Master Plan
&
Re-examination Report

CITY OF PLAINFIELD

County of Union
State of New Jersey

DOWNTOWN TRAIN STATION

PARK MADISON REDEVELOPMENT

CITY HALL

Sharon Robinson-Briggs, Mayor

NETHERWOOD TRAIN STATION

DRAKE HOUSE

MAY 21, 2009

MASTER PLAN
&
RE-EXAMINATION REPORT

CITY OF PLAINFIELD

County of Union

State of New Jersey

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STATEMENT OF PURPOSE

This re-examination report and master plan update serves two purposes. First, to provide an updated review of the City of Plainfield's September 21, 2006 General Re-Examination Report that was adopted by the Planning Board as a follow up to the December 10, 1998 adoption of the City Reexamination Report and Master Plan pursuant to N.J.S.A. 40:55D-89. Secondly, to create an updated City of Plainfield Master Plan to advance the Objectives and Policies identified in the September 21, 2006 report and recommend specific amendments to the City of Plainfield Land Use Ordinance. The following statement serves as the Re-examination report, which will then be followed by the Master Plan.

PERIODIC RE-EXAMINATION REPORT

I. STATUTORY REQUIREMENT FOR PERIODIC REXAMINATION OF MUNICIPAL PLANS AND REGULATIONS

N.J.S.A. 40:55D-89 requires all municipalities to provide for a general reexamination of their master plans and development regulations at least every six years. The purpose of this requirement is for municipalities to have regular, periodic reviews of current information and changing conditions within the municipality to test the continued viability of the Plan.

Specifically, the reexamination report shall state:

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

- Section 4.2.1. of the land use element of this plan -Changes in Existing Conditions and Regulations details these major changes and they will not be repeated here. The major changes include the recognition of the need to more accurately link many residential and commercial land use patterns with the underlying lot sizes and uses, while still preventing undersized subdivisions and inappropriate development; the recognition and advancing of Transit Oriented Development (TOD) land use patterns at Plainfield's train stations; the imposition of state Council on Affordable Housing (COAH) and stormwater management regulations on the city; the need to incorporate and advance energy efficient, alternate energy and 'green building' standards; a desire to adopt architectural standards for development; the need to comprehensively advance redevelopment planning; the continuing goal of better coordinating capital and planning goals through the Capital Improvement Program; the need to ensure that developers and redevelopers pay their fair share of infrastructure costs, and the ongoing objective to ensure that zoning regulations be amended (or retained) to reflect the desired city character.

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

- Land development in general –both housing and redevelopment - throughout the nation has been reduced due to rising energy costs, and the national economic recession in which we find ourselves at the time of preparation of this document. Plainfield has not escaped this situation. This slow down has reduced some of the problems as conflicts inevitable with development have not been raised. But that does not mean that the city is not aware of them. The Planning Board has recognized that Plainfield needs to utilize this 'down time' to identify and address the city's problems, advance the city's strengths, and position itself for appropriate development when the economy rebounds. It is the intent of this master plan, though the recommended changes and policies in each element, to effectuate those changes that will reduce incompatibilities and inconsistencies between planning policies and adopted plans and regulations, and to advance through development and redevelopment, the goal, as similarly stated in the 1998 plan, the appropriate commercial development of the TOD, Central Business District (CBD) and adopted redevelopment areas, while preserving and protecting the existing character and density of residential neighborhoods. The adoption of this master plan, recognition and addressing of the problems identified herein, and subsequent land use and other city regulatory and unified policy responses should place the city in a position of readiness for the economic rebound.

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

- The basic underlying planning premise of providing for commercial revitalization in the city's CBD while protecting residential neighborhoods has not been altered, but it has been expanded and clarified to reflect some significant social changes. Due to the economic problems and opportunities identified above, the nodes of economic opportunity identified in the 1998 master plan have been expanded to include TOD areas in the downtown and Netherwood train station locations and designated redevelopment areas, with future consideration given to TOD expansions at former train stops on the city's west end. This plan is promoting increased population density in these areas. The plan has also recognized the financial recession has resulted in an increase of foreclosures city-wide and that actions must be taken to ensure increased

home ownership opportunities are real. The city continues to provide more than its regional fair share of affordable housing. Housing rehabilitation programs must be continued and strengthened. The plan advances rail, bus, bicycle and pedestrian circulation modes at the expense of auto, while recognizing the need to improve the city roadways. The plan does not vary from its 1998 recognition of the need for conservation of its natural resources by continuing its call for an increase in the provision of open space for city residents, and implementation of the Green Brook Trail. One of the major policy changes has been the incorporation of energy conservation, alternative energy and 'green building' standards through the new utility element. The plan also responds to legislative and judicial actions regarding redevelopment by promoting a comprehensive vision and calling out the need to act accordingly in the decision making process. Finally, the plan also provides for proper responses to state changes in COAH and stormwater management regulations.

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

- The plan specifically recommends the need for changes in development regulations within existing land use patterns/zones, the adoption of new development regulations for new TOD zones and historic districts, the adoption of architectural – including amended signage- development regulations, a review of permitted uses in all zones with possible incorporation of uses currently not listed in the city code, and the advancing of zoning changes to better reflect and preserve the city's historic and residential character and neighborhoods.

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

- This plan identifies all redevelopment studies and plans currently underway and/or adopted, as well as calls out potential new redevelopment areas for consideration. The Planning Board works closely with the City Council to effectuate municipal redevelopment plans.

This re-examination report and master plan update contain seven elements - the Land Use Element, the Housing Element, the Community Facilities/Social Services Element, the Circulation Element, the Recreation and Open Space Element, the Historic Preservation Element, and the Utility Service Plan Element as well as Fair Share Housing and Stormwater Management appendixes, and a specific policy statement indicating the relationship of the proposed development of the city to other plans as required by NJAC 40:55D-28 d.

Introduction

The master plan shall generally comprise a report or statement and land use and development proposals, with maps, diagrams and text, presenting, at least the following elements (1) and (2) and where appropriate, the following elements (3) through (14):

(1) A statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based; (NJSA 40:55D-28 MLUL)

1. PURPOSE

The purpose of this document is to update and create anew the Master Plan of the City of Plainfield (city). This document updates the 1998 Master Plan and incorporates the findings of the 2006 Planning Board (PB) Master Plan Reexamination and comments taken at public hearings.

2. PLANNING ANALYSIS

2.1. Regional Setting

The City of Plainfield is located in northeastern New Jersey in the westernmost portion of Union County approximately 35 miles from New York City. Plainfield is surrounded by nine other municipalities: Scotch Plains Township and the Borough of Fanwood to the northeast; Watchung Borough to the northwest; the Borough of North Plainfield to the west; Green Brook Township and the Borough of Dunellen to the southwest; Piscataway Township and the Borough of South Plainfield to the south; and Scotch Plains Township to the east. According to the U.S. Census, the city is comprised of approximately 6 square miles of land.

Access to Plainfield is provided by regional mass transit as well as a number of county and regional roadways. The New Jersey Transit Raritan Valley Line provides a full daily and weekend schedule of stops at the Downtown and Netherwood Train Stations connecting Raritan and Newark, with connections to Hoboken and New York. While no major highways bisect the city, vehicular access is provided by State Highway Route 22 to the north, which links to Interstate Highway Routes 78 and 287, and the Garden State Parkway and New Jersey Turnpike.

2.2. Physical Features

2.2.1. *Topography and Soils*[1]

Plainfield is located in the Piedmont Plateau geologic region between the Highland region to the northwest and Coastal Plains region to the southeast. The city is relatively flat and offers little relief.

The city's topography generally ranges from 60 to 140 feet above sea level and peaks around 200 feet at the Scotch Plains border. Consistent with a relatively flat topography, the city falls within a level slope category of less than 2 percent. Typically, only slopes in excess of 16% pose a constraint to development.

Soils in the city have largely been distributed through years of development. The various base soils types indicated in soil surveys do not pose a constraint to development as conducted in accordance with flood regulations.

The combination of acceptable soils and flat topography make Plainfield an ideal location for development.

2.2.2. *Wetlands*

The New Jersey Department of Environmental Protection's (NJDEP) I-MAP indicates the presence of several wetland areas in the city. These wetlands are mostly found in association with Cedar Brook and Green Brook Parks. All other wetland areas are found in open space areas and isolated parcels throughout the city. As a matter of State policy, with the passage of the Wetlands Protection Act, development within designated wetland areas is now exclusively a State regulated activity. The NJDEP enforces permit requirements for developments within and adjacent to wetland areas.

2.2.3. *Floodplain*

The Plainfield Flood Insurance Rate Map (FIRM) was published in September 20, 2006, by the National Flood Insurance Program as part of Federal Emergency Management Agency (FEMA). The flood plain mapping presented in the FIRM delineates the 100-year flood plain within the city limits.

The city has two main water bodies, Green Brook and the Cedar Brook, which intersect their namesake parklands. These two parklands, Green Brook Park and Cedar Brook Park, are the central areas of flooding, and most of the city's floodplain areas are found there. Although most of the impacts associated with the flood plain area are isolated to the aforementioned parklands, the flood plain areas associated with these brooks extend to already developed residential areas.

[1] Information gathered from The City of Plainfield Master Plan, 1998 - adopted by the City of Plainfield Planning Board.

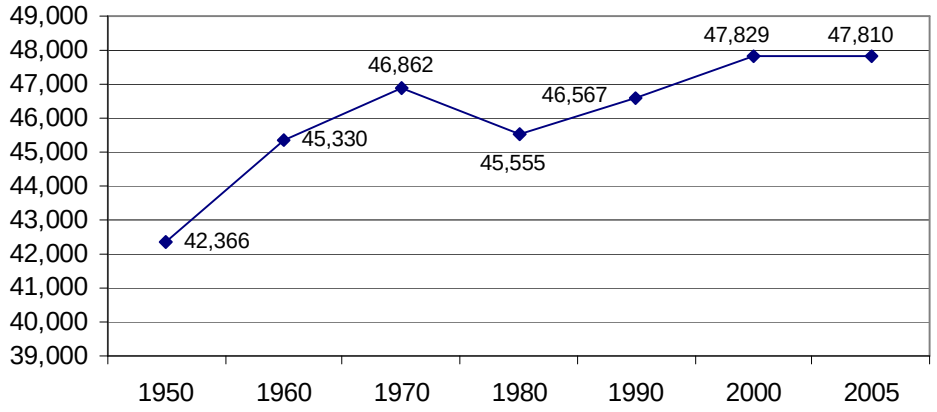
2.3. Demographics

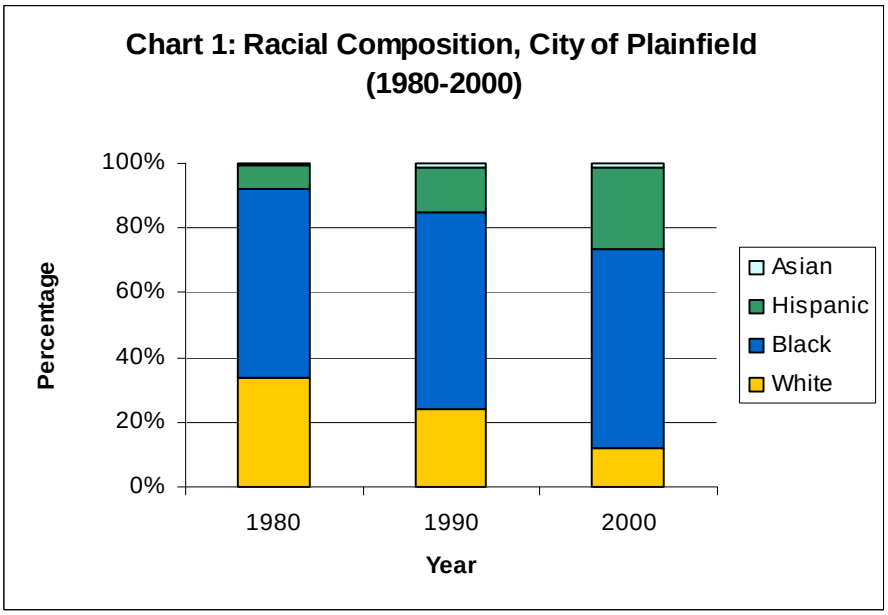
2.3.1. *General Changes Since 1998 Master Plan*

Plainfield saw an influx of 1,075 residents from 1990 – 2000. This growth, however, was minimal and represented little more than a 2% increase. In 2005, The North Jersey Transportation Planning Authority (NJTPA) released the following population estimations and projections. The city's population remained constant at approximately 48,000 from 2000 to 2005. Between 2005 and 2010, the number of residents in the city is projected to increase slightly by 2.28%, growing from 47,810 to 48,900. The population is projected to continue to grow between 2010 and 2030, and that growth will occur at an increasing rate every five years from 2010 to 2025. By 2025, the NJTPA predicts that the population will reach 54,960, an increase of almost 15% from 2005. Population growth will continue, but slow down, between 2025 and 2030, during which time the population is projected to increase by 1.71%, reaching 55,900.

While the overall city population has remained relatively constant over the past 25 years, the racial make-up has changed. African-Americans make up the majority of the City with 60% of the population. Hispanics account for over a fourth of the City's total population. The Caucasian population comprises 11.5% of the population. Asians account for less than 1% of the total population while people in the "Other" category account for approximately 3%.

Table 1: Population Growth, City of Plainfield 1950-2005





Source: 2000 US Census, Summary File 1

Population is predicted to continue growing at a steady rate based on projections from the North Jersey Transportation Planning Authority figures released in 2005 (Table 2).

Table 2: Projected Population Growth, 2000-2030

Year	Population	Absolute Change	Percent Change
2000	47,829		
2005	47,810	-19	-0.04%
2010	48,900	1,090	2.28%
2015	50,190	1,290	2.64%
2020	52,480	2,290	4.56%
2025	54,960	2,480	4.73%
2030	55,900	940	1.71%

Source: NJTPA Population Projections, 2005

The Bureau of Labor Statistics estimates the 2007 resident population for the city to be 46,486. Likewise, the 2007 projected persons per square mile for the city was 7,699.

2.3.2. *Age*

The median age of city residents, which declined from 32.2 to 31.3 between 1980 & 1990, experienced a rebound in 2000 to 32.8. The shift is not drastic enough to illustrate any great shift in the make up of the city but does indicate that the city as a whole became more mature during this time frame. The median age is between 30 and 35.

2.3.3. *Household Characteristics*

Table 3 describes the city housing situation between 1990-2000 when the number of housing units rose by a little less than 1% while households remained almost flat but reported a small decline. This inevitably leads to an increase of vacant properties since no additional households exist to absorb this increase in housing. Persons per unit continued growing, from 3.07 in 1990 to 3.10 in 2000.

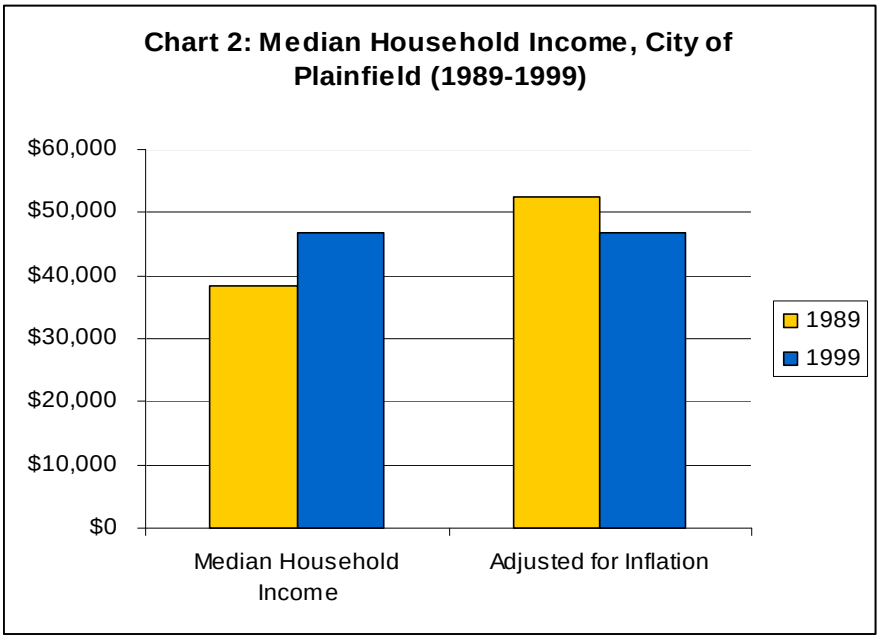
Table 3: Basic Housing Characteristics, City of Plainfield (1990-2000)

	1990	2000	Absolute Change	Percent Change
Persons	46,567	47,829	1,262	2.71%
Families	10,912	10,898	-14	-0.13%
Households	15,146	15,137	-9	-0.06%
Housing Units	16,063	16,180	117	0.73%
Occupied	15,146	15,137	-9	-0.06%
Vacant	917	1,043	126	13.74%
Persons per Unit	3.07	3.10	0.03	0.98%

Source: 2000 US Census, Summary File 1

2.3.4. *Household Income*

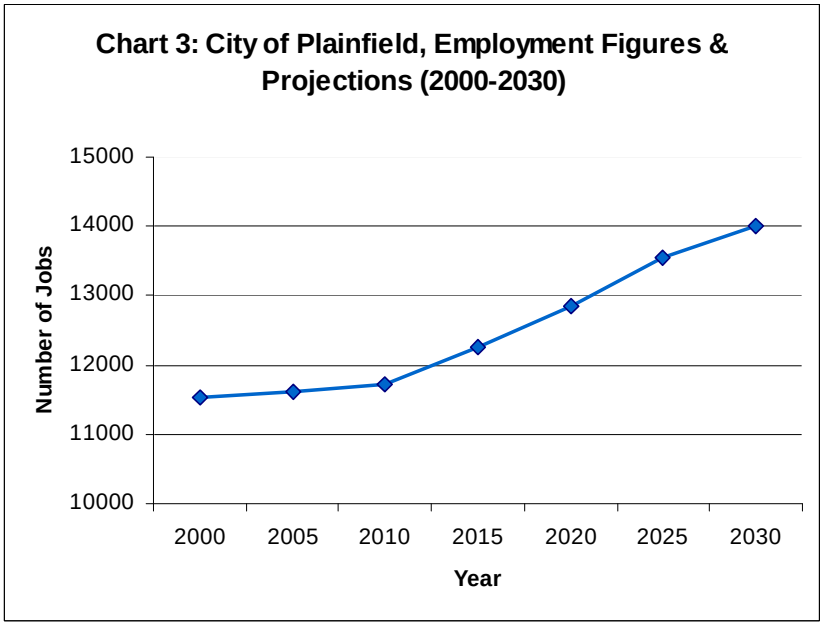
The median annual household income for city residents increased between 1989 and 1999 from $38,463 to $46,683. Yet when adjusted for inflation, the median income actually decreased over the decade. In terms of 1999 dollars, the median household income declined from $52,566 to $46,683 a difference of $5,883 (Chart 2)



Source: 1990 US Census, SF 1 & 2000 US Census, SF 1

2.3.5. *Employment*

The number of jobs within the city in 2005 was 11,620. Based on estimates provided by the North Jersey Transportation Planning Authority (NJTPA), the Metropolitan Planning Organization for the region, employment in the city is projected to steadily increase over the next 25 years. Below – in Chart 3 – this point is illustrated showing significant gains between 2010 and 2030 concluding with a final figure of 14,000 jobs within the city in 2030.



Source: NJTPA Employment Forecast, 2005

2.4. Existing Land Use

Plainfield is an urbanized, built-out community consisting primarily of residential development, and containing a mixed-use, dense downtown, part of which is an historic district. The 1998 Land Use Element called for a high density central core of pedestrian, retail, mixed commercial/residential oriented development centered at the Downtown Train Station with a surrounding pattern of auto centered commercial and moderate density residential apartment development. Arteries of lower intensity commercial uses extend east along South Avenue and west along West Front Street, with similar industrial arteries extending along North Avenue to the east and South Second Street to the west. Non-residential development was anticipated to locate along the railroad corridor fronting on South Avenue/South Second Street to the south and North Avenue/ Front Street to the north, and along Park Avenue. The remainder of the city has varying density levels of residential development. The predominant land use pattern is single family development. The two major themes of the 1998 master plan were the revitalization of the Central Business District (CBD), and the protection, maintenance and reduction of densities in residential areas. There are several residential historic districts extending south from the city center, and park and open space areas throughout the municipality. The following

are the percentages of the city's total land area occupied by each category of land use listed in the land use plan:

Land Use Category	**% of Total City Land Area**
Very Low Density Residential	2%
Low Density Residential	23%
Low/Moderate Density Residential	27%
Moderate Density Residential	21%
Medium Density Residential	1%
Medium/High Density Residential	2%
High Density Residential	2%
CBD (Central Business District)	3%
Neighborhood Commercial (NC)	2%
Mixed-Use (MU)	4%
General Commercial (GC)	1%
PO (Professional Office)	1%
Industrial/Economic Development	4%
County Parks	3%
Parks	3%
Civic and Schools	2%

2.5. Changes in Major Planning Assumptions since the 1998 Master Plan

2.5.1. *Circulation*

Historically, Plainfield developed along the transit lines, and the city now seeks to take advantage of this historical development by capitalizing on its transit assets. The city is looking to utilize transit oriented development (TOD) to revitalize the area surrounding the Downtown and Netherwood train station, as well as one or two former, train station locations. It is anticipated that TOD regulations will need to be incorporated into the city Land Use Ordinance (LUO) in order to create a compact, walkable community that will involve a medium density, high quality mixed-use node, containing office, residential, retail and civic uses. New Jersey Transit (NJT) has expended over $10,000,000 in renovations to the Downtown Station and bus routes. Plainfield has applied for state designation as a Transit Village Community, and has been designated a Smart Growth community for the planning analysis of the full industrial corridor, which includes the Downtown Station location.

2.5.2. *State and County Policies and Objectives*

2.5.2.1 *Council on Affordable Housing (COAH)*

Under COAH's third round rules, each municipality is required to develop a housing element to determine the municipal fair share of affordable housing for the 1987-2014 cumulative periods and a Fair Share Plan to describe how the municipality intends to

address the obligation determined in its housing element. According to Appendix C of COAH, Third Round Substantive Rules, the city has a rehabilitation share of 310 units and a remaining prior round obligation of 0. However, for every eight market-rate residential units constructed since 2004, the city is obligated to provide one unit that is affordable to households of low or moderate income. Job creation carries a responsibility as well. For every 25 newly created jobs, the city will be required to provide one unit that is affordable to households of low-and moderate-income persons. Therefore, it is recommended that the housing element of the Master Plan be updated to address the third round rules and to provide a Fair Share Plan that will describe how the city intends to address its affordable housing obligation.

2.5.2.2 *Redevelopment Statutes*

Since the adoption of the Master Plan, the criteria for determining an area to be in need of redevelopment have been expanded administratively, but curtailed by numerous court decisions regarding eminent domain. Specifically, N.J.S.A. 40A:12A-5 has been amended to add criteria 'h', which states that "[t]he designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation." This amendment expands opportunities for municipalities to determine an area to be in need of redevelopment.

The New Jersey Supreme Court has interpreted the Local Redevelopment and Housing Law (LRHL) as requiring a finding that, in order to be an area in need of redevelopment, there must be conditions of stagnation and blight. This ruling is based on the New Jersey Constitution and will likely influence all of the criteria for determination that an area is in need of redevelopment. The New Jersey Courts have rendered many decisions since the 1998 master plan in the field of redevelopment that demonstrate a trend to narrowly interpret the LRHL in order to maintain its constitutionality and to protect the rights of property owners with regard to eminent domain and perceived abuse of redevelopment powers. It is likely that this judicial scrutiny will continue, and the city needs to be cognizant of these decisions and act accordingly when making redevelopment decisions.

2.5.2.3 *Stormwater Management Rules*

On February 2, 2004, the NJDEP established two sets of stormwater rules that establish a comprehensive framework for addressing water quality impacts associated with existing and future stormwater discharges to local waterways. Phase II New Jersey Pollutant Discharge Elimination System Stormwater Regulation Program Rules (NJPDES) (N.J.A.C. 7:14A) are intended to address and reduce pollutants associated with existing stormwater runoff. Stormwater Management Rules (N.J.A.C. 7:8) set forth required components of regional and municipal stormwater management plans and establish the stormwater management design and performance standards for new development.

For residential development, the design and performance standards became immediately effective through the Residential Site Improvement Standards (RSIS) N.J.A.C. 5:21-1 ET sec. For non-residential development, each municipal planning board is required to adopt

a stormwater management plan consistent with the provisions of N.J.A.C. 7:8-2 and N.J.A.C. 7:8-4. Each municipality is required to adopt a stormwater control ordinance and submit both the plan and the ordinance to the county for review. The city is currently preparing a stormwater management plan.

2.5.2.4 *New Jersey State Development and Redevelopment Plan (SDRP)*

The 2001 New Jersey State Development and Redevelopment Plan (SDRP) designates the city as a Metropolitan Planning Area (PA1), a growth area, which include large urban centers and postwar suburbs that are fully or almost fully development, so that further development is dominated by an intensification of land uses through redevelopment and reuse. The major thrust of the PA1 designation is to make private investment and reinvestment a high priority to sustain and leverage the existing investment in public and private infrastructure, facilities, and services that exist there.

Policy objectives include (1) using land use controls focusing on development and redevelopment where efficient use of public facilities and services can be achieved; (2) preserving housing stock and providing a range of housing choices, (3) encouraging infill developments, assembly of parcels into efficiently developed sites, and the creation of public/private partnerships, (4) capitalizing on high-density settlement patterns to encourage the use of public and non-auto transportation, (5) reclaiming environmentally damaged sites (brownfields) and preventing future damage, with particular emphasis on remaining wildlife habitat, air quality, open space, and recreational opportunities, (6) maximizing recreational opportunities by enhancing existing parks and facilities and creating new sites; (7) integrating historic preservation into redevelopment efforts; (8) eliminating deficiencies in public facilities and expanding them where necessary to accommodate future growth and redevelopment, and (9) regionalizing and coordinating as many public services as feasible and economical, encouraging private-sector investment, and public/private partnerships.

3. OBJECTIVES AND POLICIES

The PB has reviewed the 1998 Master Plan objectives and policies and the 2006 Master Plan Reexamination Objectives and Policies and has set forth the following objectives and policies for the 2008 city master plan to guide the physical, social and economic development of the community:

OBJECTIVE 1: Existing residential neighborhoods will be preserved to protect and enhance their character.

Policy 1.1 - Neighborhood Preservation and Targeted Development. The master plan's land use recommendations are designed to protect and reinforce the prevailing residential development patterns in the community, advance environmentally friendly uses, preclude the introduction of incompatible non-residential uses in these neighborhoods and promote the establishment of appropriate population densities per the city land use ordinance.

Policy 1.2 - Housing Development. Insure that density and design of housing development seeks to reduce overcrowding within residential units and neighborhoods. The overall density and design must be consistent and compatible with the residential characteristics described in the city land use ordinance for the existing neighborhood in which the development is located.

Policy 1.3 - Zoning, Housing and Property Maintenance Code Enforcement. Improve and intensify enforcement of zoning, housing and property maintenance codes as they apply to all parts of the city. Provide for appropriate due process to ensure consistent enforcement on a continuing basis. Reverse trend toward deterioration in areas evidencing decline, as well as in targeted transitional areas in an equitable, targeted and comprehensive manner to improve housing stock and promote economic neighborhood stability.

Policy 1.4 - Housing Intensity. Existing residential densities outside of defined TOD areas should be maintained and/or reduced as described in the city land use ordinance by discouraging conversion of existing dwellings to more intensive residential or commercial uses by zoning regulation and aggressive code enforcement.

OBJECTIVE 2: Development and redevelopment should be responsive to the needs of the Plainfield community by ameliorating conditions suggestive of physical and economic deterioration, by supporting sustainability, creating economic opportunity and providing a variety of housing. Redevelopment planning is to be implemented in a comprehensive city-wide manner and where appropriate to promote transit oriented design.

Policy 2.1 - Targeted Redevelopment Areas. The master plan identifies specific development and redevelopment areas where future development and growth is to be targeted. These areas should include two primary and two potential auxiliary TOD areas along the Raritan Valley Line which connect/join those areas. Development activities should incorporate new construction and rehabilitation as called for in the plan for the specific areas.

Policy 2.2 - Outside Agency Participation in Redevelopment Activity. To assure high performance redevelopment and maximize the financial and technological involvement of outside agencies, the city should pursue high performance redevelopment through Leadership in Energy and Environmental Design (LEED), Green Building Rating System accredited construction, brownfields remediation, increased open space, rain water harvesting, green roofs, transit friendly walkable cities, renewable energy sources, solar and wind power, environmentally friendly industry, eco industrial parks, use of low speed vehicles and/or light rail links, clean waterways with recreation areas, limited reintroduction of agriculture with a weaving in of cultural arts and historic preservation. The city's representative should act as a clearing house to assist redevelopers to acquire information and technical and financial support on these initiatives to meet the city's goals.

Policy 2.3 - Residential Density. Residential redevelopment should be of a scale that promotes increased neighborhood densities in the TOD areas while reinforcing existing neighborhood character in areas outside of designated TOD areas in accordance with the LUO.

Policy 2.4 - Urban Design Guidelines. Urban design guidelines for all development should be developed to insure proper scale and quality of development projects. The city should actively promote architectural and design excellence in all structures, open spaces and urban design through appropriate design standards for all uses, districts and right-of-ways.

Policy 2.5 - Transit Oriented Development Design. Design guidelines should be prepared for development within TOD areas to ensure that any proposed development is to a human scale, pedestrian friendly, aesthetically pleasing, historically sensitive and architecturally creative.

OBJECTIVE 3: Housing redevelopment and rehabilitation should be consistent with the city's Housing Element.

Policy 3.1 - Vacant and Boarded Dwellings. It is policy and a continued priority of the city to eliminate the presence of all vacant and boarded structures through rehabilitation, redevelopment, enforcement of the Abandoned Properties Ordinance, and where necessary, demolition.

Policy 3.2 - Home Ownership Opportunities to Plainfield Residents. The city should actively promote home ownership opportunities to provide for the needs of city residents.

Policy 3.3 - New Housing Construction. The city's policy is to preserve its existing housing stock primarily through the actions described in the housing element. There is recognition that there is a need to infuse new housing compatible with existing housing into neighborhoods to replace housing units lost over the years.

Infill development of residential housing at appropriate densities is to be encouraged, subject to specific community design guidelines. It is further the policy that infill development should be permitted only in a manner that is compatible with and sensitive to existing neighborhood conditions and vernacular architecture.

Policy 3.4 - Barrier Free Requirements. New residential construction is to satisfy the barrier free requirements of the New Jersey Uniform Construction Code N.J.A.C. 5:23 et seq.

OBJECTIVE 4: The city's historically and architecturally significant buildings and neighborhoods will be preserved and protected in accordance with the Plan's Historic Preservation Element.

Policy 4.1 - Historic Sites Inventory. The 1985 citywide inventory of historic resources should be updated by 2010 to reflect changes in inventoried resources since 1985, to add resources previously not included, recommend designations of new historic districts and sites, and expansion of existing historic districts. Once the historic sites inventory is updated, the master plan should be amended to incorporate the revisions.

Policy 4.2 - New Historic Sites and Districts. The city should commit to an active program of evaluating new historic sites and districts for designation under the city's historic preservation ordinance. The city should also support and undertake nominations of historic sites and districts to the New Jersey and National Registers of Historic Places. Evaluations should include all areas of the city, and should represent the history of the city's diverse population.

Policy 4.3 - Enhancement of Historic Districts. Capital improvements within historic districts should be designed and constructed in a manner that enhances the character of the districts and contributes to the quality of life in the districts. City capital improvement and planning projects should include a review for impacts on historic resources prior to implementation. Towards the city's goals to implement energy efficiency in the TOD areas, new construction heights on non-contributing properties must be consistent with the historic building pattern of the CBD. Elements of the architecture of the historic district are to be incorporated into the development design so as to be respectful of historic sites/districts.

Policy 4.4 - Administrative Procedures and Code Enforcement. Enforcement of building codes, referrals of applications to the Historic Preservation Commission (HPC), and records on historic resources must be systematized and strengthened in support of the city's historic preservation program. A mechanism is needed to make sure that all municipal agencies and boards are aware of Plainfield's historic resources and historic preservation regulations.

Policy 4.5 - Zoning in Existing and New Historic Districts. With the assistance of the HPC, the city should undertake a comprehensive review of zoning regulations in all existing historic districts and appropriate revisions of zoning regulations for any new historic districts to be designated. The review should include, but not be limited to permitted uses, bulk and lot area requirements, parking, lighting, signs, and landscaping. Zoning review should parallel any new designation process. The city should ensure that zoning ordinances and redevelopment plans that affect historic districts and sites support historic preservation and are compatible with historic building patterns and resources.

Policy 4.6 - Funding for Historic Preservation. The city should aggressively seek grant support and funding sources for the restoration and rehabilitation of structures, neighborhood preservation, National Register nominations, educational outreach and other projects that support historic preservation.

Policy 4.7 - Educational Outreach Program. The HPC should initiate an educational outreach program, both inside and outside the city, to increase awareness of and pride in Plainfield's historic resources and the benefits of historic preservation.

Policy 4.8 - Community Organization's Support. The city should encourage and actively support nonprofit and community based organizations that demonstrate promise and ability to assist the city in achieving historic preservation objectives.

Policy 4.9 - Historic and Architecturally Significant Structures of Sound Construction within TOD Areas. The retention of architecturally significant structures within historic districts will be a central theme of redevelopment activity in TOD Areas.

OBJECTIVE 5: The city should promote a diverse and strong economy with opportunities for employment over a range of occupational classifications.

Policy 5.1 - Business Retention, Expansion and Growth. The city should support the retention and expansion of existing businesses consistent with the land use ordinance and provide new areas for growth. These efforts should be undertaken within existing commercial corridors, the various Neighborhood Commercial zones throughout the city, and where designated, in TOD areas, and areas along the Raritan Valley Line which connect them, so to enhance economic opportunity through the introduction of a range of permitted commercial uses.

Policy 5.2 - Business Development. The city should partner with the local business community, Chamber of Commerce and participants of the Special Improvement District (SID), and the Urban Enterprise Zone (UEZ) to provide business support services, community events and business advocacy.

Policy 5.3 - Industrial Business Growth. The city should promote appropriate growth industries and clustered business within designated areas and strongly encourage the establishment of eco-business parks, technology based research centers, and other environmentally friendly uses and knowledgeable employers.

Policy 5.4 - New Businesses. To satisfy the needs of city residents as well as expand employment opportunity for city residents, the city should actively recruit businesses to provide diverse retail and other services.

Policy 5.5 - New Jobs. The city recognizes the need to provide a diverse and productive labor force through partnerships with job training groups, private industry and schools to create new employment opportunities.

OBJECTIVE 6: The Central Business District (CBD) and TOD areas will be the primary economic development areas of emphasis for the city.

Policy 6.1 - Zoning. The city should prepare a land use ordinance that promotes TOD. This policy includes encouraging appropriate uses for the TOD areas while discouraging similar activity-generating uses from locating in areas of the city, where they negatively impact existing neighborhoods.

Policy 6.2 - High Quality Design. Design guidelines for the TOD areas should be prepared to encourage development in a manner that respects and enhances the multi-modal, pedestrian-friendly nature, and historic features of TOD areas.

Policy 6.3 - Capitalization of the Transportation Strengths of the City. The city, in concert with city merchants, residents, and business persons, will create a climate for revitalization within TOD areas and areas proximate to transit hubs to address issues impacting the growth of business, such as:

1. Smart Growth;
2. Parking availability, location and appearance;
3. Viability and impacts of various retail uses;
4. Retail and service market-capture within the region;
5. Implementation of infrastructure improvements to support higher density residential uses in the transit villages;
6. Additional residential uses in the transit villages;
7. Creation of events that attract potential customers;
8. Protection and enjoyment of the Green Brook;
9. Creation of open space.

OBJECTIVE 7: The city should preserve and protect environmental resources.

Policy 7.1 - Environmental Commission. The city should nominate interested parties for membership to the Environmental Commission. This Commission should be tasked with maintaining an inventory of: environmental and natural resources, open space, and brownfield locations, The Commission should also review development applications in order to provide advice to boards having jurisdiction, and conduct educational programs.

Policy 7.2 - Lands Appropriate for Green Acres Acquisition. The Environmental Commission should assist in the preparation of a Recreation and Open Space Plan to align the city for Green Acres funding eligibility for the acquisition of lands dedicated for open space and recreation use.

Policy 7.3 - Environmentally Sensitive Areas. The city should prepare a Critical Areas Ordinance and design guidelines to protect and preserve environmentally sensitive areas within the authority provided by the Municipal Land Use Law.

Policy 7.4 - Known Contaminated Sites. The Environmental Commission should maintain an inventory of identified contaminated sites, aggressively pursue Hazardous Discharge Site Remediation Funding (HDSRF) and Brownfield Development Area

(BDA) status, implement remediation, and monitor clean up status with the NJDEP and USEPA.

Policy 7.5 - Tree Preservation. The city should seek to mitigate the loss of trees as a by-product of development through the adoption of a tree preservation ordinance having applicability to new development occurring on public and private lands, which in part will provide a compensation schedule for lost trees and shrubs.

Policy 7.6 - Energy Efficient Construction. The city LUO regulations should require that newly constructed buildings as well as buildings being redeveloped be energy efficient through their design, orientation, and utilization of energy efficient building systems. National and state standards such as LEED should be adopted to guide construction.

Policy 7.7 – Green Certification. The city should pursue designation as an environmentally friendly city by selecting an appropriate "green" certifying process and meeting its requirements.

OBJECTIVE 8: The city should seek to preserve and acquire open space in order to enhance the quality of life in the city in a manner consistent with the Recreation and Open Space Element.

Policy 8.1 - Development of Park and Open Space Facilities. The city should seek to create open space corridors, easements and acquisition programs as identified by the Recreation and Open Space Element.

Policy 8.2 - Upgrade of Parks and Recreational Facilities. The city recognizes that the city's park and recreational facilities are aging and in need of maintenance and modernization. The city should continue its capital investment in upgrading its park facilities through a three-step process:

1. Complete facility and needs inventory currently being conducted by the city Recreation Department;
2. Develop a 6-year Capital Improvement Program (CIP) to meet the identified needs;
3. Increase awareness of the value of, as well as efforts to maintain the county parks within the city.

Policy 8.3 - Park and Open Space Maintenance. The city, through its Recreation and Public Works Divisions, should maintain the city's parks and open spaces in a state of cleanliness and good repair.

Policy 8.4 - Satisfaction of Recreation Demand. The city will continue to examine the evolving needs of its residents of all ages to identify necessary changes in facilities and programs to ensure adequate facilities are provided to satisfy the recreation demand of the city's residents.

Policy 8.5 - Provision of Open Space. The city should seek to provide open space in its residential, civic, commercial, industrial, and mixed use areas; and evaluate the current utilization of existing publicly owned open space to ensure satisfaction of the needs of the city's residents, neighborhoods, employees, and visitors.

Policy 8.6 - Passive Recreation Opportunity. Promote development of the Green Brook multi-use trail through land acquisition, trail design, and construction. Create passive recreation areas, where possible, along the Green Brook to enhance waterway usage.

OBJECTIVE 9: The City should seek to promote the arts as an important element of the city's culture and character. The city recognizes that it is a culturally rich and diverse community and acknowledges the benefits of expanding the arts as a means of enriching the city's quality of life.

Policy 9.1 - Promotion of the Arts in Redevelopment. Redevelopment should seek to incorporate cultural activities whenever feasible, particularly within TOD areas and the CBD.

Policy 9.2 - City Support for the Arts. The city should support the efforts of the Cultural and Heritage Commission as well as other groups which seek to promote an appreciation for the arts within the city.

Policy 9.3 - Partnerships. The city should encourage the use of public-private partnerships and interagency partnerships to increase access to the arts for city residents.

OBJECTIVE 10: Traffic and circulation policies should support land use objectives, while facilitating economic development, employment, and improvement of the quality of life of the city's residents as well as the experience of visitors.

Policy 10.1 - Reactivation of Prior Transit Hubs. Evaluate reactivation of prior transit hubs at Grant and Clinton avenues, and incorporate inter-transit hub travel by use of express bus, low speed shuttle service, or other innovative intra city modes of transport.

Policy 10.2 - Traffic and Parking Analysis. The city should undertake a comprehensive citywide traffic safety and parking needs analysis to ensure sufficiency of existing and any proposed roadway network and parking areas. The parking analysis within the CBD should include projected parking demand attributed to future development plans to the extent known.

Policy 10.3 - Connections to Employment Centers. The city should pursue the establishment of transportation networks to major education and employment centers outside of the city particularly to the south and west.

Policy 10.4 - Street Classification. City streets should be classified according to their function and use in a manner that respects all users of these important public spaces. Local residential streets should be classified in accordance with the street hierarchy definitions provided under the New Jersey RSIS (N.J.A.C.5:21-1 et seq.).

Policy 10.5 - Infrastructure Improvements to Support Investments. The presence of existing roadways and infrastructure is an advantage for the city to capitalize on in attracting new investment. Existing roadways and infrastructure must be maintained in such a manner to support additional economic development.

Policy 10.6 - New and Expanded Intra-City Mass Transit Services. Transportation and land use planning should be integrated such that development and redevelopment activity promotes utilization of existing bus and rail mass transit facilities and services, and promotes opportunity for intra-city mass transit through policies and actions that provide sufficient and growing ridership bases, encourage pedestrian access for transit and accommodates automobile access for residents and visitors at transit facilities.

Policy 10.7 - Promotion of Alternate Means of Transportation. The city should ensure that all streets and public spaces invite access and use by pedestrians, and other non-motorized travelers. This includes providing appropriate facilities for the physically challenged and encouraging vehicular operations at speeds that do not preclude use by pedestrians and bicycles sharing the public right-of-way.

Policy 10.8 - Promotion of the Objectives of the Circulation Element. The Circulation Element should serve as additional guidance for transportation investments.

Policy 10.9 - Safe Streets. The city should promote pedestrian safety with special emphasis on school and public use areas.

Policy 10.10 - Development Regulation Upgrades. The city should update sign and traffic ordinances to reflect current and future development needs.

OBJECTIVE 11: Capital investments by the city should be consistent with and specifically designed to implement elements of the City's Master Plan. (The Planning Board has determined that as Section 5.4 of The Charter of the City of Plainfield specifically requires Planning Board involvement in the capital budget process, the full charter statement should be included in this document.)

Section 5.4 - Budget preparation; capital budget – Not less than 90 days before the end of each fiscal year the planning board established pursuant to law shall prepare and transmit to the mayor and the council a proposed capital budget in such form and covering such period of years as will comply with the requirements of capital budgeting established by or pursuant to State law. As to each project, the proposed capital budget shall at least set forth the

estimated cost, its priority as compared with other projects required by the city, its method of financing, and the amount required for the "down-payment" under the local bond law; the amount of bonds to be issued and the amount to be raised by other sources; together with an estimate of the effect of the acquisition and operation of each project upon the current operating expense budget.

Policy 11.1 - Annual Capital Improvement Program (CIP). The PB should annually prepare, in accordance with the provisions of the City Charter, a CIP for review and adoption by the City Council. Projected capital improvements should take into consideration anticipated revenues, the city's ability to fund capital projects given projected revenue streams, the expected return on investment for the improvement and the relative costs and benefits of each investment. The annual budget should be reviewed and adjusted as necessary. The focus of each year's review should be year 2 of the 6 year cycle to allow time for appropriate planning and modifications prior to final funding approval.

Policy 11.2 - Consistency with Master Plan. The CIP should be consistent with the city's Master Plan. The CIP should encompass a full 6-year period as provided for in the Municipal Land Use Law (MLUL) to provide for adequate financial planning and facility implementation.

Policy 11.3 - New Municipal Complex. The city should investigate the need and location for the construction of a new municipal complex and freestanding incident command/CCTV/police substation.

OBJECTIVE 12: The city supports the State's redevelopment goals as expressed in the State Development and Redevelopment Plan (SDRP) and the city's designation as a PA1 Metropolitan Planning Area.

Policy 12.1 - Cross-Acceptance. The city should be an active participant in the cross-acceptance process to ensure that the city's interests are fully represented, and concurrence is achieved with the policies of other state agencies, to include NJDEP, New Jersey Economic Development Authority, New Jersey Office of Smart Growth, the Office of Sustainable Growth, and the Union County Economic Development Corporation.

Policy 12.2 - State Fiscal Policy. The city recognizes that the goals and objectives of the SDRP for urban areas will not be realized without a significant investment of state resources in urban areas while simultaneously working toward fiscal self-sufficiency. The city will seek to promote policies at the State level to insure that adequate resources are allocated to achieving state planning objectives for urban areas.

Policy 12.3 - Plan Endorsement. The city should work with adjacent communities and the State of New Jersey in order to achieve plan endorsement.

Policy 12.4 - Transit Village and Main Street New Jersey Designations. The city should consider applying for designation as a transit village and a Main Street New Jersey Community.

OBJECTIVE 13: Areas identified in the Land Use Element as transitional areas, due to crime, disinvestment, floundering retail, inability to financially maintain properties and vacancies will be closely monitored and specific actions will be taken to prevent further decline.

Policy 13.1 - Targeted Activities. Transitional areas will be identified and targeted for increased code enforcement activities to maintain properties, as well as vigilance by police, fire and public works departments. Additionally, programs to assist property owners to maintain their properties and city investments will be targeted to transitional areas to prevent neighborhood decline.

Policy 13.2 - Transitional Areas. Transitional areas will be monitored and annually assessed to determine the extent to which the city has addressed blighting influences. This blight assessment is to be performed by the city planning division with assistance from the Divisions of Public Works, Police, Fire, Inspections, and Code Enforcement, and incorporated as part of the annual master plan report.

OBJECTIVE 14: Social and community services should be directed to meet specific community needs.

Policy 14.1 - Citywide Assessment. The Plainfield Action Services (PAS) Division should update the citywide survey of social services to assess community social service needs on an annual basis.

Policy 14.2 - Community Facilities. Community facilities should be provided to the extent necessary to meet by social program type and quantity the needs of the city's residents and should be located in areas that provide easy access, such as in the CBD, or in other commercial districts proximate to transit routes. Policies set forth in the Land Use and Community Facilities elements of this master plan are designed to protect residential neighborhoods. They preclude the location of inappropriate social services in the R-1 through R-7 zoned residential neighborhoods in the city.

Policy 14.3 - Community Center. The city should consider the need and possible location for the construction of a community center.

Policy 14.4 - Clearinghouse Services. The city will serve as a clearinghouse through its Community Development and PAS Divisions to refer people to both city and outside support agencies.

OBJECTIVE 15: The city Master Plan should be monitored annually and evaluated for relevance and success against stated goals and objectives.

Policy 15.1 - Annual Review. Although the Municipal Master Plan calls for a periodic re-examination of its master plan every six (6) years, it is the policy of this PB to annually review the status of the master plan, taking into account the Zoning Board of Adjustment's annual report and prepare a yearly evaluation on the continued viability of the master plan and progress toward achievement of the plans goals.

With the assistance of the planning division, the PB should review planning activities to gauge the consistency and/or success of various plan elements compared to a checklist developed from the actions recommended in the master plan. Recommendations for needed changes will be presented at a public hearing and adopted if necessary in accordance with the provisions of the MLUL and forwarded to the City Council for action.

OBJECTIVE 16: The City Land Use Ordinance (LUO) should be updated to implement the objectives and polices of the Master Plan.

Policy 16.1 - Amendment of Existing Land Use Ordinance. The city should update the existing land development ordinance to implement the objectives and polices of the Master Plan. Attention should be paid to providing zoning designations that do not exceed existing residential densities in the R-1 through R-7 zones, and that closely correspond with the proposed land use designations of the land use plan element.

Policy 16.2 - Design Guidelines. Design guidelines should be prepared for residential, commercial and mixed-use development and redevelopment in the new LUO to provide specific recommendations to reviewing boards on site plan elements and design for approval by City Council.

Policy 16.3 - Critical Areas. The city should incorporate a critical areas section within the LUO to restrict development in areas subject to environmental and other constraints.

OBJECTIVE 17: City residents should be provided with safe and adequate utility supplies and infrastructure including power, heat and communication utilities, a public (potable) water supply, sanitary sewers, wastewater disposal and treatment, and stormwater management.

Policy 17.1 - Maintenance of Existing Systems. The city should maintain, upgrade, expand, and protect the existing utility infrastructure.

Policy 17.2 - Create New Systems. Where applicable, the city should plan and implement new utility infrastructure to replace aging and obsolete systems.

OBJECTIVE 18: Utility needs of development and designated redevelopment areas should be provided.

Policy 18.1 - The city should plan and implement new utility infrastructure to replace aging and obsolete systems servicing development and redevelopment areas.

Policy 18.2 - The city should require, where appropriate, that the cost of the creation, expansion, or extension of utilities related to development or redevelopment be borne by the property owner or developer.

Policy 18.3 - The city and land use boards should promote the underground placement of all utilities in development and redevelopment areas.

OBJECTIVE 19 The city residents, local businesses and public service entities should be provided with adequate and efficient high technology infrastructure accessibility including fiber-optic data transmission lines, digital switching stations, telecommunication facilities and high speed internet access, and other technologies as they emerge.

Policy 19.1 - The city should encourage the development of high-technology infrastructure including fiber optic data transmission lines, digital switching stations, telecommunication facilities and high speed internet access.

Policy 19.2 - The city should work with high-technology providers in planning for the creation and expansion of high technology infrastructure and to ensure the availability of the required electric load for cyber districts.

OBJECTIVE 20: Redevelopment activities undertaken by the city should be consistent with the Master Plan.

Policy 20.1 - Targeted Areas. Redevelopment initiatives should be employed throughout the city in areas manifesting conditions suggestive of economic and physical deterioration consistent with the criteria established under the LRHL and deemed appropriate for redevelopment by this master plan (N.J.S.A. 40A;12A-1 et seq.).

Land Use Element

(2) A land use plan element (a) taking into account and stating its relationship to the statement provided for in paragraph (1) hereof, and other master plan elements provided for in paragraphs (3) through (14) hereof and natural conditions, including, but not necessarily limited to topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands; (b) showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes; and stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance; and (c) showing the existing and proposed location of any airports and the boundaries of any airport safety zones delineated pursuant to the "Air Safety and Zoning Act of 1983," P.L.1983, c.260 (C.6:1-80 et seq.); and (d) including a statement of the standards of population density and development intensity recommended for the municipality. (NJSA 40:55D-28 - MLUL)

1. PURPOSE

The land use plan element enhances and emends goals, objectives, and policies of the 2006 Master Plan Reexamination of the 1998 City of Plainfield Master Plan, and provides a framework for the implementation of the housing, circulation, community facilities, recreation and open space, historic preservation, and utilities plan elements encompassed within this 2008 master plan. This element coordinates the major recommendations of those documents, and thereby provides guidance to boards having land use jurisdiction and for modifying zoning rules and regulations.

2. OBJECTIVES AND POLICIES

This plan element encompasses and advances all of the goals, objectives and policies enumerated in the introduction of this comprehensive master plan.

3. SUMMARY OF RECOMMENDATIONS

3.1. Land Use Classification Changes

The city should modify land use classifications where existing classifications impede development potential or are inconsistent with existing desired patterns of development.

3.2. Implementation of Master Plan Vision through Revitalization

- Develop a strategic vision to serve as a framework for comprehensive revitalization of the city
- Identify areas appropriate for application of redevelopment planning pursuant to redevelopment law

- Prepare and adopt redevelopment plans for areas which have been declared in need of redevelopment

- Undertake a comprehensive study of city lands abutting the entirety of the Raritan Valley Line using SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis in order to designate appropriate land use classifications

- Plan for relocation of obsolete or poorly sited public facilities

3.3. Transit-Oriented-Development (TOD) Policy

Establish TOD land use patterns and zoning districts around the two existing and potentially one or two former transit centers. The city should encourage commercial development along the railroad corridor concentrating centers of mixed commercial/residential development at present or former transit centers and linking these centers through appropriate commercial/industrial land use patterns for uses that are not appropriate in TOD areas.

3.4. Recreation and Open Space

The city Land Use and Zone Maps should be revised to create a separate land use pattern and zone district for preserved parkland. Open space regulations should be incorporated in the Land Use Ordinance (LUO) and parks should be designated as permitted uses in all zones. All properties on the city and county ROSI maps should be designated as preserved parkland on the zoning map, and Green Brook and Cedar Brook Parks should be designated as the ninth and tenth local historic districts.

3.5. Development and Redevelopment Planning

The Planning Board (PB), in consultation with the City Council and affected community stakeholders, should prepare a strategic plan to serve as a framework within which development and redevelopment planning can be undertaken in an integrated, comprehensive manner.

3.6. Historic Preservation

All properties that have been designated as Historic Landmarks should be located on the Land Use and Zone Maps.

3.7. Architectural Standards

The architectural standards in the LUO should be reexamined in order to ensure façade construction complementary of and sensitive to the 1880s-1920s period of Plainfield development.

3.8. Energy Efficient Design

The LUO should be amended to require that all future commercial development incorporate LEED (Leadership in Energy Efficient Design), sustainable development or similar "green" energy standards.

4. 1998 LAND USE PLAN

The following is a description of the existing sixteen (16) land use classifications from the 1998 land use element, changes in existing land use conditions, and city actions that have amended existing development regulations. Additionally, this section will describe emerging strategies for revitalization. Land Use/Plan Changes in Existing Conditions and Regulations are as below:

4.1. 1998 Land Use Plan

Very Low Density Residential

This lowest density residential development recommends one single-family dwelling on a minimum lot size of one acre. This type of residential development is targeted for an area generally bounded on the west by Woodland Avenue, on the north by Oakland and Prospect Avenues, and on the east by Plainfield's border with Scotch Plains.

Low Density Residential

The low density residential land use pattern calling for a dwelling unit density of 2.0 per acre and encompasses the southern portion of the city that roughly corresponds to the neighborhood referred to as Sleepy Hollow and historic districts, as well as the northeastern and northwestern borders of the city.

Low/Moderate Density Residential

This land use category provides for a density of 3.4 dwelling units per acre. All low/moderate density residential development is designated south of the rail line.

Moderate Density Residential

The low moderate density pattern allows a density of 5.8 units per acre for single-family homes and 8.7 units per acre for two-family units, and is intended for expansive areas on both sides of the railroad in the northwestern and northeastern portions of the city, and also in the south central portion of the city close to Park Avenue.

Medium Density Residential

The medium density residential development pattern allows a density of 7.2 units per acre for single-family houses and 8.7 units per acre for two-family dwellings and is located in pockets bordering commercial land use patterns in the northern central part of the city.

Medium/High Density Residential

The medium/high density residential development provides for a density of 10-12 units per acre and is located along Park Avenue south of the CBD, and in the north central and northeastern areas of the city buffering residential from commercial land use patterns.

High Density Residential

The high density residential development pattern calls for a density of 18-24 units per acre and includes the multi-family apartment pattern in the northeastern section of the city along East Front Street.

Neighborhood Commercial

This land use pattern is composed of uses that principally serve the specific surrounding neighborhoods. Neighborhood commercial development is intended to permit uses necessary for satisfaction of daily needs of residents, such as personal services, grocery stores, drug stores and convenience stores that primarily serve neighborhoods nearby. Higher intensity commercial uses are not to be permitted. The scale and intensity of development should not intrude into, but complement the character of the residential neighborhoods they serve. Neighborhood commercial land use patterns are principally designated to serve the South Avenue, East Second Street, Plainfield Avenue and Clinton Avenue neighborhoods.

Central Business District

The City's Central Business District (CBD) is located in the northern central area of the city and is intended to be the downtown retail center as well as serving a broader population of Plainfield residents and the surrounding region. The city is targeting the CBD as such a center because this location can capitalize on its proximity to the Downtown Train station to support the sought activity. Higher intensity commercial/industrial uses are not to be permitted in the CBD.

Mixed Use Professional, Commercial and Residential

The city intends for this type of land use to act as a buffer district between lower density residential areas and areas with higher concentrations of commercial uses. Mixed use areas are intended to exhibit retail or other commercial uses on first floors and apartments above, as well as stand-alone structures. These areas are targeted in close proximity to the railroad line and around the CBD.

Professional/Office/Medical

This type of pattern is intended principally towards the central-southern portion along Park Avenue emanating from Muhlenberg Regional Medical Center. Development in this district is intended to primarily be an extension of existing office space with additional permitted conversions of existing residential uses.

General Commercial

This designation applies specifically to the commercially developed area at the western end of West Front Street along the border with Dunellen. Recommended land uses include those traditionally associated with high volume roadways.

Industrial/Economic Development

Land categorized as industrial is located along both sides of the rail line west of Grant Avenue and east of Richmond Street. The city has targeted such land for uses requiring rail access and uses that may impact adjacent properties generally not considered acceptable in mixed-use areas. An example of a use intended for these areas is telecommunications equipment mounted on an existing building or structure.

Open Space/Recreation (listed on Land Use Plan as two separate categories: County Parks and Parks)

The city intends for land classified as parkland to remain as open space for passive and active recreation.

Civic and Schools

This designation applies to land that is intended to primarily contain government and school buildings.

Historic Districts

There are six residential historic districts, one commercial historic district, and one civic historic district in the city. The residential districts are primarily within land designated by the Land Use Plan for Low or Moderate Density Residential development. As is the case with all of the city's historic districts, these historic neighborhoods have been designated as historic because they contain a concentration of buildings and/or sites that are linked for historic and/or aesthetic reasons. The residential districts are south of the railroad and concentrated in the center of the city. One district - Van Wyck Brooks- is on the west side of Park Avenue. The other five districts- Crescent Avenue, Putnam Watchung, Hillside Avenue, Broadway and Netherwood Heights- are on the east side of Park Avenue. The North Avenue and Civic Districts are located in the center and south of the CBD respectively.

4.2. Changes in Existing Conditions and Regulations

4.2.1. *Residential Land Use Patterns*

Typical residential home in Plainfield

Most of the land the city intended for residential development of the type and location described above has been maintained or has continued to develop as intended. Since the adoption of the 1998 Master Plan, the LUO has been amended to reduce the permitted density and increase minimum lot sizes in every zone. In 2005 the city reduced the minimum lot size requirement in the R-2 (from 22,000 to 20,000), R-3 (from 12,500 to 12,000), and in the R-4 for single family dwellings (from 8,300 to 7,500) to more accurately reflect the pattern of the lot sizes in these zones. The PB and Zoning Board of Adjustment (ZBA) have been vigilant in maintaining or reducing residential density as recommended by the 1998 plan. Isolated, undersized, vacant lots have been developed with infill single family development subject to ZBA standards. Many undersized lots have been merged. These new regulations and decisions have served to protect the character of existing residential development.

The planning division has identified areas of the city in which the adopted zoning has created innumerable non-conforming lots and where the maximum permitted density is out of character with the scale of the underlying residential development. While maintaining desired density levels, it has stymied residential development consistent with acceptable existing neighborhood character. The planning division is recommending PB consideration of certain changes to recommended land use patterns to provide for residential development consistent with existing residential character in certain areas, while protecting existing and desired densities.

Approximately 35-40 vacant properties or boarded structures were developed or rehabilitated, primarily due to the implementation of the 197 Scattered Sites Redevelopment Plan adopted in 2000. This has also had the effect of increased home ownership. The PB has expressed misgivings about the results of this plan as the residential development that was constructed was not in character with existing neighborhoods and allowed development of narrower lots than anticipated. The PB intends to require design standards for construction and parking in future redevelopment plans. It is anticipated that future new housing construction and rehabilitation will take place due to private investment. In addition to promoting housing, the plan also calls for commercial development consistent with underlying zoning, and open space preservation of appropriate lots.

The city has made great strides in preserving its historic districts and sites, which has had a significant positive impact on the community. The historic districts have become a major draw of visitors to, and a stable influence for property values in, the city. Green Brook Park became eligible to be declared a local historic district in 2005. In 2006, twelve sites were designated as historic landmarks. Cedar Brook Park became eligible to be designated as the city's tenth historic district in 2007.

4.2.2. *Commercial Land Use Patterns*

The 1998 plan identified the CBD as the primary focus of economic development. The CBD is to be the primary pedestrian oriented retail shopping experience for the City, with mixed use commercial/residential structures. While there has been significant CBD investment, including a $10,000,000 renovation by New Jersey Transit (NJT) to the Downtown Train Station, the success of the CBD continues to be an ongoing effort, and most of the City's planning and redevelopment efforts focus on this achievement. The city continues to strive to make the CBD a downtown that is bustling 24 hours a day for people to live, work, shop and recreate. There are two historic districts adjacent to the CBD - the North Avenue Historic District (NAHD) and the Civic Historic District (CHD), which contains City Hall and the City Hall Annex.

Plainfield Central Business District at intersection of Front Street and Park Avenue

The plan also identified a secondary concentric commercial area around the CBD to be developed with more vehicular dependent uses and was to serve as a buffer or transition

area between the more intensely developed CBD and the adjacent lower density residential neighborhoods. A second major retail commercial artery was identified along South Avenue, centered at the Netherwood Train Station. Neighborhood commercial centers were to be developed on East Second Street, along Plainfield Avenue, and at the corners of Clinton Avenue and West Front Street/South Second Street. Park Avenue was envisioned to be a major professional office area utilizing Muhlenberg Hospital as the magnet.

The plan recognized that these commercial areas had declined in usage. The planning division has identified numerous retail, service and entertainment uses that have left the city and have not been replaced. The city lacks a major name brand food/grocery store, a bowling alley, a banquet facility, a hotel or motel, a major department store, a movie theatre, a performing/cultural arts center, high-end retail (particularly clothing and accessory) stores, basic specialty stores such as a pet store, a bike shop and a fitness center. There are no national chain restaurants (other than fast food) or clothing stores. There are only five banks to service the needs of 48,000 residents; none exist in the West End. Residents are required to travel out of town to obtain many necessities.

To promote the vitality of the CBD and maximize realization of the zoning permissions for the area, the city has foreseen the completion of two major redevelopment projects – the Park-Madison site and the Tepper's site. These projects resulted in the construction of the city's first modern office structure and parking deck, and the rehabilitation or conversion of a commercial structure that had been vacant for over 25 years into a mixed use residential/commercial complex.

The city also commenced a number of projects to enhance the commercial streetscape. Design guidelines originally developed in 2000 for the Urban Enterprise Zone (UEZ) Sign and Façade Grant program were formally adopted as part of the LUO and have been incorporated into various downtown development and redevelopment plans. Various streetscape improvement projects have occurred throughout the city that have facilitated economic development and helped to improve the quality of life for residents and visitors, specifically the CBD along Front Street, the Park Madison & Teppers Redevelopment Areas and the South Avenue Corridor. Additional streetscape improvements are planned for the remainder of the CBD as grants are obtained.

The city has also advanced a number of redevelopment initiatives in the CBD including the North Avenue Plan, a North Avenue Extension Study, a Tepper's Phase II Plan, a Downtown Station South (DTSS) study, and individual site developments. The PB approved a mixed use project that includes a new senior center in 2006. The city completed a major rehabilitation of Madison Playground in 2007 providing playground and passive recreation areas for downtown residents.

4.2.3. *Industrial Land Use Patterns*

Strips of land adjacent to the railroad tracks along North Avenue from Richmond Street to Terrill Road and on South Avenue from Richmond Street to Woodland Avenue on the

East side of town, and on South Second Street from Grant Avenue west to the Dunellen Borough line, and on West Front Street from Clinton Avenue to the Borough line were designated for development in an industrial land use pattern. These strips are not being used to their maximum extent possible as there are a number of large vacant or underutilized industrial structures. Land that is being utilized is used primarily for heavy commercial or vehicle related storage or repairs.

The North Avenue industrial corridor is located in a flood plain and had been subjected to frequent flooding and property damage. Under a comprehensive and coordinated planning and infrastructure initiative, the city sought and obtained state and federal funding to assess the potential for smart growth redevelopment, and to invest $3,000,000 to rebuild 1.6 miles of drainage, roadway and pedestrian infrastructure in the corridor from Richmond Street to Terrill Road. The flood potential was reduced to a ten year incident, and private industry invested another $3,000,000 in the corridor to locate and expand business, creating additional employment opportunities in skilled labor industries.

4.2.4. *Area of Inconsistency between the 1998 Master Plan and Zone Plan*

4.2.4.1 *South Second Street Area*

The South Second Street area bounded by Plainfield Avenue and Grant Avenue remains the only area where the 1998 Land Use Map and Zoning Map are not consistent. The Land Use plan identifies the area as Medium High (R-6) and Moderate Residential Density (R-4), while the Zoning Map shows Neighborhood Commercial (NC), Mixed Use (MU) and Moderate Density Residential (R-4) zoning districts. The city, in concert with the State School Construction Corporation and a Board of Education sponsored neighborhood group, had identified this area for a new middle school. The Community Facilities Element identifies the need for this facility. The state had advanced the project to the point of asking for first refusal on privately owned properties and submitting a concept plan to the PB for review. The plan was subsequently not advanced and the funding for a school does not appear available.

4.2.4.2 *Open Space and Parkland*

There are a number of open spaces distributed throughout the city. The two largest parks are the Union County Green Brook and Cedar Brook Parks. Both of these parks have been placed on State and National Registers of Historic Places and are eligible to be designated as historic districts. Since 1998, the city has increased its open space inventory, principally through the 197 Scattered Site Redevelopment Plan.

The city and the New Jersey Department of Environmental Protection (NJDEP) agreed to a Recreation and Open Space Inventory (ROSI) map in 2002. Union County and the NJDEP have also agreed to the Union County ROSI that includes the Green Brook and Cedar Brook Parks that must be preserved as parkland. All of these lands are currently zoned for development. Other recreation and open space recommendations are contained in the Recreation and Open Space Element of this master plan.

4.2.4.3 *Transitional Areas*

The 1998 plan used the concept of transitional areas for otherwise stable residential neighborhoods that are beginning to exhibit a general trend of disinvestment. The plan stated that these areas border upon blighted or commercial strips. Housing conditions evident in these areas were identified as including peeling exterior paint, sagging porches, missing roof shingles, broken sidewalks and curbs in a state of disrepair. The recommendations in the 1998 plan were to target code enforcement, increase police, fire and public works division monitoring to prevent further blight, and identify the need to prioritize these areas for rehabilitation programs and neighborhood activities to recapture and improve these neighborhoods. These goals remain an objective of this land use element.

During the preparation of this master plan, the Plainfield Organized for West End Revitalization (POWER) group made a presentation to the PB outlining the planning, rehabilitation, redevelopment and master plan recommendations that they have developed as part of a Rutgers University assisted and privately funded master plan for a 44 block area of the West End. They advised that the West End is zoned entirely for moderate density residential development, and that is not what is required for the revitalization that the area requires. They advocated permitting three and four family structures on existing lots as many generations of families live together. They also stated their need for increased retail uses and commercial areas in general, as well the creation of jobs for the area residents. The PB concurred with the need for increased commercial areas to provide for neighborhood needs and jobs, but did not agree with amending the land use or zone plan to allow three and four family units as the majority of the lots in the West End are substandard to the current zone plan that allows only single and two family dwellings. The PB encouraged POWER to stay in the planning process and continue to bring their concerns and recommendations to the Board.

The Housing Authority of Plainfield (HAP) also made a presentation to the PB outlining their future plans. They advised of their intention to demolish the existing Elmwood Gardens housing units on West Second and Elmwood Streets and to construct townhouse units. Neither the existing nor the proposed housing densities are consistent with the land use or zone plan. The Board reviewed the presentation and recognized that the Elmwood Gardens, Whitney Young Apartments, West End Gardens and Liberty Village housing complexes are all located in the moderate density residential land use pattern which calls for development of one and two family dwellings. This land use pattern is not appropriate for all of these existing uses. In an effort to make the land use pattern more consistent with the existing housing density in the area, and to create a more appropriate buffer between the mixed use land use pattern to the east and the moderate density residential land use pattern to the west, this land use element recommends that the land use pattern for the above identified areas be changed to a higher density land use pattern.

4.2.4.4 *Nodes of Economic Opportunity*

The 1998 plan also utilized the term "nodes of economic opportunity" to recognize the tremendous potential of areas of the city that, if properly promoted, could significantly contribute to the city's economic well being. The plan also identified these areas. All of these areas have since been incorporated into the city TOD or redevelopment areas identified in this plan.

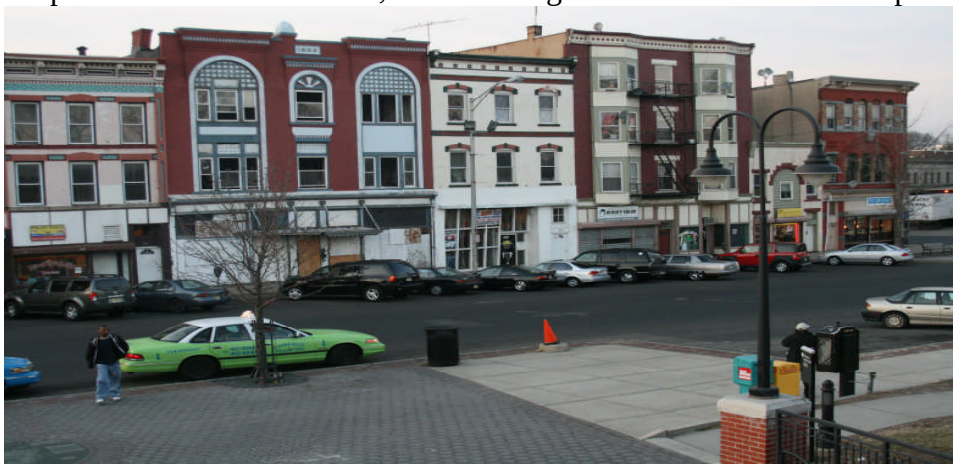
4.2.4.5 *Redevelopment Activity*

The city has been seeking to revitalize vacant, distressed and underutilized residential, commercial and industrial land and convert it into appropriate residential uses or higher intensity commercial/industrial uses and mixed use commercial/residential uses. This activity is centered along the Raritan Valley Line train corridor with spikes into the CBD area. The city has aggressively adopted numerous redevelopment studies and plans for the area, most of which have already been mentioned in this report. New Jersey court decisions and the distressed economy have served to slow potential redevelopment. The city sees redevelopment as one of several tools for reinvigorating the commercial and industrial areas and providing city residents with the basic shopping and commercial resources that have left the city, and creating job opportunities and increasing tax base.

The city has reviewed the following areas for redevelopment:

- The Netherwood Study Area – Mixed-use development is envisioned for this area

- North Avenue Historic District Study Area and the North Avenue Expanded Study Area - A redevelopment plan calling for mixed use development has been adopted for the historic area, and is being revised to include an expanded area.



North Avenue Historic District Redevelopment Area

- Disco Aluminum Study Area - The adopted redevelopment plan calls for separate development of low density housing and mixed-use development, and it is being revised to include an expanded area.

- Third and Richmond Study Area - Mixed-use development including high density housing is envisioned for this area

- Downtown Station South - Mixed use moderate density development is envisioned for this area.

- Block 318 - Mixed use moderate density development is envisioned for this entire block in the downtown area.

- West Second Street and Madison Avenue - Moderate density mixed use development is envisioned for this lot.

4.2.4.6 *Transit-Oriented Development (TOD)*

The 1998 plan does not mention a TOD pattern - a type of development generally characterized by high-density, compact, mixed use, pedestrian-friendly development proximate to a transit hub - as this phrase, as well as transit village, smart growth and other similar terms, was not in use. Even without such terminology, the city has always had a rail based pattern of development with its central commercial shopping district centered around its downtown train station and its secondary area of commerce centered at its Netherwood train station. Commercial development has been called for along the rail line, and residential development has been located and envisioned in outlying areas.

Since the promotion of TOD due to energy concerns, gas prices, and the State Development and Redevelopment Plan (SDRP), the city has embraced this concept. Objective 2 and 6 of this report clearly call for transit oriented development based on two existing, and possibly two former train stations. The Circulation Element of the Plainfield Master Plan is based on TOD. The city is seeking to integrate transportation and land use planning such that development and redevelopment activities promote use and enhancement of existing and previous rail and bus mass transit facilities and services while also promoting economic development. TOD is conducive to Plainfield's economic development because its density and accessibility to transit allows for proximity to jobs, stores and services, improving the viability of such establishments. TOD also helps to alleviate traffic congestion by taking vehicles off the road as people use other modes of transportation.

As part of its efforts to promote TOD, in 2004 and 2005, Plainfield submitted applications to the State Transit Village Designation program. This program was established to encourage growth, while implementing TOD principles to promote land use efficiency. The program is an incentive program in which the State encourages municipalities to apply for designation as a transit village. In turn, municipalities so designated can receive such benefits as priority funding and technical assistance from some state agencies, and eligibility for New Jersey Department of Transportation (NJDOT) transit village funding.

While designation has not as yet been granted, the city's position will be strengthened by:

- Identifying at least one ready-to-go, transit-supportive project (to be completed in 3 years);

- Demonstrating improved bike/pedestrian connectivity in the community;

- Establishing station area management (such as existing or proposed business improvement associations, a business improvement district, a chamber of commerce, etc.) for the proposed transit village districts; and minimization of automobile use by maximizing the appeal of transit.

There are several TOD initiatives currently underway in the city. The initiative with the highest priority is the revitalization of the CBD, a project that includes the redevelopment of the North Avenue Historic District (NAHD), which is centered at the Downtown Train Station, and is bounded to the south by the railroad, to the north by Second Street, to the east by Watchung Avenue, and to the west by Park Avenue and the eastern lot line of the PSE&G property (Lot 2) on Second Street. The city will be encouraging development and redevelopment that calls for pedestrian-friendly, dense, mixed-use development within walking distance of the Downtown Train Station, an enhanced, complementary and uniform streetscape and structured parking.

Pursuant to consideration of TOD appropriateness, two (2) other areas may be developed in a manner reflecting this emphasis. The first is the Netherwood Redevelopment Area, being comprised of lands on either side of the rail line. On the south side of the railroad, the area extends from Richmond Street to Central Street, and on the north side of the rail line, the area extends from Richmond Street to Berckman Street. The city has declared this area as an area in need of redevelopment, and is working on a redevelopment plan for the area. The plan envisions dense, mixed-use development.

The second project is the redevelopment of the Richmond and Third Redevelopment Area. This site encompasses land adjacent to the rail line along Cottage Place, the PMUA yards, and land along the north side of East Third Street. The plan for this area promotes mixed-use with opportunity for stand-alone residential and commercial development.

The Park Madison, West Second and Madison, Teppers, Block 318, North Avenue and North Avenue Expanded, and the Downtown Station South are all within or adjacent to the CBD and the Downtown TOD area. The city looks forward to the achieving the reality of TOD redevelopment on these tracts.

4.2.4.7 *Historic Preservation*

The City Council, PB and Historic Preservation Commission (HPC) recently designated twelve properties as Historic Landmarks. These properties have been identified in the Historic Preservation Element. The HPC has also recommended the adoption of updated the Design Guidelines for Historic Districts and Sites for all historic districts and

landmarked properties. The PB is reviewing this document at the time of this report preparation and should be forwarding it soon to City Council for adoption.

4.2.4.8 *Architectural Standards*

As previously stated, the city has incorporated architectural standards for non-historic properties into its land use ordinance. Architectural standards - to encourage façade construction (including signage) complementary of and sensitive to the 1880s-1920s Plainfield development - are important and are to be incorporated in all future development projects. The PB has also recognized that with potential increases in permitted residential densities in mixed use areas, quality of life standards including provision of minimum apartment sizes, open space, and provision of basic residential services - utilities, laundry services and HVAC - need to be adopted.

4.2.4.9 *Energy Efficient Design*

This report is being written as gasoline prices have just come down from a high of $4.00/gallon. Given our dependence on non-renewable resources, other energy prices will also increase in cost. The city is aware of the strain that these prices will have on its residents and users of its infrastructure. This plan therefore calls for the preparation and adoption of LEED or similar sustainable development standards to govern the construction of all future development in the city LUO. Future development patterns consistent with TOD standards will also further this goal.

5. PROPOSED CHANGES TO THE 1998 LAND USE PLAN

5.1. Overall Land Use

As a developed community, the city does not envision major land use pattern changes during the six year life span of this land use element. The major emphases of the 1998 plan to revitalize the downtown and protect the residential neighborhood patterns remain pertinent with the inclusion of the provision of TOD areas adjacent to the Downtown Train Station, the Netherwood Station, and at one or both of the former Clinton Avenue and Grant Avenue train stations and a potential bus center. The city goals within this land use element are to revitalize and redevelop existing underutilized industrial and commercial areas into productive and exciting mixed use areas through the TOD concept, to provide areas for necessary land uses, jobs and economic opportunities for city residents at appropriate locations, to restore residential transitional areas to stable neighborhoods, and to protect the existing neighborhood character and density of historic and non-historic residential patterns of stable residential development.

5.1.1. *Proposed Plan for Land Uses*

This land use plan is based on the existing Land Use categories used in the 1998 plan.

5.2. Changes in Existing Conditions and Regulations

The areas recommended for changes in land use pattern and zone plan classifications are indicated in Section D. They have been identified for change based on the criteria that the existing pattern of uses or lots are either not consistent with the existing land use, surrounding area, land use recommendation, zone regulations or zone map, or the land use or zone designations impede re-use or rehabilitation of the area.

This Master Plan envisions maintaining the existing land use patterns as outlined on the 1998 Land Use Plan except as indicated below.

5.2.1. *Residential Land Use Patterns*

The Low Density Residential/R-2 Zone designation in the Northwest side of the city north of Front Street

This area is composed primarily of single family dwellings on moderately sized lots. The majority of these lots are non-conforming with the zone requirements. This plan calls for the Land Use Pattern and zone plan change to the Low-Moderate/R-3 Zone designation.

The Medium Density Residential/R-5 Zone along West Front Street from Liberty Street to Central Avenue

This designation permits only one and two family dwellings, but the majority of the area is mixed use commercial/residential on West Front Street. The area is also adjacent to the Mixed Use Zone. This plan calls for the land use pattern and zone plan change along West Front Street to a Mixed Use land use designation and the lots surrounding New/Orchard Streets to a Moderate Density Residential designation.

Low Density/R-2 Zone Designation along Norwood Avenue

This area should be examined as only one of the lots is actually conforming to the required lot size. This plan calls for the land use pattern and zone plan change to a Low-Moderate/R-3 Zone designation.

Low Density Residential/R-2 Zone Designation

This area is in the northeast side of the city, north of Front Street, and is composed primarily of single family dwellings on moderately sized lots. The majority of these lots are non-conforming with the zone requirements. This plan calls for the land use pattern and zone plan change to a Low-Moderate /R-3 Zone designation.

Properties Fronting the North side of East Front Street between Westervelt and Sanford Avenues

The lots within this tract are currently zoned R-4. The eastern lot is utilized for a commercial use, and the 197 Scattered Site Redevelopment Plan calls for the western lot to be utilized for a commercial use. The middle lot is residential. This plan calls for the land use pattern and zone plan change to a neighborhood commercial zone which would permit the two commercial uses and serve as a buffer between the CBD zone and the R-4 zone.

Medium Density/R-5 Zone Designation

The properties on the south side of East Seventh Street between Watchung and Park avenues are zoned R-5 but the properties are developed with apartment structures which are not permitted by that designation. This plan calls for the land use pattern and zone change to an R-6 Medium/High Density Residential Zone which would make the current uses permitted and would provide a buffer between the CBD and Crescent Avenue Historic District.

Moderate Density/R-4 Zone Designation

This area on the east side of Park Avenue from Martine Avenue to Evergreen Avenue is composed almost exclusively of mixed office/residential uses; the ZBA has recommended, and this plan calls for the land use pattern and zone plan change to a Professional Office Zone designation.

Medium-High Density R-6 Zone Designation

This area on the west side of Park Avenue, Ellsworth Place to Stelle Avenue, is principally composed of professional offices along Park Avenue and residential dwellings along Arlington Avenue. This plan calls for the land use pattern and zone plan change to a professional office zone along Park Avenue and an R-4 Moderate Density Residential land use pattern along Arlington Avenue.

West Seventh Street from Irving Place/John Street

This area west to the South Plainfield municipal boundary is in a Low-Moderate Density Residential development pattern and is zoned R-3. This designation permits only single family dwellings on 12,500 sq. ft. lots, yet the majority of the large structures in this area

are not single family, and there are pressures to permit higher densities as the lots are extremely deep. The ZBA has granted approvals to allow higher density townhouse /single family development. This plan calls for further study in order to determine the appropriateness of a classification permitting a higher density.

Area centered on Plainfield Avenue, West Fourth Street, Central Avenue, the NJ Transit railroad tracks and Elmwood Place

Block 105, Lot 1, Block 106, Lots 1-10, Block 107, Lots 16-18, Block 108, Lot 1, Block 771, Lot 1, and Block 235, Lot 10 are currently in the moderate density residential land use pattern and R-4 zone. The majority of uses in this area are apartment complexes at a much high density than the pattern or zone calls for. This plan recommends the designation of a higher density land use pattern.

197 Scattered Site Redevelopment Plan

This plan needs to be reviewed in light of consistent development that has occurred on the designated lots in order to update the zoning map to reflect that certain lots have been appropriately developed and to remove the redevelopment designation. City policy for the remaining lots in the adopted redevelopment plan could then be reviewed in order to determine if any plan changes need to be made.

5.2.2. *Commercial Land Use Patterns*

Professional Office Zone Adjacent to the MU Zone between Sycamore and Washington Avenues

There appears to be an extremely small Professional Office Zone adjacent to the MU Zone between Sycamore and Washington Avenues. Further study has confirmed that this is an error. This plan calls for the land use pattern and zone plan change to an MU Zone.

CBD North of the Downtown Station

While the area surrounding the Downtown Train Station is currently zoned CBD and therefore permits the highest density and intensity of mixed uses in the city, implementation of the TOD concept requires that this area be re-examined in order to incorporate TOD standards. This plan recommends a land use pattern change for the area between the railroad station and Front Street and both frontages along Park and Watchung avenues to a TOD designation, and a zone plan change for the area between the North Avenue Historic District and Front Street, and between Watchung and Park avenues be changed to a TOD-Downtown designation. The North Avenue Historic District should remain its own zone.

CBD South of the Downtown Station

While the area surrounding the Downtown Train Station is currently zoned CBD and therefore permits the highest density and intensity of mixed uses in the City, implementation of the TOD concept requires that this area be re-examined in order to incorporate TOD standards. This plan calls for the land use pattern and zone plan for the area between the Downtown Train Station and East Sixth Street, and between Watchung and Park avenues to be changed to a TOD-Downtown designation.

Area West of Park Avenue on South side of West Seventh Street

This area is currently called out as an extension of the moderate density residential land use pattern, but is populated mostly by mixed use office/residential uses. Moderate density residential uses are not appropriate on the edge of the CBD, but a higher intensity commercial pattern would not be an appropriate buffer for the historic district to the south. This plan calls for the land use pattern and zone plan to be changed to the Professional Office designation.

Area at an Extension of Sanford Avenue along East Front Street

This area has been purchased by the city and has been merged into one tract. This tract is split by two land use and zone designations - CBD and MU. This split designation hampered review, as well as development of this lot. This plan recommends the land use pattern and zone plan change for this area to the CBD Zone in order to have a single land use designation.

MU Land Use Designation and Zone along East Front Street

This area is between an extension of Sanford Avenue and Richmond Street, and is composed exclusively of housing. The majority of these uses are therefore non-conforming. The area is bounded by the CBD to the west, the R-7 High Density land use designation to the East and the Richmond and Third Redevelopment Plan designation to the south. This plan recommends the land use pattern and zone plan change to the High Density/R-7 Zone designation.

Neighborhood Commercial District on the South side of the Railroad Tracks adjacent to the Netherwood Station

While this area is zoned NC and therefore permits mixed uses, implementation of the TOD concept requires that this area be re-examined in order to incorporate TOD standards. This plan recommends that the land use pattern and zone plan along South Avenue within walking distance of the Netherwood Train Station be changed to a TOD-Netherwood designation.

Lands along Both Sides of the Railroad Tracks near Clinton Avenue

The area on both sides of the railroad tracks along Clinton Avenue has a land use and zoning designation of NC. While generally appropriate, the area needs to be studied for possible expansion. As explained to the PB by the Plainfield Organized for West End Revitalization (POWER), the West End does not have a strong and sizeable commercial area to support the surrounding community. This area could provide for such a center. This plan recommends the land use pattern and zone plan change of the entire block encompassed by South Second Street, West Third Street, and Evona Avenue to the NC Zone.

An industrially developed property with one vacant structure, a single lot along West Second Street to the east of this area that is zoned MU stands out as an anomaly. This plan recommends the land use pattern and zone plan change for this lot to either an R-4 Moderate Density Residential land use consistent with the surrounding area, or for a use that is found compatible with the surrounding residentially developed area.

The northeast corner of Mariner's Place and West Front Street is zoned NC but is developed with residential structures. The remainder of the block within which these corner lots are located is zoned R-4 Moderate Density Residential. This plan recommends the land use pattern and zone plan change at this corner to an R-4 Moderate Density Residential Zone.

The Clinton Avenue Post Office discussed in the Community Facilities Element of this Master Plan is also located in the R-4 Moderate Density Residential Zone. This plan recommends the land use pattern and zone plan change for this commercial lot to the NC Zone.

1701-1821 West Front Street – Block 202 (National Starch)

This area was split into two zones in 1999 in anticipation of a shopping center development which did not come to fruition. The MU Zone appears to no longer be appropriate and potentially is hindering the redevelopment of this site as an industrial warehouse area. The area should be studied in order to determine if it should be returned to a Light Industrial Area.

This PB has also determined that the MU land use pattern needs to be amended in order to include two family dwellings as permitted uses as there are numerous existing two family dwellings on undersized lots in this pattern and their lot size is not conducive to conversion to mixed use structures as the plan currently envisions.

5.2.3. *Industrial Land Use Pattern*

Light Industrial District on the north side of the railroad tracks adjacent to the Netherwood Station parking lot

The area on the north side of the Raritan Valley Line (RVL) tracks is zoned for industrial uses, but the area is dominated by underutilized industrial buildings and principally utilized for heavy commercial uses. Implementation of a TOD concept around the city's train stations requires that this area be re-examined in order to incorporate TOD standards. This plan recommends that the existing land use pattern and zone plan along North Avenue within walking distance of the Netherwood Train Station be reexamined in order to determine the appropriateness of the current plan and potential for a change to a TOD-Netherwood designation.

5.2.4. *Area of Inconsistency between the 1998 Master Plan and Zone Plan*

5.2.4.1 *South Second Street Area*

The area along South Second Street bounded by Plainfield Avenue and Grant Street remains the only area where the 1998 Land Use and Zoning Maps are not consistent. As previously mentioned, the West End does not have a commercial area adequate to support community needs. This area could provide for such a need. This plan recommends that this area be studied in order to advance a land use pattern and zone plan change advancing the concept of a moderate intensity TOD development centered around the location of the former Grant Avenue train station, and a NC land use pattern linking with the Neighborhood Commercial Land Use pattern along Plainfield Avenue.

5.2.4.2 *Recreation and Open Space*

To ensure that existing city designated ROSI land is preserved as recreation and open space, the city land use and zone maps should be revised to create a separate land use pattern and zone district for preserved parkland. Applicable zone regulations for these lands should be incorporated in the LUO. Parks should be designated as permitted uses in all zones. All of the properties on the city and county ROSI maps should be designated as preserved parkland on the zoning map. To advance the prior designation of Green Brook and Cedar Brook parks on the State and National Registers of Historic Places, and to promote preservation of the character of these county parks, the city should designate them as the ninth and tenth local historic districts. The zoning map should be revised to reflect these designations.

5.2.4.3 *Transitional Areas*

This plan identifies the following areas as Transitional Areas, calls for their designation as such on the Land Use Map, and encourages the utilization of the policies previously stated to ensure their return to stability. The city should annually review neighborhood

areas in order to determine areas in transition in order to address areas of concern earlier rather than later.

- The Crescent Avenue Historic District
- The Putnam-Watchung Historic District
- The West End area identified by the POWER group, with particular emphasis placed on West Third Street between Monroe and Prescott avenues
- The Elmwood Gardens Housing Development

5.2.4.4 *Nodes of Economic Opportunity*

As indicated above, all of these areas identified in the 1998 Master Plan have since been incorporated into the city TOD or redevelopment areas identified in this plan.

5.2.4.5 *General Redevelopment Policy*

This plan recommends consideration of the use of redevelopment planning in locations where conditions evidence the statutory 'blight' criteria in order to utilize planning techniques to facilitate growth and ameliorate blighting influences, the presence of which may potentially impede private sector investment. Development and redevelopment planning procedures and process should be evaluated in order to determine the most appropriate process for plans consistent with this master plan to advance. The following planning policy guidance is recommended to assist in the evaluation and administration of redevelopment planning:

a. The PB, in consultation with the City Council, should prepare a strategic vision to serve as a framework within which redevelopment planning can be undertaken in an integrated, comprehensive manner.

b. Zoning classification and existing conditions of land and improvements immediately adjacent to the RVL corridor should be evaluated to identify detrimental conditions and impediments to development, which may be highlighted through the employment of development or redevelopment planning, for the emergence of a comprehensive corridor vision plan.

c. Development and redevelopment planning should capitalize on existing mass transit systems, and promote TOD proximate to multi-modal mixed use transportation areas in areas around the Downtown Station, the Netherwood Station, possibly the former train stops at Clinton and Grant avenues, and city bus routes.

d. To assure diversification of the city's economy and enhance employment opportunity, development and redevelopment planning should provide

opportunity for the establishment of high technology uses and where appropriate the types of uses able to benefit from availability of rail spurs outside of areas developed consistent with a TOD land use pattern emphasizing mixed retail, service and residential uses.

e. Subsequent to City Council declarations of areas in need of redevelopment, redevelopment plans for said areas should be prepared as soon as possible following designation. Plans should be prepared for:

- Block 318 Study Area, declared June 20, 2005;
- Downtown Station South Study Area, declared May 4, 2005;
- West Second Street and Madison Avenue Study Area, declared April 18, 2005;
- South and Scott Avenues Study Area (Disco Aluminum), declared April 18, 2005; and
- The North Avenue Expanded Area, declared December 5, 2007.

Streetscape on Park Avenue in North Avenue redevelopment area

f. On September 7, 2006, the PB adopted a resolution recommending that City Council declare a tract focused on East Third and Richmond Streets as an area in need of redevelopment. In that resolution, the PB recommended that City Council consider whether additional properties in Blocks 306 and 307 should be included in the redevelopment area, and that City Council consults with the PMUA regarding their future plans in the redevelopment area. This element reiterates those recommendations in order to advance comprehensive planning for both the city and the PMUA. This element also recommends that the city seek a partnership with Union County College (UCC) in order to further coordinate development in this area.

g. Proposed redevelopment plans should have the three-prong emphasis of (1) preparation and consideration of economic feasibility studies to illuminate impact of plans in terms of tax base expansion and potential for job creation, (2) promotion of architecturally diverse, yet historically appropriate building styles to promote an aesthetically pleasing and interesting built environment, and (3) encouragement of LEED and sustainability principles in all designs/plans.

h. A proactive community outreach program to educate and solicit public comment should be a component of all redevelopment planning initiatives in the city.

i. All redevelopment plans should include the requirement that the redeveloper submit economic, traffic and sustainability impact statements to the PB and City Council. Potential redevelopers should also demonstrate that the project is feasible, that they have the demonstrated ability, experience and financial wherewithal in these difficult economic times to complete the developments they are proposing to undertake.

5.2.4.6 *Transit-Oriented Development (TOD)*

This plan encourages TOD in the city's multi-modal mass transit areas and in the areas within walking distance of the present and former train station/stops. This type of development pattern enables a massing of sustainable economic opportunity as a result of the mutually beneficial arrangement of compact, greater density, mixed use development within walking distance of mass transit fostering increased ridership, and increased activity resulting from residential and commercial foot traffic. Land adjacent to the RVL is particularly well suited for TOD as this design approach would boost the economic potential of the existing infrastructured corridor which includes the existing stations and the former Grant Avenue stop situated at approximately one mile intervals, and the former stop at Clinton Avenue approximately a half mile from the Grant Avenue stop.

The city has filed an application with the NJDOT for designation as a transit village community to take advantage of the coordination among the state agencies that comprise the Transit Task Force and to qualify for technical assistance and funding assistance eligibility.

The following planning policy guidance is central to TOD initiatives:

a. Future arrangement of land and uses within TOD areas should result from the collaboration of the city, developers, and interested stakeholders; and should address practicable resolution of issues arising from development.

b. Development should allow for a range of mixed commercial/residential uses and stand alone commercial development.

c. Development within TOD areas should retain architecturally significant structures of sound construction.

d. Architectural and design guidelines specific to TOD areas should be prepared to assure an aesthetically pleasing, architecturally diverse, well planned, high quality built environment addressing streetscape, signage, facades and other design elements.

e. Financial feasibility, economic impact and other appropriate studies are submitted.

While this plan element update endorses TOD, it at the same time acknowledges the need for the undertaking of a corridor visioning study to evaluate the SWOT to the corridor for the subsequent preparation of a comprehensive corridor plan. It is recognized that the entire corridor is not suitable nor satisfies criteria for TOD; nor will the mixed use concept provide for the diversity of jobs and services that the city needs to provide land area for employment of its citizens. An appropriate land use pattern for the lands between the TOD areas must be determined. Preparation of this plan will require the input of all stakeholders necessitating an aggressive public outreach campaign so in the final analysis the city will have the benefit of the insights of those most impacted. The preparation of a market analysis may be appropriate to illuminate niche markets and the types of businesses which can be expected to thrive in this area outside of the designated TOD areas.

There is currently no provision enabling TOD; and development requires zoning relief considered on a case by case basis, or realization as a by-product of a redevelopment plan. In the spring of 2008, a draft ordinance was prepared for City Council to review to establish a new zone designation, TOD-N Transit Oriented Development District – Netherwood. This proposed zoning district is intended to promote TOD to the east of the Netherwood Train Station. City Council is considering this ordinance at the time of preparation of this element.

5.2.4.7 *Historic Preservation*

The twelve properties that have been designated as Historic Landmarks, as well as those previously designated, should be located on the Land Use and Zone Maps. The Design Guidelines for Historic Sites and Districts should be updated.

5.2.4.8 *Architectural Standards*

This plan recommends that the existing architectural standards contained in the LUO be reexamined in order to determine if changes are required to ensure that façade construction of one and two family dwellings occurs in a manner compatible with surrounding neighborhoods and that commercial development proceeds in a manner complementary of and sensitive to the 1880s-1920s period of Plainfield development. The adoption of Architectural Design Guidelines, including signage, for both residential

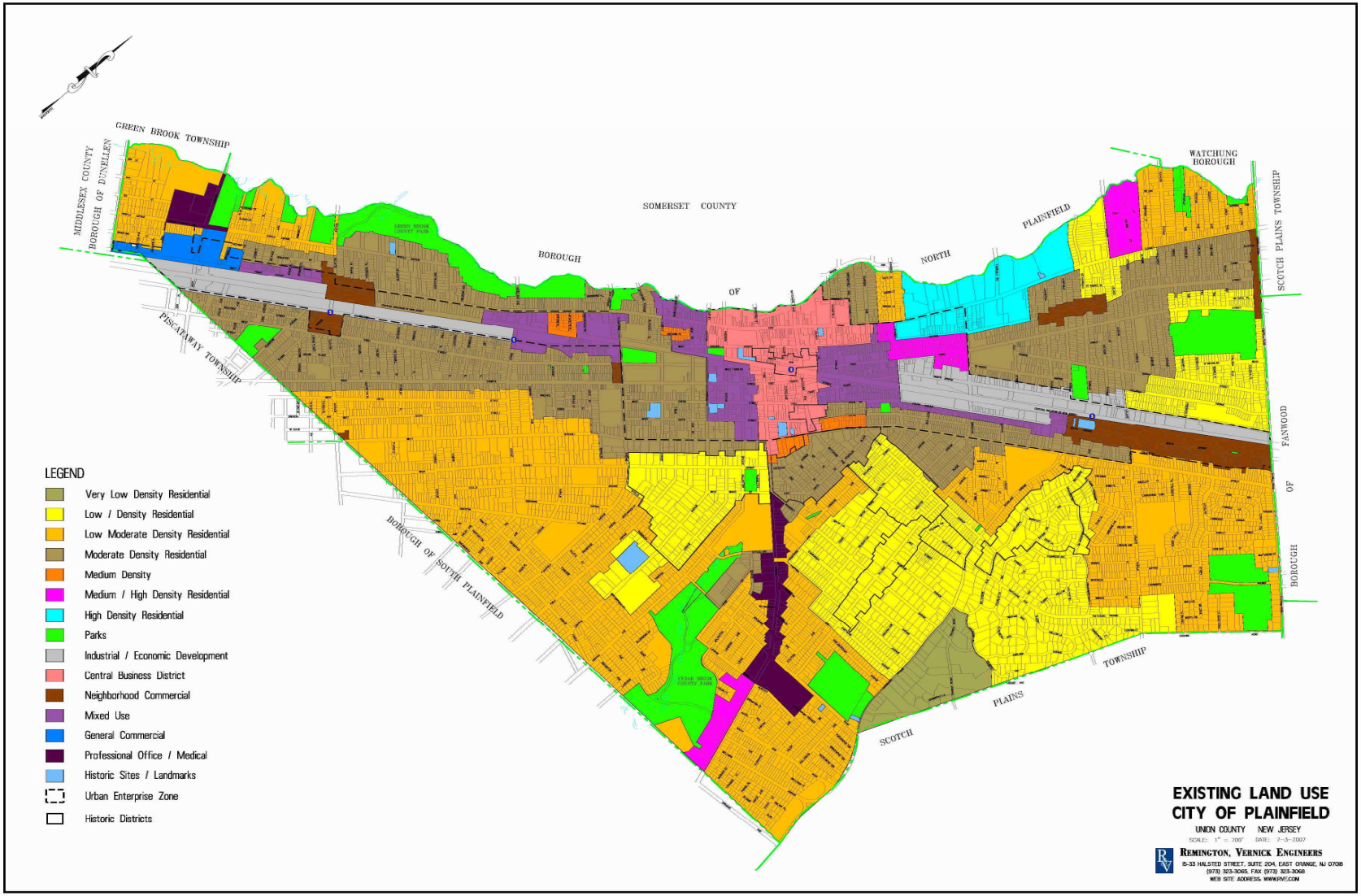
and commercial uses is to be considered. Due to the potential increases in permitted residential densities in mixed use areas that are identified in both development and redevelopment areas in this report, this plan calls for the preparation and adoption of quality of life standards including provision of minimum apartment sizes, open space, and provision of basic residential services – utilities, laundry services and HVAC – in all residential units.

5.2.4.9 *Energy Efficient Design*

This plan recommends the preparation and incorporation of LEED or similar "Green" or sustainable development energy standards into the LUO to govern the construction of all development in the City. At the time of preparation of this plan, the city is submitting applications to Sustainable New Jersey. This plan recommends continued action toward making Plainfield a "Green Community".

5.2.4.10 *Civic Historic District*

The land use element and zone plan identify the Civic Historic District (CHD), but the LUO does not have include adopted standards for the zone. The LUO should be amended to include regulations for the CHD.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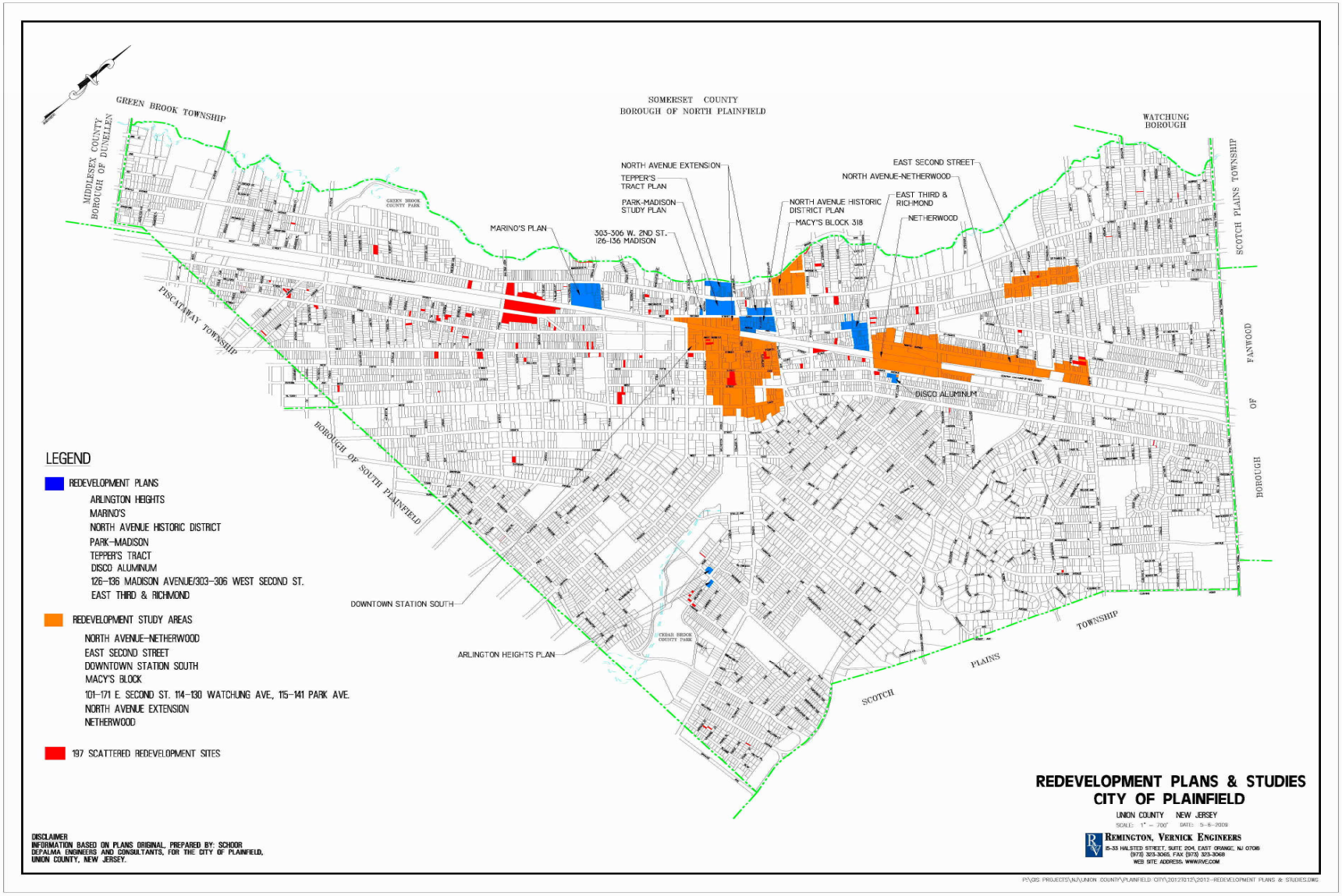
FANWOOD BOROUGH
PISCATAWAY TOWNSHIP
BOROUGH OF SOUTH PLAINFIELD
SCOTCH PLAINS TOWNSHIP
LEGEND
Very Low Density Residential
Low / Density Residential
Low Moderate Density Residential
Moderate Density Residential
Medium Density
Medium / High Density Residential
High Density Residential
Parks
Industrial / Economic Development
Central Business District
Neighborhood Commercial
Mixed Use
General Commercial
Professional Office / Medical
Historic Sites / Landmarks
Urban Enterprise Zone
Historic Districts
EXISTING LAND USE
CITY OF PLAINFIELD
UNION COUNTY NEW JERSEY
SCALE: 1" = 700' DATE: 7-3-2007
REMINGTON, VERNICK ENGINEERS
15-33 HALSTED STREET, SUITE 204, EAST ORANGE, NJ 07018
(973) 323-3065, FAX (973) 323-3068
WEB SITE ADDRESS: WWW.RVE.COM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BOROUGH OF
PISCATAWAY TOWNSHIP
BOROUGH OF SOUTH PLAINFIELD
SCOTCH PLAINS TOWNSHIP
NORTH AVENUE EXTENSION
TEPPER'S TRACT PLAN
PARK-MADISON STUDY PLAN
MARINO'S PLAN
303-306 W. 2ND ST.-126-136 MADISON
NORTH AVENUE HISTORIC DISTRICT PLAN
MACY'S BLOCK 318
EAST SECOND STREET
NORTH AVENUE-NETHERWOOD
EAST THIRD & RICHMOND
NETHERWOOD
DISCO ALUMINUM
DOWNTOWN STATION SOUTH
ARLINGTON HEIGHTS PLAN
LEGEND
REDEVELOPMENT PLANS
ARLINGTON HEIGHTS
MARINO'S
NORTH AVENUE HISTORIC DISTRICT
PARK-MADISON
TEPPER'S TRACT
DISCO ALUMINUM
126-136 MADISON AVENUE/303-306 WEST SECOND ST.
EAST THIRD & RICHMOND
REDEVELOPMENT STUDY AREAS
NORTH AVENUE-NETHERWOOD
EAST SECOND STREET
DOWNTOWN STATION SOUTH
MACY'S BLOCK
101-171 E. SECOND ST. 114-130 WATCHUNG AVE., 115-141 PARK AVE.
NORTH AVENUE EXTENSION
NETHERWOOD
197 SCATTERED REDEVELOPMENT SITES
DISCLAIMER
INFORMATION BASED ON PLANS ORIGINAL, PREPARED BY: SCHOOR DEFALMA ENGINEERS AND CONSULTANTS, FOR THE CITY OF PLAINFIELD, UNION COUNTY, NEW JERSEY.
REDEVELOPMENT PLANS & STUDIES
CITY OF PLAINFIELD
UNION COUNTY NEW JERSEY
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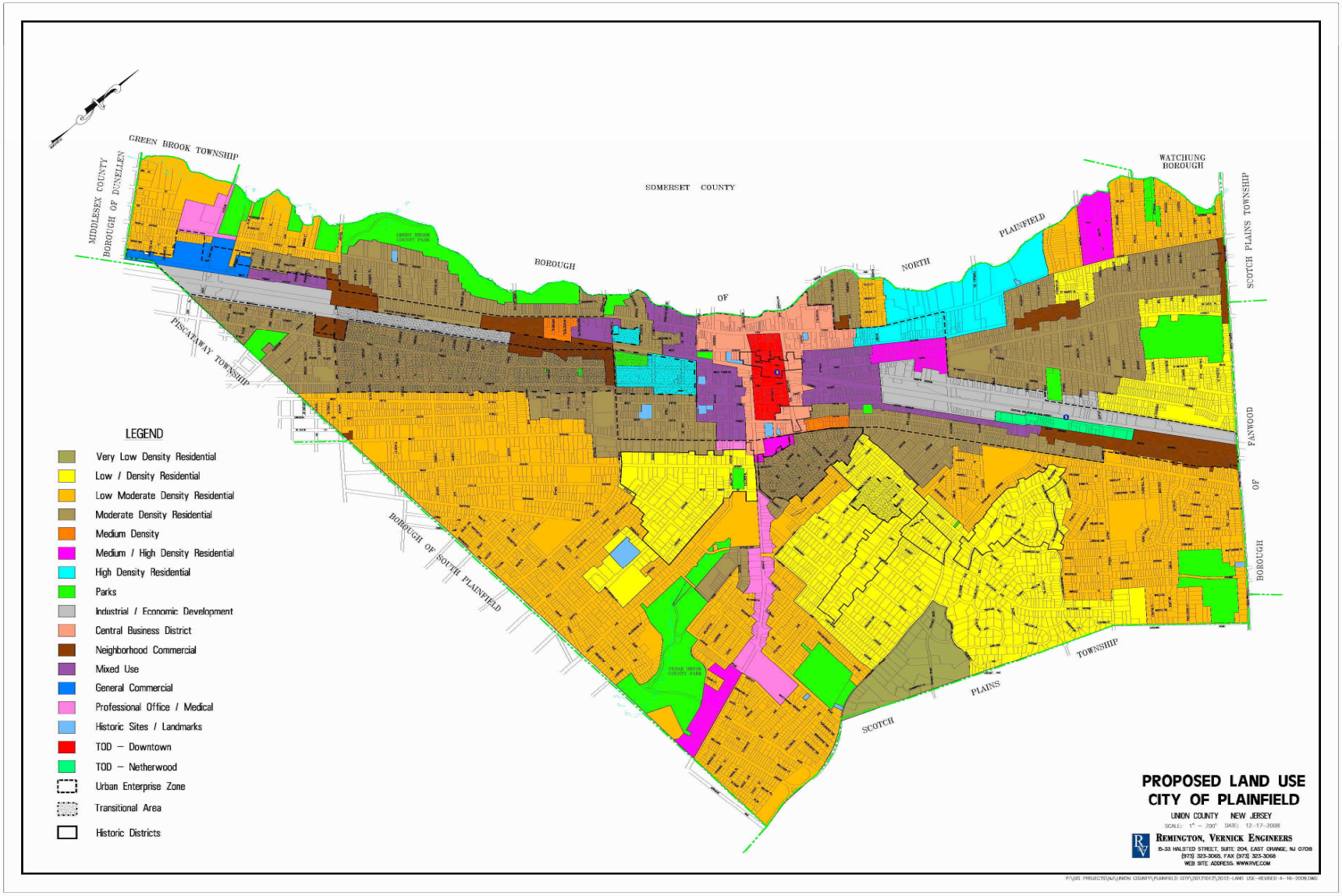
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High Density Residential
Parks
Industrial / Economic Development
Central Business District
Neighborhood Commercial
Mixed Use
General Commercial
Professional Office / Medical
Historic Sites / Landmarks
TOD – Downtown
TOD – Netherwood
Urban Enterprise Zone
Transitional Area
Historic Districts
PROPOSED LAND USE
CITY OF PLAINFIELD
UNION COUNTY NEW JERSEY
REMINGTON, VERNICK ENGINEERS

Circulation Element

A circulation plan element showing the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, conditions and availability of existing and proposed transportation facilities, including air, water, road and rail. (NJSA 40:55D-28-MLUL)

1. PURPOSE

The purpose of this element is to advance the above standard and create a safe, efficient and effective transportation system in the city through the integration of land use planning with transportation planning and the promotion of reduced dependency on the automobile and increased use of alternative forms of transportation, particularly mass transit. This plan element seeks to increase opportunities for using mass transit, and promote infrastructure enhancements that support land use patterns proximate to mass transit hubs. Concurrently, this plan element seeks to ensure that existing and proposed transportation infrastructure is safe and efficient. In addition, this plan element seeks to guide the development of Capital Improvement Program (CIP) initiatives related to transportation, and increase economic opportunities to Plainfield residents.

2. OBJECTIVE AND POLICIES

This plan element advances the following objective and policies:

OBJECTIVE: Traffic and circulation policies should support land use objectives, while facilitating economic development and employment, and improving the quality of life of the city's residents as well as the experience of visitors.

Policy 10.1 - Reactivation of Prior Transit Hubs. The city should evaluate reactivation of at least one of the former transit rail crossings at Grant or Clinton avenues, and inter-transit hub travel by use of express bus, light rail, or tram shuttle service, and other forms of transportation.

Policy 10.2 - Traffic and Parking Analysis. The city should undertake a comprehensive citywide traffic safety and parking needs analysis to ensure sufficiency of existing and proposed roadway network and parking areas. The parking analysis within the Central Business District (CBD) should include projected parking demand attributed to future development plans to the extent known.

Policy 10.3 - Connections to Employment Centers. The city should encourage and pursue additional and improved transportation linkages/networks to major education and employment centers outside of the city particularly to the south and west.

Policy 10.4 - Street Classification. The city should classify city streets by their function and use. In addition, the City should classify local residential streets in accordance with the street hierarchy definitions provided under the New Jersey Residential Site Improvement Standards N.J.A.C.5:21-1 et seq.

Policy 10.5 - Infrastructure Improvements to Support Investments. The presence of existing roadways and infrastructure is an advantage for the city to capitalize on in attracting new investment. Accordingly, the city should ensure that roadways and infrastructure improvements support additional economic development.

Policy 10.6 - New and Expanded Intra-City Mass Transit Services. The city should support integrated transportation and land use planning such that development and redevelopment activity promotes utilization of existing bus and rail mass transit facilities and services, and promotes opportunity for intra-city mass transit through policies and actions that provide sufficient and growing ridership bases, encourages pedestrian access for transit and accommodates automobile access for residents and visitors at transit facilities.

Policy 10.7 - Promotion of Alternate Means of Transportation. The city should ensure that all streets and public spaces invite access and use by pedestrians, and other non-motorized travelers. This includes providing appropriate facilities for the physically challenged and encouraging vehicular operations at speeds that do not preclude use by pedestrians and bicycles sharing the public right-of-way.

Policy 10.8 - Promotion of the Objectives of the Circulation Element. The city should support use of the Circulation Element as additional guidance for transportation investments.

Policy 10.9 - Safe Streets. The city should promote pedestrian safety with special emphasis on school and public use areas.

Policy 10.10 - Development Regulation Upgrades. The city should update sign and traffic ordinances to reflect current and future development needs.

3. SUMMARY OF RECOMMENDATIONS

3.1. Revisions to Land Use Regulations

The city should take the following actions to advance this circulation element:

- Amend the land use ordinance (LUO) to allow for introduction of transit-oriented development (TOD) districts around the existing and former train stations.

- Require installation by developers of off-tract transportation improvements necessitated by development.

- Require that traffic and parking studies be submitted with development applications in the Central Business District (CBD) and TOD areas.

- Require developers of industrial uses abutting the rail line to design facilities to accommodate potential industrial rail siding introduction.

3.2. City Initiatives

- Seek Transit Village Designation to enhance ability to obtain transportation grants.

- Map emergency evacuation routes. Include the train line as such a route.

- Continue to implement the downtown streetscape improvement plan.

- Establish a street beautification plan.

- Update the official map.

- Conduct a comprehensive parking study in the CBD and TOD areas.

3.3. Rail Passenger Service/Rail Freight

- Work with New Jersey Transit (NJT) to determine feasibility of re-establishing former train stops, and if found feasible, work with NJT to re-open these stops.

- Promote direct train service from Plainfield to New York City, and to improve the feasibility of this goal, support current initiatives to develop a third tunnel into Manhattan, and the expansion of Penn Station in Manhattan.

- Support and promote the planned Union County Cross County Rail Link (CCRL)

3.4. Bus

- Work with NJT on establishing additional bus stops.

- Construct additional bus shelters, prioritizing construction through a list sorted in descending order according to the number of users at each stop.

- Establish a bus route from Plainfield to New Brunswick and other employment centers.

- Establish bus routes to health facilities outside of the city that will replace services no longer provided by the Muhlenberg Regional Medical Center.

3.5. Automobile/Truck Transportation

- Promote transportation demand strategies.

- Encourage shared parking strategies.

- Continue current and planned roadway initiatives as set forth in Plainfield's 6-year CIP and Roadway Assessment Study Report ("15-year Plan") for improving road paving; installing street trees; improving intersections; and improving drainage infrastructure.

- Upgrade city-owned parking lots.

- Encourage the use of specific local truck routes to major roads serving the area.

3.6. Bicycle and Pedestrian Infrastructure

- Prepare and implement a pedestrian circulation plan to ensure connectivity of walking paths and sidewalks.

- Prepare a bicycle circulation plan to identify appropriate locations for interconnected bicycle lanes and paths throughout the city.

- Undertake a street lighting study to identify areas in the city where additional lighting is needed.

4. EXISTING CIRCULATION CONDITIONS

4.1. Passenger Rail Service

NJT provides passenger rail service to Plainfield along the Raritan Valley Line (RVL), which runs between High Bridge in Hunterdon County and Newark in Essex County, and extends through the northern portion of Union County in an east/west direction. In Plainfield, the line extends through the northern portion of the city between the Boroughs of Fanwood and the Township of Piscataway. The RVL provides no direct connections to the major destinations of New York City, Philadelphia, New Brunswick or Elizabeth. However, at Newark passengers on the RVL can transfer to the Northeast Corridor Line, which extends north to New York City and south to Trenton. Passengers can also connect to AMTRAK in Newark for destinations throughout the United States and Canada, as well as to Newark Liberty International Airport (Airport). From Trenton, passengers can go to Philadelphia on the SEPTA (Southeastern Pennsylvania Transportation Authority) line. At Newark, riders on the RVL can also transfer to the NJT North Jersey Coast Line, which ends at Bayhead at the southern terminus and Hoboken at the northern terminus. There is a distance of 2.9 miles from the Downtown Train Station to the Dunellen station west of the city.

There are two train stations along the RVL in Plainfield: the Plainfield (Downtown) Station, located in Plainfield's CBD on North Avenue at Gavett Place, and the Netherwood Station, located on North Avenue near Netherwood Avenue. Also along the RVL in Plainfield are two former train stops at Clinton and Grant avenues. In 2008, the Downtown Station had the fifth highest (1024) average weekday rail passenger boardings (based on ticket and onboard sales records of stations along the RVL). For the same period, the Netherwood Station had an average of 622 weekday rail passenger boardings.

Train Stops on the RVL Sorted by Direction from Newark to High Bridge

TRAIN STOP	Average Weekday Ridership
UNION	1,188
ROSELLE PARK	887
CRANFORD	1,172
GARWOOD	74
WESTFIELD	2,349
FANWOOD/SCOTCH PLAINS	949
NETHERWOOD	622
PLAINFIELD	1,024
DUNELLEN	1,068
BOUND BROOK	726
BRIDGEWATER	609
SOMERVILLE	748
RARITAN	718
NORTH BRANCH	96
WHITE HOUSE	104
LEBANON	22
ANNANDALE	132
HIGH BRIDGE	77

The city is seeking to integrate transportation and land use planning such that development and redevelopment activity promote use and enhancement of existing rail and bus mass transit facilities and services while also promoting economic development. TOD, a type of Smart Growth characterized by "compact, mixed-use development near new or existing public transportation infrastructure that serves housing, transportation and neighborhood goals," is herein endorsed. TOD is conducive to economic development because its density and accessibility to transit allows for proximity to jobs, stores and services, improving the viability of such establishments. TOD also helps to alleviate traffic congestion by taking cars off the road as people use other modes of transportation.

There are three TOD initiatives currently underway in the city. One initiative is the revitalization of the CBD, a project that includes the redevelopment of the North Avenue Historic Districts (NAHD), and an expanded area to the north and west which is served

by the Downtown Train Station. The NAHD is centered on Park Avenue, and is bounded to the south by the RVL, to the north by Second Street, to the east by Watchung Avenue, and to the west by the eastern lot line of the PSE&G property (Lot 2) on Second Street. The redevelopment plan calls for pedestrian-friendly, dense, mixed-use development within walking distance of the Downtown Train Station, an enhanced streetscape and structured parking. The plan for the expanded area will be similar in concept.

A second TOD project is the development of the Netherwood Redevelopment Area, a site that straddles the rail line to the east of the Downtown Station. On the south side of the railroad, the area extends from Richmond Street to Central Street, and on the north side the area extends from Richmond Street to Berckman Street. The city has declared this area as an area in need of redevelopment, and is working on a redevelopment plan for the area that envisions dense, mixed-use development.

A third TOD initiative is the redevelopment of a site called the Richmond and Third Redevelopment Area. This site encompasses lands adjacent to the rail line along Cottage Place, land which comprises the Plainfield Municipal Utility Authority, (PMUA), and land along the north side of East Third Street. The plan for this area promotes mixed-use with opportunity for stand-alone commercial development.

As part of its efforts to promote TOD, Plainfield submitted applications to the New Jersey Department of Transportation (NJDOT) State Transit Village Designation in 2004 and 2005. NJDOT established this program to encourage growth while encouraging the use of TOD principles to promote land use efficiency. It is an incentive program through which the State encourages municipalities to apply for transit village designation. Municipalities so designated can receive benefits such as priority funding and technical assistance from some state agencies and eligibility for NJDOT transit village funding.

While designation has not as yet been granted, the city's position will be strengthened by:

- Identifying at least one ready-to-go, transit-supportive project (to be completed in 3 years);

- Demonstrating improved bike/pedestrian connectivity in the community;

- Establishing station area management (such as existing or proposed business improvement associations, a business improvement district, a chamber of commerce, etc.) for the proposed transit village districts; and

- Minimizing automobile use by maximizing the appeal of transit.

Union County has advocated the CCRL, a transit initiative to implement a light rail connection line that would extend from the Airport on its easterly terminus through Elizabeth to Plainfield or points further west on its westerly terminus. This is important as the RVL today turns at Cranford to reach Newark; Union County towns south east of Cranford are not accessible to Plainfield residents via

rail without going through Newark. The project would use the existing RVL rail right-of-way. It is expected that this service would run frequently enough to enable stops every quarter of a mile along the entire proposed line, including the segment within Plainfield. Currently, diesel locomotives power the RVL. Diesel powered light rail vehicle multiple units (DMUs) could operate on the RVL as the CCRL. An impetus for this project was a recent Union County study that found that, given existing traffic conditions, most intersections that parallel Route 28 are expected to experience failing levels of service within five to seven years due to increased development density and the inability to add additional driving lanes. The CCRL project will help alleviate these anticipated problems by introducing another travel mode that will take pressure off the Route 28 corridor.

Westbound track to High Bridge at the Plainfield Rail Station

4.2. Rail Freight

There is a substantial amount of underutilized, industrially zoned land along the RVL, particularly at the former National Starch, Center Core/Mack Truck and Injectron sites in the West End and the Edward Paul Building in the east. Conrail operates one freight train per week along the RVL. There are no industrial uses being provided with freight service; however, rail sidings are present leading to many of these vacant industrial sites. The State of New Jersey is advocating - through its state rail plan- that freight train service be reinvigorated through the reactivation and connection of the Staten Island Rail Line, RVL, and Rahway Valley Line to provide freight rail service from Staten Island to Summit. The reactivation of this service, together with service on the former Central Railroad line (now NJT) from Cranford to Elizabeth would allow for freight line connections to Bound Brook, the Chemical Coast line, and Elizabethport. Increased rail freight service would also reduce truck traffic on city streets and reduce air pollutant levels.

4.3. Bus Service

New Jersey Transit bus traveling along Downtown Plainfield

There are nine bus routes providing 195 bus stops throughout the city (See Table 1 below and Map 1). With the exception of one route, all of the bus service is provided by NJT. One bus route is provided by Wheels Suburban Transportation Service, a division of NJT that generally involves a private subcontractor that provides minibus transportation. The majority of bus routes traverse the northern area of the City. Three routes provide service to New York City (65, 113 and 114). Route 114 terminates at Bridgewater to the west. Three routes (59, 65 and 113) terminate at Dunellen. Route 59 terminates at Newark to the east. Route 819 travels through the southeastern area of the City and terminates at Piscataway to the north and Middlesex Mall to the south. Route 822 provides service in the southeastern area of Plainfield, and terminates to the east at South Avenue and Terrill Road, and to the west in the northwestern area of North Plainfield. Route 986 provides service from the downtown train station northward to Summit.

As to supporting infrastructure, not all of the existing bus stops are provided with bus shelters, and some of the existing shelters are in need of repair.

Table 1 - Bus Routes That Serve Plainfield:

Bus Route Number	Name	Stops
59	Newark-Dunellen	Dunellen, Plainfield, Scotch Plains, Westfield, Garwood, Cranford, Union County College, Roselle, Elizabeth, Hillside, Newark
65, 66	Newark-Mountainside-Somerville	Somerville, Bound Brook, Middlesex, Dunellen, New Market, Plainfield, N. Plainfield, Scotch Plains, Mountainside, Springfield, Union, Hillside, Newark
113	Dunellen-New York	Dunellen, Plainfield, Scotch Plains, Fanwood, Westfield, Garwood, Cranford, Roselle Park, Hillside
114, 117	Bridgewater-New York & Somerville "Express" - New York	Bridgewater, Somerville, Bound Brook, Middlesex, Dunellen, Piscataway, Plainfield, North Plainfield, Watchung, Scotch Plains, Mountainside, Springfield, Union, Hillside, New York
819	Piscataway-Middlesex Mall	Piscataway, Plainfield (Watchung & East Front), Plainfield (Randolph & Arlington), Muhlenburg Regional Medical Center, South Plainfield, Centennial Square, Middlesex Mall, Edison, Metuchen, Metuchen Rail Station
822	Plainfield-North Plainfield	Green Brook, North Plainfield, US 22 K-Mart, Plainfield Rail Station, Muhlenburg Regional, Medical Center, Plainfield, Netherwood Rail Station
986 Wheels	Summit-Plainfield	Summit, New Providence, Murray Hill, Berkeley Heights, Watchung, North Plainfield, Plainfield

4.4. Vehicular Infrastructure

4.4.1. *Major Arteries*

The city's residents have regional access via nearby Interstate Highways 78 and 287, U.S. Route 22 and a number of other roads. Route 78 runs in an east/west direction north of Plainfield, and provides access to the Garden State Parkway (GSP) and the New Jersey Turnpike, both of which run east of Plainfield. To the west, Route 78 provides access to Pennsylvania. Route 287 generally runs in a north/south direction to the north, south and west of the city, but at a point to the city's south, the highway curves to the east to connect with the GSP.

Route 22 runs in an east/west direction across New Jersey north of Plainfield. To the west, Route 22 intersects with Route 78 at Annandale, and to the east it leads to the GSP and Newark. Route 22 is also a major retail corridor that experiences congestion at times. Along Route 22 are the North Plainfield Pathmark, and the Blue Star Shopping Center, which contains Shop Rite (a food store serving many Plainfield residents), Watchung Square Mall (a "big-box" shopping center), and many retail facilities.

The GSP runs in a north/south direction and at a point southeast of Plainfield provides access to the New Jersey Turnpike. The GSP enables access to the Jersey Shore and points south.

4.4.2. *Local Road Network*

The road network within the city is a system of interconnecting streets, generally running in north/south or east/west directions. The main north/south streets are Rock, Clinton, Plainfield, Park, Watchung, Woodland and Leland avenues, and Terrill Road. The main east/west streets are Front and Seventh streets, and North and South avenues.

Regarding north/south streets, Park Avenue extends through the city, dividing the east side from the west side, and leads to Routes 22 and 287 to the north and Oak Tree Road/ Route 27 to the south. Terrill Road, and Leland, Watchung, Park, Clinton, and Rock avenues also lead to Route 22. Park and Watchung avenues are the main routes to the downtown train station within the city. Clinton, Park, Plainfield, and Woodland avenues lead southward to Oak Tree Road in South Plainfield that enables access to the NJT Metro Park Station and the office development south of it, a GSP interchange on Route 27, and the South Plainfield Middlesex Mall.

Though they provide regional access, Watchung and Plainfield avenues terminate within the city. Watchung Avenue ends at Leland Avenue to the south, and Plainfield Avenue dead ends at East Front Street to the north. Terrill Road leads north to Route 22 and south to Route 27.

Regarding east/west streets, Route 28 runs the entire east-west length of the city. Starting on the east side, Route 28 is South Avenue. At Roosevelt Avenue, Route 28 splits,

becoming one way west on Fourth Street and one way east on Fifth Street. Both splits turn north along Plainfield Avenue, and then Route 28 continues westward on Front Street. Front Street is the only continuous road running east/west on the north side of the city. Seventh Street is the only continuous road running east/west on the south side of the city. North and South avenues run east to west on the east side of the city. From within the city, Woodland, North and South avenues are the main routes to the Netherwood train station.

4.4.3. *Road Classification and Jurisdiction*

As specified under the 1998 Plainfield Master Plan, Table 1 indicates the city roadway classifications, as well as those roadways with state and county jurisdiction. The roads are classified according to the Federal Highway Administration (FHWA) Functional Classification Guidelines, which define four general types of street systems: principal arterial, minor arterial, collector, and local. The guidelines further specify these types according to whether they are located within a rural, urbanized or small urban area. The city lies within an urban area as defined under the FHWA guidelines (under 50,000). FHWA guidelines describe streets in urban areas in the following way:

Urban principal arterial street system

An urban principal arterial system should serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires; and should carry a high proportion of the total urban area travel on a minimum of mileage. The system should be integrated, both internally and between major rural connections.

The principal arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, significant intra-area travels, such as between central business districts and outlying residential areas between major inner city communities, or between major suburban centers should be served by this system. Frequently the principal arterial system will carry important intra-urban as well as intercity bus routes."

Urban minor arterial street system

The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

The minor arterial street system includes all arterials not classified as a principal and contains facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility. Such facilities may carry local

bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. This system should include urban connections to rural collector roads where such connections have not been classified as urban principal arterials.

The spacing of minor arterial streets may vary from 1/8 - 1/2 mile in the central business district to 2 - 3 miles in the suburban fringes, but should normally be not more than 1 mile in fully developed areas.

Urban collector street system

The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the CBD, and in other areas of like development and traffic density, the collector system may include the street grid which forms a logical entity for traffic circulation.

Urban local street system

The local street system comprises all facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Service as through traffic movement usually is deliberately discouraged.[2]

There is one State road in the city - Route 28. The four county roads are: County Route 620 (East Front Street from Plainfield's border with Scotch Plains Township to Watchung Avenue), County Route 603 (Plainfield Avenue from Plainfield's border with South Plainfield to West Fifth Street), County Route 601 (Seventh Street), and County Route 531 (Park Avenue from South Plainfield to West Ninth Street). The city has assumed the responsibility for the maintenance of Route 28, even though it is a state highway. East Front Street has split jurisdiction. Front Street's eastern, central, and western sections are under county, city and state jurisdiction, respectively. Park Avenue is under the aegis of Union County from Eighth Street to the city's border with North Plainfield.

[2] http://www.fhwa.dot.gov/planning/fcsec2_1.htm (last visited April 28, 2008)

Table 1: Classifications of the City of Plainfield's Roadways
(Roads not listed are classified as local roadways)

Principal Arterials	
Route 28	
Minor Arterials	
East Front Street (from Plainfield Avenue to the Scotch Plains border)	Terrill Road
Richmond Street	7th Street
Park Avenue	Plainfield Avenue
Collectors	
2nd Street	Leland Avenue
Cushing Road	Watchung Avenue
Roosevelt Avenue (from Second Street to Court PI.)	Norwood Avenue
Berckman Street (from Front Street to Seventh Street)	Central Avenue (from Front Street to Seventh Street)
Grove Street	Eighth Street (from Wathcung Avenue to Central Avenue)
Randolph Road	Clinton Avenue
Woodland Avenue	Rahway Road
Grant Avenue	West End Avenue
Fourth Street (from Gove Street to Piscataway border)	

4.4.4. *Conditions Negatively Impacting Network Efficiency*

The city police division compiled the following list (Table 2) to better ascertain where the most traffic safety problems exist in the city. This list identifies the intersections where the highest amount of accidents occurred between March 1, 2007 and February 25, 2008. The high accident rates at these intersections are suggestive of possible design flaws.

Table 2 - Intersections in Plainfield with the Highest Number of Accidents between 3/1/07 - 2/25/08

Rank	Intersection	Number of Crashes
1	Grant Avenue and West Front Street	27
2	East Front Street and Watchung Avenue	21
2	Plainfield Avenue and West Seventh Street	21
3	East Seventh Street and Watchung Avenue	20
3	Plainfield Avenue and West Front Street	20
4	Leland Avenue and South Avenue	19
5	Clinton Avenue and West Third Street	16

Table 2 - Intersections in Plainfield with the Highest Number of Accidents between 3/1/07 - 2/25/08

Rank	Intersection	Number of Crashes
6	East Seventh Street and Park Avenue	15
7	Central Avenue and West Front Street	14
7	East Seventh Street and Franklin Place	14
8	Clinton Avenue and South Second Street	13
9	Park Avenue and Randolph Road	12
9	Grant Avenue and West Seventh Street	12
9	Clinton Avenue and West Front Street	12
9	East Front Street and Terrill Road	12
10	Madison Avenue and West Front Street	11
10	Park Avenue and West Second Street	11
10	East Seventh Street and Woodland Avenue	11
10	East Fourth Street and Watchung Avenue	11
10	Rock Avenue and West Front Street	11
10	Leland Avenue and North Avenue	11
11	Grant Avenue and West Third Street	10
11	East Second Street and Leland Avenue	10

City roadway infrastructure is aging and needs to be repaired in the coming years. Current and proposed roadway projects are listed in the 6-Year Road Improvement Program (2006-2011) and the 2008-2014 CIP discussed at the end of this document. There is also a 15 year program to improve all of the city roadways.

The city has a traffic committee composed of city employees who received requests from residents as to on-street parking, speed limits, signage and other issues to ensure that traffic issues are addressed. The committee makes recommendations to the City Council.

The police division has also advised that the following road intersections are in need of design improvement:

- East Seventh and Putnam Avenue/Franklin Place
- Leland Avenue and East Front Street
- Randolph Road and Plainfield Avenue
- Grant Avenue and West Seventh Street
- East Seventh Street and Leland Avenue
- West Eighth Street and Plainfield Avenue

There are no designated truck routes in Plainfield, but there are “truck exclusion routes”. Map 1 illustrates these routes.

4.4.5. *Parking*

There is one structured (decked) parking lot in the city located at Madison Avenue and Second Street that is operated by Union County. There are eleven municipally-owned parking lots in the city. Map 1 provides the locations of each of those lots. Each municipal Lot has metered and permit spaces fro the general public. Some of these lots, particularly Lot 1 along the Green Brook are in very poor condition.

Municipal parking lots appear to be underutilized indicating that there is a surplus of parking. Though overall supply may not be a problem, parking problems exist in specific areas of the city. Taxis waiting for customers occupy on-street parking spaces, limiting parking options for patrons and residents. In the areas around the Netherwood train station and Muhlenberg Regional Medical Center, there has been a history of users of these facilities parking along nearby residential streets to avoid paying parking fees required for the use of these facilities' parking lots. This has created a problem in which residents of the neighborhoods surrounding these facilities are competing with the patrons of the train station and medical center for parking spaces. The city passed an ordinance limiting on-street parking in these neighborhoods to residents of the neighborhoods and requiring parking permits in these areas.

It is important to note that the city LUO does not require a minimum amount of parking spaces for new development in the CBD. With the anticipated amount of commercial development and mixed use redevelopment, this could result in a parking deficit within this vital commercial area. LUO ordinance parking amendments for the CBD and TOD areas need to be carefully prepared to ensure that adequate parking is provided for residents, shoppers and commuters.

There are situations where on-street parking signs do not correspond with actual parking regulations. This indicates a need to improve procedures for installing and/or changing parking signage when parking regulations are amended. The condition of parking signs is also an issue. A large number of parking signs are also faded, making reading them difficult and enforcement problematic.

During this discussion, the PB became aware of apartment land uses where due to fees charged by landlords for use of on site parking, residents are parking their vehicles on the street. The land use boards require parking on site for use by residents of the apartments. Subsequent non-use of on-site parking spaces and utilization of on street parking can create an overcrowded condition.

4.4.6. *Taxicabs*

Taxicabs have become a major transportation mode in the city with cabs parked outside train stations and stored on various lots. Taxicabs and limousine services are regulated by city ordinance and all taxicabs and taxicab drivers, and limousine and limousine drivers are required to obtain annual city licenses. There are 5 licensed taxicab companies with 54 total taxicabs, and 3 licensed limousine companies with 15

limousines. The LUO does not specifically designate either land use as a permitted use in any zone. The city has treated taxicab dispatch offices as offices, and the storage of vehicles as a separate outdoor storage use.

4.4.7. *Bicycle Facilities*

There are no dedicated bicycle routes or paths in the city. Within Cedar Brook and Green Brook parks people use the recreation trails for biking. In June 2003, the city completed a feasibility study for a 7 mile non-vehicular multi-use path called the Green Brook Trail stretching from Dunellen to Scotch Plains through Plainfield and North Plainfield. City consultants completed the trail design drawings in December 2007. The plan states, and the city anticipates, that this trail will be constructed between 2010 and 2020 through a combination of grants, the city CIP and private dollars. This trail could reduce vehicular use, reduce air pollutants and provide recreational/aerobic exercise opportunities.

4.4.8. *Pedestrian Facilities*

The city has undertaken projects to make its streets more amenable to pedestrians. One project is the Downtown Streetscape initiative which targets the area bounded (approximately) by the Green Brook to the north, Central Avenue to the west, Seventh Street to the south and Roosevelt Avenue to the east. This initiative involves the installation of ornamental lighting, street trees, and pavers along Second Street, Watchung Avenue, Park Avenue and Front Street. Streetscape plans for the entire tract have not been prepared and the project is not yet completed. It is anticipated that this project will be completed through grants and public right of way improvements by developers.

There are portions of certain streets in the city that have sections of sidewalk missing, no sidewalk, or sidewalk in disrepair. Woodland Avenue is such a street. City sidewalks are not provided at all city streets. Many intersections exhibit faded or no crosswalks, and lack handicap sidewalk ramps. Some sidewalks are concrete; some are bluestone; some are asphalt. The city's Public Works Division is responsible for ensuring that sidewalks are installed properly through the Street Opening Permit process managed by the city Engineering Division. The Inspections Division is responsible for ensuring that adjacent property owners maintain sidewalks. Their efforts are supported by a program whereby sellers of property are required to ensure that their sidewalks are up to code and obtain a "certificate of compliance" before they are allowed to formalize settlement of the sale.

Street lighting is not always provided in the amount needed to provide potential walkers with a needed level of comfort. Such conditions discourage the use of sidewalks and reduce street activity, further reducing the perceived level of safety along these roads.

4.4.9. *Capital Improvement Program*

The majority of transportation and circulation improvements cannot be considered operating expenses and are thus funded through capital bond and grant programs.

Consistent with the Municipal Land Use Law and the City Charter, the Planning Board and City Council work together to create the annual capital budget within the six-year Capital Improvement Program (CIP). The CIP recommendations should be consistent with this circulation element. It is therefore important that this positive relationship continue in order for the city to provide the funding that is required to realize the transportation and circulation improvements outlined in this element.

5. PROPOSED CIRCULATION IMPROVEMENTS

With the projected increase of population and jobs in the city expected through 2030[3], existing traffic problems, such as congestion and accidents, could be exacerbated if not properly addressed. Increasing the use of transportation modes other than private cars will reduce the amount of motor vehicles on the road, alleviating existing and anticipated congestion. Reduction in private car use also addresses environmental concerns by reducing greenhouse pollutants. Increased use of non-motorized forms of transportation such as bicycling and walking increase exercise opportunities, and improves citizens' health. The city should promote transportation modes such as public transit, jitneys, walking and bicycling as strategies for relieving roadway congestion, improving the environment, improving citizens' health, and improving the overall quality of life of city residents.

The below recommendations are strategies categorized by transport mode for improving the safety, efficiency and effectiveness of the city's transportation system.

5.1. Passenger Rail Service

The city should promote TOD around the Downtown and Netherwood train stations and at least one former train stop. This may be achieved by an amendment to the zone plan and zoning ordinance or by adoption of development or redevelopment plans requiring TOD. As part of the TOD initiatives, the city should consider re-opening a former train stop at Clinton or Grant avenues to create a transit hub on the West End, or connect the downtown train station with the West End via other forms of transportation via jitney, van or bus loops. Discussions with NJT will be necessary to establish a framework for achieving this goal. To support the re-openings, the city should promote transit-supportive density and interconnectivity among a variety of transportation modes around the former stops. The track beds around the former stops will need to be in a condition that would allow trains to stop, and platforms will need to be built.

The city should re-apply for transit village designation. Benefits to municipalities so designated include priority funding and technical assistance from some state agencies, and eligibility for NJDOT transit village funding. The city should pursue development and redevelopment initiatives around existing train stations and former train stops, and be able to demonstrate a high probability of implementation in order to enhance chances of a successful application.

[3] http://www.njtpa.org/DataMap/Demog/Forecast/default.aspx (last visited March 13, 2008)

The city should support and promote the new Hudson River Tunnel Project (scheduled for construction between 2010 and 2015) with an extension of the RVL to an expanded New York Penn Station to allow for direct RVL service to lower Manhattan. The city should promote a direct RVL connection to New York Penn Station even without the tunnel project.

The city should support and promote improved multimodal connections to Newark Liberty International Airport (Airport), the Amtrak Northeast Corridor (Amtrak), the City of Elizabeth and to regional employment centers and educational centers, such as New Brunswick and Metro Park in order to improve rail and bus mass transit service.

The city should continue participation in and support of the CCRL to establish a light rail line from the Airport on its easterly terminus through Elizabeth to Plainfield and points west. The city should also support proposals to electrify the RVL to improve acceleration times, cost efficiency, one stop rides into Manhattan, and limit air pollution. The city should ensure that any additional parking needs generated by the CCRL – particularly if Plainfield is the western terminus – are appropriately provided and located prior to commencement of the service.

To promote transit use the city should consider implementing a vendor-discount program through which stores would offer discounts to patrons who use public transit, and encouraging programs like TransitChek, an employer-sponsored program that provides incentives for employees who use public transit.

Finally, the city should support a more time efficient rail or bus mass transit connection for Plainfield residents on the RVL to the Northeast Corridor rail line. Presently, rail mass transit travelers from Plainfield must go to Newark Penn Station for a connection to the Northeast Corridor rail line. This adds an hour to a rail transit trip from Plainfield to New Brunswick, and more than an hour for points further south. Using a street or rail right-of-way, a more direct route connecting a midline RVL station and a Northeast Corridor rail line station is desired.

5.2. Rail Freight

To improve the viability of future industrial uses along the RVL, particularly as nodes for materials transfer in between the TOD areas, the city should amend the LUO to require that industrial development and redevelopment allow sufficient space for the retention of existing and provision of new on-site rail sidings. The city should also designate as truck routes roads that are intended as arteries for importing and exporting freight for industrial uses in these areas. The city should also ensure that CCRL parking needs are adequately and appropriately provided.

5.3. Bus Service

The city should work with NJT to improve bus service from the West End neighborhood (north of Seventh Street, south of the train tracks and west of Central Avenue) to the

Downtown Train Station and employment, shopping and educational centers outside of Plainfield, particularly New Brunswick and Piscataway (Rutgers University) which serve as educational and employment centers for the city.

In light of the planned closing of the Muhlenberg Regional Medical Center, the city should work with NJT to establish bus routes, more bus stops and more frequency to the Plainfield Neighborhood Health Center on Myrtle and Rock avenues, and health facilities outside of the city that will replace services previously provided by Muhlenberg to city residents.

The city should increase the provision and maintenance of bus shelters at all designated bus stops, provide seating within these structures, and ensure that they are aesthetically pleasing and designed in accordance with Crime Prevention through Environmental Design (CPTED) principles[4]. Priority should be made for the installation of bus shelters at two corners in the CBD in particular -the intersection of Watchung Avenue and East Front Street and the corner of Second Avenue and Watchung Avenue next to Municipal Lot 6.

The city should consider the implementation of a van, jitney or bus loop service connecting the Downtown Train Station with the West End.

5.4. Vehicular Infrastructure

The Existing Infrastructure Section of this element details infrastructure deficiencies ranging from curbing and sidewalk provision through signage, street lighting, intersection and roadway improvements. It is the intent of this Proposed Circulation Improvement section of this element to advance and encourage the improvement of these situations through private developer, redeveloper and city CIP actions.

5.4.1. *Major Arteries*

No changes that affect this master plan are proposed to the major arteries outside of the city.

5.4.2. *Local Road Network*

Since the NJDOT and Union County have actual jurisdiction over Route 28, the city should evaluate continued responsibility for its maintenance. The City should seek to transfer maintenance jurisdiction of the roadway length to Union County and the NJDOT. The city should seek to transfer jurisdiction of the northern section of Park Avenue from Ninth Street to North Plainfield to the County.

[4] *"CPTED is the proper design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime, and an improvement of the quality of life."* - National Crime Prevention Institute. Source: http://www.cpted-watch.com/ (last visited March 13, 2008)

5.4.3. *Road Classification and Jurisdiction*

The city should make more use of the road classification system to direct vehicular traffic - truck, bus and auto - to the appropriate roadways. The current classification should be reviewed in order to determine if adjustments need to be made for current and future traffic needs.

The city should continue to advance the 15 year Roadway Improvement Program through the CIP in order to improve every city roadway in an as expeditious a manner as possible.

5.4.4. *Conditions Negatively Impacting Network Efficiency*

In addition to the promotion of the use of transportation modes that are alternatives to the automobile, another means for alleviating traffic congestion is to promote Transportation Demand Management (TDM) strategies, such as staggered work hours and car pooling. To that end, the city should add as an item to its development application checklist a requirement to provide a narrative report describing TDM strategies that applicants will employ for managing traffic anticipated by proposed development.

The city should advance the following measures for ameliorating traffic congestion. This advancement can be undertaken by the city or developers whose projects impact these areas of concern:

- Designation of emergency response routes including creation of a map should be compiled by and maintained in consultation with the police and fire divisions and first aid squad.

- Upgrade of traffic lights with timers that adjust to traffic levels using Intelligent Transportation System (ITS) technology in the downtown area.

- Require contributions for off-tract improvements for all proposed developments where it is necessary to accommodate traffic impacts attributable to the proposed development

- Install signage and pavement markings to prevent vehicles from stopping in the middle of intersections in places the Police Division deems appropriate.

- Revise the LUO to require that all proposed developments submit a traffic study to the land use board to address the traffic impacts of the proposed development

- Continue activities of the traffic committee and other existing programs initiated to alleviate traffic congestion

- Review Street names to eliminate duplicate or sound alike names in order to facilitate emergency identification response. The city should enforce the current ordinance that requires property owners to clearly display their street numbers on

their buildings. The city should develop standard street name signs for TOD and CBD areas.

The city should review the high accident intersections the Police Division has identified with the Police Division, City Engineer, and where appropriate other public entities, and identify any appropriate safety improvements that should be undertaken at those locations by the city or private developers.

The city should continue to support the following Union County initiatives through the use of private development or CIP funds:

- The Terrill Road corridor project, which will involve improvements similar to those intended for the Park Avenue corridor, and targets the intersections of Terrill Road with East Front Street, East Second Street, East Third Street, South Avenue, and East Seventh Street.

- Installation of traffic signals where none exist on East Seventh Street, Franklin Place and Putnam Avenue; and Randolph Road and Plainfield Avenue.

- Replacement of traffic signals on Leland Avenue, Randolph Road and East Front St.

- The proposed Park Avenue Corridor project, which will involve improvement to nine intersections in the segment of Park Avenue extending from East Front Street to South End Parkway. The planned upgrades include synchronizing signal timing and installing and designing intersection improvements, including the installation of pedestrian signal countdown heads that indicate the time remaining until the light changes. This initiative is in the planning stage and is not yet funded.

- The improvement of the intersection of Rock Avenue and Front Street to better accommodate truck turns.

The city should add an off-tract improvement section to the LUO to require developers of projects that will impact the above-discussed intersections in addition to others that may also be designated, as well as those roadways designated for development in any adopted CIP, to provide their pro-rata share of reasonable and necessary off-tract costs needed for the improvements. The specific intersections are those listed in this element as having the highest accident rates, those listed as recommended for improvements by the City Police Division, and those listed as recommended for improvements by Union County or the State of New Jersey. The Land Use Boards should receive a copy of these lists to ensure that the developers address ordinance and public safety requirements and install curb, sidewalk, street tree, drainage and other roadway improvements on roads identified in the CIP for improvement.

This plan element continues the call of the 1998 Plainfield Master Plan that, "the city should maintain and annually update an ongoing plan for capital improvements to the circulation system. The capital plan should be projected over a six year period and encompass projects that are being undertaken or will be undertaken using city, county, state, federal or other public funds. The program should classify projects according to priority, the year the project will be undertaken, and the expected funding sources. The improvements proposed in the capital plan should take into account all elements of the City Master Plan and such other studies of conditions or information that the City has compiled. A program of street improvements that addresses curb replacement and repair; sidewalk replacement and repair; ADA requirements; road resurfacing; intersection improvements; shade tree installation; and drainage should be included as an essential part of the capital plan."

- Employ traffic calming measures as appropriate, in support of land use planning

- Identify areas where traffic lights or signs should be installed, and install such traffic control devices as needed at these locations

- To ensure that city emergency personnel and residents are prepared for an emergency evacuation, the city should map the already identified emergency routes, and add the RVL as such a route.

- Implement "Put the Brakes on Fatalities Day" - a national initiative designated to unite the country in achieving one full day of zero traffic deaths.

5.4.5. *Parking*

Managing parking within the city will continue to be important to the sustainability of commercial districts and a good quality of life for citizens, visitors and employees in the city. The following should be implemented, through both public and private initiatives as appropriate, for improving city parking conditions:

- A comprehensive parking study of the downtown area should be undertaken to determine current and future need.

- The condition of city-owned parking lots- paving, striping and lighting- should be investigated, and areas that need improvement should be improved. Design features that improve safety and perceptions of safety for parking lot users should be incorporated into physical design and construction. For example, "eyes on the street"[5] should be increased by encouraging mixed-uses around parking lots to promote 24-hour activity, and encouraging the placement of windows on building facades facing parking lots. Municipal Lot #1 should be upgraded and improved.

[5] A term coined by urban sociologist Jane Jacobs to describe an urban design condition in which buildings are oriented to their exterior to improve the ability of building inhabitants to watch over the street, and enhance chances that people outside those buildings will feel watched-over

- To encourage efficient land use, and reduce gaps in the streetscape created by surface parking lots, language should be included in redevelopment plans and the LUO that encourages construction of structured parking garages and shared parking, and includes a cap on a percentage basis on the number of allowed parking spaces. These plans and regulations should also require that the first floor of parking garages be dedicated to a use other than parking.

- To increase room for parking, the city should promote the use of "smart cars", a type of car recently introduced to the market that is 'short enough to allow "nose-in" parking', …and (to allow more) smarts to park in the space (of) one normal car.'[6]

- To promote an attractive streetscape, land use regulations should be modified to:

  - Ensure that parking garages are provided with aesthetically pleasing architecture.

  - Require that parking lots be provided in rear/side yards and be buffered and screened.

  - Ensure that parking requirements within TOD areas reflect the emphases of reduced dependency on the automobile.

  - Encourage shared parking where uses having complimentary peak hours share the same parking facility.

  - Require that all development applications include a parking study addressing the parking demand and means of satisfaction.

  - Require that developers in designated streetscape areas shall either construct, or contribute adequate funds to provide their fair share to complete, the requisite streetscape improvements in accordance with city specifications.

- Establish procedures for the maintenance of parking signage throughout the city in municipal and private parking lots.

- The city should investigate and promote the use of 'Zip cars' in which vehicles are made available at designated areas- such as in TOD areas - throughout the city for local transportation use. This would require the installation of designated parking spaces at selected places in the city, and a system of regulating use to prevent theft and vandalism. This could reduce parking needs and the need for vehicle ownership.

[6]http://en.wikipedia.org/wiki/Smart_(automobile) (last visited May 19, 2008)

- The city should investigate the practice of landlords charging fees to residents to park their cars on site, thereby leading many residents to forgo on-site parking in lieu of street parking. The city should adopt regulations/ordinances as necessary to encourage the use of on site parking, curtailing overcrowded street conditions, and preventing the renting of on site parking garages and spaces to non-residents.

5.4.6. *Taxi Cabs*

The city should develop land use regulations in order to ensure that taxicab dispatch offices and associated vehicle storage are located appropriately. Regulations regarding limousine services should ensure that such operations are not conducted inappropriately in residential zones and dwellings. This will require improved coordination between the City Clerk's Office and the Planning and Building Divisions prior to the issuance of Certificates of Occupancy. The City should establish designated taxi-stand areas in order to alleviate the problem of taxis occupying metered parking spaces in commercial zones.

5.4.7. *Bicycle Facilities*

This element continues the policy of encouraging bicycle use by improving the feasibility and attractiveness of bicycling, particularly by increasing the number of bicycling facilities provided, improving connectivity of bike lanes, and ensuring that bicycle lanes are safe, perceived as safe, and aesthetically pleasing. Accordingly, and as recommended in the 1998 Master Plan, "the city should prepare a bicycle circulation plan to identify the recommended route for bicycle circulation. In addition to providing a map of safe bike routes, the plan should identify the improvements that would be needed to support bicycle circulation; such as signage or pavement markings."

The city should seek annual state/federal grants when available, and include matching dollars in the city CIP, to implement the Green Brook Multi-Use Trail so that it can be completed in the 2010-2020 anticipated time-table.

The city should ensure that there is an adequate amount and distribution of bicycle racks throughout Plainfield. The LUO should be amended to require installation of a minimum amount of bicycle racks with all development/redevelopment.

The city should promote a community biking program in which bicycles are made available throughout the city for transportation use. Such a program would require the installation of bike racks and lockers at selected places throughout the city, and a system of regulating use to prevent vandalism and theft. To aid in the implementation of such an initiative, the city should revise the LUO to establish a schedule based on the particulars of each development and a requirement for the provision of a minimum number of bicycles/bicycle racks/lockers and facilities. The ordinance could allow developers to provide a fee in lieu of the provision of bicycles or racks that would go to a city fund for purchasing and maintaining bicycles/racks for the public bicycle sharing program.

The city should promote separate bike lanes where roadway widths are adequate. Where roadways are too narrow to accommodate a separate bike lane, a shared bicycle lane should be provided with the use of a 'shared lane pavement marking' or 'sharrow' as depicted in Photo 1 below. Such a marking indicates the general path a bicycle should take and informs drivers that they should look out for bicyclists. Priority should be given to routes from train stations to main commerce and recreation areas to support biking to work, shopping and recreating. This project could be enhanced by the installation of wayfinding signs along such routes indicating direction and distance from train stations to commerce areas. The city should also work with Union County to have certain paths and/or sides of paths in Green Brook and Cedar Brook parks designated for bicycle use.

Photo 1 - Photograph of a "Sharrow"

Source: http://www.flickr.com/photos/bikeportland/47461231/ (last visited March 11, 2008)

The city should designate a bicycle route that would extend from the Green Brook Trail in Green Brook Park at Gerard Avenue and West Front Street to Cedar Brook Park via Plainfield Avenue, Stelle Avenue, Madison Avenue, and Randolph Road. This connection from the Green Brook Trail to Cedar Brook Park would enable a bicycle connection to the adjacent Spring Lake Park in South Plainfield from which there is a bicycle route connection to the East Coast Greenway, a 2,500 mile bike trail that is currently being created and is intended to connect cities along the eastern seaboard. The city should also establish a bike route connecting Green Brook Park with some of the residential neighborhoods in the southeastern area of the city. In general, to encourage bicycle usage, bicycle lanes should be directed to residential areas where traffic is expected to be slower than in other areas to improve the safety and perceived safety of such routes.

5.4.8. *Pedestrian Facilities*

The city can promote pedestrian use by improving the feasibility and attractiveness of ancillary infrastructure, particularly by increasing the number of walking paths and sidewalks, improving connectivity of walking paths/sidewalks, and ensuring that walking

paths/sidewalks are safe, perceived as safe, and aesthetically pleasing. The city should conduct an inventory to determine where sidewalks are missing and where they should be installed. As part of the streetscape initiatives currently underway for the CBD, the city should develop a standard for street name signs and a plan for directional signage. To improve both perceived and actual safety of streets, the city should incorporate CPTED principles[7] into the LUO and redevelopment plans. Other pedestrian improvements that should be undertaken through public and private initiatives include the following:

- Ensure there is crosswalk striping and signage in good condition at every intersection and pick up/drop off zones, with a priority for intersections near schools and childcare centers

- Inventory city sidewalks to identify places where sidewalks are missing, and install sidewalks where appropriate

- Inventory locations where sidewalk ramps are not provided, street signs are missing, traffic control signs are faded, and crosswalk striping has deteriorated, and install such improvements as required. Implement a regular program to monitor and rectify problems relating to such conditions.

- The city should work with the Board of Education and Police Division to coordinate receipt of "Safe Routes to School" grants from the NJDOT for installation of increased safety measures at intersections and along roadways for schoolchildren.

- The city should produce a map of recommended routes and identify the safety improvements that should be given priority for implementation. (Standards for safe walking routes and improvements can be derived from the State Residential Site Improvement Standards (NJAC 5:21-1 et. Seq.) Guidance for developing safe walking and bicycling routes is also provided by the NJDOT at Pedestrian Compatible Planning and Design Guidelines and the NJDOT Bicycle Compatible Roadways and Bikeways Planning and Design Guidelines.)

- Replace sidewalks at city owned properties where they are in need of repair.

- The city should undertake a program to install barrier free sidewalk improvements in conformance with the Americans with Disabilities Act (ADA) requirements to provide accessible routes for the disabled.

The city estimates that approximately 5% to 10% of city streetlights are non-operational. Because lighting is important to ensure public safety, a street lighting study should be undertaken through public and private initiatives to include the following elements:

[7] *"CPTED is the proper design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime and an improvement of the quality of life."* - National Crime Prevention Institute. Source: http://www.cpted-watch.com/ (last visited March 13, 2008)

- Ensure that adequate street lighting is provided

- Identify if existing illumination is adequate or needs to be improved through replacement, tree trimming, or other appropriate measures

- Identify funding sources and implementation procedures including developer/redeveloper fair share contributions

- Consider electric power suppliers that offer rates below those of the existing supplier

- Work with PSE&G to convert street lights to LED to reduce power usage and city cost.

- Amend the LUO to include LED roadway specifications.

- In the city's downtown and other commercial areas, and as practicable in redevelopment areas, receptacles should be placed near the top of light poles to facilitate seasonal lighting.

The Street Beautification Program is a program discussed in the 1998 master plan that has been partially implemented through the establishment of the city Shade Tree Commission. Establishment of a program that involves general street beautification should continue to be a goal of the city. Such a program would involve a visual survey of city streets to identify streets that would benefit from a beautification effort. In addition to the maintenance and planting of street trees, such a program would involve the relocation or burial of overhead utility lines at all major development sites.

In historic districts, where bluestone curbing and sidewalks need repair, such curbing and sidewalks should be salvaged and reused to the extent possible. If such curbing and or sidewalk need to be replaced, the city council and land use board should seek the counsel of the Historic Preservation Commission. The PB does not anticipate the widening of any street in historic districts.

5.4.9. *Capital Improvement Program (CIP) and 6-Year Road Improvement Program Items Related to Circulation*

The city should implement or participate in the following projects, or obtain private funding from developer/redevelopers, as listed in the CIP:

- The road improvement program developed from the recommendations of the 2004 Roadway Assessment Study Report – this program includes:

  - The 2006-2011 road improvement program

- Road improvements for roads identified as in need of repair per the 2004 Roadway Assessment Study Report that are not included in the 2008 2014 road improvement program

Road construction along Watchung Avenue

- Completion of Phase II of the downtown streetscape program, which involves enhancing the area along Watchung Avenue, including repairing or replacing sidewalks between East Second Street and Fifth Street, and enhancing Park Avenue and West Front Street

- The Terrill Road Corridor Project, a project being managed by Union County that involves replacement of traffic signals where needed

- Park Avenue and Ninth Street Signal Corridor Improvements; which involves city matching funds for federal aid grant via Union County to improve all intersections and replace signals. The county and city are coordinating efforts to reconfigure the area at the intersection of the two historic districts, Crescent Avenue and Van Wyck Brooks Historic Districts, and create a park there.

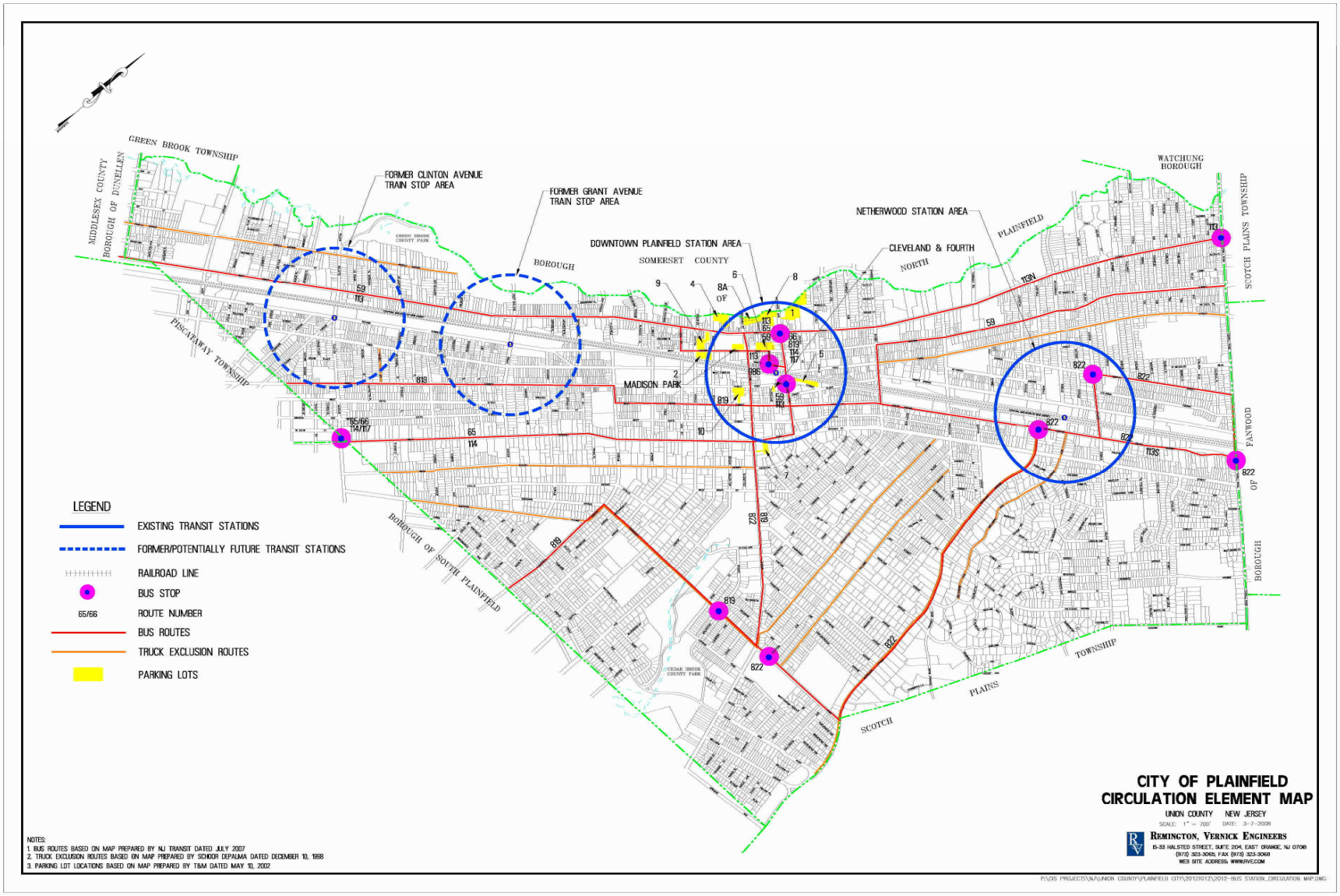
- Regional (city-wide) Traffic Study for Redevelopment Areas, a general assessment of how redevelopment areas will affect traffic

As the CIP execution is subject to change owing to funding availability and unforeseen circumstances, this element encourages the city administration to work closely with the planning board as part of the CIP process of prioritizing improvements.

6. OFFICIAL MAP

The official map of the city was last updated in 1964. The official map identifies the location and width of streets, drainage ways, flood control basins, and other existing or proposed public areas. The official map should be updated to reflect the current provisions of the city master plan.

Map 1 - Map for Circulation Element of the City of Plainfield Master Plan



HOUSING ELEMENT

A housing element pursuant to section 10 of P.L. 1985, c.222 (C.52:27D-310), including, but not limited to, residential standards and proposals for the construction and improvement of housing. (NJSA 40:55D-28- MLUL)

1. **PURPOSE**

Identified as a mandatory plan element under the Municipal Land Use Law (MLUL) at Section 40:55D-28, the housing element is a central component as under Section 40:55D-62:

> The governing body may adopt or amend a zoning ordinance relating to the nature and extent of the uses of land of buildings and structures thereon. Such ordinance shall be adopted after the planning board has adopted the land use plan element and the housing plan element of a master plan, and all of the provisions of such zoning ordinance or any amendment or revision thereto shall either be substantially consistent with the land use plan element and the housing plan element of the master plan or designed to effectuate such plan elements.

Pursuant to Section 52:27D-310 of the New Jersey Fair Housing Act, this plan element is to include:

A. An inventory of the city's housing stock by age, condition, purchase or rental value, occupancy characteristics, and type;

B. A projection of the city's housing stock, and all probable future construction, including low and moderate income housing, for the next six years;

C. An analysis of the city's demographic characteristics, including household size, income level, and age;

D. An analysis of the existing and probable future employment characteristics of the city;

E. A determination of the city's present and prospective fair share for low and moderate income housing and its capacity to accommodate its present and prospective housing needs, including its fair share for low and moderate income housing;

F. A consideration of the lands that are most appropriate for construction of low and moderate income housing and of the existing structures most appropriate for conversion to, or rehabilitation for, low and moderate income housing, including a consideration of lands of developers who have expressed a commitment to provide low and moderate income housing;

Appendix A to this document sets forth the city's Fair Share Plan; said plan reveals that existing creditworthy affordable housing resources well exceed the projected round three growth share obligation.

2. OBJECTIVE AND POLICIES

Pursuant to the Re-Examination of Master Plan Report adopted on September 21, 2006, this plan element advances the following objective and supporting policies.

OBJECTIVE: Housing redevelopment and rehabilitation will be consistent with the city's Housing Element.

Policy 2.1 - Vacant and Boarded Dwellings. It is policy and a continued priority of the City of Plainfield (city) to eliminate the presence of all vacant and boarded structures through rehabilitation, redevelopment, and enforcement of the Abandoned Properties Ordinance, and where necessary, demolition.

Policy 2.2 - Home Ownership Opportunities to Plainfield Residents. The city should actively promote home ownership opportunities to provide for the needs of the residents of Plainfield.

Policy 2.3 - New Housing Construction. The city's policy is to preserve its existing housing stock primarily through the actions described in the Housing Element. There is recognition that there is a need to infuse new housing compatible with existing housing into neighborhoods to replace housing units lost over the years.

Infill development of residential housing at appropriate densities is to be encouraged, subject to specific community design guidelines. It is further the policy that infill

development should be permitted only in a manner that is compatible with and sensitive to existing neighborhood conditions and vernacular architecture.

Policy 2.4 - Barrier Free Requirements. New residential construction is to satisfy the barrier free requirements of the New Jersey Uniform Construction Code N.J.A.C. 5:23 et seq.

3. SUMMARY OF RECOMMENDATIONS

3.1 Vacant and Boarded Dwellings

- The city should aggressively pursue the elimination or rehabilitation of vacant and boarded dwellings through vigorous enforcement of property maintenance, land use and health code ordinances.
- The city should develop and maintain an inventory of these structures to include structures which are otherwise substandard.

3.1.1 *Rehabilitation*

- The city should continue utilization of the City's Comprehensive Housing Assistance Program (CHAP) to encourage the rehabilitation of substandard structures.
- The city should seek to take advantage opportunities afforded through agreements with redevelopers to effect housing rehabilitation.
- The city should identify and closely monitor, for possible remedial action, dwelling units which may be on the verge of transition to a substandard condition.

3.2 Home Ownership Opportunities

- The city should continue to disseminate information regarding availability of mortgage financing made available through the New Jersey Housing Mortgage Finance Agency (NJHMFA).
- The city should aggressively promote the development of programs to meet the credit needs of the entire community as envisioned with the passage of the Community Reinvestment Act (CRA).
- The city should explore the viability of creating programs specifically aimed at providing emergent funding to homeowners facing the threat of foreclosure resulting from the current severe economic downturn.

3.3 New Housing Construction

- The city should preserve the density of existing neighborhoods as anticipated by the 1998 Land Use Map except for allowances for increased density within the city's transit oriented development (TOD) areas.

- The city needs to provide additional market rate units consistent with the densities outlined in the land use element of this plan.
- The production of affordable units by non-profit groups is encouraged.
- The city should review at intervals of not more than two years the continued viability of the fair share plan to ensure that development activity does not outstrip the credit the city's affordable housing resources yield toward satisfaction of the affordable housing obligation.
- The city should pursue the revitalization, and adaptive reuse, of dilapidated, obsolete, and underutilized commercial and industrial buildings for the production of new housing units where deemed appropriate by the land use element of this master plan.
- This plan element also encourages the use of Leadership in Energy and Environmental Design (LEED) Green Building Rating System design and sustainable technology in the promotion and creation of sustainable, environmentally safe and energy efficient housing of all types.

3.4 Barrier Free Requirements

- The land use boards should review all development applications in order to encourage the construction of units for the disabled, both affordable and market rate units, by either new construction or adaptive reuse, where appropriate and where required.

4. EXISTING HOUSING CONDITIONS

Detailed information concerning the city's housing stock is available through the United States Census Bureau (Summary Files 1 and 3 from the 1990 and 2000 Censuses). A brief comparison of basic characteristics is presented in Table 1.

As noted in Table 1, there was little change in most of the city's basic housing characteristics between the 1990 and 2000 Censuses, an indication of the lack of developable land within the municipality. Of note is the significant increase of 13.74 percent in vacant housing units while the total number of housing units increased only slightly by 0.73% percent over those ten years. This is an indication that there is a significant amount of abandonment and disinvestment in the City. Figure 1 depicts the minimal investment the city has experienced in new housing construction based on the total number of residential certificates of occupancy issued by year (1997-2007), as documented by the New Jersey Department of Community Affairs (NJDCA). During that ten year period there was a net loss of 33 housing units, an average of 3 units lost per year. The data reveals a built-out city with little in the way of new residential development.

Table 1: Basic Housing Characteristics, City of Plainfield (1990-2007)					
	1990	**2000**	**2005-2007 Estimate**	**Absolute Change (1990-2000)**	**Estimated Percent Change**
Persons	46,567	47,829	40,751[8]	1,262	14.80%
Households	15,146	15,137	15,050[9]	-87	-0.57%
Housing Units	16,063	16,180	16,719[10]	539	3.33%
Occupied	*15,146*	*15,137*	*15,050*[11]	*-96*	*-0.06%*
Vacant	*917*	*1,043*	*1,669*[12]	*752*	*82.00%*
Average Household Size	3.02	3.1	2.68[13]	-0.42	-13.55%

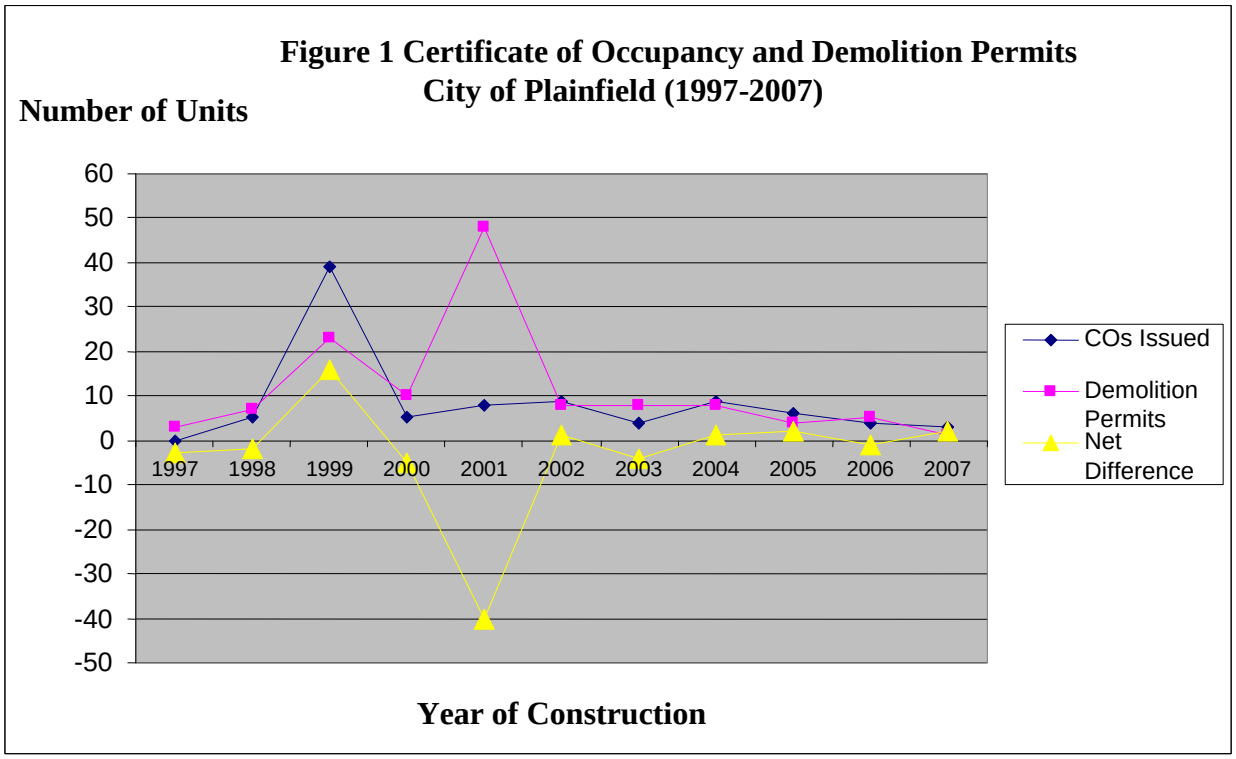
Source: 1990 & 2000 Decennial Census, Summary File 1

Furthermore, the population numbers reported by the US Decennial Census and the American Community Survey (ACS), respectively, show inconsistent trends. The Decennial figures suggest a community with a growing population, while the ACS indicates a loss in population since 2000. While the city still sees a 50,000 person population as a viable goal for 2010, these numbers suggest a more conservative population figure for that year. The 2010 Census, when tabulated and released, will be the accurate figure by which to gauge this benchmark.

It should also be noted that the New Jersey Department of Labor and Workforce Development provides a population estimate of 46,486. Likewise, the North Jersey Transportation Planning Authority (NJTPA) forecasts a 2010 estimate of 48,900. These numbers are relatively high in comparison to the ACS's 2005-2007 population estimates. The ACS methodology involves the usage of a smaller sample size, which is reflected by the relatively low population estimate number. The figures presented by the New Jersey Department of Labor and Workforce Development and the NJTPA are assumed to carry more validity for this master plan.

[8] The American Community Survey projects the 2005-2007 Population estimates within a margin of error of +/-2,005.
[9] The American Community Survey projects the 2005-2007 Household estimates within a margin of error of +/-556.
[10] The American Community Survey projects the 2005-2007 Housing Units estimates within a margin of error of +/-420.
[11] The American Community Survey projects the 2005-2007 Occupied Housing Units estimates within a margin of error of +/-556.
[12] The American Community Survey projects the 2005-2007 Vacant Housing Units estimates within a margin of error of +/-420.
[13] The American Community Survey projects the 2005-2007 Average Housing Size estimates within a margin of error of +/-0.12.

Figure 1



Source: DCA Division of Codes and Standards (1997-2007)

A robust real estate market saw an increase of 12.84% of occupied housing units state-wide from 2,794,711 in 1990 to 3,064,645 in 2000 and an estimated 3,143,408 for the time period 2005-2007. There was also an increase in occupied housing units in Union County, though it was significantly less at 1.98% rising from 180,076 units in 1990 to 183,634 for the time period 2005-2007. Conversely, there was a decrease of 0.06% in occupied housing units in the city from 15,146 in 1990 to 15,050 for the estimated 2005-2007 time period. In 2000, homeownership in the city was relatively low with approximately 50% of the occupied housing units being owner-occupied as compared to approximately 62% and 66% of the occupied housing units being owner-occupied county and state-wide, respectively.

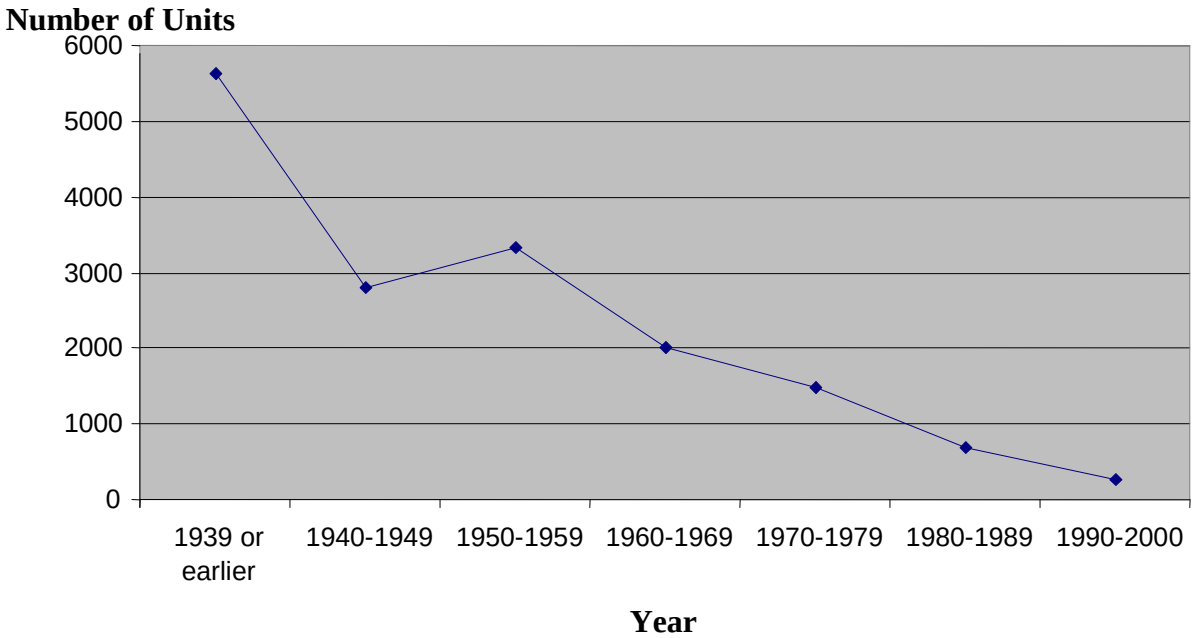
Estimates for 2005-2007 are listed in the charts below.

Table 2: Tenure of Occupied Housing Units, City of Plainfield and State of New Jersey (1990-2000)					
	1990	**2000**	**2005- 07 Estimate**	**Absolute Change (1990-2007)**	**Percent Change (1990-2007)**
City of Plainfield					
Total Number Occupied Units	15,146	15,137	15,050	96	-0.06%
Owner-Occupied Housing Units	7,722	7,579	7,872	150	0.02%
Renter-Occupied	7,424	7,558	7,178	-246	-0.03%
State of New Jersey					
Total Number Occupied Units	2,794,711	3,064,645	3,143,408	384,697	12.48%
Owner-Occupied Housing Units	1,813,381	2,011,473	2,119,602	306,221	16.89%
Renter-Occupied	981,330	1,053,172	1,023,806	42,476	4.32%
Union County					
Total Number Occupied Units	180,076	186,124	183,634	3,558	1.98%
Owner-Occupied Housing Units	112,508	114,638	114,828	2,320	2.06%
Renter-Occupied	67,568	71,486	68,806	1,238	1.83%

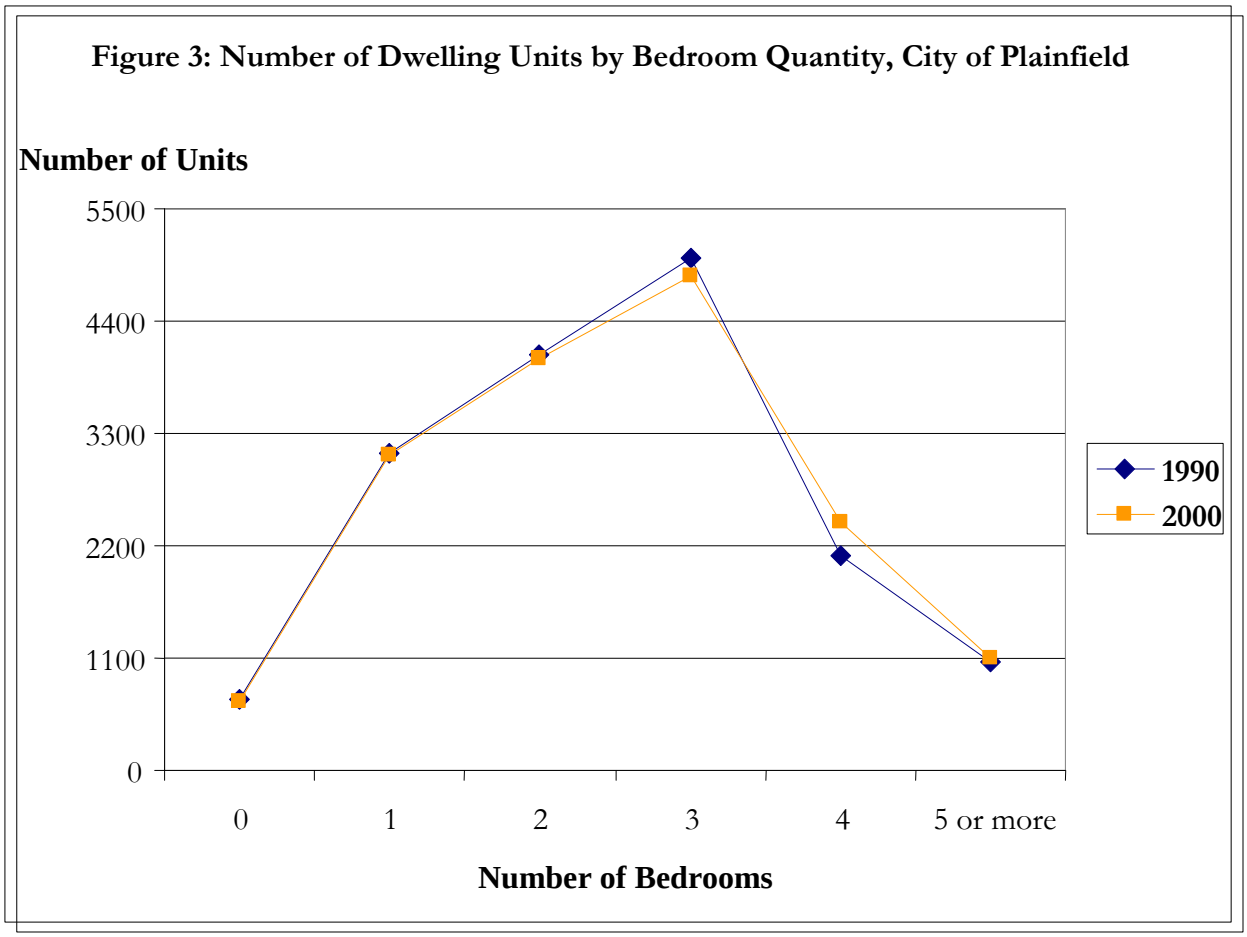
4.1. Physical Character of City Housing Stock

Between 1990 and 2000, the city has experienced very little growth in the housing market with a total of just 22 net new units, an average of 2 net new units per year (Figure 1). The municipality's housing stock is relatively old. The majority (52%) of the city's housing units was built prior to 1950, and almost 73% of the city's housing units were built prior to 1960. Reflecting post World War II housing growth nationwide, there was a spike in the number of units built in the city during the 1940s and 1950s when 2,793 units and 3,331 units were built, respectively. After the 1950s, there was a steady decline in the number of housing units constructed. These figures reflect the nature of the city as a mature, built out community.

Figure 2: Years of Construction for All Housing Units, City of Plainfield



Source: 2000 Decennial Census, Summary File 3



Source: 1990 and 2000 Decennial Census, Summary File 3

4.2. Substandard Units

Housing units are generally considered to be substandard where they lack basic facilities (such as complete plumbing or kitchens), or where they are overcrowded (generally defined as having, on average, more than one person per room). According to the 2000 Census Summary File 3 and using the aforementioned definition of overcrowded, almost 13% (1,958) of the total housing units in the city are considered to be overcrowded. In contrast, both Union County and the State of New Jersey have considerably lower percentages of overcrowded housing units (5% for each geographic area).

Approximately 1% of the housing units in the city are either lacking complete plumbing or lacking a complete kitchen, or both (2000 Census Summary File 3). This number is relatively consistent with the county and state, which have numbers of 0.8% (county) and 0.8% (state) for units lacking the aforementioned features.

4.3. Value and Price of Housing Units

Table 4 illustrates the median value of specified owner-occupied housing units (defined in the census as units that are one-family detached or one-family attached homes on less than 10 acres with no business on the property) in the city as presented in the 1990 and 2000 Censuses, as well as the relative cost of 'contract rent' (rent paid monthly during a lease, including the price of utilities) over the same timeframe. These are noted in Figures 4 & 5 below.

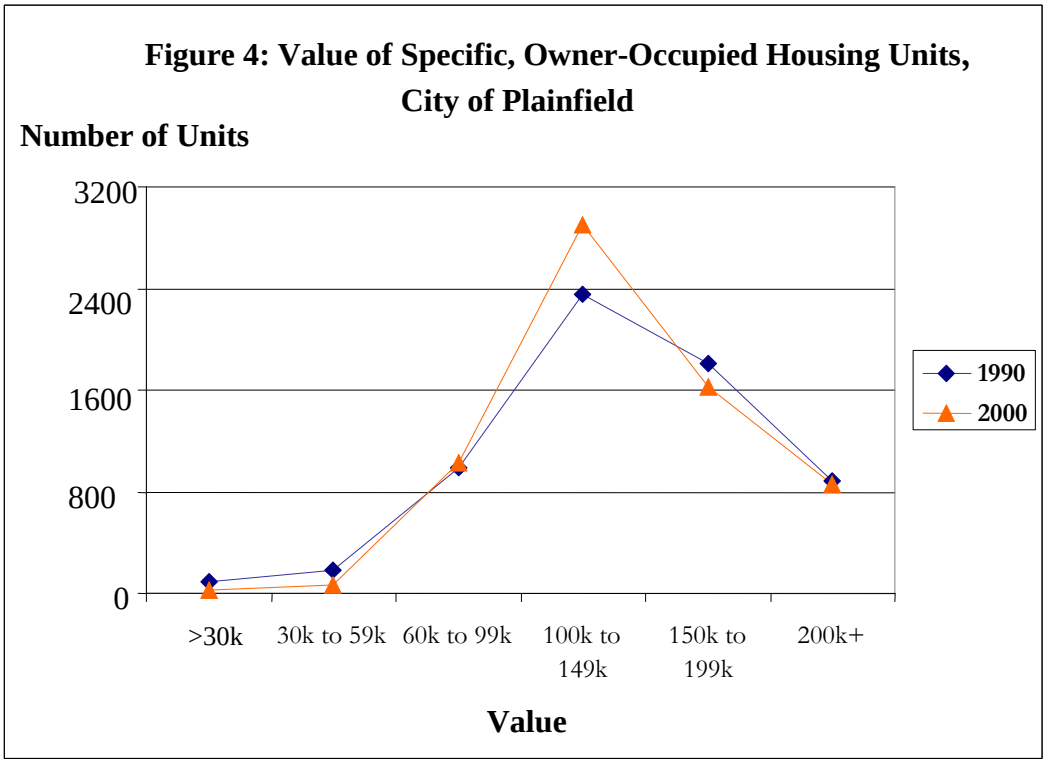
Evident from Table 4 is the significant decline in home values during the 1990's, after adjusted for inflation. Before inflation adjustment, renters conversely experienced a spike in costs through this time period. Adjusted to 2009 dollars, the Medium Gross Rent decreased conservatively relative to Medium Home Value.

As is illustrated in Figure 4, the typical house in the city was worth between $100,000 and $149,000 in 2000, and 83% (rounded) of the occupied housing units were worth over $100,000. Occupied housing units were worth more than $150,000 and made up 38% of all housing units in Plainfield. Figure 5 shows that the typical renter in the city paid between $500 and $749 in rent each month.

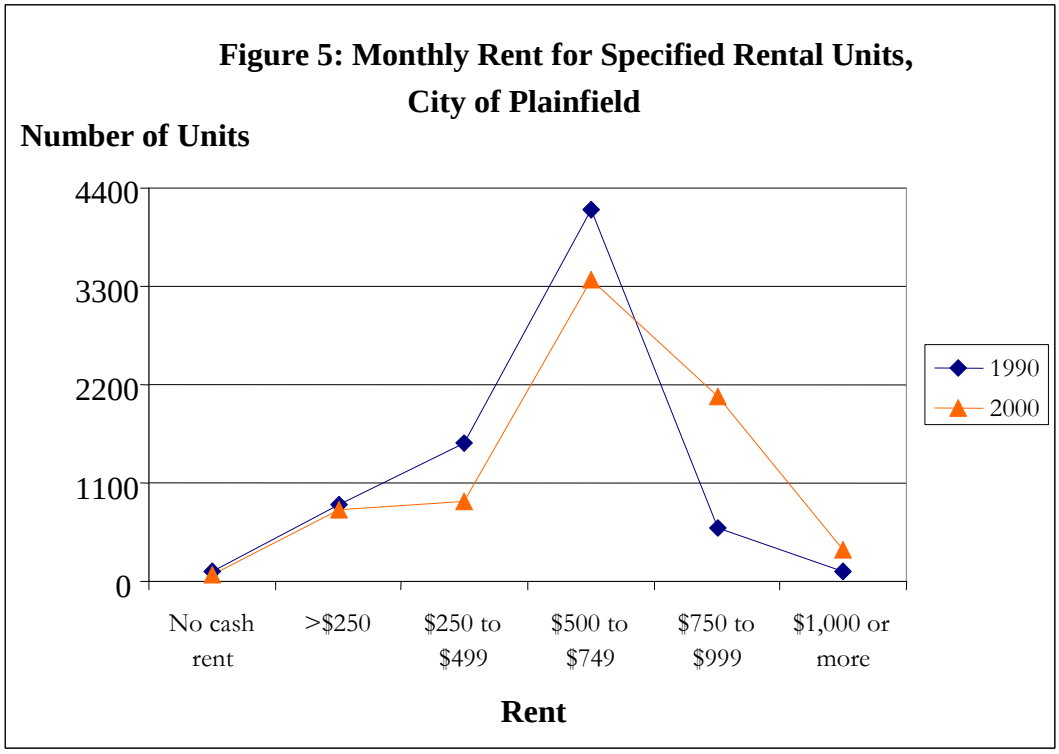
Table 4: Median Home Values & Rent Costs, City of Plainfield

	1990	**2000**	**Actual Change**	**Percent Change (Rounded)**
Median Home Value	$140,400	$137,500	-$3,900	-3%
Medium Home Value as adjusted for Inflation, 2009 Dollars	*$240,841*	*$175,555*	*-$65,826*	*-27%*
Median Gross Rent	$627	$726	$99	16%
Medium Gross Rent as adjusted for Inflation, 2009 Dollars	*$1,076*	*$927*	*-$149*	*-14%*

Source: 1990 & 2000 Decennial Census, Summary File 3



Source: 1990 & 2000 Decennial Census, Summary File 3



Source: 1990 & 2000 Decennial Census, Summary File 3

4.4. Housing Unit Affordability

National standards consider market-rate housing to be affordable where a household does not spend more than 30% of its monthly income on direct housing costs. This section will discuss the affordability of units in the city in this market-rate context.

New Jersey's Council on Affordable Housing (COAH) defines moderate-income households as those having less than 80% of gross median household income for households of the same size in the housing region, and low-income households as those having not more than 50% of the gross median household income. Given that the most recent comprehensive home cost data is from the 2000 Census, this plan assesses unit affordability based on aggregate city income levels from the 2000 Census.

Plainfield's median household income in 1999 according to the 2000 Census was $46,683 (See Figure 6 for a breakdown of the numbers of people in various income brackets.) Using the above COAH standards, a low-income household would therefore have an income of $23,341.50 or lower, and a moderate-income household would have an income of $37,346.40 or lower. Based on these income levels and the inventory of rental and owner-occupied housing in the 2000 Census, the amount of 'affordable' rental and owner-occupied units in the city was determined. These numbers are presented in Table 5.

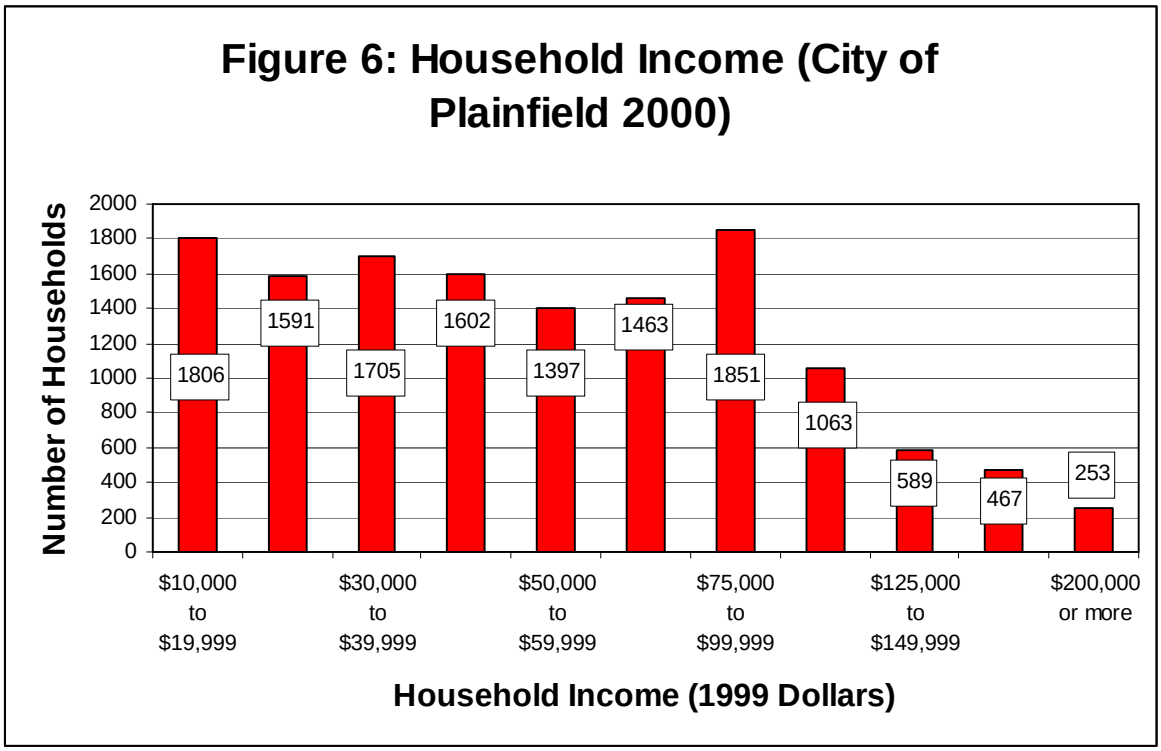
To calculate the number of affordable rental units in the city, an estimated monthly housing budget was calculated by dividing the low- and moderate-incomes by 12. Then, the number of 'affordable' rental units that had monthly rents below both the low- and moderate-income monthly budgets was calculated.

Calculating the number of affordable owner-occupied dwelling units in the city requires an assumption in terms of mortgage term, down payment, and interest rate. For this purpose, a thirty-year mortgage, 5% down payment, and 7% interest rate are here assumed. In this framework, for example, a $140,000 home would result in a monthly payment of $884.85, and would therefore be affordable at the moderate income level. A $92,105 home would result in a monthly payment of $582.14, therefore being affordable at the low income level.

Table 5: Affordable Monthly Housing Expenses at Low and Moderate Income Levels (2000, City of Plainfield)

	Household Income	Housing Budget	Minimum Number of Affordable Rental Units	Percent of Total Rental Units (Cash Rent)	Minimum Number of Affordable Owner-Occupied Units	Percent of Total Owner-Occupied Housing
Median Income	$46,683	$1,167.08	7,127	95%	5,178	80%
Moderate Income	$37,346.40	$933.66	6,843	92%	2,489	38%
Low Income	$23,341.50	$583.54	2,206	29%	635	8%

Source: 2000 Decennial Census, Summary File 3



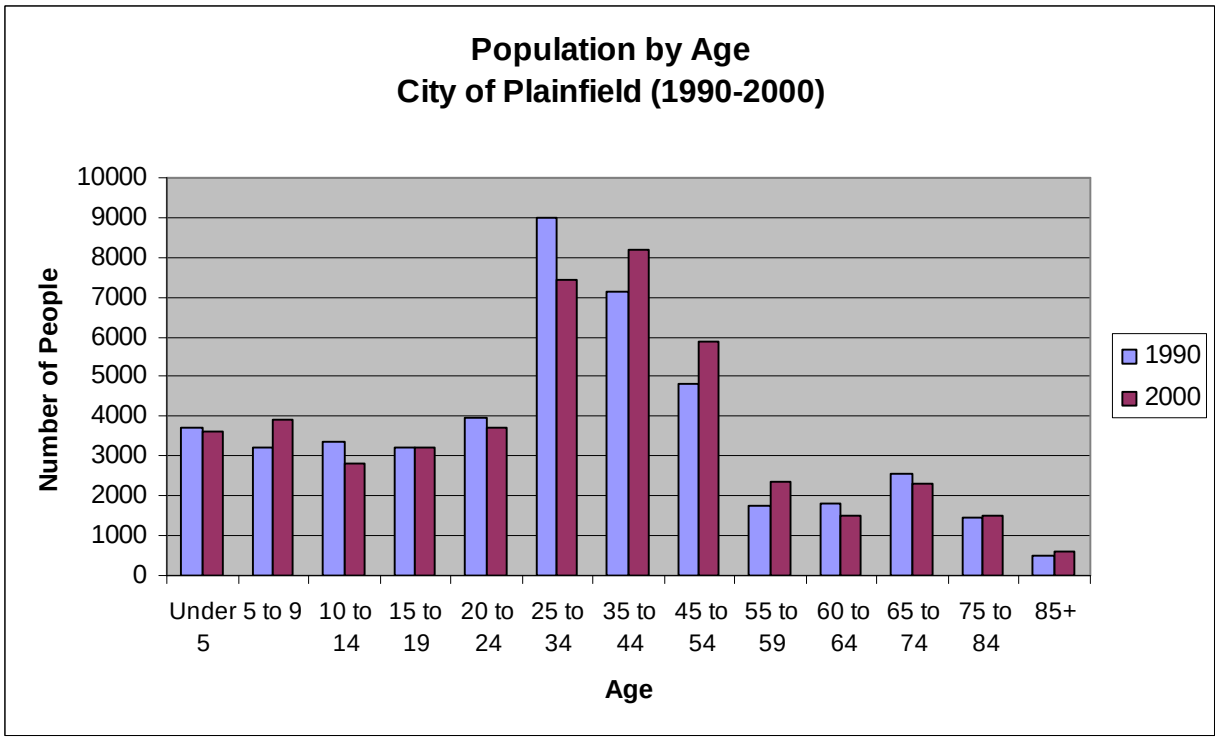
Source: 2000 Decennial Census, Summary File 3

4.5. Analysis of Select Demographic Characteristics

During the decade between the 1990 and 2000 Censuses, the city's population declined slightly, by 2.71% from 46,567 to 47,829. Figure 7 below illustrates the change in the population from 1990 to 2000 by age group. As is seen in the graph, the demographic composition of the area aged with the total number of persons under the age of 35 declining by 1,055, while the number of persons over age 35 grew by 2,713. In both 1990 and 2000, the percentage of city residents that were 55 and older remained the same

at 17%. Though these numbers describe patterns from the previous decade, this trend provides evidence that there will continue to be a significant portion of over 55 individuals in the city, especially considering the aging of the baby-boomers, most of whom are now (in 2007) over 55. In light of these considerations the municipality should ensure that there will be a variety of housing alternatives for people in older age groups.

Figure 7



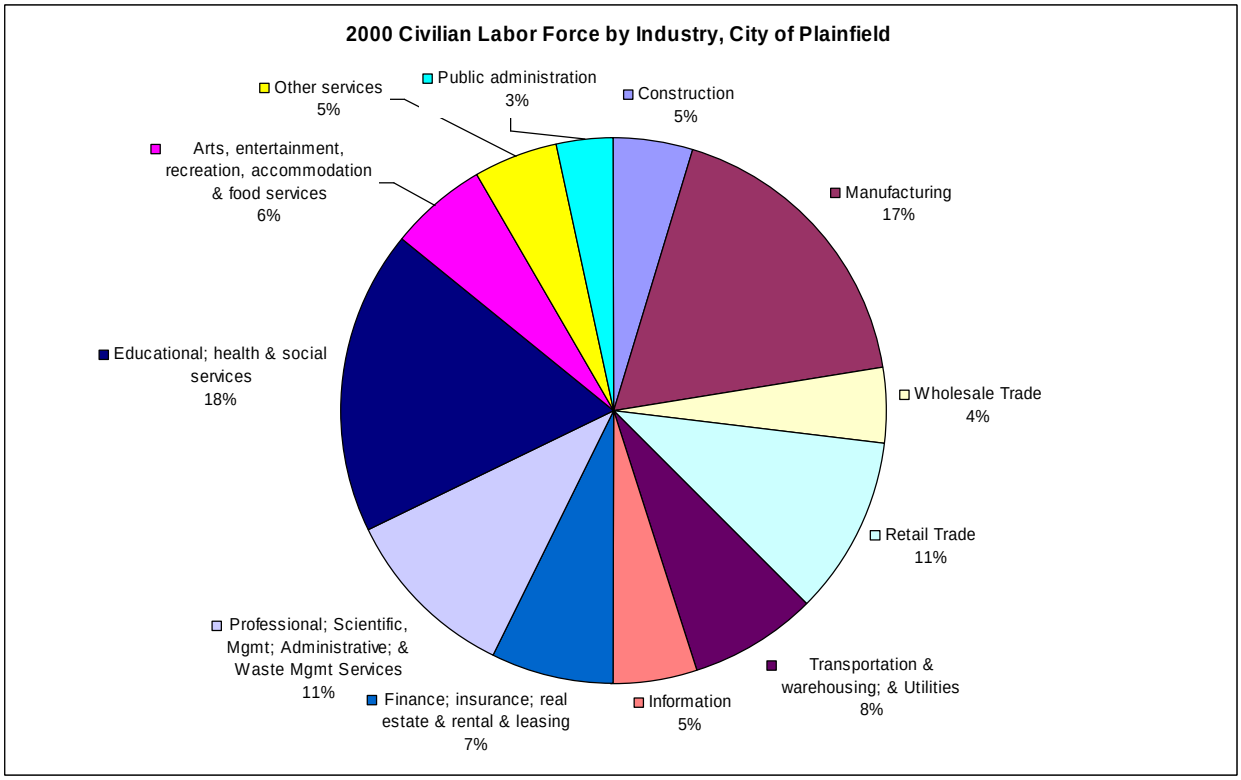
Source: 1990 & 2000 Decennial Census, Summary File 3

The Bureau of Labor Statistics estimates the 2007 resident population for Plainfield will be 46,486. Likewise, the 2007 projected persons per square mile for the city was 7,699.

4.6. Analysis of Current Employment

Data from the 2000 Census indicates that the city's civilian labor force (employed residents over 16 years of age) numbered 22,997. Figure 8 (below) subdivides this number into industry classifications. Of these employed residents, 16% were employed within the city, while, 84% worked outside of Plainfield.

Figure 8



Source: 2000 Decennial Census, Summary File 3

The 2002 Economic Census provides data pertaining to the number of jobs which are actually located within the city. This is the most recent such census for which data is available at the municipal level, but unfortunately not for every industry classification. Specifically excluded are jobs in mining, utilities, construction, transportation and warehousing, finance & insurance, management, and all tax-exempt firms. As Table 8 (below) indicates, roughly 6,743 to 7,159 jobs were located within the city as of 2002 in the industries for which data is provided (a precise number cannot be determined, as this Census provides only a range of employees for certain occupational classes; in such instances, the number of employees can be estimated as the mid-point of this range).

Table 7: Employment Opportunities, City of Plainfield 2002

NAICS Industries	Number of Establishments	Number of Employees
Manufacturing	32	936
Wholesale trade	23	100-249
Retail trade	119	866
Information	10	250-499
Real estate & rental & leasing	29	97
Professional, scientific, & technical services	44	241
Administrative & support & waste management & remediation service	28	245
Educational services	10	56
Health care & social assistance	102	3,121
Arts, entertainment, & recreation	5	1-19
Accommodation & food services	47	561
Other services (except public administration)	54	269

Source: 2002 Economic Census

5. PROPOSED HOUSING IMPROVEMENTS

5.1 Vacant and Boarded Dwellings

The city should aggressively pursue the elimination of vacant and boarded dwellings through vigorous enforcement of property maintenance, land use and health code ordinances. In furtherance of this effort, an inventory of these structures to include structures which are otherwise substandard should be developed and maintained. Opportunities for the elimination or rehabilitation of these structures should also be explored in conjunction with the city's redevelopment activities.

5.2 Rehabilitation

House under rehabilitation in Plainfield

Utilization of the City's Comprehensive Housing Assistance Program (CHAP) should continue to be encouraged for the rehabilitation of substandard structures. This program is administered by the City's Office of Community Development and is funded by Union County through a United States Department of Housing and Urban Development (HUD) community development block grant (CDBG). Dependent on the scope of work, income eligible families can receive up to $25,000.00 for repairs to single-family dwellings; for two and three family dwellings, the maximum loan amount is set at $32,500.00 and $42,500.00 respectively. As the program does not fund the rehabilitation of rental units, the city should examine the feasibility of creating a program through which rental unit rehabilitation could be funded. In addition, the city should seek to take advantage opportunities afforded through agreements with redevelopers to affect housing rehabilitation. The city should also identify and closely monitor, for possible remedial action, dwelling units which may be on the verge of transition to a substandard condition.

In conjunction with the rehabilitation of housing units, it is noted that the Housing Authority of Plainfield (HAP) operates several apartment complexes to include: Elmwood Gardens (120-units), Liberty Village (96-units), West End Gardens (128-units), and the Whitney Young Complex (55-units). The city through the planning division and Planning Board should continue to provide technical assistance and advice to HAP in its efforts to upgrade the conditions of these facilities. Towards that end, the land use element of this plan recommends amending the underlying land use pattern in order change it from moderate density (one and two family dwellings) to high density (apartment) land use pattern.

5.3 Home Ownership Opportunities

The city should continue to disseminate information regarding availability of mortgage financing made available through the New Jersey Housing Mortgage Finance Agency (NJHMFA). In addition, the city should aggressively promote the development of programs to meet the credit needs of the entire community as envisioned with the passage of the Community Reinvestment Act (CRA).

Apart from home ownership financing, the city should explore with area financial institutions, in light of the expectation of the possibility of increasing foreclosures resulting from the severe economic downturn, the viability of creating programs specifically aimed at providing emergent funding to homeowners facing the threat of foreclosure. Data provided to the city by the Union County Foreclosure Task Force reveals that Union County has the second highest foreclosure rate of New Jersey counties; the rate for the 3rd quarter and portion of the 4th quarter of 2008 was 5.2 dwellings/1,000 dwellings which equates to 1,063 dwellings. Foreclosures within the city accounted for 17.43% of those within the county.

5.4 New Housing Construction

The density of existing neighborhoods as anticipated by the Land Use Map is to be preserved. Notwithstanding same, allowance is to be made for increased density within the city's transit

oriented development (TOD) areas. While this plan and the Fair Share Housing Appendix concentrate on providing affordable units, the city also needs to provide additional market rate units consistent with the densities outlined in the land use element of this plan.

House under construction in Plainfield

The production of affordable units by non-profit groups is encouraged. To assure affordable housing development, particularly by non-profit groups, conforms to COAH requirements, the city should establish a housing liaison to work with the private sector to serve as a clearinghouse for such technical information as affordability on controls, affirmative marketing, and bedroom distribution. As a further measure to assure the production of affordable units, redeveloper agreements relating to residential redevelopment activity should address as may be found appropriate the creation of affordable units through mechanisms made available under applicable COAH substantive rules.

In conjunction with the above measures for the creation of affordable units, the planning division should review at intervals of not more than two years the continued viability of the fair share plan to ensure that development activity does not outstrip the credit the city's affordable housing resources yield toward satisfaction of the affordable housing obligation.

The city should pursue the revitalization, and adaptive reuse, of dilapidated, obsolete, and underutilized commercial and industrial buildings for the production of new housing units where deemed appropriate by the land use element of this master plan. In the creation of new residential construction, care should be taken to assure that new development density and design is compatible with existing development and is sensitive to concerns which may emerge as a result of proximity to structures of significance. Further, new residential design should incorporate to the extent practicable features of the vernacular architecture. In addition, new housing development is to be developed in a manner promoting crime prevention through environmental design (CPTED).

This plan element also encourages the use of Leadership in Energy and Environmental Design (LEED) Green Building Rating System design and sustainable technology in the promotion and creation of sustainable, environmentally safe and energy efficient housing of all types.

5.5 Barrier Free Requirements

In addition to the requirements of the New Jersey Uniform Construction Code, all affordable units should comply with the barrier free requirements as established under the Third Round rules, as amended, of the New Jersey COAH. The land use boards should review all development applications in order to encourage the construction of units for the disabled, both affordable and market rate units, by either new construction or adaptive reuse, where appropriate and where required.

Community Facilities/Social Services Plan Element

A community facilities plan element showing the existing and proposed location and type of educational or cultural facilities, historic sites, libraries, hospitals, firehouses, police stations and other related facilities, including their relationship to the surrounding areas (N.J.S.A. 40:55D-28.b.6).

1. PURPOSE

The community facilities plan element identifies and locates facilities and services provided by the City of Plainfield (city) and outside agencies that satisfy basic needs of city residents relating to public health, safety, welfare, education and quality of life. This element examines the adequacy of existing levels of service to determine if these services are being provided at an adequate level or if improvements are necessary to better provide these services. The Planning Board (PB) believes that service providers should be distributed fairly among all municipalities in the region. Efforts should be made to obtain data to determine Plainfield's fair share of the regional need and whether Plainfield's needs are met yet Plainfield is not overburdened providing services that other communities should provide. The element will inform the land use plan element of community facility land use needs.

2. OBJECTIVES AND POLICIES

OBJECTIVE: Social and community services will be directed to meet specific community needs.

Policy 1 - Citywide Assessment - The Plainfield Action Services (PAS) Division should update the citywide survey of social services to assess community social service needs on an annual basis and provide it to the PB for updating the Master Plan Social Service Inventory.

Policy 2 - Community Facilities - Community facilities should be provided to the extent necessary to meet by social program type and quantity the needs of the city's residents and should be located in areas that provide easy access, such as in the CBD, or in other commercial districts proximate to transit routes. Policies set forth in the Land Use and Community Facilities elements of this master plan are designed to protect residential neighborhoods. They preclude the location of inappropriate social services in the R-1 through R-7 zoned residential neighborhoods in the city.

Policy 3 - Community Center - The city should consider the need and possible location for the creation of another community center.

Policy 4 - Clearinghouse Services - The city will serve as a clearinghouse through its Community Development Division to refer residents to both city and outside support agencies.

3. SUMMARY OF RECOMMENDATIONS

The recommendations of this report are summarized below:

3.1 Emergency Services

3.1.1 *Police Division*

- Conduct a needs study for the possible relocation/expansion of the police headquarters building and municipal court. (Municipal Law Enforcement Complex?)

- Improve coordination with the planning division to ensure that police division concerns are submitted to the reviewing boards for all development applications.

3.1.2 *Fire Division*

- Plan for the expansion of Fire Station #3, and the relocation of Fire Station #4.

- Improve coordination with the planning division to ensure that fire division concerns are submitted to the reviewing boards for all development applications.

3.2 Institutional Services

Muhlenberg Regional Medical Center

- Support ongoing efforts to maintain the Muhlenberg facilities as a full acute care hospital with in-patient services.

- Continue to utilize the Muhlenberg facilities as the anchor for surrounding professional office land use pattern.

- Encourage the re-use of any under-utilized facilities by community agencies serving to enhance the overall quality of life for Plainfield residents.

3.3 Social Services

- Amend development regulations to define and assure placement of required social services in appropriate locations.

- Define clearly the types of social services that are appropriate to be located in transit oriented development (TOD) and other development and redevelopment areas.

3.4 Plainfield Municipal Utilities Authority

- Provide for the coordination and appropriate locations for Plainfield Municipal Utilities Authority (PMUA) facilities.

- Conduct a needs study of existing services that the PMUA provides - sewerage and waste treatment, recycling, and solid waste disposal - in order to determine adequacy of existing services and needed improvements.

4. EXISTING COMMUNITY FACILITIES/SOCIAL SERVICES CONDITIONS

4.1 Municipal Emergency Services

4.1.1 *Police Division*

The police division functions within the Department of Public Affairs and Safety. The main headquarters is located at a 30,000 sq. ft. two story structure at 200 East Fourth Street. The city also has a Street Crimes Unit located on 320 Liberty Street and a community oriented policing office presently located at 305 East Front Street and an off-site Narcotics office. It has a force of 150 sworn officers and 27 civilian employees and can call on 13 auxiliary police officers. The Police Division is overseen by the Police Director who is assisted by 7 captains, 9 lieutenants and 23 sergeants. The division's bureaus include: Administrative, Criminal Investigation, Community Relations, Information Technology, Narcotics, Service, and Uniform.

The needs of the police division are greater than the ability of the current police headquarters building to provide necessary services as suggested by the undersized emergency response center, the need to house at least one bureau in a different building than the police headquarters, requirements to provide for the Union County and City Prosecutors, the lack of adequate interview space in the criminal investigation bureau, the lack of adequate facilities for juvenile detention, the lack of adequate parking for police and municipal court employees, the lack of file and property storage, and the design of the cell block area which does not reflect current standards promulgated by the New Jersey Department of Corrections, as well as future growth.

The police division projects the relocation of the community policing unit from 305 East Front Street, as well as the 911 and CCTV systems, to the city-owned portion of the Teppers/Horizons Building at 128 West Front Street.

4.1.2 *Fire Division*

Plainfield Fire Division putting out a fire near South Avenue corridor

The fire division functions within the Department of Public Affairs and Safety. The main headquarters, and Fire Station #1, is located at 315 Central Avenue. The fire division also operates engine companies from Stations #3 and #4 located respectively at 1147 West Third Street and 1015 South Avenue. Both the Central and South Avenue fire stations are listed on the State and National Registers of Historic Places. The main fire station also houses a truck company (ladder truck), an engine company, and a heavy rescue unit. The division has a manning strength of 112 personnel currently comprised of 104 fire fighters and 2 civilian secretaries under the command of a fire chief who is assisted by 2 deputy chiefs responsible for operations and personnel. Station #'s 3 and 4 are undersized necessitating the expansion of Station #3 through the addition of an additional bay and possible relocation of Station #4 (due to inadequate size of structural capacity of the floor) to a yet to be determined site. The division has included the purchase of a new ladder truck through the city Capital Improvement Program (CIP). Two pumper trucks and the heavy rescue unit are approaching the end of their service life. These items are included in the CIP. The original plumbing and electrical systems at the main headquarters remain outdated and inadequate.

4.1.3 *Plainfield Rescue Squad*

The Plainfield Emergency Rescue Squad (Squad) serves Plainfield as a Basic Life Support (BLS) service, which is a specific level of pre-hospital medical care provided by trained respondents. The squad headquarters is a two story structure located at squad owned 700 West Seventh Street. The service was started and continues to be operated by voluntary members. The Squad has three (3) ambulances in the inventory, but operates only one (1) daily due to funding restrictions. The Squad also has a 1987 first responder vehicle. The primary coverage area is the City of Plainfield; however, outside community service is performed in situations where other local ambulances cannot

respond. On average the squad responds to 15-20 calls per day. The average response time is between 4 to 6 minutes.

The closing of the acute care facility at Muhlenberg Regional Medical Center (Muhlenberg) will affect service efficiency as the next closest hospital is John F. Kennedy Medical Center (JFK), in Edison, which is approximately 8 miles from Muhlenberg. The squad must now make medical decisions at the scene of an emergency call as to which hospital to bring a victim. Depending on the medical severity of the emergency, the squad will bring a victim to the Muhlenberg Emergency Satellite facility, JFK Medical Center, Overlook Hospital in Summit, Trintas Hospital in Elizabeth, or a different hospital of the victim's choice. The squad was able to take victims to Muhlenberg from anywhere in Plainfield in 5 minutes; the new shortest trip to the JFK facility adds at least 10 minutes. This can affect the provision of necessary life saving medical services, and the maintenance of current facilities.

The squad is in need of additional vehicles to provide adequate emergency services to Plainfield residents. The Squad does not presently participate in the city CIP.

4.2 Institutional Uses

4.2.1 *The Municipal Land Use Law (N.J.S.A. 40:55D-66.1 et. seq.) allows for the services set forth below:*

- **Group homes** meaning any single family dwelling used in the placement of children pursuant to law recognized as a group home by the Department of Children and Families in accordance with rules and regulations adopted by the Commissioner of Children and Families, provided that no group home shall contain more than 12 children (40:55D-66b). The city does not know how many group homes exist in the city. The Municipal Land Use Law (MLUL) requires that municipalities permit group homes in all residential zones and Plainfield does.

- **Community residences** are permitted uses in all residential districts of Plainfield and the requirements are the same as for single family dwelling units located within such districts (40:55D-66.1). The city does not know how many community residences exist in the City. Community residences include the following::

  - Community residences for the developmentally disabled
  - Community shelters for victims of domestic violence
  - Community residences for the terminally ill (hospices)
  - Community residences for persons with head injuries
  - Adult family care homes for elderly persons and physically disabled adults

- **Family Day Care Homes** are permitted in all residential districts (40:55D-66.5). Family day care homes are defined as "the private residence of a family day care

provider which is registered as a family day care home pursuant to the "Family Day Care Provider Registration Act". The city does not know how many community residences exist within its borders.

- **Child Care Centers** which require a license from the Department of Human Services are permitted in all nonresidential districts (40:55D-66.6). There are 49 Child Care Centers in Plainfield. Nineteen of these centers are licensed by the state Department of Human Services as providers of education to 1,320 three and four year old children in the Abbott Pre-school Program. Five Child Care Centers (South Second Street, King's Daughters, Dusk to Dawn, Black United Fund, and Neighborhood House) are accredited by the National Association for the Education of Young Children (NAEYC).

Plainfield Child Care Center participating in the Arbor Day Planting 2009

- **Child Care Centers** approved by a local board of education and operated by the board or by an approved sponsor in a public school are a permitted use in all residential and non-residential districts and shall be exempt from local zoning restrictions (40:55D-66.7a). There are no child care centers of this type in the city.

- **Methadone Clinics** may be allowed within the zoning ordinance that a facility offering outpatient methadone maintenance services shall be deemed to be a 'business' or commercial operation or functional equivalent thereof and shall not be construed, for zoning purposes, as ancillary or adjunct to a doctor's professional office (40:55D-66.10). When a municipality has adopted such an ordinance, the siting of a methadone clinic within a municipality shall be limited to zones designated for business or commercial use. There is one methadone clinic in Plainfield on North Avenue.

4.2.2 *Community Centers*

The city is home to a number of community centers notably Neighborhood House and the South Second Street Youth Center. Washington and Emerson Elementary schools were designed to serve and do serve as community centers in their respective neighborhoods. The four-story mixed use building at 342-406 East Front Street contains a senior citizen

and a veterans center. The city administration has indicated a need for a young adult center; a location has not been selected.

Plainfield Senior/Veteran Center Mixed Use Complex

4.2.3 Muhlenberg Regional Medical Center (Muhlenberg)

Muhlenberg Regional Medical Center, a 355 bed, 17 acre acute care facility located at Park Avenue and Randolph Road, has been an integral component of the Plainfield community since 1876. It was the largest employer in the City of Plainfield, providing over 1,100 jobs. During the preparation of this master plan, Solaris Health System, the owner of Muhlenberg, announced plans to close the majority of its facilities and cut back staff by approximately 90%. The State Department of Health approved the closing of the facility on July 29, 2008. Although Muhlenberg no longer provides inpatient services, the Solaris Health System will continue to provide a Satellite Emergency Department, Imaging and Lab Services, a Home Care Program, the DaVita Dialysis Center, a Mobile Intensive Care Unit (an emergency unit on wheels), the New Jersey Neuroscience Institute Sleep Disorder Laboratory, a Wound Care program for out-patients, and a Diabetes Center on the 'Muhlenberg campus'. The Harold and Dorothy Snyder School of Nursing, Medical Imaging and Therapeutic Sciences, which was constructed in 2007, will also remain, and a primary care clinic is required to open in September, 2008. When someone either comes to Muhlenberg for emergency treatment on their own, or is transported by ambulance, they will be stabilized in the Satellite Emergency Room, and transported via a Solaris provided vehicle to another hospital.

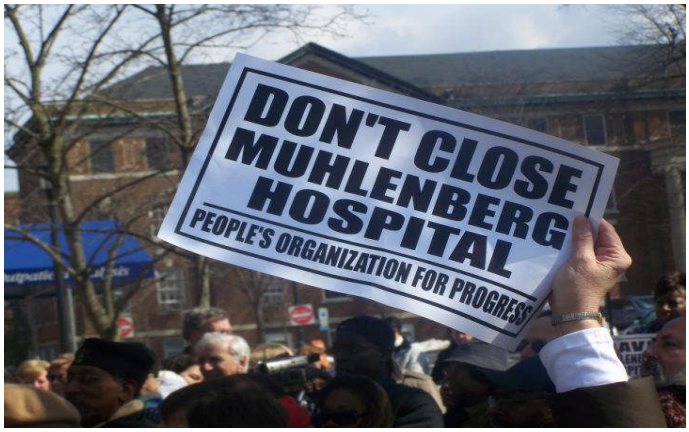
Solaris Health Systems is providing three levels of transportation to meet the health care needs of area residents.

- Free shuttle bus service to and from JFK for patients and visitors who require non-emergency medical services. This service is provided Monday through Sunday 12:00 PM to 8:30 PM.

- Free door to door, round trip medical taxi services for non-emergency services at JFK and Trinitas Hospital for those who are disabled, confined to a wheelchair, or require assistance. This service is provided by appointment, Monday through Sunday, 6:00 AM to 5:00 PM.

- Free door-to-door transportation via a taxi voucher service to and from Trintas Hospital for Neighborhood Health Center obstetric and mental health patients who require non-emergency medical services. This service is provided from the Plainfield Health Services Corporation (1700 Myrtle Avenue) as well as residences Monday through Friday, 24 hours per day.

The present Muhlenberg facilities will remain as a separate 'Muhlenberg Campus' for the Solaris Health System. The Solaris Health System still owns the property building and has not yet finalized their plans for full use of the premises.



Muhlenberg Hospital Rally

4.2.4 *Plainfield Health Services Corporation*

The non-profit Plainfield Neighborhood Health Center (PNHC) operates out of a two story, 35,000 sq. ft. building with accessory parking lot at privately owned 1700 Myrtle Avenue. It provides a variety of services including primary ambulatory care, adult and adolescent medicine, obstetrics and gynecology, podiatry, pediatrics, dental, vision, HIV programs, and health, senior and nutrition services. The facility had over 75,000 patient site visits in 2007, of which 15,878 were from Plainfield, and this use has been growing since the state decision to close Muhlenberg. The PNHC also provides physicals to Plainfield students at the Plainfield High School for athletic programs and working papers, and well child physicals at Washington Community Elementary School.

4.3 Social Services

The city is home to numerous social and human service providers as indicated by the list provided in Appendix A, annexed hereto. Under existing development regulations, these services are permitted in all non-residential zoning districts. As the term "social services" is not defined, it is difficult to regulate the nature and extent of these types of services and ascertain their appropriate locations. The PB has directed that the term 'social services' be construed liberally and include all services that can be construed as providing for the 'social welfare' of the city residents. A number of these organizations

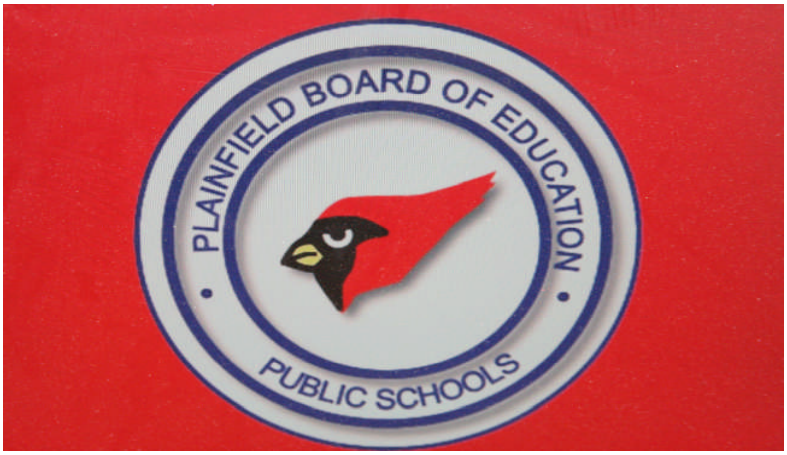
are funded through the Community Development Block Grant Program (CDBG). This section includes a listing of general social service centers, houses of worship, housing service centers, drug and alcohol abuse centers, group homes, community residences, family day care homes, and child care centers. The last 5 use categories are regulated by the MLUL.

4.4 Educational Institutions

The land use element and land use ordinance do not recommend or permit schools as permitted uses in any land use pattern or zone. All new public school buildings and capital improvements are submitted to the PB for capital project review, and all applications that require relief from use requirements are submitted to the Zoning Board of Adjustment (ZBA). The ZBA has found that educational facilities are appropriate uses in residential areas subject to addressing adjacent property/neighborhood concerns. The Plainfield Board of Education recently relocated its administrative offices from 504 Madison Avenue to the former Jefferson School at 1200 Myrtle Avenue.

4.4.1 *Public Schools*

The table below lists the name, address, current enrollment (as of October 2008) and capacity for Plainfield public schools. There are a total of 3,392 students in city elementary schools, 1,236 students in city middle schools, and 1,799 students in the city high school. There are another 52 children enrolled in the Barack Obama Academy for Academic and Civic Development, and 1,255 children enrolled in the early childhood program.



Plainfield Board of Education

ELEMENTARY SCHOOLS				
School Name	**Address**	**Enrollment**	**Capacity**	**Grades**
Barlow Elementary School	2 Farragut Road	292	373	Pre-K-6
Cedarbrook School	1049 Central Ave.	481	594	Pre-K-8
Clinton Elementary School	1302 West 4th St.	329	347	Pre-K-8
Cook Elementary School	739 Leland Ave.	241	360	Pre-K-8

School Name	Address	Enrollment	Capacity	Grades
Emerson Elementary School	305 Emerson Ave.	421	660	Pre-K-6
Evergreen Elementary School	1033 Evergreen Avenue	416	649	Pre-K-6
Jefferson Elementary School	1750 West Front St	290	482	Pre-K-6
Stillman Elementary School	201 West Front St	244	275	Pre-K-6
Washington Community School	427 Darrow Avenue	468	546	Pre-K-6
Woodland Elementary School	730 Central Street	210	324	Pre-K-6
MIDDLE SCHOOLS				
Hubbard Middle School	661 West 8th Street	522	972	6-8
Maxson Middle School	920 East 7th Street	714	732	6-8
HIGH SCHOOL				
Plainfield High School	950 Park Avenue	1,799	1,996	9-12
Barack Obama Academy for Academic and Civic Development	1750 West Front Street (to relocate to former Lincoln School at Berckman Street in September 2009)	52		9-12
Plainfield Academy for the Arts and Advanced Studies (opening in September 2010)	To be located at 1750 West Front Street			7-12

4.4.2 *Private and Charter Schools*

The city has five (5) operating private schools. The Newmark School provides private education for children, kindergarten through eighth grade, with behavioral and learning disabilities. There are also three (3) charter schools (publicly funded elementary or secondary schools which are autonomously operated by any individual or citizen group). At the time of the writing of this document, the PB is aware that the YWCA will be proposing a new charter school – the Pressman School – at their East Front Street facility.

CHARTER SCHOOLS				
School Name	**Address**	**Enrollment**	**Capacity**	**Grades**
Central Jersey Arts School	35 Watchung Avenue	255	290	K-6*
Queen City Academy Charter School	1-37Watchung Ave	232	243	K-8
Union County TEAMS Charter School	515-517 West Fourth Street	175	180	K-8
PRIVATE SCHOOLS				
IAM's Temple Christian Academy	620 Ravine Road	75		K-8
King's Temple/Harvest Learning Center	117 New Street			
Koinonia Academy	1040 Plainfield Avenue	220		K-12

School Name	Address	Enrollment	Capacity	Grades
The Newmark School	365 Emerson Avenue	74	76	K-8
New Covenant Christian Academy	315 West Seventh Street	52	75	K-8

4.4.3 *Colleges and Universities*

Since 1992, Union County College (UCC), a comprehensive community college which celebrated its 75th year in 2008, has had a Plainfield campus located at East Second Street, Roosevelt Avenue, East Third Street, and Church Street. The campus consists of three structures - the three level 28,314 sq. ft. Logos Building, a two level 11,724 sq. ft. academic building, and a 2,030 sq. ft. maintenance building- and accessory parking for 189 autos. Over 3,000 students take classes at the Plainfield campus with 5 credit programs being offered - American Sign Language and Deaf Studies, Emergency Medical Technician, Paramedic Program, Physical Therapist Assistant, and Licensed Practical Nursing in addition to general education courses. UCC was recently awarded a $1.9 million 3-year Department of Labor federal grant to expand the Practical Nursing Program on the Plainfield campus. In 2006, UCC acquired property on East Second Street and East Third Street for expansion of the college campus and parking.

4.5 Municipal Services

4.5.1 *Municipal Building Complex*

The city municipal complex is comprised of two buildings, City Hall, located at 515 Watchung Avenue, and the City Hall Annex, located at 510 Watchung Avenue. Both buildings are on the State and National Register of Historic Places. A $458,000 City Hall cupola restoration project was completed in 2004. There is an ongoing $652,000 City Hall Façade Restoration Project at the time of preparation of this element. These improvements were furnished through State Historic Preservation Trust Funds and matching dollars from the city CIP. The City Hall structure contains offices housing the Office of the Mayor, Purchasing, Audit and Control, City Clerk, Tax Collector, Tax

Assessor, Planning, Director of Public Works, Engineering, Community Development, Economic Development, Building, Inspections, Personnel, and the Corporation Counsel. The City Hall Annex contains offices housing the City Administrator, City Finance Director, Recreation, Women, Infants and Children (WIC), Vital Statistics, and Plainfield Action Services (PAS). Both buildings also house archived files in their basement floors.

4.5.2 *Plainfield Municipal Utilities Authority (PMUA)*

The PMUA is a quasi-public agency with operations independent and separate from services provided by city municipal operations. The agency is managed by a seven (7) member Board of Commissioners and an Executive Director. To provide the sanitary sewer and solid waste services to the city and its residents, the PMUA currently operates from four (4) locations.

1) PMUA's main headquarters is located in a two-story masonry building at 127 Roosevelt Avenue. The PMUA headquarters building houses a) the public meeting room, b) executive management administrative and finance offices, c) customer sales and service support, d) customer billing and accounting services, e) public information & community relations, f) PMUA central computer and information technology operations and g) central telephone and mailroom operations.

2) The PMUA operates and maintains the Plainfield Environmental Resource Center (PERC) facility located at 95 Rock Avenue. In addition to its main use for extensive municipal solid waste and recycling material handling operations, (described below) the site also functions as a parking and deployment center for specialized solid waste collection and transport vehicles, and a storage location for solid waste rear load, roll-off and residential roll-out containers. It also houses all solid waste field administrative and operational support staff, including customer service operations, solid waste field employee dress, shower, locker and training rooms, PMUA fleet dispatch communications and tracking facilities, and is also the location of the Rock Avenue sewer pumping station.

3) PMUA facilities located at Cottage Place and Richmond Street currently are the operational home for all sanitary sewer field administrative and operational offices and equipment, sewer customer service operations, sewer field employee dress, locker and training facilities. In addition, the site is also home for several other operational support services, including: sewer deployment and dispatch operations, fleet vehicle maintenance repair operations, motor pool vehicle parking, miscellaneous archive file and equipment storage operations, a staging area for the municipal maintenance and commercial district sweep program and the in-house solid waste container maintenance and repair operation. Pursuant to a city redevelopment initiative, the entirety of the PMUA tract except for the office building has been declared to be an area in need of redevelopment, and the city has adopted a redevelopment plan for mixed use development. The PMUA

does have expansion plans and appropriate siting should be discussed as part of this master plan.

4) PMUA leases additional administrative office space located on the second floor of the circa 1886 building at the corner 2nd St and Park Avenue. PMUA offices at this location include personnel and human resource services, purchasing and contracts services, facilities and grounds maintenance operations, insurance and risk management operations, inspections and enforcement operations and the Office of the Ombudsman.

4.5.3 *Plainfield Environmental Resource Center*

PERC is a 9 acre tract located at 95 Rock Avenue. It serves as a solid waste and recycling drop off center for the city and residents of adjacent municipalities, as well as functions as a transfer facility for PMUA solid waste, recycling and vegetative waste collection and disposal operations, services and programs. It currently operates at 100% capacity of its 99 tons per day permitted throughput. Facility upgrade, renovations and improvements have been completed which will allow PERC to operate at a permitted capacity of 280 tons per day of solid waste throughput. The additional permitted capacity will afford Plainfield the opportunity to contract solid waste services on a regional basis to near-by municipalities for additional revenue potential. Additional details on types and amounts of materials are detailed in the Utility Element of this master plan.

4.5.4 *Public Works Facility*

The city public works facility (the city yard) of 1.68 acres (73,000 sq. ft) has been located at 745 South Avenue for over forty years. The property and 44,000 sq. ft. of structures are primarily storage and repair facilities for city vehicles and equipment. The yard houses the city garage with accessory gas pumps and oil recovery tanks, the sanitation bureau street sweeping equipment, equipment to maintain occupied and abandoned city owned lots, parks and recreation equipment, street maintenance (pothole/sidewalk/curb/inlet repair equipment, storm pipe flushing/cleaning equipment, shade tree equipment, regulatory and street sign fabrication equipment, snow and de-icing equipment and administrative offices). The site is not arranged in its most efficient layout.

The site is adjacent to and opposite residential uses. The property contained an outdoor salt storage area not in conformance with State of New Jersey Department of Environmental Protection (NJDEP) Storm-water Management Regulations and the city recently temporarily retrofitted an existing structure to locate the salt storage area inside. The NJDEP also requires the provision of a vehicle wash facility by 2009. The city will not meet this deadline and will have to use the Union County facility in Scotch Plains/ Westfield. In 2007, Plainfield City Council declared the property an area in need of redevelopment as part of a larger tract. The city has not adopted a redevelopment plan as of the date of this report. The public works division participates annually in the CIP.

4.5.5 *Municipal Court*

The municipal court is housed at 325 Watchung Avenue in a building that it shares with the Plainfield Police Division. There are currently 10 employees in sub-standard office space, one court room with two file storage closets, one judge's chamber for three judges, and a small prisoner cell.

The Municipal Court is regulated by the New Jersey Supreme Court. Since the 1998 City Master Plan, the Supreme Court has directed that all courts be equipped with security check points, magnetometers, and two armed officers at every entrance of the court; the police division has recently provided for the public to enter, exit and proceed through a security screening in the main hallway. The building also does not provide a private area for the city prosecutor to speak with defendants regarding their court cases. Defendants must stand in line in the hallway to speak without privacy to the prosecutor. The court is also bound by the Record Retention Schedule which requires it to retain criminal cases for 6 years and DWI cases for 15 years after the cases are adjudicated. The current space makes it very difficult for the court to comply with these requirements. The municipal court currently does not participate in the city CIP.

4.5.6 *Public Library*

The Plainfield Public Library, built in 1968, is a two-level building containing approximately 45,000 square feet of floor space. Though there are libraries located in North and South Plainfield, respectively, the Plainfield Library historically has been a regional library serving the immediate municipal population and adjacent communities. The building contains approximately 200,000 volumes of literature and has an annual circulation of 100,000.

The library contains nine (9) community meeting rooms which host various community meetings and functions. The largest room – Anne Louise Davis Room – was recently upgraded with a professional lighting system to enhance art exhibits. There is a separate children's section in the library which serves all of the preschools, public schools, charter schools, and home school students in the area. The children's library is scheduled to be renovated in 2008-09. The library provides a homework assistance program, a summer reading program, and a student and adult literacy program. Its student literacy program provides over 75 tutors to instruct students, the majority of whom are English Second Language (ESL) students. The library also houses an 1800 sq. ft. local history room, completed in March 2002. This room is a uniquely Plainfield resource housing rare books, photographs, architectural drawings of many of Plainfield's historic structures, municipal, agency and private records, fine art, local history books, and microfilmed publications, such as city directories and school yearbooks.

4.5.7 *Animal Control*

The Animal Control Officer of the Health Division picks up approximately 300 dogs and cats and over 500 wild animals per year. It also receives over 1500 emergency calls per

year from residents and the Police Division. The city is currently under contract with a private facility in East Brunswick to where stray animals are taken. This contract expired in January 2009 at which time the city needs to make a policy decision on whether it will provide a city owned-facility or enter into a contract with a different provider. The Animal Control Officer currently does not participate in the city CIP.

4.5.8 *Parking Bureau*

The city provides parking spaces at municipal parking lots administered through the parking bureau which is located in a 2,100 sq. ft structure at 127 West Fourth Street. The city provides 244 metered spaces, 765 permitted spaces, and 15 spaces for the handicapped. The 13 parking lots are scattered through the CBD and MU land use patterns. One study has been submitted to the PB to determine the adequacy of spaces in the CBD, and appropriateness of locations of theses lots, but additional studies are needed.

4.6 Cultural Facilities

"Culture as used in this report refers to those factors that contribute to quality of life in a community. It includes arts and humanities activity, recreational opportunities, festivals and local public functions, ethnic traditions, places, and the way in which local people celebrate their daily lives." This quote is taken from the Cultural Inventory of Plainfield, New Jersey, which was prepared on October 15, 1996 for the New Audiences for Plainfield Project and remains the most current, comprehensive report on cultural facilities and activities. This 77 page report, while not appended to this element, is available at the planning division office and the Plainfield Public Library. It is not the purpose of this element to list every type or venue of cultural activity in Plainfield, but to indicate needs from a land use perspective. Readers who are interested in specific groups, activities or events should peruse the above publication. It should be noted that not all of the facilities or organizations listed in that report are viable today.

Created by City council ordinance in 1984, there is a Plainfield Cultural and Heritage Commission which is composed of 'not more than 20 members' all of whom shall be City residents and receive mayoral appointment and City Council consent. There is no full or part time support staff to advance cultural activities, programs, activities or marketing. The Union County Cultural and Heritage Advisory Board provides some technical services and funding for activities.

Plainfield has a substantial diverse ethnic population of both professional and amateur artists, performers, craftsmen, writers, producers and presenters. Residents and non-residents volunteer their time to organize, operate and maintain numerous cultural organizations and facilities. The city is home to a number of long standing cultural events. Unfortunately, these individuals, organizations, activities, and events are not well known outside of the local community and suffer from the lack of a unified approach to cultural activities and events, and appropriate facilities.

Although home to many cultural organizations, activities and events, Plainfield has no cultural center. Over the years, it has lost two movie theatres, and the sole remaining Theatre - the 1928, 1500 seat, vaudeville/live theatre era Strand on Front Street, is no longer available as the private owner wishes to use it for other commercial uses. Cultural activities take place in private facilities such as churches (principally Crescent Avenue Presbyterian Church which seats 700, the First Unitarian Church which seats 75-80, the Shiloh Baptist Church which seats 1,100, and the Grace Episcopal Church which seats 750), Centennial Hall Auditorium at Muhlenberg which houses an amphitheatre style lecture and meeting space for 200, the Black United Fund Community Complex, the du Cret Art School, the Armory, the YMCA which offers a gymnasium, a 60 seat multi-purpose room, and 3 dance studios, the YWCA which has a renovated theatre that seats 160, Swain Galleries, and numerous social halls. Public facilities that are similarly used include the library which seats 175, the high school which seats 1,300 and has a large stage for events and productions, the new Washington and Emerson schools community centers, the City Hall Library which seats 40-50, the Drake House, public parks, and other educational, civic and public buildings. The new Park-Madison project also provides an outdoor public plaza.

According to the above referenced 1996 inventory, there were 59 actual participatory cultural organizations, 25 of which have 501(c) 3 non-profit statuses. Most of these groups are run by small, volunteer boards with no paid staff or fully operational offices, on very small budgets. Major organizations include orchestra, chorus and classical music groups such as the Plainfield Symphony, the Plainfield Historical Society, and the Plainfield Girlchoir. Major Events include the Outdoor Summer Arts Festival, historic district tours, Four Centuries in a Weekend, Plainwood Square, Music in the Plaza, and Crescent Concerts, the July 4th parade and concert, and Rhythm and Blues by the Brook.

Plainfield has one public service cable station - channel 74 – which broadcasts numerous cultural events including many from the list above. The city expects to broadcast city council meetings on this channel in 2009.

4.7 Federal Services

4.7.1 *Social Security*

The Social Security office was formerly located on the corner of West Front Street and Rock Avenue in the old headquarters for National Starch. Social Security moved out of that location after it was purchased by the School Construction Corporation to convert it into a swing school. The swing school space has been used by the School Construction Corporation as temporary schools during the completed renovation of Clinton School, the new construction of Emerson School and by Jefferson School. The space is currently utilized by the Barack Obama Academy for Academic and Civic Development and Jefferson Elementary School. The academy will be moving out in September 2009, and the Plainfield Academy for the Arts and Advanced Studies will be moving into the space in September 2010. The Social Security office was open daily and provided a full array of social security services. Currently Social Security Office provides services in the Senior Citizen Center

on East Front Street only on Wednesdays from 9:00 a.m. - 3:00 p.m. There is only one Social Security representative on site and the services offered are very minimal.

4.7.2 *Post Office*

The city Post Office system is comprised of four (4) buildings to serve the postal needs of the city. The main headquarters and distribution center is located at 201 Watchung Avenue. The postal facility at 14 Clinton Avenue serves as the finance station. Two satellite offices function at 1080 Arlington Avenue and at 1120 North Avenue. Residents can make standard postal transactions such as purchases of stamps, envelopes and other miscellaneous postal necessities at all of the offices.

5. PROPOSED COMMUNITY FACILITIES/SOCIAL SERVICES IMPROVEMENTS

5.1 Municipal Emergency Services

Based on the information submitted by the police and fire divisions and the Emergency Rescue Squad, it is clear that some emergency services facilities are suffering from obsolete facilities and the inability to provide adequate levels of service to Plainfield residents, the city should plan for the relocation, expansion or rehabilitation of the following facilities through the CIP:

- Police Division Headquarters (200 East Fourth Street)
- Municipal Court (325 Watchung Avenue (Municipal Law Enforcement Complex)
- Fire Station # 3 (1147 West Third Street)
- Fire Station #4 (1015 South Avenue)
- Rescue Squad (700 West Seventh Street)

The city should include the Plainfield Rescue Squad in the CIP due to the closing of the acute care facility at Muhlenberg Hospital and the need to provide funding for additional vehicles or other capital needs. The city should maintain and fight for its position that Solaris Health System includes the Plainfield Rescue Squad, and the provision of a new ambulance, if required, in its requirement to provide emergency services to Plainfield.

5.2 Institutional Uses

5.2.1. *Group Homes, Community Residences for the Disabled, and Family Day Care Homes*

The city needs to develop a system for counting how many group homes, community residences for the disabled, and family day care homes exist in the city in order to ensure that the city provides what is needed for city residents, and its fair share of regional need, but that other municipalities provide their fair share also.

5.2.2. *Community Centers*

The city should investigate the needs of young adults in the city in order to provide adequate meeting halls, athletic facilities and community programs, perhaps in one mixed use city facility.

5.2.3. *Muhlenberg Regional Medical Center*

The city should continue its efforts to return the Muhlenberg facility to a full acute care facility for in and out patients. The requirements that the State Department of Health has placed on Solaris for retaining the emergency room facilities and providing transportation to other hospitals last only five years. Plainfield will not have an emergency room facility after that time, and that lack of service is not acceptable. The city should focus its efforts on ensuring full occupancy of the facility and tract and not allowing it to become underused or an eyesore. It should use its influence to have Solaris Health Systems relocate other hospital functions from JFK to the Muhlenberg tract. It should insist that the emergency room remain on site permanently in order to provide for area residents and reduce the potential for resident's life-threatening situations to be compromised by the need to make longer trips to JFK and other hospitals. The medical building will have excess space to site possible service organizations and to possibly assist the city's needs for additional space for city, community and cultural services stated elsewhere in this report. It is to the city's advantage that the hospital be recycled for uses which benefit the quality of life for Plainfield residents. The Land Use Element should continue to call out the Muhlenberg facility as the anchor for the surrounding Professional Office land use pattern, which should be expanded as a professional and medical corridor.

5.2.4 *Plainfield Health Services Corporation*

Given the anticipated increased use of the Plainfield Health Services Corporation due to the closure of Muhlenberg, the city should work closely with the Corporation to ensure that Plainfield residents have adequate health care within the city.

5.3 Social Services

5.3.1. *Social Services as a Development Regulation*

The City Land Use Ordinance (LUO) does not define the term "social services". To assist the city in locating appropriate uses in appropriate settings, said term should be defined in the LUO recognizing the varying nature and intensities of services. The term social service(s) should be defined as establishments providing assistance and aid to those persons requiring counseling for job training, employment, psychological problems, learning and physical disabilities, or general quality of life improvements. Provision of assistance must be the principal use.

Social services as found at appropriate intensities should be selectively allowed in the Neighborhood Commercial (NC), Central Business District (CBD), Mixed Use (MU), Professional Office/Medical (PO) and Light Industrial (LI) land use patterns. Supplementary regulations for these uses should be provided which in part would require location adjacent to arterial roadways and mass transit facilities. Federal, state and county services should be encouraged, through PB Capital Project Reviews, to locate social service facilities in a single location to allow for ease of access for area residents. Locations of existing social services should be mapped for the purposes of identifying their respective locations and enabling a better evaluation of any proposed zoning change related to these uses.

5.3.2 *Cataloging Social Services*

The city – through its PAS Division - should undertake an initiative to continue developing and updating a social services database. The city wide survey of social services that is contained in this document was culled from a base listing prepared by the city Division of Community Development. The PB does not claim it is complete, but it is the most comprehensive list that available at the time of this report. It should be recognized in this list where sites have multiple uses, and individual users have multiple sites. As stated earlier, there is a shortage of space for large organizations; therefore existing buildings are often utilized by multiple groups for events and programs. For example, many churches in the city are operational bases for non-profit organizations. This database should also be utilized to identify services that are not provided, promote shared services, and eliminate duplication of services. The data base should also be compared with the CDBG program in order to ensure that funding is directed towards the appropriate social services consistent with the city's mission to provide its fair share of social services.

5.3.3 *Social Services in Areas Designated for Transit Oriented Development*

The New Jersey State Development and Redevelopment Plan (SDRP) classifies Plainfield as a Metropolitan Planning Area (PA1), which encourages creating opportunities for TOD as a transportation policy objective. The city is exploring the utilization of the Netherwood and Downtown train stations as hubs of transit oriented

development. The PB has determined TOD boundaries to be areas within walking distance around both stations. The PB is considering the appropriateness of locating different types and intensities of social services in any designated TOD areas. Social services as defined herein should be considered as principal permitted uses within TOD areas given ease of accessibility as a result of proximity to mass transit.

5.4 Educational Institutions

In order to maintain orderly development and ensure the protection of residential areas, the PB is retaining its current course of not designating schools as permitted uses in any zone in the city. The PB should continue its practice of reviewing the Board of Education (BOE) projects for Capital Project Review, but requiring the Board of Education and other private educational facilities to obtain a use variance and site plan approval from the ZBA in order to ensure full review of impacts on adjacent neighborhoods.

5.4.1 *Plainfield Public Schools 2005 Long Range Facility Plan*

Pursuant to the Plainfield Public Schools 2005 Long Range Facility Plan, the following facility improvements are proposed over the span from 2005-2010. The BOE and the PB have worked together on school capital projects since the adoption of the 1998 master plan. The PB looks forward to continued receipt of capital project applications from the BOE for all of these capital project improvements as they may involve land purchases and building construction.

ELEMENTARY SCHOOLS – PROPOSED IMPROVEMENTS	
School Name	**Status**
Barlow Elementary School	Expansion to 400 students proposed in plan – Still in conceptual stage
Cedarbrook School	Library improvements and AC upgrade proposed in plan – Still in conceptual stage
Clinton Elementary School	*Completed*
Cook Elementary School	Expansion to 400 students proposed in plan – anticipated completion date August 2012
Evergreen Elementary School	Demolish Existing School – Still in conceptual stage
Emerson Elementary School	*Completed - Opened September 1, 2008*
Jefferson Elementary School	Still in conceptual stage
Stillman Elementary School	Expansion to 400 students proposed in plan – still in conceptual stage
Woodland Elementary School	*Expansion to 400 students proposed in plan*
New Early Childhood Centers (2)	Still in conceptual stage
New Elementary School	Site is still being determined – in conceptual stage

MIDDLE SCHOOLS – PROPOSED IMPROVEMENTS	
School Name	**Status**
Hubbard Middle School	Capacity reduction to 600 students/ Construction of major addition and renovation – Still in conceptual stages
Maxson Middle School	Capacity reduction to 600 students/ Construction of major addition and renovation – Still in conceptual stages

HIGH SCHOOL – PROPOSED IMPROVEMENTS	
School Name	**Status**
Plainfield High School	*New windows in construction*
	Reducing capacity to 1200 students – Still in conceptual stage
	Renovating entire building and AC upgrades – Still in conceptual stage
	Addition for classrooms and athletics facilities – Still in conceptual stage
	Demolishing 1912 Building – Still in conceptual stages
	Construction of new Central Administration Building – Still in conceptual stages

Emerson Elementary School

The Central Jersey Arts Charter School is proposing to expand its facilities in 2008 & 2009 to accommodate seventh and eighth grade education. The total projected capacity resulting from these improvements will be a maximum of 405 students. At the time of this plan preparation, the city is also aware of another charter school proposed for the existing YWCA facility. Both of these projects require approval from the City ZBA.

The city and BOE had been under an obligation to construct a third middle school due to overcrowding at Maxson School and they designated the 600 and 700 blocks of South Second Street as a potential location. This tract is the only area in the 1998 master plan that is not congruous with the zoning map. In 2008 the BOE advised the city and the

State School Construction Services that they will not be pursuing this construction. The land use element of this master plan reflects this decision by recommending a new land use pattern – Neighborhood Commercial for the majority of this tract.

UCC released its 2009-2014 Facilities Master Plan in March 2009. This plan indicates that the college plans to construct a new building, expand an existing building, and purchase property to provide facilities and parking for the new and expanded programs. These projects will require PB Capital Project Review.

5.5. Municipal Services

Based on the information submitted by the Public Works Division and the PMUA, it is clear that some municipal service facilities are suffering from obsolete facilities which create an inability to provide adequate levels of service to Plainfield residents and to satisfy NJDEP regulations. The city should plan for the relocation/expansion/ consolidation of the following facilities in order to properly satisfy community needs:

5.5.1. *Municipal Building Complex*

Proposed improvements to city hall include the completion of the façade restoration by August, 2009, an electrical upgrade, and a proposed but not yet funded second means of egress. A slate roof replacement is also proposed but not yet funded for the city hall annex. The city is also investigating the installation of solar panels for both structures, but this is not yet in the CIP.

5.5.2. *Plainfield Municipal Utilities Authority (127 Roosevelt Avenue)*

The PMUA plans to consolidate several administrative and operational facilities currently distributed at its four (4) operating locations into two (2) location in order to improve operating efficiency, management effectiveness, reduce operating costs and provide improved customer service to the public. The two locations under consideration are 95 Rock Avenue and Cottage Place. The Rock Avenue location is severely restricted for expansion purposes due to its proximity to the Green Brook and surrounding wetlands. Since its creation in 1995, the PMUA has evaluated several locations to permanently site consolidated administrative and operational facilities. Over the last ten years, the PMUA has acquired, cleared and remediated several blighted properties in the area at Richmond and Cottage Place. Interim capital improvements were made, as needed, to accommodate field operations. The long range plan is to expand the facilities at Cottage Place into a complex to consolidate existing offices currently located at 127 Roosevelt and PMUA's Park Avenue. Development plans were recently put on hold to evaluate the impact of a proposed redevelopment project for the area. These plans are now being reconsidered for finalization. Final plans will be submitted to the PB for capital project review. This plan must be reviewed in concert with the city's long term plan for TOD within walking distance of the downtown train station and the city's adoption of a redevelopment plan calling for mixed use commercial /residential development. The city and the PMUA

must assess the needs of each entity and determine the appropriate locations to best advance joint goals.

The city should identify lands appropriate for the placement of these facilities and explore programs providing funding for land acquisition. In conjunction with this effort, opportunities for acquisition of appropriate sites (i.e. land give backs or monetary contributions) should be pursued as a by-product of redeveloper agreements.

Another option for land acquisition would be through the Brownfield Development Area (BDA) initiative which is managed by the NJDEP. The BDA works with selected communities affected by multiple brownfields properties to design and implement remediation and reuse plans that can occur in a coordinated manner. The city submitted a BDA application to the NJDEP in March 2009; awards will be made in November 2009.

5.5.3 *Plainfield Environmental Resource Center*

The PB will continue to work closely with the PMUA during the capital project review process as the PMUA determines future uses for this site.

5.5.4. *Public Works Facility (745 South Avenue)*

The yard cannot satisfy NJDEP regulations for permanent indoor salt storage or vehicle washing facilities.

5.5.5. *Municipal Court*

It is clear from the information supplied by the Court Administrator that the Municipal Court Complex lacks adequate space for it to perform its state required functions. The Court needs to work with the city administration in order to include its needs in the CIP so that needed space improvements are provided in the most efficient, cost conscious manner. It is important to note that the municipal court and police division are required to be located near each other.

5.5.6. *Public Library*

In 1995, the public library adopted their long range preservation plan, and it remains a viable document. While it is not attached to this report, it is available at the Library and in the planning division office. The library obtains capital funds through grants and it is an active participant in the CIP, including the current 2008-1014 CIP within the Information Technology section. The library is exploring the possibility of a book transport system or bookmobile whereby library materials would be delivered to disabled residents or residents who lack private transportation. A 2-story technology center is also envisioned pending funding which would upgrade the number of public access computers from 20 to 40. The library also plans to reorient the main entry to face Library Park.

5.5.7. *Animal Control Facilities*

The city needs to make a capital policy decision on whether it will construct its own animal control facilities or enter into future contracts with other entities to house stray animals. The city should submit any decision for capital facilities to the PB for future recommendations within future CIPs. The city must ensure that whatever capital facility option is selected, humane treatment of animals is maintained.

5.5.8. *Municipal Parking Facilities*

The city should undertake traffic and parking studies in the CBD and future TOD areas envisioned in the land use element in order to determine the adequacy of parking spaces provided and the appropriateness of parking lot locations. These will determine if the service satisfies the need, if additional parking spaces/locations are needed and where they should be provided, or if the city provides an excess of land that can be sold. The city should investigate the possibility of adopting an ordinance preventing landlords from charging rent to tenants for on-site parking in apartment structures as these landlord actions result in residents using street parking and creating overcrowded conditions. The city land use boards need to ensure that parking provided for resident's parking needs is used by these residents and is not rented for other uses.

5.6. Cultural Facilities

From strictly a land use perspective, Plainfield needs to provide modern cultural facilities for its numerous cultural organizations. These organizations lack basic meeting, office, exhibition, and presentation/performance space. The Land Use Element should advance the 1996 cultural inventory statement of the 'need for one central cultural building in the city which would serve as a centerpiece for cultural activity and become home for the many artists and organizations contributing to the quality of life' of the city. It should incorporate the possibility of a cultural downtown or district for rehearsal and performance space for artists and performers, theatrical and dance groups, exhibition space for artists, etc. The inventory referred to "empty buildings and vacant lots which could become the base for creating a cultural downtown or district". This potential remains a possibility today and should be acted upon in order for the city to comprehensively realize its existing cultural resources and focus its potential to make its cultural offerings a regional attraction for the community, local businesses which the clientele will patronize, and the region.

5.7 Federal Services

5.7.1. *Social Security*

It would be a benefit to the entire community if the Social Security Administration reopened a full service office in Plainfield.

5.7.2 *Post Office*

As the Post Office is a federal facility, this plan has no recommendations for the post office system in Plainfield.

GREEN BROOK TOWNSHIP
MIDDLESEX COUNTY
BOROUGH OF DUNELLEN
SOMERSET COUNTY
BOROUGH OF NORTH PLAINFIELD
WATCHUNG BOROUGH
SCOTCH PLAINS TOWNSHIP
FANWOOD BOROUGH
PISCATAWAY TOWNSHIP
BOROUGH OF SOUTH PLAINFIELD
SCOTCH PLAINS TOWNSHIP
GREEN BROOK COUNTY PARK
CEDAR BROOK COUNTY PARK
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2. STREET CRIMES UNIT
3. FIRE STATION 1.
4. FIRE STATION 3.
5. FIRE STATION 4.
INSTITUTIONAL USES
6. LIBRARY
7. POST OFFICE – MAIN HEADQUARTERS
8. POST OFFICE – FINANCE STATION
9. POST OFFICE – SATELLITE OFFICE
10. POST OFFICE – SATELLITE OFFICE
EDUCATIONAL INSTITUTIONS
11. BARLOW ELEMENTARY SCHOOL
12. CEDARBROOK SCHOOL
13. CLINTON ELEMENTARY SCHOOL
14. COOK ELEMENTARY SCHOOL
15. EMERSON ELEMENTARY SCHOOL
16. EVERGREEN ELEMENTARY SCHOOL
17. JEFFERSON ELEMENTARY SCHOOL
18. STILLMAN ELEMENTARY SCHOOL
19. WASHINGTON COMMUNITY SCHOOL
20. WOODLAND ELEMENTARY SCHOOL
21. MAXSON MIDDLE SCHOOL
22. HUBBARD MIDDLE SCHOOL
23. PLAINFIELD HIGH SCHOOL
24. QUEEN CITY ACADEMY CHARTER SCHOOL
25. CENTRAL JERSEY ARTS SCHOOL
26. UNION COUNT TEAMS CHARTER SCHOOL
27. THE NEWMARK SCHOOL
MUNICIPAL SERVICES
28. PUBLIC WORK FACILITY
29. MUNICIPAL BUILDING COMPLEX
30. MUNICIPAL BUILDING ANNEX
COMMUNITY FACILITIES
CITY OF PLAINFIELD
UNION COUNTY NEW JERSEY
SCALE: 1" = 700' DATE: 8-14-2008
REMINGTON, VERNICK ENGINEERS
15-33 HALSTED STREET, SUITE 204, EAST ORANGE, NJ 07018
(973) 323-3065, FAX (973) 323-3068
WEB SITE ADDRESS: WWW.RVE.COM

Recreation and Open Space Plan Element

A recreation plan element showing a comprehensive system of areas and public sites for recreation (NJSA 40:55d-28)

1. PURPOSE

Open space areas, parks and recreation facilities are an important component in maintaining and improving the quality of life for city residents of all ages. In a densely developed and populated community like Plainfield, providing recreational facilities and amenities is difficult due to the limited availability of land solely held for parks and open space, the high costs of land, the desire to provide for economic development, and the need for on-going maintenance of existing and future facilities.

The Recreation and Open Space Element provides a basis for the city to understand its existing recreational resources that are provided by a number of agencies including the City of Plainfield, the County of Union, the Plainfield Board of Education (BOE) and the City Recreation Division. Value in terms of public health, safety and welfare should be placed and assigned all to open space areas, parks and recreation facilities. This will be provided through better coordination between the Land Use and Recreation Elements of the Master Plan ensuring the necessary balance between the built and the open space environment within the heavily urbanized community of Plainfield.

National Recreation Standards (NRS) and the New Jersey Recreation & Park Association (NJRPA) standards have determined that a municipality should provide open space at a ratio of 6.25 - 10 acres/1000 population. When applying these ratios to the City of Plainfield the minimum acreage of open space and recreational land held should be 298.93 acres. Currently the city has 133.849 acres of recreational and open space of which 69.744 acres is developed and 64.105 acres is wholly undeveloped. The total acreage of developed parkland increases to 276.169 acres when the two Union County Parks; Cedar Brook Park (92.48 acres) and Green Brook Park (49.84) are added to the total. These totals do not reflect the facilities owned and maintained by the Plainfield BOE. The city is therefore deficient by approximately 22.761 acres city-wide when applying the national and state standards.

2. OBJECTIVES AND POLICIES

The following objectives and polices are taken directly from the April 2007 Periodic Re-examination of the City Master Plan.

OBJECTIVE: The city should seek to preserve and acquire open space in order to enhance the quality of life in the City of Plainfield in a manner consistent with the Open Space/Recreation Element.

Policy 8.1 - Development of Park and Open Space Facilities. The city should seek to create open space corridors, easements and acquisition programs as identified by the Open Space/Recreation Element.

Policy 8.2 - Upgrade of Parks and Recreational Facilities. The city recognizes that the city's park and recreational facilities are aging and in need of maintenance and modernization. The city should continue its capital investment in upgrading its park facilities through a three-step process:

1. Complete facility and needs inventory currently being conducted by the City Department of Parks & Recreation;

2. Develop a 6-year Capital Improvement Program to meet the identified needs;

3. Increase awareness of the value of, as well as efforts by the County of Union to maintain the two (2) county parks within the city.

Policy 8.3 - Park and Open Space Maintenance. The city, through its Recreation and Public Works Divisions, will maintain the city's parks and open spaces in a state of cleanliness and good repair.

Policy 8.4 - Satisfaction of Recreation Demand. The city will continue to examine the evolving needs of its residents of all ages to identify necessary changes in facilities and programs to ensure adequate facilities are provided to satisfy the recreation demand of the city's residents.

Policy 8.5 - Provision of Open Space. The city should seek to provide open space in its residential, civic, commercial, industrial, and mixed use areas; and evaluate the current utilization of existing publicly owned open space to ensure satisfaction of the needs of the city's residents, neighborhoods, employees, and visitors.

Policy 8.6 - Passive Recreation Opportunity. The city should promote development of the Green Brook Multi-Use Trail through land acquisition, trail design, and construction. Create passive recreation areas, where possible, along the Green Brook to enhance waterway usage.

3. SUMMARY RECOMMENDATIONS

The City of Plainfield continues to be deficient in open space and does not meet the minimum threshold levels of recreational land city-wide when applying the national and state formula ratio.

1. The city should provide additional open space in those census tracts and wards in which open space is deficient.

2. The city should discuss the potential of other public and private owners of open space and placing vacant open space on the Recreation and Open Space Inventory (ROSI).

3. The city should dedicate and place existing city owned vacant land that is suitable for open space on the ROSI, concentrating on lands adjacent to the Green Brook, in designated flood areas, and adjacent to existing recreational lands and undeveloped open space.

4. The city should advance the Green Brook Multi-Use Trail into reality through the submission of grants and/or the City Capital Improvement Program (CIP).

5. The city should amend the Land Use Ordinance (LUO) to include a new Park Zone with appropriate regulations.

4. EXISTING OPEN SPACE AND RECREATION CONDITIONS

Cherry Trees in bloom at Library Park

4.1. Recreation and Open Space Inventory (ROSI) City Owned Properties

The Recreation and Open Space Inventory, or ROSI, is land that the City of Plainfield has set aside as permanent open space and/or recreational land within the confines of the municipality. The list is recorded at the county level and then filed with the New Jersey Department of Environmental Protection (NJDEP) "Green Acres Program". ROSI land cannot be developed and is protected by the Green Acres Program. If for any reason the city determines that ROSI land is required to be utilized for a "public good", the municipality must petition the State of New Jersey to remove such land from ROSI designation. In the past the State has required a minimum of three (3) times the amount of land taken for replacement, land of the same ecological value, contiguous and located in proximity to the land that was formerly on the ROSI. There are two categories of ROSI land – (1) developed/partially developed and (2) wholly undeveloped land. The city has 133.849 total acres of ROSI land of which 69.744 acres is developed/partially developed and 64.105 are wholly undeveloped.

Developed and Partially Developed Lands Held for Recreation and Conservation Purposes

Key	*Municipal Location*	*Name*	*Block*	*Lot*	*Acres*
1.	66-73 Woodland Avenue	Woodland Avenue Plaza	20	1	0.100
2.	1459-63 Vivian Street	Sloane Blvd. Playground	21	3.01	0.253
3.	508-52 West Third Street	Hannah Atkins Playground	107	19.01	4.103
4.	647-653 West Third Street	James Sherman Park	109	16.01	0.393
5.	226-30 Mulhenberg Place	Neighborhood Park/ Open Space	110	6	0.163
6.	671-75 South Second Street	Neighborhood Park/ Open Space	111	1	0.134
7.	600-38 South Second Street	South Second Street Tot Lot	112	1	0.993
8.	701 West Third Street	Spooner/West Third St. Playground	114	15	0.078
9.	209-15 Prescott Place/ 929-35 South Second Street	South Second Street Tot Lot	119	19.01	0.460
10.	966-80 West Fourth Street	Mathewson Playground	123	20	0.889
11.	222-24 Rushmore Avenue	Neighborhood Park/Open Space	139	8	0.050
12.	1401-1503 West Third Street	Rushmore Avenue Playground	144	7.01	6.510
13.	1634-64 Myrtle Avenue	Rock Avenue Baseball Complex	208	12	8.310
14.	301-23 West Second Street	Madison Avenue Playground	244	1	0.931
15.	R18-24 Madison Avenue	Green Brook Pedestrian Pathway	249	9 (PO)	0.249 (asphalt)
16.	R116-144 West Front St.	Green Brook Pedestrian Pathway	250	7 (PO)	0.032 (asphalt)
17.	101-05 Park Avenue	Downtown Bank Plaza Open Space	316	1	0.460 (asphalt)
18.	R127-95 East Front Street	Green Brook Pedestrian Pathway	317	19 (PO)	0.298 (asphalt)
19.	R201-33 East Front Street	Green Brook Pedestrian Pathway	318	14 (PO)	0.681 (asphalt)
20.	300-54 Netherwood Avenue	Seidler Field	403	1	4.838
21.	1322-50 & 1360-64 East Third St.	Milton Campbell Field	421	1	34.00
22.	419-31 East Sixth Street	Bryant Playground	609	6	0.909
23.	415-27 Madison Avenue	Maple Crest Playground	703	2	0.381
24.	113-31 West Eighth Street	Library Park	718	1	2.537
25.	1081 Rose Street	Union County Cedar Brook Park Expansion	722	13	0.007
26.	105-07 Randolph Road	Arlington Heights Redevelopment Plan	726	2	0.166
27.	168-74 Stelle Avenue	Cedar Brook Park	721	2	0.229
28.	149-165 Randolph Road	Cedar Brook Park	732	2	1.590

Total Acres of developed and partially developed lands on the ROSI **69.744**

(PO) = part of or portion of an existing lot

Wholly Undeveloped Lands Held for Recreation and Conservation Purposes

Key	*Municipal Location*	*Name*	*Block*	*Lot*	*Acres*
A.	801 Sleepy Hollow Lane	Neighborhood Park/Open Space	7	13	0.140
B.	1130-68 Woodland Avenue	Hub Stein Athletic Field Expansion	12	22	2.360
C.	1833-45 Second Street	Second Street Park	207	48	0.615
D.	1804-46 Second Street/ R96-102 Jefferson Avenue	Second Street Park	207	49.01	6.164
E.	93-129 Brokaw Boulevard	Green Brook	208	1.01	0.880
F.	77-97 Everett Place	Green Brook	213	1	1.474
G.	94-100 Brokaw Boulevard/ 1601-21 Florence Street	Green Brook	213	28	0.533
H.	101-37 Louise Street	Green Brook	214	1	1.546
I.	R63-99 Clinton Avenue & R1306 -44 Myrtle Avenue	Army Corps of Engineers Easement	215	2 (PO)	1.220
J.	R1406 Myrtle Avenue	Green Brook	215	4	0.893
K.	70-72 De Kalb Avenue/ R73 De Kalb Avenue/ 80-94 Everett Place/ 96 Everett Place	Green Brook	215	16.01	6.356
L.	33-37 Geraud Avenue	Green Brook	230	1.01	0.304

M.	**638 Brookside Place / R634-38 Brookside Place**	**Green Brook**	**230**	**11.01**	**0.148**
N.	**564-608 West Front Street**	**Green Brook/Drake House**	**234**	**15**	**3.120**
O.	**29 Washington Avenue**	**Green Brook**	**240**	**1**	**0.061**
P.	**R500-506 West Front Street**	**Green Brook**	**240**	**7**	**0.016**
Q.	**40 Sycamore Avenue**	**Green Brook**	**240**	**18**	**0.442**
R.	**21 Grove Street**	**Green Brook**	**241**	**1.01**	**0.112**
S.	**70 Roosevelt Avenue**	**Green Brook**	**319**	**26.01**	**0.322**
T.	**79 Academy Avenue/ 80-88 Andover Avenue/ 80-98 Berkeley Terrace/ R80-98 Berkeley Terrace**	**Green Brook**	**435**	**1.01**	**2.027**
U.	**69-99 Berkeley Terrace**	**Green Brook**	**435**	**15**	**1.397**
V.	**37-67 Berkeley Terrace/ 1308-14 Milton Avenue**	**Berkeley Terrace**	**436**	**1.01**	**1.626**
W.	**30-62 Berkeley Terrace**	**Berkeley Terrace**	**437**	**26**	**1.192**
X.	**61-65 Birch Avenue**	**Green Brook**	**439**	**1**	**0.285**
Y.	**66-76 Academy Avenue**	**Green Brook**	**439**	**30**	**0.263**
Z.	**1425-63 Sumner Avenue**	**Green Brook**	**440**	**12.02**	**0.776**
AA.	**615 Huntington Avenue**	**Open Space/Sewer Easement**	**517**	**4**	**0.103**
BB.	**1327-1453 Cambridge Ave.**	**Cushing Road Retention Basin**	**921**	**13**	**15.350**
CC.	**1391-1445 Cambridge Ave.**	**Cushing Road Retention Basin**	**922**	**10**	**14.380**

Total Acres of wholly undeveloped lands held on the ROSI **64.105**
(PO) = part of or portion of an existing lot

4.2. Analysis of Existing ROSI Land Related to Census Tracts and Wards

As stated previously, the city possesses a total of 276.169 acres of open space/parkland. Provision of open space/parkland is one factor in determining adequacy; a second factor is accessibility/location of such land to its users. In order to determine adequacy both in terms of actual acreage and user potential, open space has been reviewed as it relates to the city's ten (10) census tracts which are the tracts that are the closest statistical area that equate to city neighborhoods. These tracts are utilized as a means of determining the land/population ratio. The following is a breakdown of the population totals (year 2000) within each of the 10 census tracts (see attached map) within the city and the corresponding existing acreage of developed and undeveloped land within each tract. Note: Acreage standard is based on 6.25 acres - 10 acres/1000 population.

4.2.1. *Census Tract*

1. **Census Tract 388**

Population: 4,698
Existing Developed Open Space: Milton Campbell Field 34.00 acres

Existing Undeveloped Open Space: Sites along Berkeley Terrace 2.818 acres
Sites along Green Brook 4.748 acres
7.566 acres

Total Open Space Acreage: **41.566**
Acreage Standard: 29.36 (minimum) - 46.98 (maximum)
****In this census tract the City has adequate open space***

2. **Census Tract 389**

Population: 5,216

Existing Developed Open Space:	Seidler Field	4.838 acres
Existing Undeveloped Open Space:	Sites along Green Brook	0.322 acres
	Green Brook Path	0.681 acres
		1.003 acres

Total Open Space Acreage: **5.841**
Acreage Standard: 32.6 (minimum) - 52.61 (maximum)
*****In this census tract the City does not have adequate open space***

3. **Census Tract 390**

Population: 3,646

Existing Developed Open Space:	Bryant Playground	0.909 acres
Existing Undeveloped Open Space:	None	

Total Open Space Acreage: **0.909**
Acreage Standard: 22.78 (minimum) - 36.64 (maximum)
*****In this census tract the City does not have adequate open space***

4. **Census Tract 391**

Population: 3,402

Existing Developed Open Space:	None	
Existing Undeveloped Open Space:	Cushing Road Retention Basis	29.73 acres
	Sleepy Hollow Lane Open Space	0.14 acres
		29.87 acres

Total Open Space Acreage: **29.87**
Acreage Standard: 21.26 (minimum) - 34.02 (maximum)
*****In this census tract the City has adequate open space***

5. **Census Tract 392**

Population: 5,103

Existing Developed Open Space:	Library Park	2.537 acres
Existing Undeveloped Open Space:	None	

Total Open Space Acreage: **2.537**
Acreage Standard: 31.89 (minimum) - 51.03 (maximum)
*****In this census tract the City does not have adequate open space***

6. **Census Tract 393**

Population: 5,817

Existing Developed Open Space:	Drake House Museum only	1.00 acre
	Downtown Bank Plaza	0.460 acre
	Maple Crest Playground	0.381 acre
	Madison Park Playground	0.931 acre
	Hannah Atkins Playground	4.103 acres
		6.875 acres
Existing Undeveloped Open Space:	Green Brook Trail	0.579 acre
	Sites along the Green Brook	2.751 acres
		10.205 acres

Total Open Space Acreage: **10.205**
Acreage Standard: 36.35 (minimum) - 58.17 (maximum)
****In this census tract the City does not have adequate open space***

Madison Park Playground

7. **Census Tract 394**

Population: 4,857

Existing Developed Open Space:	Rock Ave. Baseball Complex	8.310 acres
	Spooner Ave./W 3rd Street	0.078 acres
	James Sherman Park	0.393 acres
		8.781 acres
	Green Brook Park (County)	*49.840 acres*
		58.621 acres
Existing Undeveloped Open Space:	Second Street Park	0.615 acres
	South Second St. (tot lot)	0.993 acres
	South Second St. (park)	0.134 acres
	Muhlenberg Place (park)	0.163 acres

Sites along the Green Brook	19.518 acres
	21.423 acres

Total Open Space Acreage: **30.204** ***or 80.044*** *(includes Green Brook Park)*
Acreage Standard: 30.356 (minimum) - 48.57 (maximum)
****In this census tract the City has adequate open space***

Rock Avenue Baseball Complex

8. **Census Tract 395**

Population 5,450

Existing Developed Open Space:	Rushmore Playground	6.510 acres
	Mathewson Playground	0.889 acres
	South Second Youth Center	0.460 acres
		7.859 acres
Existing Undeveloped Open Space:	Rushmore Avenue	0.050 acres

Total Open Space Acreage: **7.909**
Acreage Standard: 34.06 (minimum) – 54.50 (maximum)
****In this census tract the City does not have adequate open space***

9. **Census Tract 396**

Population 4,182

Existing Developed Open Space:	None	
Existing Undeveloped Open Space:	Huntington Avenue	0.103 acres

Total Open Space Acreage: **0.103**
Acreage Standard: 26.13 (minimum) - 41.82 (maximum)
In this census tract the City does not have adequate open space

10. **Census Tract 397**

Population 5,431

Existing Developed Open Space:	Cedar Brook Park (City) -	1.819 acres
	Woodland Avenue Plaza -	0.100 acres
	Sloane Blvd. Playground -	0.253 acres
		2.172 acres
	Cedar Brook Park (County)	*92.42 acres*
		94.592
Existing Undeveloped Open Space:	Hub-Stine Athletic Field Exp.	2.360 acres
	Arlington Heights Parcel -	0.166 acres
	Cedar Brook Expansion	0.007 acres
		2.533 acres

Total Open Space Acreage: **4.705 or *97.125*** *(including Cedar Brook Park)*
Acreage Standard: 33.94 (minimum) - 54.31 (maximum)
In this census tract the City exceeds the open space standard when including the County Park

Based on the above data the city does not have adequate open space in census tracts 389, 390, 392, 393, 395 and 396. Census tract 397 meets the standard only if Cedar Brook Park (County Park) is included in the acreage total. Census tracts 388, 391 and 394 have adequate open space. Please note that the calculations assume a + or- 0.01 margin of error.

4.2.2. *Wards*

While census tracts approximate neighborhoods, residents and policy makers do not associate their property ownership with census tracts. They do generally however, know in which election ward they reside. Thus, in order to provide policy makers with the information upon which they can make capital decisions related to open space, the provisions of recreational land and open space has been further broken down into wards. It should be noted that census tract lines may cross ward boundaries and that a single census tract may be located within one or several wards.

1. **Ward 1:** Includes portions of Census Tracts 388, 390, 393, and all of Census Tract 389. The exact population of Ward 1 could not be determined, however the Planning Division was able to obtain voter registration information from the Union County Board of Elections on a ward basis. While not providing population totals the voter registration indicates a portion of the total population within each ward. Ward 1 has 7031 registered voters.

Census Tract 388

Existing Developed Open Space:	Milton Campbell Field	34.000 acres
Existing Undeveloped Open Space:	Sites along Berkley Terrace -	2.818 acres
	Sites along Green Brook -	4.748 acres
		7.566 acres

Total Open Space Acreage: 41.566

Census Tract 389

Existing Developed Open Space:	Seidler Field	4.838 acres
	Green Brook Path	0.681 acre
		5.519 acres
Existing Undeveloped Open Space:	Sites along Green Brook -	0.322 acre

Total Open Space Acreage: 5.851

Census Tract 390

No Developed or Undeveloped Open Space in portion of the census tract

Census Tract 393

Existing Developed Open Space:	Madison Ave. Playground	0.931 acre
	Downtown Bank Plaza	0.460 acre
	Maple Crest Playground	0.381 acre
	Green Brook Path	0.579 acre
		2.351 acres
Existing Undeveloped Open Space:	None	

Total Open Space Acreage: 2.351

Existing Developed Open Space	**41.870 acres**
Existing Undeveloped Open Space	**7.888acres**
Total for Ward 1	**49.758 acres**

2. **Ward 2:** Includes portions of Census Tracts 388, 390, 392, 397, and all of Census Tract 391. The exact population of Ward 2 could not be determined, however the Planning Division was able to obtain voter registration information from the Union County Board of Elections on a ward basis. While not providing population totals the voter registration indicates a portion of the total population within each ward. Ward 2 has 8949 registered voters.

Census Tract 388

No Developed or Undeveloped Open Space in portion of the census tract

Census Tract 390

Existing Developed Open Space:	Bryant Playground	0.909 acre
Existing Undeveloped Open Space:	None	
Total Open Space Acreage: 0.909		

Census Tract 391

Existing Developed Open Space:	None	
Existing Undeveloped Open Space:	Cushing Road Retention Basis	29.73 acres
	Sleepy Hollow Lane Open Space	0.14 acre
		29.87 acres
Total Open Space Acreage: 29.87		

Census Tract 392

No Developed or Undeveloped Open Space in portion of the census tract

Census Tract 397

Existing Developed Open Space:	None	
Existing Undeveloped Open Space:	Hub-Stine Athletic Field Exp.	2.36 acres
Total Open Space Acreage: 2.36		

Existing Developed Open Space	**0.909 acre**
Existing Undeveloped Open Space	**32.230 acres**
Total for Ward 2	**33.139 acres**

3. **Ward 3:** Includes portions of Census Tracts 392, 393, 394, 395, 397, and all of Census Tract 396. The exact population of Ward 3 could not be determined, however the Planning Division was able to obtain voter registration information from the Union County Board of Elections on a ward basis. While not providing population totals the voter registration indicates a portion of the total population within each ward. Ward 3 has 8665 registered voters.

Census Tract 392

Existing Developed Open Space:	Library Park	2.537 acres

Existing Undeveloped Open Space: None
Total Open Space Acreage: 2.747

Census Tracts 393, 394 & 395

No Developed or Undeveloped Open Space in portion of the census tract

Census Tract 396

Existing Developed Open Space: None

Existing Undeveloped Open Space: Huntington Avenue 0.103 acres
Total Open Space Acreage: 0.103

Census Tract 397

Existing Developed Open Space:	*Cedar Brook Park (County)*	*92.420 acres*
	Cedar Brook Park (City 2 lots)	1.819 acres
	Woodland Avenue Plaza -	0.100 acre
	Sloane Blvd. Playground -	0.253 acre
	Arlington Heights Parcel	0.166 acre
	Cedar Brook Expansion	0.007 acre
		2.345 acres

Existing Undeveloped Open Space: None
Total Open Space Acreage: 2.345 or *94.765 (including County Park)*

Existing Developed Open Space	**4.882 or *97.302 (including County Park)***
Existing Undeveloped Open Space	**0.103**
Total for Ward 3	**4.985 or *97.405 (including County Park)***

4. **Ward 4:** Includes portions of Census Tracts 393, 394, and 395. The exact population of Ward 4 could not be determined, however the Planning Division was able to obtain voter registration information from the Union County Board of Elections on a ward basis. While not providing population totals the voter registration indicates a portion of the total population within each ward. Ward 4 has 6305 registered voters.

Census Tract 393

Existing Developed Open Space:	Drake House (museum only)	1.0
	Hannah Atkins Playground	4.103
		5.103

Existing Undeveloped Open Space: Sites along Green Brook 2.751
Total Open Space Acreage: 7.854

Census Tract 394

Existing Developed Open Space: *Green Brook Park (County) - 49.84 acres*

Rock Ave. Baseball Complex - 8.31 acres
Spooner Ave./W 3rd Street - 0.078 acres
James Sherman Park - 0.393 acres
8.781 acres

Existing Undeveloped Open Space: Sites along Green Brook 19.520 acres
2nd Street Park - 0.615 acres
South Second St. (tot lot) - 0.993 acres
South Second St. (park) - 0.134 acres
Muhlenberg Place (park) - 0.163 acres
21.425 acres

Total Open Space Acreage: 30.206 or *80.046 (including County Park*)

Census Tract 395

Existing Developed Open Space: Rushmore Playground - 6.510 acres
Mathewson Playground - 0.889 acres
South Second Youth Center - 0.460 acres
7.859 acres

Existing Undeveloped Open Space: Rushmore Avenue – 0.05 acres
Total Open Space Acreage: 7.909

Existing Developed Open Space 21.743 or *71.583(including County Park)*
Existing Undeveloped Open Space 24.226
Total for Ward 4 45.969 or *95.809 (including County Park)*

City Owned Developed/Partially Developed
And Wholly Developed Open Space by Ward

Ward	Census Tract	Developed	Undeveloped	Total Acreage
Ward 1	388 partial	34.00 acres	7.566 acres	41.566 acres
	389 all	5.519 acres	0.322 acre	5.851 acres
	390 partial	None	None	None
	393 partial	2.351 acres	None	2.351 acres
		41.870 acres	***7.888 acres***	***49.758 acres***
Ward 2	388 partial	None	None	None
	390 partial	0.909 acre	None	0.909 acre
	391 all	None	29.87 acres	29.87 acres

Ward	Census Tract	Developed	Undeveloped	Total Acreage
	392 partial 397 partial	None None ***0.909 acre***	None 2.36 acres ***32.230 acres***	None 2.36 acres ***33.139 acres***
Ward 3	392 partial 393 partial 394 partial 395 partial 396 all 397 partial	2.537 acres None None None None 2.345 acres ***4.882 acres***	None None None None 0.103 acre None ***0.103 acre***	2.537 acres None None None 0.103 acre None ***4.985 acre***
Ward 4	393 partial 394 partial 395 partial	5.103 acres 8.781 acres 7.859 acres ***21.743 acres***	2.751 acres 21.425 acres 0.05 acre ***24.226 acres***	7.854 acres 30.206 acres 7.909 acres ***45.969 acres***

4.3. Open Space

There is also open space that is not city owned and thus cannot be included in the city provision of open space. Conversely, there is city owned open space that is not on the ROSI and also cannot be included in the city provision for open space.

4.3.1. *Board of Education Properties*

Properties have recreational facilities contained on a separate lot from that of the school facility or buildings. Designation of the lot containing the recreational facilities as open space would not limit the BOE ability for future expansion of a school. There are 6305 registered school aged children attending Plainfield Public Schools as of the fall 2008 school year.

1. Hub-Stein Field, Block 12/Lot 25, Quarter mile track, 16 tennis courts and a baseball field, **22.7 acres**

2. Hubbard School Field on Stelle Avenue, Block 506/Lot 4, Grass field only (pitching backstop) **4.29 acres**

3. Netherwood Tennis Club, Block 915/Lot 11, 5 tennis courts with a storage shed. The courts facilities are owned by the Board of Education and leased to the Netherwood Tennis Club **1.112 acres**

(Total 28.102 acres)

4.3.2. *Privately Owned Land along the Green Brook (potential locations of new open space)*

There is approximately one (1) acre of privately owned land that the city should purchase along the Green Brook as open space that is not considered non-buildable land.

4.3.3. *Streets/Road Closures and other City owned property (potential locations of new open space)*

1. Unimproved right-of-way (ROW) adjacent to Milt Campbell Field

   - Saint Nicholas Boulevard, **0.46 acres**
   - Ashland Avenue (2), ***0.172 acres & 0.142 acres* = 0.314 acres**
   - Dryden Place **0.143 acres**

2. Unimproved Right of Ways (ROW) throughout the city adjacent to the Green Brook

   - Brokaw Boulevard, **0.44 acres**
   - Louise Street, **0.43 acres**
   - Everett Place, **0.28 acres**
   - Milton Avenue, **0.42 acres**
   - Berkeley Avenue, **0.28 acres**
   - Academy Avenue, **0.07 acres**
   - Birch Avenue. **0.29 acres**
   - Summer Avenue, **0.49 acres**
   - Cambridge Avenue, **1.779 acre**

3. 1352-58 West Third Street, Block 140/Lot 21, **0.18 acres** (2008 Arbor Day Site)

4. 1401A-31A South Avenue, Block 625.01/Lot 1, **0.13 acres** (Plainwood Square Park)

   (Total 5.706 acres)

4.3.4. *County Parks and Facilities*

There are three (3) Union County owned/operated parks and facilities within the city. Both Cedar Brook and Green Brook Parks have been listed on the State and National Register of Historic Places as "Designed Historic Landscape". The designations were granted due to the parks contribution to a broad pattern of history and represent the work of a master in the field of landscape architecture (Olmsted Brothers Landscape Architects of Brookline, Massachusetts).

1. Cedar Brook Park National Register Listed "Historic Designed Landscape", Block 721, Lot 1; Block 722/Lot15; Block 732, Lot 1 **92.42 acres**

2. Green Brook Park National Register Listed "Designed Historic Landscape", Block 223, Lot 1; Block 230/Lot 72 Acreage **49.84 acres (Plainfield portion)**

3. Park Madison Plaza; Block 246/Lot 1, **0.59 acre**

(Total 142.85 acres)

In December 22, 2004, Union County purchased six acres at 1229-1253 Cushing Road, Block 922, lots 55 and 56 – the former Peterson Farm – through the Union County Open Space program. The previous private land owners have life rights to the lots, and they cannot yet be designated public open space, but open space will be the future land use of both lots.

4.3.5. *Privately Owned In-Holdings*

There are non-city owned lands either within or directly adjacent to city owned parks that prevent the full efficient use of entire blocks, or create illogical boundaries.

1. Milton Campbell Field
2. Seidler Field
3. Rushmore Avenue Park

4.3.6. *Cemeteries*

The Planning Board (PB) requested that this land use be placed into the document. This land should not be considered nor is there any consideration in categorizing the land as a recreational facility for passive recreation (walking). It is being provided for informational purposes only. All four cemeteries are privately owned and operated.

1. Quaker Meeting House Cemetery; 223-233 Watchung Avenue, Block 312/Lot 3, acreage cannot be determined as the cemetery is part of the large meeting house lot, **1.214 acres**

2. Baptist Cemetery, 408-512 Plainfield Avenue, Block 501/Lot 17, **4.74 acres**

3. Methodist Cemetery, 514-608 Plainfield Ave, Block 501/Lot18, **3.11acres**

4. Saint Mary's Cemetery, 301-315 Berckman St., Block 342/Lot 2, **7.70 acres**

(Total 16.746)

4.4. Green Brook Multi-Use Trail

The Green Brook Multi-Use Trail is a fully designed, but not yet implemented 7.2 mile long non-motorized trail paralleling the Green Brook on the northern boundary of the City of Plainfield from the Borough of Dunellen to the Township of Scotch Plains. The trail, originally envisioned by the Olmsted Brothers, Landscape Architects in the 1920's and identified in the *Comprehensive Development Plan for the City of Plainfield,* June 1970, is slowly becoming reality. This projects skirts two municipalities (Plainfield and

North Plainfield) utilizing municipal open space in both communities as well as the National Register Listed Green Brook Park. The trail design was completed in 2006 and the construction phase will hopefully begin in 2010. The completion of the project is expected to take a minimum of a decade. The trail will not only serve as a recreational corridor but as a means of transportation to and from the downtown area and surrounding communities and parks, as well as being connected to the 3,000 mile long East Coast Greenway Trail.

4.5. Effects of Land Use Patterns and Zoning on Open Space

Parks, open space and recreational facilities are recognized as land use patterns in the 1998 Master Plan. That recognition, however, has not been translated into the land Use Ordinance or Zone Map. Thus, the only protected parkland within the confines of the city is that which is listed on the ROSI and registered with NJDEP Green Acres Program. This means that all parkland within the City of Plainfield that is **not** on the ROSI is zoned for some type of development - whether it is a residential, commercial or industrial zone.

4.6. Cushing Road Detention Basin

The Cushing Road Detention Basin is located in the southeastern section of the city and is bounded by Terrill Road to the east and Cushing Road to the south. It is the boundary line of three Municipalities including the City of Plainfield, the Township of Scotch Plains and the Borough of Fanwood. The basin contains two land parcels, Block 921/Lot 13 (13.35 acres) and Block 922/Lot 10 (14.38 acres) for a total 29.73 acres. The parcel is wholly undeveloped open space and is on the ROSI.

The basin is located at the headwaters of the Robinsons Branch of the Rahway River. The 29.73 acre basin site supports a diverse population of wetland and upland flora and fauna. This juxtaposition of this pristine site with the surrounding urban environment offers an unparallel opportunity to showcase the site through the design and construction of a nature trail.

4.7. Most Utilized Local Parks/Recreational Facilities

This information was obtained from City Recreation Division and is not in order of use:

a. Milton Campbell Field, Block 421/Lot, **34 acres**

Facilities: *softball field, baseball field, soccer field, basketball court, picnic area, swing set, playground equipment (5-12 yrs), open space, utility room, parking lot, bleachers (2), benches, water fountain and rest room.*

b. Rushmore Avenue Park, Block 144/Lot 7.01, **6.51 acres**

Facilities: *swimming pool (2), softball field, soccer field, basketball court (2), picnic area, swing set, playground equipment (5-12 yrs), open space, utility room, parking lot, bleachers (3), gazebo, water fountain and rest room.*

c. Hannah Atkins Park, Block 107/Lot 1 , **4.103 acres**

Facilities: *swimming pools (2), basketball court (2), picnic area, swing set, playground equipment (1-5 yrs), playground equipment (5-12 yrs), open space, community room, utility room, benches, gazebo, water fountain and rest room*

Hannah Atkins Community Swimming Pool

d. Seidler Field, Block 403/Lot 1, **4.848 acres**

Facilities: *swimming pools (2), basketball court (2), picnic area, swing set, playground equipment (5-12 yrs), open space, bleachers (7), benches, pavilion, utility box (high volume electrical outlet), announcers booth, concession stand, water fountain and rest room.*

e. Bryant Playground, Block 609/Lot 6, **0.909 acres**

Facilities: *basketball court (2), swing set, playground equipment (5-12 yrs), open space and benches.*

f. Mathewson Playground, Block 123/Lot 20, **0.889 acres**

Facilities: *basketball court, baseball field, picnic area, swing set, playground equipment (5-12 yrs), open space, benches, utility box (high volume electrical outlet), water fountain and rest room.*

g. Rock Avenue Baseball Complex, Block 208/Lot 12, **8.310 acres**

Facilities: *baseball field (2), picnic area, swing set, playground equipment (5-12 yrs), open space, utility box (high volume electrical outlet),, concession stand, parking lot (2), bleachers (6), benches, water fountain and rest room.*

h. Madison Avenue Playground, Block 244/Lot 1, **0.931acres**

Facilities: *basketball court, picnic area, swing set, playground equipment (1-5 yrs), playground equipment (5-12 yrs), utility box (high volume electrical outlet), pavilion, parking lot, benches.*

i. James Sherman Park, Block 107/Lots 16-19, **0.392 acres**

Facilities: *benches, open space and play equipment (1-5 yrs)*

The City Recreation Department does not maintain records on age groups or residents who utilize the City parks.

4.8. Programs, Events and Activities

The city provides many recreational programs, events and activities for its residents. The listing below is provided for informational purposes only. A full listing can be obtained from the Recreation Division.

4.8.1 *Programs*

Tennis, Swimming, Golf, Dance, Jazzercise, Basketball

4.8.2 *Events*

NJ Golden Gloves, Easter Egg Hunt, Opening Day PAL Baseball, Statewide Double Dutch Tournament, Annual Fishing Derby, Mayor's Cup Annual Golf Outing, Volunteer Award Recognition Ceremony, Movie Night Out in the Park (2), Music in the Plaza, July 4th Annual Celebration, George "Gee Gee" Brown Annual Basketball Tournament, Annual Outdoor Arts Festival, Community Fun Day, Annual Halloween Party, Multi-Cultural Community Fall Scrapbook and Memory Making, Community Trip, Tree Lighting Ceremony and Kwanzaa Celebration

4.8.3 *Activities*

Athletic Fields:

- Soccer Field = 2
- Baseball Fields = 3
- Softball Field = 0
- Football Field = 1

Courts:

- Basketball Courts =12
- Tennis Court = 4

Playgrounds:

- Children (5-12 years old) = 8
- Tot Lots (1-5 years old) =3

Pools = 6

4.8.4 *Golf Training Center*

Presently the city has no golf facilities. The Division of Recreation has expressed interest in construction of a revenue generating mini-golf facility similar to the one in Weequahic Park in Essex County.

5. PROPOSED RECREATION AND OPEN SPACE IMPROVEMENTS

The city should strive to satisfy the minimum recreation and open space requirements set forth by the National Recreation Standards (NRS) and the New Jersey Recreation & Park Association (NJRPA) of 6.25 - 10 acres/1000 population. As previously stated, the there is a total of 276.169 acres of open space and parkland within all the ten (10) census tracts of the city. Census tract 388 and 391 meet the NRS/NJRPA minimum standards. Census tracts 389, 390, 392, 393, 395 and 396 do not meet minimum standards. Census tract 394 and 397 exceed the minimum standards. Each of the city's four wards is deficient in both parkland and open space. Open space purchases through the city CIP should be geared towards purchases in the appropriate census tracts and wards.

5.1. ROSI

- The city should strive to meet the minimum open space and recreational land requirements set forth in the National Recreation Standards (NRS) and the New Jersey Recreation & Park Association (NJRPA).

- The city should strive to continue to increase open space property along the Green Brook through purchase, donation and easements in order to alleviate flood impacts and effectuate the completion of the Green Brook Multi-Use Trail and place the entire trail and associated properties on the ROSI.

- The city should strive to provide better coordination and interface with the NJDEP (State), and the Divisions of Recreation and Planning (City) in order to ensure that the city is in compliance with Green Acres requirements in order to receive future funding.

- The city should strive to provide an accurate recorded ROSI list to NJDEP for each "Green Acre" request for monies to either improve parks or to purchase land, improve recreational facilities and maintain land held in open space.

5.2. ROSI Land Related to Census Tracts and Wards

The city should strive to provide and allocate open space as per adopted national and state standards throughout all census tract and wards.

5.3. Open Space

5.3.1. *Board of Education*

The city should enter into discussions with the Plainfield BOE to discuss the possibility of placing non-school open space/recreational properties including but not limited to the Hub Stein Field and the Hubbard School field on the ROSI.

5.3.2. *Privately Owned Non-Buildable Land*

The city should strive to purchase approximately one (1) acre privately owned and along the Green Brook as open space and placed on the ROSI.

5.3.3. *Street/Road Closures*

The city should make every effort to incorporate land from street closures to open space on the ROSI. This is especially important when these closures are adjacent to existing open space or recreational facilities already listed on the ROSI.

5.3.4. *County Parks and Facilities*

The city, through City Council Ordinance and Resolutions by the PB and Historic Preservation Commission (HPC), should designate Cedar Brook Park and Green Brook Park as "Historic Designed Landscapes".

The land use element and zone plan should be amended to designate the former Peterson Farm on Cushing Road as open space.

5.3.5. *Privately Owned In-Holdings*

The city should strive to purchase residential "in-holdings" within or directly adjacent to existing recreational lands to reduce conflicts associated with recreational facilities such as noise and light impacts at Rushmore Avenue Park, Seidler Field, Milt Campbell Field and Cedar Brook Park.

5.3.6. *Cemeteries*

This land cannot be considered public open space because of its private ownership status and more importantly its use. While not open to the general public for use, the land does provide "green space" within the city. This plan recommends that the Historic Preservation Commission 'landmark' the cemeteries in order to preserve them and

provide additional open space for city residents. This plan also recommends that existing cemeteries be preserved for their open space and historic values in accordance with the provisions outlined at section 40:55D-44 of the Municipal Land Use Law, and that the city investigate other mechanisms to ensure that cemeteries are properly maintained and remain open space.

5.4. Green Brook Multi-Use Trail

- The city should continue efforts to acquire land along the Green Brook through purchase, donation and easements in order to alleviate flood impacts and effectuate the completion of the Green Brook Multi-Use Trail

- The city should continue to prepare and acquire grants on an annual basis from both the public and private sector for the 10 year construction schedule for the completion of the Green Brook Multi-Use Trail

5.5. Recreation Land Use Element/ Map and Land Use Ordinance and Zone Map

- The city Land Use Map to should be amended to include all ROSI land, Union County Parks, and city park land as a park land use pattern, with corresponding LUO amendments.

- The city LUO should be amended to create a Park Zone and appropriate regulations to incorporate permitted uses and bulk standards with this new zone that would preserve and protect all municipal parkland that is and is not ROSI designated. The zone would contain consistent requirements that are universal within the newly created park zone and are not defined by existing or future development zones.

5.6. Cushing Road

The city should commence discussions with appropriate regulatory agencies and the surrounding neighborhood and community groups to advance the concept, design and construction of a nature trail in the Cushing Road Detention Basin. This wholly undeveloped open space area serves as headwaters for the Robinson's Branch of the Rahway River. Efforts should include participation from the City and private sector enabling the city to draw on a vast database of knowledge for both the design and construction of the trail. Construction of such a trail would create a new recreational opportunity for city residents to walk through a wooded nature reserve for bird watching, and arboreal and ecological studies in the midst of an urban area.

5.7. Utilized Parks

The city recreation department should begin to collect data relating to age groups or residents who utilize the CCTV parks on a regular basis. These records can be vital when

parkland is purchased and infrastructure improved in order to provide services and facilities that are consistent with resident's demands and overall city demographics.

5.8. Programs, Events, Activities

5.8.3.1 *Dog Park*

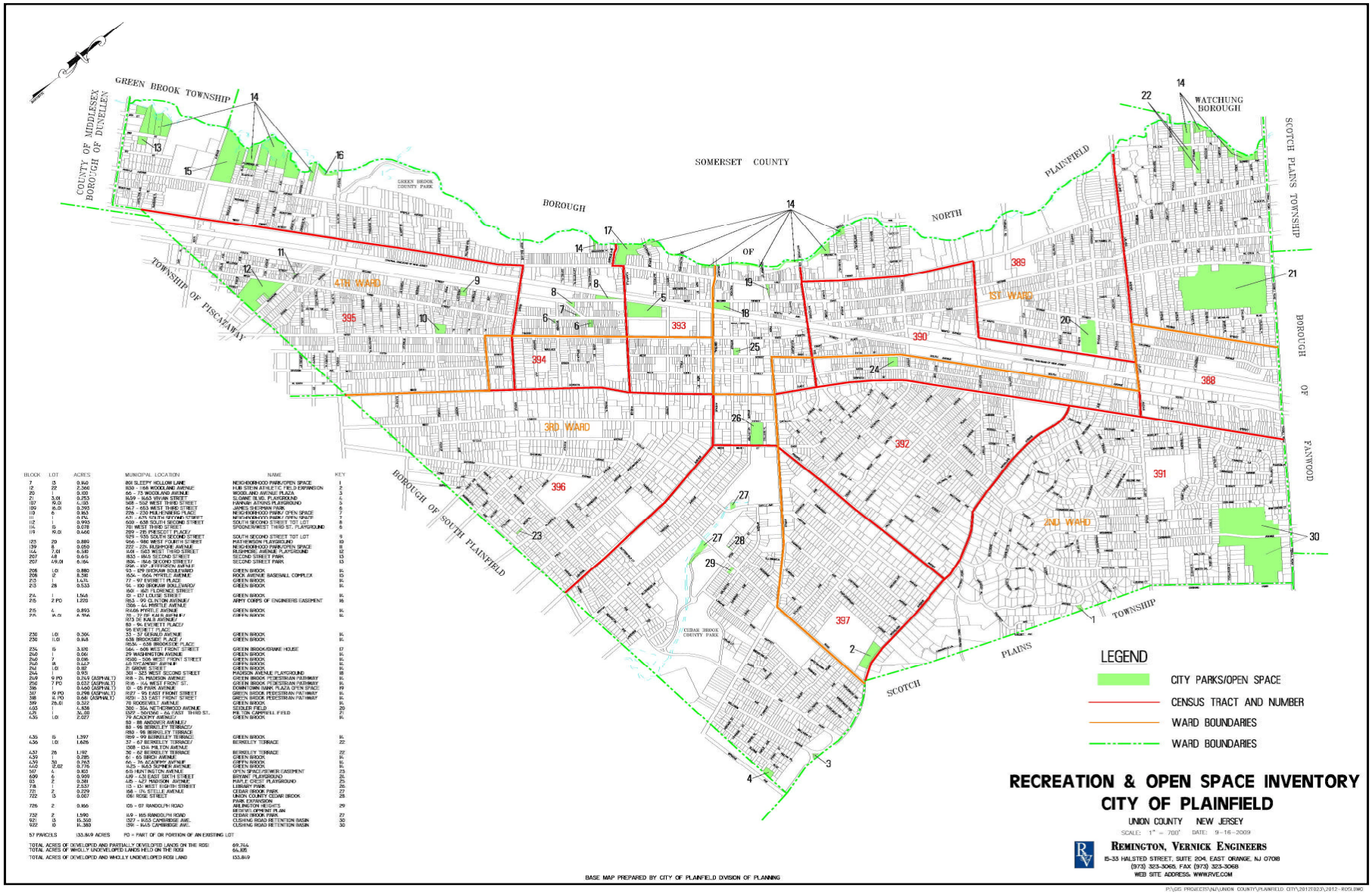
During PB discussion of this element, the fact was discussed that none of the city parks has a dog park. This element recommends that the city consider including such a use at one or more of its parks, or at a county park, in appropriate locations. Properly buffered and appropriately located, a dog park could provided a much needed amenity for many pet owners in the city.

5.8.3.2 *Community Gardens*

Also during PB discussion, the idea of community gardens emerged. Given the recent vegetable garden planted at the White House, and the poor economic conditions that many city residents are finding themselves in, this element recommends that the city consider permitting residents to utilize appropriate city owned lots, with appropriate safeguards, for community gardens. The benefits of home gardening are many and do not need to be discussed herein.

5.8.4. *Golf Training Center*

The Recreation Division has advanced the concept of the city increasing the use of Milt Campbell Field by providing a mini-golf course training facility similar to an existing one in Weequahic Park in Essex County. This revenue generating four hole training center would contain tee boxes with simulated grass. This facility would be utilized as a youth training tool to initiate children into playing the game of golf without the high costs associated with the construction and maintenance of a 9 or 18 hole public course. The PB fully supports generating increased use of the park, and recommends that the city prepare cost/benefits analyses and designs in order to determine if this project would be an economic benefit or loss to the city. The PB further recommends that this project be advanced, if desired and found to be a revenue generator, through the city administration and the annual CIP budget requests.



BLOCK	LOT	ACRES	MUNICIPAL LOCATION	NAME	KEY
7	13	0.140	801 SLEEPY HOLLOW LANE	NEIGHBORHOOD PARK/OPEN SPACE	1
12	22	2.360	1020 - 1166 WOODLAND AVENUE	HUB STEIN ATHLETIC FIELD EXPANSION	2
20		0.101	65 - 73 WOODLAND AVENUE	WOODLAND AVENUE PLAZA	3
207	3.01	0.203	1409 - 1427 WEST FRONT STREET	JAMES B. MC. PLAYGROUND	4
107	16.01	0.203	549 - 553 WEST SECOND STREET	SUMNER AVENUE PLAYGROUND	5
109	16.01	0.093	647 - 653 WEST THIRD STREET	JAMES SHERMAN PARK	6
110	6	0.163	229 - 239 MULHENBERG PLACE	NEIGHBORHOOD PARK/ OPEN SPACE	7
111	1	0.152	431 - 439 SOUTH SECOND STREET	NEIGHBORHOOD PARK/ OPEN SPACE	7
112	1	0.993	600 - 638 SOUTH SECOND STREET	SOUTH SECOND STREET TOT LOT	8
116	13	0.078	701 WEST THIRD STREET	SPOONER/WEST THIRD ST. PLAYGROUND	6
119	10.01	0.400	209 - 215 PORSCOTT PLACE/		
			929 - 935 SOUTH SECOND STREET	SOUTH SECOND STREET TOT LOT	9
123	29	0.889	966 - 980 WEST FOURTH STREET	MATHENSON PLAYGROUND	10
139	8	0.050	222 - 224 RUSHMORE AVENUE	NEIGHBORHOOD PARK/OPEN SPACE	11
144	7.01	0.140	1401 - 1403 WEST THIRD STREET	RUSHMORE AVENUE PLAYGROUND	12
207	4.8	0.615	1833 - 1845 SECOND STREET	SECOND STREET PARK	13
207	19.01	0.164	1847 - 1851 SECOND STREET	SECOND STREET PARK	13
			898 - 897 JEFFERSON PARKWAY		
208	1.01	0.880	93 - 129 BROKAW BOULEVARD	GREEN BROOK	14
208	17	8.361	1534 - 1554 MYRTLE AVENUE	ROCK AVENUE BASEBALL COMPLEX	15
213	1	1.471	77 - 97 EVERETT PLACE	GREEN BROOK	14
213	28	0.533	94 - 100 BROKAW BOULEVARD/	GREEN BROOK	14
			1501 - 1521 FLORENCE STREET		
214	1	1.546	12 - 107 LOUISE STREET	GREEN BROOK	14
215	2 PO	1.220	1553 - 99 CLINTON AVENUE/	ARMY CORPS OF ENGINEERS EASEMENT	16
			1506 - 44 MYRTLE AVENUE		
215	4	0.893	1506 MYRTLE AVENUE	GREEN BROOK	14
215	14.01	4.964	201 - 227 DR KARL ANDERS DR/	GREEN BROOK	14
			1501 - 1521 MYRTLE AVE/		
			80 - 96 EVERETT PLACE/		
			98 EVERETT PLACE		
230	1.01	0.304	53 - 57 GERALD AVENUE	GREEN BROOK	14
230	11.01	0.148	638 BROOKSIDE PLACE /	GREEN BROOK	14
			1533 - 638 BROOKSIDE PLACE		
234	15	3.101	564 - 608 WEST FRONT STREET	GREEN BROOK/CRANE HOUSE	17
240	1	0.061	29 WASHINGTON AVENUE	GREEN BROOK	14
240	7	0.086	1500 - 506 WEST FRONT STREET	GREEN BROOK	14
240	18	0.147	40 SYCAMORE AVENUE	GRIFFIN BROOK	14
241	1.01	0.181	21 GROVE STREET	GREEN BROOK	14
244	1	0.951	301 - 325 WEST SECOND STREET	MADISON AVENUE PLAYGROUND	18
246	9 PO	0.019 (ASPHALT)	1519 - 1521 WEST FRONT STREET	GREEN BROOK PEDESTRIAN PATHWAY	14
246	7 PO	0.012 (ASPHALT)	1518 - 1524 WEST FRONT ST.	GREEN BROOK PEDESTRIAN PATHWAY	14
316		0.020 (ASPHALT)	13 - 05 PARK AVENUE	DOWNTOWN SIMPLAZA OPEN SPACE	19
317	19 PO	0.298 (ASPHALT)	1527 - 95 EAST FRONT STREET	GREEN BROOK PEDESTRIAN PATHWAY	14
318	14 PO	0.081 (ASPHALT)	1521 - 33 EAST FRONT STREET	GREEN BROOK PEDESTRIAN PATHWAY	14
399	20.01	0.322	70 ROOSEVELT AVENUE	GREEN BROOK	14
403	1	4.836	300 - 334 NETHERWOOD AVENUE	SEIDLER FIELD	20
425	1	34.50	1525 - 1601/560 - 66 EAST THIRD ST.	MR TOM CARPIELL FIELD	21
435	1.01	2.027	79 ACADEMY AVENUE/	GREEN BROOK	14
			80 - 88 ANDREW AVENUE/		
			80 - 96 BERKELEY TERRACE/		
			1510 - 98 BERKELEY TERRACE		
435	15	1.397	1519 - 99 BERKELEY TERRACE	GREEN BROOK	14
436	1.01	1.626	37 - 67 BERKELEY TERRACE/	BERKELEY TERRACE	22
			1508 - 1516 FULTON AVENUE		
437	26	1.192	1 - 35 BERKELEY TERRACE	BERKELEY TERRACE	22
439	1	0.285	61 - 65 BIRCH AVENUE	GREEN BROOK	14
439	30	0.763	64 - 76 ACADEMY AVENUE	GRIFFIN BROOK	14
442	17.02	0.776	1425 - 1443 SUMNER AVENUE	GREEN BROOK	14
517	4	0.163	615 HUNTINGTON AVENUE	OPEN SPACE/SEWER EASEMENT	23
699	6	0.999	419 - 435 EAST SIXTH STREET	BRYANT PLAYGROUND	24
103	2	0.381	415 - 427 MADISON AVENUE	MAPLE CREST PLAYGROUND	25
718	1	2.537	113 - 131 WEST EIGHTH STREET	LIBRARY PARK	26
721	2	0.229	168 - 174 STELLE AVENUE	CEDAR BROOK PARK	27
722	13	0.007	156 ROSE STREET	UNION COUNTY CEDAR BROOK	28
				PARK EXPANSION	
726	2	0.166	105 - 07 RANDOLPH ROAD	ARTHUR CHAPMAN	29
				RESTORATION PLAN	
732	2	1.590	149 - 165 RANDOLPH ROAD	CEDAR BROOK PARK	27
921	13	15.350	1527 - 1653 CAMBRIDGE AVE.	CUSHING ROAD RETENTION BASIN	30
922	10	16.380	1591 - 1645 CAMBRIDGE AVE.	CUSHING ROAD RETENTION BASIN	30

57 PARCELS 133.849 ACRES PO = PART OF OR PORTION OF AN EXISTING LOT

TOTAL ACRES OF DEVELOPED AND PARTIALLY DEVELOPED LANDS ON THE ROSI 69.744
TOTAL ACRES OF WHOLLY UNDEVELOPED LANDS HELD ON THE ROSI 64.105
TOTAL ACRES OF DEVELOPED AND WHOLLY UNDEVELOPED ROSI LAND 133.849

Historic Preservation Plan Element

A historic preservation plan element: (a) indicating the location and significance of historic sites and historic districts; (b) identifying the standards used to assess worthiness for historic site or district identification; and (c) analyzing the impact of each component and element of the master plan on the preservation of historic sites and districts. (NJSA 40:55D-28 – MLUL)

1. PURPOSE

The Historic Preservation Plan Element identifies Plainfield's historic resources and the standards used to assess their significance, promote historic preservation as a tool for economic development and community revitalization, and sets forth goals and strategies for historic preservation. The plan element establishes historic preservation policy for the City of Plainfield, which in turn is reflected in other components and elements of the city's master plan, the administration of its agencies and programs, and the conduct of its business.

1.1. Historic Preservation as Sustainable Development

Historic preservation is an important component of the city's efforts to promote sustainable development. The city's existing buildings are one of its greatest renewable resources. The preservation of the existing built resources, including re-use and rehabilitation of historic and older buildings, greening the existing building stock, and reinvestment in older and historic communities, is crucial to combating climate change. The preservation and continued use of the existing historic buildings reduces the amount of demolition and construction waste deposited in landfills, and conserves embodied energy (the amount of energy originally expended to create extant structures).

2. OBJECTIVES AND POLICIES

OBJECTIVE: The city's historically and architecturally significant buildings and neighborhoods will be preserved and protected in accordance with the Plan's Historic Preservation Element.

POLICIES:

2.1 Update the Historic Sites Inventory. The 1985 citywide inventory of historic resources should be updated by 2010 to reflect changes in inventoried resources such as demolitions and alterations**,** to add resources previously not included, and to recommend designations of new historic districts and sites as well as expansion of existing historic districts. Once the historic sites inventory is updated, the master plan should be amended to incorporate the revisions.

2.2 Designate new Historic Sites and Districts. The City should commit to an active program of evaluating new historic sites and districts for designation under the city's

historic preservation ordinance. Evaluations should include all areas of the city, and should represent the history of the city's diverse population.

2.3 Nominations to the New Jersey and National Registers of Historic Places. The city should support and undertake nominations of historic sites and districts to the New Jersey and National Registers of Historic Places. New National Register listings will benefit the city in tangible ways. State and federal historic preservation grants and programs almost always require National Register listing as a prerequisite for funding. In addition, properties listed on the National Register will be eligible for rehabilitation tax credits should pending state and federal tax credit legislation become law.

2.4 Enhancement of Historic Districts. Capital improvements within historic districts should be designed and constructed in a manner that enhances the character of the districts and contributes to the quality of life in the districts. City capital improvement and planning projects should include a review for impacts on historic resources prior to implementation.

2.5 Improve Administrative Procedures and Code Enforcement. Enforcement of building codes, referrals of applications to the Historic Preservation Commission (HPC), and records on historic resources must be systemized and strengthened in support of the city's historic preservation program. A mechanism is needed to make sure that all municipal agencies and boards are aware of Plainfield's historic resources and historic preservation regulations.

2.6 Zoning in Existing Historic Districts. The city should ensure that zoning ordinances in historic districts support historic preservation and are compatible with historic building patterns and resources in the historic districts. This includes, but is not limited to permitted uses, bulk and lot area requirements, parking, lighting, signs and landscaping.

2.7 Review Zoning for all New Historic Districts. The city should undertake review and appropriate revision of zoning regulations for any new historic districts to be designated. Zoning review should parallel the designation process.

2.8 Seek Funding for Historic Preservation. The city should continue to seek grant support and funding sources for the restoration and rehabilitation of structures, neighborhood preservation, National Register nominations, educational outreach and other projects that support historic preservation.

2.9 Continue the Educational Outreach Program. In order to maintain its leadership role in municipal historic preservation, the HPC should continue its educational outreach program, both inside and outside the city, to increase awareness of and pride in Plainfield's historic resources and the benefits of historic preservation.

2.10 Support Community Organizations. The city should encourage and actively support nonprofit and community-based organizations that demonstrate promise and ability to assist the city in achieving historic preservation objectives.

2.11 Retain Historic and Architecturally Significant Structures of Sound Construction within transit oriented development areas. The retention of architecturally significant structures within historic districts will be a central theme of redevelopment activity in transit oriented development areas.

3. EXISTING HISTORIC PRESERVATION CONDITIONS

3.1. Plainfield's Historical Development

Although Plainfield's first settlement dates from the late 1600s, the City as we know it today was shaped largely in the sixty years between 1870 and 1930, when the railroad and the demand for new housing in the New York metropolitan area transformed the small farming and milling village into a fashionable commuter suburb of tree-lined avenues and comfortable homes. These commuter-workers and builders have left the City with an irreplaceable stock of housing, residential neighborhoods, churches and civic buildings, and commercial areas within walking distance to residents.

These resources are not just a legacy from the past, but an asset for the future. In contrast to recent sprawling suburbs, Plainfield has all the basic ingredients of a livable community so heralded in town planning: a strong core of well-constructed and architecturally distinctive buildings; a street system and lot sizes that were laid out with pedestrian scale and a sense of neighborhood in mind; and a town center where shopping, civic and cultural activities, and mass transportation are within proximity to all City residents. Plainfield's historical development is summarized here as background for understanding the City's varied historic resources.

3.1.1 *Rural Settlement and Mill Village: 1680-1869*

European settlement in Plainfield dates from the 1680s, when a number of ethnic Scots from Perth Amboy established "out plantations" along Cedar Brook. English Quakers began moving into the area during the early 1700s, and a Quaker meeting was formed by 1736. Throughout the 18th century population was sparse, numbering less than one hundred persons by the time of the Revolutionary War. Settlement was comprised mainly of dispersed farms and landholdings, with gradual linear development along what is now Front Street, an old route that ran along the east bank of Green Brook. This stream also provided the waterpower for milling, which determined the location and early development of the town's center. Two grist mills, one near present-day Somerset Street and another downstream near Sycamore Avenue, were built in the mid-1700's.

In the early 1800s, with the upper mill complex as its central figure, a village of dwellings, tradesmen's shops, and stores grew along Front Street between what is now

Madison Avenue and Watchung Avenue. Hat and clothing manufacturing became mainstays of the town economy, in addition to the mill and shop trade, which serviced the surrounding farms. The first railroad was completed through Plainfield in 1837.

Between 1800 and 1835 Plainfield's population increased tenfold to 1,030. The ethnic and racial composition of early Plainfield has not been well studied; however, census records prior to the Civil War enumerated the existence of both free blacks and slaves.

While Front Street continued to be the town's major axis, growth spread south on a rectangular grid layout. By the mid 19th century, building and population (excluding related growth in what is now North Plainfield) was concentrated in the area bound by Green Brook on the west, Plainfield Avenue on the south, Sixth Street on the east, and Roosevelt Avenue on the north. The rest of the town was still predominately agricultural. The 1850s and 1860s saw the first appearance of stylish "country seats" on the landscape, sign of impending social and economic change.

There are only a small number of 18th and early 19th century structures surviving in Plainfield, and consequently they assume a greater significance because of their rarity. Examples include the Quaker Meeting House (Watchung Avenue), Fitz-Randolph House (1366 Randolph Road), Webster House (11 Brook Lane), Drake House (564 West Front Street), Stelle House (981 Central Avenue), Lampkin House (850 Terrill Road), and others documented in *The City of Plainfield Survey of Historic Building Resources* (1985).

Drake House Museum

3.1.2 *Victorian Railroad Suburb: 1869-1900*

Plainfield was incorporated as a town in 1869, shortly after the rail connection with New York City was completed. The latter event catalyzed Plainfield's transformation, within fifteen years, from a rural village into a fashionable commuter suburb of 15,000 inhabitants. Plainfield's pastoral attractions and its accessibility to New York City -- combined with the post Civil War rise in business fortunes and an affluent middle class -- produced this momentous change. A wave of land development and building activity hit Plainfield in the 1870s and 1880s, producing compact residential neighborhoods filled

with substantial dwellings from pattern book designs of the period. Larger residential properties, including a number of sizable "country estates," characterized new development along several major corridors that cross the city (such as Seventh and Eighth Streets, Front Street, Central Avenue, Grant Avenue and Watchung Avenue).

Netherwood, a residential section of winding roads and a park-like setting, was laid out in 1878 with a large resort hotel as its centerpiece. Netherwood is an early example in New Jersey of a planned development based on romantic planning ideas.

The scale, architectural character, and function of the central business district changed dramatically during the late 19th century. Downtown streets, which had been lined with low-rise shops and stores intermixed with dwellings, were built up with larger brick commercial stores and offices to serve the growing population. The most significant concentration of these late 19th century commercial buildings remains in the North Avenue Historic District (NAHD).

Civic boosters of the late 19th century proclaimed Plainfield as a "City of Homes," the domain of prominent businessmen and millionaires, and boasted of elegant residences and broad paved avenues under continuous archways of maples and elms. Notwithstanding this affluence, the city always had much more socio-economic diversity than its historical image as an elite suburb presupposes. Construction work, the demand for service workers, and most importantly, the emergence of large-scale industry along the railroad corridor, provided sources of new working class employment. The size and ethnic composition of Plainfield's working class population increased significantly during this period. Neighborhoods of modest houses developed in proximity to the entire railroad corridor and infilled the older sections of the city. St. Mary's Catholic Church, originally an Irish parish, and Mount Olive Baptist Church, the oldest African American church in the city, are two of the notable historic resources associated with this demographic development.

3.1.3 *Suburb to City: 1900-1935*

Though Plainfield is recognized for its Victorian-era buildings and neighborhoods, an almost equal number of historic resources date from the early 20th century. The city filled out its residential neighborhoods with distinctive single-family homes, erected its distinctive new City Hall in 1917-1918, Fire Department Headquarters and other civic buildings and schools. As part of Union County’s development of a countywide park system designed by the Olmsted Brothers, Cedar Brook Park (begun in 1921) and Green Brook Park (begun in 1919) added preserved green space to the growing City.

During the first three decades of the 20th century, Plainfield evolved from an outlying suburb to a regional hub of transportation, trade and industry, a change that mirrored growth patterns in central New Jersey as a whole.

Plainfield's central business district enlarged to its present-day scale and land area. The period saw the construction of many of the stores and office buildings that stand today.

Industrial activity along the railroad corridor also expanded. A large Mack Truck plant on the south end became a major employer in the area, and Plainfield emerged as a regional center for automobile sales, service and parts. While local jobs in business and the professions increased, a substantial portion of Plainfield's residents continued to commute by railroad to workplaces in New York City and Newark until after World War II.

Residential development of the early 20th century equaled the scale and grandeur of Victorian era building in selected areas of the city, notably the Van Wyck Brooks and Netherwood areas. But despite the continuation of mansion-building, the number of upper-income residences declined in proportion to the middle-class housing that was constructed throughout the city. Until about 1920, there was still ample farmland and open space on the north, east and south edges of the city. During the 1920s and 1930s, however, most of the remaining farm properties and many of the large 19th century country estates were subdivided for residential housing developments. By the 1930s, the overall result of these changes was a suburban city with a greater density and more urban character and physical form.

3.2. Historic Preservation In Plainfield

Historic preservation is a fundamental part of the city's efforts to preserve its housing stock and neighborhoods, revitalize its downtown, and support dynamic cultural institutions. The community has recognized the importance of its historic resources through its master plan and zoning regulations, historic preservation commission, designation of historic districts and sites, and support for restoration of city-owned historic structures.

Spearheaded by citizen activists and neighborhood associations, the City Council enacted its first historic preservation ordinance in 1979, and in 1980 the city established a Historic Review Committee to guide the city's efforts in historic preservation. By 1981, the Committee designated the first four historic districts under the ordinance (Crescent Area, Hillside, North Avenue, and Van Wyck Brooks). These districts subsequently were listed on the New Jersey and National Registers of Historic Places.

During the 1980s the Plainfield established itself as a leader among New Jersey's municipalities through expansion of its historic preservation program. A series of projects, initiated by the city, resulted in the following accomplishments:

The City of Plainfield Survey of Historic Building Resources, described below, was completed in 1985.

The historic preservation ordinance was revised and strengthened in 1986 to fully comply with 1985 amendments to the Municipal Land Use Law and to establish the existing Historic Preservation Commission. Further revisions of the ordinance were adopted in 2002 and incorporated into the City's Land Use Ordinance (LUO).

In 1986 Plainfield became one of the first municipalities in New Jersey to be granted Certified Local Government status. The Certified Local Government Program, a federal program administered by the Department of the Interior through the State Historic Preservation Office (SHPO), affords eligible local governments preferential funding for historic preservation projects and participation in State and National Register reviews.

With grant assistance from the Certified Local Government Program, the city prepared and adopted the first *Plainfield Design Guidelines for Historic Districts and Sites* in 1988 to assist the HPC in its review of proposed work on properties in the historic districts, and to guide property owners in planning and designing their construction projects. The resulting publication won the First Annual New Jersey Historic Sites Council Historic Preservation Award in 1989. The design guidelines were revised and updated for web-based publication in 2006.

In 1988 the city adopted its first Historic Preservation Plan Element to the City's Master Plan, again a forerunner among New Jersey municipalities.

In 1992, the city was awarded a historic preservation grant from the New Jersey Historic Trust to restore the cupola on Plainfield City Hall, which is listed on the National and New Jersey Registers of Historic Places. Following the successful completion of the cupola restoration, the City received a Historic Preservation Award from the New Jersey Historic Sites Council in 2002. Two years later, in 2004, the New Jersey Historic Trust awarded a second grant to the city to complete the restoration of the exterior of City Hall. This work is ongoing at the time of preparation of this element.

Since the first four historic districts were created, additional historic districts and historic sites have been designated. Today there are eight (8) locally designated historic districts and eighteen (18) individual historic sites in Plainfield that are protected and regulated by the city's historic preservation ordinance. Many more properties are eligible for designation as historic districts and sites.

3.3. Location and Significance of Historic Resources

3.3.1 *Historic Resources Survey*

The historic resources survey is the basis for municipal historic preservation planning and the foundation of the historic preservation plan element under the Municipal Land Use Law (MLUL). *The City of Plainfield Survey of Historic Building Resources*, prepared for the Plainfield Planning Division by historic preservation consultant Gail Hunton, was completed in 1985 with the assistance of a Historic Preservation Survey and Planning grant from the NJDEP SHPO.

The survey covered the entire city, with the exception of the four historic districts that were in existence by 1985 and had been previously surveyed (Crescent Area, Hillside Avenue, North Avenue, and Van Wyck Brooks Historic Districts). Survey guidelines

and evaluation criteria established by the National Register of Historic Places and the SHPO were utilized.

The Plainfield survey recorded 216 individual structures throughout the city. In all, the survey totals nearly 300 sites, counting those structures that are part of surveyed commercial streetscapes on Front Street, Park Avenue, and Watchung Avenue. The survey recommended individual properties and historic districts for inclusion on the National Register of Historic Places as well as local designation under the city's historic preservation ordinance. As part of the survey project, assistance was provided to the Van Wyck Neighborhood Association in completing the National Register nomination of the Van Wyck Brooks Historic District, which was listed in 1985. *The City of Plainfield Survey of Historic Building Resources* is on file at Plainfield City Hall and at the SHPO in Trenton, where it is part of the New Jersey's statewide historic sites inventory.

For the purpose of the Master Plan, all properties included in the survey are identified as historic sites. Lists of properties included in the survey are provided in the Appendix.

3.3.2 *Designated Historic Sites and Districts*

The historic resources survey was preceded by over a decade of historic preservation activity in Plainfield. Largely due to the efforts of individual citizens and neighborhood associations, four historic districts and three individual sites were listed on the National Register and designated under the city's historic preservation ordinance by 1985. Subsequent to the 1985 historic resources survey and in accordance with its recommendations, additional historic districts and individual sites have been designated (see Table below).

Standards for designation of historic sites and districts are cited in the city's historic preservation ordinance. The criteria for evaluating and designating historic sites and districts follow those of the National Register of Historic Places, which are:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, landmarks, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

1. *are associated with events that have made a significant contribution to the broad patterns of our history, or;*

2. *are associated with lives of persons in our past; or*

3. *embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic value, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*

4. *have yielded, or may likely to yield, information important in prehistory or history.*

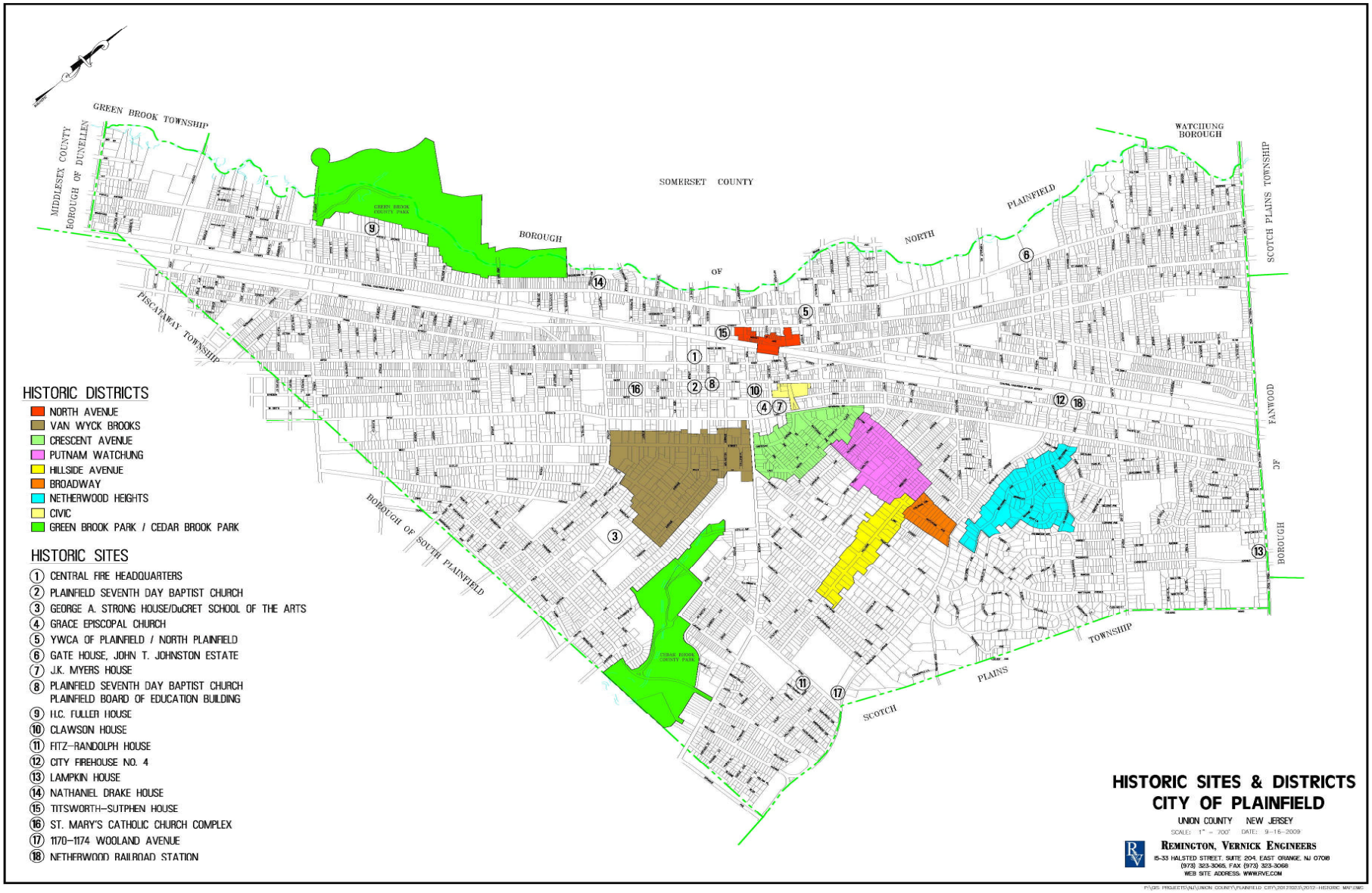
City of Plainfield Designated Historic Districts

	Historic District	**Local Designated Historic District**	**NJ State Register of Historic Places**	**National Register of Historic Places**
1	Broadway Historic District	1992	Not Listed	Not Listed
2	Cedar Brook Park Historic District		2007	2007
3	Crescent Area Historic District	1979	1980	1980
4	Green Brook Park Historic District		2004	2004
5	Hillside Avenue Historic District	1981	1980	1982
6	Netherwood Heights Historic District	1988	Not Listed	Not Listed
7	North Avenue Historic District	1981	1984	1984
8	Plainfield Civic Historic District	1993	1993	1993
9	Putnam-Watchung Historic District	1987	Not Listed	Not Listed
10	Van Wyck Brooks Historic District	1981	1985	1985

Netherwood Heights Historic District

City of Plainfield Designated Historic Sites

	Historic Site	Local Designation	NJ State Register of Historic Places	National Register of Historic Places
1	315 Central Avenue Central Fire Headquarters	1993	1993	1993
2	501-511 Central Avenue Plainfield Seventh Day Baptist Church	2006		
3	1012-1036 Central Avenue George A. Strong House / DuCret School of the Arts	2006		
4	600 Cleveland Avenue Grace Episcopal Church	2006	2001	
5	232 East Front Street YWCA of Plainfield / North Plainfield	1998	1998	1998
6	857-859 East Front Street Gate House, John T. Johnston Estate	2006		
7	133-139 East Seventh Street J.K. Myers House	2006		
8	500-506 Madison Avenue Plainfield Seventh Day Baptist Church / Plainfield Board of Education Building	2006		
9	1102-1108 Myrtle Avenue H.C. Fuller House	2006		
10	523-525 Park Avenue Clawson House	2006		
11	1362-1366 Randolph Road Fitz-Randolph House	2006		
12	1015-1017 South Avenue City Firehouse #4	1993	1993	1993
13	846-854 Terrill Road Lampkin House	2006		
14	602 West Front Street Nathaniel Drake House	1973	1973	1973
15	201-209 West Second Street Titsworth-Sutphen House	2006		
16	516 West Sixth Street St. Mary's Catholic Church Complex	1985	1985	1985
17	1170-1174 Woodland Avenue	2006		
18	Netherwood Railroad Station	1984	1984	1984


GREEN BROOK TOWNSHIP
MIDDLESEX COUNTY
BOROUGH OF DUNELLEN
SOMERSET COUNTY
BOROUGH OF NORTH PLAINFIELD
WATCHUNG BOROUGH
SCOTCH PLAINS TOWNSHIP
FANWOOD BOROUGH
PISCATAWAY TOWNSHIP
BOROUGH OF SOUTH PLAINFIELD
SCOTCH PLAINS TOWNSHIP
GREEN BROOK COUNTY PARK
CEDAR BROOK COUNTY PARK
HISTORIC DISTRICTS
NORTH AVENUE
VAN WYCK BROOKS
CRESCENT AVENUE
PUTNAM WATCHUNG
HILLSIDE AVENUE
BROADWAY
NETHERWOOD HEIGHTS
CIVIC
GREEN BROOK PARK / CEDAR BROOK PARK
HISTORIC SITES
1 CENTRAL FIRE HEADQUARTERS
2 PLAINFIELD SEVENTH DAY BAPTIST CHURCH
3 GEORGE A. STRONG HOUSE/DuCRET SCHOOL OF THE ARTS
4 GRACE EPISCOPAL CHURCH
5 YWCA OF PLAINFIELD / NORTH PLAINFIELD
6 GATE HOUSE, JOHN T. JOHNSTON ESTATE
7 J.K. MYERS HOUSE
8 PLAINFIELD SEVENTH DAY BAPTIST CHURCH
PLAINFIELD BOARD OF EDUCATION BUILDING
9 H.C. FULLER HOUSE
10 CLAWSON HOUSE
11 FITZ-RANDOLPH HOUSE
12 CITY FIREHOUSE NO. 4
13 LAMPKIN HOUSE
14 NATHANIEL DRAKE HOUSE
15 TITSWORTH-SUTPHEN HOUSE
16 ST. MARY'S CATHOLIC CHURCH COMPLEX
17 1170-1174 WOOLAND AVENUE
18 NETHERWOOD RAILROAD STATION
HISTORIC SITES & DISTRICTS
CITY OF PLAINFIELD
UNION COUNTY NEW JERSEY
SCALE: 1" = 700' DATE: 9-16-2009
REMINGTON, VERNICK ENGINEERS
15-33 HALSTED STREET, SUITE 204, EAST ORANGE, NJ 07018
(973) 323-3065, FAX (973) 323-3068
WEB SITE ADDRESS: WWW.RVE.COM

4. PROPOSED HISTORIC PRESERVATION IMPROVEMENTS

4.1 The city should seek grant assistance to update the 1985 citywide inventory of historic resources.

4.2 The city should seek grant assistance to prepare nominations for additional historic sites and districts to the New Jersey and National Registers of Historic Places.

4.3 The city should support public education about the city's historic preservation program by integrating and maintaining information and publications of the HPC on the city's website. Web-based community outreach is crucial to improving public access to and awareness of the city's historic preservation program.

4.4 The HPC should designate new historic sites and districts under the city's historic preservation ordinance.

4.5 The HPC should continue to work with other municipal agencies and boards to improve awareness of the city's historic preservation program and enforcement of regulations that impact the city's historic resources.

4.6 The HPC should monitor and disseminate best practices, new developments and other guidance for greening older and historic buildings without compromising historic character.

4.7 The city should amend the land use element and LUO to designate Cedar Brook Park and Green Brook Park as the ninth and tenth historic districts of the city.

4.8 This plan recommends that the HPC 'landmark' the existing cemeteries in order to preserve them.

Appendix

List of historic sites in the *City of Plainfield Survey of Historic Building Resources* (1985).

Note: The following historic resources were identified as part of the citywide survey in 1985. The survey did not include the four historic districts that were in existence by 1985 and had been previously surveyed (Crescent Area, Hillside Avenue, North Avenue, and Van Wyck Brooks Historic Districts). Some of the following sites have been demolished or significantly altered.

Utility Service Plan Element

A utility service plan element may be included in the master plan. A utility service plan element analyzing the need for and showing the future general location of water supply and distribution facilities, drainage and flood control facilities, sewerage and waste treatment, solid waste disposal and provision for other related utilities, and including any storm water management plan. (N.J.S.A. 40:55D-28-MLUL)

1. PURPOSE

The City of Plainfield has a comprehensive utility infrastructure that serves an urban center with significant residential, commercial and industrial developments. This utility infrastructure consists of public water, sanitary sewer, electric, natural gas, stormwater, communications, and solid waste facilities.

The purpose of this utility service plan element is to analyze and ensure the existence of an adequate utility infrastructure for the present and projected residential population and commercial activity of the city, without adversely affecting the environment or quality of life of the city's residents and general public.

This utility service plan element analyzes the present condition of the existing water supply, electric power and other energy utilities, sewer service, solid waste disposal, storm-water detention facilities/flooding, communications and emerging utility technologies serving Plainfield. Recommendations are made based upon the existing conditions and future needs of the city.

Plainfield's utility infrastructure is adequate to meet the needs of current businesses and residents. However, a significant portion of the city's infrastructure is aging because it was constructed in the late 19th and early 20th centuries resulting in constraints such as limited capacity and the need to rehabilitate older facilities. Areas of concern include stormwater management inadequacies resulting in flooding of low-lying sections of the city, ground water and surface pollution resulting from the storm and sanitary sewer systems, and the need to rehabilitate the water distribution network. The Plainfield Municipal Utilities Authority (PMUA), which is responsible for the sanitary sewer systems, has been addressing these issues through a series of on-going improvement projects in its capital program.

Utility services play a critical role in shaping future growth. The availability of adequate sewer and water lines is essential for balanced development and concentrated redevelopment. Inappropriate expansion of these services can result in development inconsistent with the master plan, such as in areas that are environmentally sensitive, of historic significance, or designated for open space preservation.

The master planning of wastewater, water supply, and stormwater management facilities is necessary for cost effective development and maintenance of these public utility systems. The planning of these utility systems is predicated on the land development

which municipal zoning ordinances allow. As land development proceeds under many societal, economic, and environmental influences or zoning changes, the planning of the utility systems must also be revisited.

2. OBJECTIVES AND POLICIES

As the 1998 Master Plan and 2006 Periodic Re-Examination do not include a utility service plan element, the objectives and policies of this element are enumerated below:

OBJECTIVE 17: City residents and local businesses should be provided with safe and adequate utility supplies and infrastructure including power, heat and communications utilities, a public (potable) water supply, sanitary sewers, wastewater disposal and treatment, and stormwater management.

Policy 17.1 – The city should maintain, upgrade, expand, and protect the existing utility infrastructure.

Policy 17.2 – Where applicable, the city should plan and implement new utility infrastructure to replace aging and obsolete systems.

OBJECTIVE 18: Utility needs of development and designated redevelopment areas should be provided.

Policy 18.1 – The city should plan and implement new utility infrastructure to replace aging and obsolete systems that serve development and redevelopment areas.

Policy 18.2 – The city should require, where appropriate, that the cost of the creation, expansion, or extension of utilities related to development or redevelopment be borne by the property owner or developer.

Policy 18.3 – The city and land use boards should promote the underground placement of all utilities in development and redevelopment areas.

OBJECTIVE 19: The city residents, local businesses and public service entities should be provided with adequate and efficient high technology infrastructure accessibility including fiber-optic data transmission lines, digital switching stations, telecommunication facilities and high-speed internet access and other technologies as they emerge.

Policy 19.1 – The city should encourage the development of high-technology infrastructure including fiber-optic data transmission lines, digital switching stations, telecommunication facilities, and high-speed internet access

Policy 19.2 – The city should work with high-technology providers in planning for the creation and expansion of high technology infrastructure and to ensure the availability of the required electric load requirements for cyber districts.

3. SUMMARY OF RECOMMENDATIONS

3.1. Water Supply and Service

Preserve and protect the city's public water supply including storage areas, treatment facilities and the distribution system. Ensure an adequate supply of potable water. Identify water supply demand at build-out and confirm capacity availability.

3.2. Sanitary Sewer System

Analyze development and redevelopment area build-out and flow needs; ensure sufficient capacity exists to handle existing and projected sewage flows. Repair and maintain sewer infrastructure.

3.3. Stormwater Management

Reduce flood damage, including damage to life and property; minimize storm water run off from new development. Minimize pollutants in storm water runoff from new and existing development. Determine through study, potential abatement options for flooding within the Green Brook / Cedar Brook floodplains.

3.4. Solid Waste Disposal

Ensure the appropriate storage of residential, commercial, and industrial solid waste, recyclables, and bulk waste, and ensure their timely collection. Encourage increasing the percentage of solid waste that is recycled in Plainfield.

3.5. Electric Supply and Communication Utilities (Telephone and Cable TV)

Preserve and protect the city's electric supply including the distribution system. Identify electric supply demand at build-out and confirm capacity availability. Promote the distribution and efficiency of these utilities through environmentally friendly means.

3.6. Natural Gas

Determine the adequacy of the inspection of natural gas transmission lines to ensure public safety.

3.7. Emerging Technologies

Encourage communication companies to provide fiber optic service to Plainfield as part of major road improvements, and within development and redevelopment areas. Promote the development of public access to computers at schools, libraries, and municipal buildings.

3.8. Energy Conservation

Promote the conservation of energy by encouraging Leadership in Energy Efficient Design (LEED) features in new development, municipal, and school buildings. All new and rehabilitated public buildings are to be LEED certified. Develop zoning strategies that promote reduced single occupancy vehicle trips and advance green building construction and sustainability.

4. EXISTING UTILITY SERVICES CONDITIONS

4.1. Water Supply and Service

New Jersey American Water Company (NJAWC) owns and maintains the potable water distribution system in the city. The average amount of water consumed within the city is approximately 3.7 million gallons per day. Many of the water mains have been cleaned and cement lined, with the majority of the hydrants replaced.

Utility installation along Watchung Avenue

NJAWC is committed to providing water that meets or exceeds all federal and state water quality requirements for drinking water. Water company officials indicate that existing supplies are adequate and anticipate no problems with providing additional water to meet future growth in Plainfield. Nonetheless, the water company should continually evaluate its infrastructure to ensure its adequacy to meet current and future needs and provide written assurance to the city.

4.2. Sanitary Sewer System

Management, administration, maintenance and operation of the Plainfield sanitary sewer collection system are the responsibility of the PMUA. The PMUA was created in 1995 to ensure the adequate provision of both sanitary sewer and solid waste services for the city.

Plainfield's sanitary sewer system is separate and independent from the city's storm sewer system. The PMUA oversees, operates and maintains over 110 miles of sanitary sewer service lines, ranging in diameter sizes of eight inches (8") through twenty-four inches (24"), and two (2) active sewage pumping stations. The sanitary sewer system provides for the collection and conveyance of the municipal waste water to regional sewage authorities for further conveyance and proper treatment.

The PMUA is responsible for all sanitary sewer mains, trunk lines and related infrastructure, including administering approval of all connections to the system. The PMUA does not maintain individual customer lateral service lines. Maintenance of lateral service lines connecting the customer to the city's sewer main is the responsibility of the individual property owner. Sanitary sewage generated within the city is conveyed through the city's collection system to the Plainfield Area Regional Sewerage Authority (PARSA) for conveyance to the Middlesex County Utility Authority (MCUA) for required water treatment and ultimate discharge into state waters. Sanitary sewage is not treated by PMUA-operated facilities and conveyance responsibilities do not extend beyond the city limits.

In 2007, average annual sewage flow from Plainfield to the PARSA joint conveyance system and ultimately to the MCUA sewage treatment plant was approximately 3.7 million gallons a day. This represents approximately 32 percent of the combined flow from the eight municipalities, including Plainfield, that make up the total PARSA flow conveyed to the MCUA treatment plant, which processes approximately 110 million gallons of wastewater per day. Plainfield's average sewage flow represents about three (3%) percent of MCUA's total processed wastewater.

MCUA oversees and monitors overall capacity at the treatment plant and is responsible for improvements to waste water treatment facility to address future capacity needs. Likewise, PARSA oversees and monitors improvements to PARSA's conveyance system for future transport capacity needs. The PMUA forecasts that flow from Plainfield will be approximately 4.29 million gallons a day by the year 2015. This twenty year future flow was taken from The Lower Raritan/Middlesex County Wastewater Management Plan from 2000.

The PMUA is completing plans to construct a new pump station at Rock Avenue to replace the existing facility. The pump station will include a new wet well with three submersible pumps to handle an average daily flow of 0.288 million gallons a day. In addition to the wet well, a valve chamber and a control/guard building will be constructed.

Additional planned improvements to the sanitary sewer infrastructure include plans for the construction of a sewer maintenance jet-vacuum truck dump station for dewatering solid materials removed from the sanitary sewer mains as a result of routine line cleaning maintenance activities. The jet-vac dewatering facility will be constructed at or near the rebuilt Rock Avenue Pumping Station.

Any extensive future development, especially in the city's redevelopment areas, may require that the local sanitary sewer system be upgraded in capacity. The sanitary sewer system will be evaluated as projects become known to the PMUA. It is anticipated that potential developers would need to participate in bearing the cost of needed system infrastructure improvements as outlined in the Authority's Rules and Regulations.

To continue to provide a reliable collection and conveyance system PMUA will:

- Replace or upgrade sanitary sewers where needed, as part of the city's roadway reconstruction projects.

- Analyze build-out and sewer flow needs for the city as development/ redevelopment projects are identified; ensure sewerage facilities will have capacity to handle projected sewerage flows.

4.3. Stormwater Management

Plainfield is located in two major drainage basins– the Lower Raritan Basin, and the Rahway River Basin. Part of the area in the Lower Raritan Basin drains to the Green Brook; and part drains to the Cedar Brook. Under major storms, water overflows from the Green Brook flooding through the city to Cedar Brook. Water bodies present in the city are the Green Brook, along the city's boundary with North Plainfield and Green Brook, and portions of the Cedar Brook which bisects the city from north to south and Cedar Brook Lake which is located in the southern portion of the city.

The city exhibits severe water quantity problems including flooding, stream bank erosion, and diminished base flow due to silt build up in its streams. Many of the culverts associated with road crossings in the city are undersized. During severe storm events, these undersized culverts do not have adequate capacity, thereby causing a backwater effect and flooding upstream.

Stream Maintenance at the Green Brook

In response to the 1971 and 1973 floods of the Green Brook, the Green Brook Flood Control Commission (GBFCC) was authorized by the State of New Jersey and consisted of volunteer representatives appointed by the flood-affected municipalities and counties, as well as the state. The Commission regularly holds open meetings to discuss their goal of a comprehensive flood control solution for the entire Green Brook Basin. The U.S. Army Corps of Engineers prepared a regional plan addressing the flooding issues associated with the Green Brook; this plan is scheduled to address Plainfield's flooding problems in 2012.

Remington & Vernick Engineers prepared Plainfield's municipal stormwater management plan in 2006. The plan was approved by the Plainfield Planning Board in 2006 and City Council in 2007. The plan is required by NJAC 7:14A-25, Municipal Stormwater Regulations and contains all of the requirements of the newly adopted Stormwater Management Rules. The plan addresses groundwater recharge, storm water quantity and storm water quality impacts, and the incorporation of design and performance standards for new major development of projects that disturb one or more acres of land. This plan is an appendix to this element.

To achieve these goals, the plan outlines specific stormwater design and performance standards for new development. The plan also proposes stormwater management controls to address impacts from existing development. Preventative and corrective maintenance strategies including annual outfall inspections and regular storm sewer cleanings are e also included in the plan. It is anticipated that potential developers and redevelopers would need to participate in bearing the cost of needed stormwater system infrastructure improvements.

On September 25, 2006, City Council adopted Ordinance MC 2006-30 adopting regulations to minimize public and private losses of property due to flood conditions.

4.4. Solid Waste Disposal

In 1988, the New Jersey Solid Waste Management Act (N.J.S.A. 13:1E-1 et seq.) established a comprehensive system for the management of solid waste in New Jersey. Plainfield is located in New Jersey's Union County Solid Waste Operating District and is subject to the NJDEP certified "Union County District Solid Waste Management Plan". The Plan is adopted and amended from time to time by the Union County Board of Chosen Freeholders and is administered by the Union County Utilities Authority (UCUA).

Provision of adequate refuse collection facilities is a requirement of all development applications filed with the Plainfield Planning Board (PB) and Zoning Board of Adjustment (ZBA). The Boards must ensure that each review includes a requirement that the developer/redeveloper provide adequate solid waste and recycling facilities for each project.

The PMUA ensures the adequate provision of solid waste services for Plainfield. As a Municipal Authority, the PMUA is charged with developing, managing, administering, maintaining and operating Plainfield's solid waste management system. The PMUA is responsible to ensure that Plainfield's solid waste plan and all waste operations are within the bounds of the provisions of the NJDEP and the Union County District Solid Waste Management Plan (UCSWMP).

The PMUA manages Plainfield's solid waste infrastructure, including permitting, maintenance and operation of the Rock Avenue Transfer Station facility. In 2007, the PMUA completed construction on Phase 1, 2 and 3 of a four (4) phase construction project to enhance permitting and to renovate the newly designated Plainfield Environmental Resource Center (PERC) located at 95 Rock Avenue. Under updated NJDEP permitting, the facility is designated as a Transfer Station/Materials Recovery Facility (TS/MRF). Permitted tonnage increased from 99 tons to a throughput of 280 tons per day. The facility is approved and included in the UCSWMP and is permitted to process waste type 10 municipal waste (household, commercial and institutional), type 13 bulky waste, type 13C construction and demolition waste, type 23 vegetative waste, and type 27 dry industrial waste.

All materials collected, received and processed at the PERC are transferred to properly designated facilities for ultimate disposal. The UCSWMP directs and mandates disposal of all type 10 and type 13 waste materials under waste flow provisions. Recyclable materials are marketed for revenue recovery and vegetative waste materials are transferred for composting by various companies. These materials are not controlled waste under current county solid waste flow mandates.

In addition to managing the PERC as a residential and commercial drop off facility, to ensure the adequate provision of comprehensive and affordable solid waste services for Plainfield, the PMUA also maintains a solid waste infrastructure that includes a fleet of semi-automatic rear loading garbage packers, trash transport trailers, roll-off trucks and various sized roll off containers, various sized rear load dumpsters for high density and commercial use, and various sized dump trucks, and has invested over $1 million in roll-out containers for residential solid waste and recycling services.

The PMUA provides a highly varied residential, commercial and institutional on-site collection services that include: a) curbside (rollout) or rear yard residential household collection and rear load dumpster container collection services; b) scheduled and un-scheduled bulky waste residential collection services; c) 10 to 50 yard roll off container services; and d) the routine collection and disposal of recyclable items such as newspapers, mixed paper, corrugated cardboard, glass containers, aluminum cans, steel cans, plastic containers, etc.

The PMUA provides solid waste and recycling services to all municipal sites including city hall, fire houses, police and municipal court facilities, city parks and recreations facilities, and provides, maintains and services all public litter containers. The PMUA partners with, and accepts and disposes of all solid waste and vegetative waste collected

by the city's Division of Public Works. The PMUA also provides on-call site clean up of private properties when directed by the city, following declarations of violations of municipal codes or in response to health emergencies. The PMUA also partners with Union County by periodically offering specialized collection services such as office and personal paper shredding service, household hazardous waste disposal services and electronics waste disposal.

As a mission objective in accordance with the creation ordinance, the interlocal services agreement and the authority's rules and regulations, the PMUA, acting as a regulatory agency, is responsible for oversight of the city's entire waste flow including: administering, monitoring, inspecting, reporting and ensuring support for the enforcement of all federal, state, county and local rules and regulations regarding the maintenance of a clean and healthy environment in the city. The PMUA has adopted and from time to time updates and amends its Solid Waste Rules and Regulations governing the city's solid waste management plan.

In 2007, the PMUA collected 26,015 tons of solid waste consisting of 18,765 tons of Type 10 municipal waste and 7,250 tons of Type 13 bulky waste. The PMUA collected approximately 3300 tons of commingled recyclable waste and 160 tons of mixed paper recyclable waste. Plainfield's current recycling rate is estimated at approximately 29%.

To continue to provide for reliable and affordable municipal solid waste collections and disposal system for Plainfield, the PMUA will:

- Continue to provide a broad menu of affordable solid waste services convenient to resident and business needs.

- Increase tracking and monitoring of all waste flow in and through the city in order to ensure proper waste operations to help eliminate improper and illegal waste dumping.

- Continue to analyze the city's overall solid waste needs and to modernize solid waste management strategies, techniques, plans and services to help ensure maintenance of the city's environmental health, cleanliness and appearance.

4.5. Electric Supply and Communication Utilities (Telephone and Cable TV)

Much of the city's power is supplied from transmission-sourced substations (Fanwood and Green Brook substations), and a sub-transmission-sourced substation at South Second Street. The distribution circuits from these substations are energized at 13.2-kV (13,200 volts). There are two sub-transmission-sourced substations (Plainfield Avenue and Front Street) that supply distribution circuits energized at 4-kV (4,000 volts) which supply older sections of the city, besides the underground network in the downtown area.

There is no one Public Service Electric and Gas (PSE&G) facility that supplies only Plainfield (Plainfield substation provides service to a significant part of North Plainfield Township). Many PSE&G circuits supply customers in many different municipalities; therefore Plainfield's exact amount of electric usage cannot be determined. Power company officials have suggested that Plainfield can increase its load demand up to 8 mega-watts of power without a major design being required. Beyond this load it may be necessary to contemplate the construction of additional substation facilities.

Verizon delivers traditional telephone services system and Fiber Optic Service (FIOS) throughout Plainfield. Comcast delivers digital cable and high speed internet services throughout Plainfield. The city does not have reverse 911 emergency service capabilities.

The city is committed to the underground installations of utility lines whenever possible and encourages the placement underground of existing above ground utilities whenever major road reconstruction or development/redevelopment occurs. The city has identified the need for greater emphasis on the screening, location, and size of above ground utility cabinets.

4.6. Natural Gas

Natural gas is used in homes and businesses daily for many functions such as cooking, heating, and hot water. The entire city has access to natural gas service, which is provided by PSE&G. This utility is regulated by several government agencies. The city does not have a map of the natural gas system.

4.7. Emerging Technologies

Emerging technologies is a new area of concern for the city. The way businesses and residents in Plainfield will communicate, transfer data, and collect and receive information is rapidly changing. The PB supports policies designed to ensure that beneficial new technology is available to Plainfield residents and businesses.

Plainfield currently has three levels of internet connectivity: traditional telephone services, DSL, and cable modem services. As of 2002 the most common form of internet connectivity in Plainfield was 56 bps dial up modem. DSL and cable modem service demand has increased. As of the preparation of this plan, the Public Library is the only public building with free Wi-Fi (Wireless Fidelity) capability.

Besides the three traditional levels of internet connectivity, Plainfield has rich connectivity potential in the area of line of sight managed wireless towers (MWT). In 2002 there were 44 MWT sites within a nine mile radius of Plainfield; each of these sites represents an aerial route for the delivery of high-speed internet services.

The City's Land Use Ordinance (LUO) regulates the siting of wireless communications towers.

4.8. Energy Conservation

Energy plays a vital role in the health of Plainfield's economy and environment. The current LUO does not address alternative energy policies such as wind and solar power. Long term actions and immediate investments in the city energy facilities and infrastructure, and consumption behaviors will enable Plainfield to ease energy costs in the short term, create jobs, and produce clean energy. The PB supports policies designed to conserve energy in residential, commercial and transportation areas. The PB encourages the use of new technology to further energy conservation, cleaning the air, and reducing traffic congestion. On February 17, 2009 City Council adopted resolution R-092-09 submitting an application for participation in the Local Government Energy Audit Program of the New Jersey Board of Public Utilities in order to conduct energy audits on all municipal buildings. The city has also registered with Sustainable New Jersey in order to promote sustainable development.

4.9 Off-Tract Improvements

The city does not currently have an ordinance requiring a developer, as a condition of approval of a subdivision or site plan, to pay their pro-rata share of the cost of providing reasonable and necessary street improvements and water, sewerage and drainage facilities and easements, located off tract but necessitated by construction or improvements within the subdivision or site plan.

4.10 Coordination with the City

The city has instituted a permit system requiring utility companies and private property owners to obtain Street Opening Permits for utility and public infrastructure improvements within the city rights-of-way. Applicants must place bonds with the city to ensure that work is completed in the proper manner.

5. PROPOSED UTILITY SERVICES IMPROVEMENTS

5.1. Water Supply and Service. To ensure a safe and adequate water supply during drought conditions and accelerated development, the following strategies are proposed:

1. Continue to work with NJAWC to ensure an adequate supply of potable water. Identify water supply demand at build-out and confirm capacity availability. The city should obtain a water infrastructure map as a resource for future planning.

2. Develop a detailed, computer generated map of the city's water supply system.

3. Coordinate the replacement of substandard distribution mains with road reconstruction.

4. Ensure adequate water pressure and volume for fire fighting purposes.

5. Encourage the replacement of outdated fire hydrants with national standard threads.

6. Preserve and protect the city's public water supply including storage areas, treatment facilities and the distribution system.

7. Encourage the continuation and completion of cleaning and cement lining of all potable water mains.

5.2. Sanitary Sewer System. To provide a reliable collection and conveyance system, the following strategies are proposed:

1. Develop in cooperation with the PMUA a detailed, computer generated map of the city's sanitary sewer system with updates regarding status of smoke tests, ionized infiltration test, and the development of a grease collection facility.

2. Replace sewers where needed, as part of roadway reconstruction projects.

3. Analyze build-out and sewer flow needs for the city as development/ redevelopment projects are identified; ensure sewerage facilities will have capacity to handle projected sewerage flows.

5.3. Stormwater Management. To ensure a safe and efficient management of storm water runoff, the following strategies are proposed:

1. Continually update flood hazard regulations and the stormwater management ordinance to comply with NJDEP and FEMA standards and utilized for all development applications before land use boards.

2. Develop a detailed, computer generated map of the city's stormwater infrastructure

3. Identify areas of flooding due to infrastructure delinquencies; follow up with what improvements may be required to abate flood events.

4. Explore methods to reduce the costs of flooding to residents such as purchasing properties and/or structures, reducing permitted impervious surfaces, and reducing permitted development in designated flood areas, improving channelization, modifying bridge structures, implementing an infrastructure maintenance program, and requesting assistance from Union County, and the State of New Jersey.

5. Minimize, to the extent practical, with a goal of achieving a 0% increase in runoff, any increase in storm water runoff from any new development/ redevelopment and review/revise appropriate LUO regulations to ensure city-wide

reductions in impervious surfaces and installation of appropriate stormwater control facilities in accordance with the city storm water management plan.

6. Reduce soil erosion from any development or construction project.

7. Assure adequacy of existing and proposed culverts, bridges, and other in-stream structures.

8. Maintain groundwater recharge.

9. Prevent, to the greatest extent feasible, an increase in nonpoint source pollution.

10. Maintain the integrity of stream channels for their biological functions as well as drainage.

11. Minimize pollutants in storm water runoff from new and existing development to restore, enhance and maintain the chemical, physical and biological integrity of the waters of the state, protect public health, safeguard fish and aquatic life and scenic and ecological value, and enhance the domestic, municipal, recreational, industrial and other uses of water.

12. Protect public safety through the proper design, operation and maintenance of storm water basins.

5.4. Solid Waste Disposal.

1. Increase tonnage for recycling plastic, glass, metals, paper and other recyclable items through adoption of a recycling ordinance mandating recycling, and other appropriate actions.

2. Include “de-manufacturing uses” as a permitted use in the industrial zone.

3. Ensure, through board development reviews, that adequate and proper solid waste and recycling facilities are provided on all development/redevelopment sites.

4. Encourage city-wide participation in Union County sponsored electronic and hazardous material recycling programs.

5.5. Electric Power and Communications (Telephone and Cable TV) Utilities. To ensure a safe and adequate distribution of electric power supply and emergency services communication, the following strategies are proposed:

1. Promote the installation of underground utilities in new residential development, in historic districts, and other residential areas where existing structures cause hazards.

2. Encourage the relocation of existing above ground utilities underground whenever road reconstruction occurs.

3. Ensure that all above ground utility cabinets are adequately screened and blend in with existing development. Installation of transformers for new developments should be located on site away from occupied structures and required front yards or appropriately screened.

4. Investigate the costs and benefits of providing reverse 911 and other emergency services to city emergency service providers and take appropriate implementation actions.

5. Review the LUO regulations regarding communication towers and satellite dishes to ensure updates with emerging technology, proper placement and screening.

5.6. Natural Gas. Gas transmission companies are urged to carefully monitor their lines. When repair or replacement is necessary, it should be done in a coordinated way minimizing inconvenience to the public. Pipelines should be carefully monitored and those developments in close proximity to these lines should have two means of egress.

1. The city should obtain a map of the natural gas pipeline system in the city.

2. Determine the adequacy of the inspection of national gas transmission lines to ensure public safety.

5.7. Emerging Technologies. To ensure that emerging technology is available in Plainfield, and its impact does not affect the quality of life, the following policies are proposed:

1. Encourage communication companies to provide fiber optic service to Plainfield. Consideration should be made to install fiber optics as part of major road improvements and reconstruction, especially within major development/redevelopment areas.

2. Encourage the development of public access to computers (Wi-Fi technology) at schools, libraries, municipal buildings, senior citizen centers, and community centers.

3. Monitor technological developments that impact infrastructure or residents' quality of life.

4. Encourage the utilization of cable television as a tool for providing greater public access to municipal meetings and community events.

5. The city should adopt LUO regulations that require the installation of emergent technology facilities in appropriate locations and with proper site and neighborhood sensitive design.

6. Communication tower regulations should be reviewed on an annual basis in order to ensure that providers adequately service the city in the most inconspicuous manner and at proper locations.

5.8. Energy. To promote the conservation of energy, the following strategies are proposed:

1. Encourage the incorporation of energy-efficient LEED and sustainable development design features in new development/redevelopment.

2. Encourage conservation measures in municipal and school buildings, including the rehabilitation of old heating plants.

3. Promote the development of expanded public transportation, park and ride facilities, vanpooling, bicycling, walking and any other alternatives to single occupancy vehicle trips.

4. Develop zoning techniques which will reduce single occupancy vehicle trips and advance green building construction.

5. Encourage the purchase of alternate fuel vehicles when replacing fleet cars that operate on fossil fuel.

6. Encourage the preparation of LUO regulations for solar access preservation and solar panel installation, wind power, and other alternate forms of energy.

7. Consider waiving permit fees or granting tax abatements for green improvements.

8. Encourage environmentally preferable purchasing (EPP) of goods and services that have a lesser or reduced effect on human health and the environment when compared with competing products and services that serve the same purpose. City agencies with purchasing power to procure and use cleaning products that minimize potential impacts to human health and the environment should do so.

9. Encourage the installation of Light Emitting Diode (LED) traffic lights and compact fluorescent lights in for use in buildings, ball fields, and street lights.

10. Encourage a city-wide electronics recycling program and adoption of a recycling ordinance requiring recycling.

11. Promote green technology in residential home repairs, renovations, and improvements, and through the Community Housing Assistance Program (CHAP).

12. Continue city promotion of sustainable development.

5.9. Off-Tract Improvements. The city should add an off-tract improvement section to the LUO that would require developers/redevelopers of projects that will impact all utility services discussed in this plan to provide a pro-rata share of reasonable and necessary off-tract costs needed for the improvements.

5.10. Coordination with the City. Ensure utility company and other utility providers obtain city street opening permits for all work and coordination of improvements with city road improvement plans.

Consistency Statement

COMPATIBILITY WITH STATE AND LOCAL PLANS

This portion of the Master Plan examines the relationship of the city's development as envisioned by the Master Plan to the Master Plans of adjoining municipalities land and as well to the Master Plan of Union County and the State Development and Redevelopment Plan (SDRP).

Relationship to Plans of Adjacent Municipalities

Plainfield is surrounded by seven municipalities: Borough of Fanwood to the northeast; Scotch Plains Township to the north and east; Watchung Borough to the west; the Borough of North Plainfield to the west; Green Brook Township and the Borough of Dunellen to the southwest; Piscataway Township and the Borough of South Plainfield to the south.

Borough of Fanwood

The portion of the Borough of Fanwood that borders the City of Plainfield is situated on Terrill Road. That area is primarily zoned Residential R-75 with the intersection of Terrill Road and South Avenue, zoned Light Industrial. The majority of the residential zone contains non conforming lots with single family detached dwellings. The light industrial area contains a commercial use and a gas station. This zoning is consistent with that of the City of Plainfield. An affordable housing development is also situated on the border on the Cottage Way cul-de-sac.

The City of Plainfield Master Plan envisions residential, commercial, and light industrial development along the mutual boundary with the Borough of Fanwood. This is compatible with the pattern of existing land uses within the Borough of Fanwood.

The Borough of Fanwood is completely built out. Between Cray Terrace and La Grande Avenue is a DEP protected area of open space. No redevelopment plans are proposed around the border. The borough completed its Master Plan Re-examination in 2004.

Piscataway Township

The City of Plainfield Master Plan envisions Moderate Density Residential, Parks, and Light Industrial development along the mutual boundary with the Township of Piscataway. This is compatible with the pattern of existing land uses within the Township of Piscataway.

Piscataway Township is situated south of the City of Plainfield. The borderline intersects a number of separate roads. The zoning is primarily Residential R-75 with M-1 Industrial on South Second Street and a block on West Sixth and Trinity Place zoned for General Business. The land use pattern on the border of Piscataway and Plainfield are consistent.

Piscataway Township completed its Master Plan Re-examination in 2005. No redevelopment plans are proposed or existing for the area bordering the City of Plainfield.

Township of Scotch Plains

The City of Plainfield Master Plan envisions Low, Very Low and Medium Density Residential and Neighborhood Commercial development along the mutual boundary with the Township of Scotch Plains. This is compatible with the pattern of existing land uses within the Township of Scotch Plains. The Township of Scotch Plains shares a sizable border with the City of Plainfield. Hillside Cemetery is located at the southernmost edge of the township and represents the starting point of the Plainfield borderline. This borderline continues north until Terrill Road, which demarcates the borderline of the Borough of Fanwood. Terrill Road travels northwest, intersecting the City of Plainfield and Borough of Fanwood border. The northernmost portion of the City of Plainfield is adjacent to the Township of Scotch Plains intersected by Terrill Road.

Borough of South Plainfield

The Borough of South Plainfield is located south of the City of Plainfield. The predominant land use along the border is residential, specifically R-75, R-10, and R-15 zoning. OBC-1 – Local Business Zoning District is located on two areas on the border, though only for a couple of blocks. The City of Plainfield Master Plan envisions Medium Density Residential, Parks and Medium to High Density Residential development along the mutual boundary with the Borough of South Plainfield. This is compatible with the pattern of existing land uses within the Borough of South Plainfield.

Borough of Watchung

The City of Plainfield Master Plan envisions Medium Density Residential and Park development along the mutual boundary with the Borough of Watchung. This is compatible with the pattern of existing land uses within the Borough of Watchung. The border between the Borough of Watchung and the City of Plainfield is comprised of commercial and residential uses abutting each other. The Borough of Watchung is zoned Highway Commercial, while the City of Plainfield is zoned R-2 – Residential. The border is located on the northwestern portion of the City of Plainfield. The two municipalities share Terrill Road to the north.

The Borough of Watchung's most recent Master Plan Re-examination was completed in 2005.

Township of Green Brook

The City of Plainfield Master Plan envisions Medium Density Residential development along the mutual boundary with the Township of Green Brook. This is compatible with the pattern of existing land uses within the Township of Green Brook. The Township of Green Brook is located on the southwestern border of the City of Plainfield. The two municipalities' share a small border which is comprised of forested area. The area belonging to the Township of Green Brook is zoned CA – Conservation Area. The City of Plainfield has a zoning of R-2 Residential.

Borough of Dunellen

The Borough of Dunellen is located on the southwestern-most edge of the City of Plainfield. Jefferson Street divides the two municipalities. The NJ Transit line runs through both towns. The land uses appear to be similar with residential uses on both sides. The zoning adjacent to the rail line for the City of Plainfield is GC – General Commercial, while the Borough of Dunellen is zoned B - Business. The City of Plainfield Master Plan envisions Medium Density Residential and General Commercial development along the mutual boundary with the Borough of Dunellen. This is compatible with the pattern of existing land uses within the Borough of Dunellen.

The Borough of Dunellen has no projects pending along their border with the City of Plainfield. Their most recent Master Plan Re-examination was 1996.

State Development and Redevelopment Plan (SDRP)

Plainfield is located in Metropolitan Planning Area One (PA1). The intent of this planning area includes the following:

- Provide for much of the state's future development
- Revitalize cities and towns
- Promote growth in compact form
- Stabilize older suburbs
- Redesign areas of sprawl
- Protect the character of existing stable communities

The Master Plan herewith meets the intentions of the Metropolitan Planning Area. By supporting the development of two transit oriented development (TOD) areas, the plan utilizes transit-oriented development strategies to ensure a compact, pedestrian-friendly community. Additionally, the city has designated many local areas as "historic districts", including the Civic Historic District and the North Avenue Commercial Historic District. It should also be noted the circulation element also encourages bicycle use by increased provision of bicycle racks and identification of routes for bicycle circulation.

The proposed master plan also supports the following statewide policies set forth in the SDRP.

APPENDIX A

Fair Share Plan
For Round Three (January 1, 2004 - December 31, 2018)

ACHIEVEMENT OF FAIR SHARE

1.0 Introduction

This plan is intended to set forth the means by which the City will provide housing affordable to families of low and moderate income consistent with the Substantive Rules of the New Jersey COAH for the Period Beginning on June 2, 2008, being further amended September 22, 2008. As such, this plan will address in the first instance the rehabilitation of housing units (rehabilitation need) within the city and in the second, obligations which arise as a result of housing construction and job creation - growth share. Satisfaction of unmet prior round need is not in this instance applicable. The city has not accrued unmet need given the city was not assigned an obligation arising from the pro-rating of regional need throughout the housing region (regional reallocated present need) as a result of its status as an urban aid community.

2.0 The Obligation

The city's obligation for the third round as noted above is comprised of a rehabilitation component and a growth share component respectively 690 units and 156 units for a total obligation of 846 units.

3.0 Addressing the Rehabilitation Need

Appendix B of the third round rules identifies as of April 1, 2000, a rehabilitation need of 690 units calculated as being the sum of over crowded units (1,070) plus the number of dilapidated units (277) multiplied by the regional low/moderate deterioration share (0.714) minus the rehabilitation share credit (272).

$$0.714\ (1347) - 272 = 690$$

This rehabilitation number is a pre-credited number; successfully addressing the obligation requires determining the extent to which Plainfield is able to claim credits for rehabilitation initiatives resulting from the city's existing programs, and, identifying measures that will be taken over the course of round three to promote rehabilitation activity.

3.1 Rehabilitation Credits

For rehabilitation activity on or after April 1, 2000 and prior to December 20, 2004 to be eligible for credit, the work had to relate to low/moderate income households causing rehabilitation to applicable code standards; further providing, an average capital cost expenditure of $8,000.00 and placement of controls on affordability. For rehabilitation work on and after December 20, 2004, hard costs are to average $10,000.00. Regardless of the period during which the activity occurred, credit eligibility requires performance of rehabilitation program responsibilities set forth under Uniform Housing Affordability Controls (UHAC) N.J.A.C. 5:80-26.1 et seq. Third round rules require also that the city's

rehabilitation program provide for the rehabilitation of rental units. A further requirement is identification of the means by which the program is able to fund at least one half of the obligation by the mid-point of period over which this plan is in effect.

The city has contracted with Housing and Community Development, Inc. of South Orange, New Jersey to serve as the city's rehabilitation administrative agent. Per documentation provided by the administrative agent, 120-units have been rehabilitated under the city's CHAP Program (see next section) since April 1, 2000. In sum, 120 credits can be claimed based on five (5) rehabilitation projects averaging $22,823.00 per project for the period April 1, 2000 through December 19, 2004 plus 115 projects averaging $20,870.00 per project for the period beginning December 20, 2004.

Total Rehabilitation Credits: 120

3.2 City of Plainfield Rehabilitation Programs

3.2.1 *Comprehensive Housing Assistance Program (CHAP)*

This program is administered by the City's Office of Community Development and is funded by Union County through a United States Department of Housing and Urban Development (HUD) community development block grant (CDBG). The CHAP underwrites repairs to major systems for income eligible people through the mechanism of a zero interest rate loan payable at the time of transfer of title. Dependent on the scope of work, up to $25,000.00 can be made available for repairs to single-family dwellings; for two and three family dwellings, the maximum loan amount is set at $32,500.00 and $42,500.00 respectively. This program does provide rehabilitation assistance to rental units.

3.2.2 *Actions to Promote Rehabilitation*

The city will continue to utilize the services of an experienced rehabilitation administrative agent for the administration of the CHAP. Where responsibility for rehabilitation of units accrues to a developer as a result of a development approval, said responsibility will be a condition of the approving board's approval. Also, the city has embarked on an aggressive redevelopment planning program pursuant to the Local Redevelopment and Housing Law (LRHL) N.J.S.A. 40A:12A-1 et seq. Through this planning approach to revitalization, the city has declared various areas as being in need of redevelopment enabling thereby the preparation of redevelopment plans and designation of redevelopers. A principal benefit emanating from redevelopment planning is the ability of the city to enter into redeveloper agreements under which terms and conditions addressing provision of affordable housing can be negotiated. As the opportunity arises, the city will encourage private sector rehabilitation consistent with third round rules through agreements with redevelopers.

4.0 Unmet Prior Round Need

As the city is an urban aid community, it has a zero (0) unit unmet prior round need obligation.

5.0 Growth Share Obligation

Appendix F of the third round rules projects the construction of 374 units and the creation of 1,302 jobs within the city over the period of round three. These projections equates to a projected obligation of 156 units based on current methodology whereby the residential and job projections are divided by 5 and 16 respectively yielding the obligation:

374 units/5 =	75
1,302 jobs/16 =	81
Growth Share Obligation =	156*

*25% of the growth share obligation is to be achieved via the production of rental units which here equates to thirty-nine (39) units (156 x .25).

5.1 Satisfaction of Growth Share Obligation

With respect to growth share, the third round methodology makes a distinction between "projected need" and "actual need." The former is the obligation anticipated arising from the projected number of units and jobs expected over the course of round three. Note that the projected need (obligation) results from the number of projected housing units divided by five (5). As above, this division yields an obligation of seventy-five (75) units which is then added to the obligation arising from projected job growth, which results from division by sixteen (16) of the number of jobs expected to be created over the course of round three.

The "actual need" is that which results from the actual issuance of certificates of occupancy from a housing perspective and from the actual number of jobs created by the conclusion of round three. This need is determined by dividing the number of actual residential certificates of occupancy issued over the course of round three by four (4) and dividing the number of jobs created by sixteen (16). In the final analysis, this then is the actual obligation that needs to be satisfied. Division by four (4) results in a higher obligation and achieves the goal of one (1) affordable unit among five.

This fair share plan will not only demonstrate satisfaction of the "projected need" but will as well demonstrate satisfaction of the potential "actual need" through division of the "projected need" by four (4) requiring thereby satisfaction of a higher more conservative obligation of ninety four (94) units (374/4) from residential development which when added to the job growth obligation of eighty-one (81) units equates in sum to an obligation of 175 units.

Satisfaction of this higher, more conservative obligation is achieved via the application of credits resultant from a 100 percent affordable project, permanent and supportive housing, family rental units, as well as through affordable unit development which can reasonably be anticipated during round three.

5.1.1 *100 Percent Affordable Projects*

Horizons @ Plainfield. This development is comprised of seventy-four (74) family rental units located at 130 West Front Street (Block 250, Lot 8). This project was constructed by Regan Development Group of Ardsley, New York 10502 utilizing 9% New Jersey Housing and Mortgage Finance Agency (HMFA) low income housing tax credits. Use of this tax credit program requires that the units be priced at less than fifty percent (50%) AMI; this pricing was confirmed by telephone consult with, Ken Regan, President of the development group on November 21, 2008. As such, the facility is restricted to occupancy by low income families; date of restriction is October 1, 2003.

An award of one (1) credit results from each of the seventy-four (74) units. In addition, third round rules allow for the award of one (1) bonus credit for each unit in excess of the round three rental obligation, noted above as being thirty-nine (39) units. Accordingly, thirty-five (35) bonus credits are achieved:

Family rental units (74) - Rental obligation (39) = 35 bonus credits

Credits:	74
+ Bonus Credits:	35
Total Credits:	109

Greater Plainfield Habitat for Humanity. At the meeting of December 4, 2003, the board of adjustment granted zoning relief to allow the construction on a 0.79 acre parcel of five (5) affordable units at 908-914 West Seventh Street (Block 551, Lot 22). These units were to be located in two (2) structures - one housing three (3) units with the other housing two (2) units. Said approval was memorialized by adoption on February 4, 2004 of Resolution 02-41.

The petitioner did not act on the board's grant of zoning relief. Greater Plainfield Habitat for Humanity is now in the process of having development plans prepared for submission to the board of adjustment in the early part of 2009 which will depict the construction of a total of six (6) fee simple units housed in three (3) duplexes at the very same location. These units will be affirmatively marketed as required under the Uniform Housing Affordability Controls N.J.A.C. 5:80-26-1 et seq. and will be deed restricted to occupancy by low and moderate income families.

As required by third round rules, the site satisfies suitability requirements in that: 1) there is clear title, 2) the site is proposed in a residential area, 3) the site has frontage on an improved street, 4) public sewer and water is available to the site, and 5) there are no

apparent impediments to development pursuant to the New Jersey Residential Site Improvement Standards N.J.A.C. 5:21-1 et seq.

This plan posits that there is a high likelihood that the board of adjustment will at least approve the site for the same number of units as previously approved and may approve one (1) more unit for a total of six (6) units. To be conservative, this plan will assume approval of five (5) units resulting in the achieving of five (5) credits.

Total Credits: 5

This plan notes that activities of the Greater Plainfield Habitat for Humanity have resulted in the production of thirty (30) affordable units through either new construction or gut rehabilitation. These units are identified in the following table. While meeting the sprit of providing housing for low income families, these units are not considered creditworthy given alternative controls on affordability and affirmative marketing which are not technically in compliance with COAH/UHAC requirements.

Street Address	Block	Lot	Sale Price	Date of Sale
42 Randolph Road	725	26	$82,500	10-16-02
831 East Third Street	335	32.02	$97,500	11-15-07
727 Monroe Avenue	534	14	$77,425	12-30-98
1315 East Second Street	431	19	$82,500	06-14-01
52 Westervelt Avenue	320	32	$80,000	06-22-01
655 South Second Street			$82,500	10-15-08
526 East Sixth Street			$67,000	12-30-96
1101 East Front Street	433	15.01	$81,500	01-07-00
1235 Cameron Avenue	728	18	$82,500	07-24-03
651 South Second Street			$82,500	10-15-08
201 Grant Avenue	113	33	$120,000	06-04-08
1105 East Front Street	433	15.02	$85,575	06-14-01
534 East Sixth Street	613	5.03	$81,500	06-21-00
65 Everett Place	213	3	$77,425	04-22-02
1226 Cameron Avenue	727	9	$82,500	02-28-01
1659 West Third Street			$82,500	10-15-08
131 Carlisle Terrace			$87,000	04-22-02
602 East Sixth Street	615	1	$62,000	03-25-98
101 Pineview Terrace	443	1	$82,500	01-04-01
714 St. Marys Avenue	343	18.01	$94,700	02-01-08
1211 Clinton Place	133	50	$69,275	04-10-00
412 New Street	771	3	$120,000	07-28-08
1526 Mabel Street	144	15	$82,500	09-11-02
136 Carlisle Terrace	446	11	$79,870	04-01-03
32 Westervelt Avenue	320	25	$120,000	07-28-08
410 East Sixth Street	610	3	$55,000	12-16-96
829 East Third Street	335	32.01	$76,000	04-22-02

Street Address	Block	Lot	Sale Price	Date of Sale
1313 Astor Place	134	7	$55,000	09-17-01
210 Spooner Avenue	113	12	$65,000	04-03-95
530 East Sixth Street	613	5.02	$67,000	03-25-98

Community Access Unlimited. This non-profit having principal offices at 80 West Grand Street, Elizabeth, New Jersey 07202 owns and operates the mixed-use Myron Building located at 132-134 East Front Street which was converted from warehouse to affordable residential use through utilization of the New Jersey Housing and Mortgage Finance Agency (HMFA) 9% low income housing tax credit program. The 5-story structure houses nineteen (19) upper story condominium units over ground level commercial uses; the certificate of occupancy was issued in 1991. This building is deed restricted to occupancy by low and moderate income families; said restriction in aggregate is for a period of thirty (30) years extending beyond the round three timeframe.

Credit here is awarded on a per unit basis; as such, nineteen (19) is the total number of credits achieved.

Total Credits: 19

5.1.2 *Supportive and Special Needs Housing*

Third Round Rules allow the award of credit for supportive an special needs housing which includes, "but is not limited to residential health care facilities as regulated by the New Jersey Department of Health and Senior Services or Department of Community Affairs; group homes for the developmentally disabled and mentally ill as licensed and/or regulated by the New Jersey Department of Human Services; permanent supportive housing; and supportive shared living housing." In the case of group homes, 1.25 credits are achieved per bedroom.

ARC of Union County: This agency is a non-profit organization serving persons with intellectual and related developmental disabilities. Within Plainfield, ARC operates three (3) group homes having in sum twelve (12) bedrooms. Per Council on Affordable Housing (COAH) interpretation, one half of the units within a group home may be counted toward satisfaction of the city's obligation to provide housing for very low income families. As such, six (6) units may be applied to this requirement. In sum, the city is able to claim fifteen (15) credits, that being, one (1) credit for each bedroom and three (3) bonus credits (.25 x 12). The group homes are summarized in the following table:

ARC of Union County	960-966 Knollwood Court	3 Bedrooms	1994
ARC of Union County	1215-1219 Thornton Avenue	3 Bedrooms	1994
ARC of Union County	936-944 Terrill Road	6 Bedrooms	1982

Credits:	12
+ Bonus Credits:	3
Total Credits:	15

Home First Interfaith Housing and Family Services. This non-profit agency, which has its principal offices at 905 Watchung Avenue, operates twenty-five (25) family rental units for occupancy by the physically and mentally disabled, and five (5) family rental units for occupancy by the homeless in transition. Given confidentiality concerns raised by the director, Ellen McGovern, the locations of these facilities are not listed, but are contained in the listing of tax exempt properties maintained in the tax assessor's office. Per consult with Director McGovern, the earliest unit occupancy dates to 1995 and all of the units are restricted to occupancy by low income families. Relative to the five (5) units for the homeless in transition, the maximum term of occupancy is limited to two (2) years.

Family rental units are eligible for award of one (1) credit plus one (1) bonus credit equating to sixty (60) units of credit; however, the maximum number of bonus credits which can be claimed under the third round rules is capped at 25% of the growth share obligation (.25 x 156 = 39). As the ARC group homes and the 100 Percent Affordable Housing Project: Horizons @ Plainfield account for three (3) bonus credits, only one (1) can now be applied to the units operated by Home First. Total credits which now can be realized are thirty (30) being one (1) for each unit plus the one (1) bonus credit. This results in a surplus of twenty nine (29) credits which may be able to be utilized for future round credit.

Credits:	30
+ Bonus Credits:	1
Total Credits:	31

Pursuant to N.J.A.C.5:97-6.10(a), Class A, B, C, D, and E boarding homes do not qualify for credit. Notwithstanding same, the following Class C boarding homes are listed to highlight yet other opportunities for low income housing available within the City:

Plainfield Hotel. This former hotel located at 123 West 7th Street (Block 713, Lot 1) has been converted to a board home having in sum 182 bedrooms. Documentation provided by the New Jersey Department of Community Affairs (DCA) Bureau of Rooming and Boarding House Standards indicates that this facility was licensed on September 13, 2005.

Saint Rita. This board home is located at 520 Central Avenue and has thirteen (13) bedrooms. DCA issued the license for operation on May 13, 2008.

Queen Mary. This boarding home is located at 602 Central Avenue and has fourteen (14) bedrooms. DCA issued the license for operation on May 13, 2008.

5.2 Summary of Round Three Obligation Satisfaction: 156 Units

100 Percent Affordable

- Horizons @ Plainfield	74 Credits
- Horizons @ Plainfield: Bonus Credits	35 Credits
- Greater Plainfield Habitat for Humanity	5 Credits
- Community Access Unlimited	19 Credits

Supportive and Special Needs Housing

- ARC of Union County	12 Credits
- ARC of Union County: Bonus Credits	3 Credits
- Home First Interfaith Family and Housing Services	30 Credits
- Home First Interfaith Family and Housing Services: (Bonus Credit)	1 Credit
Total:	179 Credits

As displayed above, this plan has identified the mechanisms by which the city has not only satisfied but in actuality exceeded the round three growth share obligation projected by the New Jersey COAH. The plan has also achieved the following requirements of the current cycle:

	Required	Provided
Minimum Number of Rental Units:	39	104
Family Rental Units	20	104
Units Affordable to Low Income Families	78	104
Minimum Number of Family Housing Units	78	140
Minimum Number of Very Low Income Units	20	36
Maximum Number of Bonus Credits	39	39

APPENDIX B

Stormwater Management Plan

APPENDIX B: STORMWATER MANAGEMENT PLAN

1. Introduction

The following Municipal Separate Storm water System (MS4) storm water plan was prepared by Remington & Vernick, Engineers for the City of Plainfield. The New Jersey Department of Environmental Protection (NJDEP) "Sample Municipal Storm water Management Plan" was used as a basis for preparation of the plan, as modified to provide specific information germane to Plainfield. Information from a previous (draft) plan prepared by the City Engineer, including Section IV, "Background" and Section VI, "Plan Consistency" is also incorporated into this plan.

This Municipal Storm water Management Plan (MSWMP) documents the strategy for the city to address storm water-related impacts. The creation of this plan is required by N.J.A.C.7:14A-25 (Municipal Storm water Regulations). As required, this plan contains all of the required elements described in N.J.A.C.7:8 (Storm water Management Regulations).

The plan addresses groundwater recharge, and storm water quantity and storm water quality impacts by incorporating storm water design and performance standards for new major development (defined as projects that disturb one or more acre of land). These standards are intended to minimize the adverse impact of storm water runoff on water quality/quantity and the loss of groundwater recharge that provides base flow in receiving water bodies.

This plan also describes long-term operation and maintenance measures for existing and future storm water facilities. Included in this plan is a buildout analysis and pollutant loading calculations based on existing zoning and developable lands (less environmentally-constrained lands). The plan also addresses the review and update of existing ordinances, the City Master Plan and other planning documents to allow for project designs that include low impact development techniques.

The final component of this plan is a mitigation strategy for when a variance or exemption of the design and performance standards is sought. As part of the mitigation section of the storm water plan, specific storm water management measures are identified to lessen the impact of existing development.

It should be noted that, per review of (year 2002) NJDEP GIS aerial photography and development constraint mapping data, the city has well less than one square mile of remaining developable land. As noted in Section VIII of this report, this plan estimates that (only) 0.12 square miles of developable land remain within the city. As such, the city is exempt from providing a build-out analysis as well as review of its master plan and ordinance from compliance with nonstructural and Low Impact Development (LID) methodologies.

2. Goals

The goals of this MSWMP are as follows:

- Reduce flood damage, including damage to life and property;
- Minimize, to the extent practical, any increase in storm water runoff from any new development;
- Reduce soil erosion from any development or construction project;
- Assure the adequacy of existing and proposed culverts, bridges and other in-stream structures;
- Maintain groundwater recharge;
- Prevent, to the greatest extent feasible, an increase in nonpoint pollution;
- Maintain the integrity of stream channels for their biological functions, as well as for drainage;
- Minimize pollutants in storm water runoff from new and existing development to:
    - Restore, enhance and maintain the chemical, physical and biological integrity of the waters of the state, protect public health, safeguard fish and aquatic life and scenic and ecological values, enhance the domestic, municipal, recreational, industrial and other uses of water.
    - Protect public safety through the proper design and operation of storm water basins.

In order to achieve these goals, the city has identified the following storm water management techniques:

- Implementation of one or more storm water management Best Management Practices (BMPs) as necessary to achieve the performance standards for storm water runoff quantity and rate, groundwater recharge, erosion control and storm water runoff quality per the NJ Storm water Rule (NJAC 7:8) and established through the city's storm water ordinance.
- Compliance with the storm water runoff quantity and rate, groundwater recharge, erosion control, and storm water runoff quality standards established through N J AC 7 8 1 1 et. seq. and the city's storm water ordinance shall be accomplished to the maximum extent practicable through the use of nonstructural BMPs before relying on structural BMPs.

- Nonstructural BMPs are also known as Low Impact Development (LID) techniques. Nonstructural BMPs shall include both environmentally sensitive site design and source controls that prevent pollutants from being placed on the site or from being exposed to storm water.

- Source control plans shall be developed based upon physical site conditions and the origin, nature and the anticipated quantity or amount of potential pollutants.

- Structural BMPs where necessary shall be integrated with nonstructural storm water management strategies and proper maintenance plans.

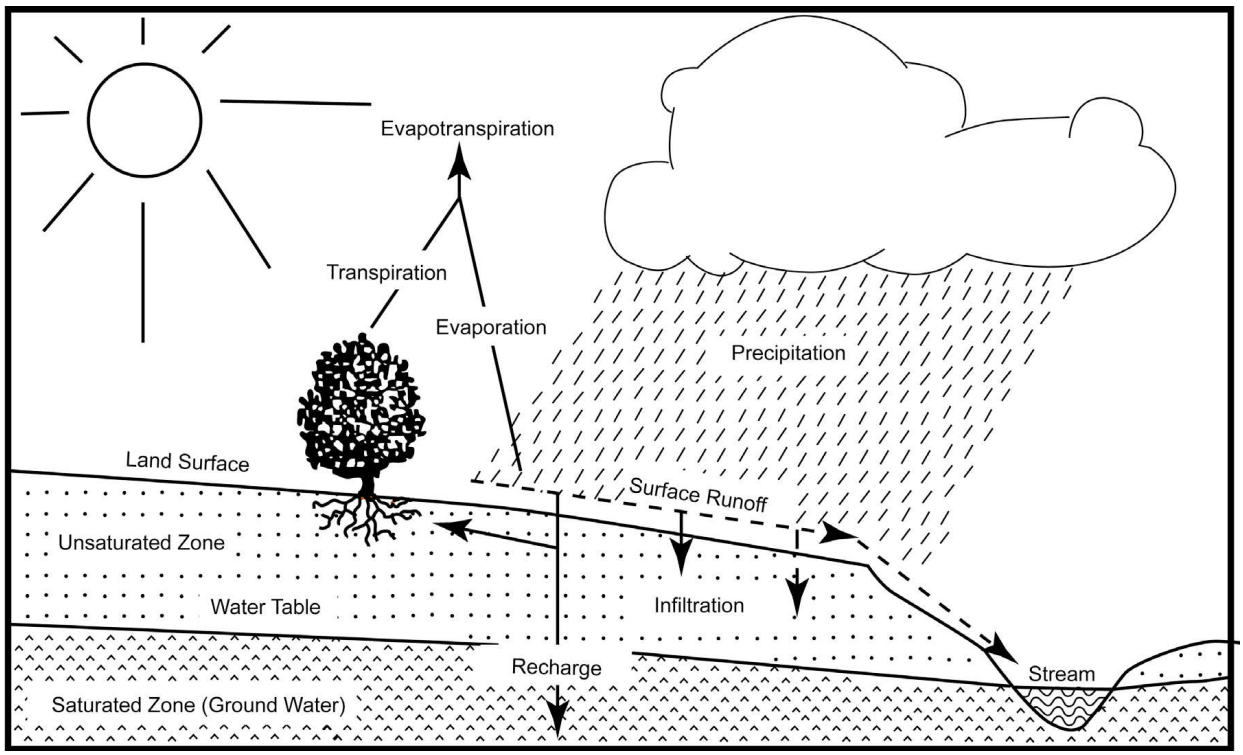
- When using structural BMPs, multiple storm water management measures smaller in size and distributed spatially throughout the land development site shall be used wherever possible to achieve the performance standards for water quality quantity and groundwater recharge established through the city's storm water ordinance before relying on a single larger storm water management measure to achieve these performance standards.

3. Storm Water Discussion

Land development can dramatically alter the hydrologic cycle of a site and (ultimately) an entire watershed. Prior to development, native vegetation can either directly intercept precipitation or draw that portion that has infiltrated into the ground and return it to the atmosphere through evapotranspiration. Development can remove this beneficial vegetation and replace it with lawn or impervious cover, reducing the site's evapotranspiration and infiltration rates. Clearing and grading a site can remove depressions that store rainfall. Construction activities may also compact the soil and diminish its infiltration ability, resulting in increased volumes and rates of storm water runoff from the site.

In addition, impervious areas that are connected to each other through gutters, channels and storm sewers can transport runoff more quickly than natural areas. This shortening of the transport or travel time quickens the rainfall-runoff response of the drainage area, causing flow in downstream waterways to peak faster and higher than natural conditions. These increases can create new and aggravate existing downstream flooding and erosion problems and increase the quantity of sediment in the channel.

Groundwater Recharge in the Hydrologic Cycle



Filtration of runoff and removal of pollutants by surface and channel vegetation is eliminated by storm sewers that discharge runoff directly into a stream. Increases in impervious area can also decrease opportunities for infiltration which reduces stream base flow and groundwater recharge. Reduced base flows and increased peak flows produce greater fluctuations between normal and storm flow rates, which can increase channel erosion. Reduced base flows can also negatively impact the hydrology of adjacent wetlands and the health of biological communities that depend on base flows.

Finally, erosion and sedimentation can destroy habitat from which some species cannot adapt. In addition to increases in runoff peaks, volumes, and loss of groundwater recharge, land development often results in the accumulation of pollutants on the land surface that runoff can mobilize and transport to streams. New impervious surfaces and cleared areas created by development can accumulate a variety of pollutants from the atmosphere, fertilizers, animal wastes, and leakage and wear from vehicles. Pollutants can include metals, suspended solids, hydrocarbons, pathogens, and nutrients.

In addition to increased pollutant loading, land development can adversely affect water quality and stream biota in more subtle ways. For example, storm water falling on impervious surfaces or stored in detention or retention basins can become heated and raise the temperature of the downstream waterway, adversely affecting cold water fish species such as trout. Development can remove trees along stream banks that normally provide shading, stabilization, and leaf litter that falls into streams and becomes food for the aquatic community.

4. Background

Plainfield encompasses approximately six (6.0) square miles of area in Union County, New Jersey. In recent years, the city has been under significant redevelopment pressure. The population of the city has increased from 46,567 in 1990, to 47,829 in 2000. Population increase has resulted in a moderate demand for redevelopment; changes due to the small amount of development and redeveloped landscape have mostly not increased storm water runoff volumes and pollutant loads to the waterways of the municipality.

The city is located in two major drainage basins, with most of the city located in the Lower Raritan Basin and a small area in the northeast portion of the city located in the Rahway River Basin. Part of the area in the Raritan Basin drains to the Green Brook; and part drains to the Cedar Brook. Under major storms, water overflows from the Green Brook through Plainfield to Cedar Brook.

The only water bodies present within the City are Green Brook, along the city's boundary with North Plainfield and Green Brook, and portions of Cedar Brook and Cedar Brook Lake which are located in the southeastern portion of the city. These water bodies are depicted on the "USGS Quad/HUC 14 Delineation Map provided within Appendix A of this report.

The NNJDEP has established an Ambient Biomonitoring Network (AMNET) to document the health of the state's waterways. No AMNET date is available for the Green Brook, Cedar Brook or their tributaries.

The city exhibits severe water quantity problems including flooding, stream bank erosion, and diminished base flow in its streams. Many of the culverts associated with road crossing in the city are undersized. During severe storm events, these undersized culverts do not have adequate capacity, thereby causing a backwater effect and flooding upstream.

The Green Brook Flood Control Commission (GBFCC), in conjunction with the Army Corps of Engineers, has developed a regional plan to address the issues associated with the Green Brook. This plan is not expected to reach Plainfield until the year 2012.

The city has a Drainage Assessment Study prepared for the Cedar Brook Drainage Basin which concludes that the storm water drainage pipes and culverts are grossly undersized and in need of upgrade. One area (not the only area experiencing this) is located in the neighborhood uphill of the intersection of Watchung Avenue and Hillside Avenue.

Surface water from Woodland Avenue, Highland Avenue, Hillside Avenue and the area bounded by these streets flows to Woodland Avenue. Some of the storm water is conveyed by a storm sewer system in these streets. Storm water overflow from these streets and storm water runoff from the area bounded by these streets flows to Pine and

Lake streets, which do not have a storm sewer system. A high groundwater table in this area further complicates flooding along Pine and Lake streets.

The high imperviousness of the city has significantly decreased groundwater recharge, decreasing base flows in streams during dry weather periods. Lower base flows can have a negative impact on in-stream habitat during the summer months. The city's groundwater recharge areas are shown in Figure 2 (see Appendix A, mapping). Wellhead protection areas, also required as part of the MSWMP, are also shown in Figure 2.

Future major development will comply with the new NJDEP Storm water design standards (NJAC 7:8), including the average annual recharge (retain increase in 2-year design storm) requirement as applicable. It should be noted that the city is located within a Metropolitan Planning Area 1 (PA1), and as such the groundwater recharge design requirement will not apply to previously developed areas or known contaminated areas where exacerbation of existing ground water pollution could occur by recharging storm water.

It should be noted that given Plainfield's designation as a Metropolitan Planning Area (PA1) as identified on the State Plan Policy Map (SPPM), the following conditions apply:

- NJAC 7:8-1.2 defines Urban Redevelopment Areas as "previously developed portions of areas…delineated on the SPPM as PA1.

- Per NJAC 7:8-5.4(a)2ii, the groundwater recharge requirements of the NJ Stormwater Rule (NJAC 7:8) do not apply within Urban Redevelopment Areas.

Therefore, ground water recharge is required for projects on sites, or portions of sites, within PA1 areas, which have not been previously developed (vacant land) and exempts projects located on sites within PA1 areas that were previously developed (i.e., re-development projects).

Finally, it should be noted that the city is currently considering changes to several of its existing downtown zoning designations, potentially including changes to permitted disturbances and/or impervious coverage within respective zones. Enclosed in Appendix C of this report is a schedule of the city's bulk Land Use requirements. Any major development that occurs after adoption of the city's Storm water Management Plan and Storm water Ordinance will have to comply with the Storm water Rule (NJAC 7:8) design requirements as applicable.

5. Design and Performance Standards

The city should adopt the design and performance standards for storm water management measures as presented in N.J.A.C. 7:8-5 to minimize the adverse impact of storm water runoff on water quality/quantity and loss of groundwater recharge in receiving water bodies. This will be implemented by adoption of the NJDEP Model Storm water ordinance **(Appendix B)**, as amended for use and enforcement within the city.

The design and performance standards include the language for maintenance of storm water management measures consistent with the storm water management rules at N.J.A.C. 7:8-5.8 (Maintenance Requirements), and language for safety standards consistent with N.J.A.C. 7:8-6 (Safety Standards for Storm water Management Basins). The ordinances will be submitted to the county for review and approval as required per MS4 regulations.

Storm water management measures will be operated and maintained in accordance with the General Maintenance requirements outlined within the city's storm water ordinance, including but not limited to the following requirements:

1. The design engineer should prepare a maintenance plan for the storm water management measures incorporated into the design of a major development.

2. The maintenance plan should contain specific preventative maintenance tasks and schedules; cost estimates, including estimated cost of sediment, debris, or trash removal; and the name, address, and telephone number of the person or persons responsible for preventative and corrective maintenance (including replacement).

3. Preventative and corrective maintenance should be performed to maintain the function of the storm water management measure(s), including repairs or replacement to the structure; removal of sediment, debris, or trash; restoration of eroded areas; snow and ice removal; fence repair or replacement; restoration of vegetation; and repair or replacement of non-vegetated linings.

4. The person responsible for maintenance should maintain a detailed log of all preventative and corrective maintenance for the structural storm water management measures incorporated into the design of the development, including a record of all inspections and copies of all maintenance-related work orders.

5. The person responsible for maintenance should evaluate the effectiveness of the maintenance plan at least once per year and adjust the plan and the deed as needed.

6. The person responsible for maintenance should retain and make available, upon request by any public entity with administrative, health, environmental, or safety authority over the site, the maintenance plan and the documentation required by Sections 10.B.6 and 10.B.7 of the city's storm water ordinance.

7. In the event that the storm water management facility becomes a danger to public safety or public health, or if it is in need of maintenance or repair, the municipality shall so notify the responsible person in writing. If the responsible person fails or refuses to perform such maintenance and repair, the municipality or county may immediately proceed to do so and shall bill the cost thereof to the responsible person.

During construction, city inspectors will observe the construction of the project to ensure that the storm water management measures are constructed and function as designed.

6. **Plan Consistency**

The city is within the Cedar Brook Regional Storm water Management Planning Area, as well as the Robinson's Branch Regional Storm water Management Planning Area. As of this writing, no Total Maximum Daily Loads (TMDLs) have been developed for waters within the city. When the RSWMP and TMDLs are developed, this MSWMP will be updated to be consistent.

The MSWMP is consistent with the Residential Site Improvement Standards (RSIS) at N.J.A.C. 5:21. The city should utilize the most current update of the RSIS in the storm water management review of residential areas. This MSWMP will be updated to be consistent with any future updates to the RSIS.

The city's Storm water Management Ordinance requires all new development and redevelopment plans to comply with New Jersey's Soil Erosion and Sediment Control Standards. During construction, city inspectors will observe on-site soil erosion and sediment control measures and report any inconsistencies to the Union County Soil Conservation District.

7. **Nonstructural Storm water Management Strategies**

Non-structural storm water strategies for design of new developments, or redevelopment, as defined per the NJDEP Storm water design Regulations (NJAC -5.3(b)), include the following objectives:

A. Protection of areas that provide water quality benefits or areas particularly susceptible to erosion and sediment loss.

B. Minimizing impervious surfaces and breakup or disconnecting the flow of runoff over impervious surfaces.

C. Providing maximum protection of natural drainage features and vegetation.

D. Minimizing the decrease in the "time of concentration" from pre-construction conditions to post-construction conditions.

E. Minimizing land disturbance during clearing and grading.

F. Minimizing soil compaction.

G. Providing low-maintenance landscaping that encourages retention and planting of native vegetation and minimizes the use of lawns, fertilizers and pesticides.

H. Providing vegetated, open channel conveyance systems discharging into and through stable vegetative areas.

I. Providing other source controls to prevent or minimize erosion or discharges.

It should be noted that, per review of the Existing Conditions and Development Constraints Maps within Appendix A of this report, there is approximately 0.12 square miles of undeveloped, unconstrained land within the city (refer to Section VIII of this report for a breakdown of developable area).

As such, Plainfield is exempt from the requirement to evaluate the extent to which the city's master plan and ordinances implement the non-structural strategies referenced above.

However, the city will adopt the NJDEP model storm water control ordinance, as amended for use and enforcement within the city. This ordinance includes methodologies for incorporating non-structural storm water strategies identified above, in design, "to the maximum extent practicable".

If an applicant (or his/her Engineer) contends that it is not feasible for engineering, environmental, or safety reasons to incorporate any nonstructural storm water management strategies identified in (b) below into the design of a particular project, the applicant will identify the strategy and provide a basis for the contention. It is understood that any project requiring NJDEP Land Use Regulation Program permitting or approvals will also be subject to a similar storm water review by the appropriate agency.

Once the ordinance text is finalized, it will be submitted to the Union County Planning Board for review and approval. A copy will be sent to the NJDEP at the time of submission.

8. Land Use/Build-Out Analysis

As stated previously, our office performed a review of (year 2002) NJDEP GIS aerial photography and development constraint mapping data to estimate remaining developable land within the city. Per our analysis, the following is a summary of land within the city:

Land Type	Area (Square Miles)
Developed Land	5.30
Environmentally-constrained land (i.e., floodplains, wetlands plus assumed 50 foot intermediate value buffer)	0.58

Developable Land		0.05
Partially Developable land		0.07
	Total	6.00 square miles

Per review of remaining developable land with the city (i.e. total land less developed land, less freshwater wetlands and floodplain per NJDEP GIS data), there is less than one square mile of remaining developable area within the city. As such, a buildout analysis is not provided (nor required per the city's MS4 obligations).

9. Mitigation Plans

The city has opted to consider mitigation projects as identified by future Developers on a case-by-case basis, in accordance with the NJDEP's "Guidance for the Development of Municipal Mitigation Plans" document, dated February, 2006.

As identified in NJDEP's Mitigation Plan Guidance Document, municipalities may

1. Identify a pool of specific mitigation projects that could be selected by an applicant to offset the effect of a requested waiver/exemption or to address an existing storm water problem; or

2. Choose to provide a process through which an applicant has the flexibility and responsibility to identify an appropriate mitigation project and a location to implement the mitigation project to offset the deficit that would be created by the grant of a waiver/exemption or to address a storm water based impairment.

The city has opted to provide a mitigation plan using option #2 above (i.e., provision of a mitigation process).

It must be stressed that requested exceptions will be granted only at the discretion of the city. In addition, the issuance of a waiver(s) granted by NJDEP under a Land Use permit does not automatically waive the requirement for mitigation to be performed under a municipal review.

In order to select an appropriate mitigation project to respond to a requested waiver/exemption requires, an assessment of the impact that would result from the requested deviation from full compliance with the standard(s) in the drainage area affected by the proposed project is required. For example, a waiver for storm water quantity requirements must focus on the impacts of increased runoff on flooding, considering both quantity and location. Storm water quality mitigation must aim to prevent an increase in pollutant load to the waterbodies that would be affected by the waiver/exemption. Ground water recharge mitigation must seek to maintain the baseflow and aquifer recharge in the area that would be affected by the waiver/exemption. For the purpose of this discussion, the term "sensitive receptor" is used to refer to a specific area or feature that would be sensitive to the impact assessed above.

Selection of an appropriate mitigation project for a requested waiver/exemption must adhere to the following requirements:

1. The project must be within the same area that would contribute to the receptor impacted by the project**.** Note that depending on the specific performance standard waived, the sensitive receptor and/or the contributory area to that receptor may be different. If there are no specific sensitive receptors that would be impacted as the result of the grant of the waiver/exemption, then the location of the mitigation project can be located anywhere within the municipality, and should be selected to provide the most benefit relative to an existing storm water problem in the same category (quality, quantity or recharge).

2. Legal authorization must be obtained to construct the project at the location selected. This includes the maintenance and any access needs for the project in the future.

3. The project should be close to the location of the original project, and if possible, be located upstream at a similar distance from the identified sensitive receptor. This distance should not be based on actual location, but on a similar hydraulic distance to the sensitive receptor. For example, if the project for which a waiver is obtained discharges to a tributary, but the closest location discharges to the main branch, it may be more beneficial to identify a location discharging to the same tributary.

4. For ease of administration, if sensitive receptors are addressed, it is preferable to have one location that addresses any and all of the performance standards waived, rather than one location for each performance standard.

5. It must be demonstrated that implementation of the mitigation project will result in no adverse impacts to other properties**.**

6. Mitigation projects that address storm water runoff quantity can provide storage for proposed increases in runoff volume, as opposed to a direct peak flow reduction.

All necessary information to support a specific waiver request(s) must be provided by the Developer(s) for consideration by the city, in accordance with applicable NJDEP and/or city requirements, and as outlined in NJDEP's "Guidance for the Development of Municipal Mitigation Plans" document, dated February 2006.

At the city's discretion, a developer may be permitted to fund analyses to identify potential mitigation projects that could be used to address deficits in complying with each of the performance standards. However, the funding option shall only be allowed where the project requesting the waiver will have no measurable impact with respect to flooding, erosion, water quality degradation, etc. The funding option may also be

appropriate in situations where the size of an individual project requesting a waiver/exemption is small or the degree of deficit in complying with the design and performance standard(s) is small. Or, where the project requiring mitigation is for one individual single family home, given authority constraints, a financial contribution may be a preferred option.

Finally, the following information will be obtained and provided by the Developer of an approved waiver from the city to comply with its annual NJDEP MS4 permitting requirements:

1. Impact from noncompliance -- Provide a table quantifying what would be required for the project to achieve the standards, the extent to which this value will be achieved on site and the extent to which the value must be mitigated off site.

2. Narrative and supporting information justifying the need for the waiver. The waiver cannot be due to a condition created by the applicant. If the applicant can comply with the Storm water Management rules through a reduction in the scope of the project, the applicant has created the condition and a waiver cannot be issued. Demonstrate that the need for a waiver is not created by the applicant.

3. Provide a discussion and supporting documentation of the site conditions peculiar to the subject property that prevent the construction of a storm water management facility that would achieve full compliance with the design and performance standards. Site conditions may include soil type, the presence of karst geology, acid soils, a high groundwater table, unique conditions that would create an unsafe design, as well as conditions that may provide a detrimental impact to public health, welfare, and safety.

4. Demonstration that the grant of the requested waiver/exemption would not result in an adverse impact that would not be compensated for by off site mitigation.

5. Identify the sensitive receptor(s) related to the performance standard from which a waiver is sought. Demonstrate that the mitigation site contributes to the same sensitive receptor.

6. Provide the design details of the mitigation project. This includes, but is not limited to, drawings, calculations, and other information needed to evaluate the mitigation project.

7. List the party or parties responsible for the construction and the maintenance of the mitigation project. Documentation must be provided to demonstrate that the responsible party is aware of, has authority to, and accepts the responsibility for construction and maintenance. Under no circumstance shall the responsible party be an individual single-family homeowner. Selection of a project location that is

under municipal authority avoids the need to obtain authority from a third party for the construction and future maintenance of the project.

8. Include a maintenance plan that addresses the maintenance criteria at N.J.A.C. 7:8-5.8. In addition, if the maintenance responsibility is being transferred to the municipality or another entity, the entity responsible for the cost of the maintenance must be identified. The municipality may provide the option for the applicant to convey the mitigation project to the municipality, if the applicant provides for the cost of maintenance in perpetuity.

9. Obtain any and all necessary local, state or other applicable permits for the mitigation measure or project. Permits must be obtained prior to the municipal approval of the project for which mitigation is being provided.

10. Demonstrate that the construction of the mitigation project coincides with the construction of the proposed project. A certificate of occupancy or final approval by the municipality for the project requiring mitigation cannot be issued until the mitigation project or measure receives final approval. Any mitigation projects proposed by the municipality to offset the storm water impacts of that municipality's own projects must be completed within 6 months of the completion of the municipal project, in order to remain in compliance with their New Jersey Pollution Discharge Elimination System (NJPDES) General Permit.

10. Stream Corridor Protection Plan (Optional)

It should be noted that there are no Special Water Resource protection areas designated Category One (NJAC 7:9B) or upstream perennial or intermittent streams of said waters within the city.

If such water bodies are found or designated at a later date, future major development within 300 feet of said waters will be regulated in accordance with NJAC 7:8-5.5(h) as outlined in the city's storm water ordinance.

APPENDIX C

Social Services in the City of Plainfield

APPENDIX: SOCIAL SERVICES IN THE CITY OF PLAINFIELD

General Social Services			
Name	**Address 1**	**Address 2**	**Specific Use**
American Red Cross	332 West Front Street	Plainfield, NJ 07060	Utilities & Rental Assistance, specialized transportation for seniors and other residents to doctor office, help family displace by home fire, CPR Training
Association For Retarded Citizens (ARC) Union Co	1225 South Avenue	Plainfield, NJ 07060	Assisted Living, Care Management, Caregiver Asst. Program, Senior Café Program
Black United Fund /Hhs	403 West 7th Street	Plainfield, NJ 07062	Preschool Program
Boys & Girls Club	530 West Seventh Street	Plainfield, NJ 07063	Youth Center, Provide Youth Camp, Education & Leadership
City of Plainfield Shut-In Council	P.O. Box 6261	Plainfield, NJ 07062	Provide Disabled & shut-in Individuals with essential services
Daybreak Community Development Corp	P.O. Box 5033	Plainfield, NJ 07060	
El Centro Hispano Americano	525 East Front St.	Plainfield, NJ 07060	Provide Immigration Services & Information
Fish Chapter	P.O. Box 2822	Plainfield, NJ 07062	Opportunity for retired persons ages 60 + to share some of their time, skills, and talents in meaningful ways
Liberty Community Development Corp	c/o Mount Olive Church	Plainfield, NJ 07060	Find employment for city residents recently release from incarceration, computer training
JFK Medical Center Muhlenberg Campus	Park Ave. & Randolph Rd.	Plainfield, NJ	Adult Day Care Satellite Emergency Department, Imaging and Lab services, Home Care Program (visiting nurse, hospice program, etc)(medical certified), Dialysis Center, Wound Care Program and Diabetes

General Social Services			
Name	**Address 1**	**Address 2**	**Specific Use**
New Horizons College Club	P.O. Box 2721	Plainfield, NJ 07062	Provide support and access to educational resources
Neighborhood Health Center Cardinal Site	950 Park Ave.	Plainfield, NJ 07060	Plainfield High School Site, provide Health Care Physicals for PHS Students.
NIA Community Habitat Development, Inc	1240 East Seventh St.	Plainfield, NJ 07062	Individuals & Family social services, referral agency
Norwood Terrace Health Center (Medical)	40 Norwood Ave.	Plainfield, NJ 07060	Provide 24 hour comprehensive inpatient care to adult for all ages, short term rehabilitative services
One Stop Career Center	200 West 2nd St., 2nd & 3rd Fl.	Plainfield, NJ 07060	Provide assistant with employment training, Job Training workshop, help with resume, interviews
Plainfield Action Services	510 Watchung Ave.	Plainfield, NJ 07060	Provide Emergency Housing, Utility, Prescription Asst., Referral Agency,
Plainfield Area YMCA	518 Watchung Ave.	Plainfield, NJ 07060	Housing, foster care, emergency shelter, school- age child care, recreation & wellness
Plainfield Health Center	1700 Myrtle Ave.	Plainfield, NJ 07060	Provide Primary Health Care Services
Plainfield Public Library	West 8th St.	Plainfield, NJ 07060	Provide computer classes, literacy program, kids corner
Plainfield Senior Citizens Center	305 East Front St.	Plainfield, NJ 07060	Senior services/Programs and once a week social security services
Planned Parenthood	123 Park Ave.	Plainfield, NJ 07060	Provide Family Planning, Gyn Services, HIV Testing & Counseling , Immunization
Second Street Youth Center Foundation	935 South 2nd St.	Plainfield, NJ 07063	Preschool Services
St. Marks Community Development Corp.	1430 Park Ave.	Plainfield, NJ 07060	Grace food program, scholar-ship program,
St. Mary's Social Services Center	513 West 6th St.	Plainfield, NJ 07060	

General Social Services			
Name	**Address 1**	**Address 2**	**Specific Use**
The Salvation Army	601 Watchung Ave.	Plainfield, NJ 07060	Provide Food Services, companionship for the elderly & ill, clothing & shelter for the homeless, relief for disaster victim
UC.P.C/ Plainfield (Behavioral Health Care)	117-119 Roosevelt Ave.	Plainfield, NJ 07060	Mental Health & Substance Abuse Treatment
Union County Dept. of Human Services & Social Services	200 West 2nd St. (Park Madison)	Plainfield, NJ 07060	Temporary Assistance to Needy Family (TANF), Refugee Resettlement Program, Food Stamps, Home Energy Program, Medicaid Program

Child Care Centers		
Name	**Address 1**	**Board of Education Child Care Provider ***
AL & Jean Children First and Unique Day Care	912 South Ave.	Yes
B's Nurturing Neighborhood	427 West 7th St.	Yes
Black United Fund School Age Child Care	403 West 7th St.	Yes
CDI Head Start-Watchung Center	7-9 Watchung Ave.	Yes
Dawn to Dust Christian Child Care & Learning Center	1500-1512 West 3rd St.	Yes
Faheemah's Child Care Center	360 Leland Ave.	Yes
Head Start Plainfield-Teppers Building	110-128 West Front St.	Yes
King's Daughters Day School	502 West Front St.	Yes
Little Hearts Learning Center #2	400 Cleveland Ave.	Yes
Neighborhood House Association	321 East Front St.	Yes
Plainfield Bilingual Day Care	225 West 2nd St.	Yes
Playhouse Development Center, LLC	1101 South Ave.	Yes
Precious Steps Child Care (Dawn to Dust)	1504 West 3rd Street 2nd Fl.	Yes
Precious Steps Too	516-522 Arlington Ave.	Yes
South Second Street Youth Preschool	935 South 2nd St.	Yes
Washington Community School	427 Darrow Ave.	Yes
Clinton School	1302 West 4th St.	Yes

Houses of Worship		
Name	**Address 1**	**Address 2**
Calvary Baptist Church	324 Monroe Ave.	Provide clothing/Food, Prescription
Calvary Full Gospel Church	1001 South 2nd St.	Food, clothing
Calvary Revival Center	635 East 3rd St.	
Christian Fellow Gospel Church	225 Johnson Ave.	Food, clothing
Church of God in Christ	641 South 2nd St.	
Church of God & Saints of Christ Third Tabernacle	1518 W 3rd St.	Prescription, food
Church of God Prophecy	306 E. Front St.	
Church of the Living God	434 East 4th St.	Housing, food, clothing
Community Baptist Church	20 Grove St.	
Community Church of God	417 West 6th St.	
Faith Christian Outreach Center	533 West 5th St.	Food, utilities, prescription
Faith Tabernacle Church	1301 West Front St.	Food, housing
First Christian Assembly	718 Central Ave.	Utilities, food
First Park Baptist Church	315 West 7th St.	Utilities, food
First United Methodist Church	623 E. Front St.	Food, clothing, utilities assistance
Grace Episcopal Church	600 Cleveland Ave.	Food, clothing
House of Prayer Church of God in Christ	641 South 2nd St.	Food, utilities assistance
King's Temple World Outreach Church	P.O. Box 231	Preschool
Learning for Life First Park Baptist Church	315 West 7th St.	Preschool
Messiah Lutheran Church	630 E. Front St.	Prescription medicine, utilities assistance
Miracle Baptist Church	225 Leland Ave.	Food, clothing
Mt. Olive Baptist Church	216 Liberty St.	Food, clothing
Mt. Zion AME Church	525 W. 4th St.	Food, clothing
Upper Room Full Gospel Church	600 Cleveland Ave.	Food, clothing
Rose of Sharon Community Church	P.O. Box 5524	Food, clothing
Ruth's Fellowship Ministries	733 South 2nd St.	Food, clothing
Shiloh Baptist Church	515-517 West 4th St.	Food, utilities, clothing, prescription,
St. Luke's RC Church	300 Clinton Ave.	Food, clothing

*The Planning Board has included Houses of Worship in the Social Service List because it is assumed that each intrinsically provides social services. Further research should be conducted in order to determine the specific services that each house of worship provides the community.

Drugs / Alcohol Abuse		
Name	**Address 1**	**Address 2**
Dudley House	930 Putnam Ave.	Therapeutic Halfway House serving recovering Alcoholic & Drug Addicted Men
Alertop	510 Watchung Ave.	Outpatient Counseling for Men and Women who abuse alcohol or drugs
God, Culture & Community Services Inc.	1185 Hillside Ave.	

Housing Services		
Name	**Address 1**	**Address 2**
Cedarbrook Park Apartment	1272 Park Ave.	Housing, Senior Housing
Covenant Manor	623 East Front St.	Senior Housing
Faith, Brick and Mortar	164 Front St.	
Fish Hospitality Program, Inc.	P.O. Box 5440	Shelter, clothing transitional housing
Habitat for Humanity	2 Randolph Rd.	
Home First	905 Watchung Ave.	Shelter, housing & social services for disabled and low income individuals
Housing Authority of Plainfield	510 East Front St.	
Neighborhood House Association	644 West 6th St.	
Plainfield Tower West	601 West 7th St.	
United Plainfield Housing	910 Dumas Ave.	Senior Housing
State of New Jersey Division of Development Disabilities (9 Group Homes)		
State of New Jersey Division of Mental Health (6 Group Homes)		