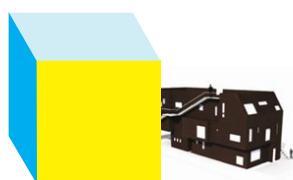


the Box & Beyond Urban houses in Newark



City of Newark
Mayor Cory A. Booker
Mayor Cory A. Booker
Stefan Pryor, Deputy Mayor for Economic and Housing Development
Toni L. Griffin, Director of Community Development
January 2009





City of Newark

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Acting Business Administrator
Department of Administration

the Box & Beyond

Urban design for infill houses in Newark

City of Newark
Regional Plan Association
Urban Land Institute

Director of Community Development: Toni L. Griffin

Editor and Designer: Damon Rich

Writers: Alexander Dambach & Damon Rich

Additional illustrations: Jeff Ferzoco

Maps: Perris Straughter

Copyeditor: Elaine Dunlap

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CITY OF NEWARK

The Honorable Cory A. Booker, Mayor

Stefan Pryor, Deputy Mayor for Economic & Housing Development
Division of Planning & Community Development Staff

Ade Afolabi, Alex Dambach, AICP, PP; Michele Alonso, AICP, PP; Perris Straughter; Damon Rich
Michael Meyer, Director of Housing & Real Estate
Michael Johnson, Brick City Development Corporation
The Newark Museum

REGIONAL PLAN ASSOCIATION & THE VICTORIA FOUNDATION

Carlos Rodrigues
Thomas K. Wright
Rob Lane
David Kooris
Jeff Ferzoco

URBAN LAND INSTITUTE

Richard Johnson, Matrix Development
John McIlwain, ULI Senior Fellow
Linda Morgan, Cogswell Realty, ULI Executive Committee

DEVELOPERS

Tony Perez, A&A Construction
Danny Roma, DAR Construction
Peter Santos, Artco Construction
Fernando Vidal, Vilas Group
Baye Wilson, Lincoln Park Coast Cultural District
Benjamin Jododnik, Toll Brothers, Inc

ARCHITECTS

Richard Meier & Partners: Rémy Bertin, Vivian Lee
Studio SUMO: Yolande Daniels, Sunil Bald
Newwork: Caitlin Moore
Body Lawson Associates: Victor Body Lawson, Nick Garland, Antonio Walker
Cooper Robertson & Partners: Randy Morton
Artek Studio: John C. Inglese, AIA, PE, Jose Cardenas, Daniel Roma
FAD Studio: Felecia Davis
Rogers Marvel Architects: Rob Rogers, Kip Katch
Comito Associates: Greg Comito, Angel Martinez
Davis Brody Bond: Max Bond, Richard Franklin, Clover Linné

NEW JERSEY INSTITUTE OF TECHNOLOGY

Urs Gauchat, Dean
Yina Moore
Michael Mostoller
Tim Rupp
Anthony Schuman
Darius Sollohub
Anthony de Souza Santo
Georgen Theodore

REALTORS

Exit Realty Lucky Associates
Luis Nogueira,
Humberto Fragoso
Tony Costa

REAL ESTATE ADVISORS

Daniel Hernandez, Topology LLC
Laurie Volk, Zimmerman Volk



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“What rules should buildings follow?”

Cities are built from public and private pieces. Houses, offices, yards, and stores are generally private, and the diverse appearances of these places reflect their diverse ownership. At the same time, the spaces between these private places — streets, parks, sidewalks, and plazas — are public. The public and private pieces of a city depend on one another to look good and function well. This booklet looks at the most plentiful type of private structure in Newark, the small multifamily house, and how it connects with the public spaces of the City — streets, sidewalks, and transit systems. If we improve how these pieces fit together, we can make Newark a more beautiful and enjoyable place to live.

The practice of urban design concerns the shared living environment of the city. Planners and urban designers don't design individual buildings, but try to create rules to improve the spaces shared by all buildings and residents. These rules often focus on the connections between public and private pieces of a city. All new rules must be approved by the city government through zoning laws, which are the local rules that all buildings must follow.

Especially in old cities like Newark, where the physical fabric of buildings and open spaces has evolved over centuries, good zoning laws preserve the special flavor of a place while allowing new buildings to help it

evolve and shine. In this booklet, you will find the laws that Newark recently adopted to govern the design of two- and three-family infill houses — houses constructed in already built-up areas. You will find the story of how these laws were developed, and the thinking behind them. But, because the challenge of improving the urban design of a city cannot be “solved” once and for all, this booklet aims to provoke and support an ongoing discussion between Newarkers and their City government about how to improve Newark and its built environment.

All residents and city-users are qualified to serve as urban design advisors. We hope this booklet serves to spark the conversation.



TOP ROW, LEFT Aerial photograph of Newark circa 1970 showing a variety of building types.

TOP ROW, RIGHT Newark commercial strip, circa 1950.

MIDDLE ROW AND BOTTOM ROW Houses in Newark.

“When is a house a Box?”

In northern New Jersey, **Bayonne Box** is the name that has been popularly given to a type of freestanding house for two or three families. **Bayonne** refers to the city across Newark Bay, where, as in Newark, this type of housing was constructed on a large scale after World War II. **Box** presumably describes these houses' flat, minimal exterior surfaces and tendency to fill as much of their plot as zoning laws allow, resulting in a boxy architectural style.

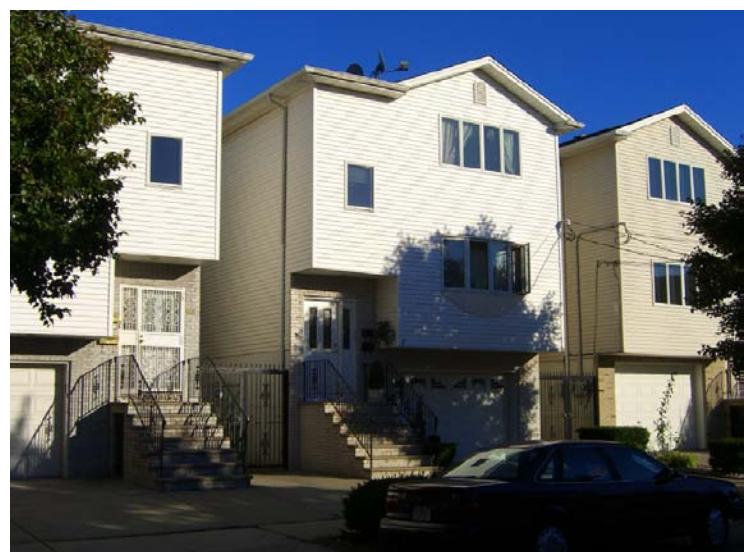
The Box was born out of attempts to reconcile the changing needs of Newark residents to the unchanging dimensions of Newark lots. When the lot lines in most Newark neighborhoods were drawn, most people got around by trolley, on foot, or even on horses.

Building houses close together was a necessity under these conditions, and created the urban density that makes cities so different from suburban or rural places. However, as cars became part of normal life for many people, finding ways to park and accommodate other needs of the automobile caused builders to alter the way that they built houses on urban lots.

In the last 15 years, Newark has seen a burst of construction of these houses, and they have provided housing and homeownership for many Newarkers. At the same time, it has become clear that there are many opportunities for improving the design of this housing and the neighborhood experience it creates.

25,831 homes in Newark are located in 2-3 family buildings – 25% of the city's housing. (2006 ACS)

39% of 2002 residential permits were for dwellings in buildings with 2-4 units; in 2003 and 2004, it was 38%; in 2005 it was 25%.



Recently constructed 2-3 family houses in Newark.

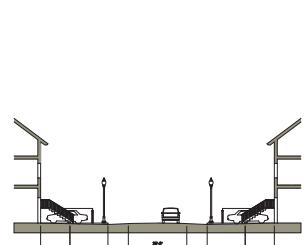
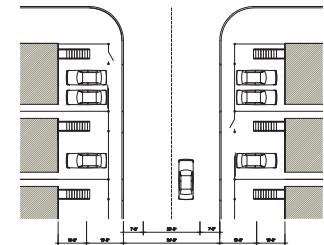
Room for Improvement

While hundreds of variations on the Box have been built in Newark over the past 20 years providing housing and homeownership for many, below are some of the urban design issues that deserve citywide improvement.

1

DEEP PAVED FRONT SETBACKS

Many Boxes were built far from the street, usually to accommodate parking on a paved front yard. This creates missing teeth on the block, makes for a jagged visual experience walking down the street, contributes to problems of stormwater run-off and combined sewer overflows, and eliminates on-street parking by creating wide curb cuts.

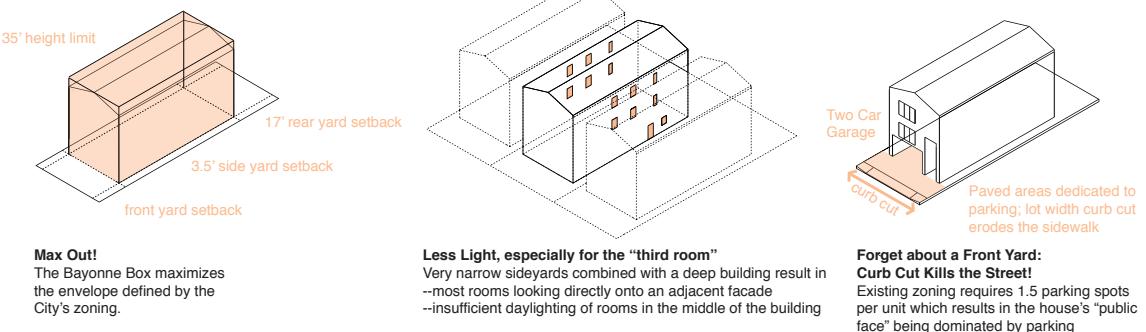


2

TOO FEW WINDOWS

Many boxes have large exterior walls with few windows. This presents a blank face to the street and neighborhood, and creates a darker, less ventilated building interior.





3 SLIVER SIDEYARDS

Current zoning rules require sideyards, but only very narrow ones. The resulting sideyards are often so narrow that they are unusable and difficult to maintain.



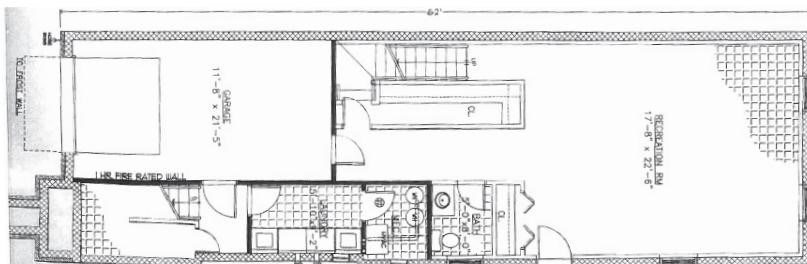
4 POOR SITING FOR USE & DENSITY

The location of Boxes across the City has often been haphazard. Boxes have been built directly on commercial corridors, creating gaps in otherwise continuous rows of ground-floor stores. They have sometimes been built in the midst of active industrial areas. Also, their proximity to public transit has not been considered, and they have been built on sites that should accommodate more dense housing because of easy access to transit.



5 ILLEGAL CONVERSIONS

In the typical Box ground floor plan below, the room labeled **Recreation Room** is independent from the rest of the house, so it is often converted to an illegal apartment without the knowledge of building inspectors. By violating density and building regulations, this conversion creates a potentially dangerous situation for the occupants.



Typical Box first floor plan. Note large "recreation room" and side door.

Looking beyond the Box

In October 2006, Mayor Booker and the Regional Plan Association issued the Newark Draft Vision Plan. Under the heading of "Equitable Newark," the Vision Plan called for "Raising the Bar for Neighborhood Design and Amenity" with the following analysis and recommendations:

Some neighborhoods in Newark seem stuck in an uncomfortable nether region between the city and suburbia. The typical three-family triple-decker housing type – known as the "Bayonne Box" – that has become the default housing type for new construction in Newark presents a number of problems for the neighborhoods in which it is being built. Problems are caused by inadequate widths that force parking into the front yard and driveways that remove parking from the street.

- + Promote alternatives to the "Bayonne Box" including semi-detached and row houses, and, particularly along arterial streets, higher density options including mid-rise (typically four- and five-story) multifamily housing.
- + Balance parking requirements with quality of design by requiring parking behind the front building wall.
- + Provide incentives to encourage architectural features such as bay windows and semi-private spaces such as front porches and balconies.
- + Encourage or require mixed-use development within transit nodes and along corridors by prohibiting residential use of the street level within designated retail nodes.
- + Establish design standards to minimize curb cuts on main avenues and encourage use of parallel streets for access to surface parking in the rear of retail establishments.

In January 2007, building on these ideas, the Deputy Mayor for Economic Development requested and the City of Newark Division of Planning & Community Development convened an Infill Housing Task Force. The Task Force consisted of real estate developers, architects, realtors, urban planners, and concerned citizens. Over three meetings, the Task Force reviewed the issues and developed the following draft recommendations:

1. **The parking requirement is excessive, particularly in transit-rich locations. Efforts to satisfy the parking requirement, in particular on the narrower lots, lead to a streetscape dominated by garage doors, parking aprons and curb cuts. The curb cuts replace on-street public parking with off-street private parking.**
2. **The lack of a context-based maximum front yard setback requirement ignores contextual conditions and permits excessively deep front setbacks, disrupting the streetscape.**



Meetings of the Infill Housing Task Force.

HOUSING DESIGN SYMPOSIUM: TRANSFORMING THE “BAYONNE BOX” INTO A NEW HOUSE FOR NEWARK

You are invited to a public design showcase and symposium,
Wednesday, November 28th, 6pm—9pm
At the Newark Museum, 49 Washington St., Downtown Newark, NJ
(Accessible from Newark Light Rail, Atlantic Street Stop)

6—6:30pm	Open House Design Showcase: Renown architects showcase 12 housing design visions
6:30—7pm	Welcome by Mayor Cory Booker
7—9pm	“Transforming the Bayonne Box” Panel Discussion: How can redesigning the Bayonne Box create better neighborhoods and more housing choices?

Sponsored by:

City of Newark, Division of Planning & Community Development

Regional Plan Association

Urban Land Institute

With Participating Architects:

Body Lawson Associates, Cooper Robertson & Partners, Davis Brody Bond, Richard Meier & Partners, Rogers Marvel Architects, NewWork, FAD Studio, ECG Architects, Studio Sumo, Artek, Comito Architects, New Jersey Institute of Technology School of Architecture



For more information contact:
Parris Straughter at 973-733-5917 or straughterp@ci.newark.nj.us
Alex Dambach at 973-733-8132 or dambacha@ci.newark.nj.us

Flier for Housing Design Symposium, November 2007.

3. The minimum side yard setback requirements for 25 foot-wide-lots (two feet on one side and three feet on the other) frequently result in side yards so narrow as to be unusable, particularly when fences separate the adjoining lots.

4. The absence of design guidelines with respect to façade composition, fenestration, massing, materials, garage and parking placement, and other design considerations raises concerns.

A number of possible changes to the then-current zoning standards were discussed in the workshops, including a reduction in the number of required parking spaces from 1.5 spaces per dwelling unit to one space per dwelling unit; a requirement that new dwellings have a front-yard setback that is contextually established, based on the front setback of the adjacent buildings on each side; a maximum width for allowable driveway curb cuts; and a requirement for a minimum amount of glazing on exterior walls.

Following the work of the Task Force, the Division of Planning & Community Development examined precedents from comparable municipalities. Jersey City limits front setbacks to six feet, although the lack of a context-based rule has resulted in discontinuous streetwalls. Jersey City has no minimum parking requirement in two-family districts, and the market has responded by building a single space per dwelling unit. Planning staff also consulted with the Master Plan Working Group, a consortium of community-based organizations.

Once specific zoning proposals were developed, the City commissioned 14 teams of architects from firms and schools to develop prototype designs based on these urban design rules. These designs, prepared pro-bono, were presented to the public at a Housing Design Symposium in November 2007 hosted by the Mayor and sponsored by the City, the Regional Plan Association, and the Urban Land Institute. These designs are included in this report as an appendix starting on page 24.

After fine-tuning the proposed zoning rules based upon the design studies, the Newark Central Planning Board approved the changes on March 18, 2008 and they were passed into law by the Newark Municipal Council on June 5, 2008.

Newark Urban Design Standards for Infill Housing

The following objectives and goals guided the crafting of the new urban design standards, legally adopted into Newark's Zoning Code, found on pages 16–23.

1
OBJECTIVE

Make the streets of Newark more visually appealing, pedestrian-friendly, and full of life

The new zoning rules should improve the experience of walking in Newark, encourage more people to use our streets in positive ways, and ensure that the public realm is shared by automobiles and pedestrians.

GOAL 1-A Discourage excessively deep building setbacks

The setback is the distance a building is set back from the street. Many recently built two- and three-family houses are set back more deeply than surrounding buildings, creating missing teeth on the block. Because deep setbacks create a jagged visual experience for pedestrians and unsafe spaces, buildings should sit close to the street, in line with neighboring houses. Plus, putting houses closer to the street preserves the possibility of spacious, comfortable, and usable backyards.

GOAL 1-B Discourage sliver side yards that are unusable and difficult to maintain

Old zoning rules allowed new buildings to be built as close as two feet to existing buildings, creating tiny, barely passable side yards. Because they are difficult to clean and maintain, garbage sometimes accumulates. Side yards should either be eliminated or be made wide enough to be passable.

GOAL 1-C Decrease off-street parking in front of buildings

Old zoning rules required one and one-half parking spaces per living unit in a house and allowed deep front setbacks, often creating situations where a deep front setback was completely paved to provide required parking – in effect transforming the front yard into a small parking lot. Streets lined with front yard parking lots feel less safe and neighborly. Also, the space used for parking cannot be used for plants, landscaping, and decoration which add character and joy to neighborhood streets. Finally, the wide curb cuts required by front yard parking lots eliminate spaces on the street. Parking requirements should be lowered, and parking required to be behind the front wall of houses.

GOAL 1-D Encourage higher quality façade composition

Many recently built two- and three-family homes present a blank face to the street of very few, very small windows set in large expanses of siding. At a minimum, houses should have more and bigger windows.

2

OBJECTIVE

Ensure that Newark's land is used in a safe, smart, and ecological way

The new zoning rules should encourage buildings that are safer for their residents, use scarce resources in smarter ways, and are healthier for the environment.

GOAL 2-A Encourage higher densities in appropriate locations

Newark is served by some of the best public transit in the United States, and sites within easy walking distance of trains, subway, light rail, or special bus lines should be targeted for higher density uses. They can support more people without cars.

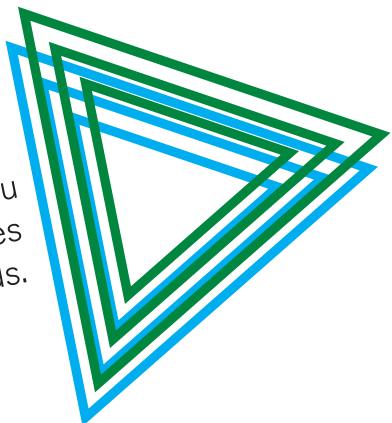
GOAL 2-B Discourage illegal residential conversion of rear space on ground floor

When homeowners illegally convert back rooms into apartments, they create risky situations and bad living conditions. New zoning rules should discourage such conversions.

GOAL 2-C Encourage use of environmentally-friendly construction

Many simple and low-cost steps can be taken to make housing more environmentally-friendly, like permeable pavers that allow rain to be absorbed into the ground instead of going into the sewers and causing sewer overflows into the Passaic River. New zoning rules should require a minimum level of permeability in yards.

The following pages take you through the new zoning rules based upon these standards.



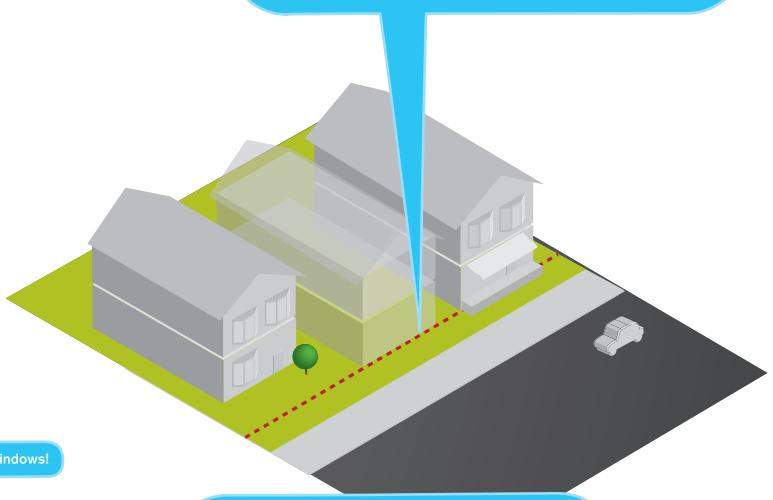
Front setbacks

Goal 1-A. Discourage excessively deep setbacks

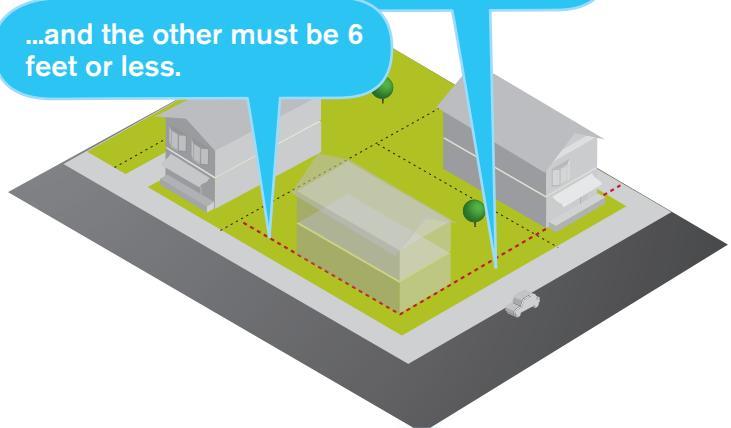
Front yard setback standards shall be measured to the structural front walls of applicable buildings and shall not be based on the locations of open or enclosed porches, balconies, or bay windows. Small sections of the façade may also be recessed deeper than the required setback to allow for architectural interest.

1. The front setback of a new structure shall match the shorter front setback of the two closest principal buildings on each side of the project site on the same block as the site.
2. Bay windows (with no wall section wider than six feet), balconies, stoops, and porches are permitted to encroach into the front setback area.
Hooray Bay Windows!
3. When the block has no existing development to serve as the reference for the required setback, the front yard setback shall be six feet.
4. For through lots, the street frontage where the closest principal buildings on each side of the lot have the lesser setback shall be considered the front yard.
5. For corner lots, the following special setback requirements apply to the street frontages of the two intersecting streets.
 - 5a. One of the setbacks of a new structure shall match the lesser front setback of the closest principal building on that block and on that street frontage.
 - 5b. The other frontage's setback shall be six feet or less.

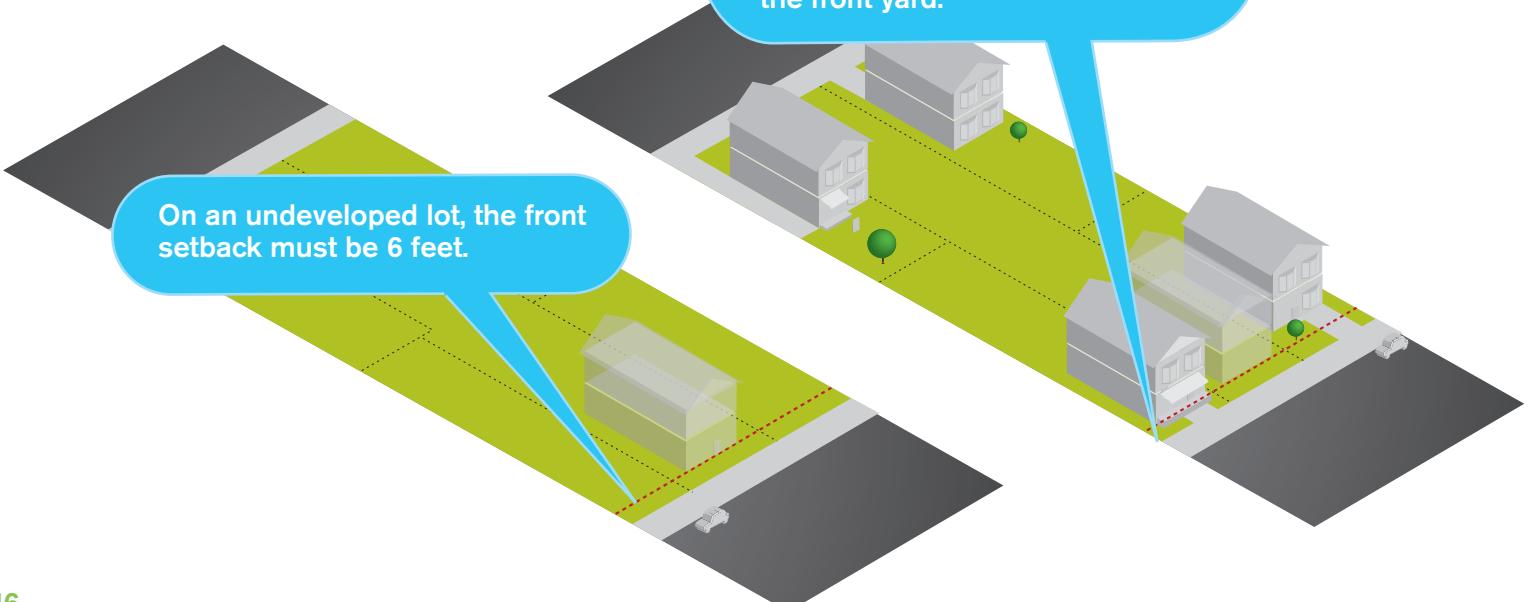
A new house must match the smaller setback of its neighbors.



On corner lots, one setback must match the smaller front setback of its neighbors...



On through lots, the setback must match the smallest front setback of any neighbor, and the adjacent street frontage must be the front yard.



Side setbacks

Goal 1-B. Discourage sliver side yards that are unusable and difficult to maintain

For existing lots ranging in size from 2500-3499 square feet, a minimum side setback of three feet is required with the following exceptions:

1. The side setback is allowed to be zero instead of three feet if the closest building on the adjacent lot is set back at least three feet from the common lot line.
2. The side setback is allowed to be zero instead of three feet if the closest building on the adjacent lot has zero setback from the common lot line and a the new structure's wall can be built flush with the adjacent building's wall.
3. On designated Commercial Streets (see definition and map on page 22), the side setback is required to be zero instead of three feet, and the new structure's wall must be flush with any adjacent building walls present.
4. No new construction may encroach within three feet of another building's windows or other fenestrations, nor block emergency access to those fenestrations. In cases where the side yard is to be zero, the setback from the adjacent building's fenestrations shall only extend from the location of the fenestration to the rear of the new structure.
5. No side yard shall be of a width between zero and three feet.

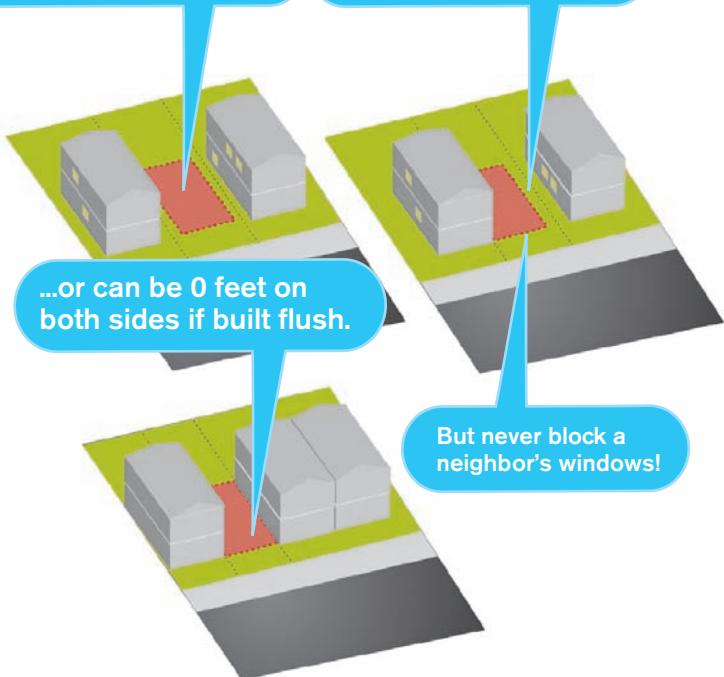
For lots resulting from a post-2006 subdivision and for existing lots of 3500 square feet or more, a minimum side setback of 3.5 feet is required with the following exceptions:

1. The side setback is allowed to be zero instead of three and one-half feet if the closest building on the adjacent lot is set back at least three feet from the common lot line.
2. The side setback is allowed to be zero instead three and one-half feet if the closest building on the adjacent lot has zero setback from the common lot line and a the new structure's wall can be built flush with the adjacent building's wall.
3. On designated Commercial Streets (see definition and map on page 22), the side setback is required to be zero instead of three feet, and the new structure's wall must be flush with any adjacent building walls present.
4. No new construction may encroach within three feet of another building's windows or other fenestrations, nor block emergency access to those fenestrations. In cases where the side yard is to be zero, the setback from the adjacent building's fenestrations shall only extend from the location of the fenestration to the rear of the new structure.
5. No side yard shall be of a width between zero and three and one-half feet.

For new houses on 2500–3499 square foot lots...

...the side setback must be at least 3 feet...

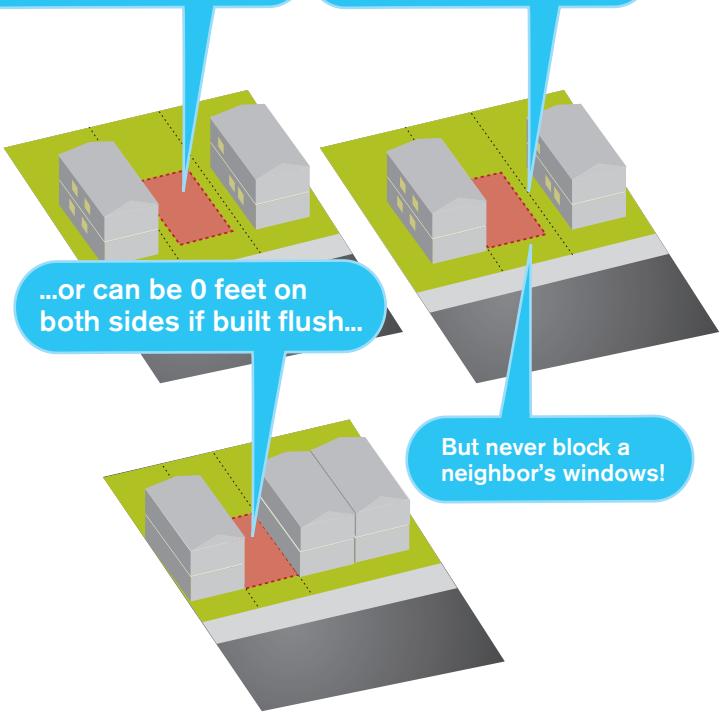
...or can be 0 feet on one side if built flush...



For new houses on lots of 3500 square feet and larger...

...the side setback must be at least 3.5 feet...

...or can be 0 feet on one side if built flush...

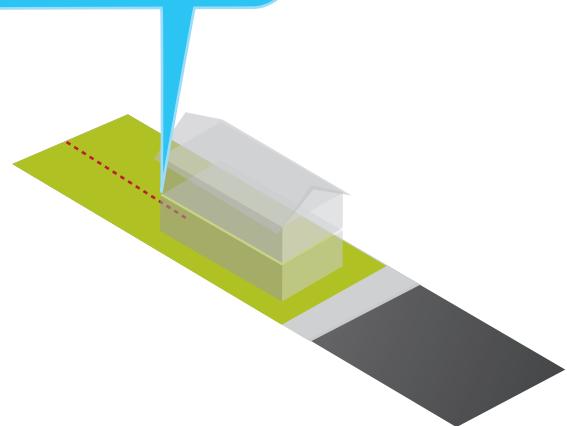


Rear setbacks

Goal 1-A: Preserves possibility of spacious, usable, and comfortable rear yard

All lots must have a 20-foot minimum rear setback.

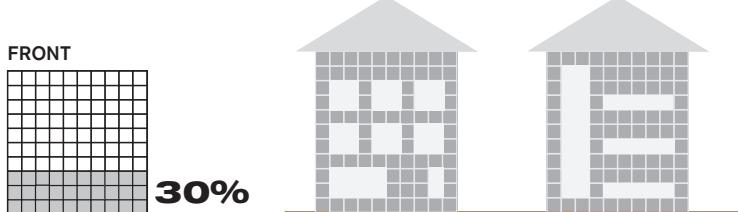
Minimum rear setback
is 20 feet.



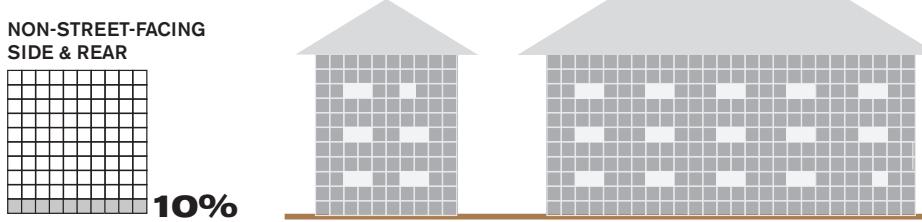
Windows

Goal 1-D: Encourage higher quality façade composition and materials

1. For the primary front façade a minimum of 30% of the wall area shall be devoted to transparent windows or doorways.
2. For street facing side or rear walls of structures on corner lots or through lots, a minimum of 20% of the wall area shall be devoted to transparent windows or doorways.
3. For non-street facing walls, a minimum of 10% of wall area or the maximum amount allowed by construction code shall be devoted to transparent windows or doorways.
4. All transparent glazing areas on door panels count toward this requirement, but door panels themselves do not count towards this requirement.
5. For first floor façade of buildings on commercial streets measured from grade to the ceiling height of that first floor, the minimum percentage is 45%.



Mandatory minimum window areas and
illustrative window layouts



Driveway width

Goal 1-A. Decrease off-street parking in front of buildings

1. The maximum driveway width at the lot line shall be 10 feet, and garage doors on a building's front facade shall be no wider than 10 feet.
2. For corner lots, the following exception to requirement #1 above is permitted provided all parking is located inside the principal building: On the longer façade of a new dwelling, the driveway width and garage door opening width is permitted to be up to 16 feet wide for a two-family dwelling and 24 feet wide for a three-family dwelling.
3. Driveway openings shall not be permitted on commercial or arterial streets if the site has less than 50 feet of width or less than 5,000 square feet.

Front yard impervious area

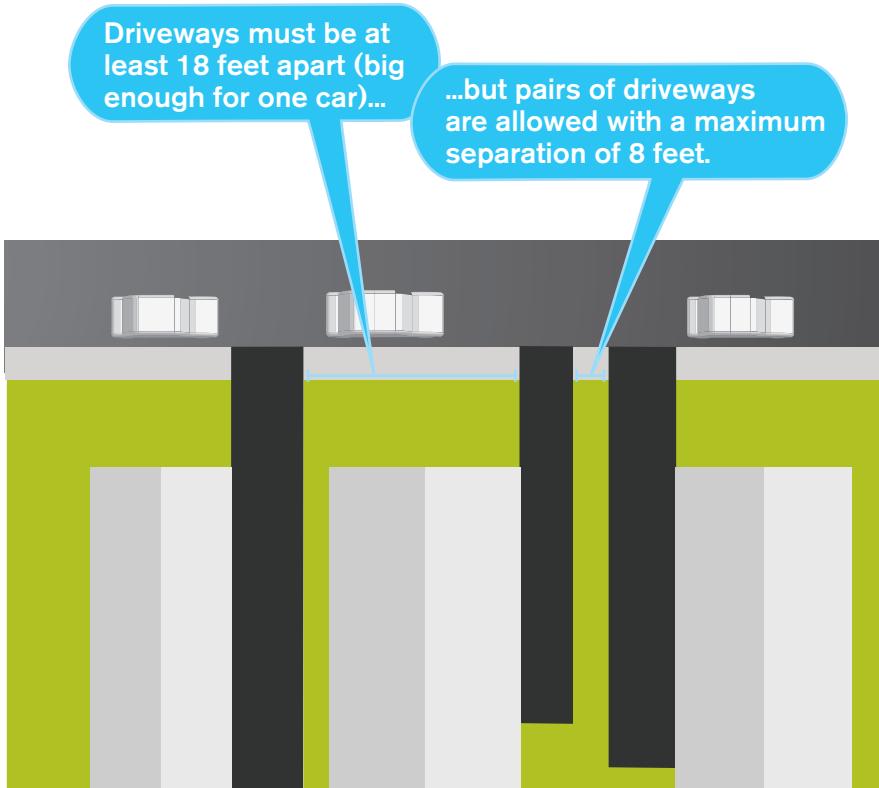
Goal 2-C. Encourage use of environmentally-friendly construction features like permeable pavement

1. Maximum of 55% of front yard lot area.
2. Only one driveway area shall be permitted in the front yard, and it shall be no wider than 10 feet within the front yard area.

Distance between driveways

Goal 1-A. Decrease off-street parking in front of buildings

Minimum 18 feet between driveways at the lot line, but driveway pairs are allowed provided that there is less than eight feet at the lot line between the driveways in the pair.



Parking requirement

Goal 1-C. Decrease off-street parking in front of buildings

A minimum of one space per dwelling unit is required. However, the following exceptions apply:

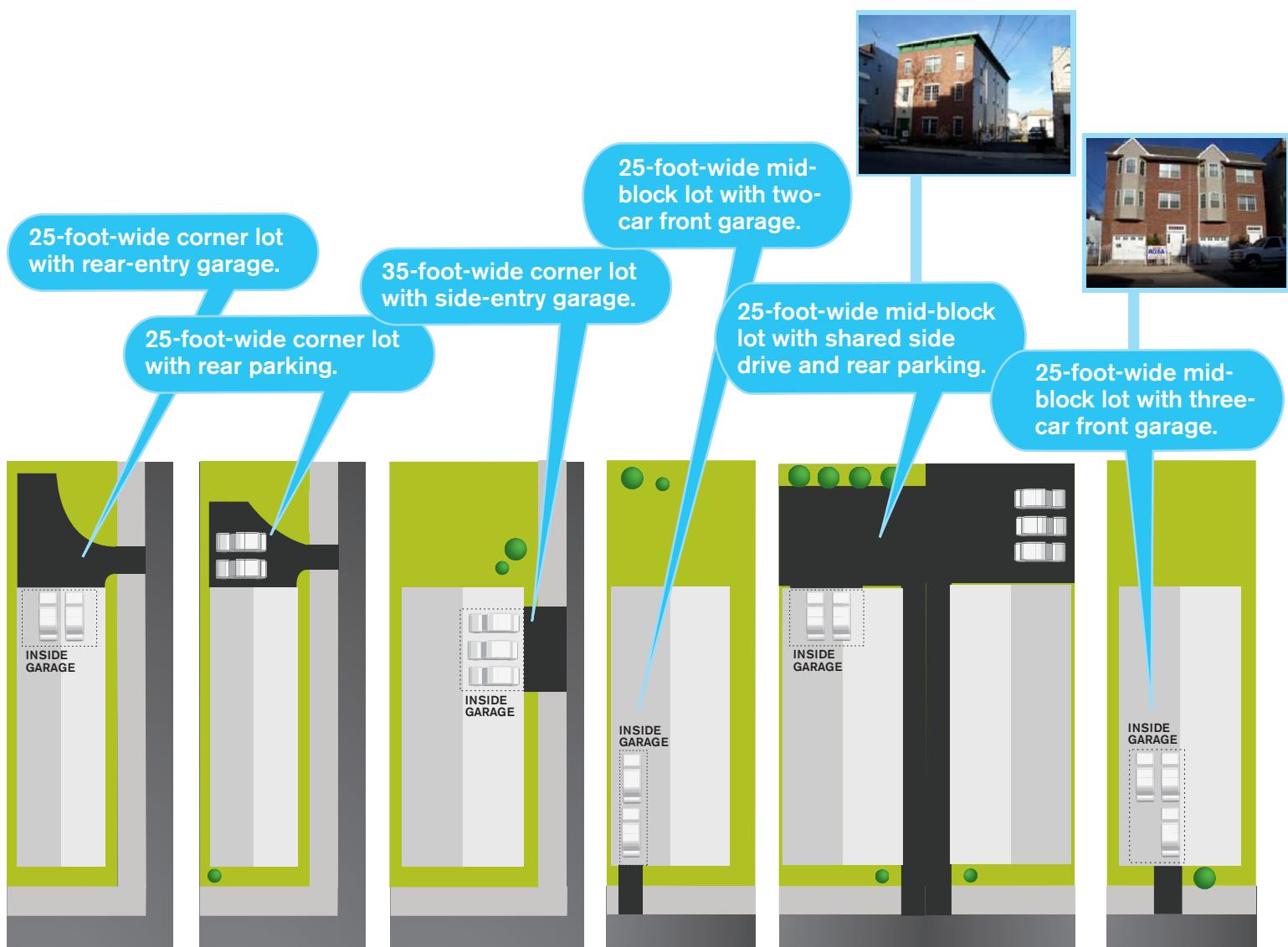
1. For dwelling sites located within 1,200 feet (measured in a straight line) of a station for light rail train, PATH train, bus-rapid transit (to be defined), or commuter rail service, parking shall not be required.
2. For sites that only have frontage on a “commercial” street, parking shall not be required.
3. For sites that only have frontage on a collector or arterial street if they have less than 40 feet of width or less than 4,000 square feet, parking shall not be required.

Parking placement

Goal 1-C. Decrease off-street parking in front of buildings

1. All parking spaces shall be inside the structure or located at the rear or at one side of that structure.
2. On-site parking is prohibited in front of a structure or forward of a street facing façade of that structure.
3. Only tandem parking arrangements up to two spaces deep are allowable in one-, two-, or three-family dwellings.

In multi-family structures with 4 or more dwelling units, tandem parking arrangements can only be used if both spaces are assigned to the same dwelling unit.



Density

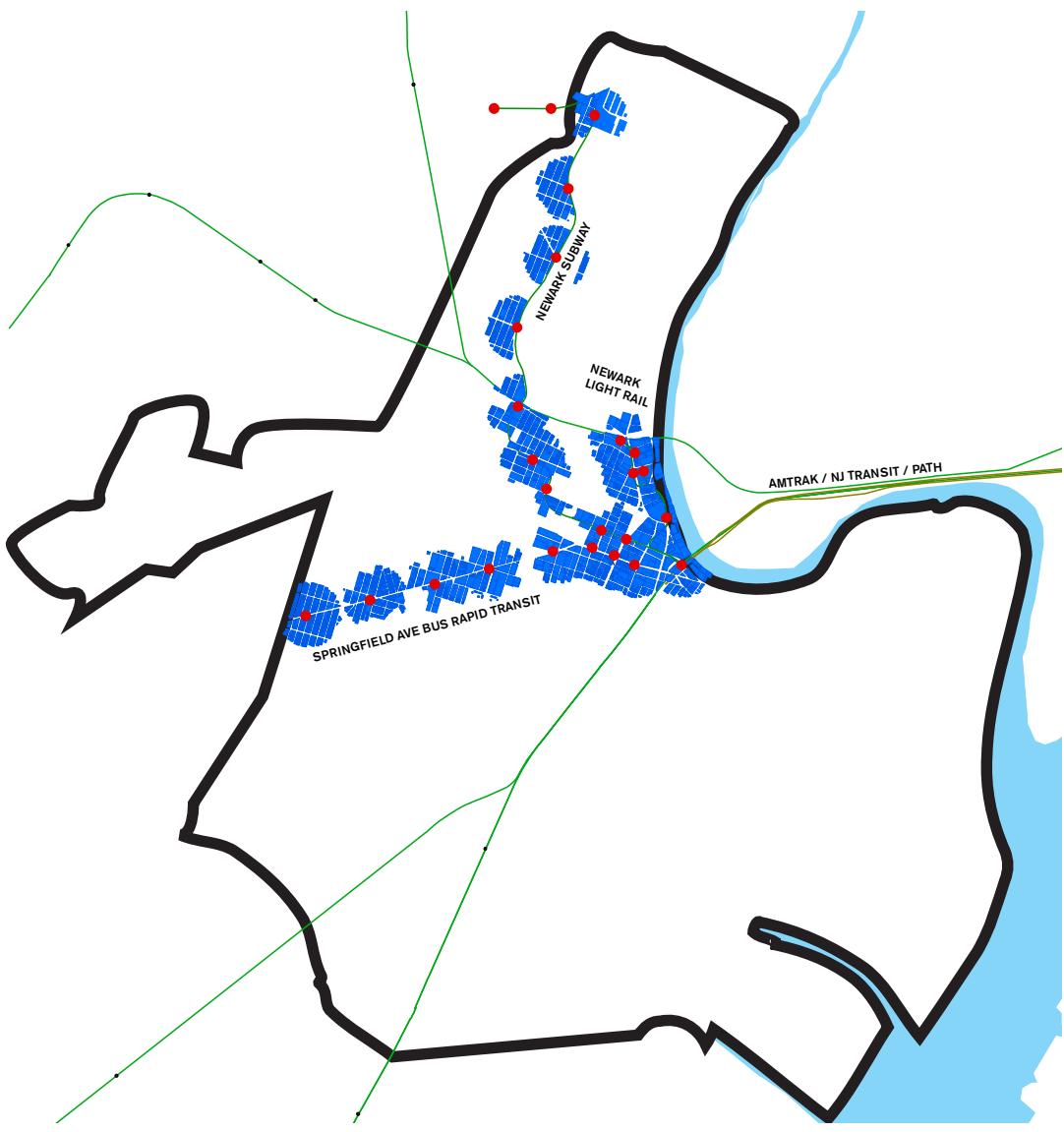
Goal 2-A. Encourage higher densities in appropriate locations

1. For lots of 2,500 to 3,200 square feet, a maximum of two dwelling units is permitted, but a maximum of three dwelling units permitted on such lots located within 1,200 feet [measured in a straight line] of a station for light rail, PATH train, bus rapid transit, or commuter rail service.
2. For lots of 3,201 to 5,000 square feet, a maximum of three dwelling units is permitted.
3. For lots of larger than 5,001 to 6000 square feet, a maximum of four dwelling units is permitted.
4. For lots larger than 6,001 square feet, existing zoning density requirements shall continue to apply. (Existing standards shall remain for the R-2 district.)

First-floor recreation rooms

Goal 2-B. Discourage illegal residential conversion of rear space on ground floor

Any indoor living space that could be converted to an additional dwelling unit shall be considered as an additional dwelling unit for all zoning, building, or land development regulation purposes. Such an indoor space shall be defined as having 250 or more square feet and having direct access to the structure's common stairwell, hallway, or the lot. Such spaces are typically labeled as recreation rooms, storage rooms, home offices, dens, or a combination of such rooms. If, however, this space contains the dwelling unit's only entrance way, or consists of a dwelling unit's only living room, dining room, or kitchen, it shall not be considered an additional dwelling unit. If this space consists of commercial or live/work area required because it fronts on a commercial row or is proposed as permitted commercial space, it shall not be considered an additional dwelling unit.



Transit-oriented density bonus zones within 1200 feet of subway, commuter rail, light rail, and bus rapid transit.

Ground-floor commercial uses

Goal 1-D. Encourage higher quality façade composition and materials

Along designated Commercial Streets, the front of the ground floor of the structure (in an area at least 40 feet deep with at least 500 square feet) shall be used as commercial or live/work business area. The clear floor-to-ceiling height in this area shall be a minimum of 16 feet. Entrance lobbies to residential portions of same structure are also permitted in the front of the ground floor.

This list of Commercial Streets does not include portions of streets in the Central Business District or other downtown redevelopment areas, and does not include commercial streets in the Kent-Brenner Redevelopment Area.

STREET

Summer Avenue
West Market Street
Mount Vernon Place
Clinton Avenue
Orange Street
Wilson Avenue
Elizabeth Avenue
South Orange Avenue
Central Avenue
Sanford Avenue
Bloomfield Avenue
Ferry Street
18th Avenue
Mount Prospect Avenue

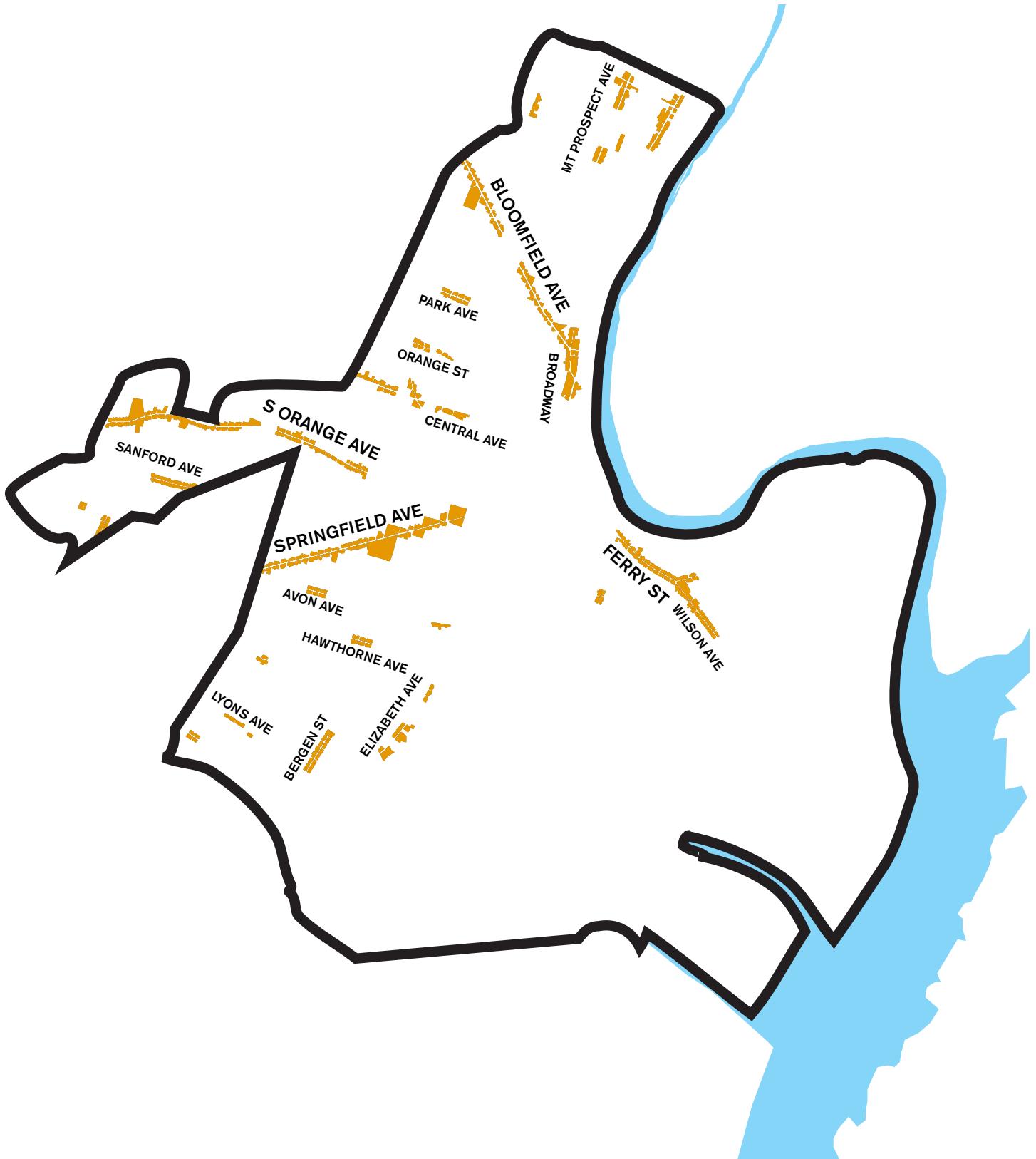
Pacific Street
Avon Avenue South
Hawthorne Avenue
Lyons Avenue

Chancellor Avenue
Bloomfield Avenue
Park Avenue
Bergen Street
Broad Street

Franklin Avenue
South Orange Avenue
Broadway
Elizabeth Avenue
Springfield Avenue

PORTION DESIGNATED COMMERCIAL

West Side Heller Parkway to Grafton Avenue
Dickerson Avenue to Littleton Street
Eastern Parkway to Kerrigan Boulevard
City Line to Fabyan Place; Seymour Avenue to Hunterdon Street
Bathgate Place to 7th Street; 6th Street to 3rd Street
Ferry Street to Rome Street
Bigelow Street to Runyon Street (east side only)
Speedway Avenue to South 9th Street; South 7th Street to Hunterdon Street
City Line to South 9th Street; South Side from 2nd Street to Hudson Street
Mount Vernon Place to Irvington Township boundary
City Line to Branch Brook Park
Raymond Plaza to Niagara Street
Stuyvesant Avenue to Irvington Township boundary
Sylvan Avenue to Montclair Avenue
Heller Parkway to Elwood Avenue
New York Avenue to West Kinney Street
10th Street to South 13th Street; Clinton Avenue to Stratford Place
Wainwright Street to Girard Place
North side from Leslie Street to Willoughby Street;
South side from Aldine Street to Clinton Place
Fabyan Place to Wainwright Street
Branch Brook Park to Broadway
Roseville Avenue to Branch Brook Park / 1st Street
Lyons Avenue to Custer Avenue; east side only Custer to Watson Avenue
Gouverneur Street to Clay Street (west side only);
Clay Street to State Street / Interstate 280
East side from Heller Parkway to Erie Lackawanna RR Overpass
City Line to South 9th Street
City Line to Grafton Avenue; Crittenden Street to Broad Street / Clay Street
Hawthorne Avenue to Meeker Avenue;
City Line to South 12th Street; South 12th to Prince Street



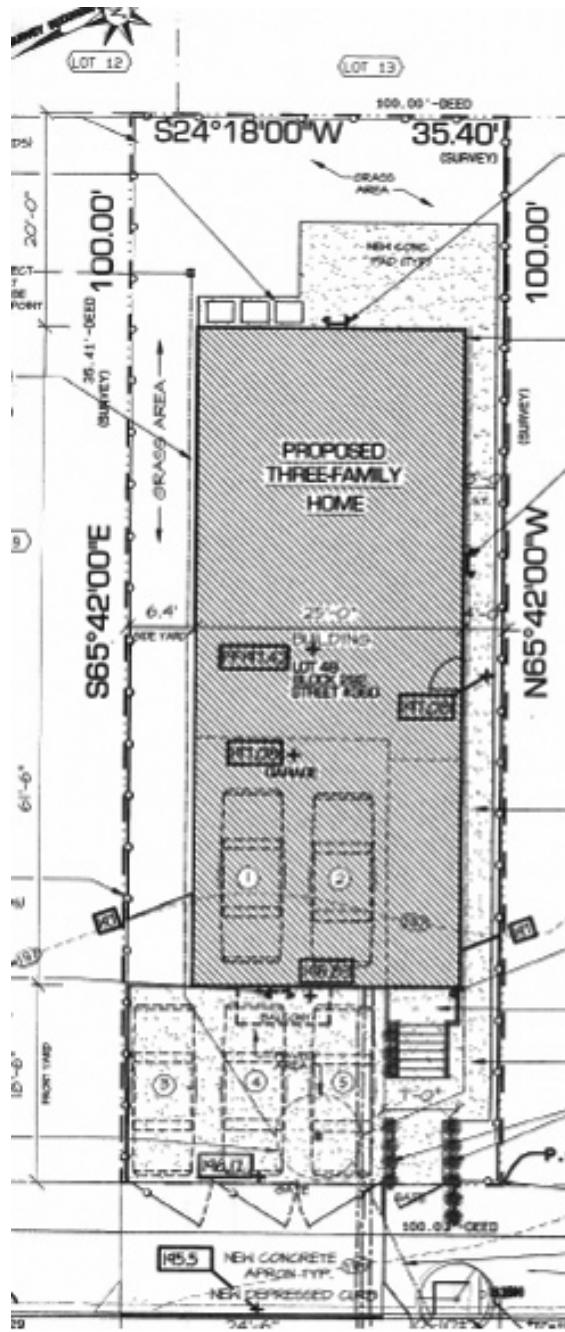
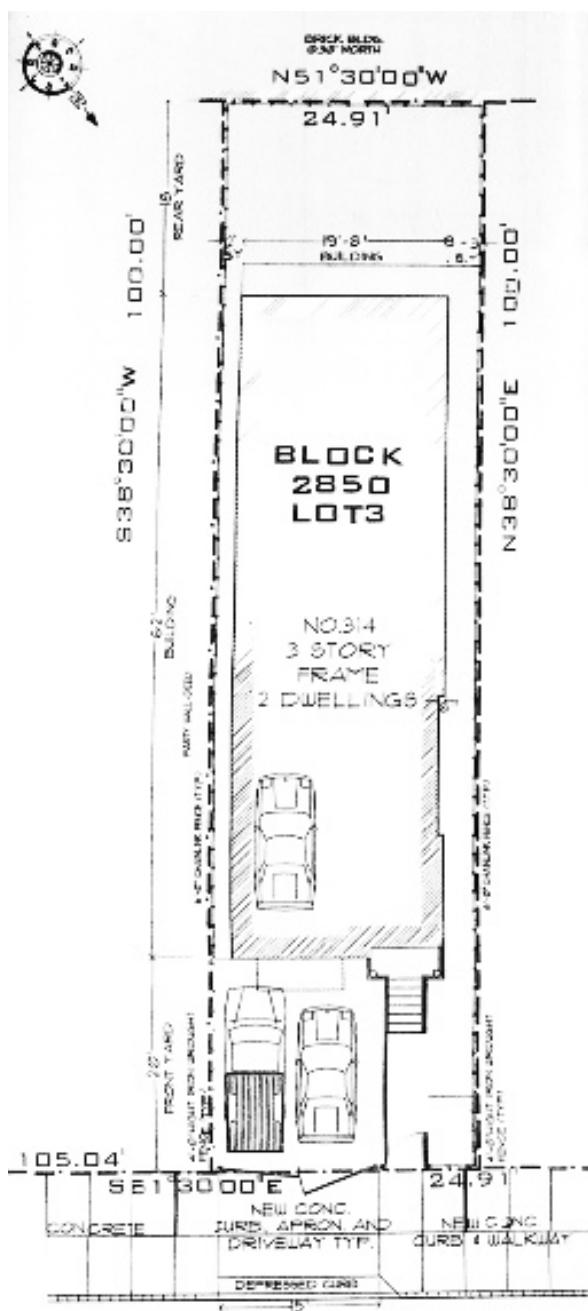
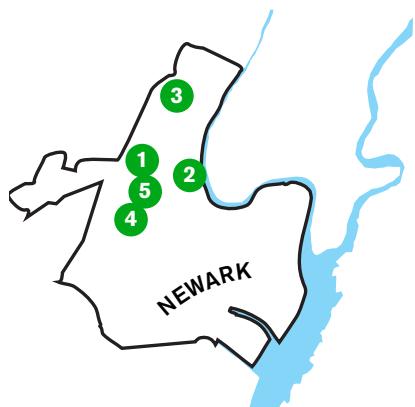
Newark Commercial Streets where the street front of the ground floor must be used as a commercial or live/work business area.

New Houses for Newark Innovative Design Study

In the fall of 2007, the Division of Planning & Community Development commissioned 10 architectural firms to respond to the draft Urban Design Standards for In-fill Housing. These firms donated their time to study the typical two- to three-family buildings in Newark and propose new approaches to building on Newark's 25-foot-wide and 35-foot-wide lots.

The building program given to the architects called for each unit to have a kitchen, dining area, living room, two or three bedrooms, closets, and in-unit laundry facilities. Each building would share a laundry room, recreation space, rear yard, and parking. The sites were five City-owned lots in different contexts.

These proposals are published here so that they may be of use to future builders in Newark and those facing similar conditions elsewhere.



Typical Box site plans for 25-foot-wide lot (left) and 35-foot-wide lot (right)

Site 1 Neighborhood Infill – 171 South 9th Street

25 foot x 100 foot lot
Fairmount neighborhood, West Ward
88.4% African American
Median income \$20,982
Median Age 29.9 years old
Third Residential Zone



Site 2 Historic District Infill – 31 Burnet Street

25 foot x 99.1 foot lot
James Street neighborhood, Central Ward
Close to Downtown and Broad Street Station
Neighborhood is a Historic District of three-story rowhouses
52.4% African American
Median income \$31,667
Median age 25.8 years old
Fourth Residential Zone



Site 3 Transit Area Infill – 697 North 7th Street

25 foot x 100 foot lot
Upper Roseville neighborhood, North Ward
45.9% Latino
Median income \$25,095
Median age 29.9 years old
Near Newark Light Rail Station
Second Residential Zone



Site 4 Commercial Infill – 496-8 Springfield Avenue

29.3 foot x 100 foot lot
Kent/Brenner Neighborhood, Central Ward
Major commercial corridor
85.7% African American
Median Income \$20,591
Median Age 28.6 years old
Second Business Zone



Site 5 Large Lot Neighborhood Infill – 215 Fairmount Avenue

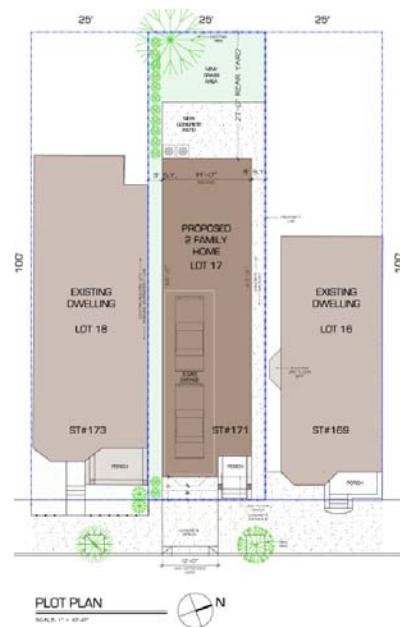
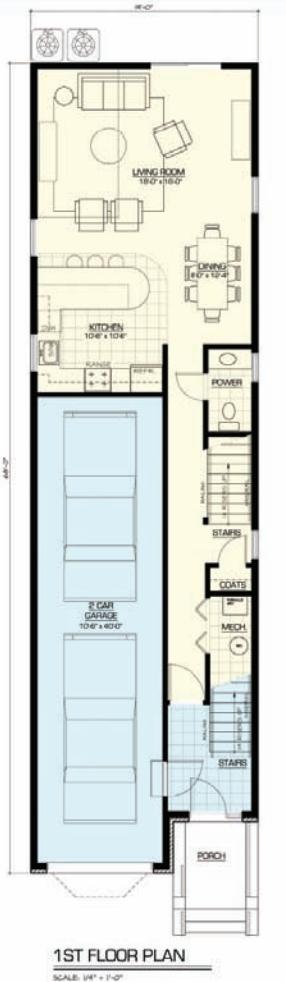
37.6 foot x 100 foot lot
Fairmount neighborhood, West Ward
85.7% African American
Median Income \$20,591
Median Age 28.6 years old
Third Residential Zone



Gregory Comito & Associates

NEWARK, NJ

Includes a covered front porch to keep with street context, and creates visual interest through the use of mixed facade materials, roof lines and penetrations, and facade planes.



Plan Legend

- Common areas.
- Residential Unit 1 (3 bedrooms)
- Residential Unit 2 (2 bedrooms)
- Alternate Residential Unit 2 (3 bedrooms)

Rogers Marvel Architects

NEW YORK, NY

Specifies 100% porous outdoor surfaces to prevent surface run-off, many trees, and transparent garage doors.



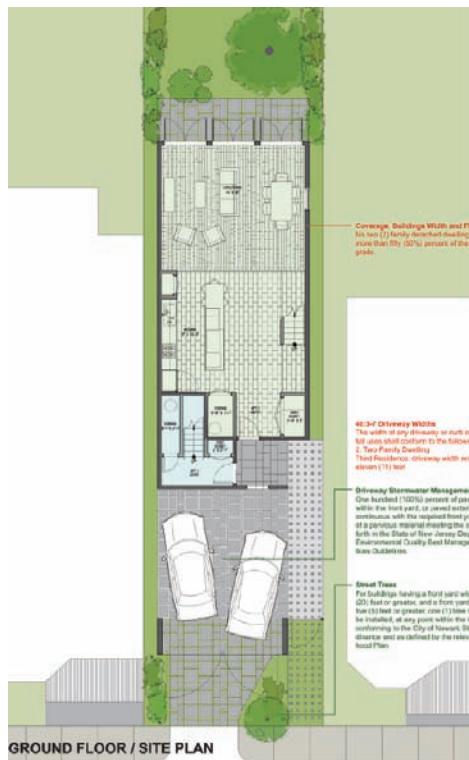
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SECOND FLOOR PLAN



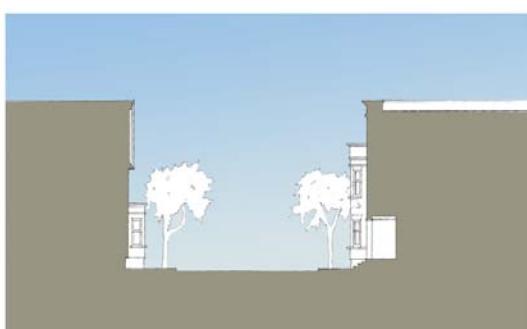
THIRD FLOOR PLAN



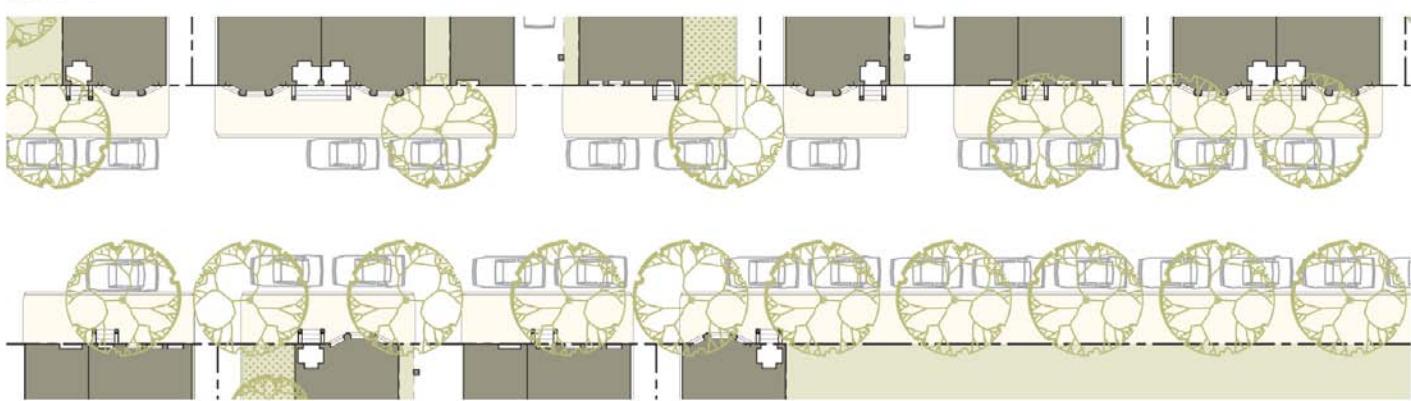
Cooper, Robertson & Partners

NEW YORK, NY

FROM THE ARCHITECTS Taking the best from historical Newark: alleys and driveways, stoops and porches, varied roofscapes, reserve space for nature, vary building masses.



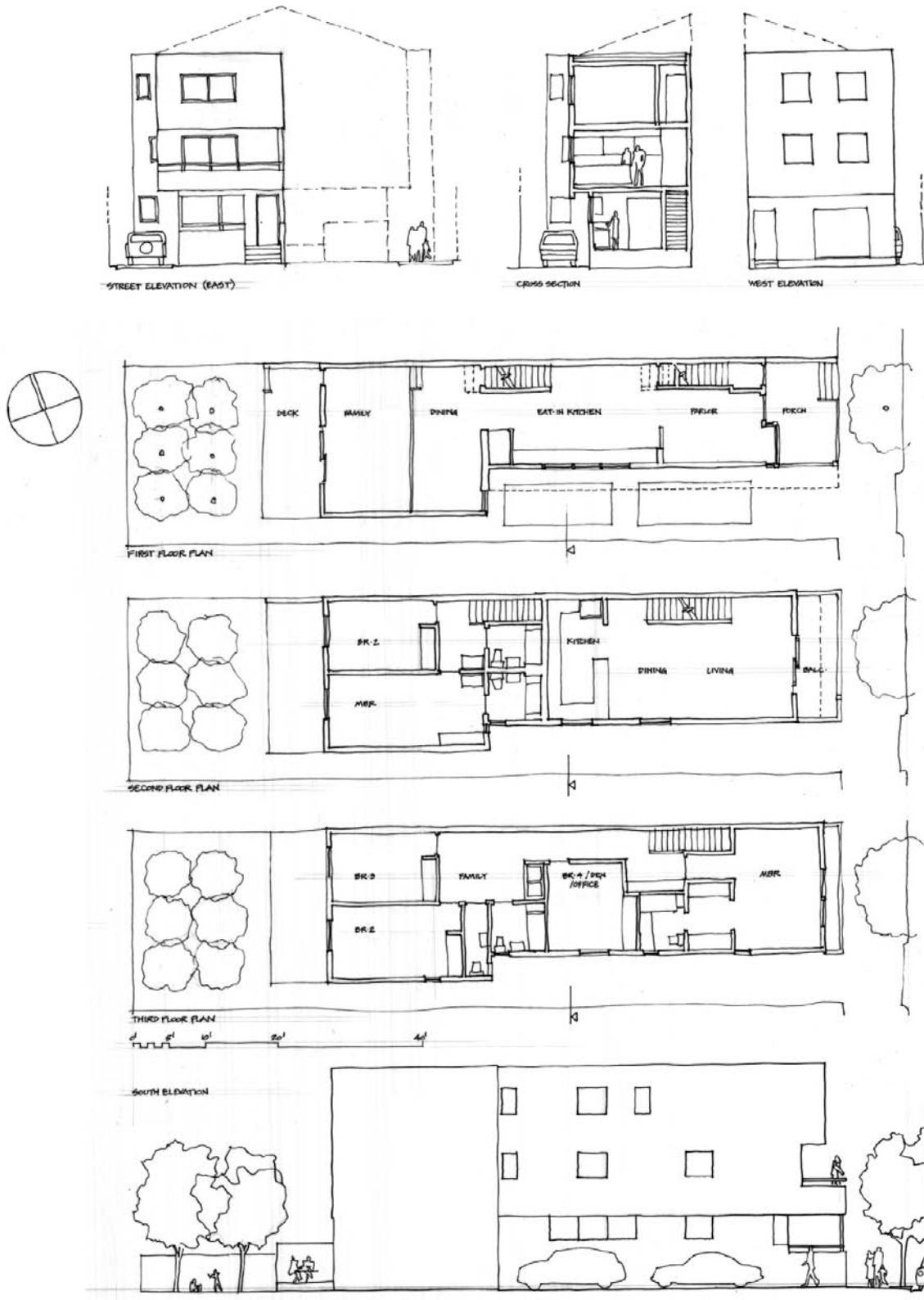
Scale 1/8" = 1'



New Jersey Institute of Technology

NEWARK, NJ

Studio overseen by Anthony Schuman and Antonio de Souza.



New Jersey Institute of Technology

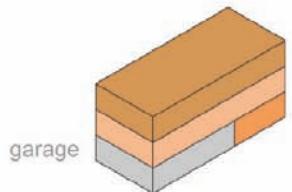
NEWARK, NJ

Studio overseen by Georgeen Theodore.

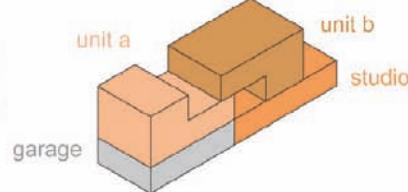
FROM THE ARCHITECTS The so-called Bayonne Box, a detached, two-family home, has sprouted all over Newark. Attracting new residents to the city, expanding homeownership options, and rebuilding on vacant land, the Box represents positive change for the City. However, the very qualities that make the Box proliferate are objectionable: cheap construction, maximizing the overall built area (resulting in

bedrooms with little light and no views, and very little open space), and creating a lot of parking (by paving the front yard and using the ground floor as a garage).

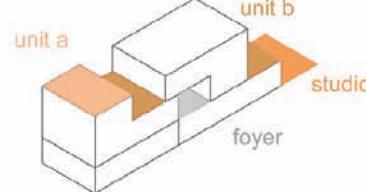
We chose to focus on the building's open space amenities, daylighting, and views. Our proposal aims to give each unit its own garden (on the ground or on a terrace) and to improve the way the building opens to light and views.



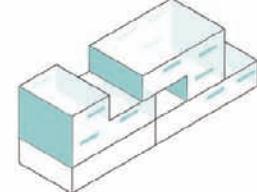
The Bayonne Box
Three units stacked,
one atop the other.



The Box, broken down
Two duplexes and a ground
floor studio unit



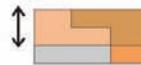
Garden Box
Each unit has outdoor space



Fenestration
Windows are maximized on the
building's short faces (oriented
towards the street, courtyards,
and backyard) while high, strip
windows are used on the side
facades to bring in light but
eliminate direct view lines
into the adjacent buildings.



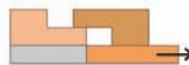
Living in layers
(existing box)



Create duplexes



Pull duplexes apart



Extend studio



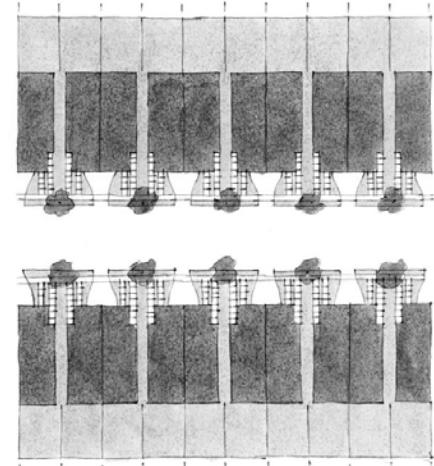
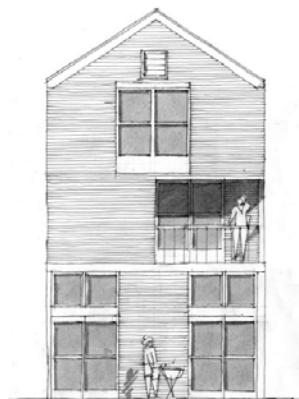
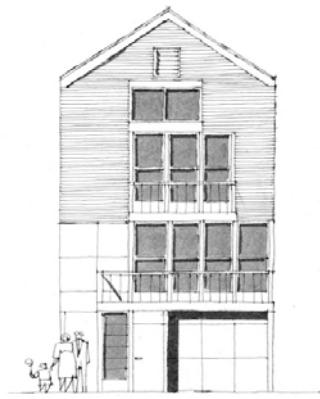
New Jersey Institute of Technology

NEWARK, NJ

Studio overseen by Michael Mostoller.

FROM THE ARCHITECTS RECLAIM THE STREET FOR PEOPLE DE-BOX the BOX. Each house has its two front doors on the side and front in a friendly open space connecting the houses to sidewalk and street. The plan is entered in the middle, eliminating the need for circulation and hallways to traverse the entire length of the units, allowing expanded rooms at the ends.

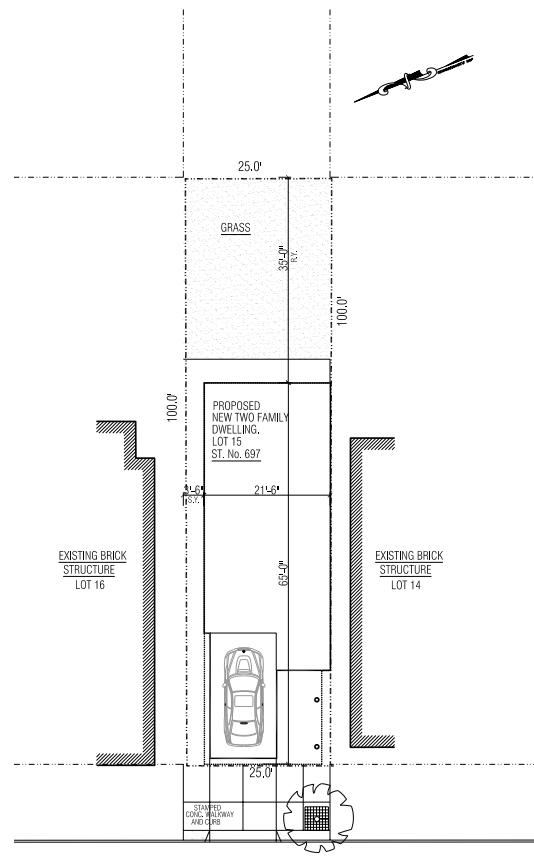
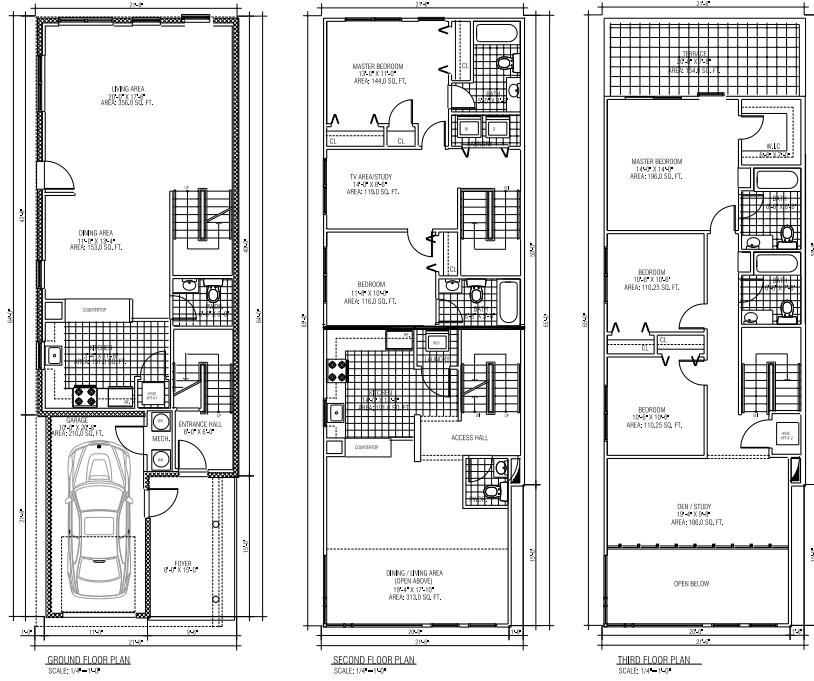
The ground floor features a garden great room and the top unit another height-and-a-half space - the sky room - facing the street. There is a split-level duplex on ground and second floor with an open stair connecting the three levels. The top unit is also a split level. These different levels create spatial interest and exciting major rooms. They also help zone the individual dwellings into public and private areas. The exterior box is broken to form the entry ways and create an intimate space. Front porches further eliminate the feeling of the box.



Artek Studio

NEWARK, NJ

Shares a driveway with the neighboring house. The owner's unit is a triplex with ground floor garage, second-level living, dining room, and kitchen with half-bathroom, and three bedrooms and two bathrooms on the third level. The rental unit is a duplex with lower-level living, dining, kitchen, and half-bathroom and an upper level with two bedrooms, study area, and two bathrooms.



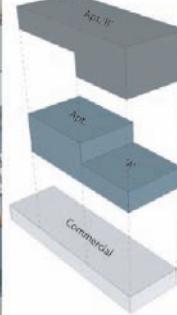
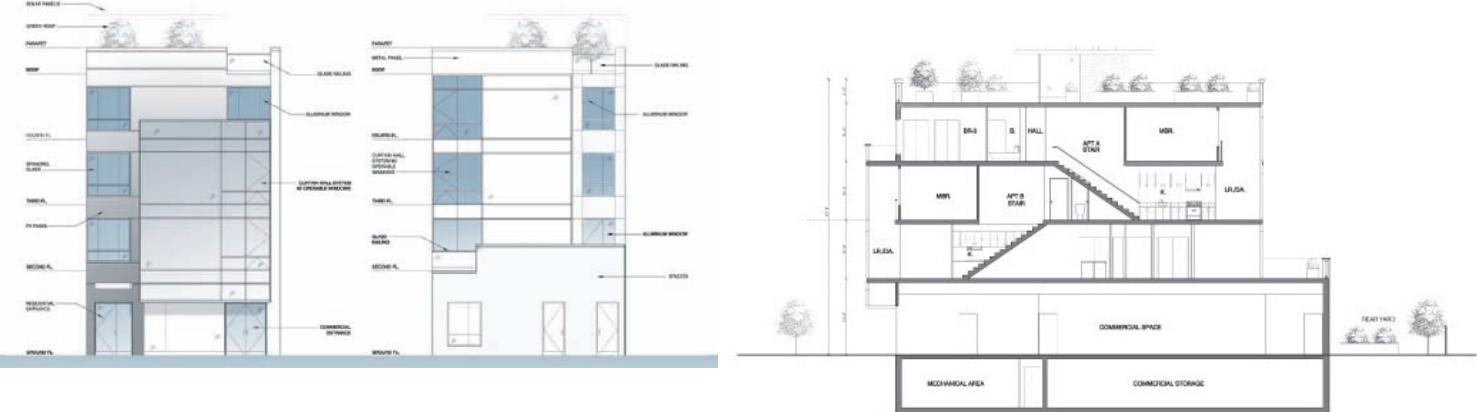
NORTH. 7TH STREET.

SITE PLAN
SCALE: 1' = 10' - 0"
BLOCK 695
LOT # 15

Body Lawson Associates

NEW YORK, NY

Combines commercial space with an office, bathroom, bicycle storage, and rear outdoor space, and two apartments with shared roof space. The building skin and roof incorporate photovoltaic panels to generate electricity.



Newwork

NEWARK, NJ

FROM THE ARCHITECTS Program Push Pull is a new mixed-use Building Program where the program is ‘pushed and pulled’ to maximize flexibility of Living, Working and Place Making options. Program Push Pull is a new urban Development Program where the line between Building and Streetscape is ‘pushed and pulled’ to maximize

a Sense of Place, an Atmosphere of Commerce and a Feeling of Community. Program Push Pull is a new Building Design Guideline where building surfaces are pushed and pulled in, out and up in order to maximize the use of the building envelope while creating functional design interest.



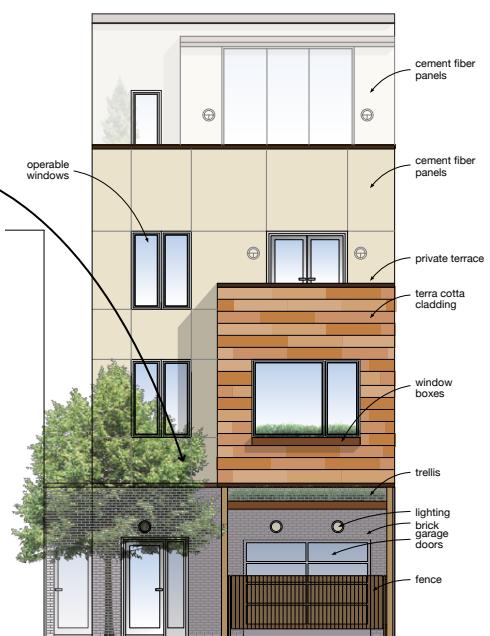
Front Elevation

1/4"=1'-0"



Rear Elevation

1/4"=1'-0"



Street Life

Redefining the boundaries between a property and the street

• Creating a joint Identity of Streetscape and Façade Street “theatre” giving rise to the form of the design

Davis Brody Bond Aedas

NEW YORK, NY

FROM THE ARCHITECTS Our unit design is intended as a diagram that points to possibilities for increased density, unit flexibility, and suggests a pairing of units that could aid in addressing both the current family composition and that of future residents. The design attempts to take advantage of the deep site configuration of the Newark block. It realizes the potential to achieve an interior space off the street for an alternative unit orientation. This will allow families the opportunity to choose varied unit orientations based upon not just family size but family preference or life style. We are also suggesting a basic plan that allows for two distinct housing types, stacked flats, or 2 maisonettes above a one story base.

THE FLAT



THE MAISONETTE



Richard Meier & Partners

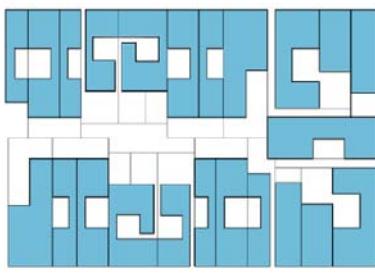
NEW YORK, NY

Incorporates courtyards into the site plan with a historical modernist aesthetic.

FROM THE ARCHITECTS The name C plus Two refers to the commercial infill program: Commercial and Courtyard space plus two Residential units. This typology seeds a number of planning concepts that the City of Newark is promoting for new housing.

POSSIBLE URBAN PATTERN

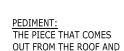
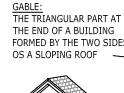
- residential infill with varying courtyard configurations



ECG Architects

NEWARK, NJ

Adopts a Victorian architectural vocabulary from the neighborhood to create an eight-family affordable housing development with a construction budget of \$250,000. Uses permeable stone pavers to retain 95% of stormwater on-site. Interiors feature large rooms, central air conditioning, and balconies.

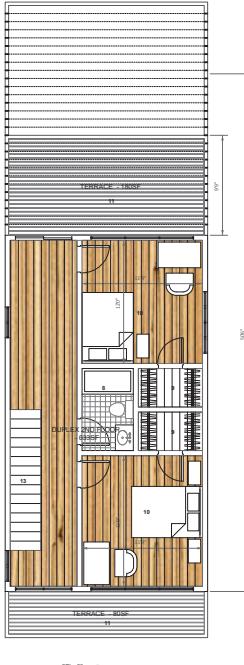
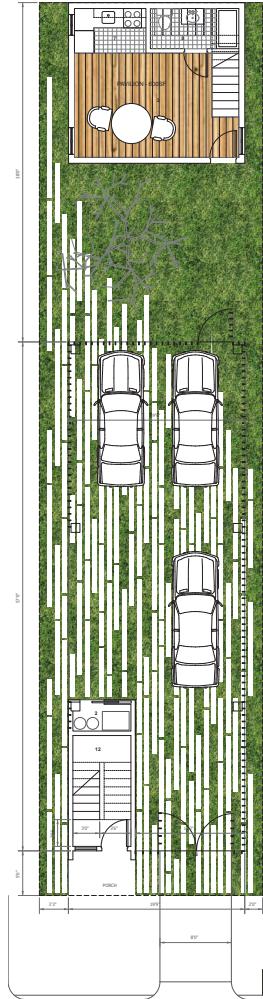


F.A.D. Studio

NEW YORK, NY

Features a rear pavilion that circumvents the necessity for two means of egress.

FROM THE ARCHITECTS Our proposal slides the typical ‘bonus room or recreation room’ from beneath the main structure to the garden space in the back creating a freestanding pavilion echoing a prevailing pattern in the neighborhood. Instead of a garage, this pavilion is a one-bedroom home at the back of the lot in a garden. The space underneath the house is used instead to park three cars and four cars in a pinch.

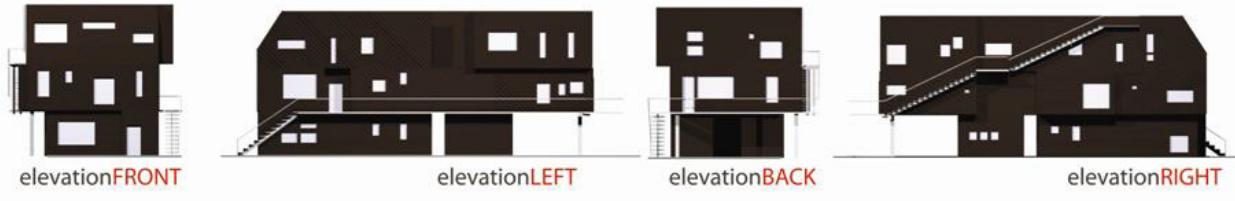


studio SUMO

NEW YORK, NY

Envisions tax incentives for green roofs, side entrances accessed through setbacks, a maximum front setback of 12 feet, and rear parking.

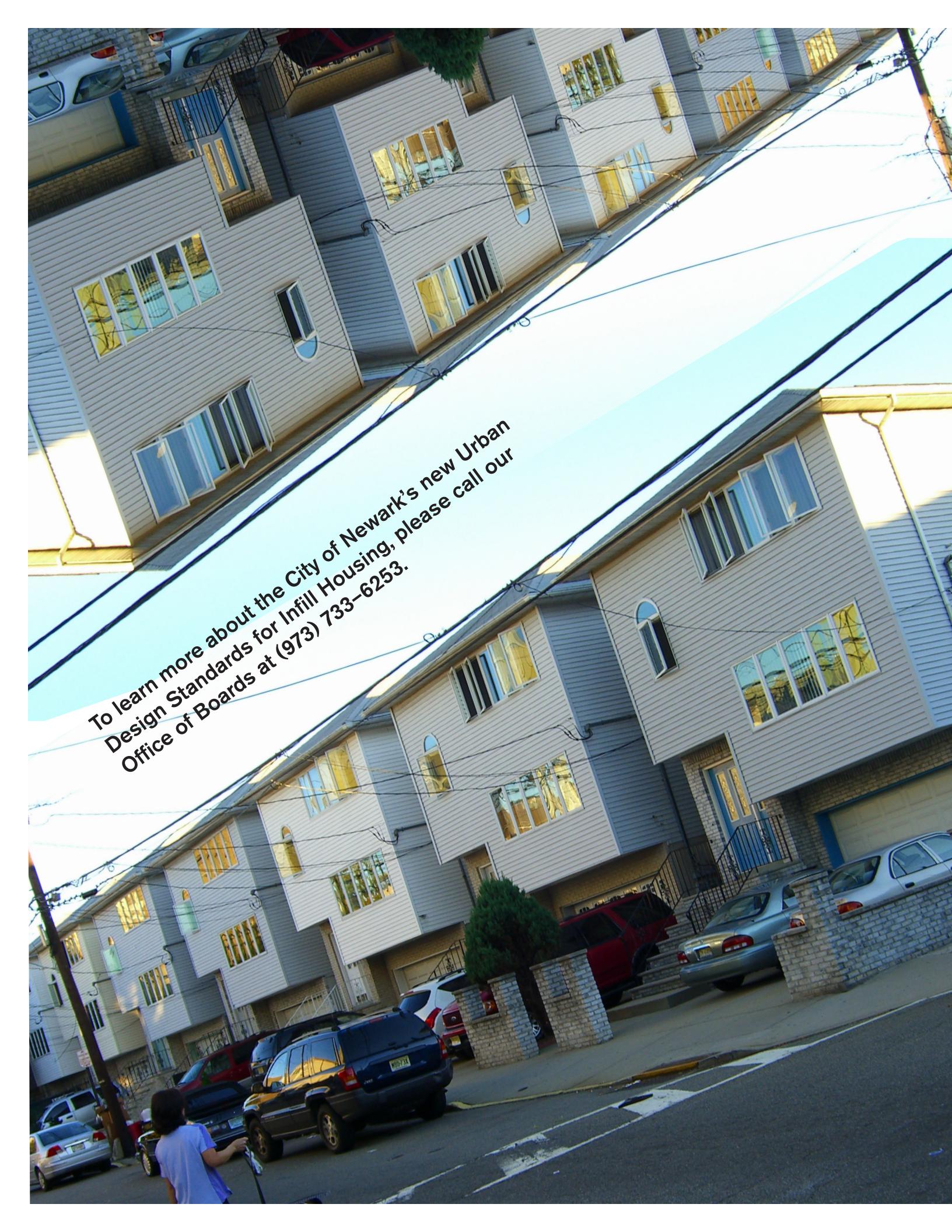
FROM THE ARCHITECTS $3 \times 3 \times 3 = 3$ houses, 3 bedrooms, 3 parking spaces. In the Urban House, historic contextualism merges with American idealism to form a new typology.



perspectival elevations



section a



To learn more about the City of Newark's new Urban
Design Standards for Infill Housing, please call our
Office of Boards at (973) 733-6253.