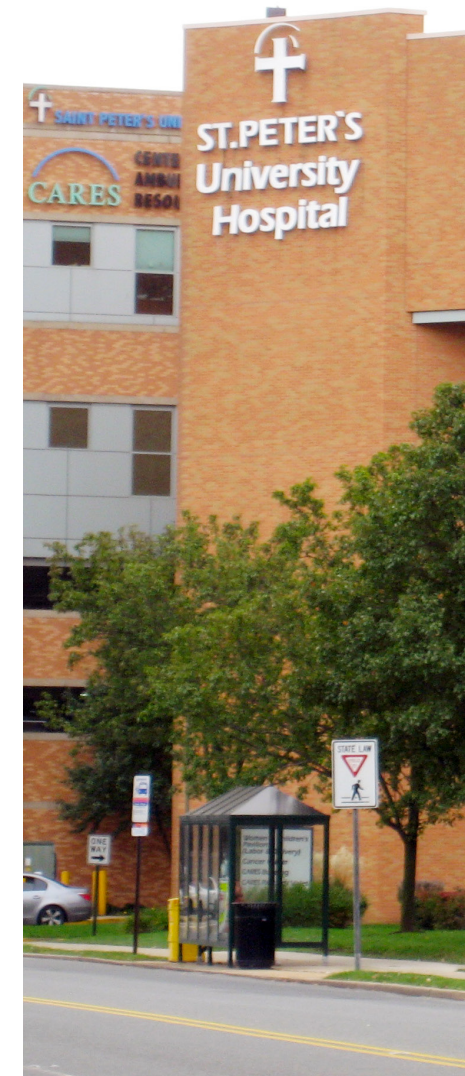


The following section identifies the key issues discussed during the stakeholders meetings. As noted in the 2004 Master Plan, most of the issues raised are ongoing issues facing the City. Most of these issues have already been addressed to some degree and should continue to be addressed by the City in the future. Overall, the goals and objectives identified in the 2004 Master Plan remain valid. The City continues to aggressively address the 2004 issues, goals and objectives.

Housing

- Continuing need for additional affordable housing. Currently, the average waiting list for public housing is 3 to 7 years. Since HUD is not providing financial support through operating subsidies and capital funds, the City Housing Authority is partnering with private developers.
- Need for workforce housing. Workforce housing is defined as housing affordable to households whose income is between 80% and 120% of the median income for the housing region.
- Need for more handicapped accessible family units with more than two bedrooms.
- Continued need for more owner occupied housing.

- Student Housing
The spread of university students into neighborhoods continues to be a significant issue particularly in the 6th ward. The 6th ward is bound by Hamilton Street, the Raritan River and the municipal boundary with Franklin Township. Historically, the neighborhood was developed with 1 and 2 family homes. Many of the homes are relatively old, have not been well maintained and are not designed to meet modern needs, particularly when used as college housing. As a result, there is a mismatch between the housing infrastructure and housing needs. The strong demand for additional off campus student housing is driving developer interest in pursuing variance approvals. The need for additional student housing and new or rehabilitated owner occupied housing are complementary. Modern purpose built student housing needs to be developed and new or rehabilitated housing in areas close to jobs and transit (e.g. 5th and 6th wards) are necessary. There is a need for both owner occupied and non-student rental housing.
- Continued need to rehabilitate the existing housing stock.



Land Use

- Continued need to strengthen the Central Business District.
In particular, there is a continued need to improve the retail presence in the downtown and “capture” more of the spending dollars of the residents and workers. As such, the role of the City Market SID should be reviewed and its effectiveness evaluated. The SID assessment formula also should be reviewed.
- Need to address the Remsen Avenue area. There are issues of absentee landlords, overcrowding, pedestrian safety and crime.



- Continued need to revitalize secondary commercial districts such as Easton Avenue. The two key issues are aesthetics and parking.
- Continued need to maintain

manufacturing, warehousing/distribution and similar uses in existing industrial areas.

Circulation/Parking

- Continued traffic congestion on local streets particularly with cars travelling from downtown to Route 18. There is an inherent problem with traffic congestion on local streets since the street infrastructure was not originally designed to accommodate current traffic volumes.
- Continued need to improve pedestrian and bicycle circulation and safety in the downtown and throughout the City. There are particular locations which have been identified as having safety issues.
- Existing pedestrian crossing near the train station is unsafe because cars do not slow down at the yield.
- Pedestrian access to Boyd Park is still dangerous although there are three bridge connections to Boyd Park. These connections were created as part of the Route 18 improvement project.
- Traffic and pedestrian safety issues have been identified on Jersey Avenue.
- Continued need for coordination between the University and the City to address parking needs.
- Need for Rutgers to address the capacity

and schedules of the University bus shuttle system since the busses are over capacity.

- Need to improve the wayfinding program particularly related to location of public parking.
- Need to address handicapped parking needs and locations.
- Continued need to address the parking conflict between staff/employees of the commercial establishments and customers.
- Need to shorten parking times in targeted area in order to address short term parking needs (e.g. pick up lunch).

Community Facilities

- Continued need to increase park space particularly through the creation of neighborhood pocket parks.
- Continued need to maintain and “reprogram” recreation facilities to address changing demographics (e.g. more soccer fields).
- Need to evaluate the use of synthetic field turf on some of the fields.
- Need to address parking in Buccleuch Park which is not recreation/open space related.
- Need to evaluate whether there is a need for more community gardens.
- Need to create “community spaces”. The

location of community spaces should be balanced with defensible design.

- Continued need to address changing school population. Numbers alone do not convey the issues. The issue is turnover and low student retention rates.
- Need to improve preschool facilities since some are obsolete.
- Need to assess programming at community center.
- Need to address the overcrowding at the Middle School. The school is using trailers.

Sustainability

- Need to promote “sustainable” neighborhoods by improving walkability and bikability and improving access to mass transit.
- Need to address installation and usage of renewable energy systems.
- Need to improve the energy efficiency of buildings.
- Need to conserve and reuse water.
- Need to allow ecosystems to function naturally (e.g. bioswales)
- Need to optimize climate conditions through site orientation and design.

The following discussion identifies what has occurred since 2004.



Land Use

Many of the land use recommendations of the 2004 Plan relate to the overall recommendations that the City’s Zoning map and ordinance need to be comprehensively revised. A comprehensive revision to the Zoning map and Ordinance was adopted in 2007 to “comply with and effectuate the 2004 Master Plan”. There were several recommendations however that were not implemented through the ordinance and map. The following is an update on the land use recommendations in the 2004 Master Plan.

- *The City’s Zoning Map should be revised to reflect the City’s Redevelopment Areas.* There are 20 designated redevelopment areas located in the City. This recommendation is still valid and should be implemented.
- *The C1, C2A, C2B, C2C and C-3B districts should be revised to prohibit new*

stand alone uses... Residential uses should be provided in the form of mixed use development.

This recommendation is still valid and should be implemented.

- *The setbacks and bulk requirements of the C-3B Districts should reflect the nature of existing development.*

This recommendation still remains valid and should be implemented.

- *Maximum front setback requirements should be considered, particularly within the City’s commercial districts.*

This recommendation continues to remain valid and should be implemented.

- *Self storage facilities area permitted use in the C-2C District... such use would certainly not be appropriate in the C-2C area along the lower George Street area.* This recommendation has been implemented through the elimination of the C-2C District and rezoning the lower George Street area to C-2B.

- *Automobile repair shops are permitted principal uses in the City’s C-2A and C-2B Community Commercial Districts... At a minimum automobile repair shops should be conditional uses subject to specific standards...*

This recommendation has been implemented. Automobile repair shops

are neither permitted or conditional uses in the C-2A and C-2B zones.

- *The C-4 Downtown Commercial/Office District allows “Hotels and Motels”. It is recommended that the Zoning Ordinance be revised solely to permit hotels and to contain a definition of hotel so as to distinguish them from motels.*

This recommendation was not implemented and continues to remain valid.

- *The C-6 Village Center Overlay District should be eliminated from the Zoning Ordinance.*

This was implemented.

- *The Zoning Ordinance should be revised to reflect latest revisions to the MLUL.*

This recommendation has been implemented.

- *The conditional use standards for all conditional uses should be reevaluated.*

This recommendation has been implemented.

- *Certain uses and other terms commonly used in the Ordinance are not defined.*

This recommendation has been partially implemented. Definitions should continue to be reviewed.

- *The Residential Site Improvement Standards (RSIS) were adopted by the State in 1997 in order to reduce the multiplicity*

of standards for residential subdivision and site improvements... it is therefore recommended that the zoning ordinance be revised to incorporate elements of the RSIS and where appropriate seek a waiver or exemption from certain standards for parking, streets and sidewalks. The City could seek a special area designation and approval of special area standards under NJAC 5:21-35 for this purpose.

The City Department of Engineering completed Engineering, Utility and Landscape Standards in February 2007. These standards reference and incorporate RSIS including the procedure for exemptions. Although RSIS is not a significant impediment to development, the City may want to consider requesting a special are designation.



- *Home professional offices are permitted as “accessory uses on the R-2, R-3, R-4 and other residential districts. However, there do not appear to be any standards to ensure that such uses remain incidental and subordinate to the principal residential use and to reduce potential impacts...*

This recommendation has been implemented through the definition of home occupation.

- *The City should consider the creation of detailed design standards intended to encourage future development in the City that contributes in a positive manner to the City’s built environment.*

Although the zoning ordinance contains some design standards, the City may want to consider additional design standards. In particular, a “form based” ordinance approach which emphasizes form and the relationship to the public realm should be considered for the Transit Village area of the City including Easton Avenue.

- *The City should continue to encourage and assist business location within the City.*

The City continues to actively assist businesses. It should be noted that historically many downtown retail businesses have struggled to remain viable. It may be appropriate to review

the role of the City Market SID and evaluate its effectiveness. As part of the assessment, other economic development strategies should be identified and reviewed as to their potential effectiveness in downtown revitalization efforts.

The City has been aggressively implementing redevelopment/ development projects throughout the City. Many of the projects are located in the Transit Village Area of the City. The Transit Village Area map identifies the recent projects.

The City continues to be very successful in utilizing redevelopment and other tools to revitalize the City and promote economic development opportunities. The City's efforts are consistent with the goals and recommendations detailed in the Master Plan and should be continued.

The following section summarizes the key development projects that have been either constructed, are under construction, or planned since the 2004 Master Plan.

- *Gateway Transit Village*
This project, currently under construction, is located at Easton Avenue and Somerset Street, just north of the Train

Station. The 624,000 square foot mixed use project will include the Rutgers University bookstore, retail, restaurants, 200 residential units of which 20% will be affordable rental units and a 600 space nine level parking structure. The development will directly connect to the Northeast Corridor rail platform. The Gateway project will be the City's tallest building.

- *Wellness Plaza*
This mixed use project, which is under construction, is located in Downtown New Brunswick. The development is being

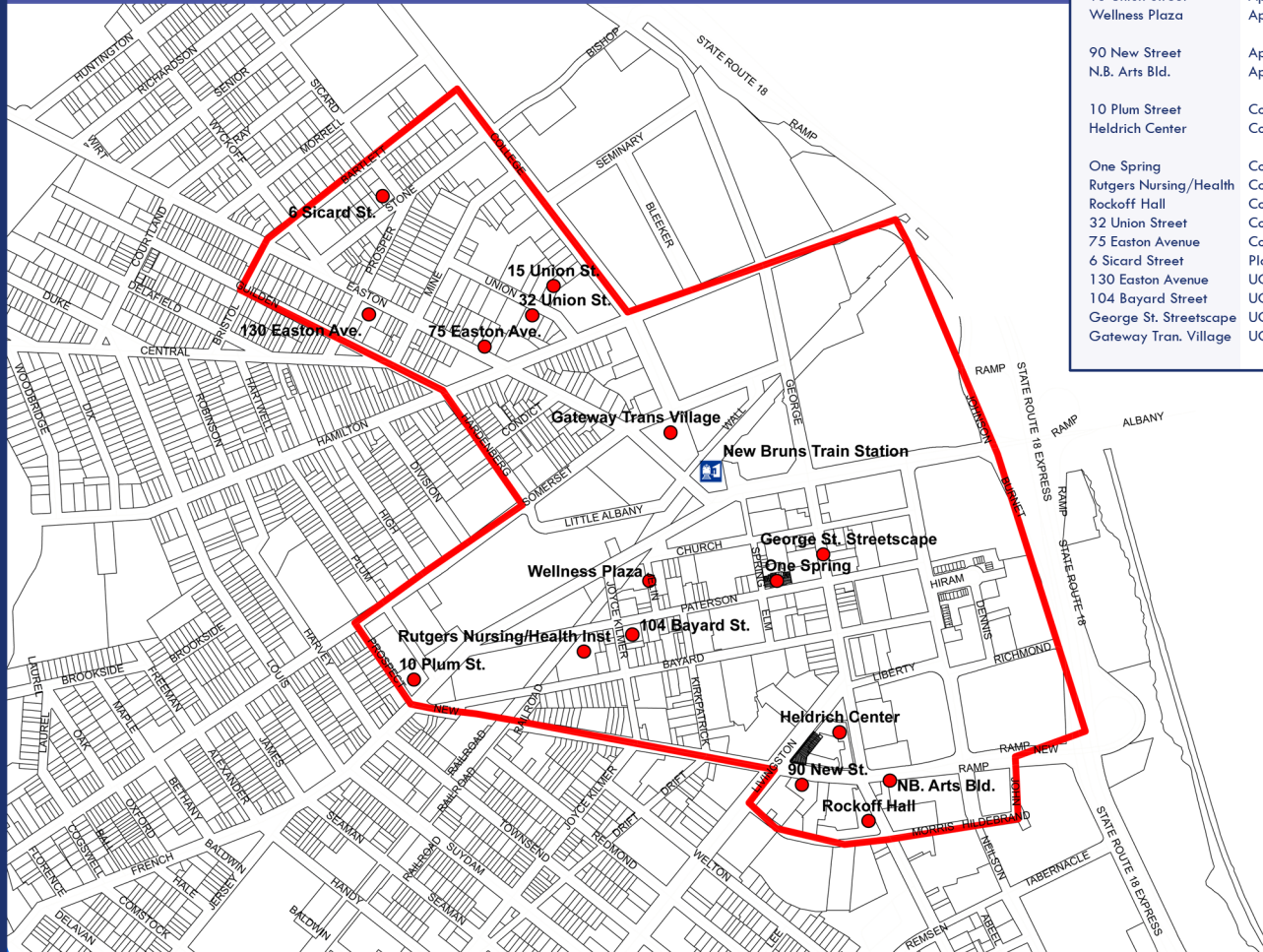


constructed through a partnership with the City Parking Authority and DEVCO. The 62,000 square foot Wellness Plaza will contain three pools and a health fitness center. It offers fitness screenings, personal trainers, community health

programs and physical therapy. A 49,000 square foot supermarket and 1,200 space parking deck is also part of the project. There will be a direct connection to the eastbound NJ Transit train platform.

- *The Heldrich*
This development contains a 250 room hotel and conference center, retail space, the Rutgers John J. Heldrich Center for Workforce Development and 48 condominium units. The Heldrich which was completed in 2007 is located at the intersection of Livingston Avenue and George Street.
- *Rockoff Hall University Apartments*
DEVCO, in partnership with Rutgers University, developed 186 student apartment suites, and street level retail. There is an adjacent 815 car parking garage. The project is located in the Downtown on George Street and was completed in August 2005.
- *Child Health Institute*
The 145,000 square foot biomedical research center is adjacent to Robert Wood Johnson University Hospital (UMDNJ). The project which was completed in May 2005 was developed by DEVCO in partnership with UMDNJ. Research is focused on prevention,

NEW BRUNSWICK TRANSIT VILLAGE AREA MAP



New Brunswick Transit Village Area Recent Projects

NAME	STATUS	ADDRESS	DESCRIPTION
15 Union Street	Approved	15 Union St.	18 rental units
Wellness Plaza	Approved	TBD	50,000 sf supermarket; 60,000 sf wellness center
90 New Street	Approved	90 New St.	167 residential units
N.B. Arts Bld.	Approved	295 George St.	121 rentals (80/20); 5,000 sf retail
10 Plum Street	Completed	10 Plum St.	90,000 sf office
Heldrich Center	Completed	10 Livingston Ave.	Hotel, Conf Ctr., 40 condos, offices, retail
One Spring	Completed	1 Spring St.	121 condos
Rutgers Nursing/Health	Completed	110 Paterson St.	Nursing school and Health Inst.
Rockoff Hall	Completed	290 George St.	Rutgers apts and 14,000 sf retail
32 Union Street	Completed	32 Union St.	32 rental units
75 Easton Avenue	Completed	75 Easton Ave.	14 rental units
6 Sicard Street	Planning Review	6 Sicard	Rental units
130 Easton Avenue	UC	130 Easton Ave.	34 rental units, 3000+ retail
104 Bayard Street	UC	104 Bayard St.	20,000 sf office bld.
George St. Streetscape	UC	George St.	New downtown streetscape
Gateway Tran. Village	UC	108 Somerset St.	192 apts, 60,000 sf retail, 40,000 office

treatment and cure of childhood diseases.

- *Children's Specialized Hospital*
This hospital is the largest pediatric healthcare rehabilitation system in the US. Opened in 2007, the facility is a 60 bed inpatient unit that treats children undergoing extensive rehabilitation for traumatic brain surgery, spinal cord dysfunction, special infant care, chronic conditions and sudden injuries.
- *Children's Hospital of Robert Wood Johnson University Hospital*
The Children's Hospital is located next door to the Children's Specialized Hospital and near the Child Health Institute of New Jersey. The hospital provides an extensive range of specialized pediatric care for children of all ages ranging from newborns to adolescents.
- *Residential Development*
As detailed on the Recent Projects map, there are a number of residential developments that have been completed, under construction or approved. These projects include new apartments designed for college students, affordable housing for seniors, luxury housing, supportive needs housing, and mixed affordable and market housing as well as retail.

Residential Housing developments include:

- 15 Union Street: 18 rental units designated for college students
- 90 New Street: 167 market rate residential units
- 32 Union Street: 32 rental units designed for college students
- 130 Easton Avenue: mixed use project with retail and 34 rental units
- Providence Square II: 53 Senior rental units located on Harvey Street
- Mt. Zion: 24 family ownership units located on Remsen Avenue

Housing

Since the 2004 Master Plan, the City has continued to address the goals of providing affordable housing, increasing owner occupancy and providing a variety of housing options.

The following table and Affordable Housing map details the inventory of affordable housing in the City as of 2009. As shown, it is broken down into five categories: homeownership, family rental (including public housing), senior rentals, housing vouchers and housing rehabilitation. Although the City has a significant inventory of affordable housing, it will continue to actively pursue additional opportunities. As part of its efforts, the City will look for public/private partnership arrangements.










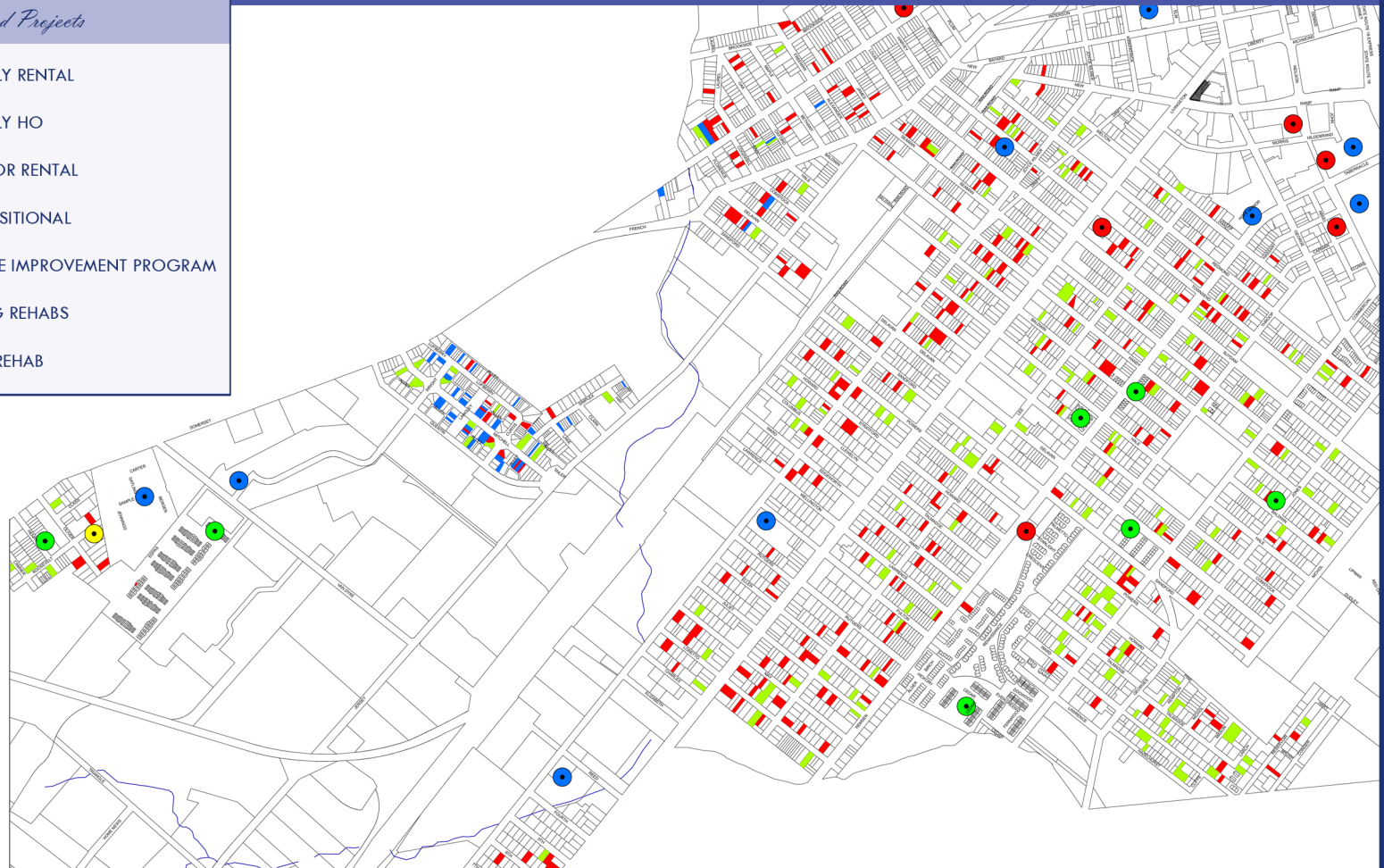
Affordable Housing 2009			
Project Name	Units	Address	Type
Homeownership			
Delavan Court	44	Commercial & Sanford Sts.	Individual Ownership
Comstock Court	19	Remsen & Comstock Sts.	Individual Ownership
Hampton Club	54	Edpas Rd.	Individual Ownership
Camner Square	19	Henry Ave.	Individual Ownership
Brunswick Raritan	3	Jones Ave & Baldwin St.	Individual Ownership
Fulton Square	57	Fulton St. & Commercial Ave.	Individual Ownership
Mt. Zion	24	Remsen Ave. & Baldwin St.	Individual Ownership
TOTAL	220		
Family Rental (including public housing)			
Schwartz Homes	200	Van Dyke Ave.	Public Housing
Robeson Village	60	Van Dyke Ave.	Public Housing
Hope Manor	68	George St. & Remsen Ave.	Tax credit and HOPE VI
Riverside	76	Neilson St. & Tabernacle Way	Tax credit and HOPE VI
Skyline Tower	14	Paterson St.	HMFA bond financing
NB Arts Bld (planned)	21	George St. & New St.	Tax credits & RCA
Unity Square (Under const)	5	Remsen Corridor (various sites)	HOME
PRAB	4	Townsend St.	RCA
TOTAL	448		



NEW BRUNSWICK AFFORDABLE HOUSING PROJECT MAP

Completed Projects

-  FAMILY RENTAL
-  FAMILY HO
-  SENIOR RENTAL
-  TRANSITIONAL
-  HOME IMPROVEMENT PROGRAM
-  CDBG REHABS
-  NPP REHAB



Affordable Housing 2009			
Project Name	Units	Address	Type
Providence Square	98	Somerset St & Harvey St.	RCA and Section 8
Prov Square II	53	Harvery St.	Tax Credits
Livingston Manor	50	Livingston Ave. & Townsend St	RCA
St. Mary's Apts.	132	Remsen Ave. & Talmadge St.	Section 8
Schatzan UAW Apts.	214	Neilson St. and New St.	Section 8
Hoffman Pavillion	60	Neilson St & Morris St.	Public housing
TOTAL	607		

Housing Vouchers			
NB Housing Authority	520		Housing Choice Vouchers
Housing Rehabilitation			
HARP	387		
HOME	24		
NPP	67		
CDBG	441		
Rental Rehab	144		
Total	1063		
TOTAL	2858		



Recent Projects

The more recent projects identified include:

- The City is providing \$758,000 in HOME funds to the Unity Square Partnership to construct 5 new affordable, single family three bedroom homes on vacant infill lots in the Unity Square Program area.
- The City partnered with Mt. Zion Community Development Corporation and a private developer to construct 36 mixed income owner occupied housing units at the intersection of Remsen Avenue and Baldwin Street. Of the total, 24 units were sold at affordable prices and the remaining 12 units at market prices.
- The City is currently working with Middlesex County and the nonprofit Triple C Housing Inc. to develop a site for a 10 unit special needs housing project at 191 Redmond Street. The project will include small rental units and provide permanent housing for homeless individuals. The project has received site plan approval and a commitment of \$608,000 in HOME funds from the City.

Consolidated Plan

In 2010, the City prepared the 2010-2014 Consolidated Plan dated May 2010 and the Analysis of Impediments to Fair Housing Choice dated September 2010.

The City's 2010-2014 Consolidated Plan establishes a Strategic Plan that details the City's priorities for addressing housing need and expenditure of available funds:

- Priority #1: Housing Rehabilitation of Owner Occupied Units
- Priority #2: Affordable Housing Development
- Priority #3: First Time Homeowners Assistance
- Priority #4: Rental Assistance
- Priority #5: Senior Housing Development
- Priority #6: Special Economic Development
- Priority #7: Improve Neighborhood Living Environment

Preserving and stabilizing established residential neighborhoods in the City is a recommendation that the City continues to address.

Remsen Avenue Revitalization Plan

The Remsen Avenue Revitalization Plan for the Unity Square neighborhood was completed in May 2010. The Plan was prepared for the Unity Square Partnership which is led by Catholic Charities of Metchen. The Plan was approved by the NJDCA Neighborhood Revitalization Tax Credit Program and has received funding for specific projects in the neighborhood. Tax credit

funding is being leveraged with HOME monies to provide rental affordable housing.

Another key project in the Unity Square neighborhood is to convert the former firehouse into a Community Center. Unity Square Partnership in conjunction with the City, received a \$1 million grant from Johnson & Johnson to rehabilitate the firehouse. The first floor will be leased to Unity Square and the second floor will become the City fire museum. There are also plans to renovate the neighborhoods and improve the streetscape along Remsen Avenue, the neighborhood commercial corridor.

Student Housing

The issue of student housing spreading into neighborhoods has become more widespread particularly in the 6th Ward and is addressed in the Recommendations section of this Report.





Circulation

Since the 2004 Master Plan was adopted, a number of planning initiatives specifically addressing circulation issues within the City have been completed. The following provides an overview of the documents and initiatives that have been completed since 2004.

- *Livingston Avenue Bicycle/Pedestrian Friendliness 2007*
The City Planning department analyzed the Livingston Avenue corridor between Nassau Street and George Street. Five alternatives of potential improvements to Livingston Avenue were evaluated in order to help maintain adequate traffic flow, improve bike safety, and to make crossings safer. The analysis concluded that the preferred option was Alternative 5 which recommended the following improvement to Livingston Avenue:
 - o Modify the existing cross section from four lanes to two 10' travel lanes
 - o Add a 14 foot raised median with turning bays/slots at designated intersections
 - o Add two to seven foot parking lanes and two 6 foot bike lanes in 60 foot cartway area/ parking and bike lanes can be

wider north of Suydam where cartway is 70 feet

- *NJDOT Safe Streets to Transit Grant/ Safe Route to School Grants*
In 2008 New Brunswick received a \$147,000 Safe Streets to Transit Grant for pedestrian safety improvements at the train station. The City also received two Safe Route to School Grants. One was a \$167,000 infrastructure improvement grant, and the other was \$162,000 enforcement program grant.
- *Rutgers Bike Share Program*
Rutgers recently started a pilot Campus Bicycle Rental Program (BRP) developed for the purpose of testing the need, benefit, accessibility, cost, liability and feasibility of instituting a New Brunswick/ Piscataway campus-wide bike rental program in the near future. This pilot program will include a total of about 150 bicycles which will be distributed among Volunteer University Departments throughout the Rutgers New Brunswick/ Piscataway campus. The program will measure each of the items listed above over the course of one year during which time adjustments will be made to enhance and possibly enlarge the program.



- *Bike Lane Improvement Grant*
The City received a \$200,000 CDBG grant for biking improvements in the City. This grant will assist in the creation of a bike lane network throughout the City through signage and striping. An improved bike lane network will accomplish the following:
 - o Help to reduce traffic
 - o Help encourage riders to utilize the cartway rather than the sidewalks
 - o Help with traffic calming
 - o Improve bike safety

- *New Jersey Transportation Improvement Program*
The NJTIP has allocated seven million dollars for bike/pedestrian improvements to George Street. The project will run from George Street past the Rutgers campus, along Albany Street and Neilson Street to the Douglas campus. Construction is expected to start in the Fall of 2011 and continue to the Spring of 2012.

- *Easton Avenue/ Main Street Corridor Plan 2010*
Middlesex and Somerset County jointly prepared the Easton Avenue/ Main

Street Corridor Plan in 2010. The plan makes suggestions for improving traffic circulation and bike/pedestrian improvements along the corridor.

- *George Street Streetscape*
The Downtown George Street streetscape project has recently been completed. The project included replacement and upgrade of the entire streetscape elements including new sidewalks, street lighting, street furniture and street trees.

There have been two large scale road improvement projects completed since the 2004 Master Plan. They are as follows:

Route 18 Improvements

The Route 18 improvement project was completed in 2009. The project's goal was to alleviate congestion on Route 18 while enhancing the safety for cars, pedestrians, and bikers. Reconstruction improvements included:

- New outer roadways which separate local traffic from the expressway traffic. Both the northbound and southbound outer roadways now allow access to and from the City over new bridges at George Street, Commercial Avenue, New Street and Albany Street.
- The outer roadways have wide multi-

use paths along their entire lengths and at each bridge crossing to connect the City, its institutions, residential and recreational areas.

- Pedestrian crossings have been added with traffic signals at Paulus Boulevard, George Street and Commercial Avenue, and pedestrian bridges at Carpenter Road and Richmond Street. The connection to the pedestrian bridge at New Street has been improved.
- A ramped promenade at the new bridge at Commercial Avenue now provides a scenic vista of the Raritan River and a grand entranceway for pedestrians into Boyd Park. A new amphitheater adjacent to the park pavilion has also been constructed.
- Boyd Park was extended into the former City Docks area and a new boat ramp and picnic pavilion, and parking has been constructed.
- New sidewalks and lighting have been installed in the areas that the pedestrians and bicyclists use.
- Noise walls have been constructed to buffer several residential locations.
- The aesthetic improvements such as the burying of utilities underground, landscaping and architectural and other urban design treatments have been installed

The project has resulted in better circulation for all modes of travel; however it has created unanticipated issues related to pedestrian and bicycle safety which remain to be addressed.

Many of the circulation issues identified in the 2004 Master Plan are still relevant today. Some of the issues have been addressed or partially addressed while others have been exacerbated. The following is a list of the major circulation issues at the time of the last master plan followed by a status update.

- *Continued development, as well as employment and population growth in the City and surrounding communities, will likely increase traffic within the City and place a greater burden on the existing circulation system.*
Since the 2004 Master Plan, the Route 18 improvement project has been completed between Route 1 and Route 27. The improvements included the creation of parallel distributor roads which increased the roadway to 8 lanes of traffic as well as four new interchanges have substantially improved the traffic flow to and from the City. The other improvements such as the pedestrian walkways allow for better pedestrian access to Boyd Park. Stakeholders

identified that there is still an issue with ease of pedestrian access across Route 18. The stakeholders also identified an issue of congestion on the roads which access Route 18 when traffic is leaving the City.

- *Need for continued improvement and access to public transportation.*
This remains an issue for the City.
- *Need for improved pedestrian and bicycle circulation and safety.*
This issue has become one of the City's main concerns since the 2004 Master Plan. As indicated above, the City has devoted considerable effort towards dealing with this issue since 2004 by way of the completion of several planning documents. The CDBG grant awarded to the City will assist in alleviating this issue. The specific issues or improvements that have been identified are as follows:
 - o The completion of the Route 18 improvements has allowed for pedestrian access to Boyd Park; however, the improvements have created a potentially unsafe situation when crossing the access ramps and bridges. The crossings are not visible enough especially

at Commercial Ave and George Street. There appears to be a vehicular speed issue at the New Street ramp and the pedestrian crossing to access the walkway is at an awkward intersection which does not properly address pedestrian crossings.

- o The issue of pedestrian crossings near and around the train station remains an issue.
- o There is a lack of bike racks in strategic locations such as the train station, schools, and parks.
- o There is a lack of bike lanes which provide safety for riders and help with traffic calming.
- o Jersey Ave, Easton Ave, Remsen Ave and Livingston Ave, are all lacking bike lanes.
- o There has been a flashing crosswalk installed at on Johnson Drive and at Hamilton Street and George Street; however, there is still an issue with car speed in that area.
- o There need to be better coordination between the County and City with regard to potential pedestrian and bike improvements on County roadways within the City.

The 2004 Master Plan included an extensive list of recommendations, most of which hold true today. The only change is that now there is a greater focus on the pedestrian and bicycle circulation and safety issues within the City. Rising fuel cost combined with the growing job base and population within the City have created the need for these types of improvements. At the same time congestion within the City continues to be an issue. The roadway improvements to Route 18, for example, have eased congestion in some ways; however, the congestion issues on the side roads which access Route 18 still need to be addressed.

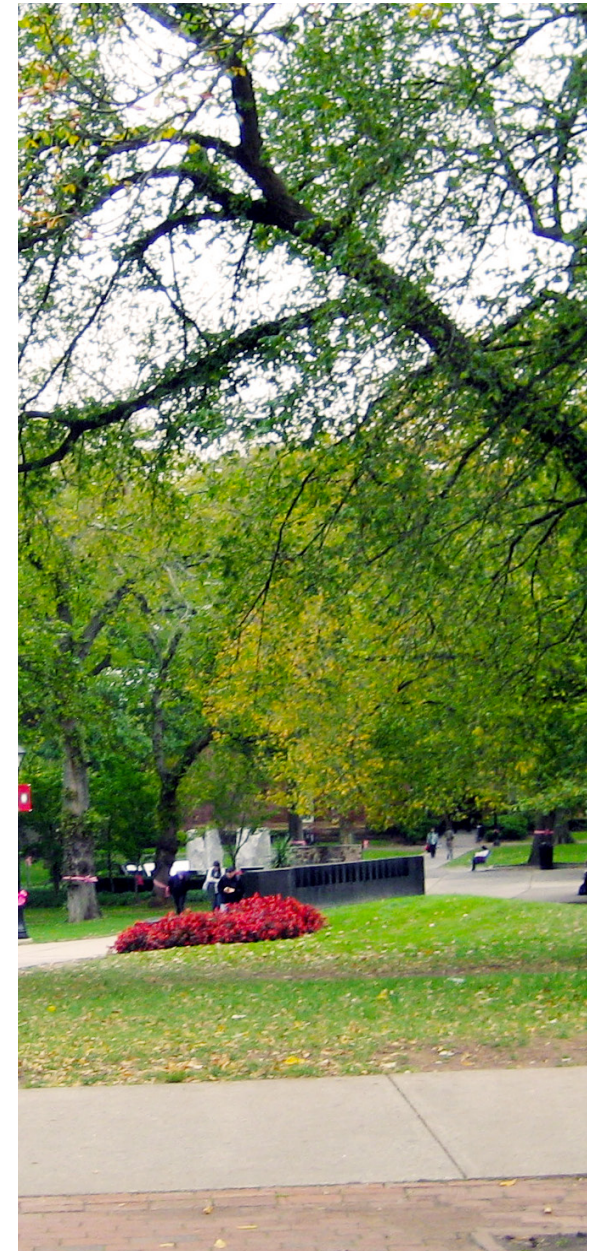


Parks, Recreation and Open Space

The City has made significant improvements to the parks, recreation and open space network in the City since 2004. The continuing issue is the long term maintenance of the City's parks system and recreational facilities. The recommendations in the 2004 Master Plan included the need for a community center that provided fitness facilities, the need for a downtown park, the expansion of the Raritan Conservation Area and the establishment of a linear open space network along the Raritan River and Lawrence Brook.

Since 2004, the following issues and recommendations have been addressed.

- Boyd Park: The recently completed Route 18 improvements included upgrades to the Park as well as construction of pedestrian and bicycle crossing to the Park across Route 18. The Park was extended into the former City docks area and a new boat ramp and picnic pavilion was added. Approximately 20 parking spaces were also constructed. There has been increased use of the Park since the Route 18 improvement; however, there continues to be a need to address pedestrian access safety issues. This is discussed in the Circulation section.
- Feaster Park which is located in the Remsen Avenue/Unity Square area has been upgraded and a community garden has been created in the neighborhood. New solar powered LED lighting has recently been installed.
- Due to the demographic changes and the associated recreation needs, the City has reconstructed some of the recreational facilities. Existing baseball fields have been modified to create additional soccer fields.
- Pitman Park has been upgraded although additional need for more benches was identified; new solar power LED lighting has recently been installed.
- The City has received funding to install a synthetic field at Alice Jennings Archibold Park.
- One of the key recommendations in the 2004 Master Plan was the need for an additional community center. As discussed, in the Land Use section, a Health and Wellness Center is under construction. This Center, in partnership with RWJ University Hospital and DEVCO, will provide the range of fitness facilities that the 2004 Master Plan recommended including an aquatic center. In addition, the former firehouse





in the Remsen Avenue neighborhood will be rehabilitated into a community center including a City Fire Museum.

The City should continue to pursue opportunities for additional park space and implement the recommendation to establish linkages along the Raritan River and Lawrence Brook.

Community Facilities

The City recognizes the importance of community facilities upon the quality of life of its residents and labor force. These facilities include education, City services (e.g. police, fire, and library) and health care. One of the key recommendations in the 2004 Master Plan is the need to continue to evaluate and respond to changing needs for community services and facilitates based upon changing demographics.

This is particularly significant in the schools. Although there has been an overall increase in enrollment, the real issue is the significant turnover in students. Few students start in kindergarten and remain in New Brunswick schools when they graduate from the high school. There is generally a loss of approximately 30% of the students each year. This creates an extremely low retention rate, indicative of a transient population.

The following describes the progress since 2004 with respect to community facilities.

- A new high school was opened in January 2010 which was funded under the State's Educational Facilities Construction and Financing Act. The school was one of the six demonstration projects in the State. There are currently 1,400 students in the high school which is a 6% increase from the last school year.
- Lincoln School is currently undergoing a major renovation and will reopen in September 2011.
- The auditorium at Roosevelt School has been renovated.
- The State's SCC has committed funds to rebuild a school on the site of the former Redshaw School. The City and Board of Education will cooperate with the SCC's development of this building.
- One kindergarten center has been constructed at McKinley School.
- The Board of Education is contracting with 12 to 14 entities to construct preschool centers throughout the City. This option will eliminate the need for bussing.
- The Rutgers public safety building located on George Street was completed in 2005. The 75,000 square foot facility includes structured parking for University users.

Recycling

The 2004 Master Plan recommended that the subdivision and site plan regulations incorporate recycling provisions as required by the Statewide Mandatory Service Separation and Recycling Act. The zoning ordinance has been revised to include these provisions.



Sustainability

Although the 2004 Master Plan did not contain a section on Green Building and environmental sustainability goals, the 2004 recommendations were based upon sustainable principles. These principles include promoting walkable neighborhoods, maximizing access to mass transit, creating sustainable neighborhoods and providing affordable housing.

The MLUL was amended in 2008 to recognize a Green Building and Environmental Sustainability element as an optional element of a municipal Master Plan. In December 2009 City Council adopted a resolution supporting efforts to receive Sustainable Jersey certification. New Brunswick has registered with the Sustainable Jersey program and is working towards certification.

The City received a grant from NJDEP to establish a baseline for its greenhouse gas (GHG) emissions and develop a GHG reduction plan for the next 10 years. In response, a Greenhouse Gas Emissions Inventory and Climate Action Plan dated September 2010 was prepared.

The Plan projects an expected reduction of approximately 19% of the GHG emissions due to the City's municipal operations and facilities. A target reduction by the City of an additional 1% for year 2020 (20% total) is expected to be

addressed by water usage reduction. The Plan also recommends evaluating the GHG emissions for the entire New Brunswick community including circulation and land use policies.

The New Brunswick Environmental Commission (NBEC) completed a draft Green Building and Sustainability Master Plan element in July 2011. The Plan element contains a number of recommendations in the following key categories:

- Water Reduction
- Water Resources
- Land Use
- Transportation
- Sustainable Construction and Planning

The New Brunswick Environmental Commission has also prepared a draft Food Policy statement that is proposed by the NBEC to become a component of the Sustainability Element.

The City has implemented public "green" solar projects by installing solar panels at seven sites throughout the City including the new High School. The City in partnership with the Board of Education and the Parking Authority undertook the largest municipal solar energy project in NJ.

