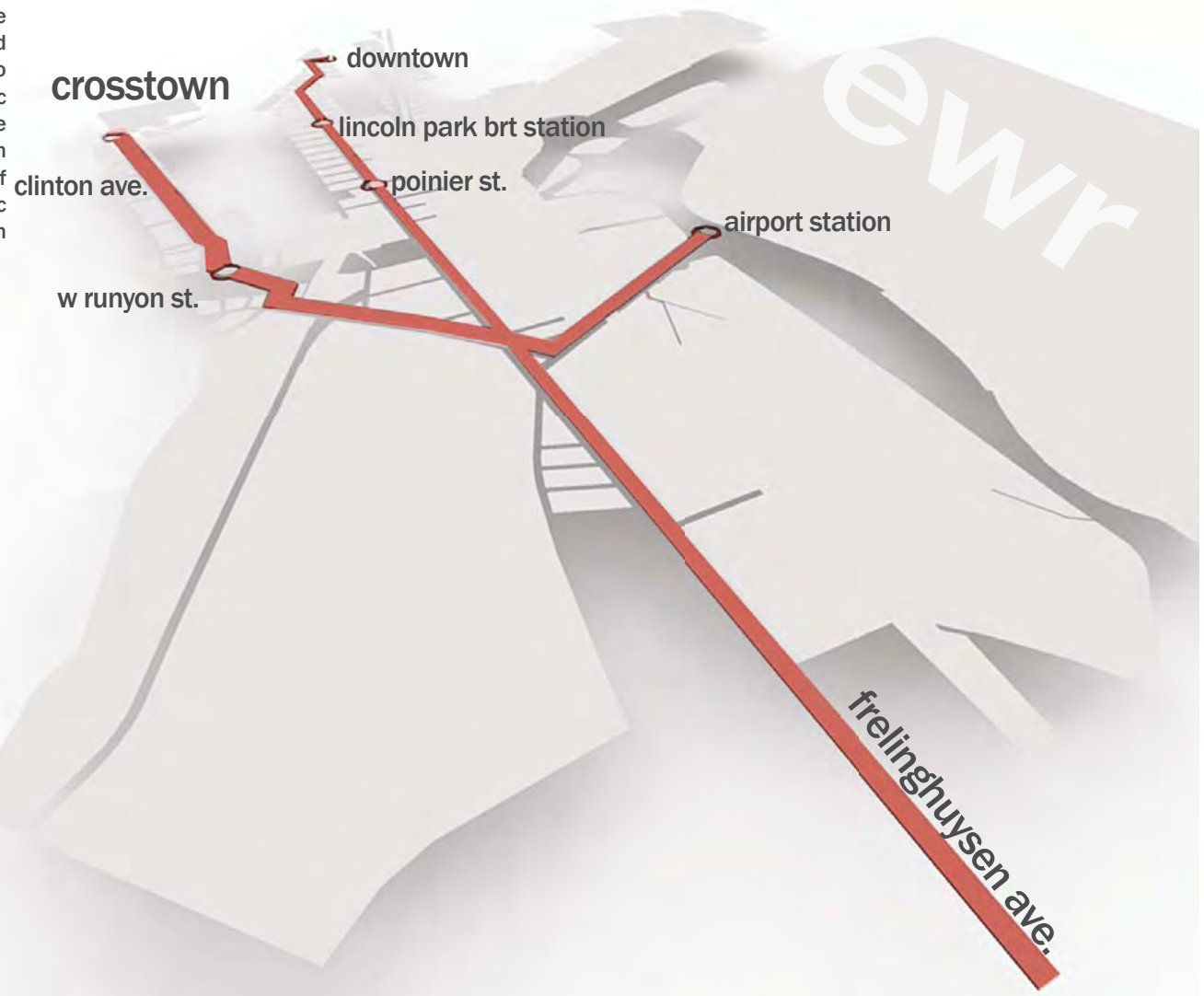


The Airport Station site offers a location whose issues are of a far greater scale than the others studied. The economic development potential here is measured not in the millions but billions of dollars and the issues are less physical than legislative. If the legal restrictions that now block non-airport users from accessing the airport are lifted, this area can blossom rapidly into a vital and important center for Newark. Uses could include retail, office, hotel, residential and possibly a major regional convention center. Most important, it will give high quality transit access to the Weequahic Park neighborhood and, through an expanded BRT network, to the entire City. The studio proposes two phases; the first carries the challenge of growing economic vitality but not hindering any future growth right up to the opening of the station. The second proposes urban design possibilities once the restrictions are removed. Because of its significance, students focused on a careful economic development analysis of the retail, hotel and convention center uses.



TOD - AIRPORT



area description

The Newark Airport study site is located less than one mile from terminals at Newark Liberty International Airport and approximately three miles south of downtown Newark. The site's boundaries are Routes 78 and 22 to the north, Routes 1 and 9 to the east, Haynes Avenue on the south, and Meeker Avenue on the west. Access to area highways exists at three locations on the perimeter of the site. The Airport Rail Link Station is at the center of the site, and north-south rail lines split the site into two pieces. The site area is 154 acres.



airport study zone aerial map



conceptual development in airport study zone

TOD - AIRPORT

study zone



n j i t - r u t g e r s

site goals

The long-term goals at the Airport site are to promote enhanced transit, encourage the transition of uses from industrial to those of higher assessed value, and to create a walkable environment. No other location in the region possesses direct access to an airport, high-speed rail, roads, and buses. Direct access to an international airport could enable the site to compete globally for conventions and tourism, corporate office facilities, and high-tech logistics centers. The City has a unique opportunity to build a twenty-first century transit-oriented development that serves the retail and employment needs of city residents, supports the surrounding community, and further enhances Newark's image as a major business center. The following demonstrates what could happen if that potential were realized.



intersection of frelinghuysen ave./haynes st.



international way



TOD - AIRPORT

existing zoning

Existing zoning allows medium and heavy industrial use. Newark's proposed Land Use Plan would add an Airport Support Zone designation to much of the site, supporting and encouraging the development of airport-dependent industrial uses. The Land Use Plan would also add a strip of high-rise residential near the park between Meeker Avenue and Frelinghuysen Avenue.

The western side of the site currently hosts low-intensity uses such as fabrication and distribution facilities. Bordering the site to the west is Weequahic Park, an important recreational asset for both the site and surrounding neighborhoods. The other half of the site, to the east of the Rail Link Station, contains hotels, airport-related office uses and parking. A large vacant parcel adjacent to the rail lines is a once-active rail yard known as Waverly Yards

vacant lots

The vacant land at Waverly Yards is owned by the developer Hartz Mountain. The developer, the City of Newark, and the Port Authority of New York and New Jersey are currently considering locating a regional convention center at this location.



hartz mountain site

industry

Current industrial activities include metal recycling, packaging, and warehousing facilities that are heavily truck-dependent. Frelinghuysen Avenue is a primary north-south trucking route for industrial facilities in the surrounding area.



existing zoning



proposed zoning

weequahic park

Weequahic Park is just a quarter mile west of the station. This 311-acre park was designed by the Olmsted brothers, sons of famed landscape architect Frederick Law Olmsted. The Weequahic neighborhood west of the park has a residential density of approximately 22 units per acre. A number of historic high-rise apartment buildings front the park and are within a half mile of the Rail Link Station but because of federal restrictions (described below) residents in the Weequahic neighborhood are denied access to the train stop nearest to their homes.



weequahic park

federal aviation administration height restrictions

The study site lies in the approach to runway 11/29, a secondary runway at Newark Airport. Because of its proximity to the airport, FAA restrictions place limits on allowable building height. Federal Aviation Regulation (FAR) Part 77 establishes limits on building heights within the navigable airspace. FAR Part 77 designates a number of imaginary surfaces in the airspace near a runway that cannot be penetrated by buildings. Relevant to the Airport Station site are the Approach and Transitional Surfaces. The Approach Surface is an imaginary plane extending from the end of the runway that rises from a height of zero feet and increases by one foot for every fifty feet from the runway. Within the site, the Approach Surface limits building heights to 13 feet at the easternmost point, gradually increasing to 89 feet at the west. The Transitional Surface extends from either side of the Approach Surface at a slope of 7:1. At the northernmost point of the site, the Transitional Surface allows a maximum building height of 156 feet. This translates to a range of 1 to 12+ stories for development on the site.

If developed, the airport station site could be well served by both public transportation and major roadways. Currently, seven bus lines run through or near the site, run either by NJ TRANSIT or Coach USA. Main roads on the west include Meeker Avenue and Frelinghuysen Avenue. On the east,

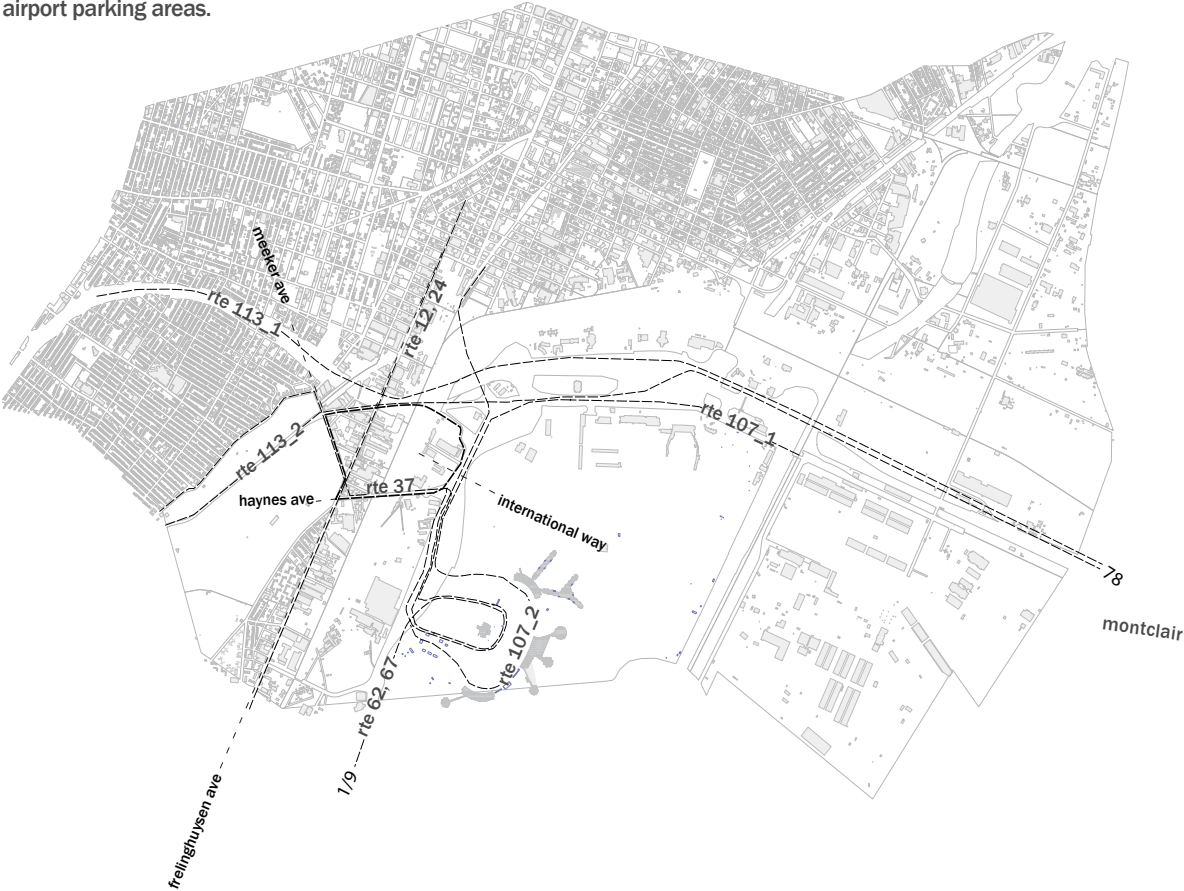


passenger fare charge restrictions

Presently the only way to access the Rail Link Station is from connecting rail service with a valid NJ TRANSIT or Amtrak ticket. Rules regarding the use of Passenger Fare Charges for the station's construction place legal restrictions on the use of the station that prohibit local access to trains. In other words, it is illegal to provide access to the station from the surrounding area; the station can only be accessed from airport property. This report considers the site's potential for future development once restrictions are lifted and local residents and employees gain full access to transit opportunities at the Airport Rail Link Station.

International Way serves existing buildings, and Haynes Avenue connects the two sides with an overpass over the rail lines. Surrounding highways provide good vehicular access with U.S. Routes 1 and 9, U.S. Route 22, the New Jersey Turnpike, and I-78, all located in close proximity to the site. The popular term for this area used by traffic reports is the 'mixing bowl.'

The Airport Rail Link Station connects passengers riding on Amtrak's Northeast Regional and Keystone lines and NJ TRANSIT's Northeast Corridor and North Jersey Coast lines with AirTrain service to three airport terminals and four airport parking areas.



TOD - AIRPORT

development phase 1

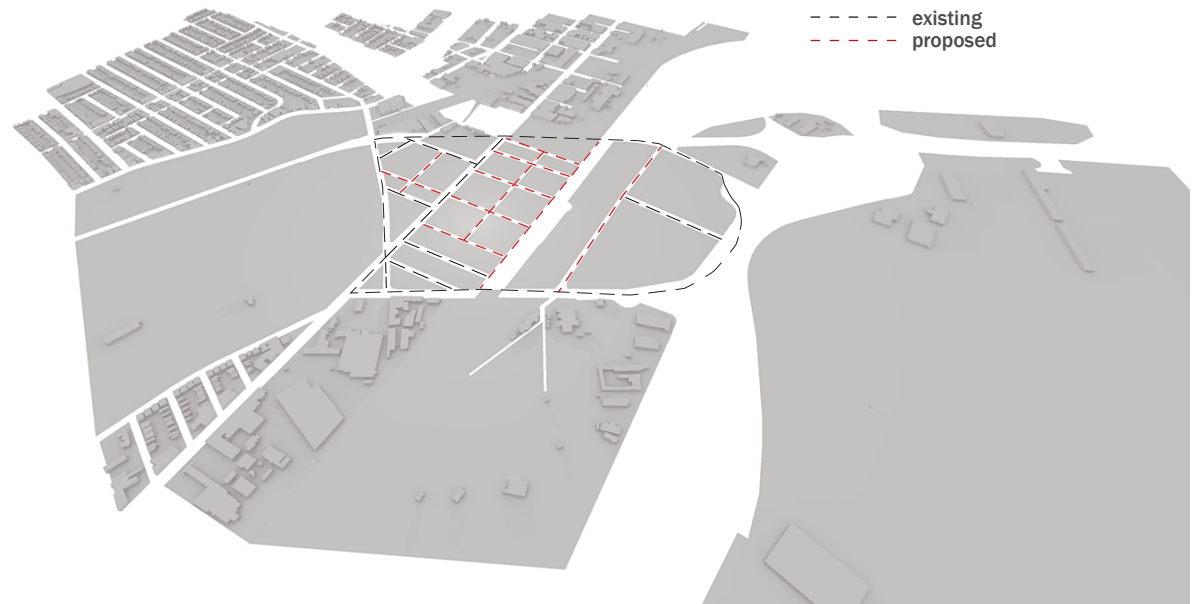
This study proposes development at the Rail Link Station in two phases. Phase 1 maintains the site's industrial character until the opening of the Station to non-airport use. Once this occurs, Phase 2 allows for commercial, retail and residential growth.

There are three short term goals associated with Phase 1:

1. Promote industrial jobs that support airport and port activities. This is reflective of the current character of the study area and surrounding uses.
2. Coordinate with government officials to prevent development that might hamper future transit oriented development at the site and begin adapting the site for future transit use. This can be achieved through overlay zoning.
3. Support high-value industry such as reverse logistics, distribution, and processing of perishable goods. Such jobs are most beneficial to Newark residents.

While Phase 1 supports the industrial uses existing in the study area and promotes the development of new industrial uses in appropriate locations in the Airport Support Zone, development on sites within the transit oriented development area should either be launched in anticipation of the station's opening, or remain in their current use until such time. Areas within the transit zone include the high-rise residential development opportunities along Weequahic Park. Formally designating new streets to the grid that promote transit-friendly employment and provide for future BRT routes to the Rail Link Station could also occur during this phase, reserved as an overlay zone. Any proposed road system should leave room for the possible extension of PATH rail service to the Rail Link Station and for future construction of an expanded rail station.

street grid alignment



manufacturing on frelinghuysen ave.



development on frelinghuysen ave.

coordinate zoning efforts



The portion of the site located east of Frelinghuysen Avenue is currently designated as the I-3 Third Industrial district. This district permits any use that does not conflict with the City's nuisance ordinances, except for surface parking lots. However, the Newark Land Use Plan recommends the area be rezoned to the S-A Airport Support district, a new zone reflective of the area's proximity to Newark Airport. This district would permit uses such as industrial, hotel and aviation support. It is recommended that the City rezone this portion of the site to the proposed S-A district to encourage the redevelopment and development of employment-intensive industrial uses which support the nearby airport and existing industrial uses in and surrounding the study area. No changes are proposed to the Airport Support district.

The area west of Frelinghuysen Avenue is currently designated as the I-2 Second Industrial District. This district permits a wide variety of uses, such as but not limited to manufacturing, storage warehouses, billiard parlors and public parking areas. Newark's Land Use Plan places this area in either the I-L Light Industrial district or the R-HM High Rise Multi-Family Residential district. The I-L district will permit uses such as office, research, warehousing, flex space, storage, light fabrication, assembly uses and large-scale entertainment uses such as bowling alleys and aquariums. It is recommended that the I-L District be expanded westward to include the northeastern portion of the R-HM district. The I-L district is suited to the industrial uses existing and proposed for much of the area west of Frelinghuysen Avenue.

This study proposes the elimination of the R-HM High Rise Multi-Family Residential district indicated in the Land Use Plan, which permits multiple attached residential building types. While residential uses along Weequahic Park are desirable, the area devoted to this use should be reduced to a tight concentration closer to Weequahic Park and Meeker Avenue, and should not have street frontage on Frelinghuysen Avenue. Additionally, increased density in this area is desired so the project can better capitalize on future transit opportunities. The area closest to Meeker Avenue should be designated R-HD1 High Rise Residential 1. The district should permit multi-family residential buildings with a minimum height of five stories and a maximum height of eight stories. The minimum density should be 15 dwelling units per acre.

The remaining area of the R-HM High Rise Multi-Family Residential district should be designated as the I-L Light Industrial district, similar to the lands located to the north.

This study further recommends that two overlay districts be placed on the lands west of the railroad tracks: the CM Commercial Mixed Use district and the RS Regional Shopping District. Phase 2 envisions a mix of retail and commercial uses for much of this area. However, it is anticipated that redevelopment of this kind will not occur until the Rail Link Station is opened to local use, which could take many years. The overlay district will serve as a guide for the type of future development desired in this area. Additionally, it will facilitate redevelopment in advance of transit being put in place. This will be particularly useful for forward-thinking developers who do not wish to seek a use variance for uses intended for the area in the future, such as retail and offices.

Proposed zoning standards can be found at the end of this section.

TOD - AIRPORT

development phase 2

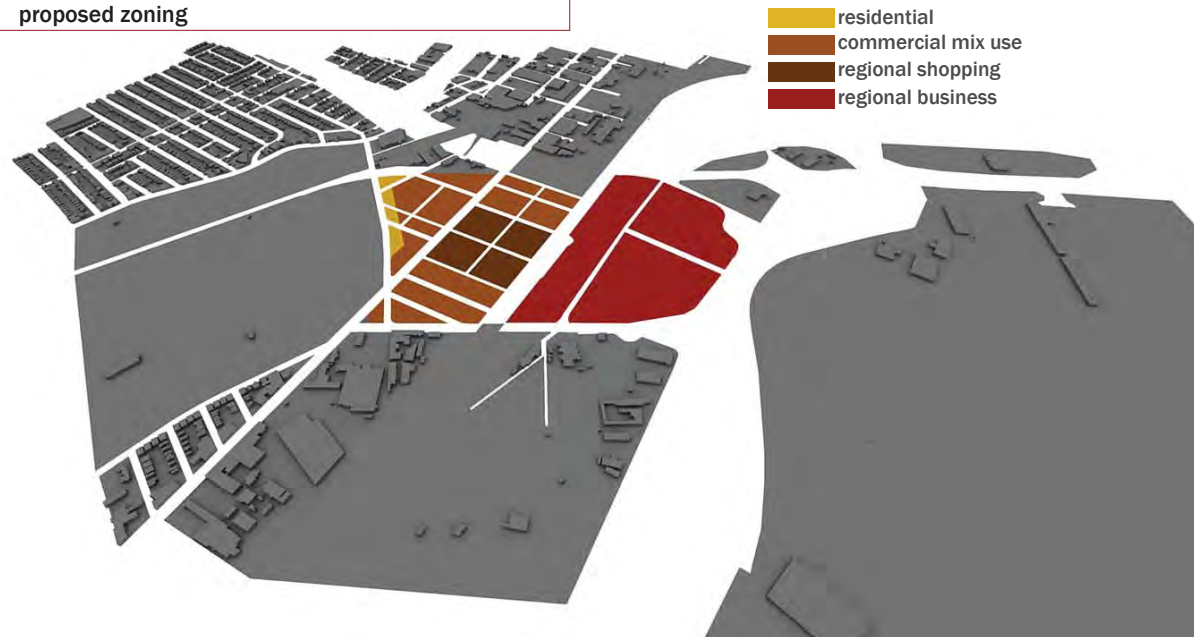
There are four long-term goals associated with Phase 2.

1. Create a transit hub. A multi-modal transit hub should be created adjacent to the existing station that provides connections to local bus routes, NJ TRANSIT lines, the Path train, the Airport Monorail, and BRT.
2. Promote job growth. Development in the study area should provide a substantial concentration of jobs in a variety of fields and at a variety of income and skill levels.
3. Attract visitors. Development should result in a sense of place that will entice area residents, area employees and airport travelers to visit and enjoy the area's shopping, dining and recreation opportunities.
4. Create "Airport West". The term "Airport West" denotes the branding for the area that can be put in place once the transit station has been opened to local use. The study area should transform into a vibrant mixed-use city center that feeds off of the excellent access to other parts of the city, the region and Newark Liberty International Airport. This area could support a major regional convention center.

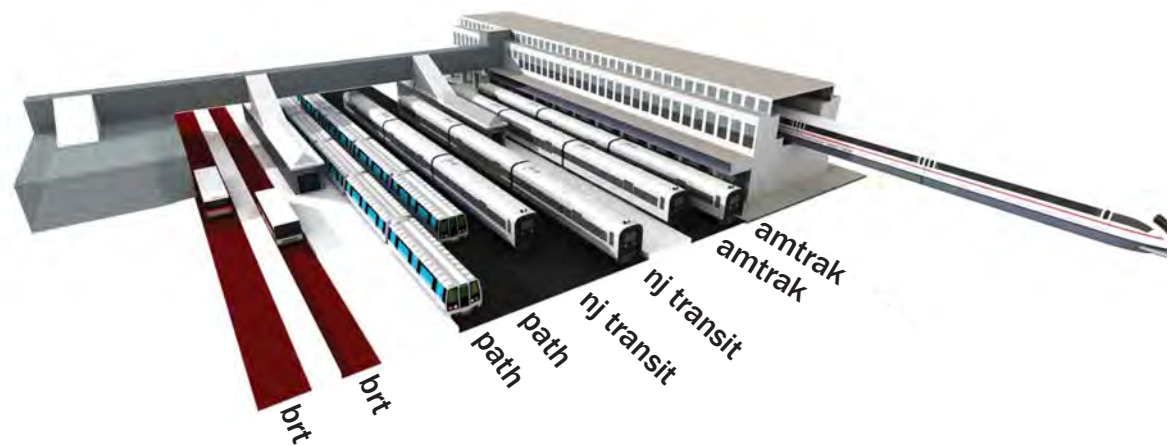
expanded rail link

The expanded Rail Link Station in Phase 2 is multi-modal and connects AirTrain with BRT, the NJ TRANSIT Northeast Corridor and NJ TRANSIT North Jersey Coast Lines, local buses and an extension of PATH service from Newark Penn Station. The expanded Rail Link Station combines two new BRT lanes, two new PATH rail tracks, with the existing AirTrain track and four AMTRAK / NJ TRANSIT Northeast Corridor Lanes. The Phase 2 transit station is placed on the west side of the tracks from the existing AirTrain station. The transit station's primary access is from the west since this side includes a variety of commercial uses and public parking. A pedestrian bridge to the east side of the transit station provides pedestrian access to the uses such as a convention center and hotel that will be developed there.

proposed zoning



rezoning within airport study area



expanded rail terminal

detailed zoning

Additional Phase 2 zoning changes will be made once station access is granted. The R-HD1 High Rise Residential 1 recommended as part of Phase 1 remains in place. Additionally, the CM Commercial Mixed Use Overlay district and the RS Regional Shopping Overlay district becomes the primary zoning for the area, eliminating the previous underlying Light Industrial zone.

The CM Commercial Mixed-Use district permits uses such as, but not limited to, retail, office, hotels, restaurant, banks, beauty salons, and entertainment uses such as movie theaters. The required height in this area is between four and eight stories. This district is intense with commercial uses. Office uses with retail and service at the ground level are encouraged. This zone district is a high job and tax revenue generator as it consists almost entirely of moderate- to high-value commercial uses. This means that commercial uses such as office and retail uses will be principally permitted uses while new Light Industrial uses will be prohibited. The zoning encourages redevelopment of the industrial uses into a variety of vibrant commercial uses at an urban scale.

The four-block area adjacent to the proposed Phase 2 transit station is designated the RS Regional Shopping district. This area consists largely of the transit station, retail, restaurants and hotels. This district is also intended for intense commercial development. Large-format retail establishments are encouraged. This type of retail will benefit from the excellent access to the City and surrounding area via Frelinghuysen Avenue, Routes 1 and 9, Route 78 and Route 22. Furthermore, the site is well served by transit, including BRT, heavy rail and bus. The height required in this district is between four and seven stories. In order to retain an interesting streetscape and avoid blank building walls, the maximum allowed frontage for any single user in the district is 100 feet. Because big box retail stores require more than 100,000 square feet, this study recommends that these stores in this location be constructed using multiple stories and/or by sharing building frontages with smaller, shallower storefronts

This study proposes that the S-A Airport Support district east of the railroad be rezoned to a new district, RB Regional Business. This district permits convention centers (subject to conditions), hotel uses and requires structured parking. Conditions stipulate that convention-related development be adjacent to the railroad tracks with direct pedestrian access to transit facilities. The maximum height in this district shall be five stories.

The proposed zoning standards can be found at the end of this section.

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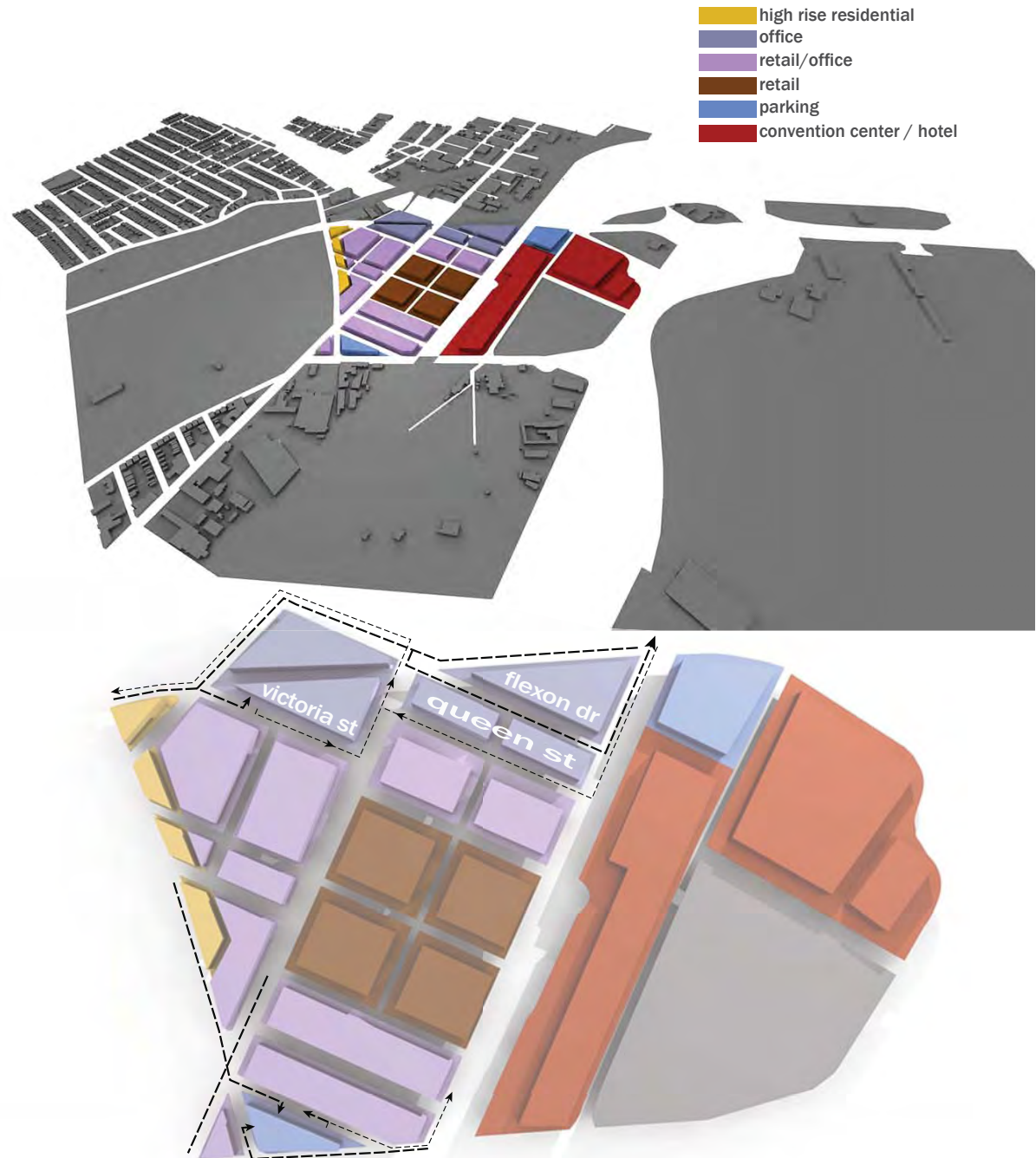
TOD - AIRPORT

airport west development

Links to BRT and rail transit, highways, and the adjacent international airport would support the development of a thriving center of activity and create an economic development opportunity for the City of Newark, the State of New Jersey and the Northeast region. At the proposed zoning and building height regulations, the 154 acre site can support the following:

- 600,000-square-foot convention center
- 900,000 square feet of hotel (equivalent to 3,000 hotel rooms)
- 3,000,000 square feet of office (in office buildings and mixed office/retail)
- 1,300,000 square feet of retail (in retail district and mixed office/retail)
- 590,000 square feet of residential use (equivalent to 400 dwelling units)
- 3,700,000 square feet of parking (approximately 9,300 parking spaces)

The convention center's size, linkage to hotels, and superior access to rail and air transport enable it to compete with other large centers for national and regional conventions. Its proximity to Manhattan attracts event planners seeking proximity to an internationally known destination. Not only do convention visitors have access to the amenities on the site, they also have easy access to the region through transit and highway connections. Convention visitors and other airport travelers supply demand for the 3,000 hotel rooms on the site as well. The proposed development plan also calls for the construction of both office and retail. A hub of retail nearest to the station serves commuters, convention visitors, local residents, and shoppers from the region. Office space above retail and in buildings further from the station provide over 9,000 of the site's 13,000 potential jobs, all of which will be accessible by multiple transit modes. Residents who live in one of the 400 residential units along the park enjoy the mixed use amenities at Airport West as well as the site's enhanced transit opportunities. Structured parking is a component of buildings throughout the site, and supplies up to 9,300 parking spaces, enough to satisfy new needs at Airport West as well as contribute towards parking needs at Newark Airport.



proposed bus routes



Seven existing bus lines run through or near the study site; five NJ TRANSIT lines and two Coach USA lines. NJ TRANSIT bus 113 passes to the north of Route 22 and Interstate 78. NJ TRANSIT lines 62 and 67 skirt the site to the east along Routes 1 and 9.

This study recommends that the four remaining lines be rerouted to service the Airport Rail Link Station. NJ TRANSIT bus 37, linking Maplewood to the Airport, and bus 107, on its way from South Orange to New York City, would stop at the Rail Link Station instead of continuing on to the Airport terminals. Coach buses 12 and 24 that connect Orange and Newark to Elizabeth would also stop at the station.

Increased trip demand from the station to employment sites near the airport is served by two new bus loops. Rerouting the proposed Liberty Corridor BRT (Bloomfield Go Bus) route through the Rail Link Station would give riders access to port worksites as well as to the Bloomfield Go Bus' own airport bus loops. These new routes would make the Rail Link Station a major intermodal transit hub.

Despite the variety of transit options, demand for car travel at the site will likely remain strong. To accommodate truck traffic generated by industrial uses on the northern end of the study site, Victoria Street, Flexon Drive and Queen Street would form a one-way loop that provides direct access to highways 22 and 78. On the southern edge, a parking garage would collect vehicles traveling to the new retail and offices, as well as transit commuters. The one-way loop and parking garage would greatly reduce traffic on the main streets of the site.



newark airport station



air train - newark liberty international

TOD - AIRPORT economic impact

airport study area development

If Airport West were fully developed with the proposed uses, it would result in a development valued at over \$2 billion, with an assessed value of \$1.3 billion. An estimate of the site's annual fiscal impacts includes \$17 million dollars to the City of Newark and \$11 million to the Newark School District, and a combined \$19 million to Essex County and the state of New Jersey. Although most of the tax benefits come from enhanced property taxes, hotels at Airport West would also pay room taxes to the City and State.

New transit-oriented development will spur the creation of almost 12,000 jobs. The majority of jobs would be in offices surrounding the Airport Train Station; however, the convention center, hotel, and retail space would provide for a substantial amount of lower-skilled service employment. Remaining industrial uses around the edges of the site would provide high-paying blue-collar employment.

The following table summarizes impacts from each of Airport West's primary uses:

	Square Feet/Units	Market Value	Net Fiscal Impact		Revenue		Jobs
			City	School	City	State	Created
I. Retail	1,326,000	\$390,113,000	\$2,070,000	\$2,163,000	\$1,414,000	-	1,330
II. Office	3,056,000	\$1,154,684,000	\$3,810,000	\$5,036,000	\$4,186,000	-	9,160
IV. Convention	611,000	-	\$(810,000)	-	-	-	1,830
V. Industrial	-	-	-	-	-	-	-
VI. Hotel	3,000	\$450,000,000	\$11,614,000	\$2,495,000	\$1,631,000	\$11,826,000	720
VII. Residential	400	\$79,000,000	\$161,000	\$178,000	\$286,000	-	10
Total		\$2,073,797,000	\$16,845,000	\$9,872,0007	\$7,517,000	11,826,000	13,050

4,962,568 sq.ft.__3,000 hotel rooms__400 residential units

estimating the market value and economic impact

Retail:
NIA Global's 2008 Regional Report for the Northeastern United States reports that retail demand is strong in northern New Jersey, particularly near downtowns and along main highways. Rents in Community Power Centers average \$22 per square foot and have a very low vacancy rate at 3.5 percent, resulting in an estimated per square foot value of \$314.29 at a 7 percent cap rate.

Office:
The March 2008 of Real Estate New Jersey reports that the average asking rent for Class A office space in Newark was \$31.80 per square foot. Asking rents at Airport West are equal or greater than the current average asking rent due to rich transit access. At a 7 percent cap rate, this rental income equates to a value of \$351 per square foot.

Hotel:

Pricing the value of hotels is difficult because the market value of hotels differs significantly according to the type of hotel and services provided. Nationwide, the assessed value average per room was \$117,000, according to Hotel Brokers International. Upscale and upper upscale hotels averaged \$133,000 and \$186,000 per room respectively. Airport locations averaged \$72,700 per room.

Newark's current airport-area hotels include the following:

		Acres	Total Assessed Value	Assessed Value / Acre	Rooms	Assessed Value /Room
Sheraton	128 Frontage Rd.	7.5	\$48,000,000	\$6,400,000	503	\$95,427.44
Holiday Inn	160 Frontage Rd.	4.42	\$13,050,000	\$2,952,489	412	\$31,674.76
Comfort Suites	1348 McCarter Hwy	1.34	\$8,129,600	\$6,066,866	86	\$94,530.23
Howard Johnson	20-36 Frontage Rd	5.40	\$8,200,000	\$ 1,521,054	165	\$49,696.70
Springhill Suites	618-650 Haynes Ave	4.47	\$18,391,600	\$4,114,452	200	\$91,958.00

The Sheraton is currently assessed at \$95,427 per room, and its estimated market value, as adjusted by the tax equalization ratio, is \$148,202 per room. Transit-linked hotels at Airport West should meet or exceed the value of existing hotel rooms in Newark. Future hotel construction should have values of at least \$150,000 per room.

In addition, state revenues will equal 14 percent of actual room receipts, with 7 percent for state occupancy taxes, 6 percent for Newark City Taxes, and 1 percent for State Occupancy Taxes. For the purpose of this Economic Impact Study, an average rental rate of \$150 was used in the calculations.

Convention:

Convention centers are usually publicly run facilities that require ongoing operating subsidies. Positive fiscal impacts come from the daily spending and hotel use by convention visitors. According to the US Department of Commerce, the Moscone Center in San Francisco has 700,000 square feet of exhibition space, over 2 million square feet total and operates with a \$23 million annual operating loss. However, associated room taxes and indirect tax payments exceed that amount. Convention centers drive payments to hotel room occupancy taxes, sales taxes, car-rental fees, parking taxes, meal taxes, airport access fees, and tolls.

The proposed convention center at Airport West is estimated to be 600,000 square feet in size. A full impact analysis should be carried out as part of the planning process. One such impact analysis of the Bayside Expo Center, in Massachusetts, reports the following:

Estimated Impact- Bayside Expo Center, Massachusetts	
200,000 sf Exhibit Space, 40,000 sf Meeting Space	
Direct purchases:	\$1,444,000
Visitor expenditures:	\$43,340,000
Exhibitor expenditures:	\$67,867,000
Total Direct Impact:	\$112,651,000
Induced Impact:	
Net multiplier:	.2685
Total Induced Impact:	\$30,247,000
Total Annual Economic Impact:	\$142,897

incentives

Because of the enormous fiscal benefit of this development, tax incentives could be implemented to encourage other goals such as green building or affordable housing construction. A tax-abatement program could be initiated to reward energy efficient development with a reduction in tax payments using LEED certification guidelines as criteria for consideration. Although residential development should be a minimal component at Airport West due to its proximity to an airport runway, any residential development should incorporate some affordable units.

conclusion

Transit-oriented development at Airport West presents a tremendous opportunity for the City of Newark and the region. The City has a unique opportunity to build a 21st-century transit-oriented development that serves the retail and employment needs of city residents, supports the surrounding community, and further enhances Newark's image as a major business center. However, in order to do so, the City must be diligent in capturing enhanced transit opportunities, including, of course, bringing BRT to the site, but also rerouting bus routes and gaining public access to the Rail Link Station. Should the City be successful in capturing these transit opportunities and promoting transit oriented development, the gain in tax revenue and jobs is enormous, at over \$17 million dollars in net fiscal revenue and nearly 12,000 jobs.

R-HM High Rise Multi-Family Residential District

- A. Principally Permitted Uses. Each lot in the district may contain one or more of the following uses.
 - 1. Multi-family residential units
 - 2. Parks and plazas
- B. Accessory Uses.
 - 1. Uses which are customarily incident to a principally permitted use in the district.
 - 2. Structured and surface parking
 - 3. Signs, in accordance with the City of Newark sign ordinance.
- C. Bulk Requirements
 - 1. The maximum street frontage of structured parking shall be 100 feet.
 - 2. Lot Area
 - a.Minimum: 7,500 feet
 - b.Maximum: 1 acre
 - 3. Lot Width
 - a.Minimum: 40 feet
 - 4. Lot Depth
 - a.Minimum: 100 feet
 - 5. Front Yard Setback
 - a.Build to Line: 5 feet
 - 6. Rear Yard Setback
 - a.Minimum: 5 feet
 - b.Maximum: 20 feet
 - c.The maximum rear yard setback shall not apply where the side property line abuts a on-site park or plaza
 - 7. Side Yard Setback
 - a.Minimum: 0 feet
 - b.Maximum: 10 feet
 - c.The maximum side yard setback shall not apply where the side property line abuts a on-site park or plaza.
 - 8. Building Height
 - a.Minimum: 5 stories or 50 feet, whichever is lesser
 - b.Maximum: 8 stories or 80 feet, whichever is greater
 - 9. Building Cover
 - a.Minimum: 0.5
 - 10. Residential Density
 - a.Minimum: 50 dwelling units / acre
 - 11. Impervious Cover
 - a.Maximum: 100%

RB Regional Business District

- A.Principally Permitted Uses.
 - 1.Hotels and Motels
- B.Accessory Uses.
 - 1.Uses which are customarily incident to a principally permitted use in the district.
 - 2.Structured and Surface Parking
 - 3.Parks and plazas
 - 4.Restaurant
 - 5.Signs, in accordance with the City of Newark sign ordinance.

CMU Commercial Mixed Use District

- A.Principally Permitted Uses. Each lot in the district may contain one or more of the following uses.
 - 1.Retail
 - 2.General and Professional Office
 - 3.Medical and Dental Office
 - 4.Restaurants, Cafes and TAverns
 - 5.Banks
 - 6.Hotels and Motels
 - 7.Childcare Facilities
 - 8.Health Clubs
 - 9.Houses of Worship
 - 10.Business and Personal Service
 - 11.Theaters and other forms of indoor entertainment
 - 12.Parks and plazas
- B.Accessory Uses.
 - 1.Uses which are customarily incident to a principally permitted use in the district.
 - 2.Structured and Surface Parking
 - 3.Signs, in accordance with the City of Newark sign ordinance.
- C.Prohibited Uses.
 - 1.Motor Vehicle Service Stations and Repair Shops
 - 2.Billboards
 - 3.Sale of new or used vehicles
- D.Bulk Requirements
 - 1.The maximum street frontage of any parking area shall be 100 feet. Structured parking is encouraged to be located at the center of the block and on upper stories in order to allow retail to be located along the street frontage.

- 2.Lot Area
 - a. Minimum: 5,000 square feet
- 3.Lot Width
 - a.Minimum:100 feet
 - b.Maximum:350 feet
- 4.Lot Depth
 - a.Minimum:100 feet
 - b.Maximum:350 feet
- 5.Front Yard Setback
 - a.Build to Line:0 feet
 - b.The build to line shall not apply where the entire building frontage consists of a plaza area or outdoor eating area.
- 6.Rear Yard Setback
 - a.Minimum:10 feet
- 7.Side Yard Setback
 - a.Minimum:0 feet
 - b.Maximum:0 feet
- 8.Building Height
 - a.Minimum:4 stories or 40 feet, whichever is lesser
 - b.Maximum:8 stories or 80 feet, whichever is greater
- 9.Building Cover
 - a.Minimum:0.9
- 10.Impervious Cover
 - a.Maximum:100%

FISCAL IMPACTS

RS Regional Shopping District

A.Principally Permitted Uses. Each lot in the district may contain one or more of the following uses.

- 1.Retail
- 2.Restaurants, Cafes and TAverns
- 3.Hotels and Motels
- 4.Transit Stations

B.Accessory Uses.

- 1.Uses which are customarily incident to a principally permitted use in the district.
- 2.Structured Parking
- 3.Parks and Plazas
- 4.Signs, in accordance with the City of Newark sign ordinance.

C.Prohibited Uses.

- 1.Motor Vehicle Service Stations and Repair Shops
- 2.Sale of new or used vehicles

D.Bulk Requirements

- 1.The maximum frontage of each use shall be 100 feet. Large uses are encouraged to hAve interior widths greater than 100 feet with smaller use frontages along the street.
- 2.The maximum street frontage of any parking area shall be 100 feet. Structured parking is encouraged to be located at the center of the block and on upper stories in order to allow retail to be located along the street frontage.
- 3.Lot Area
 - a.Minimum:5,000 square feet
 - b.Maximum:3 acres
- 4.Lot Width
 - a.Minimum:100 feet
 - b.Maximum:350 feet
- 5.Lot Depth
 - a.Minimum:100 feet
 - b.Maximum:350 feet
- 6.Front Yard Setback
 - a.Build to Line:0 feet
 - b.The build to line shall not apply where the building frontage consists of a plaza area / outdoor eating.
- 7.Rear Yard Setback
 - a.Minimum:10 feet
 - b.Maximum:50 feet
- 8.Side Yard Setback
 - a.Minimum:0 feet
 - b.Maximum:0 feet
- 9.Building Height
 - a.Minimum:4 stories or 40 feet, whichever is lesser
 - b.Maximum:7 stories or 70 feet, whichever is greater
- 10.Building Cover
 - a.Minimum:0.8
- 11.Impervious Cover
 - a.Maximum:100%

RS Regional Shopping District

A.Principally Permitted Uses.

- 1.Hotels and Motels

B.Accessory Uses.

- 1.Uses which are customarily incident to a principally permitted use in the district.
- 2.Structured and Surface Parking
- 3.Parks and plazas
- 4.Restaurant
- 5.Signs, in accordance with the City of Newark sign ordinance.

C.Conditional Uses.

- 1.Convention Center
 - a.Location adjacent to rail station
 - b.Public entrance to the convention center must be within 300 feet of the public access to the rail line platform

D.Bulk Requirements

- 1.Lot Area
 - a.Minimum:5 acres
- 2.Lot Width
 - a.Minimum:150 feet
- 3.Lot Depth
 - a.Minimum:300 feet
- 4.Front Yard Setback
 - a.State or Federal Road
 - i.Minimum:200 feet
 - b.Local, County or Private Road
 - i.Minimum:20 feet
 - ii.Maximum50 feet
- 5.Rear Yard Setback
 - a.Minimum:50 feet
- 6.Side Yard Setback
 - a.Minimum:50 feet
- 7.Building Height
 - a.Maximum:5 stories or 50 feet, whichever is greater
- 8.Impervious Cover
 - a.Maximum:80%

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net fiscal impacts for developments

This section describes the fiscal impacts of the developments proposed for the four sites. Impacts to municipal and school district budgets from TOD come from the additional tax revenues expected from denser and higher-value development less the increased cost of additional schoolchildren, residents, and workers. Actual fiscal impacts will vary based on the final mix of uses at each site, density of development, market conditions, current tax rates and budget conditions. In order to place a dollar figure on each site's fiscal impacts, values were estimated using current market data and tax information from the City of Newark. Note that the fiscal impact of existing development at each of the four sites was not considered in this analysis.

revenue

The first step towards estimating tax revenues is to determine the market values of the various uses represented in the proposed developments. Values were estimated using one of three methods:

- For rentals, estimating market rent per square feet, researching current capitalization rates, and then converting annual revenues into expected market value if sold;
- For ownership properties, researching recent sales prices of comparable properties;
- In the absence of sales or rental data, researching the assessed values of similar properties in Newark.

In Newark, the "assessed value" listed on the tax rolls is 64.39% of market value. The total assessed value of each development, at full build-out, was calculated.

The assessed value of each development site was multiplied by the tax rates to determine annual revenues. Current tax rates in Newark are 1.057% to the City of Newark, 0.861% to the Newark School District, and 0.563% to Essex County. In addition, hotels at Airport West will generate hotel tax revenue to the city and state in the amount of 6% and 8% of annual room revenue, respectively.

cost

Although new development in Newark will bring increased tax revenues, the city will also incur costs for the additional services needed by residents and workers. Additional school children will increase the school district's budget. In order to determine the cost of each new resident, worker, or student, This study consulted the Center for Urban Policy Research at Rutgers University, a respected leader in fiscal impact analysis.

cost per resident

In 2007, residential properties made up only a third of the \$18.5 billion property valuation, although 90% of tax parcels were residential. The cost of providing services to residents is borne both by residential tax payments and by some portion of commercial tax revenues. It is difficult to determine precisely how much of Newark's annual \$168 million in tax revenues is needed for resident services, but one way to estimate this figure is to take an Average between the proportion of residential tax revenues (32.6%) and the proportion of residential parcels (89.1%). The resulting value of 60.8% is then multiplied by total tax revenues to create a resident service cost of \$102 million. This figure is divided by the number of residents in order to provide an estimated per-capita cost of \$365.

cost per worker

The remaining property tax revenue of \$66 million is assumed to cover the cost of providing services to Newark workers. Dividing this figure by Newark's 150,000 workers provides a per worker figure of \$442.

cost per school-aged child

The Newark School District received \$88 million in property taxes for the 2006-2007 school year, when the total enrollment was 41,000 students. School tax revenue expended per child was \$2,137. Note that this per child figure assumes that the school district will continue to receive financial support from the state and other funding sources.

populations calculations

For each development site, the number of residents and school-aged children were determined by consulting the Center for Urban Policy Research publication Who Lives in New Jersey Housing? A Quick Guide to New Jersey Residential Housing Demographic Multipliers (pages 29 & 31). The number of workers was calculated using ratios developed in 2004 by the New Jersey Council on Affordable Housing that provide an estimate of workers per square foot

total costs

Total costs at each site were determined by multiplying the number of residents, school children, or workers times the appropriate per person cost.

FISCAL IMPACTS

The tables below show the estimates for total residents, school children, and workers at each site, as well as school district and municipal costs and revenues. Due to rounding not all columns will equal the displayed sum.

springfield Ave

Unit Type	Residents	Children	Workers	Assessed Value	Costs to School	Cost to City	School Revenue	City Revenue	Net School Impact	Net City Impact
Retail			200	\$44,383,107		\$88,314	\$382,139	\$469,129	\$382,139	\$762,954
Office			300	\$15,637,571		\$132,472	\$134,639	\$165,289	\$134,639	\$167,457
Food & Drink			300	\$17,753,243		\$132,472	\$152,855	\$187,652	\$152,855	\$208,036
Residential: Market	1,730	194	22	\$92,721,600	\$415,564	\$640,926	\$798,333	\$980,067	\$382,769	\$721,910
Residential: Affordable	485	80	6	\$18,029,200	\$171,014	\$179,739	\$155,231	\$190,569	-\$15,783	-\$4,953
TOTAL	2,215	274	28	\$188,524,721	\$586,578	\$1,173,922	\$1,623,198	\$1,992,706	\$1,036,620	\$1,855,404

bloomfield Ave

Unit Type	Residents	Children	Workers	Assessed Value	Costs to School	Cost to City	School Revenue	City Revenue	Net School Impact	Net City Impact
Retail			89	\$16,873,219		\$39,333	\$145,278	\$178,350	\$145,278	\$139,017
Office			267	\$21,482,954		\$117,999	\$184,968	\$227,075	\$184,968	\$109,076
Food & Drink			134	\$8,436,515		\$58,999	\$72,683	\$89,174	\$72,638	\$30,175
Residential: Market	966	69	14	\$59,238,800	\$148,483	\$358,771	\$510,046	\$626,154	\$361,563	\$267,383
Residential: Affordable	162	32	2	\$6,129,928	\$69,095	\$60,184	\$52,779	\$64,793	-\$16,317	\$4,609
TOTAL	1,129	102	506	\$112,161,416	\$217,578	\$635,286	\$965,710	\$1,185,546	\$748,131	\$550,260

orange st

Unit Type	Residents	Children	Workers	Assessed Value	Costs to School	Cost to City	School Revenue	City Revenue	Net School Impact	Net City Impact
Retail			581			\$256,353	\$946,852	\$1,162,395	\$946,852	\$906,042
Residential: Market	932	111	11	\$46,618,360	\$238,342	\$344,928	\$401,384	\$492,756	\$163,042	\$147,828
Residential: Affordable	225	55	3	\$8,203,286	\$116,912	\$83,398	\$70,630	\$86,709	-\$46,281	\$3,311
TOTAL	1,157	166	594	\$164,792,792	\$355,254	\$684,679	\$1,418,866	\$1,741,860	\$1,063,612	\$1,057,181

airport west

Unit Type	Residents	Children	Workers	Assessed Value	Costs to School	Cost to City	School Revenue	City Revenue	Net Impact-School	Net Impact-City
Retail			1,326	\$251,193,534		\$585,555	\$2,162,776	\$2,655,116	\$2,162,776	\$2,069,560
Office			7,213	\$584,852,725		\$3,184,877	\$5,035,582	\$6,181,893	\$5,035,582	\$2,997,017
Convention			1,834	\$0		\$809,654	\$0	\$0	\$0	-\$809,654
Industrial			652	\$136,085,146		\$287,979	\$2,494,791	\$3,062,710	\$1,171,693	\$1,150,441
Hotel			720	\$289,755,000		\$317,951	\$2,494,791	\$3,062,710	\$2,494,791	\$11,614,259
Hotel Tax								\$8,869,500		
Residential	1,017	122	12	\$50,868,100	\$260,070	\$376,372	\$437,974	\$537,676	\$177,905	\$161,304
TOTALS	1,017	122	11,756	\$1,312,754,505	\$260,070	\$5,562,388	\$11,302,816	\$22,745,315	\$11,042,747	\$17,182,927