

Planning Context and History

Draft

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 addresses 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/boarding 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 (Block1304, 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 (Block1503, 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 (Block1904, 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.

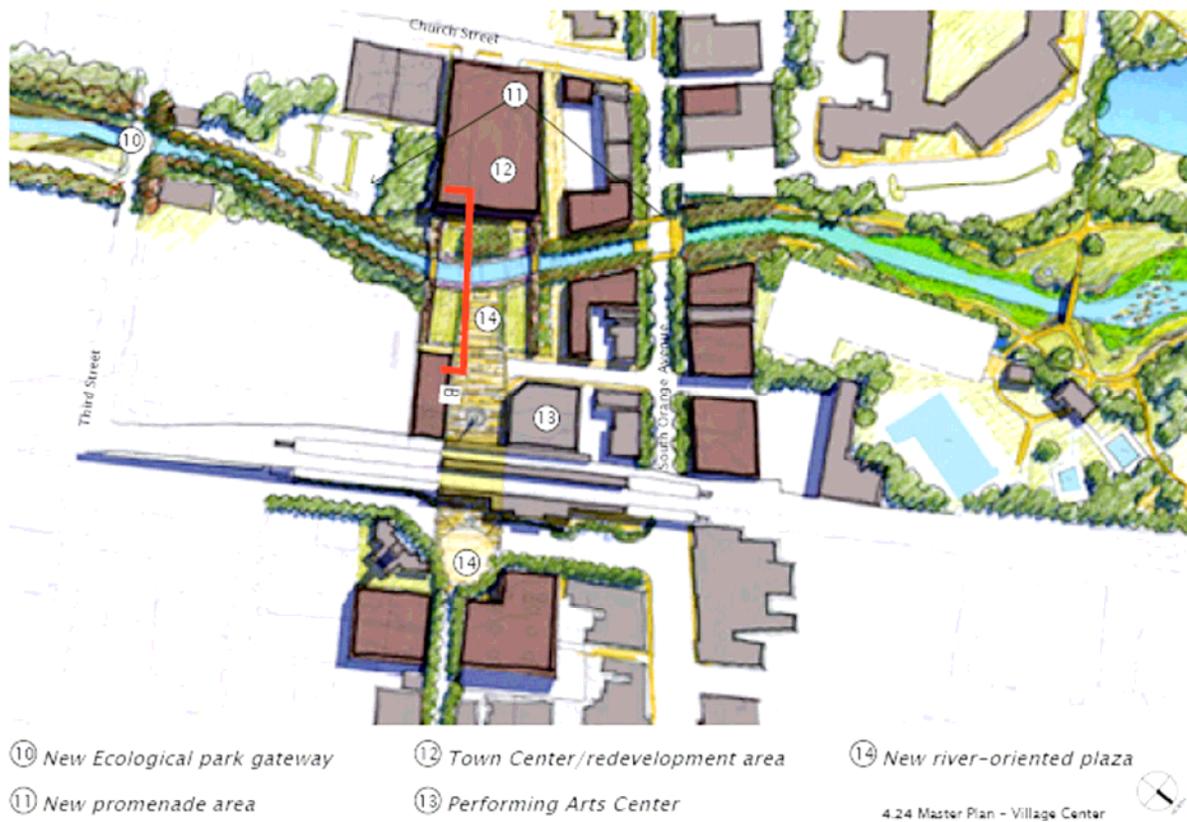
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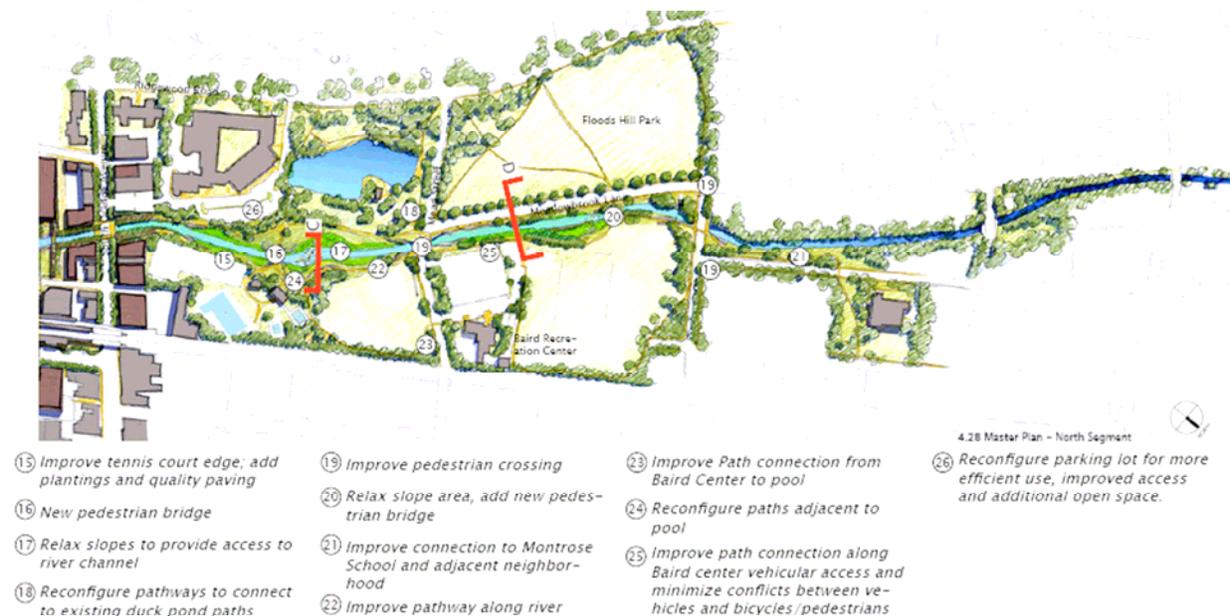
Southern Segment

The South Segment



Central Segment



Northern Segment

- 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.⁴

⁴ Substantive certification protects the Village from "builders remedy" lawsuits.

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

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.

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 of 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 feet 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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