



TOWNSHIP OF SOUTH ORANGE VILLAGE

Smart Growth Plan

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INTRODUCTION

Introduction

Vision

The Village of South Orange is many things. It is urban and suburban. It is a business center and a bedroom community. It is a textbook history of residential architecture. It is a center for arts and culture. It is a college town. It is a commuter town. It is home to 17,000 people who live, work, play, go to school, worship, shop, dine, commute, and dream of the future of their hometown. This Smart Growth Plan is another step in protecting the past and creating the future of the Village of South Orange.

The Village of South Orange has been practicing smart growth principles for decades. Building on the strong foundation of Midtown direct train service, an inherently walkable form, and high quality architecture, the Village continues to add the building blocks necessary to continue the tradition of smart growth, such as jitney service, redevelopment, pedestrian improvements and other initiatives. It is the intent of this Smart Growth Plan to enhance and capitalize on the Village's strengths by improving existing connections and creating new connections between amenities within the Village as well as between the Village and surrounding communities. New connections will result in increased mobility, access and economic vitality. The vision of the future South Orange is exciting and achievable.

South Orange is a shopper's destination. A revitalized central business district, full of diverse shops and restaurants attracts locals, visitors and commuters stopping in for last minute necessities on the daily trek. Smaller business districts build on the success of downtown, providing additional goods and services. Seton Hall students and Village residents can mingle in a hip thriving Irvington Avenue business district. Valley Street has a life and feel of its own.

South Orange is connected. Residents commuting into Newark or New York can walk or

bike safely from any of the Village's historic neighborhoods to either of the Village's two train stations, or during inclement weather take the jitney service. Children can safely walk to local playgrounds and parks scattered throughout the Village or travel by bike to the Baird Center or school.

South Orange Village has become a tourist and day-tripper destination. Families from around New Jersey, couples from New York and visitors from around the world come to South Orange. Couples from the city can take the train into South Orange, rent a bike with a box lunch from the diner and set off for on a bike tour of the Village's historic architecture and finish the day with dinner at a riverside café and a show at the South Orange Performing Arts Center. Families can get off the train, catch a ride on the Jitney and escape to the natural beauty of South Mountain Reservation and finish the day with ice cream and a fireworks display.

South Orange is green. Residents and visitors can stroll along the naturalized banks of the Rahway River. Everyone in town is five minutes from a local park. The Baird Community Center is revitalized and there are recreation opportunities for young and old.

This Plan envisions that by 2030 the Village of South Orange will not simply be an exemplar of smart growth, but be recognized as one of the most desirable communities in which to reside due to its thriving business district, preservation of historic character, and high-quality of life for residents. The future for the Village is bright due to the actions taken today combined with their fulfillment in the coming years.

This is the Village of South Orange.

What is Smart Growth?

Smart Growth is a planning movement that seeks to slow the sprawling pattern of suburban development that has been occurring in New Jersey for the better part of this century. This sprawling pattern has spread development into previously undeveloped areas of the State, eating up farmland and environmentally sensitive areas, changing the character of previously rural areas and doing so at significant public cost through the expansion of infrastructure and public services. In contrast, Smart Growth emphasizes the improvement of existing, developed communities with particular emphasis on communities that exhibit the principles of Smart Growth, like South Orange Village.

Smart Growth can be defined as:

“A proposed development pattern that makes efficient use of limited land, utilizes existing services and infrastructure, promotes a wide variety of transportation and housing options, absorbs and effectively serves a significant portion of the future population growth in centers, protects and enhances the architectural and environmental character of the community through compatible, high quality, and environmentally-sensitive development practices. Inherent to this definition is the need to implement Smart Growth through comprehensive, consistent and effective policies, regulations, capital projects and incentives.”

A Smart Growth community is one that exhibits the key principles of Smart Growth, which are:

- Compact, mixed use development
- Walkable town center and neighborhoods
- Predictable, fair and cost-effective development decisions
- Distinctive, attractive community offering a “sense of place”

- Range of housing choice and opportunities
- Community and stakeholder collaboration in development decision-making
- Emphasis on open space, scenic resource preservation, parks and recreation
- Variety of transportation options, including access to transit
- Open space and scenic resource preservation
- Future development strengthened and directed to existing communities using existing infrastructure

South Orange – Example of Smart Growth

With its compact mixed-use development, its walkable and attractive neighborhoods and town center, the variety of transportation options including excellent mass transit accessibility, and its wide range of housing choice and opportunities, South Orange has been widely identified as an example of Smart Growth. South Orange exhibits all of the above Smart Growth characteristics to one degree or another. In fact, many of these characteristics help define South Orange in many people’s minds. The fact that South Orange exhibits these characteristics led the Village to be one of the first communities in New Jersey to be designated a “Transit Village,” as well as a “Main Street New Jersey” community. The Village was one of the original five Transit Villages (designated in 1999), a designation the NJ Department of Transportation grants municipalities that demonstrate a commitment to revitalizing and redeveloping the area around its transit facility into a compact, mixed-use neighborhood with a strong residential component.

Purpose of Smart Growth Plan

South Orange has undertaken an aggressive revitalization of its downtown. Such efforts have included significant redevelopment projects, including redevelopment of the train station area, as well as a number of transit-oriented residential projects near the train station. The South Orange Performing Arts Center (which involves a live theater and

five movie theaters next to the train station) opened in November 2006. Several mixed-use projects in the downtown area have obtained approvals and are expected to be developed within the next few years. Accompanying these redevelopment efforts, South Orange has rebuilt and revitalized its town center to make it more pedestrian friendly by providing wider, brick-paved sidewalks, additional crosswalks, better lighting, additional public safety officers and several façade initiatives that make the downtown more aesthetically pleasing. Additional efforts include the preparation of a new Village-wide Bicycle and Pedestrian Circulation Plan, preparation of a new Village-wide Recreation & Open Space Plan, and the planned restoration of the East Branch of the Rahway River. All of these efforts seek to capitalize and/or reinforce the Village's revitalization efforts.

However, there is always opportunity for refinement and improvement. Recognizing this opportunity, the Village applied for, and was awarded, grants from the New Jersey Department of Community Affairs (DCA) and the Association of New Jersey Environmental Commissions (ANJEC) to prepare this Smart Growth Plan.

The purpose of this Smart Growth Plan is to build upon the aspects of South Orange that make it a "smart growth community" in order to make it a true model of Smart Growth in the State of New Jersey. A key component of this effort is the creation of a unified, long-term and Village-wide strategic vision and plan that reinforces the continued implementation of Smart Growth principles in the Village. The Smart Growth Plan will be adopted as a key component of the Master Plan.

The Process

The process officially began when the Village received grants from the New Jersey Department of Community Affairs (DCA) and the Association of New Jersey Environmental

Commissions (ANJEC) in June of 2005. The Village created an ad-hoc Smart Growth Plan Committee comprised of residents and individuals representing the Village Board of Trustees, Village residents, the Planning Board, the Environmental Commission, and Village staff. The Smart Growth Plan Committee was in charge of directing the Smart Growth Plan process.

The Smart Growth Plan Committee working with the Planning Consultant was charged with creating a future vision for the Village and building consensus to implement the Plan. This Smart Growth Plan provides a long-term guide for the Village's future. The Plan stresses positive and pro-active cooperation among property owners, developers, and the Village to achieve the objectives of the Plan. The Plan serves as a policy statement and provides a framework for Village implementation ordinances.

This Smart Growth Plan was the result of a consensus-based process. The following strategies were employed to pursue a broad-based representation throughout the planning process:



- Meetings of the Smart Growth Plan Committee.

The Committee has met on various occasions to identify and discuss issues to be addressed in the Plan and to develop the public outreach program. Following the public outreach program, the Committee met to review and analyze the results and determine the future direction of the Plan. The Committee has had further meetings to review individual plan elements in draft and revised forms and make comments and suggestions. The Committee reviewed the final document prior to a public hearing.

- The Public Outreach Program

1. Community Survey

Working with its consultant, the Committee prepared and conducted a community survey. The survey was posted on the Village's website. Paper copies were also made available at Village Hall, the Library and Baird Community Center. The survey was advertised in advance in The Gaslight (the community newsletter which is mailed to each resident and business address in the Village) and the News Record was made available to the public for a period of one full month.

2. Public Visioning Sessions

Two public visioning sessions were conducted in 2006. The first visioning session was held on Tuesday, May 23rd, 7 pm at the Marshall School. The second visioning session was held Wednesday, June 7th, 7 pm at the South Orange Middle School. Both sessions were advertised in advance in The Gaslight, on the Village's website and in the News Record. The visioning sessions expanded upon the input received from the surveys by eliciting more "forward thinking" input from the public. The visioning sessions were organized around the following five general topics:

- o neighborhood character/preservation
- o circulation
- o open space, parks, recreation and historic character
- o community development/ design - Valley Street
- o community development/ design - Irvington Avenue

3. Public Information Session

The final draft of the Smart Growth Plan was presented in a public workshop for comments and suggestions regarding the plan elements and policy initiatives identified prior to the public hearing

4. Public Hearing

The plan will be presented at a public hearing to obtain additional input from residents. In addition, a public hearing will occur when the Plan is considered by the Planning Board for consideration of adoption as an element of the Master Plan.

The Plan

This Smart Growth Plan consists of the following components:

GOALS AND OBJECTIVES- Summary of the goals and objectives of the Plan from the community outreach conducted throughout the planning process.

COMMUNITY CHARACTER- Analysis and recommendations regarding historic preservation, urban design, the Village's business districts, and other zoning changes.

CIRCULATION- Analysis and recommendations regarding pedestrian, bike, and vehicular circulation and parking.

PARKS, OPEN SPACE, RECREATION- - Analysis and recommendations stemming from the synthesis of the Village's many park and recreation plans, including the Rahway River Corridor Master Plan.

STRATEGIC PLAN- Summary of the recommendations to be implemented, a timeline of implementation, and funding sources to aid in implementation of the recommendations.

The Smart Growth Plan will serve as a long-range guide for the downtown and the Village as a whole. It is a policy document detailing the official vision for the Village's future. However, it is not a mere statement of general goals or policies. This Plan also contains a detailed "strategic plan" element consisting of time schedules and responsibilities for implementation, as well as funding strategies (including identification of potential public and private funding sources to assist in implementing the plan).





EVALUATION OF CURRENT AND FUTURE CONDITIONS

Evaluation of existing and future conditions

Current, Historic and Projected Population Growth

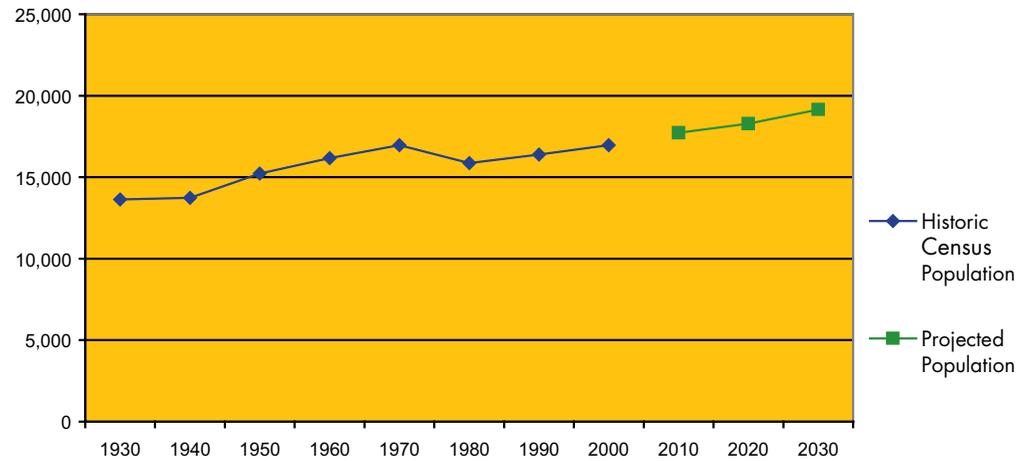
According to the 2000 Census, South Orange’s population was 16,964. The North Jersey Transportation Planning Authority estimates the Village’s 2005 population at 17,340.

The Village of South Orange, as a substantially developed community, has had a relatively steady population over the last several decades. The Village has experienced modest population and housing growth over the last 40 years (less than 7% growth in each decade since 1960). Between 1950 and 2000, the Village’s population grew by only 11% (from 15,230 in 1950 to 16,964 persons in 2000). In fact, after a rather sizeable decrease in population during the 1970’s (1,107 persons or 6.5% of the population), the Village’s population in 2000 was just nearing its population high of 16,971 persons in the 1970 census.

The North Jersey Transportation Planning Authority (NJTPA) has published population projections which indicate that South Orange will continue to experience modest population growth over the next several decades. As shown in the table below, population growth is expected to occur in the 3% to 4% range per decade through 2030, consistent with population growth rates during the last two decades.

South Orange Population Change - Historic and Projected			
Year	Population	Change	
		Number	Percent
1930	13,630		
1940	13,742	112	0.8%
1950	15,230	1,488	10.8%
1960	16,175	945	6.2%
1970	16,971	796	4.9%
1980	15,864	-1,107	-6.5%
1990	16,390	526	3.3%
2000	16,964	574	3.5%
2010	17,720	756	4.4%
2020	18,280	560	3.2%
2030	19,140	860	4.7%

Source: US Census 2000 and NJTPA



Over the next ten years in particular, NJTPA estimates that the population in South Orange will increase to 17,870 by the year 2015, compared to NJTPA’s estimated year 2005 Village population of 17,340. This is an overall increase of 530 (3.1%) residents, with a corresponding increase of 220 additional households.

The vast majority of the Village’s land area is located within its single-family residential zoning districts – the RA zones. The vast majority of these zoning districts have been subdivided and developed (see “Existing Land Use” map). In addition to there being few remaining vacant lots, there are also exist relatively few oversized and subdividable lots within these zoning districts. As a result, it is anticipated that relatively little additional development will occur over the next ten years within the Village’s RA zones. The same is true for RB zones.

As a substantially developed community with virtually no undeveloped land, the vast majority of future residential development within the Village is anticipated to occur as

part of redevelopment projects planned in and around the Central Business District. This was reflected in the Village’s recently adopted Housing Element and Fair Share Plan which included a detailed analysis of projected future growth using the methodology required by the Council on Affordable Housing. Based upon historical trends as well as actual approved and anticipated development projects, the Housing Plan analysis projected an overall net residential growth of 246 units between the years 2004 and 2014, which is quite consistent with NJTPA’s projected increase of 220 households over the next ten years. Most of this projected population growth is expected to result from approved redevelopment projects in and around the downtown area (153 units), with another 64 units resulting from development of the quarry project completed. Outside of these projects, it is anticipated that residential development will continue to occur at the rates already experienced over the past several years within the Village and anticipates that the vast majority of any residential development would occur through the redevelopment of currently developed sites.

Anticipated Growth in Employment and Non-Residential Development

The North Jersey Transportation Planning Authority (NJTPA) estimates that employment within South Orange will increase by 100 jobs (or 1.9%) between the years 2005 and 2015. This rate is consistent with projected employment growth in the County as a whole during the same time period (i.e., 2.2%), although lower than projected population growth in the Village.

Based upon historical trends as well as actual approved and anticipated development projects, the analysis in the Housing Plan projected an overall net increase of 128 jobs between the years 2004 and 2014, which is consistent with NJTPA’s projected increase of 100 jobs over the next ten years.

North Jersey Transportation Planning Authority South Orange - Employment Projections						
					# Change	%Change
	2000	2005	2010	2015	2005-2015	2005-2015
Jobs	5,370	5,380	5,390	5,480	100	1.9%

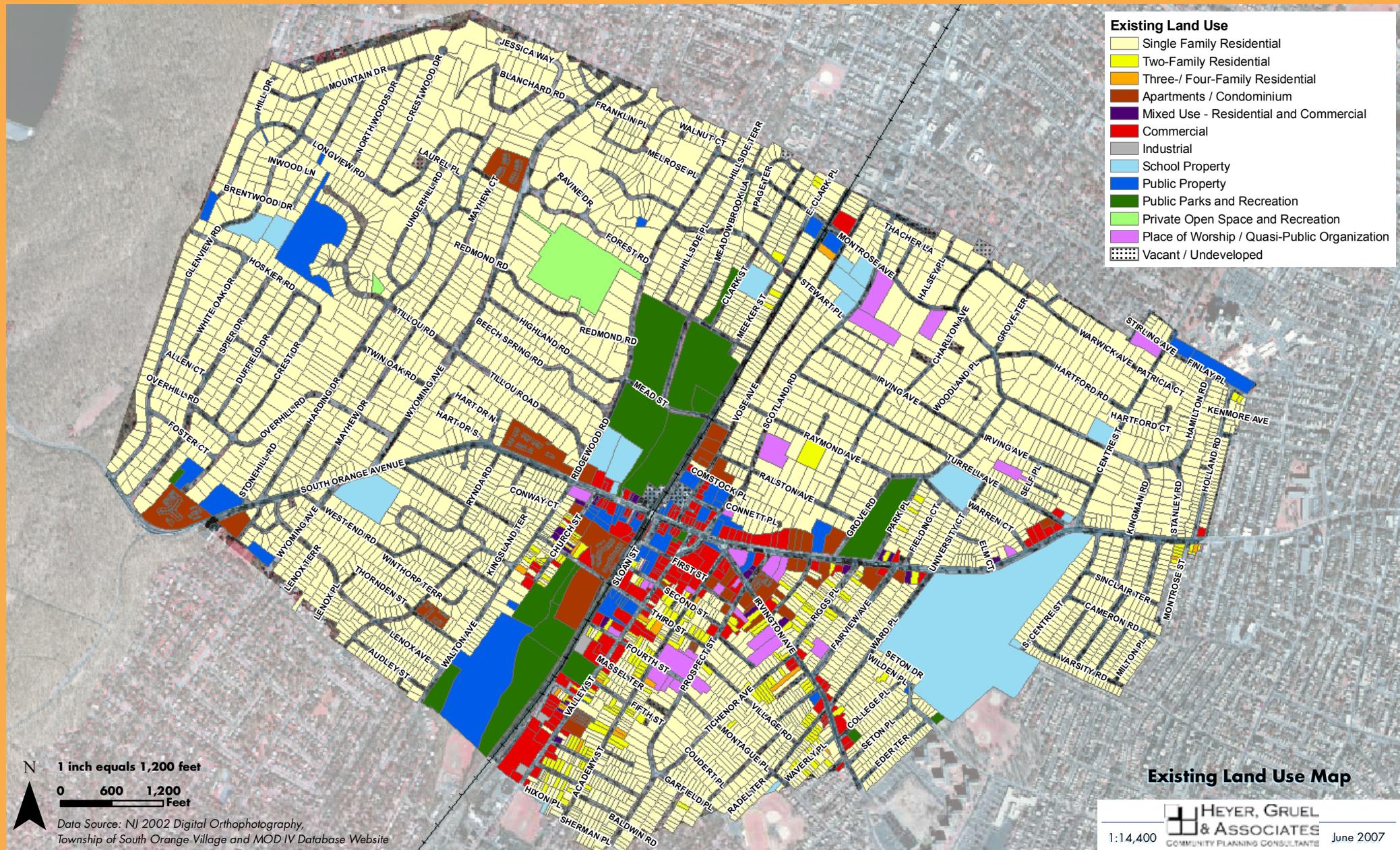
The Village’s business districts are predominately developed. There exists very little, if any, undeveloped or substantially under-developed land existing within the Village not already committed to planned development. Thus, it is anticipated that the vast majority of future non-residential development that may occur will occur through the redevelopment of currently developed sites. There are a number of redevelopment projects that include a non-residential component currently in process in and around the Village’s Central Business District. All of these projects consist of the redevelopment of currently- or previously-developed sites. Outside of these projects, it is anticipated that non-residential development will continue to occur at the rates already experienced over the past several years within the Village.



Existing Land Use

An analysis of existing land use and development is a key step in any community-wide planning process. An appraisal of the community’s existing development establishes the necessary framework for intelligently guiding future growth and planning for the appropriate utilization of land. Existing land use within the Village is reflected on the “Existing Land Use” map.

As indicated in the table below, and as reflected on the “Existing Land Use” map, the vast majority of the Village is developed. In fact, less than 1% of the Village land area, outside of road and railroad rights-of-way, consists of vacant land. The vast majority of the Village’s land area is committed to some kind of residential use. Residential land uses occupy 1,082 acres within the Village (about 80%), with the vast majority (77%) being occupied by single-family residential development. Commercial and mixed-use development (i.e., commercial with residential) occupies approximately 40 acres within the Village (about 3%), with the majority of such development being located along the South Orange Avenue, Valley Street and Irvington Avenue corridors. Public and quasi-public uses (consisting of schools, public uses, parks and recreation, places of worship and quasi-public institutions) occupy, all together, 223 acres within the Village (about 17%). While there is concentration of such uses in the central portion of the Village, certain uses such as schools and places of worship are generally scattered throughout the Village.

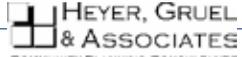


- Existing Land Use**
- Single Family Residential
 - Two-Family Residential
 - Three-/ Four-Family Residential
 - Apartments / Condominium
 - Mixed Use - Residential and Commercial
 - Commercial
 - Industrial
 - School Property
 - Public Property
 - Public Parks and Recreation
 - Private Open Space and Recreation
 - Place of Worship / Quasi-Public Organization
 - Vacant / Undeveloped

N
 1 inch equals 1,200 feet
 0 600 1,200
 Feet

Data Source: NJ 2002 Digital Orthophotography,
 Township of South Orange Village and MOD IV Database Website

Existing Land Use Map

1:14,400  **HEYER, GRUEL & ASSOCIATES**
 COMMUNITY PLANNING CONSULTANTS June 2007



Existing Land Use		
Land Use	Acres	Percent
Single-Family Residential	1,033	77%
Two-Family Residential	27	2%
Three- or Four-Family Residential	4	less than 1%
Apartments/ Condominiums	19	1%
Mixed-Use (Commercial and Residential)	4	less than 1%
Commercial	36	3%
Industrial	1	less than 1%
School Property	85	6%
Public Property	25	2%
Public Parks and Recreation	81	6%
Private Open Space and Recreation	11	less than 1%
Place of Worship/Quasi-Public Organization	21	2%
Vacant	5	less than 1%

Population and Household Composition

Although the population of South Orange has remained relatively stable over the years, Census data indicates several noteworthy shifts in the age composition of the Village. Analysis of age group characteristics provides insight in the actual changes in population.

Population by Age South Orange, 1990 and 2000						
Population	1990		2000		Change, 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
Under 5	825	5.0%	988	5.8%	163	19.8%
5 to 14	1,760	10.7%	2,168	12.8%	408	23.2%
15 to 24	3,854	23.5%	3,585	21.1%	-269	-7.0%
25 to 34	2,134	13.0%	1,808	10.7%	-326	-15.3%
35 to 44	2,499	15.2%	2,618	15.4%	119	4.8%
45 to 54	1,753	10.7%	2,411	14.2%	658	37.5%
55 to 64	1,443	8.8%	1,362	8.0%	-81	-5.6%
65 and over	2,122	12.9%	2,024	11.9%	-98	-4.6%
Total	16,390	100%	16,964	100%	574	3.5%

The age composition of South Orange has shifted somewhat since 1990. Between 1990 and 2000, South Orange experienced a significant decline (15.3%) in the 25 to 34 age cohort and a moderate decline in the 15 to 24 year cohort. The Village experienced significant increases in the 45 to 54 year (37.5%) and 5 to 14 year (23.2%) cohorts. This comparison is helpful in determining impacts these changes may have on housing needs, as well as community facilities and services for the municipality. The median age of residents in South Orange increased slightly from 33.4 in 1990 to 34.7 in 2000.

From 1990 to 2000, South Orange experienced significant changes in its racial

composition, as shown in the table below. The white population decreased by 18.4%, from 12,560 to 10,248, while the black/African-American population increased from 3,064 to 5,309, an increase of over 73%. Further, the Hispanic/Latino population increased by 56%, from 539 in 1990 to 837 in 2000.



Population, Household and Income/Employment Characteristics South Orange, 1990 and 2000				
	1990		2000	
	Number	Percent	Number	Percent
Population	16,390	-	16,964	-
Race				
White	12,560	76.6%	10,248	60.4%
Black or African American	3,064	18.7%	5,309	31.3%
Asian or Pacific Islander	560	3.4%	665	3.9%
Other	206	1.2%	282	1.7%
Two or more races	NA	-	460	2.7%
Hispanic or Latino (of any race)	536	3.3%	837	4.9%
Households				
Total households	5,178	-	5,522	-
Married couple households	3,077	59.4%	3,049	55.2%
Female householder, no husband present	508	9.8%	553	10.0%
Single-person household	1,195	23.1%	1,393	25.2%
Income/Employment				
Median family income	\$78,338	-	\$107,641	-
Per capita income	\$30,465	-	\$41,035	-
Population in poverty	425	2.6%	791	5.3%
Unemployment rate		2.5%	-	1.8%

Married couple units made up approximately 55% of households in 2000, while single female householders made up 10%. Approximately one quarter of households consisted of persons living alone.

The median family income for 1999 in South Orange was \$107,641, far above the state median of \$65,370. Per capita income in 1999 was \$41,035, and the poverty rate in South Orange was 5.3%, well below the state's rate of 8.5%. According to the New Jersey Department of Labor Workforce and Development, the unemployment rate in South Orange fell from 2.5% in 1990 to 1.8% in 2000.

Housing Characteristics

As shown in the table below, the total number of housing units in South Orange increased moderately from 5,488 units in 1990 to 5,671 units in 2000, an increase of 183 units (or about 3% - consistent with population growth). In 2000, the vast majority of units (97.4%) were occupied and the majority of occupied units (72.1%) were owner-occupied. While the number of owner-occupied units increased slightly between 1990 and 2000, the number of renter-occupied units increased more significantly from 1,294 units in 1990 (25% of occupied units) up to 1,540 units (27.9% of occupied units) in 2000. This increase likely suggests two factors: (1) a significant proportion of the units built between 1990 and 2000 may have consisted of rental units; and/or (2) a significant proportion of vacant units at the time 1990 Census may have consisted of rental units which became during the 1990s.

Despite the modest growth, the housing stock within South Orange is still relatively old with over half of all housing units being built prior to 1940. Eighty-two percent (82%) of the Village's housing stock was built prior to 1960.

Housing Characteristics South Orange, 1990 and 2000				
	1990		2000	
	Number	Percent	Number	Percent
Housing				
Total Housing Units	5,488	100%	5,671	100%
Occupied housing units	5,178	94.4%	5,522	97.4%
Owner-occupied	3,884	75.0%	3,982	72.1%
Renter-occupied	1,294	25.0%	1,540	27.9%
Vacant units	310	5.6%	149	2.6%
Number of units built from 1990-2000	NA	-	250	-

Like most suburban communities, a majority of the housing stock in South Orange consists of single-family detached housing. As shown in the table below, there were 3,841 single-family detached homes representing 67.7% of the Village's housing stock at the time of the 2000 Census. Another 1.8% consisted of single-family detached units. The Village, however, has a relatively diverse housing stock with almost one-third of its housing stock consisting of units within two-family or multi-family structure. For example, units within large multi-family structures (i.e., containing 10 or more units) comprised 21.7% (1,199 units) of the total in 2000.

Housing Type South Orange, 2000		
Units in Structure	Number	Percent
1, detached	3,841	67.7%
1, attached	104	1.8%
2	292	5.1%
3 or 4	131	2.3%
5 to 9	91	1.6%
10 to 49	888	15.7%
50 or more	311	5.5%

Transit

The Village is well-served by public transportation, including commuter rail, bus and jitney services. Two train stations along the Morris & Essex Line, the main South Orange station and Mountain Station, are located within the Village. South Orange is served by Midtown Direct commuter service, which was implemented in 1996. Previously, commuters traveling to Manhattan had to transfer to the PATH train in Hoboken. Midtown Direct service now allows commuters to travel directly to Manhattan. From South Orange, commuters can reach New York’s Pennsylvania Station in about 30 minutes. There are 63 departures on weekdays to New York.

Bus service consists of three routes. Route 92 is a one provides local service with 41 daily departures from the train station to Newark. Route 107 provides service into the Port Authority in New York City offering 29 daily departures and departing from Sloan and Third Streets. Route 31, operated by CoachUSA, provides service to Newark, Livingston Mall, Maplewood, and the UMDNJ Hospital.

The South Orange Parking Authority operates the Village’s Jitney Commuter Bus Service. Two jitney routes are provided: one serving the Montrose and Tuxedo Park areas and the other serving Newstead and North Wyoming areas. The jitney provides commuter shuttle service from designated stops to the South Orange Train Station (Sloan Street) with arrivals coordinated with train departures during the AM and PM commuting periods. The locations of jitney stops are shown on the “Transit and Circulation” map.

Approximately 54% of all resident workers in South Orange drove to work alone in 2000, down significantly from 63% in 1990. Conversely, the amount of workers taking public transportation increased significantly from 13.9% in 1990 to 21.2% in 2000 (which is over twice the state average of 9.6% level in 2000). This represents an increase of 54% (or 652 residents) over the 1990 figure. Approximately 17% use the train and 3% take the train. The percentage of workers who walked to work both in 1990 and 2000 was just over 10% percent, which is over three times the state level of 3.1%. The high percentage of workers walking to work in South Orange is likely attributable to the convenience of mass transit as well as employment opportunities within the Village, including Seton Hall University. Overall, mean travel time to work in 2000 was just over 30 minutes.

Housing and Transportation Characteristics South Orange, 1990 and 2000				
	1990		2000	
	Number	Percent	Number	Percent
Transportation				
Workers 16 years and over	8,716	100%	8,805	100%
Car, truck, or van	6,158	70.6%	5,348	60.7%
Drove alone	5,502	63.1%	4,723	53.6%
Carpooled	656	7.5%	625	7.1%
Public Transportation (bus, sub-way, railroad)	1,213	13.9%	1,865	21.2%
Walked	880	10.1%	935	10.6%
Other means	41	0.5%	56	0.6%
Worked at home	424	4.9%	601	6.8%
Mean travel time to work	NA		30.3 minutes	

As evidenced by the Census data noted above, the location and convenience of the well used South Orange train station has affected commuting habits in South Orange, where the percentage of residents who walk to work as well as the percentage of residents who use public transportation are both well above state levels. The table below provides average weekday boardings in South Orange for the past seven years, and indicates steady increases in ridership consistent with the Census information above. Average weekday boardings increased by 56% (or 1,046 passengers) from 1999 to 2005. These increases are generally attributed to the start of Midtown Direct commuter service, implemented in 1996, which allows commuters to travel directly to Manhattan in about 30 minutes.

South Orange Station Ridership Passenger Boardings 1999-2005	
Year	Average Weekday Boardings
1999	1,860
2000	1,990
2001	2,404
2002	2,355
2003	2,504
2004	2,549
2005	2,906
Source: NJ Transit	

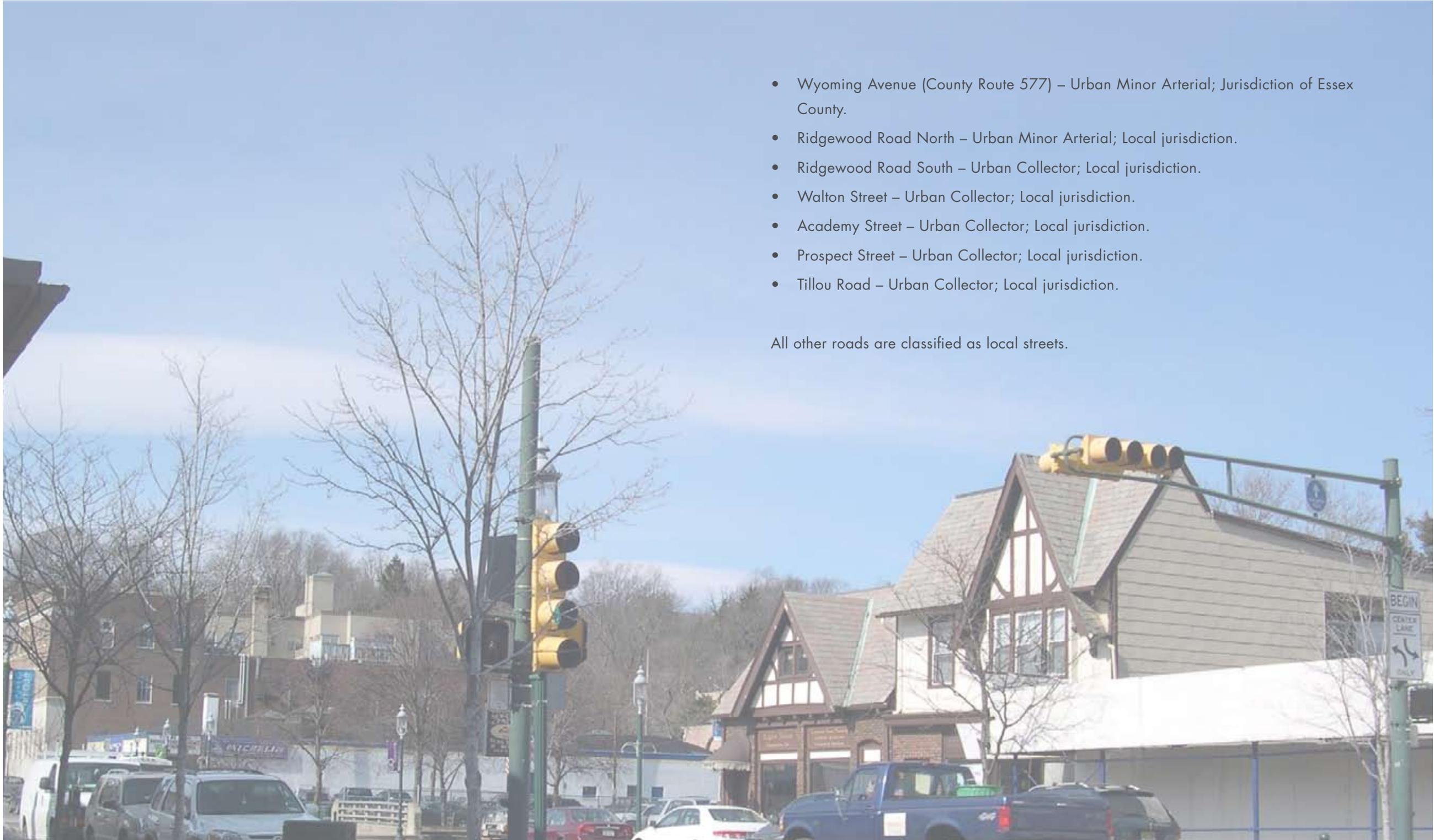
Vehicular Circulation

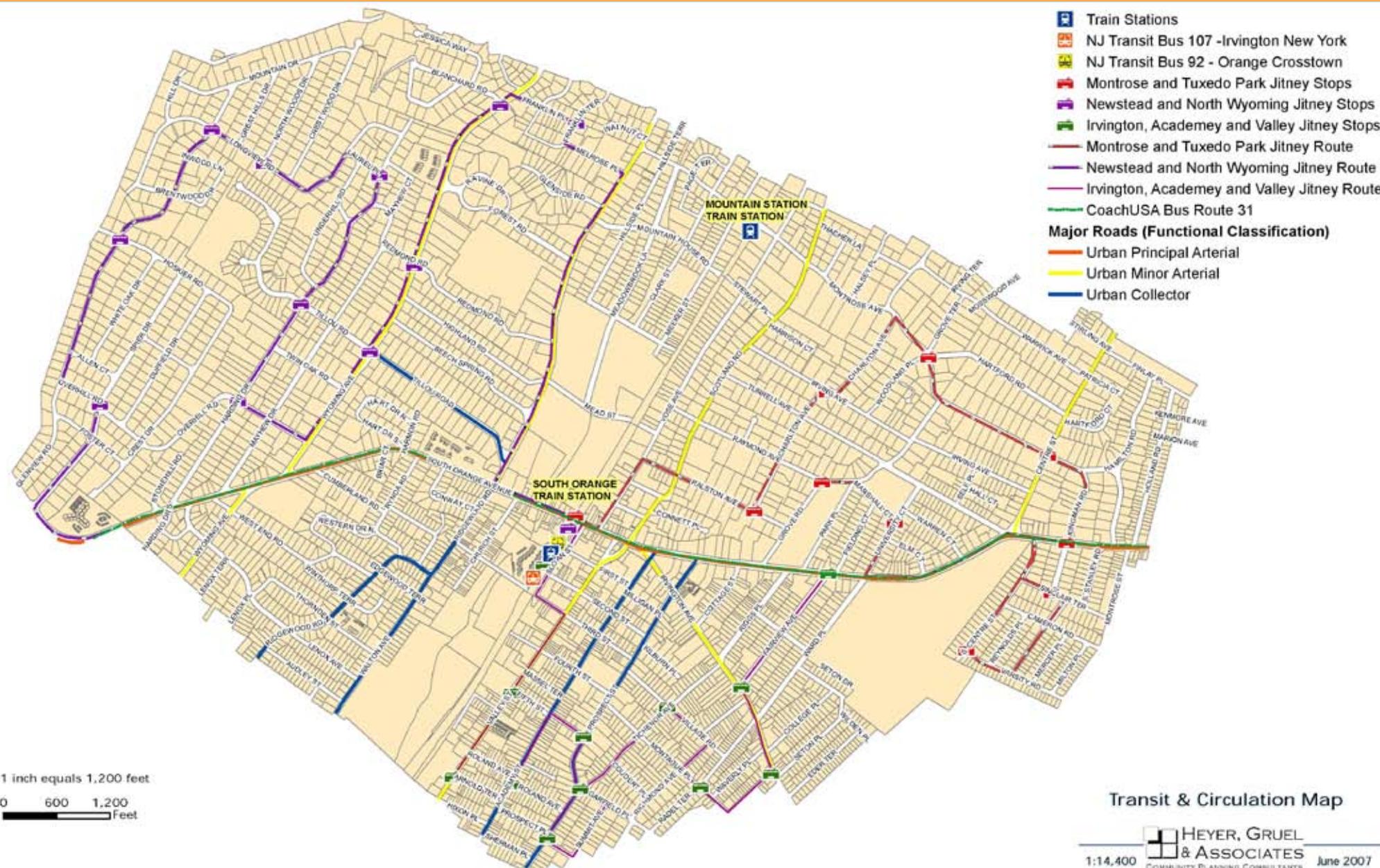
The “Transit and Circulation” map shows the Village’s roadway network, including the NJ Department of Transportation’s functional classification of roadways within the Village. As shown on the “Transit and Circulation” map, the major roadways through the Village are:

- South Orange Avenue (County Route 510) – Urban Principal Arterial; Jurisdiction of Essex County.
- Valley Street and Scotland Road (County Route 638) – Urban Minor Arterial; Jurisdiction of Essex County.
- Irvington Avenue (County Route 665) – Urban Minor Arterial; Jurisdiction of Essex County.
- Centre Street – Urban Minor Arterial; Local jurisdiction.

- Wyoming Avenue (County Route 577) – Urban Minor Arterial; Jurisdiction of Essex County.
- Ridgewood Road North – Urban Minor Arterial; Local jurisdiction.
- Ridgewood Road South – Urban Collector; Local jurisdiction.
- Walton Street – Urban Collector; Local jurisdiction.
- Academy Street – Urban Collector; Local jurisdiction.
- Prospect Street – Urban Collector; Local jurisdiction.
- Tillou Road – Urban Collector; Local jurisdiction.

All other roads are classified as local streets.

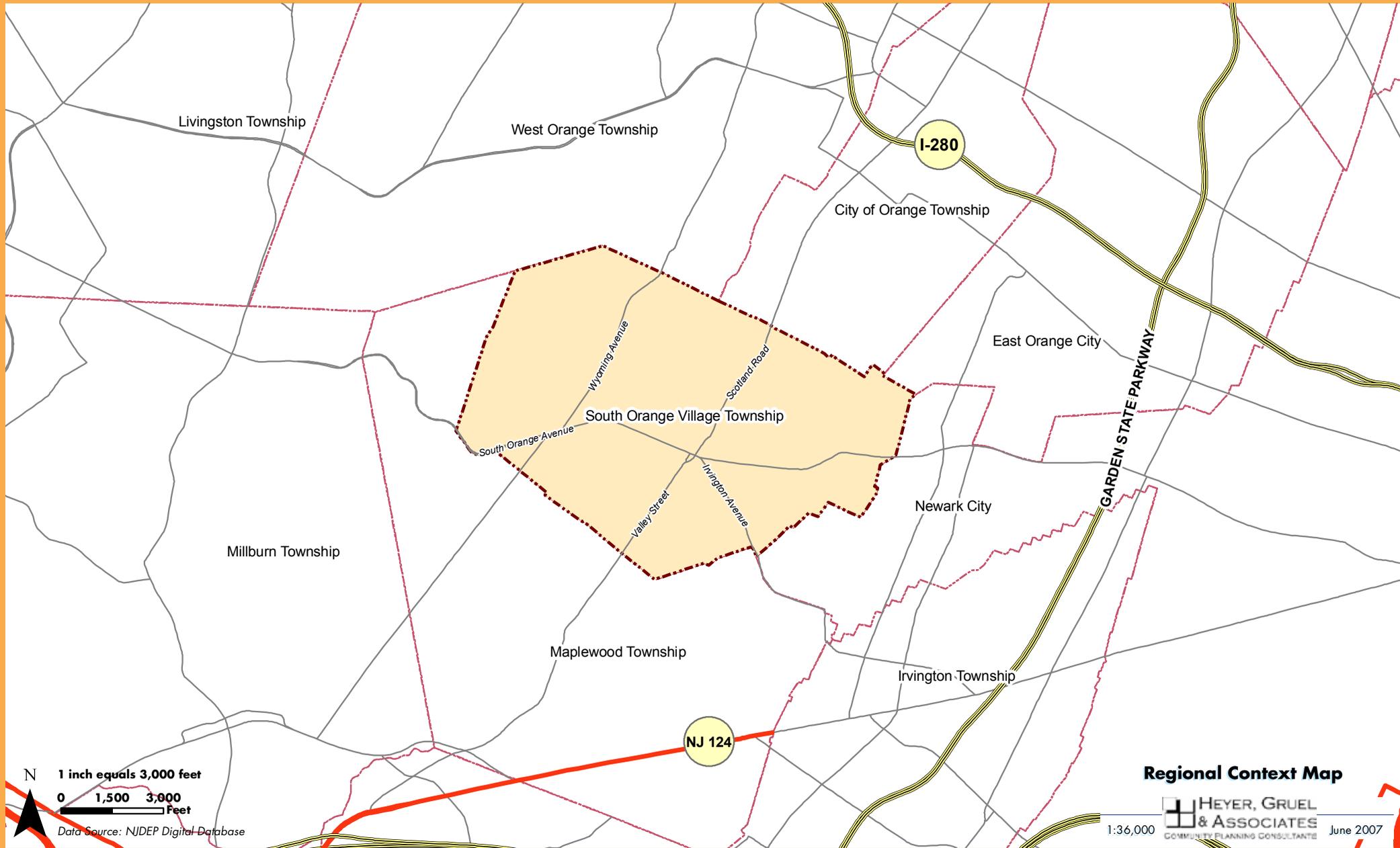




- Train Stations
- NJ Transit Bus 107 -Irvington New York
- NJ Transit Bus 92 - Orange Crosstown
- Montrose and Tuxedo Park Jitney Stops
- Newstead and North Wyoming Jitney Stops
- Irvington, Academy and Valley Jitney Stops
- Montrose and Tuxedo Park Jitney Route
- Newstead and North Wyoming Jitney Route
- Irvington, Academy and Valley Jitney Route
- CoachUSA Bus Route 31
- Major Roads (Functional Classification)**
- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector

N
1 inch equals 1,200 feet
0 600 1,200 Feet

Transit & Circulation Map



Regional Context Map

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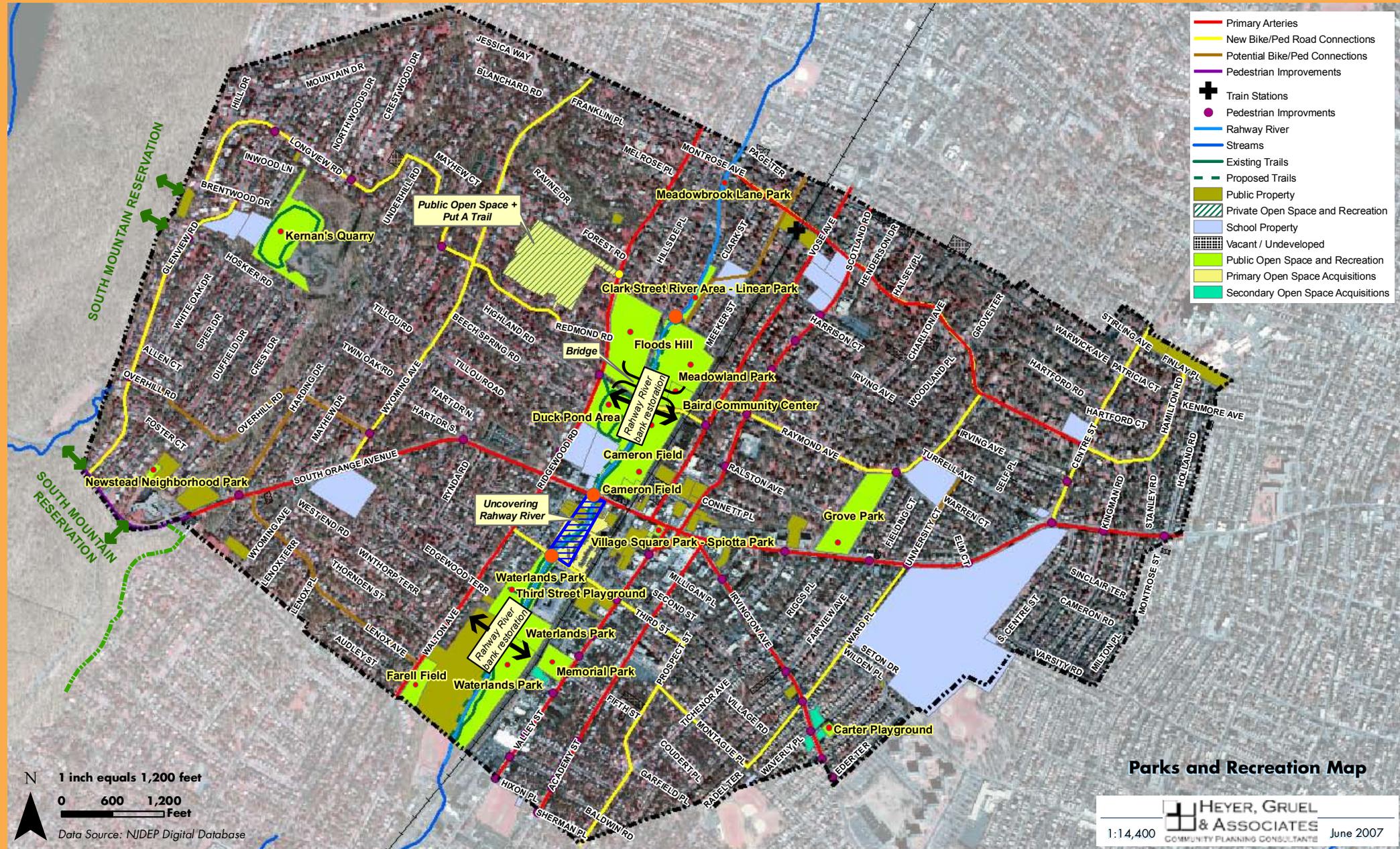
June 2007

Open Space, Parks and Recreation

The table below provides an inventory of the Village's park, recreation and open space lands, including their size and location, as well as the facilities/activities offered at each. The "Parks and Recreation" map shows the locations of these facilities within the Village.

Park	Size (acres)	Location	Facilities/Activities	Condition (from Rec./Open Space Plan)
Meadowland Park	11.9	Mead Street (North Side)	<ul style="list-style-type: none"> - 4 Softball/Little League Diamonds - 8 Lighted Tennis Courts - Soccer and Field Sports - Jogging 	Good
Cameron Field	8.44	Mead Street (South Side)	<ul style="list-style-type: none"> - Regulation Baseball Diamond - Playground Equipment - 7 Lighted Tennis Courts - Field Sports - Jogging and Walking - South Orange Community Pool 	Good
Floods Hill	14	Meadowbrook Lane	<ul style="list-style-type: none"> - Winter Sledding - Soccer and Other Field Sports - Kite Flying - Jogging/ Walking - Passive Recreation 	Good; Declining tree inventory at site needs attention
Duck Pond	8.56	Mead Street (South Side)	<ul style="list-style-type: none"> - Winter Ice Skating - Bocce - Horseshoes - Passive Recreation 	Good; Modest repairs to skate house needed

Park	Size (acres)	Location	Facilities/Activities	Condition (from Rec./Open Space Plan)
Grove Park	8.09	South Orange Ave. at Grove Rd	<ul style="list-style-type: none"> - Playground - Jogging - Passive Recreation 	Very Good
Waterlands Park	10.27	Third Street	<ul style="list-style-type: none"> - Lighted Facilities including 3 Softball Diamonds - Soccer & Football Fields - Jogging - Playgrounds - Wooded Area 	Good, but needs improvement to natural area
New Waterlands Park	9.82	Between W. Parker Ave. in Maplewood and boundary between South Orange and Maplewood	<ul style="list-style-type: none"> - Wooded Area - Chyzowych Soccer Field 	Fair, needs turf improvements and controls put in place to limit invasive plant growth
Farrell Field	2.2	Walton Ave	<ul style="list-style-type: none"> - 2 Tennis Courts - Playground - Half Court Basketball - Baseball Diamond 	Good
Memorial Park	2.3	Valley Street	<ul style="list-style-type: none"> - Playground - Passive Recreation 	Fair, Overgrown and outdated Poor
Third Street Playground	4.71	Third Street	<ul style="list-style-type: none"> - Playground - Half Court Basketball 	Good, but underutilized New, good
Carter Playground	0.39	College Place	<ul style="list-style-type: none"> - Playground 	Good, but needs preventative maintenance
Newstead Neighborhood Park	1.8	Crest Drive	<ul style="list-style-type: none"> - Playground and Park 	Good, but needs preventative maintenance



ICE SKATING
ICE SKATING IS PERMITTED ONLY ON THE
LAKESIDE PLAYERS CENTER COURTS OR ON
SPECIFIC HOUSE PLOTS.

NO SKI
HOCKEY PLAYING ONLY IS PERMITTED AT THE
LAKESIDE PLAYERS CENTER AREAS.
ICE SKATES ALLOWED ONLY ON THE LAKESIDE SURFACE.
NO SKI ON THE COURTS OR ON
SPECIFIC HOUSE PLOTS.

8:00 AM - 10:00 PM
COURT OR PLAYERS CENTER AREAS ONLY
TO CHECK ON ICE CONDITIONS CALL
762-0748



Park	Size (acres)	Location	Facilities/Activities	Condition (from Rec./Open Space Plan)
Baird Community Center	1.2	Mead Street	<ul style="list-style-type: none"> - Classrooms - Tennis - Basketball - Theater - Art Gallery - Multi-Purpose Room - Meeting Rooms - Pre-School - Platform Tennis 	Good, but needs preventative maintenance
Village Square (Spiotta)	0.23	South Orange Ave.	<ul style="list-style-type: none"> - Sitting Area - Musical play instruments - Performing Space - Lawn 	New, good
Clark Street River Area		Clark Street		Unimproved Grassy Area
Total	81.5			
Source: "Recreation and Open Space Plan and Recreation Element of the Land Use Master Plan", Township of South Orange, December 6, 2004				

School District Projections

As of 2004, the South Orange-Maplewood School District had a total enrollment of 6,300 students. In 2004, approximately 66% of students were from Maplewood and approximately 34% were from South Orange. The district's enrollment began declining in the mid 1980's, reaching its lowest point in 1988, with an enrollment of 4,577. Since then, enrollment has increased, with significant increases in the late 1990's. District enrollment has been fairly steady for the last several years. According to the district's 2004-2005 Annual Report, enrollment is expected to level off and, in fact, decline slightly through the 2009-2010 school year.

Infrastructure

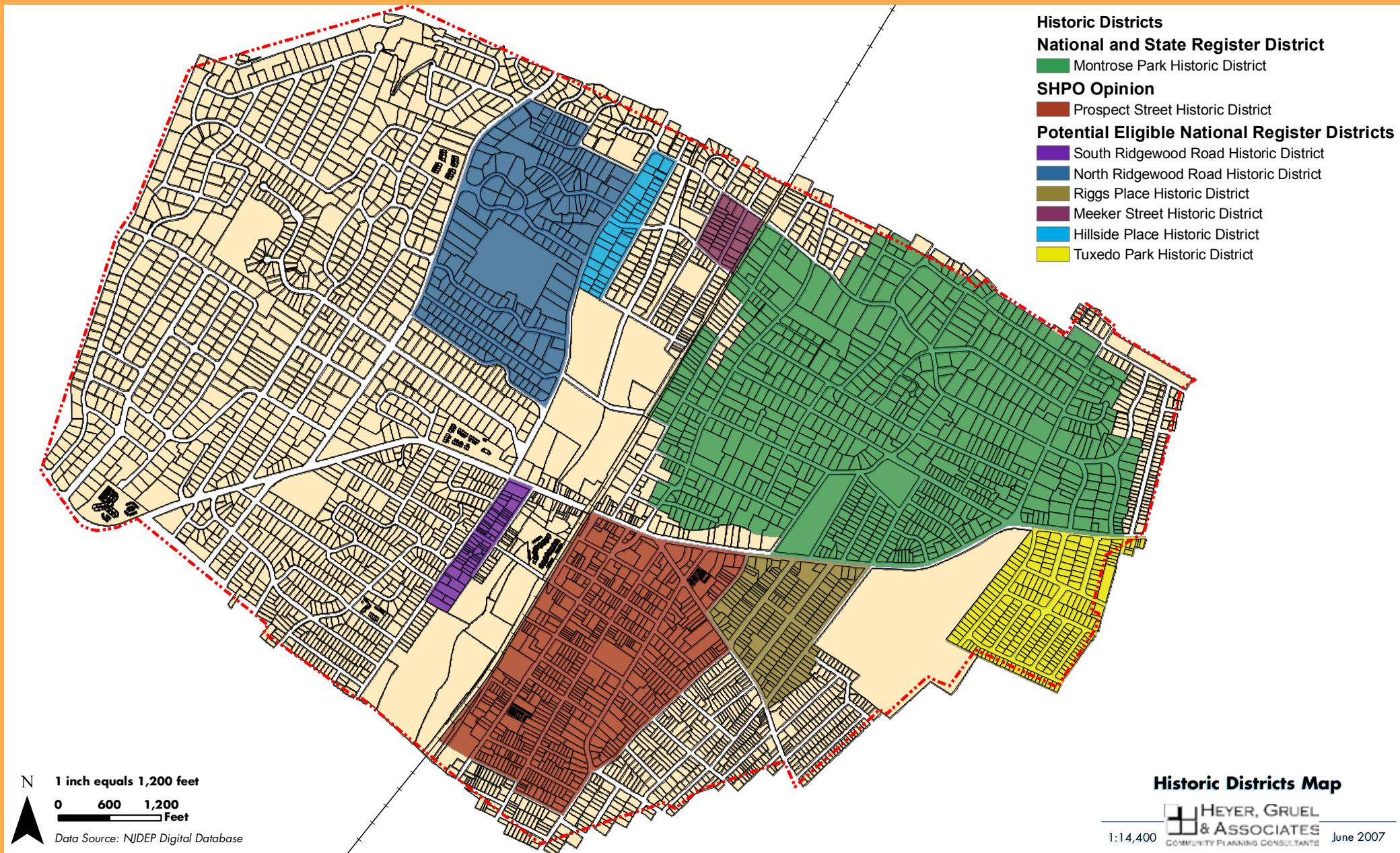
The East Orange Water Company operates the Village's water system. The entirety of the Village is serviced by public water. The entirety of the Village is also serviced by public sewer. All sewers of the Village sanitary system are closed. They discharge into main trunks, owned and operated by the Joint Meeting Sewer System which handles sewage from twelve communities with a treatment plant in Elizabeth.

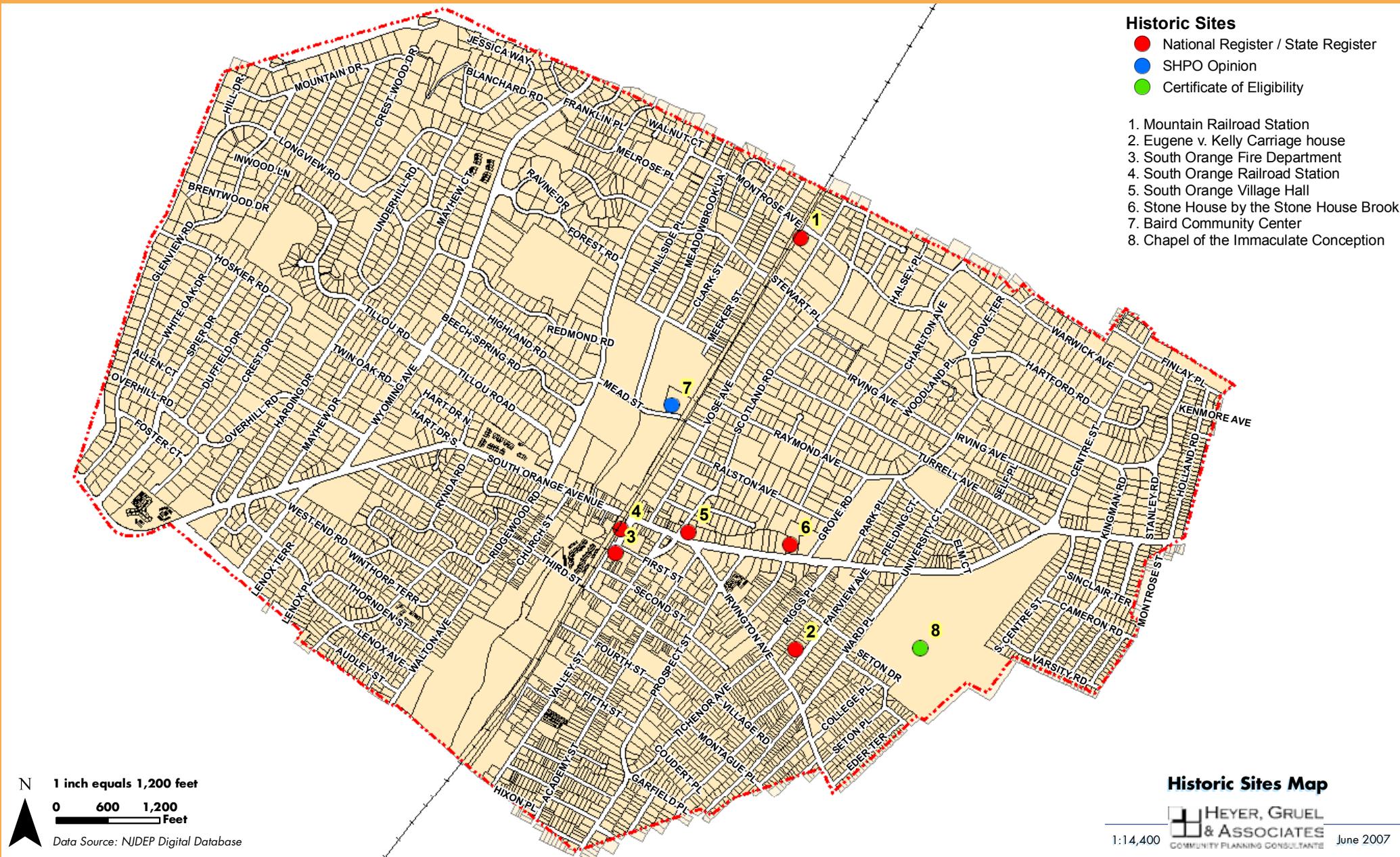
Historic Resources

The Village contains a number of historically significant buildings and districts. The table below consists of a listing of properties and historic districts in South Orange for which a formal action was taken by the State Historic Preservation Office. The listing itemizes the buildings and districts listed on the New Jersey Register of Historic Places (SR) and the National Register of Historic Places (NR). It also identifies resources that have received Certifications of Eligibility (COE) and/or opinions of eligibility from the State Historic Preservation Officer (SHPO Opinion). According to the State Historic Preservation Office, all of the properties and historic districts listed in the table below meet the New

Jersey and National Register criteria for significance in American history, archaeology, architecture, engineering or culture, and possess integrity of location, design, setting, materials, workmanship, feeling and association.

Historic Districts and Places in South Orange
Resources on National and State Register of Historic Places:
<ul style="list-style-type: none"> • Montrose Park Historic District (ID#3147) Roughly bounded by South Orange Avenue, Holland Road, the City of Orange boundary and the NJ Transit railroad right-of-way <ul style="list-style-type: none"> - SHPO Opinion: 12/30/1993 - SR: 7/16/1997 - NR: 8/29/1997 (NR Reference #: 97000978)
<ul style="list-style-type: none"> • Mountain Railroad Station (ID#1361) 449 Vose Avenue <ul style="list-style-type: none"> - SR: 3/17/1984 - NR: 9/29/1984 (NR Reference #: 84002656)
<ul style="list-style-type: none"> • Eugene V. Kelly Carriage House (Father Vincent Monella Art Center (ID#1360) Seton Hall University <ul style="list-style-type: none"> - SR: 8/29/1975 - NR: 11/10/1975 (NR Reference #: 75001136)
<ul style="list-style-type: none"> • South Orange Fire Department (ID#41) First and Sloan Avenues <ul style="list-style-type: none"> - SR: 1/28/1998 - NR: 3/19/1998 (NR Reference #: 98000255)





Historic Sites

- National Register / State Register
- SHPO Opinion
- Certificate of Eligibility

1. Mountain Railroad Station
2. Eugene v. Kelly Carriage house
3. South Orange Fire Department
4. South Orange Railroad Station
5. South Orange Village Hall
6. Stone House by the Stone House Brook
7. Baird Community Center
8. Chapel of the Immaculate Conception

N 1 inch equals 1,200 feet
 0 600 1,200 Feet
 Data Source: NJDEP Digital Database

Historic Sites Map
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<ul style="list-style-type: none"> • South Orange Railroad Station (ID#1362) 19 Sloan Street - SR: 3/17/1984 - NR: 6/22/1984 (NR Reference #: 84002669)
<ul style="list-style-type: none"> • South Orange Village Hall (ID#1363) Corner South Orange Avenue and Scotland Road - SR: 12/8/1975 - NR: 5/28/1976 (NR Reference #: 76001152)
<ul style="list-style-type: none"> • Stone House by the Stone House Brook (ID#1364) 219 South Orange Avenue - SHPO Opinion: 5/23/1991 - COE: 1/22/1991 - SR: 10/4/1991 - NR: 11/22/1991 (NR Reference #: 87001333)
<p>Additional historic resources recognized by New Jersey's Historic Preservation Office:</p>
<ul style="list-style-type: none"> • Prospect Street Historic District (ID#4) Bounded by South Orange Avenue on the north, Tichenor Avenue on the east, Roland Avenue on the south and railroad track on the west - SHPO Opinion: 6/14/1990
<ul style="list-style-type: none"> • Old Main Delaware, Lackawanna and Western Railroad Historic District (ID#3525) Morris and Essex Railroad Right-of-Way (NJ Transit Morristown Line) from Hudson, Hoboken City to Warren, Washington Township, and then along Warren Railroad to the Delaware River - SHPO Opinion: 9/24/1996

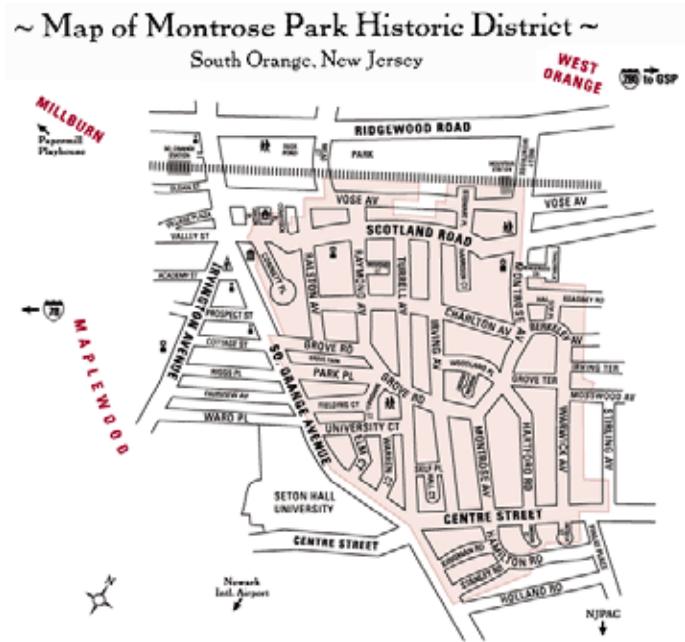
<ul style="list-style-type: none"> • Baird Community Center (ID#3146) 5 Mead Street - SHPO Opinion: 8/14/1992
<ul style="list-style-type: none"> • Chapel of the Immaculate Conception (ID#4121) 400 South Orange Avenue - COE: 3/4/2003
<p>Source: NJDEP, Historic Preservation Office; Last Update 7/20/06</p>

Notes:

- **NR:** This abbreviation indicates that a property is listed on the National Register of Historic Places.
- **SR:** This abbreviation indicates that a property is listed on the New Jersey Register of Historic Places (State Register).
- **COE:** A Certification of Eligibility is issued by the New Jersey State Historic Preservation Officer. For properties not already listed on the New Jersey Register of Historic Places, a COE satisfies a prerequisite to apply for funds from the New Jersey Historic Trust, as well as several county preservation funding programs.
- **SHPO Opinion:** This is an opinion of eligibility issued by the State Historic Preservation Officer. It is in response to a federally funded activity that will have an effect on historic properties not listed on the National Register.

Montrose Park Historic District

Montrose Park is primarily a residential neighborhood, located in the northeast corner of the Village. As described by the Montrose Park Historic District Association, the Montrose Park Historic District contains an excellent collection of Victorian and period revival architecture, dating from 1870 to 1930, with some earlier exceptions. The most commonly represented styles include the Colonial Revival, with Georgian, Adam and Dutch Colonial influences the most dominant, followed by the Shingle Style. The following styles are also represented, in descending order of frequency: Tudor Revival, Queen Anne, Italian Renaissance Revival, Italianate, French Second Empire, Mission, Romanesque Revival, French eclectic, medievalizing, Art Deco and Gothic Revival.



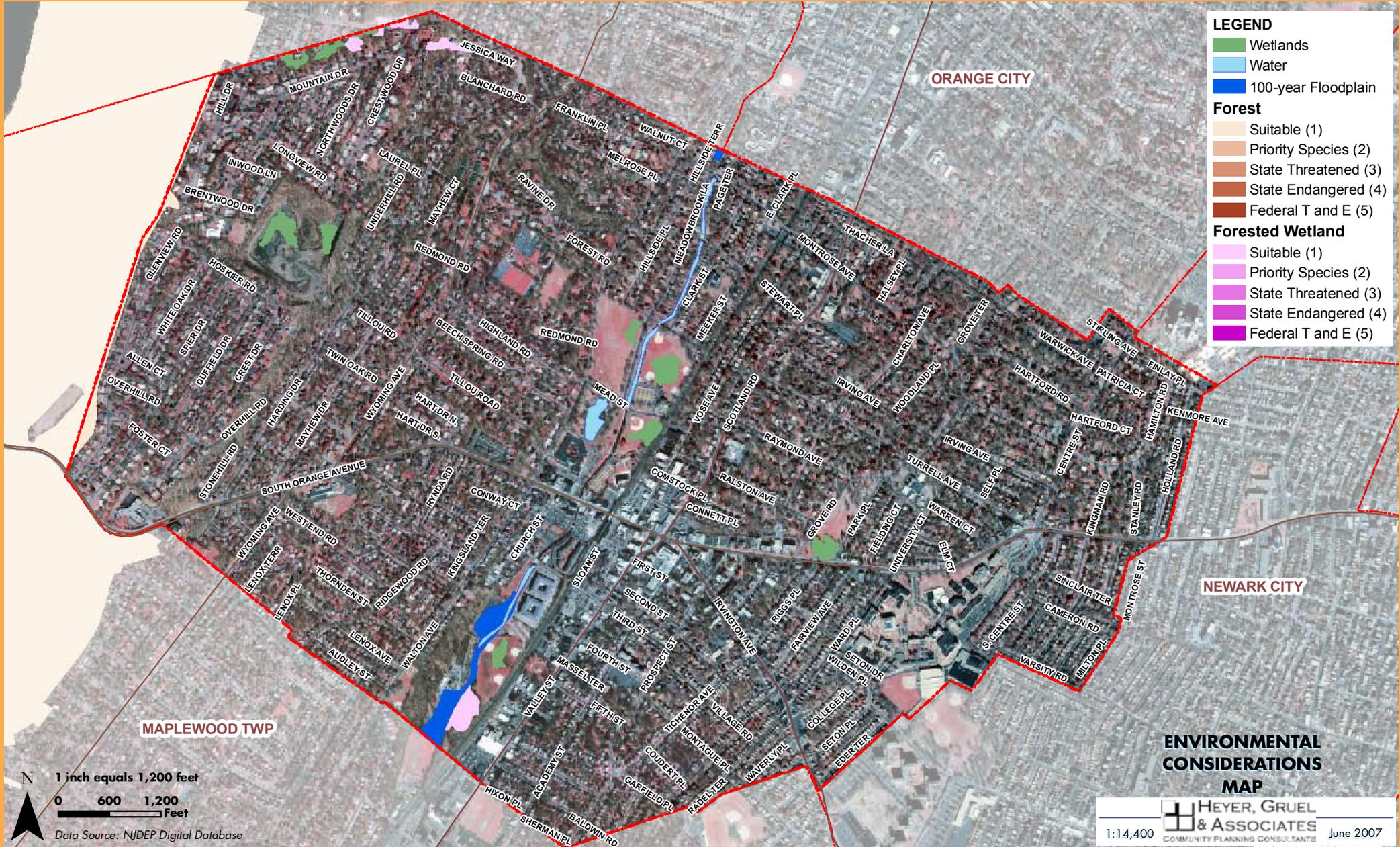
Source: Montrose Park Historic District Association

According to the Montrose Park Historic District Association, there exist a total of 1,129 buildings within the boundaries of the Montrose Park Historic District. Of these 1,129 buildings, 708 are primary buildings and 421 are secondary (detached carriage houses, garages and miscellaneous outbuildings). Of the primary buildings, the Montrose Park Historic District Association indicates that 40 are key, 511 are contributing, and 157 are non-contributing structures. Of the secondary buildings, there are 39 contributing carriage houses, 310 contributing garages and outbuildings and 72 non-contributing garages or other outbuildings. Except for two synagogues and one school, most of the primary buildings are residential.

Historic Organizations

Two historic organizations exist within the Village: the South Orange Historical and Preservation Society and the Montrose Park Historic District Association. The mission of the South Orange Historical and Preservation Society’s Mission is to preserve and present the history of the Village of South Orange. They are dedicated to the preservation of the historic architecture of the Village and to encourage development that reflects South Orange’s traditional environment. The mission of the Montrose Park Historic District Association (MPHDA) is to promote, preserve, and beautify the Montrose Park Historic District, maintain its integrity and enhance the quality of life for its residents. It promotes public awareness and sensitivity to the history and architectural significance of the Montrose Park Historic District through house tours, lectures, beautification programs and other projects.

Recent historic restoration projects within the Village have included the restoration of the firehouse at Sloan and First Streets by the Village, the restoration of the South Orange Train Station by NJ Transit, and the construction of a new roof for the Mountain Train Station by NJ Transit. Restoration of the firehouse involved exterior renovations including



LEGEND

- Wetlands
- Water
- 100-year Floodplain

Forest

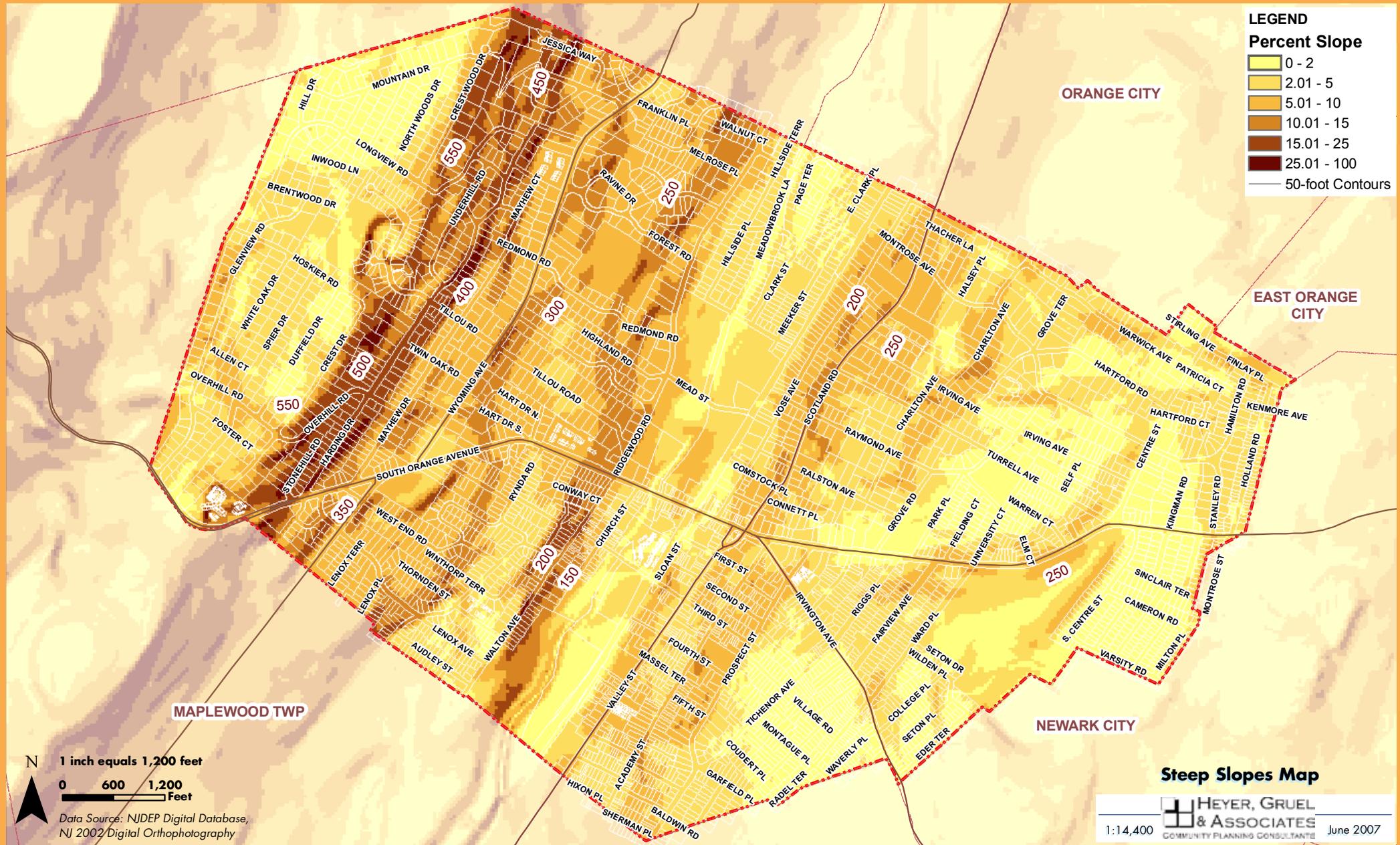
- Suitable (1)
- Priority Species (2)
- State Threatened (3)
- State Endangered (4)
- Federal T and E (5)

Forested Wetland

- Suitable (1)
- Priority Species (2)
- State Threatened (3)
- State Endangered (4)
- Federal T and E (5)

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 1 inch equals 1,200 feet
 0 600 1,200 Feet
 Data Source: NJDEP Digital Database

ENVIRONMENTAL CONSIDERATIONS MAP
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a new roof, new windows, millwork on windows and masonry restoration, which was partially funded which is by a \$440,675 grant from the New Jersey Historic Trust. A grant of \$154,000 from NJHT was awarded to the SOHPS Village by partnering with the Village to stabilize the deteriorating Old Stone House, located behind the police department off South Orange Avenue. On June 26, 2006 the South Orange Board of Trustees awarded a contract to repair and waterproof the roof, fix holes in floors and exterior walls, and improve window sealing. After stabilization and continued restoration, there are two possibilities for the building's future use: additional space for the police department and a proposed historic museum on the second floor. Built in the 1600s, the Old Stone House is thought to be the oldest structure in the Village and the second oldest in the State. While work to preserve the Old Stone House had started in 2006, the work was stopped due to the severe state of deterioration.

Environmental Conditions

Based on information obtained from the New Jersey Department of Environmental Protection (NJDEP), the "Environmental Considerations" map shows the location of floodplains, freshwater wetlands, water bodies and habitat areas within the Village. There exists one floodplain area along the Rahway River located within the Open Space/ Public Use zoning district. The "Environmental Considerations" map also shows that the majority of the wetlands areas within the Village are located on public lands (primarily parklands) although a number of small wetlands areas are shown in the residential area in the westerly portion of town.

The "Steep Slopes" map shows the areas of steep slopes with the Village. Such areas are entirely located within the westerly portion of the Village within its lowest-density residential neighborhoods. The easterly portion of the Village is largely flat with development essentially unconstrained by slope issues.





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PLANNING CONTEXT AND HISTORY

Planning Context and History

A general understanding of the Village’s planning history and the status of current planning efforts within the Village is critical in helping to shape a future vision. Thus, the purpose of this section is to provide a review of South Orange’s prior and current planning documents and activities in order to provide: (1) a history and progression of planning actions, policies and recommendations; (2) an identification of the status of planning initiatives.

Master Plan - Overview

The Township of South Orange Village adopted its last Comprehensive Master Plan in 1979. An updated Land Use Plan was adopted in May 1991, along with a Recycling Plan. The last Master Plan Reexamination Report was adopted in July 2000.

The Village has also undertaken the following Master Plan activities within the last five years:

- In 2004, the Planning Board adopted a Recreation & Open Space Plan and Recreation Element of the Land Use Master Plan.
- In 2005, the Planning Board adopted a Bicycle and Pedestrian Circulation Plan as an element of the Master Plan.
- The Village adopted a Stormwater Management Plan as an element of the Master Plan in 2005.
- The Village adopted a new Housing Element and Fair Share Plan as an element of the Master Plan in 2005.
- East Branch of the Rahway River Corridor – Master Plan Report adopted as element of the Master Plan in May 2007.
- The Planning Board is currently considering adoption of a new Master Plan Reexamination Report.

- The Planning Board is in the beginning stages of preparing a comprehensive update of the 1979 Master Plan.
- Development of a Natural Resource Inventory (NRI) in 2005.

Draft Master Plan Reexamination Report (2006)

The draft 2006 Reexamination Report indicates that the following “basic” planning challenges facing the Village today generally fall within three categories: (1) maintenance of the Village’s stable development patterns as well as the preservation and upgrade of the character of the Village’s residential and commercial area; (2) elimination of existing problems; and (3) continuance of the Village’s redevelopment and revitalization efforts.

Following are the key policy objectives and recommendations discussed in the draft 2006 Master Plan Reexamination Report:

- The Report indicates that maintaining the existing pattern and character of development within the Village’s residential neighborhoods remains a critical land use objective. Thus, the Report recommends that a comprehensive analysis of the Village’s single-family zones should be conducted. Such evaluation should include: an evaluation of potential for infill in areas with historic character with identification of potential measures to address the issue and consideration of an environmental constraints ordinance that would address minimum lot sizes, maximum lot coverage and other zoning matters for lots containing steep slopes, water, wetlands and/or other development constraints.
- The draft 2006 Report suggests evaluation of whether an area zoned “multi-family/office” along South Orange Avenue near the University should be placed in a single-family category, consistent with recommendations in the 2000 Reexamination Report.

- Consistent with recommendations in the 2000 Report, the draft 2006 Report recommends that properties in the area of Second Street, Third Street and Milligan Place (currently zoned Multi-Family/Office or B-2) be considered for rezoning to the R-B Two-Family zone to reflect the one- and two-family character of the area.
- As also recommended in the 2000 Report, the draft 2006 Report also recommends consideration of the following amendments regarding multi-family development: amendment of the RC-1 district so as to not permit office buildings and offices within residential buildings due to parking and traffic problems; placement of the Village Mews development in a multi-family district to reflect its existing pattern of development (it is currently located with the "Open Space Public Use" District); and consideration of floor area ratio (FAR) standards for the multi-family district.
- The 2000 Report recommended that the conversion of existing carriage houses to residential units be permitted as a conditional use (i.e., subject to appropriate conditions) within residential zones and recommended that fraternities be defined as rooming/boarded houses and controlled by standards pertaining to such use. The draft 2006 Report recommend consideration of that recommendation.
- The 2006 Report indicates that the preparation of a Historic Plan Element would be considered as part of the Village's ongoing Master Plan related projects.
- The draft Report recommends that revisions to the Land Development Ordinance should include standards that address and preserve, to the extent possible, environmental resources.

Recreation & Open Space Plan and Recreation Element of the Land Use Master Plan (2004)

The Planning Board adopted this Plan on December 6, 2004 as the recreation element of the Master Plan pursuant to the Municipal Land Use Law and as the independent Open Space and Recreation Master Plan for purposes of satisfying Green Acres requirements.

The overall goal of the Plan, as stated in the Executive Summary, is to:

"...provide South Orange residents with outstanding active and passive recreation programs and facilities throughout the year. Specifically, the Village is committed to satisfying the need for more fields for recreation, preserving natural resources and habitat within the Village, acquiring more natural open space, efficiently utilizing and connecting existing parks, improving non-motorized access to parks, improving opportunities to use parks and natural areas for passive activities like birding, hiking, picnicking and quiet contemplation, and improving the beauty, quality, and habitat of the east branch of the Rahway River. Preserving and enhancing our natural resources, open spaces and recreation fields will improve the quality of life and health for present and future Village residents."

To accomplish this goal, the Plan estimates that the Village will need to acquire or access about another 62 acres for open space and parkland, with an indication that, "at this time, it appears that about one-half of that land should be devoted to active use, and one-half to passive use."

Short-Term Goals

The Plan indicates that the Village’s top three short-term land acquisition and development priorities for both active and passive recreation and open space opportunities are:

- 1) Development of a greenway zone and bikeway/walkway along the river
- 2) Development of an additional soccer field, possibly on the former Department of Public Works (DPW) site south of the Third Street Playground, which requires contaminants to be cleaned up
- 3) A skate park, an appropriate location for which may be the lands leased by the Board of Education and now used for parking, in Maplewood

The Plan identifies the following top three short-term zoning and procedural goals:

- 1) To create, by ordinance, a greenway zone using both zoning and conservation easements that would extend 25 feet on both sides of the river and include parts of the properties on the primary and secondary acquisition list for open space and public use for more compatible uses ultimately;
- 2) To create a park zone and update the zoning map, by ordinance, to include all existing parks in the park zone, and to further identify natural lands as “open space”; and,
- 3) To negotiate successfully with the Board of Education for use of certain lands now used for parking or underutilized for recreation.

Mid-Term Goals (by 2010)

The Village’s mid-term goal, as stated in the Plan, is to “identify the parcels and methods by which the remaining acreage will be acquired, “found,” recycled or redeveloped into open space and/or recreation fields.”

Action Plan

The proposed approach to open space acquisition, set-aside and development involves:

- Making better use of and adding value to existing parks and open space, including the pool facilities, river corridor, and under-used open spaces like Clark Street, Carter Park and Memorial Park.
- Making greenway connections between and among parks and major destinations.
- Creating a stream buffer and greenway zone along the river for about 25 feet on both sides, “daylighting” covered portions and enhancing the river as an attractive place.
- Cleaning up contaminated sites for re-use as open space or active recreation fields.
- Acquiring strategic parcels of land.
- Requiring conservation easements for new development and redevelopments.
- Requesting that the Village Trustees rezone specific parcels for public or private open space and recreation while complying with affordable housing and fair share rules under the Fair Housing Act.



- Requiring developers to include open space as part and parcel of their site plans through cluster zoning or lot averaging to offset their residents' impact on the community parks, or surcharge for open space acquisition needs.
- Pursuing conservation easement techniques with large lot owners, including private landowners and religious institutions.
- Adopting a transfer of development rights (TDR) ordinance to enable the transfer of development from certain open parcels to more suitable parcels, as a way to add needed land to our open space and parks inventory. In the meantime, taking maximum advantage of the techniques already in place, i.e., regional contribution agreement pursuant to the Fair Housing Act and development on non-contiguous parcels for planned developments, residential housing, commercial, and other types of development, pursuant to the Municipal Land Use Law.
- Reserving strategic areas on the official map and in the master plan as "public areas" pursuant to the Municipal Land Use Law.

Below are the primary and secondary acquisition, conservation easement and reservation of public area recommendations. The Plan states that "by acquiring the lands on the primary and secondary acquisition/easement lists, and the redevelopment of existing Village-owned parcels identified above, the Village could add nearly forty acres to its open space inventory, or two-thirds of its total acreage goal. Continued creative redevelopment and adaptation of existing land plus conservation easement techniques will assure that the Village, over time, will meet its target acreage goal." It is important to note that no every property listed is intended to be acquired. For e some of the properties listed the Village will seek only access easement on portions of the property for trails and open space access.

Primary Park/ Open Space Acquisition/Conservation Easement List

- [Orange Lawn Tennis Club](#) (Block 1304, Lot 6). Purpose: Preservation from development as housing, keep natural areas and distinctive landscape features in open space state, as well as active tennis, swimming or other recreational facilities.
- [Kernan's Quarry](#) (Block 1503, Lot 33.01). Purpose: Reserve as public area and add to inventory of open space, natural trail, educational and historical/educational signage opportunities.
- [Village Auto Repair](#) (Block 1904, Lot 13). Purpose: Greenway, bikeway/walkway, stream corridor buffer for natural flood control.
- [Exxon Station](#) (Block 1902, Lot 22). Purpose: Greenway, bikeway/walkway, stream corridor buffer for natural flood control.
- [Gelman Plumbing/Reservoir Restaurant](#) (Block 1902, Lot 21, part). Purpose: Greenway, bikeway/walkway, stream corridor buffer for natural flood control.
- [NJ Transit Corp./SO Parking Authority](#) (Block 1902, Lot 29, part). Purpose: Greenway, plaza or amphitheatre, bikeway/walkway, stream corridor buffer for natural flood control.
- [Village Mews](#) (Block 1903, Lot 77.01, part). Purpose: greenway, bikeway/walkway, stream corridor buffer for natural flood control.
- [Club Savoia and On-Time Printing](#) (Block 1902, Lot 38). Purpose: Greenway, bikeway/walkway, stream corridor buffer for natural flood control, nature center, other public facility.
- [Marylawn of the Oranges](#); Block 416, Lots 3, 8 and 9; Purpose: Add to built, active recreational facilities if becomes available.

Primary List for Redevelopment of Existing Village-Owned Land

- [So. Orange Dept. of Public Works](#) (Block 2301, Lots 1 and 45). Purpose: After clean-up, re-use for soccer field, or natural wetlands area for nature study, trail, etc.

- So. Orange/Maplewood Board of Education. Purpose: Redevelop as skatepark.

Secondary Park/ Open Space Acquisition/Conservation Easement List

- 1 Lackawanna Place (Block 2303, Lot 13). Purpose: Acquire if will add value and enhance use of Memorial Park.
- 15 Lackawanna Place (Block 2303, Lot 14). Purpose: Acquire if will add value and enhance use of Memorial Park.
- 415 Irvington Avenue (Block 2110, Lot 31). Purpose: Acquire if will add value to and enhance use of Carter Park.
- 451 Irvington Avenue (Block 2112, Lot 1). Purpose: Acquire if will add value to and enhance use of Carter Park.

Non-Acquisition Related Action Items

Additional key recommendations of the Plan include the following:

- The Plan places an emphasis on the river restoration project. The Plan “considers the river as the connective, coordinating “spine” of passive and active recreational activities and open space/park fields in town.” It indicates that with the restoration project, the river will “serve as the access link via a bikeway and pedestrian path connecting parks, Baird Community Center, the pool, tennis courts, the Middle School, downtown business areas, the main train station and other important destinations... and make it an attractive place to be, and to create more natural floodway than the channel system created in 1973.”
- It recommends that recreation and open space lands’ and facilities’ needs should be a specific recognizable category with line items in the Village’s capital improvement plan, whether the expenditures are to be funded by the Village or private parties, and should be developed by Village department heads and professional staff, and approved, as all capital plans are, by the Village Trustees.

- The Plan recommends that the overlay zone for affordable housing and the zoning of all undeveloped parcels as housing be eliminated where it would negatively affect the Plan’s open space target acreage goals and objectives, and that the Village “take maximum advantage of regional contribution agreements as permitted under the Fair Housing Act, the development of planned developments, residential and commercial developments, and other mixed use developments on non-contiguous parcels to meet its affordable housing requirements in suitable locations rather than in existing open spaces, which should be preserved to meet the current 61.25 acre open space and recreation fields deficit.”
- It recommends that the Orange Lawn Tennis Club be rezoned as a private recreational facility.
- The Plan recommends that the existing zoning designation “Open Space/Public Use” be renamed and redefined as park/recreation facility and expanded to include a “private recreational facility” use to reflect the fact that not all open space or recreational facilities are public.
- It recommends that the Zoning Map be updated to include all of the parks within the open space/park use zone designation, or preferably, a new “park” zoning designation and concomitant “open space” designation for the Villages’ remaining natural areas.

Bicycle and Pedestrian Circulation Plan (2005)

The purpose of the Bicycle and Pedestrian Circulation Plan is to improve bicycle and pedestrian mobility for all Village residents, employees, and visitors. The Plan recommends actions to improve non-motorized access, connectivity and the overall quality of the Village’s walking and bicycling environment and to help South Orange achieve its vision for a Village-wide bicycle and pedestrian network that builds on the community’s existing strengths. Additionally, it describes educational and promotional measures that can be

adopted to increase walking and bicycling, and to improve safety for these modes throughout the Village.

According to the Plan, it was designed to accomplish the following goals:

- Adapt the existing infrastructure of South Orange to better accommodate biking and walking;
- Provide transportation choices for all ages;
- Reduce dependence on automobiles, especially for short trips within the Village;
- Increase safety for pedestrians and bicyclists;
- Create a culture of respect for pedestrians and bicyclists;
- Improve conditions for people with mobility limitations, and
- Provide linkages between origins and destinations within South Orange and points beyond.

Village-Wide Recommendations

The Plan offers the following recommendations addressing Village-wide issues:

- **Sidewalk Design and Condition.** As a guideline for future development, all sidewalks should be a minimum of five feet in width, although a four foot width would provide minimum compatibility if right-of-way is not available. Trees, utilities, street furniture or other obstacles should not infringe upon this width. Periodic sidewalk inspections should be undertaken to identify uneven or deteriorated sidewalk segments.
- **Crosswalk Striping and Signage.** As is already being done throughout the Village, striped crosswalks should be provided at intersections with measurable pedestrian activity (which includes most intersections within the Village). Crosswalks should incorporate zebra-striping, or other highly visible striping design, in order to

maximize crosswalk visibility. At non-signalized intersections, pedestrian crossing signage should be provided at crosswalks across the major approach (i.e. the approach not controlled by a stop sign) in order to remind motorists to yield to pedestrians attempting to cross the major roadway.

- **Illumination.** Consideration should be given to improving the level of illumination at crosswalks, major destinations and along key pedestrian corridors. Substitution of brighter electric lamps in the style of the existing gas lamps could be made on a selective basis. Areas where improvements should be considered include the schools, parks, and train stations, and along South Orange Avenue.
- **Improved Access to Schools.** In general, sidewalks should be provided at all approaches to schools. Crosswalk striping and signage should be consistent and regularly maintained. Where sidewalks cannot be provided due to right-of-way issues, South Orange should continue its policy of closing roadways to vehicular traffic during school arrival and dismissal times. Bicycle racks should also be provided at all schools.
- **Improved Access to Train Stations.** Recommended improvements for pedestrian and bicycle compatibility at both the South Orange and Mountain Stations are offered.

- **Connections Among Major Bicycle Destinations.** A key recommendation is to improve connectivity by working to create a network of bicycle routes over time. This would include designating the identified routes with bike route signs and addressing the specific deficiencies on each route described in Chapter 3 of the Plan. Given bicyclists' higher sensitivity to adverse road conditions, South Orange should place a priority on upgrading pavement roadway conditions on the identified routes. Two major recommended actions include: (1) implementing the proposed shared use trail on the Rahway River Corridor; and (2) considering a modification to the existing cross-section of South Orange Avenue. A third overall recommendation is to improve bicycle connections among local parks.
- **Shared Use Trail Along Rahway River.** In conjunction with the Village's planned rehabilitation of the Rahway River Corridor, it is recommended that a north-south shared use trail be provided that would serve as the "spine" for a Village-wide bicycle and pedestrian network, running parallel to the Rahway River from the Maplewood to West Orange borders. This improvement would be designed in conjunction with the Village's Rahway River Corridor Committee, which has undertaken an in-depth study of this underutilized river corridor.
- **South Orange Avenue Improvements.** South Orange Avenue has the potential to be the major east-west bicycle axis in the Village, if a bicycle-friendly environment can be created. This could be accomplished by reducing South Orange Avenue from four to two lanes and installing an adequate shoulder and/or bike lane on each side. The Village has already taken the step of reducing the number of lanes on South Orange Avenue in the Central Business District, promoting a more walkable environment. By extending the lane reduction to the east and west and installing bike lanes or bike compatible shoulders, bicycle connectivity would be markedly improved. Further,

study would be needed to determine the feasibility of making South Orange Avenue two lanes throughout the Village. In the meantime, consideration could be given to a temporary relaxation of the prohibition against sidewalk bicycling in the sections of South Orange Avenue between the South Mountain Reservation and Ridgewood Road and between Irvington Avenue and the Newark border, with signage alerting pedestrians to the possible presence of cyclists.

- **Improved Connections Between Parks.** Given the Village's efforts to create an exceptional system of parks, the Plan recommends an emphasis on improving bicycle connectivity among the parks. Four specific park connections are recommended: (1) Meadowland Park to Waterlands Park; (2) Waterlands Park to Chyzowych Fields in Maplewood; (3) improvement of the Rahway River Bridge to Meadowland Park, and (4) improved access to South Mountain Reservation.
- **Expand Bicycle Parking.** The Plan recommends the following with respect to safe and convenient bicycle parking: (1) provide and maintain well-located and secure bicycle parking at the South Orange Central Business District train stations, schools, recreational facilities, and other major bicycle destinations; (2) encourage private businesses to provide bicycle parking for their employees and customers; and (3) require new commercial, public, and multi-family residential developments to include plans for bicycle parking through the Village zoning ordinance.
- **Traffic Calming Measures.** The Plan advises that various traffic calming techniques, such as speed tables, curb extensions or raised crosswalks, can be implemented to reduce the dominance and speed of motor vehicles, reduce accidents and improve driver attention. While the Plan does not include a detailed assessment of potential

traffic calming measures (which would require a separate study), Appendix A of the Plan details locations where traffic calming treatments could be considered in South Orange. The Plan cautions that traffic calming techniques should be designed to balance the needs of all transportation modes, including bicycle compatibility.

- **Signage Improvements** The Plan recommends the careful placement of several categories of signs: (1) Share the Road Signs, (2) Crosswalk signage, (3) No Right Turn-on-Red-Signs, and (3) "Bike Safe Community" signage. The Plan identifies the following locations where "Share the Road" signs should be considered: South Orange Avenue; Irvington Avenue; Academy Street; Ridgewood/Walton; Vose Avenue; Montrose Avenue; Centre Street Loop; Valley Street; Ridgewood Road north of South Orange Avenue; and Scotland Road. "Bike/Ped. Safe Community" signage is recommended at Village borders where such signage would help serve as a "gateway" to South Orange, enhance Village identity, and encourage motorists to be mindful of bicyclists and pedestrians. Welcome signage in neighboring Maplewood advises motorists to be mindful of pedestrians. Similar signage could be installed in South Orange at the following locations: South Orange Avenue at Newark City and Millburn Township border; Irvington Avenue at Newark City border; Vose Avenue at Orange City border; Scotland Road at Orange City border; Valley Street at Maplewood Township border; Academy Street at Maplewood Township border; Prospect Street at Maplewood Township border; Ridgewood Road at Maplewood Township and West Orange Township borders; and Wyoming Avenue at Maplewood Township and West Orange Township borders.

Recommendations - Primary Corridors and Routes

Chapter 3 of the Plan provides detailed analysis and recommendations for key north-south and east-west corridors. Following are the key recommendations with respect to each.

- **South Orange Avenue.**
 - 1) Improving midblock crosswalk visibility by placing center yellow line "yield to pedestrian" signs at all midblock crossing locations.
 - 2) Considering prohibiting right turns on red from Vose Avenue onto South Orange Avenue to reduce conflicts with pedestrians.
 - 3) Outside of the Central Business District, the Plan recommends: (1) investigating the feasibility of reducing South Orange Avenue from a four-lane arterial with limited shoulders to a two-lane arterial with minimum eight foot shoulders or bike lanes; (2) bike mountable curb extensions at all signalized crosswalks as a component of scheduled roadway and/or intersection improvements; (3) improvement of curb ramps at the intersections of South Orange Avenue and Hart Road and Centre Street in order to improve bicycle compatibility for individuals with mobility limitations.



- **Irvington Avenue.**

- 1) Installing brick sidewalks, similar to those on South Orange Avenue, in place of the concrete sidewalks currently in place.
- 2) Reducing crossing width at signalized intersections by installing curb extensions.
- 3) Constructing curb ramps that lead pedestrians to individual crosswalks rather than to the center of the intersection.
- 4) Investigating the feasibility of installing mid-block crosswalks in the vicinity of Fairview Avenue and Waverly Place which would incorporate curb extensions, clearly visible zebra striping, yield to pedestrian signs in the immediate vicinity of the crosswalk, and center line yield-to-pedestrian signs.

- **Montrose Avenue.**

- 1) The use of traffic calming devices, such as speed tables or raised crosswalks, should also be considered for Montrose Avenue in the vicinity of the Vose Avenue intersection and the Clark Street Intersection.

- **Ridgewood Road/Walton Avenue.**

- 1) Completion of the sidewalk network on the west side of Ridgewood Avenue south of Meeker Street
- 2) Installing visible zebra-striped crosswalks with appropriate signage in the vicinity of South Orange Avenue.

- 3) Installing ADA-compliant curb ramps on the west approach to the South Orange Middle School crosswalk, as well as at all proposed crosswalk locations.
- 4) Reconstructing the existing midblock crosswalk at the South Orange Middle School as a raised crosswalk.

- **Valley Street.**

- 1) Restriping existing crosswalks to feature highly visible zebra striping.
- 2) At unsignalized intersections, installing curb extensions and raised crosswalks with appropriate pedestrian crossing signage.
- 3) Installing “Watch for Pedestrian” signs and accompanying pavement markings to remind motorists entering or exiting parking lots to be mindful of pedestrians walking on the sidewalk.

- **Academy Street.**

- 1) Installation of zebra-striped crosswalks, pedestrian crossing signs, and curb ramps at all intersections.

- **Vose Avenue and Scotland Road.**

- 1) Repairing deficient sidewalk segments on the east side of Vose Avenue between Mead Street and Montrose Avenue.

- 2) Installing zebra-striped crosswalks with appropriate signage at all intersections between the improved intersections of Taylor Place, Comstock Place and Montrose Avenue.
- 3) Installation of yield to pedestrian signage on Scotland Road in the immediate vicinity of the intersections. All approaches should feature ADA-compliant curb ramps.

Recommendations - Bicycle Connections Among Parks

The Plan indicates that an important opportunity for South Orange is to improve bicycle connectivity among the outstanding local and regional parks. Four specific park connections are recommended:

- **Meadowland Park to Waterlands Park.** In order to provide a minimum level of bicycle compatibility, the Plan recommends provision of a shared use trail (accommodating both pedestrians and bicyclists) between South Orange Avenue and the northern border of Waterlands Park. Since this trail segment will be part of the larger Rahway River Corridor, significant bicycle and pedestrian traffic is anticipated, thus a 12-14 foot width path may be desirable. In order to improve visibility for bicyclists and pedestrians crossing South Orange Avenue between the two parks, the Plan recommends that a clearly marked mid-block crossing be provided, incorporating clear zebra striping or a raised intersection. Within Meadowlands Park itself, improved and clearly designated bicycle paths are recommended.
- **Waterlands Park to Chyzowych Fields** (in Maplewood). If a connection was created between these two facilities, bicyclists could travel around the soccer fields and exit at Parker Road. From Parker Road, bicyclists could proceed south to the bicycle path

proposed by the township of Maplewood to Maplewood Center. Alternatively, riders could turn east, riding under the NJ Transit underpass, crossing Valley Street at a signalized intersection to arrive at Columbia High School at the intersection of Valley Street and Parker Avenue.

- **Improvement of the Rahway River Bridge to Meadowland Park.** The bridge across the Rahway River terminates with a set of stairs at the rear of the South Orange Public Works Compound. The location is poorly marked and uninviting. The western terminus to the bridge behind the pumping station should be retrofitted with an ADA-compliant ramp, as well as sufficient lighting and signage.
- **Improved access to South Mountain Reservation.** A lack of crosswalks makes access from Crest Drive dangerous for pedestrians and bicycles on South Orange Avenue westbound. Bicyclists should be directed to cross South Orange Avenue at the Glenview Road signalized intersection, which is already equipped with pedestrian signal heads. Additional reservation access points that are utilized by South Orange residents (Hoskier Road, the Girl Scout Camp, and Longview Road) should be included on any future touring map, and proper signage should be erected at each access point.

Recommendations - Additional Bicycle Routes

In addition to the improvements envisioned on the major corridors and park connectors, the Plan identifies the following as potential bicycle routes for inclusion in a network to be developed and enhanced over time: Wyoming Avenue; Prospect Street/Third Street; Highland Avenue/Mead Street; Newstead Corridor; Grove Park Loop; Southeast Loop; Centre Street Loop; Meadowland/Mountain Station Corridor; and Waterlands Corridor.

Recommendations - Key Destinations

The Plan assessed pedestrian and bicycle conditions at several key destinations, with identification of pedestrian and bicycle deficiencies at or near destination. Following are the key recommendations with respect to each.

- **South Orange Station**

- 1) The Plan indicates that the major existing deficiency, the lack of access to the elevated platforms for individuals with mobility limitations, is being addressed through the installation of elevators and raised platforms and ramps. In addition to these improvements, targeted enforcement of existing traffic regulations is recommended in this location.

- **Mountain Station**

- 1) Install pedestrian crossing signs and center-line yield to pedestrian signs at the existing crosswalks at Vose Avenue and Montrose Avenue.
- 2) Move the street lamp on the south side of Montrose Avenue near the train station closer to the roadway to address sidewalk width issues in this area.
- 3) Pedestrian crossing signs should be installed near the crest of the road in order to alert motorists that pedestrians may be crossing.
- 4) It may be feasible to install fencing between the sidewalks and Montrose Avenue between South Orange Avenue and Meeker Street, in order to discourage pedestrian crossings away from existing crosswalks.
- 5) Installation of sidewalk on the west side of Vose Avenue north of Montrose Avenue.

- **South Mountain Elementary School**

- 1) Install sidewalks on Lenox Avenue and West End Road. As an interim solution, these roadways should continue to be closed to vehicular traffic during arrival and dismissal times.
- 2) Reconfigure cobblestone drainage ditches on West End Road to improve shoulder condition.
- 3) Investigate enhanced speed limit enforcement on South Orange Avenue in the vicinity of the school.

- **South Mountain Annex**

- 1) Sidewalks should be installed Glenview Road north of Hoskier Road to improve pedestrian compatibility, if feasible.



- ***Marshall Elementary School***

- 1) It is recommended that all crosswalks in the vicinity of the Marshall Elementary School, with the exception of those at the Grove Road/Turrell Avenue intersection, be rehabilitated. This should include repaving deficient crosswalks, installing ADA-compliant curb ramps at all approaches, restriping with highly visible zebra striping, and installing appropriate share the road signage, including midblock “yield to pedestrian” signs.
- 2) A sidewalk should be installed on the Grove Park side off Grove Road and Park Place, since there is evidence of pedestrian demand in this area.

- ***South Orange Middle School***

- 1) Upgrade existing midblock crosswalk on Ridgewood Road at the Middle School as a raised crosswalk incorporating textured brick pavers, bike-mountable curb extensions, and center line yield to pedestrian signs. Curb ramps should also be improved on the west side of Ridgewood Avenue near this crosswalk.
- 2) The pedestrian pathway on the west side of the Rahway River between the South Orange Middle School and South Orange Avenue should be improved to address pavement quality and aesthetic issues.
- 3) Implementation of the proposed Waterlands Corridor trail project is also recommended as a means of improving bike access to the School.

- ***Columbia High School***

- 1) Install midblock crosswalks in the immediate vicinity of the High School. To maximize crosswalk visibility and to act as a traffic-calming device, bicycle mountable curb extensions should be considered at these crosswalks.

- 2) If installing midblock crosswalks is not feasible, fencing should be installed adjacent to the sidewalks at Academy Street, Valley Street and Parker Avenue to channelize pedestrians to existing crosswalks.
- 3) Bicycle access from South Orange to the High School would be enhanced through the provision of a trail along the Rahway River.

- ***Our Lady of Sorrows School***

- 1) Installing new fluorescent yellow-green pedestrian crossing signage, as well as bike mountable curb extensions at the crosswalk.

- ***Marylawn of the Oranges School***

- 1) The feasibility of installing a sidewalk on the south side of Montrose Avenue to the east of Scotland Road should be investigated in order to maximize pedestrian mobility and accessibility.

- ***Seton Hall University***

- 1) Installation of brick pavers, similar in appearance to the recently improved crosswalks in the South Orange business district, at all signalized intersections in the vicinity of the University.
- 2) Curb extensions could also be installed at the intersection of Grove Road and South Orange Avenue to facilitate pedestrian crossings and encourage reduced vehicular speeds.
- 3) Potential for signal retiming to reduce time period to wait to cross South Orange Avenue may be warranted.

- **Parks and Recreation Areas**

- 1) **Cameron Field:** Restore the Rahway River embankment in the vicinity of the baseball field. This restoration should be undertaken as part of the planned Rahway River corridor improvements and should include stabilizing the embankment, installing a carefully designed berm and fencing to provide a buffer between pedestrians and the river, and installing a pedestrian path on the west side of Cameron field parallel to the river that would continue from the terminus of Clark Street at Meadowbrook Lane.
- 2) **Grove Park:** Install a sidewalk on the west side of Grove Park near Grove Road and Park Place, since “cattle paths” indicate that there is significant unmet pedestrian demand at this location.

- 3) **Near South Orange Middle School:** Rehabilitate the existing walkway on the west side of the Rahway River between the Middle School and South Orange Avenue. This area should be resurfaced to improve aesthetics and pedestrian compatibility.



East Branch of the Rahway River Corridor – Master Plan Report (2007)

South Orange is currently investigating the feasibility of restoring the East Branch of the Rahway River Corridor, which runs through the Village and neighboring communities. In its current configuration, a significant portion of the Rahway River within South Orange functions as an uninviting, concrete-lined drainage channel. The Village is planning to transform this underutilized waterway into an attractive greenway and community focal point. The envisioned greenway would serve as a north-south spine for a Village-wide non-motorized network. This network would provide improved accessibility and connectivity among major bicycle and pedestrian destinations throughout the Village, including the Central Business District, train stations, schools, and parks.

Working with Main Street South Orange Inc, the Village of South Orange commissioned the preparation of a plan for the restoration of the river corridor.

The goals of the Plan are as follows:

- Provide safe and continuous pedestrian connections along the river corridor;
- Improve the ecological/ hydrological value of the river corridor;
- Provide accessibility and enjoyment of river channel along the slope edges;
- Modify site elements, walls, and fences to meet a unified project aesthetic;
- Preserve and enhance access to recreation along the corridor;
- Preserve and enhance historical features along the corridor; and
- Improve connections from adjacent communities and land.

Southern Segment

The southern segment of the corridor will emphasize the intermingling of ecological uses and recreation around a proposed nature center. The Plan indicated that the southern portion of the river corridor presents the greatest potential for developing new land uses which correspond most immediately to the needs of the Village. The Plan identifies the following as core elements of the Plan concerning the southern segment of the corridor:

- Consolidation of the DPW compound in order to improve circulation and buffering from the river edge.
- Construction of new trails that will provide connections to Chyzowych Field and Farrell Field along Ridgewood Road.
- The existing pumphouse building next to the DPW compound will be retrofitted into a new nature center, operated by either the Village or a local organization.
- A large portion of the existing, underutilized open space on DPW land will be redesigned and engineered as a wetland environment.
- The riparian improvements to the river bank will provide educational opportunities and an “outdoor classroom” to allow students to study the ecology of the river corridor. Boardwalks will provide access to the wetland, and informational panels will provide environmental interpretation and guidance for leisure activities.
- A proposed pedestrian bridge will connect the active recreation areas at Waterlands Park with the passive recreation and educational areas on the opposite side of the river.

Southern Segment

The South Segment



- ① Connect trail to Farrell Field
- ② Chyzowych Field recreation area
- ③ New pedestrian bridge connection to future nature center building
- ④ Consolidate DPW facilities
- ⑤ Waterlands Park
- ⑥ New riparian education area with boardwalk connections and informational nodes
- ⑦ New pedestrian bridge
- ⑧ New buffer area between DPW yard and river
- ⑨ Reconfigure parking and playground at Waterlands Park
- ⑩ New ecological park gateway
- ⑪ New promenade plaza area

Central Segment



- ⑩ New Ecological park gateway
- ⑪ New promenade area
- ⑫ Town Center/redevelopment area
- ⑬ Performing Arts Center
- ⑭ New river-oriented plaza

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Northern Segment



- 13 Improve tennis court edge: add plantings and quality paving
- 14 New pedestrian bridge
- 17 Relax slopes to provide access to river channel
- 18 Reconfigure pathways to connect to existing duck pond paths
- 19 Improve pedestrian crossing
- 20 Relax slope area, add new pedestrian bridge
- 21 Improve connection to Montrose School and adjacent neighborhood
- 22 Improve pathway along river
- 23 Improve Path connection from Baird Center to pool
- 24 Reconfigure paths adjacent to pool
- 25 Improve path connection along Baird center vehicular access and minimize conflicts between vehicles and bicycles/pedestrians
- 26 Reconfigure parking lot for more efficient use, improved access and additional open space.

- As a result of all the proposed improvements to the southern recreation field area, Third Street will become an important gateway by providing access to the existing playground area and the new ecological learning areas.

Central Segment

The Plan indicates that the central segment will be shaped by its relationship with the town center and will be more urban in character. With regard to this segment, the Plan proposes:

- Widening the river edges to foster opportunities for both leisurely enjoyment and recreational activities. Widening the edges will encourage Village residents and others to approach and access the river more comfortably and effectively.
- Urban promenades that will provide a connection between the urban center and ecological areas adding continuity to the currently fragmented access along the river corridor and especially into the Village Center. Moreover, the promenade plaza area will provide a pedestrian connection across South Orange Avenue to the river corridor's northern portion.
- As it moves further north from South Orange Avenue, the pathway on the eastern side of the river will transition to a more park-like character, passing alongside the existing tennis courts and continuing in the direction of the community pool. On the opposite side of the river, the corresponding pathway also transitions to a park-like character as it passes alongside the South Orange Middle School parking lot and to the east of the existing Duck Pond.

Northern Segment

The northern segment of the corridor will emphasize history and recreation, with the historic Duck Pond and Baird Recreation Center serving as focal points. Proposals in this area consist of the following:

- In order to maximize this area's many attractions and existing connections, including the tennis courts, the community pool, the Duck Pond, and the recreation fields associated with the Baird Center, the Plan recommends reconfiguring the pathways and pedestrian bridge, providing improved connections and, at the same time, creating a gathering space (along the relaxed slope area) for leisure activities.
- Reconfiguring the existing Middle School parking area would provide more space for the improved pathways.
- Connection of this area to the opposite side of Mead Street by an improved pedestrian crossing.
- Proposed pathways will improve connections between Baird Center and the existing ball fields, tennis courts, and playground adjacent to the community pool. In addition, new pathways will be added along both sides of the river corridor, adjacent to both the Baird Recreation Center parking lot and Meadowbrook Lane. The pathway alongside the parking lot will have a character similar to the one that connects the community pool and pedestrian bridge, and will provide a link to leisure activities along the relaxed slopes of the river.
- Moreover, a small pedestrian bridge will be added here to connect Floods Hill to the activities in the vicinity of Baird Recreation Center.
- The path will continue between the existing residential area, Montrose School, and the baseball fields alongside the commuter rail line (22, 23). This has changed, the lot was reconfigured instead and path is narrower.

- There is the potential to construct an elevated boardwalk in this area to ensure efficient circulation of both pedestrians and vehicles.
- The proposed Meadowbrook Lane promenade is intended to respond to the historic nature of the adjacent Flood Hill Park and Duck Pond, while satisfying the need for river slope re-vegetation and riparian edge creation. It will also facilitate pedestrian access along the street's eastern edge. Some of the significant existing trees will be preserved by creating retaining walls with stone facing.
- In order to accommodate these changes, Meadowbrook Lane will be reconfigured so that parallel parking can occur on both sides, adding parking for special events in the park and recreation areas.



Housing Element and Fair Share Plan (2005)

The Village adopted its most recent Housing Element and Fair Share Plan in December 2005. The Plan has submitted the Plan to the Council on Affordable Housing (COAH) and is working with COAH towards the goal of achieving “substantive certification” from COAH.¹

Unlike the previous two rounds, COAH’s Third Round methodology determines a municipality’s affordable housing obligation principally upon the net development growth within the municipality. The need for affordable housing in a municipality is now calculated through the sum of the following:

- Rehabilitation Share - Deficient housing units occupied by low- and moderate-income households, calculated by COAH.
- Remaining Prior Round Obligation - Assigned to a municipality by COAH or the court for the period 1987 through 1999.
- Growth Share Obligation - The municipality’s need for affordable housing resulting from net growth in the amount of residential and non-residential development between the years 2004 to 2014.

The “growth share obligation” is calculated based upon reasonable assumptions as to the amount and type of net growth in residential and non-residential development within the 10 year period. The growth share obligation is calculated by applying a ratio of one affordable unit for every eight (8) new market-rate residential units projected, plus one affordable unit for every twenty-five (25) newly created jobs as measured by new or expanded non-residential construction projected in the municipality.

According to the Third Round rules, South Orange has a rehabilitation obligation of 22 units and a Prior Round Obligation (1987-1999) of 64 units. Based upon the growth projections in the Housing Plan, it is expected the Village will grow by approximately 250 residential units and 94,000 square feet of non-residential development, giving the South Orange a “growth share” obligation of 36 units. However, the Plan notes that the Village has addressed its 64-unit prior round obligation (1987-1999) via a combination of the following: alternative living arrangements; age-restricted housing; and regional contribution agreement. Thus, the Village’s current obligation consists of the 22-unit rehabilitation obligation and the 36-unit Third Round “growth share” obligation.

The 36-unit “growth share” obligation will be addressed as follows:

- In accordance with COAH rules, South Orange will use fifteen (15) excess RCA credits towards the Third Round Growth Share as well as nine (9) excess age-restricted units towards its Third Round obligation. This lowers the Village’s Growth Share obligation to 12 new construction units overall.
- The Village intends to address its remaining obligation, and pay for that obligation, through a combination of the following: regional contribution agreement (RCA); rental buy down program; development fees; and affordable housing ordinance.

Regarding its rehabilitation obligation, the Village will re-institute a rehabilitation program in accordance with NJAC 5:94-4.3 to meet its 22-unit rehabilitation obligation. South Orange will either run the program in-house or contract with a qualified agency to run the program as they did under previous COAH rounds

<1> Substantive certification protects the Village from “builders remedy” lawsuits.

Central Business District and Surrounding Area - Revitalization/Redevelopment

Over the last decade or so, the Village of South Orange has initiated a multi-faceted approach to its efforts to revitalize the downtown and surrounding area, consisting of the following:

- An initial study which assessed redevelopment opportunities in the CBD prepared by the Atlantic Group and completed in March 1995.
- Extensive public outreach through use of stakeholder committees and public meetings.
- Strategic visioning workshop and report sponsored by the State Main Street Program.
- Streetscape improvements to South Orange Avenue, Sloan Street and Valley Street.
- Preparation and implementation of the Redevelopment Plan for the South Orange Train Station.
- Preparation of and implementation of the Redevelopment Plan for the Central Business District.
- Preparation of and implementation of the Redevelopment Plan for Church Street.

Streetscape Improvements

Public improvements constitute an important element of the Village revitalization efforts. Streetscape improvements have been completed along west South Orange Avenue from Ridgewood Road to Sloan Street, Sloan Street and Valley Street. These improvements have assisted in creating a more aesthetically pleasing CBD that is more pedestrian and shopper-friendly than it had been previously, reinforcing the marketing efforts and redevelopment activities in the Redevelopment Area. Streetscape improvements have also been completed on South Orange Avenue from Sloan Street to Prospect Street, along Valley Street connecting to South Orange Avenue, and along Vose Avenue and

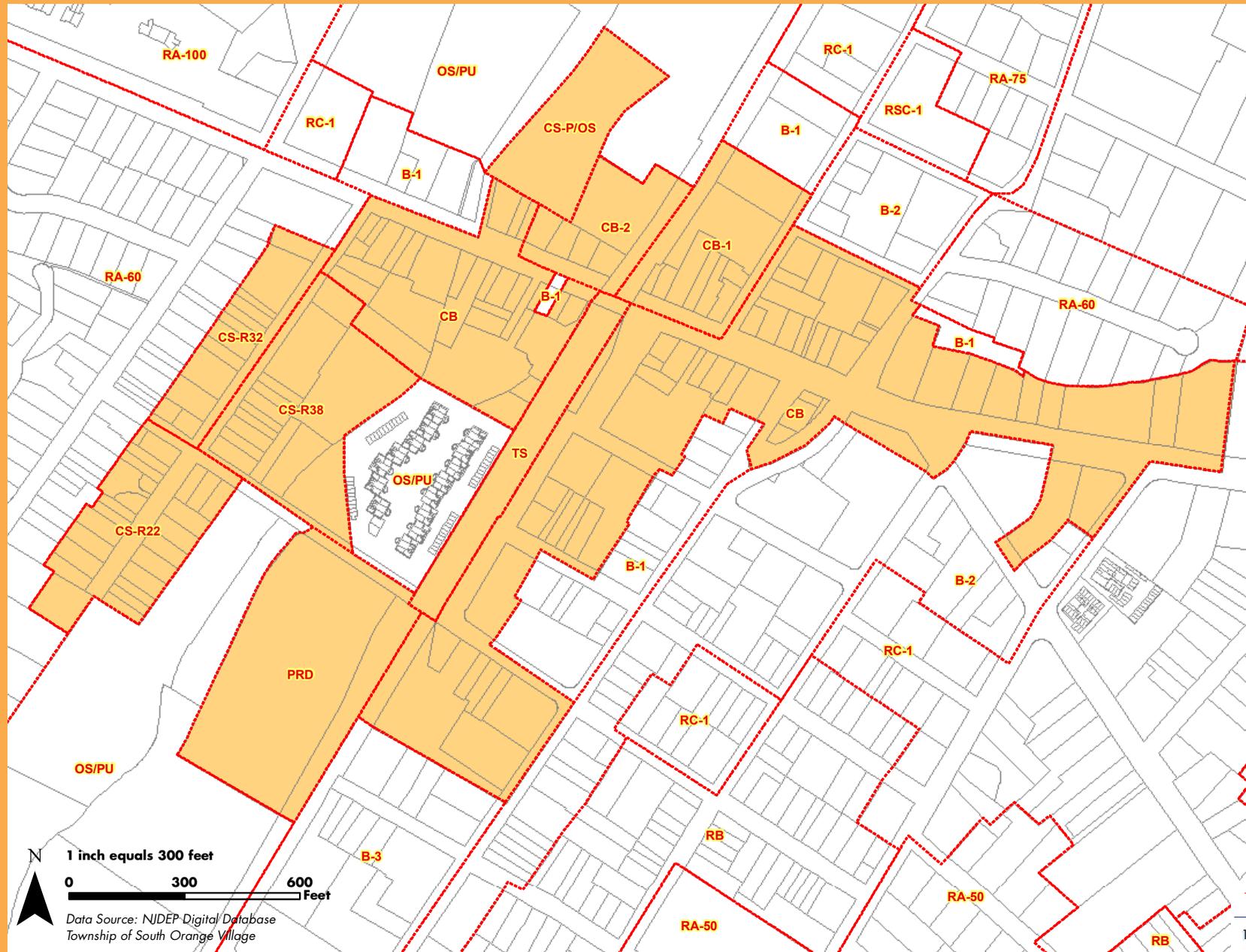
Scotland Road. Improvements have consisted of the following:

- South Orange Avenue was converted from a four-lane roadway to a three-lane road with a dedicated turning lane;
- Sidewalks were widened at key locations;
- Pavers were installed at pedestrian crosswalks;
- "Bumpouts" were installed at key intersections to make the street more pedestrian friendly;
- On-street parking was re-aligned;
- Installation of a fountain and gazebo;
- Electrified gaslights replaced the old cobra headlamps;
- New landscaping and street trees were provided; and
- Sitting areas were added.

The Sloan Street Village Square streetscape improvements included installation of street furniture, new curbing, new planter areas, new lighting and use of pavers. The intent of the Sloan Street improvements was to redesign a portion of the street as the public "Village Square" so that it becomes the "Village Center".

South Orange Train Station Redevelopment Plan

The Redevelopment Plan for the South Orange Train Station (dated July 1994 and entitled "Redevelopment Plan – Block 1907, Lot 1 and Portion of Block 1900, Lot 1") was the first step in the overall revitalization efforts of the Village Central Business District (CBD). The Plan addressed the major station improvements proposed by New Jersey Transit and the upgrade of the existing storefronts for commercial use. Subsequent to the adoption of the Redevelopment Plan, major renovations to the existing storefronts occurred and new commercial retail uses have been established. These improvements are the first visible evidence of the revitalization efforts of the Village.

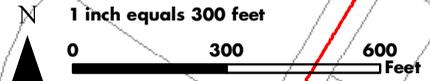


**Zoning and Redevelopment Districts-
Downtown Area**

- REDEVELOPMENT DISTRICTS**
- TS Train Station
 - Central Business District Redevelopment Area Districts
 - CB Central Business
 - CB-1 Central Business-1
 - CB-2 Central Business-2
 - PRD Planned Residential Development
 - Church Street Redevelopment Areas Districts
 - CS-P/OS Public Open Space District
 - CS-R22 Church Street - R-22 District
 - CS-R32 Church Street - R-32 District
 - CS-R38 Church Street - R-38 District

Redevelopment Area

- ZONING DISTRICTS**
- RA-100 ResidentialSingle-Family
 - RA-75 ResidentialSingle-Family
 - RA-60 ResidentialSingle-Family
 - RA-50 ResidentialSingle-Family
 - RB ResidentialTwo-Family
 - RC-1 ResidentialMultifamily/Office District
 - RSC ResidentialSenior Citizens Housing
 - RTH ResidentialTownhouse
 - PRC A Planned Residential Cluster A
 - PRC B Planned Residential Cluster B
 - B-1 Primary Business
 - B-2 Secondary Business
 - B-3 General Business
 - U University Zone
 - OS/PU Open Space/Public Use Zone



Data Source: NIDEP Digital Database
Township of South Orange Village

**Zoning and Redevelopment
Districts-
Downtown Area**



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Central Business District Redevelopment Plan

The Village Board of Trustees originally adopted a redevelopment plan for the Central Business District on November 25, 1996 with subsequent amendment to include additional properties. The Village adopted an amendment to the Central Business District Redevelopment Plan in 2002, which addressed the entire expanded Redevelopment Area.

The Central Business District Redevelopment Area includes properties in 12 blocks of the South Orange Central Business District and adjacent areas. The Redevelopment Area is located along South Orange Avenue, Vose Avenue, Sloan Street and Third Street. The area is located near the approximate geographic center of the Village and consists of a variety of retail stores, service establishments, financial institutions, auto related uses, and offices as well as a former car dealership and the NJ Transit commuter parking lot. A number of the buildings contain mixed uses with retail stores or offices on the first floor and residential units on the upper floors. Additionally there are several Village surface parking lots that are included in the Redevelopment Area.

Target Primary Uses

The Central Business District Redevelopment Plan notes that there has been an ongoing effort to identify and develop consensus on the most appropriate types of uses needed in the CBD. The following were identified:

- **Supermarket.** Building on the Atlantic Group study, the Central Business District Redevelopment Plan identifies the desire for a supermarket consistent in scale with the existing downtown. It notes that the ShopRite site is particularly appropriate for a

supermarket as a result of the size of the parcel and location. The Plan notes a desire on the part of the community to seek development of a smaller, more specialized supermarket that would feature food and merchandise not otherwise made available elsewhere. Project currently under construction.

- **Arts Center.** The Redevelopment Plan identified the arts center (opened in November 2006) as a priority a targeted use.
- **Parking.** The Redevelopment Plan notes parking as a targeted use and that New Jersey Transit had constructed a 273-space parking facility, intended to serve both commuters and local shoppers, on the former lumberyard site.
- **Hotel/Conference Center.** A Market and Financial Analysis of a proposed hotel and conference center was prepared for the Village of South Orange and Seton Hall University. The study dated October 10, 1995 evaluated the redevelopment of the firehouse and surrounding lots as a hotel/conference center. The preliminary recommendation was the development of a 200-room moderate level hotel, 20,000 square feet of meeting space, a 100-seat conference dining room, a 125-seat full service restaurant and a 60-seat pub lounge. The Redevelopment Plan indicates that a smaller facility (e.g. 100-125 rooms) may be more appropriate in the context of the existing Village CBD.

Central Business District Redevelopment Plan - Redevelopment Districts

The Central Business District Redevelopment Area is divided into four districts (see "Zoning and Redevelopment Districts – Downtown Area" map):

- **Central Business:** According to the Plan, the objective of the Central Business District is to "revitalize the CBD and enhance the economic vitality of the area by providing a variety of opportunities for retail sales and services, offices, residential, an arts center, hotel and public commuter and business parking in a vibrant street-oriented environment."

- **Central Business –1** (ShopRite): The objective of this District, according to the Plan, is to “redevelop the former Shop Rite site in order to create a mixed use development which will contain a supermarket, retail space, residential apartments and structured parking to serve the on site uses.”
- **Central Business –2** (Beifus): According to the Plan, the objective of the “Central Business-2” District is to “redevelop the former car dealer site for mixed use development which will include retail, residential apartments and structured parking for on site uses. The design of the site should be particularly sensitive to the adjacent Village recreation facilities and open space areas.”
- **Planned Residential Development:**): The objective of this District, according to the Plan, is to “establish an area which permits high density multi-family housing which is located in close proximity to the South Orange train station, thereby minimizing the need for off-street parking and creating incentives for the use of mass transit. The proximity of the housing to the CBD will provide services to the residents and promote additional daytime and nighttime activity in the CBD.”

The three Central Business Districts permit virtually the same land uses. The permitted uses in the three Central Business Districts include the following:

- Retail sales and service
- Banks and financial institutions (excluding drive through facilities)
- Offices above the first floor (except medical offices), which front on Scotland Road, Vose Avenue, Taylor Place, Third Street and Valley Street shall be permitted on the first floor
- Restaurants and taverns, but not including drive-in restaurants or restaurant stands. Outdoor dining is permitted if a license is issued
- Public buildings and uses
- Residential units above the first floor

- Indoor theaters, cultural, recreational and educational facilities and other places of public assembly
- Parking lots or parking decks owned by a public and/or governmental entity
- Hotels

These Central Business Districts, however, vary somewhat in the permitted intensity of development (which is regulated principally via permitted building height). The “Central Business” district permits building heights of up to 48 feet (except for lots along Valley Street and Taylor Places where height is restricted to 36 feet). The “Central Business–1” district allows building heights of up to 58 feet/5 stories, while the “Central Business–2” district limits building height to 60 feet/five stories.

The “Planned Residential District” of the Central Business District Redevelopment Plan permits townhouse and multi-family apartment development at a density not to exceed 43 dwelling units per acre. This zone has been developed with the Gaslight Commons project.

The Redevelopment Plan includes a number of design standards intended to reinforce the physical, visual and spatial characteristics of the Redevelopment Area. These standards apply to new buildings on vacant land as well as to renovations of existing buildings and infill construction.

Church Street Redevelopment Plan

The Church Street Redevelopment Plan was originally adopted by the Board of Trustees in May 2000 and amended in May 2005. The goal of the Redevelopment Plan is to establish an area which permits high density housing located in close proximity to the South Orange train station, thereby creating incentives for the use of mass transit. The

Plan anticipates that proximity of the housing to the CBD will provide services to the residents and promote additional daytime and nighttime activity in the CBD. It also states that redevelopment of the Church Street area for higher density residential use reinforces the designation of the Village as a Transit Village.

Church Street Redevelopment Plan - Redevelopment Districts

As shown on the "Zoning and Redevelopment Districts – Downtown Area" map, the Church Street Redevelopment Area is divided into the following five districts:

- **CS – R-22 District:** This district is located along both sides of Church Street south of Third Street. Permitted uses include townhouse and single- and two-family houses. A residential density of 22 units per acre is permitted.
- **CS – R-32 District:** This district is located along the west side of Church Street between the Episcopal Church and Third Street. Permitted uses include multi-family apartment development, townhouses and single- and two-family houses. Maximum permitted residential density is 32 units per acre.
- **CS – R-38 District:** This district is located along the east side of Church Street to the north of Third Street. A residential density of 38 units per acre is permitted in a variety of different housing types. Permitted uses include multi-family apartment development, townhouses and single- and two-family houses.
- **Public Open Space District:** This district is located between properties along the north side of South Orange Avenue and an existing park. It is also adjacent to the new mixed-use development that is to be constructed on the site of the former Beifus car dealership. This district has been created to recognize and preserve its existing use as public open space. This district is an important open space within the CBD and is intended to enhance open space connections along the Rahway River and serve as a buffer between the mixed-use development and proximate community facilities. Permitted uses consist of public parks, recreation and open space activities.

Like the Central Business District Redevelopment Plan, the Church Street Redevelopment Plan includes a number of design standards intended to reinforce the physical, visual and spatial characteristics of the Redevelopment Area. These standards apply to new buildings on vacant land as well as to renovations of existing buildings and infill construction.

Redevelopment Projects

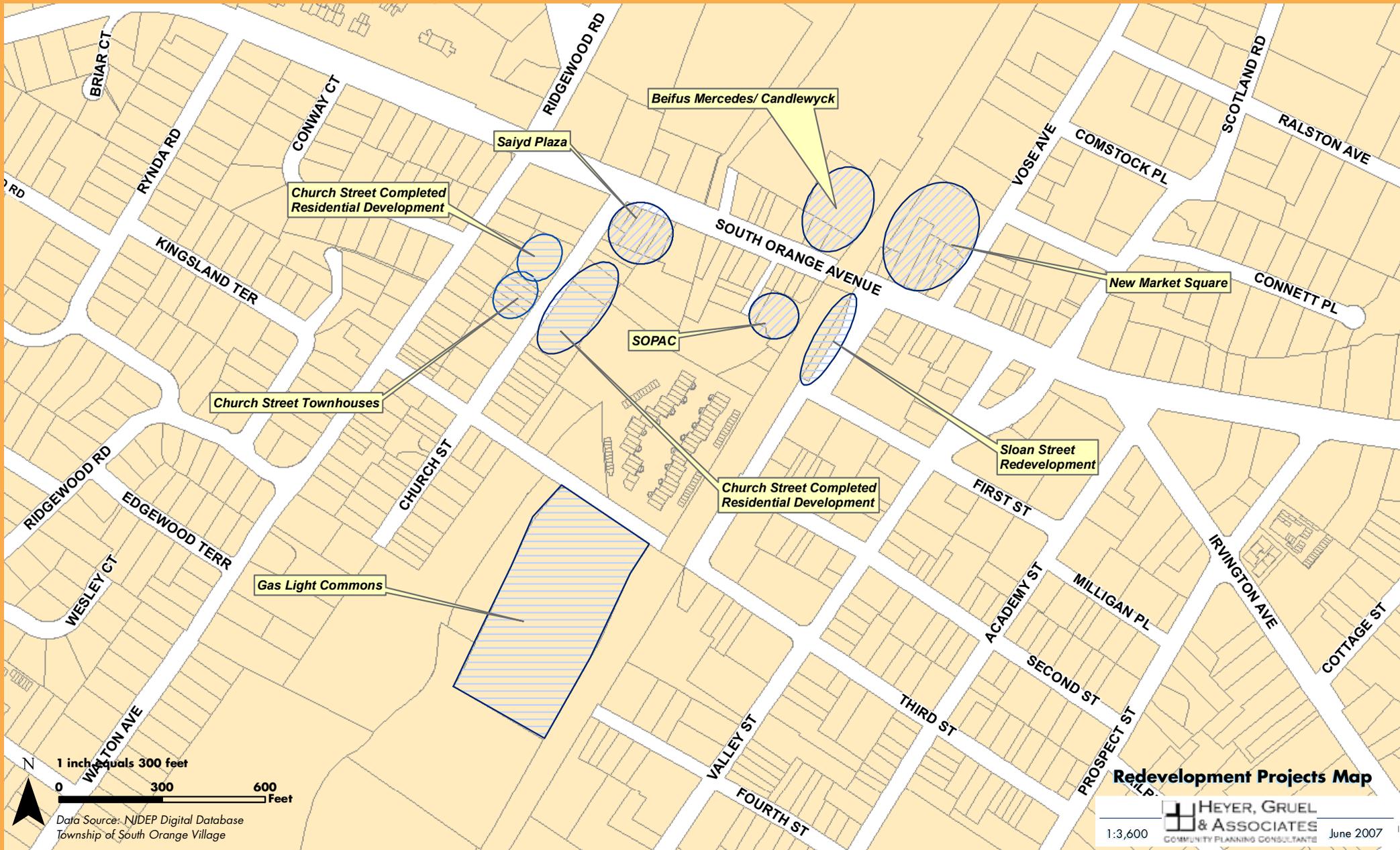
A significant component of the Village's revitalization efforts regarding the downtown and adjoining areas consists of redevelopment projects that have been, or will be, developed in accordance with the Village's redevelopment plans. A listing of redevelopment projects that have either been developed, under construction or which have received development approvals are listed below. The location of these projects can be located on the map entitled "Redevelopment Projects."

- **Sloan Street Redevelopment.** The Atlantic Group study recommended starting redevelopment with a group of empty stores on Sloan Street next to the South Orange train station. An agreement was negotiated between New Jersey Transit, the developer, and the Village to renovate the seven empty retail stores with 12,000 square feet of retail and restaurant space. The storefronts have been fully occupied since the renovations. The Sloan Street Village Square streetscape improvements included installation of street furniture, new curbing, new planter areas, new lighting and use of pavers.

- **Gaslight Commons.** The Atlantic Group’s report recommended development of new apartments in the CBD near the railroad station and downtown. The report identified a car dealership on Third Street as a prime candidate for initial residential development. That property was placed in the Planned Residential Development district of the Central Business District Redevelopment Plan. In 1998, the Village received a proposal from the property owner/developer and named them developer to build 200 luxury one and two bedroom rental apartments and approximately 350 parking spaces in two four-story buildings with interior courtyards. Amenities include an outdoor pool, clubhouse and exercise rooms, a business center and concierge services. It is fully occupied.
- **South Orange Performing Arts Center (SOPAC):** The 34,840 square foot, four-level structure is situated on 17,512 square feet of land at South Orange Avenue and Trenchard Place, adjacent to the South Orange train station. It contains five movie theaters with total of 600 seats, a 415-seat performance theatre with a balcony and a multi-purpose room that can be used for community events, such as a catering hall or rehearsal space. The South Orange Performing Arts Center has selected Clearview Cinemas to operate the five-screen cineplex portion of the forthcoming arts complex. Clearview will use the destination to showcase the best in commercial, art, and independent films. Parking for 265 cars will be available on evenings and weekends in the adjacent NJ Transit parking lot. South Orange Performing Arts Center opened in November 2006.
- **Beifus Mercedes** (9 West South Orange Avenue): This project will include 53 luxury apartments, 9,000 square feet of first floor retail space and parking for both shoppers and building residents behind the building. The site consists of a former auto dealership and the former Music Lovers building, both of which were demolished

in May 2003. The site plan application was approved by the Planning Board in December 2002 and received amended site plan approval in January 2005 and again in February 2006.

- **New Market Square** (South Orange & Vose Avenues): This project includes a new gourmet market on South Orange Avenue, condos on Vose Avenue and a parking deck to accommodate shoppers and residents. The 13,500 square foot market will be owned and operated by the Garden of Eden, a small NYC chain of up-scale stores. The residential building will be built by Sterling Homes.
- **Saiyd Plaza** (110-120 West South Orange Avenue): This project is located at the corner of South Orange Avenue and Church Street. The new building will replace the demolished Oriental Rug Store with 7,000 sq. ft. of first floor retail, 16 apartments above and 24 parking spaces in the rear with access from Church Street. The new building will share a facade with 115 and 120 West South Orange Avenue which will receive a complete exterior and interior renovation consistent with the newly constructed building. Site plans will be reviewed by the Planning Board in Summer 2007.
- **Church Street – Completed Residential Redevelopments:** Two completed residential projects on Church Street are examples of how the Village’s investment in the downtown has convinced property owners and developers to commit purely private money to our business district: Church Street Commons (located on the west side of Church Street, contains 16 units with 22 parking spaces) and the second site, on the east side of Church Street, features 24 units and 35 parking spaces.





- **Church Street Townhouses:** This proposed 14-unit multi-family building, located on the west side of Church Street between Third Street and South Orange Avenue, received site plan approval from the Village Planning Board in 2005. The development will contain a mix of one-, two- and three-bedroom units. Parking for the units will be provided internal to the building on the ground floor.



Transit Village Designation

The New Jersey Department of Transportation (NJDOT) and NJ TRANSIT spearhead a multi-agency Smart Growth partnership known as the Transit Village Initiative. New Jersey's Transit Village Initiative acknowledges the existence of transit-friendly, smart growth land use practices in designated municipalities that allow for mixed-use development (with a strong residential component) to occur within a quarter-mile to half-mile radius around rail or bus passenger facilities. The Transit Village Initiative helps to redevelop and revitalize communities around transit facilities to make them an appealing choice for people to live, work and play, thereby reducing reliance on the automobile. Transit Village designation is granted to municipalities that demonstrate a commitment to revitalizing and redeveloping the area around its transit facility into a compact, mixed-use neighborhood with a strong residential component.

The Village was one of the original five Transit Villages (designated in 1999), of which there are now correct. The Transit Village designation provides a municipality with the following benefits: State of New Jersey commitment to the municipality's vision for redevelopment; coordination among the state agencies that make up the Transit Village task force; priority funding from some state agencies; technical assistance from some state agencies; and eligibility for grants from NJDOT's Transit Village funding.

Main Street New Jersey

The Main Street New Jersey Program was established in 1989 to encourage and support the revitalization of downtowns throughout the state. Main Street South Orange was designated in 1991. The program is administered through the N.J. Department of Community Affairs, Division of Community Resources. Participating communities receive technical support and training to assist in restoring their Main Streets as centers of community and economic activity. Main Street is a comprehensive revitalization program

that promotes the historic and economic redevelopment of traditional business districts in New Jersey. Main Street New Jersey helps municipalities improve the economy, appearance and image of their Central Business Districts by providing technical assistance and training.

Main Street South Orange is a non-profit organization working to promote the revitalization of the downtown using the model provided by the National Trust for Historic Preservation's Main Street Center. MSSO is volunteer-based, but employs one full-time executive director. Main Street South Orange has played an important role over the last 14 years in the design, economic development, and promotion of the downtown area.

Land Development Chapter

There currently exist within the Village three (3) redevelopment areas – the Central Business District redevelopment area, the Church Street redevelopment area and the South Orange Train Station redevelopment area. Land development within those areas are governed by the requirements of the respective Redevelopment Plan. Land development throughout the rest of the Village is governed by Chapter 92, Land Development, of the South Orange Code.

The Land Development Chapter divides the Village into 15 different zoning districts, each with its own set of permitted land uses, area and bulk requirements. The "Zoning and Redevelopment Districts" map shows the existing zoning district designations within the Village. A brief description of each zone is provided below.

Residential - Single-Family (RA) Districts

There exist four distinct single-family zones within the Village: the RA-100, RA-75, RA-60 and RA-50. The "Zoning and Redevelopment Districts" map shows the location of these districts throughout the Village. The principal permitted uses in these zones consist of single-family detached dwellings and schools. Permitted conditional uses include: residential cluster developments at certain locations; community residences and community shelters; professional offices in residences; lodges and fraternal organizations; and places or worship. These zones differ principally in the minimum lot area requirement. The RA-100 zone requires a minimum lot area of 10,000 square feet, while the RA-75, RA-60 and RA-50 zones respectively require minimum lot sizes of 7,500, 6,000 and 5,000 square feet.

Residential - Two-Family (RB) District

The Village contains three areas within the RB Two-Family zoning district – one along the periphery of Valley Street and the other two on the periphery of Irvington Avenue. As suggested by its title, the RB zone permits two-family dwellings, as well as single-family dwellings and schools. The zone permits the same conditional uses as the RA zones with the exception of residential cluster development. The zone requires a minimum lot area of 5,000 square for single-family homes and 6,000 square feet for two-family homes.

Residential - Townhouse (RTH) District

Two areas along the Irvington Avenue corridor are located with the RTH District. This district permits single-family dwellings, two-family dwellings and townhouses as well as public parks and playgrounds. Permitted conditional uses include: community

residences and community shelters; professional offices in residences; lodges and fraternal organizations; and places of worship. Townhouse development is permitted at a maximum density of 12 units per acre with a minimum lot area of 20,000 square feet. Single-family homes require a minimum lot area of 5,000 square feet, while 6,000 square feet are required for two-family homes.

Residential – Senior Citizen (RSC) Housing District

Two areas near the Central Business District are located within one of the RSC Districts. A property located at the northeast corner of the Comstock Place/Vose Avenue intersection is located within the RSC-1 District. The RSC-2 zone is located at the northwest corner of South Orange Avenue and Grove Road. Both properties are developed with multi-family residential development.

Residential – Planned Residential Cluster (PRC) Districts

Two areas of the Village are located within PRC Districts. The former quarry site, located opposite the terminus of Tillou Road, is within the PRC-A District. The PRC-A District permits single-family dwellings, townhouses and flats. The development of this site is nearing completion.

The Orange Lawn Tennis Club occupies the PRC-B District, which permits single-family dwellings, townhouses, flats, as well as public parks, playgrounds and private recreation facilities. The zone permits a residential density of up to 6.6 units per acre and requires that 20% of the units consist of affordable housing.

Residential – Multi-Family/Office (RC-1) District

The RC-1 District occupies an area to the south and east of the Central Business District, extending along a portion of the South Orange Avenue, Irvington Avenue and Prospect Street corridors and including Mulligan Place and Cottage Street. Other RC-1-zoned areas exist between Vose Avenue and the train tracks north of Comstock Place; at the northeast corner of the South Orange Avenue/Ridgewood Road intersection; and along the north side of Academy Street between Second and Third Streets.

As the name suggests, this zone permits a mixture of multi-family residential and office uses. The permitted principal uses are multi-family housing; townhouses; professional office buildings; executive offices; and schools. Permitted conditional uses include: community residences and community shelters; professional offices in residences; lodges and fraternal organizations; and places of worship. Apartment buildings are permitted to be developed to a maximum permitted density of 43 dwelling units per acre, with a minimum lot area requirement of 30,000 square feet. The maximum permitted density of townhouse developments is 17 units per acre with a 20,000 square foot lot area. Office buildings require 12,000 square feet of lot area.

Primary Business (B-1) District

The B-1 District comprises portions of the Village's traditional Central Business District not located within the Central Business District Redevelopment Area. It permits uses of such type and such intensity appropriate for a downtown setting. Permitted principal uses within the B-1 District include Retail trade or service stores and shops; banks and financial institutions; executive and professional offices above the first floor; real estate

offices; non-drive-thru restaurants and taverns; funeral homes; vocational or arts schools above the first floor; public buildings; apartments buildings and apartment units above the first floor; theaters; and cultural and educational facilities. Conditional uses include gasoline service stations; fraternal organizations on upper floors; fast food restaurants; and places of worship. This zone includes a few properties in the block bounded by South Orange Avenue, Irvington Avenue and Prospect Street; properties along the west side of Academy Street north of Third Street; and a small area along the north side of South Orange Avenue west of the train station.

Secondary Business (B-2) District

The B-2 District permits all of the uses permitted in the B-1 District. In addition, it generally provides more relaxed use requirements in comparison to the B-1 District (e.g., certain uses restricted to upper floors in the B-1 District are not so restricted in the B-2 District). Further, the B-2 District permits additional uses not permitted in the B-1 District such as commercial garage associated with automobile sales as well as additional retail sales and services. The District permits similar uses by conditional use approval as permitted in the B-1 District. This zone exists in three locations in the Village: along Irvington Avenue between Ward Place and Fairview Avenue; between Vose Avenue and Scotland Road in the block immediately north of the Central Business District Redevelopment Area; and a relatively large area to the south and east of the Central Business District and extending along the east side of Valley Street.

General Business (B-3) District

The B-3 District is located along the west side of Valley Street extending from the Fourth Street area southward to the Maplewood border. The B-3 District is the most inclusive

business zone in the Village and permits a wide variety of uses as permitted principal uses, including any use permitted in the B-2 District; research, testing and experimental laboratories; light manufacturing, fabricating and assembly operations; warehousing; carting or hauling stations; sale or storage of lumber, fuel and building materials; wholesale storage and display; and bowling alleys, swimming pools, sports arenas and gymnasium.

University (U) District

The U zone covers Seton Hall University. The zone permits resident colleges and universities and buildings, structures, uses and activities normally associated with institutions of higher learning such as classroom and laboratory buildings, libraries, student centers, dormitories, athletic facilities. Necessary accessory structures such as parking structures and utility buildings are also permitted, except that parking garages and refuse collection units are prohibited from Special District A.

Open Space Public Use (OS/PU) District

The OS/PU District covers the large area of open space and public uses located in the central portion of the Village to the west of the train tracks, including Farrell Field, Waterlands Park, the DPW facility, the Third Street Playground, Cameron Field, Floods Hill, Meadowland Park, and South Orange Middle School. Permitted uses in this zone are limited to public parks, playgrounds, conservation areas, essential services, educational uses and quasi-public institutions.



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PLANNING COORDINATION

Planning Coordination_ State, Region and Adjoining Municipalities _____

State Development and Redevelopment Plan (SDRP)

The State Development and Redevelopment Plan (SDRP), adopted March 1, 2001, designates South Orange Village as part of the Metropolitan Planning Area (PA1). According to the SDRP, most of the communities within this planning area are fully developed or almost fully developed with much of the new growth occurring through redevelopment.

The objectives for Planning Area 1 are consistent with those of the Township of South Orange Village. The focus of both the State Development and Redevelopment Plan is to revitalize and redevelop existing “centers” such as the South Orange Central Business District. Specifically, the State Plan encourages infill development of mature settled communities to promote economic development. The State Plan also acknowledges the benefits of public transportation and its relationship to more intense development patterns.

The Village’s planning documents and overall planning efforts are consistent with the objectives of the Metropolitan Planning Area (PA1) designation. The Village has a very good performance record toward implementing the goals and policies of the State Plan, which seeks to revitalize older, urban/suburban communities as 21st century communities of place with vibrant, mixed-use transit oriented downtowns, stable residential neighborhoods and systems of preserved and enhanced open spaces and natural resources. The Village has successfully implemented the State Plan policy of building upon State investments in transportation to redevelop its downtown commercial core as a 21st century, mixed-use core.

According to the SDRP, the State Plan’s intention in the Metropolitan Planning Area, PA1, is to:

- Provide for much of the State’s future redevelopment;
- Revitalize cities and towns;
- Promote growth in compact forms;
- Stabilize older suburbs;
- Redesign areas of sprawl; and
- Protect the character of existing stable communities.

Essex County 2004 Cross-Acceptance Report

The Village participated in the latest round of Cross Acceptance which was included in Essex County’s Cross Acceptance Report submitted to the Office of Smart Growth. The Cross-Acceptance Report indicates that the planning efforts of the Village are consistent with the goals and objectives of the preliminary Plan as well as the Policy Objectives of the Metropolitan Planning Area (PA1).

Essex County Park, Recreation and Open Space Master Plan (April 2003)

Using the same methodology as the Village’s Recreation & Open Space Plan and Recreation Element of the Land Use Master Plan, Essex County’s Plan identified the same deficit of approximately 63 acres of open space within the Village.

The Plan expresses a desire to partner with municipalities to achieve shared objectives. While no County parks exist with the Village, the Plan recommends improvements to County parks that directly adjoin it.

Ivy Hill Park

Ivy Hill Park, located in Newark, adjoins the easterly portion of the Village near Seton Hall University. The Plan recommends the following park renovations and new facilities: renovation of existing comfort station, refurbish the existing lighted basketball court and replacing fence, refurbishing the existing playground shelter, renovating tennis courts #1-4 and replacing fencing, repairing existing paths, adding safety surface and drainage to existing playground, adding team benches and bleachers at athletic fields, and adding trees and shrubs, benches, litter receptacles, bike racks and to the park for identification signage.

South Mountain Reservation

South Mountain Reservation frames the westerly border of the Village. The Plan offers a number of recommended improvements including the following, which may offer an opportunity for coordination with efforts of South Orange: "along South Orange Avenue provide safer access to Reservation trails and points of interest for bicycles, pedestrians, and motorists."

Adjacent Municipalities

This section addresses planning efforts of adjoining municipalities with emphasis on potential opportunities for multi-jurisdictional projects and plan/project coordination.

Newark

The City of Newark is located to the east of South Orange. The key connector between the two municipalities is South Orange Avenue. In the transition area along South Orange Avenue between the two municipalities, South Orange is zoned for single-family residential use. The Existing Land Use Map from the City of Newark's Master Plan indicates that the majority of land along the border with South Orange is single

and two-family residential, while the properties that front on South Orange Avenue are commercial. Newark's Future Land Use Plan indicates a mixture of low and medium density residential along the border with South Orange, with properties along South Orange Avenue remaining mostly commercial.

There is a potential opportunity for coordination of planning efforts between the Village and the City of Newark along major corridors (e.g. South Orange Avenue), as the 2004 Essex County Cross Acceptance Report indicates that the City of Newark is interested in participating in corridor studies with surrounding municipalities to "better connect Newark to its neighboring suburbs with improved roads and higher quality land uses as a means of promoting economic development and beautification."



Maplewood

The Township of Maplewood borders South Orange to the south and west. The majority of Maplewood along its border with South Orange is zoned for single-family residential development. A portion of the area is zoned for two-family development, and there are several smaller areas zoned for neighborhood business and office business. In addition, a sizable portion of Maplewood bordering South Orange contains the South Mountain Reservation. The majority of lots in South Orange along its border with Maplewood (including the area adjacent to the South Mountain Reservation) are developed with single-family residential uses; there are a scattering of other uses in South Orange along the Maplewood border, including two-family residential, commercial, public property, and public parks and recreation.

The Township of Maplewood has expressed an interest in exploring opportunities for coordination of planning and economic development efforts, as well as shared services with South Orange. In addition, the November 2005 Master Plan Report on the East Branch of the Rahway River Corridor proposes connections between the majority of the river park amenities in South Orange and Chyzowych Field in Maplewood.

Further, the Township of Maplewood's 2004 Master Plan contains several recommendations that involve coordination with South Orange Village. These include:

- A recommendation to "develop a comprehensive vision and plan for community facilities, irrespective of jurisdiction of ownership and separate from and subsequent plans for implementation." This recommendation involves promoting partnerships and joint ventures with other governmental bodies and organizations, including the South Orange Village.

- A recommendation to "establish a long-range plan for developing a bikeway network in Maplewood." Part of this recommendation involves coordinating and cooperating with surrounding jurisdictions, particularly South Orange and Millburn, to create a "continuous and interconnected bikeway network."
- A recommendation to "partner with the Village of South Orange to plan for the enhancement of usage of the Old Waterlands Park." The Master Plan indicates that Old Waterlands, owned by the Township of South Orange Village, is one of the last opportunities for recreational and park expansion in Maplewood, and that both Maplewood and South Orange have "expressed interest in gaining better recreational usage from it." The Master Plan recommends that discussions be undertaken to see if a joint venture to improve Old Waterlands is "feasible and desirable".

Orange

The City of Orange borders South Orange to the north. Along its border with South Orange, the City of Orange is zoned for suburban residential, single-family residential, and apartments. The overwhelming majority of lots in South Orange which border the City of Orange are developed with single-family residential dwellings. There are no known opportunities for planning coordination with the City of Orange at this time.

West Orange

The Township of West Orange borders South Orange to the north. All of the areas of West Orange that border South Orange Village are zoned for single-family residential development, and all of the lots in South Orange which border West Orange are zoned for and developed with single-family residential uses. There may exist opportunities to coordinate with the City of West Orange with regard the restoration of the river corridor as well as sharing recreational programs and facilities.

East Orange

A very small portion of the City of East Orange borders South Orange to the northeast. The section of East Orange which borders South Orange is zoned for institutional uses and contains the East Orange Campus of the VA NJ Healthcare System. A small piece of the VA property is located within South Orange. The section of South Orange which abuts the VA property in East Orange is developed with single family residential development. There are no known opportunities for plan coordination with the City of East Orange at this time.







PLANNING ISSUE

Planning Issues

An important early first step in any planning process is the identification of key issues. Identification of key issues provides the basis for the development of a strategic vision for the Village. Issues have been identified via the following:

- **Meetings of the Smart Growth Plan Committee.**

The Committee has met on various occasions to identify and discuss issues to be addressed in the Plan and to develop the public outreach program.

- **Initial Public Outreach Program**

The Public Outreach Program has thus far consisted of the following:

1. **Community Survey.**

Working with its consultant, the Committee prepared and conducted a community survey. The survey was posted on the Village's website. Paper copies were also made available at Village Hall, the Library and Baird Community Center. The survey was advertised in advance in The Gaslight (the community newsletter which is mailed to each resident and business address in the Village) and was made available to the public for a period of one full month.

The survey covered a variety of topics including:

- Quality of life in South Orange
- The Village's overall strengths and weaknesses
- Identification of planning and development issues in neighborhoods and the Village as a whole
- Potential support for different types of planning programs and regulations
- Evaluation of the Village's commercial districts
- Circulation/transportation issues

The survey was very helpful in identifying and verifying a number of the most pressing planning issues within the Village.

2. **Public Visioning Sessions.**

Two public visioning sessions were conducted. The first visioning session was held on Tuesday, May 23rd, 7 pm at the Marshall School. The second visioning session was held Wednesday, June 7th, 7 pm at the South Orange Middle School. Both sessions were advertised in advance in The Gaslight, on the Village's website and in the News Record. The visioning sessions expanded upon the input received from the surveys by eliciting more "forward thinking" input from the public. The visioning sessions were organized around the following five general topics:

- o neighborhood character/preservation
- o circulation
- o open space, parks, recreation and historic character
- o community development/design - Valley Street
- o community development/design - Irvington Avenue.

This section describes the result of the cumulative input received from the community survey, visioning sessions and the discussions of the Smart Growth Strategic Plan Committee. Appendix A contains a copy of the survey and d the survey results. Appendix B contains a bulleted summary of the input received at the two visioning sessions.

Strengths

According to the survey results, residents generally enjoy life in South Orange. Fifty-nine percent (59%) indicated that the quality of life in the Village is "good" or "very good" with only 5% identifying the quality of life in the Village as "poor" or "very poor."

How would you rate the overall quality of life in South Orange?				
Very Good	Good	Average/Fair	Poor	Very Poor
12%	47%	37%	3%	2%

The survey revealed that the two strongest assets for South Orange were clearly the Village’s excellent access to transit and the quality of the residential neighborhoods. Ninety-seven percent (97%) identified the ease of commute by train or bus as a “positive” or “very positive” asset of life in the Village. Ninety-four percent (94%) identified the character of the Village’s residential neighborhoods as a “positive” or “very positive” asset.

Respondents also perceived the following as strong Village assets: availability of recreational facilities; the ease of commute by automobile; the stability and appreciation of home values; the availability of recreational programs; the amount of open space; and the availability of cultural facilities. Comments received at the visioning sessions were consistent with the above.

To what degree do you consider each of the following factors to be a positive asset or weakness of South Orange?				
Factors with positive ratings	Strongly Positive Asset	Positive Asset	Weakness or Strongly Negative Weakness	Neither a Weakness nor an Asset
Ease of commute by train and/or bus	69%	28%	2%	1%
Character of residential neighborhoods	52%	42%	3%	3%
Availability of recreational facilities	20%	71%	1%	4%
Ease of commute by automobile	20%	48%	9%	19%
Availability of recreational programs	20%	57%	3%	12%
Stability/appreciation of home values	17%	59%	5%	18%
Availability and quality of cultural activities	16%	48%	17%	17%
Amount of open space	15%	57%	14%	14%

Key Issues

The following are the key planning issues in the Village based upon the input received in the survey and visioning sessions.

Central Business District

- Seventy percent (70%) of the survey respondents identified the character/appearance of the Central Business District as a “weakness” (34%) or a “strongly negative weakness” (36%) of the Village.
- Of those indicating in the survey that the quality of life in the Village has declined over the last few years, the most frequent reasons cited related to the Central Business District including the pace of redevelopment, the availability of parking, vacant stores, appearance of sites awaiting redevelopment, desire for a grocery store, etc.
- Issues relating to the Central Business District were identified in the survey as the most pressing planning and development in the Village. Thirty-nine (39%) mentioned the pace of redevelopment as one of the most pressing issues. Participants of the visioning sessions similarly indicated that the vacant/undeveloped redevelopment sites negatively affect the character of the community.
- The appearance of storefronts in the Central Business District also is a major issue of concern, as 71% of the survey respondents considered the appearance of storefronts in the Central Business District to be “average” or “poor,” with 20% considering storefront appearance to be “very poor”.
- The availability of stores selling retail goods, however, appears to be the most

significant issue in downtown with 76% identifying this factor as “poor” or “very poor” and another 21% rating the availability of retail stores as only “average/fair.” In response to another survey question, 70% identified “access to and variety of retail stores in the Village’s commercial areas” as a “weakness” (37%) or a “strongly negative weakness” (33%) of the Village. Similar comments were expressed at the visioning sessions. The desire for a quality food store in the downtown, in particular, was expressed in the survey and the visioning sessions. Participants indicated that South Orange lacks “destination shopping” and that downtown South Orange “should be like Maplewood, Westfield, and downtowns in other similar communities.” It was suggested that South Orange should seek to bring to in “small name retailers” such as Children’s Place, Gap, etc. It was expressed that South Orange should “learn from past studies and mistakes” in order to understand why such retailers haven’t come to South Orange.

- At the visioning session it was expressed that the width of South Orange Avenue and the amount of traffic (which due partially to the fact that South Orange Avenue is a “regional cut-through”) may hinder the full realization of the downtown area as a “quaint downtown” that is envisioned.

How would you rate South Orange's Central Business District with respect to the following?			
	Good or Very Good	Average/ Fair	Poor or Very Poor
Amenities (decorative lamp posts, sidewalks, benches, etc.)	58%	30%	10%
Maintenance and litter removal	43%	36%	21%
Availability of restaurants	45%	35%	20%
Availability of personal service businesses (e.g., hair salon, dry cleaners)	33%	34%	31%
Availability of parking	16%	34%	49%
Storefront appearance	10%	32%	59%
Traffic flow	8%	38%	55%
Availability of stores selling retail goods	3%	21%	76%

- Key to improving any business district is providing the services and atmosphere likely to attract more patrons to the area. For the Central Business District, four changes to the area stood out as offering a very high likelihood of attracting additional patrons. Almost 80% of respondents felt that different types of businesses in the area would “very likely” convince them to go downtown, another 19% indicated that they would be “somewhat likely” to go downtown if there were different types of stores there.

- More than 50% felt that improved storefront appearance, more restaurants, and more evening activities would draw them in. Safety improvements through better lighting and more police patrols would also seemingly increase the number of people visiting the area.

To what degree would the following factors increase the frequency of your patronage to businesses in the Village's Central Business District?			
	Very Likely	Somewhat Likely	Not Likely
Different type of businesses	80%	19%	1%
Improved storefronts	53%	40%	7%
More sit-down restaurants	55%	33%	10%
More evening activities	53%	31%	14%
Improved appearance of the business area in general (appearance of sidewalks, benches and other public amenities)	46%	38%	12%
Increase in cultural and entertainment activities/uses	45%	43%	12%
Safety improvements (e.g., lighting, police presence)	42%	41%	16%
Improved "pedestrian friendliness" within the business area	38%	42%	16%
Increased availability of parking	33%	46%	16%
Improved maintenance and litter removal	28%	41%	25%
Improved pedestrian and/or pedestrian access from your neighborhood	27%	25%	35%
Better jitney service	18%	24%	44%
Availability of delivery services	18%	20%	48%

- When asked to identify the types of businesses that should be encouraged in the Central Business District, respondents expressed overwhelming support for an increase in upscale retail shops (85% indicated that they would encourage or strongly encourage such stores, only 3% expressed a negative opinion). Strong support was also expressed regarding the provision of other types of retail stores, additional restaurants, and as arts and entertainment uses.
- While respondents supported the addition of medical and office space, neither gained the broad support of retail and entertainment uses, indicating that residents want a downtown district that offers more shopping. This notion fits in well with the free response comments of the survey, which express lack of shopping options in downtown. Residents clearly want to see more retail, restaurant and entertainment options in downtown South Orange. Yet, with increased traffic, more must be done to relieve congestion in the area and provide parking options for residents and commuters.

To what extent would you encourage or discourage the following kinds of businesses in South Orange's Central Business District?			
	Encourage or Strongly Encourage	Neither Encourage or Discourage	Discourage or Strongly Discourage
"Upscale" retail shops that sell items such as clothing, housewares, etc.	85%	12%	3%
Arts and entertainment uses	84%	14%	3%
Sit-down restaurants	82%	15%	4%
Other types of retail shops	82%	15%	2%
Mixed-use development (commercial use on first floor with residential use above)	49%	34%	17%
Office development	45%	40%	16%
Personal service businesses (e.g., hair salons, dry cleaners)	32%	41%	27%
Medical-related uses	34%	49%	18%
Gas stations and other auto service businesses	14%	33%	54%

Valley Street

- Seventy-one percent (71%) of the survey respondents identified the character/appearance of the Valley Street business area as a Village “weakness” (35%) or “strongly negative weakness” (36%).
- The Valley Street business area was generally rated “average” or “poor” for most factors in the survey. The worst aspects of the area identified in the survey are apparently the appearance of the storefronts, lack of retail stores, and the availability of restaurants. Due to those factors, participants of the visioning sessions generally characterized the Valley Street corridor as a “hodge-podge” with no defined character.
- In the survey, traffic flow generally ranked as average or fair, with parking rated average or worse by more than 60% of survey takers.



How would you rate the Valley Street business district with respect to the following?			
	Good or Very Good	Average/ Fair	Poor or Very Poor
Maintenance and litter removal	15%	43%	27%
Traffic flow	11%	54%	29%
Availability of parking	15%	29%	49%
Amenities (decorative lamp posts, sidewalks, benches, etc.)	11%	35%	44%
Availability of personal service businesses (e.g., hair salon, dry cleaners)	12%	28%	43%
Availability of restaurants	11%	20%	61%
Availability of stores selling retail goods	3%	19%	63%
Storefront appearance	3%	13%	81%

- When residents were asked in the survey to rate which factors would likely increase their patronage of the Valley Street business area, responses centered on the same four areas as for the Central Business District: more retail, more restaurants, more arts and entertainment, and improved storefront appearance. However, unlike the responses for downtown South Orange, greater overall support seems to exist for other options, including slight greater emphasis on improved safety and overall appearance of the corridor.



To what degree would the following factors increase the frequency of your patronage to businesses in the Valley Street business district?			
	Very Likely	Somewhat Likely	Not Likely
Different type of businesses	56%	38%	3%
More sit-down restaurants	45%	38%	14%
Improved appearance of the business area in general (appearance of sidewalks, benches and other public amenities)	39%	51%	7%
Improved storefronts	39%	47%	12%
Safety improvements (e.g., lighting, police presence)	36%	47%	11%
An increase in cultural and entertainment activities/uses	35%	37%	23%
Improved "pedestrian friendliness" within the business area	32%	45%	14%
More evening activities	36%	29%	30%
Increased availability of parking	18%	53%	23%
Improved maintenance and litter removal	20%	45%	24%
Improved pedestrian and/or pedestrian access from your neighborhood	20%	30%	35%
Availability of delivery services	15%	24%	43%
Better jitney service	12%	15%	53%

- Responses to the survey suggest positive opinions of adding most types of businesses to the Valley Street corridor. Clearly restaurants, general retail, upscale retail, arts and entertainment, and mixed-use development would all generally be viewed as positive additions to the area. Participants of the visioning session indicated a desire to have retailers come to Valley Street as well. The area was generally seen as an area where the Village could benefit from tax abatements. Results of the survey and input from the visioning session also indicate that uses such as offices for accountants, doctors, lawyers and small professional offices would generally be viewed as appropriate along Valley Street. Gas stations and auto service uses, however, received generally negative or indifferent responses in the survey.
- As any number of comments on the surveys showed, South Orange residents desperately want more quality shopping and entertainment options in the Village. Yet, unlike the Central Business District, where people clearly demand more retail and restaurants first and foremost, residents seemed to be generally more receptive to other businesses in the Valley Street area. There was also slightly greater emphasis on streetscape and safety improvements.
- Attendees of the visioning sessions generally agreed that they saw Valley Street as a retail corridor currently and in the future, but that Valley Street was in need of improvement in terms of appearance and the types of commercial uses offered. It was generally agreed that uses such as fast-food restaurants, banks, convenience stores and other such retail uses would be appropriate and desirable in the area. However, there was a strong emphasis that any such uses should be appropriate in scale and designed contextually and attractively (e.g., building up along sidewalk, attractive façade and signage, parking in rear, drive-through facilities screened, bicycle and pedestrian friendly design, etc.).



To what extent would you encourage or discourage the following kinds of businesses in the Valley Street business district?			
	Encourage or Strongly Encourage	Neither Encourage or Discourage	Discourage or Strongly Discourage
"Upscale" retail shops that sell items such as clothing, housewares, etc.	79%	15%	5%
Other types of retail shops	82%	14%	3%
Sit-down restaurants	78%	16%	5%
Arts and entertainment uses	65%	27%	7%
Mixed-use development (commercial use on first floor with residential use above)	59%	21%	20%
Office development	59%	32%	9%
Medical-related uses	44%	40%	16%
Personal service businesses (e.g., hair salons, dry cleaners)	35%	40%	24%
Gas stations and other auto service businesses	23%	38%	38%

Irvington Avenue

- Seventy-two percent (72%) of the survey respondents identified the character/appearance of the Irvington Avenue business area as a “weakness” (37%) or a “strongly negative weakness” (35%) of the Village.
- While the central business district and the Valley Street business area clearly generate strong opinions about its current condition and future improvements, such is generally not the case for the Irvington Avenue business area, where generally more than 25% of the respondents had no opinion on the area.
- Participants of the visioning session indicated that the Irvington Avenue business area does not have a “sense of place.” “It’s a neighborhood type business zone, but hasn’t taken off.” “While there are some good stores and a couple of restaurants, nobody knows them or knows where they are.” Some attendees had “never been there.” Others indicated that the problem is that the area is “haphazard” in that “the mixture of uses (commercial, residential, auto-related uses, etc.) doesn’t make sense.” Others indicated that facade restorations are ugly or inappropriate on most buildings.
- Much like Valley Street, Irvington Avenue business area also did not receive high marks on its current condition in the survey. The areas receiving the lowest marks are the appearance of storefronts, availability of restaurants and the availability of retail.

- While most of the factors regarding the area were rated as “average” or “poor”, some positives do stand out. The availability of parking stands out as particularly good, with 67% indicating parking as “average” or better. Maintenance and litter removal, as well as traffic flow, were perceived by most to be “average” or better.



How would you rate the Irvington Avenue business district with respect to the following?			
	Good or Very Good	Average/ Fair	Poor or Very Poor
Availability of parking	38%	29%	26%
Maintenance and litter removal	12%	39%	24%
Traffic flow	10%	45%	19%
Amenities (decorative lamp posts, sidewalks, benches, etc.)	16%	27%	35%
Availability of personal service businesses (e.g., hair salon, dry cleaners)	12%	34%	24%
Availability of stores selling retail goods	0%	24%	54%
Availability of restaurants	2%	21%	50%
Storefront appearance	2%	16%	62%

- Similar to the other business areas, most respondents to the survey want to see more stores and restaurants. A significant number of people also want to see improvements to the appearance of storefronts, safety, and overall appearance of the Irvington Avenue area. Some attendees of the visioning sessions expressed a concern that there is nothing for the college kids in the area (e.g., fast food places, laundry, etc).
- Participants in the visioning sessions suggested that there needs to be some vision for the area – e.g., whether it should be geared towards serving SHU students, other residents in that area of town, or the Village as a whole.

To what degree would the following factors increase the frequency of your patronage to businesses in the Irvington Avenue business district?			
	Very Likely	Somewhat Likely	Not Likely
Different type of businesses	44%	36%	8%
More sit-down restaurants	42%	33%	13%
Improved appearance of storefronts	39%	34%	13%
Safety improvements (e.g., lighting, police presence)	35%	40%	10%
Improved appearance of the business area in general (appearance of sidewalks, benches and other public amenities)	34%	36%	14%
More evening activities	29%	27%	27%
An increase in cultural and entertainment activities/uses	28%	30%	23%
Improved "pedestrian friendliness" within the business area	21%	43%	19%
Improved maintenance and litter removal	19%	40%	22%
Increased availability of parking	17%	33%	32%
Improved pedestrian and/or pedestrian access from your neighborhood	17%	19%	40%
Availability of delivery services or other ways to get shopping and errands done without having to visit business area	15%	16%	42%
Better jitney service	11%	14%	50%

- Positive opinions were expressed in the survey towards adding most types of businesses to the Irvington Avenue corridor. Only gas stations and auto service uses received generally negative or indifferent responses, consistent with comments at the visioning sessions. Restaurants, general retail, upscale retail, arts and entertainment, and mixed-use development were all viewed as positive possible additions to the area.

To what extent would you encourage or discourage the following kinds of businesses in the Irvington Avenue business district?			
	Encourage or Strongly Encourage	Neither Encourage or Discourage	Discourage or Strongly Discourage
Other types of retail shops	76%	20%	4%
"Upscale" retail shops that sell items such as clothing, housewares, etc.	66%	26%	7%
Sit-down restaurants	74%	22%	3%
Arts and entertainment uses	57%	34%	8%
Office development	53%	36%	12%
Mixed-use development (commercial use on first floor with residential use above)	50%	35%	15%
Personal service businesses (e.g., hair salons, dry cleaners)	42%	41%	18%
Medical-related uses	43%	41%	16%
Gas stations and other auto service businesses	28%	44%	18%

Parking

- Sixty-four percent (64%) of the survey respondents identified the availability of parking as a “weakness” (36%) or “strongly negative weakness” (28%) in the Village. Conversely, only 15% identified the availability of parking in the Village as an asset.
- When asked in the survey whether they would support Village regulations or publicly-funded programs that would improve the availability of parking in the Village’s commercial areas, survey respondents indicated strong support. Ninety-two (92%) indicated that they would be either “strongly supportive” (53%) or “supportive” (39%) of such efforts.
- Parking was identified as an important issue in downtown. Eighty percent (80%) of the survey respondents felt that the availability of parking in the Central Business District was “average” or worse, with only 16% identifying parking there as “good” or “very good.” The availability of parking in the Valley Street area received similar ratings, while parking seemed to be less of a concern in the Irvington Avenue area. Generally, survey respondents indicated that they would be more likely to visit the Central Business District and Valley Street area if parking was improved, with greater emphasis on the Central Business District.
- Attendees of the visioning sessions discussed the need and desirability of more parking, and in particular structured parking, near the downtown area. It was expressed that “there is no place to park downtown” and that “parking is going to be even worse when the PAC opens.” The need for well-sited, but attractive, structured parking in the downtown area was discussed. It was expressed that “parking decks

can be done in nice way” and if done right can look more attractive than surface lots. Wrapping decks with other development (first floor retail with residential above) was one approach discussed. A planned redevelopment project in Harrison next to the PATH station was cited as an example, as was Livingston Town Center and State College, PA.

- It was suggested that a deck with retail on the NJ Transit lot “would kill two birds with one stone, by adding needed retail downtown as well as necessary parking.” However, it was expressed that the design of any such facility would need to be coordinated with the river improvement plans.
- It was also expressed that another “logical place to tuck a lot of cars is the Third Street Rescue Squad lot where it could serve downtown and Valley Street.”
- At the visioning session it was expressed that the “reason for South Orange’s parking problem is that there aren’t safe or adequate bike lanes and facilities.”

Vehicular Traffic

- Sixty-seven percent (67%) of the survey respondents identified traffic flow during rush hours as a “weakness” (27%) or a “strongly negative weakness” (40%) in the Village. However, traffic flow during other times of the day received much more mixed results with more than half indicating that traffic flow during other times of the day was “neither an asset nor a weakness.”

- Traffic in the Central Business District is generally perceived to be worse than the Valley Street and Irvington Avenue areas. Fifty-five percent (55%) of survey respondents identified traffic flow in the Central Business District as “poor” or “very poor,” while a much lower percentage characterized traffic flow in the Valley Street and Irvington Avenue areas in this way (most identified traffic in those area as “average/fair”).
- When asked in the survey whether they would support Village regulations or publicly-funded programs that would improve traffic flow in the Village’s commercial areas, survey respondents indicated strong support. Eighty-six (86%) indicated that they would be either “strongly supportive” (48%) or “supportive” (38%) of such efforts. However, input from the visioning session expressed concern that traffic flow improvements must be done in a manner that is consistent with the Village objectives of improving pedestrian and bicycle friendliness and must also not negatively affect the Village’s supply of on-street parking.
- Participants of the visioning sessions identified cut-through traffic on residential streets, Montrose in particular, as a significant concern. Input from the survey was consistent with this (i.e., this was one of the key factors identified as affecting neighborhood character). It was expressed that the Village should investigate traffic calming measures. However, it was expressed that the “problem with traffic calming is that it pushes thru-traffic into another neighborhood.”
- Regional traffic through South Orange (particularly on South Orange) was identified as a key issue at the visioning sessions.

Walking/Biking/Transit

- At the visioning sessions, it was generally agreed that biking is generally unsafe in South Orange due to a number of factors include the width and design of roadways (including small shoulders and lack of bike paths); missing connections so that major roads to be traveled and driver behavior (including speeding and inattention to bicyclists).
- A desire for traffic calming devices and enforcement of speed laws was expressed, as was the need for bike racks at key destinations, including at the train stations and in shopping areas.
- A need for “yield to pedestrian” signs was indicated at the visioning sessions. However, it was expressed that mid-block crossings don’t work because drivers do not stop for pedestrians. The path from South Orange Avenue to Mead Street needs to be lit, paved, with stormwater runoff problem (pooled water and ice) fixed. The Village should keep and fix (not take out) the little paths on Floods Hill
- It should be noted that improvements to pedestrian and bicycle circulation is addressed in detail in the recently-adopted Bicycle and Pedestrian Circulation Plan, which is summarized in the “Planning Context and History” portion of this document.
- When those who drive to the train station were asked in the survey what options might convince them to use other modes of transportation, Jitney service seems to hold the most potential with 64% indicating that they might use a Jitney service at least some of the time if it were expanded or improved.

If you usually drive to the train station or are driven to it, how often would you use the following means of access to the train station if improvements were made?				
	All of the time	Most of the time	Some of the time	No difference
Expanded or improved jitney service	12%	21%	31%	36%
Improved pedestrian access	17%	10%	21%	51%
Improved access via bicycle with adequate and safe bicycle storage	2%	9%	21%	68%

Parks, Open Space and Recreation

- As indicated above, the availability of recreational facilities and recreational programs was identified as a strong Village asset. Input at the visioning sessions expressed the same general opinion, where it was expressed that the “Village’s parks, pool and other recreation facilities are good, they just need sprucing up.”
- Suggestions offered at the visioning session included improving the “Baird loop,” improving the Floods Hill area, designating the Middle School lot as a lot for Baird activities, and starting a campaign to encourage walking, especially to parks, and the need for a healthy lifestyle. The “Baird loop” was identified as “really dangerous in that vans and cars speed to the field area from the entrance driveway, lots of cars and vans encroach on pedestrians crossing from parked spaces to go to Baird, lots of cars “cruise” to see who’s there not even stopping as a destination, and kids playing basketball chasing balls onto Mead Street conflicting with cars. It was also indicated that a basketball drop off area is needed in that location (parents drop-off and pick-up kids in the fire lane) and that the pool buildings, specifically the changing rooms and bathrooms, at Cameron Field are fair at best.

- It should be noted that improvements to Village parks, open space and recreation facilities are addressed in the following three recently-prepared Village planning documents: the Recreation & Open Space Plan and Recreation Element of the Land Use Master Plan, the Bicycle and Pedestrian Circulation Plan, and the East Branch of the Rahway River Corridor – Master Plan Report (2005). These documents are summarized in the “Planning Context and History” portion of this document.



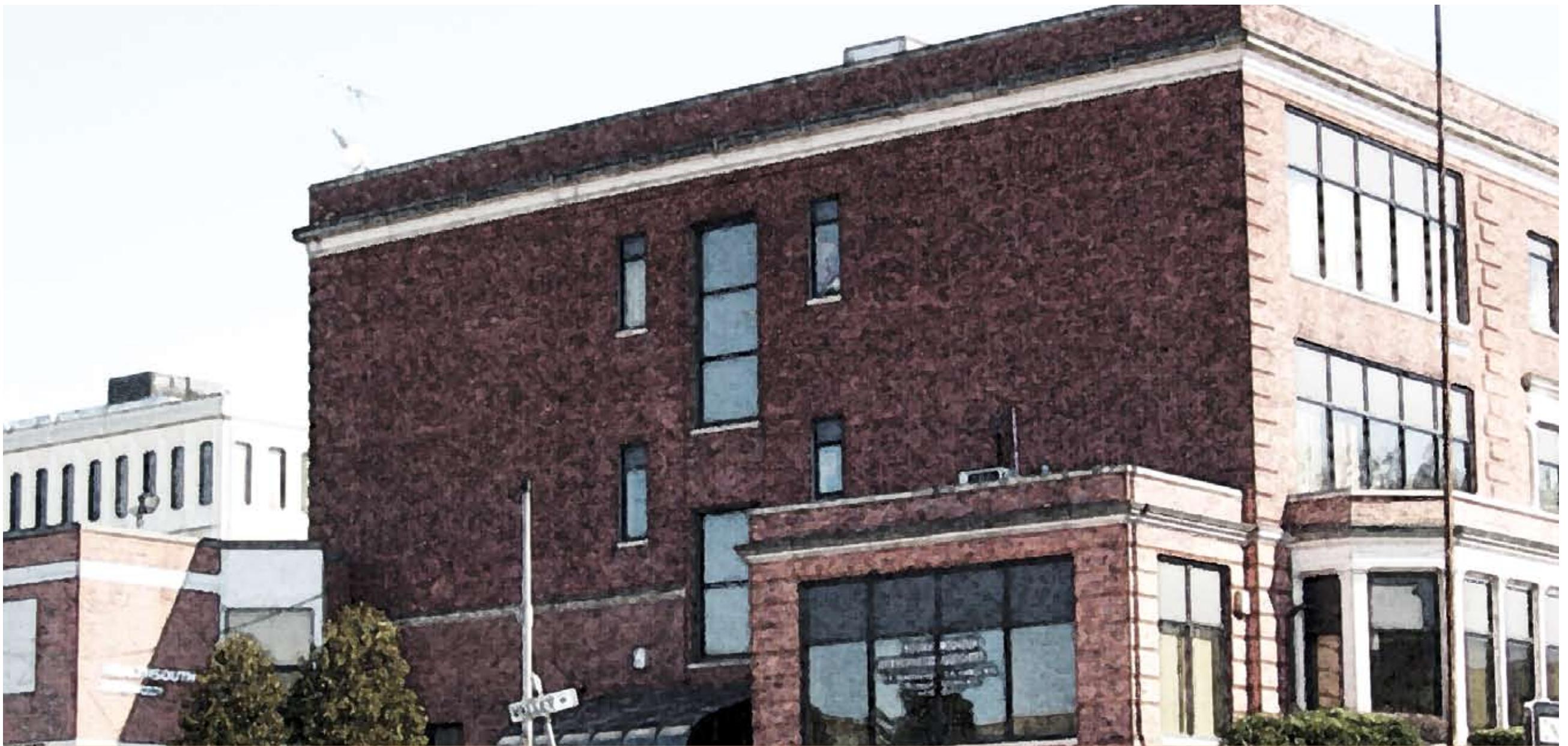
Community Character

- When asked in the survey to identify the most pressing planning and development issues in their immediate neighborhoods, the most common answers were maintenance of sidewalks, curbs and streets, speeding, traffic congestion and parking.
- Attendees of the visioning sessions identified additional neighborhood character issues, including “tear-downs” and the construction of new homes that are out of character with the character of existing, older homes. Some issues relating to residential zoning were also identified during the visioning sessions, including concerns regarding lot coverage, lot area and lot width requirements; concerns about variances granted by the Zoning Board of Adjustment; potential for additional subdivision and infill development in residential neighborhoods, particularly those with historic character; and a desire for design standards.
- When asked in the survey what action South Orange should take to protect and improve residential neighborhoods, respondents indicated strong support for additional efforts as shown in the table below.

To what extent would you support regulations or programs that seek to protect and/or improve South Orange’s residential neighborhoods?				
	Strongly supportive	Supportive	Unsupportive	Strongly Unsupportive
Efforts to protect historic districts and historically significant properties	53%	34%	3%	0%
Reduce/slow traffic on local streets	51%	34%	4%	0%
Zoning regulations that restrict potential future development in residential neighborhoods	46%	29%	7%	0%
Specific design guidelines for exterior changes to homes	21%	33%	23%	1%

- When asked in the survey what action South Orange should take to help improve the character of South Orange’s business districts, respondents indicated strong support for additional efforts as shown in the table below.

Regarding all of South Orange’s business districts, to what extent would you support Village regulations or publicly-funded programs that seek to improve South Orange’s business districts?				
	Strongly supportive	Supportive	Unsupportive	Strongly Unsupportive
Specific design guidelines regarding the character and appearance of buildings in business areas	52%	38%	1%	1%
Streetscape and sidewalk improvements	46%	40%	7%	0%
Creation and/or improvement of public spaces (pocket parks, public plazas, etc.)	51%	32%	5%	0%
Publicly-funded programs to help local businesses maintain, rehabilitate and improve the appearance of their places of business	48%	31%	8%	4%



GOALS AND OBJECTIVES

Goals and Objectives

The numbering of the topics and the goals within each topic is provided for reference purposes only and is not meant to level of importance or priority.

A. General Planning Goals

1. To comprehensively revitalize the Village's Central Business District as a viable and attractive commercial center.
2. To conserve and enhance the community's parklands and environmental resources.
3. To protect the Village's stable, diverse and attractive residential neighborhoods.
4. To maintain the established, primarily residential, character of the Village.
5. To guide future development and/or redevelopment of land within the Village so as to incorporate new construction without undue disruption of the established character of the Village.
6. To preserve and continue the promotion of a balanced variety of residential, commercial, public, recreation and conservation land uses.
7. To provide an optimal system of community services and facilities.
8. To safeguard and broaden the Village's existing tax base by preserving economic balance and providing for continuing sources of employment and new ratables through appropriate use of land resources.

B. Land Use

1. To protect and preserve the character, diversity, vitality, value and existing density of the Village's neighborhoods.
2. To provide for the continued vitality and upgrading of established commercial districts.

C. Community Character and Historic Preservation

1. To preserve and protect the unique character of each of the Village's many residential neighborhoods, including but not limited to those with a distinct architectural and/or historic character.
2. To preserve and enhance the character of the Village's non-residential areas, including its commercial districts and public uses, particularly those exhibiting a distinct architectural and/or historic character.
3. To preserve and enhance historic sites, structures and districts within the Village.

D. Business Districts

1. To provide economically viable commercial areas which provide a range of community business and service activities.
2. To provide additional retail uses and services for residents within the CBD with an emphasis on providing upscale and/or unique retail opportunities in order to make the CBD a destination for shoppers.
3. To improve the streetscape of the Village's business districts through facade upgrade, improved signage, landscaping, elimination of gaps in the streetscape, attractive street furniture, paving and lighting, pedestrian linkages, appropriate placement and design of parking facilities, etc.
4. To ensure that new construction within the Village's business districts is done in a manner that is compatible in scale, density and intensity with development existing in the surrounding area.
5. To ensure that new construction within the Village's business districts is attractive in appearance such that it adds to the character of the district and surrounding area.
6. To maintain and, where necessary, improve security.

7. To redevelop land occupied by obsolete commercial structures.
8. To develop a comprehensive system of parking facilities that adequately addresses current and future needs of commuters, shoppers and residents in the Village's business districts.
9. To promote roadway improvements that will provide safe and efficient flow of vehicular traffic and enhance the viability of the Village's business districts while appropriately accommodating the needs of pedestrians and cyclists.
10. To create a stronger linkage among all sections of the CBD.
11. To improve opportunities for pedestrian movement and connections so that a more pedestrian-oriented atmosphere is created.
12. To enhance the existing image of the Village's business districts.
13. To improve use of land in the Central Business District which, by virtue of its access to transportation, roads, public facilities and major employment centers, could be more effectively used for the community benefit.
14. To encourage the use of space above the first floor for office and residential uses within the CBD.
15. To reinforce the interrelationship between Seton Hall students and faculty and the Village's business districts.
16. To encourage the provision of new or enhanced cultural and entertainment uses and activities with the CBD.
17. To encourage the development of higher density residential uses within the CBD and the Church Street Redevelopment Area in order to capitalize on proximity to the train station, to reinforce the CBD and the adjacent area as a Transit Village, to capitalize upon access to public facilities and to reinforce the viability of the Central Business District.

E. **Housing**

1. To maintain and improve the existing quality of housing.
2. To preserve the character and stability of established residential neighborhoods.
3. To meet the Village's affordable housing obligation in a manner that is compatible with the Village's other planning objectives.



F. **Circulation**

1. To improve the circulation system by incorporating the needs of pedestrians and bicyclists in addition to other modes (autos, trucks, buses and rail), including adapting existing infrastructure to better accommodate biking and walking.
2. To provide transportation choices for all ages.
3. To reduce dependence on automobiles, especially for short trips within the Village.
4. To increase safety for pedestrians and bicyclists.
5. To create a culture of respect for pedestrians and bicyclists.
6. To improve conditions for people with mobility limitations.
7. To provide linkages between origins and destinations within South Orange and points beyond.
8. To promote the use of the South Orange train station as a viable transportation mode and otherwise accommodate the growing demand for transit.
9. To promote continued maintenance and improvement of existing streets.
10. To avoid further hazards to traffic safety.
11. To eliminate existing unsafe conditions.
12. To improve the efficiency of Village roadways.
13. To ensure that trips generated from new development can be safely and conveniently accommodated by exiting streets.

G. **Community Facilities, Utilities and Services**

1. To provide superior community facilities and services in the Village.
2. To ensure that safe and efficient police, fire protection, rescue and first aid services are provided to residents of the Village.
3. To expand library services provided to Village residents.
4. To maintain the operation of a multi-purpose community center accommodating the needs of Village residents.
5. To consistently maintain and improve the water distribution infrastructure within the Village and to improve the quality of water supplied to the Village.
6. To continue to sufficient sanitary sewer service for the Village.
7. To assure timely, clean and efficient collection and disposal of solid waste materials.

H. **Stormwater Management**

1. To reduce flood damage, including damage to life and property.
2. To minimize, to the extent practical, any increase in stormwater runoff from any new development.
3. To reduce soil erosion from any development or construction project.
4. To assure the adequacy of existing and proposed culverts and bridges, and other in-stream structures.
5. To maintain groundwater recharge.
6. To prevent, to the greatest extent feasible, an increase in non-point pollution.
7. To maintain the integrity of stream channels for their biological functions, as well as for drainage.

8. To minimize pollutants in stormwater runoff from new and existing development to restore, enhance, and maintain the chemical, physical, and biological integrity of the water of the State, to protect public health, to safeguard fish and aquatic life and scenic and ecological values, and to enhance the domestic, municipal, recreational, industrial and other uses of water.
9. To protect public safety through the proper design and operation of stormwater basins.

I. **Open Space and Recreation**

1. To provide South Orange residents with outstanding active and passive recreation programs and facilities throughout the year.
2. To satisfy the need for more fields for recreational activities as well as the needs for indoor recreation facilities.
3. To acquire more open space.
4. To efficiently utilize and connect existing parks.
5. To improve non-motorized access to parks.
6. To improve opportunities to use parks and natural areas for passive activities like birding, hiking, picnicking and quiet contemplation, and improving the beauty, quality, and habitat of the east branch of the Rahway River.
7. To develop a greenway zone and bikeway/walkway along the river.

J. **Conservation**

1. To preserve the environmental resources of South Orange.
2. To preserve and enhance natural resources and habitat within the Village.
3. To protect waterways from pollution and to retain, maintain and restore the natural appearance of these areas.

K. **Rahway River Corridor**

1. To provide safe and continuous non-motorized connections along the river corridor.
2. To improve the ecological/hydrological value of the river corridor.
3. To provide accessibility and enjoyment of river channel along the slope edges.
4. To modify site elements, walls and fences to meet a unified project aesthetic.
5. To preserve and enhance access to recreation along the corridor.
6. To preserve and enhance historical features along the corridor.
7. To improve connections from adjacent communities and land.





COMMUNITY CHARACTER

Community Character

Outside of the easy access to transit, no other feature of South Orange draws the amount of positive support as the character of the community. While this pride extends throughout the Village, many South Orange residents also expressed concern over some aspects of community character. These concerns included the state of the Central, Valley Street, and Irvington Avenue business districts and the toll taken by construction in residential neighborhoods. To address these concerns, South Orange residents seek standards to control the appearance of the community. Such design standards could be implemented in three ways. The first is redevelopment, an avenue already pursued by the Village. As described later, design standards can be crafted and included as part of amendments to the Village's existing redevelopment plans. The second avenue is rehabilitation. While already explored by the Village, this solution could be reviewed again, especially due to the age of the Village's housing stock. The final method is through historic preservation, already a goal of the Village. This section reviews the ability of historic preservation to meet the key land use and community character goals desired by South Orange.



Land Use Goals

- To protect and preserve the character, diversity, vitality, value and existing density of the Village's neighborhoods.
- To provide for the continued vitality and upgrading of established commercial districts.

Community Character and Historic Preservation Goals

- To preserve and protect the unique character of each of the Village's many residential neighborhoods, including but not limited to those with a distinct architectural and/or historic character.
- To preserve and enhance the character of the Village's non-residential areas, including its commercial districts and public uses, particularly those exhibiting a distinct architectural and/or historic character.
- To preserve and enhance historic sites, structures and districts within the Village.



Historic Preservation

Historic preservation is an important issue due to the historic nature of South Orange. As explained earlier, South Orange residents feel a great deal of pride in the character of the Village's residential neighborhoods. This much-loved character is derived from the Village's important, unique and beautiful stock of historic homes, in addition to other non-residential historic resources.

As shown on the Current Historic Resources map, South Orange is home to a number of previously identified historic resources. Already identified as a State and National Register District, the Montrose Park Historic District encompasses most of the northeastern portion of South Orange. The district includes an excellent collection of Victorian and period revival architecture dating from 1870 to 1930. Seven other sites within South Orange are listed on the National Register. An additional four sites are also recognized by the New Jersey State Register of Historic Places, but have not been added to either the State or National Registers.

Yet, despite the importance and number of South Orange's historic resources, there are no active municipally governed preservation activities. The two private historic organizations within the Village (the South Orange Historic and Preservation Society and the Montrose Park Historic District Association) currently take the lead with historic preservation in South Orange, with help and support from the Village. In the survey undertaken as part of this report, respondents of the survey expressed strong support for efforts to protect historic districts and historically significant properties: 87% indicated that they would be "strongly supportive" (53%) or "supportive" (34%) of efforts to protect historic districts and historically significant properties. The public mandate for historic preservation combined with the number and importance of historic resources in South Orange creates a unique and invaluable opportunity to further many Village goals.

Evaluation of Local Historic Preservation Districts/ Commission

The 2000 South Orange Master Plan Reexamination called for the Village to prepare a Historic Plan Element and investigate the creation of a Historic Preservation Commission. In 2002, the Trustees of the Village of South Orange followed through on the recommendations of the Master Plan, creating a special committee to study the creation of a Historic Preservation Commission in the Village. This Committee presented the Village with a report in July of 2003, outlining four major points based on discussions with South Orange residents, the two major historic preservation groups in the Village, and experts from other municipalities. The Committee's report outlines four basic recommendations.

Recommendation 1

The first is the creation of a Historic Preservation Plan Element for South Orange. The New Jersey MLUL requires that all historic sites and historic districts in local zoning ordinances be based on identifications found in a Historic Preservation Plan Element. Therefore, to have a historic preservation ordinance, South Orange must also have prepared and approved a Historic Plan Element as part of the Village's Master Plan. The preparation of a Historic Plan Element would need to meet the following three criteria:

1. Indicate the location and significance of historic sites and districts
2. Identify the standards used to assess the worthiness for historic site or districts identification
3. Analyze the impact of components of the Historic Plan Element on preservation in the Village

Without a doubt, to create the vigorous and active historic preservation commission recommended by the 2003 Committee report, South Orange will need to proceed with

a substantive review of the historic value of all properties in South Orange, a definitive review of all Village historic resources. The second and third requirements for a Historic Plan Element are less involved. Many local historic commissions tend to use slightly modified forms of the national register criteria as the local standards for assessing the worthiness of historic sites and districts. South Orange should do the same.

Recommendation 2

The Committee's second recommendation was the creation of a Historic Preservation Commission. As explained above, this step can only be taken once a Historic Preservation Element has been created. Under the MLUL, the Historic Preservation Commission is charged with six basic tasks.

1. Preparing a survey of historic sites of the municipality pursuant to the criteria identified in the survey report.
2. Making recommendation to the Planning Board on the Historic Preservation plan element of the Master Plan and on the implications for preservation of historic sites of any other Master Plan Elements.
3. Advising the Planning Board on the inclusion of historic sites in the recommended capital improvements program.
4. Advising the Planning Board and Board of Adjustment on applications for development.
5. Providing written reports on application of zoning ordinance provisions concerning historic preservation.
6. Carrying out other advisory, educational, and informational functions to promote historic preservation in the Village.

Recommendation 3

The third committee recommendation was the crafting and adoption of the Historic Preservation Ordinance. The ordinance would work as an overlay to the existing zoning and would apply only to properties individually designated or within districts. Under the MLUL, communities can choose to create strong or weak historic preservation ordinances. In weak ordinances, the Historic Commission would act only as an advisory committee, providing commentary to the Planning or Zoning Board. Strong ordinances allow the Historic Preservation Commission to review development projects within the zoning overlay and make binding decisions regarding the issuance or denial of municipal permits. Based on surveys and other public involvement, the Committee recommended that South Orange adopt a strong ordinance, giving the Historic Preservation Commission binding regulatory power.

Under the strong ordinance, residents would be required to go before the Historic Preservation Commission for approval for exterior modifications/changes/alterations visible from the street. Yet, this approval would/should be tempered by a clear differentiation between minor or major applications. Minor applications (i.e. roof repairs and replacements, window replacements, awning installations, minor air conditioning and heating modifications visible from the street and paving) would require a "Permit for Minor Work" issued by the Commission Chair without public hearing. Major applications (i.e. new construction, major exterior alterations, demolitions and relocations) would require a public hearing and a "Certificate of Appropriateness" by a vote of the Commission. The Committee also recommended three other basic historic regulations. Cell towers should be prohibited in Historic Districts. If a historic building or site is approved for demolition, appropriate documentation should be provided for Village archives. Work should be delayed if an archeological find is made.

Current and Potential Historic Resources in South Orange

Recommendation 4

The final major recommendation of the Committee is that the Village prepare a thorough survey of local historic districts and properties. As explained previously, this survey would likely be a required part of any Historic Plan Element prepared by the Village. The committee recommended that the Plan identify/designate historic districts and properties which are already designated on the State and National Register of Historic Places. As shown on the Current Historic Resources map, South Orange is already home to one designated Historic District (Montrose Park) and six other sites, including the Railroad Station, the Fire Department at First and Sloan Avenues, and the Old Stone House. The New Jersey State Register of Historic Places already recognizes an additional five sites, including the Prospect Street Historic District. Two of these sites, the Chapel of the Immaculate Conception and Temple Sharey Tefilo Israel, have received a Certification of Eligibility, a prerequisite for funding from the New Jersey Historic Trust and some County preservation programs. Together, these twelve sites should form the basis of properties to be initially regulated by the Historic Commission.

Beyond those sites already recognized by the New Jersey State Register of Historic Places, the 1986 Essex County Cultural Resources Survey provides a listing of other historic resources with potential for designation under State and Federal criteria. While not inclusive of all current potential sites, the 1986 Study does form a solid basis for future historic districts and sites in South Orange until a more comprehensive and current survey can be conducted. In total, the 1986 Study identifies five additional historic districts for designation and twenty-four sites for designation. These twenty-nine total sites are listed below and can also be seen on the Potential Historic Sites map. These districts and sites were identified through basic archival research and a “windshield” survey of the Village.

The 1986 Study was of the “windshield variety,” thereby leaving off other potential districts. Therefore, the Committee recommended that any new study by the Village also look at the Tuxedo Park District and the area south of South Orange Avenue (S. Kingman Rd., S. Stanley Rd, Sinclair Terrace). The committee also recommended that the Village investigate whether particular objects, landscapes or vistas should be considered historic sites. In particular, one could imagine the hallmark gas lamps of the Village as possible for designation.

Potential Historic Districts:
Hillside Place District
Meeker Street District
North Ridgewood Road District
Riggs Place District
South Ridgewood Road District
Tuxedo Park

Potential Historic Sites	
356 Clark Street	102 So. Orange Avenue
330 Cumberland Road	119 So. Orange Avenue
339 Cumberland Road	120 So. Orange Avenue
7 East Clark Street	150 So. Orange Avenue
407 Irvington Avenue	497 So. Orange Avenue
5 Mead Street	So. Orange Avenue & Ridgewood
6 So. Kingman Road	279 Tillou Road
Seton Hall Univ.	348 West End Road
14 So. Orange Avenue	355 West End Road
18 So. Orange Avenue	444 West So. Orange Ave
19-21 So. Orange Avenue	370 Wyoming Avenue
88 So. Orange Avenue	386 Wyoming Avenue

Additionally, the 1986 study is also out of date. The general guideline for potential listing on the National Register is that a set amount of time must have passed so that all sites can be properly evaluated. This “passage of time” rule is generally interpreted to be 50 years. Clearly, since 1986, many more South Orange properties fall into the “over 50” category, making their consideration for designation appropriate. The 2000 Census lends credence to this argument, as more than 65% of South Orange housing units were built before 1950 and more than 81% were built before 1960, creating a substantial number of possible residential historic districts in South Orange.

Certified Local Government

The 2003 Committee report also recommend that the Village investigate the designation of a future South Orange Historic Preservation Commission as a “Certified Local Government” (CLG). Receiving CLG status would come with a mix of more stringent requirements for historic preservation in South Orange and potentially increased funding for preservation activities within the Village. To receive CLG status, the South Orange Commission would need, to at a minimum, develop an ordinance that conforms to both the MLUL and the New Jersey Certified Local Government guidelines. These guidelines include requirements such as:

- Surveys for historic properties must utilize the State Historic Preservation Office’s (SHPO) “Guidelines for Architectural Surveys and Survey System or an SHOP approved alternate.
- Surveys for historic properties should be an intensive field survey, in consultation with the SHOP. “Windshield” or “reconnaissance-level” surveys are not adequate.
- The Commission shall obtain professional expertise before rendering a decision, be it on a development application, national register nomination, or other similar matters.
- The Commission should ensure that all Commission members attend either a conference or training workshop on historic preservation issues annually.

Yet, with these more stringent requirements, the CLG program would offer funding for preservation within South Orange. This funding includes the Historic Preservation Fund, a 60% federal/40% local matching grant reserved exclusively for historic resource surveys, preservation planning and predevelopment projects undertaken by Certified Local Governments. Annually, the State awards \$50,000 to \$60,000 in grants. The funding that comes with the CLG program would potentially allow South Orange to fund other historic preservation activities, such as historic tourism marketing and the creation of design standards. Therefore, the Village should strongly consider ensuring that the historic preservation structure developed in South Orange be CLG certified.

Historic Preservation and Neighborhood Issues

Based on information gathered as part of the survey that accompanies this plan, other neighborhood related issues were uncovered. These issues generally relate to the preservation of existing residential neighborhoods in general and the character of these neighborhoods. In particular, much concern was raised regarding the potential for additional subdivision, infill development, and demolition that would fundamentally alter the feel of many South Orange neighborhoods. For a community whose pride is solidly rooted in the attractiveness and character of its residential neighborhoods, these are fundamental questions, particularly as the Village's redevelopment efforts combined with its TOD potential encourage new development.

To that end, respondents of the survey expressed strong support for zoning regulations that would restrict potential future development in residential neighborhoods. 46% indicated that they would be "strongly supportive" of such efforts, another 29% indicated that they would be "supportive." Only 7% indicated that they would be "unsupportive" of such efforts. Specifically, residents express concern over "tear downs" and the construction of out of character newer homes. To address these problems, the survey gauged the desire

for design standards in South Orange. Respondents of the survey expressed relatively strong support for specific design guidelines for exterior changes to homes. Fifty-four percent (54%) of respondents indicated that they would be "strong supportive" (21%) or "supportive" (33%) of such efforts, while 24% would be unsupportive.

Design Standards

Design standards remain the best and most consistent method for monitoring and regulating the character of a community. In particular, the adoption of a strong Historic Preservation Ordinance by South Orange would allow for the establishment of design standards to regulate construction in designated historic districts. Design standards provide an objective, uniform and consistent foundation for making decisions on the alterations, new construction or demolition affecting historic properties or districts. Design standards should be formulated based on the historic and architectural character of the designated historic properties. The goal of design guidelines is to ensure the appropriate treatment of or sensitive alteration of historic properties. Design guidelines also ensure both the retention of historically/architecturally significant properties and the compatibility of new construction in historic districts. Such guidelines seem tailor-made for the issues afflicting many South Orange neighborhoods.

When considering the creation of design standards for South Orange, two key issues must be considered. The first is that design standards for historic districts are best created individually for each district, with specific guidelines focusing on the unique characteristics of each district. Secondly, the Village as a whole must address how design guidelines should view new construction. Currently there are two basic views in the preservation community on how to integrate new construction into historic districts. The traditional viewpoint is to demand new construction with an "historic" appearance. Often this is addressed through standards that require all alterations and construction to be based

on comparable features already found in the district. The more modern viewpoint is to ensure that the new construction is consistent with the historic context (i.e. massing, size) without requiring the construction of a modern “historic” copy.

While the above discussion focuses on the appropriateness and ability of rigorous historic preservation to address local concerns in residential neighborhoods, it should also be noted that historic preservation generally and historic designs standards specifically can be useful in improving commercial districts as well. Designation of a property as historic makes income-producing property (typically commercial) eligible for the Federal Historic Preservation Tax Credit. Once designated, design standards appropriate for commercial districts can also be implemented.

Recommendation

Based on the above information this plan recommends the following:

Short Term

- Commission a detailed study on all possible historic sites and features in South Orange and update the Historic Preservation Element for the Master Plan reflecting the findings of this study
- Create a Historic Preservation Commission and Ordinance with the power to actively regulate development in designated historic districts
- Develop design standards for the Montrose Park Historic District and other properties designated under a South Orange Historic Preservation Ordinance

Medium Term

- Consider application to the Certified Local Governments Program to increase local funding for historic preservation

Long Term

- Produce updated surveys of historic sites in South Orange as necessary and update the Historic Preservation Element for the Master Plan as necessary
- Use the creation of local historic districts to fuel greater historic tourism in South Orange
- Develop design standards as the Village desires for all designated historic sites and districts



Urban Design

Good design is a critical part of fostering pride in ones community. As explained earlier, South Orange residents clearly expressed views on the character and design of the Village’s residential and commercial districts. In the survey, 94% of respondents rated the character of the Village’s residential neighborhoods as a positive asset. Conversely, survey respondents consistently held negative views of the appearance of storefronts in all three South Orange business districts (Valley Street, Irvington Avenue, and the Central Business District). Survey respondents also held negative views of the streetscape amenities (i.e. lighting, sidewalks, benches) in both the Valley Street and Irvington Avenue business district.

The strong clear views elucidated in the survey and in public input sessions made clear the desire of South Orange residents to proactively regulate and influence design in the Village, feeling that good design is a critical component of creating the type of community South Orange residents desire. The design standards in this section are intended to reinforce the physical, visual and spatial characteristics desired by South Orange residents. The guiding principle of these standards is the belief that any development that occurs in the Village should be considered in the context of the overall area. These are intended to set a standard of design desired by the community that should be considered in the creation of all subsequent district-specific design standards.

This section breaks down three subsets of design standards that could be developed for South Orange (1) general standards that should apply throughout the Village (2) more specific standards that should be applied in each commercial districts, (3) and some comments regarding design standards for residential districts. The final subsection addresses the importance of enforcement and education in the adoption of design standards.

General Design Standards

These general design standards have been applied in some of the Village’s redevelopment areas. These standards could apply generally to all areas of South Orange, residential and commercial.

Architecture

- New buildings shall be oriented to the front and relate to public streets, both functionally and visual. The primary orientation of a building shall not be towards a parking lot.
- New buildings shall relate to existing buildings and other structures in the vicinity that have a visual relationship to the proposed site. Any new development shall attempt to achieve appropriate scale in relation to neighboring structures. Balance shall be achieved so that the new development will not overwhelm or be dwarfed by neighboring buildings.
- Any new development plan shall not openly conflict with the dominant design features of its physical context. Continuity can be achieved through consideration of elements of facade composition (such as fenestration, cornice or soffit line, floor to floor elevation, etc.) through the use of related materials, by maintaining roof pitch, by continuing a line of street trees, decorative lampposts and so forth.
- Building facades shall be consistent with the size, scale and setbacks of adjacent buildings and with those where there is a visual relationship.
- Fire escapes shall not be permitted on a building’s front facade.

- The type, shape, pitch, texture and color of a roof shall be architecturally compatible with the building style, material, colors and details. Roof forms should be similar to those predominantly found on adjacent buildings. Modern rooftop elements (e.g. HVAC, skylights, antennas) shall be screened from the public right-of-way.
- Multiple buildings on a single property shall be designed so as to be architecturally compatible with one another, utilizing common color schemes and materials.
- Buildings shall be designed so as to prevent exterior elevations from containing large expanses of blank or featureless walls.
- New construction should respect the existing street pattern and reinforce it where possible and appropriate.
- Chain link fencing shall be strongly discouraged.

Sidewalks/ Crosswalks

- Internal pedestrian circulation shall be separated from automobile circulation through the use of sidewalks and crosswalks.
- Intersections shall contain crosswalks and handicapped accessible ramps.
- Crosswalks will serve as an extension of the sidewalk, and therefore shall be differentiated from roadways through the use of different textures, material and colors such as brick or decorative pavers.
- Other standards should be considered, including regulations for sidewalk width, color, and materials.

Lighting:

- Streetlights shall be placed throughout the Village, particularly along major pedestrian routes.
- All street lighting should be pedestrian scale and residential in nature.
- Other standards should be considered, including regulations for height, style, and fixture.

Commercial Districts Design Standards

The following design standard categories represent a fraction of the more detailed standards that South Orange could apply in each of its commercial districts (the Central Business District, Valley Street, and Irvington Avenue). Ideally, while some standards would be common among all three districts, the specific design standards for each district would attempt to distinguish one from another. Sketches to illustrate the standards would accompany such guidelines.

Facade

Facade standards should focus on the composition of the building as viewed from the street. Such standards often address on how the architecture fits together (i.e. windows, walls, doors) and how the building fits with its neighbors. Such standards can also address preservation of historic features if desired.

Storefronts and Street Level Facades

While storefront standards focus on the interrelationship of the building architectural features, they also address how the building should look at the street level/pedestrian realm.

Entrances

Entrance standards focus on the look of doorways from the street/pedestrian realm.

Materials

Material standards focus on what construction material are allowed in the district and help establish a uniform look.

Color

Color standards focus on what paint colors are allowed in the district and help establish a uniform look.

Windows

Window standards focus on the look of windows throughout the district. Window standards also sometimes address the window coverings.

Lighting

Lighting standards focus on height, style, fixture types, bulb types, positioning, and spacing of lights.

Awnings

Awning standards focus exclusively on the type, materials, and placement of awnings.

Displays

Display standards regulate the merchandise and window displays of a commercial district.

Landscaping

Landscaping standards range from the more general to the more specific, regulating everything from the placement and size of plants to the species allowed.

Signage

Signage standards regulate, among other things, the type, location, and size of signage.

Residential Design Standards

While South Orange residents responded positively to the current state of the Village's residential neighborhoods, residents are also supportive of design standards in residential areas. Due to the concurrent drive to increase historic preservation in South Orange, it is recommended that any additional design standards beyond those described in the General Design Standards section above be incorporated into the Village's historic preservation efforts, as discussed in the Historic Preservation section of this document.



Business Districts

In any thriving community, both residential neighborhoods and business districts play a key role in the success of the municipality. Without both neighborhoods and business districts operating fruitfully, any community will be incomplete. Village residents recognize the importance of vital business districts to the future of a strong and successful South Orange. To that end, when surveyed, respondents gave clear messages in support of a variety of actions to improve the Village's three business districts. Ninety percent of respondents (90%) were "strongly supportive" (52%) or "supportive" (38%) of specific design guidelines regarding the character and appearance of buildings in business areas. As discussed previously, the Village can and should explore the creation of specific design guidelines to regulate and guide the visual development of business districts. Eighty-three percent (83%) of respondents were "strongly supportive" (51%) or "supportive" (32%) of the creation and/or improvement of public spaces (pocket parks, public plazas, etc.). Seventy-nine percent (79%) of respondents were "strongly supportive" (48%) or "supportive" (31%) of publicly funded programs to help local businesses maintain, rehabilitate and improve the appearance of their places of business. With these solutions in mind, this section breaks down the specific condition of the Village's three business districts: the Central Business District, Valley Street, and Irvington Avenue. Following the description of the business districts, this section ends with the possible paths to improvement for the Village's business districts.

Central Business District

Local Opinions

The appearance and vitality of the Central Business District sets a tone for residents and visitors of South Orange. Home to Village Hall, SOPAC, and the South Orange Train Station, the Central Business District is the social, governmental and transportation hub for its residents. In recent years, the Village has used redevelopment to attempt to

improve the quality of this important resource. Yet, many residents are highly critical of the appearance and quality of the district. Seventy percent (70%) of the survey respondents identified the character/appearance of the Central Business District as a "weakness" (34%) or a "strongly negative weakness" (36%). Such negative opinions, particularly in light of the progress made through redevelopment, indicated that the Central Business District has still more progress to make before taping what residents believe to be its full potential. Underscoring the critical link between quality of life and the state of the Central Business District, of those indicating in the survey that the quality of life in the Village has declined over the last few years, the most frequent reasons cited related to the Central Business District including the pace of redevelopment, the availability of parking, vacant stores, appearance of sites awaiting redevelopment, desire for a grocery store, etc.



More specifically, residents remain concerned both about the appearance and offerings available in the Central Business District. The appearance of storefronts in the Central Business District is a major concern. 71% of the survey respondents considered the appearance of storefronts in the Central Business District to be “average” or “poor,” with 20% considering storefront appearance to be “very poor”. As discussed previously, the poor appearance of storefronts in the Central Business District leads residents to support design standards and programs to improve the quality of storefronts. The availability of stores selling retail goods, however, appears to be the most significant issue in downtown. 76% of survey respondents identified the selection of stores downtown as “poor” or “very poor.” Another 21% of respondents rated the availability of retail stores as only “average/fair.” In response to another survey question, 70% identified “access to and variety of retail stores in the Village’s commercial areas” as a “weakness” (37%) or a “strongly negative weakness” (33%) of the Village. Similar comments were expressed at the visioning sessions. The desire for a quality food store in the downtown, in particular, was expressed in the survey and the visioning sessions. Participants indicated that South Orange lacks “destination shopping” and that downtown South Orange “should be like Maplewood, Westfield, and downtowns in other similar communities.” It was suggested that the Village should seek to bring to in “small name retailers” such as Children’s Place, Gap, etc. It was expressed that South Orange should “learn from past studies and mistakes” in order to understand why such retailers have not come to South Orange.

Yet, the condition of its storefronts and its offering of shops and services were not seen as the only issues holding back the success of the Central Business District. At the visioning session it was expressed that the width of South Orange Avenue and the amount of traffic (which due partially to the fact that South Orange Avenue is a “regional cut-through”) may hinder the full realization of the downtown area as a “quaint downtown” that is envisioned.

With these concerns in mind, survey respondents and vision session attendees provided a number of specific suggestions to improve the Central Business District. Key to improving any business district is providing the services and atmosphere likely to attract more patrons to the area. For the Central Business District, four changes to the area stood out as offering a very high likelihood of attracting additional patrons. Almost 80% of respondents felt that different types of businesses in the area would “very likely” convince them to go downtown, another 19% indicated that they would be “somewhat likely” to go downtown if there were different types of stores there. More than 50% felt that improved storefront appearance, more restaurants, and more evening activities would draw them in. Safety improvements through better lighting and more police patrols would also seemingly increase the number of people visiting the area.

When asked to identify the types of businesses that should be encouraged in the Central Business District, respondents expressed overwhelming support for an increase in upscale retail shops (85% indicated that they would encourage or strongly encourage such stores, only 3% expressed a negative opinion). Strong support was also expressed regarding the provision of other types of retail stores, additional restaurants as well as arts and entertainment uses. While respondents supported the addition of medical and office space, neither gained the broad support of retail and entertainment uses, indicating that residents want a downtown district that offers more shopping to serve the needs of commuters and residents, rather than an office district. This notion fits in well with the free response comments of the survey, which express the desire for more shopping options in downtown. Residents clearly want to see more retail, restaurant and entertainment options in downtown South Orange. Yet, with increased traffic, more must be done to relieve congestion in the area and provide parking options for residents and commuters.



Streetscape Improvements in the CBD



South Orange Train Station

Redevelopment

Existing Conditions

As explained in the Planning Context and History section of this document, over the past decade the Village has carried forward a series of improvements throughout the Village core. These actions by the Village have included visioning sessions, public outreach and separate redevelopment plans for Church Street, the Central Business District, and the South Orange Train Station. The outcome of the visioning and planning have included notable progress such as the development of the South Orange Train Station (the first visible sign of the downtown's rebirth), the construction of the South Orange Performing Arts Center, and the completed streetscape improvements. All of these improvements have assisted in creating a CBD that is more than lively and inviting than previously, reinforcing the marketing efforts and redevelopment activities in the Redevelopment Area.

Valley Street

Existing Conditions and Opinions

Located along the major north-south road extending southward from South Orange Avenue, the Valley Street Business District is the second major business district in the Village, paralleling both the Rahway River and the NJ Transit train line. While the northern portion of Valley Street near South Orange Avenue is clearly more connected to the Central Business District than the Valley Street District, much of the rest of the business district remains more suburban in flavor, featuring larger scale commercial development. Yet, because of its location, this corridor holds tremendous potential for both itself and for its ability to link southern portions of the Village with the Central Business District.



Streetscape along Valley Street



Valley Street

As with the Central Business District, the appearance and character of the Valley Street Business District is not ranked high. Seventy-one percent (71%) of the survey respondents identified the character/appearance of the Valley Street business area as a Village “weakness” (35%) or “strongly negative weakness” (36%). The Valley Street business area was generally rated “average” or “poor” for most factors in the survey. The worst aspects of the area identified in the survey are the appearance of the storefronts, lack of retail stores, and the availability of restaurants. Due to those factors, participants of the visioning sessions generally characterized the Valley Street corridor as a “hodge-podge” with no defined character and no clear purpose other than as a location for stores. Nothing about the district is distinctly South Orange. While retail offerings, appearance and character all impair the success of the Valley Street Business District, in the survey traffic flow generally ranked as average or fair and was not identified as an important issue. Parking, on the other hand, rated average or worse by more than 60% of survey takers.

When residents were asked in the survey to rate which factors would likely increase their patronage of the Valley Street business area, responses centered on the same four aspects as for the Central Business District: more retail, more restaurants, more arts and entertainment, and improved storefront appearance. However, unlike the responses for downtown South Orange, greater overall support exists for other options, including slightly greater emphasis on improved safety and overall appearance of the corridor. This is likely due to the recent efforts of South Orange to improve the streetscape in the Central Business District. To date, no such improvements have been made to Valley Street. Responses to the survey suggest positive opinions of adding most types of businesses to the Valley Street corridor. Clearly restaurants, general retail, upscale retail, arts and entertainment, and mixed-use development would all generally be viewed as positive additions to the area. Participants of the visioning session indicated a desire to have

retailers come to Valley Street as well. The area was generally seen as an area where the Village could benefit from tax ratables.

Results of the survey and input from the visioning session also indicate that use such as offices for accountants, doctors, lawyers and small professional offices would generally be viewed as appropriate along Valley Street. Gas stations and auto service uses, however, received generally negative or indifferent responses in the survey. As any number of comments on the surveys showed, South Orange residents desperately want more quality shopping and entertainment options in the Village. Yet, unlike the Central Business District where people clearly demand more retail and restaurants first and foremost, residents seemed to be generally more receptive to other businesses in the Valley Street area. There was also slightly greater emphasis on streetscape and safety improvements. Attendees of the visioning sessions generally agreed that they saw Valley Street as a retail corridor currently and in the future, but that Valley Street was in need of improvement in terms of appearance and the types of commercial uses offered. It was generally agreed that uses such as fast-food restaurants, banks, convenience stores and other such retail uses would be appropriate and desirable in the area. However, there was a strong emphasis that any such uses should be appropriate in scale and designed appropriately and attractively (e.g., building up along sidewalk, façade and signage, parking in rear, drive-through facilities screened, bicycle and pedestrian friendly design, etc.). Clearly, the vision of Valley Street is similar but different from the Central Business District. Where residents demand density, retail, and restaurants in the Central Business District, Valley Street calls for a lower scale development with more variety in commercial offerings combined with an improved appearance.

Valley Street



Existing

Proposed



CRYAN'S BEEF & ALE HOUSE
LUNCH · DINNER · ENTERTAINMENT · COCKTAIL LOUNGE
OPEN 12 ~ 2 a.m. ~ PRIVATE ROOM AVAILABLE

CRYAN'S

CRYAN'S



Future Plans

In recent years, the Village has undertaken some improvements for the area. Between downtown South Orange and the intersection of Valley Street and Fifth Street, streetscape improvements, including brick pavers and gaslights, have improved the appearance and walkability of the area. Yet, even with these improvements, the hodge-podge of uses and lack of coherent design hold back the area from its true potential as a secondary business district for the Village. To improve the Valley Street business district, the Village is currently considering a number of solutions, including redevelopment and rehabilitation.

Irvington Avenue

Existing Conditions and Opinions

Located along a major east-west road connecting South Orange with Newark, Irvington Avenue is different from either the Central Business District or Valley Street in two key ways. First, while the CBD and Valley Street are both quite large, with much commercial space covering the bulk of both districts, Irvington Avenue's commercial uses are spread along the street and broken up, with only a clear node at the intersection with Ward Place. Secondly, while the first two business districts are clearly for all of South Orange's residents combined with people in neighboring municipalities, Irvington Avenue is directly tied to Seton Hall and the two entities should be considered jointly. Seventy-two percent (72%) of the survey respondents identified the character/appearance of the Irvington Avenue business area as a "weakness" (37%) or a "strongly negative weakness" (35%) of the Village, leaving little doubt about public opinion concerning the current state of the business district.

Yet, while the Central Business District and the Valley Street business area clearly generate strong opinions about its current condition and future improvements, such is generally not the case for the Irvington Avenue business area, where generally more than 25% of the

respondents had no opinion on the area. Once again, this lack of opinion is likely tied to the connection between Irvington Avenue and Seton Hall, and few, if any, students participated in the public survey. Participants of the visioning session indicated that the Irvington Avenue business area does not have a "sense of place." "It's a neighborhood type business zone, but hasn't taken off." "While there some good stores and a couple of restaurants, nobody knows them or knows where they are." Some attendees had "never been there." Others indicated that the problem is that the area is "haphazard" in that "the mixture of uses (commercial, residential, auto-related uses, etc.) doesn't make sense." Others indicated that façade restorations are unattractive or inappropriate on most buildings. Much like Valley Street, the Irvington Avenue business area also did not receive high marks on its current condition in the survey. The areas receiving the lowest marks are the appearance of storefronts, availability of restaurants and the availability of retail.

While most of the factors regarding the area were rated as "average" or "poor," some positives do stand out. The availability of parking stands out as particularly good, with 67% indicating parking as "average" or better. Maintenance and litter removal, as well as traffic flow, were perceived by most to be "average" or better.

Similar to the other business areas, most respondents to the survey want to see more stores and restaurants. A significant number of people also want to see improvements to the appearance of storefronts, safety, and overall appearance of the Irvington Avenue area. Some attendees of the visioning session expressed a concern that there is nothing for the college kids in the area (e.g., fast food places, laundry, etc) and that the future development of Irvington Avenue be geared toward Seton Hall students. While no particular retail types were seen as “must haves,” positive opinions were expressed in the survey towards adding most types of businesses to the Irvington Avenue corridor. Only gas stations and auto service uses received generally negative or indifferent responses, consistent with comments at the visioning sessions. Restaurants, general retail, upscale retail, arts and entertainment, and mixed-use development were all viewed as positive possible additions to the area.

A visit to the Irvington Avenue Corridor explains much about the indifference of many locals to the corridor. In recent years the Village has invested in the area, completing a streetscape project that included gaslamps, crosswalks, pavers, benches, and a small park. Yet, even with these improvements, the corridor remains a mix of stores and styles, with few common threads, over-arching designs, or strong connection to the surrounding neighborhoods. The lack of cohesiveness evident throughout the area can be partially explained by the mix of zoning along the corridor. Three different zone districts, (RC-1, R-Townhouse, and B-2 Business) divide the area, with only the stretch between Fairview and Ward zoned for business uses.



Riggs Place and Irvington Avenue



Building under renovation at W.
Fairview and Irvington

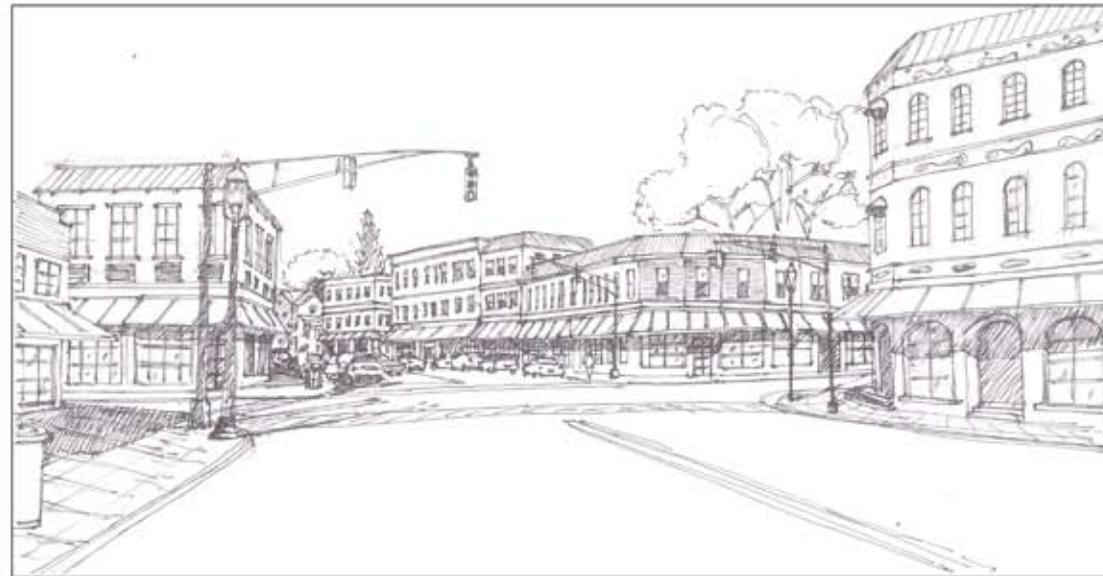
Not surprisingly, the division of zones throughout the area mirrors the mix of commercial and residential uses that dot the corridor. Between the intersection with South Orange Avenue and the intersection with Cottage Street, Irvington Avenue is mostly a mix of converted residences uses now for professional offices, with some institutional uses also in the area. While this stretch of Irvington is certainly a business district, its location ties it more closely with the Central Business District rather than a separate Irvington Avenue district. Further east on Irvington Avenue, between Cottage Street and Riggs Place, most uses are single and multi-family residential. The intersection of Riggs Place and Irvington Avenue marks the western gateway to the Irvington Avenue Business District, with a smattering of corner commercial buildings in an area zoned for townhomes. Between Riggs Place and Fairview Avenue, Irvington Avenue is mostly multi-family residential units, with a few single-family units mixed in. Between the intersections of Fairview/Irvington and College/Irvington lies the heart of the Irvington Avenue business district. Most of the structures in this area are street facing commercial buildings, with few gaps in the street-



Existing

**Intersection of Irvington Avenue and
Ward Place**

Proposed





face between Fairview and Ward Place. Not surprisingly this stretch of Irvington Avenue is located in the B-2 zone. East of Ward Place, the commercial strip devolves into a mix of auto-centric uses and non-street facing buildings. Particularly noteworthy of the area's problems are the new residential construction and a carwash.

Combined, the above lays out a clear set of problems that face Irvington Avenue: general indifference by residents, a lack of unified vision for the district, lack of a unified zoning for the district; and slow deterioration of the pedestrian oriented business district. One final aspect of the district must be explored to fully understand the Irvington Avenue, Seton Hall University.

Seton Hall Capital Facilities Master Plan

As is the case often with institutional uses, they can be both a blessing and a burden to the municipalities and neighborhoods they inhabit. Large institutions are often internally focused, most concerned with meeting the needs of the institution itself, supporting the mission of the surrounding community only when both align. Yet, planning for neighborhoods influenced by institutional uses need not be an exercise in futility. In South Orange, it is impossible to consider the Irvington Avenue business district without also discussing Seton Hall University and its long range planning efforts. In recent years, Seton Hall has developed two relevant plans. The first is the Capital Facilities Master Plan and the second is the Sesquicentennial Strategic Plan.

The Capital Facilities Master Plan lays out the proposed real future development expected on the Seton Hall campus in the near-term (the next 5 to 10 years). The most recent Seton Hall Facilities Master Plan lays out four construction projects on the campus. The first and largest in size is the demolition of the existing Duffy Hall, which currently houses a variety of University offices. In its place, a new three story addition will be constructed,

with a total square footage of 74,322. The second major upgrade will be a one story, 51,893 square foot addition into Bishop Dougherty University Center. The third major upgrade will include an addition onto McNulty Hall. The four story 23,009 square foot addition will house a science and technology center. Finally, the Capital Facilities Master Plan proposes a one story, 5,622 square foot addition onto Stafford Hall. Combined, these upgrades will help Seton Hall increase the quality of student services and handle additional students.

At this time, the Sesquicentennial Strategic Plan is still being completed. The Plan has identified 220 strategic issues facing the University and also identified a number of general goals for the Plan. While many of the goals and issues relate directly to classes, faculty and students, some of the goals and issues will likely influence South Orange. Two large goals in the Strategic Plan Agenda contained important sub points:

- Building a distinctive undergraduate experience
 - Increasing undergraduate freshmen enrollment from 4,500 to 5,500
 - Increasing off-campus housing
- Fostering a strong community where all can flourish
 - Reach out to South Orange
 - Explore opportunities to unite neighborhood facilities that could positively expand the campus in both traditional and non-traditional ways

Clearly these four sub-points drastically impact South Orange generally and Irvington Avenue specifically. Increasing both off-campus housing and undergraduate enrollment will increase the number of students living in South Orange. Where the University looks to expand for off-campus housing will impact surrounding neighborhoods and commercial districts. Additionally, the University's stated willingness to reach out to South Orange and the openness to considering non-traditional expansions of the campus offer

the Village tremendous opportunities to join with Seton Hall in improving the Irvington Avenue business district through an expansion of the University.

Recommendations for Irvington Avenue Business District

Taking all of the above into account, a clearer vision of Irvington Avenue emerges. Our recommendation is to unify the zoning in the area to create a University linked business district with a mix of office and retail uses that both support and are supported by the University, while establishing a character of its own. First and foremost, the boundaries of this new business district should be defined. From an analysis of land use, current buildings, and site visits, it is our opinion that the district extends from Riggs Place on the west to College Avenue on the east, with the bulk of current commercial activity located between Fairview Avenue and Ward Place. We are proposing expanding the boundaries of the B-2 district to encompass the area described. With the boundaries established, the next step is to establish a vision for the development of the corridor and a method for implementing the vision. As the B-2 zone's bulk requirements do not currently accomplish all of the intended development standards proposed, the B-2 zoning district in this area could later be re-designated with a more specific "University" Business or other type of designation or incorporated into a Special Improvement District as described later in this chapter.

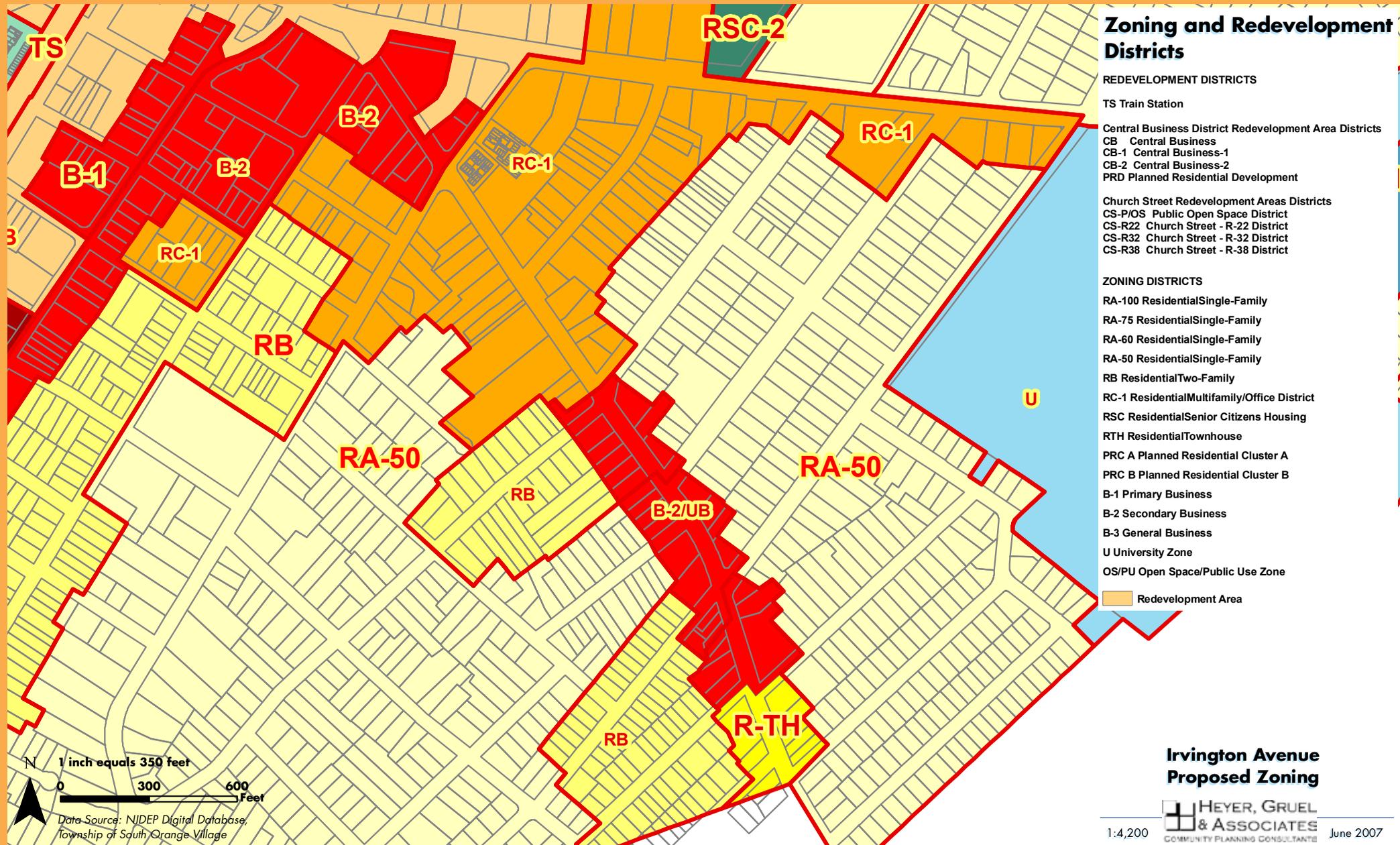
Unification and Identity of Irvington Avenue Corridor

- Link with Seton Hall as "University" business district
 - o Center area on the intersection of Ward Place and Irvington Avenue
 - o Promote signage bike/ped routes to link the campus to the corridor
 - o Promote a mix of office and retail with upper floor housing
 - o Promote uses designed to meet University student needs

- Consolidate the corridor under one zoning designation that incorporates the following basic principals (Riggs Place to College Avenue)
 - o Street facing buildings (no blank faces on Irvington Avenue)
 - o Minimum Front Yard Setbacks (0 feet or sidewalk line)
 - o Maximum height of 3-4 stories (possible incentives for housing)
 - o Mix of uses: commercial, retail, office, multi-family residential
 - o Bike and ped oriented
 - o Adequate parking in rear yard areas, subsurface or elsewhere (no front yard parking on Irvington Avenue)
 - o Buffering from surrounding single-family residential areas
- Keep options open, consider rehabilitation or redevelopment to ensure the long-term growth of the area

University and Municipal Cooperative Development

A key part of a successful transition of the Irvington Avenue corridor to the college oriented mixed use district envisioned above is a partnership between Seton Hall University and the Village of South Orange. While there are many ways for the University and Village to work together, including maintaining an open dialogue regarding planning, one of the most beneficial can be joint-development projects. Such a project was recently completed in New Brunswick, NJ, with the City, DEVCO (New Brunswick's non-profit development company), and Rutgers University partnering to complete a new mixed-use facility in the heart of downtown New Brunswick. The recently completed Rockoff Hall includes 186 apartment suites for Rutgers students, an 815 space parking garage, a new University operated downtown gym, and street level retail including 7-11, Port, City Java, and Coldstone Creamery. The new project has added approximately 670 student residents into downtown New Brunswick in addition to more parking and retail options. Under the "town-gown" partnership, Rockoff Hall was built and is owned by



Zoning and Redevelopment Districts

REDEVELOPMENT DISTRICTS

- TS Train Station
- Central Business District Redevelopment Area Districts
 - CB Central Business
 - CB-1 Central Business-1
 - CB-2 Central Business-2
 - PRD Planned Residential Development
- Church Street Redevelopment Areas Districts
 - CS-P/OS Public Open Space District
 - CS-R22 Church Street - R-22 District
 - CS-R32 Church Street - R-32 District
 - CS-R38 Church Street - R-38 District

ZONING DISTRICTS

- RA-100 ResidentialSingle-Family
- RA-75 ResidentialSingle-Family
- RA-60 ResidentialSingle-Family
- RA-50 ResidentialSingle-Family
- RB ResidentialTwo-Family
- RC-1 ResidentialMultifamily/Office District
- RSC ResidentialSenior Citizens Housing
- RTH ResidentialTownhouse
- PRC A Planned Residential Cluster A
- PRC B Planned Residential Cluster B
- B-1 Primary Business
- B-2 Secondary Business
- B-3 General Business
- U University Zone
- OS/PU Open Space/Public Use Zone
- Redevelopment Area

N
 1 inch equals 350 feet
 0 300 600 Feet
 Data Source: NJDEP Digital Database,
 Township of South Orange Village

**Irvington Avenue
 Proposed Zoning**

 1:4,200 June 2007



DEVCO, with DEVCO renting the retail space. DEVCO (in conjunction with the New Brunswick Parking Authority) is also responsible for maintaining the parking facilities. The University's role in the Rockoff Hall project is to be the building's main tenant and through a Limited Minimum Revenue Grantee use student-housing payments to fund the bonds for the construction of the residential component of the project.

This relationship did not materialize overnight. Rutgers and the City of New Brunswick have slowly been increasing their partnership over the past two decades, with major strides made since 1990. These strides have included the construction of University Center (student housing, retail and parking), a 160,000 unit facility to house the Mason Gross School of the Arts and the Edward J. Bloustein School of Planning and Public Policy, a new Public Safety Building, and the recently completed Heldrich Center (offices, residences, retail and a hotel). Collectively, these projects have shown that the combined forces of the City and the University can carry forward major components of downtown New Brunswick's revitalization. In the coming years, a similar partnership between South Orange and Seton Hall can have similar positive impacts on the University, the Village, and Irvington Avenue.

Other Possible Solutions

There are a variety of potential solutions to address community concerns over the current condition and offerings of the Village's three commercial districts. Patronage of business districts is directly tied to the appearance (and, by association, quality) of the commercial offerings. By increasing the visual quality of the South Orange business districts, more residents throughout the region will consider patronizing them, and the market itself will drive the addition of more varied stores and restaurants. South Orange residents desired improvement of the appearance of all three Village districts. As discussed before, South Orange should strongly consider implementing design guidelines. General and specific

guidelines as discussed in the previous section can be implemented in a variety of ways, including through redevelopment, rehabilitation, and historic district designation. Each of these options would undoubtedly help implement the type of guidelines demanded by Village residents, but all would have far less association with the businesses that populate the districts themselves. Therefore, additional options for implementing both design guidelines and other improvements to the Village's business districts exists: Special Improvement Districts.



Special Improvement Districts

One possible way of addressing the appearance of all three business districts is the creation of a Special Improvement District (SID). SIDs are public/private partnerships where property and business owners in the designated area elect to pay a special assessment levied on all businesses/properties in the district. The money generated through the assessment is then collected and used to cover the cost of various services and improvements throughout the district. A BID is created first under state law and then enacted by municipal ordinance. Then planning for and funds collected by the BID are managed either through a non-profit District Management Association or a municipal commission. Approval for the creation of a BID must start at the state level with the Department of Community Affairs. Those municipalities that do not have an existing SID receive priority.

District activities are funded primarily through two sources. The first is an assessment levied on each property within the SID to form the heart of the SID's budget. The assessment is collected by the municipality and then turned over the district management. The property assessment can be a function of value, square footage, or street frontage. The key to success in a SID is choosing an assessment amount and type that is supported by most business and property owners. Through grant applications, a SID can add additional revenue, however, this is a long and difficult process with stiff competition.

Such improvements are services typically demanded by private sector business owners that go above and beyond what the local government can reasonably provide. SIDs can be used to fund a wide array of services, including sanitation and graffiti removal. One often cited service is private security to patrol the business district. The three primary SID improvements ideal for South Orange would be façade/streetscape improvements, marketing, and special events. Façade and streetscape improvements can fund items

such as annual bed planting, new street furniture, and a funding source to pay for façade rehabilitations. SID funds can also pay for marketing to promote district activities and events. Finally, the SID can fund special events such a Village wide celebrations designed to bring people into the district for special occasions.

While the creation and subsequent operation of a SID can provide many benefits, these benefits do not come without a cost. However, there are grants and loans available to defer some costs associated with SID creation and operation. The SID Challenge Grants provided by the Department of Community Affairs offer grants up to \$10,000 annually to support the technical and professional services needed to establish SIDs. This grant program is specifically targeted at business districts where a SID does not currently exist. Once established, a SID can also face other costs in carrying forward the plan and vision established for the district. The Department of Community Affairs administers the Special Improvement District Loan Fund. Through this fund, maximum loans of \$500,000 can be granted to any municipality with an established SID. Funds can be used to make improvements within the designated district, including the purchase and rehabilitation or property, the construction of parking and professional services related to effectuating improvement within the district.



Other Land Use and Zoning Issues

Preservation of Residential Neighborhoods

In the survey conducted with this report, concerns were raised over “out of character” new residential development in existing neighborhoods. In particular, residents are concerned over the increase in new residential construction in South Orange that does not match the scale or character of the surrounding neighborhoods. Therefore, many residents are acutely aware of the need for zoning changes to combat this problem. Yet, zoning changes are only one of many possible solutions to ensure the preservation of residential neighborhoods. In the previous historic preservation section and urban design section, it was emphasized that controlling the architectural style and massing of a home can be accomplished through the use of design standards, specifically historic preservation standards. The Village should fully explore the use of historic design standards and the establishment of historic districts to control the style and massing of new residential construction in South Orange. Improving the appearance of new construction can go a long way to addressing many common concerns about new construction.

Such standards would not address all concerns. When asked, respondents of the survey expressed strong support for zoning regulations that would restrict potential future development in residential neighborhoods. 46% indicated that they would be “strongly supportive” of such efforts, another 29% indicated that they would be “supportive.” Only 7% indicated that they would be “unsupportive” of such efforts. Therefore, to preserve the character and style of South Orange’s residential neighborhoods, this plan offers the following zone changes as options to combat the construction of “out of character” homes.

Lot Width

In response to public concerns about the changing character of the residential neighborhoods in South Orange, in June 2003 ordinances were adopted by the Board of Trustees to increase the minimum lot widths for properties in the primary residential zones. The minimum lot width required for the A-100 Residential zone was also increased from 100’ to 175’; in the A-75 zone, minimum lot width increased from 75’ to 140’; in the A-60 zone, the minimum lot width increased from 60’ to 110’; and in the A-50 zone, from 50’ to 90’.

The increase in the minimum lot width requirement sought to reduce the possible permitted subdivisions in the four primary residential zones. The two most important factors in suitability of a lot for potential subdivision are lot area and lot width. Thus, subdivisions, as of right, can potentially occur on lots that have twice the minimum required lot area and twice the minimum lot width.

The analysis below illustrates the oversized lots in each zone, comparing the number of potentially subdividable lots under the previous minimum lot width requirement and the number of potentially subdividable lots under the new lot width requirement.

Potential Subdivisions under new and old Minimum Lot Width requirements					
Zone	Minimum Lot Area (sq. ft)	Lots in zone	Over-sized lots (2 x minimum lot area)	Subdividable under old ordinance	Subdividable under new ordinance
A-100	10,000	1520	473	47+4*	3+1*
A-75	7,500	394	83	12+1*	0
A-60	6,000	950	166	17+5*	2+2*
A-50	5,000	834	114	22+3*	1+3*
			Total	98+13*	6+6*

*Institutional uses such as schools, hospitals, and religious uses.

These institutional uses often occur on large, oversized lots. Our analysis determined that although these uses are unlikely to change in the near future, these lots could be subdivided.

As seen in the table above, the majority of the oversized lots do not have adequate lot widths for potential subdivisions. The increase in the minimum lot width required in the residential zones has led to a substantial decrease in the number of lots that could be potential subdivisions under the old ordinance, supporting preservation of the character of the residential zones in South Orange. The total number of potential subdivisions (excluding institutional uses) in the four residential zones analyzed went down from 98 to 6, which is a 94% decrease.

Each of the residential zones had several existing lots that were non-conforming due to lot area and/or lot width. For example, under the prior zoning, in the A-100 zone there were 431 existing nonconforming lots due to lot width (28%). Likewise, in the A-75 zone

there were 179 existing nonconforming lots due to lot width (45%), in the A-60 zone there were 319 existing nonconforming lots due to lot width (32%) and in the A-50 zone there were 193 existing nonconforming lots due to lot width (23%). The increase in the minimum lot width has created an increased number of nonconforming lots. In the A-100 zone, there are 1,385 nonconforming lots due to lot width (91%). Likewise, in the A-75 zone there are 352 nonconforming lots due to lot width (89%), in the A-60 zone there are 867 nonconforming lots due to lot width (87%) and in the A-50 zone there are 786 nonconforming lots due to lot width (94%).

This leads to property owners requiring Zoning Board of Adjustment approvals for any and all construction/expansions on the nonconforming lots. We conducted further analysis of lot widths for existing lots in each of these zones. We chose two additional minimum lot width requirements that were between the prior and existing lot width requirements. Our analysis revealed that any of the alternative increases in lot width would create a rate of nonconformity in excess of at least 70%. The number of potential subdivisions is

decreased from the prior standard, but increase by a factor of 100% to 400% from the existing lot width requirement. Please refer to Appendix C for the complete analysis.

Lot Coverage

The table below lists the current maximum permitted lot coverages for each of the four primary single-family residential zones in South Orange. Lot coverage, as defined by the Village ordinance, is the percentage of total lot area covered by all existing and proposed buildings, structures, including driveways and sidewalks.

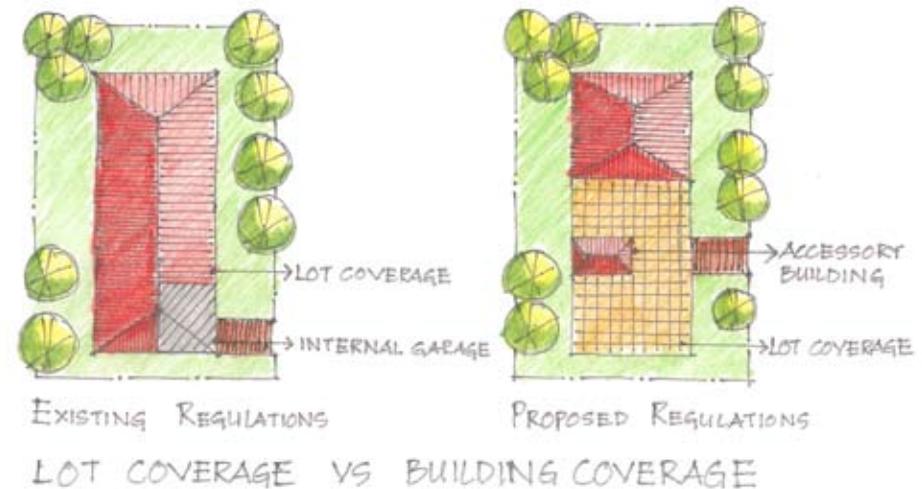
Maximum Permitted Lot Coverage			
Zone	Maximum Lot Area (square feet)	Coverage	Coverage Amount (square feet)
A-100	10,000	30%	3,000
A-75	7,500	40%	3,000
A-60	6,000	40%	2,400
A-50	5,000	40%	2,000

As the table shows, maximum lot coverages range from 3,000 square feet to 2,500 square feet, though as noted above, this percentage must include all site improvements, including patios, driveways and sidewalks if such improvements are primarily impervious. Reviewing applications identified by Village stakeholders as exemplars of the type of development that concern most residents, a number of factors in the Village’s current zoning aid developers seeking to build “out-of-scale” housing.

First, corner lots are allowed to meet the front yard setback along only one road frontage, thereby creating a larger building envelope for development and allowing the developer to place a new structure closer to the street along one frontage. Even similarly sized

homes will appear and feel larger when placed closer to the street. Secondly, the Village ordinance calculates lot coverage as a percentage of total ground area of a lot, with no restrictions on the area included in such a calculation. In a municipality with steep slopes and a river corridor, the lack of such restrictions allows a developer to apply a lot coverage that is not based on the true buildable area of the lot.

A number of possible solutions to address oversized houses in residential neighborhoods exist. The solutions below represent a menu of options that the Village should consider.



Building Coverage

As noted before, the Village currently enforces a maximum lot coverage standard, but has no other method for addressing the size of the building allowed on the lot. By implementing a maximum building coverage, the Village can explicitly control the size of home construction. Beyond simply implementing a maximum building coverage, another more nuanced approach to controlling building coverage provisions would be a “sliding scale” approach. Under a “sliding scale” approach any building coverage standard is linked directly to lot size regardless of zone, thereby allowing lot size to control building footprint size, not zone designation. These Principal and Accessory Building Coverage standards would not replace lot coverage, but would be in addition to lot coverage standards. Below are possible “sliding scales” for Maximum Principal Building Coverage and Maximum Accessory Building Coverage.

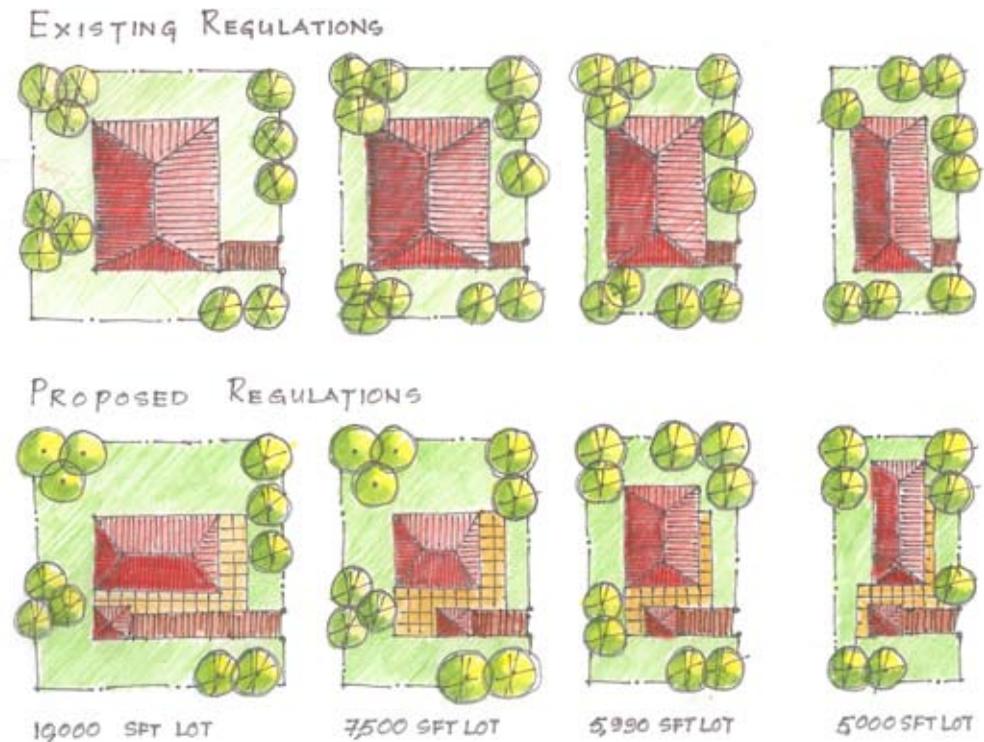
Principal Building Coverage

Example 1

Maximum Principal Building Coverage	
Lot Area	Principal Building Coverage %
Less than 5,000	20%
5,000 to 5,999	20%
6,000 to 9,999	15%
10,000 to 19,999	15%
20,000 or greater	15%

Example 2

Maximum Principal Building Coverage	
Lot Area	Principal Building Coverage
Less than 5,000	20% (1,000 s.f. maximum)
5,000 to 5,999	1,000 s.f. + 20% of square feet over 5,000 s.f.
6,000 to 9,999	1,200 s.f. + 15% of square feet over 6,000 s.f.
10,000 to 19,999	1,650 s.f. + 10% of square feet over 10,000
20,000 or greater	2,650 s.f. + 10% of square feet over 20,000



Accessory Building Coverage

While controlling the size of the principle building on any site is important in controlling the scale and perception of development, accessory structures also contribute to the amount and scale of development on a site. Therefore standards similar to those for principle structures can also be useful. The first example simply links the size of the accessory structure directly to the size of the principle structure. The second example incorporates a size bonus for architectural design for Accessory Building Coverage. If the accessory structure is constructed of the same materials and of the same design as the principal structure, applicants would be eligible for increased accessory structure coverage. Again, these Principal and Accessory Building Coverage standards would not replace lot coverage, but would be in addition to lot coverage standards.

Example 1

Maximum Accessory Building Coverage	
Lot Area	Accessory Building Coverage
Less than 5,000	20% of Principal Building Coverage
5,000 to 5,999	20% of Principal Building Coverage
6,000 to 9,999	22% of Principal Building Coverage
10,000 to 19,999	25% of Principal Building Coverage
20,000 or greater	25% of Principal Building Coverage

Example 2

Maximum Accessory Building Coverage		
Lot Area	Accessory Building Coverage	Design Bonus
Less than 5,000	20% of Principal Building Coverage	25% of Principal Building Coverage
5,000 to 5,999	20% of Principal Building Coverage	25% of Principal Building Coverage
6,000 to 9,999	22% of Principal Building Coverage	25% of Principal Building Coverage
10,000 to 19,999	25% of Principal Building Coverage	30% of Principal Building Coverage
20,000 or greater	25% of Principal Building Coverage	30% of Principal Building Coverage

Building Height

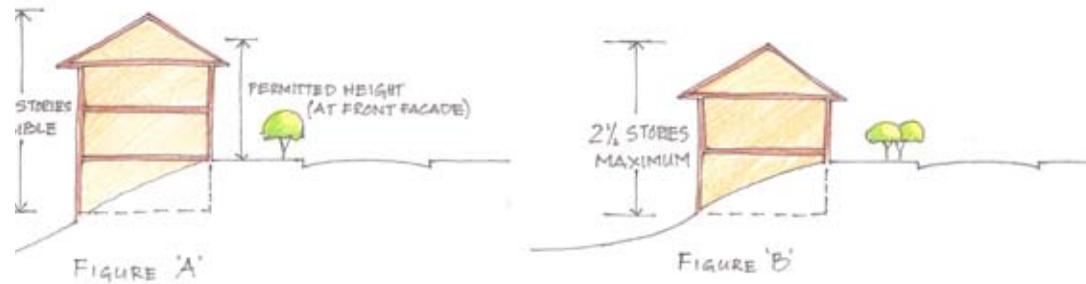
Structures in residential zones are permitted a maximum height of 2.5 stories and 35 feet. Without a full review of the number of habitable stories and height ranges for all residential structures in the Village, it is difficult to determine whether these height standards allow “out of scale” development to occur. Therefore, to determine the appropriateness of the current height standards, the Village should consider commissioning a study of to determine the height and number of stories for Village structures. Such a study could be completed as part of a future Village-wide historic building survey. Yet, even without a full review, the following changes could be applied in the Village to address the size and scale of new development.

Basement Height

The current Village definition of basement is as follows:

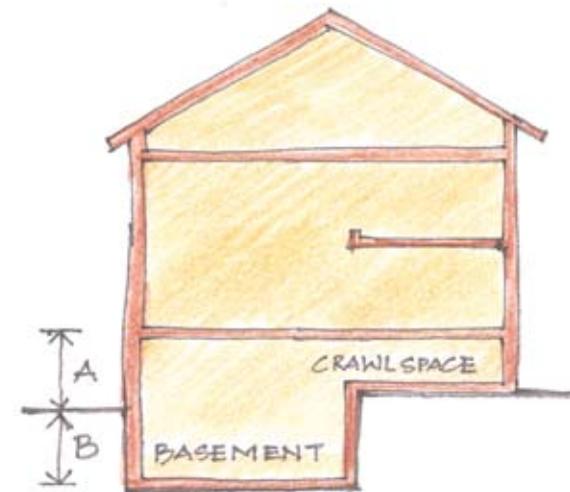
BASEMENT- That portion of a building which is partly below and partly above grade and having at least 1/2 its height above grade.

As shown below, under such a definition it is possible, particularly on slope, to create buildings that exceed the 2.5 story height requirement using such a definition. Figure A shows a building that meets the existing standard of 2.5 stories or 35 feet, however, with the slope of the site the basement becomes a walkout basement and the building has the appearance of a 3.5 story structure. Figure B shows a building that includes the basement as a story.



By altering the Village definition of a basement as follows, development as proposed in Figure A would no longer be possible.

PROPOSED BASEMENT – A space having one-half or more of its floor to ceiling height along the building perimeter below the grade plane and with a floor to ceiling height or the bottom of the support beams for the floor above where there is no ceiling of not less than 6.5 feet. If the basement ceiling height or the bottom of the support beams for the floor above where there is no ceiling is 5 feet above the (lowest/average) finished grade along any façade (or any façade facing a street or lake) then the basement shall be considered a story as applied to height of building.



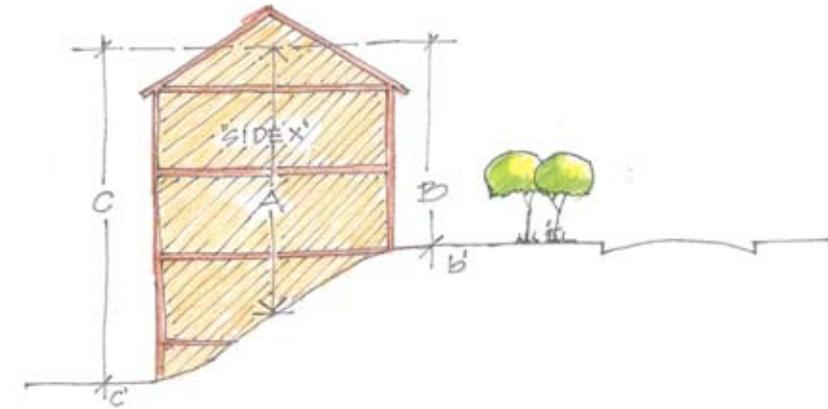
IF A IS 5 FEET OR GREATER THEN
BASEMENT IS A STORY

Façade Height

Currently the Village has no standard for façade height. Adding the following definition and standards would give the Village an additional tool to regulate the height of a building. The façade height definition will allow the Village to measure the total height of a structure from any grade along the perimeter of the structure, also thereby preventing development such as shown in Figure A previously.

PROPOSED FAÇADE HEIGHT- when determining the maximum height from grade on any façade, the lowest point of grade on any façade to the average height of the highest roof surface (midpoint between the roof ridgeline and the eave).

Façade Height		
Zone	Maximum Building Height	Maximum Façade Height
A-100	2.5 stories or 35 feet	40 feet from any grade
A-75	2.5 stories or 35 feet	40 feet from any grade
A-60	2.5 stories or 35 feet	40 feet from any grade
A-50	2.5 stories or 35 feet	40 feet from any grade



"C" IS THE LOWEST POINT OF GRADE, AND C IS THE FAÇADE HEIGHT OF "SIDE X"

Side Yards

Currently the Village Side yard standards are as follows.

Minimum Side Yard Setback			
Zone	Each Side Yard	Zone Minimum Lot Width	Effective Side Yard
A-100	4 feet *	75	6.25
A-75	4 feet *	60	5
A-60	4 feet *	45	3.75
A-50	4 feet *	36	3
* + 1 inch for each foot of average lot area in excess of 48 feet, maximum of 12 additional feet			

By increasing the minimum side yard requirements, the Village would reduce the building envelope. The example standards below show minimum side yard requirements linked to yard width, thereby allowing lot with to control side yard size regardless of zone designation. Both examples would increase side yard requirements over the current zone requirements.

Example 1

Minimum Side Yard Setback	
Lot Width	Each Side Yard
75 feet or greater	8
60 feet to 74 feet	6
45 feet to 59 feet	4
36 feet to 44 feet	4
35 feet or less	4

Example 2

Minimum Side Yard Setback	
Lot Width	Each Side Yard
75 feet or greater	10
60 feet to 74 feet	8
45 feet to 59 feet	6
36 feet to 44 feet	4
35 feet or less	4

Yard Requirements for Corner Lots

As explained above, currently corner lots in South Orange are only required to meet the front-yard setback requirements for the zone along one frontage. Applying the front-yard setback requirement to both frontages would reduce the building envelope on corner lots. Additionally, applying rear yard setbacks instead of side yard setbacks to the remaining yards can also reduce building envelopes. Finally, the current Village definition of Yard Depth and Yard Width would allow the Village to explicitly require corner lots to comply with Lot Depth requirements along two frontages, thereby further restricting development potential on corner lots.

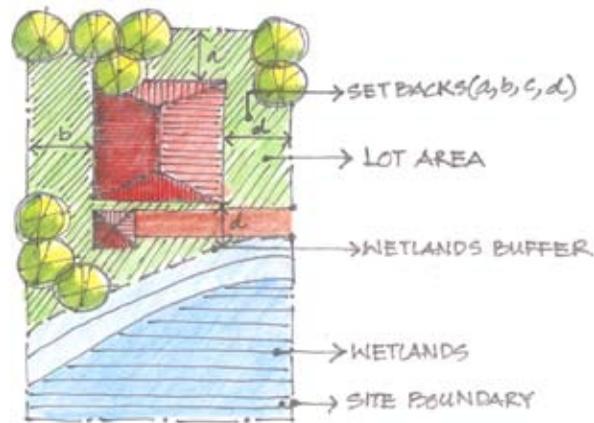


Environmental Constraints Ordinance

As noted before, the current ordinance allows all lot calculations, particularly lot area and coverage calculations, to take into account the entire gross acreage of the tract with no reduction in area when a portion of a property is constrained. Therefore, an additional method to reduce lot area, and by association lot coverage, would be an ordinance that addresses minimum lot sizes, maximum lot coverage and other zoning matters for lots containing steep slopes, water, wetlands and/or other development constraints. Below are two examples of such provisions.

Critical Areas Exclusion

The ordinance would require that the minimum lot area, lot coverage calculations and required setbacks for residential zones shall be provided in a contiguous area located outside of critical areas such as floodways, wetlands, wetland buffer areas, utility easements, stormwater detention basins, related watercourses and slopes fifteen percent (15%) or greater. This would essentially remove the critical areas from all of the lots' bulk requirement calculations and require a contiguous, unconstrained area of the lot meet the zone requirements.



Tiered System of Steep Slope Development

Another approach would be a tiered system for steep slopes. All slopes are broken down into four categories depending on slope. Each slope category is given a multiplier to calculate a modified minimum lot size used for density calculations and maximum lot coverage. While this approach may be difficult to apply to a single lot, it could be reasonably modified to address all types of constraints with adjoining factors to adjust lot area and coverage calculations due to the percentage of lot area constraints by steep slopes, wetlands or other factors.

Steep Slope Example		
Slopes	Lot Size Factor	Lot Coverage Factor
< 15%	1	1
15-19.99%	0.5	0.75
20-29.99%	0.2	0.5
30%+	0.1	0.25

PRCA District Zoning – Former Quarry Site

The Pulte Homes development of the quarry is complete, marking a successful completion of the PRCA zoning standards enacted to aid the quarry’s development. With residents moving into the new homes, many wish to make improvements such as new patios, decks and sheds. Yet, because the current PRCA zoning for the site was developed to address the entire quarry site, not the current individual lots, each new lot within the PRCA district is nonconforming. Therefore, any resident seeking improvement on the new individual lots requires substantial variances from the current zone standards. Pulte has requested changes to the zone standards based on approved site plan for the quarry.

To address the above issues this plan recommends that the Village enact the following changes to the zoning for the site.

1. The homes that face Harding Drive and Underhill Road are single-family detached units, different from the single-family attached units that cover most of the remainder of the site. Since most of the homes in this section of the quarry development are similar to those in the surrounding RA-100 zone, we recommend that these properties be rezoned and included in the RA-100 zone.
2. The open space portion of the quarry site (Block 1503, Lot 33.01) should be rezoned as part of the Open Space/Public Use (OS/PU) zone.
3. The remainder of the quarry site should have new standards that reflect both the approved/ constructed Pulte Homes development and the possibility of future development on said lots.



New Use Standards for PRCA

District	Permitted Principal Uses	Permitted Accessory Uses	Permitted Conditional Uses
PRC A Planned Residential Cluster A	<ol style="list-style-type: none"> Single-family dwellings Townhouses Flats 	<ol style="list-style-type: none"> Accessory buildings and structures normally incident and subordinate to the principal use, limited to property maintenance sheds, patios and decks. Home-based businesses Fences 	<ol style="list-style-type: none"> Essential Services Church, synagogues and other religious and nonprofit schools for day students only

New Table of Bulk Standards for the Principal Structure:

District	Minimum Lot Requirements			Minimum Yard Requirements					Maximum Building Height		Max FAR	Maximum Dwelling Units Per Acre
	Lot Area	Width		Front	Side		Rear	Maximum Lot Coverage	Stories	Feet		
		Interior	Corner		One	Total						
PRC A Planned Residential Cluster A	8,000	-	-	20	0	10	10	-	3	-	-	-

Accessory Use Standards

- Accessory structures shall not exceed 15 feet in height
- All accessory structures must be located within the rear yard. No accessory structure shall be located in a side yard or forward of the front wall of the principal structure or building on the lot
- All accessory structures must be located within the building envelope.

- Accessory structures shall be at least 10 feet from any principal or other accessory structure, with the exception of patios and decks
- Accessory structures shall occupy no more than 50% of the rear yard area
- No accessory structure may be used as a dwelling
- These accessory use standards supercede 92-200 A Accessory Structures

Additional Zone standards

1. The construction or expansion of principal or accessory structures in the PRCA zone must be accompanied by a dry-well system to address all additional drainage requirements for the construction or expansion. Dry-well location must meet the following conditions:
 - a. Dry-wells must be located a minimum of 15 feet from any cliff faces, retaining walls, and ledges.
 - b. Dry-wells must be located 10 feet from any front, side or rear lot line.

Other

- **Area Around Second Street, Third Street and Milligan Place.** The 2000 Re-ex. Report recommended that properties in the area of Second Street, Third Street and Milligan Place (currently zoned Multi-Family/Office or RC-1) be rezoned to the Two-Family zone to reflect the one- and two-family character of the area.
- **RC-1 Zone.** The 2000 Re-ex. Report recommended the following amendments regarding multi-family development:
 - o Placement of the Village Mews development in a multi-family district to reflect its existing pattern of development; and
 - o Consideration of floor area ratio (FAR) standards for the multi-family district.
- **Carriage Houses/ fraternities.** The 2000 Re-ex. Report recommended that the conversion of existing carriage houses to residential units be permitted as a conditional use (i.e., subject to appropriate conditions) within residential zones and recommended that fraternities be defined as rooming/boarding houses and controlled by standards pertaining to such use. These recommendations have not

been implemented and should be evaluated in the OnGoing Master Plan Projects. At this time, there is not sufficient information for the Village to fully understand the breadth and depth of carriage house issues. Although it is known that some of the carriage houses have been subdivided for use as separate residences, it is not known how many un-subdivided carriage houses remain. Therefore, the Village should consider an intensive review of the carriage house issue in South Orange. Such a study should determine the number of carriage houses, the nature of their current use, and any concerns that arise from either the number of remaining un-subdivided carriage houses, the location of such carriage houses, and their current use. Since carriage houses are inexorably tied any discussion of historic homes in South Orange, such an intensive study of carriage houses could be conducted as part of a Village-wide intensive historic building and historic district survey.





CIRCULATION

Circulation

The Village presently has a Bicycle and Pedestrian Circulation Plan for the improvement of bicycle and pedestrian safety. This Smart Growth Plan does not intend to break new ground. Rather this plan will highlight the achievements in this area to date and suggest links between already established and publicly supported plans. This includes the Recreation and Open Space Master Plan, the Bicycle and Pedestrian Circulation Plan, the East Branch of the Rahway River Master Plan and the results of the public input sessions. These documents are summarized in the “Planning Context and History” portion of this document.

However, additional concerns were brought to light in the public visioning sessions regarding parking and vehicular traffic. This plan will highlight the concerns of the citizens and recommends a complete study of both issues in any future Master Plan revision in the Village. Of course, all of the strategies in this Smart Growth Plan will seek to increase bicycle and pedestrian safety, access and connectivity as well as relieve parking problems and traffic congestion.

Walking/Biking/Transit

At the visioning sessions, it was generally agreed that biking is generally unsafe in South Orange due to a number of factors, including the width and design of roadways (such as small shoulders and lack of bike paths); missing connections so that you have to traverse major roads; and driver behavior (including speeding and inattention to bicyclists). It should be noted that improvements to pedestrian and bicycle circulation is addressed in detail in the recently-adopted Bicycle and Pedestrian Circulation Plan, which is summarized in the “Planning Context and History” portion of this document. Village wide recommendations in the plan included sidewalk design, crosswalk striping and signage, illumination, shared use trail along the Rahway River, expanded bicycle parking, traffic calming measures and signage improvements. All of these concerns are

currently under review and the Village Engineer’s office has preliminary plans in place for some of these initiatives.

A desire for traffic calming devices and enforcement of speed laws was expressed, as was the need for bike racks at key destinations, including at the train stations and in shopping areas. Many of these objectives can be met with cooperation between the Police Department, the Village, Main Street South Orange and NJ Transit.

A need for “yield to pedestrian” signs at crosswalk locations throughout the Village was mentioned at the visioning sessions. However, it was further clarified that mid-block crossings would not work from a public safety standpoint because drivers simply do not expect to stop for pedestrians in mid-block areas. Of special concern to the public was the path from South Orange Avenue to Mead Street. This connection needs to be lit, paved, with stormwater runoff problems such as pooling water and winter ice fixed. It was also requested of the Village to keep, repair and maintain the footpaths on Floods Hill and not remove them.



When those who drive to the train station were asked in the survey what options might convince them to use other modes of transportation, jitney service seems to hold the most potential with 64% indicating that they might use a Jitney service at least some of the time if it were expanded or improved. Improved pedestrian access and improved access via bicycle were not seen as particularly needed.

It should be noted that improvements to pedestrian and bicycle circulation is addressed in detail in the recently-adopted Bicycle and Pedestrian Circulation Plan, which is summarized in the “Planning Context and History” portion of this document.

Parking

An additional focus of the public visioning sessions for this Smart Growth Plan included the availability of parking. It is important to note that the perception of parking availability and the reality of parking availability are not always the same. Quantitative analysis of parking availability within the business districts and other areas of the Village provides additional guidance to decision makers regarding necessary measures. Shoor Depalma conducted one such study in 2004 for the Village and the South Orange Parking Authority.

The study was conducted on the eleven (11) parking lots within the Village, including the New Jersey Transit parking lot and Village Lots 1, 2, 3, 4, 5, 6, 7, 7A, 9 and 10. The New Jersey Transit parking lot was fully utilized and pick-ups and drop offs occurred in lot 9, creating issues of availability in that lot as well. Weekday peak hours of 9 am to 5 pm had occupancy of eighty percent (80%) or greater. Street parking was also inventoried and nearly ninety-five percent (95%) of on-street parking was occupied during peak hours with a significant amount of turnover, especially on South Orange



Avenue. The study concluded that comparing parking availability and utilization to reasonable parking standards, the CBD demands exceeded availability by almost 600 spaces on an average weekday. This would lend credence to the public perception of parking availability and the support for structured parking.

Sixty-four percent (64%) of the survey respondents identified the availability of parking as a “weakness” (36%) or “strongly negative weakness” (28%) in the Village. Conversely, only 15% identified the availability of parking in the Village as an asset. When asked in the survey whether they would support Village regulations or publicly funded programs that would improve the availability of parking in the Village’s commercial areas, survey respondents indicated strong support. Ninety-two percent (92%) indicated that they would be either “strongly supportive” (53%) or “supportive” (39%) of such efforts.

Parking was identified as an important issue in each of the business districts as well as at Baird Community Center. Eighty percent (80%) of the survey respondents felt that the availability of parking in the Central Business District was “average” or worse, with only sixteen percent (16%) identifying parking there as “good” or “very good.” The availability of parking in the Valley Street area received similar ratings, while parking seemed to be less of a concern in the Irvington Avenue area. Generally, survey respondents indicated that they would be more likely to visit the Central Business District and Valley Street area if parking was improved, with greater emphasis on the Central Business District.

Attendees of the visioning sessions discussed the need and desirability of more parking and, in particular, structured parking near the downtown area. It was expressed that “there is no place to park downtown” and that “parking is going to be even worse when the PAC opens.” The need for well sited but attractive structured parking in the downtown area was discussed. It was expressed that “parking decks can be done in nice way” and if done right can look more attractive than surface lots. Wrapping decks with other development (first floor retail with residential above) was one approach discussed. A planned redevelopment project in Harrison next to the PATH station was cited as an example, as was Livingston Town Center and State College, PA.

It was suggested that a deck with retail on the NJ Transit lot “would kill two birds with one stone, by adding needed retail downtown as well as necessary parking.” However, it was expressed that the design of any such facility would need to be coordinated with the river improvement plans. It was also expressed that another “logical place to tuck a lot of cars is the Third Street Rescue Squad lot where it could serve downtown and Valley Street.”

Vehicular Traffic

Another focus of the public visioning sessions was traffic and circulation. Again, a quantitative traffic analysis of the Village would provide additional guidance to decision makers regarding necessary measures. Sixty-seven percent (67%) of the survey respondents identified traffic flow during rush hours as a “weakness” (27%) or a “strongly negative weakness” (40%) in the Village. However, traffic flow during other times of the day received much more mixed results with more than half indicating that traffic flow during other times of the day was “neither an asset nor a weakness.”

Traffic in the Central Business District is generally perceived to be worse than the Valley Street and Irvington Avenue areas. Fifty-five percent (55%) of survey respondents identified traffic flow in the Central Business District as “poor” or “very poor,” while a much lower percentage characterized traffic flow in the Valley Street and Irvington Avenue areas in this way (most identified traffic in those area as “average/fair”).

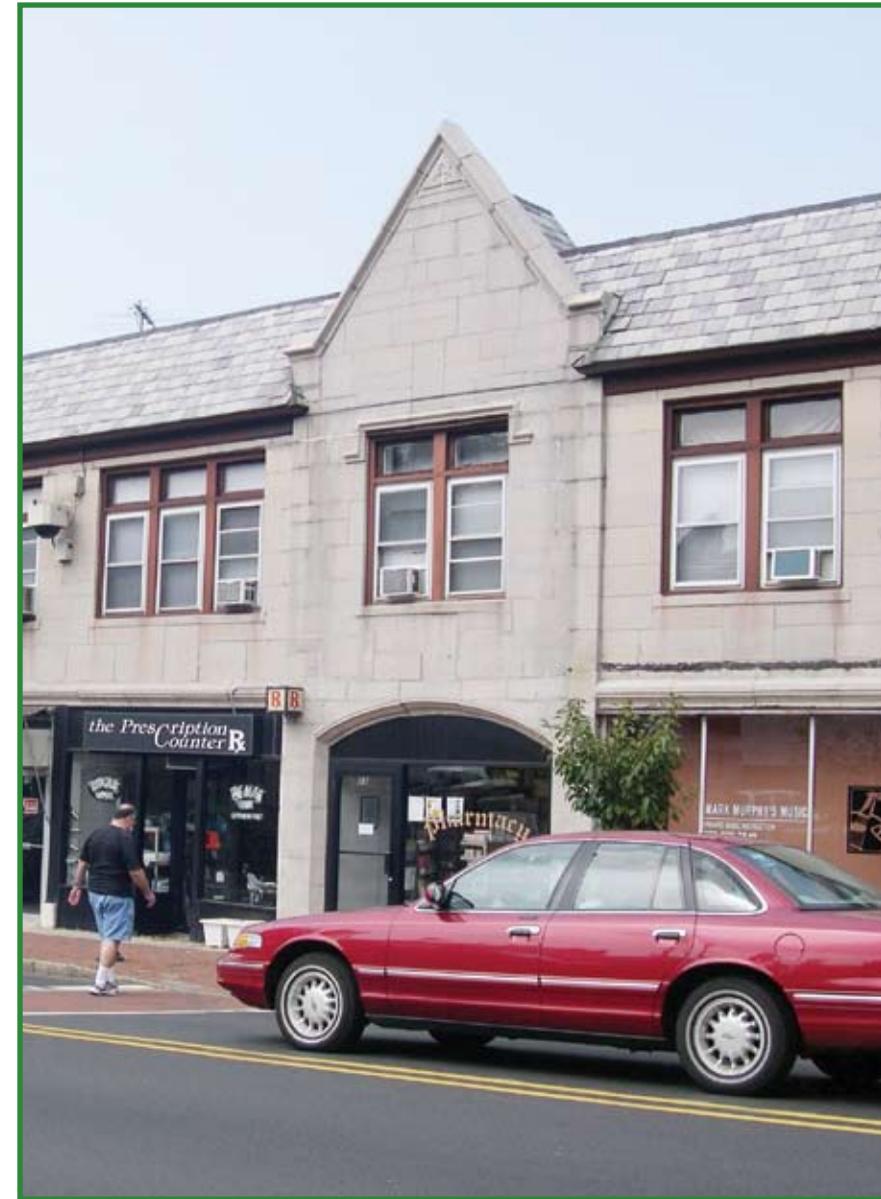
When asked in the survey whether they would support Village regulations or publicly funded programs that would improve traffic flow in the Village’s commercial areas, survey respondents indicated strong support. Eighty-six (86%) indicated that they would be either “strongly supportive” (48%) or “supportive” (38%) of such efforts. However, input from the visioning session expressed concern that traffic flow improvements must be done in a manner that is consistent with the Village objectives of improving pedestrian and bicycle friendliness and must also not negatively affect the Village’s supply of on-street parking.

Participants of the visioning sessions identified cut-through traffic on residential streets, Montrose Avenue and W. Montrose in particular, as a significant concern. Input from the

survey was consistent with this (i.e., this was one of the key factors identified as affecting neighborhood character). It was expressed that the Village should investigate traffic calming measures. However, it was expressed that the “problem with traffic calming is that it pushes thru-traffic into another neighborhood.” A similar concern was the pass through or regional traffic on South Orange Avenue. Both Montrose Avenue and South Orange Avenue function as regional and local collector roads.

Any future Master Plan revision in the Village should include a traffic study to identify the following:

- Identification and description (qualitative and quantitative) of traffic problems
- Identification of potential solutions
- Actions to be taken to address problems
- Responsible entities
- Transportation recommendations will seek to use a “Context Sensitive Solution” approach and include a strategy for traffic calming and coordination with land use plans





PARKS, OPEN SPACE AND RECREATION

Parks, Open Space and Recreation —————

The Village presently has an excellent plan in place for the preservation of natural resource and the provision of recreation facilities. This plan does not intend to break new ground in this area. Rather this plan will highlight the achievements in this area to date and suggest links between already established and publicly supported plans. This will rely heavily on the 2004 Recreation & Open Space Plan and Recreation Element of the Land Use Master Plan, Bicycle and Pedestrian Circulation Plan Element of the Master Plan, the East Branch of the Rahway River Master Plan Element of the Master Plan and the results of the public input session. These documents are summarized in the “Planning Context and History” portion of this document. Of course, all of the strategies in this Smart Growth Plan will seek to preserve open space and enhance recreational opportunities

In all of the previous planning documents, the availability of recreational facilities and recreational programs was identified as a strong Village asset. Input at the visioning sessions expressed the same general opinion, where it was expressed that the “Village’s parks, pool and other recreation facilities are good, they just need sprucing up.”

Suggestions offered at the visioning session included:

- Improving the “Baird Loop”
- Improving the Floods Hill area
- Improving the pool buildings at Cameron Field, specifically the changing rooms and bathrooms
- Designating the Middle School parking lot as a parking lot for Baird activities when school is not in session or school activities are not occurring
- Starting a campaign to encourage walking, especially to parks, and the need for a healthy lifestyle.

The “Baird Loop” was identified as being potentially dangerous in light of automobile and pedestrian interactions, such that:

- Automobiles speed to the field area from the entrance driveway
- Automobiles encroach on pedestrians crossing from parked spaces to go to Baird
- Automobiles “cruise” to see who is at the park, not stopping at the park as a destination
- Children playing basketball often chase balls onto Mead Street conflicting with cars
- A basketball drop off area is needed in that location (parents drop-off and pick-up kids in the fire lane) and that the pool buildings, specifically the changing rooms and bathrooms, at Cameron Field are in fair condition at best
- Parking at Baird Community Center will be improved by the addition of a bridge proposed in the Rahway River Plan. Such a bridge will allow shared parking between Meadowbrook Place and the Baird Community Center.



Recreation & Open Space Plan and Recreation Element of the Land Use Master Plan

Highlights Include:

- Development of a greenway zone and bikeway/walkway along the river, creating a stream buffer and greenway zone along the river for about 25 feet on both sides, “daylighting” covered portions and enhancing the river as an attractive place
- Development of an additional soccer field and a skate park
- Making better use of and adding value to existing parks and open space
- Making greenway connections between and among parks and major destinations.
- Acquiring strategic parcels of land
- Requiring conservation easements for new development and redevelopment
- Requiring developers to include open space as part and parcel of their site plans through cluster zoning or lot averaging

The Plan places an emphasis on the river restoration project. The Plan “considers the river as the connective, coordinating ‘spine’ of passive and active recreational activities and open space/park fields in town.” It indicates that with the restoration project, the river will “serve as the access link via a bikeway and pedestrian path connecting parks, Baird Community Center, the pool, tennis courts, the Middle School, downtown business areas, the main train station and other important destinations.” The Recreation Plan also recommends that recreation and open space lands and facilities needs should be a specific recognizable category with line items in the Village’s capital improvement plan, whether the expenditures are to be funded by the Village or private parties, and should be developed by Village department heads and professional staff, and approved, as all capital plans are, by the Village Trustees.

Bicycle and Pedestrian Circulation Plan

Highlights include:

- Village-Wide Recommendations
 - Sidewalk Design and Condition
 - Crosswalk Striping and Signage
 - Illumination
 - Shared Use Trail Along Rahway River
 - Expand Bicycle Parking
 - Traffic Calming Measures
 - Signage Improvements
- Primary Corridors and Routes
 - South Orange Avenue
 - Irvington Avenue
 - Montrose Avenue
 - Ridgewood Road/Walton Avenue
 - Valley Street
 - Academy Street
 - Vose Avenue and Scotland Road
- Secondary Corridors and Routes
 - Wyoming Avenue
 - Prospect Street/Third Street
 - Highland Avenue/Mead Street
 - Newstead Corridor

- o Grove Park Loop
- o Southeast Loop
- o Centre Street Loop
- o Meadowland/Mountain Station Corridor
- o Waterlands Corridor
- Improved Connections Between Parks
 - o Meadowland Park to Waterlands Park
 - o Waterlands Park to Chyzowych Field (in Maplewood)
 - o Improvement of the Rahway River Bridge to Meadowland Park
 - o Improved access to South Mountain Reservation.
- Connections Among Major Bicycle Destinations, Improved Access to Schools, Improved Access to Train Stations



- o South Orange Station
- o Mountain Station
- o South Mountain Elementary School
- o South Mountain Annex
- o Marshall Elementary School
- o South Orange Middle School
- o Columbia High School
- o Our Lady of Sorrows School
- o Marylawn of the Oranges School
- o Seton Hall University

The purpose of the Bicycle and Pedestrian Circulation Plan is to improve bicycle and pedestrian mobility for all township residents, employees, and visitors. The Plan recommends actions to improve non-motorized access, connectivity and the overall quality of the Village's walking and bicycling environment and to help South Orange achieve its vision for a Village-wide bicycle and pedestrian network that builds on the community's existing strengths. Additionally, it describes educational and promotional measures that can be adopted to increase walking and bicycling, and to improve safety for these modes throughout the Village.

East Branch of the Rahway River Corridor – Master Plan Report

Highlights Include:

- Southern Segment
 - Consolidation of the DPW compound
 - Construction of new trails that will provide connections to Chyzowych Field and Farrell Field
 - Existing pump house building retrofitted into a new nature center
 - Existing, underutilized open space redesigned and engineered as a wetland environment
 - The riparian improvements as “outdoor classroom” to study the ecology of the river corridor
 - Boardwalks will provide access to the wetland, and informational panels will provide environmental interpretation and guidance for leisure activities.
 - A proposed pedestrian bridge will connect the active recreation areas at Waterlands Park with the passive recreation and educational areas on the opposite side of the river.
 - Third Street will become an important gateway by providing access to the existing playground area and the new ecological learning areas
- Central Segment
 - Widening the river edges to foster leisurely enjoyment and recreational activities.

- Widening the edges will encourage Village residents and others to access the river more comfortably and effectively.
 - Urban promenades provide a connection between the urban center and ecological areas.
 - Promenade plaza area will provide a pedestrian connection across South Orange Avenue to the river corridor’s northern portion.
 - Pathway on the eastern side of the river will transition to a more park-like character.
 - On the opposite side of the river, the corresponding pathway also transitions to a park-like character.
- Northern Segment
 - Reconfiguring the pathways and pedestrian bridge, providing improved connections and creating a gathering space for leisure activities.
 - Reconfiguring the existing Middle School parking area would provide more space for the improved pathways.
 - Connection of this area to the opposite side of Mead Street by an improved pedestrian crossing.
 - Proposed pathways will improve connections between Baird Center and the existing ball fields, tennis courts, and playground adjacent to the community pool.
 - New pathways will be added along both sides of the river corridor, adjacent to both the Baird Recreation Center parking lot and Meadowbrook Lane.

- o A small pedestrian bridge will be added here to connect Floods Hill to the activities in the vicinity of Baird Recreation Center.
- o The path will continue between the existing residential area, Montrose School, and the baseball fields alongside the commuter rail line. The extension of this pathway will require the removal of two of the tennis courts at the Baird Recreation Center in order to allow for safe passage near the Recreation Center.
- o The proposed Meadowbrook Lane promenade is intended to respond to the historic nature of the adjacent Flood Hill Park and Duck Pond, while satisfying the need for river slope re-vegetation and riparian edge creation.
- o In order to accommodate these changes, Meadowbrook Lane will be reconfigured so that parallel parking can occur on both sides, adding parking for special events in the park and recreation areas.

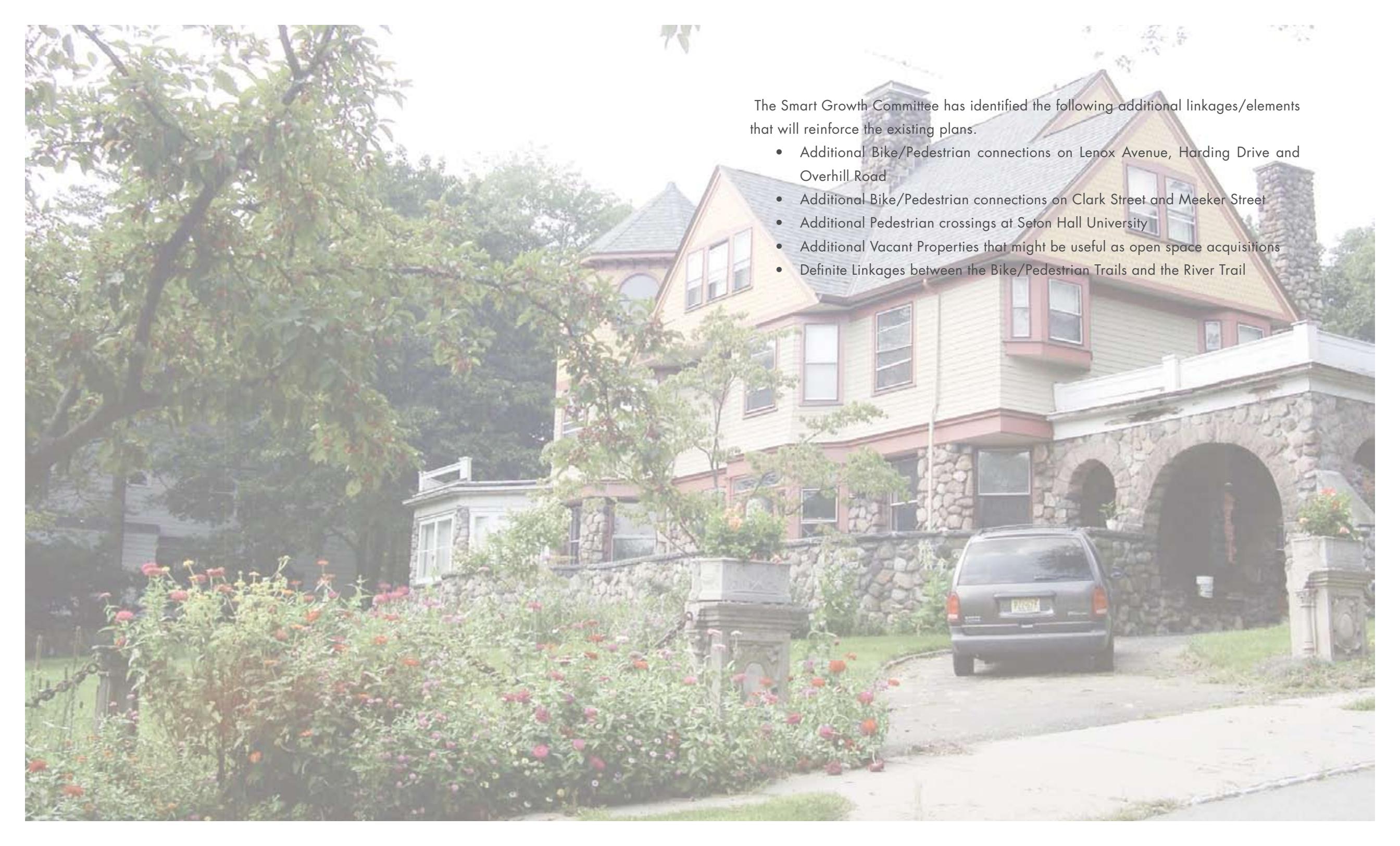
South Orange is currently investigating the feasibility of restoring the East Branch of the Rahway River Corridor, which runs through the Village and neighboring communities. In its current configuration, a significant portion of the Rahway River within South Orange functions as an uninviting, concrete-lined drainage channel. The Village is planning to transform this underutilized waterway into an attractive greenway and community focal point. The envisioned greenway would serve as a north-south spine for a Village-wide non-motorized network. This network would provide improved accessibility and connectivity between major bicycle and pedestrian destinations throughout the Village, including the Central Business District, train stations, schools, and parks.

Working with Main Street South Orange Inc, the Village of South Orange commissioned the preparation of a plan for the restoration of the river corridor, the latest version of which is dated February 2007.

The Green Map

The one element of the Smart Growth Plan that is new as it relates to recreation and open space planning is the combination of all of these plans into a single map to fully understand their interactions and to identify any areas that are incongruent, superfluous or neglected. More simply put, do these plans work well together and what did we miss?

- The Green Map links the Recreation and Open Space Master Plan, Bicycle and Pedestrian Circulation Plan, the East Branch of the Rahway River Master Plan and the results of the public input sessions.
- Promotes the establishment of connections between schools and the University to business zones and train stations via bicycle and pedestrian greenways.
- Coordinate with the Rahway River Plan including potential connections to trails planned along River, extension into neighborhoods, any missing links (e.g., missing sidewalks, etc.) in order to link educational, economic and commercial destinations public facilities and downtown amenities.



The Smart Growth Committee has identified the following additional linkages/elements that will reinforce the existing plans.

- Additional Bike/Pedestrian connections on Lenox Avenue, Harding Drive and Overhill Road
- Additional Bike/Pedestrian connections on Clark Street and Meeker Street
- Additional Pedestrian crossings at Seton Hall University
- Additional Vacant Properties that might be useful as open space acquisitions
- Definite Linkages between the Bike/Pedestrian Trails and the River Trail





CAPITAL IMPROVEMENTS

Capital Improvements

Community facilities play a key role in maintaining the Village's quality of life and contribute to a community's reputation as a desirable place to live and work. In 2006, the Village created a new six-year capital budget. Under this budget, the Village proposed \$9.366 million in capital improvements. Approximately half of the estimated budget is for engineering services. Large allocations are also made to Recreation and Public Works. While this allocation will address most of the Village's capital improvement needs, some may remain unmet. Although many of South Orange's community facilities are of the highest standard, both the Village Hall and the Police Headquarters are known to be in poor condition either due to age, design, maintenance, or space. Therefore, in 2006 the Village hired the firm Wank Adams Slavin Associates (WASA) to prepare condition reports that would detail the current deficiencies of these buildings and the cost for improvement and repairs.

Village Hall

Wank Adams Slavin Associates (WASA) prepared a condition assessment report for the Village concerning all possible improvements to the Village Hall in October 2006. The report was divided into four basic parts: Historic Condition Assessment, Mechanical Engineering and Plumbing assessment, Interior Spatial Needs and Requirements, Proposed Programmatic Improvements. Each of these four basic areas broke down the current condition of the building and the improvements possible under each area. All improvements were subdivided into three categories: Level 1, Level 2, and Level 3. Level 1 improvements are imperative, and if the Village is to undertake any improvement to the Village, then Level 1 improvements are the highest priority. Level 2 improvements are required and recommended. Level 3 improvements are desirable upgrades that would improve the overall condition of the building.

The Condition Assessment Report for Village Hall totals more than \$2 million dollars of potential improvements spread across all three levels. \$1 million of the improvements fall under Level 1 due to the amount of deferred maintenance on the more than 100 year old structure. The report describes the situation as one of cascading deterioration, where each additional form of deterioration causes further deterioration of more areas of the building. The WASA report found that the largest problem is the poor condition of the roof. With a more than century old slate roof, the Village Hall now needs a new roof. The current roof is a source of many leaks and water damage that are causing interior and exterior deterioration, particularly of the decorative brick, stone and wood features. Therefore, of the Level 1 improvements, more than \$850,000 are roofing improvements, including a new slate roof, new flashing, and waterproofing. While many more improvements focus on both the internal layout of the building and refurbishing the historical charm of the structure, the most important non-roof improvements are safety and code related. These include removal of asbestos on the HVAC system in the building and the reconstruction of stairwells throughout the building to meet modern fire code standards for public buildings.

Police Station

The Village also retained WASA to create a Condition Assessment Report for the Village Police Headquarters. The report was completed in August 2006. The building currently provides joint space for both the police department and the municipal courts. The WASA report found that most of the internal improvements for the structure are code and ADA improvements, including additional access for the first floor and basement. The site inspection also found roof deficiencies, the need for additional storage space, and suitable prisoner bathing areas. The largest single deficiency found was the lack of space, with the combined court and police building being approximately 4,000 square feet too small for the operations that are carried out at the facility. A simple lack of space

makes accommodating many of the required code and ADA improvements even more difficult.

To address the necessary improvements, including the approximately 4,000 square foot space deficiency, the report recommends three building expansion options. Option 1 would be an addition on the rear of the existing building, conversion of the entire site to police use, and the construction of a new one story Court building on a separate site. For the \$3.9 million cost, this expansion would provide the combined court and police offices with an additional 6, 000 square foot for operations. Under Option 2, the existing one story courtroom and public entry would be demolished for a two story addition. The addition would place court facilities on the section story of the structure with some basement storage space and police storage and operations on the entire first story and a portion of the basement. Option 2 would provide the combined court and police operations with approximately 7,000 square feet of additional space at a cost of \$4.8 million. Option 3 calls for one and two story additions with additional basement space, including expanded shared court and police spaces on the first story and basement. Option 3 provided approximately 4,000 square feet of additional space at a cost of \$3.9 million. For all three options approximately 17% of the cost would go to making the required code, ADA, floor, and internal repairs identified for the existing structure.

Recommendations

Over time, the Village has acquired community facilities of varying ages. In an attempt to meet the needs of these varied facilities, the Village has allowed deferred maintenance to accrue at some of its oldest and most venerable facilities, such as Village Hall. The Village's recent efforts to inventory its most pressing maintenance needs is an important step in addressing this deferred maintenance. The Village should no longer be deferring

maintenance on community facilities. Instead, all maintenance obligations for community facilities should be accounted for and addressed through the Village's long-range capital facilities budget.





STRATEGIC PLAN

Strategic Plan

Implementation Strategies

The Implementation Timetable establishes the implementation agent as well as the general timeline for action on the following action strategies. These strategies are taken from the objectives outlined in this Plan.

The implementation agent identifies the general level of responsibility for implementing the strategy. The timetable is broken down into three levels: Short-term (within 6 months); Mid-term (from 6 months to 18 months); Long-term (from 18 months to a strategy that should continue on an ongoing basis).



LAND USE – COMMUNITY CHARACTER

Goal: Historic Preservation

Action Strategy	Implementation Agent	Timeline
Create an Historic Preservation Plan Element of the Master Plan <ul style="list-style-type: none"> • Indicate the location and significance of historic sites and districts • Identify the standards used to assess the worthiness for historic site or districts identification • Analyze the impact of the component and element of the Master Plan on preservation in the Village 	Planning Board, Historic Preservation Commission	Short Term
Create an Historic Preservation Commission	Village Trustees	Short Term
Create an Historic Preservation Ordinance with the power to actively regulate development in designated historic districts	Village Trustees	Short Term
Develop design standards for the Montrose Park Historic District and other districts and properties designated under a South Orange Historic Preservation Ordinance	Planning Board, Historic Preservation Commission (may be with a Planning Consultant)	Short Term
Commission a detailed study on all possible historic sites and features in South Orange and jointly update the Historic Preservation Element for the Master Plan reflecting the findings of this study	Historic Preservation Commission (may be with a Planning Consultant)	Medium Term
Consider application to the Certified Local Governments Program to increase local funding for historic preservation	Village Trustees	Medium Term
Use the creation of local historic districts and linkages to arts and education to fuel greater tourism in South Orange	Village Trustees, Historic Preservation Commission, Main Street South Orange, SOPAC, Chamber of Commerce	Medium Term
Continue to develop and refine design standards as the Village desires for all designated historic sites and districts	Planning Board, Historic Preservation Commission	Medium Term
Produce updated surveys of historic sites in South Orange as necessary and update the Historic Preservation Element for the Master Plan as necessary	Historic Preservation Commission (may be with a Planning Consultant)	Long Term

Goal: Urban Design

Action Strategy	Implementation Agent	Timeline
Review Design Standards from Redevelopment Plans for application as General Site Design Standards that should apply throughout the Township	Planning Board	Short Term
Change Bulk Standards for Residential and Commercial zone areas to support General Site Design Standards	Village Trustees, Planning Board	Short Term
Change Municipal Site Design standards for Residential and Commercial development to support General Site Design Standards	Village Trustees, Planning Board	Short Term
Include Street, Sidewalk and Crosswalk standards in revised Circulation Element of Master Plan as well as in revised engineering and construction standards	Planning Board (may be with a Planning /Design Consultant)	Medium Term
Review and revise Design Standards for Central Business District in light of continuing redevelopment activity and Historic Preservation Commission findings	Village Trustees, Planning Board	Medium Term
Create Design Standards for Valley Street Business District based on findings of Smart Growth Plan and Historic Preservation Commission findings	Village Trustees, Planning Board	Medium Term
Create Design Standards for Irvington Avenue Business District based on findings of Smart Growth Plan and Historic Preservation Commission findings	Village Trustees, Planning Board	Medium Term
Create Design Standards for Residential Districts based on findings of Smart Growth Plan and Historic Preservation Commission findings for Historic Preservation Areas	Village Trustees, Planning Board	Medium Term
Revise Design Standards for all Districts based on continuing Redevelopment, infill development and findings of Zoning Board of Adjustment reports.	Village Trustees, Planning Board	Long Term

Goal: Zoning and Planning

Action Strategy	Implementation Agent	Timeline
Create and adopt new Use and Bulk Standards for PRCA District <ul style="list-style-type: none"> • Lot Area • Setbacks • Accessory Structures 	Village Trustees, Planning Board	Short Term
Enact Prior Zoning Change Recommendations from 2000 Master Plan Reexamination Report <ul style="list-style-type: none"> • Zone Change in RC-1 (South Orange Avenue) to Residence A • Zone Change in B-2 (Second, Third and Milligan) to Residence B • Amend RC-1 zone re: permitted uses and FAR • Conditional Use Standards for Carriage Houses as Accessory Apartments in Residence Zones 	Village Trustees, Planning Board	Short Term
Change Bulk Standards for Residential areas to limit future Subdivision and out of scale infill development <ul style="list-style-type: none"> • Corner Lot Bulk Standards • Lot Area • Lot Width and Lot Depth • Building Envelope Standards • Address volume through story and height controls 	Village Trustees, Planning Board	Short Term
Create and adopt Critical Areas Ordinance to protect Environmentally Constrained Lands <ul style="list-style-type: none"> • Minimum contiguous building envelope requirements outside of critical areas • Prohibit Lot Disturbance in critical areas 	Village Trustees, Environmental Commission, Planning Board	Medium Term
Comprehensive review and revision of Land Development Ordinance per new Master Plan	Village Trustees, Planning Board	Long Term

Goal: Business Districts

Action Strategy	Implementation Agent	Timeline
Create and Promote Specific and Unique Identity for each Village Business District <ul style="list-style-type: none"> • Identify Strengths and weaknesses • Existing and future retail and mixed use development possibility • Relationship to Seton Hall University • Relationship to Rahway River Corridor and Bike Circulation Plan 	Village Trustees, Planning Board (may be with a Planning /Design Consultant)	Short Term
Review and Revise Design Standards for Central Business District in light of continuing redevelopment activity and Historic Preservation Commission findings	Village Trustees, Planning Board, Historic Preservation Commission (may be with a Planning /Design Consultant)	Short Term
Create Design Standards for Valley Street Business District based on findings of Smart Growth Plan and Historic Preservation Commission findings	Village Trustees, Planning Board (may be with a Planning /Design Consultant)	Short Term
Create Design Standards for Irvington Avenue Business District based on findings of Smart Growth Plan and Historic Preservation Commission findings	Village Trustees, Planning Board (may be with a Planning /Design Consultant)	Short Term
Promote discussion and evaluation of Business/Special Improvement District for entire Village or for each individual Business District	Village Trustees, Planning Board, Stakeholders, Public input, Main Street South Orange, Chamber of Commerce, SOPAC	Short Term
Create and Implement Marketing Studies for each Business District to identify potential for expanded retail and service businesses	Village Trustees, Planning Board, Main Street South Orange, Chamber of Commerce, SOPAC (may be with Consultant)	Medium Term
Promote continuing cooperation between Village Government, Planning and Zoning Boards and Chamber of Commerce, and Main Street South Orange	Municipal agencies - Village Trustees, Planning Board, Zoning Board, Main Street South Orange, Chamber of Commerce, SOPAC	Medium Term
Identify opportunity to link Business District improvements with promotion of Historic Preservation and Arts tourism.	Historic Preservation Commission, Stakeholders, Main Street South Orange, Chamber of Commerce	Long Term
Continue to evaluate use of Redevelopment and Rehabilitation for Business District Improvement	Village Trustees, Planning Board (may be with a Planning /Design Consultant)	Long Term

CIRCULATION

Goal: Bicycle/Pedestrian

Action Strategy	Implementation Agent	Timeline
Create Green Infrastructure Map - composite view/map of overall Recreation, Open Space, Bike, Pedestrian and Rahway River Corridor plan for Village, identify areas of potential improvement, including recommendations for strategic links throughout the remainder of the community.	Smart Growth Plan Committee	Short Term
Implement provisions of existing Bike and Pedestrian Plan	Village Trustees, Planning Board, Engineer	Short Term
Integrate Bike and Pedestrian Plan with Rahway River Plan including potential connections to trails planned along River, extension into neighborhoods, any missing links (e.g., missing sidewalks, etc.) in order to link educational, economic and commercial destinations public facilities and downtown amenities	Village Trustees, Environmental Commission, Planning Board, Engineer, Main Street South Orange, Chamber of Commerce (may be with a Planning /Design Consultant)	Short Term
Establishment of pedestrian connections between schools and business zones via greenways	Public input, school board, businesses, Environmental Commission, Planning Board, Main Street South Orange, Chamber of Commerce	Medium Term
Construction of new pedestrian paths to increase SHU students' access to the business district and to the train station	Planning Board, Seton Hall University (may be with a Consultant), Engineer	Medium Term
Continue to review and revise Bike and Pedestrian Plan as additional elements are constructed and as Business Districts continue to develop/redevelop	Planning Board , Engineer	Long Term

Goal: Parking

Action Strategy	Implementation Agent	Timeline
Summarize and distribute findings of Parking Studies to Public	Village Trustees, Planning Board	Short Term
Promote alternatives (bike and pedestrian) for local access to merchants	Planning Board (may be with a Planning /Design Consultant)	Short Term
Encourage delivery services by local merchants to allow for pedestrian and bike access	Planning Board, Main Street South Orange, Chamber of Commerce	Short Term
Establish better drop off and pickup locations at Train Station (kiss and ride)	Planning Board, Engineer, State DOT	Medium Term
Study Third Street Rescue Squad lot for parking to serve Central Business District and Valley Street	Planning Board, Engineer, Main Street South Orange, Chamber of Commerce (may be with a Planning Consultant)	Medium Term
Continue to study options for structured parking in Central Business District for shared use by commuters and Central Business District merchants and residents	Planning Board, Main Street South Orange, Chamber of Commerce, Stakeholders, State DOT	Long Term

Goal: Traffic / Vehicular Circulation

Action Strategy	Implementation Agent	Timeline
Incorporate traffic calming measures into Site Planning process for new applications before Planning Board in areas of concern	Village Trustees, Planning Board, Engineer	Short Term
Analyze and determine solutions for traffic circulation issues throughout Village in Circulation Element of Master Plan, focusing on: <ul style="list-style-type: none"> • Cut through traffic on residential Streets • Montrose District (Grover, Montrose, West Montrose) • County transportation Corridors (South Orange Avenue, Scotland Road, Ridgewood Road, Wyoming Avenue, Irvington Avenue and Valley Street) 	Planning Board, Engineer, (may be with a Consultant)	Medium Term
Continue to study circulation issues throughout Village	Planning Board, Engineer, public input sessions	Long Term

Goal: Parks And Open Space

Action Strategy	Implementation Agent	Timeline
Create Green Infrastructure Map - composite view/map of overall Recreation, Open Space, Bike, Pedestrian and Rahway River Corridor plan for Village, identify areas of potential improvement, including recommendations for strategic links throughout the remainder of the community.	Village Trustees, Environmental Commission, Planning Board (may be with a Planning /Design Consultant)	Short Term
Implement Phase 1 of the East Branch of the Rahway River Corridor – Master Plan Report (2005)	Village Trustees, Planning Board, Environmental Commission	Short Term
Implement recommendations of Recreation & Open Space Plan and Recreation Element of the Land Use Master Plan (2004)	Village Trustees, Planning Board, Environmental Commission	Medium Term
Implement recommendations of Bicycle and Pedestrian Circulation Plan (2005)	Village Trustees, Planning Board	Medium Term
Continue to study overall Recreation, Open Space, Bike, Pedestrian and Rahway River Corridor development and implementation throughout Village	Village Trustees, Environmental Commission, Planning Board (may be with a Planning /Design Consultant)	Long Term

FUNDING PLAN

Program Name	Description	Relationship to Implementation Strategies
Casino Reinvestment Development Loans	To reinvest a portion of Casino Industry's gross revenues in housing and economic development projects statewide. Loans obtained from the CRDA must be secured; projects must be financially feasible; and projects must receive a bond rating of "B" or better. Funds can be used for construction, rehabilitation, acquisition, professional fees, etc. CRDA can provide construction and permanent financing. Project fees can be capitalized in the loan.	Business Districts, Parking
Entrepreneurial Training Institute	An eight-week program to help new and aspiring entrepreneurs learn the basics of operating a business. Business plans critiqued by professionals in the field. Graduates may apply for financing through the Small, Minority-owned, Women owned business fund and other funding sources.	Business Districts
Environmental Opportunity Zones	Created through a municipal ordinance, EOZ's enable the ability to offer tax abatements for up to 15 years. In exchange, the owner/developer must remediate the property. The municipality receives incremental payments in lieu of taxes based on a prerediation assessment.	Business Districts
Federal Land and Water Conservation Fund	Provides monies to federal, state and local governments to acquire land, water and conservation easements on land and water	Park and Open Space

Program Name	Description	Relationship to Implementation Strategies
Fund For Community Economic Development	Loans and loan guarantees are made to urban-based community organizations that in turn make loans to micro-enterprises and small businesses who may not qualify for traditional bank financing. Affordable capital is provided to fill financing gaps in the development of community facilities and other real-estate based economic development projects. Funds are available to local groups to finance feasibility studies and other predevelopment costs to determine if a real estate project is viable. Technical support is also available to support the long-term growth of the organization.	Business Districts
Main Street New Jersey	Technical assistance provided by nationally recognized professional downtown revitalization program providing business communities with the skills and knowledge to manage their own business districts. Improves the local economy, as well as the appearance and image of traditional downtown, through the organization of business people, local citizens and resources.	Business Districts, Urban Design, Historic Preservation
New Jersey Environmental Infrastructure Trust	Provides low-cost financing for the construction of projects that enhance and protect water resources. Also available for land acquisition projects that help protect water resources.	Park and Open Space
New Jersey Historic Trust Historic Preservation Revolving Loan Fund	For preservation, improvement, restoration, rehabilitation and acquisition of historic properties. Currently, the maximum available loan is \$370,000. The interest rate on these loans is no more than 4%.	Historic Preservation, Park and Open Space

Program Name	Description	Relationship to Implementation Strategies
Revenue Allocation Districts	For municipalities seeking to encourage revenue generating development projects in a Revenue Allocation District as part of a redevelopment plan approved by the local governing body. A municipality may designate a Revenue Allocation District of up to 15% of the total taxable property assessed in the community within an established Redevelopment Area. It may designate the EDA to act on its behalf as a redeveloper and district agent for redevelopment projects with responsibilities for, among other things, land and property acquisition, demolition, renovations or improvements.	Business Districts
Special (Business) Improvement District Challenge Grants	Dollar for dollar matching grants up to \$10,000 from DCA to support the technical and professional services needed to establish a Special Improvement District or SID.	Business Districts, Urban Design, Historic Preservation, Parks and Recreation
Special (Business) Improvement District Loans	To provide loans up to \$500,000 to make capital improvements within designated downtown business improvement zones.	Business Districts, Urban Design, Historic Preservation, Parks and Recreation
Special Improvement Districts (SIDs)	Provides assistance to New Jersey's downtown and business centers.	Business Districts, Urban Design, Historic Preservation, Parks and Recreation
Sustainable Development Loan Fund	Loans with flexible terms and interest rates to support the expansion of environmental business in New Jersey. Key words include pollution prevention; resource conservation and sustainable production. Loans may be used for sales expansion, development of new products or services, purchase of new equipment or facilities and improvement of environmental performance.	Park and Open Space



APPENDIX A

Appendix A - Survey Questions

1. How would you describe the overall quality of life in South Orange?

Very Good	Good	Average/ Fair	Poor	Very Poor	No Opinion
12%	47%	37%	3%	2%	0%

2. Thinking of the last few years, how would you describe the change in the overall quality of life in South Orange?

Improved	Remained the Same	Declined	No Opinion
15%	40%	37%	9%

3. If you feel the quality of life in South Orange has changed, what has caused this change and in what manner has it affected you?

	Percents of Responses	Percent of Respondents
Negative Responses		
<i>Redevelopment</i>		
Pace/management of downtown redevelopment	35%	65%
Appearance / boarded up/ vacant lots	2%	4%
Other	1%	2%
Total	38%	70%
<i>Downtown development/ appearance</i>		
Unavailability of parking	6%	11%
Vacant stores	5%	9%

	Percents of Responses	Percent of Respondents
Types of uses/ lack of destination uses	4%	7%
Appearance of existing stores	2%	4%
Appearance of new residential development	2%	4%
Total	18%	33%
<i>Public services/government</i>		
Increased taxes	8%	14%
Municipal government	7%	12%
Schools	5%	9%
Code enforcement	4%	7%
Water quality	4%	7%
Sidewalk and/or street maintenance	4%	7%
Condition of public facilities/parks	2%	4%
Total	32%	60%
Traffic		
	5%	9%
Crime/safety		
	4%	7%
Other		
	4%	7%
<i>Positive Responses</i>		
Civic beautification	3%	7%
New restaurants/ shops	3%	7%
Train service	1%	4%
Civic programs	1%	4%
Other	5%	12%
Total	15%	35%

4. To what degree do you consider each of the following factors to be a positive asset or weakness of South Orange?

	Strongly Positive Asset	Positive Asset	Neither an Asset or a Weakness	Weakness	Strongly Negative Weakness
Ease of commute by train and/or bus	69%	28%	1%	2%	0%
Character of residential neighborhoods	52%	42%	3%	3%	0%
Availability of recreational facilities (e.g., pool, courts, fields)	20%	71%	4%	1%	0%
Ease of commute by automobile	20%	48%	19%	5%	4%
Availability of recreational programs	20%	57%	12%	2%	1%
Stability/appreciation of home values	17%	59%	18%	4%	1%
Availability and quality of cultural activities	16%	48%	17%	15%	2%
Amount of open space	15%	57%	14%	10%	4%
Access to and variety of restaurants in the Village's commercial areas	7%	38%	17%	25%	12%
Safety/Security	5%	30%	24%	32%	8%
Quality of municipal services	5%	28%	34%	14%	16%
Availability of parking	3%	12%	19%	36%	28%
Traffic flow during other times of the day	2%	19%	54%	17%	5%
Traffic flow during rush hours	2%	4%	26%	27%	40%
Access to and variety of retail stores in the Village's commercial areas	4%	11%	14%	37%	33%
Character/ appearance - Irvington Avenue business area	2%	4%	16%	37%	35%
Character/ appearance - Central Business District (South Orange Avenue)	4%	18%	8%	34%	36%
Character/ appearance - Valley Street business area	2%	8%	17%	35%	36%

5. What do you consider to be the most pressing planning and development issues in your immediate neighborhood?

	Percent of Responses	#1 Issue	#2 Issue	#3 Issue
Redevelopment				
Completion of downtown redevelopment	17%	28%	11%	4%
Vacant stores, appearance of stores	2%	1%	1%	8%
Improving South Orange Avenue	2%	2%	3%	2%
Types of uses/ lack of destination uses	1%	2%	1%	0%
Viability/support for SOPAC	1%	0%	1%	2%
Total	24%	34%	18%	17%
Traffic, Parking, and Safety				
Speeding/ enforcement	11%	11%	10%	13%
Crime/ safety/ street lighting	7%	6%	4%	13%
Traffic congestion	5%	3%	5%	9%
Parking	5%	3%	7%	4%
Other	0%	0%	1%	0%
Total	28%	24%	27%	38%

Local Government/ Services				
Sidewalk and/or street maintenance, curbs	12%	12%	14%	9%
Increased taxes	2%	3%	3%	0%
Municipal government	2%	1%	1%	4%
Schools	2%	2%	3%	0%
Finishing the Ridgewood Road project	1%	1%	1%	0%
Recycling/ solid waste pickup	1%	0%	0%	4%
Litter removal	1%	0%	1%	2%
Total	21%	20%	23%	19%
Other				
Preservation of historic buildings/ neighborhoods	3%	1%	0%	0%
Open Space and Recreation	2%	2%	4%	0%
Environmental issues at/completion of Pulte site	2%	1%	3%	0%
Maintaining neighborhood character	2%	3%	3%	0%
Property maintenance	2%	1%	3%	2%
Improvement of Irvington Avenue and/or Valley Street	1%	3%	5%	0%
Dying trees	1%	1%	0%	4%
Appearance/design of Montrose circle	1%	1%	0%	9%
Second principal unit (carriage houses)	1%	1%	1%	0%
Other	7%	6%	10%	9%
Total	27%	22%	35%	23%

6: What do you consider to be the most pressing planning and development issues in South Orange as a whole?

	Percent of Responses	#1 Issue	#2 Issue	#3 Issue
Pace of Redevelopment	39%	45%	40%	32%
Downtown development/ appearance of commercial areas	14%	21%	8%	11%
Parking	9%	5%	8%	16%
Traffic	6%	7%	8%	5%
Taxes	4%	2%	4%	6%
Local Government	4%	3%	5%	3%
Improvement of Valley Street and Irvington Avenue	3%	0%	8%	3%
Parks and Open Space	3%	2%	1%	6%
Schools	3%	5%	4%	0%
Safety	3%	0%	5%	3%
Fair Housing	2%	1%	3%	3%
Plan and Vision	1%	3%	0%	0%
Preservation	1%	0%	1%	2%
Other	7%	5%	7%	11%

7. To what extent would you support regulations or programs that seek to protect and/or improve South Orange’s residential neighborhoods?

	Strongly Supportive	Supportive	Neutral or No Opinion	Unsupportive	Strongly Unsupportive
Efforts to protect historic districts and historically-significant properties	53%	34%	10%	3%	0%
Reduce/slow traffic on local streets	51%	34%	12%	4%	0%
Zoning regulations that restrict potential future development in residential neighborhoods	46%	29%	18%	7%	0%
Specific design guidelines for exterior changes to homes	21%	33%	23%	23%	1%

8. How would you rate South Orange’s Central Business District with respect to the following?

	Very Good	Good	Average/ Fair	Poor	Very Poor
Amenities (decorative lamp posts, sidewalks, benches, etc.)	10%	48%	30%	9%	1%
Maintenance and litter removal	13%	30%	36%	13%	8%
Availability of restaurants	9%	36%	35%	11%	9%
Availability of personal service businesses (e.g., hair salon, dry cleaners)	9%	24%	34%	24%	7%
Availability of parking	2%	14%	34%	30%	19%
Storefront appearance	1%	9%	32%	39%	20%
Traffic flow	0%	8%	38%	35%	20%
Availability of stores selling retail goods	0%	3%	21%	43%	33%

9. To what degree would the following factors increase the frequency of your patronage to businesses in the Village's Central Business District?

	Very Likely	Somewhat Likely	Not Likely	No Opinion
Different type of businesses	80%	19%	1%	0%
Improved storefronts	53%	40%	7%	0%
More sit-down restaurants	55%	33%	10%	2%
More evening activities	53%	31%	14%	2%
Improved appearance of the business area in general (appearance of sidewalks, benches and other public amenities)	46%	38%	12%	5%
An increase in cultural and entertainment activities/uses	45%	43%	12%	1%
Safety improvements (e.g., lighting, Police presence)	42%	41%	16%	2%
Improved "pedestrian friendliness" within the business area	38%	42%	16%	5%
Increased availability of parking	33%	46%	16%	5%
Improved maintenance and litter removal	28%	41%	25%	7%
Improved pedestrian and/or pedestrian access from your neighborhood	27%	25%	35%	14%
Better Jitney service	18%	24%	44%	15%
Availability of delivery services	18%	20%	48%	15%

10. To what extent would you encourage or discourage the following kinds of businesses in South Orange's Central Business District?

	Strongly Encourage	Encourage	Neither Encourage or Discourage	Discourage	Strongly Discourage
"Upscale" retail shops that sell items such as clothing, housewares, etc.	52%	33%	12%	2%	1%
Arts and entertainment uses	48%	36%	14%	3%	0%
Sit-down restaurants	45%	37%	15%	4%	0%
Other types of retail shops	43%	39%	15%	2%	0%
Mixed-use development (commercial use on first floor with residential use above)	21%	28%	34%	13%	4%
Office development	10%	35%	40%	14%	2%
Personal service businesses (e.g., hair salons, dry cleaners)	11%	21%	41%	16%	11%
Medical-related uses	8%	26%	49%	15%	3%
Gas stations and other auto service businesses	4%	10%	33%	35%	19%

11. How would you rate the Valley Street business district with respect to the following?

	Very Good	Good	Average/ Fair	Poor	Very Poor	No Opinion
Maintenance and litter removal	1%	14%	43%	20%	7%	14%
Traffic flow	0%	11%	54%	20%	9%	6%
Availability of parking	2%	13%	29%	29%	20%	6%
Amenities (decorative lamp posts, sidewalks, benches, etc.)	0%	11%	35%	30%	14%	9%
Availability of personal service businesses (e.g., hair salon, dry cleaners)	1%	11%	28%	31%	12%	16%
Availability of restaurants	1%	10%	20%	36%	25%	7%
Availability of stores selling retail goods	0%	3%	19%	41%	32%	4%
Storefront appearance	0%	3%	13%	53%	28%	3%

12. To what degree would the following factors increase the frequency of your patronage to businesses in the Valley Street business district?

	Very Likely	Somewhat Likely	Not Likely	No Opinion
Different type of businesses	56%	38%	3%	3%
More sit-down restaurants	45%	38%	14%	3%
Improved appearance of the business area in general (appearance of sidewalks, benches and other public amenities)	39%	51%	7%	3%
Improved storefronts	39%	47%	12%	2%
Safety improvements (e.g., lighting, Police presence)	36%	47%	11%	6%
An increase in cultural and entertainment activities/uses	35%	37%	23%	5%
Improved "pedestrian friendliness" within the business area	32%	45%	14%	9%
More evening activities	36%	29%	30%	5%
Increased availability of parking	18%	53%	23%	6%
Improved maintenance and litter removal	20%	45%	24%	11%
Improved pedestrian and/or pedestrian access from your neighborhood	20%	30%	35%	14%
Availability of delivery services	15%	24%	43%	19%
Better Jitney service	12%	15%	53%	19%

13. To what extent would you encourage or discourage the following kinds of businesses in the Valley Street business district?

	Strongly Encourage	Encourage	Neither Encourage or Discourage	Discourage	Strongly Discourage
"Upscale" retail shops that sell items such as clothing, housewares, etc.	41%	38%	15%	4%	1%
Other types of retail shops	40%	42%	14%	2%	1%
Sit-down restaurants	39%	39%	16%	4%	1%
Arts and entertainment uses	31%	34%	27%	4%	3%
Mixed-use development (commercial use on first floor with residential use above)	25%	34%	21%	10%	10%
Office development	22%	37%	32%	5%	4%
Medical-related uses	14%	30%	40%	12%	4%
Personal service businesses (e.g., hair salons, dry cleaners)	9%	26%	40%	18%	6%
Gas stations and other auto service businesses	6%	17%	38%	21%	17%

14. How would you rate the Irvington Avenue business district with respect to the following?

	Very Good	Good	Average/ Fair	Poor	Very Poor	No Opinion
Availability of parking	22%	16%	29%	19%	7%	27%
Maintenance and litter removal	2%	10%	39%	14%	10%	26%
Traffic flow	0%	10%	45%	15%	4%	26%
Amenities (decorative lamp posts, sidewalks, benches, etc.)	2%	14%	27%	24%	11%	22%
Availability of personal service businesses (e.g., hair salon, dry cleaners)	1%	11%	34%	13%	11%	29%
Availability of stores selling retail goods	0%	0%	24%	35%	19%	23%
Availability of restaurants	0%	2%	21%	36%	14%	27%
Storefront appearance	0%	2%	16%	40%	22%	21%

15. To what degree would the following factors increase the frequency of your patronage to businesses in the Irvington Avenue business district?

	Very Likely	Somewhat Likely	Not Likely	No Opinion
Different type of businesses	44%	36%	8%	13%
More sit-down restaurants	42%	33%	13%	13%
Improved appearance of storefronts	39%	34%	13%	15%
Safety improvements (e.g., lighting, Police presence)	35%	40%	10%	15%
Improved appearance of the business area in general (appearance of sidewalks, benches and other public amenities)	34%	36%	14%	16%
More evening activities	29%	27%	27%	17%
An increase in cultural and entertainment activities/uses	28%	30%	23%	19%
Improved "pedestrian friendliness" within the business area	21%	43%	19%	18%
Improved maintenance and litter removal	19%	40%	22%	20%
Increased availability of parking	17%	33%	32%	18%
Improved pedestrian and/or pedestrian access from your neighborhood	17%	19%	40%	24%
Availability of delivery services or other ways to get shopping and errands done without having to visit business area	15%	16%	42%	27%
Better Jitney service	11%	14%	50%	25%

16. To what extent would you encourage or discourage the following kinds of businesses in the Irvington Avenue business district?

	Strongly Encourage	Encourage	Neither Encourage or Discourage	Discourage	Strongly Discourage
Other types of retail shops	42%	34%	20%	2%	2%
“Upscale” retail shops that sell items such as clothing, housewares, etc.	37%	29%	26%	5%	2%
Sit-down restaurants	34%	40%	22%	1%	2%
Arts and entertainment uses	23%	34%	34%	6%	2%
Office development	17%	36%	36%	10%	2%
Mixed-use development (commercial use on first floor with residential use above)	18%	32%	35%	12%	3%
Personal service businesses (e.g., hair salons, dry cleaners)	13%	29%	41%	9%	9%
Medical-related uses	13%	30%	41%	13%	3%
Gas stations and other auto service businesses	8%	20%	44%	15%	13%

17. Regarding all of South Orange’s business districts, to what extent would you support Village regulations or publicly-funded programs that seek to improve South Orange’s business districts?

	Strongly Supportive	Supportive	Neutral or No Opinion	Unsupportive	Strongly Unsupportive
Improved availability of parking	53%	39%	3%	3%	2%
Specific design guidelines regarding the character and appearance of buildings in the business area	52%	38%	8%	1%	1%
Creation and/ or improvements of public spaces (pocket parks, public plazas, etc.)	51%	32%	12%	5%	0%
Traffic flow improvements	48%	38%	11%	2%	0%
Streetscape and sidewalk improvements	46%	40%	7%	7%	0%
Publicly- funded programs to help local businesses maintain, rehabilitate, and improve the appearance of their places of business	48%	31%	9%	8%	4%

18. Are there any particular comments or concerns you wish to express regarding the Village's business districts?

	Percent of Respondents	Percents of Responses
"Everyday" Retail	23%	13%
Grocery Store	15%	8%
Traffic	15%	8%
Government-Development Relationship	11%	6%
Slow Development	11%	6%
Valley St	10%	6%
Lower Taxes	5%	5%
Empty Storefronts	8%	5%
Irvington Ave.	8%	5%
Local Government	4%	4%
Affordable Retail Options	7%	4%
Parks and Open Space	7%	4%
Improved Village Vision	7%	4%
Parking	7%	4%
Home/ storefront accountability	5%	3%
Safety	5%	3%
No more Apartments	3%	2%
More Business Publicity	3%	2%
Other	18%	10%

19. On average, how frequently do you use the train or bus?

Commute Daily	1-3 time/ month	1-3 times/ last 6 months	1-3 times/ year	Rarely or Never Use
41%	32%	13%	1%	13%

20. If you use the main train station (not Mountain Station), how do you get there?

Walk	Bike	Jitney service	Someone drops you off by car	You park and drive yourself	Other
45%	2%	5%	22%	25%	2%

21. If you usually drive to the train station or are driven to it, how often would you use the following means of access to the train station if improvements were made?

	All of the time	Most of the time	Some of the time	No difference
Expanded or improved Jitney service	12%	21%	31%	36%
Improved pedestrian access	17%	10%	21%	51%
Improved access via bicycle with adequate and safe bicycle storage	2%	9%	21%	68%

22. In the space provided below please provide any additional comments, concerns or suggestions.

	Percent of Respondents	Percents of Responses
Slow Development	11%	10%
Parking	9%	8%
Market/ Beifus	7%	6%
Street Conditions	7%	6%
Codes to keep character	7%	6%
Free Jitney	7%	6%
High Taxes	7%	6%
Grocery	4%	4%
Retail Destination	4%	4%
Traffic Network	4%	4%
Good Residential Neighborhood	4%	4%
Deer	4%	4%
Train Frequency	4%	4%
Safety	4%	4%
Station commuter drop off	4%	4%
Retail	4%	4%
Regional services	2%	2%
SID	2%	2%
Train station repairs	2%	2%
Long term vision	2%	2%
Professional Developers	2%	2%
Encourage Young Families	2%	2%

23. What is your age?

24 or younger	25-34	34-54	55-64	65+
1%	22%	61%	10%	6%

24. Do you? (check all that apply)

Own a home in South Orange	Rent your home in South Orange	Work in South Orange	Own a business in South Orange
85%	6%	5%	5%

25. How long have you lived or conducted your business in South Orange?

Less than 2 years	2 to 5	6 to 10	11 to 25	Greater than 25
16%	34%	19%	14%	16%

26. What is your gender?

Male	Female
49%	51%

27. What is your work status?

Employed or looking	Retired	Student	Homemaker	Other
82%	6%	1%	8%	3%

28. So that we may tabulate this survey geographically, please identify where your place of residence or business is located within the Village.

North of S. Orange Ave; East of train tracks	South of S. Orange Ave; East of train tracks	South of S. Orange Ave; West of train tracks	North of S. Orange Ave; West of train tracks
22%	28%	20%	30%





APPENDIX B

Appendix B - Input from Visioning Sessions

Irvington Avenue

- 3 houses built on corner by Carter Park too close to neighbors, "outrageous"; What is setback in South Orange for development? R-TH zone in particular
- Does Irvington Ave have appropriate mix of commercial and residential?
- Not a "place"
- "Never been there"
- "Great stores + a couple of restaurants, but nobody knows them, where they are"
- Is it a problem that we have three different business districts? Shouldn't we build up Valley Street and South Orange Ave?
- It's a neighborhood type business zone, but hasn't "taken off"
- Merchants don't want to be ignored
- Problem is that the area is "haphazard", area is all "screwed up," mixture doesn't make sense
- Parking made into park - parking was cut down
- Should businesses serve students, residents in that area, or village as a whole?
- Grove park area is an area unto itself, separate and distinct
- Nothing for the college kids etc., fast food places, laundry
- Façade restorations are ugly or inappropriate on most buildings in town, not exclusive to Irvington Avenue
- Zone for auto uses? Can't put elsewhere until we know what should go there... e.g.- Valley Street Redevelopment/ Rehabilitation Study
- Need a code improvement program

- 4 gas stations on Irvington become auto repair shops, which was not conforming, mistake focus on discontinuation of obnoxious uses
- Car wash economical because it has its own well water

Valley Street

- We don't shop in South Orange, we shop for food etc. in Millburn. Others said they shop at night, Westfield and elsewhere- depends on product.
- There is no place to park downtown (South Orange Avenue);
- Pathmark is terrible. Get rid of Pathmark, make it a Wegman's
- Village tried to get a Wegmans (not enough parking according to Ed Mathews)
- Wasted space, not convenient, hard to park, destinations too far apart, a bit unsafe - Not a view that is universally held, some people prefer to shop there
- Spotty, hodgepodge development
- Why is Valley Street hodgepodge? Grew up organically and historically as an ugly hodgepodge, ungainly mix, whereas Sloan Street is an attractive desirable hodgepodge/ mix of uses? Isn't it all about design, symmetrical, etc.
- Part of "hodgepodge" nature is vacant storefronts? Depressing too. Could be business friendly area
- South Orange lacks destination shopping- we could easily be used by name small retailers, Children's Place, Gap, etc.
- Need tax base from businesses not just residential; Need to increase tax revenue from business
- We don't have a good fruit, produce, veggie store in town

- A+P (ok, its in Maplewood, but...)
- Something needs to happen on Valley, its more of a through-corridor,
- South Orange Avenue should be developed first, then Central, then Valley,
- Different directional sprouting is great.
- Downtown has promise
- South Orange should have a business center with housing around it, Sloan Street is mostly just eating places
- We'd like to see accountant, doctors, lawyers and small professional offices on Valley
- Kids in High School go out at lunch, teenagers have highest disposable income in America, provide things fun for them
- What do people think about Millennium Homes development proposal? 500 units is too much "huge", it depends so cant really discuss in abstract
- It should be like Maplewood Avenue, Millburn Ave, etc.
- I and my friends don't have time to go to the mall or Rt. 10 or 22, we need the retailers to come to Valley Street, we're running to soccer, etc.
- We need a small department store, a stationary store etc.
- There have been the same efforts, same wheels spinning, Main Street had sessions like this were having the same thing all over again; Everything is on its own track, uncoordinated
- People want to see retail corridor on Valley Street
- We need to decide how many units we want in town, overall? Do we need any more?

- We need to look at South Orange as a whole
- We should balance residential and commercial, and get the big picture plan first, then after we set our vision then can decide specific parcels...
- What can schools handle? young families would buy condos and send kids to already overcrowded schools
- Learn from past studies and mistakes, why haven't retailers come? What do they need?

Transportation

- Biking is unsafe in South Orange, right on road, small shoulders, missing connections so you have to traverse major road, speeding is rampant, car-centric (Wyoming Avenue vs. Ridgewood)
- Need traffic calming devices + enforcement of speed laws; normal speed of traffic is too high
- Traffic calming treatment of South Orange Avenue did not allow for bike passage
- South Orange has a parking problem but that's because there aren't enough, safe or adequate bike lanes and facilities
- Need bike racks, there's no place to lock up bike in shopping areas
- How do people feel about parking deck? "ugly" e.g. Millennium is displacing 150 spaces at rescue squad
- Decks can be done in nice way; often better than surface lots, state college PA as example



- Wrap decks with other development, first floor retail, Harrison deck 1500 cars plus retail next to PATH, Livingston Town Center, train station lot is not attractive
- A deck with retail on NJT would kill 2 birds with one stone, like we just said we needed (retail needs parking)
- River runs through NJT lot though, so avoid conflict
- Atlantic Group had sited a deck there by ShopRite, would look like building on South Orange Avenue
- Logical place to tuck a lot of cars is Third St. Rescue Squad lot because serves down and Valley Street
- But there has to be a balance, can't have/accommodate too many cars going downtown because there isn't the street capacity to do that
- South Orange Avenue- 2 different sides of businesses

- Mid block crossings don't work, drivers don't stop for pedestrians, law should be enforced
- Ed says PD gives 20 fail-to-yield tickets per week...need more cops (enforcing law) full-day making it safer
- Need yield to pedestrian signs;
- Need to change driving culture - if you cross a pedestrian lane, you'll get a ticket
- Need Sloan Street to be smaller town vibe, extend it, loss of parking worth it
- Main Street plan for Sloan Street/ First Street
- Path from South Orange Avenue to Mead Street needs badly to be lit, paved, SW runoff problem (pooled water and ice)

Neighborhood Preservation

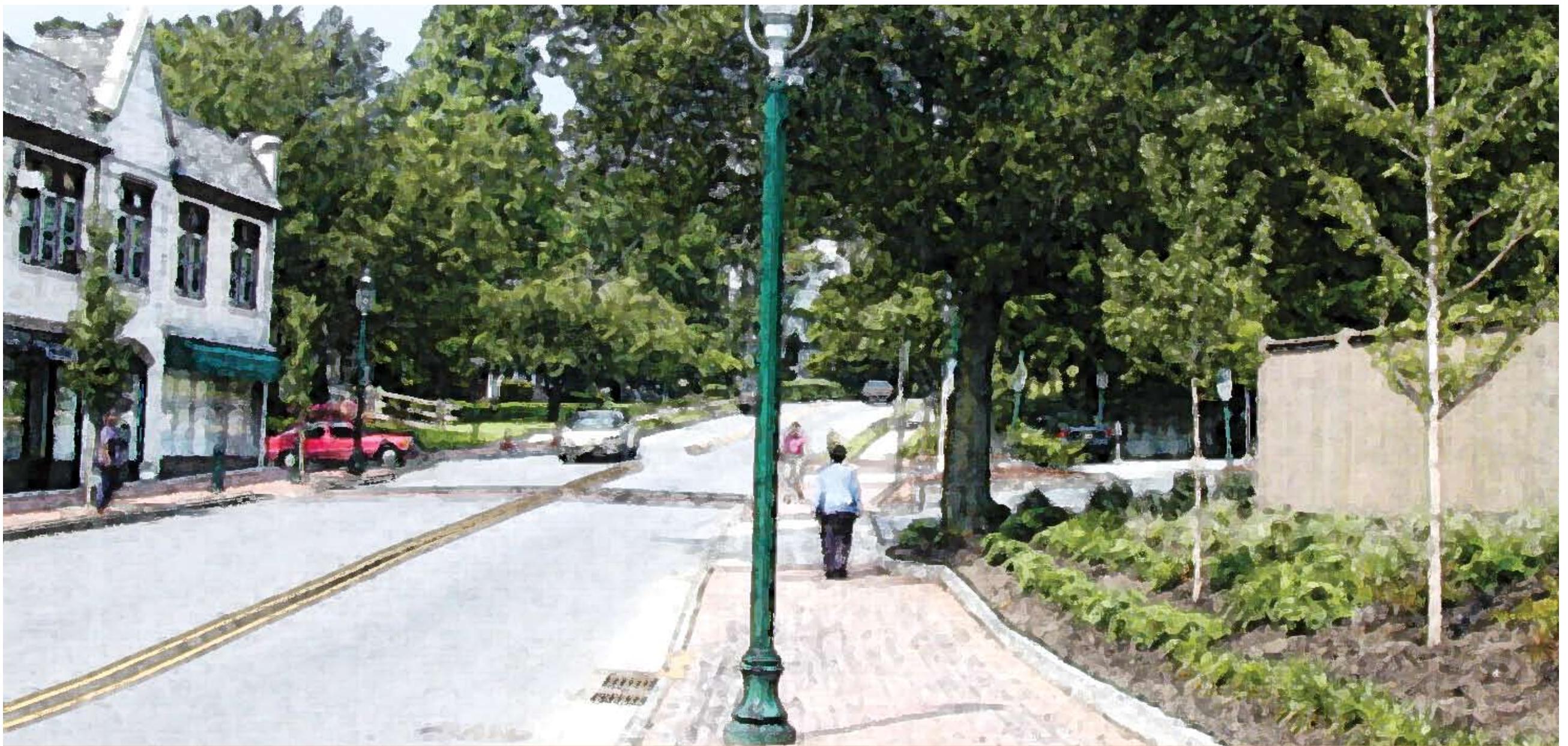
- Parks, pool etc. facilities are good, just need sprucing up
- Tear downs in residential neighborhoods is really troubling
- Construction of new homes that are out of character is a concern
- Consistent application of "footprint" law (lot coverage)
- ZBA out of line, out of touch! Giving away too much via variances
- Get the historic commission designated and implemented, that's how to get aesthetics right
- Design standards in master plan, being written now
- Traffic calming on cut-through streets, Montrose in particular
- Light at Scotland and Montrose, timing needs to be changed, frustratingly long light

- Meadowbrook Lane needs traffic calming, but problem with traffic calming is that it pushes thru-traffic into another neighborhood
- Should keep and fix (not take out) little paths on Floods Hill



Open Space/ Parks/ Circ. Interface

- Campaign to encourage walking, esp. to park(s) , education re: healthy lifestyle
- Middle School lot should be designated as lot for Baird activities
- Baird loop is really dangerous in several ways: vans and cars speeding to back (field area) from entrance driveway; lots of cars and vans encroaching on pedestrians crossing from parked spaces to go to Baird, including children and older people; lots of cars cruising to see who's there, not even stopping as a destination; and kids playing basketball chasing balls onto Mead Street conflicting with cars; Basketball drop off area needed (parents drop-off and pick-up kids in the fire lane)
- Floods Hill, pavement in disrepair, or take out



APPENDIX C

Appendix C - Analysis for Potential Subdivisions and Non-Conforming Lots

The two most important factors in suitability of a lot for potential subdivision are: Lot area and Lot width. Thus, subdivisions, as of right, can potentially occur on lots that have at least twice the minimum required lot area and twice the minimum required lot width.

The analysis of the four residential zones A-50, A-60, A-75 and A-100 below illustrates the oversized lots in each zone, comparing the number of potentially subdividable lots under the previous minimum lot width requirement and the number of potentially subdividable lots under the new lot width requirement.

For the purpose of this analysis, the following definitions have been used:

- Oversized lots – are those lots with at least twice the minimum required area in any give zone.
- Potential subdivisions – are parcels/lots where subdivisions that can occur by right, parcels with twice the minimum required lot area and twice the minimum required lot width.
- Non-subdividable lots – are parcels/lots that cannot be subdivided by right, due to not having either twice the minimum area or twice the minimum lot width or both.
- Non-conforming lots – are parcels/lots that do not meet the minimum requirements of the zone in terms of either area or lot width or both.

To quantify the change in the potential subdivisions and the number of non-conforming lots since adoption of new minimum requirement ordinances in June 2003, each of the four residential zones were analyzed by the following method:

- Lots with areas equal to or greater than twice the minimum required area in the zone were selected as oversized lots. These lots have adequate area to be potential subdivisions, thus satisfying the first factor of potential subdivision.

- Oversized lots with at least twice the lot width were selected as potential subdivisions. In case of corner lots, the wider side was used for the lot width.

This process was repeated for the prior and current lot widths. Two alternate values between the prior and current widths were also selected and analyzed.

The following tables and maps describe the analysis and findings for each of the residential zones.



Residential A-50 Zone

The minimum required lot width in this zone increased from 50 feet to 90 feet, reducing the number of potential subdivisions from 3% to 0.5% while also creating 71% additional non-conforming lots.

The major increase in the number of non-conforming lots when the lot width is increased from 50' to 60' is due to the fact that of the total 834 lots in the zone, 331 lots are 50' wide. Therefore, any increase in the minimum lot width would make these 331 lots non-conforming.

With the current minimum lot width of 90', only about 40-45 lots seem to have adequate lot area and lot width to remain conforming.

Total number of lots in the zone 1520

Total number of oversized lots in the zone 473

Minimum Lot Width Requirement				
	Prior	Alternative 1	Alternative 2	Current
	100'	125'	150'	175'
Potential Subdivisions	51	14	6	4
Potential subdivisions as a percentage of total lots in the zone	3.4%	0.9%	0.4%	0.3%
Lots remaining as non-subdividable conforming lots	-	182	136	83
New non-conforming lots created only due to lot width	-	207	261	388
New oversized non-conforming lots created only due to lot width as a percentage of total lots in the zone	-	14%	17%	26%
Total Non-conforming Lots in the zone	431	1195	1298	1385
Non-conforming lots as a percentage of total lots in the zone	28%	79%	85%	91%

Residential A-60 Zone

The minimum required lot width in this zone increased from 60 feet to 110 feet, reducing the number of potential subdivisions from 2.3% to 0.4%, while also creating 55% additional non-conforming lots.

The major increase in the number of non-conforming lots when the lot width is increased from 60' to 75' is due to the fact that of the total 950 lots in the zone, 218 lots are 60' wide. Therefore, any increase in the minimum lot width would make these 218 lots non-conforming.

With the current minimum lot width of 110', only about 35-40 lots seem to have adequate lot area and lot width to remain conforming.

Total number of lots in the zone 950

Total number of oversized lots in the zone 166

Minimum Lot Width Requirement				
	Prior	Alternative 1	Alternative 2	Current
	60'	75'	90'	110'
Potential Subdivisions	22	8	5	4
Potential subdivisions as a percentage of total lots in the zone	2.3%	0.8%	0.5%	0.4%
Lots remaining as non-subdividable conforming lots	-	100	59	36
New non-conforming lots created only due to lot width	-	38	86	144
New oversized non-conforming lots created only due to lot width as a percentage of total lots in the zone	-	4%	9%	15%
Total Non-conforming Lots in the zone	319	714	841	867
Non-conforming lots as a percentage of total lots in the zone	32%	72%	85%	87%

Residential A-75 Zone

The minimum required lot width in this zone increased from 75 feet to 140 feet, reducing the number of potential subdivisions from 3.3% to none, while also doubling the number of non-conforming lots.

The major increase in the number of non-conforming lots when the lot width is increased from 75' to 100' is due to the fact that of the total 394 lots in the zone, 52 lots are 75' wide. Therefore, any increase in the minimum lot width would make these 52 lots non-conforming. The 15% increase in the number of non-conforming lots when the minimum width is increased from 100' to 120' is due to about 60 lots being between 100' and 119' wide.

With the current minimum lot width of 140', only about 20 lots seem to have adequate lot area and lot width to remain conforming.

Total number of lots in the zone 394
 Total number of oversized lots in the zone 83

Minimum Lot Width Requirement				
	Prior	Alternative 1	Alternative 2	Current
	75'	100'	120'	140'
Potential Subdivisions	13	2	1	0
Potential subdivisions as a percentage of total lots in the zone	3.3%	0.5%	0.3%	0.0%
Lots remaining as non-subdividable conforming lots	-	64	26	20
New non-conforming lots created only due to lot width	-	14	45	65
New oversized non-conforming lots created only due to lot width as a percentage of total lots in the zone	-	4%	11%	16%
Total Non-conforming Lots in the zone				
	179	280	339	352
Non-conforming lots as a percentage of total lots in the zone	45%	71%	86%	89%

Residential A-100 Zone

The minimum required lot width in this zone increased from 100 feet to 175 feet, reducing the number of potential subdivisions from 3.4% to 0.3%, while also increasing the number of non-conforming lots from 28% to 91%.

The major increase in the number of non-conforming lots when the lot width is increased from 100' to 125' is due to the fact that of the total 1520 lots in the zone, 525 lots are 100' wide. Therefore, any increase in the minimum lot width would make these 525 lots non-conforming.

With the current minimum lot width of 175', only about 80-85 lots seem to have adequate lot area and lot width to remain conforming.

Total number of lots in the zone 1520

Total number of oversized lots in the zone 473

Minimum Lot Width Requirement				
	Prior	Alternative 1	Alternative 2	Current
	100'	125'	150'	175'
Potential Subdivisions	51	14	6	4
Potential subdivisions as a percentage of total lots in the zone	3.4%	0.9%	0.4%	0.3%
Lots remaining as non-subdividable conforming lots	-	182	136	83
New non-conforming lots created only due to lot width	-	207	261	388
New oversized non-conforming lots created only due to lot width as a percentage of total lots in the zone	-	14%	17%	26%
Total Non-conforming Lots in the zone				
Total Non-conforming Lots in the zone	431	1195	1298	1385
Non-conforming lots as a percentage of total lots in the zone	28%	79%	85%	91%

