



Montclair Township

Unified Land Use + Circulation Element

May 2015 (Amended June 2021)



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**PLANNING BOARD
TOWNSHIP OF MONTCLAIR**

**RESOLUTION OF ADOPTION OF AN AMENDMENT TO SECTION 2.1 OF
THE UNIFIED LAND USE AND CIRCULATION ELEMENT OF THE
MASTER PLAN OF THE TOWNSHIP OF MONTCLAIR**

WHEREAS, the Municipal Land Use Law of the State of New Jersey (N.J.S.A. 40:55D-1, *et seq.* [the “MLUL”]) provides, at Section -28, that the “planning board may prepare and, after public hearing, adopt or amend a master plan or component parts thereof, to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare”; and

WHEREAS, the Township of Montclair (“Township”) Land Use Procedures Ordinance, Article I at § 202-7A, in relevant part, provides that the Township Planning Board (the “Board”) has the power and the duty--

To make and adopt and from time to time amend a Master Plan for the physical development of the municipality, pursuant to N.J.S.A. 40:55D-28....

and at -7E requires the Board--

To assemble data on a continuing basis as part of a continuous planning process.

and

WHEREAS, Section 28(b)(2)(f)(4) of the MLUL, in relevant part, provides that a master plan may include a land use plan element that also includes:

A circulation plan element showing the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality ... and the types, locations, conditions and availability of existing and proposed transportation facilities, including air, water, road and rail;

And

WHEREAS, the Township's Master Plan was adopted in or about November 1978 and, since then, has been re-examined, amended and supplemented from time to time, with the last Master Plan Reexamination Report adopted by the Board on November 21, 2016¹; and

WHEREAS, the Master Plan's Unified Land Use and Circulation Element was adopted by the Board in May 2015 and, in its last amendment as of April 24, 2017, its Section 2.1 ("Section 2.1") noted that:

[M]any residents have expressed that Montclair lacks safe and easy alternatives to automobile connections to amenities (schools, open spaces, train stations, town centers, etc.). Of particular importance in this regard are the current design, configuration, and maintenance of streets and sidewalks, which gives priority to the needs of private cars and does not adequately balance the needs of pedestrians and cyclists. As a result, many residents feel that traffic conditions make biking and walking unsafe.

And which recommended, among other things, that

The Township should develop comprehensive multi-modal transportation options that balance the needs of all users and connect users to major destinations and commercial districts within the Township, as well as linking them to a larger regional transportation network.

And

WHEREAS, in and through a project: managed by a Steering Committee consisting primarily of stakeholders from many segments of the Montclair community; developed by the project's consultant, NV5 Company, 7 Campus Drive, Suite 300, Parsippany, NJ 07054; funded by The Office of Bicycle and Pedestrian Programs, New Jersey Department of Transportation and the Township; and with input, suggestions and recommendations from residents of

¹ MLUL Section -89, in relevant part, provides: "The governing body shall, at least every 10 years, provide for a general reexamination of its master plan and development regulations by the planning board, which shall prepare and adopt by resolution a report on the findings of such reexamination, a copy of which report and resolution shall be sent to the county planning board."

Montclair, the Township sought to develop tools for the implementation of the purposes and recommendations of Section 2.1; and

WHEREAS, in June 2017, the project culminated in the publication of the Montclair SAFE Complete Streets Implementation Plan (the “Design Guide”) which provided, among other things:

This Montclair SAFE (Streets Are For Everyone) Complete Streets Implementation Plan provides a road map for improving the walking and bicycling environment in the Township of Montclair. The purpose of this plan is to provide guidance towards ensuring that Montclair’s streets are designed to encourage safe driving, bicycling and walking and to advance the Township’s SAFE/Complete Streets philosophy ... and build on the goals and objectives of the Township’s circulation plan.

and

WHEREAS, the Board, with the assistance of the Township Planning Department, had been discussing how the Design Guide could and should be integrated into Section 2.1 through a proposed amendment (the “Section 2.1 Amendment”) which, pursuant to the MLUL, would require appropriate notice and a public hearing for adoption; and

WHEREAS, the Board set December 14, 2020 as the date for its hearing with regard to consideration of the proposed Section 2.1 Amendment arising from its discussions of the Design Guide; and

WHEREAS, in compliance with the notice and related provisions of N.J.S.A. 40:55D-10(a) and 40:55D-13, notice of the Board’s hearing was (a) published in the Montclair Times at least ten days prior to the date of the hearing; (b) given to the clerk of each municipality adjoining the Township at least ten days prior to the date of the hearing by certified mail at least 10 days prior to the hearing; and (c) given by certified mail at least 10 days prior to the hearing

to the Essex County Planning Board and included with the latter notice was a copy of the proposed Section 2.1 Amendment; and

WHEREAS, all foregoing notices specified that a copy of the proposed Section 2.1 Amendment was on file and available for public inspection at least 10 days before the date of the hearing and the same was on file and available for public inspection, and the proposed Section 2.1 Amendment was published on the Township website; and

WHEREAS, at its December 14, 2020 hearing, the Board, through the presentation of the Township's Planning Department, the statements of its members and the public considered the proposed Section 2.1 Amendment; and

WHEREAS, at its December 14, 2020 hearing, a motion was made and seconded to approve and adopt the Section 2.1 Amendment as an amendment to Section 2.1 of the Unified Land Use and Circulation Element of the Township Master Plan and a majority vote in favor of the same was taken by the Board.

NOW, THEREFORE:

1. The Section 2.1 Amendment, as attached, is incorporated into this Resolution in its entirety and is hereby adopted as an amendment to Section 2.1 of the Unified Land Use and Circulation Element of the Township Master Plan.

2. The Unified Land Use and Circulation Element shall also be amended to include this Resolution at an appropriate location at its beginning, to be followed by a Preamble containing the recommendations of the Board, as follows:

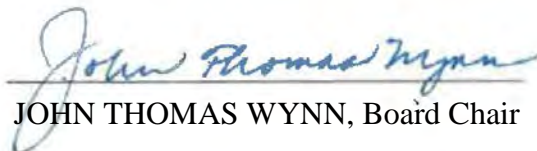
It is the intent of the Master Plan that this Design Guide function as reference material to be used by the Township when assessing options for street improvements. All of the options for each street typology described in the Design Guide may not be practical for

application in the Township due to various existing conditions encountered as the streets have developed throughout the town and consequently, the options the Design Guide presents have to be evaluated on a case-by-case basis. Proposals for street improvements that incorporate bicycle and pedestrian enhancements must be weighed against existing conditions, including but not limited to safety, convenience, and parking considerations. In addition, the Design Guide does not adequately address the policy issues of other street users including electric bikes and joggers, which also must be considered.

3. The secretary of the Board shall give notice of the adoption of the Section 2.1 Amendment to the Unified Land Use and Circulation Element of the Township Master Plan by publication once in the official newspaper of the Township in accordance with R. 4:69-6(b)(3) of the Rules Governing the Courts of the State of New Jersey.

4. The secretary of the Board is hereby directed to give notice immediately of the adoption of the Section 2.1 Amendment to the Unified Land Use and Circulation Element of the Township Master Plan to the Essex County Planning Board, together with a copy of the Section 2.1 Amendment, as adopted, via personal service or certified mail. In no event, shall such notice be more than thirty (30) days after the date of the adoption of the Section 2.1 Amendment to the Unified Land Use and Circulation Element of the Township Master Plan.

January 11, 2021


JOHN THOMAS WYNN, Board Chair

**RESOLUTION OF ADOPTION
OF AN AMENDMENT TO THE
MONTCLAIR TOWNSHIP UNIFIED LAND USE AND CIRCULATION ELEMENT
OF THE MASTER PLAN ON APRIL 24, 2017¹**

**PLANNING BOARD
TOWNSHIP OF MONTCLAIR**

WHEREAS, the Municipal Land Use Law of the State of New Jersey (N.J.S.A. 40:55D-1, *et seq.*) provides, at Section 28, that a “planning board may prepare and, after public hearing, adopt or amend a master plan or component parts thereof, to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare”; and

WHEREAS, the Land Use Procedures Chapter of the Ordinances of the Township of Montclair (“Township”) provides, at § 202-7A, that the Planning Board (the “Board”) has the power and the duty:

To make and adopt and from time to time amend a Master Plan for the physical development of the municipality, pursuant to N.J.S.A. 40:55D-28, which Master Plan shall give due consideration to the relationship between the proposed physical development of the Township and the Master Plan for those areas outside its boundaries which in the Board’s judgment bear essential relation to the planning of the municipality.

and

WHEREAS, the Montclair Township Unified Land Use and Circulation Element of the Master Plan was adopted on May 4, 2015 (the “Plan”); and

WHEREAS, preceding and subsequent to the adoption of the Plan, development in and around the Bloomfield Avenue corridor has been proceeding at an unprecedented pace, prompting the Board to revisit and reevaluate the new conditions in light of the assumptions and recommendations contained in the Plan; and

WHEREAS, this reevaluation has given rise to the Board’s consideration of revised Zoning Ordinance terminology that recognizes the existing land uses and heights of development and which terminology will provide for the reduction in height for properties outside the activity nodes of the corridor, as follows:

¹ The adoption of this resolution was inadvertently overlooked following the Board’s vote to approve on April 24, 2017. However, all notice and other requirements with regard to the amendments adopted by the Board were observed and carried out.

C-1: CBD Activity Node District

C-2: CBD Center District

C-3: CBD Edge District

C-4: CBD Village District

P or Public; and

WHEREAS, the Board developed other amendments to the Plan related to this (collectively, the "Amendments")

WHEREAS, on March 27, 2017 and April 24, 2017, the Board held a public hearing on the Amendments for which notice was provided in the Montclair Times, and as provided for in Section 13 of the Municipal Land Use Law, and additionally on the Township website; and

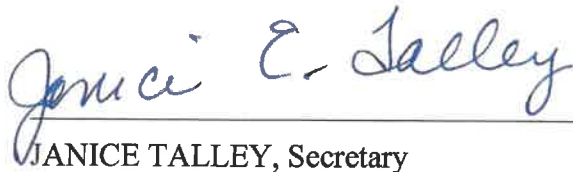
WHEREAS, at its public hearing, the Board considered the Amendments offered to receive comments from the public (there were none) and thereafter voted unanimously to adopt the Amendments in their latest iteration;

NOW, THEREFORE:

1. The Amendments to the Montclair Township Unified Land Use and Circulation Plan Element, as considered by the Board on April 24, 2017 and which are part of the record of the hearing are hereby adopted.

2. The secretary of the Board shall give notice of the adoption of the Amendment in accordance with Section 13 of the Municipal Land Use Law including publication in the official newspaper of the Township of Montclair and actual notice to the Essex County Planning Board.²

3. The secretary of the Board shall also arrange for the complete Amendments, as adopted, to be published on the Township's website.³



JANICE TALLEY, Secretary

² Such notice was provided following the April 24, 2017 hearing.

³ Such publication occurred following the April 24, 2017 hearing.

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UNIFIED LAND USE AND CIRCULATION ELEMENT OF THE MASTER PLAN OF
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WHEREAS, the Land Use Procedures section of the Ordinances of the Township of Montclair (“Township”) provides, at § 202-7A, that the Planning Board (the “Board”) has the power and the duty:

To make and adopt and from time to time amend a Master Plan for the physical development of the municipality, pursuant to N.J.S.A. 40:55D-28, which Master Plan shall give due consideration to the relationship between the proposed physical development of the Township and the Master Plan for those areas outside its boundaries which in the Board’s judgment bear essential relation to the planning of the municipality.

And

WHEREAS, the Township’s Unified Land Use and Circulation Element of the Master Plan was adopted on May 4, 2015; and

WHEREAS, the Board has evaluated the conditions along Glenridge Avenue and Church Street to determine if the recommendations for this area in the Unified Land Use and Circulation Plan are appropriate; and

WHEREAS, on February 8, 2016, the Board held a public hearing that was noticed in the Montclair Times and on the Township website the proposed to amend the Unified Land Use and Circulation Plan for Glenridge Avenue and Church Street; and

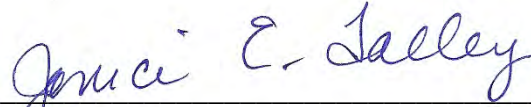
WHEREAS, the Board listened to comments from the public at the public hearing and voted unanimously to adopt the amendment to the plan;

NOW, THEREFORE:

1. The Amendment to the Land Use & Circulation Element of the Master Plan dated February 8, 2016 is hereby adopted.
2. The secretary of the Board shall give notice of the adoption of the Amendment by publication once in the official newspaper of the Township or in a newspaper of general

circulation in the Township, in accordance with R. 4:69-6(b)(3) of the Rules Governing the Courts of the State of New Jersey.

3. The secretary of the Board is hereby directed to give notice immediately of the adoption of this Amendment to the Essex County Planning Board, together with a copy of the Amendment, via personal service or certified mail. In no event, shall such notice be more than thirty (30) days after the date of the adoption of the Element.



JANICE TALLEY, Secretary

**RESOLUTION OF ADOPTION OF THE
UNIFIED LAND USE AND CIRCULATION
ELEMENT OF THE MASTER PLAN OF
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**PLANNING BOARD
TOWNSHIP OF MONTCLAIR**

WHEREAS, the Municipal Land Use Law of the State of New Jersey (N.J.S.A. 40:55D-1, *et seq.*) provides, at Section 28, that the “planning board may prepare and, after public hearing, adopt or amend a master plan or component parts thereof, to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare”; and

WHEREAS, the Land Use Procedures section of the Ordinances of the Township of Montclair (“Township”) provides, at § 202-7A, that the Planning Board (the “Board”) has the power and the duty:

To make and adopt and from time to time amend a Master Plan for the physical development of the municipality, pursuant to N.J.S.A. 40:55D-28, which Master Plan shall give due consideration to the relationship between the proposed physical development of the Township and the Master Plan for those areas outside its boundaries which in the Board’s judgment bear essential relation to the planning of the municipality.

And

WHEREAS, the Township’s Master Plan was adopted in or about November 1978 and, from time to time, has been re-examined, amended and supplemented since then; and

WHEREAS, the Board believed that with the numerous changes that have been occurring more recently in the Township, the time was appropriate to consider long term growth and development including accommodations and planning for improvements to parking, pedestrian life and transit services among other things; and

WHEREAS, to facilitate these goals, in or about 2011, the Board commenced a series of “visioning meetings” with residents across Montclair in an effort to obtain the most comprehensive community input for appropriate amendments to the Master Plan; and

WHEREAS, in or about March 2013, a preliminary draft of the Montclair’s Township Unified Land Use & Circulation Element (the “Element”) was created and, thereafter, the Board, both through its members and with the continuous involvement of the public at large, considered changes and revisions in order to develop an Element document that would more closely approximate the planning needs, aspirations and goals of the Township and its residents; and

WHEREAS, the Board established a hearing date and conducted a series of public hearings for the purpose of adopting the Element, all in compliance with the notice and related provisions of N.J.S.A. 40:55D-10(a) and 40:55D-13; and

WHEREAS, both before and during the hearings, the Board arranged for the Element and additional maps and documents, if any, to be on file and available for public inspection, during normal business hours in the office of the Township Planning Department and provided for other forms of public dissemination; and

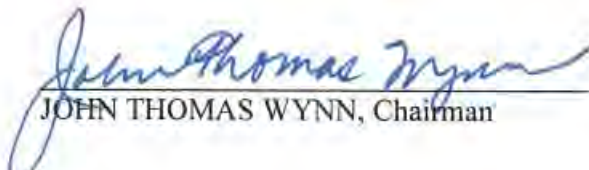
WHEREAS, in considering the Element, the Board carefully considered the statements and presentations of its members, the public, the Township’s Planning Department and others; and

WHEREAS, on May 4, 2015, the Board voted unanimously to adopt the iteration of the Element dated May 2015, as amended and supplemented with the de minimus editing changes noted on the record of that meeting, with the following members present and voting in favor of the motion to adopt: Wynn (Chair); Kurzweil (Vice Chair); Schwartz; McMahon; Willis; Seip; Rooney; Brandon; Brodock; and DeSalvo

NOW, THEREFORE:

1. The Montclair Township Unified Land Use & Circulation Element dated May 2015, as amended and supplemented at the Board's May 4, 2015 hearing, is hereby adopted.
2. Prior to final printing and publication, a final draft of the Unified Land Use & Circulation Element shall be circulated again to the members of the Board who will assure that the editing changes requested by the Board at its May 4, 2015 meeting are all correctly incorporated into the document.
3. Prior to implementing any Zoning Code modifications based on the recommendations of the Element, the Board also strongly recommends that the Township undertake appropriate economic, infrastructure and other similar research to delineate the impacts of the specific code modifications under consideration, in order to better inform and improve data-based decision-making concerning such modifications and their anticipated benefits.
4. The secretary of the Board shall give notice of the adoption of the Element by publication once in the official newspaper of the Township or in a newspaper of general circulation in the Township, in accordance with R. 4:69-6(b)(3) of the Rules Governing the Courts of the State of New Jersey.
5. The secretary of the Board is hereby directed to give notice immediately of the adoption of this Element to the Essex County Planning Board, together with a copy of the Element, via personal service or certified mail. In no event, shall such notice be more than thirty (30) days after the date of the adoption of the Element.

May / June 29, 2015


JOHN THOMAS WYNN, Chairman

Acknowledgments

This plan could not have been developed without the participation of the many citizens, business owners, public servants, and elected representatives who participated in the development of this project throughout the past 3+ years. We thank all who dedicated their time and who shared their vision for Montclair, and recognize the effort of the many individuals and groups who contributed to this plan.

STEERING COMMITTEE

Paul Rabinovitch Planning Board
Carole Willis Planning Board
Bill Harrison Zoning Board of Adjustment Chair
Stephen Rooney Chair, Historic Preservation Commission
Ira Smith Historic Preservation Commission
Luther Flurry Montclair Center BID
Tom Lonergan Montclair Center BID
Gerry Tobin Upper Montclair Business District
Judy Typaldos Watchung Business District
Renee Baskerville, M.D. Councilperson
Dr. Demi Turner South End Business District
John Teubner Former Executive Director, Parking Authority
Jerry Fried Former Mayor
David Cummings South End Business District
Tom Calu Acting Executive Director, Parking Authority
Kimberli Craft Township Engineer
Vivian Baker NJ Transit
Sallie Morris NJ Transit
Gray Russell Green Team
Sanjeev Varghese County Engineer
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Scott Rowe NJTPA

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John Wynn Planning Board Chair
Renee Baskerville, M.D. Councilperson
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Sean Spiller Councilperson
Bill Beetle Municipal Land Use Center
Carmen Valentin Municipal Land Use Center
Monica Etz NJDOT

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Lanny Kurzweil Vice Chair
Robert Jackson Mayor
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Craig Brandon
Martin Schwartz
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Stephen Rooney
Keith Brodock
Jason DeSalvo
Sally Ross (former member)
Paul Rabinowitz (former member)
Janice Talley Secretary
Arthur M. Neiss Attorney
W. Thomas Watkinson, P.E., P.P. Engineer

This project was funded by the NJDOT's Mobility and Community Form Initiative, and was managed by the Municipal Land Use Center at the College of New Jersey.

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Table of Contents

Part 1.0: Introduction + Overview	1
1.1. Baseline Conditions.....	4
1.2. Unified Land Use and Circulation Response	5
1.3. Vision for Montclair	5
1.4. Township Goals.....	6
1.5 Objectives of the Master Plan.....	7
1.6. Key Terms in this Plan	8
Part 2.0: Township-Wide Strategies	11
2.1 Transportation + Mobility	15
2.2. Land Use + Parking	27
2.3. Neighborhood Character.....	39
2.4. Flexible, Affordable Urban/Suburban Lifestyles	45
2.5. Economic Development + the Arts	51
2.6. Infrastructure + Utilities	57
Part 3.0: Area Specific Strategies	63
3.1. Montclair Center + Bay Street Station Area.....	65
3.2. Walnut Street Station Area	93
3.3. Valley-Van Vleck Business District.....	107
3.4. South End Business District	115
3.5. Watchung Plaza Station Area.....	127
3.6. Upper Montclair	141
3.7. Montclair Heights.....	155
Part 4.0: Relationship to Other Plans	163
Glossary of Terms	173





Part 1.0

Introduction + Overview





Clifton City

3

montclair heights focus area

Cedar Grove Township

23

upper montclair focus area

Upper Montclair

Verona Township

watching plaza focus area

Watching Plaza

valley-van vleck focus area

walnut street focus area

Walnut Street

montclair center focus area

Bay Street

south end district focus area



80

2

Belleville Township

1.0 Introduction + Overview

The zoning modifications proposed in this document are designed to impact zones and districts bordering train stations and within the downtown and commercial areas of the Township. They are not intended to change the regulations with the RO-Mountainside, RO(a)-One Family, R1-One Family, R2-Two Family, R3-Garden Group and R4-Three Story Apartment zone districts (the Township's residential zones). This document does not specify any changes to the land uses, bulk requirements or density of the RO, RO(a), R1, R2, R3 or R4 zone districts.

It is the intent of this document to provide a holistic planning framework within which to consider matters involving development, variances, and zoning. Holistic planning ensures that development and Township capacity keep pace with each other; that a balance is maintained, perhaps even improved.

The present diversity of residential neighborhoods is cherished. These residential neighborhoods are to be preserved by retaining existing residential zone districts and adding additional protections, such as historic districts, where appropriate. Quality of life in quiet residential neighborhoods is an amenity that defines the character of our Township.

In this context, the introduction to the Unified Land Use and Circulation Elements begins with a brief overview of the relevant **Baseline Conditions** and the **Unified Land Use and Circulation Response** to issues identified through a demographic, transportation, and economic analysis. It then discusses how that response meets the Community's expressed **Vision for Montclair**.

While a far more detailed discussion of the Plan's recommendations will follow, the five "Big Ideas" contained within the Plan are to:

1. Direct future growth and development to transit-oriented, mixed-use nodes within the Township.
2. Implement zoning revisions and new land use controls in select areas using form-based code or similar standard that allows increased density and/or an improved built environment.
3. Conserve neighborhood form and character.
4. Improve connectivity between neighborhoods and nodes.
5. Maximize mobility assets to make it easier for residents and visitors to walk, bike, park, and ride transit throughout the Township.

Prior to implementing any Zoning Code modifications based on the recommendations of this Element, the Planning Board strongly recommends that the Township undertake appropriate economic, infrastructure and other similar research to delineate the impacts of the specific code modifications under consideration in order to better inform and improve data-based decision-making concerning such modifications and their anticipated benefits.

1.2. UNIFIED LAND USE AND CIRCULATION RESPONSE

To fulfill the community's vision, and accomplish the goals and objectives, a **Unified Land Use and Circulation** response is necessary to meet the needs of future residents of Montclair. The purpose of linking land use and circulation recommendations together is to ensure that future growth and development in the Township is met with supportive infrastructural improvements, and vice versa. While this approach is largely unprecedented in traditional Master Planning practice and not required in New Jersey's Municipal Land Use Law, the concept represents a common sense approach to planning for long-term growth and development. For example, it would be difficult for the Township to support increases in density without improvements to parking, pedestrian accommodations, and transit services. Unifying the policy intent and direction of the Township's land use and circulation planning ensures that future growth or capital investments are supported over the long-term within a holistic planning framework.

1.3. VISION FOR MONTCLAIR

A Vision Statement is intended to create a picture of the future based on changes made as a result of the Master Plan Element. It is not a picture of the present. It is meant to provide a clear picture for the Township to aspire to, but it will not suggest specific solutions.

The issues and vision identified during the several rounds of interactive public workshops held in the spring of 2011 were organized into six interrelated themes that were important to the community.

- Intra-Township Mobility
- Neighborhoods and Housing
- Community, Health, and Environment
- Montclair Center
- Neighborhood Commercial Centers and Train Stations
- Town – Gown Relationship

The six themes and corresponding summary statements below comprise the community's Vision Statement for the Township. Input and revisions to the Vision were provided during public workshops and through an online survey.

1. Montclair is a community that makes it easy for residents to rely less on private cars via a well-linked network of alternative transportation options that facilitate convenient access to, from, and within key destinations. (**intra-township mobility**)
2. The mix of housing opportunities in Montclair provides the necessary components for a vibrant and diverse community. There are options for different age groups and different socioeconomic backgrounds, all of which reinforces the cultural, ethnic, and socioeconomic diversity of the community that Montclair is known for. (**neighborhoods and housing**)
3. Montclair has become a town known for the quality, accessibility and diversity of its parks and plazas, street and trail networks, and public facilities, as well as for its environmental stewardship. (**community health and environment, open space**)

4. Montclair Center continues to be a premier mixed-use commercial center, with an arts and entertainment district at its core that attracts both local residents and visitors throughout the region. It is vibrant, safe, clean, and a wonderful place to live, shop and work. (**Montclair Center**)
5. Neighborhood commercial centers and adjoining train stations are focal points of the community, providing a critical mass that supports a variety of services serving local and regional visitors. Neighborhood Centers are compact, mixed-use, pedestrian-oriented hubs that are economically and culturally vibrant places. (**neighborhood commercial centers and train stations**)
6. Montclair State University has become a part of both the neighborhoods and the town's commercial centers as shoppers, residents and as originators of new entrepreneurial businesses. (**town-gown relationship**)

1.4. TOWNSHIP GOALS

Based on the issues and vision identified during the public workshops, four goals were established to guide the Plan. Each goal is meant to represent a broad, succinct direction for the objectives and recommendations, and to direct the fulfillment of the community's vision for the Township:

1. Ensure a variety of land uses and transportation modes that pursue a balanced mix of activities and vibrancy.
2. Generate and nurture dynamics that support economic viability.
3. Build on and expand transportation choices that ensure convenience, safety, and access.
4. Encourage public realm and private development that maintains the scale and character inherent in the diverse and historic neighborhoods of the Township.

1.5 OBJECTIVES OF THE MASTER PLAN

The following objectives are directed at how land use and circulation recommendations can be used to address the identified problems. Objectives are not strategies. They are intended to be broad enough to accommodate a range of alternatives without limiting solutions to any one particular recommendation. Each objective is intended to advance one or more of the goals.

Objectives:

1. Provide convenient access for all residents to essential day-to-day goods and services.
2. Optimize access options for each business district.
3. Encourage a wider mix of contextual commercial uses through zoning and redevelopment tools connected to existing transportation assets.
4. Enrich quality of life and strengthen economic vitality by establishing Montclair as a regional center for the arts, with particular focus on creating an “Arts and Entertainment District” in Montclair Center.
5. Strengthen Neighborhood Commercial Centers as economic subcenters of the Township by focusing on the unique market niches inherent in each district.
6. Create connections between existing parks to form an open space network.
7. Advance an interconnected travel system utilizing all forms and combinations of travel to access key destinations in and outside the community.
8. Promote more efficient use of existing and proposed parking infrastructure.
9. Match density and mix of uses to existing and proposed infrastructure capacity.
10. Promote land use, circulation and parking measures that encourage and facilitate travel once/shop thrice behaviors.
11. Seek development regulation (zoning, site-plan, design guidelines, redevelopment plans, operations and maintenance) that produce “places” in the public realm consistent with the vision.
12. Promote and protect existing residential character and form in established neighborhoods.
13. Enable a continued diversity of housing types and values throughout Montclair.
14. Encourage the creation of affordable housing units while increasing the total supply.
15. Facilitate aging in place in the community.
16. Create symbiotic relationship between MSU and Montclair.
17. Seek development regulation that enables and encourages conservation of water and energy resources.

1.6. KEY TERMS IN THIS PLAN

In an effort to create a Unified Land Use and Circulation strategy, this Plan introduces a number of concepts that may be new to policy makers, developers, residents, and key stakeholders. This section provides an overview of those ideas to establish a common lexicon for discourse. Furthermore, a more extensive Glossary of Terms is also provided as an appendix to this Master Plan.

► **Transit-Oriented Development (TOD)**

Transit-Oriented Development (TOD) is the most commonly used term to describe a compact, mixed-use community, centered around a transit station. This cluster of development is typically centered within a 5-10 minute walk of a train station, with a full mix of uses in the area to support the needs of both residents and visitors. Although the term is not extensively utilized in this plan, the key concepts of TOD planning parallel many of the strategies outlined in the recommendations of this document.

TOD has gained support from Smart Growth advocates, New Urbanists, and others because it is viewed as an implementable alternative to suburban land use-patterns that have produced congestion for all and reduced access to services for those with limited mobility options. Many TOD advocates also argue that the over appropriation of space for driving and parking, along with the speed at which cars travel, has led to communities with poor aesthetic qualities.

► **Form-Based Codes**

Form-based codes (FBC) are a regulatory tool used to achieve high quality buildings, public spaces, and streetscapes through a focus on physical form rather than a separation of uses. Form-based code can be an entirely new code or a hybrid of form-based code and zoning.

Form-based codes typically contain elements with standards for building forms, street types, public spaces, and lot frontage types. Form-based codes are also noted for their combination of words, images, and diagrams that produce a clear and legible regulatory tool. This creates codes that are more predictable, implementable, and that leave less room for misinterpretation.

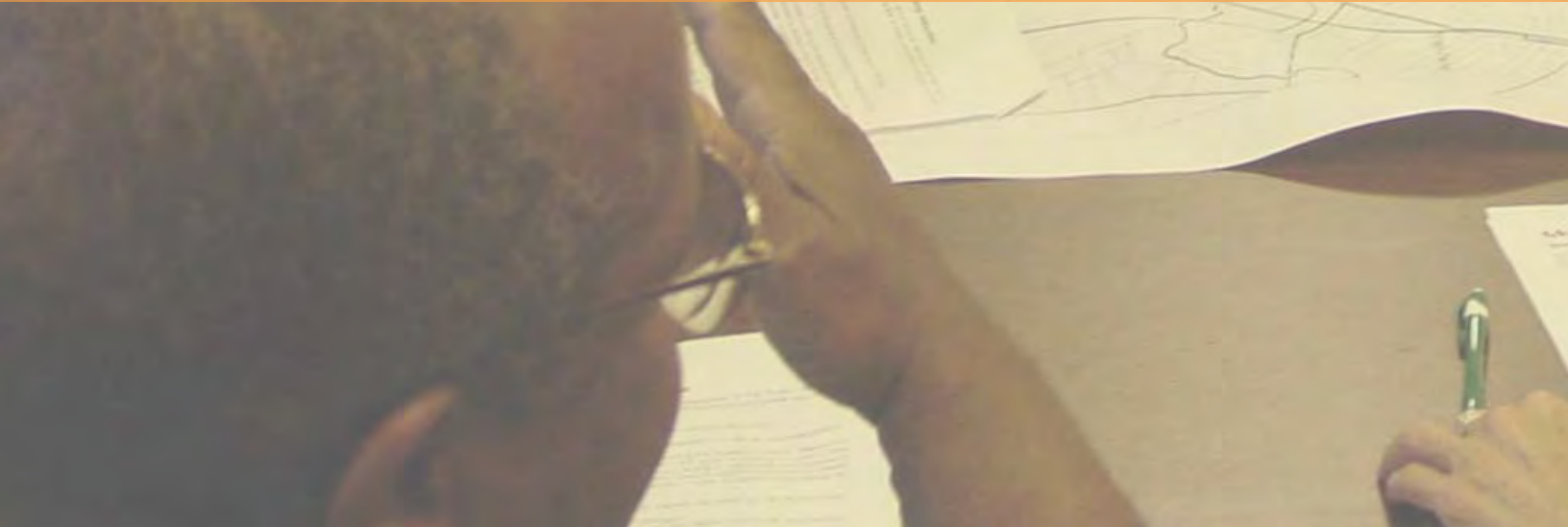
► **New Jersey Transit Village Program**

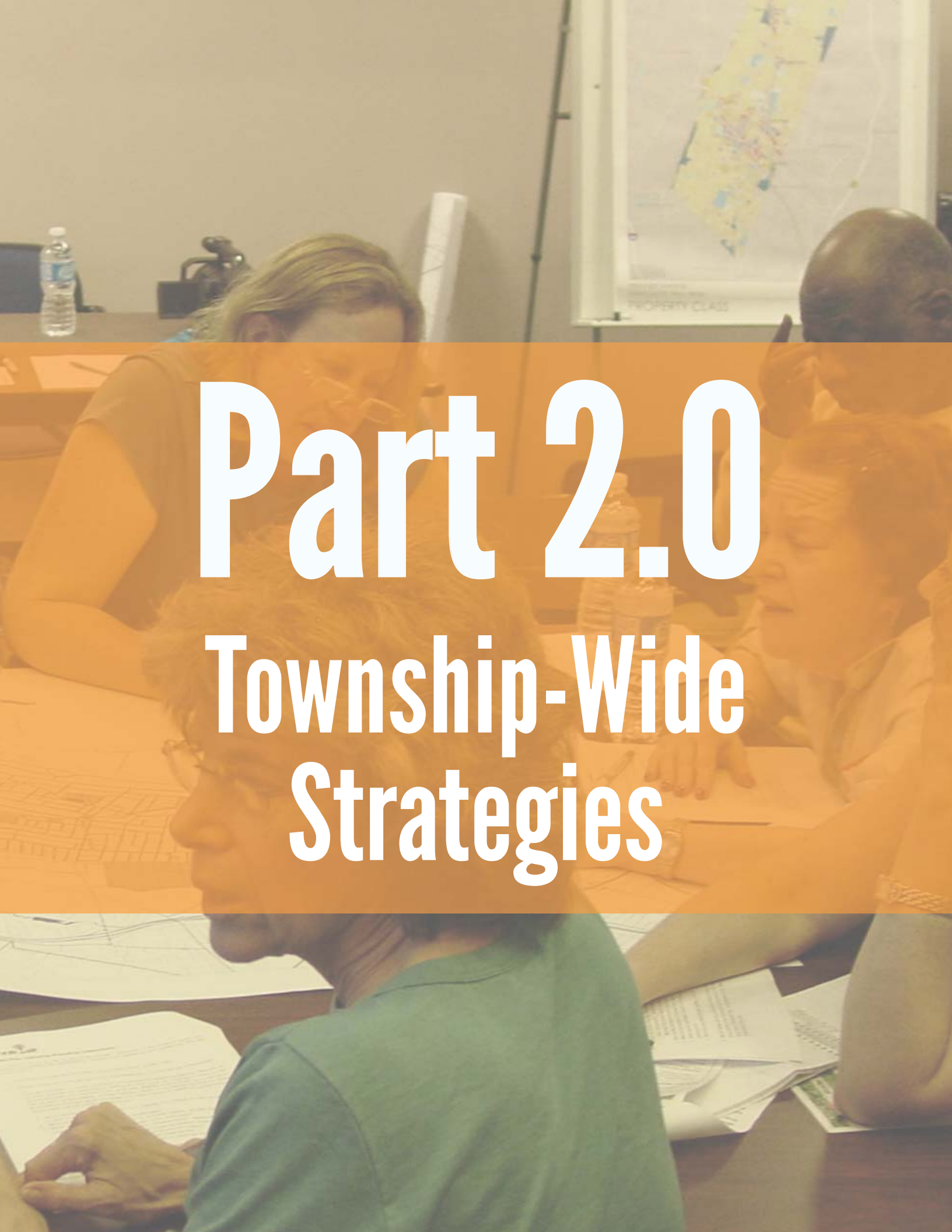
The New Jersey Department of Transportation (NJDOT) and NJ TRANSIT spearhead a multi-agency Smart Growth partnership known as the Transit Village Initiative. The Transit Village Initiative creates incentives for municipalities to redevelop or revitalize the areas around transit stations using transit-oriented development (TOD) design standards. Transit-oriented development helps municipalities create attractive, vibrant, pedestrian-friendly neighborhoods where people can live, shop, work and play without relying on automobiles.

Montclair currently has one Transit Village, which encompasses properties in a half-mile radius around the Bay Street train station. The Transit Village Initiative is an excellent model for Smart Growth because it encourages growth in areas where infrastructure and public transit already exist. Municipalities must meet the Transit Village criteria and complete a Transit Village application in order to be designated a Transit Village.

In addition to community revitalization, the Transit Village Initiative seeks to reduce traffic congestion and improve air quality by increasing transit ridership. Studies have shown that adding residential housing options within walking distance of a transit facility; typically a one-half mile radius, increases transit ridership more than any other type of development. Therefore, one of the goals of the Transit Village Initiative is to bring more housing, businesses and people into the neighborhoods around transit stations.

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A group of people are gathered around a table in a meeting room, looking at documents and a map. The scene is overlaid with a semi-transparent orange banner containing the title text. In the background, a map is displayed on a whiteboard with the text "PROPERTY CLASS" visible at the bottom. A water bottle is on the table to the left.

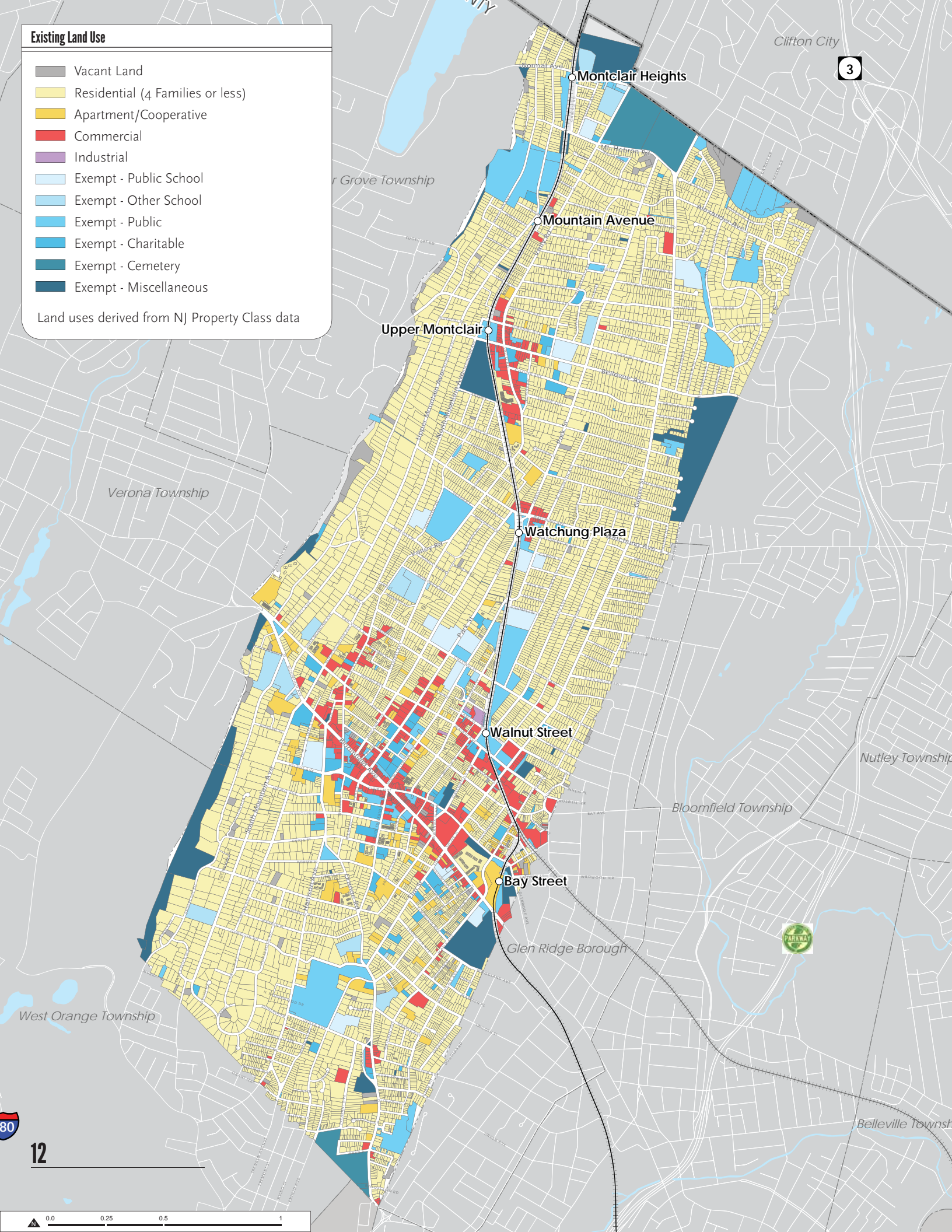
Part 2.0

Township-Wide Strategies

Existing Land Use

- Vacant Land
- Residential (4 Families or less)
- Apartment/Cooperative
- Commercial
- Industrial
- Exempt - Public School
- Exempt - Other School
- Exempt - Public
- Exempt - Charitable
- Exempt - Cemetery
- Exempt - Miscellaneous

Land uses derived from NJ Property Class data



2.0. Township-Wide Strategies

With its six train stations and extensive system of bus routes, Montclair possesses transit infrastructure that connects residents to destinations throughout the region. Virtually 60% of the geographic area of Montclair is within the classic planning metric of 1/4 mile of a bus or train station. Furthermore, Montclair's gridded street pattern provides a level of connectivity that promotes mobility options that support the automobile, pedestrians, and cyclists in a way that cul-de-sac oriented suburbs cannot. This gridded system provides parallel options to each route, allowing traffic to be more evenly distributed, and permits individual roadways to be kept relatively narrow and sympathetic to the human scale.

Montclair's built environment, however, is heavily weighted toward auto-dependent development as the Township's parking ordinances reflect suburban parking standards that do not account for the availability of centralized parking lots and public transportation. Additionally, the Township's land use and transit, pedestrian, and bicycle systems are not fully integrated to provide maximum benefit inherent in its gridded street system. Residents and visitors heavily favor automobiles as their preferred mobility option, with deficiencies in transit services and underdeveloped pedestrian and bicycle infrastructure contributing to the choice and necessity of driving. Moreover, land use ordinances create development that does not capitalize on or support the existing transportation system, further exacerbating the problem.

To address these issues, it is recommended that Montclair institute a plan to reinforce existing activity nodes throughout the Township and establish a system of multi-modal transportation connections between them and to the neighborhoods. These activity nodes are not and should not be uniform. Instead each node should be developed in a manner that is sympathetic to the character and scale of its surrounding areas while allowing construction to meet market demand. To ensure this happens, new development should be guided through zoning, form-based code, or similar standards to ensure that new construction allows for appropriate levels of density in a walkable format that will enliven these centers, and that is consistent with each center's unique character.

As these nodes evolve, the Township should undertake efforts to link them to each other and to adjacent neighborhoods through a coherent system of safe, consistent, and convenient multi-modal transportation options. Within nodes, it is paramount that strong pedestrian connections link transit stops and parking facilities to development, and that these connections extend beyond the node.

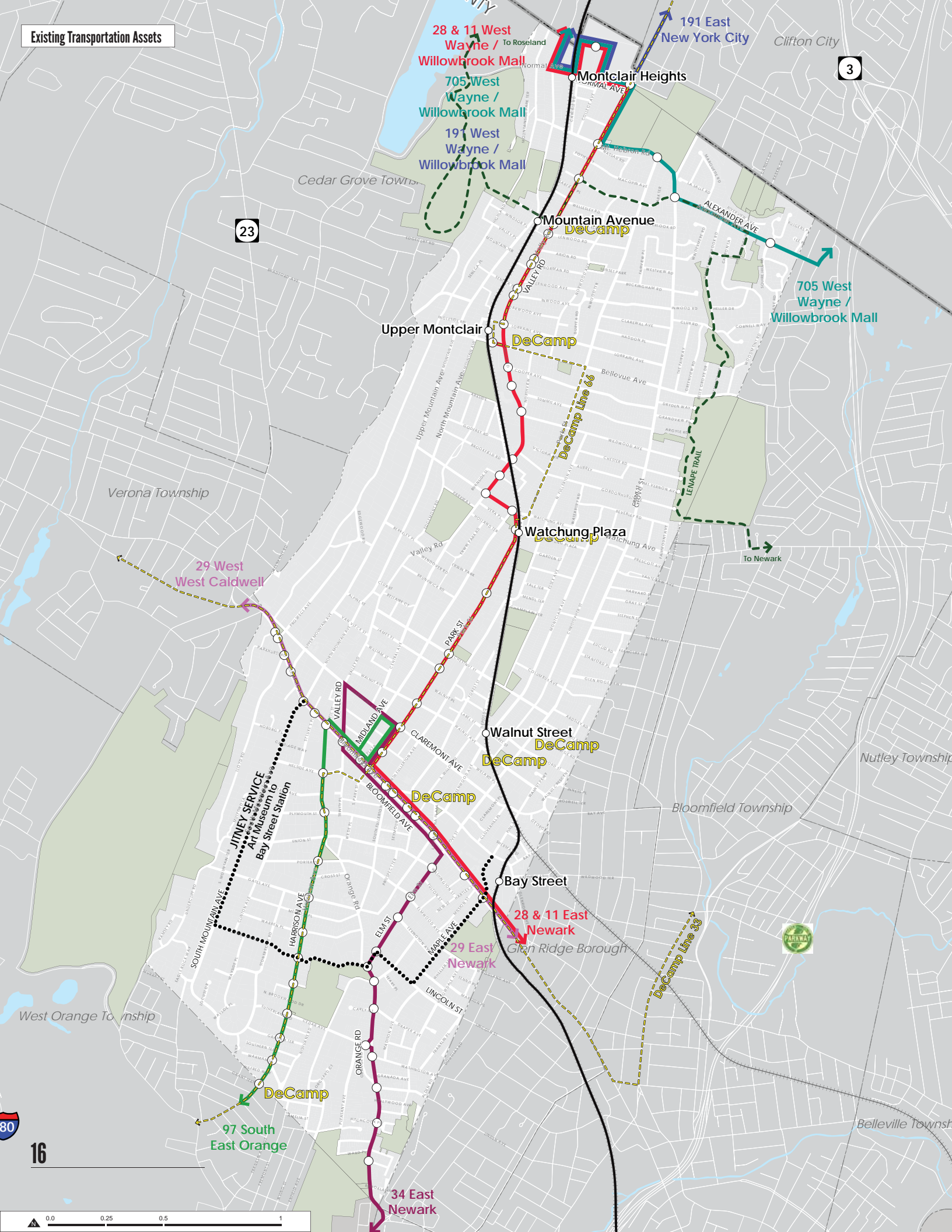
The process of preparing this Plan has fully engaged the community and raised awareness of the many planning issues impacting Montclair Township. Successful implementation of the strategies and recommendations in this Plan requires coordination among many stakeholders and interest groups. In order to fully evaluate the impacts of large new development projects, the Historic Preservation Commission, Environmental Commission, Housing Commission and Capital Finance Committee should be involved early in the process of preparing redevelopment plans, including review of and commenting on draft redevelopment plans.



2.1. Transportation + Mobility



Existing Transportation Assets



ISSUES + OPPORTUNITIES

Montclair currently faces deficiencies in transit services that contribute to an overall lack of mobility options for residents. Furthermore, zoning does not permit the quality or quantity of growth residents expect to see over the next 20 years. Parking ratios that prevent development from capitalizing on or supporting transit and land use regulations that discourage walkable urban form only compound these problems. What follows is a discussion of the township-wide issues currently facing Montclair.

► deficiencies in transit service and lack of mobility options

At the core of many of the township-wide land use and circulations issues is a lack of adequate service for pedestrians, cyclists, and transit users.

Rail Service: Currently, NJTransit rail service does not operate north of Bay Street Station on the weekends. Furthermore, residents have noted that there are not adequate bus, bike, and pedestrian accommodations, services, and facilities at the stations along the Montclair-Boonton Line to connect residents with rail service. This deficiency in service not only inhibits residents from reaching desired destinations, but also restricts the ability for Montclair to capitalize on its proximity to Montclair State University, a connection which is likely to become more important as the University continues its ambitious expansion program.

Bus Routes: NJTransit buses provide an option for residents and traverse Montclair, connecting neighborhoods to destinations in and out of town. However, the community's perception is that bus travel is unpredictable and not reliable. In addition, bus stops and routes are not marked. Official NJTransit bus stops must be created by ordinance, and are otherwise considered "courtesy" stops. Drivers are not required to stop at these courtesy stops if they feel conditions are not suitable for passengers to board or de-board. For unfamiliar users, there is nothing to signal a "courtesy" stop, making it difficult to know which buses stop there, where they are going, or how often they arrive.

Shuttle/Jitney Services: Jitney or shuttle bus services have been explored by the Township and instituted in some cases (Montclair Shuttle, Bay Street jitney, Senior Shuttle, Farmer's Market 1-year shuttle). However, there has been difficulty in permanently instituting an intra-Township system that can address connecting identified nodes and activity centers with adequate ridership. The current service is primarily serves as a shuttle to take commuters home from the Bay Street Station during a limited evening time frame.

Pedestrian/Bike Accommodations: Finally, many residents have expressed that Montclair lacks safe and easy alternatives to automobile connections to amenities (schools, open spaces, train stations, town centers, etc.). Of particular importance in this regard are the current design, configuration, and maintenance of streets and sidewalks, which gives priority to the needs of private cars and does not adequately balance the needs of pedestrians and cyclists. As a result, many residents feel that traffic conditions make biking

Figure 2.1.a: Community Identified Issues

Issue 1: It is difficult to live in town without at least one private car.

Issue 2: Montclair lacks local transit that is safe, consistent, predictable, and convenient.

Issue 3: A majority of the NJTransit bus stops are not sanctioned but are "courtesy stops" that are unmarked and difficult to recognize. Not enough local buses, and few residents have knowledge of existing routes.

Issue 4: Some residents feel that there is inadequate weekend NJTransit service, as trains do not run north of Bay Street Station on the weekends.

Issue 5: Montclair train stations and bus stops do not provide adequate facilities, such as racks or storage, for cyclists.

Issue 6: Street design, configuration, and sidewalk maintenance gives precedence to the needs of private cars and does not adequately serve the needs of pedestrians and cyclists.

Issue 7: Montclair has a lack of safe and easy non-automobile connections to amenities (schools, open spaces, train stations, town centers, etc.)

Issue 8: Biking and walking, for recreation and as a form of transportation, is not safe enough

and walking unsafe. Grove Street, as an example, is often cited as a major thoroughfare in town with inadequate accommodations for non-automobile users. Grove Street's width, long and straight geometry, and infrequent stop signs or other traffic controls are typical of many of the Township's north-south streets that do not have adequate accommodations for all users.

For these reasons, it is difficult for residents not to rely on private vehicles for many of their transportation needs. From a planning perspective, a reliance on automobiles as the dominant or exclusive mode of travel limits long term community sustainability, limits residential population diversity, adversely impacts human health, restricts the ability for residents to age in place and places a heavy burden on the environment due to infrastructure needs associated with roads and parking facilities.

RECOMMENDATIONS

It is recommended that Montclair establish policies that create a land use and circulation foundation strategy. The recommendations outlined in this section detail a set of policies that establish a base for the recommendations suggested later in the Element that are area and topic specific. The Township-wide Strategy should include:

- Implementation policies that create safe, predictable, and convenient mobility options.
- Creation of a street classification system that gives direction to the character, form, and function of all of Montclair's public right-of-ways.
- A few strategic increases in allowable density and improved standards for physical form in key commercial areas located near transit nodes.
- Zoning updates designed to meet the needs of future generations, and to encourage walkable environments.
- Development of a set of parking management tools (including shared parking standards) to help support pedestrian-, bike-, and transit-oriented development where appropriate.

► create safe, predictable, and convenient mobility options

The Township should develop comprehensive multi-modal transportation options that balance the needs of all users and connects users to major destinations and commercial districts within the Township, as well as linking them to a larger regional transportation network.

- **Establish a network for pedestrians and cyclists:** There should be a complete network of safe and attractive streetscapes, sidewalks, crosswalks, bikeways, and passageways. This should include improved lighting of sidewalks and crosswalks. Smooth sidewalks free of tripping hazards are important to ensure safety and security for pedestrians. For bicycles, this includes routes that encourage users of all experience levels to ride. Ample, secure bicycle parking should be available and easy to find.
- **Upgrade transit service:** There should be frequent weekday and weekend train service within the Township and to Montclair State University. Rail service should be supported with a comprehensive system of local bus and jitney shuttle routes that provide affordable, consistent and reliable service with stops that are clearly demarcated and schedules that are clearly defined. There should be intra-township transit coverage by linking buses and

jitney shuttles to each other and integrated into the larger commuter/regional bus and rail network to support inter-township transit service. Seamless transfers between different routes and operators should be coordinated, and transfers between other modes of travel should be accommodated. In the case of Montclair State University, the Township should support and encourage any University led effort to provide shuttle service for students and employees to reach the Township's commercial centers.

- **Improve circulation for private cars:** the Township should ensure safe and efficient movement by improving circulation to optimize the roadway network, providing necessary infrastructure improvements, and maintaining a state of good repair. All available parking options should be clearly conveyed to motorists.
- **Increase shuttle bus service:** Shuttle bus service should be expanded to provide better connections to trains for neighborhoods that are not within walking distance of Montclair's train stations. In addition, a jitney bus service should also be provided to improve access within the Bloomfield Avenue commercial corridor. Complementary to the new circulator jitney shuttle, it is recommended that the Shuttle route be expanded to include a loop through the South End Business District. This would extend a direct connection to the Bay Street Station to one of the few business districts and neighborhoods that is not within walking distance of a train station.
- **Create enhanced bus stops:** Major bus stops, such as those in front of the YMCA on Park Street, at Lackawanna Plaza and in Upper Montclair, should be improved to make the bus system more comfortable and easier to navigate. This would increase the viability of buses as a commuting option, and allow for the concentration of services needed to make needed infrastructure investments (such as bike racks and shelter from the weather). Such a node will promote a diversity of transit services in Montclair, complementing the regionally focused NJTransit rail service with improved local bus service. These "enhanced bus stops" would not add to bus traffic, but merely would include additional amenities for bus passengers such as improved bus shelters, informational stops and signage that clearly indicate the location of bus stops, along with visible route maps and schedules. This enhanced information could also include train schedules for the Bay Street Station. Encouraging these transit connections also encourages less driving and supports a walkable and vibrant neighborhood.
- **Provide illuminated crosswalk signs at unsignalized crosswalks:** Illuminated crosswalk signs at unsignalized intersections have been proven to significantly increase pedestrian safety. One such signal was installed at the intersection of Midland Avenue and Bloomfield Avenue. The Township should expand the use of illuminated crosswalk signs at other unsignalized intersections such as Bloomfield Avenue and Seymour Street, Grove Street and Oxford Road and Valley Road and Cooper Avenue. In addition, these should be provided at unsignalized intersections near schools as part of the Township's Safe Routes to School initiative.
- **Implement a complete streets network:** Throughout Montclair, a complete streets network should be created to help balance the needs of all modes of travel. The Township adopted a Complete Streets Policy in 2009, and Essex County adopted a Complete Streets Policy in 2012, therefore the policy foundation exists for implementing complete streets on both local and County roadways in Montclair. County roads are often the busiest and most problematic for non-automotive users, as they typically accommodate high-volume, high-speed car traffic traveling within and outside of the Township. These streets are also

critical to Montclair's internal connectivity, and serve as key links between neighborhoods, train stations, and commercial centers. The development of a complete streets network in Montclair should be applied carefully – one size does not fit all facilities. While consideration of all modes is appropriate for all transportation investments, the result need not be that every facility accommodates all modes equally.

The following are recommended for use as tools for the Township to develop a full complete street network and ensure they are properly implemented:

- **Street Design Guide:** The Township received a NJ Department of Transportation Grant in 2017 which led to the preparation of the “SAFE Complete Streets Implementation Plan”. The Plan, which shall hereafter be referred to as the “Design Guide”), provides a variety of design options for different street typologies found in the Township. It is the intent of the Master Plan that this Design Guide function as reference material to be used by the Township when assessing options for street improvements. All of the options for each street typology described in the Design Guide may not be practical for application in the Township due to various existing conditions encountered as the streets have developed throughout the town and consequently, the options the Design Guide presents have to be evaluated on a case-by-case basis. Proposals for street improvements that incorporate bicycle and pedestrian enhancements must be weighed against existing conditions, including but not limited to safety, convenience, and parking considerations. In addition, the Design Guide does not adequately address the policy issues of other street users including electric bikes and joggers, which also must be considered
- **Create a Bicycle Master Plan:** A Bicycle Master Plan should be developed to identify a comprehensive network of interconnected bicycle routes that traverse the township. This should identify both north-south and east-west township-wide movement and include a map depicting the entire network, major destinations, and connections to other bicycle networks. Grade issues within the Town, especially relating to east-west movement, should be considered when developing routes. The plan should also identify each class of bicycle facilities to be used within the Township (e.g. off-street bicycle path, dedicated on-street bicycle lane, designated shared-use street, etc.), provide design guidelines, and specify what type of bicycle facility treatment should be used on each route within the township. As indicated above, the Design Guide can be used as a reference document to help determine an appropriate street treatment where accommodating bicycles is potentially possible. In 2004, a bicycle study was prepared for the Township which resulted in recommendations for bicycle routes and facility treatments throughout Montclair. In this study, potential bicycle routes were identified based on the bicycle compatibility of roadways, and schematic roadway cross-sections were created for roads where on-street bicycle facilities (such as striped bike lanes on Bloomfield Avenue and Valley Road) were recommended. In 2007, a draft Proposed Montclair Bicycle Network map was developed by the Township. This map identified a bicycle route network for the Township that designated routes and classified them by facility types ranging from off-street facilities to shared lanes; however, this proposed network was never adopted and is currently under review. The network of routes shown in Map 2.1 was developed by the Township as a modification to the 2007 map represents current thinking on where bicycle routes may be appropriate, but does not specify the type of bicycle facility for implementation. Facility design and the addition of bicycle routes on other key roadways will need to be carefully studied to determine what the most appropriate and safest facility type may be, if any, as well as whether it is possible to install bicycle lanes on roads with more traffic intensity, like Bloomfield Avenue.

A final bicycle master plan should be developed based, but not necessarily limited to this aforementioned network; however, the compatibility of such candidate roadways and applicability of specific treatments along each route must be evaluated further in order to develop a final plan. Additionally, specific design treatments that could improve bicycle comfort and/or safety at intersections and along such roadways must be considered where applicable. These may include:

- Bike boxes
- Intersection crossing markings
- Protected cycle tracks (bollards, floating parking lane)
- Buffered bike lanes
- Painted bike lanes
- Bike signals

Such master plan should also include a plan for implementation and funding.

Bicycle facility design resources such as the American Association of State Highway Transportation Officials (AASHTO) Guide for the Development for Bicycle Facilities, the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide Manual, and the FHWA's Manual on Uniform Traffic Control Devices (MUTC) can be used to determine the applicability of various bicycle design treatments. All design and implementation of the adopted bicycle master plan must be done in coordination with the County, the New Jersey Department of Transportation and with the original authors of the 2004 plan, as necessary.

► **create the foundation for transit village designation**

It is recommended that the Township evaluate if application should be made to NJDOT to designate one or more of the train station adjacent commercial areas to be a "Transit Village". It is expected that implementing the land use and mobility recommendations in this section will lay the foundation for a strong application for Transit Village designation. The criteria for an area submitting an application, abridged from the most current language available on NJDOT's website, is as follows:

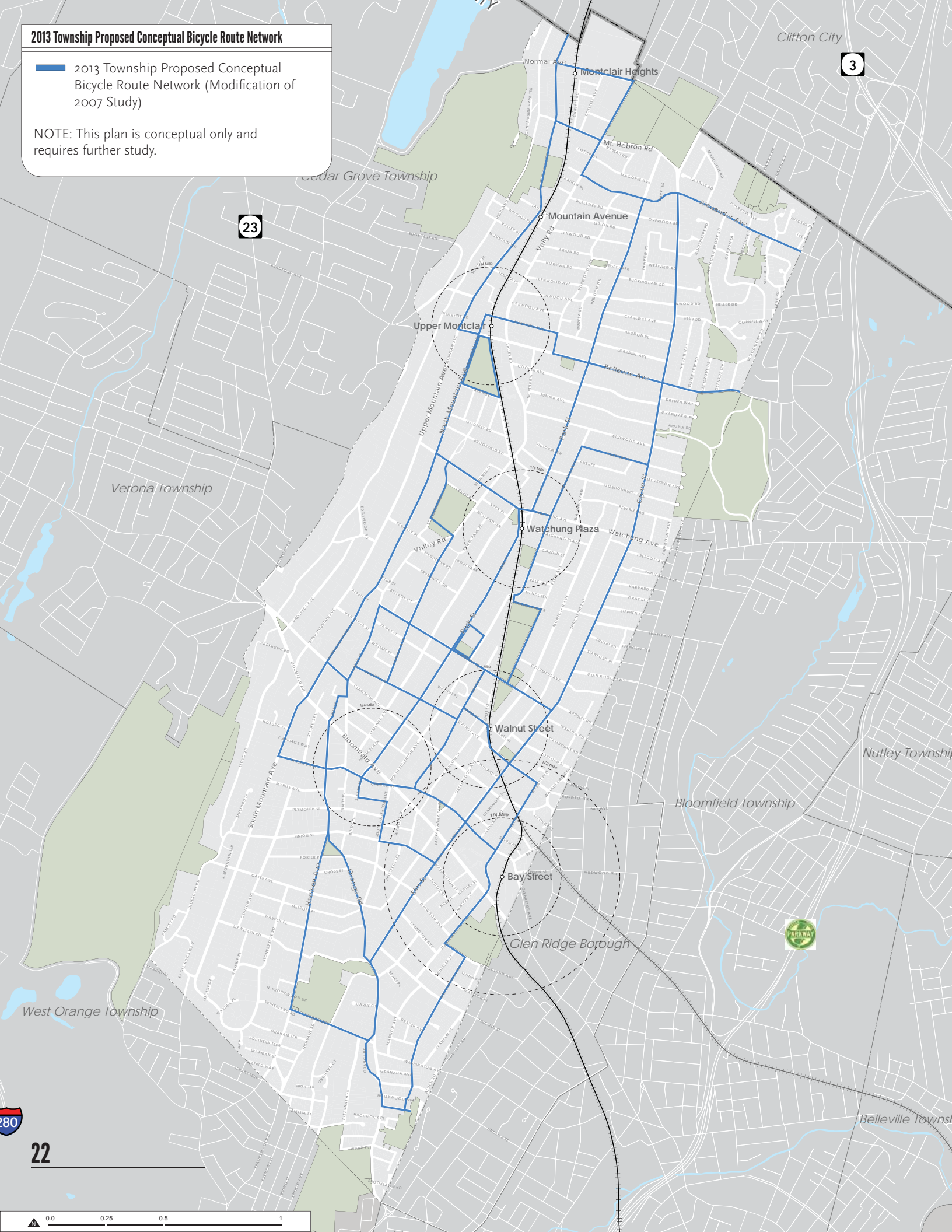
- Attend a pre-application meeting with the Transit Village Coordinator.
- Identify existing transit.
- Demonstrate municipal willingness to grow.
- Adopt a transit-oriented development (TOD) redevelopment plan or TOD zoning ordinance that includes transit-supportive: site design guidelines, architectural design guidelines, and parking regulations.
- Identify specific TOD sites and projects, documenting ready-to-go projects and including affordable housing in the Transit Village District.
- Identify bicycle and pedestrian improvements.
- Identify "place-making" efforts near transit station and establish a management organization. Identify annual community events and celebrations. Identify arts, entertainment, and cultural events.

The zoning and mobility recommendations contained in this section are anticipated to help develop a case for Transit Village designation, should the Township decide to pursue it. These recommendations, as well as the affordable housing recommendations found in Section 2.4 Flexible, Affordable Lifestyles, reflect a willingness to grow, represent a TOD zoning ordinance with appropriate parking and design regulations, propose a strategy for providing affordable housing, and identify bicycle and pedestrian improvements for the area.

2013 Township Proposed Conceptual Bicycle Route Network

2013 Township Proposed Conceptual Bicycle Route Network (Modification of 2007 Study)

NOTE: This plan is conceptual only and requires further study.



23

3

Verona Township

Upper Montclair

Mountain Avenue

Watchung Plaza

Walnut Street

Bay Street

Bloomfield Township

Glen Ridge Borough



West Orange Township

Nutley Township

Belleville Township



22



► establish a township-wide street classification system

The multi-modal street classification system outlined here gives direction as to the holistic character, form, and function of Montclair’s public right-of-ways. These classifications are not provided as a regulatory tool, but are intended to be used as a broad guide to help establish a link between the form and function of development and the street network. Five types of streets have been identified within Montclair based primarily on a generalized understanding of typical character, form, and function. However, it should be noted that these street classifications do not represent the results of a holistic study of each street in the Township. Designation of precise (parcel level) street cross-sections and frontage standards could be part of a form-based code that then requires that development, street function, and design support the character of the street.

The following provides the typical character and function of the five identified street types.

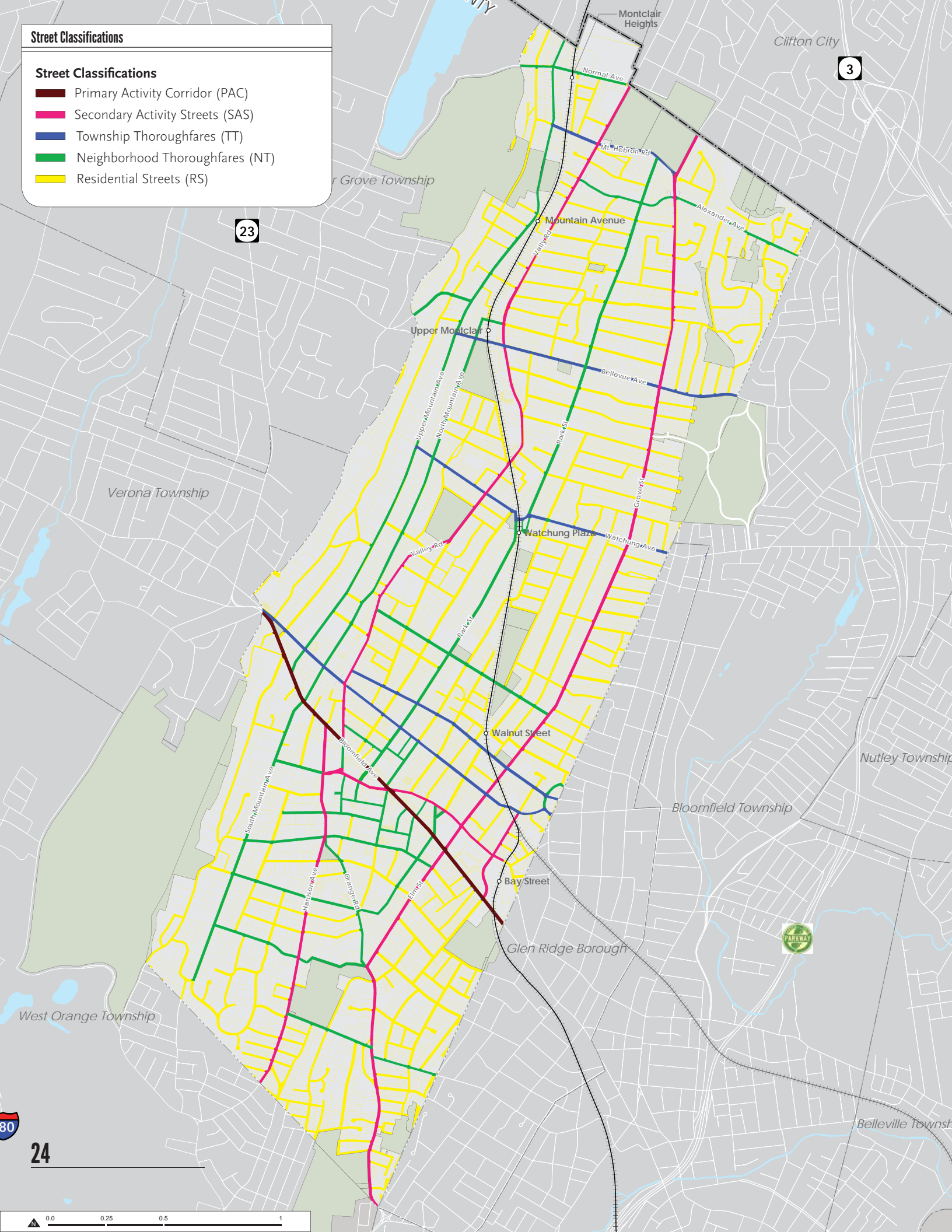
Primary Activity Corridors (PAC): These streets serve the highest intensity retail, commercial, and mixed-use land uses and provide a high degree of mobility within and through the township for cars and trucks. PACs are typically two to four lanes wide, have speed limits of 30 to 35 miles per hour, and have the highest traffic volumes in the community, ranging from 10,000 to over 25,000 vehicles per day. PAC’s are found in Montclair Center, specifically Bloomfield Avenue, which also requires a high degree of mobility for pedestrians, cyclists and transit. Community feedback indicates a strong desire for lower speeds along Bloomfield Avenue. Walking along and across the street should be safe and pleasant. Sidewalks should be wide, allowing space for outdoor cafes, street trees, planters, bicycle parking and street furniture, all encouraged as integral parts of the streetscape. Crosswalks should be highly visible and countdown pedestrian signals should be located at every signalized intersection. At non-signalized intersections, other pedestrian crossing treatments such as signage and flashing beacons should be used. Bulb-outs at corners should be employed to reduce crossing distances. Bus stops should be clearly designated, with signage and shelters at key intersections along the route. Streets should allow on-street parking, with metered parking using multi-space meters. No surface parking should be allowed to front onto these streets, while street-facing structured parking should be strictly limited. Parking located behind buildings should be connected easily to the street, through small pedestrian passageways or through ground-floor uses.

Secondary Activity Street (SAS): These streets are critical feeder streets to the PACs and provide more of a balance between mobility through Montclair and access within the centers. SAC’s provide inter-township mobility and capacity for all modes – walking, bicycling, transit and autos - at moderate to high volumes. Speed limits should be somewhat slower, ranging from 25 to 35 miles per hour. Similar to PACs, pedestrian amenities should include sidewalks with street trees, and intersections with curb bulb-outs, crosswalks and pedestrian countdown signals (at signalized intersections), or other pedestrian signage (at non-signalized intersections). Bicycle routes should be provided through designated lanes or shoulder markings and signage. Bus stops should be clearly designated, with signage and shelters at key intersections along the route. Like PACs, no surface parking should be allowed to front onto these streets, but on-street parking should be permitted, with metered parking using multi-space meters. Street-facing structured parking should be strictly limited and liner buildings (residential, commercial, and office buildings that sit between the street and the garage) should be implemented as frequently as feasible.

Street Classifications

Street Classifications

- Primary Activity Corridor (PAC)
- Secondary Activity Streets (SAS)
- Township Thoroughfares (TT)
- Neighborhood Thoroughfares (NT)
- Residential Streets (RS)



23

3

80

24



Township Thoroughfares (TT): These streets are important streets which carry high volumes of traffic through Montclair, connecting the centers with each other, and providing a high degree of mobility for local intra-township access. These streets are ideal Complete Streets, incorporating sidewalks and crosswalks, as well as bicycle routes, particularly along striped shoulders or in dedicated bicycle lanes. Development along these streets is typically mixed of retail, commercial, office, and residential. Surface parking should be allowed in some cases but should be required to be located behind any structure, not be allowed to face the street, and be accessed through driveways or alleys. On-street parking should be permitted, particularly in areas with multi-family housing and through commercial districts.

Neighborhood Thoroughfares (NT): These streets are lower volume roadways that primarily carry traffic within neighborhoods and connect to TTs and SASs. Sidewalks and crosswalks should be incorporated, along with designated bicycle routes along key roadways that will need to be identified in future planning efforts. Roadway speeds should be slower than along other higher level roads, typically under 30 miles per hour. Although development along these streets may have a mix of office and residential development, the character should be predominately residential. If surface parking is allowed it should be required to be behind or to the side of any structure and buffered by landscaping. On-street parking should be permitted, particularly in areas with multi-family housing and/or commercial uses.

Residential Streets (RS): These streets are tailored to local access for primarily residential areas. RS's are meant to be pedestrian oriented, with low traffic volumes and low travel speeds. Sidewalks may or may not be provided, and bicycle routes can be designated through share-the-road signage and sharrow markings. On-street parking should be permitted as a principal manner in which parking demand is met. When off-street surface or garage parking is allowed, it should be required to be adjacent to (and not below or in front of) dwelling units.



2.2 Land Use + Parking



ISSUES + OPPORTUNITIES

► land use policy should be continuously evaluated to ensure sustainability

Montclair's land use policy should encourage high-quality, sustainable development necessary for the Township to meet the needs of all residents.

Addressing Form: When speaking to site requirements and bulk standards, Montclair's zoning code typically sets maximum height and density and minimum front, side, and rear setbacks. However, the code is generally silent on important issues related to the location of parking lots, ground floor transparency, where buildings front/open onto, appropriate sidewalk widths, and important architectural elements, among others. If using the right tools, these elements can be regulated through ordinance, and have been shown to affect the quality of the pedestrian experience and community character.

Quality of Design: Many residents have also expressed concern that recent development has not provided the architectural and site amenities that the community envisioned. Although there are myriad factors which influence amenity decision, zoning plays an important role. Although existing zoning does provide some bulk and use standards, it is weak on the design details that are important for establishing area character and creating "place."

Parking Requirements: In many areas, private-sector building additions and renovations are constrained by parking requirements that do not sufficiently provide a full menu of modal choices for residents and visitors. The parking ratios currently used by the Township are generally used for suburban areas with minimal transit services and heavily segregated land uses, two conditions not found in many areas of Montclair. Furthermore, there are no provisions to allow for shared parking for mixed-use buildings, development, or districts.

RECOMMENDATIONS

► enact land use regulations that promote sustainable development patterns

It is recommended that Montclair modify its existing Land Use Regulations to match the vision of the community. The Township should consider targeted amounts of increased density in activity nodes near transit stations. These activity nodes are not and should not be uniform. Instead, each node should be developed in a manner that is sympathetic to the character and scale of its surrounding areas while allowing construction to meet market demand. This strategy directs growth and development to where it is most beneficial (the train station areas and commercial districts) while simultaneously easing development pressure where it is least desirable (the residential neighborhoods).

New development in these areas should be guided through zoning, form-based code, or similar standards to ensure that new construction allows for appropriate levels of density in a walkable format that will enliven these centers, promote transit use, and is consistent with each center's unique character.

Zoning changes and redevelopment plans should investigate the feasibility of planned development techniques, such as noncontiguous cluster development, density bonuses and maximum height allowances to ensure that new development provides complementary public improvements that may be on- or off-site. Associated improvements tied to density bonuses may include, but are not limited to, creation of new open space, affordable housing, public art, sidewalk/pedestrian infrastructure upgrades, bicycle parking infrastructure, bike share programs, and/or contributions to planned public transit improvements.

The following is a general description of all the Zones recommended for key nodes in the Township (1, 2, 3, 4, and 5) and represents the key characteristics of each. The elements discussed here are consistent throughout the Township. However, the specific area discussions that follow take these broad descriptions and provide further detail as to how they should be applied to specific geographic locations.

Zone C1 – Transit Core: Areas covered by Zone 1 will be the most dense, compact, walkable, and lively areas in Montclair. Because of their proximity to key transit nodes, this zone will maintain the existing zoning which permits 6-story buildings and a maximum density of 55 units per acre. The Township should investigate the feasibility of creating an incentive zoning option that would permit an increase in the height to 8 stories and 75 units per acre in exchange for appropriate public benefits.

Zone C2 – Township Center: Parcels covered by Zone 2 should allow construction of dense, compact development that maintains the current zoning which permits 6-story buildings and a maximum density of 55 units per acre. The Township should investigate the feasibility of an incentive zoning option that would permit an increase in height to 7 stories and 65 units per acre in exchange for appropriate public benefits.

Zone C3 – Urban Edge: Areas covered by Zone 3 should allow construction of moderately high density. The zoning for this area should maintain the current requirements which permit maximum 3-story buildings and a density of 28 units per acre. The Township should investigate the feasibility of an incentive zoning option that would permit an increase in height to 5 stories and a maximum density of 50 units per acre.

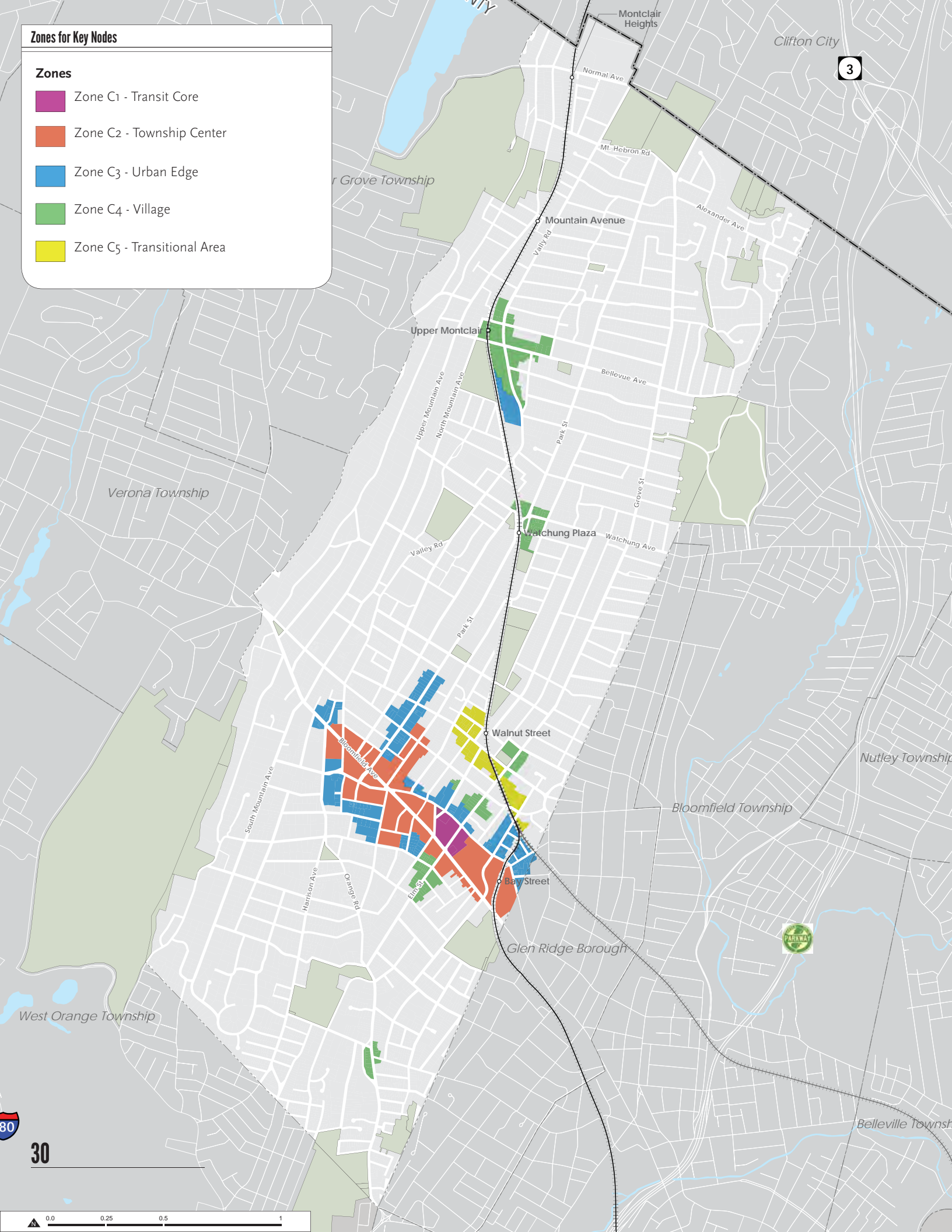
Zone C4 – Village: Zone 4 areas will be small-scale but dense. Zoning should allow construction that approximates the height and bulk of 28 units per acre construction. Under modern construction methods, that would result in up to 3-story attached or semi-attached buildings that have building coverage ratios of approximately 65%.

Zone C5 – Transitional Area: Zone 5 represents the historic industrial General Business and Light Manufacturing C2 zone in the Township. This area should maintain the height and density of C4 zone, but permit a wider range of uses that reflect the industrial heritage of the district. Redevelopment may be appropriate as an incentive to improve problem properties.

Zones for Key Nodes

Zones

- Zone C1 - Transit Core
- Zone C2 - Township Center
- Zone C3 - Urban Edge
- Zone C4 - Village
- Zone C5 - Transitional Area



► **form-based code**

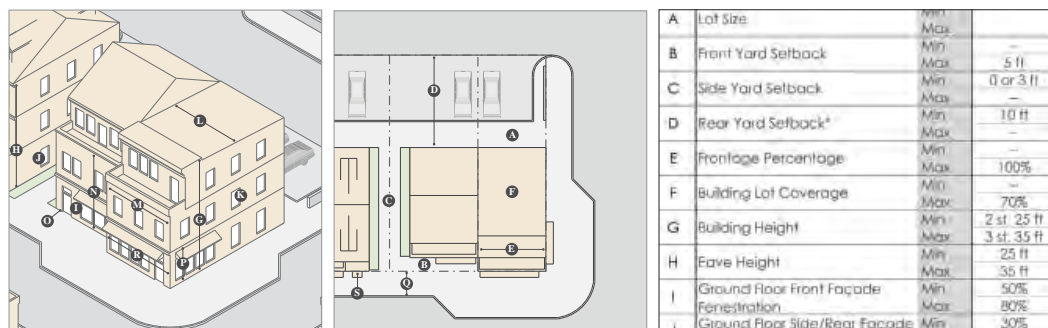
A form-based code or hybrid form-based code is an effective way to address these issues from a land use and zoning perspective. A form-based code places the bulk and form of buildings under greater regulation while opening up the opportunities for mixes in land uses located within close geographic proximity of one another. In this case, a form-based code could:

- establish and regulate the character of the buildings to define the area as a walkable neighborhood shopping center.
- use clear graphics that allow residents and property owners to have predictable and clearly defined outcomes.
- reinforce the importance of linking development to a multi-modal transportation network and street classification that includes sidewalk and bicycle standards.
- allow for a mix of uses and building types which are consistent in character yet flexible for changing uses.
- establish clear standards for public realm amenities.
- encourage shared parking strategies and other means to reduce the need for redundant parking spaces.

► **Utilize Density Bonuses to ensure public benefits accompany high-density development**

The Township should investigate the feasibility of using density bonuses as a tool to ensure that development greater than the currently permitted height and density shall require complementary public improvements that may be on- or off-site. Associated improvements tied to density bonuses may include, but are not limited to, sidewalk/pedestrian infrastructure upgrades, the provision of bicycle parking infrastructure such as dedicated bike storage/parking for visitors and residents, bike share or car share programs or the provision of courtesy loaner vehicles in lieu of parking, and/or contributions to planned public transit improvements. The details of the incentive zoning will be determined in the zoning ordinance.

Figure 2.2.a: Examples of a Form-Based Code



► **update zoning township-wide to encourage walkable environments throughout the township**

Across the township, zoning should be updated to improve walkability and improve the public realm. As such, it is recommended that zoning, future redevelopment plans, and public/private infrastructure investments do the following:



1. **Encourage short- to medium-length blocks.** When longer blocks are absolutely necessary, “cut-throughs” that are publically accessible 24 hours a day 7 days a week should be required.



2. **Require that buildings front onto streets** (not parking lots), that the principal entrance to buildings be from the street; and that entrances are along major thoroughfares or close to transit stops when possible



3. **Establish strong building-street connections** by only allowing for the minimum necessary building setbacks; ensuring that windows, in significant numbers, be designed at street level; and prohibiting or discouraging continuous stretches of blank walls with no windows



4. In key commercial districts, **ensure that buildings contribute to a continuous succession of facades** that are only broken by streets and pedestrian ways.

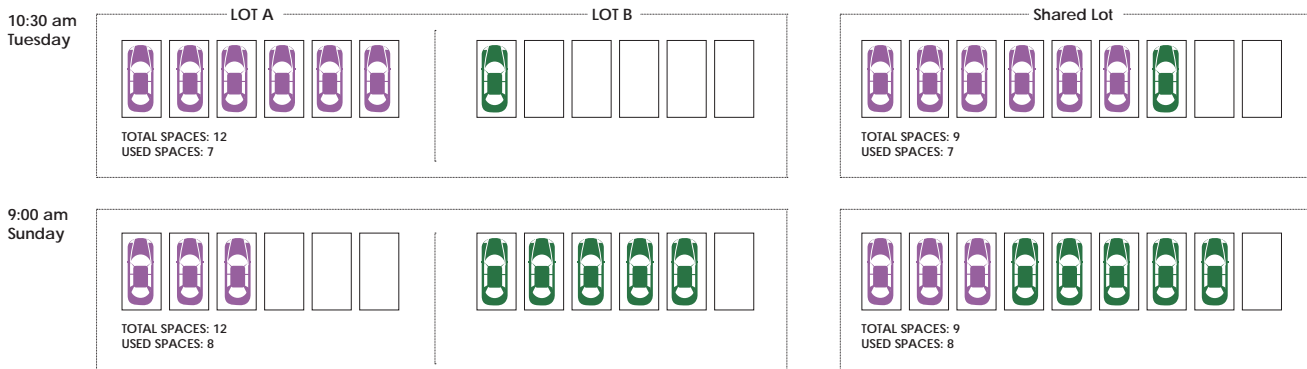


5. Prohibit or **discourage off-street parking from fronting onto or being visible from the street.** In areas where site-specific conditions make front-yard parking appropriate, significant landscaping within and around the parking area should be provided. Parking should be safely and conveniently connected to street frontage by pedestrian cut-throughs and walkways.

► **implement shared parking and other parking management tools**

The Township should develop **shared parking allowances** to maximize existing and future parking supply within the business districts. Shared parking is a system where parking spaces are shared by at least two different uses, allowing for spaces to be used more efficiently. Shared parking strategies are often best applied in business districts that have a mix of land uses, because the concept of shared parking is based on the premise that different uses require parking at different times of the day. For example, offices generally require few parking spaces after 6:00pm, the same time that many restaurants begin to see their dinner rush. Likewise, schools and churches often require parking at different times than retail stores or offices. Allowing adjacent sites that have complementary uses, or even creating “shared parking districts” where multiple sites could share parking spaces among their uses, are strategies that should be considered (Figure 2.1.e). In addition, the provision of safe, clean, well lit and landscaped pedestrian connections to accommodate walking trips between parking and public sidewalks encourages use of shared parking areas. Shared parking is already in practice in Montclair in both municipal and private parking areas. Several redevelopment projects have encouraged shared parking arrangements. Experience indicated that it is important that these shared parking arrangements be monitored regularly to ensure that they are working and not creating additional parking problems. In addition, regular communication between the Montclair Parking Utility and the Planning Board should be established to ensure that parking issues are addressed.

Figure 2.2.b: Shared Parking Diagram



Furthermore, a **comprehensive parking study** should be undertaken in which parking requirements for each land use in the zoning ordinance are revisited to determine if they can be reduced or otherwise improved, especially in C-1 zoning districts and within the current and proposed TOD areas that are well served by transit, are walkable and bikeable, and have dense mixed-use development. Parking reductions may also be used as incentives for development near transit, or for developers to include parking demand reduction measures such as car sharing, shuttle services, and bicycle amenities within their developments.

In commercial areas, the Township should **price curb parking to place a premium on on-street parking**. A significant differential between the price of on-street and structured parking would encourage longer term parkers (such as those parking for more than 2 hours) to park elsewhere, and keep on-street parking for shorter, higher turnover parking, maximizing the use of on-street spaces. This would discourage long-term use and encourage higher turnover. Curbside parking should also be converted from “lollipop” meters with parking stall striping to multi-space meters and parking lanes. Converting from defined parking spaces increases the number of curbside parking by 10 to 20 percent, depending on the block length.

Wayfinding improvements are also recommended in busy commercial areas and near train stations. Improved information for motorists looking for parking would help reduce traffic created by vehicles circulating the area looking for parking. Furthermore, the Township should provide safe, clean, well lit and landscaped pedestrian connections between rear parking lots and public sidewalks.

How Shared Parking Works: A Typical Example

Shared Parking is usually implemented by municipal government policy that allows and encourages it, with sharing arrangements actually made between individual facility developers. In most cases, the municipality creates a set of standards for evaluating how many spaces can be reasonably shared. Typically, a table similar to the one below (Figure 2.1.f) is established that adjusts parking for each land use during given times of the week. Occupancy rates for each use in participating in the agreement are multiplied by the number of parking spaces required by the code. The sum of each column is then taken and the highest sum represents the total number of shared parking spaces.

The following is an example of such an exercise for three properties: a residential building with 10 code required parking spaces, an office building requiring 15 spaces, and a religious institution requiring 10 spaces. These base parking numbers are multiplied by the occupancy rates in Figure 2.1.f to generate a demand for each use by time of day, displayed in Figure 2.1.g.

Each column is summed to determine when the most spaces will be required. In this case, a shared parking lot would require 23 spaces, 8 fewer spaces than individually constructed lots. It is commonly assumed that surface parking costs about \$2,500 a space. As a result, such a strategy would save a combined \$10,000 and create at least 1,300 square feet of space for other improvements.

Figure 2.2.c: Sample Occupancy Rates

	Monday - Friday			Saturday & Sunday		
	8 am - 6 pm	6 pm - Mid	Mid - 8 am	8 am - 6 pm	6 pm - Mid	Mid - 8 am
Residential	60%	100%	100%	80%	100%	100%
Office	100%	20%	5%	5%	5%	5%
Religious	20%	40%	5%	100%	50%	5%

Figure 2.2.d: Sample Adjusted Parking Demand

	Monday - Friday			Saturday & Sunday		
	8 am - 6 pm	6 pm - Mid	Mid - 8 am	8 am - 6 pm	6 pm - Mid	Mid - 8 am
Residential	6	10	10	8	10	10
Office	15	3	1	1	1	1
Religious	2	4	1	10	5	1
TOTAL	23	17	11	19	16	11

Shared Parking Case Study: Red Bank, NJ

Red Bank provides an excellent example of how shared parking can improve access to parking while meeting the individual needs of property owners. Red Bank’s ample parking supply was created mostly through public-private partnerships. For example, the Gold Street Lot was created in 1988 by an agreement between four property owners for cross-licenses for access and parking. Each party granted the other a license to use, for public and private parking purposes, a portion of each lot, and spots were specifically reserved for private or public parking. The Borough agreed to take on the cost of normal maintenance of pavement, curbs, other improvements, signs, markings, and lighting. The parties agreed to pay a percentage of the total project cost, based on the number of reserved parking spaces they wanted.

► **adjust parking requirements**

Parking requirements should be evaluated near Bay Street Station and along the Bloomfield Avenue corridor. Changes to be considered should include allowing for shared parking on mixed-use development sites, allowing for shared-parking agreements between neighboring property owners. This measure could greatly reduce the amount of parking supply needed, which will reduce the cost of development and contribute to a more pedestrian-friendly environment.

Given high access to public transportation, required minimum residential parking ratios should be evaluated regarding potential for adjustment. However, attention to parking requirements in Montclair Center should not be restricted to residential uses. Appropriate ratios should be used in combination with incentives for car sharing. Furthermore, as the Township continues to address parking issues, it should undertake a parking study that tailors parking strategies to Montclair, evaluates the potential for implementing shared parking, and accounts for the public on- and off-street spaces available.

As mentioned in the issues section, the Township currently exempts the first 15% of additions and all conversions to more intense uses from meeting parking requirements in the C-1 Zone. It is recommended that the Township continue this practice in all zones. Furthermore, when additions are done on a building in any of the proposed zones, existing (non-improved) uses should be exempt from having to meet the parking requirements. Stated differently, property owners should be only required to add parking for additional square footage and/or residential units and be allowed to continue to provide the same number of spaces (but no fewer) for existing construction.

Illustrative example

To illustrate, assume zoning is updated to require 4 spaces for every 1,000 sqft of office or retail space. If a 3-story, 3,000 square foot, mixed-use commercial-office building with 6 parking spaces applies to add 1,000 square feet of office space (one additional story), the applicant would only be required to add 4 more spaces (for a total of 10) and not the 10 additional spaces (for a total of 16) required under the current code.

Additionally, structured parking, both above ground and below ground, as well as within buildings, is recommended for new development subject to appropriate buffers and/or liner buildings being provided.

► **Optimize public parking inventory**

Curbside stall parking that designates individual spaces should be removed and replaced with multi-space meters and a striped parking lane. The use of multi-space meters rather than individually striped parking stalls will maximize the on-street parking supply within Montclair Center, as multi-space meters have been shown to result in a 10% to 20% increase in overall parking spaces. The striped parking lane clearly designates where autos can park, and can also serve as a traffic calming tool.

Additional recommended parking strategies should include the following items:

- Development of a comprehensive and strategic parking plan that guides a process for establishing “in-lieu of” parking fees to create a shared parking structure or other parking spaces.
- Implementation of a wayfinding system that informs motorists where off-street parking facilities are located should be developed.
- Township or BID investigation of enabling commercial areas with large volumes of out-of-town visitors to create a **shared valet parking system** to meet demand. This will allow development on smaller parcels to fulfill their parking requirements off-site and allow them to maximize their lot size, while causing less frustration for visitors driving to the Center. This may also have the benefit of more efficiently utilizing scattered, hard-to-find parking sites throughout the Center. This study could be included with the study of shared parking.
- Adjustments to pricing of parking to create incentives to park off-street, rather than at on-street meters. By significantly increasing the cost of on-street parking, and lowering the cost of parking lot/garage parking, drivers will have an incentive to park and walk.



2.3. Neighborhood Character



ISSUES + OPPORTUNITIES

Figure 2.3.a: Community Identified Issues

Issue 1: Increased density in certain areas may be desirable, but the town lacks adequate standards to guide and determine how and where increased residential density could and should occur.

Issue 2: The 4th Ward carries a greater share of the group homes, density, and services than other parts of town, and faces development pressure near the Bay Street Station.

Issue 3: Non-residential uses are being approved in existing R1 and R2 single family neighborhoods.

Issue 4: There is a lack of adequate resources and attention paid to historic preservation and maintaining Montclair's architectural heritage.

Issue 5: New construction in the residential neighborhoods is at times out of character with the existing community and quality varies greatly.

Montclair is known throughout the region as a desirable place to live. The Township's diverse population, excellent school system, amenities, and access to transit make Montclair especially unique amongst its suburban neighbors. However, as the needs of Montclair's residents change, the Township must ensure that the neighborhoods and residential areas in the community adapt to meet the needs of tomorrow's residents. Montclair has a population that overall is getting older, and more racially diverse. Average household size is getting smaller. Meanwhile, the past ten years have seen home values and rents generally increase in the Township. These demographic shifts result in gradual changes in how people choose to live, work, and travel. Montclair needs to keep pace with these changes in order to maintain the long-term sustainability of its neighborhoods.

Because Montclair is both a desirable and nearly built-out community, growth pressure is often concentrated within the residential neighborhoods. This arises in many forms, and residents have expressed concern that this pressure results in both incompatible uses and designs that are out of character with the existing neighborhoods. At the same time, there is no overarching strategy for where growth should happen in the Township, leading to imbalances and inefficiencies in where density concentrates.

RECOMMENDATIONS

► encourage new development and a mix of uses to occur at strategic nodes

Increased pressure in the Township's growth and development is a reality that the Township must contend with, and that will likely continue into the future. As a Township that is mostly built-out within its existing footprint, growth pressure naturally falls within existing neighborhoods. Given this reality, Montclair should institute policies that will encourage growth in areas where new residents and new construction would be beneficial and away from existing residential neighborhoods. The Township should consider the use of form-based code in order to direct growth to commercial centers and train station areas while achieving high-quality development and a vibrant public realm. This increased residential development at strategic nodes in the Township should be coupled with policies to encourage mixed-use buildings, providing shops, services, and workplaces for new residents within a walking distance of their homes. Adoption of a Street Classification system, in concert with a form-based code, is also recommended. This would ensure the creation of streets appropriate to the neighborhoods in which they are located, providing access, amenities and connections for pedestrians, bicyclists, transit riders and drivers.

► evaluate use, bulk, and area standards in residential neighborhoods





Development pressure within the residential neighborhoods can often result in new construction or renovations that may be out of character with the existing neighborhood. Architectural details notwithstanding, the public realm of a neighborhood street, and the sense of character of that neighborhood, is first and foremost defined through dimensional issues such as setbacks, building heights, and building coverage, as well as through the use associated with the structure. Existing residential zoning standards should be evaluated against the existing form in the residential neighborhoods to ensure that new developments and renovations contribute to overall neighborhood character.

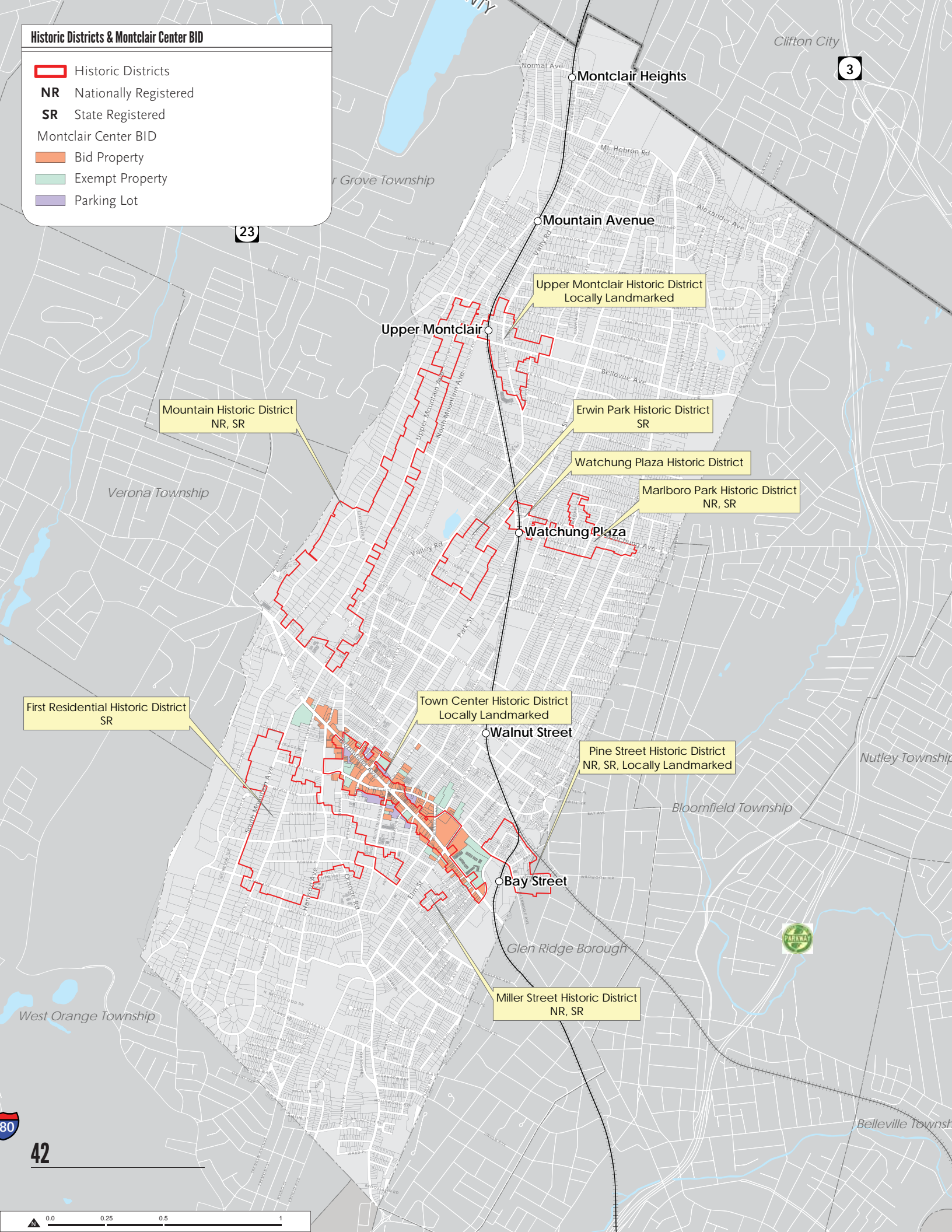
Of particular importance is the review of front yard setbacks, specifically for zones that permit townhouse and multi-family units. These unit types are permitted within the R-3, R-4, C-2, OR-3 and OR-4 zone districts. Front setback requirements range from 30 to 40 feet. Unless controlled through another mechanism, infill over time could result in front yards devoted to driveways and parking spaces, contrary to existing character.

► create a neighborhood conservation plan for the residential neighborhoods

Montclair Township has many residential neighborhoods, each with its own unique characteristics and issues. Neighborhood conservation plans are recommended to address the issues and concerns of the Township's various residential neighborhoods. Conservation Plans are excellent tools to help communities maintain their existing character and form, while allowing for reasonable amounts of growth and development to keep neighborhoods viable and sustainable. A Conservation Plan would determine a geographic area for the plan, examine the land use, circulation, and open space patterns within that area, with the goal of calibrating land use regulations and capital improvements to maintaining and evolving that form in a positive direction for the community, guided by the community's vision for each neighborhood.

Historic Districts & Montclair Center BID

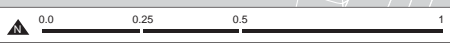
-  Historic Districts
- NR** Nationally Registered
- SR** State Registered
- Montclair Center BID
-  Bid Property
-  Exempt Property
-  Parking Lot



23

3

42



► **utilize historic districts and landmarks to protect neighborhood character**

Historic preservation is the most effective method permitted in the New Jersey Municipal Land Use Law for preserving neighborhood character. Properties that are either locally designated landmarks or historic districts are protected by additional procedures, including architectural review and detailed design standards, which are not available through zoning and have been proven effective in preserving historic character. Locally designated landmarks and historic districts also offer an additional layer of protection from demolition.

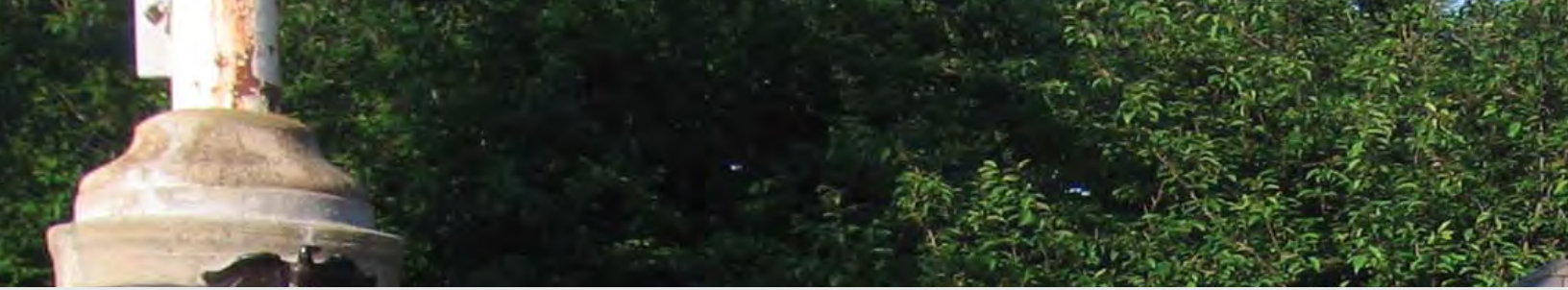
Montclair Township currently has four local historic districts and 17 historic landmarks. This does not include the five districts on the State and Federal Register of Historic Places, as shown on the attached map, or the 80 additional properties identified in Montclair's 1993 Historic Preservation Element of the Master Plan. The Township should expand its existing local historic districts to help preserve and protect the historic neighborhoods that are prevalent throughout the Township and new historic landmarks should be created to protect the Township's important buildings. In addition, the Township should prepare a new Historic Preservation Element of the Master Plan to reflect changes in historic preservation practice.


► **create a stronger design review process**

Design review is an important part of the development approval process. It ranges from control on demolition of existing structures (through the historic preservation ordinance) to review of plans for new construction. Discretionary design review, in which case the decision is made on the basis of the reviewers' personal judgement, is problematic because it leaves the Township vulnerable to legal challenges that decisions are arbitrary, capricious or vague. Clearly stated administrative requirements avoid this problem, allowing for a fairer and more legally sound procedure.

In Montclair, the approving Board oversees the design review process. The Historic Preservation Commission also conducts design review for applications requiring their review or approval. Standards for design review are included in the zoning and site plan ordinances or, in the case of redevelopment, the redevelopment plans. These standards should be evaluated and expanded to ensure that new development fits in with its environs. In addition, the Township should evaluate the use of form-based code as an alternative to design standards.

The approving Board, however, may not have the technical expertise to fully evaluate design issues. Consideration should be given to retaining an architectural or urban design consultant to provide assistance in design review. Input from the Historic Preservation Commission can also provide assistance on design issues.





2.4. Flexible, Affordable Urban/Suburban Lifestyles

ISSUES + OPPORTUNITIES

Figure 2.4.a: Community Identified Issues

Issue 1: There isn't enough diversity in terms of the types and price ranges of housing available in Montclair.

Issue 2: Many current residents who want to stay in Montclair after their children leave the house face a lack of options in town for "downsizing," i.e. moving to a smaller home.

Issue 3: One of Montclair's unique strengths is its diversity, both economic and social, and there is a danger of losing that diversity due to rising housing costs.

Issue 4: Because of rapidly rising housing costs, it is becoming less viable for residents to live their whole lives in Montclair, and less likely that future generations can choose to stay in Montclair.

Issue 5: There currently isn't an equitable distribution of affordable and special needs housing and diversity throughout town.

Issue 6: Montclair lacks an adequate supply of market rate housing for senior citizens.

Issue 7: There is a lack of accessible housing that can meet the needs of the elderly and disabled citizens throughout town.

Issue 8: Montclair does not have enough buildings and housing options that are "senior-friendly"

Issue 9: There is a concern that the current zoning code is not properly calibrated to make it easy for seniors to access services.

Issue 10: The current senior bus route has limited service.

Issue 11: Montclair does not have sufficient options for community gardens and small-scale farming.

Issue 12: The farmer's market is a great asset, however, it is only open at one location and only during summer and early fall.

Montclair cannot remain a static community and still meet the needs of its residents. A lack of flexible and affordable housing options is making it less viable for residents to live their whole lives in Montclair, and less likely that future generations can choose to stay. Empty-nesters and seniors, as well as young people just entering the workforce, typically prefer smaller homes as well as entertainment and services that are within walking distance. Additionally, as residents age, features common to single-family homes, such as larger than necessary square footages (and the associated high maintenance cost), stairs to access parts of the home, large yards requiring upkeep, and relatively far distances from services make it more difficult for this group to stay in their homes as they age.

RECOMMENDATIONS

► encourage a mix of housing types to fit the needs of all households (non-family, senior, low-income, etc.)

It is recommended that Montclair provide a mix of appropriate household typologies to meet changing and aging demographics. There will be residents who grow older, children who want to stay in Montclair after completing school, or residents with special needs or lower-incomes. Montclair should aim to provide a mix of housing types that work for smaller household sizes as well as for non-family households, have lower square-footages, and that are accessible for seniors and special needs residents. In linking housing with transportation, it is important to note that transportation costs can have a significant impact on households. By creating a more robust multi-modal network that helps households reduce auto use, or even give up owning a car, household expenses can be significantly reduced aiding in the issue of affordability.

► ensure the provision of affordable housing

Affordable housing is defined by NJ statute as dwelling units with deed restrictions that ensure they are affordable to low- and moderate income households. Low-income households have a median household income of less than 50 percent of the median income for the region, while moderate-income households have a median household income of less than 80% of the median income for the region. This provides housing options for a variety of lower-paying occupations, including teachers, teachers aides, firefighters, nurses, home health aides and police.

The Township's existing affordable housing policy requires that 20 percent of all dwelling units in projects creating five or more new units must be affordable. This policy has been endorsed by a diverse cross section of interest groups in the Township, including the Township's Housing Commission and the Senior Citizen Advisory Committee, and is still a valid goal. In order to implement this goal, the Township should investigate zoning and/or

other compensatory benefits that make the 20% set aside achievable. Additional “workforce housing” strategies that seek to provide housing for households earning 80% to 120% of area median income should also be investigated.

Increases in density suggested by this Unified Plan could be considered as a compensatory benefit sufficient to support the required affordable housing set aside. The affordable units should be woven into the fabric of the new developments rather than developed in stand-alone projects. Other forms of benefits, both onsite and offsite, should be evaluated and explored.

► **expand supply of housing for senior citizens**

The Montclair Senior Citizen Advisory Committee conducted a survey which indicated that housing and mobility were two of the major concerns for the Township’s senior citizens. Key findings in the survey indicated that seniors are looking to downsize to smaller residences that are designed with a single-story layout, served by elevators, have available laundry facilities and include adequate space for caregivers and/or visiting family. Housing should be located in areas that are walkable, with available parking and access to transportation services. Similarly, there is a need to create opportunities for seniors to “age-in place”.

The concept of Aging-in-Place is based around the recognition that as residents age, it can become harder for them to remain in their homes. Aging-in-Place design standards would aim to provide guidelines for new construction that enable residents to remain in their community as well as to allow renovations to existing structures that would enable people to stay in their homes for as long as possible, foster spaces for easily accessible social interaction, and accessibility standards for home design.

The Township’s street design manual and building codes standards should all be ADA compliant to improve accessibility throughout Montclair

► **expand fresh food access throughout the Township**

Access to local, healthy food is becoming increasingly important in communities throughout the country. Expanding access to healthy food options in the form of grocery stores, farmer’s markets, and community gardens can provide a valuable amenity to a community. The Township should incorporate these features into their redevelopment planning, affordable housing projects, and land use ordinances going forward.

It is recommended that community gardens be permitted as a principal use in all zone districts and that standards be created to both define their use and regulate type, area, and yard standards for structures, signage, and customary amenities (e.g. benches, bike racks, cisterns, and fences).

► **maintain character of residential neighborhoods**

An emerging issue in the Township is the impact of multiple group homes and special needs housing on the quality and integrity of residential neighborhoods. This stems from a policy decision at the State level to replace institutionalized housing for special needs populations with group homes. The New Jersey Municipal Land Use Law was amended to permit certain types of group homes as permitted uses in all residential zone districts. As a result, an increasing number of group homes have located in residential neighborhoods. The fabric of the neighborhood is affected, however, when a number of group homes are located in close proximity to each other. The Township's Zoning Ordinance should be amended to address the negative impacts created by undue concentrations of these group homes in residential neighborhoods.

► **promote tree conservation**

The established urban forest in Montclair is important to the Township's urban/suburban identity and environmental health. The Conservation Element of the Master Plan recommends the enactment of design standards and requirements to effectively conserve the Township's tree resources and mitigate their loss to development. Site plan requirements should include submission of information on existing trees that require measuring, protecting and retaining specimen trees and requirements for replacement planting. The existing Shade Tree Program should be expanded to ensure that the Township's tree canopy is maintained.

INTENTIONALLY BLANK





2.5. Economic Development + the Arts

Museum



CONSONS

ASSESSMENT

Montclair Township's local economy is based on a mix of retail trade and services. The Township's employment base, which fluctuates between 10,000 and 11,000 private sector jobs¹, has remained relatively stable over the past ten years. The composition of the employment base, however, has changed. While health/ social services is the dominant employer with retail trade not far behind, there has been significant growth in the accommodations/food and arts/entertainment industries, as indicated in Table 2.5.a.

Figure 2.5.a: Private-sector covered employment trends

Industry	2003		2012		Change	
	Jobs	Percent	Jobs	Percent	Jobs	Percent
Health/Social Services	3,198	29.1	3,384	31.0	186	5.8
Retail Trade	1,335	12.1	1,425	13.1	90	6.7
Accommodations/Food Services	791	7.2	1,447	13.3	656	82.9
Professional/Technical Services	748	6.8	781	7.2	33	4.4
Arts/Entertainment Services	158	1.4	276	2.5	118	74.7

The growth in arts/entertainment services and accommodations/food services is not surprising, as the arts have always been a driving economic force in Montclair. Arts and culture have been integral to community life in Montclair since the mid- to late 19th century, when significant visual artists moved into the Township and established an artists' colony. Over time, Montclair has become a magnet for the creative community.

Montclair's retail sector has been fairly stable, with relatively low vacancy rates for storefront space in its business districts. The Township's office market is robust, having absorbed over 80,000 square feet of new office space over the past 8 years. This indicates that there is a latent demand for new office space, with much of the demand coming from "creative economy" companies.

Montclair's office market has been successful, despite the nation's economic downturn, due in large part to the physical assets of the Township and the composition of its population. According to a survey done by commercial real estate firm CBRE of tenants in its New Jersey properties, the three most important amenities sought by firms as they evaluate office space are the following²:

- Easy access to a variety of food choices (22.4 percent);
- Access to transit (16.4 percent); and
- Access to downtown (11.9 percent).

Being able to offer these amenities has become an important factor in a company's ability to recruit and retain talent, and properties without them are at a serious disadvantage. People

¹ 3rd quarter private-sector employment covered by unemployment insurance pursuant to the New Jersey Department of Labor

² Elaine Clisham, "Demand Grows for Smart-Growth Work Environments." New Jersey Future, January 12, 2012

want more than just a workspace to go to; they want to work in a place that offers them walkable access to amenities, such as food or a dry cleaner or a gym or a bank. A Monmouth University poll co-commissioned by New Jersey Future in September 2012 highlighted these same preferences, and similar trends have increasingly been showing up nationwide. Montclair Township has all three amenities in abundance and is well-positioned to expand its office market.

RECOMMENDATIONS

The Township's land use and development policies should be updated to recognize those market niches that are most successful in Montclair. The most prevalent market niches are arts and entertainment, supported by the creative community. Another niche is health care and health related uses which includes not only medical offices, but also ambulatory health care services, physical therapists, massage therapy, radiology, blood banks and similar establishments. Finally, there is a burgeoning market for health and fitness centers, which include health clubs, yoga and personal training studios and similar uses.

Specific strategies to embrace these market niches include the following:

► **facilitate the establishment of “arts districts” as an approach to revitalizing neighborhoods where galleries and other arts venues are concentrated**

1. Identify areas where the architectural quality of the buildings and flexibility of space for living, working, exhibiting and performing lend themselves to the “arts district” model.
2. Change zoning regulations to permit live-work arrangements in identified arts districts.
3. Support the creation and preservation of inviting public spaces and common areas in “arts districts” to encourage people to congregate, interact and exchange ideas.
4. Conduct walking tours that connect residents to the arts districts and highlight its history, architecture and cultural resources.
5. Encourage the location of retail, entertainment and services that complement arts districts.

► **capitalize on the presence of theaters, museums and other major arts venues as catalysts for neighborhood and regional development**

1. Develop stronger ties between arts and cultural institutions and institutions of higher learning, such as Montclair State University, Bloomfield College, and Caldwell University to bring university-related arts programming to the community.
2. Encourage the creation of exterior exhibits, programs or physical improvements that extend the creativity of the venue to the larger neighborhood.
3. Design public capital improvements that reflect the presence of these major art and cultural institutions.

► **use public art to strengthen the “sense of place” and highlight the heritage and character of neighborhoods**

1. Create a public art program and work with developers and corporations to incorporate public art as a standard component of development projects throughout the Township.
2. Assign an administrator within the Township government as the arts and culture liaison.
3. Utilize the arts community to provide technical assistance on public arts projects.
4. Include public art in capital projects such as streetscape and park improvements.
5. Develop a variety of funding mechanisms to support ongoing public arts projects.

► **identify potential office districts including those appropriate for “creative community” uses**

1. Evaluate areas near the proposed arts districts with building types that can be adapted to office uses and with sufficient lot sizes to provide for off-street parking.

► **update zoning regulations to identify appropriate locations for health and medical-related uses**

1. Create a new Hospital and Medical Office zone district or redevelopment plan to encompass Hackensack University Medical Center (HUMC)/Mountainside.
2. Clarify zoning regulations as they pertain to health care services, health and fitness facilities and educational services.
3. Expand locations where health care and health related uses are appropriate.

► **consider the economic impact of new development**

The economic impacts of new development include the costs of municipal services, educating additional schoolchildren and the cost of improving and maintaining aging infrastructure. The infrastructure issue is addressed in detail in Section 2.6. The Unified Land Use and Circulation Plan recommends new multi-family structures in strategic locations to address demographic and market demands for multi-family housing. A survey of multifamily buildings containing more than 10 dwelling units was conducted to determine the number of schoolchildren living in these units. The results, which are indicated in the table below, show that the average number of schoolchildren in these multi-family structures in Montclair Township is .11 students per unit.

Figure 2.5.b: economic impact analysis

Building Type	Number of Properties	Number of Units	Number of Schoolchildren	Average Public School Children per Unit
6+ Story Midrise	8	744	31	0.04
5 Stories	7	288	18	0.06
4 Stories	16	610	58	0.10
3 Stories	24	744	144	0.13
Garden Apartments	19	674	97	0.14
Total	74	3,060	348	0.11

+ Note: This analysis looked at buildings with more than 10 units. Senior citizen housing, rooming houses, boarding houses and projects under construction were not included.

+ Source: Montclair Board of Education and Planning Department Analysis, 2014.

One conclusion that can be drawn from this analysis is that the type of development advanced in the Unified Land Use and Circulation Plan does not presently create a significant public education cost. The Township, however, should not rely only on this analysis and should continue to revisit these statistics on a periodic basis to evaluate how changes both inside and outside the Township may impact these numbers. Larger development projects should be required to submit an economic impact analysis so that the impacts of development can be evaluated as conditions change.

► **support the efforts of higher education institutions to serve as the innovation engine of a sustainable Montclair economy**

1. Expand the efforts of Montclair State University to fund and commercialize research and development.
2. Assist MSU in its efforts to become a center of excellence in sustainability research, innovation and talent development through the support of new business incubators.



2.6.

Infrastructure + Utilities



Figure 2.6.a: Community Identified Issues

Issue 1: The Township is not currently using stormwater management as an opportunity to improve the environmental health of Montclair or to contribute to an interesting and vibrant public realm.

Issue 2: Many public streets do not have an adequate supply of shade trees.

Issue 3: Montclair has a lack of safe and easy non-automobile connections to amenities (schools, open spaces, train stations, town centers, etc.)

Issue 4: There is a concern that future growth in Montclair could put a strain on the school district's limited capacity to both transport and provide facilities for more students.

Issue 5: The current senior bus route has limited service.

ISSUES

Montclair should promote walking, biking, mass transit, and car-sharing opportunities as a lifestyle and affordability issue. A full one half of households in Montclair have only one car or less, and car ownership carries a high cost for households and individuals in terms of maintenance, fuel, and insurance. Relying on a car for all one's transportation needs is not a financially viable option for many seniors, younger people, and lower-income residents, so having housing options within walking distance of services is key in reducing the need to own a car for all one's transportation needs. Improving the pedestrian and bicycling environment will make it easier for all residents of Montclair to get around the Township safely and comfortably, and will make amenities such as schools, open spaces, train stations, and commercial centers much more accessible to everyone in the Township.

The school system has been identified as an area where there is a disconnect between land use and transportation. By breaking down the traditional role of a "neighborhood" school, the magnet school system requires an intricate system of buses to efficiently connect students to their chosen schools. Existing policy is such that elementary school students are only bused if they reside one-mile from school; often resulting in parents driving students to school instead. As a result there is increased traffic congestion and conflict between parent drop-off and bus drop-off. Many parents currently do not feel it is sufficiently safe to allow their children to walk or bike to school.

Montclair's street network also needs to be made more functional and comfortable throughout the Township. Montclair is currently implementing stormwater management strategies that demand a lot of grey infrastructure (sewer systems, storm drains, etc) and do not effectively address stormwater on properties where it falls through the use of green infrastructure, which can lead to flooding, pooling at crosswalks, and drainage issues after heavy rains. On a related issue, residents have identified a lack of shade trees in the Township. In both cases, efforts to green the Township's streets can play a dual role, both functionally reducing the stormwater load on existing infrastructure but also making streets more pleasant and attractive to pedestrians while improving the micro-climate of the public realm.

RECOMMENDATIONS

► implement complete streets policies

The Township of Montclair and Essex County have each adopted Complete Streets policies. The next step the Township should pursue is adopting design standards and a regulating plan for how streets should function, and where certain features should be prioritized. This should be done in partnership with the County, and should ultimately result in clear, long-term plans that can be realized gradually as incremental capital improvement projects occur, ultimately creating a **Complete Streets Network**. Complete Streets should incorporate all users, such as pedestrians, cyclists, automobiles, and be able to handle environmental functions such as stormwater management.

Elements that relate to a Complete Streets Network include the creation, adoption, and implementation of a **Street Design Manual** and a **Bicycle Master Plan** for the Township.

► bolster shade tree program

Montclair's shade tree program should be bolstered in order to provide clear recommendations for specific tree types that are appropriate for each street, based on general width and use of the street, changing climate, solar orientation, and stormwater management concerns.

The guidelines will outline selection of street tree species to address common concerns including obstructing views of storefronts/signs, planting under power lines and damage to sidewalks and pavement. Whenever possible, the palette will be comprised of native plant materials to ensure durability, minimize maintenance requirements and encourage the establishment of natural ecosystems.

Streets that have been identified as those in need of more street trees include:

- Bloomfield Avenue, especially on the south side
- Valley Road, south of Van Vleck Street and in Upper Montclair between Wildwood Avenue and Oakwood Avenue
- Orange Road in the South End Business District
- Lackawanna Plaza
- Grove Street near Lackawanna Plaza

► implement safe routes to school

Safe Routes to Schools (SR2S) is a national program that provides funding for projects that support walking and biking to school. A variety of tools can be used including traffic calming and other traffic safety improvement measures, as well as education campaigns for students, parents, and motorists to encourage bicycling and walking to school. Successful SR2S programs can also reduce traffic congestion during peak school arrival and departure periods. Bicycling improvements in particular would be effective in Montclair where the magnet school system draws students from beyond walking distance, but well within a reasonable bicycling distance. Major routes to and from schools should be identified as priority bicycle and pedestrian routes for improvements, and should be included on the Township's **Bicycle Master Plan**.

► make needed improvements to stormwater management and street tree system

Montclair is currently implementing stormwater management strategies that demand a lot of grey infrastructure (sewer systems, storm drains, etc) and do not effectively address stormwater where it falls. On a related issue, residents have identified a lack of shade trees in the Township. The Township should encourage efforts to reduce stormwater flow using alternative techniques such as increasing the amount of vegetation and using bio-swales, rain gardens, small-scale water features, and improved tree cover to capture stormwater before it enters the sewer system. In this way, infrastructure investments that reduce the environmental and fiscal cost of treating stormwater can be combined with beautification efforts.

► **invest in public amenities to support improved circulation**

The issue of unmarked bus stops, the lack of bike racks or storage at train station, poor pedestrian connections, and difficult street crossings highlights the importance of amenities to support non-automotive transportation through improved public realm amenities. Although some of the issues in Montclair have to deal with system improvements, it is also important for the Township to focus on things like benches, covered bus shelters, good pedestrian lighting, and other amenities that increase the chances that improved transit service will translate into improved transit use.

► **evaluate and improve infrastructure as appropriate**

Improvements to the Township's aging infrastructure will be necessary as development and redevelopment takes place. The Municipal Land Use Law permits municipalities to adopt ordinances that require developers to pay for their pro rata share of off-tract water, sewer, drainage and street improvements. The Township should conduct a study of the existing conditions and necessary improvements to its existing infrastructure and adopt an off-tract improvement ordinance.

In the interim, larger development projects should include an evaluation of the impact of the proposed development to water, sewer and roadway infrastructure. This requirement should be included in all redevelopment plans and required to be addressed at site plan approval. In addition, the zoning ordinance should be amended to include this requirement for large development projects outside the redevelopment process.

INTENTIONALLY BLANK



Open Space

EMERGENCY OPERATIONS CENTER



Schools

Part 3.0

Area Specific Strategies

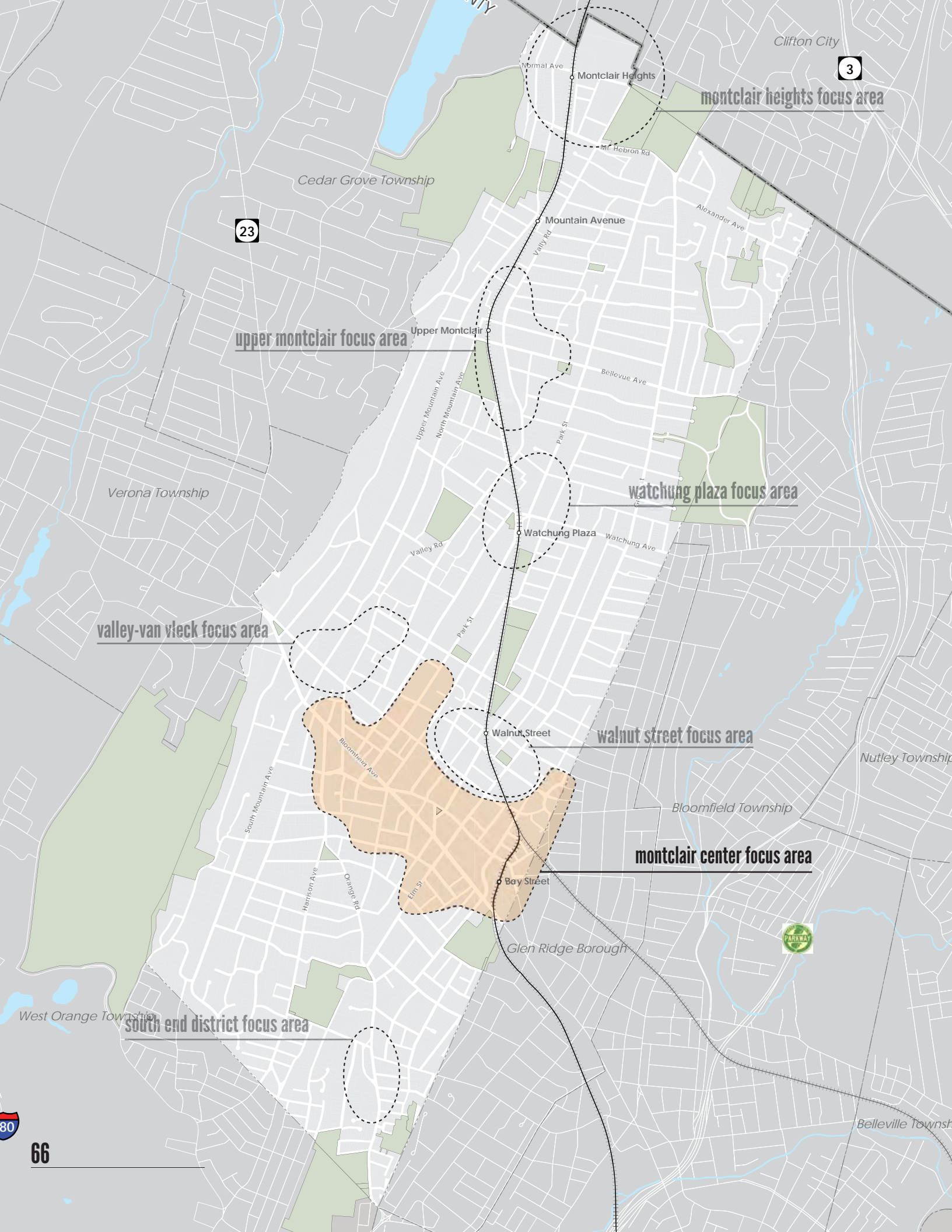
TOWN OF
Beverly



3.1.

Montclair Center + Bay Street Station Area





Clifton City

3

montclair heights focus area

Cedar Grove Township

23

upper montclair focus area

Upper Montclair

Mountain Avenue

Alexander Ave

Verona Township

watching plaza focus area

Watching Plaza

Watching Ave

valley-van vleck focus area

Valley Rd

walnut street focus area

Walnut Street

Nutley Township

montclair center focus area

Bay Street

Bloomfield Township

West Orange Township

south end district focus area

Glen Ridge Borough



Belleville Township

80

66

ASSETS

The Bloomfield Avenue corridor contains the largest commercial district in the Township and serves as a regional destination with a large assortment of restaurants, shopping, office and entertainment uses. The district stretches almost two miles from its eastern border at the Borough of Glen Ridge to its western border at St. Luke's Place. It contains many assets which make it a unique, successful and award-winning downtown that attracts customers and residents from a relatively large region. It is an important regional center for artistic, cultural and entertainment activities and is a hub for community activities, municipal functions and religious institutions.

The district contains an eclectic mix of distinctive late 19th and early 20th century commercial architecture and has been designated as a local historic district since 2002. The Montclair Historic Preservation Commission works closely with property owners and businesses to ensure that changes to the buildings in the district maintain the historic integrity of the area. In addition, the area has been designated as a Business Improvement District which has provided a springboard for important initiatives, a variety of programmed activities and daily maintenance of the area.

Bloomfield Avenue is the principal east-west thoroughfare in Montclair, providing both local access to Montclair Center and regional access to surrounding communities. It also connects to major highways that link Montclair Center to the rest of New Jersey. In addition, Bloomfield Avenue is served by both train and bus service, notably the Bay Street Station at the easterly end and the confluence of several bus routes at Park Street at the westerly end. The Bloomfield Avenue corridor contains several sub districts, each defined by distinctive characteristics and land uses. These sub districts, moving from east to west, include the Transit Village district, Lackawanna Plaza district, Arts and Entertainment district and Western Gateway district.

Figure 3.1.a: Montclair Center BID + Historic District

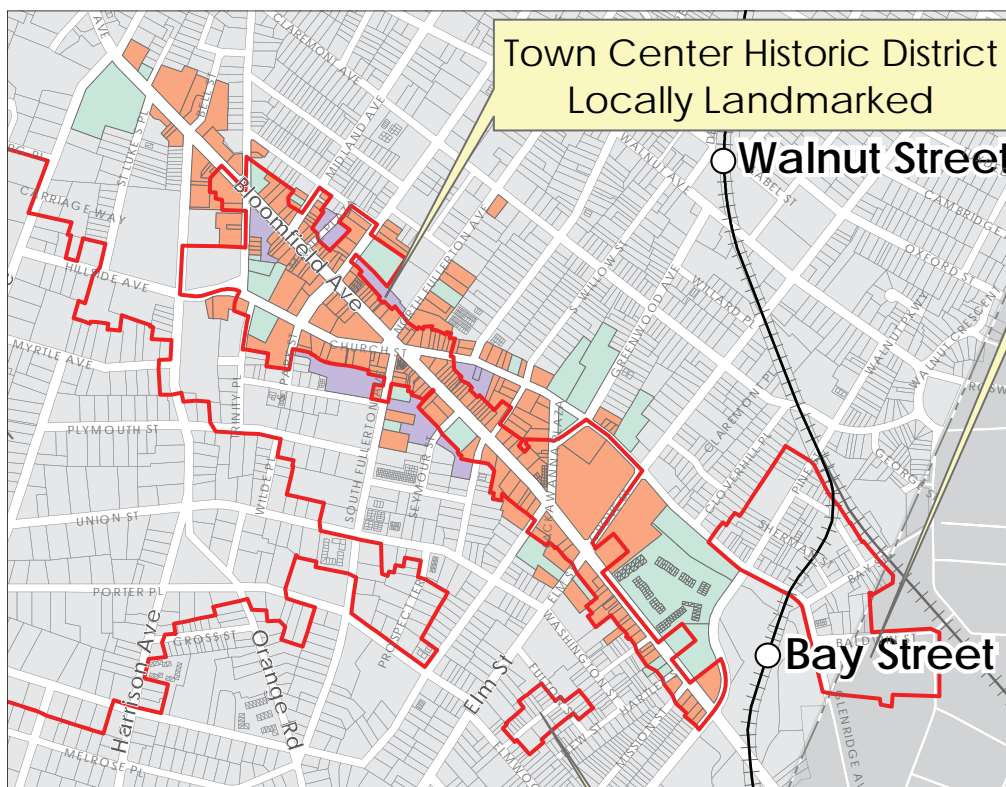


Figure 3.1.b: Community Identified Issues

Issue 1: Existing parking is not always easy to find or convenient to access, nor does it provide a feeling of security for the user (the Fullerton Garage reportedly does not feel safe).

Issue 2: Some temporary private parking lots operate unregulated by the Township, but fill demand during peak times and special events.

Issue 3: Current parking requirements are the driving force in regulating the scale, form and type of development in the Bloomfield Avenue corridor.

Issue 4: Bloomfield Avenue is not safe for pedestrians to cross, and doesn't have an adequate and appropriate sidewalk width throughout the length of the BID (Particularly problematic intersections include Church-Glenridge and Valley Rd).

Issue 5: Many of the destinations in Montclair Center are not conveniently accessed by public transit.

Issue 6: Significant gaps exist in the fabric of Bloomfield Avenue around Lackawanna Plaza and Bay Street, and at the DCH Site. They are currently underutilized and do not encourage pedestrian activity along the corridor.

Issue 7: There are too many vacancies along Bloomfield Avenue, particularly in larger commercial spaces.

Issue 8: Growth in Montclair Center could be beneficial, but this must be done without adversely affecting the characteristics of place that are important to the community.

Issue 9: Upper floors of buildings are in some cases experiencing higher than desirable turnover rates and vacancies.

Issue 10: Current development and design guidelines are not producing the kind of development that people in town are happy with, the prime example being the Siena.

Issue 11: The size of the Montclair Center BID is not large enough to reflect a growing commercial district surrounding Bloomfield Avenue.

ISSUES + OPPORTUNITIES

► poor public transportation, bike, and pedestrian connections

The following is a discussion of the many factors that contribute to poor mobility options for residents and visitors.

poor connections to Bay Street Station: Many areas of the corridor most enjoyed by residents and visitors are not well connected to public transportation. This is particularly true of the Bay Street Station area, which is only a ½ mile, or 10 minute walk, from the heart of Montclair Center, and less than ¼ mile to other potential area destinations. Inadequate wayfinding signage, poor building walls, parking lots and curb cuts that front on the street, and dangerous pedestrian crossings at intersections along Bloomfield Avenue produce a perception that the Bay Street Station is far away and cut off from the Center. This is also the case along Glenridge Avenue, which connects to the northern end of the Bay Street Station and intersects Bloomfield Avenue near Fullerton Avenue. There is little or no signage along Bloomfield Avenue providing directions to the train station.

difficult to understand Bus system: Several local and regional bus routes also service this area. However, it is difficult to identify bus stops and determine bus schedules and destinations. Many residents have noted that the NJTransit bus system is difficult to understand or predict because many bus stops are poorly marked and/or not official - contributing to the residents' perceptions of the system's unreliability.

inadequate pedestrian and bicycle connections: The Bloomfield Avenue corridor does not provide adequate pedestrian and bicycle connections both internally to the corridor and to adjacent neighborhoods. Insufficiently designated crosswalks, wide, odd-angle intersections, and a lack of clear connections between parking and destinations are all issues found along the Avenue. Additionally, there is tremendous variation in sidewalk quality and condition. Pedestrian activity is also inhibited by the speed and volume of traffic flow along Bloomfield Avenue, creating a hostile environment for pedestrians crossing the street. There are virtually no bicycle facilities (bicycle routes, lanes, racks) in the area making use of a bicycle in Montclair Center very inconvenient.

The result of these pedestrian, bike, and transit deficiencies is that Township residents and visitors confront real and perceived lack of mobility options contributing to increased use of automobiles and thus greater demand for both roadway capacity and parking facilities.

► parking

constrained resources at peak times: Community members identified that, in addition to being an impediment to development, parking resources are often strained at peak times, especially on weekend evenings. Many businesses feel that this constraint inhibits pedestrian exploration of Montclair Center. Additionally, community members also expressed that

existing off-street parking lots and garages are not sufficiently easy to find or access, and do not provide a feeling of security for the user.

parking ratios: Montclair parking ratios correspond to those typically used for suburban development where there is limited transit options, few opportunities to bike or walk to work, and no on-street parking opportunities. Although these standards may be appropriate in parts of the Township, these ratios place a financial burden on property owners and developers in Montclair Center, some of whose residents and visitors are likely to use non-auto modes of transportation, and would not require a parking space.

The Township has made a special stipulation for parking in the C-1 and C-3 Zones, which only exists in Montclair Center along Bloomfield Avenue, Glenridge Avenue, and Church Street. § 347-101: Off-street Parking Requirements reads,

Off-street parking shall be required for all new buildings, additions to buildings and conversions to a greater residential density or conversions to other uses which require more off-street parking in accordance with the following schedule. In the C-1 and C-3 Zones, additions of less than 15% of the existing building's total square footage which do not reduce the number of off-street parking spaces that serve the property, and conversions to more intensive uses, are exempt from the off-street parking requirement [continues to outline parking requirement]

This language allows for small additions and renovations in the C1 and C3 zones without requiring new parking, which has provided an effective incentive to rehabilitate existing building with minimal expansion to the total building area.

► **vacancy and underutilization**

The historic character and form of the buildings on Bloomfield Avenue help to make it a unique, authentic downtown environment. However, community members expressed that vacancy and underutilization constrain certain areas of the corridor.

Physical building deterioration is an issue, and there are several highly visible underutilized properties that continue to negatively impact Montclair Center. Additionally, there is a need for more effective development of certain parcels of land within the Town Center, especially in the areas east of Grove Street and off Bloomfield Avenue. Marginally used parking lots and deteriorated and predominantly vacant buildings could be more actively used in ways that support Montclair Center developments.

Community members also identified a lack of balance between not having enough ground-floor retail space, and upper floors of buildings experiencing higher than desirable turnover rates and temporary and long-term vacancies. Although there is clearly a tension between the need to preserve existing buildings and the need to innovate to meet modern needs, some of this may be the result of zoning and parking requirements.

► zoning does not reflect the vision of the community

Under the existing zoning, the core of the Montclair Center area falls under the C1 Zone which is a commercial district that allows for mixed-use development at a maximum density of 55 units/acre and a maximum height of six stories. Despite the fact that this zoning has been in place for over 80 years, there is only one building on Bloomfield Avenue, outside of recent redevelopment areas, that is six stories tall. Montclair Center is defined by a mix of buildings that generally range in height from one to four stories. The common element along the corridor is the fact that most of the buildings maintain a consistent setback from the property line, creating a cohesive “building wall” that defines the district. In fact, Montclair Center was the first locally designated historic district in the Township, making preservation of the existing character and scale of the area an important objective. The current six-story zoning does not reflect the existing character of the district and is not consistent with the vision of the community.

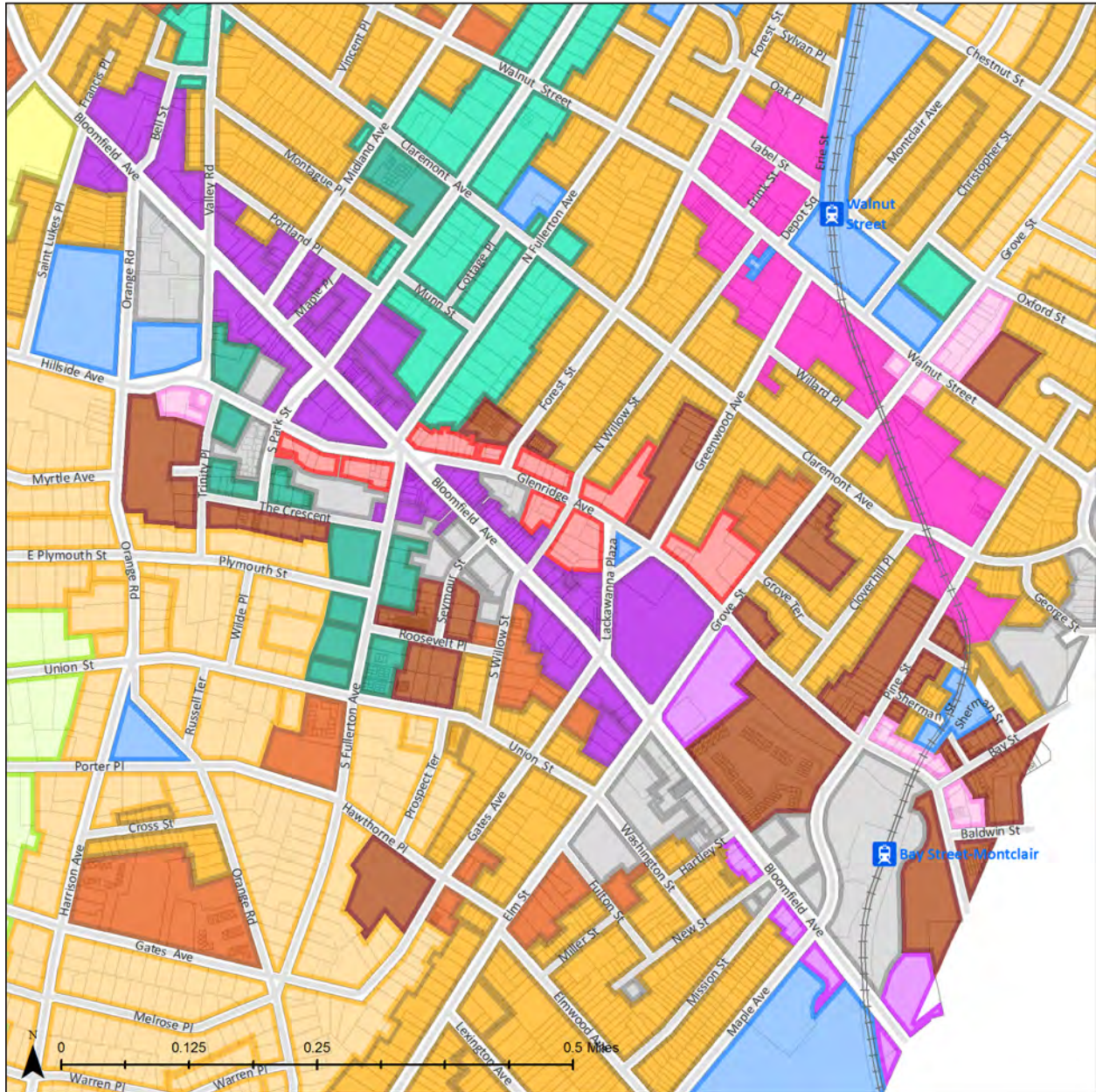
Just off this commercial core, multi-family residential (R3 and R4) and residential-office (OR3 and OR4) zones allow between 10 and 28 residential units/acre. These residential zones serve as transition areas between Montclair Center and single-family zones (R-1 and R-2) of much lower densities.

The Township has focused much of its revitalization efforts on Montclair Center over the past decade, including the creation of a Business Improvement District (BID) in 2001 and continued focus on redevelopment. Many residents have expressed concern that recent development has not provided the architectural and site amenities that the community envisioned. Permitted uses should be updated to reflect the fact that Montclair Center is not just a local amenity, but a regional destination that attracts visitors coming for concerts, dining, cultural activities, and more. Community members originally identified that Montclair Center lacks sufficient hotel capacity, a use which could complement and bolster commercial businesses in the Center. Township policies have since been adopted to encourage hotel uses and a plan for a new hotel has been approved.

► circulation and land use connection

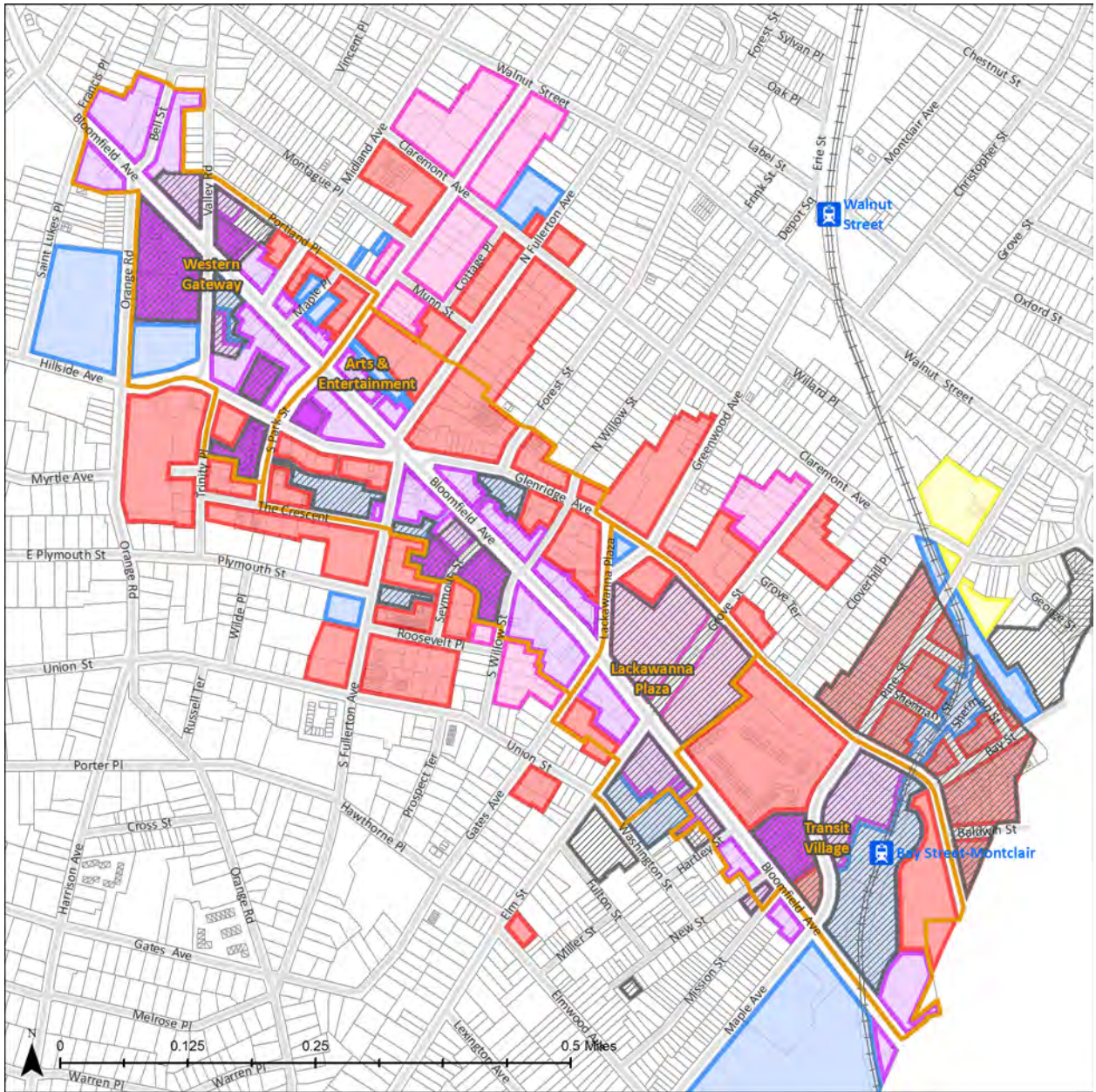
The issues discussed above suggest that to allow Montclair Center to thrive, grow, and evolve with changing life styles and needs, the Township must address mobility needs. These include efforts to strengthen mobility options independent of the automobile, implement a variety of parking strategies, create a comprehensive pedestrian improvement plan, adopt and implement a bicycle plan, design improved connections to the Bay Street Station through pedestrian and bicycle amenities, and improve public transportation services. At the same time, (re)development must be well designed and appropriately scaled so that it contributes to the existing character of the area while accommodating modern commercial and residential needs.

Existing Zoning (Montclair Center)



Zone Districts	
■ C-1: Central Business-Center Area	■ R-3: Garden Group
■ C-1: Central Business-Community Area	■ R-2: Two-Family
■ C-2: General Business & Light Manufacturing	■ R-1: One-Family
■ C-3: Central Business	■ R-O(a): One-Family
■ N-C: Neighborhood Commercial	■ R-O: Mountainside
■ OR-4: Three-Story Apartment and Office Building	■ P: Public
■ OR-3: Garden Apartment & Office Building	■ R-A: Redevelopment Area
■ R-4: Three-Story Apartment	

Land Use Map (Montclair Center)



Proposed Land Use

- Montclair Center Activity Nodes (C1)
- Montclair Center Downtown (C2)
- Montclair Center Edge (C3)
- Montclair Center Village (C4)
- Montclair Center Transitional Area (C5)
- Public Use
- Land Use District Boundary
- Redevelopment Areas

RECOMMENDATIONS

Montclair Center is envisioned to continue to evolve as an attractive downtown destination in the region, with a blend of commercial uses and housing types, a dense pedestrian-friendly core and superior transit access. The recommendations that follow address transportation connections and full integration of land use and mobility options to create a walkable, livable, and pleasant Montclair Center. This section recommends a strategy for incorporating enhanced design standards or form-based code into the land use regulations in the area of Montclair Center, and a menu of mobility options to enhance the Bloomfield Avenue corridor and transit accessibility. The densest zone proposed, (C1), is centered on the various activity nodes along the corridor where taller buildings and more intensive development patterns exist, with lower density zones transitioning into the neighborhoods. Linking the Bloomfield Avenue corridor will be a comprehensive redesign and menu of pedestrian improvements that will make Bloomfield Avenue a true complete street. Roadway classifications provided for this corridor will ensure a cohesive and complete link between building forms and public streets. Additionally, a new shuttle route is envisioned as a way to link Bloomfield Avenue, Bay Street Station, Valley-Van Vleck, and Walnut Street Station into a comprehensive local-serving transit network that compliments the existing shuttle through the South End.

LAND USE DISTRICTS

Montclair Center occupies a large land area, and there are several sub-districts within Montclair Center that should be codified as overlay zones to help support and foster the unique identity of each:

► Transit Village District

Create a new Transit Village overlay zone to support the existing uses surrounding the Bay Street train station: The Transit Village district is concentrated around the Bay Street Train Station, the Township's newest train station which opened in 2002 and provides direct train service to Newark, Hoboken and Manhattan. A new 250-space parking deck provides commuter parking for the station and parking for residential and commercial uses in off-peak times. This area is characterized by mid-rise multi-family buildings containing over 600 dwelling units in immediate proximity to the station, built as redevelopment projects over the past twenty years, as summarized in Table 1. Neighborhood stores serving this area are provided along Glenridge Avenue while a variety of retail, personal service and office uses are provided along Bloomfield Avenue.

The Transit Village District is located adjacent to the Pine Street Historic District which is a historic working class neighborhood with a large number of 3 to 4-story multi-family buildings built from the 1890's through the 1930's. It is also located in close proximity to the Hackensack University Medical Center/Mountainside Hospital, which is located at the border of Glen Ridge and includes a number of medical office buildings.

While much of the area around the Bay Street train station has been redeveloped, there are two significant development opportunities in the area. The Eastern Gateway Redevelopment Plan, which was adopted in 2012, and amended in 2016 and 2017, includes the three properties that front on Bloomfield Avenue just west of the Pine Street intersection. Two of these properties contain large parking areas fronting on Bloomfield Avenue, which is inconsistent with the historic streetscape pattern. These properties have been approved for two new five-story mixed-use buildings containing a total of 86 dwelling units and 3,000 square feet of retail space.

The Elm Street and Mission/New Area Redevelopment Plan was adopted in 2006 and addresses the large vacant property fronting on Bloomfield Avenue between New and Mission Streets. The Plan proposes mixed-use development for this property, permitting a 4-story building with a maximum density of 40 dwelling units per acre. Finally, a redevelopment plan has been adopted to allow HUMC/Mountainside Hospital to expand their facilities to include an additional 60,000 square feet of medical offices.

Transit Village District

Proposed Land Use

- Montclair Center Activity Nodes (C1)
- Montclair Center Downtown (C2)
- Montclair Center Edge (C3)
- Montclair Center Village (C4)
- Montclair Center Transitional Area (C5)
- Public Use
- Land Use District Boundary
- Redevelopment Areas



Table 1: Transit Village Development

Project Name	Dwelling Units	Density	Description
1. Matthew Carter Apartments	54	27 du/acre	3-story rental
2. Montclair Mews	136	19 du/acre	3-story rental & owner
3. Montclarion	96	72 du/acre	4- and 5-story rental
4. Pine Ridge	48	69 du/acre	4-story senior rental
5. Residences at Montclair	153	56 du/acre	4-story rental
6. Matthew Carter Apartments	72	22 du/acre	3-story rental
7. The Vestry	46	85 du/acre	5-story rental
Total	605		

► Lackawanna Plaza District

Create a new Lackawanna Plaza redevelopment plan to support the revitalization efforts for the Lackawanna Plaza area:

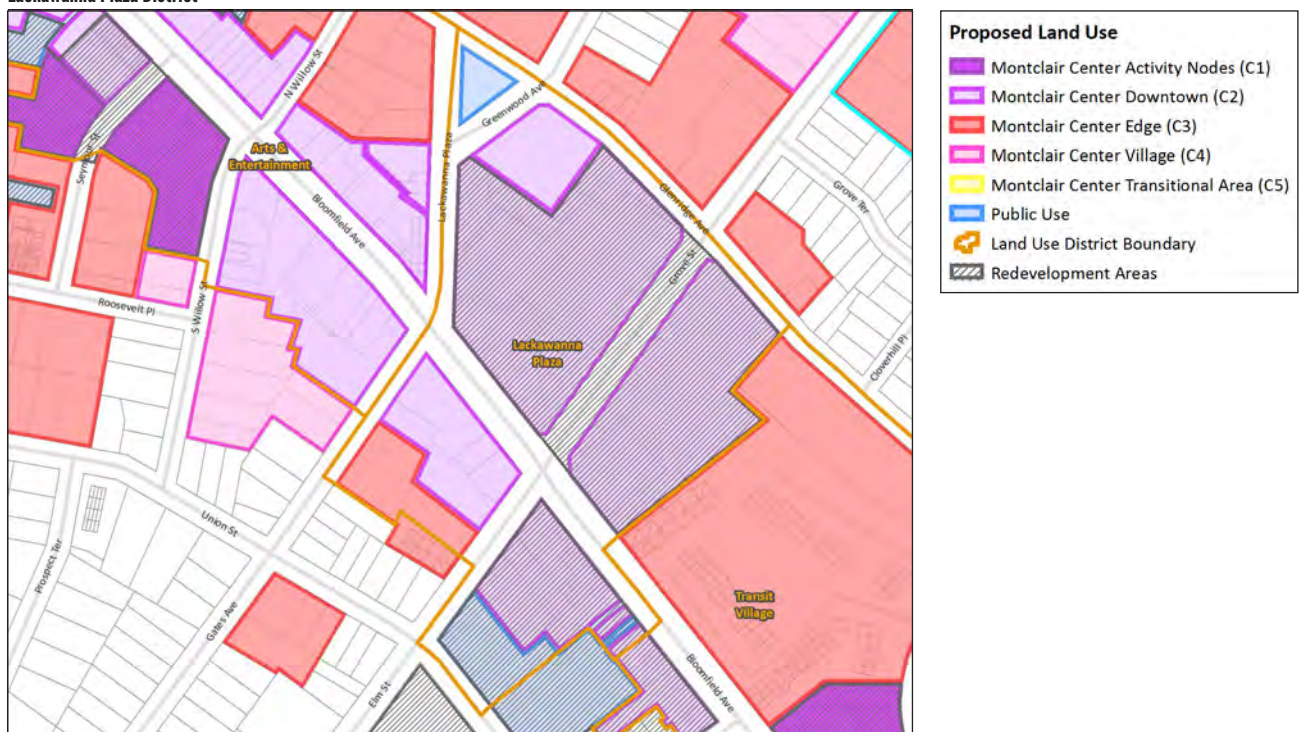
The Lackawanna Plaza district contains Lackawanna Plaza, a vestige of the Township's Urban Renewal redevelopment initiative from the 1970's. The Plaza contains the historic Lackawanna train station, which was adapted to retail use as part of the development of the Lackawanna Plaza shopping center in the 1980's. This area was rezoned from Urban Renewal to the C-1 zone district sometime after the shopping center was completed.

The Lackawanna Plaza District is bordered by a variety of institutional uses, including the Geyer Family YMCA, the Post Office on Glenridge Avenue, and the new Charles Bullock School on Washington Street. Union Gardens, located at the corner of Greenwood Avenue and Glenridge Avenue, is a 4-story building containing 87 dwelling units and a density of 41 units per acre.

Crane Park, located at the corner of Glenridge Avenue and Lackawanna Plaza, provides an attractive gathering space and focal point for this area. The west side of Lackawanna Plaza and Bloomfield Avenue contains commercial and mixed-use buildings ranging between 1- and 3-stories in height. The buildings along the west side of Lackawanna Plaza, which are comprised of formerly automotive and light industrial uses at the northern end and traditional commercial and mixed-use buildings at the eastern end, have been renovated in recent years.

The area is characterized by a large amount of surface parking, with substantial setbacks on the north side of Bloomfield Avenue. The combination of significant setbacks from the street, abundance of surface parking, and the low-scale one-story buildings are not characteristic of downtown Montclair. The Township has designated the 8-acre Lackawanna Plaza shopping center as an area in need of redevelopment and is in the process of preparing a redevelopment plan for the site. Key to the plan is a new state-of-the-art supermarket.

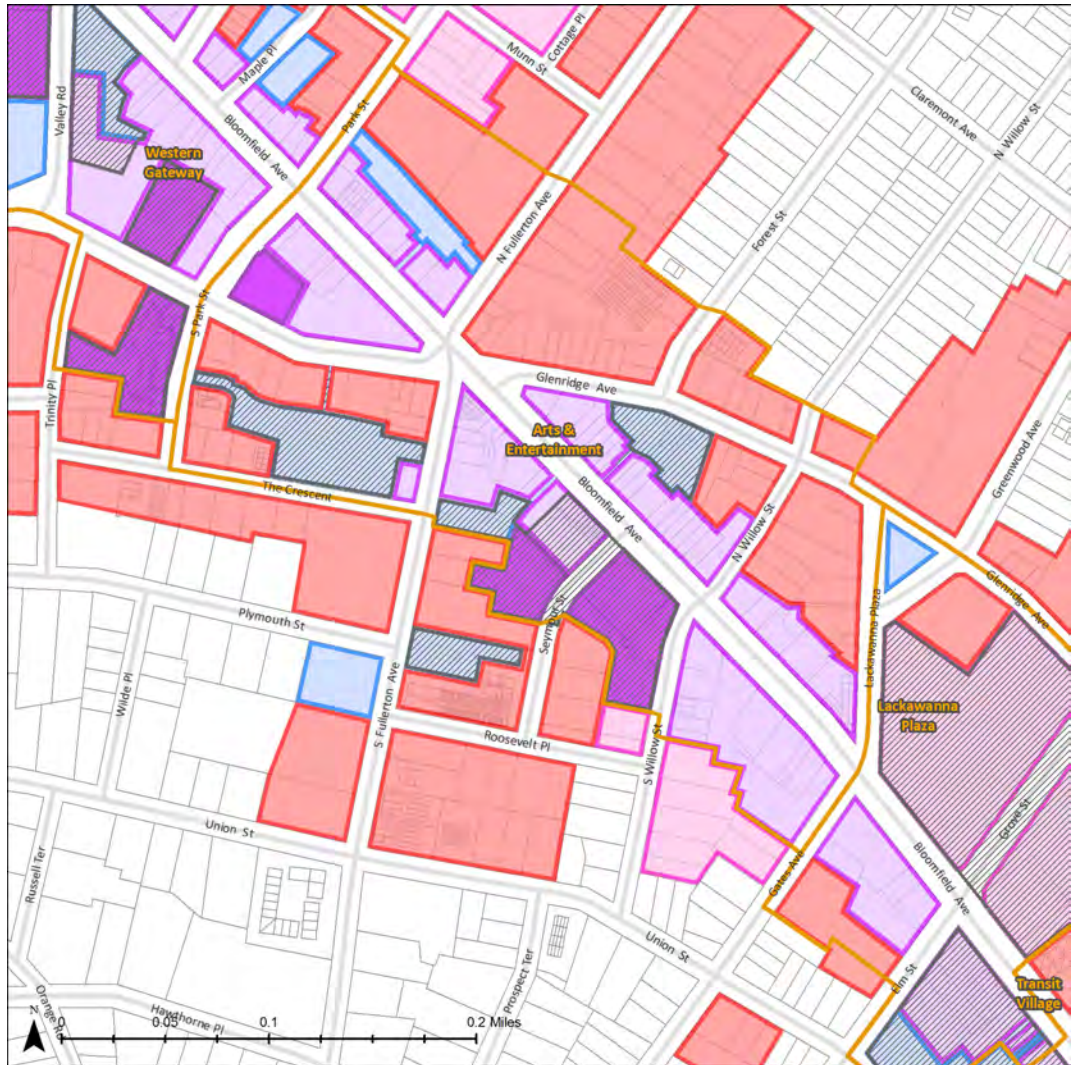
Lackawanna Plaza District



Arts and Entertainment District

Create redevelopment plans that support arts and entertainment related uses in the heart of the Bloomfield Avenue corridor: The Arts and Entertainment district extends from Lackawanna Plaza to Park Street and contains the core of the Township's art and entertainment uses, including the Wellmont Theater, Clairidge Theater, the Church Street pedestrian mall and numerous art galleries and restaurants. Church Street was reconfigured as a one-way street with extensive sidewalks and landscaping to create an outdoor plaza in the 1970's and has become the cornerstone for the district. This area also contains the intersection of Bloomfield, Glenridge, North and South Fullerton Avenues and Church Street, historically known as "Six Corners," which is considered the traditional center of the District. South Park Street was recently reconfigured to provide more pedestrian amenities, similar to Church Street. Structured parking at the Crescent Deck and the Fullerton Deck serve the district.

Arts and Entertainment District



While the commercial activity is concentrated along Bloomfield Avenue, Glenridge Avenue and Church Street, the surrounding cross streets provide a variety of supporting uses. North Fullerton Avenue is characterized by larger scale office and residential buildings on the east side, two houses of worship on the west side, and anchored by the municipal building at the north end. South Fullerton Avenue is characterized by two houses of worship, one of which has been adapted to a commercial use, larger-scale office and residential buildings and the public library.

Park Street north of Bloomfield Avenue includes the four-story YMCA and smaller scale office and residential buildings. Forest Street and North Willow Street are characterized by smaller scale multi-family residential buildings. South Willow and Union Street contain smaller scale residential buildings, with a large concentration of rooming houses. This area includes six rooming houses with 83 units, many of which are served by communal kitchens and/or communal bathrooms.

There has been a significant amount of new development in the Arts and Entertainment District.

- This area includes the Seymour Street Redevelopment Plan, adopted in 2016, which is proposed to be developed with a new mixed-use arts and entertainment center containing a mix of office, retail, arts/entertainment and residential uses around a new public plaza. The plan also includes three new parking structures, one of which will be a new 321 space public parking deck located on the site of the Midtown parking lot on Glenridge Avenue. A site plan for this project is currently pending before the Planning Board.
- Two 5-story mixed use buildings have been approved at opposite corners at the intersection of Glenridge Avenue and North Willos Street.
- Other new commercial uses in the district include a new 500-seat restaurant approved for a building previously used for auto repair.

Figure 3.1.c. Arts and Entertainment District Development

Project Name	Dwelling Units	Density	Description
1. 65 N. Fullerton Ave	43	68 du/acre	5-story residential
2. 188 Claremont Ave	29	63 du/acre	5-story residential
3. 39-41 N. Fullerton Ave	68	84 du/acre	5-story residential
4. 14 Forest Street	28	50 du/acre	5-story residential
5. 16 Forest Street	28	70 du/acre	5-story residential
6. 45 Church Street	84	168 du/acre	6-story residential
7. 85-87 Union Street	14	42 du/acre	8-story residential
8. 5 Roosevelt Place	107	113 du/acre	7-story residential
9. 161-167 Glenridge Avenue	17	50 du/acre	5-story mixed-use
10. 172 Glenridge Avenue	17	53 du/acre	5-story mixed-use
11. Seymour Street Redevelopment East Parcel	200	142 du/acre	6-story mixed-use
Total	596		

► Western Gateway District

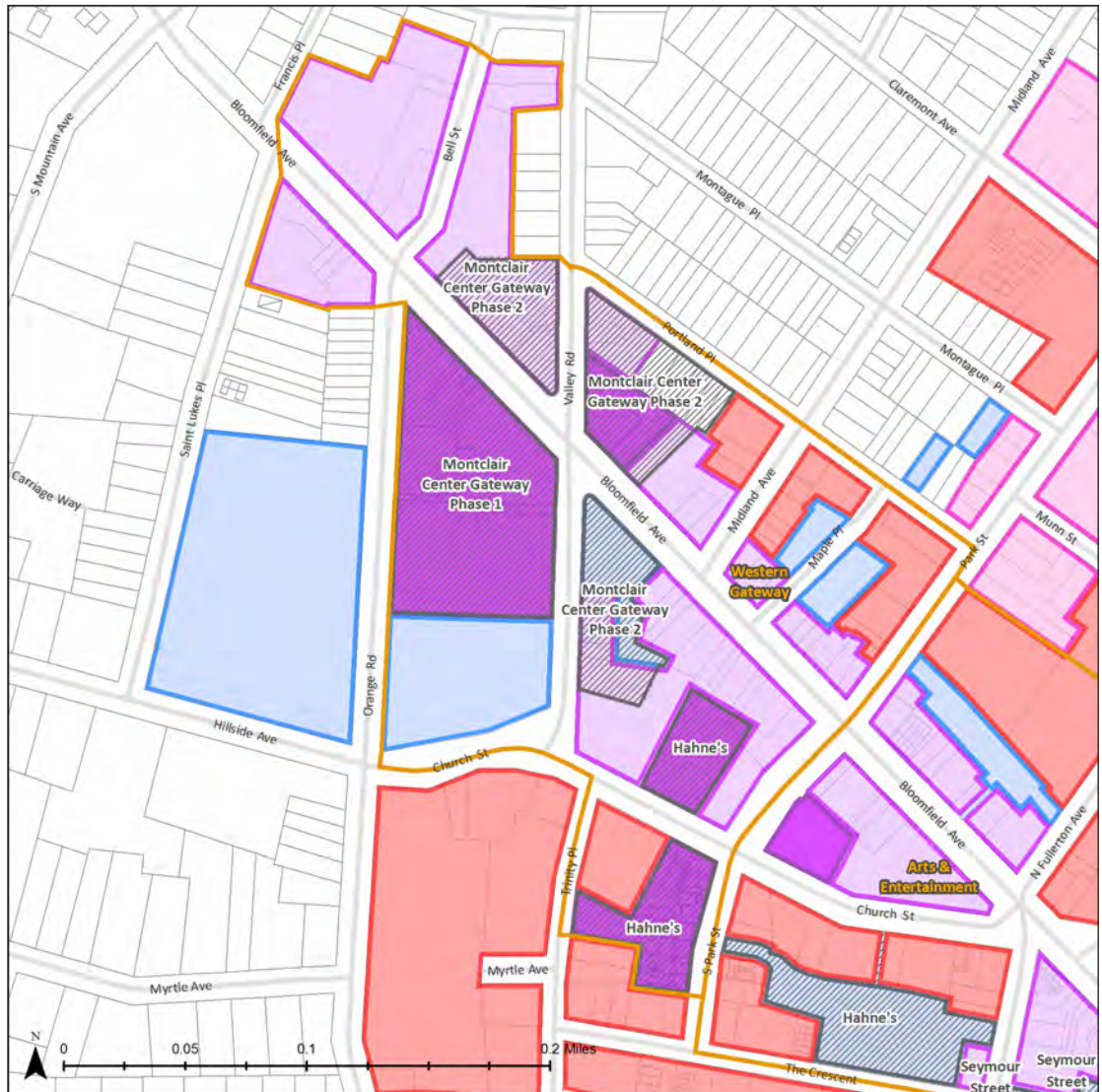
Create a new Montclair Center Western Gateway: The Western Gateway district is bordered by Park Street to the east and Orange Road to the west and includes the Township’s largest mixed-use redevelopment projects. The western end of the district is established by a Whole Foods food store and the Public Service building, which formerly contained the Luna Stage and has been expanded for retail and office uses. Bell Street, a cross street located at the northwestern end of the district, contains the Bellclaire mixed-use development that was built in the 1990’s. Parking in the area is currently served by the Orange Road parking deck and several surface lots.

Orange Road, located at the southwestern end of the district, contains Hillside Elementary School, the Montclair Pre-K, and the former Christian Scientist Church, which has been adapted to include a 20,000 square foot office building. Not surprisingly, this district (which includes the western end of Church Street) contains a large number of houses of worship. There are four houses of worship near the intersection of Church Street and Trinity Place. The Board of Education offices are located nearby at the intersection of Church Street and Valley Road.

Western Gateway District

Proposed Land Use

- Montclair Center Activity Nodes (C1)
- Montclair Center Downtown (C2)
- Montclair Center Edge (C3)
- Montclair Center Village (C4)
- Montclair Center Transitional Area (C5)
- Public Use
- Land Use District Boundary
- Redevelopment Areas



Two redevelopment plans have been adopted for this area. The Hahnes Redevelopment Plan includes the Siena, which is a 7-story mixed-use development project located at the southwest corner of the intersection of Park Street and Church Street. This project includes 101 dwelling units and a density of 85 dwelling units per acre.

The district also includes the Montclair Center Gateway – Phase 1 Redevelopment Plan, which was adopted in 2011. This redevelopment plan includes Valley and Bloom, a mixed-use redevelopment project under construction for the car dealership formerly located on the block bordered by Valley Road, Bloomfield Avenue and Orange Road. Valley and Bloom received site plan approval in 2012 for 259 dwelling units, 30,000 square feet of office and 30,000 square feet of retail in three buildings. The density of this project is 92 dwelling units per acre. Construction has started on a 150-room, 8-story hotel at the corner of Orange Road and Bloomfield Avenue.

This area contains several underutilized parcels and redevelopment plans are being developed for these properties.

- Montclair Center Gateway - Phase 1 Redevelopment Plan – The Ferrara’s automobile repair shop is included in the redevelopment plan. There are currently no proposals to develop this property in accordance with the redevelopment plan, but the potential remains.
- Montclair Center Gateway - Phase 2 Redevelopment Plan – The Township is currently preparing a redevelopment plan for the properties included in the Montclair Center Gateway – Phase 2 redevelopment area.
- Midland Avenue Redevelopment Area – This property, which includes the Midland Plaza parking lot, was designated a redevelopment area in 2002. No redevelopment plans have been adopted, but the property remains a potential redevelopment site.
- The Board of Education building, located at the corner of Valley Road and Church Street, may be a potential redevelopment site if the Board of Education offices are relocated to a new central municipal complex at the Lackawanna Plaza shopping center.

LAND USE STANDARDS

To complement the proposed districts, new regulatory zoning standards or form-based code should concentrate density in appropriate nodes along Bloomfield Avenue and then reduce allowable uses and densities as one approaches adjacent neighborhoods. These zones are designed to encourage pedestrian activity, use of transit, and a reduced reliance on cars, while encouraging the kind of growth that will further enliven the center as both a regional and local destination. These new zones are also intended to take full advantage of the corridor's transportation resources, and to lay the foundation for current and future redevelopment areas that do not yet have a program, and that currently default to the underlying zoning.

Furthermore, in all zones, the Land Use Ordinance should include the following provisions to support the other circulation recommendations made in this Plan.

- Require **clear pedestrian connections** between parking and the front sidewalk.
- There should be **developer-provided bicycle share and car share incentives** built into zoning to further support reduced parking needs.
- Land Use regulation should require quality **investments to be made in landscaping techniques and public realm furnishings** that ensure a high quality visitor/resident experience.
- Reduced parking requirements and increased density allowances should be coordinated with **contributions to improvements in public realm mobility assets** including: sidewalks, streets, and public parking improvements and sustainable implementation of the jitneys.

► Montclair Center Activity Nodes (C1)

These areas are meant to be the most dense, compact, walkable, and lively areas in Montclair. Transportation stops will be upgraded to appear more prominent in the streetscape, and development will be constructed to facilitate use of transit. Areas within this zone will have a concentration of commercial development that is unique within Montclair, and, to reinforce the pedestrian environment, buildings will primarily front onto Primary Activity Corridors. Adding a robust blend of retail, office and residential development will ensure that these areas are used 24 hours a day, 7 days a week. Appropriate land uses include regional and local retail, Class A office space, residential elevator flats, regional entertainment venues, mixed-use buildings and structured parking.

Much of the current zoning within the area proposed for the C1 zone allows for a mixture of commercial and residential uses with a maximum density of 55 residential units per acre.

Land Use recommendations for the Montclair Center Activity Nodes (C1)

Bulk and Building Standards

- This zone includes several redevelopment areas, including many of the recently adopted redevelopment plans along the Bloomfield Avenue corridor. **Maximum building heights in this district range between 6 and 8 stories, depending on location, with densities ranging between 55 and 75 units per acre. Higher densities should only be permitted as an incentive for developers to provide appropriate public benefits** such as parks and open space, affordable housing and similar public amenities.
- To develop in this manner, **minimum lot size should be approximately 30,000 sq. ft.**
- Zoning design standards should **require a minimum setback of 10 feet at the 4th story and an additional 15 feet at the 6th story** and/or regulate street-to-building ratios so that new construction has similar vertical street wall height as existing structures - - this will ensure that Bloomfield and Glenridge Avenues do not become cavernous.
- Facades should be constructed with high quality materials while allowing for maximum first floor transparency.

Uses

- New development should principally consist of **residential and office development above retail stores.**
- Zoning should permit a mix and balance of uses that ensure **the district be active during all times of the day and night.**
- The Land Use Ordinance should encourage the construction of **destination retail development** that draws shoppers from around the county and region.
- The Township should **encourage the construction of one- and two-bedroom residential units** geared towards emerging demographic preferences.
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this zone, should carry over into the land use regulations for this zone.

Parking

- New **parking should be to the rear of buildings** within new parking decks and **garages** faced with **liner buildings** of retail and residential.

► Montclair Center Downtown (C2)

This zone will consist of lower-scale, dense, compact development that reinforces the existing form while allowing new construction that contributes to a more vibrant and active area. New development will front onto Bloomfield Avenue and thus will be supported by high quality public realm amenities needed to carry a large volume of bus, bicycle, pedestrian and automotive traffic. An important objective for this district is to encourage continued investment in its buildings, while maintaining the historic character and scale of the area. Adaptive reuse of existing buildings is encouraged.

The density and height allowances in Montclair Center Downtown will permit increased commercial, office, and residential development at a scale that is harmonious with the existing form. It will permit construction that ensures the existing fabric is not physically overwhelmed new construction.

Appropriate land uses include regional and local retail, Class A office space, residential elevator flats, regional entertainment venues, mixed-use buildings and structured parking. Flexibility in land uses reflect changing market conditions, yet continue to maintain a vibrant downtown, is important.

Land Use recommendations for the Montclair Center Downtown (C2)

Bulk and Building Standards

- This zone should **include a max. height of 4 stories, 47 feet and a max. density of 55 dwelling units per acre** for development applications involving lots 20,000 sq. ft. or more in size. In order to encourage reinvestment in existing buildings, there should be no maximum density for lots under 20,000 sq. ft. in size. In addition, density should be calculated as dwelling units per acre, which is consistent with the NJ Municipal Land Use Law, rather than as a net density after the commercial space is subtracted, which is currently required in the zoning ordinance.
- Zoning design standards should **require a minimum setback of 10 feet at the 3rd story** and/or regulate street-to-building ratios so that new construction has similar vertical street wall heights as existing structures - this should ensure that Bloomfield Avenue does not become cavernous.
- New development should contribute to **consistent street facades along Bloomfield Avenue**, while not drastically changing the character of well-established commercial corridors.
- Facades should be constructed with high quality materials while allowing for maximum first floor transparency.

Uses

- Buildings should be a blend of retail, office and residential uses with a high ratio of ground-floor windows. When possible, the Township should encourage the construction of **residential and office development above retail stores**.
- Zoning should permit a mix and balance of uses that allow **the district to be active during all times of the day and night**.
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this zone, should carry over into the land use regulations for this zone.

Land Use recommendations for the Montclair Center Downtown (C2)

Parking

- New **parking should be to the rear of buildings** within new parking decks and **garages** faced with **liner buildings** of retail and residential.

► **Montclair Center Edge (C3)**

This zone will be a medium-scale, dense area that consists principally of mixed-use buildings in the C3 zone along Glenridge Avenue and Church Street, commercial buildings in the NC zones and office and residential buildings in the R4 and OR4 zones. These areas will feel connected to, but distinct from, the major commercial corridor along Bloomfield Avenue. Montclair Center Edge (C3) helps establish a transition between high-density main street development and well-established lower-density residential neighborhoods. This medium-scale construction will be supported by streets and sidewalks where pedestrian circulation will be given a priority and traffic will move at a slow-to-moderate pace.

This zone also includes the area immediately surrounding the Hackensack University Medical Center (HUMC)/Mountainside, a major employer and key destination in the region. Allowing the area surrounding this important node to develop at increased densities will take full advantage of the economic potential of the Hospital, as well as its proximity to the Bay Street Station.

Appropriate land uses include local retail services, professional office space, residential elevator flats, small groceries and mixed-use buildings.

Land Use recommendations for the Montclair Center Edge (C3)

Bulk and Building Standards

- The zoning should **permit buildings up to 3 stories and 37 feet in height**, with approximately **75% building coverage**.
- Bulk and height of buildings should not exceed a range of **28 to 40 residential units per acre**.

Uses

- **uses should favor more residential and small office development**, with a mix of commercial, residential elevator buildings, and townhomes.
- Commercial development should be principally local serving, and zoning in this area should not allow formal retail spaces larger than **approximately 15,000 square feet**.
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this zone, should carry over into the land use regulations for this zone.

Parking

- **New parking should be to the rear of buildings**. When appropriate it should be within new **parking decks** and garages faced with **liner buildings** of retail and residential. Parking lots, when allowed, should not be permitted to front onto streets without adequate landscaping buffers.

► **Montclair Center Village (C4)**

Montclair Center Village (C4) will be a small-scale, dense area where single-family homes, apartments, and professional office buildings mix to create an urban village where residents can comfortably commute by transit, by bicycle, or on foot. Residents of this area can access most of their daily needs either in Montclair Center or the Walnut Street Station area, and professional office development will primarily serve a local clientele.

Parcels within the Montclair Center Village (C4) are principally residential, but lie within short distance of three major transit nodes: the Walnut Street Station, Bay Street Station, and Bloomfield Avenue/Park Street and the enhanced bus station. Moreover, they are located between the Bloomfield/Glenridge Avenues and Walnut Street commercial corridors. As such, parcels within this zone represent the greatest opportunity for lower scale, dense, primarily residential development. Appropriate land uses include residential, professional office and surface parking.

Land Use recommendations for the Montclair Center Village (C4)

Bulk and Building Standards

- The zoning should **permit buildings up to 2 1/2 stories and 35 feet in height**, with approximately **65% building coverage**.
- Bulk and height of buildings should result in approximately **25 residential units per acre**.

Uses

- uses should principally be **residential uses in a mix of elevator buildings and townhomes**. Moderate amounts of small professional office buildings should be allowed where supported by circulation and public realm amenities.
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this zone, should carry over into the land use regulations for this zone.

Parking

- Parking should be limited to the rear or side of buildings.

► **Coordinate Land Use with Circulation Recommendations**

The increased density allowance previously enumerated should be coordinated with public realm improvements to ensure new construction contributes to the objectives outlined in the Street Classification recommendations and to the Circulation recommendations made later in this section.

Within a given zone, parcels that have frontages on more than one street classification type should face onto the highest categorized street classification type in the following hierarchy:

1: PAC	2:SAS	3:TT	4:NT	5:RS
Highest Street Classification			Lowest Street Classification	

A form-based code should be explored as a way to regulate bulk, use, and design standards by frontage type. The following recommendations do not supercede zoning, but outline a general strategy for linking street classification circulation recommendations to development types that will be compatible with the character and function of the street.

- **Primary Activity Corridors (PAC)** in the C1, C2, C3 and C4 zone districts in the Montclair Center area should be promoted as the higher intensity retail, commercial, and mixed-use corridors that have a high degree of circulation amenities that accommodate all mobility options.
- **Secondary Activity Streets (SAS)** in the C1, C2, C3 and C4 zone districts in the Montclair Center area should be principally residential and office in use, while allowing limited local serving retail and commercial development.
- **Township Thoroughfares (TT)** in the C1, C2, C3 and C4 zone districts in the Montclair Center area should comprise a mix of retail, commercial, office, and residential uses.
- **Neighborhood Thoroughfares (NT)** in the C1, C2, C3 and C4 zone districts in the Montclair Center area should be predominately residential while allowing for a moderate amount of small professional-office development.
- **Residential Streets (RS)** in the C1, C2, C3 and C4 zone districts in the Montclair Center area should be primarily residential in use, or other associated uses currently allowed in the Township’s residential zones.

Montclair Center Street Classification System Map

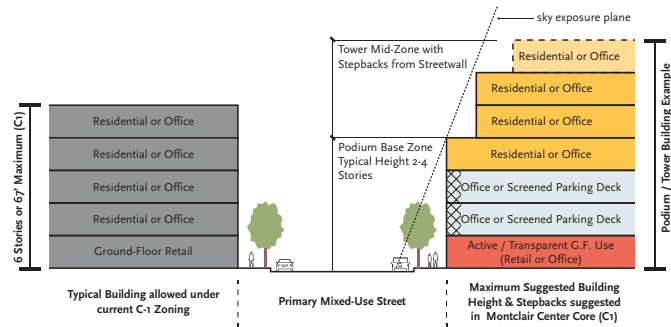


Street Classifications

- Primary Activity Corridor (PAC)
- Secondary Activity Streets (SAS)
- Township Thoroughfares (TT)
- Neighborhood Thoroughfares (NT)
- Residential Streets (RS)

► **Utilize Building Stepback where appropriate**

The Township should utilize building stepbacks to ensure that increased density allowances do not result in cavernous streets that block light and air. Building Stepbacks are a mechanism that allow for mid- and high-rise construction without limiting the amount of



light and air that reaches the street. Usually controlled through zoning, building facades are not allowed to encroach within the desired stepback zone, which can change with building height. This mechanism can be repeated at various intervals and allowances can be made for private open space accommodations on the floor with the building stepback. Additionally, zoning can establish a “sky exposure plane” which cannot be penetrated by the building’s exterior wall. A minimum stepback of 10 feet at the 4th story and 15 feet at the 6th story is recommended.

► **Take full advantage of Transit Village Designation**

The zones proposed seek to take full advantage of the NJDOT Transit Village designation, which encompasses all lands within a half-mile radius of the Bay Street Station. The benefits of this designation include state commitment to a municipality’s vision, coordination among the state agencies that make up the Transit Village Taskforce, priority funding, technical assistance, and eligibility for grants from NJDOT. The program is meant to support municipalities pursuing Transit-Oriented Development (TOD) programs which encourage dense, mixed-use, walkable development, as these have been shown to spur sustainable economic growth and maximize the value of nearby transit investments. The proposed zones near the Bay Street Station are targeted to fulfill the possibilities offered by this designation.

Figure 3.1.d: Stepback Example

Upper Story Stepback Example
40 Park in Morristown, NJ uses upper story stepbacks, high-quality architecture, and active ground-floor uses to complement the historic architecture of the town center.



► Utilize Land Use recommendations to maximize the potential of Redevelopment Area designation

Montclair Center, and specifically Bloomfield Avenue, contain the majority of Redevelopment Areas within the Township. Currently, only two of these redevelopment areas contain programs that call for dense, mixed-use development, the Montclair Gateway Redevelopment Area (Phase 1) and the Hahne's Redevelopment Area, both at higher densities than allowed under the underlying C1 Zoning. The remaining areas, for the most part, do not contain specific programs and default to the underlying zoning. Additionally, there are a number of potential redevelopment sites along Bloomfield Avenue that have the potential for transformative changes to the corridor over time.

In the past, redevelopment plans that superseded zoning have been created to correct many of the underlying issues with existing zoning regulations identified earlier in this section. However, the detail and planning needed to correct these issues via individual redevelopment plans results in high costs for the Township. A well designed form-based code that meets the recommendations outlined in the zones in this Master Plan would eliminate many of the current costs associated with creating a redevelopment plan and help save the Township money.

► Explore redevelopment options for HUMC/Mountainside Hospital

Redevelopment efforts are currently underway with the Borough of Glen Ridge to develop a comprehensive redevelopment plan for HUMC/Mountainside Hospital. The redevelopment plan will include appropriate land use and design requirements for the hospital and associated health and medical office facility. See Section 2.5 for additional details.

► Reevaluate the Glenridge Avenue and adopted Elm/New and Mission Street Area redevelopment plans

Implementation of the above listed redevelopment plans has not yet been successful. These redevelopment plans should be reevaluated to determine what changes are necessary for effective implementation.

CIRCULATION

Along with the zones and Street Classifications described above that will govern the form, mix and density of development and streets within Montclair Center, several integrated circulation and mobility recommendations are needed. The recommendations below tailor the Township-Wide recommendations to the particular needs of Montclair Center and the Bay Street Station area.

► Create enhanced Pedestrian Recommendations

The following represent recommendations that individually address key issues and that, when combined, will comprehensively improve the pedestrian and bike experience.

- **Maintain Bloomfield Avenue as a crucial east-west mobility spine in the Montclair Center:** Special care should be undertaken not to degrade this function, especially between the Montclair Art Museum and Bay Street Station.
- **Make pedestrian improvements outlined in Figure 3.1.f and Figure 3.1.g:** these will enhance the safety and comfort of walking along Bloomfield Avenue, particularly when interacting with traffic.
- **Provide pavement markings and signage:** This should be done on all driveways to warn drivers that they are crossing an active bicycle facility.

- **Provide ample secure bicycle parking:** the Township should require new commercial properties to be set back from the street to provide space for bicycle parking.
- **Convert Glenridge Avenue into a Secondary Activity Street that complements Bloomfield Avenue:** Based on future development designed to activate the street, similar improvements to those identified for Bloomfield Avenue should be applied to Glenridge Avenue, including a complete network of crosswalks and sidewalks. Specifically, the intersection of Glenridge Avenue and Grove Street should be treated with high visibility crosswalks and curb extensions to improve the safety and walking experience for pedestrians crossing this intersection.

Figure 3.1.e: Bloomfield Avenue Conceptual Pedestrian Improvements

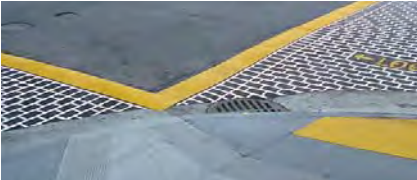


Add crosswalks to all approaches at signalized intersections. Currently, many intersections have only one crosswalk across Bloomfield Avenue (Hartley Street, Glenridge Avenue, Church Street, Midland Avenue, Valley Road, Bell Street/Orange Road, Upper Mountain Avenue and Sunset Avenue).

Signalize intersections that are 500 feet or more from a crossing, especially within the Bloomfield Avenue shopping core, to provide more crossing opportunities. This would improve overall pedestrian circulation and likely increase foot traffic at the businesses along Bloomfield Avenue.



Install bulb-outs. Due to its east-west orientation, several north-south streets intersect Bloomfield Avenue at a diagonal, resulting in wide intersections with very long crosswalks. This exposes pedestrians to longer crossing distances, increasing the potential for conflicts with motorists. At these locations, curb extensions, also known as bulb-outs (similar to recent improvements at South Park Street and Bloomfield Avenue) should be installed. These bulb-outs could also contribute to reducing the speed of turning vehicles by creating a tighter turning radius at Bloomfield Avenue intersections.



Utilize high visibility crosswalks should be installed at intersections that have a high mix of turning vehicles and pedestrians crossing the street.



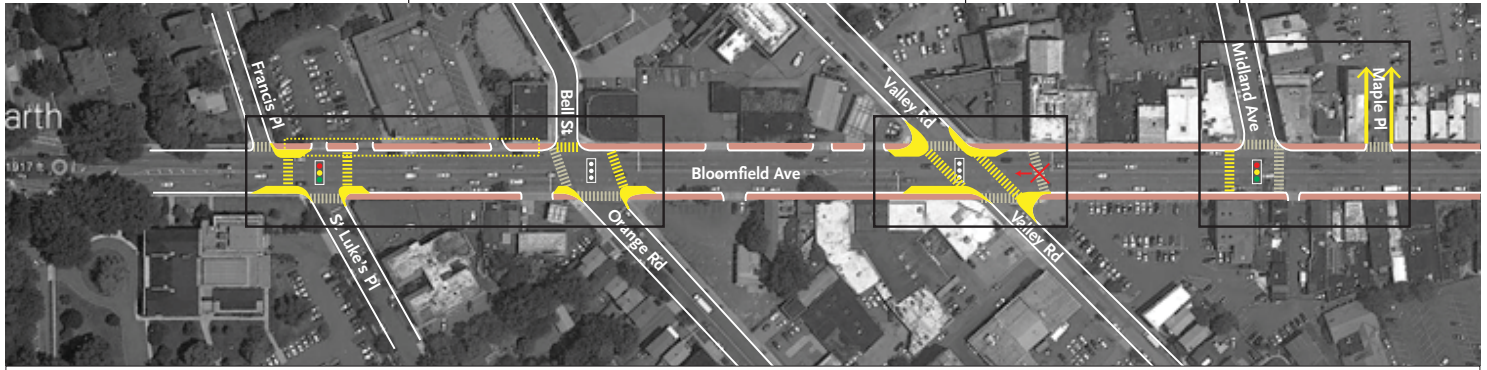
Reduce Curbcuts that interrupt pedestrian facilities by creating breaks in the sidewalk and adding vehicle-pedestrian conflict locations. Curbcuts for driveways should be limited and relocated to side streets wherever possible. The presence of pedestrian facilities that cross any curbcuts should be clearly indicated to motorists. This could be achieved by increasing the visibility of the sidewalk and by adding signage.

Figure 3.1.f: Bloomfield Avenue Conceptual Pedestrian Improvements

Provide curb bump-outs and add high visibility crosswalks at Saint Luke's Place and Orange Road. Improve sidewalk conditions at curb cuts between Francis Place and Bell Street.

Add curb bump-outs and high visibility crosswalks at Valley Road, while reorienting crosswalks to parallel the existing R.O.W.

Add high visibility crosswalks and traffic signal to pedestrian-triggered walk signal at Midland Ave, and create sidewalks leading from Bloomfield Ave into Maple Place.



- New Pedestrian Infrastructure
- Sidewalk Improvements
- New Traffic Light
- Existing Traffic Light
- Existing Sidewalks
- Existing Crosswalks

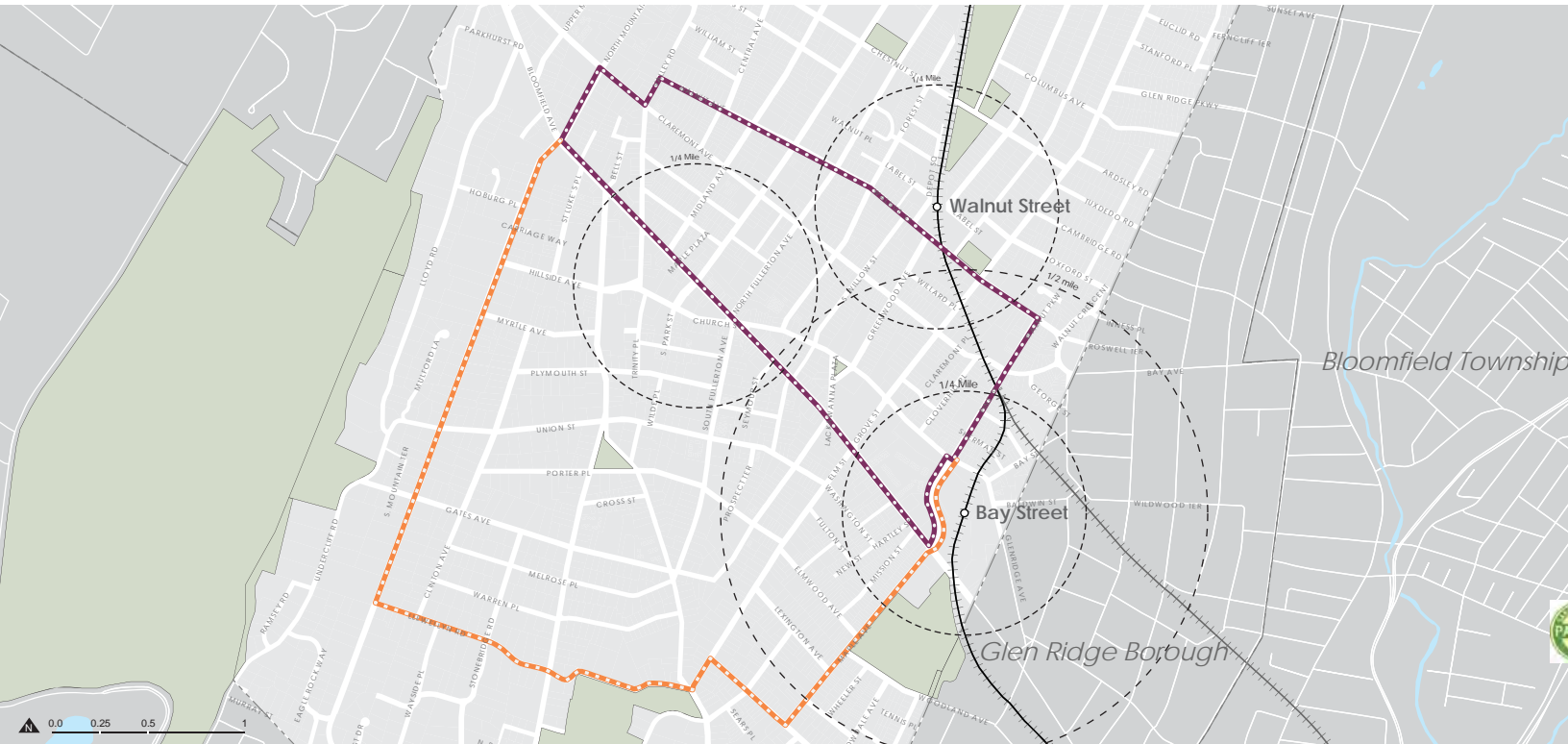
NOTE: The illustration above is meant to provide conceptual ideas for improvements consistent with the community's vision for the Bloomfield Avenue corridor, and would require further study to determine feasibility.

► New Montclair Center Jitney Shuttle

It is recommended that a new circulator jitney shuttle be created to better connect the major transit/commercial nodes to Montclair Center. The recommended route prioritizes moving people up and down Bloomfield Avenue and reinforcing Bay Street Station as the principle transit stop in the area. Furthermore, this recommended route connects the development along Valley Road (and adjacent residential neighborhoods) to Walnut Street and Bay Street Stations. Finally, the Montclair Center Jitney circulation pattern more directly connects the proposed increases in density in the Walnut Street Station area with those along Bloomfield Avenue.

As illustrated, the recommended route would require the Montclair Center Jitney to travel just under 3 miles to complete a trip. The Jitney should be scheduled to meet every incoming and outgoing train from Bay Street Station. Ideally, riding the Jitney would be free for shoppers, which would encourage a hop-on/hop-off approach for anyone shopping or working within Montclair Center or the Walnut Street Station area. This would constitute a high level of service and help ensure that development within Montclair Center is connected to transit by transit.

Map 3.1.g: New Montclair Center Shuttle



●●●●● Montclair Center Shuttle Route

□□□□□ Existing Montclair Shuttle Route

NOTE: It is recommended that the Township explore revising the existing Montclair Shuttle route to connect the South End Business District with the Bay Street Station.

➤ **Create an enhanced bus stop near Park Street and Bloomfield Avenue**

With few exceptions, every major regional and inter-municipal bus that enters Montclair passes through the intersection of Park Street and Bloomfield Avenue. Thus, there is a major opportunity to create a transit node that supports area land uses and encourages and improves transit mobility within the Township. Recommended is the development of an enhanced bus stop to encourage ridership and to assist bus passengers transferring from one bus line to another (and to the recommended Montclair Center Jitney).

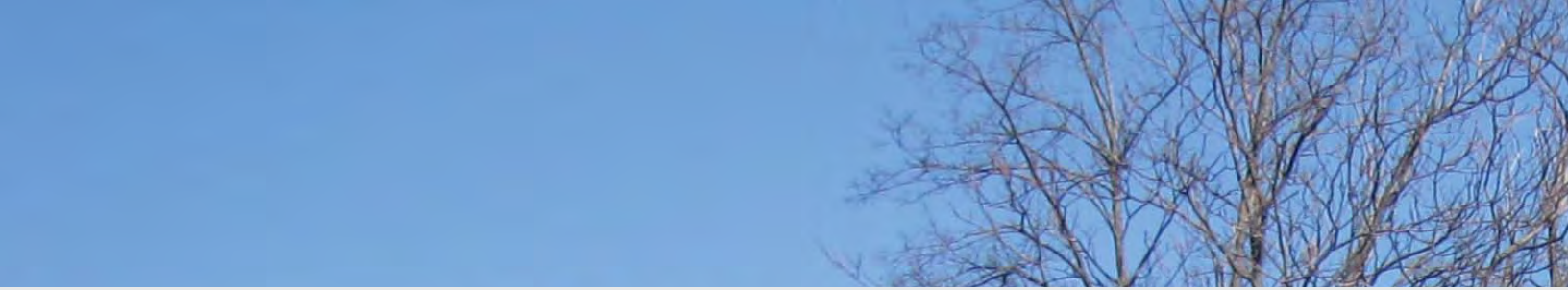
The enhanced bus stop would not add to bus traffic, but merely would include special enhanced amenities for bus passengers such as improved bus shelters, informational stops and signage that clearly indicate the location of bus stops, along with visible route maps and schedules. This enhanced information could also include train schedules for the Bay Street Station.

Adding this enhanced bus stop would provide additional opportunity to connect Montclair Center with Bay Street Station and Upper Montclair. Encouraging these transit connections also encourages less driving and supports a walkable and vibrant neighborhood. The enhancement of the bus system will support the additional development of multi-use housing, retail, and office development.

Map 3.1.h: Enhanced Bus Stop



Enhanced bus stop with amenities for passengers in Albany, NY.



3.2 Walnut Street Station Area





Clifton City

3

montclair heights focus area

Cedar Grove Township

23

upper montclair focus area

Upper Montclair

Mountain Avenue

Alexander Ave

Verona Township

watchung plaza focus area

Watchung Plaza

Watchung Ave

valley-van vleck focus area

Valley Rd

walnut street focus area

Walnut Street

Nutley Township

Bloomfield Township

montclair center focus area

Bay Street



Glen Ridge Borough

south end district focus area

West Orange Township

Belleville Township

80

94

ASSETS

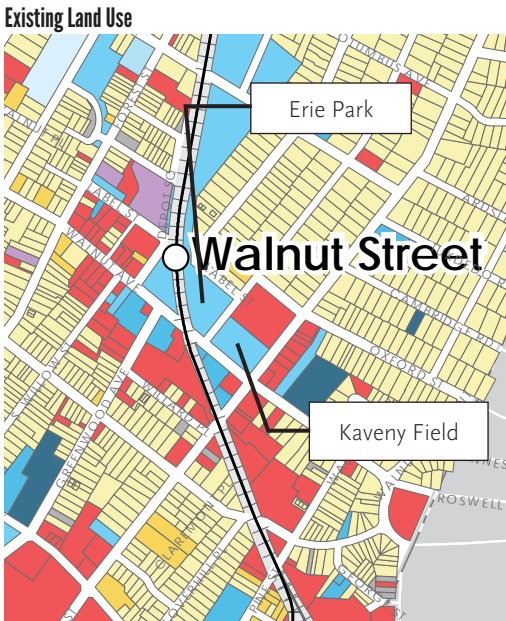
The Walnut Street area is a former manufacturing center in Montclair, partly due to its proximity to the New York and Greenwood Lake railway depot on Walnut Street. The Crump Label factory on Label Street which started in 1875 did a large business in label and color printing, besides manufacturing waterproof paper, and provided a consistent source of employment in the community until well into the 20th century. The current zoning for this area, which is largely the C-2 General Commercial and Light Manufacturing zone, reflects its industrial heritage. This is the only place in the Township where light manufacturing, distribution, storage, auto body and automotive repairs are permitted, and as a result the area contains a wide variety of uses.

With the decline of the manufacturing sector, however, many of the former industrial uses have been adapted to new uses including a senior day care center on Greenwood Avenue and retail and offices uses on Forest Street and Depot Square. New office uses have been created on former light industrial sites on Grove Street, while other new uses include a multi-family building on Walnut Street and an indoor recreation facility on Label Street.

Walnut Street between Forest Street and Depot Square has become a traditional retail district serving the surrounding neighborhood. Walnut Street between Depot Square and Grove Street contains a variety of commercial and institutional uses. There are several important historic structures in the area which should be preserved, including the former fire station on Walnut Street and the Deron School on Grove Street. On Saturdays, the commuter parking lot hosts the Township’s weekly farmer’s market which is a strong local and regional draw to the neighborhood.

Grove Street between Walnut Street and Oxford Street contains a small neighborhood commercial center with one-story commercial structures that serve the surrounding neighborhood. Centralized parking is provided behind the stores. Kaveny Field and Erie Park are important recreational and open space assets that should be maintained.

Walnut Street east of Grove Street contains a 7-story senior housing apartment building and two-family houses with a variety of commercial uses located behind the houses. Grove Street between Walnut Street and the railroad tracks contain a variety of light industrial and commercial uses.



- Vacant Land
- Residential (4 Families or less)
- Apartment/Cooperative
- Commercial
- Industrial
- Exempt - Public School
- Exempt - Other School
- Exempt - Public
- Exempt - Charitable
- Exempt - Cemetery
- Exempt - Miscellaneous

Land uses derived from NJ Property Class data



ISSUES & OPPORTUNITIES

Figure 3.2.a: Community Identified Issues

Issue 1: At grade train crossings at Grove and Walnut back up traffic during certain times of the day. Increased traffic will exacerbate this problem.

Issue 2: The areas surrounding train stations are underutilized, often with surface parking lots occupying land closest to the stations.

Issue 3: There's a lack of adequate bike storage at train stations and in some commercial districts.

Issue 4: Commuter overflow parking and employee parking is creating traffic problems on residential streets surrounding the train station and commercial district.

Issue 5: The Walnut Street commercial center is growing with destination restaurants and retail, however, this area still contains many light industrial uses and does not have a formal organization guiding its growth and development.

The Walnut Street Station is adjacent to an emerging commercial center in an area with an industrial past. The train station is an asset for the area. Currently, poorly maintained parking lots surround the station, isolating the station from surrounding development. These lots, however, are used on weekends for the local farmer's market and to host annual Township festivals. Most adjacent development turns its back on the station. The relatively low level of residential development near the station limits the number of riders that walk to the station from the neighborhood, providing little incentive to increase weekend train service beyond Bay Street Station.

Along with these transportation related issues, emerging land uses along the Walnut Street commercial center suggest a diverging land use trend from the intent of the existing zoning. The majority of the Walnut Street Station area sits within the C2 Commercial Zone, which is distinct from the C1 Zone in that it calls for lower densities (ranging from 10 to 28 du/acre), lower building heights, and a mix of uses that includes warehouse, light manufacturing, and single to multi-family residential uses. This historic blend of light industrial with commercial uses has changed in recent years, as the area has shifted to a commercial district characterized more by small professional offices, restaurants, small eateries, and shops along Walnut Street within walking distance of the train station. However, zoning has not been re-evaluated to ensure that it reflects the vision the community has for this area.

This tension between land use and zoning underscores a larger conflict between the traditional light industrial uses in the area, the emerging commercial development, and the long established residential neighborhoods surrounding it.

RECOMMENDATIONS

As in Montclair Center, this area is envisioned as a lively, pedestrian and bicycle friendly area, but at a less intense level of development. The recommendations that follow address the transportation connections, increased density, and full integration of land use and mobility options. This section recommends a strategy for incorporating form-based code into the land use regulations in the area, and a menu of mobility options that will remake Walnut Street as a complete street, improve pedestrian connections to the station, enhance station amenities, provide shuttle service to Bloomfield Avenue, and reform parking standards to enhance the viability of mixed-use development.

LAND USE

The two proposed Walnut Street Zones - village and transition area - are designed to reinforce a strong core around the Walnut Street station, while transitioning to lower densities to match the character of the surrounding neighborhoods. A more detailed examination should establish the exact allowable development characteristics that may increase density, support transit, and help create a lively and walkable district.

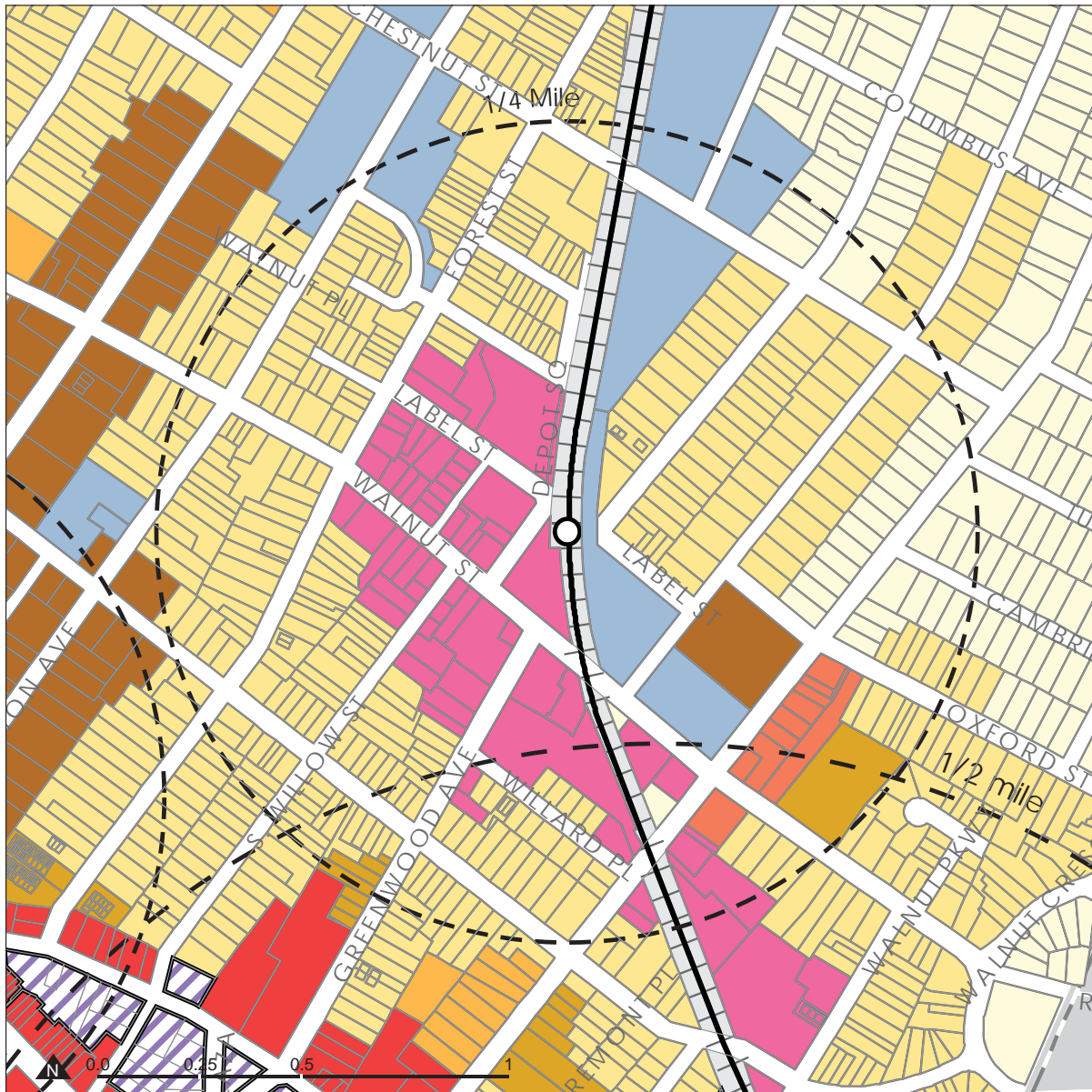
Furthermore, in all zones, the land use ordinance should include the following provisions to support the other circulation recommendations made in this Element.

- Require **clear pedestrian connections** between parking and the front sidewalk.
- There should be **developer-provided bicycle share and car share incentives** built into zoning to further support reduced parking needs.
- Land use regulation should require quality **investments to be made in landscaping techniques and public realm furnishings** that ensure a high quality visitor/resident experience.
- **Parking requirements and density allowances** should be evaluated as part of redevelopment plans, with **contributions to improvements in public realm mobility assets** including: sidewalks, streets, and public parking improvements and sustainable implementation of the jitneys.

Zoning Revisions (Walnut Street)



Existing Zoning (Walnut Street)



- C1 - Central Business Zone
- C2 - General Business & Light Manufacturing Zone
- NC - Neighborhood Commercial Zone
- R1 - One-Family Zone
- R2 - Two-Family Zone
- R3 - Garden Group Zone
- R4 - Three-Story Apartment Zone
- OR3 - Garden Apartment & Office Building Zone
- OR4 - Three-Story Apartment & Office Building Zone
- P - Public Zone
- Glenridge Avenue Redevelopment Area

► **walnut street village (C4)**

This zone will be a medium-scale, dense area that consists principally of residential and office buildings. This will encourage an active mix of uses including retail uses along Grove Street, surrounded by professional office space, residential elevator flats, small local retail, mixed-use buildings and structured parking. This zone will help bolster the viability of the commercial core along Grove Street, while also establishing a transition between the higher-density core and the well-established lower-density residential neighborhoods. Existing open space and recreational assets, such as Kaveny Field, are important community assets that should be preserved. Strategic improvements to these facilities should be carefully designed so that they continue to serve the neighborhood.

Land Use recommendations for the Walnut Street Village (C4)

Bulk and Building Standards

- This zone should **maintain the existing zoning (max. height of 3 stories, 35 feet and a max. density of 28 dwelling units per acre with 65% building coverage).**
- Buildings should front on the street with minimal setbacks, and should form a consistent, unbroken street facade except at intersections and pedestrian ways.

Uses

- Uses should favor mixed-use and commercial development.
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this zone, should carry over into the land use regulations for this zone.

Parking

- New parking should be located to the **rear or side of buildings**. Surface parking lots, when allowed, should not be permitted to front onto streets without adequate landscaping buffers.

► **walnut street transitional area (C5)**

This zone is coterminous with the C-2 General Business and Light Manufacturing zone district, which included the Township's historic light industrial area with a mix of general commercial uses. This area is undergoing a renaissance as structures are being adapted to new uses. Walnut Street has become a very popular commercial district, characterized by a large number of restaurants, art galleries and similar commercial uses. Several older buildings have been adapted to residential and mixed-uses. More traditional, light industrial uses and automobile-related uses are found within the district, but not along Walnut Street. The new C-5 zone will retain the medium-scale, dense land use pattern created under the C-2 zoning, but will reflect the existing commercial character of Walnut Street and the location of light-industrial and automotive-related uses off of Walnut Street. Adaptive reuse and rehabilitation of eyesore properties in this district should be encouraged.

Land Use recommendations for the Walnut Street Transitional Area (C5)

Bulk and Building Standards

- This zone should **permit buildings up to 3 stories and 35 feet in height**, with approximately **65% building coverage**. Bulk and height of buildings should not exceed **28 dwelling units per acre**.
- Where appropriate, adaptive reuse and rehabilitation should be explored.

Uses

- Uses should be weighted towards residential, but should also provide for limited office and small retail opportunities.
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this zone, should carry over into the land use regulations for this zone.

Parking

- New parking should be to the rear or side of buildings.

► **Coordinate Land Use with Circulation Recommendations**

The increased density allowance previously enumerated should be coordinated with public realm improvements to ensure new construction contributes to the objectives outlined in the Street Classification recommendations and to the Circulation recommendations made later in this section.

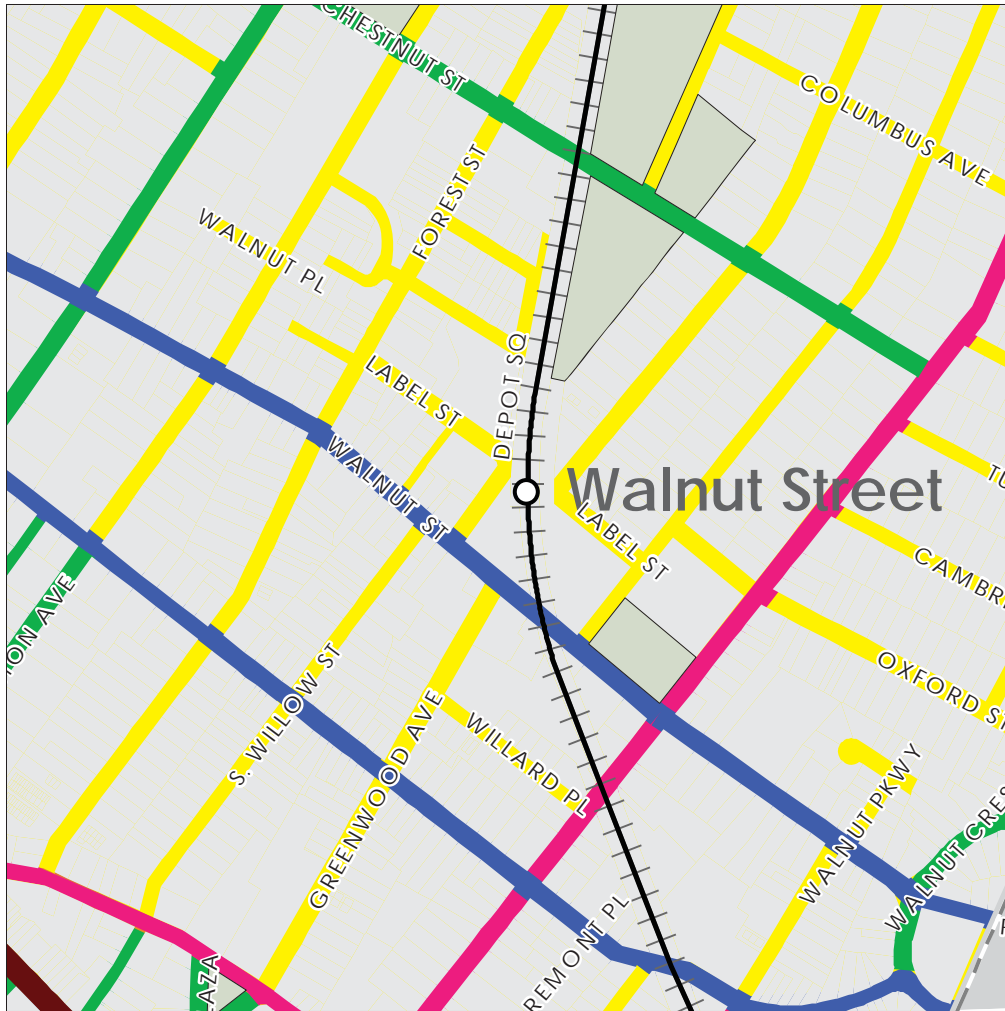
Within a given zone, parcels that have frontages on more than one street classification type should face onto the highest categorized street classification type in the following hierarchy:

1: PAC	2:SAS	3:TT	4:NT	5:RS
Highest Street Classification			Lowest Street Classification	

A form-based code should be explored as a way to regulate bulk, use, and design standards by frontage type. The following recommendations do not supercede zoning, but outline a general strategy for linking street classification mobility recommendations to development types that will be compatible with the character and function of the street.

- **Secondary Activity Streets (SAS)** in C4 and C5 zone districts in the Walnut Street Area should be principally residential and office in use, while allowing limited local serving retail and commercial development.
- **Township Thoroughfares (TT)** in C4 and C5 zone districts in the Walnut Street Area should comprise a mix of retail, commercial, office, and residential uses.
- **Neighborhood Thoroughfares (NT)** in C4 and C5 zone districts in the Walnut Street Area should be predominately residential while allowing for a moderate amount of small professional-office development.
- **Residential Streets (RS)** in C4 and C5 zone districts in the Walnut Street Area should be primarily residential in use, or other associated uses currently allowed in the Township’s residential zones.

Montclair Center Street Classification System Map



Street Classifications

- Primary Activity Corridor (PAC)
- Secondary Activity Streets (SAS)
- Township Thoroughfares (TT)
- Neighborhood Thoroughfares (NT)
- Residential Streets (RS)

► investigate opportunities for redevelopment

The Township has successfully used redevelopment to create transit-oriented development near Bay Street Station. The area around Walnut station is evolving as industrial uses are slowly beginning to give way to commercial and residential uses. As the Township undergoes the process of rezoning the areas detailed above, it should also investigate opportunities for redevelopment, especially in the areas immediately adjacent to the station using either the area in need of redevelopment or the area in need of rehabilitation process, as appropriate.

CIRCULATION

The following recommendations will improve the overall circulation and mobility options in the area, and are specifically designed to link circulation with land use policy. The recommendations below are generally designed to improve mobility options within the area by enhancing pedestrian, bike, and transit access.

► implement pedestrian and bicycle recommendations

Walnut Street is the principal commercial corridor in this area and should be enhanced to meet the circulation needs of all users. With the proposed Montclair Center jitney/shuttle in place, the road will be served by local transit, but Walnut Street should also be enhanced with bicycle and pedestrian improvements.

- **Add a shared-use two-way bicycle route to Walnut Street:** A “Class III” shared-use bicycle route designated by pavement markings and signage is recommended, as the street is too narrow to accommodate both parking and a dedicated bicycle lane.
- **Provide bicycle facilities:** lockers or a shelter over the bicycle racks at Walnut Street Station should be provided at the station.
- **Make intersection improvements:** this should include adding crosswalks to all intersection approaches, especially around the station area, with pedestrian countdown signals included at signalized intersections.
- **Provide sidewalks in the station parking lot:** Specifically within the station area, pedestrian walkways should be added to the station parking areas to connect the platforms and surrounding pedestrian network.

► create new Montclair Center shuttle

As described in Section 3.1 of this document addressing Montclair Center, a new shuttle route is recommended to connect the Walnut Street Station area with Montclair Center, the Valley-Van Vleck business district, Bloomfield Avenue, and Bay Street Station. This new shuttle should be scheduled to circulate at least four times per hour, and should be provided at a nominal cost for all riders. For further details, see the discussion of this service in the Montclair Center section.

► adjust parking standards

The Township should:

- **Encourage shared off-street parking:** arrangements should be made to allow sites in the Walnut Street area that have uses with different peak demand periods to share parking. For example, office and retail (daytime and early evening demand) should be allowed to share parking spaces with residential uses (overnight demand).
- **Utilize under-utilized parking areas:** steps should be taken to allow underutilized parking areas surrounding the train station to be shared with complementary uses in the area (e.g. residential use overnight, and retail use on the weekend).
- **Evaluate parking minimums:** in all zones parking recommendations outlined in Section 2.2, Land Use and Parking should be further studied to see if it is feasible. This could better account for the number of residents and visitors who are anticipated to commute by transit, bike, or on foot.



3.3. Valley-Van Vleck Business District





Clifton City

3

montclair heights focus area

Cedar Grove Township

23

upper montclair focus area

Verona Township

watchung plaza focus area

valley-van vleck focus area

walnut street focus area

montclair center focus area

south end district focus area



80

108

Belleville Township

ASSETS

The Valley-Van Vleck business district is a small commercial center located on Valley Road generally between Van Vleck Street and Walnut Street. This area provides a number of retail stores and services for the surrounding residential neighborhood. South of the business district is a small office zone along Valley Road containing a variety of office uses. The larger parcels on the west side of the road include office buildings, while the smaller properties contain former houses converted to office use.

The area generally between Valley Road, James Street, Central Avenue and Talbot Street is known as “Frog Hollow” and contains a cluster of small vernacular workers’ housing built largely in the 1870’s. The development is not associated with a particular person or place, though similar architectural elements are present in many of the homes.

Odd-shaped lots are found in the area as a result of the previous alignment of the Erie railroad right-of-way. Several of these odd-shaped lots contain commercial and light industrial uses, which negatively impact the surrounding neighborhood. Of particular concern is James Street, where properties previously containing light industrial, storage and commercial uses lie vacant and create a detrimental influence on the surrounding residential neighborhood.

Many of the properties along North Mountain Avenue on the western end of the district are included in the Mountain Historic District, which is on the State and National Register of Historic Places. The Georgian Inn, located at the corner of North Mountain Avenue and Claremont Avenue, is a key historic building in this district and has also been designated as a local historic landmark.

Figure 3.3.a: The Georgian Inn historic site



Figure 3.3.b: Historic building on North Mountain Avenue



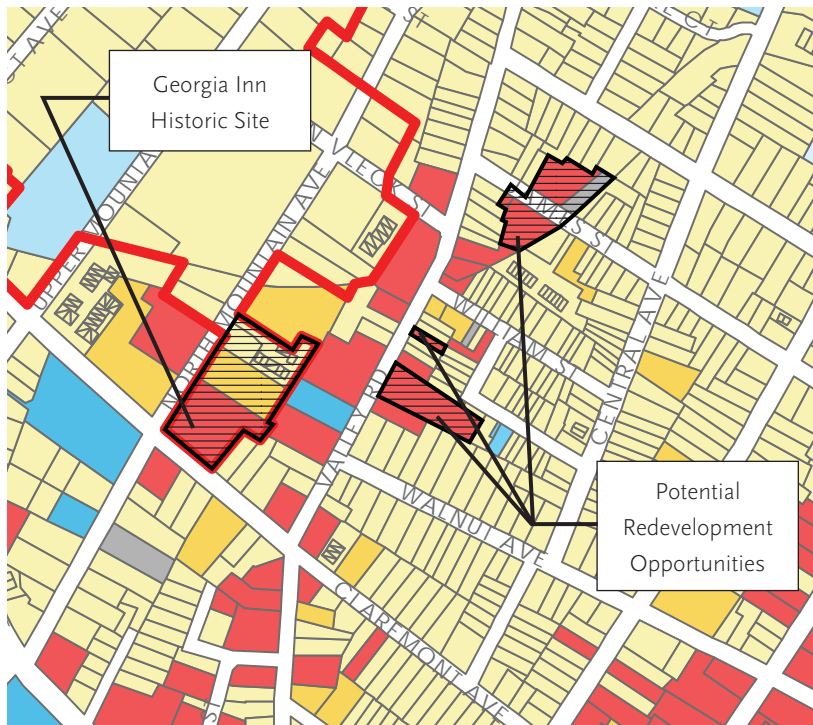
ISSUES & OPPORTUNITIES

Parking in many of the businesses is difficult, particularly for the businesses on the east side of Valley Road which include smaller lots. Parking where provided is located on individual lots behind the buildings and is difficult to access and maneuver. A shared or centralized parking layout, which is found in the other neighborhood business districts, would improve parking access and maneuverability without detracting from the streetscape.

The presence of non-conforming uses within the R-2 Zone District, most notably in the form of light industrial and storage uses, has a negative impact on the residential neighborhood. In addition, there are several properties along Valley Road that have been vacant for many years and negatively impact the surrounding uses. These properties should be incorporated into a scattered site redevelopment program to bring them back to conformity with the neighborhood.

The Georgian Inn, a designated local historic landmark, is in the R-3 zone district and includes a variety of uses, all of which are nonconforming. The main building, located near North Mountain Avenue, is a hotel with 15 suites and a lower office level. The detached carriage house, located at the northeastern end of the lot, contains an apartment and office uses. A large surface parking lot is located between the hotel and the carriage house and is also shared with the adjacent 3-family house located at 323 Claremont Avenue, which is also a locally-designated historic landmark. The property is tired in appearance and in need of upgrade, particularly because of its prominent corner location and historic designation.

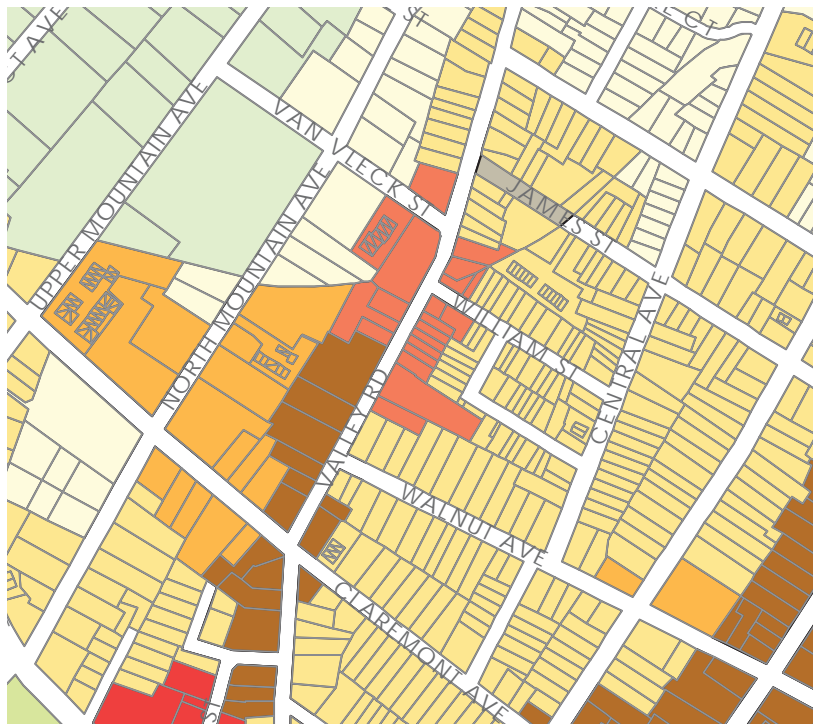
Existing Land Use



- Mountain Historic District
- Vacant Land
- Residential (4 Families or less)
- Apartment/Cooperative
- Commercial
- Industrial
- Exempt - Public School
- Exempt - Other School
- Exempt - Public
- Exempt - Charitable
- Exempt - Cemetery
- Exempt - Miscellaneous

Land uses derived from NJ Property Class data

Existing Zoning



- C1 - Central Business Zone
- NC - Neighborhood Commercial Zone
- RO - Mountainside Zone
- RO(a) - One-Family Zone
- R1 - One-Family Zone
- R2 - Two-Family Zone
- R3 - Garden Group Zone
- R4 - Three-Story Apartment Zone
- OR3 - Garden Apartment & Office Building Zone

RECOMMENDATIONS

The goal for this area is to give it a real sense of place, and to reinforce the Valley-Van Vleck Business District as a walkable commercial center. Through the use of zoning changes, form-based land use controls, and mobility improvements, the Township can support future economic development, as well as create a new and distinct identity for the corridor.

LAND USE

Regulations within the existing code are adequate for issues of density and use in this area, but the missing element is the regulation of form and function, addressing the character of development and how that development meets and interacts with the public realm. As a community hub along a busy arterial, it becomes very important to properly regulate aspects of the public realm so that the area does not become too automobile-focused at the expense of pedestrians and neighborhood character.

► zoning changes

- The two-family zone adjoining the Valley-Van Vleck Business District will remain a two-family zone. This area is located on the east side of Valley Road, beginning at Van Vleck Street and continuing north past James Street. There is to be no change from the existing zoning status.
- **Scattered Site Redevelopment Program:** Establish a scattered site redevelopment program to address eyesore properties that negatively impact neighborhoods, concentrating on the problem properties on James Street and Valley Road.
- **Georgian Inn:** Rezone the Georgian Inn from R-3 to the adjacent OR-3 which more accurately reflects its commercial use.

CIRCULATION

► implement circulation improvements to Valley Road

This segment of Valley Road is relatively narrow compared to more northerly segments of the roadway, including one travel lane in each direction, along with parking, typically on one side of the street. As with most roadways in Montclair, sidewalks are generally present along this stretch. One benefit of a more narrow street section is that it can contribute to the area feeling more pedestrian-friendly, and encourage slower travel speeds. This can add to supporting the sense of place that the form-based code can create. Circulation improvements that would assist Valley-Van Vleck in becoming a more economically developed area and gateway to Montclair Center should include:

- **Make pedestrian improvements at intersections:** these should include including crosswalks, bulb-outs, and pedestrian lighting, especially near commercial development. At signalized intersections pedestrian countdown signals should be installed.
- **Addition of street trees:** Appropriately selected street trees will beautify the commercial area, encourage walking, and modulate the micro-climate.
- **Reduce the number driveways and/or improve them:** The Township should reduce the number of driveways when possible through the creation of shared, central parking areas behind multiple lots. Sidewalk and bicycle route markings across driveways should be made more visible where needed.
- **Encourage shared off-street parking:** Work with property and business owners to find opportunities to create centralized parking for the businesses on the east side of Valley Road which include smaller lots.
- **Parking location:** The location of off-street parking should reflect the existing building line.
- **Connect area to Montclair Center through Shuttle:** The Proposed new Montclair Center shuttle route would serve the Valley-Van Vleck Business District, connecting it to both the Walnut Street and Bay Street Stations, as well as along the retail and commercial areas of Montclair Center (See Section 3.1 addressing Montclair Center circulation recommendations for more detail).

These land use and transportation recommendations will help to better organize and unify the character in this area, and to create a small center that can serve the local residential community and visitors from outside the Township. The pedestrian and bicycle improvements will provide a strong linkage from one end of the Valley-Van Vleck Business District to the other, with the form-based code specifically focused on improving the quality of buildings, street frontages, and public spaces in the district.



3.4. South End Business District





Clifton City

3

montclair heights focus area

Cedar Grove Township

23

upper montclair focus area

Upper Montclair

Verona Township

watchung plaza focus area

Watchung Plaza

valley-van vleck focus area

walnut street focus area

Walnut Street

montclair center focus area

Bay Street

south end district focus area



80

116

Belleville Township

ASSETS

Most of the South End neighborhood was not developed until after the turn of the century, when such streets as Willow Street, Pleasant Way and Alden Road were opened. Modest homes with Tudor and Classical elements were built on relatively small lots, creating a higher density residential neighborhood in the vicinity of Canterbury Park, one of the last parks created in the Township. Known as the “South End,” there is a strong sense of neighborhood that prevails in this closely knit section of the town.

The South End business district is strategically located along Orange Road to provide local services to the surrounding neighborhood. The northern entrance to the district is particularly attractive, with a landscaped park at the terminus of Cedar Avenue providing an attractive gateway to the district. The two buildings at the northern end of the district have key historic characteristics which help establish the traditional “Main Street” feel for the area. Orange Road wraps around the district in a one-way traffic pattern, with off-street parking provided on the southbound side of Orange Road and on-street parking provided on the northbound side of Orange Road. This traffic pattern is unique to the Township and was established in the 1950’s. It assists in controlling the traffic passing through this community at the crossroads of Orange Road, Washington Avenue and Cedar Avenue.

The South End district is served by bus service and access to the Montclair-Boonton commuter rail line is available from either the Bloomfield station, which is located on Washington Street, or the Glen Ridge station which is located on Ridgewood Avenue.

Figure 3.4.a: South End Business Districts Community Identified Issues

Issue 1: The South End commercial center suffers from a lack of maintenance, high traffic speeds on County roads, vacancies, identity issues and a lack of easy access to parking.

ISSUES + OPPORTUNITIES

The South End business district suffers from a lack of maintenance, high traffic speeds on County roads, traffic circulation that causes southbound traffic to bypass the majority of storefronts in the district, vacancies and a lack of clear direction to available public parking.

The primary issue in this area is the flow of traffic through the District. The loop road circulation pattern that was created to ease traffic flow along Orange Road has benefits, but could be refined to further enhance the traffic calming effect and to also deal with ancillary issues the unique traffic flow creates. This pattern, as currently implemented, has impacted the district by making it easier to move through the area, but harder to visit or discover the assets within it. Traffic is split between the intersection of Orange Road and Cedar Avenue and Orange Road and Linden Avenue, with northbound traffic diverted to a two-lane, one-way roadway along the historic corridor, and southbound traffic being diverted to a bypass road – Orange Road West – along a bypass route, which features the unattractive side of the businesses and a public parking lot behind the buildings along the western edge of the commercial center. The parking lot, which should benefit the business district, is poorly maintained, has limited access with no signage to direct the public and has poor pedestrian connections to the businesses it is intended to serve. The existing pedestrian passageways between Orange Road and Orange Road West and back-door entrances break up the long block, but are very uninviting or largely inaccessible and entirely on private property.

RECOMMENDATIONS

As the only commercial district at the southern end of the Township, the South End Business District is an asset to the community that should be enhanced to ensure its long-term sustainability. The following recommends adaptations to the existing zoning, as well as a redesign of the circulation system to lay the foundation for an improved, local-serving, commercial district in the heart of this neighborhood.

LAND USE

The existing NC (Neighborhood Commercial) Zone allows a variety of commercial uses including restaurants, convenience, specialty and service retail on ground floors and business and professional offices on upper floors. Additionally, residential units are permitted including multi-family buildings with densities up to 28 du/acre and up to 36 feet in height, or 3 stories.

► form-based code

It is recommended that existing zoning in terms of use and density requirements remain unchanged. The scale is appropriate for the neighborhood that it serves. However, it is recommended that the code for Neighborhood Commercial be updated using a Form-Based Code format or similar standard. This will allow the community to ensure that both renovations and infill are of a high quality and predictable in terms of building form and siting, and that relationships of parking, loading, and pedestrian circulation are addressed in a character consistent with neighborhood expectations.

Zoning Revisions (South End)



South End
Center (C4)

Existing Zoning



- NC - Neighborhood Commercial Zone
- R1 - One-Family Zone
- R2 - Two-Family Zone
- P - Public Zone

Further, as with other areas of the code, it is recommended that a review of bulk standards should ensure that infill development will respect the historic community fabric. In the NC Zone, new buildings are required to have a 20 foot front setback unless replacing an existing building or are adjacent to existing buildings with lesser setbacks. Changes to the code should establish a consistent front setback that reflects the walkable context envisioned.

As a local-serving commercial district within walking distance of a residential neighborhood, it is also recommended that the allowable uses be reviewed in this zone to ensure that uses are permitted which will enhance the quality of life in the neighborhoods and support local needs. The zoning code should ensure that neighborhood access to fresh food and daily services is allowable by right.

► storefronts

- **Storefront windows:** Enforce existing storefront ordinances and window/ window signage ordinances and encourage council to create more rigid ordinances to eliminate the variances in window aesthetics. Create specific ordinances regarding materials to use for the windows, what percentage of the window must remain free from signs, lettering or other detractions.

► Coordinate Land Use with Circulation Recommendations

A form-based code should be explored as a way to regulate bulk, use, and design standards by frontage type. The following recommendations do not supercede zoning, but outline a general strategy for linking street classification circulation recommendations to development types that will be compatible with the character and function of the street.

- **Township Thoroughfares (TT)** within the South End Business District should comprise a mix of retail, commercial, office, and residential uses.
- **Residential Streets (RS)** within the South End Business District should be primarily residential in use, or other associated uses currently allowed in the Township's residential zones.

CIRCULATION

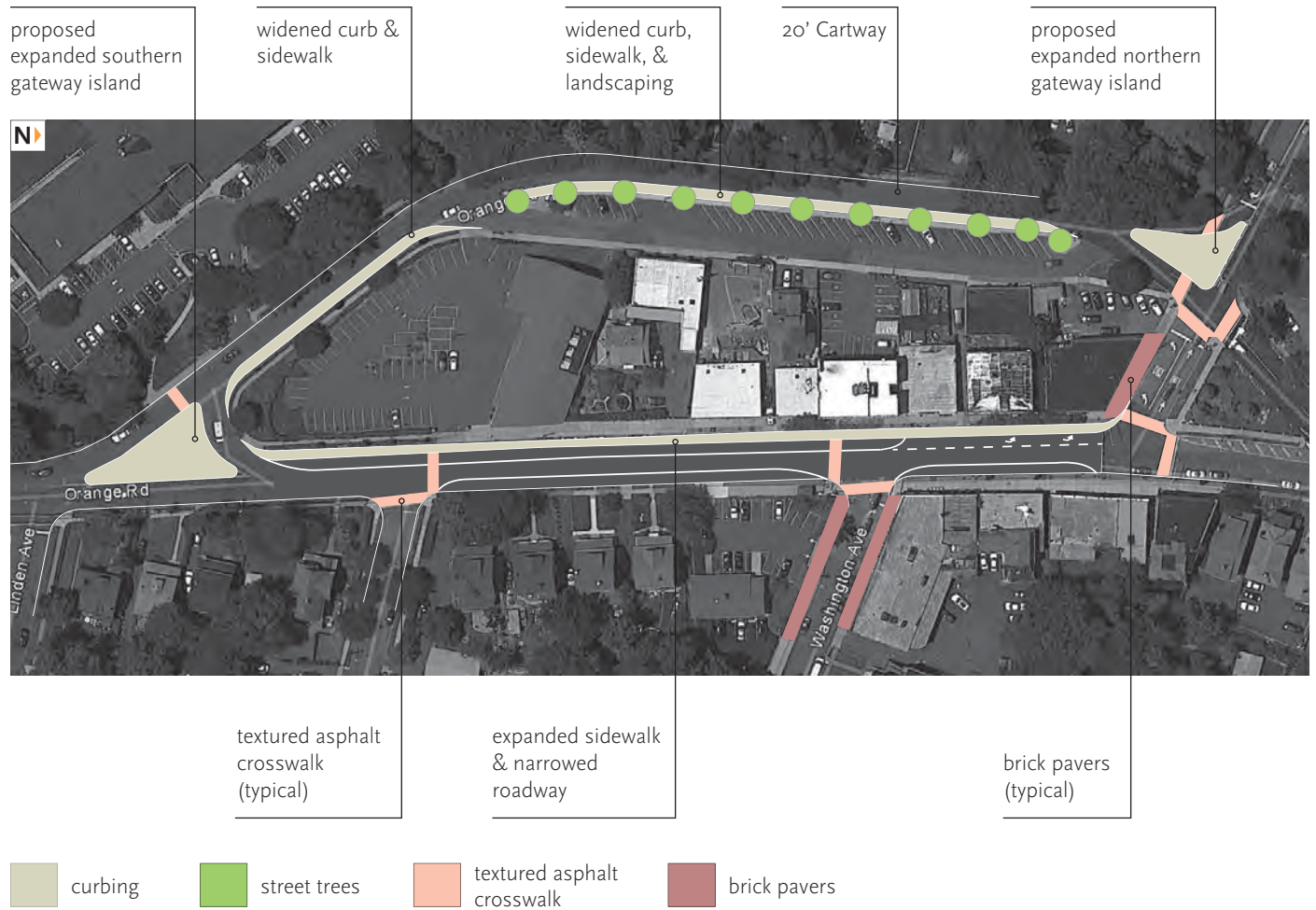
► Traffic Calming

- **Commission traffic study to determine best options for addressing issues.**
- **Traffic calming devices:** Use traffic calming devices, such as curb bump-outs, enlarging the island at the southern gateway, as appropriate to slow the flow of traffic through the district.
- **Road Diet (Northbound):** Consider narrowing traffic flow northbound through the business district by widening sidewalks on Orange Road East.
- **Road Diet (Southbound):** Narrow Orange Road West to expand parking median and have the island between Orange Road and parking for planting
- **Parking:** Remove parking on both sides of Washington Avenue from Madison Avenue to Orange Road to improve traffic operations and vehicle maneuverability.
- **Inter-municipal cooperation:** Work with Glen Ridge to create traffic calming measures on Washington from Ridgewood to Orange Road.

► Aesthetics

- **Improve the northern gateway island:** Improve traffic island to accommodate a “center stage” opportunity and seasonal gatherings (i.e. tree lighting, etc.)
- **Re-configure the southern gateway:** Reconfigure the southern gateway by increasing the size of the island and creating a beautiful entrance from the south into the business district.
- **Lighting:** Lighting should be improved both in style of the fixtures and the amount/location provided.
- **Landscaping:** Improve landscaping in the district by replacing trees that are dead with new trees to provide a shade tree canopy. Landscape the parking area with a canopy of trees and tasteful lighting, including seasonal flowers in the planters.
- **Seasonal Plantings:** Place new planters in each of the locations in the pavers that were left for landscaping; have seasonal flowers and uniform seasonal plantings and decorations. The South East Beautification Group could maintain and upkeep the plantings.
- **Gateway:** Utilize the town-owned island at the corner of Pleasant Way and Orange Road to create a beautiful, environmentally enhancing welcome to Montclair (South End Village). Utilize trees, seasonal plantings, sculpture and other appropriate artwork.
- **Kiosk and Signage:** Place a kiosk on one or more of the three islands in the area with names of businesses on it and directions to parking. The kiosk should be lit at night. This will serve to identify the businesses and be an additional source of light in the area.
- **Public Art:** Encourage and facilitate opportunities for public art.

Figure 3.4.b: 2013 South End Business District - Township Proposed Conceptual Circulation Improvements



This plan is conceptual only and requires further study

► improve circulation for drivers, pedestrians and cyclists

- **Sidewalks:** Widen sidewalks where appropriate to accommodate comfortable benches.
- **Signalize or add stop signs to crosswalks:** An all-way stop sign or traffic signal should be installed to slow traffic, and allow for pedestrian crosswalks to operate.
- **Require and/or improve mid-block cut-throughs:** it should be easy to park in the back and walk out to Orange Road by way of an open air, landscaped pedestrian-way that is well-lit and feels secure. Work with artists to create a user-friendly, inviting walkway between the parking lot and stores that incorporates public art.
- **Install pedestrian lighting:** parking lot improvements should include pedestrian lighting.
- **Reconfigure the intersection of Orange Road West and Cedar Avenue:** the channelized right turns should be eliminated to allow vehicles to turn without stopping. These are unnecessary and unfriendly to pedestrians and cyclists. By creating a typical, right angle intersection with four legs, pedestrians will find it easier and more pleasant to walk to the South End Business District.
- **Add crosswalks:** Additional crosswalks should be installed at each of the intersections along the length of Orange Road.

► parking

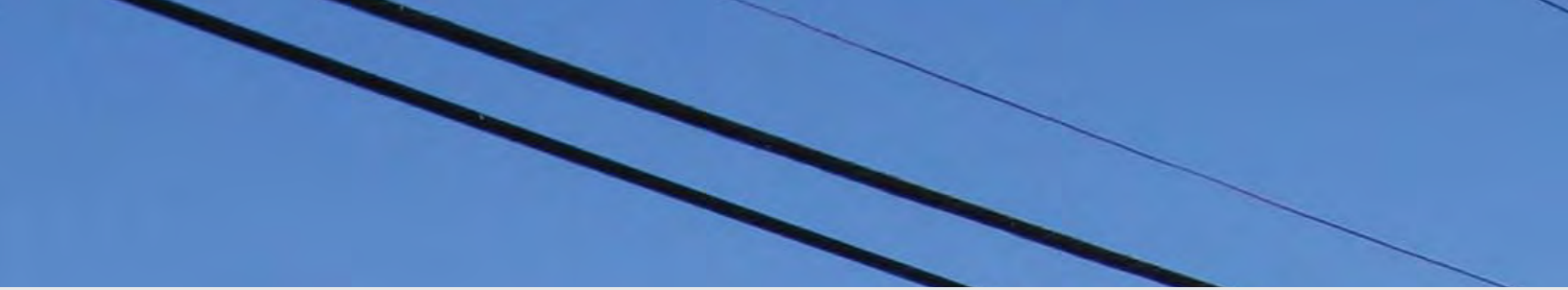
- **Metered parking:** Consider metered parking or pay for parking with the machine similar to South Park. For all 30 spaces on Orange Road West side.
- **Handicapped parking:** Appropriately identify handicapped parking in lot of Orange Road West and provide at least one of the upgrades as a fully handicap space (preferably near the medical services).
- **Signage:** Ensure the presence of highly visible signs to direct individuals to parking areas.

► improve Montclair Shuttle transit connections

Currently, the Montclair Shuttle - which provides limited service to Bay Street Station - passes about 1/4-mile away from the center of the Business District. As of the creation of this document, this shuttle only runs 4 round trips during the evening rush hour, scheduled to meet the train arrivals and departures. No service is provided on weekends or in the morning, severely limiting the potential ridership and usefulness of the shuttle. Despite the limited service, this shuttle provides an important transit linkage to this neighborhood which is otherwise underserved by transit. The **revitalization of the Montclair Shuttle** is recommended: service should be extended to the South End Business District and the cost to riders should be made nominal. Both actions will encourage ridership and allow residents to access local transit services to get to destinations.

It is important that the jitney go to 340 Orange Road (Senior Citizen residence) before it loops back through the South End Business District down Washington to Madison, going North to Maple and then North to Bay Street Station. This should be prioritized.

INTENTIONALLY BLANK



3.5. Watchung Plaza Station Area





3

montclair heights focus area

23

upper montclair focus area

watching plaza focus area

valley-van vleck focus area

walnut street focus area

montclair center focus area

south end district focus area



80

128

ASSETS

The Watchung Plaza neighborhood commercial area and the adjacent Watchung Plaza Station principally serve the immediately adjacent community. As with other stations north of Bay Street Station, Watchung Plaza Station has no weekend train service and is used primarily as a commuter station for those accessing jobs outside of Montclair. With only about 75 parking spaces at the station, the great majority of riders from this station are either dropped off by others or walk from the surrounding neighborhoods. At night and on the weekends, the station parking lot is underutilized.

The commercial development surrounding Watchung Plaza Station consists almost exclusively of single-story local serving retail stores, primarily accessed through the complicated five-legged intersection of Watchung Avenue and Park Street. With a few significant exceptions, buildings are constructed according to traditional ‘main street’ standards: no building setbacks, large shop-front windows, doors that open onto the street, and signage that sits on the building (and not perpendicular to it). Parking is mostly provided on the street or behind buildings.

The Watchung Plaza business district was designated a local historic district in 2012. The Watchung Plaza district was developed between 1900 and 1930 as a neighborhood commercial center to serve the Watchung section of Montclair. Its history is tied to the Watchung Avenue Station of the Erie Railroad (later NJ Transit), and its development was guided in large part by the Watchung Improvement Association, a group of Montclair residents who sought appropriate and attractive development around the Watchung Avenue Station.

The district contains several key historic buildings and public plazas. Architect Clifford C. Wendehack, a resident of Upper Montclair, prepared the designs for the plaza and the commercial building on the east side of the plaza. The plan included a new street, Park Place, along the eastern side of the park and a second west of the railroad, between Park Street and Midland Avenue. The Tudor Revival-style building on Watchung Plaza is the only commercial work by Wendehack documented to date. The building is notable for its unusual footprint and curved façade, which take advantage of the corner location, as well as for its cottage-like appearance.

The distinctive appearance of the stores designed by Wendehack served as a blueprint for the style and character of the buildings erected on Watchung Plaza and Watchung Avenue in the years that followed. The photos below show other key historic buildings in the district that exhibit the Tudor-revival style that characterize the district.

Another notable asset in the district are its two parks. Watchung Plaza Park, located between Watchung Plaza and the railroad line, provides a gathering space and focal point for the business district, providing views of the attractive buildings from Watchung Avenue and the train station. Watchung Park, located on the west side of the railroad, provides a passive open space area that frames the entrance to the business district from the west.



- Vacant Land
- Residential (4 Families or less)
- Apartment/Cooperative
- Commercial
- Industrial
- Exempt - Public School
- Exempt - Other School
- Exempt - Public
- Exempt - Charitable
- Exempt - Cemetery
- Exempt - Miscellaneous

Land uses derived from NJ Property Class data

Figure 3.5.a: Key commercial building, designed by Clifford Wendhack



Figure 3.5.d: Watchung Avenue Key Historic Building



Figure 3.5.c: Watchung Plaza Key Historic Building



ISSUES & OPPORTUNITIES

There are several development opportunities in Watchung Plaza. The parking lot in the center of Block 3402 could be expanded by purchasing properties adjacent to the lot along North Fullerton Avenue. This lot could be developed to provide mixed-use development and structured parking. In addition, the lots at the northwest corner of the intersection of Park Street and Watchung Avenue are extremely deep. These lots could support additional development, with additional parking provided between the buildings and the railroad line. Access to the parking could be provided through the Township parking lot at the southern end of this district. Finally, the gas station at the corner of Park Street and Watchung Plaza and the adjacent lot with its large surface parking lot facing the street offer additional opportunities for new development.

Breaking the traditional main street pattern and creating voids along the street are the gas station at the northeast corner of Park Street and Watchung Avenue, the adjacent surface parking lot, and the front parking lot of the Montclair Animal Hospital, all located on the north side of Watchung Avenue. As a result, the north side of the street fails to mirror the “village” feel of its southern counterpart and takes on a suburban feel. This character runs counter to the goal of creating a neighborhood center that supports transit and can be accessible by foot or bicycle.

This lack of consistent building types is likely the result of standards within the Neighborhood Commercial zone which requires a minimum 20 foot front yard setback except where an existing building is being replaced or when the lot adjoins a building with a lesser setback. This same zone only allows residential units in mixed use buildings and limits construction to 28 units per acre. Since many of the lots covered by the NC zone are smaller than 7,000 square feet (0.16 acres), this zone provides limited opportunities for increased residential or mixed-use density without lot assembly.

The five-legged intersection of Watchung Avenue and Park Street is the primary transportation issue in this focus area, in addition to being a land use issue. Both the roadway geometry and the driveways that are used to access the gas station and surface parking lots contribute auto movements to the complicated circulation pattern. Circulation here has been identified by residents as one of the most important issues to address in this section of Montclair.

Finally, although commercial development is principally concentrated around the corner of Watchung and Park Streets, there is limited commercial construction west of the tracks along Watchung Avenue facing Midland Park. This development is consistent in type and character (one story ‘main street’ development) to that on the other side of the tracks.

Figure 3.5.d: Watchung Plaza Community Identified Issues

Issue 1: There is no weekend train service north of Bay Street Station.

Issue 2: Parking areas surrounding train stations are poorly maintained and unkempt.

Issue 3: The areas immediately surrounding train stations are underutilized, often with surface parking lots occupying land closest to the stations

Issue 4: Some Train Station Areas lack the opportunity for retail to be in the station or immediately adjacent

Issue 5: There's a lack of adequate bike storage at train stations and in some commercial districts.

Issue 6: There are 12 at-grade crossings that were recently designated as Quiet Zones - however, there is a concern that these Quiet Zones may ultimately cause safety issues at these crossings.

Issue 7: Transit parking lots are underutilized on weekends and holidays.

Issue 8: Insufficient parking and traffic congestion are major obstacles to transit-oriented growth at commercial centers adjacent to train stations.

Issue 9: Despite the availability of public transit in neighborhood commercial centers, many people still choose to drive to them.

Issue 10: The intersection at Watchung and Park is unsafe and problematic for both drivers and pedestrians.

Issue 11: The public park/plaza and train station area at Watchung Plaza is underutilized and suffers from lack of maintenance and vandalism

Issue 12: The gas station at Watchung Plaza is seen as a problem and an opportunity area for development.

RECOMMENDATIONS

The recommendations for Watchung Plaza are focused on moderately increasing the density around the train station and transitioning this increased intensity down to the neighborhood level within a roughly 5-minute walk radius to enhance this locally serving mixed-use district. Included in this strategy is the recommendation of improving the circulation at Watchung Avenue and Park Street.

LAND USE

The land use strategy recommended focuses on creating a moderately dense mixed-use core around the train station that quickly transitions to the neighborhood scale, and that supports the area's vitality. Vital to this strategy is not just the density component, but also high quality pedestrian realm standards that address issues like curb cut placement, street trees, and other elements of the public realm that are influenced by site design standards.

In all zones, the land use ordinance should include the following provisions to support the other circulation recommendations made in this Element.

- Require **clear pedestrian connections** between parking and the front sidewalk.
- There should be **developer-provided bicycle share and car share incentives** built into zoning to further support reduced parking needs.
- Land use regulation should require quality **investments to be made in landscaping techniques and public realm furnishings** that ensure a high quality visitor/resident experience.
- Reduce parking requirements and coordinate with **contributions to improvements in public realm circulation assets** including: sidewalks, streets, and public parking improvements.
- The **gas station**, located at the corner of Watchung Avenue and Park Street, is a prominent property that deserves a development or use that reflects the character of the district. Redevelopment of this property is an important objective for the district. Existing parking capacity available within the overall district should be considered in the redevelopment of this key corner property.

► watchung center (C4)

The Watchung Center Zone will maintain a relatively small-scale, local character, permitting infill and new construction that matches the existing character of Watchung Village. Land uses include commercial retail and service uses and surface parking.

Land Use recommendations for Watchung Edge (C4)

Bulk and Building Standards

- Building heights should not exceed the height of existing structures (approximately 3 stories) with **65% building coverage**.
- Bulk and height of buildings should not exceed 28 **residential units per acre**.
- Any increases in density should come from more compact development that allows for a diverse set of housing types that might include elevator flats and townhomes.

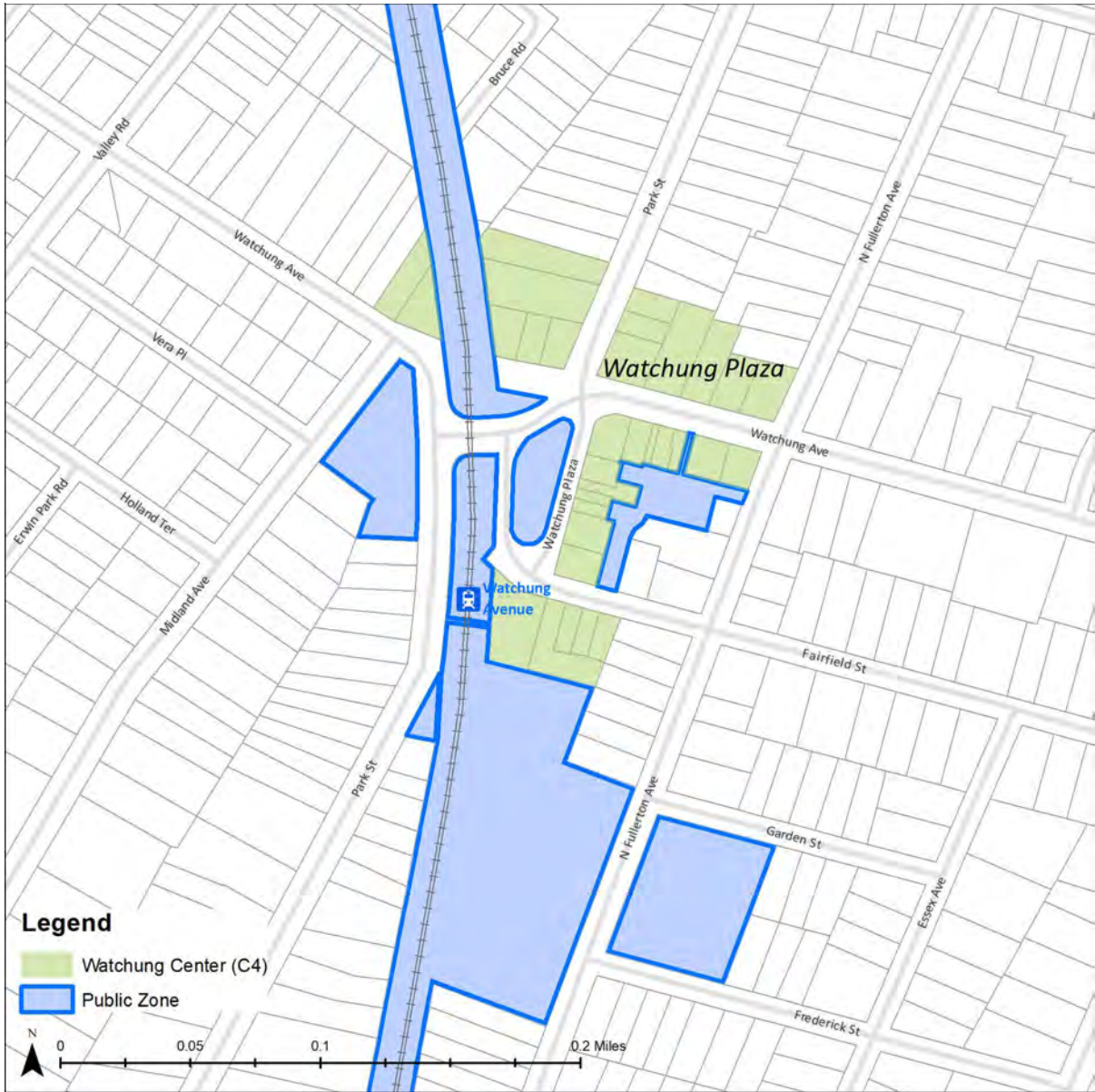
Uses

- First floor commercial retail uses with upper floor offices or residential uses.
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this zone, should carry over into the land use regulations for this zone.

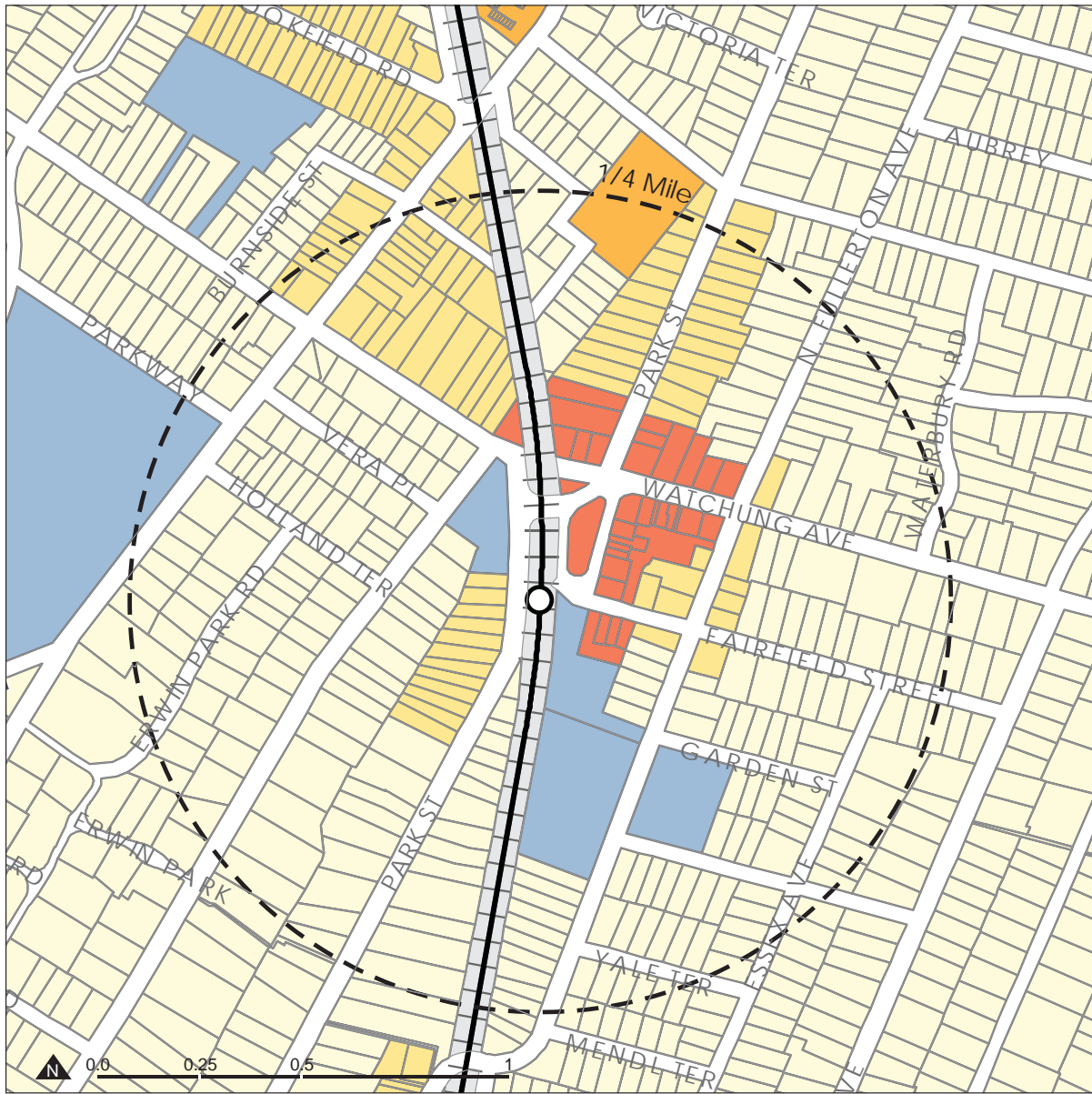
Parking

- Parking should be limited to the rear or side of buildings.

Zoning Revisions (Watchung Plaza)



Existing Zoning



- NC - Neighborhood Commercial Zone
- R1 - One-Family Zone
- R2 - Two-Family Zone
- R3 - Garden Group Zone
- P - Public Zone

► **Coordinate Land Use with Circulation Recommendations**

The increased density allowance previously enumerated should be coordinated with public realm improvements to ensure new construction contributes to the objectives outlined in the Street Classification recommendations and to the Circulation recommendations made later in this section.

Within a given district, parcels that have frontages on more than one street classification type should face onto the highest categorized street classification type in the following hierarchy:

1: PAC	2:SAS	3:TT	4:NT	5:RS
Highest Street Classification			Lowest Street Classification	

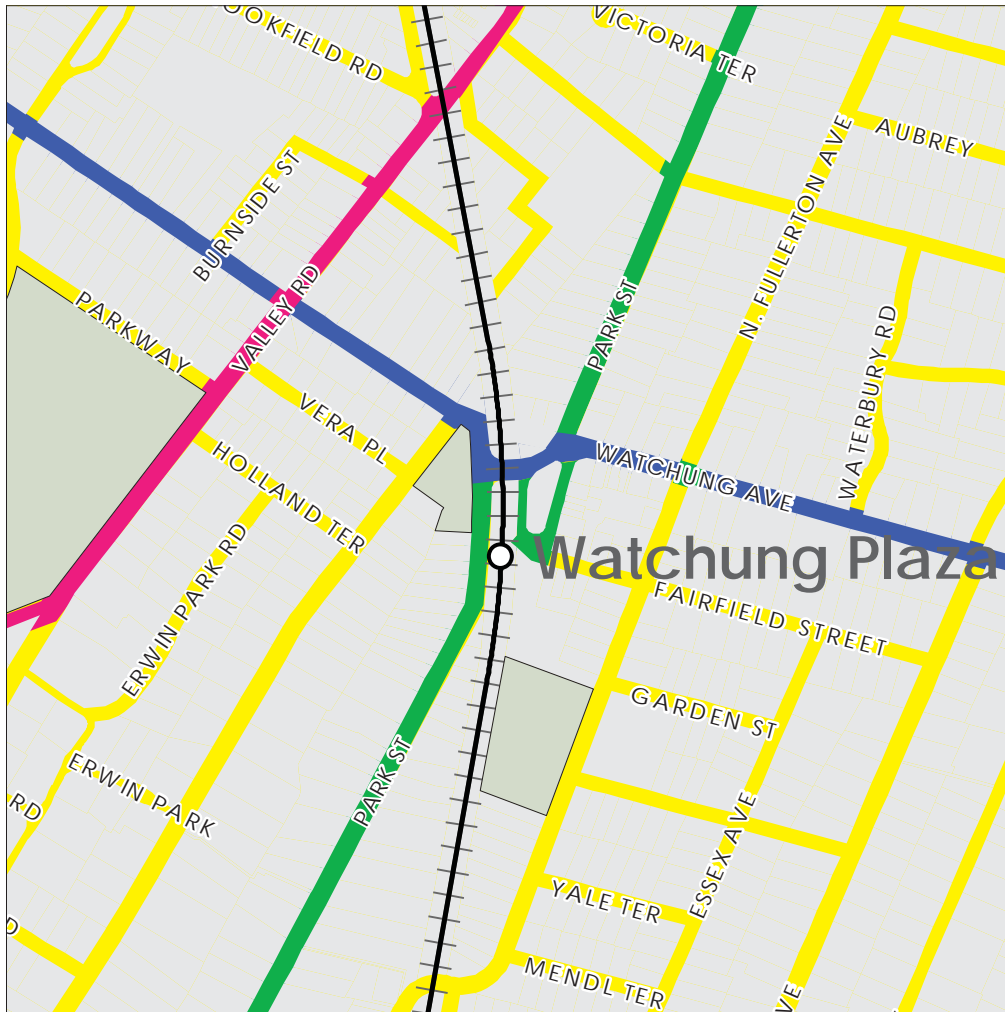
A form-based code should be explored as a way to regulate bulk, use, and design standards by frontage type. The following recommendations do not supercede zoning, but outline a general strategy for linking street classification mobility recommendations to development types that will be compatible with the character and function of the street.

- **Township Thoroughfares (TT)** in the C4 zone district in the Watchung Plaza area should comprise a mix of retail, commercial, office, and residential uses.
- **Neighborhood Thoroughfares (NT)** in the C4 zone district in the Watchung Plaza area should be predominately residential while allowing for a moderate amount of small professional-office development.
- **Residential Streets (RS)** in the C4 zone district in the Watchung Plaza area should be primarily residential in use, or other associated uses currently allowed in the Township's residential zones.

► **investigate potential redevelopment areas**

There are several sites in the area identified for possible redevelopment planning. The Township may wish to explore the possibility of using redevelopment to facilitate new construction.

Watchung Station Area Street Classification System Map



Street Classifications

- █ Secondary Activity Streets (SAS)
- █ Township Thoroughfares (TT)
- █ Neighborhood Thoroughfares (NT)
- █ Residential Streets (RS)

CIRCULATION

Circulation recommendations in this section concentrate on improving the arrival and mobility options for pedestrians and cyclists around the train station, while exploring the possibility of a parking district to ease the parking burden in this area.

► evaluate watchung avenue & park street intersection

Traffic circulation and safety are concerns at this intersection which is currently unsignalized and operates as a confusing five-legged intersection (one approach is a driveway to a parking lot). A traffic and circulation study of the intersection should be prepared, extending to the west side of the railroad bridge, to fully evaluate the problem and address issues with circulation and safety.

Figure 3.5.e: Example of signalized intersection and improved crosswalks



Figure 3.5.f: Example of extended curb edges to reduce crosswalk length



adjust parking standards

Since parcels covered by the proposed zoning revisions are well within a five minute walk (1/4-mile) of the Watchung Station, it is recommended that the following parking strategies be implemented to better account for the share of visitors and residents who walk, bike, and take transit to access services.

- **Allow shared parking:** arrangements should be made to allow shared parking for the parcels within all zones. Furthermore, development around the station area should use station parking as part of an overall shared parking strategy.
- **Undertake a parking study:** investigate the possibility of developing shared community parking facilities for all development in the Watchung core and Watchung periphery zones. These zones meet the test of being within a five minute walk (1/4 mile) of the intersection of Watchung Avenue and Park Street. Such a district parking system would provide spaces for

all the uses in the area, and new development would pay a fixed rate in-lieu of building the required number of spaces under the code. Such a strategy would:

1. reduce the amount of underutilized parking spaces by facilitating shared parking;
 2. decrease the cost of development by reducing the overall number of spaces needed; and
 3. increase opportunities for development on smaller lots by eliminating the need to provide on-site parking.
- **Maximize the on-street parking supply:** convert the designated on-street parking spaces surrounding Watchung Station into **a parking lane and multi-space meters.**
 - **Enhance pedestrian cut-throughs to off-street parking facilities:** Use lighting and landscaping to encourage pedestrian circulation and facilitate shared parking for multiple shopping trips.

..... **Parking District Case Study: Medford, NJ**

In Medford, NJ several municipal lots were created to facilitate parking for shoppers. One of the lots, the South Main Street lot, was established by the Township through the assembly of land behind several stores. The lot is available to anyone shopping in the area and was created when the property owners dedicated the land to the Township through a lease agreement. The Township is responsible for maintenance and upkeep.

..... **Parking District Case Study: Lake Forest, IL**

Lake Forest has had an in-lieu fee policy for approximately 15 years. The policy was put into place to preserve the historic character of the downtown. The fee is currently set at \$22,000 per stall and all funds generated through the fee must pay for parking acquisition or development. The city considers the program effective and developers have responded favorably to the fee option due to the scarcity of developable land.





3.6. Upper Montclair





Clifton City

3

montclair heights focus area

Cedar Grove Township

23

upper montclair focus area

Upper Montclair

Verona Township

watchung plaza focus area

Watchung Plaza

valley-van vleck focus area

walnut street focus area

Walnut Street

montclair center focus area

Bay Street

south end district focus area



80

142

Belleville Township

ASSETS

Upper Montclair is a substantial commercial hub, with a mix of national chains and locally-owned stores that draw both local and regional customers. The buildings are comprised largely of 2 to 3-story commercial structures, with retail uses on the first floor and commercial or residential uses above. The district stretches along two major roads, with Valley Road as the principal thoroughfare and Bellevue Avenue as a secondary corridor. Two major grocery stores bookend the Valley Road segment of Upper Montclair, with A&P at the southern end and Kings at the northern end.

Upper Montclair is a locally-designated historic district containing an eclectic mix of historic styles defined by several key buildings, as shown on the attached map which identifies key historic buildings and open space areas. The Bellevue Theater, a key historic building, provides a regional draw for the district. St. James Church, located in the heart of the district, is a key historic building whose front yard provides a gathering place for special events in the district.

The Bellevue Library, for example, is a key historic building that includes a plaza that defines the eastern edge of the district. Anderson Park, a County-owned park designed by Frederick Law Olmstead that is on the State and National Register of Historic Places, defines the western edge of the district while a small pocket park defines the southern edge of the district.

Figure 3.6.a: Bellevue Theater



Figure 3.6.b: St. James Church



Historic Assets

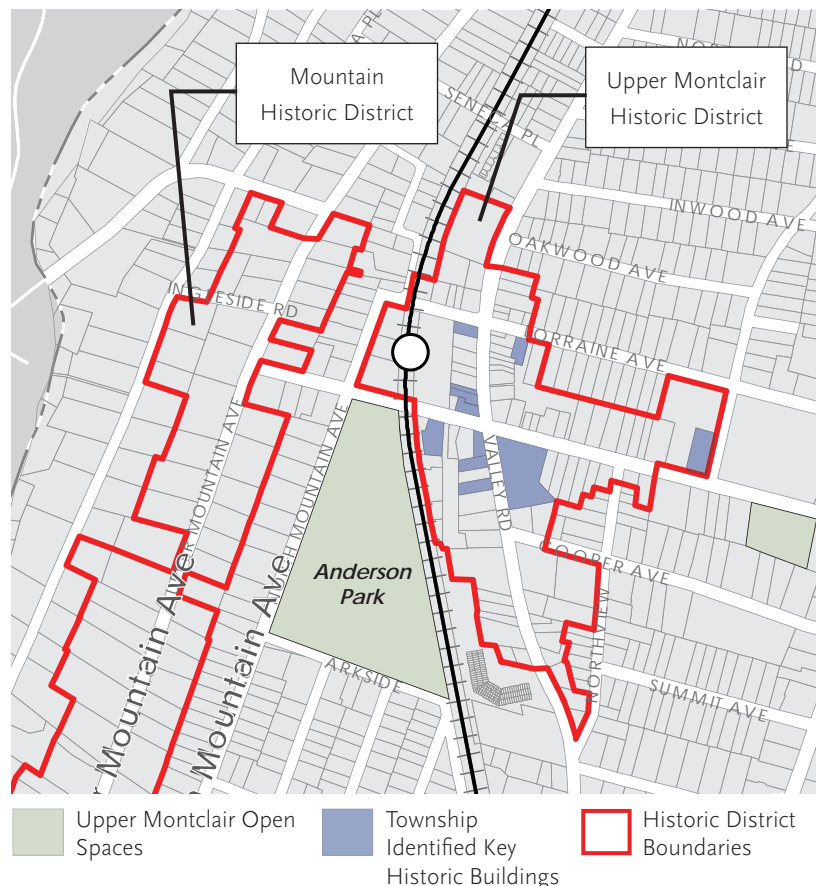


Figure 3.6.c: Historic Bellevue Library and Plaza



ISSUES & OPPORTUNITIES

Figure 3.6.d: Community Identified Issues

Issue 1: There is no weekend train service north of Bay Street Station.

Issue 2: Parking areas surrounding train stations are poorly maintained and unkempt.

Issue 3: There are 12 at-grade crossings that were recently designated as Quiet Zones - however, there is a concern that these Quiet Zones may ultimately cause safety issues at these crossings.

Issue 4: Transit parking lots are underutilized on weekends and holidays.

Issue 5: The areas immediately surrounding train stations are underutilized, often with surface parking lots occupying land closest to the stations

Issue 6: Some Train Station Areas lack the opportunity for retail to be in the station or immediately adjacent

Issue 7: There's a lack of adequate bike storage at train stations and in some commercial districts.

Issue 8: Insufficient parking and traffic congestion are major obstacles to transit-oriented growth at commercial centers adjacent to train stations.

Issue 9: Despite the availability of public transit and proximity, many people still choose to drive to the busier neighborhood commercial centers.

Issue 10: Excess traffic congestion, exacerbated by multi-modal conflicts, is an issue in Upper Montclair (especially on Valley Rd) in terms of exiting, entering, passing through, and being able to find short-term and long-term parking near destinations.

Traffic congestion and conflicts between pedestrians, bicyclists and drivers are an issue in Upper Montclair, especially along Valley Road, which operates as one travel lane in each direction with curbside parking on both sides of the street. Finding parking near desired destinations has been reported as difficult, and searching for parking and maneuvering to curbside parking spaces contributes to traffic congestion. This makes it difficult to access the Upper Montclair area, particularly for an uninitiated visitor who can hold up traffic on Valley Road while trying to find a parking space. Although convenient off-street parking is available behind businesses, it is difficult to find. In addition, because there are no dedicated left turn lanes, northbound left turns from Valley Road onto Bellevue and Lorraine Avenues create back-up along Valley Road. Valley Road also serves buses, with DeCamp buses stopping behind Valley Road adjacent to the rail station and NJ Transit buses traveling along Valley Road. Overall, the success of this area as a bustling commercial district that attracts both local and regional visitors contributes to higher levels of traffic and congestion, and steps should be taken to address congestion through a variety of treatments and solutions.

Existing community concerns related to traffic flow and parking, especially along Valley Road, have in the past led to community opposition to new development over concerns of exacerbating this issue. Many residents have noted that, at times, it is difficult to find easily accessible parking in the district. The recommendations that follow seek to address how Upper Montclair can improve circulation, while remaining the unique destination it is today.

Land use in Upper Montclair is principally governed by the Neighborhood Commercial Zone. This zoning does little to encourage residential development within 1/4-mile of the station: in the NC zone, residential units are limited to 28 residential units per acre. The quality of the pedestrian experience is negatively impacted by inappropriate uses and buildings, such as drive-throughs, blank building walls at corners, and large expanses of surface parking.

The A&P shopping center, which forms the southern gateway to Upper Montclair, is characterized by a large surface parking lot with significant setbacks from the street. This forms an unattractive entrance that is out of character with the historic nature of Upper Montclair.

In the area along Valley Road near the station, much of the built form supports a walkable urban environment with no building setbacks and consistent street facades. However, these buildings are located within the NC zone which requires a minimum 20 foot front yard setback except where an existing building is being replaced or when the lot adjoins a building with a lesser setback. This ensures that lots that do not conform to this walkable urban environment will encourage further deterioration of neighborhood character on adjacent parcels if they are redeveloped.

RECOMMENDATIONS

Upper Montclair is a successful regional commercial center that attracts both local and national retailers, as well as visitors from the region, the community, and from Montclair State University. The recommendations provided below seek not to change Upper Montclair, but to enhance the capacity for additional development in the district to support businesses, the train station, and mobility improvements. In conjunction, this section provides recommendations on how to reduce traffic congestion and ease parking, while simultaneously providing the infrastructure necessary to encourage walking, biking, or taking transit to the district when possible.

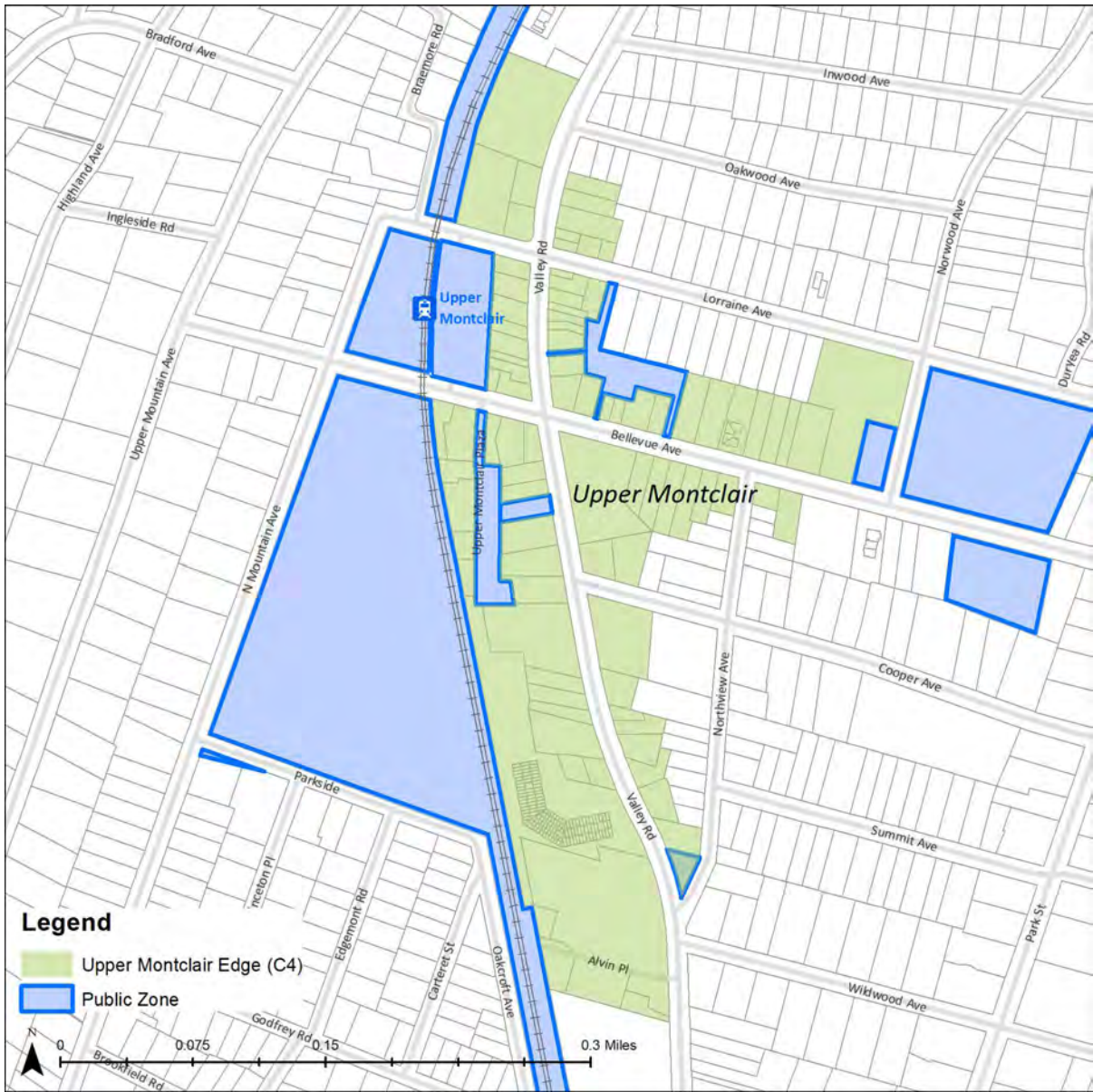
LAND USE

The land use strategy involves the creation of zones that build up density at the core of the commercial area, and gradually transitions density levels down to the neighborhood scale. Valley Road and Bellevue Avenue become key streets to activate with development, and additional zoning revisions are recommended for the area along Valley Road near the A&P grocery store and CVS.

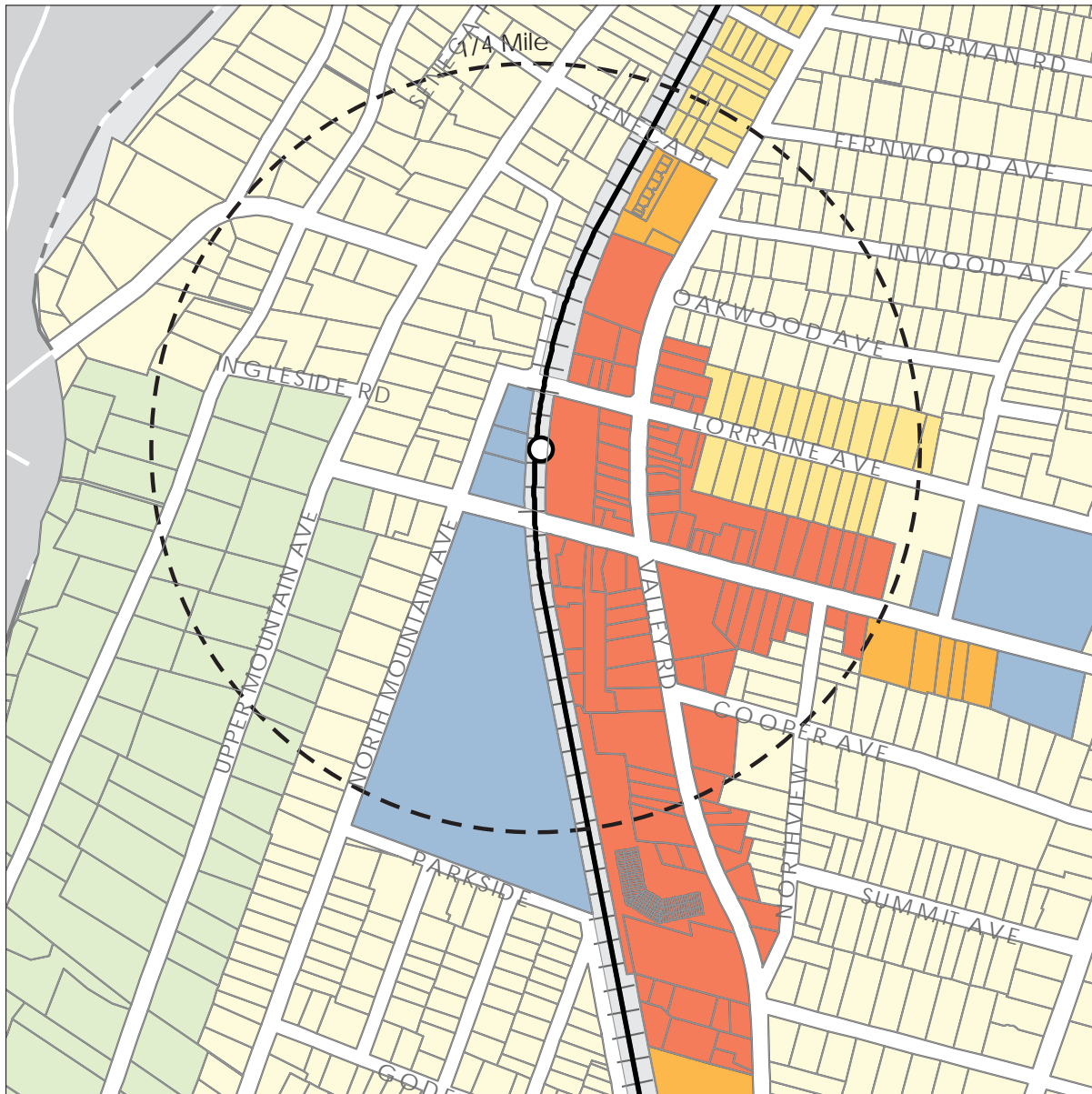
Furthermore, in all zones, the land use ordinance should include the following provisions to support the other circulation recommendations made in this Element.

- Require **clear pedestrian connections** between parking and the front sidewalk.
- There should be **developer-provided bicycle share and car share incentives** built into zoning to further support reduced parking needs.
- Land use regulation should require quality **investments to be made in landscaping techniques and public realm furnishings** that ensure a high quality visitor/resident experience.
- Design standards should be crafted to **preserve the views of the First Watchung Mountain from Anderson Park**.
- **Maintain the vitality and pedestrian nature of the business district** by focusing retail uses on the first-floor in the village center, with a wider variety of commercial uses permitted on the first-floor at the edge of the village.
- **Preserve the historic integrity of the district** by ensuring that any new development maintains the character and scale of the key historic buildings that define the district.
- **Maintain an adequate supply of parking** by continuing to require new development to provide parking at an adequate ratio to meet demand, while improving efficiency of existing parking resources by converting on-street, individually striped, parking stalls to parking lanes, implementing parking pricing and wayfinding strategies, and encouraging/incentivizing bike share and car share programs.
- Buildings and infrastructure that detract from the historic nature and pedestrian feel of Upper Montclair, such as drive-throughs, large surface parking lots, and blank walls along the street line, should be redeveloped in a manner **consistent with the historic feel of Upper Montclair**. Of particular concern is the A&P whose large surface lot creates an unattractive southern gateway to Upper Montclair. New development at this location should better blend the parking and building into the existing neighborhood fabric through appropriate placement of buildings, parking and landscaping.
- Increased density allowances should be coordinated with **contributions to improvements in public realm mobility assets** including: sidewalks, streets, and public parking improvements.

Zoning Revisions (Upper Montclair)



Existing Zoning



- NC - Neighborhood Commercial Zone
- RO - Mountainside Zone
- R1 - One-Family Zone
- R2 - Two-Family Zone
- R3 - Garden Group Zone
- R4 - Three-Story Apartment Zone
- P - Public Zone

► upper montclair edge (C4)

This zone should provide a small-scale, dense area where single-family homes, apartments, and professional office buildings mix to create an urban village where residents may commute primarily on transit, by bicycle or on foot. Residents of this area may access most of their daily needs within Upper Montclair. Appropriate uses include compact residential, professional office space, local retail and services and surface parking. This zone provides a small-scale transition principally between the Upper Montclair Station area and the surrounding residential neighborhoods.

Land Use recommendations for Upper Montclair Edge (C4)

Bulk and Building Standards

- This zone should maintain the existing zoning which includes a **maximum building height of 3 stories**, with approximately **65% building coverage** and a **maximum density of 28 d.u. per acre**.

Uses

- Parcels within this zone lie at the edge of the Upper Montclair Station area, and, as such, represent the greatest opportunities for lower scale residential, commercial, and office development.
- Existing prohibited and conditional uses, as regulated in existing zoning districts, should be maintained.

Parking

- Off-street parking should be limited to the rear or side of buildings.

► **Coordinate Land Use with Circulation Recommendations**

The increased density allowance previously enumerated should be coordinated with public realm improvements to ensure new construction contributes to the objectives outlined in the Street Classification recommendations and to the Circulation recommendations made later in this section.

Within a given zone, parcels that have frontages on more than one street classification type should face onto the highest categorized street classification type in the following hierarchy:

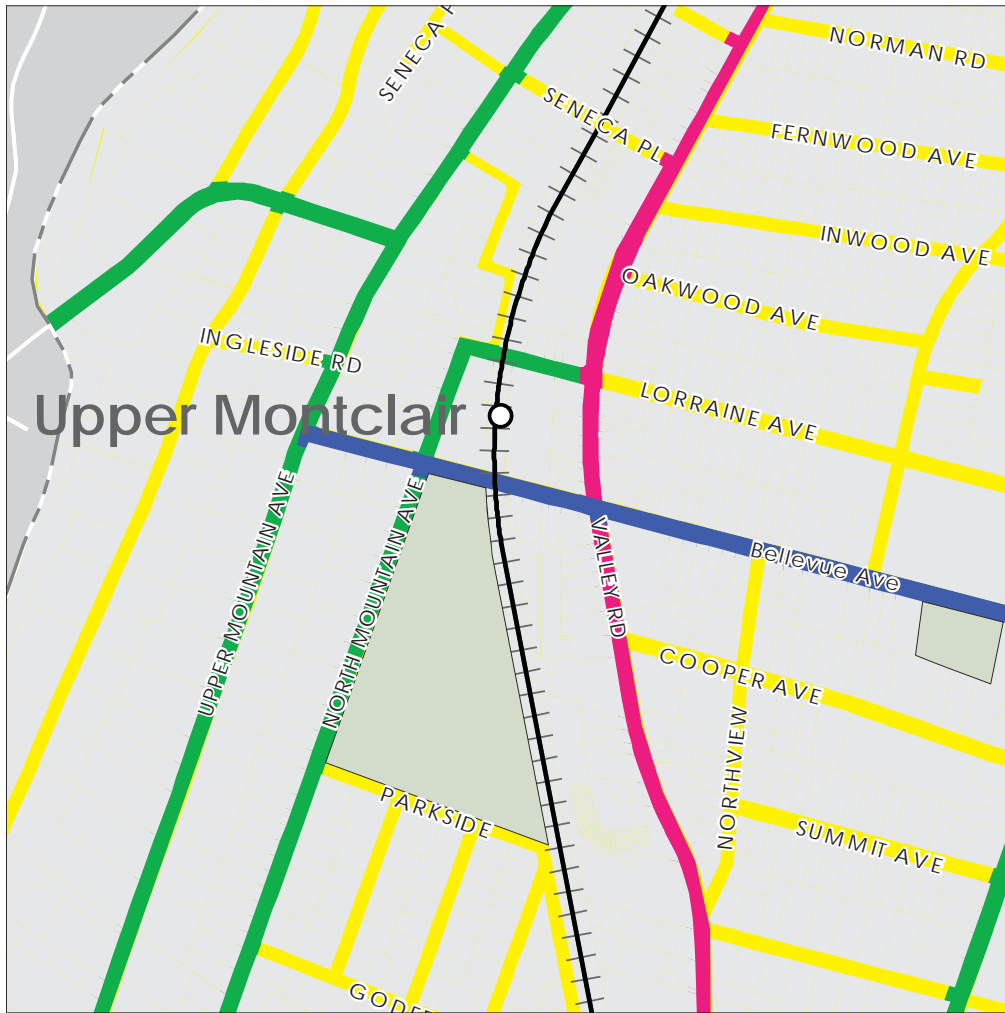
A form-based code should be explored as a way to regulate bulk, use, and design standards by frontage type. The following recommendations do not supercede zoning, but outline a general strategy for linking street classification mobility recommendations to development types that will be compatible with the character and function of the street.

- **Secondary Activity Streets (SAS)** in the C₄ zone districts in the Upper Montclair area should be principally residential and office in use, while allowing limited local serving retail and commercial development.
- **Township Thoroughfares (TT)** in the C₄ zone districts in the Upper Montclair area should comprise a mix of retail, commercial, office, and residential uses.
- **Neighborhood Thoroughfares (NT)** in the C₄ zone districts in the Upper Montclair area should be predominately residential while allowing for a moderate amount of small professional-office development.
- **Residential Streets (RS)** in the C₄ zone districts in the Upper Montclair area should be primarily residential in use, or other associated uses currently allowed in the Township's residential zones.

► **southern upper montclair gateway**

The southern gateway to Upper Montclair needs additional consideration to make an attractive entrance to the business district and integrate this area with the historic, traditional design that characterizes Upper Montclair. Redesign of the A&P shopping center and CVS in which screening and greening the parking would improve this area. Building setbacks in this area should complement the building setbacks to the south and the residential uses to the east. Eliminating or improving the auto-oriented uses in this area, where parking often obstructs sidewalks, will improve pedestrian safety and mobility. In addition, redesign and new landscaping at Green Garden Park (located at the intersection of Valley Road and Northview Avenue) will significantly improve the entrance to the area.

Upper Montclair Street Classification System Map



Street Classifications

- Secondary Activity Streets (SAS)
- Township Throughfares (TT)
- Neighborhood Throughfares (NT)
- Residential Streets (RS)

CIRCULATION

A variety of measures should be implemented in Upper Montclair to improve mobility and circulation throughout the core shopping district. Travel demand should be shifted to other modes where possible. This should be achieved by developing robust multi-modal alternatives to the personal vehicle. However, it is equally important to take steps to reduce congestion on Valley Road and reduce frustration for drivers searching for parking in this area.

► make pedestrian, bicycle, and transit improvements

- **Study the potential of a north-south bicycle route using Valley Road or other Township thoroughfares:** This should be addressed as part of a Bicycle Master Plan, and include specific recommendations for the Upper Montclair business district.
- **Provide ample bicycle parking:** Throughout the district and around the train station, bike parking facilities should be provided to improve multi-modal access to area amenities.
- **Improve street crossings:** To encourage walking throughout the area, implement pedestrian circulation enhancements such as mid-block crossings, signalized where necessary.
- **Expand rail service:** Initiate Township dialogue with the county and NJ Transit to expand weekday and weekend rail and bus service to provide shoppers from outside the Township with an attractive travel alternative to personal vehicles.

► ease traffic congestion

To ease congestion the following actions are recommended.

- **Undertake a traffic and circulation study:** This should be done to determine the feasibility of implementing left turn lanes at key intersections along Valley Road.
- **Implement an off-street parking wayfinding system:** This system should guide vehicles to the nearest parking areas to reduce parking-related traffic circulation. There is ample parking in the area and drivers should not need to “look” for a spot.
- **Investigate a district-wide valet parking system:** As a destination commercial district with a strong local and regional draw, the Township and the business district should investigate the feasibility of creating a **shared valet parking system** to ease the burden of visitors looking for parking, and to ease the burden on business owners to provide parking for visitors.

► adjust parking standards

Since most parcels covered by the two proposed zones are well within a five minute walk (1/4-mile) of the Upper Montclair Station, it is recommended that the following parking strategies be implemented to better account for the share of visitors and residents who walk, bike, and take transit to access services.

- **Allow shared parking:** Arrangements should be made to allow shared parking for the parcels within all zones. Furthermore, development around the station area should use station parking as part of an overall shared parking strategy

- **Replace Individually striped on-street parking spaces:** In Upper Montclair (particularly on Valley Road and Bellevue Avenue) striped spaces could be replaced with other alternatives such as multi-space meters and striped as a parking lane. Multi-space meters can increase parking supply by between 10 and 20 percent. This would maximize the on-street parking supply within Upper Montclair.
- **Make pricing of on-street spaces reflect their higher level of demand:** On-street parking spaces should cost more than parking lots or future parking structures. This system would encourage drivers to stop searching for on-street parking, park in a lot or structure and then walk to their destination.
- **Develop a wayfinding system that guides drivers to off-street parking facilities.**
- **Implement Parking management strategies:** these should include incentives for car share and bike share to reduce parking demand for development projects.
- **Improve pedestrian amenities:** the Township should ensure pedestrian cut-throughs from parking to destinations are created and enhanced with inviting lighting and landscaping to encourage pedestrian circulation and making multiple trips on foot.



3.7. Montclair Heights





Clifton City

3

montclair heights focus area

Cedar Grove Township

23

upper montclair focus area

Upper Montclair

Mountain Avenue

Alexander Ave

Verona Township

watchung plaza focus area

Watchung Plaza

Watchung Ave

valley-van vleck focus area

Valley Rd

walnut street focus area

Walnut Street

Bloomfield Township

montclair center focus area

Bay Street



Glen Ridge Borough

south end district focus area

West Orange Township

Belleville Township



156

ASSETS

The Montclair Heights neighborhood includes the area surrounding the Montclair Heights train station which is bordered by Montclair State University to the north, Highland Avenue to the west, Mt. Hebron Road to the south and Valley Road to the east. It also includes the 500 block of Upper Mountain Avenue. The Montclair Heights train station has 67 parking spaces and the Township has issued 95 parking permits. On average, the lot is usually only half full. The train station is used by commuters who live nearby and students who commute to the University. The University provides shuttle service to and from the station for students.

The residential homes in this neighborhood are relatively modest in size. Bradford Elementary School is located on Mt. Hebron Road at the southern end of the neighborhood. The eastern border along Valley Road includes Mt. Hebron Cemetery, which slopes away from the roadway.

The neighborhood contains several assets, including a 3.45-acre bird sanctuary located west of the railroad tracks between Mt. Hebron Road and Normal Avenue. This sanctuary, which is a tributary to third Pearl River, is a flood hazard area and contains freshwater wetlands. The sanctuary provides a good buffer between the railroad and the houses on Upper Mountain Avenue. The wooded areas on the western border of Carlisle Road on NJTransit land also provide a buffer between residential homes on Upper Mountain Avenue and the University.

There are several historic sites in the neighborhood, one of which is the Van-Reyner Bond house on Valley Road. The house is significant for the integrity of its representative style architecture and its association with the Dutch settlement of Speertown, now Upper Montclair. The property was built for use as a single family residence until it was bestowed to Montclair State University in 1952 and is currently used as offices for the University. The property, which includes the 4.2 acre lot upon which the house is located, was designated as a historic site on the State and National Register of Historic Places on November 27, 1978. It was designated as a local historic landmark on September 11, 2007.

Another building of historic significance is the Montclair Heights Reformed Church, located at the corner of Mt. Hebron Road and Valley Road, which is important because of its association with the Speer and Van-Reyner families. The church's design, which is a decidedly English-style rubble stone with asymmetrical entry and a corner tower, reflects the congregation's desire to forego Dutch tradition and instead create a contemporary building that was consistent with the period of building in Montclair.

ISSUES & OPPORTUNITIES

The Montclair Heights neighborhood has been affected by recent growth at Montclair State University (MSU), which currently has over 19,000 students, the second largest public university in New Jersey. Since 1998, enrollment at the University has grown by 37%. Enrollment is expected to continue to increase with the opening of the University's new 107,500 square foot environmental center and 143,000 square foot business school.

Sustained high levels of growth at MSU have created friction with the surrounding residential community with regards to rush-hour automobile traffic, parking, stadium noise and light and the proximity of tall parking garages and student high-rise housing to single family homes. Friction between the residential community and the University in terms of University development within and adjacent to the neighborhood is also an issue. For example, the development of a surface parking lot on the historic Van Reyper-Bond property resulted in tension between the university, the adjacent neighborhood and the Township.

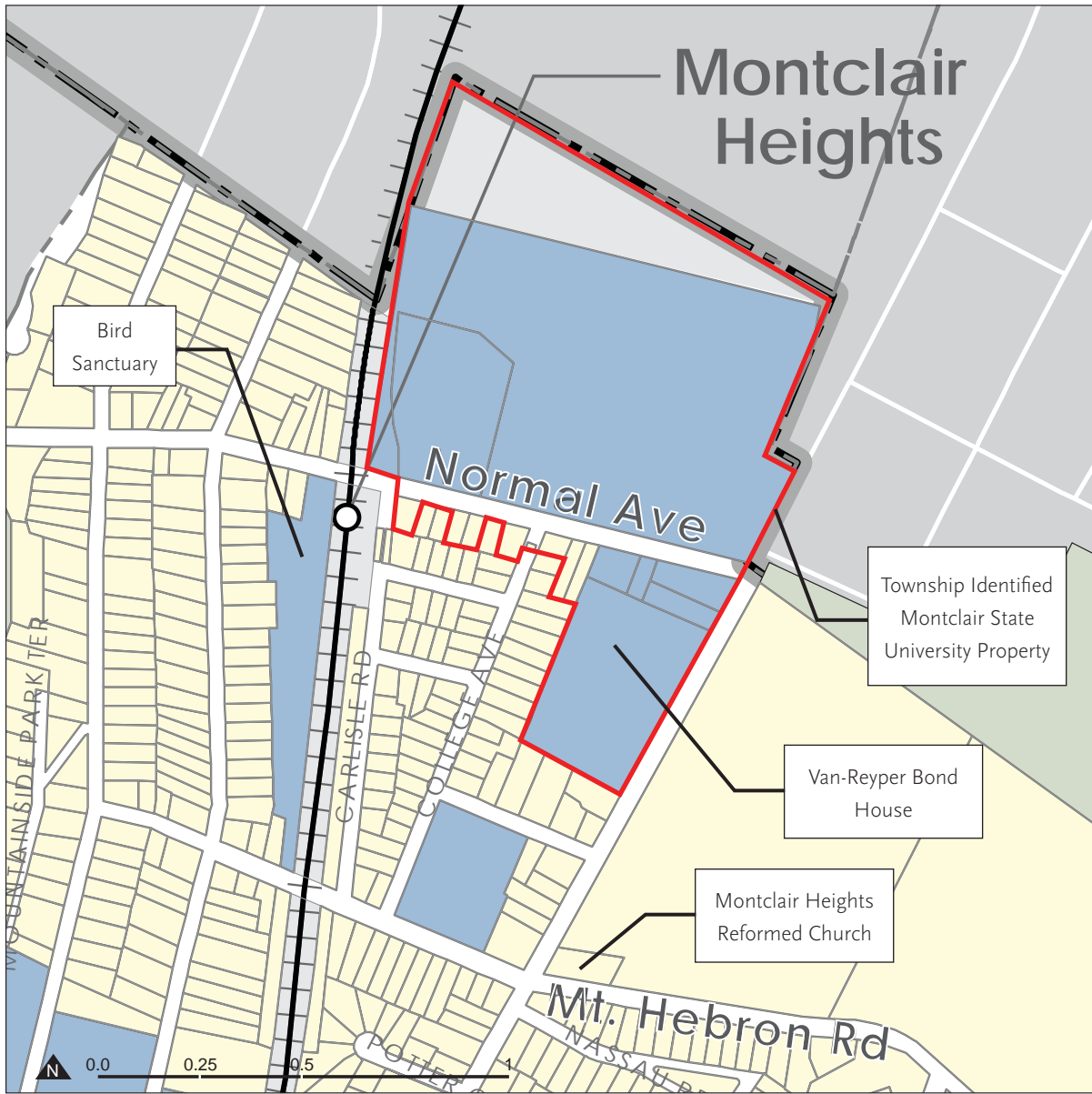
In addition, further University encroachment into the residential neighborhood is a concern for some members of the community. Normal Avenue has historically been the boundary between the more intense University buildings on the north side of Normal Avenue and the single-family neighborhood to the south. The University's acquisition of properties with single-family homes on the south side of Normal Avenue has increased concerns about the University encroaching on the adjoining residential neighborhoods. In response, the neighborhood formed a citizen's action committee called Neighborhood University Watch (NUW) to monitor and proactively address issues associated with MSU. Historically, MSU has engaged the border community reactively when its development projects have impacted the border community, as the south side of Normal Avenue is not appropriate for large-scale development, given it's residential nature. NUW members have been pleased with Montclair State's participation with the Montclair State University Community Committee (MSUCC), which was established by the Township Council, also interfaces with the University on planning matters.

RECOMMENDATIONS

► Land Use

Preservation of the Montclair Heights residential neighborhood is important. In order to maintain the integrity of this area, the following land use strategies are recommended:

- The existing wooded buffers on Township and NJTransit land between the train line and adjacent residential homes should be maintained. The landscaping on NJTransit property on the western border of Carlisle Road, between Mt. Hebron and Normal Ave, should be enhanced to further buffer the neighborhood.
- Any new University buildings south of Normal Avenue should maintain the size and scale of the adjoining single-family homes. Larger structures and more intensive development at MSU should occur on properties on the north side of Normal Avenue.
- Development on the north side of Normal Avenue and the 500 block of Upper Mountain Avenue should maintain the lower-scale, residential streetscape of Normal Avenue and Upper Mountain Avenue. Buildings on the north side of Normal Avenue that exceed 3-stories should be stepped back at the upper floors to reduce the impact to the residential neighborhood to the south and west.



- R1 - One-Family Zone
- P - Public Zone

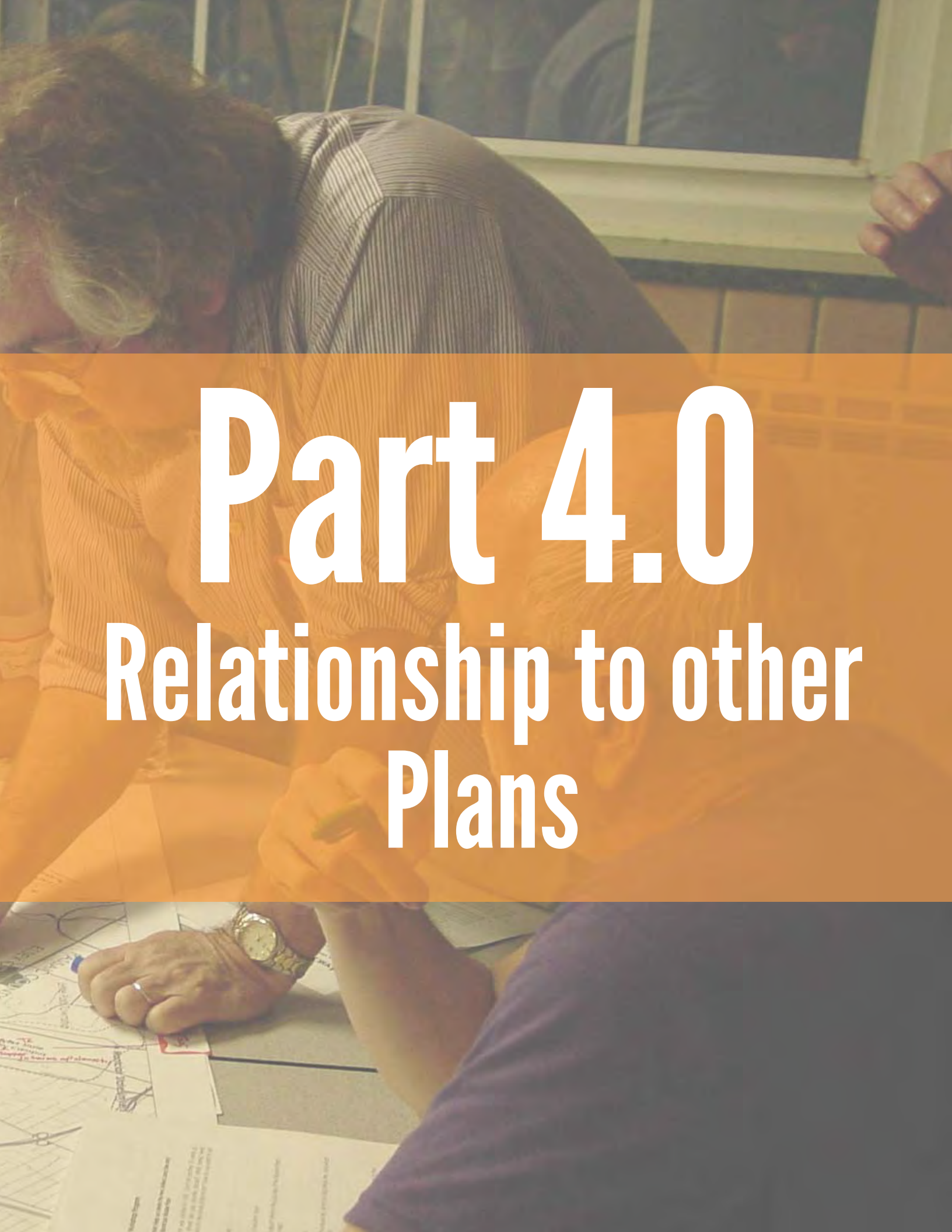
- The Township should enter into a joint planning process with MSU whereby a landscape and streetscape plan is created to ensure a “soft” and visually attractive border.
- The Township should engage with MSU and NJ Transit to create a visually appealing and well signed entrance for MSU that enhances the look of Normal Avenue and the Train Station.
- Creative means should be explored to keep homes along the south side of Normal Ave single-family in nature, including the involvement of nonprofit organizations to promote affordable housing.

► Circulation

- The Township should explore changes and expansion of its residential parking permit program to minimize on-street parking spillover from MSU into the residential neighborhoods.
- The Township should continue to monitor parking activity along streets in this neighborhood to ensure that student parking does not become a problem. If student parking is noticeable, then parking limitations should be enacted and enforced. Student parking on local streets has created problems in the past and has been addressed by the Township with a hodgepodge mix of parking regulations. Most residents in the area greatly prefer resident parking permits so that they can continue to use the street parking in front of their houses. Unfortunately the resident parking permit situation is only available to a limited set of residents, without any clear rationale. Areas with a straight two-hour parking limit create problems with residents. The Township should study the policies and normalize the parking restrictions for the whole area with a stated preference for expanding resident permit parking.
- An extension of the sidewalk network at the south side of Normal Avenue should be prioritized to allow for improved pedestrian access to the train station.
- Bicycle facilities, such as covered bike lockers should be installed at the train station to improve the viability of multi-modal transit options in this area.
- Explore the viability of installing traffic calming measures on Highland Ave, similar to the speed humps installed on Upper Mountain Avenue, to mitigate the negative impacts of increased traffic and drivers traversing the Township above the posted speed limit.

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Part 4.0

Relationship to other Plans

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INTRODUCTION

It is important to be aware of, to identify, and to discuss the relationships between local planning and the planning that takes place within or at other levels of government and within other relevant jurisdictions. The actions and reactions that take place within the Township are in some cases directly and indirectly linked to what takes place within the state, region, county, and surrounding municipalities. This section of the Master Plan discusses immediate and adjacent existing zoning and planning within the nine adjacent municipalities, takes note of the Essex County 2004 Cross-Acceptance Report, speaks to the relationship of the Montclair Master Plan to the State Development and Redevelopment Plan, as well as the State Strategic Plan. In addition, this section discusses the Township's regional and state planning context as discussed in the Delaware Valley Regional Planning Commission's regional plan for a sustainable future, the 2001 State Development and Redevelopment Plan, and the most recent State Strategic Plan.

ADJACENT TOWNSHIPS

► LITTLE FALLS TOWNSHIP

The Township of Little Falls shares a common northern boundary line with the Township of Montclair. Little Falls Township is located in Passaic County. Zone districts within Montclair Township, along this common boundary line, include the P - Public Zone and the R₁ - One Family Zone. The R₁ Zone is located directly opposite the Little Falls R-1A Residential Zone. The R-1A Residential Zone permits single-family detached residential dwelling units, churches and similar places of worship, public and parochial schools, public libraries, museums, park and playgrounds, and accessory uses customarily incidental to permitted uses. The other adjacent zone in Little Falls is the PI - Public Institution Zone which is occupied by Montclair State University. The Little Falls Township "Master Plan" states in part that the land uses identified along Montclair's border with Little Falls includes one-family residential and public and semi-public land uses and concludes that: "These uses are consistent with the Land Uses in Little Falls along this border". The Passaic County Final Cross-Acceptance Report identifies a potential redevelopment area, known as the "Clove Road Area", along County Route 620 located just west of the railroad tracks between U.S. Highway 46 and just north of the municipal boundary line. This Little Falls Township border area is located in the State's Metropolitan Planning Area.

► CITY OF CLIFTON

The City of Clifton shares a common northern boundary line with the Township of Montclair. The City of Clifton is located in Passaic County. Zone Districts within Montclair Township, along this common boundary line, include the P - Public Zone and the R₁ - One Family Zone. The R₁ Zone is located directly opposite the City of Clifton C - Cemetery Zone, the R-A₁ residential, One Family Zone, and the B-A Business and Professional Offices Zones. The R-A₁ Zone permits single family detached residential dwelling units on minimum 9,375 square foot lots. Permitted Conditional Uses include private schools, public utilities, and houses of worship. The B-A Zone permits business and professional offices. Permitted Conditional Uses include meeting halls, nursery schools, laboratories for research, design and experimentation, hospitals, and business schools. The City of Clifton "Master Plan" states: "The Zone Plan of Montclair is generally consistent with the Clifton designation. Along Clifton's eastern border, Montclair and

Clifton share the Immaculate Conception Cemetery which extends southward between the two municipalities. Beyond the cemetery and extending to the municipal border with the Township of Bloomfield, there are two public land districts and two single-family neighborhoods. One of these single-family neighborhoods in Montclair adjoins an area business and professional district in Clifton, generating the only conflict between the two zone plans. In general, Montclair's zone plan is consistent with the designations of Clifton's zone plan". The City of Clifton border area is located in the State's Metropolitan Planning Area.

► CEDAR GROVE TOWNSHIP

The Township of Cedar Grove shares a common western boundary line with the Township of Montclair. Cedar Grove Township is located in Essex County. Zone districts within Montclair Township, along this common boundary line, include the P - Public Zone, the R1 - One Family Zone, and the RO - Mountainside Zone. The P - Public Zone is located directly opposite the cedar Grove "Public and Recreation Area". The R1 Zone is also located directly opposite the Public and Recreation Area and an R-18 Residential District while the RO Zone is located opposite a small Restricted Commercial District and the R-18 Residential District. The R-18 District permits one-family dwelling units on minimum 18,000 square foot lots. Other permitted uses include churches and other place of worship, public and parochial schools, and public parks and playgrounds. This Cedar Grove Township border area is located in the State's Metropolitan Planning Area.

► VERONA TOWNSHIP

The Township of Verona shares a common western boundary line with the Township of Montclair. Verona Township is located in Essex County. Zone districts within Montclair Township, along this common boundary line, include the P - Public Zone, the R-1 One Family Zone, and the RO - mountainside Zone with small areas of the R4 - Three Story Apartment Zone. The P - Public Zone is located directly opposite a public area in the Township of Verona. The RO Zone is located across from the R - 100, a semi-public area, and an A-2 zone in Verona while the R1 zone is located across from the R - 100 Zone. The R4 - Three Story Apartment Zone is located directly opposite and close to the ETC and A - 3 zones in Verona Township. The R - 100 (Very Low density Single-Family) Zone District permits single family homes on minimum 12,000 square foot lots, the A -2 zone permits apartment buildings and senior citizen housing at 25 to 35 dwelling units an acre, the A -3 (Residential-Townhouse) zone district permits single-family detached homes on minimum 8,400 square foot lots and townhouse development as a permitted conditional use at gross densities between 8 and 12 dwelling units an acre. The ETC (Extended Town Center) Zone District permits, among other non-residential uses, retail and retail service establishments, full-service restaurants, baked goods stores, offices, banks, personal service establishments, and family day care on minimum 12,000 square foot lots. Permitted conditional uses in the ETC zone include auto sales, mixed residential with retail, office and commercial uses, and service stations. The P- Public zone permits schools, parks, open space, and other public facilities and public offices on minimum 10,000 square foot lots. The SP (Semi-Public) zone permits houses of worship and private schools on minimum 65,340 square foot lots. This Verona Township border area is located in the State's Metropolitan Planning Area.

► WEST ORANGE TOWNSHIP

The Township of West Orange shares common western and southern boundary lines with the Township of Montclair. West Orange Township is located in Essex County. Zone districts within in Montclair Township, along the western common boundary line, is the P -Public Zone while zone districts along the southern boundary line includes the R1 - One Family Zone, the RO - Mountainside Zone and the R2 - Two Family Zone. The R1 zone is located opposite the R-T, R - 6, R - G, and B - 1 Zone Districts in West Orange Township while the P - Public Zone is located opposite the R - 1 Zone District in West Orange. The RO - Mountainside Zone is located opposite the R-T and the R - G zones while the R2 Zone is located across from the R - T Zone. The R -1 Zone permits single - family detached residential development on minimum 80,000 square foot lots. The R - 6 zone permits single-family detached residential development on minimum 6,000 square foot lots, the R-T zone permits twin residential units on minimum 5,000 square foot lots, the R - G zone permits garden apartments at 8 dwelling units an acre, and the B -1 Retail Business zone permits a variety of non-residential uses with no minimum lot sizes. This West Orange Township border area is located in the State's Metropolitan Planning Area.

► CITY OF ORANGE

The City of Orange shares a common southern boundary line with the Township of Montclair. The City of West Orange is located in Essex County. The zone district within Montclair Township that is located along the southern boundary is the R1 - One Family Zone. The R1 zone is located across from the A - 1 and the A - 3 zone districts in the City of Orange. The A - 1 Residential Zone district permits single-family detached houses on minimum 10,000 square foot lots. Permitted conditional uses include essential public services and public uses, institutional uses, and home professionals. The A - 3 zone district located along the common boundary line is represented by the existing Rosedale Cemetery. This City of Orange border area is located in the State's Metropolitan Planning Area.

► CITY OF EAST ORANGE

The City of East Orange shares a common point of location with the Township of Montclair. The City of East Orange is located in Essex County. The zone district within Montclair Township that is located across from the City of Orange boundary line is the R1 - One Family Zone. The R1 zone is located across from the R - 2 zone district in the City of East Orange. The R -2 (Two-Family Residential, Townhouse) Zone District permits two-family dwellings on minimum 3,000 square foot lots and townhouses on minimum 1,500 square foot lots plus pre-existing mixed residential and commercial buildings, accessory off-site parking facilities, parks and playgrounds, premises for municipal purposes except for public works garages and solid waste facilities, and home professional office uses. The City of East Orange border area is located in the State's Metropolitan Planning Area.

► GLEN RIDGE BOROUGH

The Borough of Glen Ridge shares a common eastern boundary line with the Township of Montclair. The Borough of Glen Ridge is located in Essex County. The zone districts within Montclair that are located across from the Borough of Glen Ridge are P - Public, R1 - One Family, C1 - Central Business, R2 - Two Family Zone, R3 - Garden Group Zone, and the Pine Street Redevelopment Area. Located directly south of Bloomfield Avenue along the common

boundary line and opposite the Township of Montclair exist the R -1, R - 2, and R - 3 residential zone districts in Glen Ridge Borough. The R -1 zone is a residential single-family detached low density zone, the R - 2 is a residential single-family medium density zone and the R - 3 is also a residential single-family medium density zone. Areas to the north of Bloomfield Avenue and the railroad right-of-way include a B - Business zone, a health care zone, and the R -2 zone district. The Glen Ridge zone pattern in the area roughly between Bloomfield Avenue and the railroad right-of way includes and Open Space area, C -1 Commercial, and R - 5 Residential. The Borough has in place an open space historic district that runs along most of the shared common boundary line. The R-1 Zone permits single-family detached dwelling units on minimum 10,000 square foot lots, churches, private country clubs, and public and private day schools. The R-2 zone permits single-family detached dwelling units on minimum 6,200 square foot lots and the R-3 zone permits single-family detached dwelling units on minimum 4,800 square foot lots. The C-1 Commercial zone permits commercial retail limited to first floor locations, professional offices, personal service establishments including restaurants (excluding fast food), public parking and structures and municipal facilities. The OS-H Open Space District permits noncommercial parks, playgrounds and open spaces, the R - 5 District permits single-family detached dwelling units, townhouses, and public parking lots and structures and the b -Business zone permits offices and professional buildings, nursing homes, and public and private schools. Glen Ridge “Master Planning” notes that Montclair is located along the Glen Ridge western border, noting: “The majority of the land in Montclair bordering Glen Ridge is zoned R - 1 Moderate Density single-family residential. Both parks in Montclair along the boundaries are zoned P - Public Use, consistent with their park designations. The area fronting on both sides of Bloomfield Avenue is zoned C -1 Commercial. Furthermore, the R - 4 Three Story Apartment zone is located along Glen Ridge Avenue and Baldwin Street. Generally, the Glen Ridge Master Plan is compatible with the Montclair Master Plan and Zoning”. The Borough Master Plan goes on to recognize that Montclair is redeveloping the Pine Street area and that: “A new train station, firehouse, senior housing and apartments are planned for this area in close proximity to Glen Ridge. As the Pine Street area redevelops, the Borough should work closely with the Township of Montclair to create linkages between existing mass transit infrastructure and ensure compatibility with Borough land uses and traffic patterns”. The Borough of Glen Ridge border area is located in the State’s Metropolitan Planning Area.

► BLOOMFIELD TOWNSHIP

The Township of Bloomfield shares a common eastern boundary line with the Township of Montclair. The Township of Bloomfield is located in Essex County. The zone districts within Montclair that are located across from the Township of Bloomfield are P - Public zone, RO(a) - One Family zone, and the R1 - One Family zone. The P -Public zone is located directly across from the P - Public Uses zone which permits parks, government buildings, and non-profit educational institutions. It also permits garden apartments as a conditional use. This zone includes most parks and recreation and open space areas in the Township which experience heavy usage by residents, schools, and visitors. The R - 1A Single-Family Residential Low Density District in the Township of Bloomfield is located directly opposite the RO(a) and the R1 zones in Montclair. The R - 1A zone is a predominantly residential land use district that permits single-family detached dwellings. The zone also permits compatible non-residential uses like public buildings, utilities, and parks. Maximum gross residential density is 8.7 dwelling units per acre. The Bloomfield “Master Plan” states, in part: “The Township of Bloomfield is bordered to the west by the Township of Montclair from the municipal boundary with Clifton in the north to the Brookdale County Park in the south. The area is characterized by a majority of residential uses with parks and open space. The land use and zoning pattern along the municipal border is

consistent with compatible single-family residential neighborhoods and a shared county park. There are no changes recommended for the land use and zoning pattern in this section of the Township”. The Township of Bloomfield border area is located in the State’s Metropolitan Planning Area.

COUNTY PLANS

The County of Essex prepared a Cross-acceptance Report dated December 16, 2004. In that report the County presents discussions regarding municipal consistency with the Preliminary State Plan that takes into consideration the following Township of Montclair planning documents: the 1978 Comprehensive Master Plan, the 1985, 1987, 1992, and 1999 Master Plan Reexamination Reports, the 1989 and 1997 Housing Plans, the 1993 Historic Preservation Plan, the 1998 Development Strategy for an Arts, Culture & Entertainment District, and the 2004 Natural Resource Inventory.

This County Report presents a detailed discussion of how the policy objectives of the State’s Metropolitan Planning Area are being satisfied by the Township in its many planning documents. The discussion contained in the County Report is as follows:

The Report concludes that the Township has had a “very good” performance grade in implementing the goals and policies of the State Plan. The Report notes that the Township is an older suburb and that the Township has and continues to focus on redevelopment areas, reuse and concentrated development efforts in or near the Town Center or train stations. The Report notes that: New multi-family residential developments have been located in or near the Town Center or on major street/bus lines. The zoning ordinance permits a variety of housing types and the Township is embarking on an affordable housing initiative that will exceed the Council on Affordable Housing (COAH) requirements for affordable units, as was done in previous COAH Rounds”.

STATE PLANS

► STATE STRATEGIC PLAN: NEW JERSEY’S STATE DEVELOPMENT & REDEVELOPMENT PLAN

On November 14, 2011 the New Jersey State Planning Commission approved a draft final State Strategic Plan. The plan was prepared as an update the prior 2001 State Development Plan. The Strategic Plan states that its focus will be to foster “targeted job growth, supporting effective regional planning” while preserving the State’s critical resources. Specifically, the goals of the Plan are as follows:

- **Goal 1:** Targeted Economic Growth: Enhance opportunities for attraction and growth of industries of statewide and regional importance.
- **Goal 2:** Effective Planning for Vibrant Regions: Guide and inform regional planning so that each region of the State can experience appropriate growth according to the desires and assets of that region.
- **Goal 3:** Preservation and Enhancement of Critical State Resources: Ensure that strategies for growth include preservation of the State’s critical natural, agricultural, scenic, recreation, and

historic resources, recognizing the role they play in sustaining and improving the quality of life for New Jersey residents and attracting economic growth.

- **Goal 4:** Tactical Alignment of Government: Enable effective resource allocation, coordination, cooperation and communication among those who play a role in meeting the mission of the Plan.

The Plan takes note that the Governor's Institute on Community Design recommended, in part, that "working landscapes, preservation areas, and open spaces" should be protected and that municipalities should be incentivized to create compact, livable communities.

The State Planning Commission intends to "fully phase out" the 2001 State Policy Map within the next few years and to replace it with a new map that identifies: Priority Growth Investment Areas, Priority Preservation Investment Areas, and Open Space Conservation Areas. The Plan states that the use of "planning areas" and the designation of centers will be discontinued.

The Plan presents a list of "Garden State Values" that will be the basis for "discretionary State investment" through a scorecard system. The values will be used to channel growth toward existing infrastructure, promote urban and first tier suburban redevelopment, protect critical natural resources and promote healthy lifestyles.

New Jersey State Development and Redevelopment Plan

On April 28, 2004, the New Jersey State Planning Commission released a preliminary NJ State Development and Redevelopment Plan which is used to "guide municipal, county and regional planning, state agency functional planning and infrastructure investment decisions." The Plan establishes statewide planning objectives regarding land use, housing, economic development, transportation, conservation, recreation, and historic preservation and serves as a blueprint for the future of New Jersey. The Plan places nearly all of Montclair in a PA1 Metropolitan Planning Area, as it did in the original State Plan 2001, an area that is targeted for growth. The policies and objectives of PA1 communities are largely the same as outline in the 1992 State Plan, as follows:

- Using land use controls focusing on development and redevelopment where efficient use of public facilities and services can be achieved.
- Preserving housing stock and providing a range of housing choices.
- Encouraging infill developments, assembly of parcels into efficiently developed sites, and the creation of public/private partnerships.
- Capitalizing on high-density settlement patterns to encourage use of public and non-auto transportation.
- Reclaiming environmentally damaged sites (brownfields) and preventing future damage, with particular emphasis on remaining wildlife habitat, air quality, open space, and recreational opportunities.
- Maximizing recreational opportunities by enhancing existing parks and facilities and creating new sites.
- Integrating historic preservation into redevelopment efforts.
- Eliminating deficiencies in public facilities and expanding them where necessary to accommodate future growth and redevelopment.
- Regionalizing and coordinating as many public services as feasible and economical, encouraging private-sector investment, and public/private partnerships.

The Township's parklands are mapped on the State Map as Parks and Natural Areas. Our critical slope area along First Mountain is mapped as a PA5 (environmentally-sensitive planning area).

Our State and National Historic Districts are mapped as Critical Environmental Sites.

A 2004 Draft Plan was drafted but not adopted. The State Planning Act requires the State Planning Commission to adopt a State Development & Redevelopment Plan. The State Strategic Plan, drafted over the past two years, is the revision to the 2001 State Plan & Redevelopment Plan. It sets forth a vision for the future of the State along with strategies to achieve it. A public hearing to adopt the State Strategic Plan was set for November 2012. It was postponed and as of the writing of this document has not been rescheduled.

New policies introduced in the 2004 Preliminary State Plan include environmental justice, the location of educational facilities and their relationship to the local community, the health benefits of smart growth, the promotion and preservation of the agriculture industry, the transport of goods and the relationship between incompatible land uses. It expands on the process of Plan Endorsement and clarifies the role of the State Plan and COAH. COAH will utilize the State Plan when granting substantive certification of Housing Elements and Fair Share Plans. COAH will allow municipalities to rely upon the population and employment projections which will be contained in the State Plan when it is readopted, or prior to that, the projections that were prepared by the North Jersey Transportation Planning Authority (NJTPA) in determining a municipality's third round affordable housing allocation. The 2004 Plan also developed indicators and targets that will more accurately measure how well the Plan is being implemented and the extent to which plans submitted for Plan Endorsement meet the goals of the Plan.

The Township participated in the County's Cross-acceptance process which involved comparing Township planning documents with the goals of the State Plan and identifying any inconsistencies. The Township's 1999 Master Plan and redevelopment plans were consistent with the goals of the State Plan for a PA1 community.

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Glossary of Terms

GLOSSARY OF KEY TERMS

Aging-in-Place: The ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level.

Bike/Car Share: A service in which bicycles/cars are made available for shared use to individuals who do not own them.

Community Gardens: A parcel of land used for the communal growing of vegetables, flowers, etc. used for human consumption but not for commercial sales.

Complete Streets: A street that is designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Connectivity: The measure and extent to which components of a network are connected to one another, and the ease with which they can converse.

Density: The number of dwelling units permitted per net acre of land.

Density Bonus: The allocation of development rights that allow a parcel to accommodate additional square footage or additional units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity on- or off-site.

Elevator Buildings: A multi-story building serviced by an elevator and common lobby, which may be single or mixed-use.

Form-Based Code: A land use ordinance that addresses how individual site development contributes to the overall public realm.

Liner Buildings: A single or multi-story building devoted to commercial or residential uses. The purpose is to "line" the exteriors of large structures such as parking garages. This allows large, blank facades to be screened by pedestrian scaled uses. The building may be attached or integrated into the larger structure, or sit in front of it, with separations dictated by buildings codes.

Mid-Block Cut-Throughs: A public space within a lot that may be open or enclosed and which is designed and/or intended to be used by the public to pass between a public right-of-way and a parking lot located within the interior of a block or to the rear of a building.

Mixed-Use: A building that includes more than one use; typically having different uses on the first floor and the upper floors of the building. A common example is ground-story commercial with offices or residences on upper floors.

Neighborhood Thoroughfares (NT): See description in Section 2.1: Transportation + Mobility, for a definition of Neighborhood Thoroughfares (NT)

Nodes: An identifiable grouping of uses or activities that result in a spatially defined area of activity.

Pedestrian Amenities: Improvements that enhance the look, feel, and function of the pedestrian experience within the public realm. Examples of pedestrian amenities include benches, street lights, street trees, high-visibility crosswalks, etc.

Primary Activity Corridors (PAC): See description in Section 2.1: Transportation + Mobility, for a definition of Primary Activity Corridors (PAC)

Public Realm: Property (streets, alleys, civic greens and parks) within the public domain and physically within a city or neighborhood within which citizens may exercise their rights. At its most ideal level, public space and public buildings can be characterized as being of, for, and by the people.

Residential Streets (RS): See description in Section 2.1: Transportation + Mobility, for a definition of Residential Streets (RS)

Secondary Activity Streets (SAS): See description in Section 2.1: Transportation + Mobility, for a definition of Secondary Activity Streets (SAS)

Shared Parking: A public or private parking area used jointly by two or more uses.

Shared Valet Parking System: A valet parking system operated by a group of businesses rather than a single business, or an entity such as a Business Improvement District (BID).

Stepbacks: A building where successive stories or groups of stories recede farther and farther from the front, side, and/or back, so as to allow increased light and air to reach the street.

Township Thoroughfares (TT): See description in Section 2.1: Transportation + Mobility, for a definition of Township Thoroughfares (TT)

Transit-Oriented Development: Development, often in mixed-use and compact form, that is clustered within a 5-10 minute walk of a train station.

Wayfinding: A consistent use and organization of definite sensory cues from the external environment.