

Town of Harrison
Hudson County
Master Plan Reexamination Report

October 2020

Adopted November 10, 2020

Prepared by



Heyer, Gruel & Associates
Community Planning Consultants
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The original of this report was signed and
sealed in accordance with N.J.S.A. 45:14A-12

A handwritten signature in black ink, appearing to read 'Susan S. Gruel', written over a horizontal line.

Susan S. Gruel, P.P. #1955

A handwritten signature in black ink, appearing to read 'M. McKinley Mertz', written over a horizontal line.

M. McKinley Mertz, AICP, P.P. #6368

Contributing Content by Lauren Purdom, AICP

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INTRODUCTION

This report constitutes a Master Plan Reexamination Report for the Town of Harrison as defined by the New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-89). The purpose of the Reexamination Report is to review and evaluate the local Master Plan and Development Regulations on a periodic basis in order to determine the need for updates and revisions. The Town adopted its last Master Plan in 2007 and its most recent Reexamination Report in December of 2017. This Reexamination Report serves as an amendment to the 2017 Master Plan Reexamination Report.

Section A of this report identifies the goals and objectives that were established in the 2007 Master Plan. Sections B and C describe changes that have occurred in the Town, the County, and the State since the adoption of the 2017 Master Plan Reexamination Report related to Town-specific development issues and general shifts in planning assumptions. Finally, Sections D, E, and F discuss recommended actions to be addressed by the Town.

It is the intent of this Report to consider and provide recommendations concerning land use and zoning issues in the Town that have arisen during the years since the 2017 Master Plan Reexamination Report.

PERIODIC REEXAMINATION

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

- A. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report,
- B. The extent to which such problems and objectives have been reduced or have increased subsequent to such date,
- C. The extent to which there have been significant changes in assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives,
- D. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared,

- E. The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L.1992, c. 79 (C.40A: 12A-1 et seq.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality, and
- F. The recommendations of the Planning Board concerning locations appropriate for the development of public electric vehicle infrastructure, including but not limited to, commercial districts, areas proximate to public transportation and transit facilities and transportation corridors, and public rest stops; and recommended changes, if any, in the local development regulations necessary or appropriate for the development of public electric vehicle infrastructure.

SECTION A

Goals and Objectives

During the 2007 Master Plan process, the Town undertook a comprehensive analysis of the conditions that effect Harrison and influence the Town's growth. In the years leading up to the 2007 Master Plan, the Town experienced the beginning of significant redevelopment efforts, concentrated primarily in the Town's Waterfront Redevelopment Area. A set of goals and objectives was developed for the 2007 Master Plan that included policy-based targets focused on expanding the Town's economic base and providing facilities and services intended to meet the needs of Harrison residents. The 2007 Master Plan identified the following objectives:

Land Use Objectives

1. Encourage a balanced development pattern, which will preserve and improve the character of the community, protect and enhance long term economic and social interests of present and future residents, and enhance the Town's overall quality of life.
2. Protect and enhance the character of Harrison's residential neighborhoods by: appropriately controlling future subdivision and infill development; rehabilitating substandard housing; eliminating non-conforming uses; minimizing illegal conversions; and preventing the intrusion of commercial development on residential streets as well as the conversion of low-density housing types into multi-family units where such conversion would be inconsistent with the zoning.
3. Promote the continued revitalization of the central business district as a thriving, attractive, mixed-use pedestrian-oriented downtown.

4. Encourage the development of a diversified economic base that generates employment growth and provides increased tax ratables through continued private investment and the provision of tax-producing uses through development and/or redevelopment, consistent with community needs, desires, and existing development.
5. Respond to regional development trends, residential as well as industrial and commercial, in a manner responsive to the community's well-being.
6. Ensure that future development is aesthetically pleasing and is compatible with and/or enhances the character of the area.
7. Encourage historic preservation in order to maintain the Town's character, protect existing historic resources and complement economic development efforts.
8. Preserve and enhance natural resources and habitats within the Town.
9. Effectuate the Waterfront Redevelopment Plan in order to create a vibrant mixed-use, transit-oriented, pedestrian-scale development that will make Harrison a regional destination for years to come.

Circulation and Parking Objectives

1. Provide for a safe and adequate road system that is capable of handling today's traffic volume as well as that which may result from future growth in traffic volume.
2. Provide a supply of parking that meets the needs of, and is convenient to, the Town's commercial and residential areas.
3. Increase use of public transportation (bus and rail) as an alternative to private automotive transport.
4. Increase bicycle and pedestrian safety and circulation by improving traffic signals at key intersections, utilizing traffic calming measures and making necessary infrastructure improvements.

Community Facilities and Services Objectives

1. Continue and enhance the high quality of education, fire and police protection, library services, and other community services provided to Town residents.
2. Maintain and upgrade the existing system of community facilities and services in order to provide a high level of public services and to accommodate growth as well as the changing needs of the population.

3. Preserve and improve the existing system of parks and recreation facilities and pursue opportunities to increase the number of parks and recreation facilities in the Town.
4. Provide a wide range of recreation and cultural opportunities, programs and facilities that meet the needs of all segments of the community.
5. Provide community services that address all demographic sectors of the population (e.g. schools, day care facilities, recreation facilities, senior centers).
6. Continue improvement of school facilities and educational programs to accommodate enrollment growth, curriculum changes, new programs and technological advances.
7. Preserve, maintain and improve the existing utility infrastructure including public water, sanitary sewer and storm water facilities.
8. Maintain adequate water supply to the Town.
9. Provide adequate sanitary sewer service for the Town.
10. Effectuate the Stormwater Management Plan and associated ordinances.
11. Assure adequate collection and disposal of solid waste materials.
12. Promote recycling in order to protect the environment and reduce the Town's solid waste stream.

Housing Objectives

1. Preserve the character and stability of established residential neighborhoods.
2. Maintain and improve the existing quality of housing.
3. Meet the Town's affordable housing obligation in a manner that is compatible with the Town's other planning objectives.

SECTION B

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

The November 2017 Master Plan Reexamination Report examined the Goals and Objectives of the 2007 Master Plan. The extent to which the goals and objectives have been reduced or increased remains the same as it was in the November 2017 Reexamination.

SECTION C

Significant Changes in Assumptions Impacting the Master Plan

Since the Town adopted its 2017 Master Plan Reexamination Report, there have been several changes at the State, County, and local level affecting the assumptions, policies, and objectives that form the basis of the Master Plan. These include the following:

Changes at the Local Level

Redevelopment

There has been significant development within the Waterfront Redevelopment Area since the 2017 Master Plan Reexamination Report. The following development has been approved, begun construction or completed within the Waterfront Redevelopment Area:

Total Residential Units Projected	Total Residential Units Approved	Total Residential Units Built or Under Construction	Percent Built or Under Construction
10,363 units	1,523 units	4,057 units	39.15%

Total Retail/Commercial Projected	Total Retail/Commercial Approved	Total Retail/Commercial Built or Under Construction	Percent Built or Under Construction
2,280,530 SF	213,673 SF	65,657 SF	2.88%

Total Hotel Rooms Projected	Total Hotel Rooms Approved	Total Hotel Rooms Built or Under Construction	Percent Built or Under Construction
653 rooms	350 rooms	303 rooms	46.40%

Total Conference Space Projected	Total Conference Space Approved	Total Conference Space Built or Under Construction	Percent Built or Under Construction
2,433 SF	833 SF	1,550 SF	63.71%

Total Office Space Projected	Total Office Space Approved	Total Office Space Built or Under Construction	Percent Built or Under Construction
1,874,600 SF	1,447 SF	1,550	63.71%

The Town of Harrison adopted an amendment to the Waterfront Redevelopment Plan on May 26, 2020. The amendment included a new goal to provide for the opportunity of residential inclusionary development in the Redevelopment Area in order to address a portion of the Town's affordable housing obligation. The amended ordinance provides for inclusionary zoning at two properties in the Residential District of the Waterfront Redevelopment Area to produce 116 affordable family rental units through a 15 percent affordable housing set-aside. Additionally, the amended ordinance provides for multi-family inclusionary development on the PSE&G site south of the PATH Station within the Planned Office District, which would generate an additional 120 affordable family units through a 15 percent affordable rental set-aside.

Zoning Changes

Since the 2017 Reexamination Report, the Town of Harrison has created the TV and Film Studio Overlay (TV&F-O) in the westerly portion of the Town between I-280 and Harrison Avenue. The purpose of the TV and Film Studio Overlay is to permit an optional development to the primarily industrial zoning adjacent to Supor Boulevard. The alternative development would allow a major TV and film production studio complex with complementary uses. Potential developers may choose to either develop the parcels pursuant to the existing underlying zoning OR choose to utilize the Overlay option.

The Overlay is approximately 38 acres in size and is anticipated to contain over 300,000 square feet of studio space. A school is proposed to be an integral part of the complex, which will provide training and skills necessary to work within the studio industry. This Overlay is intended to capitalize on its location in the northeast section of the State near the Harrison PATH station, which will provide the interconnection with the NYC Metropolitan market. This Overlay promotes the State's policy to encourage studio production and to capitalize on the State of New Jersey tax credit program: the Garden Film and Digital Media Jobs Act.

The Town also adopted an ordinance creating a new Affordable Housing Senior (ASH) Zone, which provides for the development of age-restricted affordable housing through inclusionary development and/or 100% affordable development. The newly created ASH Zone will generate at least 98 age-restricted affordable units in the form of multi-family, townhouse, and/or mixed-use developments.

Harrison Public Schools

The Harrison Board of Education currently operates five schools:

- Lincoln Elementary School, grades Pre-K through 3;
- Kennedy Elementary School, grades Pre-K through 1;

- Hamilton Intermediate School, grades 4 through 5;
- Washington Middle School, grades 6 through 8; and,
- Harrison High School, grades 9 through 12.

During the 2018-2019 school year, the Harrison School District (HSD) saw an average daily enrollment of 2,027 students. HSD continues to qualify for “Abbott” designation, now referred to as a School Development Authority (SDA) District.

Since the adoption of the 2017 Master Plan Reexamination Report, construction of a new elementary school was completed on District-owned property at 1 Washington Street. Kennedy Elementary School, which opened in September 2020, contains two preschool classrooms, two special education classrooms, nine kindergarten classrooms, and nine first grade classrooms.

HSD is making a conscious effort to provide up-to-date and modern technology for its teachers and students. The District has participated in an effort to improve its access to technology with a goal of providing one Chrome Book for each student and increasing the number of computers in each building. The District additionally received a FEMA grant and purchased an emergency generator and designated Washington Middle School as an emergency shelter.

HSD recently created the Harrison High School Culinary Academy through a partnership with Hudson County Community College (HCCC) and Pomptonian Food Service. Additionally, the HSD runs the *HCCC Project Learning Enables All Possibilities (LEAP)*, which allows seniors in high school to earn college credits. The LEAP and Culinary Program tuitions are fully funded by the HSD Budget.

The 2019 Comprehensive Analysis Report includes the same principles for instructional and data driven approach as were included in the November 2017 Reexamination Report.

The following chart represents the enrollment history of the Harrison School District since the adoption of the 2007 Master Plan. Since the 2016-2017 school year, enrollment slightly fluctuated. As of the 2018-2019 school year, enrollment dropped nearly 6 percent, representing the most significant decrease since the 9 percent in the 2013-2014 school year.

Harrison School District Average Daily Enrollment		
School Year	Student Enrollment	Percent Change
2007-2008	1,818	-
2008-2009	1,902	4.6%
2009-2010	1,936	1.8%
2010-2011	1,977	2.1%
2011-2012	2,024	2.4%
2012-2013	2,213	9.3%
2013-2014	2,015	-8.9%
2014-2015	2,068	2.6%
2015-2016	2,127	2.9%
2016-2017	2,113	-0.7%
2017-2018	2,153	1.9%
2018-2019	2,027	-5.9%

Open Space and Recreation

Planning for open space and recreation opportunities for its residents continues to be a central goal for the Town of Harrison. The biggest and most ambitious of the Town's planned open space areas is the effort to improve the Town's waterway along the Passaic River. For over two decades the Town has committed resources to cleaning up the waterfront and creating a public walkway that will provide a significant recreation amenity for residents and visitors alike.

The most recent effort occurred in the southern section of the Waterfront Redevelopment Area. The Town of Harrison is working to acquire part of Block 143 Lot 7.02 and an access easement along Block 43 Lot 7.01 to create the Cape May Street Waterfront Park/Walkway. Both lots are currently owned by PSE&G. The Town owns the neighboring site, Block 143 Lot 43 that is also included in the plan for the park. In 2017, the Town applied for and received grant funding from several sources, including \$1.8 million from the New Jersey Department of Environmental Protection (NJDEP) Office of Natural Resource Restoration (ONRR) Newark Bay Complex grant for acquisition of the site, and \$3 million from the NJDEP ONRR Passaic River Tributaries grant for park development at the site. The Town had previously received \$825,000 from a 2014 Green Acres grant to be used on a different portion of the waterfront. However, with the advancement of plans for the Cape May Street Waterfront Park/Walkway, the Town was able to reallocate the 2014 award to this project.

On September 28, 2017, the Town received additional grant funding from the Hudson County Open Space Trust Fund to assist with the land purchase. Clean-up of the site was completed in December 2017. It is anticipated that the land will be purchased from PSE&G by the end of 2020.

The approximately 10-acre Cape May Street Park is proposed to include the creation of wetlands that will absorb runoff from a proposed playground and parking area, as well as a “River Overlook” along the Passaic River and walking paths. A gateway entrance to the park is proposed for the northwest corner at the intersection of Cape May Street and Frank E. Rodgers Boulevard. The entrance will be marked by a five-sided pylon sign. The park will also include a dog park, fitness stations, seating, water features, and bicycle parking. The Town received grant monies to assist with the park development phase of the project. These partners include the Hudson County Open Space Trust Fund, ONRR, and NJDEP Green Acres.

The Town has also received several grants from the Hudson County Open Space Trust Fund to improve and update existing parks within the Town. The Town received grant funding to repave and update the Harrison Courts, located at 14-28 S. Frank E. Rodgers Boulevard. Specifically, it is anticipated that the Town will utilize this funding to improve both the existing basketball court and the artificial turf soccer field. The Town also received funding to update the Harrison Little League Field, located at 714-728 Harrison Avenue and 701-729 Cleveland Avenue (Block 44, Lots 1 and 39). The Town proposes to have the baseball diamond relocated, the field graded and planted with new sod, and to add a playground on the site.

Affordable Housing

The Town of Harrison has a long history of participating in the COAH process. In the current round, the Town executed a settlement agreement with Fair Share Housing Center on November 2, 2018 and an amended settlement agreement on November 12, 2019. Housing Element and Fair Share Plans were adopted by the Planning Board on December 14, 2017, December 13, 2019, and May 11, 2020. On June 4, 2020, the Town received an Order of Fairness and Judgment of Compliance and Repose (JOR) with the condition that the Town adopt an ordinance amending the zoning map to include the Affordable Senior Housing Zone, which was adopted on June 30, 2020. The Town has also adopted the following housing-related ordinances and resolutions:

- Ordinance #1413 amending and supplementing the municipal code to address FHA and UHAC requirements, adopted on May 26, 2020;
- Ordinance #1414 adopting amendments to the Waterfront Redevelopment Plan Area to provide for inclusionary development with a required 15% affordable set-aside for rental family units, adopted on May 26, 2020;
- Ordinance #1415 repealing and replacing Chapter 15.36 with Affordable Housing Development Fees, adopted on May 26, 2020;

- Ordinance #1404 amending Chapter 17 Land Development Ordinance to include provisions for the Affordable Senior Housing Zone, introduced on April 7, 2020;
- Resolution #2020-86 appointing Paul J. Zarbetski as Municipal Housing Liaison, adopted on May 26, 2020;
- Resolution #2020-87 appointing Heyer, Gruel and Associates (HGA) as Administrative Agent, adopted on May 26, 2020;
- Resolution #2020-88 adopting the Affirmative Marketing Plan, adopted on May 26, 2020;
- Resolution #2020-89 adopting the Spending Plan, adopted on May 26, 2020;
- Resolution #2020-90 authorizing the adoption of the Home Rehabilitation Program Operating Manual, adopted on May 5, 2020; and,
- Resolution #2020-91 endorsing and seeking court approval of the Housing Element and Fair Share Plan, adopted on May 26, 2020.

Local Demographic Characteristics

The following sections highlight some of the key findings regarding local demographic characteristics as provide by the US Census Bureau Decennial Census and 2014-2018 American Community Survey 5-Year Estimates. Further detail is provided in the Town's Housing Element and Fair Share Plan. It should be noted that significant construction efforts have been completed in the Waterfront Redevelopment Area since the 2010 Census was recorded. Increases and changes in population due to the recent influx in residential construction will not be depicted in the majority of the numbers below.

Population

According to the 2010 Census, Harrison's population was 13,620, which was a decrease of 5.6 percent from 2000. Despite the fall in population between 2000 and 2010, the US Census Bureau 2014-2018 American Community Survey (ACS) estimates a total population in 2018 of 16,180, which represents an estimated increase of 18.8 percent from 2010. This estimate is an indication that Harrison's population has begun to grow again.

Population Trends									
Year	Harrison Town			Hudson County			New Jersey		
	Population	Change		Population	Change		Population	Change	
		Number	Percent		Number	Percent		Number	Percent
1930	15,601	-	-	690,730	-	-	4,041,334	-	-
1940	14,171	-1,430	-9.2%	652,040	-38,690	-5.6%	4,160,165	118,831	2.9%
1950	13,490	-681	-4.8%	647,437	-4,603	-0.7%	4,835,329	675,164	16.2%
1960	11,743	-1,747	-13.0%	610,734	-36,703	-5.7%	6,066,782	1,231,453	25.5%
1970	11,811	68	0.6%	607,839	-2,895	-0.5%	7,171,112	1,104,330	18.2%
1980	12,242	431	3.6%	556,972	-50,867	-8.4%	7,365,011	193,899	2.7%
1990	13,425	1,183	9.7%	553,099	-3,873	-0.7%	7,730,188	365,177	5.0%
2000	14,424	999	7.4%	608,975	55,876	10.1%	8,414,350	684,162	8.9%
2010	13,620	-804	-5.6%	634,277	25,302	4.2%	8,791,894	377,544	4.5%
2018 Estimates	16,180	1,551	10.6%	668,631	24,026	3.6%	8,881,845	49,439	0.6%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

Income

According to the 2014-2018 American Community Survey 5-Year Estimates, the Town of Harrison had a slightly lower median household income than that of Hudson County and the State of New Jersey. In 2018, the median income in Harrison was \$65,550, roughly \$739 less than the County and \$13,813 less than the State's median income. In 2018, roughly 73 percent of all households in the Town earned \$50,000 or more, with the largest percentage of households in the \$75,000 to \$99,999 range (22.5%). Of the 16,180 persons in Harrison in 2018, 2,567 or 15.8 percent of the Town population lived below the poverty level. The County experienced a similar poverty rate with 16.3 percent of its population living below the poverty line.

Household Income				
Harrison and Hudson County, 2014-2018 Estimates				
	Harrison		Hudson County	
	Number	Percent	Number	Percent
Total Households	5,873	100.0%	255,429	100.0%
Less than \$10,000	343	5.8%	19,382	7.6%
\$10,000 to \$14,999	142	2.4%	11,582	4.5%
\$15,000 to \$24,999	527	9.0%	21,939	8.6%
\$25,000 to \$34,999	425	7.2%	20,305	7.9%
\$35,000 to \$49,999	501	8.5%	18,713	7.3%
\$50,000 to \$74,999	1,106	18.8%	39,025	15.3%
\$75,000 to \$99,999	1,324	22.5%	50,848	19.9%
\$100,000 to \$149,999	1,068	18.2%	38,179	14.9%
\$150,000 to \$199,999	446	7.6%	20,430	8.0%
\$200,000 or more	338	5.8%	28,395	11.1%
Median Household Income	\$65,550		\$66,289	

Source: 2014-2018 American Community Survey 5-Year Estimates

Employment

The 2014-2018 American Community Survey 5-Year Estimates show that roughly 70 percent of Harrison's 16 years and over population is in the labor force. The County's employment status is similar to that of Harrison's and closely reflects the Town's trends. About one-third of both the Town's and the County's over 16 population is not in the labor force (29.2% and 31% respectively).

Employment				
Harrison, 2018 Estimates				
	Harrison		Hudson County	
	Number	Percent	Number	Percent
Population 16 years and over	12,974	100.0%	544,263	100.0%
In labor force	9,180	70.8%	375,306	69.0%
Civilian Labor Force	9,180	70.8%	375,081	68.9%
Employed	8,623	66.5%	352,378	64.7%
Unemployed	557	4.3%	22,703	4.2%
Armed Forces	0	0.0%	225	0.0%
Not in labor force	3,794	29.2%	168,957	31.0%

Source: 2014-2018 American Community Survey 5-Year Estimates

Employment by Industry

Employment for Harrison residents is dispersed fairly evenly by industry. The most common industry by a small margin is the educational services, and health care and assistance sector, employing 18.4 percent of Harrison residents. The second most common industry employing 15.1 percent is professional, scientific and management and administrative and waste management services.

Employment by Industry Harrison, 2018 Estimates		
Industry	Number	Percent
Civilian employed population 16 years and over	8,623	100.0%
Agriculture, forestry, fishing and hunting, mining	10	0.1%
Construction	804	9.3%
Manufacturing	757	8.8%
Wholesale Trade	355	4.1%
Retail Trade	858	10.0%
Transportation and Warehousing, and Utilities	547	6.3%
Information	150	1.7%
Finance and insurance, and real estate and rental and leasing	674	7.8%
Professional, scientific, and management, and administrative and waste management services	1,306	15.1%
Educational services, and health care and social assistance	1,584	18.4%
Arts, entertainment, and recreation, and accommodation and food services	772	9.0%
Other Services, except public administration	595	6.9%
Public administration	211	2.4%

Source: 2014-2018 American Community Survey 5-Year Estimates

Housing Stock

The 2014-2018 American Community Survey 5-Year Estimates demonstrate that 6,189 housing units existed in Harrison in 2018. As of the 2010 Census, Harrison had a 93% occupancy rate with 4,869 of its units occupied. A majority of these units (69.5%) were renter-occupied. As of 2018, the Town's housing stock consists primarily of older structures, with 38 percent of the Town's total housing units constructed prior to 1960. The Town, however, is experiencing a housing boom, with roughly 25 percent of its housing stock built after 2000.

Housing Type and Size Harrison, 2018 Estimates		
Units in Structure	Total	Percent
Total	6,189	100.0%
1, detached	565	9.1%
1, attached	242	3.9%
2	2,121	34.3%
3 or 4	1,342	21.7%
5 to 9	446	7.2%
10 to 19	294	4.8%
20 to 49	1,174	19.0%
50 or more	5	0.1%
Mobile home	0	0.0%
Boat, RV, van, etc.	6,189	100.0%
Rooms	Total	Percent
1 room	403	6.5%
2 rooms	338	5.5%
3 rooms	894	14.4%
4 rooms	1,563	25.3%
5 rooms	1,785	28.8%
6 rooms	651	10.5%
7 rooms	194	3.1%
8 rooms	156	2.5%
9 or more rooms	205	3.3%
Median number of rooms	4.4	

Source: 2014-2018 American Community Survey 5-Year Estimates

Housing Value and Contract Rents

According to the 2014-2018 American Community Survey 5-Year Estimates, a majority of the housing units in Harrison (88.6%) were valued at over \$200,000. The County's trends mirror that of the Town with roughly 87 percent of homes valued at over \$200,000.

Value for Owner-Occupied Housing Units, 2018 Estimates				
	Harrison		Hudson County	
	Number	Percent	Number	Percent
Total Owner-Occupied Units	1,612	100.0%	80,382	100.0%
Less than \$50,000	54	3.3%	2,076	2.6%
\$50,000 to \$99,999	30	1.9%	1,092	1.4%
\$100,000 to \$149,999	5	0.3%	2,599	3.2%
\$150,000 to \$199,999	94	5.8%	4,954	6.2%
\$200,000 to \$299,999	474	29.4%	17,110	21.3%
\$300,000 to \$399,999	494	30.6%	19,290	24.0%
\$400,000 to \$499,999	182	11.3%	11,380	14.2%
\$500,000 and greater	279	17.3%	21,881	27.2%
Median Value	\$330,200		\$364,100	

Source: 2014-2018 American Community Survey 5-Year Estimates

For rental units, the median contract rent in Harrison was \$1,250. The highest percentage of renters (43.8%) paid between \$1,000 and \$1,499 for rent, followed by 16.5 percent who paid between \$1,500 and \$1,999 for rent. The County's median contract rent was similar to the Town's at \$1,212.

Contract Rent, 2018 Estimates				
	Harrison		Hudson County	
	Number	Percent	Number	Percent
Total Renter-Occupied Units	4,261	100.0%	175,047	100.0%
Less than \$200	17	0.4%	3,863	2.2%
\$200 to \$499	104	2.4%	12,317	7.0%
\$500 to \$699	171	4.0%	9,216	5.3%
\$700 to \$899	461	10.8%	18,784	10.7%
\$900 to \$999	304	7.1%	14,399	8.2%
\$1,000 to \$1,499	1,868	43.8%	59,698	34.1%
\$1,500 to \$1,999	705	16.5%	22,714	13.0%
\$2,000 or more	552	13.0%	31,273	17.9%
No cash rent	71	1.7%	2,783	1.6%
Median Contract Rent	\$1,250		\$1,212	

Source: 2014-2018 American Community Survey 5-Year Estimates

Housing Growth

In terms of residential growth, for the period of January 2000 through December 2019, the Town issued building permits authorizing the development of 4,358 units. 2017 was the busiest year for new construction, with a total of 1,069 building permits authorized, 1,051 of which were for multi-family units. This trend corresponds to the continued construction of multi-family development in the Waterfront Redevelopment Area.

Housing Units Authorized by Building Permits: 2000-2019*				
Town of Harrison				
Year	1 & 2 Family	Multi Family	Mixed-Use	Total
2000-2003	-	-	-	62
2004	24	0	0	24
2005	31	0	0	31
2006	81	156	0	237
2007	23	497	0	520
2008	10	0	0	10
2009	14	1	1	16
2010	4	6	0	10
2011	9	0	0	9
2012	18	467	0	485
2013	15	4	0	19
2014	18	448	0	466
2015	24	286	0	310
2016	47	409	0	456
2017	18	1,051	0	1,069
2018	45	0	0	45
2019	37	552	0	589
Total 2000-2019	418	3,877	1	4,358
20-Year Average				218
10-Year Projection (2020-2030)				2,290

Source: State of New Jersey Department of Community Affairs Building Permits: Yearly Summary Data
 *The DCA Construction Reporter did not begin to report housing permits by type until 2004.

Population and Employment Projections

It is reasonable to presume that future residential and employment opportunities within Harrison will occur through the build out of the Waterfront Redevelopment Area. The construction of the Waterfront is ongoing and includes a mix of commercial and residential uses along with the Red Bulls soccer stadium, hotels, a new PATH station, and a new mixed-use development featuring 898 residential units, a 200-room hotel with conference space, 204,709 square feet of commercial space including a 65,000-square-foot Sports Hub, and two structured parking garages. The

Harrison Waterfront Redevelopment Plan was most recently amended in 2012. The Plan encourages future mixed-use development that revitalizes the region and broadens the economic base of the Town.

The most recent forecasts completed by NJTPA project to the year 2045. The population of Harrison is expected to reach 30,165 with an anticipated 2.3% annual growth across 5,384 households by the year 2045. The NJTPA predicts employment will increase annually by 2.8%, reaching 13,067 by 2045.

Changes at the County and Regional Level

2015 and 2020 Updates to Hudson County Hazard Mitigation Plan

In accordance with the Disaster Mitigation Act of 2000 (DMA 2000), Hudson County and its municipalities developed the 2008 Hazard Mitigation Plan (HMP) followed by the 2015 and 2020 updates. For communities to remain eligible for hazard mitigation assistance from the federal government, they must maintain an updated HMP. The purpose of the Hudson County HMP is to identify potential natural disaster risks that threaten the County's communities and residents. The Plan evaluates the risks and identifies planned projects designed to prevent and mitigate the effects of future natural disasters.

The Hudson County HMP includes individual plans for each municipality within the County, including the Town of Harrison. In the 2020 County HMP, the Town identified the following vulnerabilities with regard to hazard problems:

- Inadequate drainage capacity in the Angelo Cifelli Drive Drainage Area and in the Bergen Street Drainage Area
- Three repetitive loss properties as documented by paid NFIP claims
- The DPW facility is an identified critical facility located in the 1% and 0.2% flood zones
- The Cresthill Academy Harrison, Harrison PATH Station, Public Service Propane Storage, Harrison PATH Substation, PATH Maintenance, and Sprint Switching Center are identified critical facilities located on the 1% and 0.2% annual chance flood zones

The following are completed mitigation initiatives as identified in the 2020 Hudson County HMP:

- Drainage improvements have been completed on Frank E. Rodgers Boulevard South between Guyon Drive and Cape May Street.
- Drainage improvements have been completed on Angelo Cifelli Drive between Frank E. Rodgers Boulevard South and South 3rd Street.

- Installation of a new 300-KV fixed generator at Washington Middle School, which has been designated as an emergency shelter.

The following are proposed Hazard Mitigation Initiatives:

- Continue with drainage improvements to Angelo Cifelli Drive between Frank E. Rodgers Boulevard South and South 3rd Street.
- Enhance shelter capabilities to displaced residents during long-term power outages, similar to what was experienced during Superstorm Sandy.
- Where appropriate, support retrofitting, purchase, or relocation of structures located in hazard-prone areas to protect structures from future damage.
- Utilize the HMP as a guide for the next master plan update to review natural resources and mapping of natural resources.

New Jersey Port Authority Regional Upgrades

The Harrison PATH Station is located at the heart of the Waterfront Redevelopment Area. As part of the larger capital improvement program to modernize the entire PATH system, the Port Authority dedicated \$243 million to upgrades for the Harrison Station. This upgrade includes:

- Razing the existing station and constructing a new facility with a modern look;
- Longer and wider platforms to accommodate trains with up to 10 cars;
- Elevators to make the station ADA compliant;
- Entrances to the station in plazas on each of the four corners of Frank E. Rodgers Boulevard where the station sits;
- Retail space to serve passengers;
- 'Kiss and ride' vehicular drop off areas; and,
- Improved signalization to increase efficiency and reduce time between trains.

The new PATH Station, located at the intersection of South Frank E. Rodgers Boulevard and Guyon Drive, opened in the Fall of 2018. The first phase included the construction of two new headhouses on South Frank E. Rodgers Boulevard. While these were under construction, the original stations on the west side of South Frank E. Rodgers remained open to riders. The two original headhouses were closed and demolished. The westbound side of the station opened in October of 2018 and the eastbound side opened in May of 2019. Port Authority is committed to creating easy pedestrian access and improved vertical circulation throughout the new station.

The PATH Station at Harrison continues to see increases in its ridership. With the addition of a new station, the ridership numbers are expected to increase at an even higher rate in the future. The following chart represents the ridership increase for the Harrison Station since the 2007 Master Plan.

Harrison PATH Station Ridership				
	Average Weekday	% Change	Annual Volume	% Change
2007	6,511	-	1,892,927	-
2008	6,412	1.5	1,872,037	0.1
2009	6,083	-5.0	1,773,669	-5.5
2010	6,409	5.0	1,919,128	7.6
2011	6,965	8.0	2,070,783	7.3
2012	6,912	-0.8	2,063,614	-0.3
2013	7,069	2.2	2,086,898	1.1
2014	7,396	4.6	2,163,501	3.7
2015	7,585	2.6	2,279,957	5.4
2016	8,206	8.2	2,495,507	9.5
2017	8,900	8.5%	2,588,267	3.7%
2018	8,824	-0.9%	2,571,340	-0.7%
2019	9,143	3.6%	2,618,416	1.8%

The Port Authority of New York and New Jersey designated \$1.7 billion in its 2017-2026 Capital Plan to the PATH Rail Extension Project, to extend PATH service south beyond Newark Penn Station to Newark Liberty International Airport. Construction of this project began in 2020 and includes extended rail infrastructure, a new station at the Newark Liberty Rail Link Station, pedestrian and bus access, a new rail yard, and improvements to existing tracks at Newark-Penn Station. The 3-mile extension is estimated to be completed in 2026.

An extension of the PATH line to the airport will significantly improve transit access to the airport for travelers from across the region. The extension will provide Harrison residents with an easy ride to the airport and will add to Harrison's status as a desirable location to live.

The Port Authority is also in the process of their Signal System Replacement Program, a comprehensive upgrade to the signaling system with the primary goal of enhanced safety. The new system, currently under construction, will allow a greater number of trains to run during peak times, thereby increasing the system's overall capacity. The upgrade is expected to be completed in 2022.¹

To capitalize on the upgraded signal system, the Port Authority has funded \$150 million to purchase an additional 50 PATH railcars to increase train frequency.² Trains will run closer together and be more equipped to serve the growing ridership. The Federal Railroad Administration (FRA)

¹ Port Authority 2017-2026 Capital Plan, page 50

² Port Authority 2017-2026 Capital Plan, page 35

certified that PATH's signal system upgrade met the federal regulatory requirements for positive train control (PTC), making it the first railroad system in the region and one of the first in the nation to meet the federal PTC mandate.

All of the improvements the Port Authority is undertaking to the PATH system will greatly benefit Harrison and the riders coming to and from the PATH Harrison Station. Harrison is once again positioned in a prime location to capitalize on the region's progression from a heavy manufacturing district to a thriving place to live and work.

NJDOT I-280, Route 21 Interchange Improvements Project

The I-280, Route 21 Interchange Improvements Project began in 2015 and is currently in Phase 4 of construction. Route 21 is the first major exit off I-280 in Newark when coming from Newark, and while the construction of the project caused a short-term increase in traffic, the long-term traffic flow has been greatly improved. Improvements to the interchange include the installation of interchange movements between the two highways which were previously lacking, corrections of poorly designed entry and exit ramps, as well as improvements to railings, lighting, signage, median barriers, and structural drainage elements.

Newark's Riverfront Park Project

Since 2012, several public open space areas have opened along Newark's riverfront, and the City has adopted new zoning regulations geared towards stimulating park development. Phases I through III of the Riverfront Park Project have been completed and include 12 acres of athletic fields, playgrounds, and open space as well as an 800-foot orange boardwalk built with recycled plastic materials.

Construction of Phase IV began in early 2018. This phase extends the park further west to the Bridge Street Bridge. The pathways are continued through the new section of the park and include boat docks, riparian gardens, a River Theater, an Art and Film Barge, as well as cooling stations and charging stations. The overall development of the Riverfront Park Project has slightly evolved overtime, and construction of Phase IV is ongoing, expected to be completed in 2021.

Hudson County Master Plan

Hudson County adopted a Master Plan Reexamination Report in 2017, covering land use, circulation, housing, infrastructure, community facilities, conservation, historic preservation, and economic development. The plan discusses parts of Hudson County such as the Town of Harrison, in terms of municipal trends and municipal employment projections. Hudson County's population has recently reversed a six-decade-long decline, showing a 10 percent increase from 1990 to 2010. The County anticipates that population and employment will continue to grow due in large

part to significant increases in new development and redevelopment. The Hudson County Master Plan Reexamination Report echoes much of the same predictions regarding the future of population and employment growth within the Town of Harrison, and how those increased pressures will highlight the need to facilitate greater regional connectivity in terms of roadway and mass transit improvements.

Changes at the State Level

COVID Permit Extension Act of 2020

In March of 2020, the global COVID-19 pandemic impacted the daily life of all Americans. The pandemic will catalyze momentous changes in the way the built environment is conceptualized and designed in the future. As a result of the pandemic, many government workers were furloughed and administrative functions, such as permitting and approval processes, were effectively at a stand-still.

On July 1, 2020, Governor Murphy signed the Permit Extension Act of 2020, P.L. 2020, c.53 ("Chapter 53") into law as a response to some of the processing issues that arose due to the COVID-19 pandemic. The purpose of this law is to provide a relaxation of the requirements for municipal action related to deadlines under the Municipal Land Use Law (MLUL). Chapter 53 effectively extends the terms of all governmental permits, approvals and deadlines, which were due to expire on March 9, 2020 until the at least six months after the end of the public health emergency (the "COVID-19 Extension Period"). The suspension applies to state and local permits and approvals including New Jersey Department of Environmental Protection (DEP) issued land use approvals, municipal land use approvals, flood hazard permits, water supply permits and certifications, water quality management plan approvals and other environmental approvals.

Airbnb Regulations

According to Airdna, Airbnb's analytics and reporting department, on September 22, 2020, there were approximately 14,504 listings on the home rental site in New Jersey, 17 of which were in the Town of Harrison.

In June 2017, the New Jersey Legislature passed a bill to tax short-term rentals (AB 4587). The bill proposed to extend the state sales and use tax and hotel and motel occupancy fee to "transient accommodations." The bill defines "transient accommodations" as a "room, group of rooms, or other living or sleeping space for the lodging of occupants, including but not limited to residences or buildings used as residences." Renters would be responsible for paying the taxes and fees. The bill, however, was vetoed by Governor Christie.

In July of 2018, P.L. 2018, Chapter 49 was approved, which allows municipalities to impose the following taxes and fees on transient accommodations where applicable: the municipal occupancy tax, the sports and entertainment facility tax - Millville, the Atlantic City luxury tax, the Atlantic City promotion fee, the Cape May County tourism tax and assessment, and the hotel occupancy tax. This new law mandates that transient space marketplaces, like Airbnb, collect and pay the tax on behalf of the property owner.

In response to rising concerns about P.L. 2018, C. 49, Governor Murphy signed Assembly Bill 4814/4520, which applies to "rentals of professionally managed units and rentals obtained through a transient space marketplace or travel agency, as long as the transient space marketplace or travel agency does not exclusively offer transient accommodations owned by the marketplace or travel agency", effectively excluding transactions made directly between property owners and renters.

Combined Sewer Overflow (CSO)

A majority of the Town of Harrison is served by combined sewer systems in which rainwater runoff and wastewater share the same piping. When these systems exceed capacity during storm events, the pipes overflow into nearby waterways. The six active CSOs in Harrison flow into the Passaic River. CSOs pose a threat to municipalities because of their contribution to water pollution and flooding.

A major component of the 2015 NJPDES permit is the development and implementation of a Long Term Control Plan. The Long Term Control Plan requires municipalities with NJPDES permits to evaluate alternatives that will reduce or eliminate the discharges. The NJDPES permits allow the NJDEP to work with municipalities, especially those in urban settings like Harrison, to establish realistic solutions and spur economic growth. The final Long Term Control Plan, approved on July 30, 2020 by resolution, indicates that the Mayor and Council have determined to use a Partial Sewer Separation with Supplemental Green Infrastructure in order to comply with the U.S. Environmental Protection Agency's Combined Sewer Overflow Policy.

SECTION D

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

Master Plan

The recommendations regarding changes to the Town's Master Plan that were included in the November 2017 Reexamination Report continue to remain valid.

The recommendation regarding the comprehensive revision to the Waterfront Redevelopment Plan is updated to reflect the conditions of the Court-approved 2020 Housing Element and Fair Share Plan.

Land Development Ordinance

The previous recommendations regarding the Town's Land Development Ordinance included in the November 2017 Reexamination Report continue to remain valid. The following proposed actions are updated recommendations designed to align the Town's policies and regulations with the changes in planning issues, circumstances, and assumptions that have been set forth in the previous Sections B and C:

1. Prepare and adopt a comprehensive revision of the Town's Land Development Ordinance

The 2017 Master Plan Reexamination Report's recommendation to prepare a comprehensive revision to the Town's Land Development Ordinance remains valid. This Reexamination Plan recommends the following additions:

a) Amend the zoning code to differentiate between the NC-1 and NC-2 Zones:

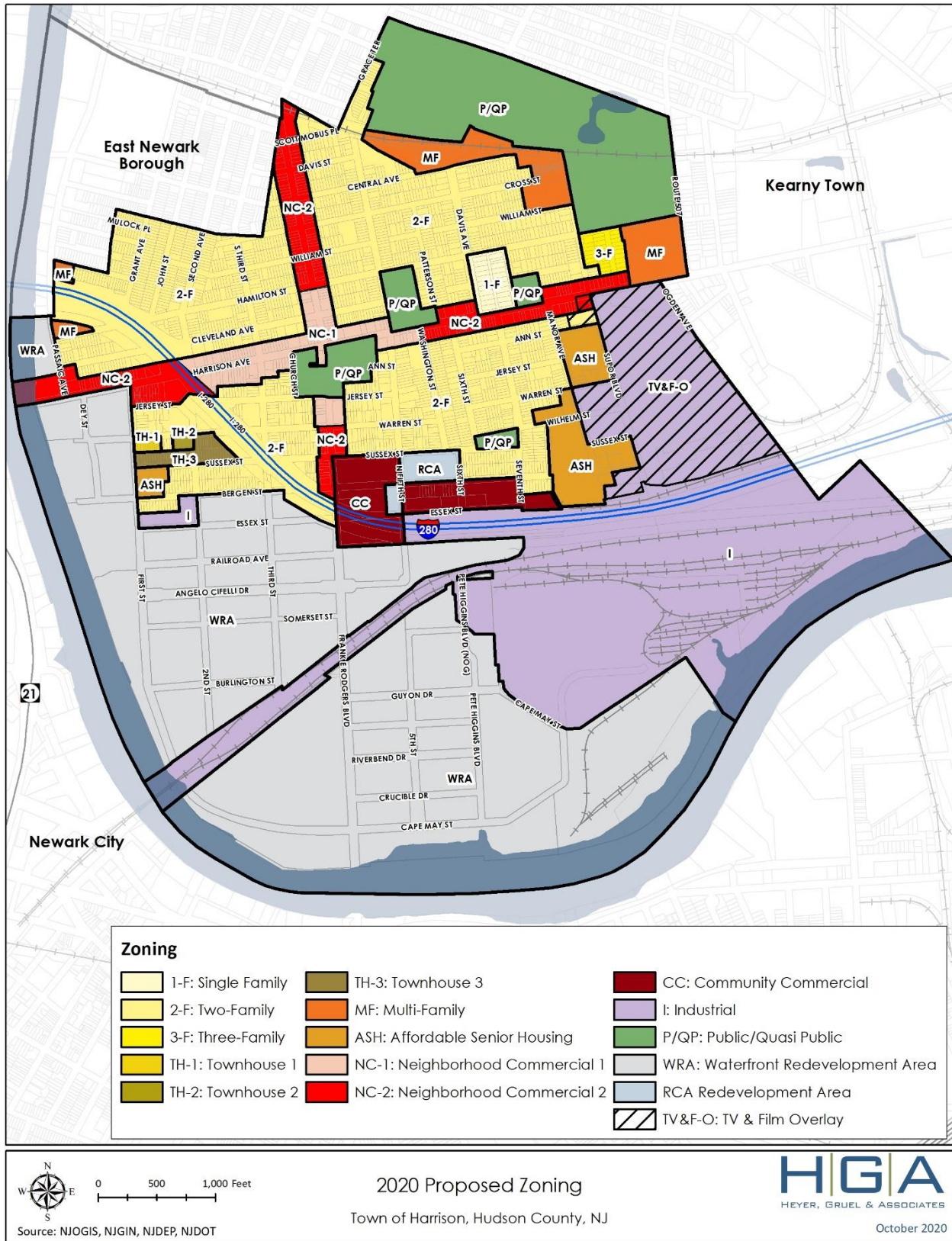
The 2017 Master Plan Reexamination Report recommended that the Land Development Ordinance be updated to clarify whether apartment developments within the NC and CC Districts were only permitted above ground-floor retail or if stand-alone apartment buildings were permitted. It is recommended that the Land Development Ordinance be revised to modify the existing Neighborhood Commercial Zone.

- Modify the existing Neighborhood Commercial (NC) Zone to create the NC-1 and NC-2 Zones and allow for residential uses on the ground floor of the NC-2 Zone:
 - The purpose of the Neighborhood Commercial 1 (NC-1) Zone shall be to provide for small scale commercial businesses, offices and related

uses as well as residential and mixed-use developments with non-residential uses on the ground floor.

- o The purpose of the Neighborhood Commercial 2 (NC-2) Zone shall be to provide for small scale commercial businesses, offices and related uses as well as residential. Mixed-use developments with either residential or non-residential uses on the ground floor shall be permitted in the NC-2 Zone.

b) Amend the zoning code to include electric vehicle (EV) charging stations as a permitted accessory use in Neighborhood Commercial 1 (NC-1), Neighborhood Commercial 2 (NC-2), Community Commercial (CC), and Industrial (I) Zones.



SECTION E

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

At this time, there are no recommendations regarding pursuit of additional redevelopment designations within the Town.

SECTION F

“The recommendations of the Planning Board concerning locations appropriate for the development of public electric vehicle infrastructure, including but not limited to, commercial districts, areas proximate to public transportation and transit facilities and transportation corridors, and public rest stops; and recommended changes, if any, in the local development regulations necessary or appropriate for the development of public electric vehicle infrastructure.”

It is recommended the Town encourage the installation of public electric vehicle (EV) infrastructure on non-residential properties within Harrison. The recommendations in Section D include the provisions for electric vehicle charging stations as permitted accessory uses in the Neighborhood Commercial 1 (NC-1), Neighborhood Commercial 2 (NC-2), Community Commercial (CC), and Industrial (I) Zones.