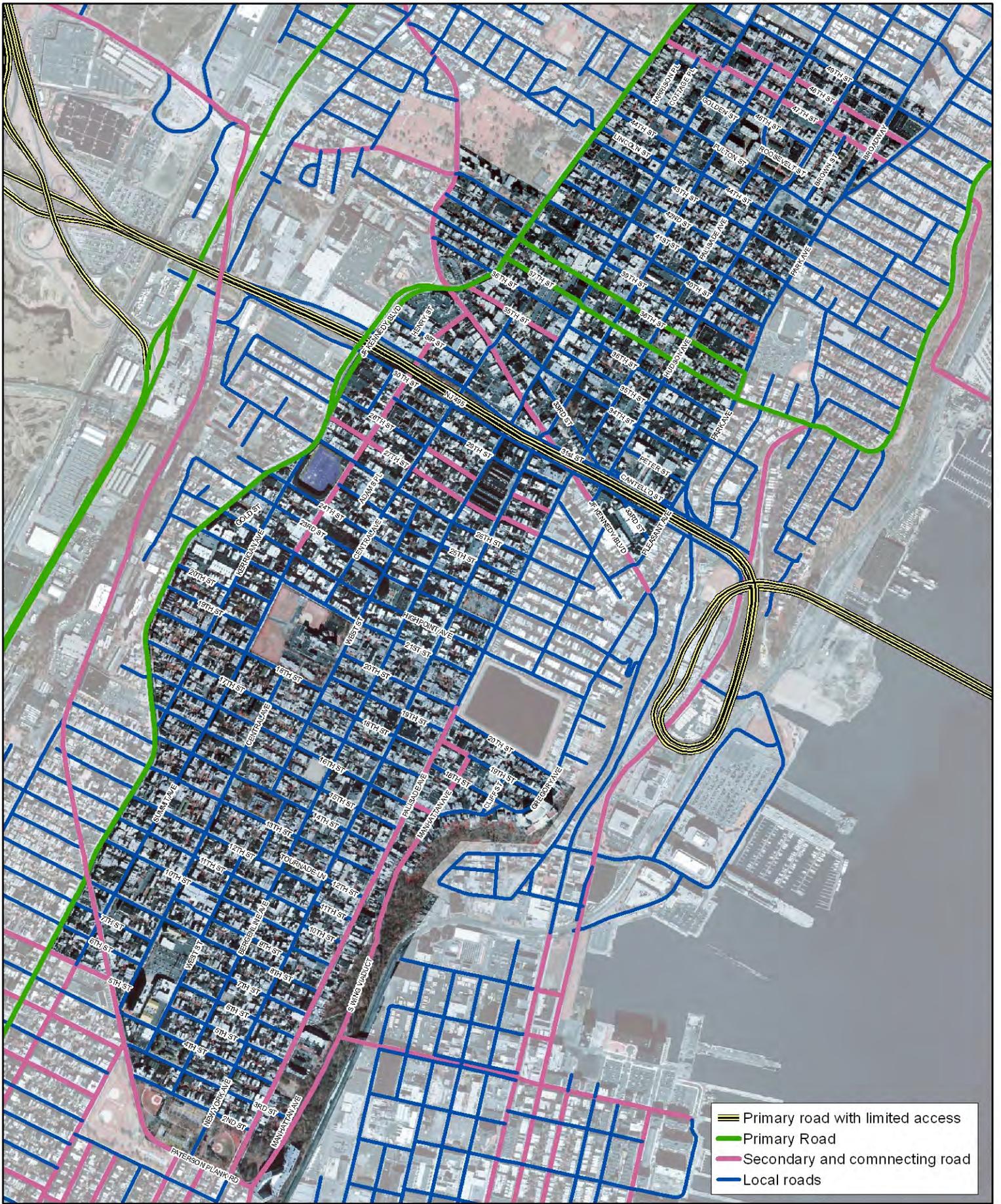
Source: 2000 US Census

Table 11 gives more details on household size for Union City and Hudson County. As the table shows, Union City households tend to be larger than their Hudson County counterparts. This can be seen in every statistic below, including household size. The three most common household sizes in Union City are 5 people, 6 people and 7 people. 68% of all households have more than 5 people. Yet, there is also a sizable minority of 2 person households. These numbers are a stark contrast to the rest of Hudson County, which has high concentrations of 1 and 2 person households and a lower average household size.

The opportunity these demographics present lie in the ability to create housing opportunities that attract young professional and artists who seek close proximity to the New York market and arts scene

Table 11: HOUSEHOLD SIZE- 2000 Union City and Hudson County				
	Union City		Hudson County	
	Number	Percent	Number	Percent
Total	75,788	100.0	230,538	100.0
1-person household	4,648	6.1	68,078	29.5
2-person household	11,630	15.3	64,527	28.0
3-person household	4,675	6.2	39,068	16.9
4-person household	3,327	4.4	30,847	13.4
5-person household	18,792	24.8	16,180	7.0
6-person household	20,477	27.0	6,833	3.0
7-or-more-person household	12,239	16.1	5,005	2.2
Average Household Size	2.92		2.60	

Source: 2000 United States Census.

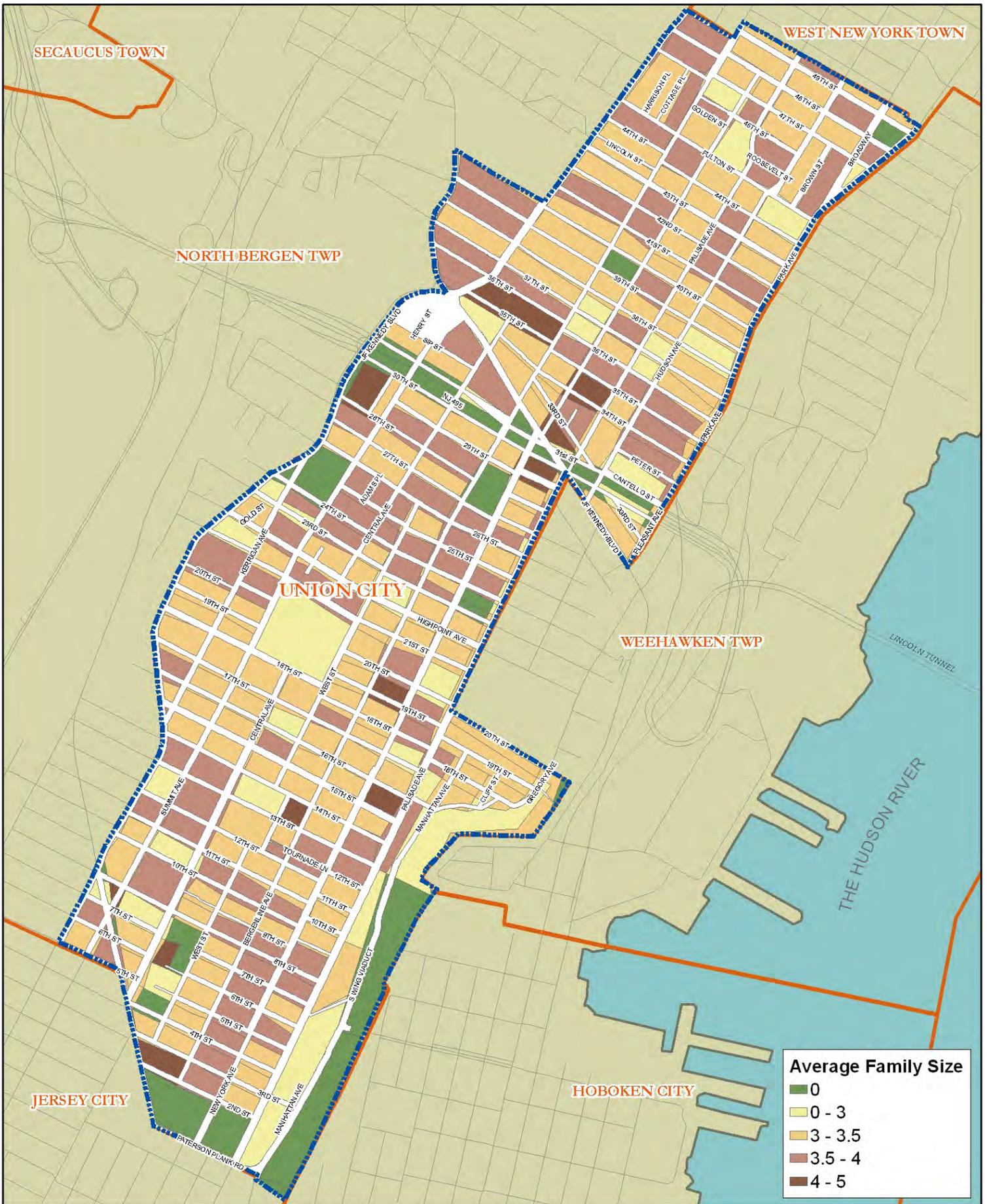


N 1 inch equals 1,200 feet
 0 600 1,200 Feet
 Data Source: NJ State 2002 Digital Orthophotography

Circulation Map

Master Plan
 Union City, Hudson County





N
1 inch equals 1,224 feet
0 600 1,200 Feet
Data Source: Census 2000 Data

Average Family Size Map

Master Plan
Union City, Hudson County





Income

Table 12 details the per-capita and household incomes for Union City, Hudson County, and New Jersey in 1999. Union City has much lower per-capita and household incomes than both Hudson County and the state. Moreover, this gap is widening over time. When per-capita and household income figures for Union City from the 1990 Census are adjusted for inflation, they show a 6% decrease in per-capita income and an 11% decrease for median household income. Conversely, Hudson County saw an 8% increase in per-capita income and a 3% decrease in median household income.

Table 13 shows the distribution of household income in Union City and Hudson County. As the chart shows, Union City has a higher percentage of households earning less than \$10,000. Moreover, 74% of Union City households versus only 60% of Hudson County households earn less than \$50,000.

Based on the income statistics above, it is not surprising that Union City has higher poverty rates than Hudson County. As Table 14 shows, Union City has higher rates of poverty for both children and adults 18 to 65. Union City has lower poverty rates for the elderly.

Table 12: Per Capita and Household Income 1999
Union City, Hudson County, New Jersey

	1999 Per Capita (\$)	1999 Median Household (\$)
Union City	13,997	30,642
Hudson County	21,154	40,293
New Jersey	27,006	55,146

Source: 2000 US Census.

Table 13: Households Income In 1999
Union City and Hudson County

	Union City		Hudson County	
	Number	Percent	Number	Percent
Total households	22913	100.0	230,698	100.0
Less than \$10,000	3,494	15.2	29,406	12.7
\$10,000 to \$14,999	2,126	9.3	15,737	6.8
\$15,000 to \$24,999	3,754	16.4	27,859	12.1
\$25,000 to \$34,999	3,634	15.9	28,397	12.3
\$35,000 to \$49,999	3,968	17.3	36,442	15.8
\$50,000 to \$74,999	3,245	14.2	40,070	17.4
\$75,000 to \$99,999	1,411	6.2	23,319	10.1
\$100,000 to \$149,999	892	3.9	18,799	8.1
\$150,000 to \$199,999	217	0.9	5,595	2.4
\$200,000 or more	172	0.8	5,074	2.2

Source: 2000 United States Census

Table 14: Poverty Status 1999
Union City and Hudson County

	Union City		Hudson County	
	Number	Percent	Number	Percent
Total persons	67,088	100	608,975	100
Total persons below poverty level	14,170	21.1	92,455	15.2
Under 18	4,709	33.2	29,596	32.0
18 to 65	8,207	57.9	52,265	56.5
Over 65	1,254	8.8	10,594	11.5

Source: 2000 United States Census

Housing Costs as Percentage of Income

Table 15 shows the housing costs of owner occupants as a percentage of total income. Almost 48% of householders are spending more than 30% of their income on housing costs. 41% spend more than 35%. The State affordability threshold for housing as a percent of income is that not more than 28% of gross income should be allocated for housing costs.

	Number	Percent
less than 15 percent	208	22
15 to 19 percent	71	7.5
20 to 24 percent	109	11.5
25 to 29 percent	76	8
30 to 34 percent	70	7.4
35 percent or more	396	41.8
Not computed	17	1.8

Source: 2000 United States Census

Table 16 shows the housing costs of renter occupants as a percentage of total income. Much like the data for Table 15, Table 16 shows that more than 43% of respondents spend more than 30% of gross income on rent. The State affordability threshold for housing as a percent of income is that not more than 30% of gross income should be allocated of rent.

	Number	Percent
less than 15 percent	3,115	16.6
15 to 19 percent	2,450	13.1
20 to 24 percent	2,115	11.3
25 to 29 percent	2,115	11.3
30 to 34 percent	1,564	8.4
35 percent or more	6,583	35.2
Not computed	767	4.1

Source: 2000 United States Census

Housing Unit Data

In 2000, there were 23,741 housing units in Union City, of which only 3.7% were vacant. Of those vacant units, over half are rental units. Table 17 provides more detail regarding occupancy of Union City housing units.

	Total	Percent
Total	23,741	100
Occupied	22,872	96.3
Vacant	869	3.7
VACANCY STATUS		
Total	869	100
For rent	474	54.5
For sale only	125	14.4
Rented or sold, not occupied	31	3.6
For seasonal, recreational, or occasional use	72	8.3
For migrant workers	0	0.0
Other vacant	167	19.2

Source: 2000 United States Census



Housing Units Type and Size Characteristics

Table 18 details the types and sizes of housing units in Union City. As the table shows, more than 70% of all units are in buildings with at least 3 units. Therefore, Union City has great density due to the predominance of multi-unit buildings and the very small percentage of detached homes, less than 5%. Moreover, the median number of rooms in a unit is 3.7, with most respondents indicating that their unit had 3 to 4 rooms.

Table 19 shows information about both the types and age of housing units. First Union City has a low level of homeownership, as 81% of all housing units are renter occupied. Secondly, 69% of all housing in Union City was built before 1950. Moreover, each successive decade contains a declining percentage of the construction of new housing stock in Union City.

	Total	Percent
HOUSING UNITS	23,741	
Total- Occupied Units	22,872	96.3
TENURE		
Owner occupied	4,160	18.2
Renter occupied	18,712	81.8
YEAR STRUCTURE BUILT		
Total Units	23,741	100
Built 1995 to March 2000	164	0.7
Built 1990 to 1994	206	0.9
Built 1980 to 1989	304	1.3
Built 1970 to 1979	1,308	5.5
Built 1960 to 1969	2,154	9.1
Built 1950 to 1959	3,133	13.2
Built 1940 to 1949	6,364	26.8
Built 1939 or earlier	10,108	42.6

Source: 2000 United States Census

Table 18: Housing Type and Size, 2000
Union City

UNITS IN STRUCTURE	Total	Percent
Total	23,741	100
1-unit, detached	1,163	4.9
1-unit, attached	973	4.1
2 units	4,468	18.8
3 or 4 units	4,918	20.7
5 to 9 units	4,610	19.4
10 to 19 units	2,756	11.6
20 or more units	4,834	20.4
Mobile home	13	0.1
Boat, RV, van, etc.	6	0
ROOMS		
1 room	1,842	7.8
2 rooms	3,037	12.8
3 rooms	6,027	25.4
4 rooms	6,392	26.9
5 rooms	3,679	15.5
6 rooms	1,380	5.8
7 rooms	439	1.8
8 rooms	260	1.1
9 or more rooms	685	2.9
Median number of rooms	3.7	

Source: 2000 United States Census

Years at Residence for Households

Table 20 breaks down the occupied housing units in Union City based on when the householder moved into the unit. The table shows a relatively recent turnover in residents, with 21% moving in within a year before the Census and 50% moving in within 5 years of the Census.

Housing Value and Contract Rents

The median house value in Union City was \$141,000 in 2000, with 46% of all owner-occupied units falling between \$100,000 and \$150,000. For house owners, 36% have a mortgage and 29% have no second mortgage or home equity loan. 21% have no mortgage at all.

Table 22 shows the median monthly rent in Union City and the distribution of rental costs. As the chart shows, 48% of rents in Union City ran between \$500 and \$749 in 2000. Given then 30% of income guideline from the State and the median household income, residents should ideally be paying no more than \$766 in 2000 dollars.

	Total	Percent
Total renter occupied units	18,709	100
Less than \$200	533	2.8
\$200 to \$299	407	2.2
\$300 to \$499	2,848	15.2
\$500 to \$749	9,110	48.7
\$750 to \$999	4,110	22
\$1,000 to \$1,499	1,272	6.8
\$1,500 or more	216	1.2
No cash rent	213	1.1
Median (dollars)	658	

Occupied Housing Units	Number	Percent
1999 to March 2000	4,828	21.1
1995 to 1998	7,463	32.6
1990 to 1994	3,754	16.4
1980 to 1989	3,598	15.7
1970 to 1979	1,908	8.3
1969 and earlier	1,321	5.8
Total	22,872	100

Source: 2000 United States Census

	Total	Percent
Total	947	100
Less than \$50,000	14	1.5
\$50,000- \$99,999	125	13.2
\$100,000- \$149,999	438	46.3
\$150,000- \$199,999	281	29.7
\$200,000 to \$299,999	59	6.2
\$300,000 to \$499,999	30	3.2
\$500,000 +	0	0.0
Median Value (\$)	\$141,000	
MORTGAGE STATUS	1,636	100.0
Housing units with a mortgage, contract to purchase, or similar debt:	589	36.0
With either a second mortgage or home equity loan, but not both:	100	6.1
Second mortgage only	83	5.1
Home equity loan only	17	1.0
Both second mortgage and home equity loan	6	0.4
No second mortgage and no home equity loan	483	29.5
Housing units without a mortgage	358	21.9

Source: 2000 United States Census



Housing Conditions

Table 23 details the housing conditions in Union City based on the status of plumbing facilities, kitchen facilities, telephone service and the extent of overcrowding. All of these factors help determine housing deficiency. In 2000, 34% of homes had over 1 occupant per room and 10.9% had over 1.51 occupants per room. Generally, more than 1 person per room is considered overcrowded. In regards to the provision of

facilities in Union City housing units, 1.9% lack plumbing facilities and 2.9% lack kitchen facilities. Additional, 6.2% lack telephone service. Table 23 also provides information on the heating fuel used by occupied housing units in Union City, showing that two-thirds use natural gas, with sizable minorities using electricity or fuel oil.

Table 23: Housing Conditions 2000 Union City		
	Total	Percent
House Heating Fuel- Occupied housing units		
Total	22,872	100
Utility gas	15,213	66.5
Bottled, tank, or LP gas	876	3.8
Electricity	3,342	14.6
Fuel oil, kerosene, etc.	3,035	13.3
Coal or coke	0	0
Wood	0	0
Solar energy	0	0
Other fuel	230	1
No fuel used	176	0.8
Occupants per Room-Occupied housing units		
Total	22,872	100
Occupants per Room (Over 1.0)	5274	23.1
Occupants per Room (Over 1.51)	2,503	10.9
Facilities		
Total	23,741	100
Lacking complete plumbing facilities	460	1.9
Lacking complete kitchen facilities	688	2.9
Telephone Service- Occupied housing units		
Total	22,872	100
No service	1,417	6.2

Source: 2000 United States Census

Estimated Future Housing Construction

Table 24 shows the number of dwelling units authorized by building permits since 1990. Between 1990 and 2000 61 units were authorized, with 57 being multi family units. Since 2000, Union City has seen a dramatic increase in the number of dwelling units constructed. This is a sign of the City's vitality as permits authorized rose to a high of 394 in 2004. Yet, almost all of the new units continue to be multi-family.

This trend is likely to continue due to the high cost of land and the need to maintain levels of affordability

Table 24: Dwelling Units Authorized by Building Permits, 1990 to 2004 Union City			
Year	Total	Single-Family Units	Multi-Family Units
1990	8	0	8
1991	0	0	0
1992	0	0	0
1993	0	0	0
1994	1	1	0
1995	9	1	8
1996	19	1	18
1997	11	0	11
1998	7	1	6
1999	6	0	6
2000	0	0	0
2001	98	3	95
2002	191	2	189
2003	105	0	105
2004	394	5	389

Source: N.J. Department of Labor/Data Center.



EMPLOYMENT

Employment Status

Tables 25, 26 and 27 detail the level of employment, labor force and unemployment rates for Union City, Hudson County, and New Jersey. Fluctuations in the Union City unemployment rate largely mirror similar changes at the county, state and national level. Union City, like the US at large, experienced declining unemployment rates throughout the 1990's, reaching a low of 7.2% in 2000, followed by an increase during the recent recessions. The difference between the rates seen in Union City, Hudson County, and New Jersey is the higher average level of unemployment in Union City, with rates fluctuating between 9% and 11%.

Yet, unemployment rarely fully explains employment trends because the unemployment rate often under counts the number of people without work. Generally two factors make the unemployment rate faulty. The first factor is underemployed workers, those who take jobs simply to earn money but are not employed at a level commensurate with their skills. Secondly, as workers remain unemployed, they may stop looking, become discouraged with the job market, and stop being counted in either the total labor force or the officially unemployed.

Table 25: Employment and Labor Force, 1990-2004, Union City

	Labor Force	Employment	Unemployment	Unemployment Rate
1994	29,895	26,452	3,443	11.5%
1995	30,266	26,781	3,485	11.5%
1996	30,604	27,118	3,486	11.4%
1997	30,419	27,470	2,949	9.7%
1998	29,918	27,217	2,701	9.0%
1999	30,142	27,426	2,716	9.0%
2000	29,114	27,008	2,106	7.2%
2001	NA	NA	NA	NA
2002	29,381	26,033	3,347	11.4%
2003	29,049	25,850	3,200	11.0%
2004	28,465	25,820	2,645	9.3%

Therefore, to fully understand the employment dynamics in Union City, one must also look at the changes in the total labor force. Therefore, while the 2004 unemployment rate of 9.3% shows a dramatic improvement over the 11% of 2003, the

declines seen both in the level employment and in the total labor force, indicate that perhaps the number of citizens without work is being under counted.

Table 26: Employment and Resident Labor Force, 1994 - 2004, Hudson County

	Labor Force	Employment	Unemployment	Unemployment Rate
1994	284,700	258,100	26,600	9.3%
1995	288,210	261,316	26,894	9.3%
1996	291,503	264,596	26,907	9.2%
1997	290,795	268,032	22,763	7.8%
1998	286,413	265,564	20,849	7.3%
1999	288,569	267,610	20,959	7.3%
2000	297,756	283,415	14,341	4.8%
2001	296,700	280,000	16,700	5.6%
2002	295,984	273,183	22,801	7.7%
2003	293,051	271,257	21,794	7.4%
2004	288,964	270,949	18,015	6.2%

Table 26
Employment and Resident Labor Force, 1994 - 2004, New Jersey

	Resident Labor Force	Resident Employment	Unemployment	Unemployment Rate
1994	4,067,500	3,790,000	277,500	6.8
1995	4,111,800	3,846,300	265,500	6.5
1996	4,184,100	3,925,800	258,300	6.2
1997	4,257,400	4,031,000	226,400	5.3
1998	4,242,400	4,047,100	195,300	4.6
1999	4,284,600	4,092,700	191,800	4.5
2000	4,286,700	4,129,100	157,600	3.7
2001	4,295,800	4,111,500	184,200	4.3
2002	4,371,600	4,117,600	253,900	5.8
2003	4,371,000	4,115,100	255,900	5.9
2004	4,388,000	4,176,200	211,800	4.8



Comparative Employment Data

Table 28 breaks down local employment by industry, including private and public workers. As the table shows, the manufacturing, retail and education, health and social service industries employ the largest percentages of Union City workers.

Industry	Count	Percentage
Agriculture, forestry, fishing and hunting, and mining	24	0.1
Construction	1,321	5.1
Manufacturing	4,726	18.3
Wholesale trade	2,047	7.9
Retail trade	2,934	11.3
Transportation and warehousing, and utilities	2,441	9.4
Information	861	3.3
Finance, insurance, real estate, and rental and leasing	1,670	6.5
Professional, scientific, management, administrative, and waste management services	2,171	8.4
Educational, health and social services	3,598	13.9
Arts, entertainment, recreation, accommodation and food services	2,392	9.2
Other services (except public administration)	1,301	5.0
Public administration	388	1.5

Source: 2000 United States Census

Table 29 indicates the weekly and annualized wages in 2000 dollars for workers in Union City given the industry. Taking into account the information from Table 28 that the retail and manufacturing industries employ large number of Union City residents, it is important to note that the wages for private employment are the lowest for both the manufacturing and retail industries.

Industry	Wages	
	Weekly	Annual
Agriculture/Forest/Fish	-	-
Construction	-	-
Manufacturing	\$415	\$21,561
Transportation/Comm./Utilities	\$463	\$24,089
Wholesale Trade	\$631	\$32,822
Retail Trade	\$336	\$17,475
Finance/Insurance/Real Estate	\$522	\$27,155
Services	\$442	\$23,007
Other	-	-
Total/Average	\$438	\$22,760

Source: 2000 United States Census



Class of Worker and Occupation

As Table 30 shows, 87.5% of workers living in Union City were private wage or salary workers. The second largest group was government workers, which comprised 8.45% of workers living in Union City.

Table 31 shows the occupation's of employed residents 16 years and older. The numbers tend to confirm the results of the previous employment by industry table, showing that the highest percentages of residents work in sales or production occupations.

Table 30: Class of Worker, 2000
Union City

	Number	Percent
Total	25,874	100
Private wage and salary workers	22,652	87.5
Government workers	2,165	8.4
Self-employed workers in own not incorporated business	1,029	4
Unpaid family workers	28	0.1

Table 31: Occupation, 2000
Union City

	Number	Percent
Occupation	25,874	100
Management, professional, and related occupations	4,436	17.1
Service occupations	4,969	19.2
Sales and office occupations	6,315	24.4
Farming, fishing, and forestry occupations	35	0.1
Construction, extraction, and maintenance occupations	2,038	7.9
Production, transportation, and material moving occupations	8,081	31.2

COMMUTING CHARACTERISTICS

Tables 32 and 33 show both the travel time to work and the mode choice for Union City residents. In 2000, the distribution of travel times was relatively even, with most residents having no more than a 40 minute commute and a mean travel time of approximately 30 minutes. While 51% of workers used a car to commute, nearly one third of residents use public transit and an additional 12% walked to work are statistics that most communities could only hope for.

Table 32: Travel Time To Work, 2000 Union City

	Number	Percent
Workers who did not work at home	24,463	100
Less than 10 minutes	1,740	7.1
10 to 14 minutes	3,084	12.6
15 to 19 minutes	3,534	14.4
20 to 24 minutes	3,724	15.2
25 to 29 minutes	1,053	4.3
30 to 34 minutes	4,447	18.2
35 to 44 minutes	1,696	6.9
45 to 59 minutes	2,564	10.5
60 to 89 minutes	1,687	6.9
90 or more minutes	934	3.8
Mean travel time to work (minutes)	29.8	

Table 33: Means Of Commute, 2000 Union City

	Number	Percent
Workers 16 years and over	24,812	100
Car, truck, or van		
Drove alone	8,298	33.4
Carpooled	4511	18.2
Public transportation	8232	33.2
Walked	3027	12.2
Other means	395	1.6
Worked at home	349	1.4



SOCIAL CHARACTERISTICS

Educational Attainment

In 2000, 54% of Union City residents had attained at least a high school education, well below the 70% rate for Hudson County. A quarter of the Union City population have less than a 9th grade education and an additional 20% have between a 9th and 12th grade education.

This is an important consideration for the City as it works to plan adult education programs and services.

Table 34: Educational Attainment Union City and Hudson County 2000

	Union City		Hudson County	
	Number	Percent	Number	Percent
Population 25 years and over	42,677	100	408,799	100
Less than 9th grade	10,608	24.9	55,229	13.5
9th to 12th grade, no diploma	8,843	20.7	65,254	16
High school graduate (includes equivalency)	10,853	25.4	109,542	26.8
Some college, no degree	5,778	13.5	61,316	15
Associate degree	1,280	3	14,102	3.4
Bachelor's degree	3,029	7.1	66,835	16.3
Graduate or professional degree	2,286	5.4	36,521	8.9
Percent high school graduate or higher	-	54.4	-	70.5
Percent bachelor's degree or higher	-	12.5	-	25.3

Source: 2000 US Census

Language Spoken at Home

Table 35 shows that Spanish is the most common language spoken in Union City, with 80% of residents answering that it is the primary language spoken at home. Moreover, 50% of residents responded saying that they speak English less than 'very well.' While the data shows that both Hudson County and Union City are multi-lingual communities, Hudson County has a much higher percentage of non-Spanish speakers than does Union City, with 44% speaking only English.

Table 35: Language Spoken at Home Union City and Hudson County 2000

	Union City		Hudson County	
	Number	Percent	Number	Percent
Population 5 years and over	62,243	100	571,095	100
English only	8,628	13.9	250,459	43.9
Language other than English	53,615	86.1	320,636	56.1
Speak English less than 'very well'	32,885	52.8	159,072	27.9
Spanish	50,209	80.7	214,949	37.6
Speak English less than "very well"	31,520	50.6	115,735	20.3
Other Indo-European languages	2,313	3.7	61,891	10.8
Speak English less than "very well"	911	1.5	25,702	4.5
Asian and Pacific Island languages	584	0.9	29,308	5.1
Speak English less than "very well"	254	0.4	11,785	2.1

Source: 2000 US Census



Place of Birth

In 2000, 41% of Union City residents are native US citizens, with roughly a third of the population born in the US. 58% of Union City residents were born outside of the US, with 26% entering between 1990 and 2000. 61.5% of Hudson County residents are native US citizens, with 57% born in the US.

Table 36: Nativity and Place of Birth Union City and Hudson County 2000

	Union City		Hudson County	
	Number	Percent	Number	Percent
Total population	67,088	100	608,975	100
Native	27,710	41.3	374,378	61.5
Born in United States	23,438	34.9	347,245	57
State of residence	16,943	25.3	247,824	40.7
Different state	6,495	9.7	99,421	16.3
Born outside United States	4,272	6.4	27,133	4.5
Foreign born	39,378	58.7	234,597	38.5
Entered 1990 to March 2000	17,676	26.3	102,582	16.8
Naturalized citizen	14,462	21.6	97,376	16
Not a citizen	24,916	37.1	137,221	22.5

Source: 2000 US Census

Demographic Analysis and Profile

Taken in total, the data compiled in the 36 previous tables paints a consistent picture of the demographic trends that have shaped Union City for well over a decade. However, several points stand out as particularly indicative of the Union City profile.

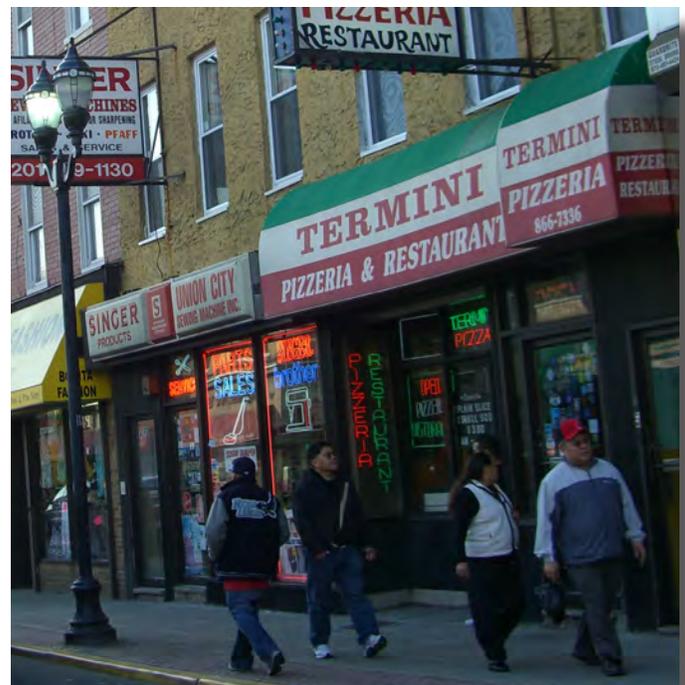
1. 87% of Union City's population classified themselves as Hispanic.
2. The Hispanic population grew by 26% between 1990 and 2000.
3. 58.7% of the Union City population is foreign born and 26% entered between 1990 and 2000.
4. Between 1990 and 2000 real household income in Union City fell by 11% and real per capita income fell by 6%.
5. 43% of respondents spent more than 30% of gross income on rent.
6. 81% of occupied housing units are rental units.

The demographic profile of Union City indicates that affordable housing, economic vitality and education attainment are important community issues. All of these issues are highly interconnected and all stem from Union City's role as a transition community for those first entering the US. Perhaps this is best seen in the decreases in Union City's Cuban population that first immigrated to the area in the 1960's and has now largely transitioned into the US and is moving out of the area.

Population and Employment Projections

Creating accurate up-to-date forecasts that are as accurate as possible is difficult. Forecasting population and employment is one of the critical tasks that Metropolitan Planning Organizations (MPO) in New Jersey undertake. These forecasts are used as a basis for transportation studies throughout each MPO's jurisdiction. The North Jersey Transportation Authority (NJTPA) is one of three MPO's in the State and Union City is included in the NJTPA's area of responsibility.

These population and employment projections are utilized in updating the Regional Transportation Plan (RTP) for Northern New Jersey, the region's long-range blueprint for transportation investment, and are therefore an important part of the regional infrastructure investment program. In addition, forecasts underpin the following NJTPA reports/studies that are reflected in the RTP.





- Air Quality Conformity
- Regional and Corridor Analyses
- North Jersey Strategy Evaluation
- Performance Measurement
- Transportation Disaster Response
- Environmental Justice Analysis

A key aspect of forecasting is coordination with other agencies that create forecasts of their own. By coordinating with these other projection efforts, NJTPA develops forecasts that provide a common foundation for planning activities and future forecasting in the region.

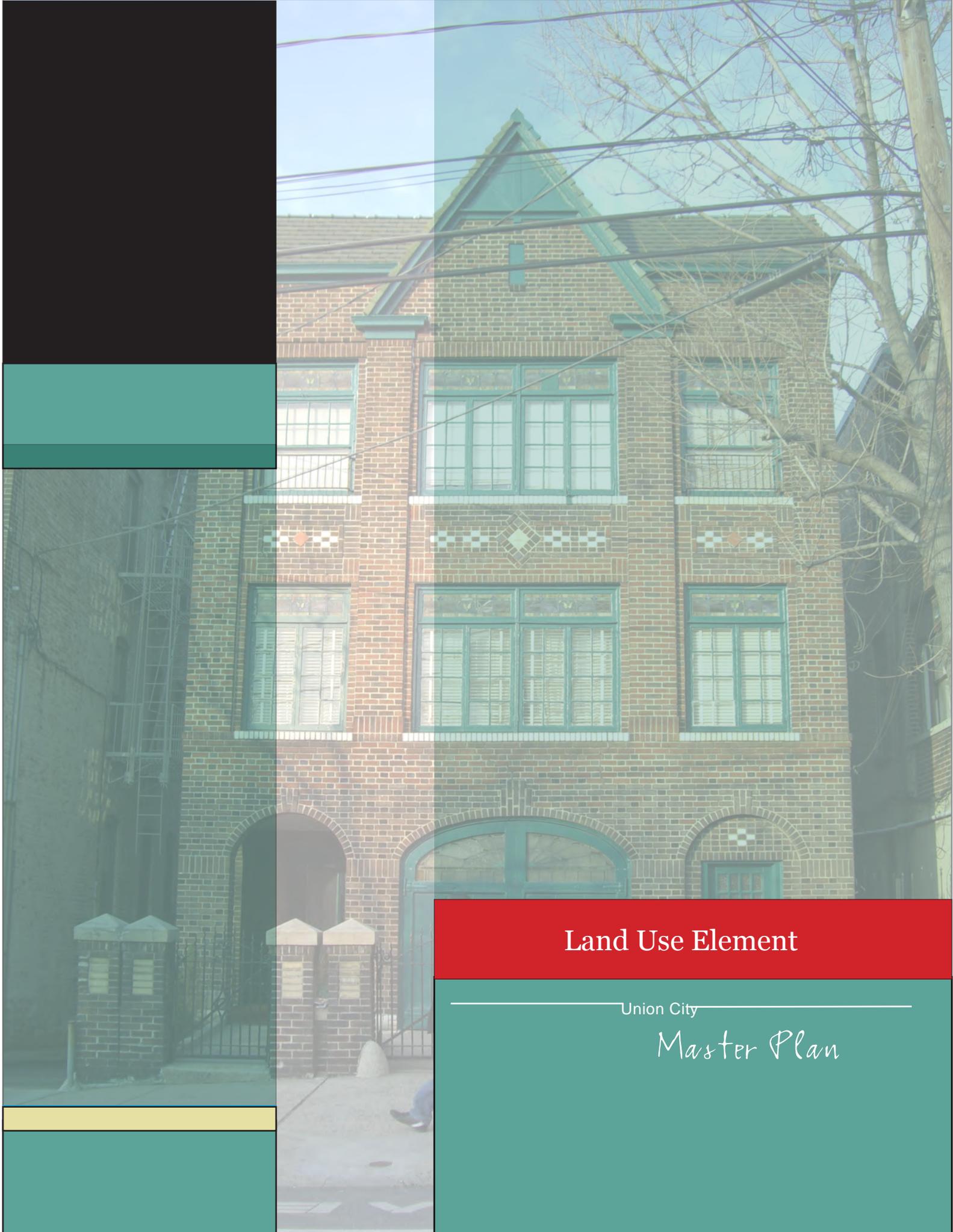
While not an exact science, NJTPA's projections assist municipalities in planning for future growth. These population forecasts do not require the City to work toward meeting these numbers. Rather, it means that the City has analyzed this growth potential and planned to accommodate this growth in an appropriate and responsible manner.

As Table 37 shows, NJTPA projects growth in the Union City population, however at slower rates than occurred in the past decade, projecting a population of 72,980 by 2010 and 77,420 by 2020. The population growth is a sharp contrast to the strong project employment growth, which is expected to be more than double population growth in the next thirty years. NJTPA projects Union City employment to be approximately 14,700 by 2020.

While the NJTPA projections can be used to guide Union City planning efforts in accommodating such growth, the projections do not address Union City's role as a transition community for new immigrants and how Union City's role will change in the future.

Table 37: NJTPA Population & Employment Projections Union City

Year	2000	2005	2010	2015	2020	2025	2030
Population	67,090	69,610	72,980	75,060	77,420	78,870	80,670
Employment	11,620	11,790	12,640	13,400	14,700	15,590	16,170



Land Use Element

Union City

Master Plan



Land Use Element

INTRODUCTION

This Land Use Element examines current development trends and sets a vision for future development for the City of Union City. The Land Use Plan recognizes existing land uses within the City and proposes adjustments to the Union City Zone plan to address both short and long term land use issues identified by the City through public input. The Land Use Element will look to the next 20 years as its horizon with an eye on the distant future as well. This Element also functions as the critical link in achieving the goals and objectives established through the City's master planning public process and will help guide the implementation of land development ordinances. As noted in the Goals and Objectives section, there are several goals for Union City that specifically relate to land use:

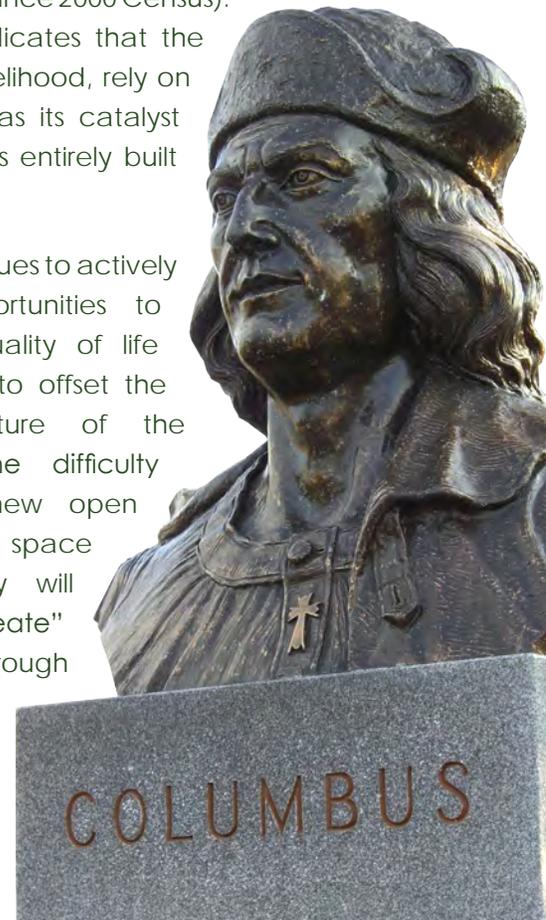
- Preserve residential neighborhoods
- Provide a balance of land uses, and balanced development patterns, in appropriate locations. Including height and design considerations.
- Capitalize on the City's proximity to Manhattan and its ideal location within one of the largest financial, industrial and cultural metropolis in the world.
- Preserve and build public spaces, community facilities and recreational amenities as unique assets of the City.

These land use goals and their associated objectives are combined with the larger community vision for the future of Union City. The vision of this Plan is to create areas with a strong "sense of place" while encouraging socioeconomic, economic and community vitality through well-designed land development.

The North Jersey Transportation Planning Authority (NJTPA) forecasts Union City's population to grow to a total of 78,870 persons by 2025, (an 11,780-person increase since 2000 Census).

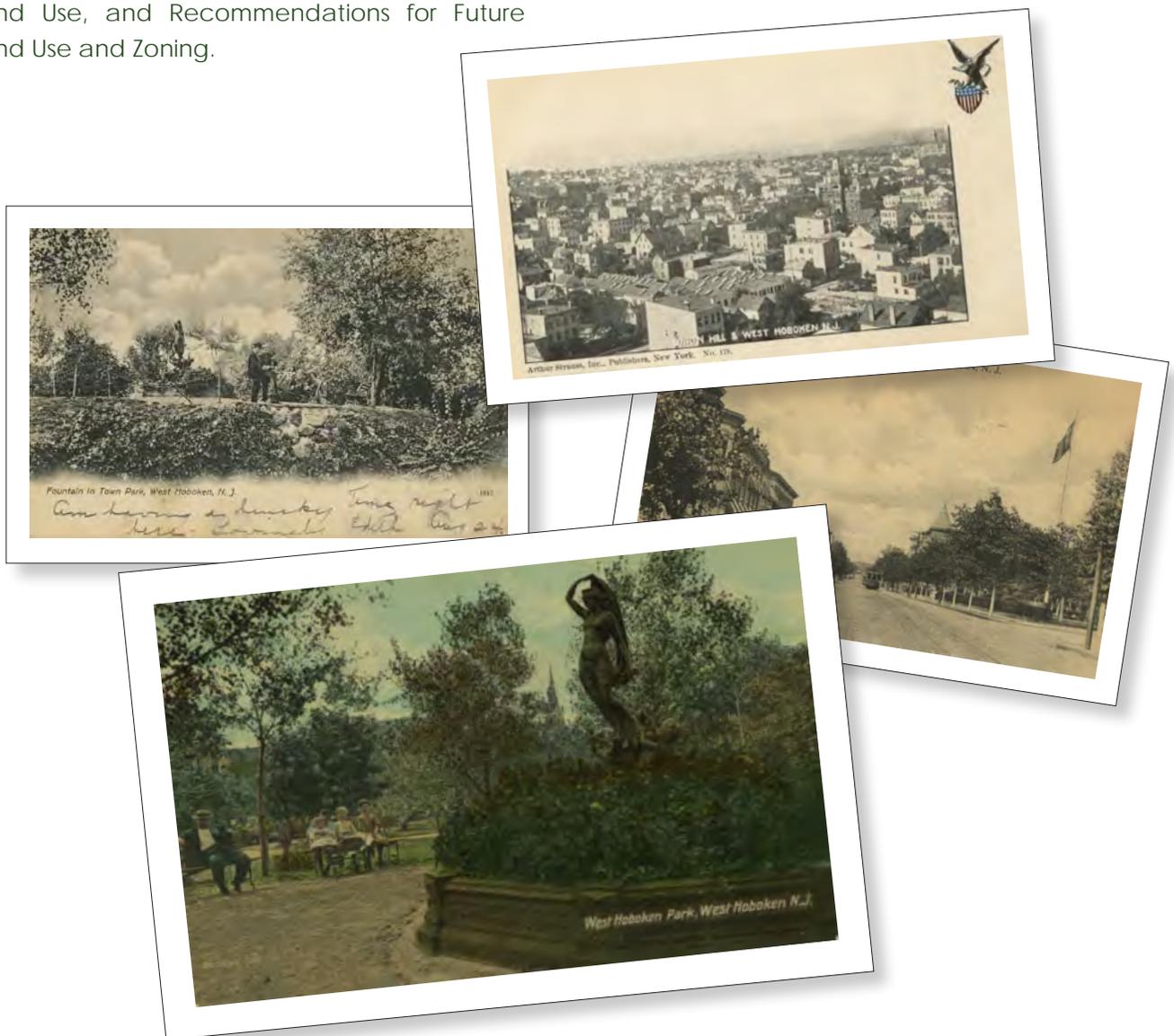
This estimate indicates that the City will, in all likelihood, rely on redevelopment as its catalyst for growth as it is entirely built out.

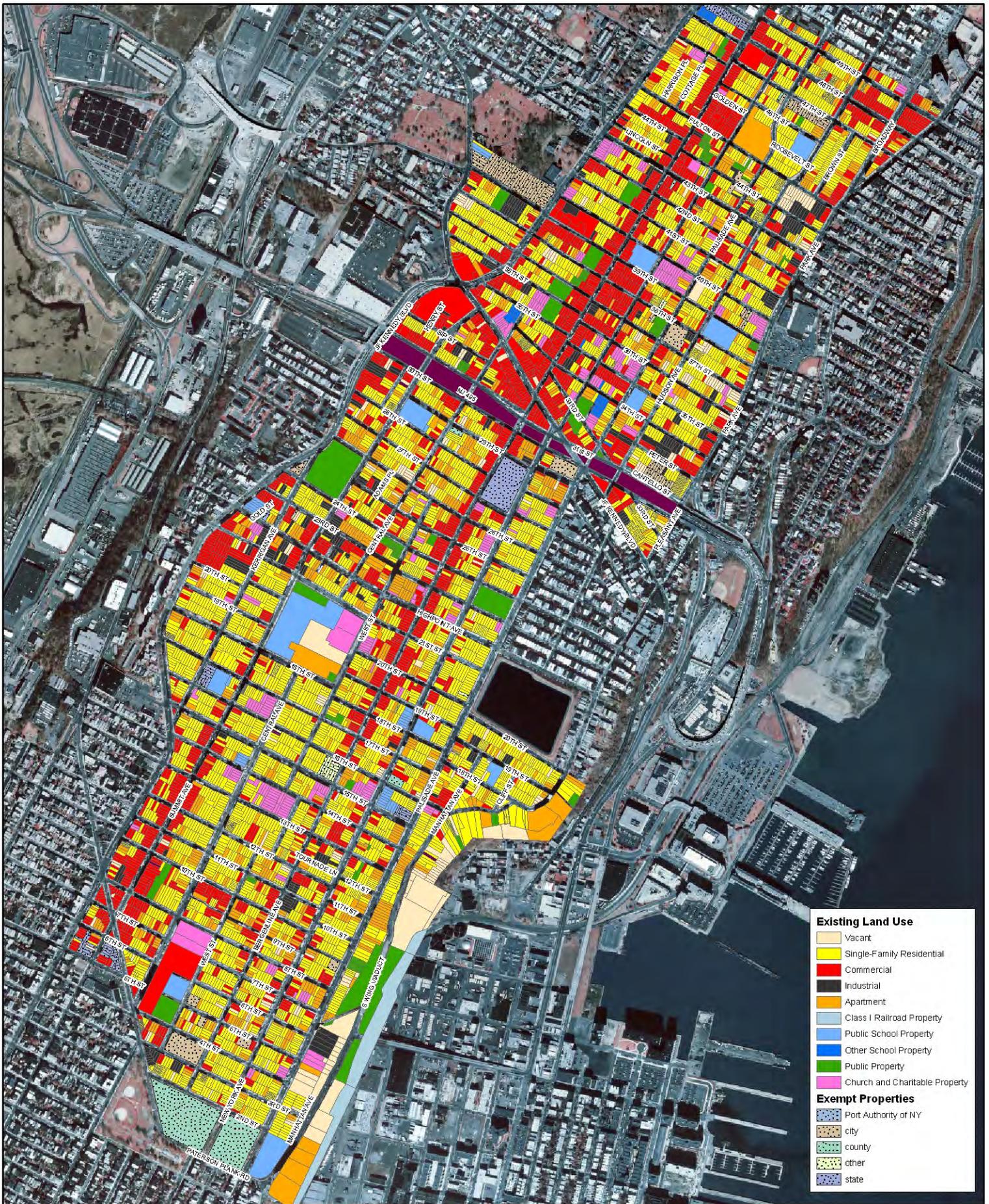
Union City continues to actively seek out opportunities to improve the quality of life for its residents to offset the developed nature of the City. Given the difficulty of achieving new open and public space goals, the City will need to "create" opportunity through



redevelopment as well as through intergovernmental partnerships, grants and other sources combined with changes in zoning, land use and design standards.

This Land Use Element seeks to guide a development pattern for the City considering such factors as environmental characteristics, existing land use patterns, compatibility with the planning efforts of adjacent municipalities, and the current and future land use demands of the City, County and State. The Land Use Element is broken down between Existing Zoning, Existing Land Use, and Recommendations for Future Land Use and Zoning.

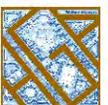




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 Data Source: NJ State 2002 Digital Orthophotography; Union City MOD N Data

Existing Land Use Map

Master Plan
 Union City, Hudson County



Existing Land Use

In order to ensure that future growth occurs in a manner that enhances the visual and physical environment and economic health of the community, the City must have a complete understanding of existing land uses as well as an awareness of areas in need of specific attention.

The City of Union City has a land area of approximately 826+/- acres, 586+/- acres excluding road and rail R.O.W. The following is a summary of land uses in the Town (Table I). The corresponding Existing Land Use Map graphically depicts Table 1.

The land use summary table indicates that vacant land is extremely scarce in Union City. The total acreage of vacant parcels in the City is

29 acres, which is about 4.95 % of the total land area and 3.01 % of the total number of parcels. A significant amount of this vacant land is located on the Palisades, and unsuitable for development due to topography. The remainder is scattered throughout the City.

The distribution of land uses in the City in some areas do not follow a uniform pattern. One of the most striking disadvantages of such a land use arrangement is the location of industrial and commercial uses in close proximity to residential buildings. Although the distribution of freestanding commercial uses within residential neighborhoods may have a few advantages, it is not a desirable land use policy without proper design constraints. Due to scarcity of land in vacant parcels, the only opportunity of re-organization might be obtained by urban planning techniques such as

Table 1: Union City Land Use Summary
Based on 2005 Town of Union City database (Union City) and MOD IV property tax data.

Tax Classification		# of Parcels	% of Total	Total Acreage (rounded)	% of Total
Vacant Land	1	287	3.01%	29	4.95%
One to Four Family Residential	2	5160	54.19%	227	38.74%
Commercial	4A	2151	22.59%	131	22.35%
Industrial	4B	275	2.89%	18	3.07%
Apartments	4C	952	10.00%	70	11.95%
Class I Railroad	5A	3	0.03%	7	1.19%
Schools	15A	46	0.48%	18	3.07%
Other Schools	15B	27	0.28%	2	0.34%
Public Property	15C	91	0.96%	23	3.92%
Churches & Charitable	15D	325	3.41%	23	3.92%
Misc. Tax Exempt	15F	205	2.15%	38	6.48%
Total		9522	100	586	100



rehabilitation, redevelopment and preservation of existing land uses through the application of strong zoning ordinances.

Residential Land Uses

Residential uses occupy the greatest amount of land area in the city. Residential land use represents approximately 297 acres or 51% of total land area while totaling nearly 64% of all parcels in City. The two distinct categories of residential uses consist of single to four family residential units and apartment buildings. While one to four family residential use buildings occupy 38.74 % of land area, apartment use buildings occupy 11.95 % of land area. The proportion of multi-family use has been increasing over the past three decades. As indicated in the Land Use Study and Plan of 1975, this trend towards multi-family development is in part due to the lack of vacant land, increasing value of undeveloped lots, the need for rental units, and increasing cost of living. This trend continues today.

Residential uses that include one to four family residential buildings, as well as, multi-family apartment buildings are equally spread out in all portions of the City. This mix of residential uses in varying densities provides the City with great potential to enhance its active and culturally rich, diverse neighborhoods.

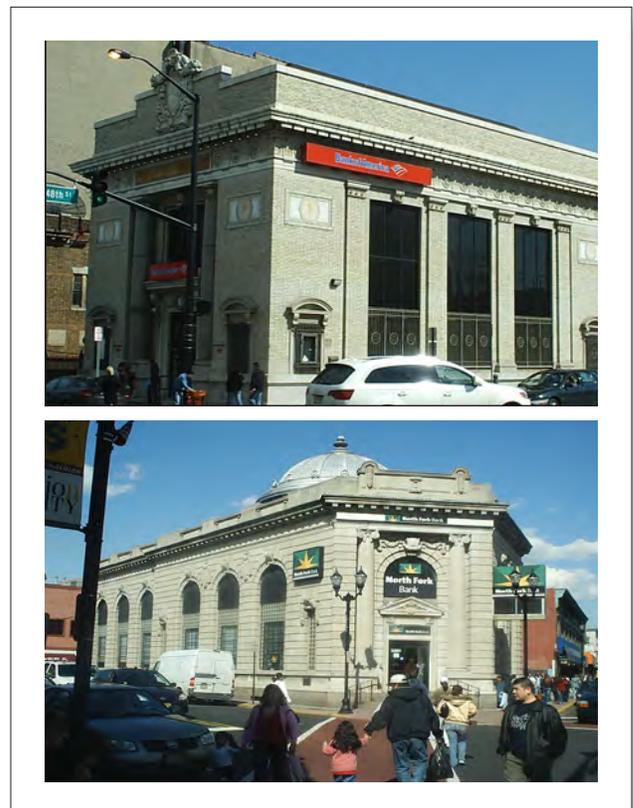


Commercial Land Uses

Commercial land uses account for the second largest percentage of occupied land in Union City. The percentage of commercial uses in Union City is greater than cities of similar size. The acreage of land occupied by commercial uses amounts to 131 acres, which is around 22.35 % of total buildable land.

As mentioned earlier, commercial uses are indiscriminately spread out throughout the town, sharing land in proximity with residential, industrial and institutional uses. These commercial uses have infiltrated existing residentially zoned neighborhoods. While the definition of commercial is changing in the face of wireless technology and the Internet, some recognition of the types of businesses permitted in neighborhoods will need to occur. This Plan addresses home occupation separately from pure commercial and retail services and makes recommendations as such.

Union City has three significant, and solid, commercial districts/corridors in the City: on Bergenline Avenue, between 16th and 49th streets; on Summit Avenue, between 6th and 18th streets; and on Paterson Plank Road between New York Avenue and Kennedy Boulevard.





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Industrial Land Uses

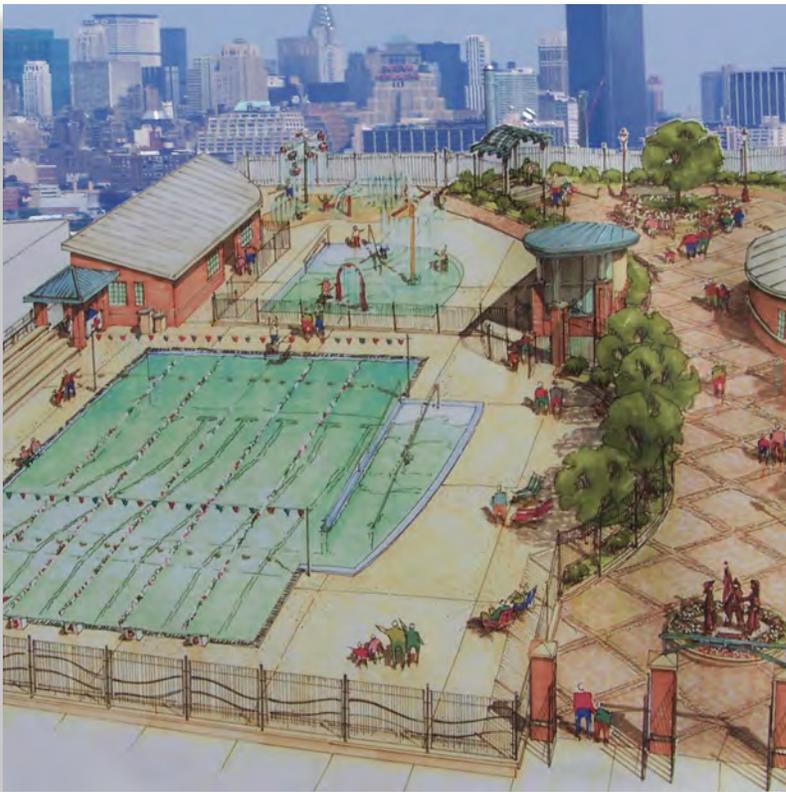
Industrial land accounts for roughly 3.07% of buildable land, and about 2.89% of buildable parcels. Industrial uses in the late 1950's, according to the 1960 Master plan, occupied 56 acres or 6.6% of land. The decreasing amount of land used for industrial activities is due to the decline of industrial activities in both Union City and in the region. Industrial structures are mostly scattered throughout the City, and many have been in place for decades.

While there are many functioning industrial uses today, some of these sites are in "transitional use" as heavy industry continues to wane in North America. Re-use of these structures, or properties, becomes an important consideration for the City as to how best complete this transformation while remembering they were once a stable source of jobs. Re-use also provides the neighborhood with stability as industrial buildings tend to have historic value for neighborhoods. In New Jersey, re-use has often attracted artist loft space, business incubator space and other types of commercial spaces in light of our now Internet-based society.

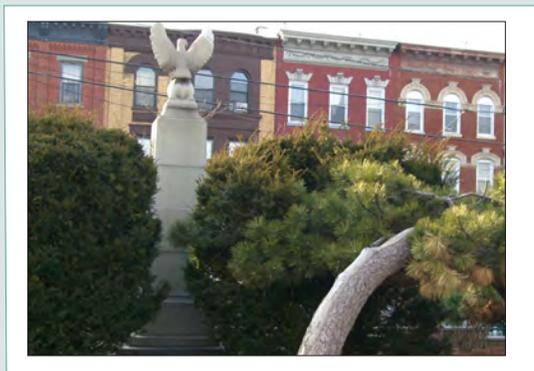


Publicly Owned Land Uses

Publicly owned land uses excluding school property, are extremely scarce in Union City. The publicly owned land uses amount to about 23 acres, or 3.92 % of total buildable land. The publicly owned land uses include: the City Hall building, a number of parcels owned by the City, the three public libraries, the Union City Health department buildings, land and buildings owned by the Union City Parking Authority, the Fire House, City owned parks and City owned playgrounds. Given the density of Union City, more public space is always desirable.



The New Fireman's Memorial Park at 9th and Palisades Avenue is slated for opening in 2009

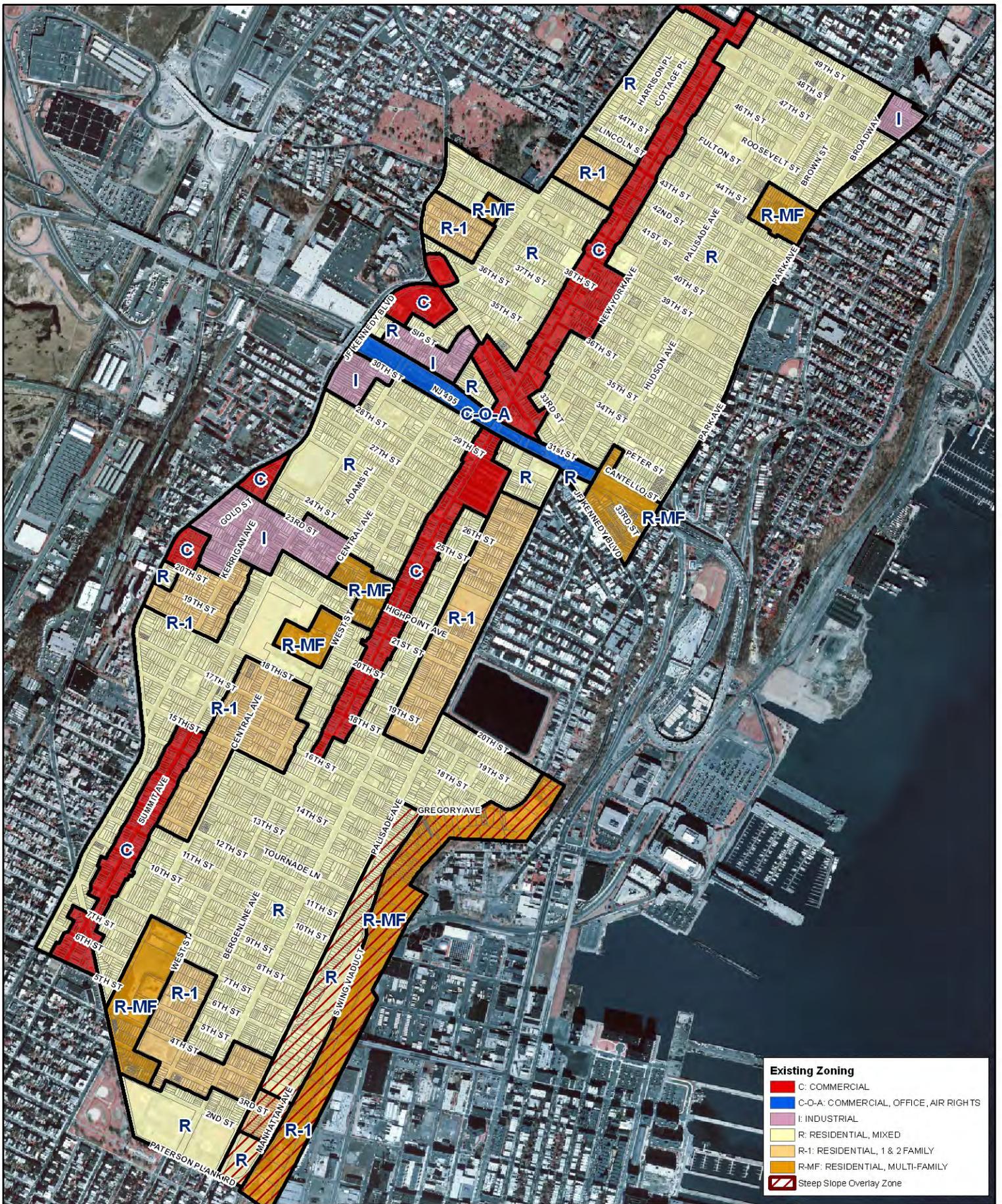


Institutional Uses

Public School Property, Other School Property, and Churches & Charitable Uses)

Institutional uses, including the three MOD-VI classifications: "Public School Property", "Other School Property" and "Churches and Charitable Uses", together amount to around 43 acres or 7.33% of buildable land in Union City. In the 43 acres of land, properties and buildings that belong to educational institutions amount to 21 acres or 3.41 % of land, while the remaining 23 acres or 3.92 % of land is occupied by churches and other charitable institutions. Some of the educational and religious institutional uses in Union City include: the Emerson High School, Public School Number, Public School Number 7, the Union County Board of Education, the New Jersey Schools Construction Company, the Holy Family School, the Hudson County Community College, Church of Jesus - Latter Day, Evangelical Pentecostal Church, First Spanish Church of Union City, German Evangelical Church of St. Matthew, Grace Episcopal Church, Holy Cross Armenian Apostle Church, Hudson Korean Presbyterian Church, St. Augustine Church & School, St. Johns Church of West Hoboken, St. Joseph's Catholic Church, St. Michaels Church, St. Rocco's Roman Catholic Church, and St. Johns Lutheran Church.





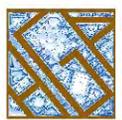
Existing Zoning

- C: COMMERCIAL
- C-O-A: COMMERCIAL, OFFICE, AIR RIGHTS
- I: INDUSTRIAL
- R: RESIDENTIAL, MIXED
- R-1: RESIDENTIAL, 1 & 2 FAMILY
- R-MF: RESIDENTIAL, MULTI-FAMILY
- Steep Slope Overlay Zone

N 1 inch equals 1,200 feet
 0 400 800 1,200 Feet
 Data Source: N.J. State 2002 Digital Orthophotography; Zoning Map of Union City

Existing Zoning Map

Master Plan
 Union City, Hudson County



EXISTING ZONING

Zoning in Union City is divided into seven (7) zoning categories, as shown in the existing zoning map. These seven (7) zones can be grouped into three (3) generic categories: Residential, commercial & office, and industrial. The following section will analyze the existing zoning and identify those zones where zoning changes may be appropriate.

Residential Districts

The City presently has four (4) residential districts. The primary distinction in these residential districts lies in the type and density of housing units. The residential districts R and R-1 permit housing types ranging from one, two and four family dwelling units to row houses. The residential district R-MF permits multi-family residential units such as garden apartments and high-rise apartment buildings, while the R-MFA has been primarily created to permit high-rise apartment buildings in air rights locations above Route 495. The R, R-MF and R-MFA are the only residential zones that permit a limited extent of commercial uses by special exception permit. However, as shown on the map of "Existing Land Use vs. Existing Zoning" on Page 72, the residential districts in the City contain a significant number of commercial establishments. Preservation of neighborhoods thus becomes an important land use objective.

One to Four-Family Residential District (R-1)

One, two and four-family uses are permitted in the R-1 residential zones. The R-1 residential zones exhibit the lowest density of housing in the City. The R-1 zones are mainly located in the southern end of the City, along Bergenline Avenue, New

York Avenue, and Palisade Avenue, between 2nd and 7th Streets. A few blocks of R-1 zone are also located on the western edge of Palisade Avenue, between 18th Street and 28th Street. The R-1 zone is comprised of minimum lot areas between 2,500 square feet for one-family dwellings to 5,000 square feet for two and four-family dwelling units. The maximum density for this zone is 17 units per acre.

The principal permitted uses in this zone are: one, two and four family dwellings; educational uses; places of worship; parks, playgrounds, and similar recreational uses operated by the municipality; and civic buildings including municipal library, police station and fire station.

Accessory uses permitted in this zone are: private garages; customary home occupations; professional offices; maintenance buildings and comfort stations customarily found in municipal parks and playgrounds; and signs limited to name plates.

Public housing developments for senior citizens, and college and remedial educational establishments are permitted by special exception permit.

Mixed Residential District (R)

The areas currently zoned R - Mixed Residential District, are the most predominant type of residentially zoned areas of the City. Numerous blocks of the R zone are spread out on all quarters of the City. The R zone permits two and four-family dwelling units as permitted in the R-1 zone, and also permits row houses for one-family use. The minimum lot area permitted in the R zone is 1,600 square feet. The maximum density for the zone is 27 units per acre, which is significantly higher than the R-1 zone.



Principal permitted uses in this zone are: any principal permitted uses in the R-1 Zoning district; and row houses for one-family use.

Accessory uses permitted in this zone are: any accessory use permitted in the R-1 Zoning District; and fully enclosed recreational facilities.

Uses allowed by special exception permit in the R Zone include: all use permitted by special permit in the R-1 District; annual membership clubs and lodges; private parks and playgrounds; hospitals and out-patient clinics; parking facilities other than private garages; rooming houses; neighborhood type commercial uses; and limited multi-family developments – subject to site plan approval by the Planning Board. It is this particular stipulation in the zoning code that facilitates the breakdown of the City's residential neighborhoods by allowing uses that are incompatible with residential use.

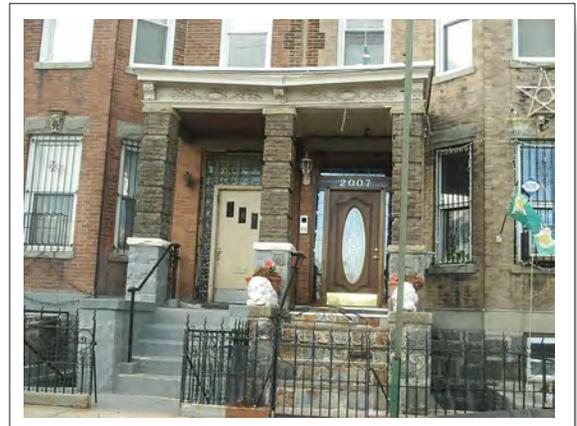
Multi-Family Residential District (R-MF)

The RMF zone permits the construction of garden apartment developments, and high-rise apartment buildings, in addition to any principal or accessory units permitted in the R zone. The RMF zone is located in the following areas:

- Three blocks on the north-west corner of Pleasant Avenue and 32nd Street
- Two blocks on the eastern edge of Paterson Plank Road, between 2nd and 4th Streets
- Two blocks on the eastern edge of West Street, between 21st and 23rd Streets
- One block on the western edge of Hudson Boulevard, between 38th and 39th Streets

The RMF zone calls for a higher density of housing as compared to both R-1 and R zones. The maximum density for this zone is 110 units per acre.

The RMF zone permits any accessory use permitted in the R Zoning District. It also allows the following uses by special permit: any use allowed by special permit in the R Zoning District; restaurants; personal service establishments; and other compatible accessory commercial uses, subject to site plan approval by the Planning Board.





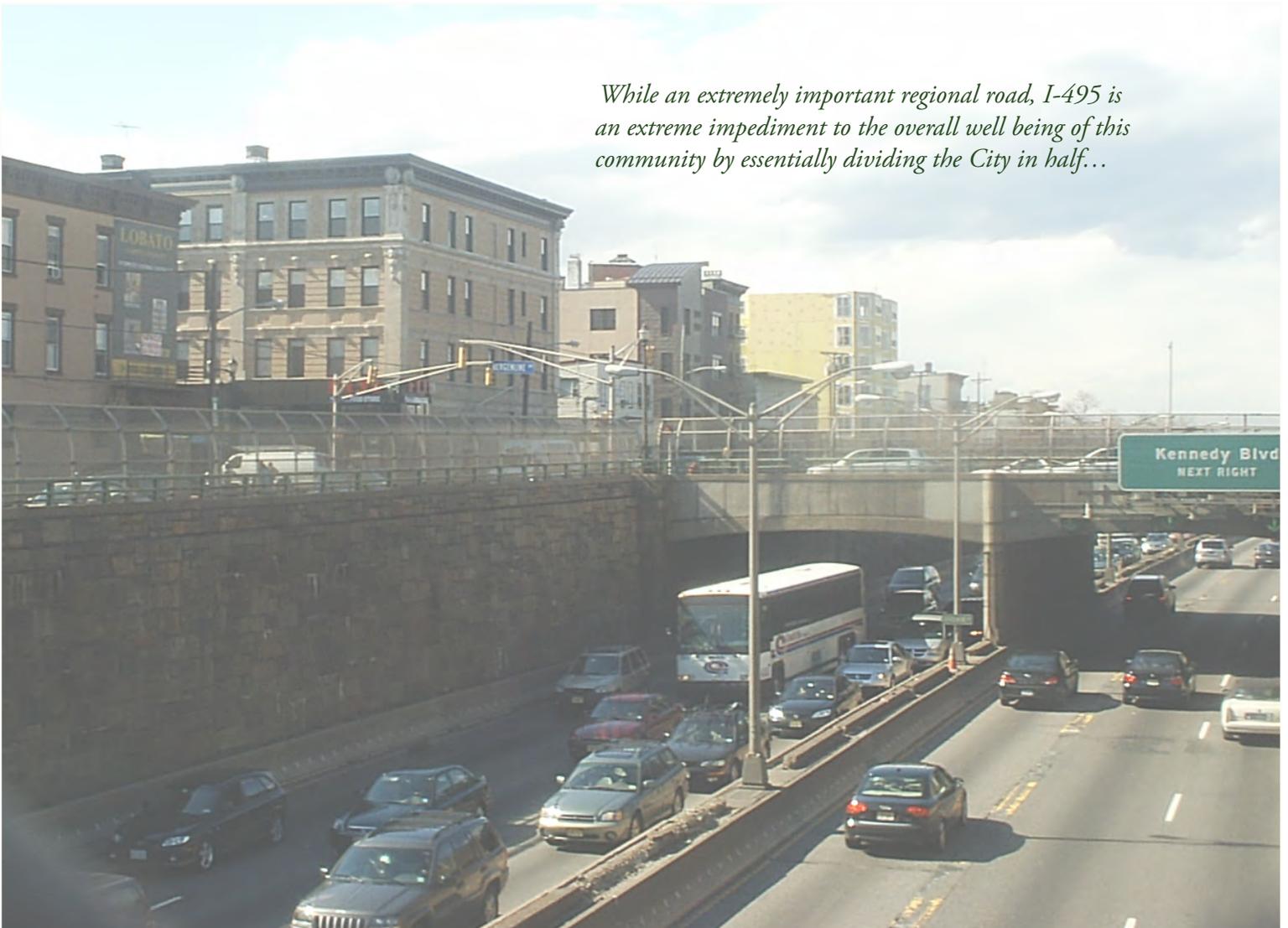


Multi-Family Residential, Air Rights (R-MFA)

The R-MFA zone permits high-rise apartment buildings in air rights locations, subject to Site Plan Approval by the Planning Board, and subject to the controls for such use contained in an R-MF District. The R-MFA zone is located in the two blocks on either sides of Cantelo Street, between Pleasant Avenue and Hudson Avenue above Interstate 495.

The R-MFA Zone also permits any accessory use, and any use allowed by special permit in the R-MF District.

While an extremely important regional road, I-495 is an extreme impediment to the overall well being of this community by essentially dividing the City in half...



Commercial & Office Districts

Commercial District (C)

The Commercial District (C) is located in two identifiable major retail centers of the City, one located along Bergenline Avenue, between 16th and 49th Streets, and the other along Summit Avenue, between 5th and 24th Streets.

Permitted uses in the zone include retail, wholesale and service establishments, general business and professional offices, hotels and motels, municipal and other government offices, and places of worship, fully enclosed restaurants, schools, and commercial establishments.

The accessory uses permitted in the C Zone are: public or private parks and malls; and public or private parking facilities. This zone also permits gasoline filling stations, transportation terminal facilities' drive-in banks, and residential apartments in existing commercial structures.





PARKING →



GIFT PLAZA



201-553-0100 JOYERIA RELOJES JUGUETES Y JUEGOS ROPA GORRAS BANDERAS Y NOVEDADES



Industrial Districts

Light Impact Industrial District (I)

The Light Impact Industrial District is located in three distinct sections of the City: the first one located along the western edge of the City, approximately between 21st and 23rd streets; the second located on the western side of City, and on either sides of I-495; and the third area located in the north-west corner of the City, at the intersection of Broadway and 48th Streets

The following principal uses are permitted in this Zoning District: Light Impact Industrial Uses; Research and Development laboratories; Data Processing Centers; fully enclosed wholesale and distribution establishments; printing establishments; as well as heavy retail and service commercial establishments including gasoline stations, and auto repair centers.

Accessory uses including signs; garages and parking lots for the storage of vehicles; and recreational facilities are permitted in this zone. It also allows a car wash by special exception permit.

REDEVELOPMENT AREAS

There are (8) eight redevelopment areas within the City. Each redevelopment area has its own Plan that supersedes the current zoning regulations. As redevelopment entails detailed study and analysis, this Plan merely characterizes these area and does not make recommendations for changes at this time. The areas are depicted as follows:

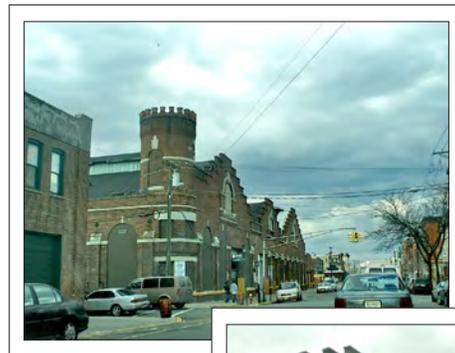
Bus Garage Site

This redevelopment area consists of Lots 1-41 in Block 153, on the Tax Map of the City of Union City, New Jersey, commonly known as the Bus Garage property. The area comprises one entire block and is bounded by Bergenline Avenue on the west, New York Avenue on the east, 29th Street on the north and 27th Street on the south.

This redevelopment area is currently developed with a one-story brick building, approximately 135,000 square feet, in a deteriorating condition. The structure currently houses the City of Union City Department of Public Works operations, in addition to smaller City offices. The site was formerly occupied by Public Service Gas & Electric and then New Jersey Transit as a bus garage. The properties on the western side of Bergenline Avenue are primarily developed with retail and service commercial uses, the development on the eastern side of New York Avenue is residential in nature, and includes a church, 29th Street between Bergenline and New York Avenues, contains two apartment buildings and commercial businesses and 27th Street contains a commercial/industrial structure.

It is the objective of the City of Union City to maintain the bus garage on a portion of the site and to develop the remainder with mixed residential/commercial uses and those other uses compatible with that development. In keeping with that objective, the following uses are proposed for the redevelopment area:

1. Commercial uses, consisting of retail and service establishments, general business and professional offices, financial institutions, hotels and restaurants. The types of commercial establishments and their sizes and locations shall be appropriate and compatible with existing and proposed land uses.
2. Multi-family residential uses, which may include an affordable or subsidized housing component, developed in conjunction with the permitted commercial uses. The multi-family residential uses shall be developed consistent with the existing standards for such uses as contained in the City's Zoning Ordinance.
3. Parking and loading facilities sufficient to serve the residential and commercial development.





Yardley Building Redevelopment Plan

The Yardley Building Redevelopment Plan regulates development within the Yardley Building Redevelopment Area. The Area consists of an underutilized and obsolete industrial structure, a property used for church purposes, a small lot owned by the City, a small apartment building, and vacant land, which has been vacant for well in excess of ten (10) years. The Area is a little over six (6) acres in area; it is somewhat irregular in shape and is also impacted by steep topographic conditions along the eastern and northern portions of the property. The depth of the property combined with the topographic conditions within the Area is such that it cannot be subdivided in a manner consistent with the typical lot configurations found elsewhere in the "R" – Mixed Residential Zone in the City of Union City.

The Area is located in the southeastern portion of the City of Union City, along the eastern side of Palisade Avenue between 4th Street and 7th Street. It is located less than 500 feet north of

Washington Park, a county park that straddles the Jersey City/Union City border.

The purpose of this Plan is to provide a comprehensive development plan that will allow and encourage the redevelopment of this Area in a manner that is consistent with the predominantly residential character of the surrounding neighborhood; while at the same time allowing for flexibility in the design and layout of buildings and structures in the Area to accommodate the unique characteristics of the Area. The objectives of the Plan are:

- 1) The planning and development of the Redevelopment Area is a residential and commercial mixed use development.
- 2) To provide for the orderly redevelopment of the industrial and other non-residential land uses within the Area and the development of the vacant land within the Area for residential and/or commercial land uses.
- 3) To provide the infrastructure improvements and connections necessary for the contemplated new development.
- 4) To provide site improvements for the beautification of the Redevelopment Area.

Swiss Town Redevelopment Area

The redevelopment area includes the following properties:

- 3300 Hudson Avenue (Block 202, Lot 1): 3 story residence in satisfactory condition.
- 3304-3308 Hudson Avenue (Block 202, Lots 2, 3, and 4): three, 3-story residences in satisfactory condition.
- 3312 Hudson Avenue (Block 202, Lots 26 to 32): a vacant site that formerly contained the fire damaged Swiss town restaurant.
- 135 Peter Street (Block 202, Lot 33): a vacant site, formerly containing a single family.
- 136 Cantello Street (Block 202, Lots 5 and 8): a vacant site.

The objective of the Swiss Town Redevelopment Plan is to have the area developed with multi-family residential uses and those other uses compatible with that development. In keeping with that objective, the redevelopment area is broken down into two zones and permits the following:

Zone A

- High rise apartment building
- Off-street parking
- Building Amenity Areas (indoor & outdoor) including:

Fitness facility, meeting rooms, active and passive recreation and other similar facilities

- Open Space

Zone B

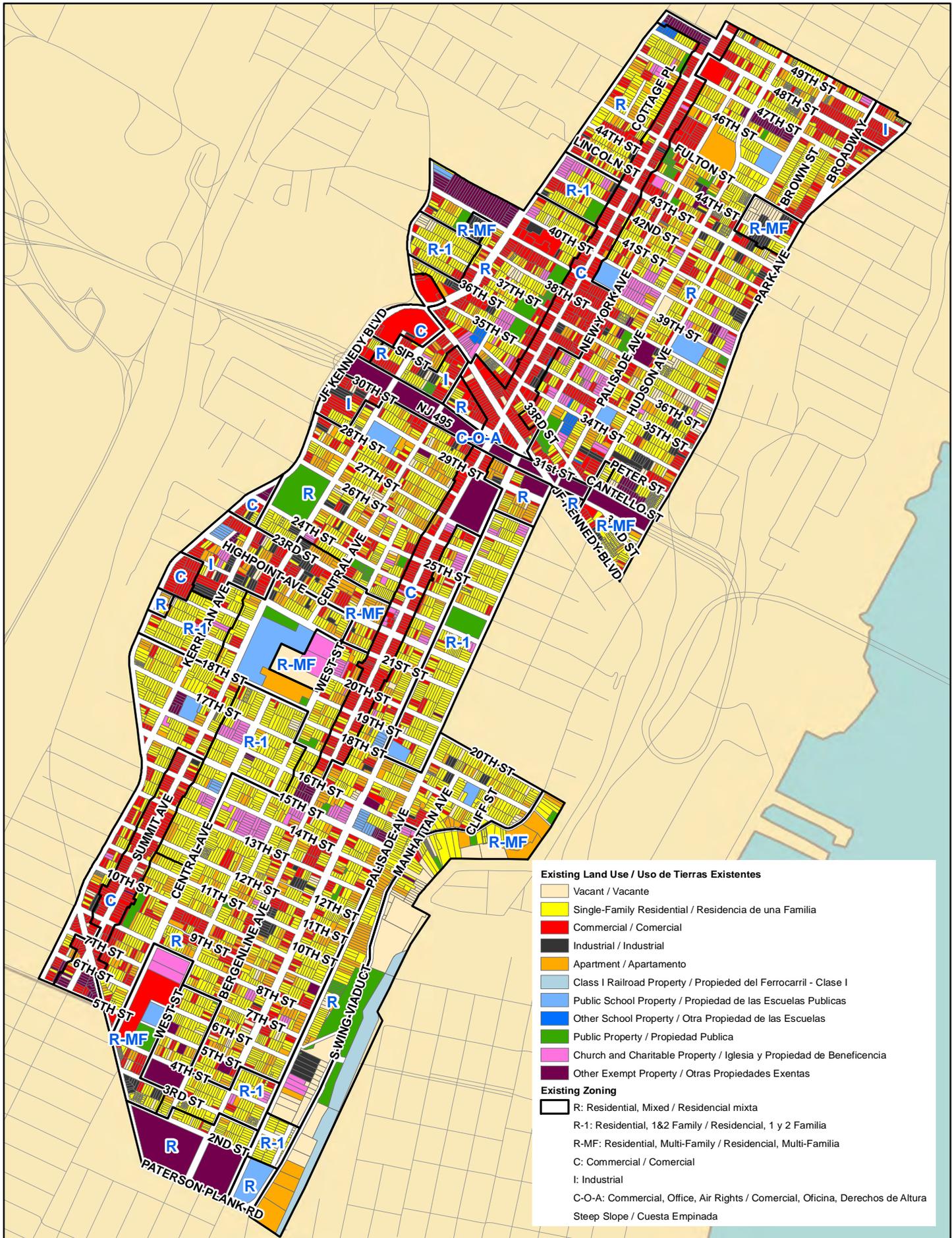
The existing uses and structures may continue. New development shall conform to the requirements of the R District of the Union City Zoning Ordinance.

Roosevelt Stadium Redevelopment Plan

The Roosevelt Stadium Redevelopment Area consists of an older, antiquated municipal stadium on Block 134, as well as all Tax Lots found on Tax Blocks 132 and 133, Tax Lots 12 through 33 on Tax Block 120, and Block 156, Lots 1, 2, 3, 4, 5, 6, 7, 8, 24, 25, 26, 27, 28, and 29 in the City of Union City, Hudson County, New Jersey.

The purpose of this Plan is to provide a comprehensive development plan that will allow for the construction of a new high school to replace the existing Emerson High School, while at the same time continuing the recreational activities provided by the existing municipal stadium. The Plan also envisions ancillary structured parking facilities, community related uses such as day care and health care facilities, and the creation of redevelopment opportunities for new residential development within the Area. Objectives of the Plan are:

- 1) The planning and development of the Redevelopment Area as a site for a new high school to serve the City of Union City.
- 2) To provide for the orderly redevelopment of the Redevelopment Area so as to be able to reasonably accommodate the continued use of the Roosevelt Stadium site for municipal stadium and recreation uses in addition to the new high school.
- 3) To provide for community service uses within the Redevelopment Area, such as Community Health Care and Day Care facilities.
- 4) To provide for redevelopment opportunities for new residential and ancillary commercial uses within the Redevelopment Area.
- 5) To provide the infrastructure improvements and connections necessary for the contemplated new development.
- 6) To provide site improvements for the beautification of the Redevelopment Area.



Existing Land Use / Uso de Tierras Existentes

- Vacant / Vacante
- Single-Family Residential / Residencia de una Familia
- Commercial / Comercial
- Industrial / Industrial
- Apartment / Apartamento
- Class I Railroad Property / Propiedad del Ferrocarril - Clase I
- Public School Property / Propiedad de las Escuelas Publicas
- Other School Property / Otra Propiedad de las Escuelas
- Public Property / Propiedad Publica
- Church and Charitable Property / Iglesia y Propiedad de Beneficencia
- Other Exempt Property / Otras Propiedades Exentas

Existing Zoning

- R: Residential, Mixed / Residencial mixta
- R-1: Residential, 1&2 Family / Residencial, 1 y 2 Familia
- R-MF: Residential, Multi-Family / Residencial, Multi-Familia
- C: Commercial / Comercial
- I: Industrial
- C-O-A: Commercial, Office, Air Rights / Comercial, Oficina, Derechos de Altura
- Steep Slope / Cuesta Empinada

N 1 inch = 1,200 feet
 0 400 800 1,200 Feet
 Data Source: MOD VI Tax Data; Zoning Map of the City of Union City

Existing Land Use vs. Existing Zoning

Master Plan
 Union City, Hudson County



RELATIONSHIP BETWEEN ZONING AND LAND USE

A study of current land use patterns in comparison with the zoning boundaries of Union City, as shown in the Existing Land Use vs. Existing Zoning Map reveals an extreme divergence in the principal permitted uses of a particular zone, and the actual land use. Disorganized urban patterns eventually lead to poor functioning of uses and lack of comfort within neighborhoods. An examination of the relevance of current zoning with respect to land use patterns is very important in understanding the efficiency of the City's zoning.

The following sections discuss the conditions of current land uses in residential, industrial, and commercial zoning districts of the City's Zoning Ordinance.

Residential Zones – R-1, R, R-MF

Commercial uses occupy a large number of parcels in the R and R-MF zones. While the R-1 zone accommodates a few institutional, public, and exempt uses, it is relatively free from commercial and industrial uses. The R, Mixed Residential zone is the largest zone in the City. The R zone allows for all the residential building types permitted in the R-1 zone, as well as row houses for one-family use. It also allows for limited multi-family developments, and neighborhood type commercial uses, only by special permit. However, commercial, industrial and apartment uses occupy at least 25 to 30 percent of parcels within the R-zone. The density of commercial and apartment uses in the R-zone is more in the northern half of the City, beyond Interstate 495. Also, at least half of the total number of industrial parcels in the City are located in the residential districts.

The R-MF zone permits the highest density housing. In addition to the principal uses allowed in the R-Zone, this zone also permits garden apartments and high rise apartment buildings. The R-MF zone also permits uses allowed by special permit in the R-Zone (such as neighborhood commercial uses), and also permits restaurants and personal service establishments. The concentration of commercial and industrial uses is predominately found in the R-MF zone, as compared to the R-Zone. The following table summarizes the percentage of various uses within the Residential Zones of the City.

Table Land Uses in Residential
Zones – R-1, R, R-MF
Based on 2005 City of Union City database (Union
City) and MOD IV property tax data.

Tax Classification		# of Parcels	% of Total
Vacant Land	1	208	2.62
Single-Family Residential	2	4878	61.39
Commercial	4A	1237	15.57
Industrial	4B	201	2.53
Apartments	4C	850	10.70
Class I Railroad	5A	0	0.00
Schools	15A	39	0.49
Other Schools	15B	25	0.31
Public Property	15C	69	0.87
Churches & Charitable	15D	295	3.71
Misc. Tax Exempt	15F	144	1.81
Total		7946	100



Table Land Uses in Commercial Zones – R-1, R, R-MF			
Based on 2005 City of Union City database (Union City) and MOD IV property tax data.			
Tax Classification		# of Parcels	% of Total
Vacant Land	1	7	0.75
Single-Family Residential	2	55	5.91
Commercial	4A	757	81.39
Industrial	4B	17	1.82
Apartments	4C	18	1.93
Class I Railroad	5A	0	0
Schools	15A	0	0
Other Schools	15B	2	0.22
Public Property	15C	4	0.43
Churches & Charitable	15D	16	1.72
Misc. Tax Exempt	15F	54	5.81
Total		930	100

Table Land Uses in Steep Slope Zone – R-1, R, R-MF
 Based on 2005 City of Union City database (Union City) and MOD IV property tax data.

Tax Classification		# of Parcels	% of Total
Vacant Land	1	60	20.69
Single-Family Residential	2	148	51.03
Commercial	4A	4	1.38
Industrial	4B	5	1.72
Apartments	4C	47	16.21
Class I Railroad	5A	3	1.03
Schools	15A	1	0.34
Other Schools	15B	0	0.00
Public Property	15C	14	4.83
Churches & Charitable	15D	7	2.41
Misc. Tax Exempt	15F	1	0.34
Total		290	100

Table Land Uses in Industrial Zone – R-1, R, R-MF
 Based on 2005 City of Union City database (Union City) and MOD IV property tax data.

Tax Classification		# of Parcels	% of Total
Vacant Land	1	12	3.36
Single-Family Residential	2	79	22.13
Commercial	4A	154	43.14
Industrial	4B	52	14.57
Apartments	4C	37	10.36
Class I Railroad	5A	0	0.00
Schools	15A	6	1.68
Other Schools	15B	0	0.00
Public Property	15C	4	1.12
Churches & Charitable	15D	7	1.96
Misc. Tax Exempt	15F	6	1.68
Total		357	100

Commercial Zones – C, C-O-A

The two commercial zoning districts in the City are C: Commercial Zone, and C-O-A: Commercial, Office, Air Rights Zone. At least 80% of the parcels within these zones are occupied by commercial uses, and these commercial uses are mostly concentrated on Summit Avenue, and Bergenline Avenue. All of the properties within the C-O-A zone are classified as “Other Exempt Property” in the Mod-VI Data, and these properties include Interstate 495, of which the City owns air rights.

Around 6% of the parcels in the Commercial zones are occupied by one to four family residential uses, around 2% each by apartments and Industrial uses. The remaining parcels are either public-owned or contain Institutional uses. The concentration of residential uses, including single-family dwelling units and apartment buildings, within the commercial zoning districts is significantly less. Also, there are very few industrial uses located within the commercial zones.

Historically, Bergenline Avenue and Summit Avenue have been the major commercial corridors in the City. However, the concentration of commercial uses has now spread along a few more streets. The highest density of such commercial activity can be observed on Paterson Plank Road between New York Avenue and Kennedy Boulevard, which is the third commercial corridor of the City.

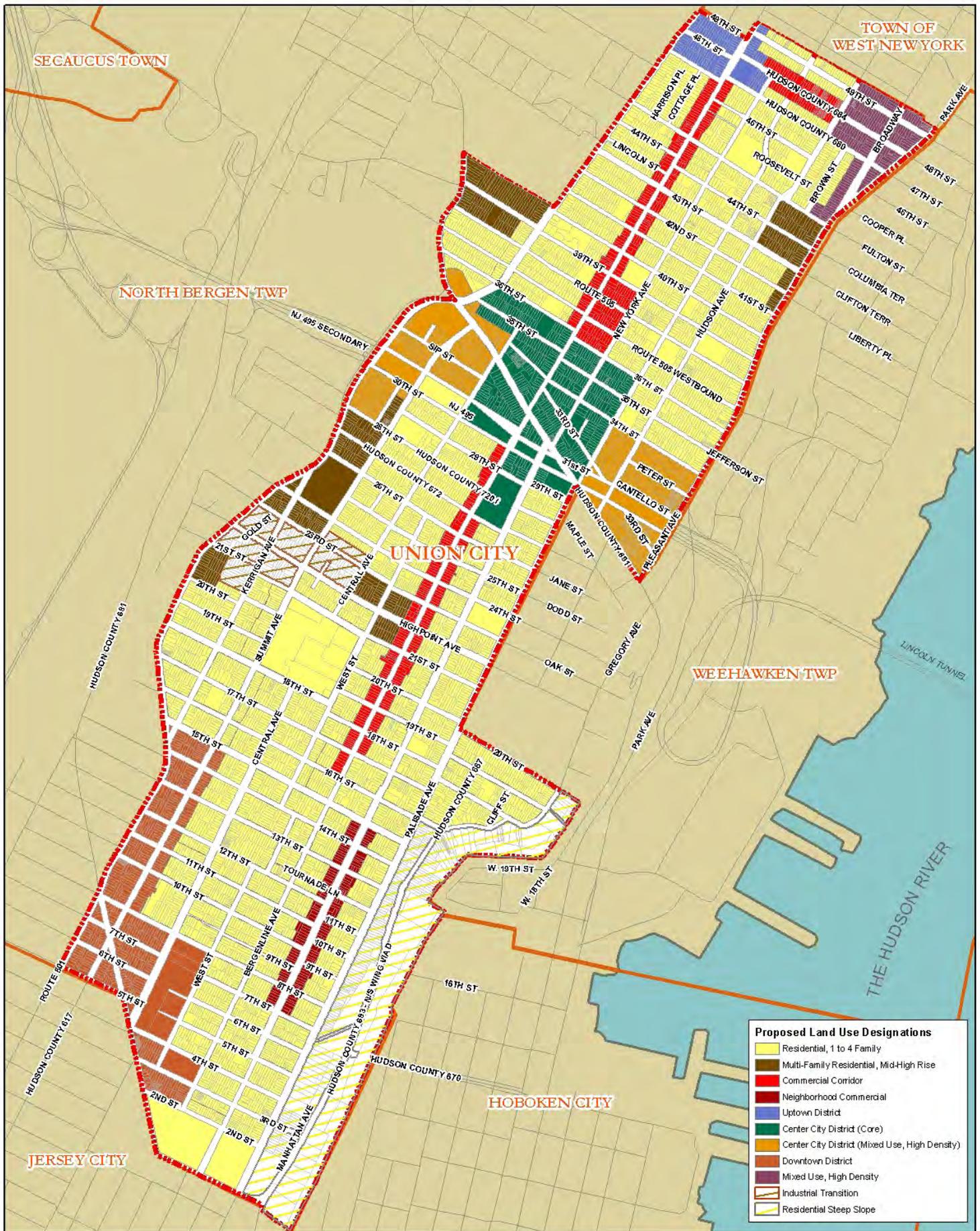
The Paterson Plank Commercial corridor, and a few other commercial/mixed-use districts is discussed in the “Zoning Recommendations” section of this Plan.

Industrial Zone - I

The industrial zones have the highest incidence of non-industrial uses within their boundaries. The I-Light Industrial Zone permits Research and Development laboratories; data Processing Centers; fully enclosed wholesale and retail establishments; printing establishments; as well as heavy retail and service commercial establishments including gasoline stations, and auto repair centers.

A few of the commercial use parcels, as shown as in the “Industrial vs. Existing Land Use” map, might actually be permitted principal uses in the I-Zone. However, in spite of including these commercial land uses, the industrial zone is still occupied by at least 45% of non-permitted uses for zoning. Such uses include: single-family and multi-family residential uses; schools; public uses; churches; and other tax exempt uses.

Clearly, it can be concluded that the present zoning boundaries have not been maintained and are obsolete with respect to the rapidly changing land use patterns. However, there is an immediate need for enforcing boundaries in existing residential zones, and also a need for strengthening land development regulations that ensure conflicting land uses can no longer be substantiated. The re-organization and reestablishment of zoning boundaries needs to take advantage of the unusually high concentration of commercial uses in a City of around 1.3 square miles. The complexity of urban patterns in the City reveals that zoning needs to be extremely organized in order to be an effective tool in guiding the progress of Union City. It is only then that the City can truly ask its Planning and Zoning Boards to “hold the line”.



N 1 inch equals 1,200 feet
 0 400 800 1,200 Feet
 Data Source: MCOIV Data and Zoning Map of Union City

Proposed Land Use Map
 Master Plan
 Union City, Hudson County

LAND USE PLAN RECOMMENDATIONS

Union City is a fully developed urban area with a land area of approximately 1.3 square miles and a population fast approaching, if not already exceeding 70,000 people. The scarcity of land available for future development, together with the need for affordable housing, access to job, and increased need for diverse good and services requires a coordinated planning effort. This new Master Plan calls for a balanced and efficient use of land through new zoning that will effectively coordinate the outstanding resources in Union City.

The current Zoning Ordinance of the City prescribes a set of zoning regulations that are primarily focused on the use of land rather than the intended character of the various residential/commercial/industrial areas it governs. The use regulations are extremely liberal with little to no design standards, leading to a conflict between land uses such as the location of a two-family residential building adjacent to a car mechanic shop with no design controls. Indirect allowances such as “uses allowed by equal permit”, have also lead to an unintended commingling of incompatible uses.

The Ordinance follows a tiered approach in which a lower density use is permitted in a higher density zone and not vice-versa. This type of tiered approach is very similar to the 1916 Zoning Code of New York, wherein residential (apartments) are permitted in the commercial zones, while commercial uses are prohibited in residential areas. Although this creates a mix of uses, it does not necessarily result in a cohesive and efficient pattern of development.

This plan recommends that the zoning regulations for the City should be based on the desired character and attributes of the particular area

being addressed, rather than entirely on the basis of use or basic bulk standards. A character-based or form-based approach ensures that the regulations specified in the ordinance work towards achieving a “character” for a particular area or zoning district. This can be accomplished through detailed design principles and specific architectural standards.

General Planning Policy Recommendations

A Green Community

The environment is as important to cities as it is to rural communities. While the components differ based on location, the goals remain the same- to be good stewards of the earth. Being good stewards of the earth for communities’ like Union City means creation and preservation of open spaces, opportunities for groundwater recharge, reduction of the “heat-island” effect and the improvement of air quality amongst other things.

Shade trees are an important component in improving aesthetics as well as the environmental quality of cities. Shaded portions of any neighborhood reduce the “heat-island” effect which in turn reduces air conditioning costs and improves air quality by filtering particles, reducing carbon dioxide and producing oxygen for cleaner air. Trees also help reduce energy costs and therefore should be considered as part of the City’s utility infrastructure system. This is consistent with the manner in which in 2008 Hudson County Master Plan seeks to address this issue.

Union City has an estimated tree cover/canopy of 10%. Mayor Brian Stack stated goal is to improve and increase this percentage. A reasonable target is 20% within the next 5 years. The objectives for this goal should be to:

- Seek recommendations from the shade tree



advisory committee on the placement, care and maintenance of trees.

- Complete a Community Forestry Plan.
- Seek funding sources/grants to plant and maintain trees.
- Participate in the Cool Cities Program and plant 250 trees per year
- Engage volunteers in tree plantings
- Create sustainability design guidelines



Creating Centers of Place

Creating areas that have a sense of place is not a new concept for Union City. Many areas of the City have inherently developed unique characteristics such as stretches of Bergenline Avenue and Park Avenue. Notwithstanding historical development patterns, more can be accomplished. Center-based planning and “placemaking” is a method of planning that the City can utilize when developing its land use ordinances and can be instrumental in creating a sustainable development initiative that is community focused. Buildings, streets and public spaces should be oriented toward the people who use them and not merely the automobile and its specific distraction; “traffic”. The past practice where planning for automobiles is paramount requires a “quantity” of land approach whereas planning for people requires a “quality of design” approach.

Areas where placemaking efforts are appropriate exist throughout most of Union City, but require focus on the specific attributes of the particular areas of the City being addressed. These areas include those discussed in this Plan, particularly Areas #1, #2, #4, and #7. Creating “places” can become a critical component to strengthening neighborhoods and creating more vibrant commercial districts that work to their maximum economic potential and thus enhancing the City as a desirable place to live in, spend and shop.

Containment

The City should work to contain land uses to the appropriate zone. Commercial land uses should be held to commercial or mixed-use zones and the preservation of residential neighborhoods should be considered a top priority. The idea of containment is to solidify areas where civic and commercial activity can be concentrated with emphasis on placemaking that can work

to create a solid, strong tax base. While the City's land development ordinance revision (recommended herein) will undoubtedly play a stronger role in accomplishing this objective, the land use Boards must ensure that all the proofs required by law are met before a variance is granted to the applicant. As such, this new Master Plan will provide the Zoning Board of Adjustment a stronger ability to enforce the law and uphold the long term vision for growth and preservation once new ordinances are adopted.

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 zone plan and zoning intent. Coordination of these efforts is key.

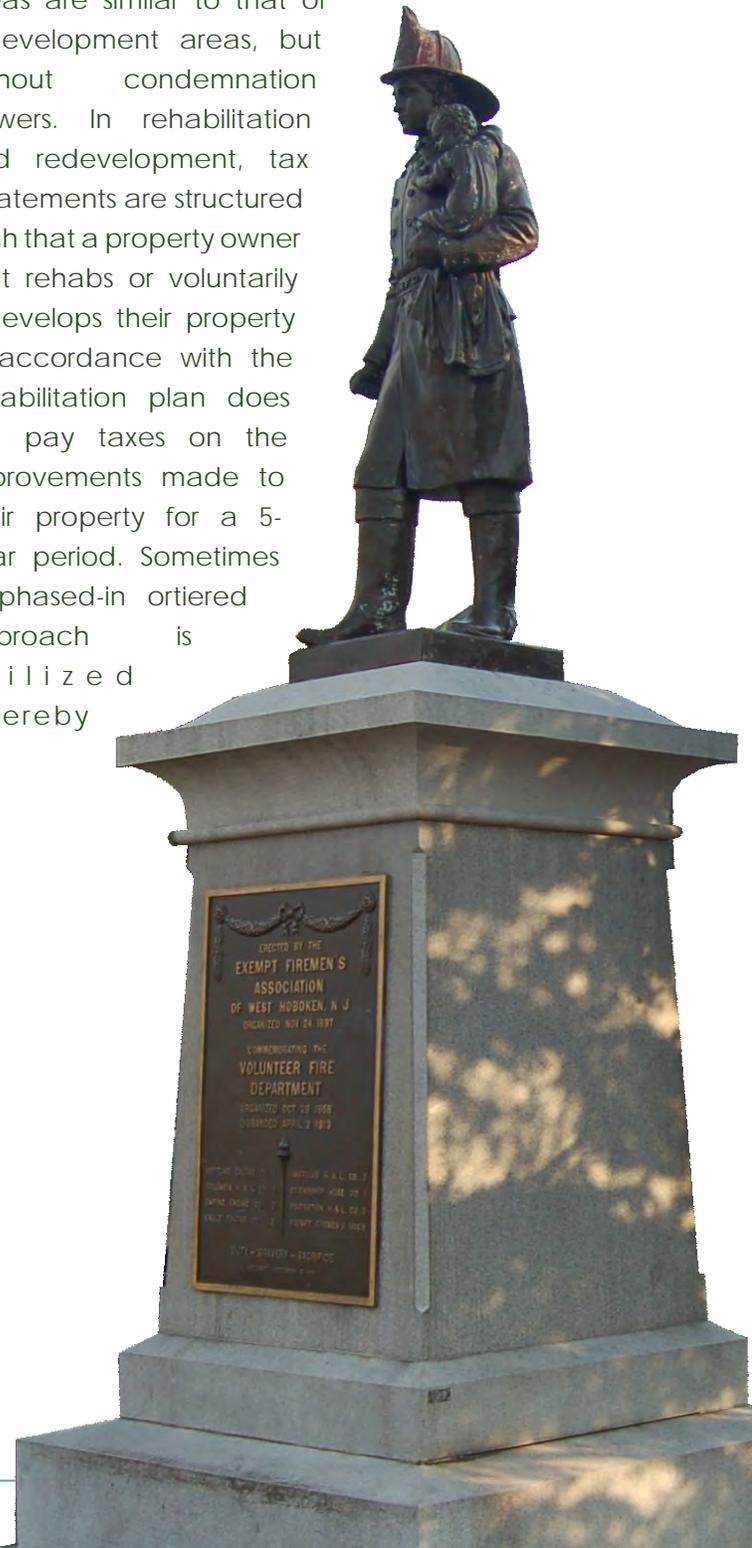
Redevelopment & Rehabilitation

As noted earlier, Union City is a built-out community and its future will in some cases rely on RE-development to facilitate revitalization. While the City has utilized the Local Redevelopment and Housing Law (LRHL) in the recent past, additional areas may be worthy of pursuit. Redevelopment plans are in essence very specific mini-master plans. Because redevelopment can be specific in its approach, it may assist solve more complex development issues that traditional planning and zoning cannot. Such an approach could be considered at any time depending on the needs of the City and the challenges presented in the particular location of interest.

Whenever Redevelopment is utilized, a concerted and holistic approach whereby site context, building design, and functional relationships to adjacent properties should be the primary planning considerations.

While single-site redevelopment plans are appropriate, Union City may also be eligible to

employ a broader rehabilitation area criteria. Although the City has a very successful 5-year tax abatement program, Rehabilitation areas can work to encourage revitalization through private property reinvestment through a more flexible implementation of design standards use in concert with property tax abatements. Rehabilitation areas are similar to that of redevelopment areas, but without condemnation powers. In rehabilitation and redevelopment, tax abatements are structured such that a property owner that rehabs or voluntarily redevelops their property in accordance with the rehabilitation plan does not pay taxes on the improvements made to their property for a 5-year period. Sometimes a phased-in ordered approach is utilized whereby





City Hall Park, New York City

....Public Places are an important component of every successful City. They unite us, refresh us, inspire us....



Karlavagan, Stockholm, Sweden



La Sorbonne Plaza, Paris, France

incremental increases over the 5-year term are stepped up to the 5th year where full taxes are then assessed on the improvements made. Within this time, the idea is that the property owner recoups their investment from the tax saving over the 5-year term. Redevelopment may be up to 30-years.

Working hand in hand, redevelopment and rehabilitation can facilitate development of specific parcels while also mandating infrastructure improvements that help implement a more specific plan. Improvements such as a streetscape, open space provisions, and other off-tract improvements can be built into the plan and negotiated.

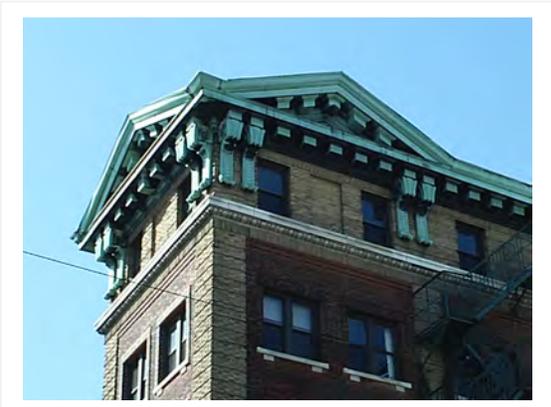
Several areas will be discussed in this plan that could benefit from the LRHL and thus ensure a more comprehensive development approach to improving these areas. While planning for redevelopment, public space should also be a consideration and incentivized through development bonuses that the plan for that particular redevelopment area could provide for.

Public Places

The City continues to work towards acquiring land for creating pocket park spaces inside neighborhood residential and neighborhood mixed-use districts. Parks should be strategically positioned in the interior areas, edges of residential and commercial areas, and pockets along the Palisades such as "9-11 Memorial Park" on Palisade Avenue with its vantage points that provide magnificent views of the skyline of New York. Every opportunity to provide accessible

open space should be pursued.

Furthermore, the City has some opportunity to create “Green Corridors” along its east-west streets, perpendicular to the primary arterial streets including: Palisade Avenue; New York Avenue; Bergenline Avenue; and Central Avenue. This would be accomplished through a landscaping plan (where appropriate) that would focus on pedestrian travel to the City’s commercial corridors and link the parks and other community spaces. Provisions for the safer movement of children and older pedestrians in the City should also be considered.



The City should also consider park spaces through redevelopment. While larger building types maybe appropriate for certain portions of Union City, pocket park spaces provide breath-ability and add significantly to land values and improve quality of life. The City must ensure however, that when new developments are proposed, developers do not create spaces under the guise of open space that are in essence “private spaces” only for that particular project. While building amenities are important, space should look, feel and function as public when feasible.

In addition, streets and their associated streetscape and sidewalk network should be considered an extremely important component of the open space system. Such an approach has been known to effective in bolstering economic development initiatives when appropriately designed.





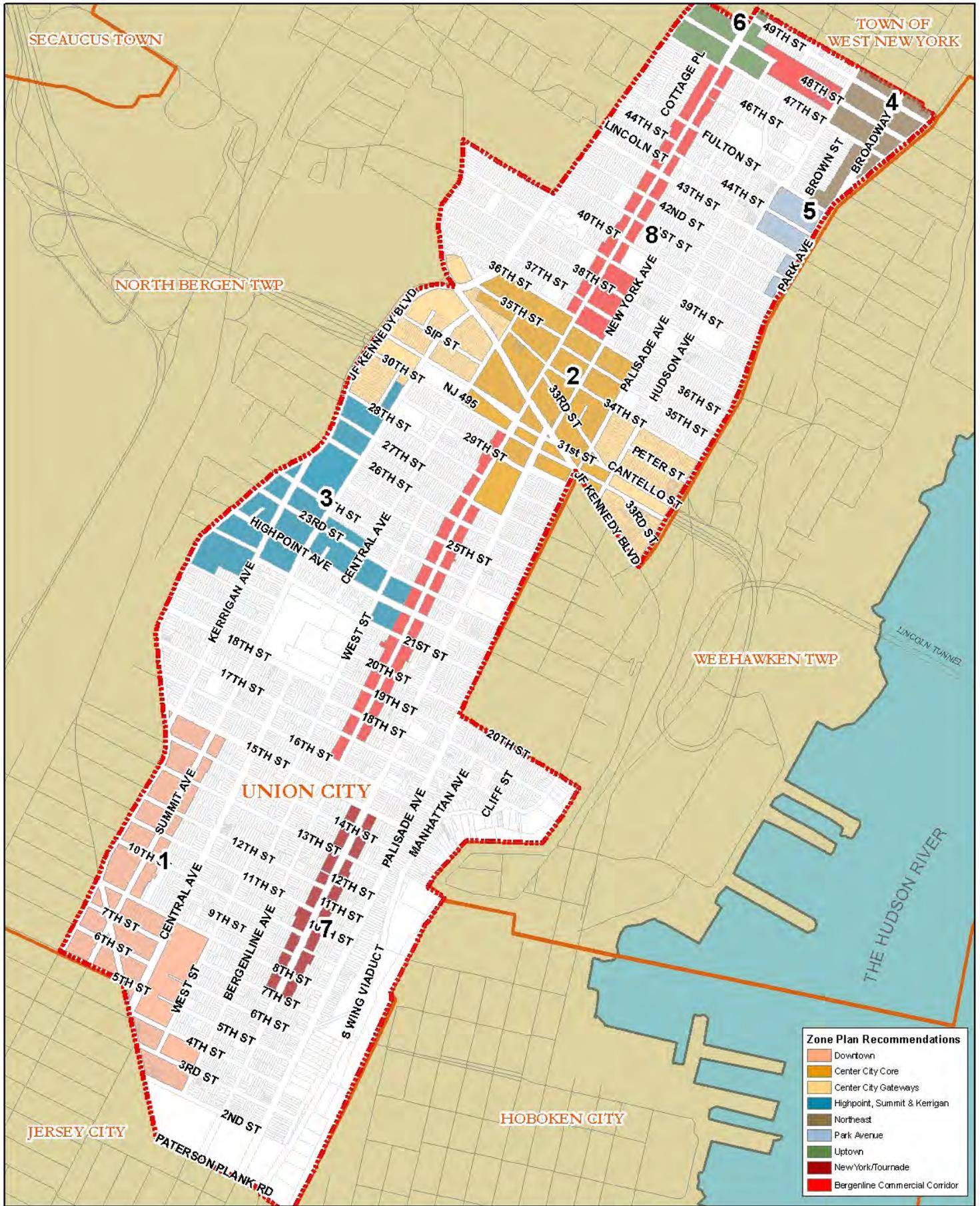
Historic Preservation

Historic buildings add tremendous value to communities that embrace them. Union City is blessed with commercial and residential structures that are of real value. Many of these assets are hidden from view as aluminum siding and alterations have diminished these resources. The City may implement a historic façade improvement program that aims at giving tax incentives for residents who restore or preserve their historic character in these designated areas. Surrounding areas should also be reviewed for the appropriateness for architectural standards that require construction of buildings that complement the historic character and value of the neighborhood.

A Zoning ordinance that considers the historic character of a property will help protect older buildings from substantial alteration or demolition. A City with such a rich history should consider historic buildings and require newer buildings to have architectural features that are compatible with historic buildings in the same neighborhood. The idea is not to mimic, but to complement.

Preliminarily, some areas worthy of further analysis include:

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



SECAUCUS TOWN

TOWN OF WEST NEW YORK

NORTH BERGEN TWP

WEEHAWKEN TWP

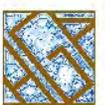
UNION CITY

JERSEY CITY

HOBOKEN CITY

LINCOLN TUNNEL

THE HUDSON RIVER





Zone Plan Recommendations (Future Land Use Consideration Map)

Downtown, (Area #1)~

The Summit Avenue commercial corridor is characterized by the smaller retail stores along both sides of Summit Avenue, gas stations along Kennedy Boulevard, Paterson Plank Road, standing big box retailers, and various conversions of residential buildings into commercial establishments.

The Summit Avenue commercial corridor has evolved from being a commercial Main Street into a regional center, servicing people of three municipalities. The commercial activity which has also spilled over into the residential blocks adjacent to Summit Avenue has resulted in a hodgepodge of development patterns that are showing increased signs of blight. However, this encroachment of commercial activity has proven to be a blessing in disguise by providing an opportunity for the City to capitalize on the regional influence of this area.

It is recommended that the Summit Avenue commercial district be rezoned to the boundaries of Area #1 and to include any other blocks that the City may determine are appropriate for inclusion. Regulations for this area should aim to create a mixed-use center with a pedestrian intensive streetscape environment, shared parking facilities, uniform building density and uniform cohesive façade treatments that take advantage of the region's purchasing power and proximity to Washington Park. Multi-family housing would also be appropriate with this zone. The zoning should also capitalize on the City's new Magnet School for the Arts located between 5th & 6th Streets and Kennedy & Summit Boulevards.

Should zoning changes fail to produce the desired results, it is recommended that the City give serious consideration to studying this area as an "area in need of redevelopment" under the LRHL. Another option for the City should work to pursue regional planning with surrounding municipalities. Other recommendations for this area are:



Design Principles:

- Create a Downtown District that permits medium density mixed-use with retail uses at the street level, within specifically defined areas with residential/office uses in the upper floors;
- Uniform building massing throughout the district, with a smooth transition to the adjacent residential neighborhoods;
- Preservation of historic buildings;
- Pedestrian and sidewalk improvements that include a well lit streetscape to facilitate night-time activity throughout the district in a “pedestrian first” approach;
- Retail storefronts that are highly transparent at the street level, outdoor public spaces, and an active street-life;
- Façade treatments of new developments should work together with the older, existing building characteristics;
- Coordinate with the existing park and create pocket parks where appropriate throughout the district;
- Eliminate surface parking along Summit Avenue and reduce auto-driven design;

Land Use:

- Permit a wide variety of retail uses;
- Permit small to medium scale office uses, but prohibit them at the street level;
- Permit a wide variety of residential uses above commercial land uses;
- Prohibit new gas stations;
- Limit outdoor sales along Summit Avenue, subject to City approval
- Prohibit new drive-thru establishments of any type;
- Prohibit public storage, auto-mechanic shops, and warehouses of any size along Summit Avenue;
- Mandate on-site structured parking for newer mixed-use buildings (except along Summit Avenue);
- Permit public and community facilities to be integrated into the downtown.
- Establish build-to-lines for the commercial corridors to create a strong streetwall and pedestrian environment;
- Take cues from the surrounding character of the neighborhood to set maximum building heights
- Provide density bonuses for plans that provide open space.



Center City (Area #2)

Area #2 stretches from the eastern edge of the City to the western edge of the City, generally between 29th Street to the south and 36th Street to the north. This area is characterized by the Interstate 495 corridor that physically divides the City into two halves thus acting as a barrier between the northern and southern halves of the City; The area contains a mix of uses such as the Bus Depot site and older industrial use buildings that conflict with the blocks of limestone row homes the historic public library building; and the retail stores along Bergenline Avenue. There are properties on both sides of 495 that are in need of renovation but by in large, the chaotic circulation patterns and large box retail building stores with large surface parking lots; and a sense of isolation created by the 495 corridor are issues in need of addressing.

Due to its strategic location at the center of the City and at a significant crossroad along the Bergenline Avenue commercial corridor, there are ample opportunities for infill development that can provide a wonderful opportunity of creating a bustling City Center. However, bridging the gap caused by I-495 will become import in uniting this district. Such a concept, although ambitious, can become vital to the growth of the City as a cultural and social center for the entire community. Treating this section of the City as the primary gateway of Union City, with iconic architecture, pedestrian-friendly

active streetscapes, public parks, with additional housing opportunities will undoubtedly have a positive impact on the long-term future of Union City.



Master Plan Committee member, and renowned architect Mr. Jules Panero presented a vision for how Area #2 could look. Complete with public gathering spaces, pedestrian thoroughfares and design features such as arcades, the vision he has refined envisions what he appropriately calls "A City United". (right- a scale model of his work)

The core principle for this idea of a Center City is decking-over Route 495 with a grand Public park. Decking will help reduce the effects this road has in dividing the City. Decking I-495 is not new idea to Union City, in fact residents and others have long envisioned the possibility for many years although past planning efforts envisioned constructing buildings over Route 495. This Plan does not advocate constructing building over I-495 and sees park space as the most practical and most important consideration for the City. Two main concerns in placing buildings over I-495 are worth considering; one, building over the highway is costly and affects security of the Lincoln Tunnel approach; second, the benefits of park space to the entire community are significant. Park space will not merely diminish the impact of I-495 as a physical barrier between the north and south portions of the City, but in a place as densely populated as Union City, open space adds value to quality of life. Decking I-495 in whole or in part presents a fantastic opportunity to physically unite the City. Two concepts are presented in this Plan to reflect how such an effort envisioned.

To accomplish its goals, it is recommended that the City may utilize redevelopment as a means to create a comprehensive plan for Center City. Through the LRHL, the City has the ability to create a plan that creates incentives for property owners to redevelop or rehabilitate their structures. A redevelopment area will also work out the details on how new development

can contribute to the public place envisioned for the air rights above Route 495.

An effort this ambitious requires public and private capital in order to succeed. Thus redevelopment is a potentially important tool to implement such a vision. Figure-1; "Potential City Center Redevelopment Area" delineates the boundaries where a potential redevelopment and/or rehabilitation study is conducted. The difference in the area depicted for redevelopment, versus the Master Plan's zoning recommendations is to stress the fact that a comprehensive planning strategy may exceed traditional zoning ordinance capabilities. Through Redevelopment, relationships between adjacent properties can be strengthened. It can also provide greater protection for historic property and enhance the design approach in a very site specific manner.

Notwithstanding the redevelopment planning process available to the City, this Plan makes the following zoning recommendations in an effort to capitalize on today's market conditions:

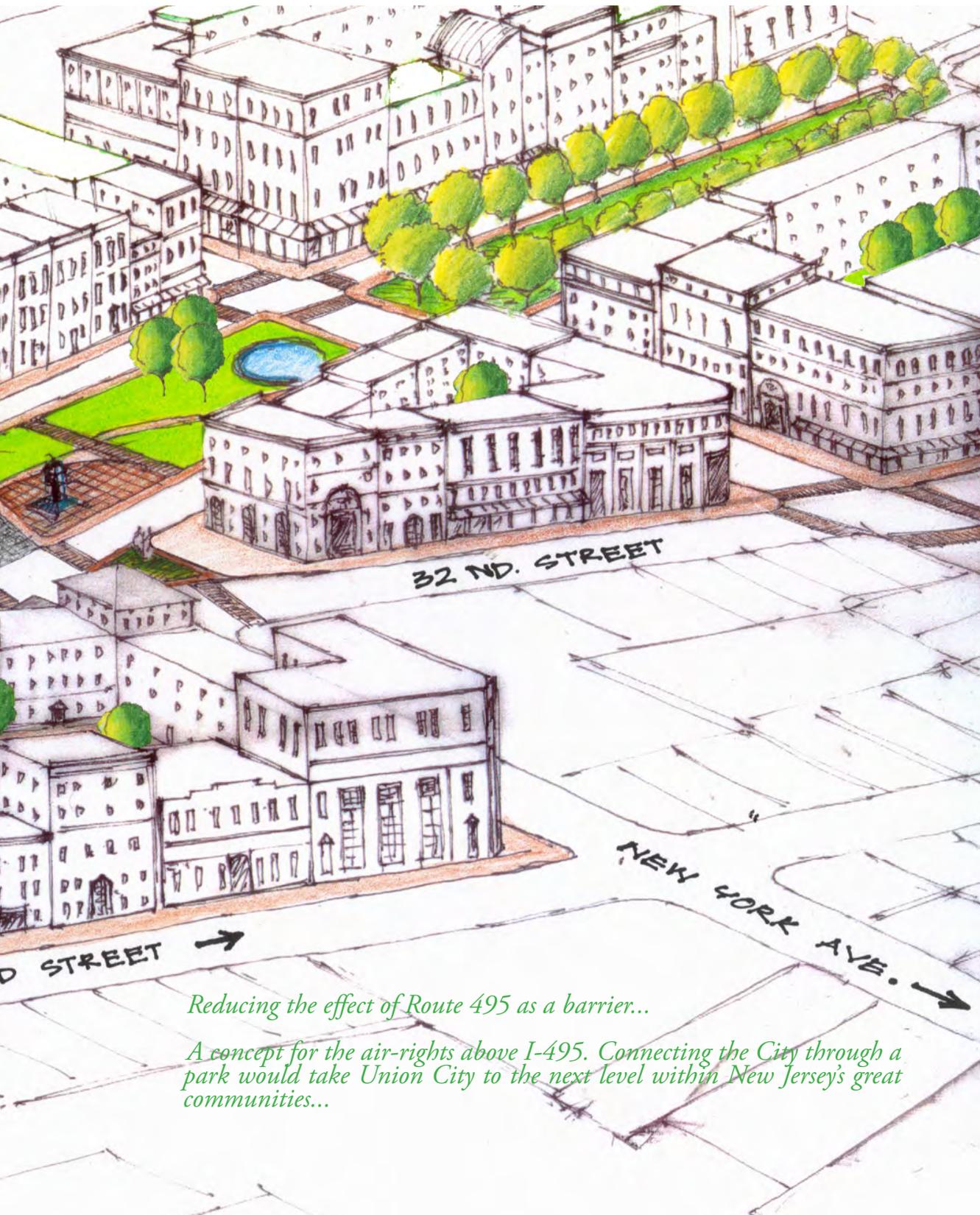
Design Principles:

1) Create a mixed-use CORE City Center area with its boundaries limited to a few blocks around the intersection of Bergenline Avenue and Route 495.

- a. Create a public park and town square over Route-495 by decking it;







Reducing the effect of Route 495 as a barrier...

A concept for the air-rights above I-495. Connecting the City through a park would take Union City to the next level within New Jersey's great communities...



- b. Match the scale of new buildings with that of the existing historic buildings such as the Public Library, Post Office, residential buildings south of I-495, the Banknorth building, and the North Fork Bank building;
- c. Encourage rehabilitation of residential buildings and preservation of historic buildings;
- d. Create a truck and bus circulation plan that works with the pedestrian environment;
- e. Employ a “pedestrian-first” approach that works with a comprehensive public parking plan;
- f. Encourage retail uses, while prohibiting office and residential uses at the street level. Retail storefronts should be highly transparent at the street level, with arcades, outdoor public spaces, to promote an active night-life;
- g. Center development around community buildings and park space;

Land Use:

- Permit a wide variety of retail uses;
 - Permit office uses, but prohibit them at the ground level;
 - Prohibit surface parking lots;
 - Prohibit public storage, auto-mechanic shops, and warehouses of any size;
 - Prohibit any construction of buildings, other than buildings essential for public amenities,
- Permit public and community facilities.

Other Bulk Recommendations:

- Establish build-to-line setbacks for commercial corridor only;
- Allow for increases in building heights while respecting the surrounding character of the neighborhood;
- Provide density bonuses for the preservation of open space;
- Enhance and compliment the existing streetwall to continue a pedestrian-friendly atmosphere;
- Permit zero lot-lines, and consider increased lot coverage for building that contain parking within them.

2) Create high-density mixed-use gateways at the eastern and western edges of the CORE City Center (as depicted on the Center City Map). These higher density multi-story buildings shall be the new landmarks of Union City, and shall provide an opportunity for increasing the housing stock.

- a. Create high-density districts with well-defined edges;
- b. Mandate the creation of public parks in each new development;
- c. Require buildings to be built to the front

property line at the street level and to step-back 10 feet after every sixth (6th) floor;

d. Encourage retail uses at the street level and residential and office uses beyond the first floor.

d. Ensure that historic properties and districts, such as Sip Street, are designed into, and not negatively impacted by larger projects envisioned for this area.

Land Use:

- Permit a wide variety of retail uses;
- Permit office uses, but prohibit them at the street level;
- Permit a wide variety of residential uses – discourage residential uses at the street level, except lobbies, entrances;
- Prohibit any construction of buildings, other than buildings essential for public amenities, over the 495 decking;
- Prohibit drive-thru facilities of any type;
- Prohibit public storage, auto-mechanic shops, and warehouses of any size;
- Mandate parking for every building to be located on-site, as stacked parking;
- Promote public and community facilities.

Other Bulk Recommendations:

- Establish build-to-line setbacks;
- Allow for increased building heights while considering existing historical properties and streets, such as Sip Street, within the district to function as one united place.
- Permit zero lot-lines, and consider increased lot coverage for building that contain parking within them.
- Provide a density bonus for contributing the remaining 30% of lot area to the City's open space system.
- Preserve and utilize views of Manhattan;
- Create a smooth transition in massing and streetscape environment, between the City Core and adjacent residential neighborhoods;
- Create shared parking facilities;
- Permit larger retail floor area in mixed-use buildings with limited floor area at the street level. Larger retailers can expand into the second and third floors with primary entrances/storefronts at the street level.



Highpoint, Summit and Kerrigan (Area #3)

This area is located south of Area #2, and to the east of JFK Boulevard, and is characterized by active and inactive industrial uses along Kerrigan Avenue and JFK Boulevard, freestanding large box retail buildings with large surface parking lots on JFK Boulevard, multi-family residential buildings on Central Avenue and West Street and Roosevelt Stadium.

A number of industrial and commercial uses in this area transiting into other uses. A strong trend towards multi-family residential housing can be clearly seen within the area and this trend also seems to be most beneficial to the area because of its strong connection with Bergenline Avenue on the west, two solid residential areas in the north and south of the area well as the Monastery and Roosevelt stadium. While residential uses are appropriate, locating taller multi-family residential buildings in this area should be sensitive to the historic monastery. This Plan offers the following recommendations for this area:

- Create Strong standards and ewzone Area #3 ro allow for multi-family residential and also provision for industrial uses as transition occurs;
- Continue to allow industrial uses with strong design standard;
- Encourage artist live/work space as part of industrial building re-use.
- Create design standards that are responsive to the heightened scale of adjacent residential uses;
- Create an intense pedestrian friendly environment along all streets;
- Consider density bonuses based on contributions to open space and public recreation facilities.



Northeast Union City (Area #4)

Area #4 is located in the northeastern corner of the City and shares its boundaries with the Town of West New York on the north and the Township of Weehawken on the east. Park Avenue in Weehawken is a commercial street with a number of retail, service and convenience stores at the street level.

Although the blocks within Area #4 are currently zoned R (all of the blocks fronting on Broadway and two blocks in the triangular area between Park Avenue and Broadway) and I (two blocks in the triangular area between Park Avenue and Broadway), they have been greatly influenced by commercial activity on Park Avenue in Weehawken. Numerous buildings with commercial uses at the street level can be found in this area. In addition to the commercial activity at the street level, higher building intensity seems to be appropriate for the area, especially in response to higher densities at its boundaries with West New York and Weehawken. The following are the recommendations for this area:

Design Principles

- Create a High Density Mixed-Use District that permits high-rise residential with retail activities on the street level;
- Offer a wide array of housing opportunities, from loft housing and studio apartments to luxury condominiums;
- Create an active retail environment at the street level, along Park Avenue, Broadway, and Hudson Avenue;
- Prohibit vehicular entrances, surface parking lots, and curb cuts along Park Avenue, Broadway and Hudson Avenue frontages;
- Employ a pedestrian-first approach throughout the district;

- Develop a façade and streetscape improvement program on Park Avenue and Broadway frontages;
- Retail storefronts should be highly transparent at the street level;
- Mandate parking for every building to be located on-site, as structured parking;
- Prohibit drive-thru businesses.

Land Use:

- Permit a wide variety of retail uses, except drive-thru facilities;
- Permit small to medium scale office uses, but prohibit them at the street level along Park Avenue and Broadway;
- Permit a wide variety of residential uses – discourage residential uses at the street level along Park Avenue and Broadway, except lobbies or entrances;
- Prohibit public storage, auto-mechanic shops, and warehouses of any size;
- Permit public and community facilities.

Other Bulk Recommendations:

- Establish build-to-lines;
- Review the appropriateness in increasing building heights to rise consistent with the development and/or zoning of adjacent communities and recent redevelopment projects.
- Consider providing a density bonuses for contributions to the City's open space system;
- Mandate a minimum lot area of 30,000 square feet for buildings over 6 stories.



Park Avenue (Area #5)

Area #5 is located immediately south of Area #4 and has retail uses limited to the Park Avenue frontage. A few workshops and smaller industrial uses are located in the blocks south of Fulton Street. These two blocks also contain a significant number of vacant parcels.

Recommendations for this area include:

- Allow for new residential land uses consistent with newer structures in the area;
- Limit retail/commercial uses to the Park Avenue frontage;
- Prohibit drive-thru businesses;
- Prohibit vehicular access points and surface parking lots along Park Avenue and Hudson Avenue.

Uptown (Area #6)

Area #6 area is located in the northwestern corner of the City and consists of six blocks north of 47th Street between JFK Boulevard and New York Avenue. It contains the newly constructed Train Station building, the Bank of America building at the intersection of 47th Street and Bergenline Avenue, mixed-use buildings with street level retail on both sides of Bergenline Avenue, 1-4 family residential buildings in the blocks south of the train station, and one large tract of land owned by the Hudson County Community College.

More can be done to take advantage of the Bergenline Avenue light rail station. As such, recommendations for this area are:

Design Principles:

- Create an Uptown District that facilitates mixed-use transit oriented development that capitalizes on the presence of the train station and also on its location along the Bergenline Avenue commercial corridor.
- Encourage street level commercial uses throughout the area;
- Encourage new residential buildings;
- Create plazas and community spaces that center on Transportation access points;
- Explore opportunities for structured parking facilities that incorporate shared parking;
- Create an active "pedestrian first" approach throughout the district;
- Consider developing a specific Transit Oriented Redevelopment Plan for the area;
- Coordinate with adjacent municipalities and conduct regional planning exercises for the area.

Land Use:

- Permit a wide variety of retail uses;
- Permit a wide variety of residential uses, except new one-family dwelling units – discourage residential uses at the street level near the Station;
- Permit office uses, but prohibit them at the street level near the Station;
- Prohibit public storage, auto-mechanic shops, gas stations and warehouses of any size;
- Mandate parking for newer mixed-use buildings (except along Summit Avenue) to be located on-site, as structured parking;
- Permit public and community facilities.

Other Bulk Recommendations:

- Establish build-to-lines;
- Review the maximum building heights in light of the surrounding character of the neighborhood and the opportunities that the light-rail station provides;
- Provide density bonuses for contributions to the City's open space system;





New York Avenue Between 7th and 15th (Area #7)

This area consists of all parcels fronting on New York Avenue between 7th and 15th streets. This segment of New York Avenue has a particularly high concentration of street level neighborhood retail stores that service the everyday needs of the surrounding residential areas. The area is generally characterized by 1-4 family residential buildings, retail stores, apartment buildings and a few vacant parcels. It has the potential to become a neighborhood retail center that serves the needs of the south- southeastern neighborhoods.

This Plan makes the following recommendations for this area:

Design Principles

- Create a Neighborhood Commercial District with mixed-use retail corridor with shops, restaurants, convenience stores, grocery stores, pharmacy stores, etc. at the street level, and residential units in the upper floors;
- Limit retail/commercial uses to the first floor;
- Make streetscape improvements and develop façade standards for New York Avenue frontages;
- Keep the scale of buildings consistent with the adjacent residential areas;
- Façade improvements should be consistent with older existing buildings;
- Prohibit vehicular access points to building surface parking lots and

curb cuts along New York Avenue;

- Construct bus shelters on New York Avenue.

Land Use:

- Permit a wide variety of retail uses;
- Prohibit outdoor sales along New York Avenue, except for special events during the year;
- Retail storefronts should be highly transparent at the street level, outdoor public spaces, and an active night-life;
- Prohibit drive-thru facilities and gas stations;
- Prohibit public storage, auto-mechanic shops, and warehouses of any size;
- Permit public and community facilities.

Other Bulk Recommendations:

- Permit zero lot-lines, and 60% lot coverage;
- Mandate a minimum rear yard setback of 20 feet – Restrict parking, loading or any other accessory buildings/uses in the front yard;
- Restrict the maximum building height to that of the surrounding neighborhood character
- Provide density bonuses in exchange for dedications of open space in all new development.



Bergenline Avenue Commercial District
(Area#8)~

It is recommended that the original C-Zone along the Bergenline Avenue commercial corridor be subdivided into two separate yet intense commercial/retail districts: south of I-495, between 16th and 30th Streets; and north of I-495, between 36th and 47th Streets. Except for changes in the visual appeal and increase in pedestrian comfort, no major changes are proposed to this district. Other recommendations for consideration within this zone are as follows:

- No change in massing, density and intensity of uses in the District;
- Preservation of historic buildings;
- Pedestrian-friendly street environment;
- Retail storefronts that are highly transparent at the street level, outdoor public spaces, and an active night-life;
- Create a circulation plan that will address truck and bus traffic along Bergenline;
- No vehicular entries to buildings along Bergenline Avenue;
- Limit parking on Bergenline Avenue and work to create structured or shared-parking structures for visitors, shopkeepers and residents located in residential blocks adjacent to Bergenline Avenue with access restricted from Bergenline;
- Unique streetscape, signage and design standards developed specifically for the district;
- Create pocket parks and pedestrian plazas fronting on Bergenline Avenue;

Use Recommendations:

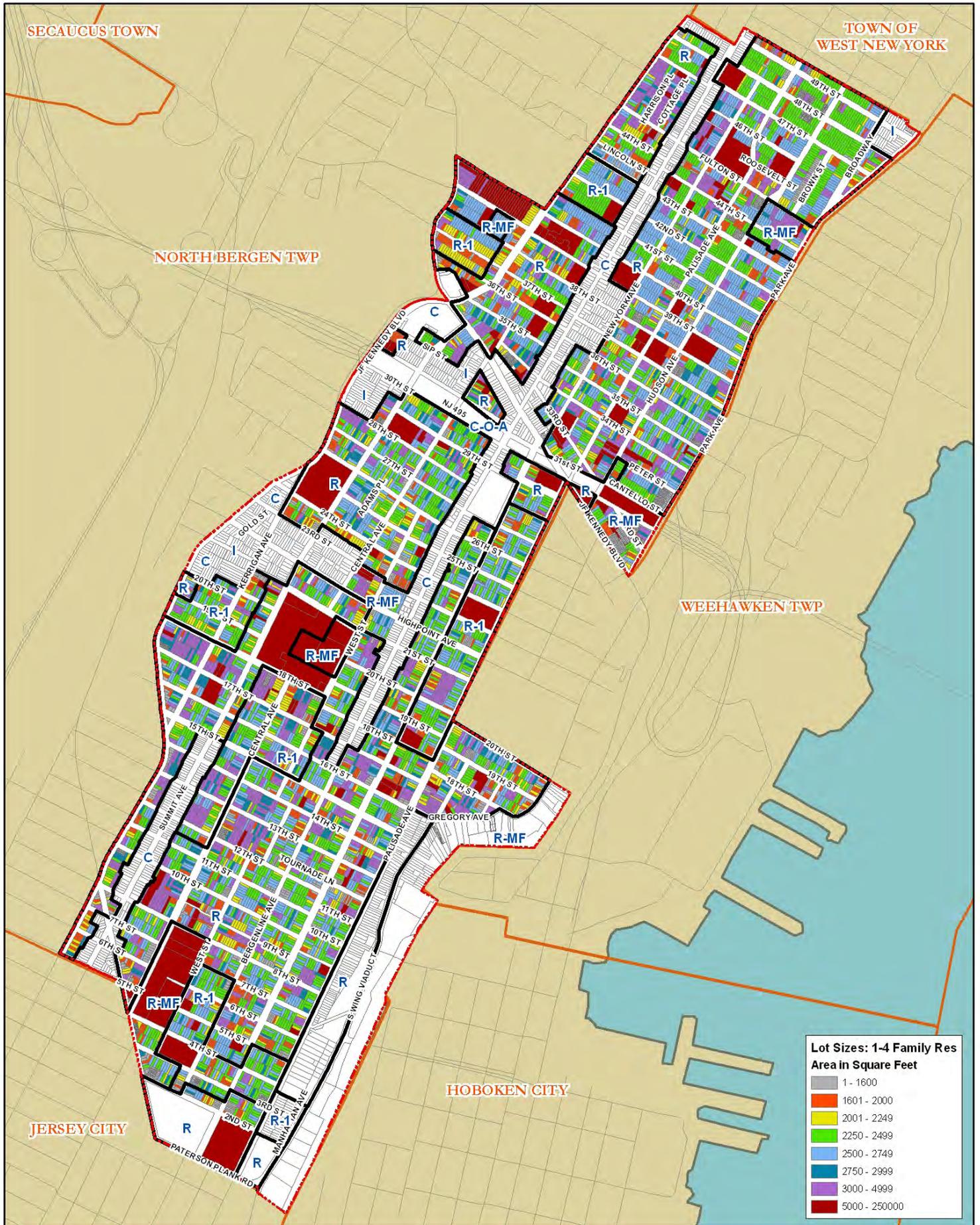
- Permit a wide variety of retail uses;
- Permit a wide variety of residential uses, except one-family dwelling units – discourage residential uses at the street level;
- Permit small to medium scale office uses, but prohibit them at the street level;
- Prohibit outdoor sales along New York Avenue, except for special events during the year;
- Prohibit hotels, motels and any such temporary accommodations;
- Prohibit drive-thru facilities and gas stations;
- Prohibit public storage, auto-mechanic shops, and warehouses of any size;
- Permit public and community facilities.

Bulk Recommendations:

- Establish build-to-line;
- Mandate a minimum rear yard setback of 20 feet – Prohibit parking, loading or any other accessory buildings/uses in the rear yard;
- Restrict the maximum building heights to that of the surrounding character of the neighborhood;
- Provide density bonuses with contributions to the City's open space system in all new development
- Permit zero lot-lines, and 80% lot coverage.

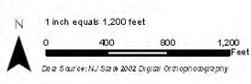


A rendering of how a strong facade program may work to unify the Commercial district through simplicity in signage and lighting treatments...



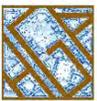
**Lot Sizes: 1-4 Family Res
Area in Square Feet**

1 - 1600
1601 - 2000
2001 - 2249
2250 - 2499
2500 - 2749
2750 - 2999
3000 - 4999
5000 - 250000



Lot Size Analysis - Residential Zones

Master Plan
Union City, Hudson County





LAND DEVELOPMENT ORDINANCE AND OTHER RECOMMENDATIONS

Comprehensive Land Development Ordinance Revision

Today, the Zoning Board of Adjustment sees the majority of applications for new development; this is not the purpose of the Zoning Board. The true purpose of the Zoning Board is to review special exceptions, not be the “go-to” Board that routinely reviews applications. Once this dynamic begins to take place, it becomes one indication that a review of the land development ordinances is required to keep pace with today’s building standards and modern trends.

A comprehensive revision to the City’s Development Ordinances is the most critical consideration for the City at this time. A Master Plan does not govern development, the enabling Land Development Ordinance that is adopted by the Board of Commissioners does. The Master Plan merely sets a comprehensive direction that will focus the important task to come. A comprehensive and thorough review of the ordinances that work to provide the City with a comprehensive set of regulations in 21st century standards are vital to protecting the citizens of Union City from development that may be contrary the Master Plan and prevailing law. Furthermore, other recommendations in this plan will need to be codified into the City’s Land Development Ordinance as well. Some specific areas of focus should include;

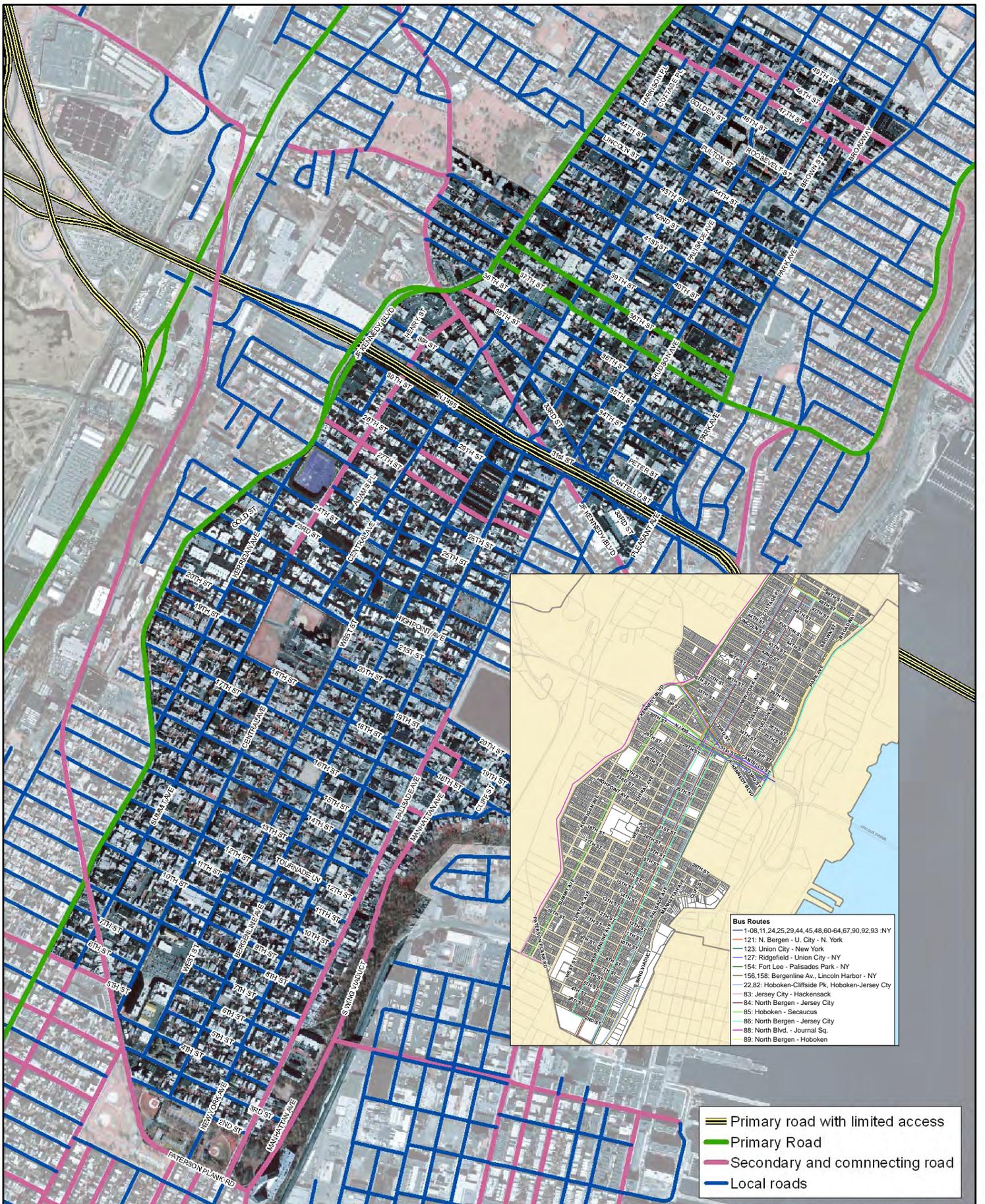
- Careful consideration of building heights and strong definitions that are consistent with Uniform Construction Code
- A detailed review of whether (4) four family units are appropriate in the 1-4 family zone.
- Conditions imposed to control commercial establishments in residential areas.
- Inclusion of detailed design standards to design architecture and guide the business community in appropriate aesthetic treatments that enhance business opportunities.
- Modern development standards and application procedure that enhance protection of the City and minimizes Court exposures.
- Review and amend all ordinance definitions, particularly related to multi-family building typology. Consistency with RSIS standards should be sought where practical.

Circulation Plan Element

If land use is the “muscle” of a community, streets is the “skeletal system” and streetscape and sidewalks are the “tendons”. As such, the City should highly consider performing for a comprehensive Circulation Plan Element of the Master Plan that addresses all modes of transportation and parking.

Emphasis of such a plan should focus on the following:

- Coordinate with Land Use
- Bus and Delivery Truck Circulation
- Consideration of streetscapes as a critical element of the pedestrian environment.
- Bicycle Amenities
- A review of additional mass transit opportunities.
- A comprehensive Public Parking System that includes a shared approach that addresses parking management.
- A review of parking for private development that utilizes valet parking as means to increasing capacity.
- Opportunities to reduce or eliminate vehicles without impacting circulation



N 1 inch equals 1,200 feet
 0 600 1,200 Feet
 Data Source: NJ State 2002 Digital Orthophotography

Circulation Map

Master Plan
 Union City, Hudson County





Thorough and Detailed Planning and Zoning Board Application Review Process

The Municipal Land Use Law allows for the City to charge escrow fees to developers seeking development within the City. This escrow fee is then used to pay City-hired professionals (attorneys, planners, engineers, or other relevant experts) to review an applicant's plans.

The City has recently revised its escrow fee ordinance to ensure it covers the costs for City planners and engineers to review and report on applications seeking approval. This Plan encourages as a matter of practice that the City utilizes both licensed professional planners and professional engineers to thoroughly review applications to ensure efficient use of the Board's time and to also ensure that real estate speculators are being held to realistic projects they seek approval for. Ultimately the protection of the citizens of Union City is at the core of this issue.

Residential Zoning

Referring to the Land Use Study and Plan of 1975: "It is apparent from a comparison of this reports Interim land Use Plan with that of the General Land Use Plan that was prepared for the 1963 Master Plan that a greater portion of the City's land area is allocated to residential use in the future. This is particularly apparent at the western boundary of the City, generally from 20th to 32nd Streets and from 32nd to 40th Streets, extended almost to Bergen line Avenue." Two more areas that were allocated to high and medium density residential respectively, in the 1975 plan, were: "a triangular area formed by 32nd street, Pleasant Avenue and South Marginal Street", and "a two and a half block area formed by Hudson Avenue, park Avenue, 45th Street, the middle of the block formed by 42nd and 43rd Streets".

The recommendation of the re-allocation of older blocks of industrial uses to medium to high-density residential uses is not entirely appropriate toward the preservation of existing neighborhoods in the R and R1 districts. As explained previously under the concept of containment, higher-density land uses should be considered for areas where appropriate and as identified in this plan.

In order to preserve the existing residential areas, to create opportunities for new housing, and to



create residential areas that are free from incompatible uses, the residential uses in the City are recommended to encompass two residential districts the R- Mixed Residential Zone and the R1- One to Four Family. However, the scale of buildings permitted in this new Residential Zone should reflect the historical character of the neighborhoods. Working in-concert with much tighter definitions of housing types, particularly of the multi-family variety, residential zones should clearly define what the current ordinance describes as “limited multi-family development”.

One to Four Family Residential District

The One to Four Family Residential Districts are located in various sections of the City. This district is recommended to provide a broad range of low-density housing opportunities while protecting and preserving the established residential character of these areas.

In keeping with the recommendation that the City consolidate its R and R1 Zones into one R Zone, it may be appropriate to investigate all residential zones to explore the possibility of further protecting neighborhoods on the basis of block characteristics and building typology (and not on the basis of lot size). Such protections would be based on such things as historic or architectural character. This plan further recommends the following changes to the zoning of the One to

Four Family Residential neighborhoods;

- Review the appropriateness of allowing 4 family units in this zone;
- Prohibit all commercial activities, as permitted uses;
- Architectural styles of newer developments to be in tune with the existing residential neighborhoods. Review and amend all definitions of housing and housing types, particularly multi-family prohibit uses that threaten the design integrity of R and R1 zones;
- Add professional offices only as a Conditional Use. Conditioned upon;
 - 1) Location along major thoroughfares of JFK Blvd, Summit, Bergenline, New York, Park, Palisade Avenues;
 - 2) Such use must be located in a mixed-use building that contains residential as the principal use;
 - 3) Mandate parking for every building to be located on-site.

General Bulk Regulations

- Restrict the maximum building height to a maximum of 4 to 5 stories;
- Establish front, side and rear yard setbacks or build-to lines;
- Establish a minimum lot area that increase as the unit count proposed increases;
- Establish a maximum building coverage;
- Mandate maximum impervious lot coverage of 65%





Multi-Family, Mid-Rise Residential District

While a Multi-Family, Mid-High Rise Residential District is not recommended as it currently exists in the current zoning ordinance, these type of structures do appear to be appropriate in distinct areas of the City as outlined in this Plan.

Upon creating the ordinances necessary to allow contextual design, while providing new residential opportunities, the ordinances must be specific to the area it is intended to apply to. For example, areas where older industrial properties exist may allow for similar higher density housing, but the design will differ from that in the Downtown area or northern reaches of the City. Such provisions in the ordinances should incorporate the following considerations:

- Stronger definitions of housing types to be consistent with RSIS standards; particularly multi-family unit types.
- Parks and plazas at the street level of every multi-family development;
- No vehicular access to buildings from any of the north-south streets where possible;
- Pedestrian-friendly environment at the street-level - with wider sidewalks, street trees, benches, and landscaping;
- Mandate parking for every building to be located on-site, as structured or shared-parking facilities for residents, employees and visitors;
- Develop uniform streetscape and design standards developed specifically for the district;
- Architectural styles of newer developments in tune with the existing residential neighborhoods
- Ensure a smooth transition in massing, between this district and the adjacent 1-4 family residential districts.
- Adaptive re-use of industrial facilities, particularly those with historic architectural qualities

Bulk Recommendations:

- Establish build-to-line;
- Permit zero lot-lines, and maximum lot coverage of 70%;
- Provide a density bonus for contributing the remaining 30% of lot area to the City's open space system;
- Mandate a minimum lot area of 30,000 square feet for buildings over 8 stories.

Commercial & Mixed-Use Zone

The existing commercial corridors of the City include the Bergenline Avenue Commercial Corridor, between 16th and 49th Streets; and the Summit Avenue Commercial Corridor, between 5th and 15th Streets. These commercial/retail segments of the City have grown considerably over the years, and have expanded into the residential neighborhoods, in the form of residential conversions to offices, mechanic shops, and other smaller retail uses.

In addition to these two well-established commercial corridors, a small stretch on New York Avenue; areas surrounding the I-495; a few blocks surrounding the Train Station at 49th Street; and a small area at the intersection of 48th Street and Broadway, have emerged as pockets of significant mixed-use commercial activity.

In order to recognize the physical extension of commercial corridors into the adjacent residential neighborhoods, and to recognize the formation of newer mixed-use commercial areas, the commercial and mixed-use areas in the City have been designated to the following seven districts:

- 1) Center City District (Core)
- 2) Center City District (Mixed Use, High Density)
- 3) Downtown District
- 4) Uptown District
- 5) Bergenline Avenue Commercial District
- 6) Neighborhood Commercial District
- 7) High Density Mixed-Use District

These areas have been discussed previously in this Land use Element. While all share similar traits, different standards should be considered unique for each area.

Steep Slope

The City's current steep slope ordinance merely controls the density of development and does little to protect the Palisades and view sheds of the Manhattan skyline for the existing community. The City should consider utilizing Jersey City's ordinance as a means to update the City's existing steep slope ordinance for preservation of the Palisades. Emphasis of such an ordinance should focus on preservation of view and thus the sense of openness that ensues as a result. Land uses in this area could be restricted to residential and bonuses for increased densities and shear mass of building that ensues as a result should not be considered a given because of the presence of natural conditions that must be preserved for the benefit of the community at large. As depicted within the Jersey City Ordinance, a new ordinance should consider the following:

1. Established an area which shall be known as the Palisades Preservation Overlay District (PPOD), in which land development and construction shall be subject to the special regulations contained in this Section.
 2. The PPOD shall be designated on the Zoning Map of the City.
 3. The PPOD shall prevail upon all land regulated under this Chapter, as well as those in a Redevelopment area.
 4. All uses permitted in the zone shall meet all setback regulations and performance standards. This applies to any use, permitted by right, by conditional use or by use variance.
- B. Procedural Regulations
1. The following information should be furnished upon application for development.



Checklist Section.

- a. A topographic map of the site at two foot contour intervals (drawn in a lighter line weight) where the slope is less than 10% , and ten foot contour intervals (drawn in a heavier line weight) where the slope exceeds 10%.
- b. A landform analysis which shows the location and extent of the site's major landforms including the Top of the Cliff, the Cliff face, the Side slope and the base of the Slope. Any exposed Cliff face shall be shown. The area in each landform category should be calculated and shown on the landform analysis.
- c. A physical description of the site which shall include a technical summary of site characteristics such as soils, load bearing capacity, erosion potential, depth to bedrock, etc.
- d. Site grading and development data, which shall include the type and location of development activity, procedures for grading, excavation, construction access and stockpiling, extent and phasing of construction and cut and fill operations.
- e. Development along the South Wing Viaduct shall conduct an engineering report to determine any potential impacts on the viaduct, as well as solutions to provide additional stability.

C. Performance Standards

1. The minimum building setback line from the edge of the Cliff face at the Top of the Cliff should be thirty (30') feet where feasible. The minimum building setback line from the edge of the Cliff face from the base of the cliff shall be sixty-five (65') feet where feasible.
2. No portion of any building or structure shall be constructed on that portion of a lot which has a grade, prior to such construction in excess of twenty-five (25%) percent, or on any portion of the lot, which lies within ten (10') feet of the portion having such grade.
3. All buildings should be positioned to facilitate views of the Manhattan skyline from adjacent neighborhoods.

A step further, the City should also consider adding the following building provisions;

- 100% of building envelope may be within slopes of 0-8%,
- 50% in slopes 8-15%,
- 20% in slopes 15-25% and
- 0% in areas over 25%.

The net density permitted in the zone should be based on developable area only. All height and bulk requirements should be met and view corridors should be preserved for each application for development.





Recycling

Pursuant to N.J.S.A 13:1E-99.16 shall conduct a review and make revisions to the Master Plan to reflect State, county, and municipal laws, policies and objectives concerning the disposition and recycling of designated recycling materials. Such review shall be conducted by law every 36 months.

The importance of recycling is paramount to not only the health of our cities, but also the Planet. Union City should continue to comply with such statutes and lead Hudson County in this effort.

Urban Enterprise Zone

The City of Union City offers benefits to businesses located within the U.E.Z Area. Professional staff assists new and relocating entrepreneurs with applications and answer any questions that may arise. Union City and its restaurants, have recently received in several local and state-wide newspapers and magazines featured recognition and its UEZ is largely responsible..

Developing creative ways to effectively link municipal services to the business community is part of its mission as it works hand-in-hand with the Mayor's office. The UEZ district enhance the City's efforts to make the community a better place to live and shop.

With emphasis on the 50% savings on sales tax, the rich variety of stores, specialty shops and restaurants, and "less than a ten-minute ride" from midtown Manhattan. The City is able to boast its offerings geographically as well as historically.

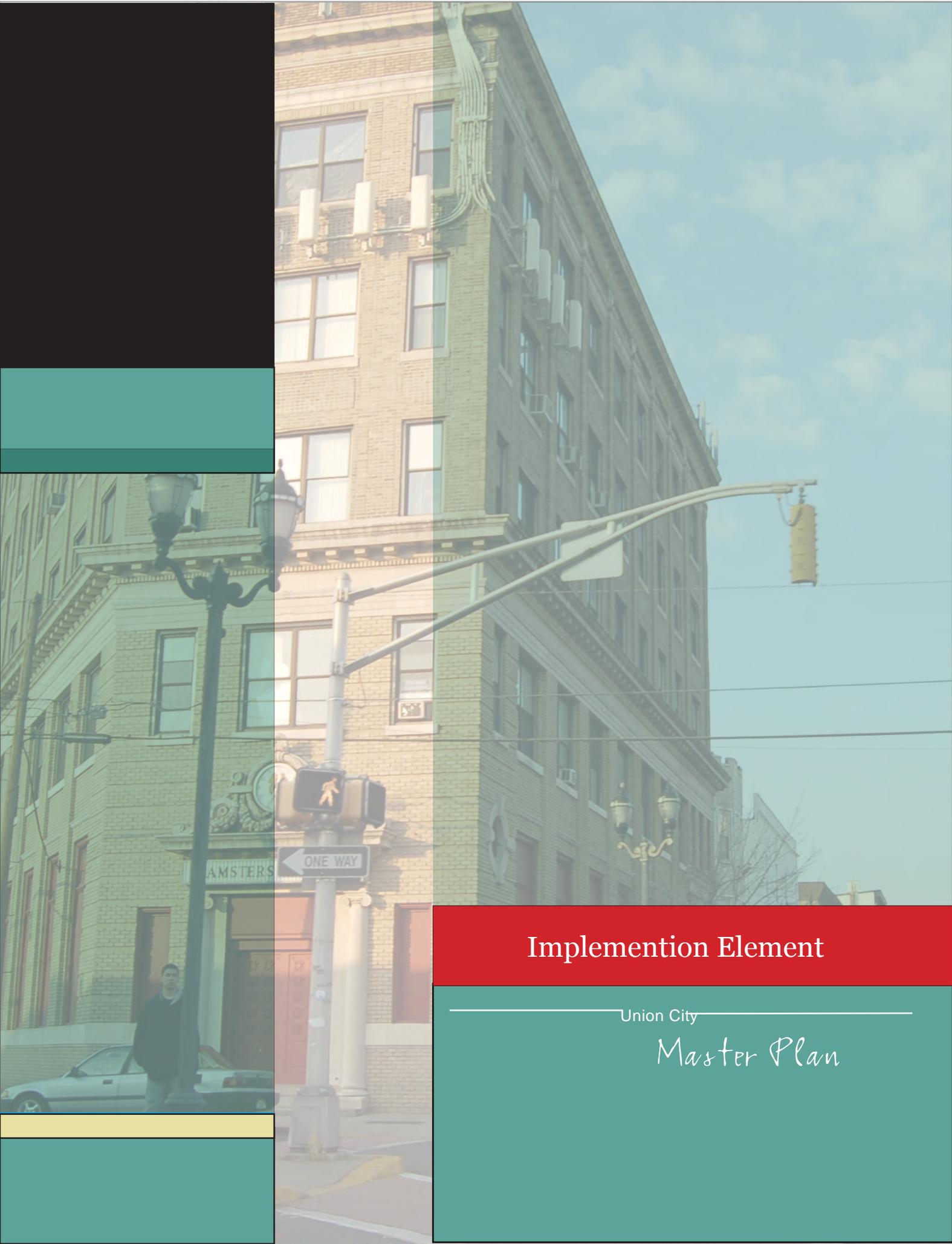
Helping small businesses, many family owned for generations, is part of City tradition. With everyone's cooperation and remaining on task, the UEZ should continue to be utilized as a tool that can transform Union City into the model community.

Streetscape Signage Program

The City has implemented a streetscape and signage program that works to enhance the physical and social environment of its neighborhoods and business district. To date, the City's efforts have yielded great results. Such a program should continue and through the Land Development Ordinance work to come, standards should be adopted whereby private investment can be leveraged with this great City investment.



*A Conceptual rendering of the new
Fireman's Memorial Park now under
construction at 9th and Palisades Avenue*



Implementation Element

Union City

Master Plan





Implementation Element

INTRODUCTION

The Implementation Timetable establishes the implementation agent as well as the general timeline for action on the following action strategies. These strategies are taken from the objectives outlined in this Plan and are ambitious and time consuming. Therefore the timeline for their achievement may be unduly optimistic.

Goal: Urban Design

LAND USE – COMMUNITY CHARACTER

The implementation agent identifies the general level of responsibility for implementing the strategy. The timetable is broken down into three levels: Short-term (within 2-3 years); Mid-term (from 6 months to 18 months); Long-term (from 18 months to a strategy that should continue on a ongoing basis).

Action Strategy	Implementation Agent	Timeline
Review Design Standards from Redevelopment Plans for application as General Site Design Standards that should apply throughout the City	Board of Commissioners, Planning Board	Short Term
Change Bulk Standards for Residential and Commercial zone areas to support General Site Design Standards	Board of Commissioners, Planning Board	Short Term
Change Municipal Site Design standards for Residential and Commercial development to support General Site Design Standards	Board of Commissioners, Planning Board	Short Term
Include Street, Sidewalk and Crosswalk standards in a Circulation Element of Master Plan as well as in revised engineering and construction standards	Planning Board (may be with a Planning /Design Consultant)	Medium Term
Review and revise Design Standards for Central Business District in light of continuing redevelopment activity	Board of Commissioners, Planning Board	Medium Term
Create Design Standards for the Business District	Board of Commissioners, Planning Board	Medium Term
Create Design Standards for Center City District based on findings of the Master Plan	Board of Commissioners, Planning Board	Medium Term
Revise Design Standards for all Districts based on continuing Redevelopment, infill development and Board of Adjustment reports.	Board of Commissioners, Planning Board	Long Term
Create a Plan for the Center City Area that includes decking I-495 to create a new Urban Park	Board of Commissioners, Planning Board	Long Term

Goal: Zoning, Planning and Redevelopment

Action Strategy	Implementation Agent	Timeline
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	Board of Commissioners, Planning Board	Short Term
Comprehensive review and revision of Land Development Ordinance per new Master Plan	Board of Commissioners, Planning Board	Short Term
Create new zoning standards for the Central City based on the Master Plan recommendations	Board of Commissioners, Planning Board	Mid-term
Review the Master Plan recommendations and create Redevelopment Plans for Areas where Zoning revisions will be difficult to implement, particularly the Center City Area	Board of Commissioners, Planning Board	Mid Term


Goal: Business Districts

Action Strategy	Implementation Agent	Timeline
Create and Promote Specific and Unique Identity for each Business District <ul style="list-style-type: none"> • Identify Strengths and weaknesses • Existing and future retail and mixed use development possibility • Relationship to Neighborhoods • Opportunities to create public spaces 	Board of Commissioners, Planning Board (may be with a Planning /Design Consultant)	Short Term
Review and Revise Design Standards for Central Business District in light of continuing redevelopment activity	Board of Commissioners, Planning Board, (may be with a Planning /Design Consultant)	Short Term
Promote discussion and evaluation of Business/Special Improvement District for the entire City or for each individual Business District, similar to the UEZ.	Board of Commissioners, Planning Board, Stakeholders, Public input, UEZ, Chamber of Commerce	Short Term
Create and Implement Marketing Studies for each Business District to identify potential for expanded retail and service businesses	Board of Commissioners, Planning Board, UEZ, Chamber of Commerce, (may be with Consultant)	Medium Term
Promote continuing cooperation between Government, Planning and Zoning Boards and Chamber of Commerce, and UEZ	Municipal agencies – Board of Commissioners, Planning Board, Zoning Board, Chamber of Commerce, UEZ	Medium Term
Identify opportunity to link Business District improvements with promotion of Historic Preservation Tourism of areas such as the Monastery.	Historic Preservation Advisory Committee, Stakeholders, Chamber of Commerce	Long Term
Continue to evaluate use of Redevelopment and Rehabilitation for Business District Improvement	Board of Commissioners, Planning Board (may be with a Planning /Design Consultant)	Mid Term

CIRCULATION

Goal: Bicycle/Pedestrian

Action Strategy	Implementation Agent	Timeline
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.	Planning Board	Medium Term
Implement provisions of existing Bike and Pedestrian Plan	Board of Commissioners, Planning Board, Engineer	Short Term
Establishment of pedestrian connections between schools and business zones	Public input, school board, businesses, Planning Board, UEZ, Chamber of Commerce	Medium Term
Continue to review and revise Bike and Pedestrian Plan as additional elements are constructed and as Business Districts continue to develop/redevelop	Planning Board, Engineer	Long Term

Goal: Parking

Action Strategy	Implementation Agent	Timeline
Create a Comprehensive Parking Strategy for the City	Board of Commissioners, Planning Board, Parking Authority	Short Term
Promote alternatives (bike and pedestrian) for local access to merchants	Planning Board (may be with a Planning /Design Consultant)	Short Term
Establish better drop off and pickup locations at Train Station (kiss and ride)	Planning Board, Engineer, State DOT	Medium Term
Continue to study options for structured parking in Central Business District for shared use by commuters and Central Business District merchants and residents	Planning Board, Parking Authority, Chamber of Commerce, Stakeholders, State DOT	Long Term


Goal: Traffic / Vehicular Circulation

Action Strategy	Implementation Agent	Timeline
Incorporate traffic calming measures into Site Planning process for new applications before Planning Board in areas of concern	Board of Commissioners, Planning Board, Engineer	Short Term
Analyze and determine solutions for traffic circulation issues throughout the City in a Circulation Element of Master Plan, focusing on: <ul style="list-style-type: none"> • Cut through traffic on residential Streets • Delivery Truck traffic • County transportation Corridors • Bus Routes 	Planning Board, Engineer, (may be with a Consultant)	Medium Term
Continue to study circulation issues throughout the City	Planning Board, Engineer, public input sessions	Long Term

PARKS AND OPEN SPACE

Action Strategy	Implementation Agent	Timeline
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.	Board of Commissioners, Planning Board (may be with a Planning /Design Consultant)	Short Term
Create a Recreation & Open Space Plan and Recreation Element of the Land Use Master Plan	Board of Commissioners, Planning Board	Medium Term
Review opportunities to expand the Parks and Recreation system through Planning and Redevelopment	Board of Commissioners, Planning Board	Medium Term





Relationship to Other Plans

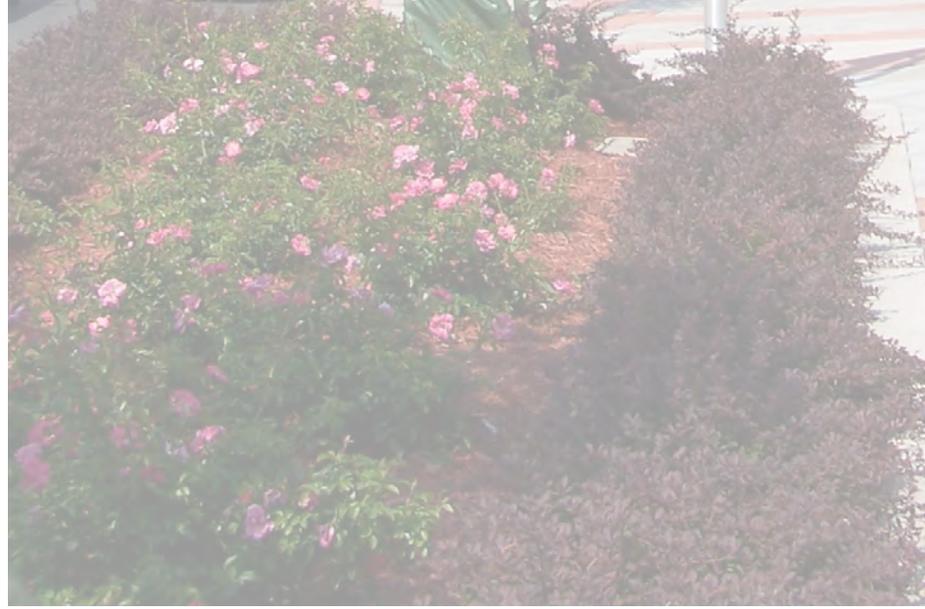
Union City
Master Plan



7

NO PARKING

MEMORIAL PARK





INTRODUCTION

The Municipal Land Use Law (MLUL) requires that municipalities look beyond their borders and evaluate their master plans in a regional context. Specifically, the MLUL requires in NJSA 40:55D-28.d:

“The master plan shall include a specific policy statement indicating the relationship of the proposed development of the municipality, as developed in the master plan to (1) the master plans of contiguous municipalities, (2) the master plan of the county in which the municipality is located, (3) the State Development and Redevelopment Plan adopted pursuant to the “State Planning Act,” sections 1 through 12 of P.L.1985, c.398 (C.52:18A-196 et seq.) and (4) the District Solid Waste Management Plan required pursuant to the provisions of the “Solid Waste Management Act,” P.L.1970, c.39 (C.13:1E-1 et seq.) of the county in which the municipality is located.”

This section considers the relationship of this Master Plan with those of contiguous municipalities, Hudson County, the New Jersey State Development and Redevelopment Plan (SDRP), and the Hudson County District Solid Waste Management Plan.

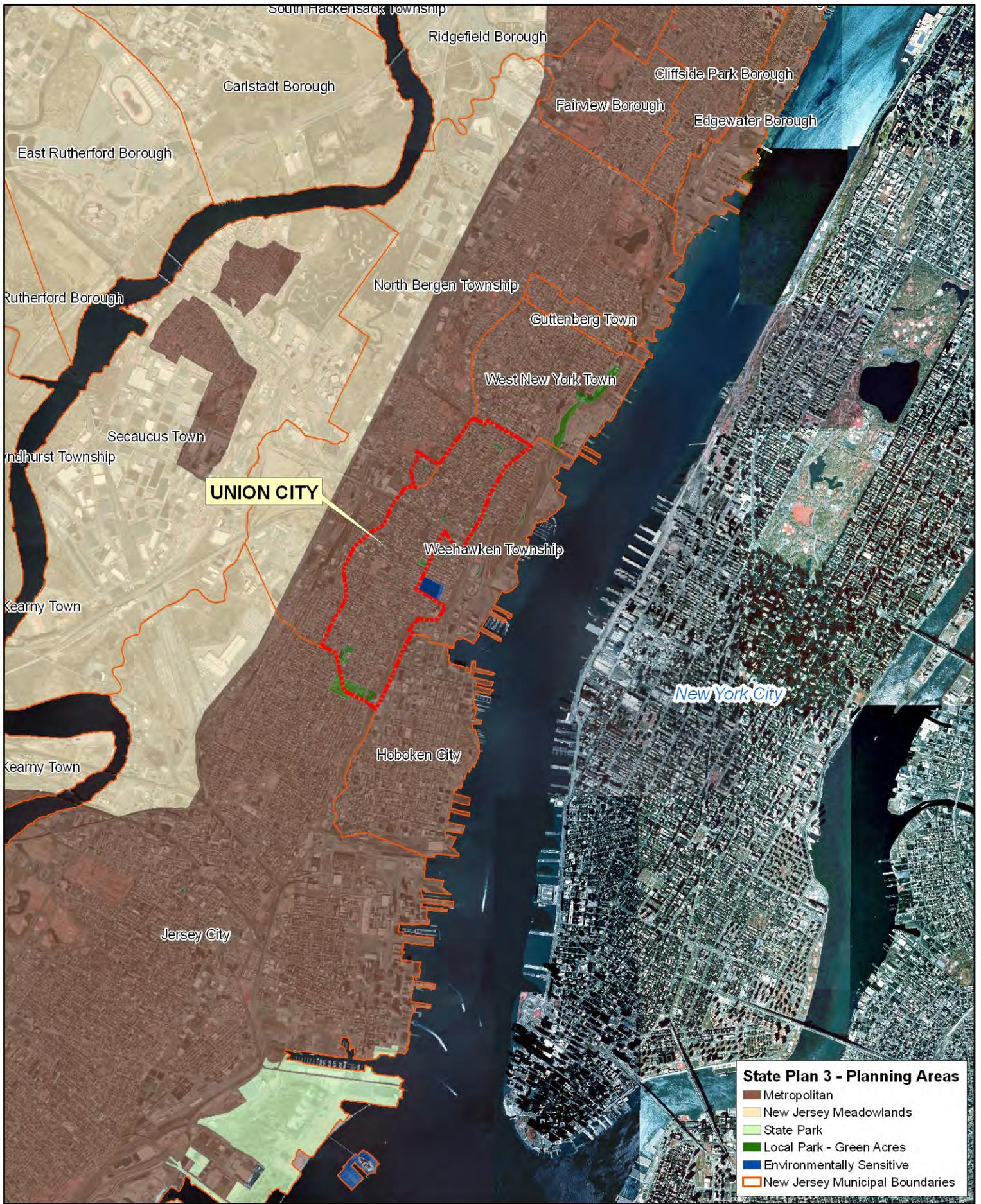
STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The City of Union City Master Plan is consistent, and would effectuate, the plans and policies of the New Jersey State Development and Redevelopment Plan (SDRP), adopted in 2001. The SDRP is a unique document that guides State-level development and redevelopment policy as well as local and regional planning efforts. The Plan’s revision process requires comparison of the planning policies among various government levels with the purpose of attaining compatibility among local, County and State plans. The Union City Master Plan is consistent with the eight statewide goals in the SDRP and dozens of policies in the SDRP, which are intended to implement the goals. The goals are as follows:

- Revitalize the State’s cities and towns.
- Conserve the State’s natural resources and systems.
- Promote beneficial economic growth, development and renewal for all residents of New Jersey.
- Protect the environment, prevent and clean up pollution.
- Provide adequate public facilities and services at a reasonable cost.
- Provide adequate housing at a reasonable cost.
- Preserve and enhance areas with historic, cultural, scenic, open space, and recreational value.
- Ensure sound and integrated planning and implementation statewide.

The Union City Master Plan is consistent with each of the goals of the New Jersey State Development and Redevelopment Plan.

The SDRP also includes a State Plan Policy Map,



UNION CITY

New York City

- State Plan 3 - Planning Areas**
- Metropolitan
 - New Jersey Meadowlands
 - State Park
 - Local Park - Green Acres
 - Environmentally Sensitive
 - New Jersey Municipal Boundaries

N 1 inch equals 5,000 feet
 0 2,500 5,000 Feet
 Data Source: NJ State 2002 Digital Orthophotography; NY Digital Data Clearinghouse; State Office of Smart Growth

State Development and Redevelopment Plan Map

Master Plan

Union City, Hudson County





which divides the state into regions, known as Planning Areas, and includes specific goals for each area. The Policy Map also identifies “Centers,” locations into which development is to be directed, and “Environs,” areas to be protected from future growth. The City of Union City falls in the ‘Metropolitan Planning Area’ (PA1). The State Plan recognizes that all communities in this planning area are essentially fully developed; hence much of the change in land uses will occur as redevelopment.

The State Plan’s planning objectives for the ‘Metropolitan Planning Area’ include:

- Providing for much of the state’s future redevelopment;
- Revitalizing cities and towns;
- Redesigning areas of sprawl; and
- Protecting the character of existing stable communities.

The Union City Master Plan is consistent with these planning objectives as well as policy recommendations with respect to Urban Complexes.

COUNTY AND REGIONAL PLANS

Hudson County Master Plan

The Hudson County Master Plan was adopted on February 20, 2002 and set the following Goals:

General Goals

- To improve the overall quality of life in Hudson County.
- To provide for the economic revitalization of the County’s commercial and industrial base.
- To preserve the character of existing well-established neighborhoods.
- To improve the transportation network
- To increase the tax base.

Land Use Goals

- To maintain and improve areas that provide centers for employment, education, entertainment facilities, services, shopping and other resources.
- To provide for a full range of retail businesses and personal services in suitable locations to serve the needs of the County.
- To relate land use planning to transportation capacity and to promote development intensities that will support mass transit.

The Union City Master Plan effectively addresses the above goals and the plan’s larger recommendations. Through this Master Plan’s focus on maintaining and improving activity and development along the traditional thoroughfares of Bergenline Avenue and Summit Avenue, working towards increasing active and passive recreation space within the City, and the focus on increasing transportation links between Union City and other municipalities, this Master Plan meets the goals of the Hudson County Master Plan.

Hudson County Open Space and Recreation Plan

Carrying out one of the most specific State Plan and Hudson County Strategic Revitalization Plan goals, attempting to increase the prevalence of parkland and open space throughout a very dense urban county, the Hudson County Open Space and Recreation Plan sets out many goals, including the following:

- To provide accessible recreation opportunities to all Hudson County residents
- To provide green spaces for public enjoyment to all Hudson County communities
- To actively acquire new Open Space lands were needed and feasible
- To protect important view sheds throughout Hudson County
- To link proposed and existing recreational into an open space network
- To ensure protection of County's historic and cultural resources

The Union City Master Plan carries out these goals with its focus on creating more active parkland in Union City and creating effective links throughout the municipal park system.

Hudson County Urban Complex Strategic Revitalization Plan

The 1999 Hudson County Strategic Revitalization Plan outlined a coordinated approach to community and economic development for the Hudson County Urban Complex, which includes the twelve constituent municipalities in the County. This plan was structured around defining the area's strengths and weaknesses and recommending a series of actions to address each. The following 5 points were the goals of the Hudson County Strategic Revitalization Plan.

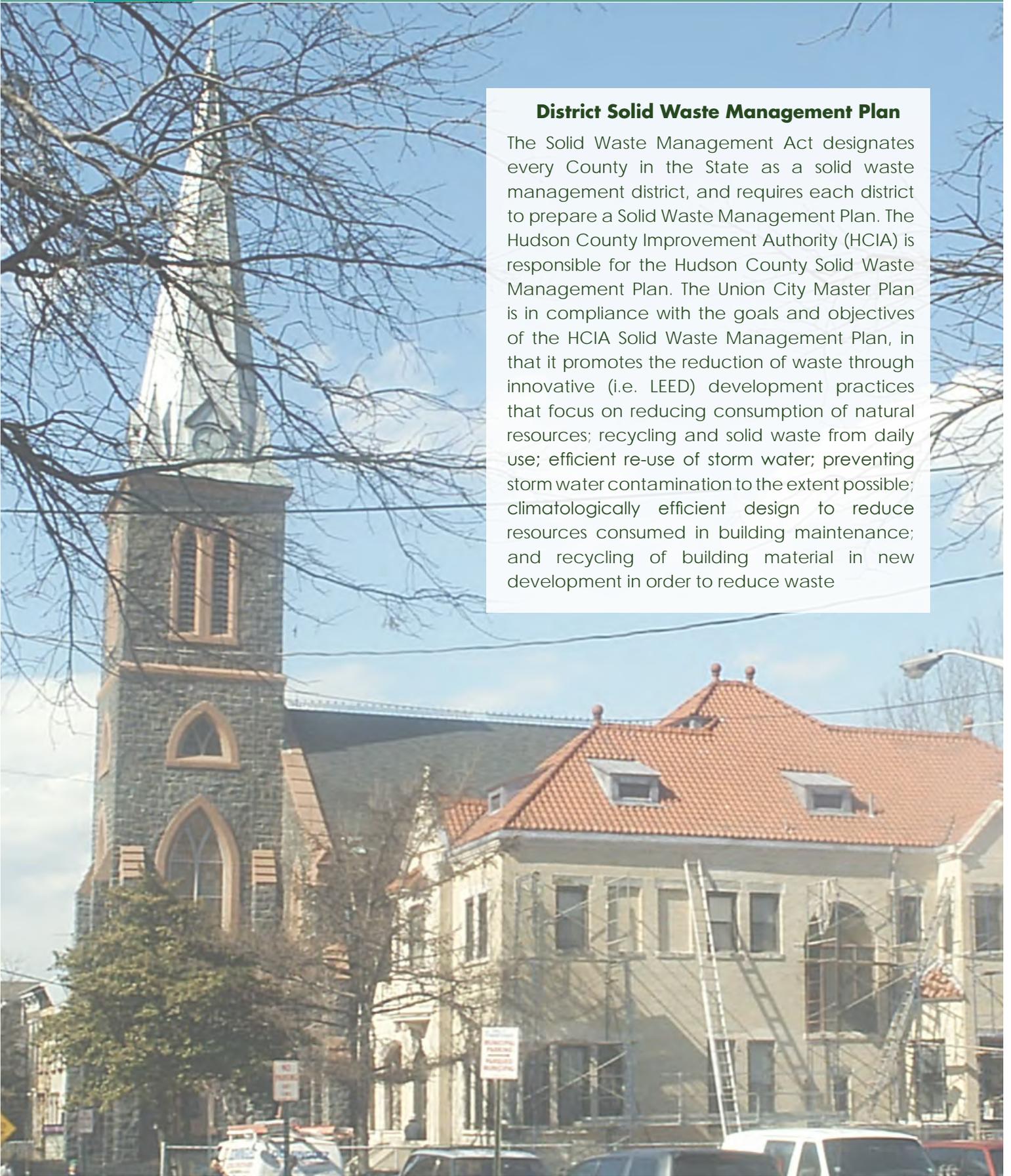
- To improve the overall quality of life in Hudson County.
- To provide for the economic revitalization of the County's commercial and industrial base.
- To preserve the character of existing well-established neighborhoods.
- To improve the transportation network.
- To increase the tax base.

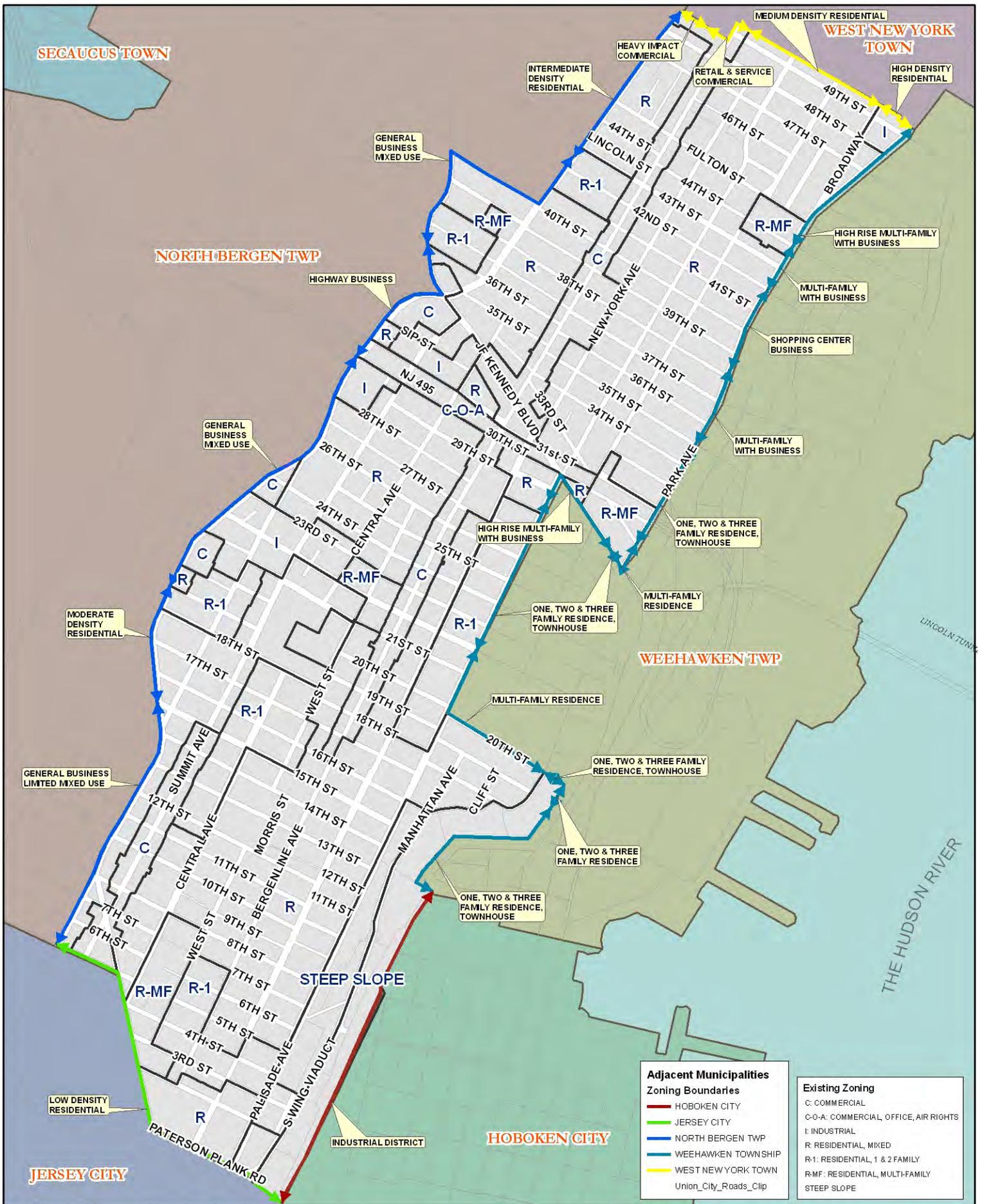
The Union City Master Plan effectively addresses the above goals and the plan's larger recommendations in much the same way as it carries out the Hudson County Master Plan, particularly through the Plan's recommendations of new development, expanded transit offerings, and focus on improved community facilities for Union City.



District Solid Waste Management Plan

The Solid Waste Management Act designates every County in the State as a solid waste management district, and requires each district to prepare a Solid Waste Management Plan. The Hudson County Improvement Authority (HCIA) is responsible for the Hudson County Solid Waste Management Plan. The Union City Master Plan is in compliance with the goals and objectives of the HCIA Solid Waste Management Plan, in that it promotes the reduction of waste through innovative (i.e. LEED) development practices that focus on reducing consumption of natural resources; recycling and solid waste from daily use; efficient re-use of storm water; preventing storm water contamination to the extent possible; climatologically efficient design to reduce resources consumed in building maintenance; and recycling of building material in new development in order to reduce waste



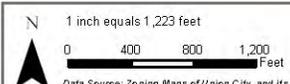


Adjacent Municipalities Zoning Boundaries

- HOBOKEN CITY
- JERSEY CITY
- NORTH BERGEN TWP
- WEEHAWKEN TOWNSHIP
- WEST NEW YORK TOWN
- Union_City_Roads_Clip

Existing Zoning

- C: COMMERCIAL
- C-O-A: COMMERCIAL, OFFICE, AIR RIGHTS
- I: INDUSTRIAL
- R: RESIDENTIAL, MIXED
- R-1: RESIDENTIAL, 1 & 2 FAMILY
- R-MF: RESIDENTIAL, MULTI-FAMILY
- STEEP SLOPE



Relationship to Adjacent Municipalities

Master Plan
Union City, Hudson County



Data Source: Zoning Maps of Union City, and its adjacent municipalities



Surrounding Municipalities

Five municipalities, all of which are in Hudson County surround the City of Union City. These municipalities include: Township of North Bergen, Town of West New York, Township of Weehawken, City of Hoboken, and Jersey City. The relationship between Master Plans, zoning, and major developments in all three surrounding municipalities and the Union City Master Plan are discussed below.

Township of North Bergen

The Township of North Bergen is located to the west of the City of Union City. Lands along the boundary in North Bergen are largely zoned R-2, for existing 2 and 3 family structures. This zoning is generally consistent with the existing and proposed zoning for Union City in the same area, which is A for apartments and 2F-1 for two-family detached housing. Union City's neighborhood commercial zone does abut a residential area along the northern edge of the common border. As a densely packed urban community, much like Union City, North Bergen sees most future development coming through in-fill residential development the reuse of older industrial sites. As of this time, there are no major projects in North Bergen that will significantly impact Union City.

Town of West New York

The Town of West New York is located at Union City's northern border. The zoning is generally consistent with the existing and proposed zoning for Union City in the same area. For example, much of the border is zoned as either R-H (high-density residential) or R-M (medium density-residential), consistent with Union City's existing and proposed mixed /medium & high density residential. West New York also maintains a Commercial- Retail Zone along Bergenline Avenue, consistent with Union City's existing commercial zoning along the Bergenline Avenue corridor. As of this time, there are no major projects in West New York that will significantly impact Union City.

Township of Weehawken

The Township of Weehawken forms much of Union City's eastern border. Land uses along the Weehawken border are primarily zoned for multi-family residential uses in the form of detached homes and townhouses. This appears consistent with Union City's R-1 (1 & 2-family) and R-MF (multi-family) zones. Some mixed-use properties exist near Park Avenue, but are overall consistent with the character of the neighborhood. The Palisade Cliff serves as a physical buffer between Weehawken and Union City near the border with Hoboken.

City of Hoboken

The City of Hoboken, lies along Union City's southern and eastern borders. The Palisade cliff stretches the entire border between low-lying Hoboken and Union City. Although Hoboken's I-1 Light Industrial Zone borders Union City's R-1 (1 & 2 family residential) zone, the extremely steep slope of the Palisades act as a physical buffer between the two different zones & uses of these municipalities. As a densely packed urban community, much like Union City, Hoboken envision most future development coming through redevelopment of older industrial sites. As Hoboken continues its redevelopment efforts, this once industrial area along Union City will take on an increasingly residential character.

Jersey City

Both Paterson Plank Road and 5th Street create the Union City / Jersey City border along Union City's southern edge. Washington Park, a Hudson county park straddles both municipalities along Paterson Plank Road. Jersey City's R-1 and R-2 (Low density residential) zones, consisting of primarily multi-family homes are consistent with Union City's R and R-MF districts as described above. Much of Jersey City's redevelopment efforts have been targeted toward the waterfront area of Newport and Hamilton Park, minimizing an impact near the Union City border.

