



Montclair Township

Unified Land Use + Circulation
Element

DRAFT MARCH 21, 2013

Montclair

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Acknowledgments

This plan could not have been developed without the participation of the many citizens, business owners, public servants, and elected representatives who participated in the development of this project throughout the past 2+ years. We thank all who dedicated their time and who shared their vision for Montclair, and recognize the effort of the many individuals and groups who contributed to this plan.

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PART ONE

INTRODUCTION



Clifton City

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Montclair Heights

Cedar Grove Township

Mountain Avenue

23

upper montclair focus area

Upper Montclair

watchung plaza focus area

Watchung Plaza

Verona Township

valley-van vleck focus area

walnut street focus area

Walnut Street

Nutley Township

montclair center focus area

Bay Street

Bloomfield Township

West Orange Township

south end district focus area

Glen Ridge Borough



Belleville Township

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INTRODUCTION

DRAFT MARCH 21, 2013

Introduction

This introduction to the Unified Land Use and Circulation Elements begins with a brief overview of the relevant **Baseline Conditions** and the **Unified Land Use and Circulation Response** to issues identified through a demographic, transportation, and economic analysis. It then discusses how that response meets the Community's expressed **Vision for Montclair**. This section then concludes with an introduction to the **Key Terms in this Plan** and a brief **Snapshot of Key Policy Recommendations** targeted to implement the vision, goals, and objectives of the Element.

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

1. Direct future growth and development to transit-oriented, mixed-use nodes within the Township.
2. Implement zoning revisions and new land use controls in select areas (i.e. Transect-based zoning and Form-Based Code) to allow for enhanced density and an improved built environment.
3. Conserve neighborhood form and character.
4. Improve connectivity between neighborhoods and nodes.
5. Maximize mobility assets to make it easier for residents and visitors to walk, bike, park, and ride transit throughout the Township.

1.1. BASELINE CONDITIONS

As a result of demographic, transportation, and economic analysis, this report concludes that Montclair has seen several important shifts that will impact future municipal policy:

- household sizes are decreasing,
- wages are stagnant,
- housing prices are increasing,
- more people are taking transit to the workplace, or working from home,
- the number of elderly residents is growing,
- and the availability of a diverse range of housing types is lacking.

Furthermore, residents have expressed concerns with congestion, parking problems, and an unattractive public realm in many areas of the Township. Although educational levels and the number of professional jobs created in the Township are on the rise, the Township lacks the type of development and infrastructure needed to accommodate additional growth and development.

This report concludes that these demographic changes will continue if the status quo is maintained. With no adjustment in policy, there will be increases in unmet demand for the limited housing stock suited to the diverse needs of the population of Montclair. As a result,

+ For a more detailed discussion the demographic, transportation, and economic analysis, see Appendix 1: Baseline Conditions.

+ For a more detailed discussion how growth can be accommodated in Montclair, see Appendix 2: Growth Scenario Analysis (2035)

development may encroach into neighborhoods that residents have identified as areas of conservation. Changes in economic sector employment will persist, requiring new and different commercial spaces not currently available.

The result will be a combination of increased costs, more congestion, and fewer municipal dollars to address critical Township issues. The Township will see fewer affordable residential and commercial spaces, decreased economic diversity, a population that is increasingly living in homes that do not meet their needs, and a labor force working in buildings that are inappropriate for their use. In short, maintaining the status quo policy will only make Montclair less competitive, ultimately leading to an erosion of the qualities that residents and visitors appreciate with simultaneous increases in cost and decreases in population growth.

1.2. UNIFIED LAND USE AND CIRCULATION RESPONSE ---

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

1.3. VISION FOR MONTCLAIR ---

+ For a more detailed discussion of the Public Outreach and Vision Statements, see Appendix 1.0: Baseline Conditions Analysis.

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

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

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

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

1. Montclair is a community that makes it easy for residents to rely less on private cars via a well-linked network of alternative transportation options that facilitate convenient access to, from, and within key destinations. **(intra-township mobility)**
2. The mix of housing opportunities in Montclair provides the necessary components for a vibrant and diverse community. There are options for different age groups and different socioeconomic backgrounds, all of which reinforces the cultural, ethnic, and socioeconomic diversity of the community that Montclair is known for. **(neighborhoods and housing)**
3. Montclair has become a town known for the quality, accessibility and diversity of its parks and plazas, street and trail networks, and public facilities, as well as for its environmental stewardship. **(community health and environment, open space)**
4. Montclair Center continues to be a premier mixed-use commercial Business Improvement District (BID), attracting both local residents and visitors throughout the region. It is vibrant, safe, clean, and a wonderful place to live, shop and work. **(Montclair Center)**
5. Neighborhood commercial centers and adjoining train stations are focal points of the community, providing a critical mass that supports a variety of services serving local and regional visitors. Neighborhood Centers are compact, mixed-use, pedestrian-oriented hubs that are economically and culturally vibrant places. **(neighborhood commercial centers and train stations)**
6. Montclair State University has become a part of both the neighborhoods and the town's commercial centers as shoppers, residents and as originators of new entrepreneurial businesses. **(town-gown relationship)**

1.4. TOWNSHIP GOALS

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

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

1.5 OBJECTIVES OF THE MASTER PLAN

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

Objectives:

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

1.6. KEY TERMS IN THIS PLAN

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

► Transit-Oriented Development (TOD)

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

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

► Transects

Transects are similar to zoning in that they establish distinct districts of varying land use regulations. However, while traditional zoning practice has its roots in the separation of uses (e.g. residential zones, commercial zones, industrial zones, etc.), transects seek to establish the ideal physical form of an area based on an urban to rural density gradient. Thus, the densest transect districts are those typically within the downtown core, with less dense districts gradually proceeding outward and away from the core. The regulatory focus of transects is form rather than use, so transect-based zones create environments in which it is easier to allow for mixed-use districts and high-quality public realms while achieving the desired character (look, feel, and function) of a community.

In this Plan, the city core is referred to as Transect 1 (or T1) with increasing numbers assigned to other transects used to indicate their distance from the core (T2, T3, and T4). The Transects in this Plan are designed to allow for the densities necessary to support sustainable growth in key areas of the Township.

Figure 1.1: Example from Transect from Smart Code



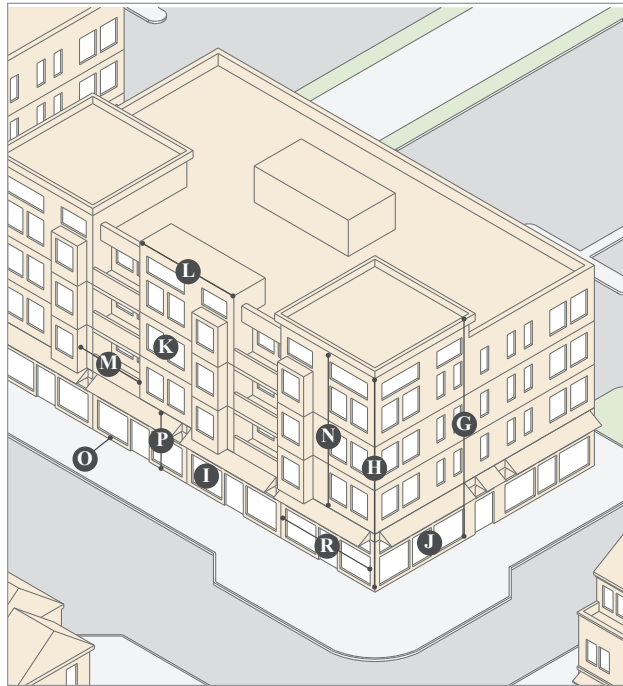
► Form-Based Codes

Form-based codes (FBC) are a regulatory tool used to achieve high quality buildings, public spaces, and streetscapes through a focus on physical form rather than a separation of uses. Form-based codes are often used in conjunction with transect-based zones, with the transects serving as a form-based code's land use regulating plan to define the appropriate form and scale of development in different parts of a community.

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

In this Plan, the transects define the recommended geographic area and overall suggested physical form and character of a place, while a form-based code is the recommended tool for implementing and achieving that form.

Figure 1.2: Example from Mount Holly Form Based Code



		DTN	COL	SPC
A	Lot Size	Min. Max.	—	SEE BUILDING TY
B	Front Yard Setback	Min. Max.	— 5 ft	— 10 ft
C	Side Yard Setback	Min. Max.	10 ft 10 ft	10 ft 10 ft
D	Rear Yard Setback*	Min. Max.	10 ft 10 ft	10 ft 10 ft
E	Frontage Percentage	Min. Max.	90% —	90% —
F	Building Lot Coverage	Min. Max.	100% 100%	100% 100%
G	Building Height	Min. Max.	2 st, 30 ft 4 st, 40 ft	1 st, 20 ft 5 st, 70 ft
H	Eave Height	Min. Max.	25 ft 60 ft	25 ft 70 ft
I	Ground Floor Front Façade Fenestration	Min. Max.	60% 80%	60% 80%
J	Ground Floor Side/Rear Façade Fenestration	Min. Max.	50% —	50% —
K	Upper Floor Façade Fenestration	Min. Max.	30% 50%	30% 0.5
L	Distance between Roofline Offsets	Min. Max.	40 ft 40 ft	40 ft —
M	Distance between Horizontal Façade Breaks	Min. Max.	40 ft 40 ft	40 ft —
N	Distance between Vertical Façade Breaks	Min. Max.	24 ft 24 ft	24 ft —
O	First Floor Elevation	Min. Max.	0 ft 0 ft	0 ft —
P	First Story Clear Height	Min. Max.	16 ft 25 ft	16 ft 25 ft
Q	Pedestrian Realm Width	Min. Max.	10 ft —	10 ft —
R	Storefront Width	Min. Max.	20 ft 40 ft	20 ft 40 ft
S	Front Façade Encroachments	Min. Max.	3 ft 3 ft	3 ft —
T	Accessory Building Setback* Front	Min. Max.	— —	— —
U	Accessory Building Setback* Side/Rear	Min. Max.	10 ft —	10 ft —
V	Accessory Building Height	Min. Max.	— 18 ft	— 18 ft
W	Front Yard Parking	NP	NP	NP
X	Side Yard Parking	NP	NP	NP
Y	Rear Yard Parking	P	P	P
AA	GOVERNMENT / CIVIC / INSTITUTIONAL	P	P	P
BB	MIXED USE	P	P	P
CC	WAREHOUSE / LOFT	P	P	P
DD	RESIDENTIAL ELEVATOR FLAT	NP	P	NP
EE	GARAGE (PUBLIC)**	P	P	P
FF	LINK (FOR PUBLIC GARAGE)	P	P	P
GG	OFFICE / COMMERCIAL	P	P	P
HH	SINGLE-STORY COMMERCIAL	NP	P	NP
II	LIVE/WORK	P	P	P
JJ	TOWNHOUSE (STACKABLE)	NP	P	NP
KK	TWIN	NP	NP	NP
LL	SINGLE-FAMILY DWELLING	NP	NP	NP
MM	ACCESSORY DWELLING (TIN-LAW SUITE)	NP	NP	NP
NN	GARAGE (PRIVATE-DETACHED)	NP	P	NP

1.7 SNAPSHOT OF POLICY RECOMMENDATIONS

The following provides a brief overview of the major policy recommendations of the Unified Land Use and Circulation Element, which were designed to implement the community's goals, objectives, and vision for Montclair. These policy recommendations are organized into three sections.

The first, **Foundational Recommendations**, detail an overall structure for the Township that establishes a base for the recommendations suggested later in the Element. These framework policies enable interventions at specific locations and for specific topics to contribute to the larger Land Use and Circulation Strategy.

The second section, **Area Specific Recommendations**, brings together recommendations for six geographies that, because of their strategic location within the township, require a tailored set of policy interventions.

The final section, **Township-Wide Recommendations**, suggests strategies addressing several specific topic areas that should be applied across Montclair.

FOUNDATIONAL RECOMMENDATIONS

LAND USE AND CIRCULATION STRATEGY [SECTION 2.1]

policy focus: establish a comprehensive mobility and land use framework

It is recommended that Montclair establish township-wide mobility and land use framework that supports interventions at key locations. This should be done by undertaking a plan to create safe, consistent, predictable and convenient mobility options throughout the Township. Such a strategy should include a street classification system that gives direction to the character, form, and function of all of Montclair's public right-of-ways. This effort should be combined with strategic increases in allowable density in key commercial areas located near transit nodes. Furthermore, land use regulations across the Township should be updated to encourage walkable urban environments. In parallel with these efforts, Montclair should implement parking management tools (including shared parking standards) to help support pedestrian-, bike-, and transit-oriented development.

AREA SPECIFIC RECOMMENDATIONS

MONTCLAIR CENTER + BAY STREET STATION AREA [SECTION 2.2]

policy focus: strategically increase the transit-oriented density of Montclair Center and make circulation improvements to facilitate improved multi-modal access

Montclair Center is envisioned to continue growing and developing as a central activity district in the region, with a dense, pedestrian-friendly core and superior transit access. To support more economic vitality in Montclair Center, the Township should allow for higher density mixed-use development, especially in transit rich areas. Density allowances should taper down, so that (re)development near existing neighborhoods respects their character. These land use changes should be coordinated with a comprehensive redesign and menu of pedestrian improvements that will make Bloomfield Avenue a true complete street. Furthermore, it is recommended that a new shuttle route be created to link Bloomfield Avenue, Bay Street Station, Valley-Van Vleck, and Walnut Street Station into a comprehensive local-serving transit network.

To further increase the transit oriented density in Montclair Center, the Township should create a bus station, branded as a “SUPERSTOP,” where five bus routes converge at the intersection of Bloomfield Avenue and Park Street. This SUPERSTOP should simplify transfers and emphasize this area as a transit hub. In the parcels proximate to this node, development should be characterized by higher densities and a balanced mix of commercial, retail, and residential uses. This SUPERSTOP TOD, will be the transit-development anchor on the western edge of Montclair Center.

WALNUT STREET STATION AREA [SECTION 2.3]

policy focus: establish the Walnut Street Station area as an emerging downtown TOD

Walnut Street Station represents an exciting opportunity for the Township to foster a new mix-use core that is separate but integrated into Montclair Center. This section recommends a strategy for incorporating form-based transect zones into the land use regulations in the area to allow for increased density. These land use changes should be integrated with a menu of mobility options that will remake Walnut Street as a complete street, improve pedestrian and bicycle connections to the station, enhance station amenities, provide shuttle service to Bloomfield Avenue, and reform parking standards to enhance the viability of mixed-use development.

VALLEY-VAN VLECK BUSINESS DISTRICT [SECTION 2.4]

policy focus: establish the Valley-Vleck Business District as a mixed-use corridor

Valley-Van Vleck just north of Bloomfield Avenue is a growing retail center that is well positioned to service both local and regional customers. New development should be controlled through a Form-Based Code to establish a more consistent building form that establishes a pedestrian-friendly, mixed-use environment.

SOUTH END BUSINESS DISTRICT [SECTION 2.5]

policy focus: resolve circulation issues in the South End Business District to support business sustainability

Circulation in the South End Business District is complicated and inhibits the full economic potential permitted under the existing zoning code. Improvements to the traffic operations and updates to zoning are recommended to help generate opportunities to reinforce the area as a neighborhood destination.

WATCHUNG PLAZA [SECTION 2.6]

policy focus: reinforce Watchung Plaza as a neighborhood TOD

New development should help reinforce the character of this area as a neighborhood destination. Increased density should allow for more residential development near the station, which provides additional transit riders without additional parking, as well as options for local retail and small office spaces.

UPPER MONTCLAIR STATION AREA [SECTION 2.7]

policy focus: reinforce Upper Montclair Station as a sub-regional TOD

Upper Montclair Station and its surrounding development is the largest commercial center in the Township outside Montclair Center. New development should reinforce this area as an important regional and local destination.

TOWNSHIP-WIDE RECOMMENDATIONS

NEIGHBORHOOD CHARACTER [SECTION 2.8]

policy focus: conserve residential neighborhood character

Across the Township, existing residential zoning standards should be evaluated against the existing form to ensure that new developments and renovations contribute to the overall neighborhood character. Furthermore, a Neighborhood Conservation Plan for the residential neighborhoods should be established to help protect the character of those areas most valued by residents and visitors, while allow for sustainable growth and development of these areas in the long-term.

FLEXIBLE, AFFORDABLE LIFESTYLES [SECTION 2.9]

policy focus: ensure flexible, affordable lifestyles

Because of rising housing costs, an aging population, and the anticipated needs of future generations, the need for flexible, affordable living options in Montclair will continue to increase. The township should encourage a mix of housing types that fit the needs of all household types (non-family, senior, low-income, etc.). This should include a strategy that creates Aging in Place Standards. The township should also work to expand fresh food access for all residents.

INFRASTRUCTURE AND FACILITIES [SECTION 2.10]

policy focus: improve infrastructure + facilities to better meet the needs of future residents and the environment

The Township should pursue the creation of design standards and a regulating plan for how streets should function, and where certain features should be prioritized. Such standards can help implement the Township's Complete Streets Policy, and should be integrated with a bolstering of Montclair's shade tree program, improvements in stormwater management techniques, and with an effort to create a Safe Routes to Schools program (SR2S).

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PART TWO

UNIFIED LAND USE AND CIRCULATION RECOMMENDATIONS

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2.0. Introduction to Unified Land Use and Circulation Recommendations

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

Montclair's built environment however is heavily weighted toward auto dependent development. Its land use and transit, pedestrian, and bicycle systems are not fully integrated to provide maximum benefit inherent in its gridded street system. Residents and visitors heavily favor automobiles as their preferred mobility option, with deficiencies in transit services and underdeveloped pedestrian and bike infrastructure contributing to the choice and necessity of driving. Moreover, land use ordinances and parking requirements create development that does not capitalize on or support the existing transportation system, further exacerbating the problem. As a result, development across the Township is burdened by a need to provide excessive parking, further degrading the public realm and encouraging the provision of parking over most other concerns when developing in these areas. This results in underdeveloped areas around the Township's train stations and commercial centers, the primary activity nodes of Montclair, and does not incentivize the provision of better options for cyclists and pedestrians.

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

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

The following sections detail the township-wide recommendations for the overall land use and circulation strategy, followed by area and topic specific recommendations.

Land Use + Circulation Strategy

policy focus: establish a comprehensive mobility and land use framework

recommendations:

- create safe, predictable, and convenient mobility options
- establish a township-wide street classification system
- enact land use regulations that promote sustainable growth and development in key nodes
- update zoning township-wide to encourage walkable urban environments throughout the township
- implement shared parking and other parking management tools

TOWNSHIP-WIDE RECOMMENDATIONS

Neighborhood Character

policy focus: conserve residential neighborhood character

recommendations:

- encourage new development and a mix of uses to occur at strategic nodes
- evaluate use, bulk, and area standards in residential neighborhoods
- create a neighborhood conservation plan for the residential neighborhoods



Flexible, Affordable Lifestyles

policy focus: ensure a diverse range of housing, mobility, and lifestyle opportunities are available for all residents

recommendations:

- encourage a mix of housing types to fit the needs of all households
- ensure the provision of affordable housing
- create “aging-in-place” design standards
- expand fresh food access throughout the Township
- allow for expanded health-related land uses
- make a weekend of it! promote arts and culture in the Township



Infrastructure + Facilities

policy focus: improve infrastructure and facilities to better meet the needs of future residents and the environment

recommendations:

- implement complete streets policies
- bolster shade tree program
- implement safe routes to school
- make needed improvements to stormwater management and street tree system
- invest in public amenities to support improved circulation



Upper Montclair

policy focus: reinforce Upper Montclair Station as a sub-regional TOD

recommendations:

- enact transect-based zoning to reinforce Upper Montclair Station as a sub-regional TOD
- coordinate land use with circulation
- make pedestrian, bicycle, and transit improvements
- ease traffic congestion
- adjust parking standards
- investigate opportunities for development

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Watchung Plaza

policy focus: reinforce Watchung Plaza as a neighborhood TOD

recommendations:

- enact transect-based zoning to reinforce Watchung Plaza as a neighborhood TOD
- coordinate land use with circulation
- investigate potential redevelopment areas
- reconfigure watchung avenue and park street intersection
- adjust parking standards

Valley-Van Vleck

policy focus: establish the Valley-Van Vleck Business District as a mixed-use corridor

recommendations:

- create a form-based code to establish the Valley-Van Vleck Business District as a mixed-use corridor
- coordinate land use with circulation recommendations
- implement circulation improvements to Valley Road

South End

policy focus: resolve circulation issues in the South End Business District to support business sustainability

recommendations:

- create a form-based code to support business sustainability
- coordinate land use with circulation recommendations
- improve circulation for drivers, pedestrians and cyclists
- improve Montclair Shuttle transit connections

Walnut Street

policy focus: establish the Walnut Street Station area as an emerging downtown TOD

recommendations:

- enact transect-based zoning to establish the Walnut Street Station area as an emerging downtown TOD
- coordinate land use with circulation
- establish foundation for transit village designation
- investigate opportunities for redevelopment
- implement pedestrian and bicycle improvements
- create new Montclair Center shuttle service
- adjust parking standards

Montclair Center

policy focus: strategically increase the transit-oriented density of Montclair Center and make circulation improvements to facilitate improved multi-modal access

recommendations:

- strategically increase the transit-oriented density of Montclair Center around transit nodes
- coordinate land use and circulation
- utilize building setbacks where appropriate
- take full advantage of transit village designation
- maximize redevelopment area designation
- enhanced pedestrian and bicycle options
- improve connection from Bay Street Station to Montclair Center
- create new Montclair Center jitney shuttle
- create a SUPERSTOP bus station near Park Street and Bloomfield Avenue
- adjust parking requirements
- optimize public parking inventory

Transects / Zoning Revisions

Zoning Revisions	T4 Towncenter Edges	T3 Urban Villages	T2 Township Centers	T1 Transit Cores
general site standards proposed for Transect Zones (T1 - T4)				
approx. height & use	2 - 3 st. single use	3 - 5 st. mixed-use	5 - 6 st. mixed-use	7 - 10 st. mixed-use
approx. density	25 units/acre	50 units/acre	75 units/acre	100 units/acre
approx. bldg. coverage	65%	75%	100%	100%

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2.1 Foundational Strategies

Recommended Foundational Strategies

- create safe, predictable, and convenient mobility options (page 23)
- establish a township-wide street classification system (page 27)
- enact land use regulations that promote sustainable growth and development in key nodes (page 30)
- update zoning township-wide to encourage walkable urban environments throughout the township (page 32)
- implement shared parking and other parking management tools (page 34)

Action Matrix

Land Use	Pedestrian/Bicycle/Traffic	Transit Access	Parking
Establish Transect-based zones to promote sustainable growth and development in key nodes	Establish a network for pedestrians and cyclists	Upgrade existing transit service to offer improved and integrated options for rail, bus, and jitney/shuttle	Develop shared parking allowances in districts to relieve existing parking pressure in high demand areas
Update zoning township-wide to encourage walkable, urban environments	Improve circulation for private cars by maintaining roadway infrastructure	Improve Shuttle/jitney services provided as circulators through less transit accessible neighborhoods	Create a Comprehensive Parking Study to review parking requirements in the existing ordinance
	Create a Street Design Manual that defines standards for streets and sidewalks of various road types		Price curbside on-street parking to discourage long-term use
	Create a Bicycle Master Plan to identify a network of bike routes throughout the Township		Remove on-street parking stall striping and “lollypop” meters
	Establish a 5-part Street Classification System		Implement wayfinding improvements in busy commercial areas and near train stations

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ISSUES

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

► deficiencies in transit service and lack of mobility options

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

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

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

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

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

Figure 2.1.a: Community Identified Issues

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

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

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

Issue 4: There is inadequate weekend NJTransit service, as trains do not run north of Bay Street Station on the weekends.

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

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

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

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

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

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

► **land use policy that is not calibrated for sustainable forms of growth**

Montclair's existing land use policy does not allow for the kind of high-quality, sustainable growth necessary for the Township to meet the needs of future residents.

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

Quality of Design: Many residents have also expressed concern that recent development has not provided the architectural and site amenities that the community envisioned. Although there are myriad factors which influence amenity decision, zoning plays an important role. By limiting the scale of development the zoning code often does not allow for the economies of scale necessary to use high quality construction materials and still provide units at market rate. Furthermore, although existing zoning does provide some bulk and use standards, it is silent on the design details that are important for establishing area character and creating "place." (See: zoning that is silent about key factors that affect walkability)

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

RECOMMENDATIONS

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

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

► create safe, predictable, and convenient mobility options

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

- **Establish a network for pedestrians and cyclists:** There should be a complete network of safe and attractive streetscapes, sidewalks, crosswalks, bikeways, and passageways. For bicycles, this includes routes that encourage users of all experience levels to ride. Ample, secure bicycle parking should be available and easy to find.
- **Upgrade transit service:** There should be frequent weekday and weekend train service at all stations within the Township and to Montclair State University. Rail service should be supported with a comprehensive system of local bus and jitney shuttle routes that provide affordable, consistent and reliable service with stops that are clearly demarcated and schedules that are clearly defined. There should be intra-township transit coverage by linking buses and jitney shuttles to each other and integrated into the larger commuter/regional bus and rail network to support inter-township transit service. Seamless transfers between different routes and operators should be coordinated, and transfers between other modes of travel should be accommodated. In the case of Montclair State University, the Township should support and encourage any University led effort to provide shuttle service for students and employees to reach the Township's commercial centers.
- **Improve circulation for private cars:** the Township should ensure safe and efficient movement by improving circulation to optimize the roadway network, providing necessary infrastructure improvements, and maintaining a state of good repair. All available parking options should be clearly conveyed to motorists.

- **Implement a complete streets network:** throughout Montclair, a complete streets network should be created to help balance the needs of all modes of travel. The Township adopted a Complete Streets Policy in 2009, and Essex County adopted a Complete Streets Policy in 2012, therefore the policy foundation exists for implementing complete streets on both local and County roadways in Montclair. County roads are often the busiest and most problematic for non-automotive users, as they typically accommodate high-volume, high-speed car traffic traveling within and outside of the Township. These streets are also critical to Montclair's internal connectivity, and serve as key links between neighborhoods, train stations, and commercial centers. The development of a complete streets network in Montclair should be applied carefully – one size does not fit all facilities. While consideration of all modes is appropriate for all transportation investments, the result need not be that every facility accommodates all modes equally.

To work toward the development of a full complete street network and ensure they are properly implemented, the development of the following plan components is recommended:

- **Create a Street Design Manual:** The Township should develop a Street Design Manual that defines appropriate design standards for streets and sidewalks of various road types. For example, the solution for a high-volume County road may require a wide and high-visibility bike lane, while for a low-speed local road, the solution may be to stripe the road surface to indicate shared bike and automobile use. These design standards should group and identify roadways by type (dimensions, volume, speed, function, pedestrian activity, adjacent land uses etc.), develop ideal typical cross sections for each, and identify ideal typical solutions for both typical and non-typical intersections.

These design standards should also factor in the cost of such improvements, providing engineering estimates that determine whether the improvement proposed is above or below the targeted project cost percentage in Montclair's Complete Streets policy, which dictates whether the project ultimately needs to be approved by council before moving forward. Originally, this percentage was set so that project costs in excess of 5% that would have to be funded with local tax dollars required council approval. In 2011, this percentage was amended to 20%.

- **Create a Bicycle Master Plan:** The plan should identify a comprehensive network of interconnected bicycle routes that traverse the township. This should identify both north-south and east-west township-wide movement and include a map depicting the entire network, major destinations, and connections to other bicycle networks. Grade issues within the Town, especially relating to east-west movement, should be considered when developing routes. The plan should also identify each class of bicycle facilities to be used within the Township (e.g. off-street bicycle path, dedicated on-street bicycle lane, designated shared-use street, etc.), provide design guidelines, and specify what type of bicycle facility treatment should be used on each route within the township. The master plan should include a plan for implementation and funding.

In 2004, a bicycle study was prepared for the Township which resulted in recommendations for bicycle routes and facility treatments throughout Montclair. In this study, potential bicycle routes were identified based on the bicycle compatibility of roadways, and schematic roadway cross-sections were created for roads where on-street bicycle facilities (such as striped bike lanes on Bloomfield Avenue and Valley Road) were recommended. In 2007, a draft Proposed Montclair Bicycle Network map was developed by the Township. This map identified a bicycle route network for the Township that designated routes and classified them by facility types ranging from off-street facilities to shared lanes; however, this proposed network was never adopted and is currently under review. The network of routes shown in Map 2.1 was developed by the Township as a modification to the 2007 map, and represents the current thinking on where bicycle routes may be appropriate, but does not specify the type of bicycle facility. Facility design and the addition of bicycle routes on other key roadways will need to be carefully studied to determine the most appropriate and safest facility type, and if it is possible to install bicycle lanes on roads with more traffic intensity, like Bloomfield Avenue.

A final bicycle master plan should be developed based on this network; however, the compatibility of candidate roadways and applicability of specific treatments along each route should be evaluated further to develop a final plan. Additionally, specific design treatments that could improve bicycle comfort and/or safety at intersections and along the roadway should be considered where applicable. These may include:

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

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



Cliffon City

3

Cedar Grove Township

23

Montclair Heights

Mountain Avenue

Upper Montclair

Watchung Plaza

Walnut Street

Bay Street

Glen Ridge Borough

Verona Township

Nutley Township

Bloomfield Township

West Orange Township



Map 2.1.b: 2013 Township Proposed Conceptual Bicycle Route Network

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



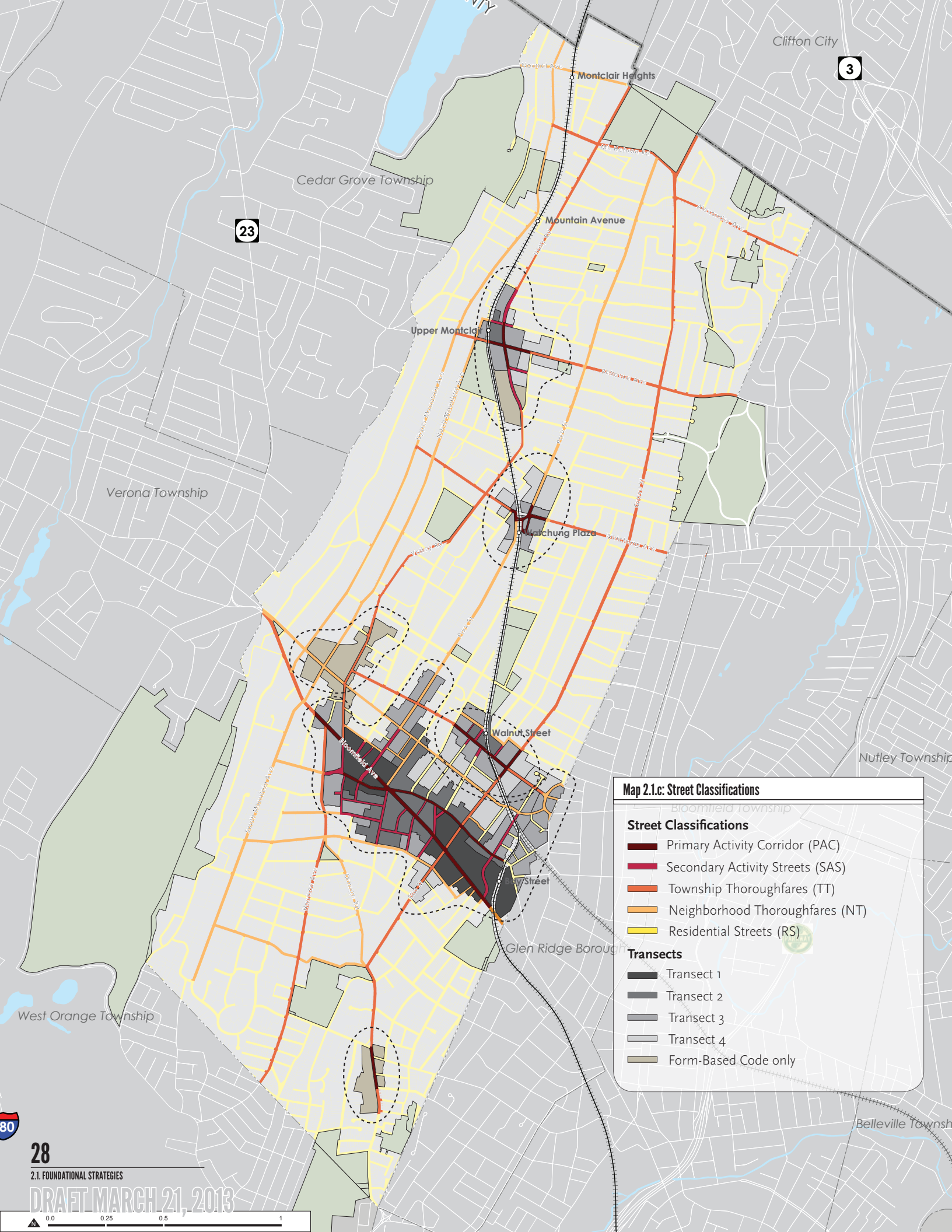
► establish a township-wide street classification system

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

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

Primary Activity Corridors (PAC): These streets serve the highest intensity retail, commercial, and mixed-use land uses and provide a high degree of mobility within and through the township for cars and trucks. PACs are typically two to four lanes wide, have speed limits of 30 to 45 miles per hour, and have the highest traffic volumes in the community, ranging from 10,000 to over 25,000 vehicles per day. PAC's are found in Montclair Center, specifically Bloomfield and Glenridge Avenues, which also requires a high degree of mobility for pedestrians, cyclists and transit. Walking along and across the street should be safe and pleasant. Sidewalks should be wide, allowing space for outdoor cafes, street trees, planters, bicycle parking and street furniture, all encouraged as integral parts of the streetscape. Crosswalks should be highly visible and countdown pedestrian signals should be located at every signalized intersection. At non-signalized intersections, other pedestrian crossing treatments such as signage and flashing beacons should be used. Bulb-outs at corners should be employed to reduce crossing distances. Bus stops should be clearly designated, with signage and shelters at key intersections along the route. Streets should allow on-street parking, with metered parking using multi-space meters. No surface parking should be allowed to front onto these streets, while street-facing structured parking should be strictly limited. Parking located behind buildings should be connected easily to the street, through small pedestrian passageways or through ground-floor uses.

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



Clifton City

3

Montclair Heights

Cedar Grove Township

23

Mountain Avenue

Upper Montclair

Verona Township

Watchung Plaza

Nutley Township

Walnut Street

Map 2.1.c: Street Classifications

Street Classifications

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

Transects

- Transect 1
- Transect 2
- Transect 3
- Transect 4
- Form-Based Code only

West Orange Township

Glen Ridge Borough

Belleville Township

80

28

2.1 FOUNDATIONAL STRATEGIES

DRAFT MARCH 21, 2013



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

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

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

► **enact land use regulations that promote sustainable growth and development in key nodes**

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

It is recommended that Montclair use a Transect-based regulating plan to best achieve the desired form, character, and density in these areas, and to achieve development that is supportive and compatible with the mobility recommendations of this Element.

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

The following is a general description of all the Transects recommended for key nodes in the Township (T1, T2, T3, and T4) and represents the key characteristics of each. The elements discussed here are consistent throughout the Township. However, the specific area discussions that follow take these broad descriptions and provide further detail as to how they should be applied to specific geographic locations.

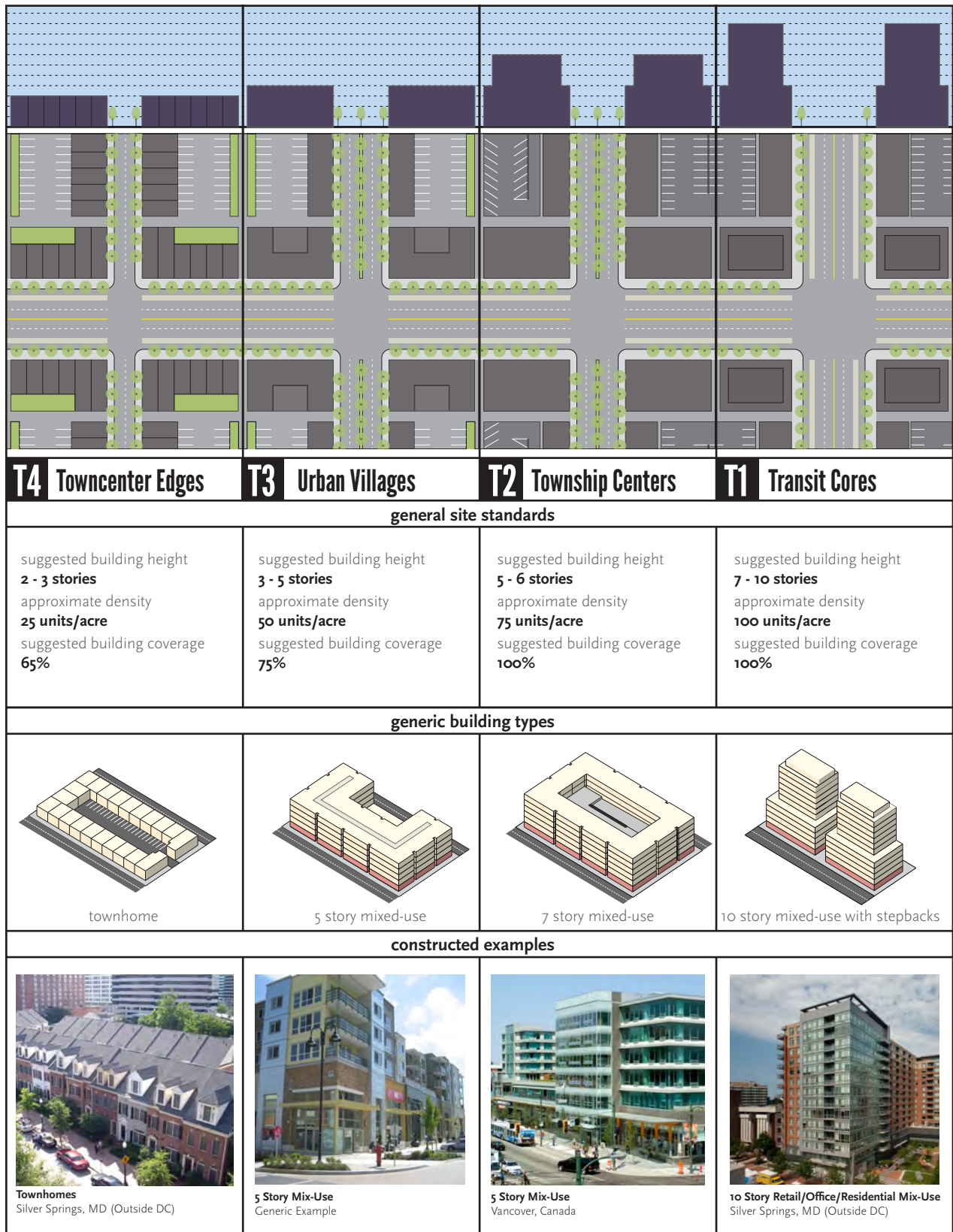
Transect 1 – Transit Cores: Areas covered by Transect 1 will be the most dense, compact, walkable, and lively areas in Montclair. Because of their proximity to key transit nodes, they will allow construction that approximates the bulk and height of buildings that would result in 100 residential units per acre. Under modern construction methods, that would result in approximately 10-story buildings that would approach 100% building-lot coverage.

Transect 2 – Township Centers: Parcels covered by Transect 2 should allow construction of dense, compact development that approximates the height and bulk of 75 units per acre construction. Under modern construction methods, that would result in approximately 7-story buildings that would approach 100% building-lot coverage.

Transect 3 – Urban Villages: Areas covered by Transect 3 should allow construction of moderately high density. It is recommended that additional density and height allowances should permit construction that approximates the bulk and height of 50 residential units per acre development. According to modern construction standards, this would translate into a mix of 3- to 5-story commercial or residential buildings as well as the construction of town homes buildings.

Transect 4 – Towncenter Edge: Transect 4 represents areas will be small-scale but dense. Zoning should allow construction that approximates the height and bulk of 25 units per acre construction. Under modern construction methods, that would result in approximately 2- to 3-story attached or semi-attached buildings that have building coverage ratios of approximately 65%.

Figure 2.1.d: Transects in Montclair



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

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



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



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



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



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



5. Prohibit or **discourage off-street parking from fronting onto or being visible from the street.** Parking should be safely and conveniently connected to street frontage by pedestrian cut-throughs and walkways.

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

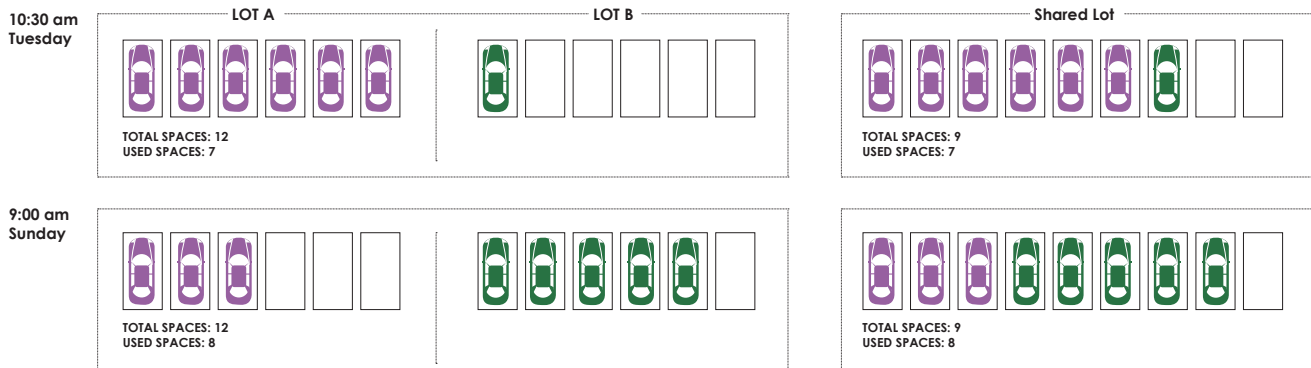
The Township should develop **shared parking allowances** to maximize existing and future parking supply within the business districts. Shared parking is a system where parking spaces are shared by at least two property owners, allowing for spaces to be used more efficiently. Shared parking strategies are often best applied in business districts that have a mix of land uses, because the concept of shared parking is based on the premise that different uses require parking at different times of the day. For example, offices generally require few parking spaces after 6:00pm, the same time that many restaurants begin to see their dinner rush. Likewise, schools and churches often require parking at different times than retail stores or offices. Allowing adjacent sites that have complementary uses, or even creating “shared parking districts” where multiple sites could share parking spaces among their uses, are strategies that should be considered (Figure 2.1.e). In addition, the provision of safe, clean, well lit and landscaped pedestrian connections to accommodate walking trips between parking and public sidewalks encourages use of shared parking areas.

Furthermore, a **comprehensive parking study** should be undertaken in which parking requirements for each land use in the zoning ordinance are revisited to determine if they can be reduced, especially in C-1 zoning districts and within the current and proposed TOD areas that are well served by transit, are walkable and bikeable, and have dense mixed-use development. Additionally, the establishment of parking maximum allowances to cap how much parking can be built should be investigated as another way to ensure that parking supply is not overbuilt. Parking reductions may also be used as incentives for development near transit, or for developers to include parking demand reduction measures such as car sharing, shuttle services, and bicycle amenities within their developments.

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

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

Figure 2.1.e: Shared Parking Diagram



How Shared Parking Works: A Typical Example

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

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

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

Figure 2.1.f: Sample Occupancy Rates

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

Figure 2.1.g: Sample Adjusted Parking Demand

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

Shared Parking Case Study: Red Bank, NJ

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

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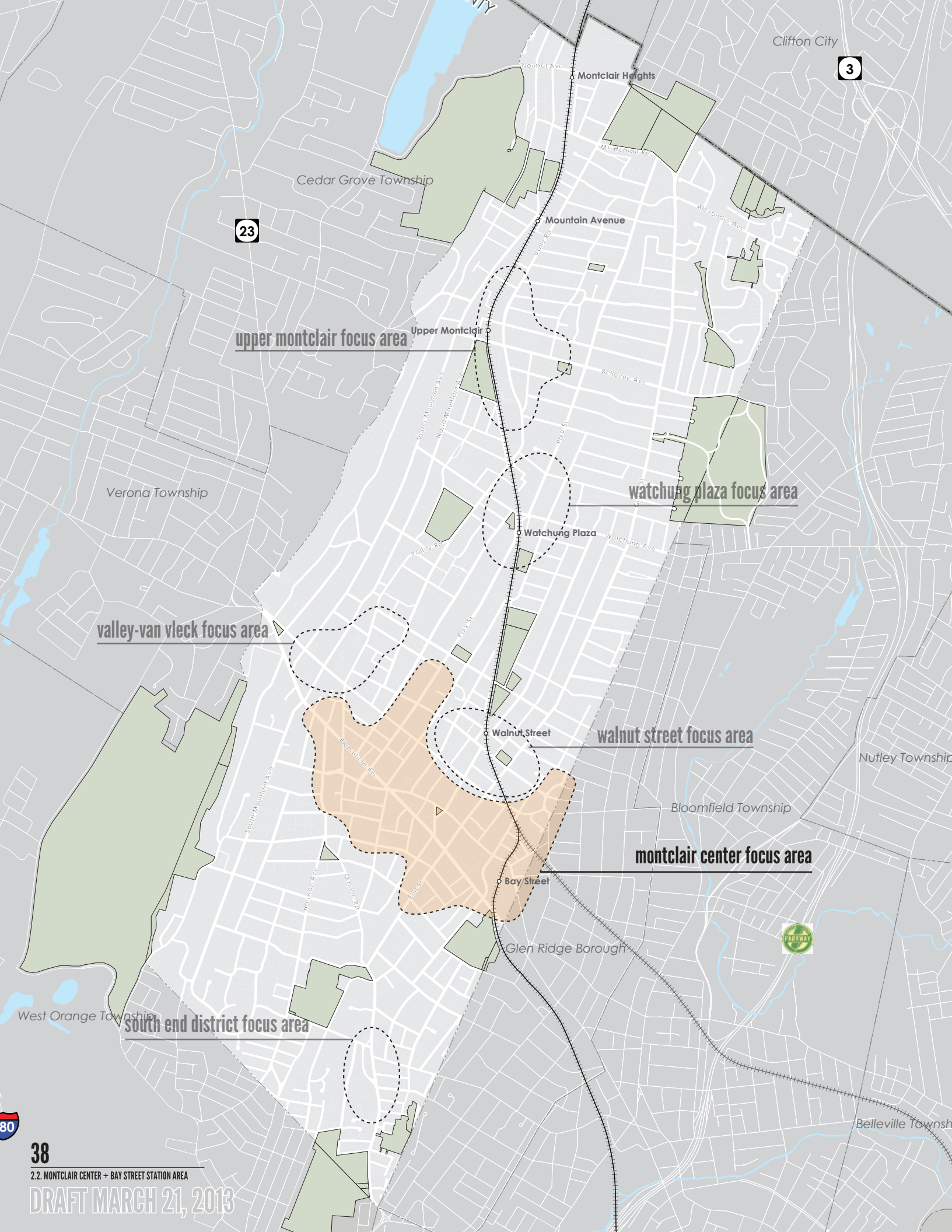
Montclair Center + Bay Street Station Area

Recommended Strategies in Montclair Center and Bay Street Station Area

- enact transect-based zoning to strategically increase the transit-oriented density of Montclair Center (page 42)
- coordinate land use with circulation recommendations (page 48)
- utilize building setback where appropriate (page 50)
- take full advantage of transit village designation (page 50)
- utilize land use recommendations to maximize the potential of redevelopment area designation (page 50)
- utilize density bonuses to ensure public benefits accompany high-density development (page 52)
- create enhanced pedestrian and bicycle recommendations (page 52)
- improve connection from Bay Street Station to Montclair Center (page 54)
- new Montclair Center jitney shuttle (page 56)
- create a SUPERSTOP bus station near Park Street and Bloomfield Avenue (page 57)
- adjust parking requirements (page 58)
- optimize public parking inventory (page 59)

Action Matrix

Land Use	Pedestrian/Bicycle/Traffic	Transit Access	Parking
establish transect-based zones to promote sustainable growth and development in key nodes	create an enhanced pedestrian and bicycling environment	create a new Montclair Center Jitney Shuttle route linking Bay Street Station, Valley Road, and Walnut Street Station	reduce parking ratios for new development and renovations in Montclair Center
coordinate land use with street classification recommendations	maintain and improve Bloomfield Avenue's functionality through pedestrian improvements and study a potential two-way bicycle route	create an enhanced bus stop, branded as "SUPERSTOP", to facilitate improved user experience of the existing bus system and proposed shuttle	create parking exemption for addition of 15% extended to all transects, however, remove requirement to supply all parking if addition is over 15% for existing uses.
evaluate appropriate building setback controls for mid and high-rise construction	provide appropriate pavement marks and signage		Remove on-street parking stall striping and "lollypop" meters
take full advantage of transit village designation to implement proposed land use and circulation strategies	provide ample, secure bicycle parking		implement a wayfinding system to direct motorists to off-street parking facilities
utilize transect zones and form-based code as a foundation for redevelopment plans	Enhance Glenridge Avenue as a "primary activity corridor" that complements Bloomfield Avenue		investigate shared valet parking options for the district
utilize density bonuses to tie increased densities to accompanying public improvements			adjust price of parking to incentivize long-term parking in off-street lots
			add appropriate standards for above and below ground structured parking



upper montclair focus area

watchung plaza focus area

valley-van vleck focus area

walnut street focus area

montclair center focus area

south end district focus area



ISSUES

Montclair Center is the largest commercial district in the Township, with a concentration of restaurants, shopping, office and entertainment. Bloomfield Avenue is both the linear spine that supports Montclair Center, and the principal east-west thoroughfare in Montclair. It stretches for approximately 1 ½ miles, serving both local access to Montclair Center, and regional access to surrounding communities. It also connects to major highways that link Montclair Center to the rest of New Jersey. In addition, Bloomfield Avenue is served by both train and bus service, notably the Bay Street Station at the easterly end and the confluence of several bus routes at Park Street at the westerly end. Montclair Center is known as both a regional and a local destination, and some key parts of Montclair Center, such as Church and South Park Streets, are one-of-a-kind destinations. Despite these attributes, several factors limit Montclair Center's ability to grow and evolve to its full potential.

► **poor public transportation, bike, and pedestrian connections**

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

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

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

inadequate pedestrian and bicycle connections: The Bloomfield Avenue corridor does not provide adequate pedestrian and bicycle connections both internally to the corridor and to adjacent neighborhoods. Insufficiently designated crosswalks, wide, odd-angle intersections, and a lack of pedestrian amenities such as street trees, wayfinding, and clear connections between parking and destinations are all issues found along the Avenue. There are virtually no bicycle facilities (bicycle routes, lanes, racks) in the area making use of a bicycle in Montclair Center very inconvenient.

Figure 2.2.a: Community Identified Issues

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

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

Issue 3: Current parking requirements are the driving force in regulating the scale, form and type of development in the C-1 Zone on Bloomfield Avenue.

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

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

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

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

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

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

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

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

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

► parking requirements

Montclair parking ratios correspond to those typically used for suburban development where there is limited transit options, few opportunities to bike or walk to work, and no on-street parking opportunities. Although these standards may be appropriate in parts of the Township, these ratios place an undue financial burden on property owners and developers in Montclair Center, some of whose residents and visitors are likely to use non-auto modes of transportation, and would not require a parking space. Furthermore, these requirements unnecessarily prevent developers from reaching the maximum allowed building heights and density for all but the largest lots. It is recommended that parking ratios be reduced for new development in this area without compromising the integrity of the corridor.

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

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

This language allows for small additions and renovations in the C1 zone without requiring new parking, something that increases opportunities for improvements to the existing building stock. However, additions or renovations of more than 15% (more than 600 sqft for a 4,000 sqft building) require the property owner to make the entire building (including un-renovated or existing portions) consistent with requirements in the zoning code. This is a significant disincentive to make improvements, as property owners in historic buildings are likely to be adequately serving their needs with fewer spaces than required by zoning. This may be one of the reasons upper floors of buildings are not being converted to meet modern needs (see upper floor vacancy - below).

► upper floor vacancy/turnover

The historic character and form of the buildings on Bloomfield Avenue help to make it a unique, authentic downtown environment. However, community members expressed that in some cases upper floors of buildings experience higher than desirable turnover rates and temporary and long-term vacancies. Although there is clearly a tension between the need to preserve existing buildings and the need to innovate to meet modern needs, some of this may be the result of zoning and parking requirements (see parking requirements - above).

Figure 2.2.b: Parking condition in Montclair Center



► zoning does not reflect the vision of the community

Under the existing zoning, the core of the Montclair Center area falls under the C1 Zone which is a commercial and office district that allows for apartment buildings at a maximum density of 55 units/acre. Just off this commercial core, multi-family residential (R3 and R4) and residential-office (OR3 and OR4) zones allow between 10 and 28 residential units/acre. These residential zones serve as transition areas between Montclair Center and single-family zones (R-1 and R-2) of much lower densities. See Map X on Page X.

The Township has focused much of its revitalization efforts on Montclair Center over the past decade, including the creation of a Business Improvement District (BID) in 2001 and continued focus on redevelopment (including the DCH site). Nonetheless, private-sector building additions and renovations are overwhelmingly more constrained by parking requirements than by design guidelines or use restrictions. This issue arises in both required parking ratios, most relevant to new construction, and a cap of 15% for additions to existing buildings before a property is required to meet off-street parking requirements. This cap has the effect of supporting preservation, but not larger scale adaptations that may be needed to ensure the highest and best use of the property.

Many residents have also expressed concern that recent development has not provided the architectural and site amenities that the community envisioned. By limiting development to six stories along Bloomfield Avenue - which generally limits developers to wood frame construction - the zoning code does not allow for the economies of scale necessary to use high quality construction materials and still provide units at market rate. Furthermore, although existing zoning does provide some bulk and use standards, it is silent on architectural details that are important for establishing area character and creating “place.”

► circulation and land use connection

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

RECOMMENDATIONS

Montclair Center is envisioned to continue growing and developing as a central activity district in the region, with a dense, pedestrian-friendly core and superior transit access. The recommendations that follow address the transportation connections, increased density, and full integration of land use and mobility options to create a walkable, livable, and pleasant Montclair Center. This section recommends a strategy for incorporating form-based Transect Zones into the land use regulations in the area of Montclair Center, and a menu of mobility options to enhance the Bloomfield Avenue corridor and transit accessibility. The densest Transect Zone proposed, Montclair Center Core (T1), is centered on both the Bay Street Station Area and on the northern end of the corridor where a bus SUPERSTOP is proposed, with lower density Transects transitioning off of these cores into the neighborhoods. Linking these two nodes together will be a comprehensive redesign and menu of pedestrian improvements that will make Bloomfield Avenue a true complete street. Roadway classifications provided for this Transect will ensure a cohesive and complete link between building forms and public streets. Additionally, a new shuttle route is envisioned as a way to link Bloomfield Avenue, Bay Street Station, Valley-Van Vleck, and Walnut Street Station into a comprehensive local-serving transit network that compliments the existing shuttle through the South End.

LAND USE

The proposed Transect Zones concentrate density along Bloomfield Avenue and then reduce allowable uses and densities as one approaches adjacent neighborhoods. The zones are designed to encourage pedestrian activity, use of transit, and a reduced reliance on cars, while encouraging the kind of growth that will further enliven the center as both a regional and local destination. These new Transect Zones are also intended to take full advantage of the ½ Mile Transit Village Designation surrounding the Bay Street Station, and to lay the foundation for current and future redevelopment areas that do not yet have a program, and that currently default to the underlying zoning.

In all Transects, residents and key stakeholders have expressed general support for increased density according to the revised standards outlined in each section. However, a more detailed examination should establish the exact allowable development characteristics that will increase density, support transit, and help create a lively and walkable Montclair Center.

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

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

► Montclair Center Transit Core (T1)

These areas are meant to be the most dense, compact, walkable, and lively areas in Montclair. Transportation stops will be upgraded to appear more prominent in the streetscape, and development will be constructed to facilitate use of transit. Areas within this Transect will have a concentration of commercial development that is unique within Montclair, and, to reinforce the pedestrian environment, buildings will primarily front onto Primary Activity Corridors. Adding a robust blend of retail, office and residential development will ensure that these areas are used 24 hours a day, 7 days a week.

Much of the current zoning within the area proposed for Transect 1 allows for a mixture of commercial and residential uses with a maximum density of 55 residential units per acre.

Land Use recommendations for the Montclair Center Transit Core (T1)

Bulk and Building Standards

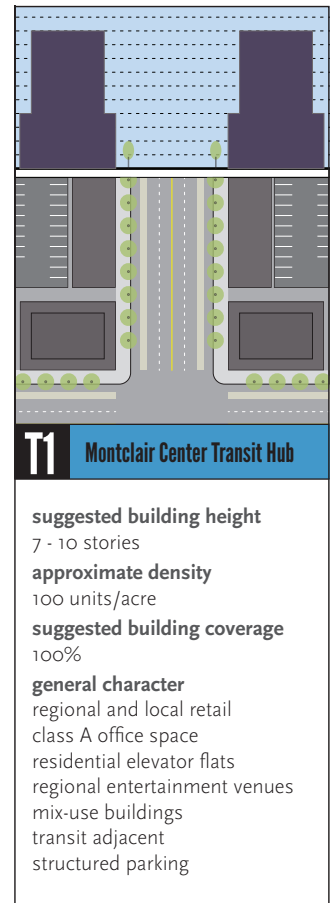
- A formal zoning revision process should begin by examining approximately **7- to 10-story buildings**, with **100% building coverage**.
- Bulk and height of buildings should result in **100 residential units per acre**.
- To develop in this manner, **minimum lot size should be approximately 30,000 sq. ft.**
- Zoning design standards should **require upper story setbacks** and/or regulate street-to-building ratios so that new construction has similar vertical street wall height as existing structures - - this should ensure that Bloomfield and Glenridge Avenues do not become cavernous.
- **Density bonuses are recommended at a base cap of 8 stories**, with public improvements required for densities above that level.
- Facades should be constructed with high quality materials while allowing for maximum first floor transparency.

Uses

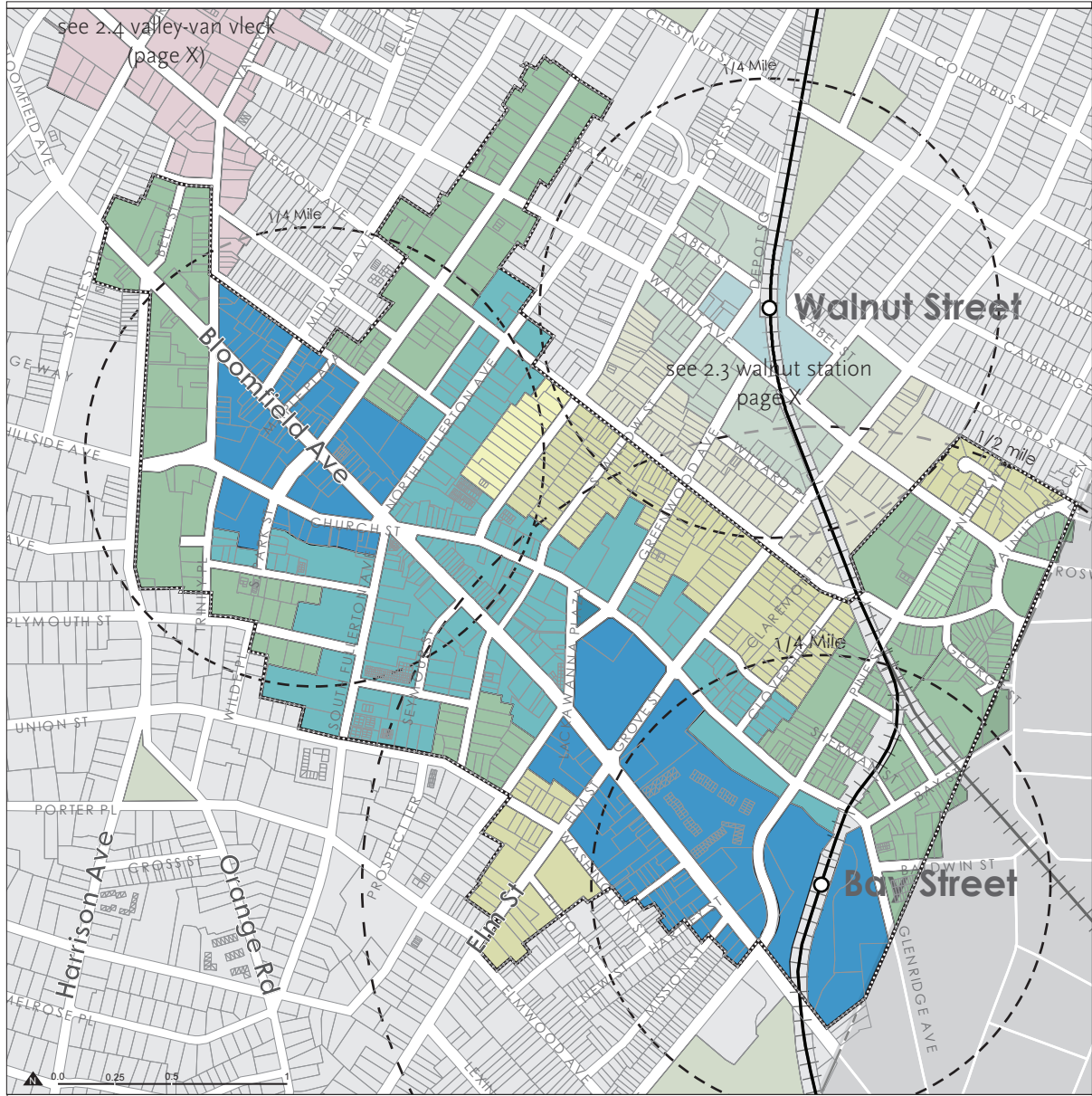
- New development should principally consist of **residential and office development above retail stores**.
- Zoning should permit a mix and balance of uses that ensure **the district be active during all times of the day and night**.
- The Land Use Ordinance should encourage the construction of **destination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

Parking

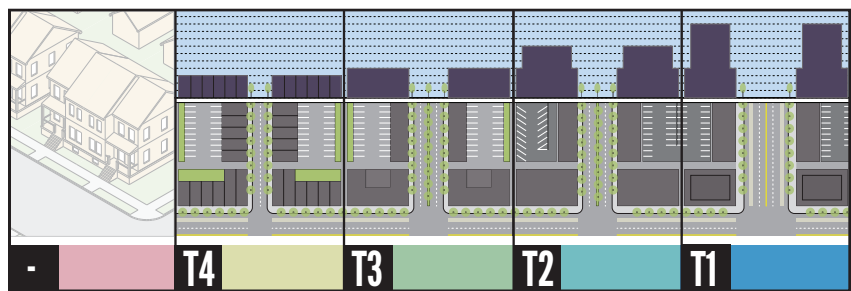
- New **parking should be to the rear of buildings** within new parking decks and **garages** faced with **liner buildings** of retail and residential.



Map 2.2.c: Transects/Zoning Revisions (Montclair Center)

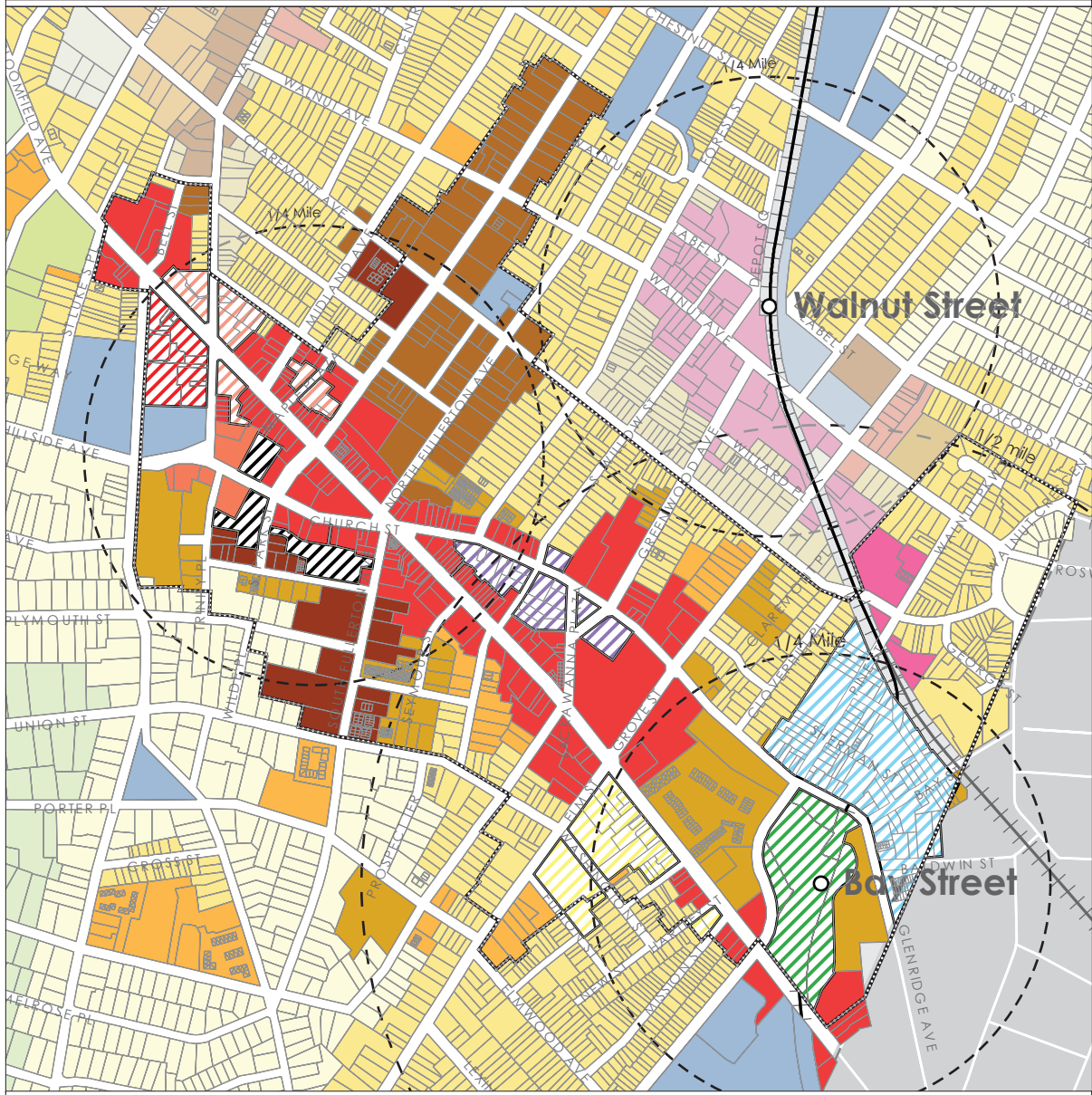


- Montclair Center Transit Core (T1)
- Montclair Center Core (T2)
- Montclair Center Village (T3)
- Montclair Center Edge (T4)
- Focus Area Boundaries

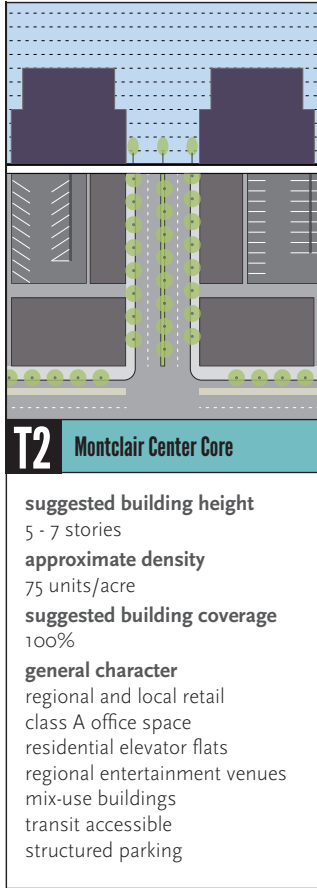


+ For a discussion of Transects and how they relate to Form-Base Codes, see 1.6 Key Concepts in this Plan

Map 2.2.d: Existing Zoning (Montclair Center)



- | | |
|--|--|
| C1 - Central Business Zone | Hahne's Redevelopment Area |
| C2 - General Business & Light Manufacturing Zone | Hospital Redevelopment Area |
| NC - Neighborhood Commercial Zone | Montclair Gateway Redevelopment Area - Phase 1 |
| RO - Mountainside Zone | Montclair Gateway Redevelopment Area - Phase 2 |
| RO(a) - One-Family Zone | Glenridge Avenue Redevelopment Area |
| R1 - One-Family Zone | New & Mission / Elm Street Redevelopment Area |
| R2 - Two-Family Zone | Bay Street Station Redevelopment Area |
| R3 - Garden Group Zone | Pine Street Redevelopment Plan |
| R4 - Three-Story Apartment Zone | Focus Area Boundaries |
| OR3 - Garden Apartment & Office Building Zone | |
| OR4 - Three-Story Apartment & Office Building Zone | |
| P - Public Zone | |



► Montclair Center Core (T2)

This Transect will consist of large-scale, dense, compact development that reinforces the existing form while allowing new construction that contributes to a more vibrant and active area. New development will front onto Montclair's two most important commercial corridors (Bloomfield Avenue and Glenridge Avenue/Church Street) and thus will be supported by high quality public realm amenities needed to carry a large volume of bus, bicycle, pedestrian and automotive traffic.

Added density and height allowances in Montclair Center Core will permit increased commercial, office, and residential development at a scale that is harmonious with the existing form. It will permit construction that unites two T1 areas (the transit nodes at Bay Street Station and the SUPERSTOP bus station at Bloomfield Avenue and Park Street) while ensuring that existing fabric is not overwhelmed by buildings of the highest density.

Montclair residents and the Township have expressed support for allowing construction to exceed the heights and density currently allowed in the C-1 Zoning District (6 stories and 55 residential units per acre).

Land Use recommendations for the Montclair Center Core (T2)

Bulk and Building Standards

- A formal zoning revision process should begin by examining approximately **5- to 7- story buildings**, with **100% building coverage**.
- Bulk and height of buildings should result in **75 residential units per acre**.
- New development should contribute to a **consistent street wall along Bloomfield Avenue, Church Street and Glenridge Avenue**, while not drastically changing the character of well-established commercial corridors.
- Zoning design standards should **require upper story setbacks** and/or regulate street-to-building ratios so that new construction has similar vertical street wall heights as existing structures - this should ensure that Bloomfield and Glenridge Avenues do not become cavernous.
- Facades should be constructed with high quality materials while allowing for maximum first floor transparency.

Uses

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

Parking

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

► Montclair Center Village (T3)

This transect will be a medium-scale, dense area that consists principally of residential and office buildings with limited local serving retail options. These areas will feel connected to, but distinct from, the major commercial areas within Montclair Center. Montclair Center Village (T3) helps establish a transition between high-density main street development and well-established lower-density residential neighborhoods. This medium-scale construction will be supported by streets and sidewalks where pedestrian circulation will be given a priority and traffic will move at a slow-to-moderate pace.

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

Montclair residents and the Township have expressed support for allowing construction to exceed the heights and density currently allowed under existing zoning (a mixture of residential types with densities ranging from 10 to 32 residential units per acre).

Land Use recommendations for the Montclair Center Village (T3)

Bulk and Building Standards

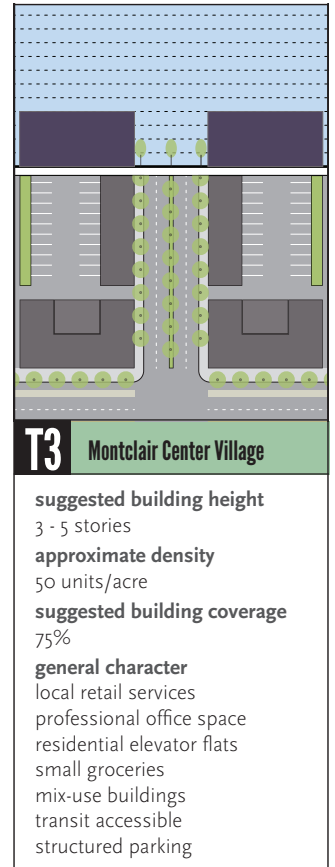
- A formal zoning revision process should begin by examining approximately **3- to 5- story buildings**, with approximately **75% building coverage**.
- Bulk and height of buildings should result in **50 residential units per acre**.

Uses

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

Parking

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



T4 Montclair Center Edge

- suggested building height
2 - 3 stories
- approximate density
25 units/acre
- suggested building coverage
65%
- general character
residential
professional office space
transit accessible
surface parking

► Montclair Center Edge (T4)

Montclair Center Edge (T4) will be a small-scale, dense area where single-family homes, apartments, and professional office buildings mix to create an urban village where residents can comfortably commute by transit, by bicycle, or on foot. Residents of this area can access most of their daily needs either in Montclair Center or the Walnut Street Station area, and professional office development will primarily serve a local clientele.

Parcels within the Montclair Center Edge (T4) are principally residential, but lie within short distance of three major transit nodes: the Walnut Street Station, Bay Street Station, and Bloomfield Avenue/Park Street SUPERSTOP bus station. Moreover, they are located between the Bloomfield/Glenridge Avenues and Walnut Street commercial corridors. As such, parcels within this Transect represent the greatest opportunity for lower scale, dense, primarily residential development.

Land Use recommendations for the Montclair Center Edge (T4)

Bulk and Building Standards

- A formal zoning revision process should begin by examining approximately **2- to 3-story buildings**, with approximately **65% building coverage**.
- Bulk and height of buildings should result in approximately **25 residential units per acre**.

Uses

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

Parking

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

► Coordinate Land Use with Circulation Recommendations

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

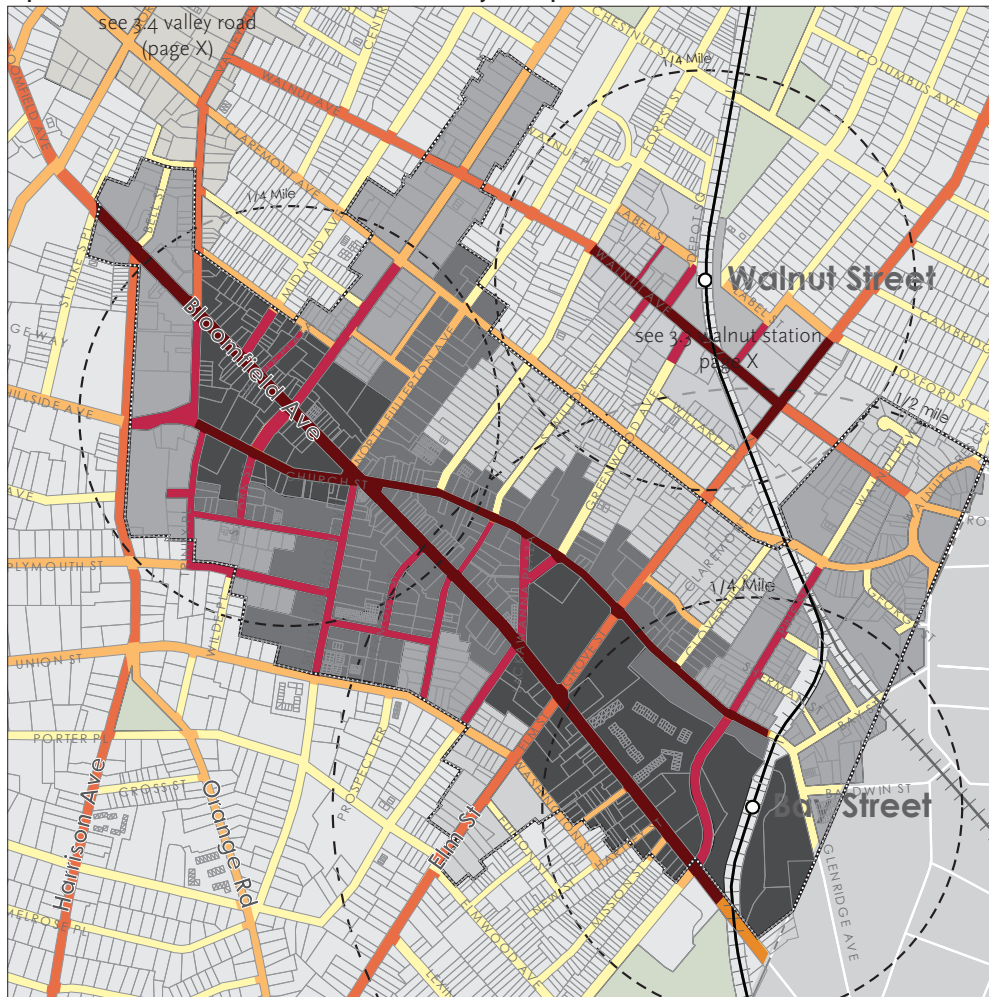
Within a given transect, parcels that have frontages on more than one street classification type should face onto the highest categorized street classification type in the following hierarchy:

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

A form-based code should be developed to regulate bulk, use, and design standards by frontage type. The following recommendations outline a general strategy for linking street classification circulation recommendations to development types that will be compatible with the character and function of the street.

- All **Buildings fronting onto Primary Activity Corridors (PAC)** should promote these streets as the highest intensity retail, commercial, and mixed-use corridors that have a high degree of circulation amenities that accommodate all mobility options.
- All **Buildings fronting onto Secondary Activity Streets (SAS)** should be principally residential and office in use, while allowing limited local serving retail and commercial development.
- All **Buildings fronting onto Township Thoroughfares (TT)** should comprise a mix of retail, commercial, office, and residential uses.
- All **Buildings fronting onto Neighborhood Thoroughfares (NT)** should be predominately residential while allowing for a moderate amount of small professional-office development.
- All **Buildings fronting onto Residential Streets (RS)** should be primarily residential in use, or other associated uses currently allowed in the Township's residential zones.

Map 2.2.e: Montclair Center Transects and Street Classification System Map



*Note: Transect Colors have been changed to facilitate legibility of the Street Classifications

Street Classifications

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

Transects

- Transect 1
- Transect 2
- Transect 3
- Transect 4
- Form-Based Code only

► **Utilize Building Stepback where appropriate**

Figure 2.2.f: Stepback Example

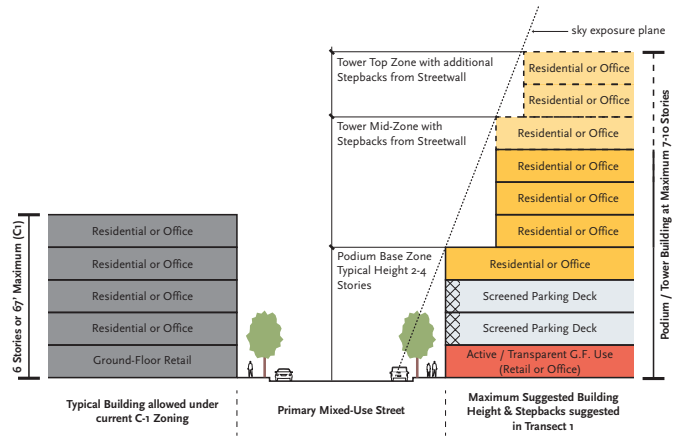


Upper Story Stepback Example

This example of an upper story stepback, currently under construction in Philadelphia, PA, shows how a ground floor podium can create a streetwall consistent in height and character with the surrounding historic fabric, while accommodating added density in a contemporary tower within the stepback.

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

the street. Usually controlled through zoning, building facades are not allowed to encroach within the desired stepback zone, which can change with building height. This mechanism can be repeated at various intervals and allowances can be made for private open space accommodations on the floor with the building stepback. Additionally, zoning can establish a “sky exposure plane” which cannot be penetrated by the building’s exterior wall.



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

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

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

Montclair Center, and specifically Bloomfield Avenue, contain the majority of Redevelopment Areas within the Township (See Map 2.2.g). Currently, only two of these redevelopment areas contain programs that call for dense, mixed-use development, the Montclair Gateway Redevelopment Area (Phase 1) and the Hahne’s Redevelopment Area, both at higher densities than allowed under the underlying C1 Zoning. The remaining areas, for the most part, do not contain specific programs and default to the underlying zoning. Additionally, there are a number of potential redevelopment sites along Bloomfield Avenue that have the potential for transformative changes to the corridor over time. Taken together, the undeveloped sites represent over 1.25 million square feet of potential construction.

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

Map 2.2.g: Transects/Zoning Revisions (Montclair Center)

Note: Outlined areas represent both developable and potential areas for redevelopment. Filled areas represent sections of redevelopment areas that have already been developed.

Glenridge Avenue Redevelopment Area

- 208,043 sf Developable (assumes triangle park will remain) (C1 Zoning Applies)
- no program; plan calls for mixed-use infill commercial, artist studio space, and residential with retail and gallery spaces.

Potential Redevelopment

- 57,000 sf Total
- R4 Zoning

Pine Street Redevelopment

- No substantial estimate of residents or employees

Montclair Gateway Redevelopment - Phase 2

- 195,796 sf Developable
- No Program, C1 Zoning Applies

Montclair Gateway Redevelopment - Phase 1

- 181,463 sf Developable
- 234 DU's; 39,000 sf Office; 22,000 sf Retail; 130 Hotel Rooms
- Partially Developed: Parking Garage

Hahne's Redevelopment

- 35,960 sf Developable
- 65 DU's per Acre; Min. 100 Hotel Rooms Required

Potential Redevelopment

- Parking Lot in BID (Seymour North)
- 54,283 sf Total (C1 Zoning)

Potential Redevelopment

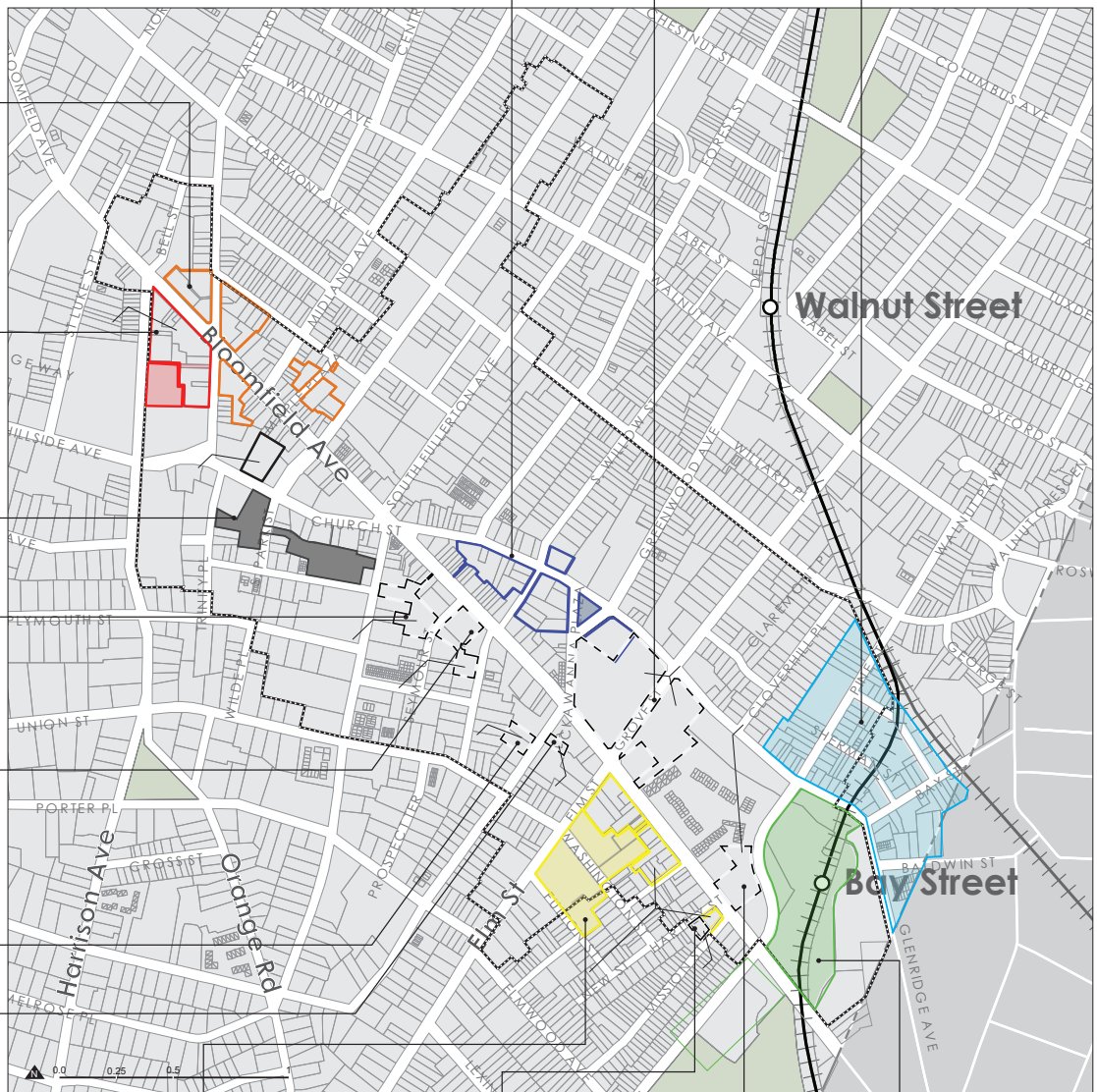
- Parking Lot in BID (Seymour South)
- 25,528 sf Total (R3 Zoning)

Potential Redevelopment

- Parking lot
- 20,265 sf Total (R3 Zoning)

Potential Redevelopment

- 7,850 sf Total (C1 Zoning)



Hahne's Redevelopment

- 35,960 sf Developable
- 65 DU's per Acre; Min. 100 Hotel Rooms Required

Potential Redevelopment

- 8,700 sf Total
- R2 Zoning

Potential Redevelopment

- 57,000 sf Total
- R4 Zoning

Bay Street Station Redevelopment Area

- Fully Developed

----- Montclair Center Outline

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

With regards to maximum height allowances proposed within the T-1 Transect for Montclair Center, the Township should investigate the feasibility of using density bonuses as a tool to ensure that development greater than a height of 8 stories shall require complementary public improvements that may be on- or off-site. Associated improvements tied to density bonuses in this transect may include, but are not limited to, sidewalk/pedestrian infrastructure upgrades, the provision of bicycle parking infrastructure such as dedicated bike storage/parking for visitors and residents, bike share or car share programs or the provision of courtesy loaner vehicles in lieu of parking, and/or contributions to planned public transit improvements.

CIRCULATION

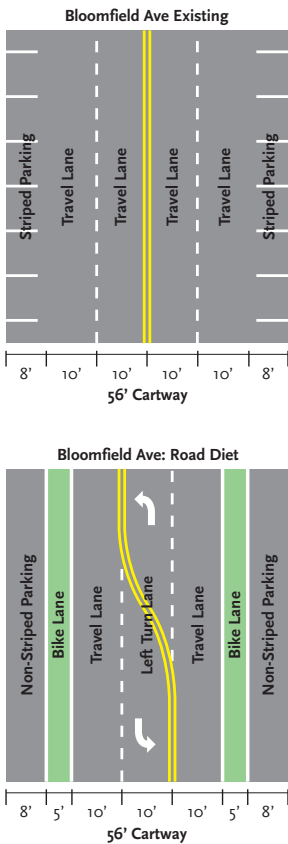
Along with the Transects and Street Classifications described above that will govern the form, mix and density of development and streets within Montclair Center, several integrated circulation and mobility recommendations are needed. The recommendations below tailor the Township-Wide recommendations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

► **Create enhanced Pedestrian & Bicycle Recommendations**

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

- **Create an enhanced pedestrian and bicycling environment:** Along Bloomfield Avenue and other streets that traverse Montclair Center improvements should be made to improve the pedestrian and bicycling environment. This is critical to the growth potential of the area. A variety of design improvements should be implemented to create a safe, attractive, and continuous experience throughout Montclair Center.
- **Maintain Bloomfield Avenue as a crucial east-west mobility spine in the Montclair Center:** Special care should be undertaken not to degrade this function, especially between the Montclair Art Museum and Bay Street Station.
- **Make pedestrian improvements outlined in Figure 2.2.i and Figure 2.2.j:** these will enhance the safety and comfort of walking along Bloomfield Avenue, particularly when interacting with traffic.
- **Investigate a possible two-way bicycle route along Bloomfield Avenue:** Although not mapped as a potential route, depending on roadway width and traffic constraints, a bicycle route on Bloomfield Avenue may be possible as recommended in the 2004 Bicycle and Pedestrian Local Assistance Study. This should take the form of a dedicated bicycle lane separated from traffic by a physical or striped buffer. As part of a multi-modal corridor study of Bloomfield Avenue, or in the development of a Township-wide bicycle and pedestrian plan, the Township should evaluate the feasibility of modifying Bloomfield Avenue's current configuration. The current four travel lanes with no dedicated left turn lane could possibly be converted to two travel lanes, with a dedicated left turn lane – a classic “road diet.” A comprehensive study of traffic flows on Bloomfield Avenue may show that with a reduction in left turn conflicts and potential signal improvements, roadway performance would not be degraded significantly. This scenario would free up at least ten feet of the cartway to provide space for a bicycle lane in each direction. In locations where space for a dedicated lane is not available or “lane drops” are needed to accommodate bus stops, shared-lane markings and signage should be added to direct motorists to share the road with bicyclists.

Figure 2.2.h: Road Diet Diagram



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

Figure 2.2.i: Bloomfield Avenue Conceptual Pedestrian Improvements



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

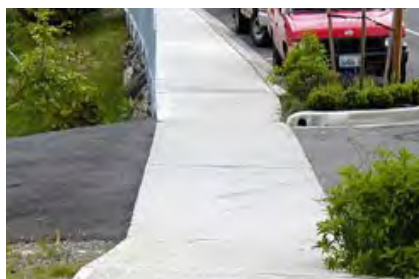
Signalize intersections that are 500 feet or more from a crossing, especially within the Bloomfield Avenue shopping core, to provide more crossing opportunities. This would improve overall pedestrian circulation and likely increase foot traffic at the businesses along Bloomfield Avenue.



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



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



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

► **Improve connection from Bay Street Station to Montclair Center**

Recommended improvements to the Bay Street Station include wayfinding from both the north and south ends of the station to Montclair Center. This signage should be installed in the opposite direction as well, providing direction for pedestrians, cyclists, and drivers to the station from Montclair Center. When exiting the north end of the station, the walk along Glenridge Avenue leads directly to the center of Bloomfield Avenue, only a 10 minute walk. Signage should support this. From the south end of the station, signage at the driveway should direct train riders to and from bus stops and walking to Montclair Center. Bicycle racks are located at the station today, but sheltered racks inside the parking garage would be an improvement. Finally, additional train service to and from the Bay Street Station (and to the north, as well) is recommended, particularly as it will be supported by increased ridership from adjacent development.



Wayfinding in Alexandria, VA



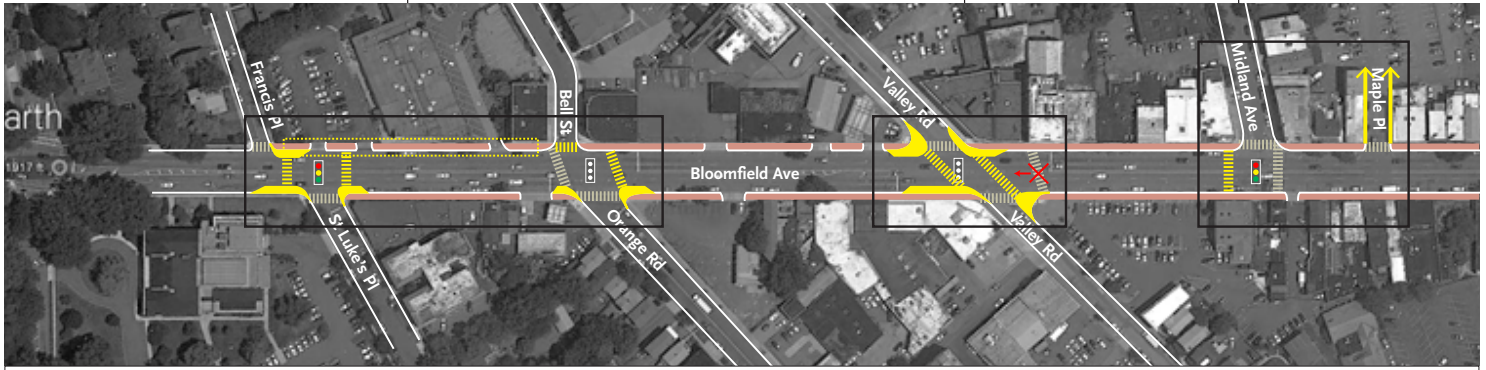
Proposed New York City DOT Pedestrian Wayfinding Sign

Figure 2.2.j: Bloomfield Avenue Conceptual Pedestrian Improvements

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

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

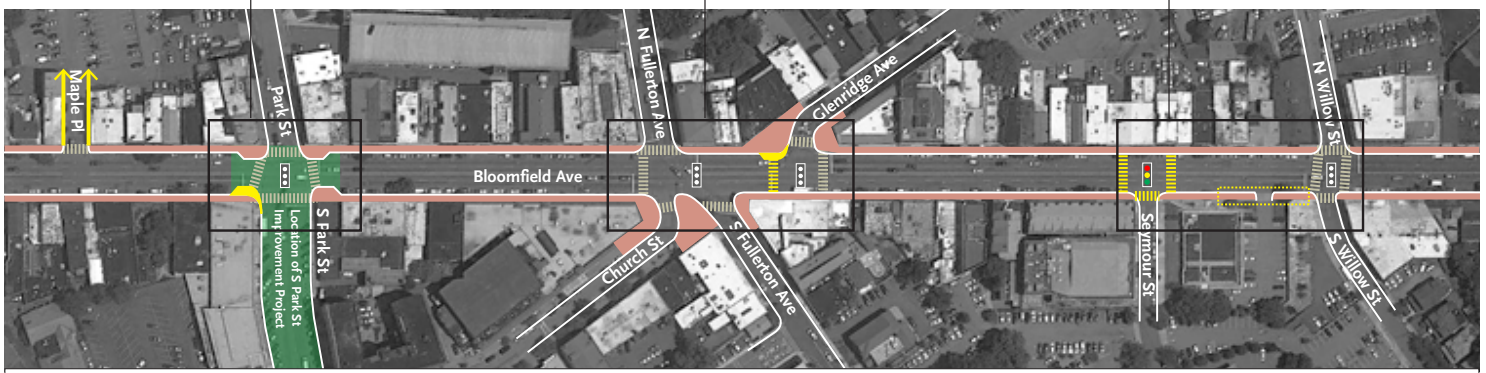
Add high visibility crosswalks and traffic signal at Midland Ave, and create sidewalks leading from Bloomfield Ave into Maple Place.



Provide additional curb bump-out at the Park Street intersection, in conjunction with planned improvements to South Park Street.

Add curb bump-out and high-visibility crosswalk at the intersection of Glenridge Avenue near South Fullerton Avenue.

Add crosswalks and traffic signal to Seymour Street, and improve sidewalk conditions at curb cut in front of the social security building.

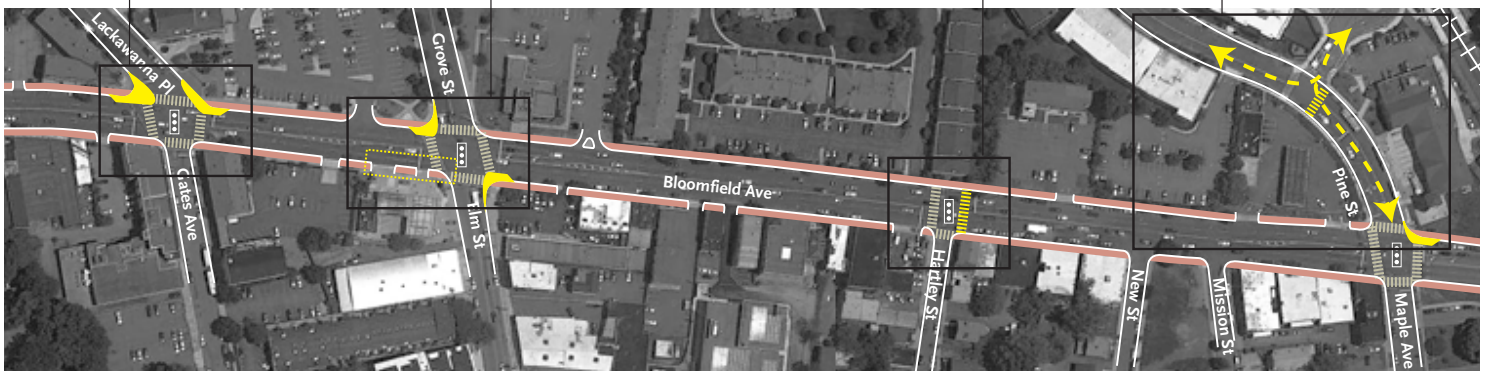


Create enhanced curb bump-outs and a road diet at the intersection with Lackawanna Plaza.







Improve sidewalk condition at curb cuts in front of the gas station, and add curb bump-outs to make crossing the street safer.

Add high-visibility crosswalk at Hartley Street.

Improve wayfinding conditions with signage, pedestrian improvements to connect the Station to Bloomfield Avenue.



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

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

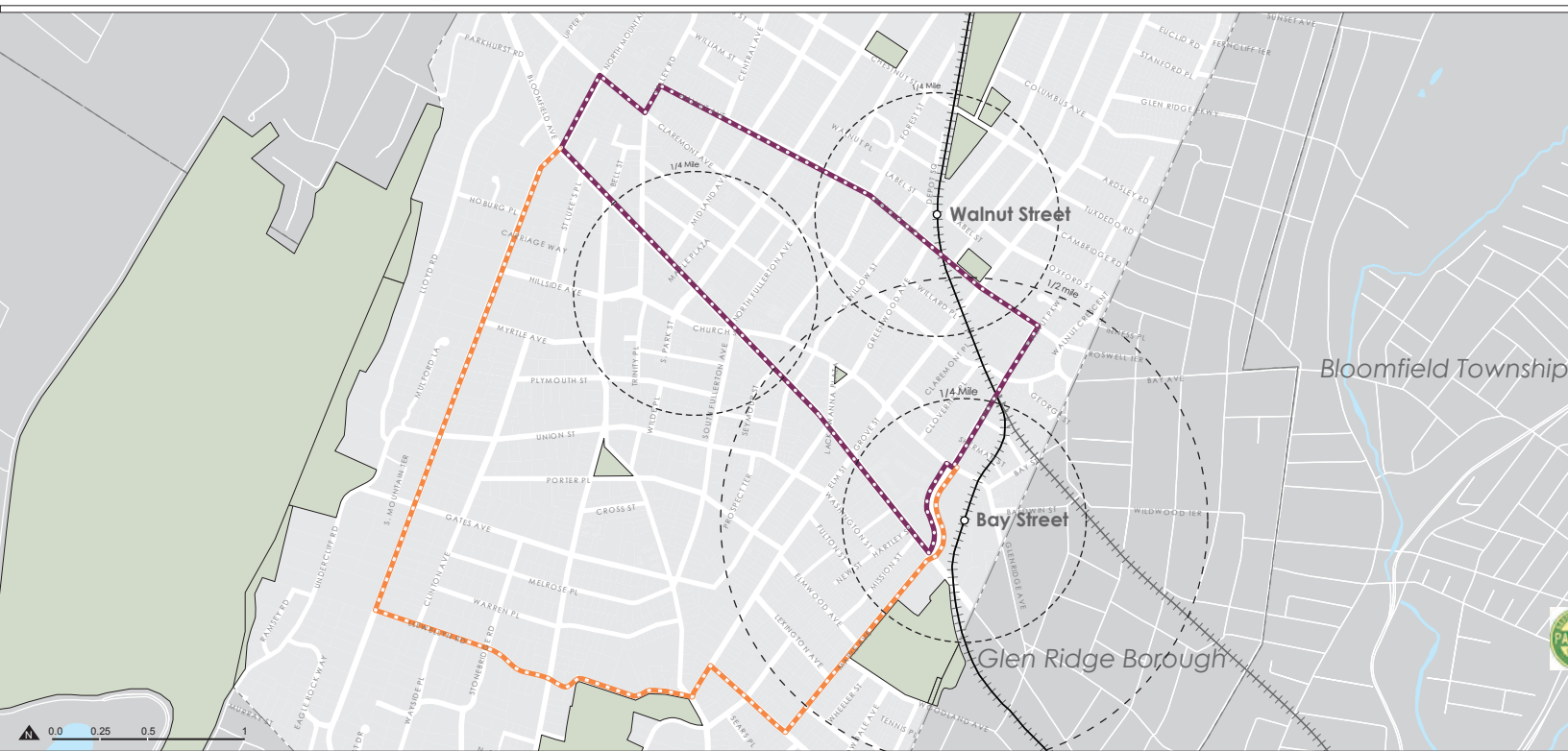
► **New Montclair Center Jitney Shuttle**

It is recommended that a new circulator jitney shuttle (in addition to the shuttle operating in the South End) be created to better connect the major transit/commercial nodes to Montclair Center. The recommended route (See Figure 2.2.k) prioritizes moving people up and down Bloomfield Avenue and reinforcing Bay Street Station as the principle transit stop in the area. Furthermore, this recommended route connects the development along Valley Road (and adjacent residential neighborhoods) to Walnut Street and Bay Street Stations. Finally, the Montclair Center Jitney circulation pattern more directly connects the proposed increases in density in the Walnut Street Station area with those along Bloomfield Avenue.

As illustrated, the recommended route would require the Montclair Center Jitney to travel just under 3 miles to complete a trip. The Jitney should be scheduled to meet every incoming and outgoing train from Bay Street Station, as well make at least 4 complete loops per hour during a large part of the day. Ideally, riding the Jitney would be free, which would encourage a hop-on/hop-off approach for anyone shopping or working within Montclair Center or the Walnut Street Station area. This would constitute a high level of service and help ensure that development within Montclair Center is connected to transit by transit.

Complementary to the new circulator jitney shuttle, it is recommended that the Township explore revising the existing Montclair Shuttle route to include a loop through the South End Business District. This would extend a direct connection to the Bay Street Station to one of the few business districts and neighborhoods that is not within walking distance of a train station. This topic is addressed further in Section 2.5, South End Business District, of this document.

Map 2.2.k: New Montclair Center Shuttle



●●●●● Montclair Center Shuttle Route

●●●●● Existing Montclair Shuttle Route

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

► Create a “SUPERSTOP” enhanced bus stop near Park Street and Bloomfield Avenue

With few exceptions, every major regional and inter-municipal bus that enters Montclair passes through the intersection of Park Street and Bloomfield Avenue. Thus, there is a major opportunity to create a transit node that supports area land uses and encourages and improves transit mobility within the Township. Recommended is the development of an enhanced bus stop that could be branded as a “SUPERSTOP” to encourage ridership and to assist bus passengers transferring from one bus line to another (and to the recommended Montclair Center Jitney). The SUPERSTOP would increase the viability of buses as a commuting option, and allow for the concentration of services needed to make needed infrastructure investments (such as bike racks and shelter from the weather). Such a node will promote a diversity of transit services in Montclair, complementing the regionally focused NJTransit rail service with improved local bus service.

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

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

Figure 2.2.1: Enhanced Bus Stop in Albany, NY



► **adjust parking requirements**

Parking requirements should be modified near Bay Street Station and along the Bloomfield Avenue corridor. Changes should include allowing for shared parking on mixed-use development sites, allowing for shared-parking agreements between neighboring property owners, and reductions in parking ratios so they accurately reflect the parking needs of Montclair residents and visitors. This measure could greatly reduce the amount of parking supply needed, which will reduce the cost of development and contribute to a more pedestrian-friendly urban environment.

A brief review of the parcels analyzed in the Preferred Alternative Scenario (See Appendix) is illustrative of the benefits of this recommendation. Under existing parking regulations the estimated 1,900 residential units, 400,000 square feet of office, and 200,000 square feet of retail development would require 6,300 parking spaces. Even assuming the Township’s parking requirements reflect actual demand, shared parking allowances could reduce the number of spaces by 25 percent (more than 2,500 fewer spaces) while still meeting peak demand parking needs.

Furthermore, residential parking requirements should be reduced from about two spaces per (multi-family) dwelling unit to one. Since half of the residents in Montclair only own one vehicle, there is good transit service in this area, and because the land use recommendations create the foundation for dense, walkable development, this requirement would better match actual parking needs.

However, reducing parking requirements in Montclair Center should not be restricted to residential uses. Figure 2.2.m represents suggested parking ratios for downtown areas like Montclair. Such ratios should be used in combination with incentives for car sharing and a practice of using parking maximums (instead of parking minimums). Furthermore, as the Township continues to address parking issues, it should undertake a parking study that tailors parking strategies to Montclair, evaluates the potential for implementing shared parking, and accounts for the public on- and off-street spaces available.

figure 2.2.m: Recommended Parking Ratios

Use	Suggested	Existing
Residential	1 per unit	per New Jersey Residential Site Improvement Standards (R.S.I.S)
Office	3.8 per 1,000 sqft GFA	4 per 1,000 sqft GFA
Commercial/Retail	3.6 per 1,000 sqft GFA	5 per 1,000 sqft GFA
Restaurant	14 per 1,000 sqft GLA or 1 for every 4 fixed seats	1 per 3 seats, plus 1 per 2 seats in lounge or bar areas
Institutional	14 per 1,000 sqft GFA	n/a
Religious	1 for every 8 fixed seats	1 for every 8 fixed seats
More than 1 use on the premises	Shared Parking	sum of the component requirements

GFA: Gross Floor Area
GLA: Gross Leasable Area

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

Illustrative example

To illustrate, assume zoning is updated to require 4 spaces for every 1,000 sqft of office or retail space. If a 3-story, 3,000 square foot, mixed-use commercial-office building with 6 parking spaces applies to add 1,000 square feet of office space (one additional story), the applicant would only be required to add 4 more spaces (for a total of 10) and not the 10 additional spaces (for a total of 16) required under the current code. Such practice respects the fact that existing parking meets current demand and simply requires that the property owner provide new parking for new construction.

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

► Optimize public parking inventory

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

Additional recommended parking strategies should include the following items:

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

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2.3 Walnut Street Station Area

Recommended Strategies in Walnut Street Station Area

- enact transect-based zoning to establish the Walnut Street Station area as an emerging downtown TOD (page 64)
- coordinate land use with circulation recommendations (page 70)
- create the foundation for transit village designation (page 70)
- investigate opportunities for redevelopment (page 72)
- implement pedestrian and bicycle recommendations (page 72)
- create new Montclair Center shuttle service (page 72)
- adjust parking standards (page 72)

Action Matrix

Land Use	Pedestrian/Bicycle/Traffic	Transit Access	Parking
establish transect-based zones to promote sustainable growth and development in key nodes	add a two-way bicycle route to Walnut Street	Link Walnut Street Station as a key stop on the proposed Montclair Center shuttle route	encourage shared off-street parking
coordinate land use with street classification recommendations	provide bicycle facilities at Walnut Street Station	work with NJ Transit to add weekend train service	integrate existing, under-utilized parking lots into a shared off-street parking plan
pursue Transit Village designation	Make intersection improvements around the station area		reduce parking ratios from existing zoning in proposed transect zones
investigate opportunities for redevelopment near the station in tandem with a review of existing zoning	ensure the provision of sidewalks and clear walkways to connect pedestrians to the station		



Clifton City

3

Montclair Heights

Cedar Grove Township

23

Mountain Avenue

upper montclair focus area

Upper Montclair

watchung plaza focus area

Watchung Plaza

Verona Township

valley-van vleck focus area

Walnut Street

walnut street focus area

Nutley Township

montclair center focus area

Bay Street

Bloomfield Township

West Orange Township

south end district focus area

Glen Ridge Borough



Belleville Township

80

62

DRAFT MARCH 21, 2013

ISSUES

The Walnut Street Station is adjacent to an emerging commercial center in an area with an industrial past. The train station is an asset that is underutilized due primarily to the lack of weekend train service. As of the date of this publication, the station essentially exists as a park-and-ride facility for people commuting out of the Township during the week, with the transit parking lots sitting empty over the weekend.

Currently, poorly maintained parking lots surround the station, isolating the station from surrounding development. Most adjacent development turns its back on the station. The relatively low level of residential development near the station limits the number of riders that walk to the station from the neighborhood, providing little incentive to increase weekend train service beyond Bay Street Station.

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

This tension between land use and zoning underscores a larger conflict between the traditional light industrial uses in the area, the emerging commercial development, and the long established residential neighborhoods surrounding it. As Montclair Center continues to grow and develop, even with increased density allowances, the Walnut Street Station area will also see pressure to grow and develop, and will need to be better connected with the surrounding neighborhoods and Bloomfield Avenue. This area will also likely see increased pressure for residential development, which could support the commercial uses and the train station in the commercial center.

Figure 2.3.a: Community Identified Issues

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

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

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

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

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

RECOMMENDATIONS

Walnut Street Station represents an exciting opportunity for the Township to foster a new Transit Village in a developing downtown center. The emerging commercial and retail uses, along with the potential for increased residential development and density, are key elements of the recommendations for the Walnut Street Station area. As in Montclair Center, this area is envisioned as a lively, pedestrian and bicycle friendly area, but at a less intense level of development. The recommendations that follow address the transportation connections, increased density, and full integration of land use and mobility options. This section recommends a strategy for incorporating form-based Transect Zones into the land use regulations in the area, and a menu of mobility options that will remake Walnut Street as a complete street, improve pedestrian connections to the station, enhance station amenities, provide shuttle service to Bloomfield Avenue, and reform parking standards to enhance the viability of mixed-use development.

LAND USE

The three proposed Walnut Street Transect Zones - - core, village and edge - - are designed to reinforce a strong core around the Walnut Street station, while transitioning to lower densities to match the character of the surrounding neighborhoods. These Transect Zones are also designed to assist this area in meeting the criteria for designation as a Transit Village by NJDOT, which could increase opportunities for funding and coordination at the state level.

In all Transects, residents and key stakeholders have expressed general support for increased density according to the revised standards outlined in each section. However, a more detailed examination should establish the exact allowable development characteristics that will increase density, support transit, and help create a lively and walkable district.

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

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

► walnut street core (T2)

Montclair residents and the Township have identified the Walnut Street Core as an opportunity for infill growth that is close to the existing commercial area and transit station. This area will be the most densely developed area in the Walnut Street Station Area and development here will both capitalize on and support transit use.

Current zoning allows a mixture of residential types with densities ranging from 10 to 28 residential units per acre.

Land Use recommendations for the Walnut Street Core (T2)

Bulk and Building Standards

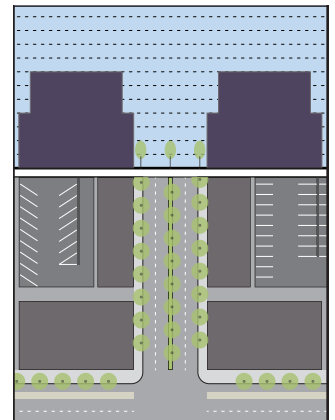
- A formal zoning revision process should begin by examining approximately **5- to 6-story buildings**, with **100% building coverage**.
- Bulk and height of buildings should result in **75 residential units per acre**.
- Building designs should take advantage of adjacency to transit and facilitate access to the station from the existing commercial center and vice-versa.

Uses

- Ground floor development should generally be retail, or other active, transparent uses facing the street.
- The township should encourage uses that will support increased transit services
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this Transect, should carry over into the land use regulations for this Transect.

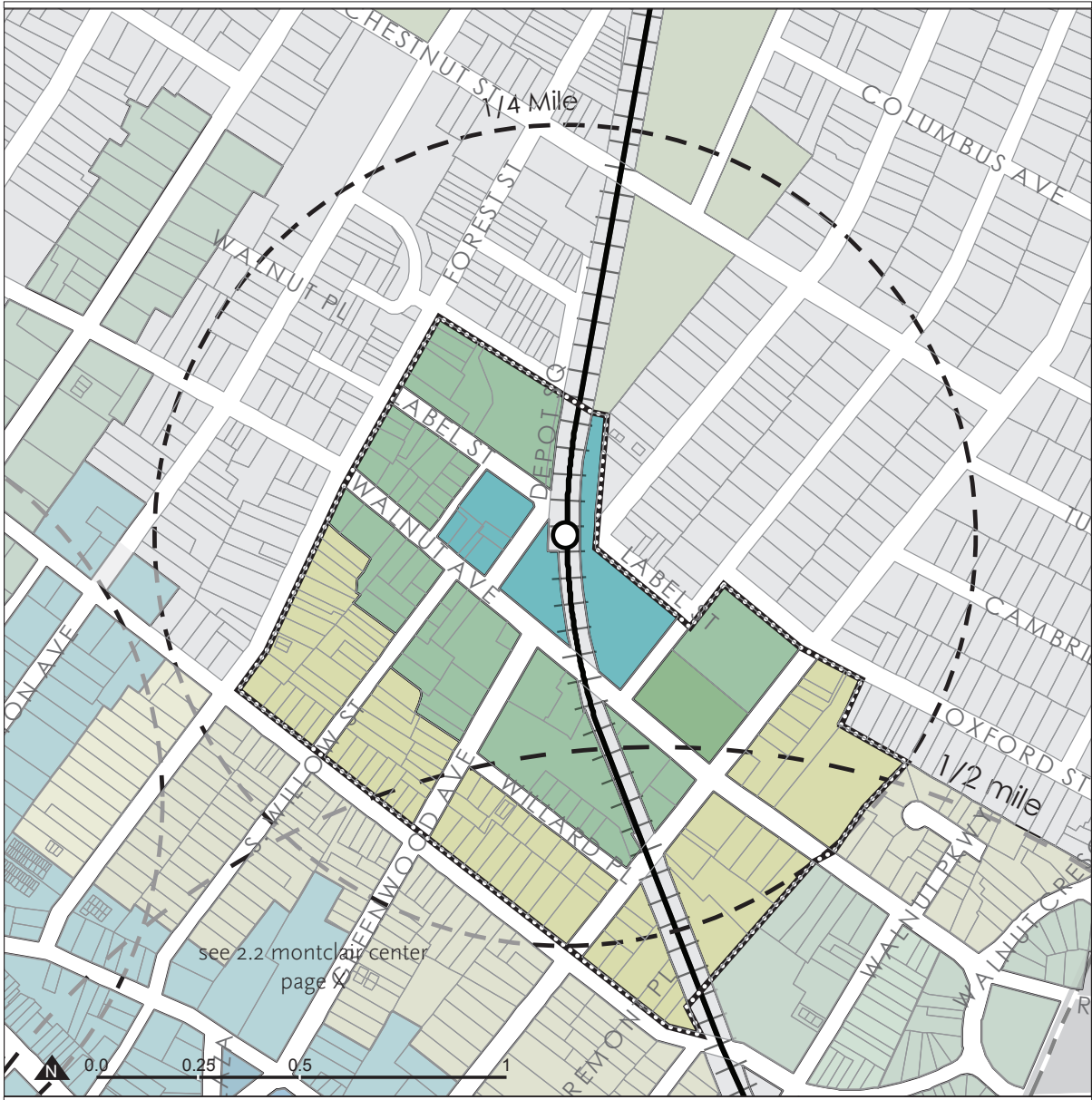
Parking

- New parking should be located to the **rear of buildings**. When feasible, parking should be located within new **parking decks** and garages faced with **liner buildings** that have active ground-floor uses facing the street. Surface parking lots, when allowed, should not be permitted to front onto streets without adequate landscaping buffers.
- When possible, parking should be shared with commuters accessing the station.

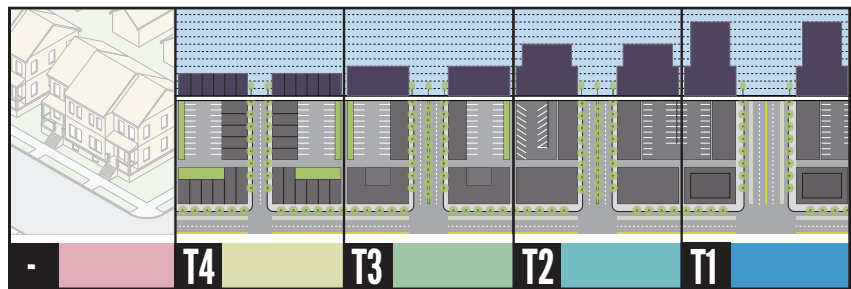


T2	Walnut Street Core
	suggested building height 5 - 6 stories
	approximate density 75 units/acre
	suggested building coverage 100%
	general character regional and local retail professional office space residential elevator flats restaurants and cafes mix-use buildings transit adjacent structured parking

Map 2.3.b: Transects/Zoning Revisions (Walnut Street)

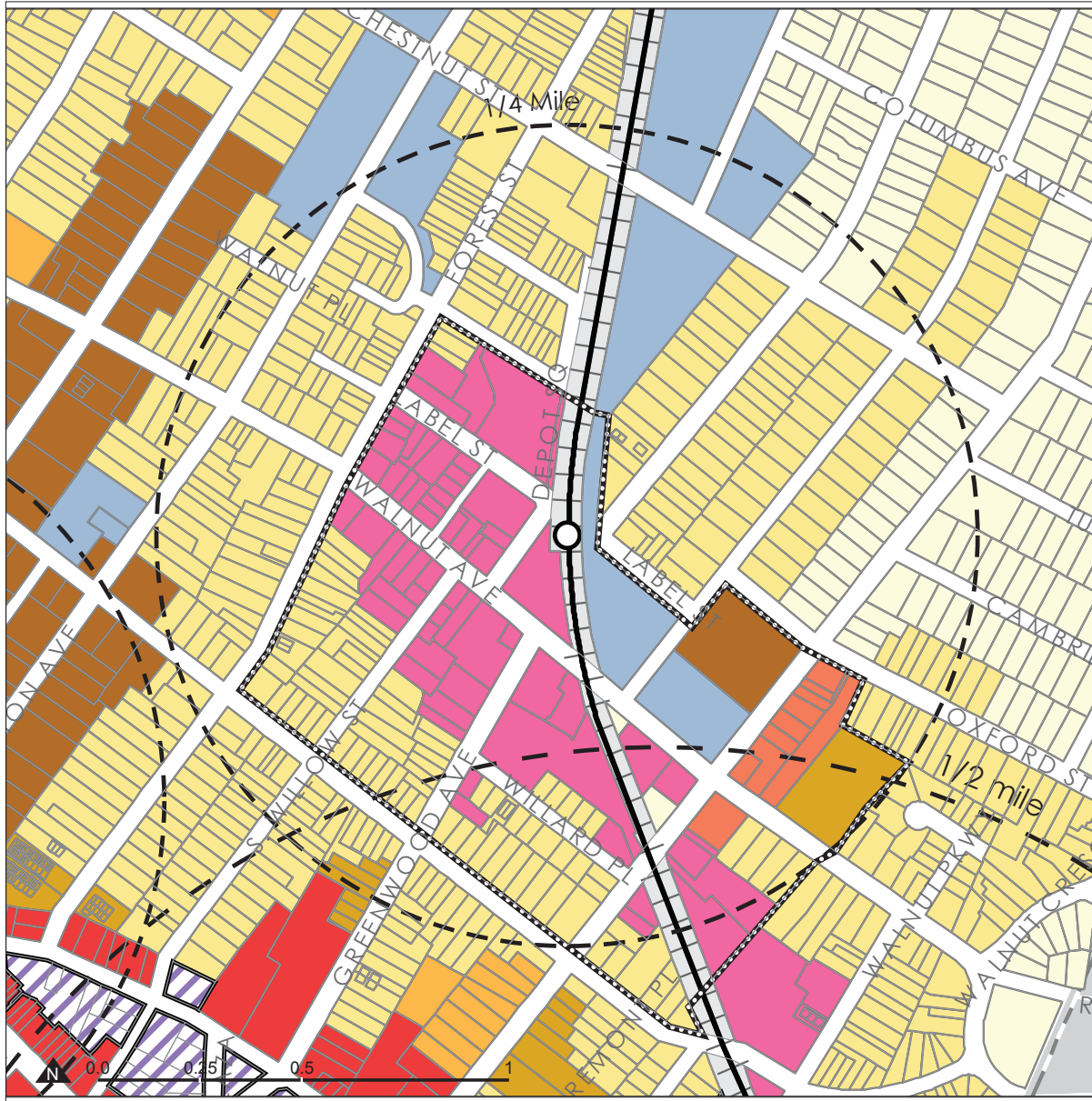


- Walnut Street Core (T2)
- Walnut Street Village (T3)
- Walnut Street Edge (T4)
- Focus Area Boundaries

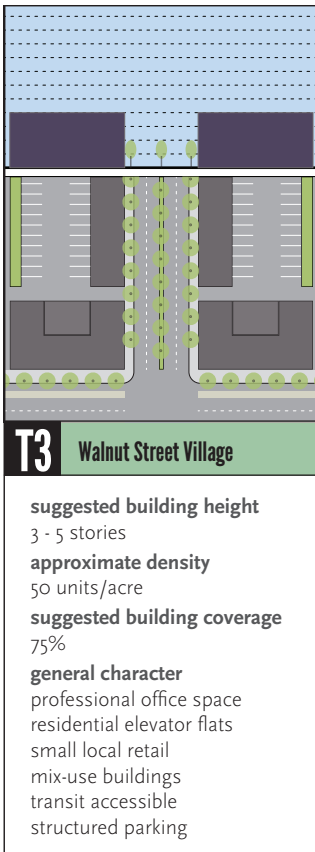


+ For a discussion of Transects and how they relate to Form-Base Codes, see 1.6 Key Concepts in this Plan

Map 2.3.c: Existing Zoning (Walnut Street)



- | | |
|--|--|
| C1 - Central Business Zone | Hahne's Redevelopment Area |
| C2 - General Business & Light Manufacturing Zone | Hospital Redevelopment Area |
| NC - Neighborhood Commercial Zone | Montclair Gateway Redevelopment Area - Phase 1 |
| RO - Mountainside Zone | Montclair Gateway Redevelopment Area - Phase 2 |
| RO(a) - One-Family Zone | Glenridge Avenue Redevelopment Area |
| R1 - One-Family Zone | New & Mission / Elm Street Redevelopment Area |
| R2 - Two-Family Zone | Bay Street Station Redevelopment Area |
| R3 - Garden Group Zone | Pine Street Redevelopment Plan |
| R4 - Three-Story Apartment Zone | Walnut Street District Border |
| OR3 - Garden Apartment & Office Building Zone | |
| OR4 - Three-Story Apartment & Office Building Zone | |
| P - Public Zone | |



► walnut street village (T3)

This Transect will be a medium-scale, dense area that consists principally of residential and office buildings. This will encourage an active mix of uses adjacent to core, but at a slightly lower density to step down development to the adjacent residential neighborhoods. This Transect will help bolster the viability of the commercial core along Walnut Street, while also establishing a transition between the higher-density core and the well-established lower-density residential neighborhoods.

Land Use recommendations for the Walnut Street Village (T3)

Bulk and Building Standards

- A formal zoning revision process should begin by examining approximately **3- to 5-story buildings**, with **75% building coverage**.
- Bulk and height of buildings should result in **50 residential units per acre**.
- Buildings should front on the street with minimal setbacks, and should form a consistent, unbroken street wall except at intersections and pedestrian ways.

Uses

- Uses should favor more residential and office development, with a mix of commercial and residential elevator buildings and townhomes.
- In this Transect, streets are classified primarily as Township Thoroughfares, transitioning into Neighborhood Thoroughfares and Residential Streets.
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this Transect, should carry over into the land use regulations for this Transect.

Parking

- New parking should be located to the **rear of buildings**. When feasible, parking should be located within new **parking decks** and garages faced with **liner buildings** that have active ground-floor uses facing the street. Surface parking lots, when allowed, should not be permitted to front onto streets without adequate landscaping buffers.

► walnut street edge (T4)

It is recommended that this Transect take the form of small-scale, dense development where single-family homes, townhomes, apartments and professional office buildings mix to create an urban village where residents have the option to commute primarily on transit, by bicycle, or on foot. Residents of this area may access most of their daily needs near the Walnut Street Station or Montclair Center, and professional office development will largely service a local clientele.

Parcels within this Transect are principally residential, but lie within proximity of three major transit nodes, Walnut Street Station, Bay Street Station and the Park Street/Bloomfield Avenue SUPERSTOP bus station, and between the Bloomfield Avenue/Glenridge Avenue and Walnut Street commercial corridors. As such, parcels within this Transect represent the greatest opportunity for lower scale, dense, principally residential development.

Land Use recommendations for the Walnut Street Edge (T4)

Bulk and Building Standards

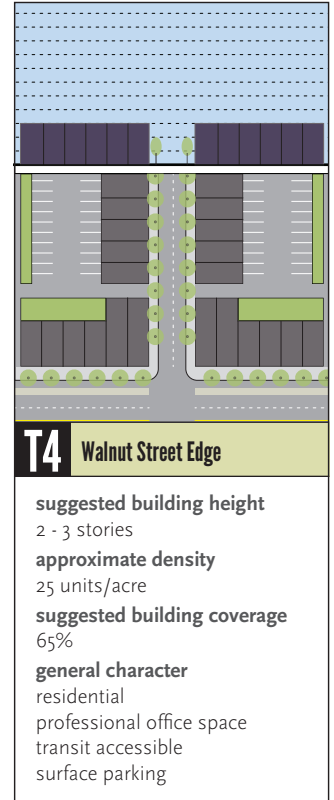
- A formal zoning revision process should begin by examining approximately **2- to 3- story buildings**, with approximately **65% building coverage**.
- Bulk and height of buildings should result in **approximately 25 dwelling units per acre**.

Uses

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

Parking

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



► Coordinate Land Use with Circulation Recommendations

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

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

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

A form-based code should be developed to regulate bulk, use, and design standards by frontage type. The following recommendations outline a general strategy for linking street classification mobility recommendations to development types that will be compatible with the character and function of the street.

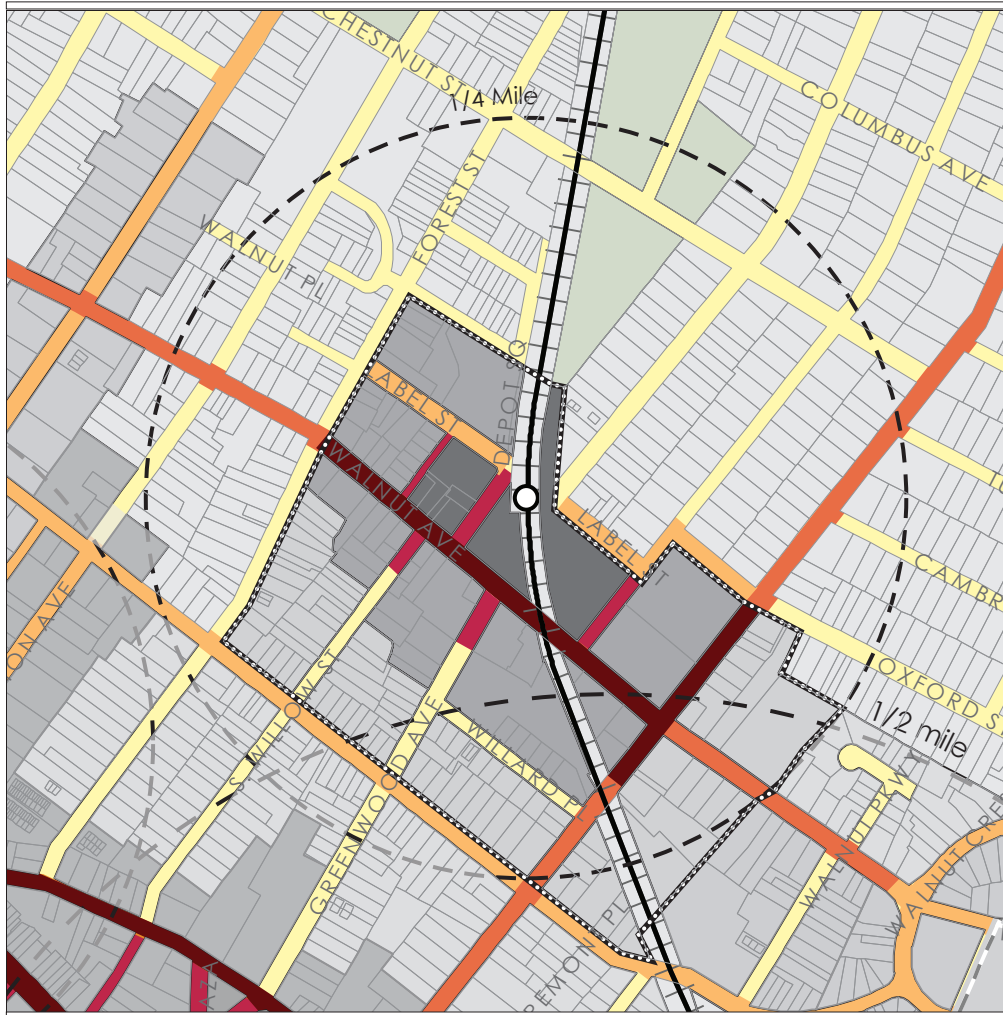
- All **Buildings fronting onto Primary Activity Corridors (PAC)** should promote these streets as the highest intensity retail, commercial, and mixed-use corridors that have a high degree of circulation amenities that accommodate all mobility options.
- All **Buildings fronting onto Secondary Activity Streets (SAS)** should be principally residential and office in use, while allowing limited local serving retail and commercial development.
- All **Buildings fronting onto Township Thoroughfares (TT)** should comprise a mix of retail, commercial, office, and residential uses.
- All **Buildings fronting onto Neighborhood Thoroughfares (NT)** should be predominately residential while allowing for a moderate amount of small professional-office development.
- All **Buildings fronting onto Residential Streets (RS)** should be primarily residential in use, or other associated uses currently allowed in the Township's residential zones.

► create the foundation for transit village designation

As an emerging mixed-use center proximate to transit, it is recommended that the Walnut Street Station area be considered for an application with NJDOT to become a designated Transit Village. It is expected that implementing the land use and mobility recommendations in this section will lay the foundation for a strong application for Transit Village designation. The criteria for an area submitting an application, abridged from the most current language available on NJDOT's website, is as follows:

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

Map 2.3.d: Montclair Center Transects and Street Classification System Map



*Note: Transect Colors have been changed to facilitate legibility of the Street Classifications

Street Classifications

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

Transects

- Transect 1
- Transect 2
- Transect 3
- Transect 4
- Form-Based Code only

The Transect Zone and mobility recommendations contained in this section are anticipated to help develop a case for Transect Village designation, should the Township decide to pursue it. These recommendations, as well as the affordable housing recommendations found in Section 2.9 Flexible, Affordable Lifestyles, reflect a willingness to grow, represent a TOD zoning ordinance with appropriate parking and design regulations, propose a strategy for providing affordable housing, and identify bicycle and pedestrian improvements for the area.

► investigate opportunities for redevelopment

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

CIRCULATION

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

► implement pedestrian and bicycle recommendations

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

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

► create new Montclair Center shuttle

As described in the Section 2.2 of this document, a new shuttle route is recommended to connect the Walnut Street Station area with Montclair Center, the Valley-Van Vleck business district, Bloomfield Avenue, and Bay Street Station. This new shuttle should be scheduled to circulate at least four times per hour, and should be provided at a nominal cost for all riders. For further details, see the discussion of this service in the Montclair Center section.

► adjust parking standards

Under existing zoning regulations, the amount of parking that would be required to accommodate Walnut Street area’s projected build-out under the Preferred Alternative Scenario in the appendix of this document (approximately 200 residential units, 20,000 square feet of office and 80,000 square feet of retail) would be over 900 spaces. However, with shared parking allowances on mixed-use sites or among adjacent sites that have complementary uses, the amount of parking needed could be reduced by an estimated 20 percent. To reduce the overbuilding of parking, the Township should:

- **Encourage shared off-street parking:** arrangements should be made to allow sites in the Walnut Street area that have uses with different peak demand periods to share parking. For example, office and retail (daytime and early evening demand) should be allowed to share parking spaces with residential uses (overnight demand).
- **Utilize under-utilized parking areas:** steps should be taken to allow underutilized parking areas surrounding the train station to be shared with complementary uses in the area (e.g. residential use overnight, and retail use on the weekend).
- **Reduce parking minimums:** in all Transects, parking ratios outlined in Section 2.2, Montclair Center should be used. This would better account for the number of residents and visitors who are anticipated to commute by transit, bike, or on foot.

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2.4. Valley Road Business District

Recommended Strategies in Valley Road Business District

- create a form-based code to establish the Valley Road Business District as a mixed-use corridor (page 79)
- coordinate land use with circulation recommendations (page 80)
- implement circulation improvements to Valley Road (page 81)

Action Matrix

Land Use	Pedestrian/Bicycle/Traffic	Transit Access	Parking
create a form-based code to implement desired development types and character in the district	make pedestrian improvements at intersections including crosswalks, countdown signals, pedestrian scale lighting	Link Valley Road Business District as a key stop on the proposed Montclair Center shuttle route	encourage shared off-street parking
coordinate land use with street classification recommendations	study the potential for a bicycle route on Valley Road, with dedicated lane in wider segments and shared-lanes in narrower segments		
integrate desired shared central parking for multiple lot recommendations into any zoning revisions	add appropriate street trees to enhance walkability and pedestrian comfort		
prohibit parking lots from fronting on Valley Road	Reduce or improve quantity of curb-cuts (driveways) on Valley Road		



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upper montclair focus area

watchung plaza focus area

valley-van vleck focus area

walnut street focus area

montclair center focus area

south end district focus area



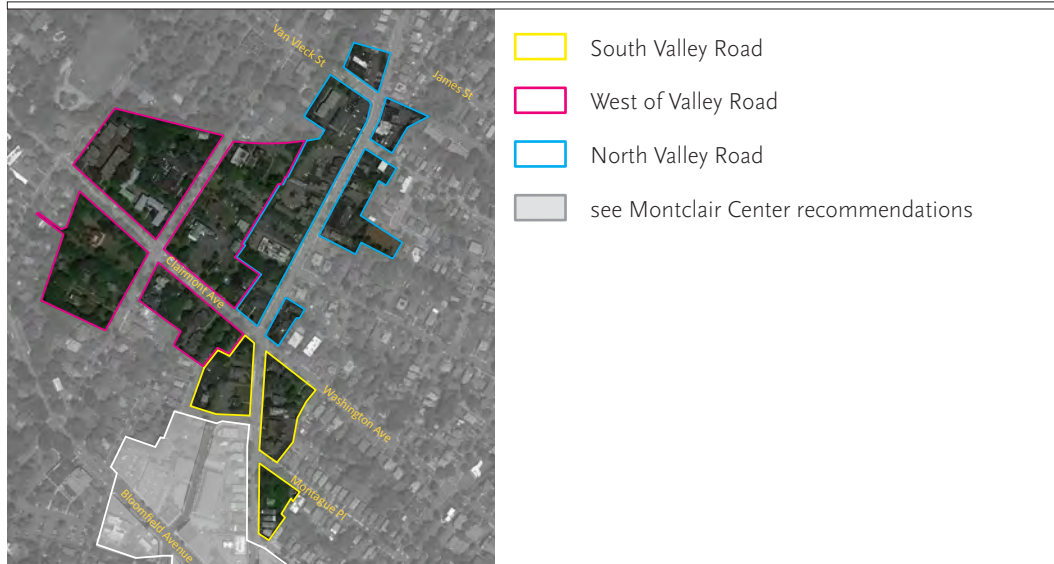
ISSUES

Valley Road, a major north-south roadway connection through the Township, connects Montclair Center with Upper Montclair, and Montclair State University. Within this long stretch, the Valley-Van Vleck Business District is a commercial corridor that is distinct from either Montclair Center or Upper Montclair. Commercial development along Valley Road stretches from Bloomfield Avenue in Montclair Center north to James Street, a distance of approximately a ½ mile. The width of Valley Road varies in this segment, with one travel lane in each direction and parking on one side of the street, or on both sides on blocks where the road is wider. The commercial corridor is clearly distinct from the surrounding neighborhood, yet Valley Road has no consistent character. For example, along this small segment of the roadway, building forms include:

- medium footprint (between 5,000 - 10,000 sqft) commercial buildings with parking along the street;
- offices converted from single family homes;
- a significant number of sidewalk-oriented small commercial spaces;
- and single-family homes.

The land use character of the Valley-Van Vleck Business District helps to contribute to an ill-defined commercial area (figure 2.4.a). The northern section of Valley Road contains the highest concentration of commercial, with a mix of medium footprint buildings, offices, and sidewalk-oriented small commercial spaces. In contrast, the development pattern in the southern section of Valley Road consists of large single-family homes that have been re-purposed into professional office buildings and single-family homes that retain their original use. Additionally, is a history of non-conforming uses within the R-2 Zone District, most notably in the form of light industrial and storage uses, which have a negative impact on the residential neighborhood.

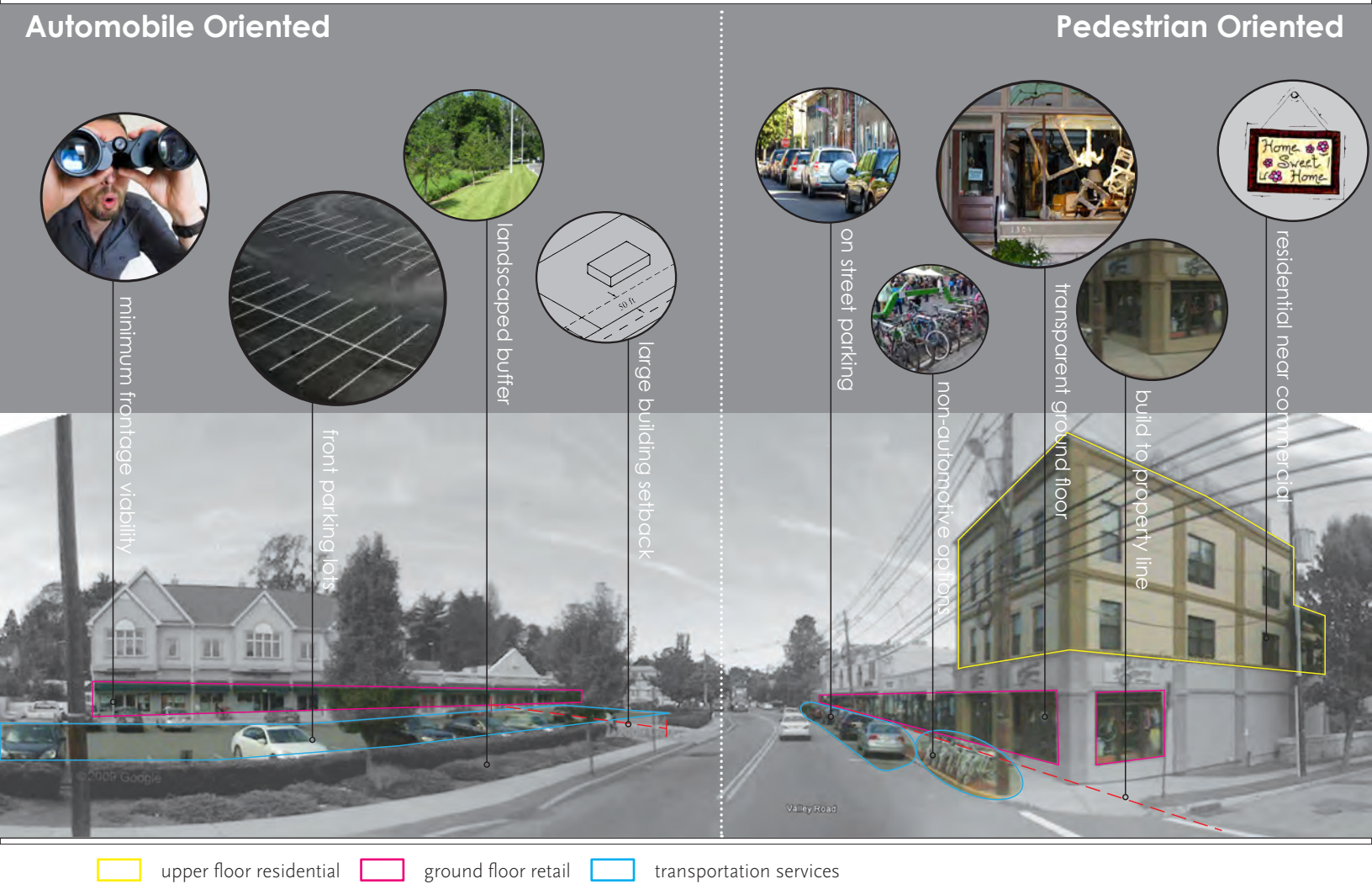
figure 2.4.a: Valley-Van Vleck Area Locations



This lack of consistency is most obvious at the corner of Valley Road and William Street. In this segment, development on the east side of the street is pedestrian oriented, with buildings built to the property line, high ground level building transparency, and parking along the street. However, on the west side of the street, development is auto oriented with the buildings set back more than 80 feet from the street and off-street parking provided adjacent to the sidewalk. (figure 2.4.b).

This patchwork of land use is the product of zoning which provides no guiding principle for how to organize the street or how it should be developed. This area represents a good example of the limitations of Euclidean zoning which places a high emphasis on regulating uses, while neglecting the form of the building and its placement on the property. The result is that many residents and visitors to the Valley-Van Vleck Business District enter through a poorly defined corridor-gateway that does not adequately set the stage for an important and vibrant area of the Township.

Figure 2.4.b: Pedestrian vs. Automobile Oriented Elements on Valley Road



RECOMMENDATIONS

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

LAND USE

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

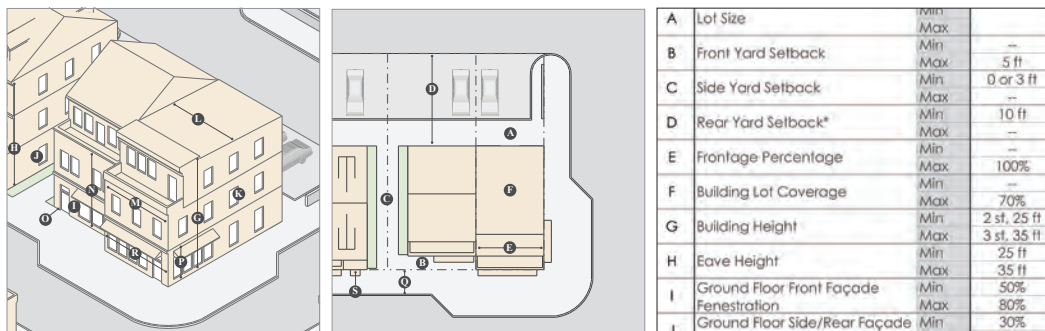
► form-based code

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

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

+ For further discussion of Form-Based Codes see 1.6 Key Concepts in this Document

Figure 2.4.c: Examples of a Form-Based Code

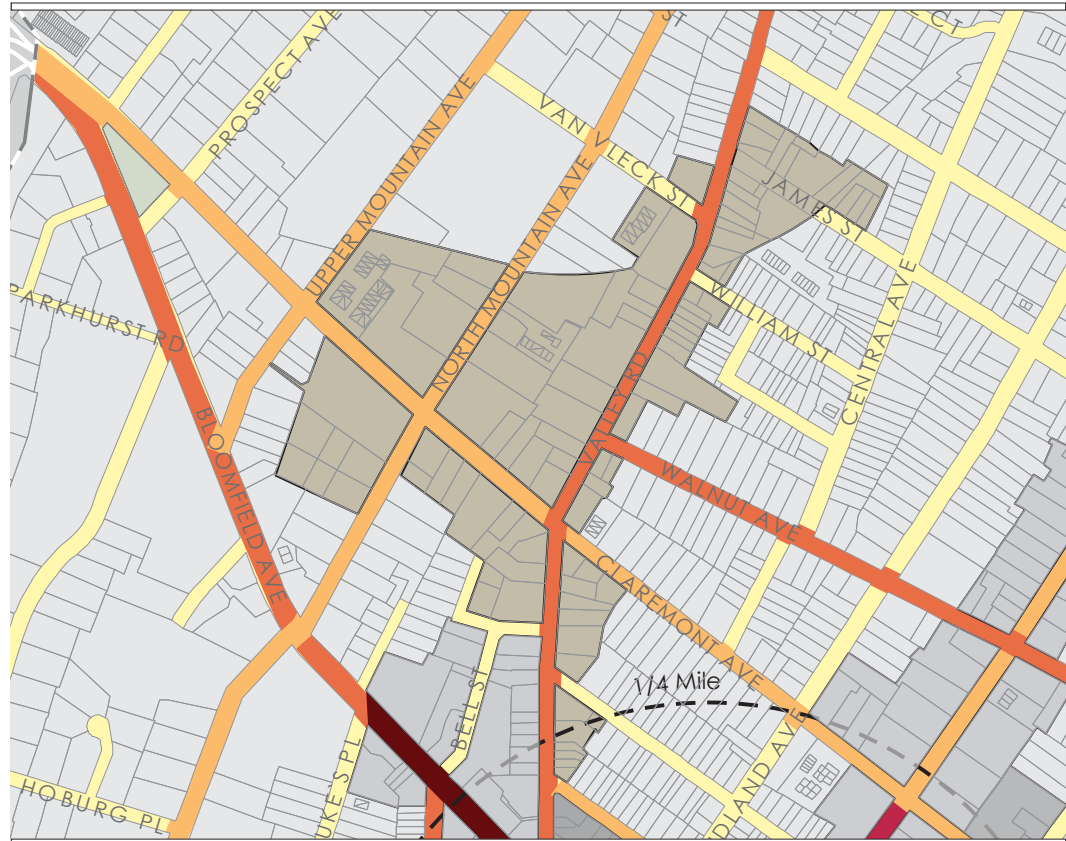


► **Coordinate Land Use with Circulation Recommendations**

A form-based code should be developed to regulate bulk, use, and design standards by frontage type. The following recommendations outline a general strategy for linking street classification circulation recommendations to development types that will be compatible with the character and function of the street.

- All **Buildings fronting onto Township Thoroughfares (TT)** should comprise a mix of retail, commercial, office, and residential uses.
- All **Buildings fronting onto Neighborhood Thoroughfares (NT)** should be predominately residential while allowing for a moderate amount of small professional-office development.
- All **Buildings fronting onto Residential Streets (RS)** should be primarily residential in use, or other associated uses currently allowed in the Township’s residential zones.

Map 2.4.d: Montclair Center Transects and Street Classification System Map



*Note: Transect Colors have been changed to facilitate legibility of the Street Classifications

Street Classifications	Transects
Primary Activity Corridor (PAC)	Transect 1
Secondary Activity Streets (SAS)	Transect 2
Township Thoroughfares (TT)	Transect 3
Neighborhood Thoroughfares (NT)	Transect 4
Residential Streets (RS)	Form-Based Code only

CIRCULATION

► implement circulation improvements to Valley Road

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

- **Make pedestrian improvements at intersections:** these should include including crosswalks, bulb-outs, and pedestrian lighting, especially near commercial development. At signalized intersections pedestrian countdown signals should be installed.
- **Addition of a bicycle route that stretches the length of Valley Road:** in wider segments, a bicycle lane should be striped. In narrower segments, a shared lane with signage and sharrow markings may be appropriate.
- **Addition of street trees:** Appropriately selected street trees will beautify the commercial area, encourage walking, and modulate the micro-climate.
- **Reduce the number driveways and/or improve them:** The Township should reduce the number of driveways when possible through the creation of shared, central parking areas behind multiple lots. Sidewalk and bicycle route markings across driveways should be made more visible where needed.
- **Encourage shared off-street parking:** Arrangements should be made to allow sites in the area that have uses with different peak demand periods to share parking. For example, office and retail (daytime and early evening demand) should be allowed to share parking spaces with residential uses (overnight demand). For future development, the creation of shared, central parking areas behind multiple lots should be encouraged.
- **Prohibit parking from fronting streets:** Parking lots should be located behind buildings rather than along street frontages.
- **Connect area to Montclair Center through Shuttle:** The Proposed new Montclair Center shuttle route would serve the Valley-Van Vleck Business District, connecting it to both the Walnut Street and Bay Street Stations, as well as along the retail and commercial areas of Montclair Center (See Map 2.2.k).

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

2.5. South End Business District

Recommended Strategies in South End Business District

- create a form-based code to support business sustainability (page 83)
- coordinate land use with circulation recommendations (page 86)
- improve circulation for drivers, pedestrians and cyclists (page 86)
- improve Montclair Shuttle transit connections (page 88)

Action Matrix

Land Use	Pedestrian/Bicycle/Traffic	Transit Access	Parking
create a form-based code to implement desired development types and character in the district	As part of reconfiguration of traffic flows, add crosswalks and pedestrian signals to intersections	Reinvigorate the Montclair Shuttle to better serve the South End	Move parking stalls to the east side of the parking lot so parkers do not have to cross drive aisle.
coordinate land use with street classification recommendations	Reconfigure Orange Road into a two-way street.		Add landscaped median between parking lot and Orange Road West
	Reconfigure intersection of Orange Road West and Orange Road as a "T" intersection with crosswalks		Require and improve mid-block cut-throughs from parking lot to Orange Road
	Reconfigure the intersection of Orange Road West and Cedar Avenue		
	Narrow Orange Road West to allow space for a landscaped median between the roadway and the parking lot.		
	Establish bicycle route on Orange Road		
	Install pedestrian lighting in parking lots and mid-block cut-throughs		



Clifton City

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Montclair Heights

Cedar Grove Township

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Mountain Avenue

upper montclair focus area

Upper Montclair

watchung plaza focus area

Watchung Plaza

valley-van vleck focus area

walnut street focus area

Walnut Street

montclair center focus area

Bay Street

south end district focus area

Glen Ridge Borough

Verona Township

Nutley Township

Bloomfield Township

West Orange Township

Belleville Township



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2.5. SOUTH END BUSINESS DISTRICT

DRAFT MARCH 21, 2013

ISSUES

The South End Business District sits along Orange Road in the southern section of the Township. Though this district does not have direct access to the Montclair-Boonton Rail Line, it is the primary commercial corridor for the neighborhood and is located along an NJ Transit bus line. The South End Business District suffers from a lack of maintenance, high traffic speeds on County roads, convoluted circulation that makes southbound traffic bypass the district, vacancies, and a lack of easy access to parking.

The primary issue in this district is the loop road circulation pattern that was created to ease traffic flow along Orange Road. This pattern has impacted the viability of this district, making it presumably easier to move through the area, but harder to visit or discover it. Traffic is split between the intersection of Orange Road and Cedar Avenue and Orange Road and Linden Avenue, with northbound traffic diverted to a two-lane, one-way roadway along the historic corridor, and southbound traffic being diverted to a bypass road – Orange Road West – behind the buildings along the western edge of the commercial center. A parking lot for the business district sits behind the retail buildings and off of Orange Road West, but it is poorly maintained, difficult to access and has poor pedestrian connections to the businesses it is intended to serve. The existing pedestrian passageways between Orange Road and Orange Road West and back-door entrances break up the long block, but are very uninviting or largely inaccessible.

RECOMMENDATIONS

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

LAND USE

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

► form-based code

It is recommended that existing zoning in terms of use and density requirements remain unchanged. The scale is appropriate for the neighborhood that it serves. However, it is recommended that the code for Neighborhood Commercial be updated using a Form-Based Code format. This will allow the community to ensure that both renovations and infill are of

Figure 2.5.a: South End Business Districts Community Identified Issues

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

Issue 2: There's a lack of adequate bike storage at train stations and in some commercial districts.

a high quality and predictable in terms of building form and siting, and that relationships of parking, loading, and pedestrian circulation are addressed in a character consistent with neighborhood expectations.

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

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

► **Coordinate Land Use with Circulation Recommendations**

A form-based code should be developed to regulate bulk, use, and design standards by frontage type. The following recommendations outline a general strategy for linking street classification circulation recommendations to development types that will be compatible with the character and function of the street.

- All **Buildings fronting onto Primary Activity Corridors (PAC)** should promote these streets as the highest intensity retail, commercial, and mixed-use corridors that have a high degree of circulation amenities that accommodate all mobility options.
- All **Buildings fronting onto Township Thoroughfares (TT)** should comprise a mix of retail, commercial, office, and residential uses.
- All **Buildings fronting onto Residential Streets (RS)** should be primarily residential in use, or other associated uses currently allowed in the Township's residential zones.

CIRCULATION

► **improve circulation for drivers, pedestrians and cyclists**

Circulation in the South End Business District constrains sustainable development. Improvements to the traffic operations are recommended to provide better access for drivers, pedestrians and bicyclists. Figure 2.5.b shows two possible improvement scenarios (which requires additional traffic analysis and circulation study), that will provide more activity and vitality to the main retail/commercial area. These are just two possible concepts for the area, many others could also be considered to utilize the excess roadway space of Orange Road West, reconfigure parking, and provide pedestrian and vehicle access along Orange Road. In the first alternative shown, for example, Orange Road would be converted to a two-way street for autos and buses, with parking remaining along both sides of the street. One exception would be the block between Cedar Avenue and Washington Avenue where parking may need to be removed on one side of the street to allow space for a northbound left-turn lane at the intersection of Orange Road and Cedar Avenue. The gains in overall mobility for drivers and bus riders should mitigate the loss of these few parking spaces. Alternative 2 shows Orange Road West closed and a larger parking lot created. Other options could include expanding sidewalks, creating a linear park, or redeveloping underutilized property.

- **Modify Orange Road West:** Orange Road West should remain one-way southbound, but narrowed from the wide cross-section to slow and calm traffic.
- **Create a planting strip:** The excess roadway gained from a narrowed Orange Road West should be used to create a tree-planted strip between the road and the parking lot.

figure 2.5.b: South End Business District Conceptual Circulation Improvements

Alternative 1:



convert to one-way pull in parking



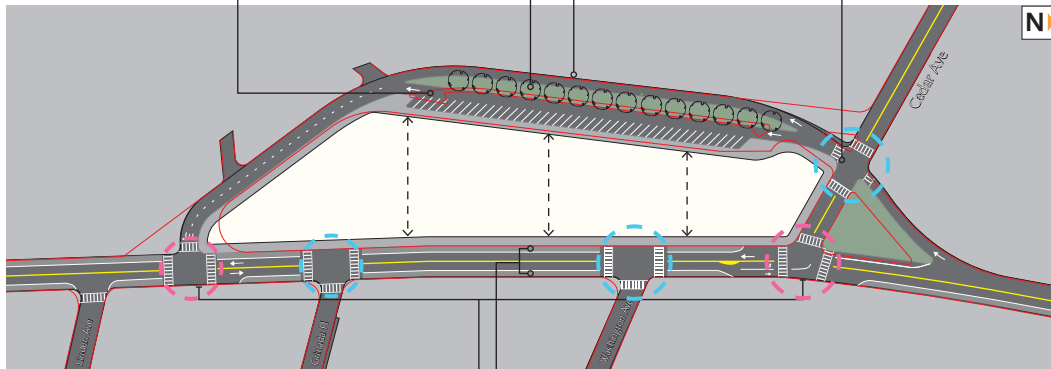
add landscaping; design to include flex space for open air events



narrow travel lane to reduce traffic speed



remove channelized; improve pedestrian safety



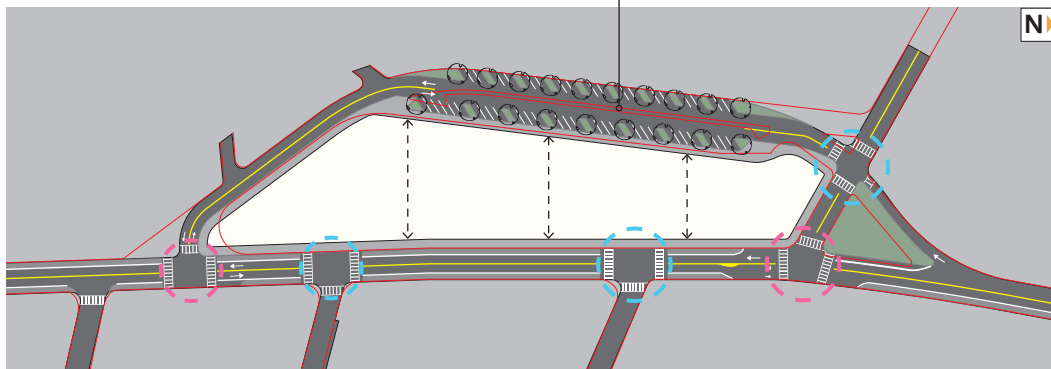
convert orange road from one-way to two-way

maintain two sided parking



Alternative 2:

close Orange Road West and use space for two-way parking facility



- **Reconfigure the intersection of Orange Road West and Orange Road:** at the south end of the business district, this intersection should be reconfigured at right angles, reducing the wide turning radii at corners.
- **Signalize or add stop signs to crosswalks:** An all-way stop sign or traffic signal should be installed to slow traffic, and allow for pedestrian crosswalks to operate.
- **Conduct a conceptual planning and design effort followed by a traffic study.**
- **Add crosswalks:** Additional crosswalks should be installed at each of the intersections along the length of Orange Road.
- **Establish bicycle route on Orange Road.**
- **Move parking stalls:** The parking lot behind the businesses fronting on Orange Road is an asset that can be improved. To facilitate the pedestrian experience, the parking stalls should be moved to the east side of the parking lot, with a sidewalk constructed from one end of the lot to another.
- **Require and/or improve mid-block cut-throughs:** it should be easy to park in the back and walk out to Orange Road by way of an open air, landscaped pedestrian-way that is well-lit and feels secure.
- **Install pedestrian lighting:** parking lot improvements should include pedestrian lighting.
- **Reconfigure the intersection of Orange Road West and Cedar Avenue:** the channelized right turns should be eliminated to allow vehicles to turn without stopping. These are unnecessary and unfriendly to pedestrians and cyclists. By creating a typical, right angle intersection with four legs, pedestrians will find it easier and more pleasant to walk to the South End Business District.

An **alternative design concept** for the South End could close Orange Road West entirely, converting it to a two way parking facility. Two-way access would permit access to the existing senior facility at the southern end of Orange Road West. Traffic operations would have to be carefully examined to ensure “cut-through” traffic would not use the parking facility as a through-way.

► **improve Montclair Shuttle transit connections**

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

2.6. Watchung Plaza Station Area

Recommended Strategies in Watchung Plaza Station Area

- enact transect-based zoning to reinforce Watchung Plaza as a neighborhood TOD (page 92)
- coordinate land use with circulation recommendations (page 96)
- investigate potential redevelopment areas (97)
- reconfigure watchung avenue and park street intersection (page 99)
- adjust parking standards (page 99)

Action Matrix

Land Use	Pedestrian/Bicycle/Traffic	Transit Access	Parking
establish transect-based zones to promote sustainable growth and development in key nodes	Reconfigure Watchung Avenue & Park Street intersection into 4-way signalized intersection.	work with NJ Transit to add weekend train service	reduce parking ratios or create parking maximums
coordinate land use with street classification recommendations	Add crosswalks, pedestrian countdown signals, bulb-outs at corners to narrow intersection.		develop a parking study to optimize use of existing inventory, combined with evaluation of shared parking.
consider redevelopment of the parcels on the north side of Watchung Avenue towards Park Street	Study the potential for a bicycle route along Watchung Avenue		remove on-street parking stall striping
	enhance pedestrian cut-thoughts to off-street parking facilities		install multi-space parking meters and stripe parking lane



Clifton City

3

Montclair Heights

Cedar Grove Township

23

Mountain Avenue

upper montclair focus area

Upper Montclair

watchung plaza focus area

Watchung Plaza

Verona Township

valley-van vleck focus area

Walnut Street

walnut street focus area

Nutley Township

Bloomfield Township

montclair center focus area

Bay Street

Glen Ridge Borough



West Orange Township

south end district focus area

Belleville Township

80

90

2.6. WATCHUNG PLAZA STATION AREA

DRAFT MARCH 21, 2013

ISSUES

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

The commercial development surrounding Watchung Plaza Station consists almost exclusively of single-story local serving retail stores, primarily accessed through the complicated five-legged intersection of Watchung Avenue and Park Street. With a few significant exceptions, buildings are constructed according to traditional 'main street' standards: no building setbacks, large shop-front windows, doors that open onto the street, and signage that sits on the building (and not perpendicular to it). Parking is mostly provided on the street or behind buildings. Although these characteristics are very favorable to creating a neighborhood center, there are few residential housing opportunities in this core within a 1/4-mile of the station.

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

This lack of consistent building types is likely the result of the Neighborhood Commercial zoning (see Map 2.6.c) which requires a minimum 20 foot front yard setback except where an existing building is being replaced or when the lot adjoins a building with a lesser setback. This same zone only allows residential units in mixed use buildings and limits construction to 28 units per acre. Since many of the lots covered by the NC zone are smaller than 7,000 square feet (0.16 acres), this zone provides limited opportunities for increased residential or mixed-use density without lot assembly.

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

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

figure 2.6.a: Watchung Plaza Community Identified Issues

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

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

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

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

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

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

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

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

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

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

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

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

RECOMMENDATIONS

The recommendations for Watchung Plaza are focused on moderately increasing the density around the train station and transitioning this increased intensity down to the neighborhood level within a roughly 5-minute walk radius to enhance this locally serving mixed-use district. Included in this strategy is the recommendation of improving the circulation at Watchung Avenue and Park Street. The realignment of this intersection is the marriage of land use and circulation planning itself, with the redevelopment of land parcels and the intersection reconfiguration each creating the opportunity for the other.

LAND USE

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

In all Transects, residents and key stakeholders have expressed general support for increased density according to the revised standards outlined in this section. However, a more detailed examination should establish the exact allowable development characteristics that will increase density, support transit, and help create a lively and walkable Watchung Plaza.

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

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

► watchung village (T3)

The Watchung Village will be the center of a medium-scale, compact, walkable neighborhood center where services (including transit) are accessed through a mix of bicycle, pedestrian, bus and auto modes. Commercial development that services the surrounding neighborhood will be concentrated in this core. Moderately dense residential development is recommended to provide support for increased rail services.

The increases in density over current standards recommended here is supported by the fact that the parcels covered by this Transect are immediately proximate to the station. Despite a lack of residential development in this area, the “main street” character of many buildings contributes to the goal of creating a walkable neighborhood center.

Current zoning allows for a mixture of residential types with densities ranging from 18 to 32 residential units per acre.

Land Use recommendations Watchung Village (T3)

Bulk and Building Standards

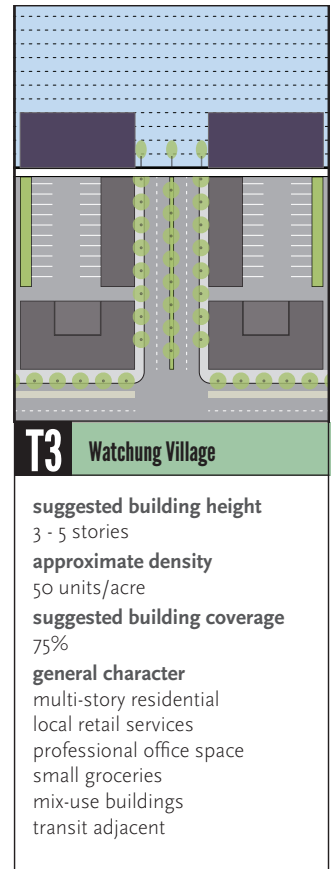
- A formal zoning revision process should begin by examining approximately **3- to 5-story buildings**, with **75% building coverage**.
- Bulk and height of buildings should result in **50 residential units per acre**.
- New or infill construction should maintain no building setbacks, large ground-floor shop windows, doors that open onto the street and pedestrian-oriented signage that sits on the building.
- Buildings should front on the street and should form a consistent unbroken street wall except at intersections and pedestrian ways.

Uses

- New development should increase residential density. As such, uses should principally consist of elevator buildings with residential units above ground floor retail.
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this Transect, should carry over into the land use regulations for this Transect.

Parking

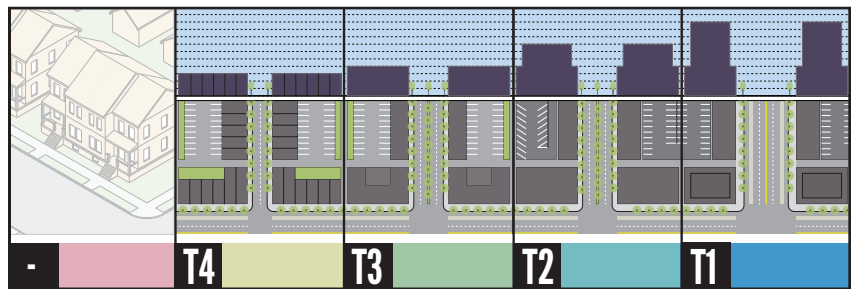
- New parking should be located to the **rear of buildings** and/or on the street. When appropriate it should be within new **parking decks** and garages faced with **liner buildings** of active ground-floor uses. Parking lots, when allowed, should not be permitted to front onto streets without adequate landscaping buffers.
- When possible, parking should be shared with commuters accessing the station.



Map 2.6.b: Transects/Zoning Revisions (Watchung Plaza)

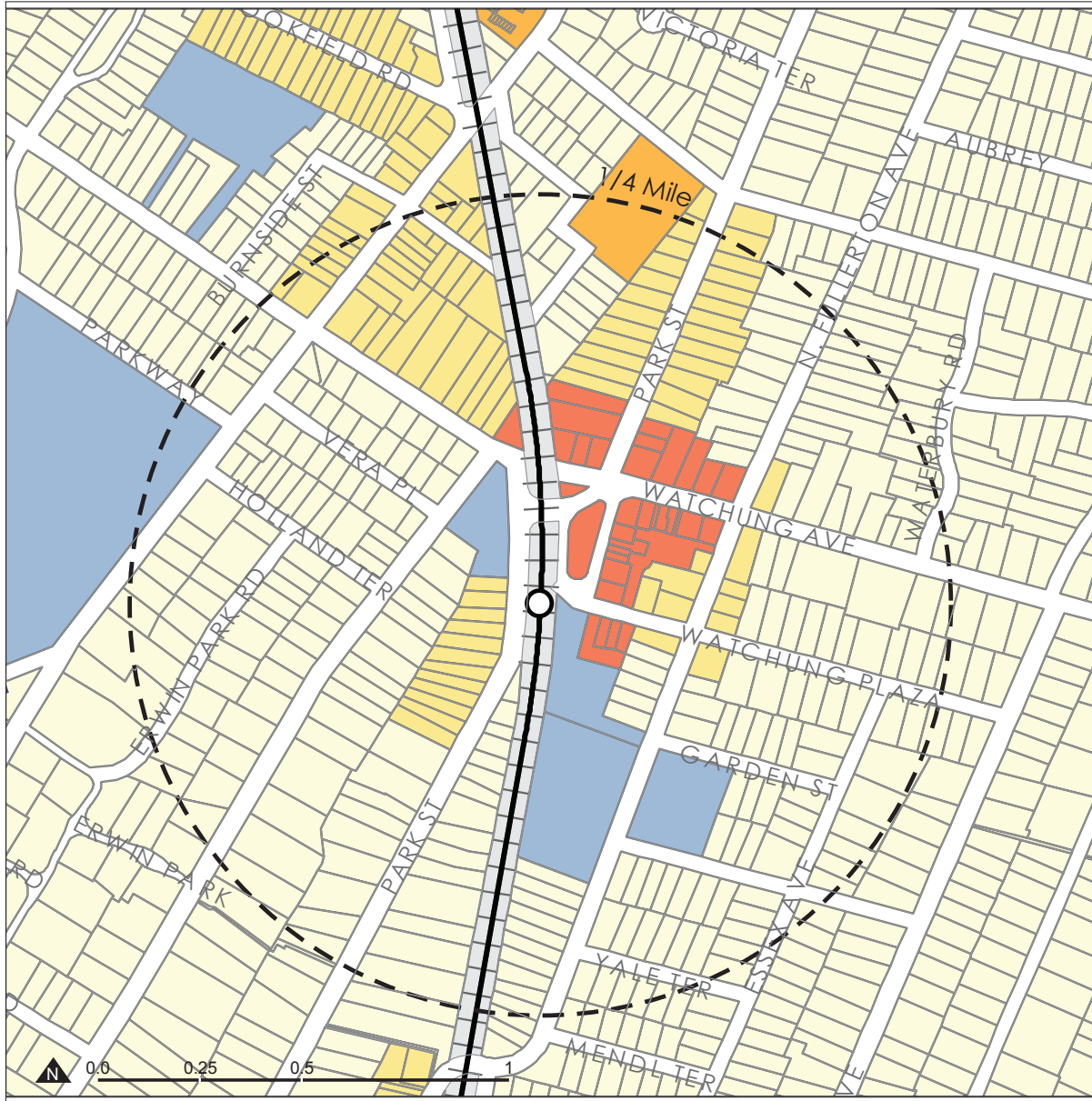


- Watchnug Core (T3)
- Watchnug Periphery(T4)
- Focus Area Boundaries



+ For a discussion of Transects and how they relate to Form-Base Codes, see 1.6 Key Concepts in this Plan

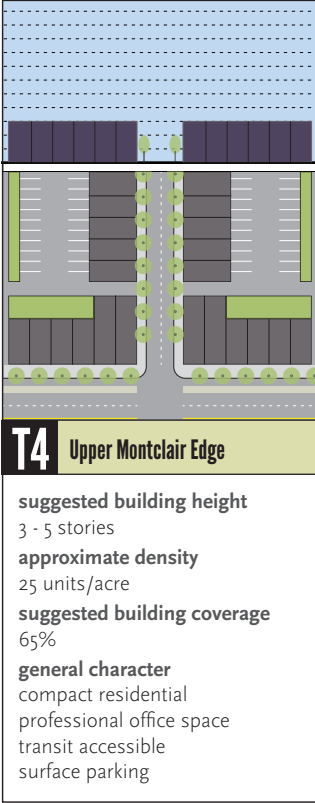
Map 2.6.c: Transects/Zoning Revisions (Watchung Plaza)



- | | |
|--|--|
| C1 - Central Business Zone | Hahne's Redevelopment Area |
| C2 - General Business & Light Manufacturing Zone | Hospital Redevelopment Area |
| NC - Neighborhood Commercial Zone | Montclair Gateway Redevelopment Area - Phase 1 |
| RO - Mountainside Zone | Montclair Gateway Redevelopment Area - Phase 2 |
| RO(a) - One-Family Zone | Glenridge Avenue Redevelopment Area |
| R1 - One-Family Zone | New & Mission / Elm Street Redevelopment Area |
| R2 - Two-Family Zone | Bay Street Station Redevelopment Area |
| R3 - Garden Group Zone | Pine Street Redevelopment Plan |
| R4 - Three-Story Apartment Zone | |
| OR3 - Garden Apartment & Office Building Zone | |
| OR4 - Three-Story Apartment & Office Building Zone | |
| P - Public Zone | |

► **watchung edge (T4)**

The Watchung Edge Transect will maintain a relatively small-scale, local character, permitting infill and new construction slightly denser than currently exists. This Transect will feel connected to but distinct from the Watchung Village, effectively creating an area of transition between the denser Watchung Village and the surrounding neighborhoods.



Land Use recommendations for Watchung Edge (T4)

Bulk and Building Standards

- Building heights should not exceed the height of existing structures (approximately 3 stories). As such, A formal zoning revision process should begin by examining approximately **3-story buildings**, with **65% building coverage**.
- Bulk and height of buildings should result in 25 **residential units per acre**
- Any increases in density should come from more compact development that allows for a diverse set of housing types that might include elevator flats and townhomes.

Uses

- Residential uses and professional offices will be the principal permitted uses in this Transect.
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this Transect, should carry over into the land use regulations for this Transect.

Parking

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

► **Coordinate Land Use with Circulation Recommendations**

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

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

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

A form-based code should be developed to regulate bulk, use, and design standards by frontage type. The following recommendations outline a general strategy for linking street classification mobility recommendations to development types that will be compatible with the character and function of the street.

- All **Buildings fronting onto Primary Activity Corridors (PAC)** should promote these streets as the highest intensity retail, commercial, and mixed-use corridors that have a high degree of circulation amenities that accommodate all mobility options.
- All **Buildings fronting onto Neighborhood Thoroughfares (NT)** should be predominately residential while allowing for a moderate amount of small professional-office development.

Map 2.6.d: Watchung Station Area Transects and Street Classification System Map



*Note: Transect Colors have been changed to facilitate legibility of the Street Classifications

Street Classifications

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

Transects

- Transect 1
- Transect 2
- Transect 3
- Transect 4
- Form-Based Code only

- All **Buildings fronting onto Residential Streets (RS)** should be primarily residential in use, or other associated uses currently allowed in the Township’s residential zones.

➤ **investigate potential redevelopment areas**

There are no sites in the area previously identified for possible redevelopment planning. However, many parcels adjacent to the station and/or the intersection of Park Street and Watchung Avenue are small (including a few that do not meet the current minimum lot size for the Neighborhood Commercial zone). As such, the Township may wish to explore the possibility of using redevelopment to facilitate new construction.

Figure 2.6.e: Issues with existing Park Street and Watchung Avenue intersection



Issues:

- roadway geometry
- driveway to west of intersection complicates circulation patterns
- long pedestrian crosswalks
- Park Street enters intersection at irregular angle
- no signal at intersection

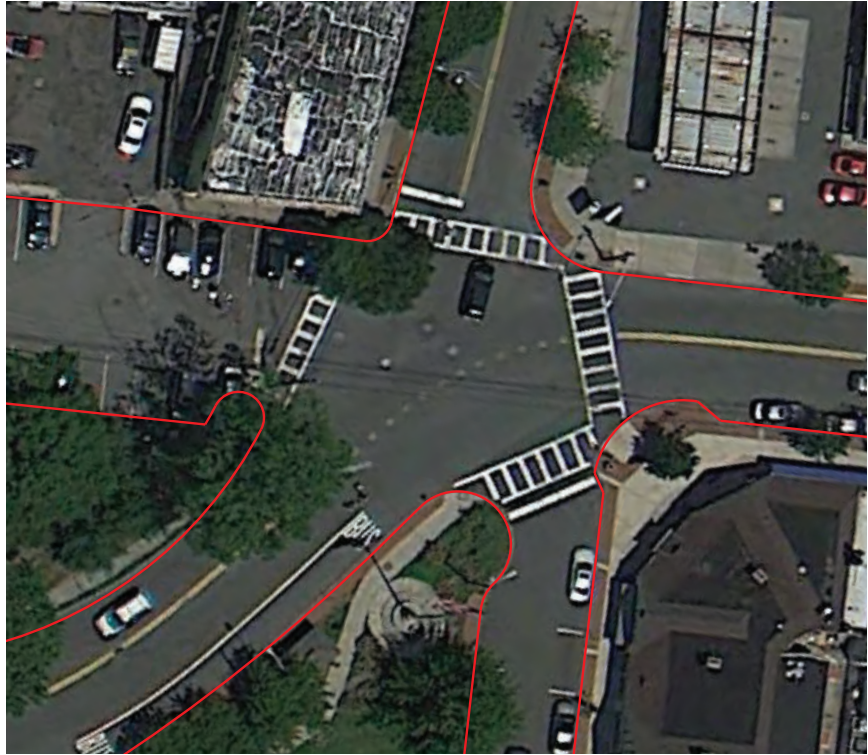
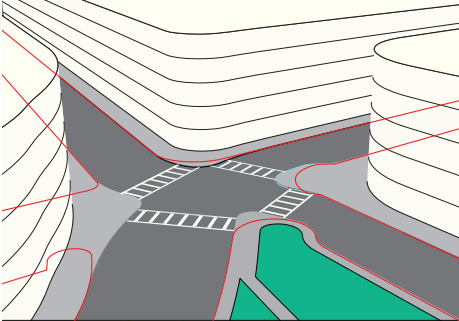
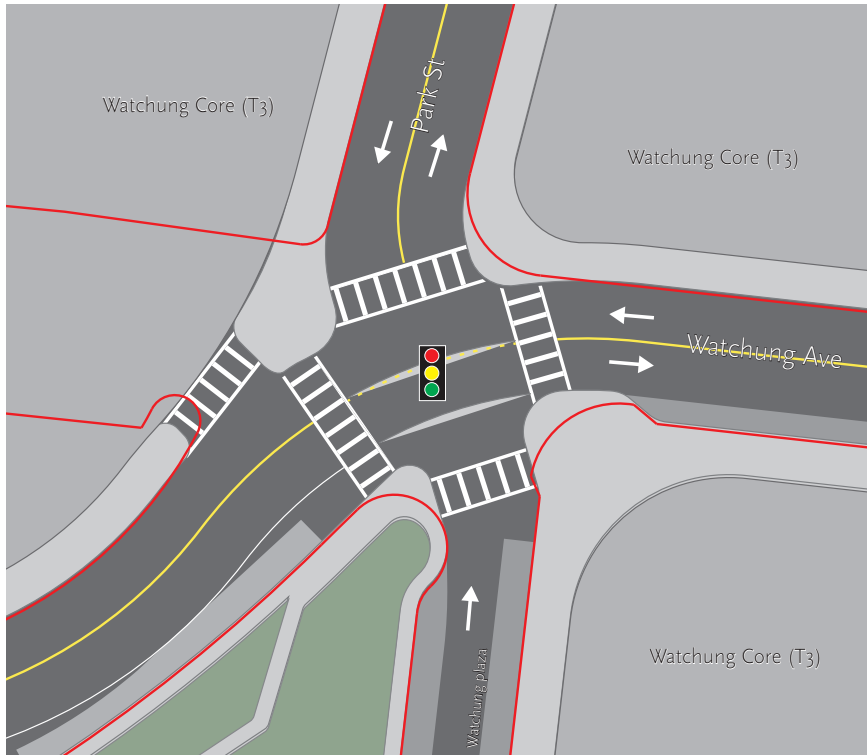


Figure 2.6.f: Recommendation for Park Street and Watchung Avenue intersection



Recommendations:

- minimize parking lot entrance on west side of Park Street
- normalize Park Street entrance into intersection
- create a new crosswalk on west side of intersection
- signalize intersection and improve crosswalks



existing curb edges

CIRCULATION

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

► reconfigure watchung avenue & park street intersection

Traffic circulation and safety are concerns at this intersection which is currently unsignalized and operates as a confusing five-legged intersection (one approach is a driveway to a parking lot). The intersection should be reconfigured as proposed in figure 2.6.f. The intersection should be signalized and simplified to a four legged intersection, with crosswalks on all approaches. Bulb-outs at the corners will narrow the intersection to reduce pedestrian crossing distances and make the intersection simpler to navigate. Buses will still stop at the curb along the park, and then merge back into traffic. Finally, curbcuts along the north side of Watchung Avenue east of the intersection should be removed to the greatest extent possible.

In addition, after an engineering traffic study and completion of a bicycle master plan, an east-west bicycle route may be possible along Watchung Avenue to provide connections to the Watchung Plaza train station.

Example of signalized intersection and improved crosswalks



Example of extended curb edges to reduce crosswalk length



► adjust parking standards

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

- **Set parking maximums:** in all Transects, parking maximums should be adjusted according to the ratios outlined in Section 2.2, Montclair Center (figure 2.2.m). This will better account for the number of residents and visitors who commute by transit, bicycle, or on foot.
- **Allow shared parking:** arrangements should be made to allow shared parking for the parcels within all transects. Furthermore, development around the station area should use station parking as part of an overall shared parking strategy.

- **Undertake a parking study:** investigate the possibility of developing shared community parking facilities for all development in the Watchung core and Watchung periphery Transects. These Transects meet the test of being within a five minute walk (1/4 mile) of the intersection of Watchung Avenue and Park Street. Such a district parking system would provide spaces for all the uses in the area, and new development would pay a fixed rate in-lieu of building the required number of spaces under the code. Such a strategy would:
 1. reduce the amount of underutilized parking spaces by facilitating shared parking;
 2. decrease the cost of development by reducing the overall number of spaces needed; and
 3. increase opportunities for development on smaller lots by eliminating the need to provide on-site parking.

- **Maximize the on-street parking supply:** convert the designated on-street parking spaces surrounding Watchung Station into **a parking lane and multi-space meters.**

- **Enhance pedestrian cut-throughs to off-street parking facilities:** Use lighting and landscaping to encourage pedestrian circulation and facilitate shared parking for multiple shopping trips.

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

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

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

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

2.7. Upper Montclair

Recommended Strategies in Upper Montclair Area

- enact transect-based zoning to reinforce Upper Montclair Station as a sub-regional TOD (page 104)
- coordinate land use with circulation recommendations (page 110)
- zoning revisions - southern upper montclair gateway (page 110)
- make pedestrian, bicycle, and transit improvements (page 110)
- ease traffic congestion (page 112)
- adjust parking standards (page 112)

Action Matrix

Land Use	Pedestrian/Bicycle/Traffic	Transit Access	Parking
establish transect-based zones to promote sustainable growth and development in key nodes	study the potential of Valley Road as a primary north-south bicycle route	work with NJ Transit to add weekend train service	undertake a traffic and circulation study to determine feasibility of left turn lanes along Valley Road
coordinate land use with street classification recommendations	provide ample bicycle parking throughout the district and at the train station		Implement an off-street parking wayfinding system
enact recommended zoning revisions to the southern upper montclair gateway that may include a form-based code	improve street crossings through the use of mid-block crossings that are signalized where necessary		Investigate the viability of a district-wide valet parking system
implement parking management strategies in development such as car share and bike share	improve pedestrian connections between parking lots and commercial streets through inviting lighting and landscaping		reduce parking ratios or create parking maximums
			develop a parking study to optimize use of existing inventory, combined with evaluation of shared parking.
			Remove on-street parking stall striping and “lollypop” meters
			adjust price of parking to incentivize long-term parking in off-street lots
			implement a wayfinding system to direct motorists to off-street parking facilities



upper montclair focus area

watchung plaza focus area

walnut street focus area

montclair center focus area

valley-van vleck focus area

south end district focus area

ISSUES

Upper Montclair, like Montclair Center, is a substantial commercial hub in the Township, and is both a regional and local draw. The mix of businesses in Upper Montclair combine both national chains with locally owned stores and restaurants stretched along Valley Road as the principal thoroughfare, and Bellevue Avenue as a secondary mixed-use corridor with retail, restaurant, office, and residential uses. Two major retailers bookend Valley Road segment within Upper Montclair, A & P at the southern end and Kings Grocery at the northern. The corridor consists primarily of 2 to 3 story commercial structures, with some office or residential in upper floors. As with other stations north of Bay Street Station, Upper Montclair Station does not have weekend train service. Although Upper Montclair is the closest business district to Montclair State University (less than 1 ½ miles away), business owners feel that the auto-oriented shopping areas along Route 46 siphon off potential visitors from the University.

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

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

Land use in Upper Montclair is principally governed by the Neighborhood Commercial Zone (See Map 2.7.c). This zoning does little to encourage residential development within 1/4-mile of the station: in the NC zone, residential units are limited to 28 residential units per acre. With the surrounding neighborhood limited to single-family homes or duplexes, the opportunity for development needed to capitalize on and support transit is limited.

Figure 2.7.a: Community Identified Issues

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

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

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

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

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

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

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

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

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

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

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

RECOMMENDATIONS

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

LAND USE

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

In all transects, residents and key stakeholders have expressed general support for increased density according to the revised standards outlined in each section. However, a more detailed examination should establish the exact allowable development characteristics that will increase density, support transit, and help create a lively and walkable Montclair Center.

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

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

► upper montclair center (T2)

The Upper Montclair Center Transect will be a dense, mixed-use, core that concentrates the most development potential immediately adjacent to the station. Development will support increased transit service through more residential density while ground floor retail uses will contribute to the overall objective of making Upper Montclair a regional commercial destination.

Land Use recommendations for Upper Montclair Center (T2)

Bulk and Building Standards

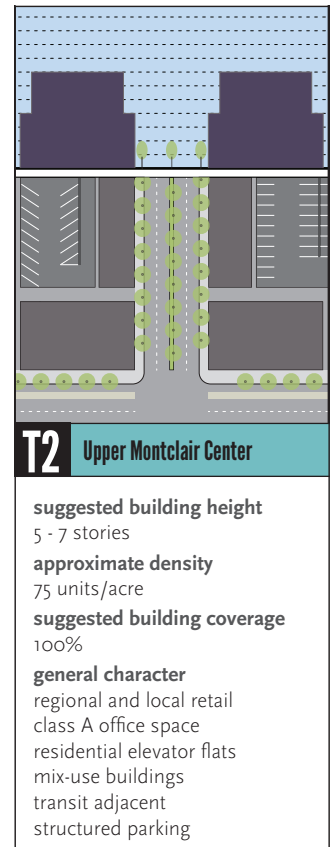
- A formal zoning revision should begin by examining approximately **5 to 7 story buildings**, with **100% building coverage**.
- Bulk and height of buildings should result in **75 residential units per acre**.
- Buildings should front onto the street (primarily Valley Road or Bellevue Avenue) with minimal setbacks, and should form a consistent, unbroken street wall except at intersections and pedestrian ways.

Uses

- New development should principally consist of upper floor residential or office uses with ground floor retail or other active, transparent uses facing the street.
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this Transect, should carry over into the land use regulations for this Transect.

Parking

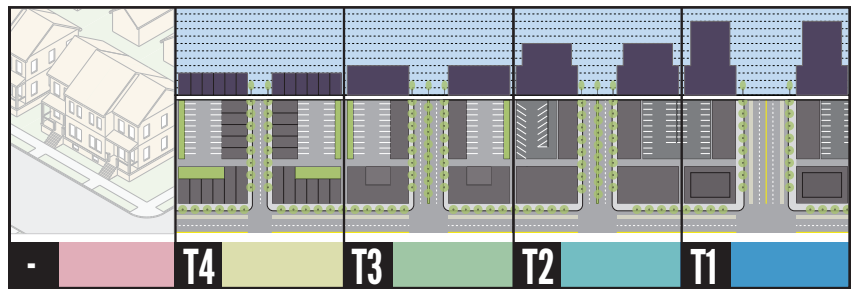
- New parking should generally be within new parking decks and garages, and these structures should be faced with liner buildings of retail and residential or located behind buildings.
- Due to this Transect's proximity to the Upper Montclair Train Station, some structured parking will be shared with commuters accessing the station.



Map 2.7.b: Transects/Zoning Revisions (Upper Montclair)

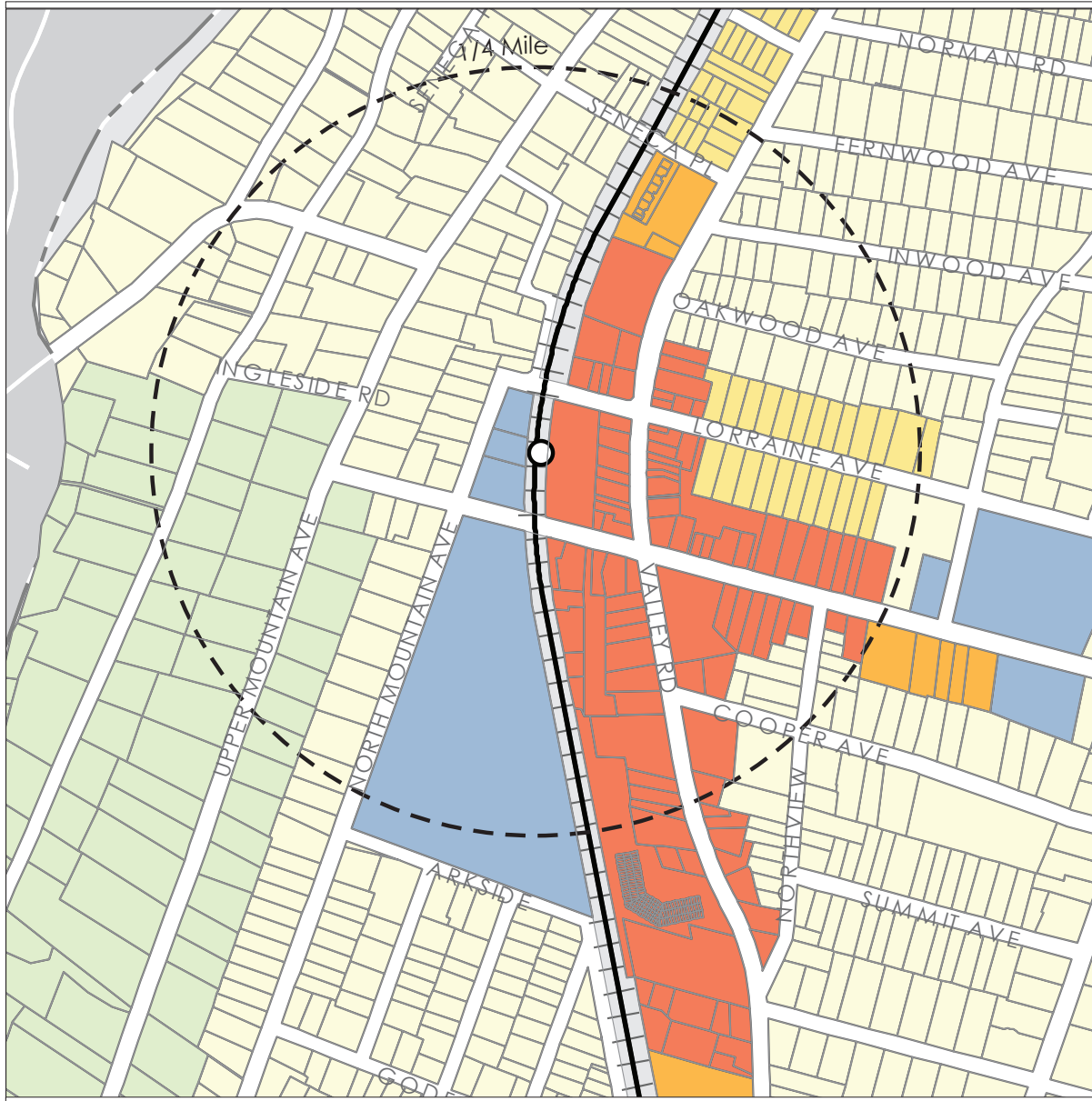


- Upper Montclair Core (T2)
- Upper Montclair Village (T3)
- Upper Montclair Edge (T4)
- Southern Upper Montclair Gateway
- Focus Area Boundaries

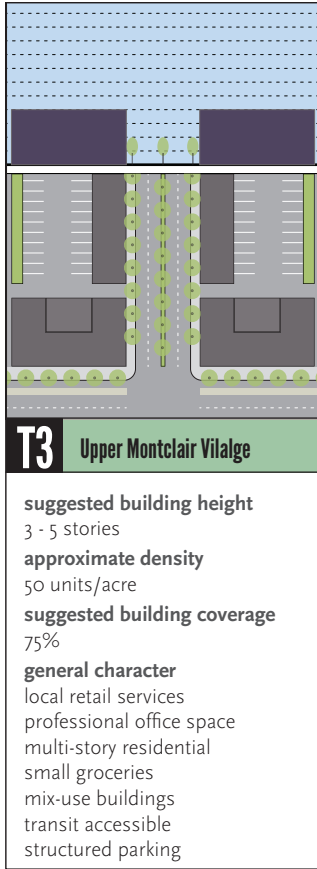


+ For a discussion of Transects and how they relate to Form-Base Codes, see 1.6 Key Concepts in this Plan

Map 2.7.c: Existing Zoning (Upper Montclair)



- | | |
|--|---|
| C1 - Central Business Zone | Hahne's Redevelopment Area |
| C2 - General Business & Light Manufacturing Zone | Hospital Redevelopment Area |
| NC - Neighborhood Commercial Zone | Montclair Gateway Redevelopment Area - Phase 1 |
| RO - Mountainside Zone | Montclair Gateway Redevelopment Area - Phase 2 |
| RO(a) - One-Family Zone | Glenridge Avenue Redevelopment Area |
| R1 - One-Family Zone | New & Mission / Elm Street Redevelopment Area |
| R2 - Two-Family Zone | Bay Street Station Redevelopment Area |
| R3 - Garden Group Zone | Pine Street Redevelopment Plan |
| R4 - Three-Story Apartment Zone | Montclair Center Border |
| OR3 - Garden Apartment & Office Building Zone | |
| OR4 - Three-Story Apartment & Office Building Zone | |
| P - Public Zone | |



► upper montclair village (T3)

This Transect should be a medium-scale, dense area that consists principally of mixed-use retail, office and residential buildings. This will encourage an active mix of uses adjacent to the core, but at a slightly lower density to step down development to the adjacent residential neighborhoods. This Transect will help bolster the viability of the commercial core along Valley Road and Bellevue Avenue while also establishing a transition between the higher density core and the well-established lower-density residential neighborhoods.

Land Use recommendations for Upper Montclair Village (T3)

Bulk and Building Standards

- A formal zoning revision should begin by examining approximately 3- to 5-story buildings, with 75% **building coverage**.
- Bulk and height of buildings should result in 50 residential units per acre.
- Buildings should front on the street with minimal setbacks, and should form a consistent unbroken street wall except at intersections and pedestrian ways.

Uses

- Provide for a **blend of mixed-use buildings** and townhomes.
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this Transect, should carry over into the land use regulations for this Transect.

Parking

- Off-street parking should generally be within new parking decks and garages, and these structures should be faced with liner buildings of retail and residential or located behind buildings.
- When off-street parking is not feasible, parking should be provided in lots located to the rear of buildings.

► upper montclair edge (T4)

This Transect should provide a small-scale, dense area where single-family homes, apartments, and professional office buildings mix to create an urban village where residents may commute primarily on transit, by bicycle or on foot. Residents of this area may access most of their daily needs within Upper Montclair. Transect 4 provides a small-scale transition principally between the Upper Montclair Station area and the surrounding residential neighborhoods.

Land Use recommendations for Upper Montclair Edge (T4)

Bulk and Building Standards

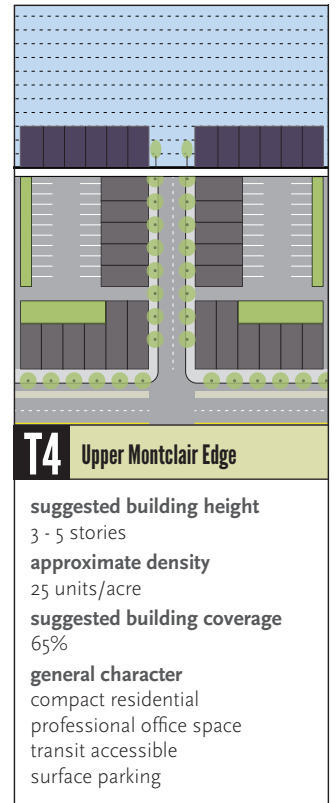
- A formal zoning revision process should begin by examining **approximately 2 to 3 story buildings**, with approximately **65% building coverage**.
- Bulk and height of buildings should result in approximately **25 residential units per acre**.

Uses

- Parcels within this Transect lie at the edge of the Upper Montclair Station area, and, as such, represent the greatest opportunities for lower scale residential, commercial, and office development.
- Existing prohibited and conditional uses, as regulated in existing zoning districts within the borders of this Transect, should carry over into the land use regulations for this Transect.

Parking

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



► **Coordinate Land Use with Circulation Recommendations**

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

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

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

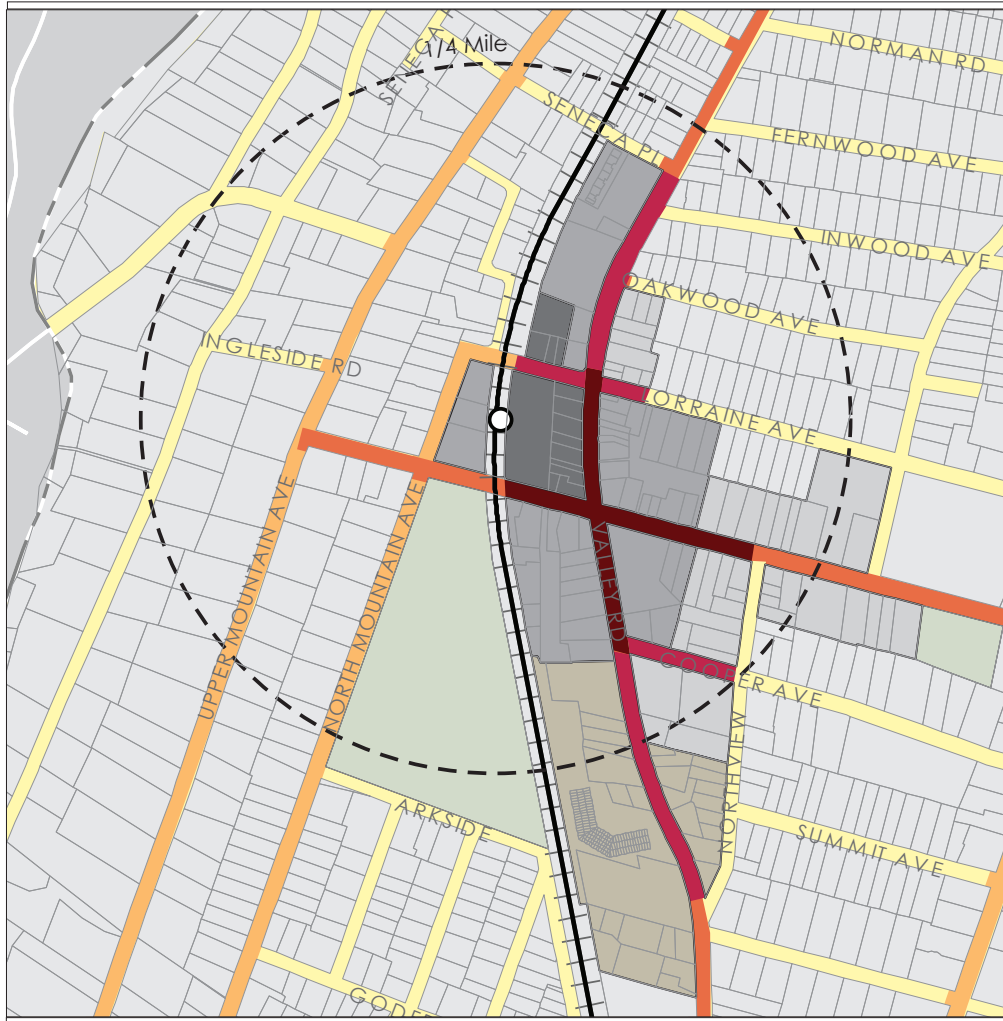
A form-based code should be developed to regulate bulk, use, and design standards by frontage type. The following recommendations outline a general strategy for linking street classification mobility recommendations to development types that will be compatible with the character and function of the street.

- All **Buildings fronting onto Primary Activity Corridors (PAC)** should promote these streets as the highest intensity retail, commercial, and mixed-use corridors that have a high degree of circulation amenities that accommodate all mobility options.
- All **Buildings fronting onto Secondary Activity Streets (SAS)** should be principally residential and office in use, while allowing limited local serving retail and commercial development.
- All **Buildings fronting onto Township Thoroughfares (TT)** should comprise a mix of retail, commercial, office, and residential uses.
- All **Buildings fronting onto Neighborhood Thoroughfares (NT)** should be predominately residential while allowing for a moderate amount of small professional-office development.
- All **Buildings fronting onto Residential Streets (RS)** should be primarily residential in use, or other associated uses currently allowed in the Township’s residential zones.

► **zoning revisions – southern upper montclair gateway**

This area is more than a ¼ mile from the Upper Montclair train station; therefore increased densities are not justified. Nonetheless, it is an important extension of the regional commercial center, and zoning changes should be considered in conjunction with the above Transect recommendations and corresponding mobility recommendations. It is recommended that this area be examined as part of a **form-based code** process that addresses the larger Upper Montclair district. There is a particular need to revisit zoning in this area, in part because it is currently segmented into three different zones, and as a gateway to the business district, this area should provide a coordinated environment that is more welcoming to all visitors.

Map 2.7.d: Upper Montclair Transects and Street Classification System Map



*Note: Transect Colors have been changed to facilitate legibility of the Street Classifications

Street Classifications

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

Transects

- Transect 1
- Transect 2
- Transect 3
- Transect 4
- Form-Based Code only

CIRCULATION

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

► make pedestrian, bicycle, and transit improvements

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

► ease traffic congestion

To ease congestion the following actions are recommended.

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

► adjust parking standards

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

- **Create parking maximums:** Parking maximums should be set in all Transects according to the ratios outlined in Section 2.2, Montclair Center (figure 2.2.m) to better account for the number of residents and visitors who commute by transit, bicycle, or on foot.
- **Allow shared parking:** Arrangements should be made to allow shared parking for the parcels within all transects. Furthermore, development around the station area should use station parking as part of an overall shared parking strategy

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

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2.8. neighborhood character

Recommended Strategies for addressing Neighborhood Character

- encourage new development and a mix of uses to occur at strategic nodes (page 117)
- evaluate use, bulk, and area standards in residential neighborhoods (page 118)
- create a neighborhood conservation plan for the residential neighborhoods (page 118)

Action Matrix

Land Use	Pedestrian/Bicycle/Traffic	Transit Access	Parking
Encourage new development and a mix of uses to occur at strategic commercial/transit nodes, identified in sections 2.2-2.7.	Adoption of Street Classification system		
institute a Transect-based form-based code to grow strategic nodes appropriately			
Evaluate use, bulk, and area standards in residential neighborhoods.			
Create a Neighborhood Conservation Plan for the residential neighborhoods.			

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ISSUES

Montclair is known throughout the region as a desirable place to live. The Township's diverse population, excellent school system, amenities, and access to transit make Montclair especially unique amongst its suburban neighbors. However, as the needs of Montclair's residents change, the Township must ensure that the neighborhoods and residential areas in the community adapt to meet the needs of tomorrow's residents. Montclair has a population that overall is getting older, and more racially diverse. Average household size is getting smaller. Meanwhile, the past ten years have seen home values in the Township more than double, and rent increase by nearly 25 percent. These demographic shifts result in gradual changes in how people choose to live, work, and travel. Montclair needs to keep pace with these changes in order to maintain the long-term sustainability of its neighborhoods.

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

RECOMMENDATIONS

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

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

Figure 2.8.a: Community Identified Issues

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

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

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

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

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

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

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

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

► **create a neighborhood conservation plan for the residential neighborhoods**

Conservation Plans are excellent tools to help communities maintain their existing character and form, while allowing for reasonable amounts of growth and development to keep neighborhoods viable and sustainable. A Conservation Plan would determine a geographic area for the plan, examine the land use, circulation, and open space patterns within that area, with the goal of calibrating land use regulations and capital improvements to maintaining and evolving that form in a positive direction for the community, guided by the community's vision for each neighborhood.

2.9. flexible, affordable lifestyles

Recommended Strategies for addressing Flexible, Affordable Lifestyles

- encourage a mix of housing types to fit the needs of all households (non-family, senior, low-income, etc. (page 121)
- affordable housing (page 121)
- create “aging-in-place” design standards (page 122)
- expand fresh food access throughout the Township (page 122)
- allow for expanded health-related land uses (page 122)
- make a weekend of it! promote the arts and culture in the Township (page 122)

Action Matrix

Land Use	Pedestrian/Bicycle/Traffic	Transit Access	Parking
Encourage a mix of housing types that fit the needs of all households types. (non-family, senior, low-income, etc.)	encourage development near train stations/commercial nodes to add residential opportunities within a walkable distance of services and destinations	encourage development near train stations/commercial nodes to ease ability of new residents to utilize transit for their transportation needs	encourage development near train stations/commercial nodes to reduce reliance on automobile for all trips
Affordable Housing shall align with NJ rulings and requirements			
Density bonus to include set aside of 10% affordable units.			
Create “Aging-in-Place” Design Standards			
Expand fresh food access throughout the Township.			
Allow for expanded health-related land uses in the C-1, C-2, and NC zones			
Add several recommended cultural and overnight stay uses to select Transects proposed for Montclair Center			

ISSUES

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

RECOMMENDATIONS

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

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

► ensure the provision of affordable housing

With respect to affordable housing, the Township must stay current with the most recent rule changes at the state level. That notwithstanding, this Unified Land Use and Circulation Element proposes residential density enhancements in four newly created Transects. It is recommended that affordable housing policy maintain consistency with COAH rules and be provided in proposed Transects 1, 2, 3, and 4 at a rate equal to 10% affordable units for those who develop at densities greater than existing zoning up to the limits proposed by the new Transects. The affordable units should be woven into the fabric of the new developments rather than developed in stand-alone projects. Furthermore, it is recommended that the areas identified as Transects 1, 2, 3, and 4 are appropriate for affordable housing because they provide proximity to services and transit.

Figure 2.9.a: Community Identified Issues

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

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

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

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

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

Issue 6: Dispersing affordable housing could reduce access to transit, services and amenities for these residents.

Issue 7: Montclair lacks an adequate supply of market rate age-restricted housing.

Issue 8: There is a lack of accessible housing that can meet the needs of the elderly and disabled citizens throughout town.

Issue 9: Montclair does not have enough buildings and housing options that are "senior-friendly"

Issue 10: There is a concern that the current zoning code is not properly calibrated to make it easy for seniors to access services.

Issue 11: The current senior bus route has limited service.

Issue 12: Montclair does not have sufficient options for community gardens and small-scale farming.

Issue 13: The farmer's market is a great asset, however, it is only open at one location and only during summer and early fall.

► **create “aging-in-place” design standards**

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

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

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

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

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

► **allow for expanded health-related land uses**

It is recommended that health and fitness facilities such as health clubs, personal training studios, yoga studios, and pilates studios; educational studios such as tutoring centers, martial arts, and dance studios; and medical related services such as medical and dental laboratories, physical therapists, massage therapy, radiology, and acupuncture be permitted in C-1, C-2, and NC zone districts subject to being restricted to first floor occupancy. By expanding where these uses are permitted, Montclair acknowledges that they serve a valuable neighborhood function for residents of all ages.

► **make a weekend of it! promote the arts and culture in the Township**

Montclair is unique among its suburban neighbors in the quantity and quality of its arts, cultural, and entertainment offerings in Montclair Center and Montclair State University. These offerings make Montclair Center an ideal destination for visitors to the area and an attractor for the creative class. In order to further Montclair Center’s identity as an arts and cultural destination, it is recommended that the Township investigate adding performing arts venues, museums, movie theaters, hotels, and bed and breakfast establishments as permitted or conditional uses within the T1, T2, and T3 transect zones of Montclair Center, as proposed in this plan, in order to put visitors in close proximity to the major arts and cultural destinations in the Township.

2.10. infrastructure + facilities

Recommended Strategies for addressing Infrastructure and Facilities

- implement complete streets policies (page 126)
- bolster shade tree program (page 126)
- implement safe routes to school (page 126)
- make needed improvements to stormwater management and street tree system (page 127)
- invest in public amenities to support improved circulation (page 127)

Action Matrix

Land Use	Pedestrian/Bicycle/Traffic	Transit Access	Parking
Revise zoning standards to address private lot improvements to stormwater management system	Pursue implementation of the complete streets policy by creating a Complete Streets Network		
	Create a shade tree program to encourage walkability as well as environmentalism.		
	Incorporate implementation of the Safe Routes to Schools program into a Street Design Manual and Bicycle Master Plan		
	make needed improvements to the existing stormwater management and street tree systems		
	invest in public amenities to support improved circulation		

ISSUES

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

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

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

Figure 2.10.a: Community Identified Issues

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

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

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

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

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

RECOMMENDATIONS

► implement complete streets policies

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

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

► bolster shade tree program

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

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

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

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

► implement safe routes to school

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

► **make needed improvements to stormwater management and street tree system**

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

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

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

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PART THREE

INCENTIVIZING TODS

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The Transit Cooperative Research Program (TCRP) of the Transportation Research Board, a division of the National Academies, has conducted a number of studies on Transit Oriented Development (TOD). Most TOD projects studied share a focus developing a mix of land uses (including multi-family housing, offices, retail, and urban entertainment), creating a pedestrian friendly environment, increasing multi-modal transportation options (especially transit options), and doing so in moderate to high density construction. As such, research on the topic can shed light on how Montclair can attract the best development through a new land use and mobility framework that places an emphasis on creating development that capitalizes on and supports transit.

TCRP research projects have included extensive review of a variety of incentive efforts as well as perceived obstacles to successful implementation of TOD efforts. Key TOD incentives tend to fall into three major categories:

- (1) positive and supportive regulatory environment;
- (2) supportive systems for developing infrastructure; and
- (3) appropriate land assembly.

► **Regulatory Environment**

The Regulatory Environment will influence developers and land owners decisions about where and what to develop. The following section discusses the importance of the planning framework, zoning regulations, plan review process, and parking requirements.

— **TOD Area Planning Framework**

America's best TOD examples start with a vision and proceed to plan execution through aggressive and inclusive station area planning which results in supportive zoning, infrastructure enhancements, and fiscal policies that reward smart-growth investments. Most developers would prefer that the public sector attend to matters of preparing a specific plan for station areas backed by supportive zoning and infrastructure. Often, zoning overlays or new zones – such as those outlined in Part 2 of this document - are created to allow mixed-use projects to be built. Specific to New Jersey, receiving transit-village designation from NJDOT provides benefits to municipalities seeking to implement TOD. Benefits include:

- Commitment from the State of New Jersey to a municipality's vision for redevelopment.
- Coordination among the State agencies that make up the Transect Village Task Force.
- Priority funding from some State agencies.
- Technical assistance from some State agencies.
- Eligibility for grants from the New Jersey Department of Transportation (NJDOT).

However, political leadership is vital to TOD implementation, particularly at the stage of creating and implementing the TOD planning framework. Plan development processes that are inclusive and transparent, with ongoing public input have been found to be essential to success.

— **Overlay Zoning & Increased Density**

TCRP research notes that station area plans need to incorporate zoning that allows increased density for construction. TOD are often attractive to developers because they have been granted more latitude in designing project that have mixes of use, higher densities, increased building envelopes, lower parking ratios, and better access to area services. The land use and mobility recommendations outlined in Part Three provide the framework for such incentives.

— **Expedited Development Plan Review**

Once a publicly-supported station area planning framework has been adopted, projects complying with those plans should be promptly issued necessary permits and allowed to build as-of-right. The principles at play are fairly simple: reward “good development” through streamlined review, giving developers who comply with the TOD visions and plans as much certainty, clarity, and built-in assurance as possible.

— **Supportive Parking Requirements**

A key element of infrastructure, especially in creating the desired density in areas like Montclair, is the use of shared parking spaces (often in structured parking garages). As outlined in Part 2 of this document, there are opportunities to reduce parking standards while still allowing increased density. To accomplish this goal, municipalities and local agencies have chosen to provide several elements of a proper parking environment to trigger TOD development. These elements can include establishing parking standards that are appropriate for transit-supported locations; allowing developer’s flexibility in meeting parking requirements (often through off-site arrangements); and constructing public garages to meet increments of needs as they come on line. These public garages may require initial public investments, but the investment can be recouped through parking fees or impact fees assessed within the station/TOD zone on increments of development

► **Supportive Infrastructure**

Successful TODs emphasize “placemaking”: creating attractive, memorable, human-scale environs with an accent on quality-of-life and civic spaces. Many developers also feel that public infrastructure is crucial in leveraging TOD. This may include everything from under-grounding of utilities and expansion of sewerage capacity to sidewalk improvements and improved transit service. In many cases, public investment is necessary to create this sense of place early in the TOD implementation cycle. However, there are many opportunities for financing of these investments. In some cases, initial public investments are often recouped through station-area wide impact fees. In others, the incentives provided to developers through increased bulk standards or reduced parking ratios are coupled with agreements to partner on making off-site improvements to infrastructure.

► **Land Assembly**

In some cases, the use of redevelopment powers is essential to facilitate land assembly so that development components can be constructed consistent with the overall station area plan. A lack of developable parcels is cited by developers as one of the major obstacles to TOD, particularly parcels of sufficient size to attract large development firms with “deep pockets.” The costs of land assembly are sometimes within the budgets of the individual private developments, particularly when significant increases in density are provided. In other cases, however, local governments have needed to use financing tools such as tax-increment financing and tax-exempt bond financing to achieve economic viability.

PART FOUR

RELATIONSHIP TO OTHER PLANS

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INTRODUCTION

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

ADJACENT TOWNSHIPS

► LITTLE FALLS TOWNSHIP

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

► CITY OF CLIFTON

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

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

► CEDAR GROVE TOWNSHIP

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

► VERONA TOWNSHIP

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

► WEST ORANGE TOWNSHIP

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

► CITY OF ORANGE

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

► CITY OF EAST ORANGE

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

► GLEN RIDGE BOROUGH

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

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

► BLOOMFIELD TOWNSHIP

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

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

COUNTY PLANS

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

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

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

STATE PLANS

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

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

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

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

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

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

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

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

New Jersey State Development and Redevelopment Plan

On April 28, 2004, the New Jersey State Planning Commission released a preliminary NJ State Development and Redevelopment Plan which is used to "guide municipal, county and regional planning, state agency functional planning and infrastructure investment decisions." The Plan establishes statewide planning objectives regarding land use, housing, economic development, transportation, conservation, recreation, and historic preservation and serves as a blueprint for

the future of New Jersey. The Plan places nearly all of Montclair in a PA1 Metropolitan Planning Area, as it did in the original State Plan 2001, an area that is targeted for growth. The policies and objectives of PA1 communities are largely the same as outline in the 1992 State Plan, as follows:

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

- Regionalizing and coordinating as many public services as feasible and economical, encouraging private-sector investment, and public/private partnerships.

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

A 2004 Draft Plan was drafted but not adopted. The State Planning Act requires the State Planning Commission to adopt a State Development & Redevelopment Plan. The State Strategic Plan, drafted over the past two years, is the revision to the 2001 State Plan & Redevelopment Plan. It sets forth a vision for the future of the State along with strategies to achieve it. A public hearing to adopt the State Strategic Plan was set for November 10, 2012. It was postponed and as of the writing of this document has not been rescheduled.

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

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

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APPENDIX 1.0

BASELINE CONDITIONS

ANALYSIS



Clifton City

3

Cedar Grove Township

23

Verona Township

Nutley Township

Bloomfield Township

West Orange Township

Glen Ridge Borough

Belleville Township

80

144

AT: BASELINE CONDITIONS AND ANALYSIS

DRAFT MARCH 21, 2013

1.0. baseline introduction

A Master Plan is, at its essence, a long-range policy roadmap for achieving the vision of a community. They guide decisions made by a town or city addressing a number of factors, including compatible land uses, the design and location of buildings, roadways and transportation systems, public facilities and open space, and impacts to property values and taxes. The Master Plan accomplishes this by outlining a community's goals, vision, and objectives, and providing recommendations for how to achieve them. Typically, these recommendations are segmented into discrete categories, such as land use, circulation, open space, affordable housing, etc. This segmentation, however, often ignores the intrinsic connections that exist between all elements of a community's growth and development, and can result in an imbalance in how these elements evolve over time. The Unified Land Use and Circulation Master Plan Element recognizes this basic connection between the land use and circulation elements of a Master Plan, and seeks to provide a blueprint for how Montclair can plan for these two aspects of their growth and development in tandem.

Montclair is primarily a residential community, like many others in the Metropolitan New York region. However, unlike most other communities in the region, a number of features and amenities of the Township make it unique. There is a richness to the community that makes it a socially, economically, and environmentally sustainable place. Desirable neighborhoods, good schools, vibrant business districts, and convenient commuter transit options make this well established Township a highly sought-after address. This success, however, brings challenges as well. Maintaining Montclair as a diverse, leafy, vibrant place can be difficult in the face of high property values, high property taxes, a weak economy, and aging infrastructure.

To help balance Montclair's growth over the next several decades, the Unified Land Use and Circulation Master Plan Element will provide a guide that will help the community plan for these two intertwined aspects of their growth and keep Montclair's planning consistent with the community's vision.

1.1. demographic and economic conditions

DEMOGRAPHICS

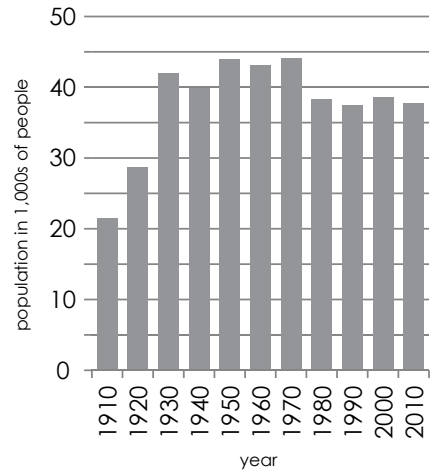
At the time of this report, initial 2010 Census data had just been released at the municipal level. Where 2010 data were not yet available, 2005-2009 American Community Survey (ACS) results were used to compare with previous decades. This overview provides an assessment of the current conditions of the Township as well as identified trends in age, race, overall population, and housing.

► **population characteristics**

Steady Population Since 1980

Montclair’s population reached its peak in 1970 at just over 44,000 people (Figure A1.1). By 1980, however, the population had declined to 38,321, a loss of 13%. Since 1980, the Township’s population has fluctuated by a few percentage points each year around the 38,000 mark. The 2010 US Census reported the Township’s population to be 37,699, a loss of 959 people since 2000.

figure A1.1: population 1910 - 2010



An aging population: increases in median age

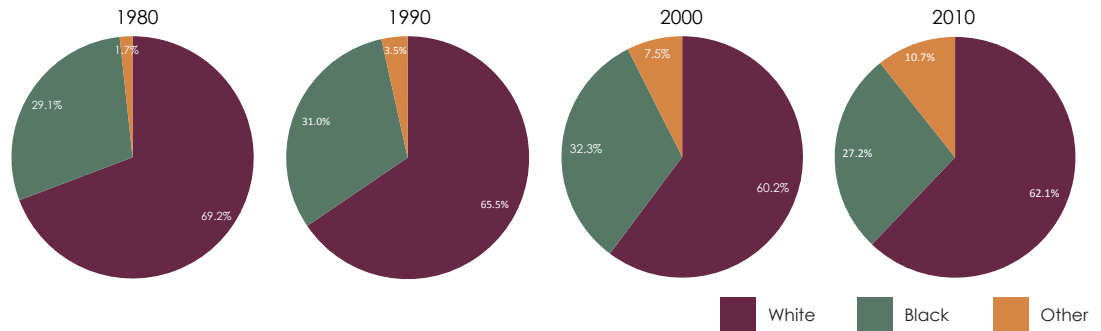
The median age of the Township is on the rise, increasing from 37.7 in 2000 to 39.9 in 2010. This is reflected in the 55 to 64 year-old cohort, which gained 1,668 people (a 52.82% increase). Conversely, all the cohorts from 0 – 54 years old lost population, with 20 to 34 year-old cohort decreasing the most in size (15.29%).

10.7% increases in “other race” population; 40% increase in Hispanic/Latino population

With respect to racial diversity, Montclair saw an increase in the “other race” population, now representing 10.7% of the total population (Figure A1.2). The Hispanic or Latino population saw the biggest percentage increase, 40.9%, followed by the Asian population as well as people identifying as “two or more races.” The White population saw only a slight increase, but represents a larger share of the total population than in 2000. The Black population experienced the most significant decrease, losing 18.14% of its population or 2,267 people.

► **housing**

figure A1.2 Race (1980 - 2009)



5.6% increase in Housing Units 1990-2010

While the population declined over the last decade, the number of housing units and occupied housing units has been steadily increasing since 1990. Total housing units increased by 842 between 1990 and 2010, a 5.6% increase. This growth is faster growth than the county experienced (4.8%). This increase in total housing units is coupled with a reduced household size in Montclair, from 2.52 in 1990 to 2.47 in 2010. The result is that fewer people are occupying more houses (Figure A1.3).

Owner-occupied units are occupied by larger households;

Household size varies significantly between owner-occupied and renter-occupied housing. Owner-occupied have an average household size of 2.85 persons (Figure A1.4) while renter-occupied units have an average household size of 1.96 persons. This suggests that rental units are servicing singles or couples without kids, while home ownership is more common for families with kids.

More owners than renters; no change in owner/renter split from 2000

Owner occupied units represent 57% of all units. The split between owner and renter-occupied units (57/43) is roughly unchanged from 2000, with a slight change towards more owner-occupied units and fewer rental units. It is reasonable that some rental units were converted to owner or condo units during that time.

Household size is decreasing

From 1980 to 2010, the mean household size dropped approximately 5%. It is likely that this trend will continue. This moderate change in household size is consistent with national trends in which more people are choosing to have fewer (or no) children and/or young adults are staying single for longer periods of time after moving out of their parents home. As such, this change in household size is indicative of increased demand for a variety of household/building types to meet the needs of individuals and families without children.

53.4% increase in median home value and 23.1% rise in rents (2000 to 2009)

Median home values rose dramatically between 2000 and 2009. In 2000, the median value of a home was \$317,500, rising to \$606,800 by 2009. Adjusting for inflation and using 2009 dollars, this change represents a 53.4% increase in median value (Figure A1.5). Home values at a county

figure A1.3: Household Size by Decade

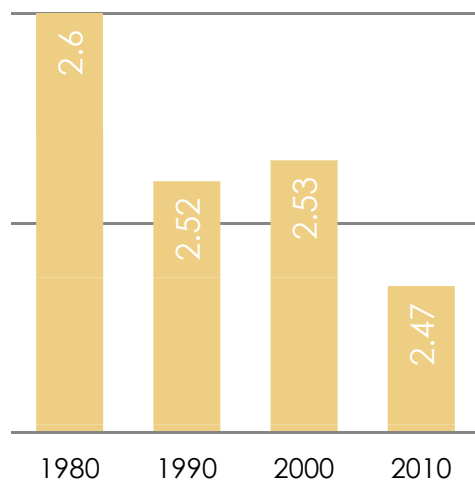
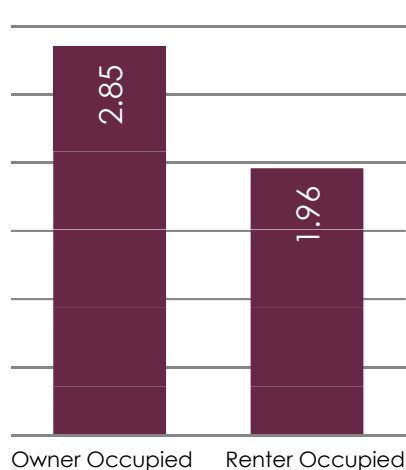


figure. A1.4: Household Size by Tenure 2010



level remained well below home values in Montclair Township over that period.

An increase in median rent was less dramatic, but still rose by 23.1% when adjusted for inflation (Figure A1.6). Median rent also rose at the county level, though again less significantly than they did in Montclair Township.

It is likely that there has been some market corrected since 2009 and that there has already been a decline in median rent and house value. However, this remarkable increase has already seemed to have affected the population diversity in Montclair. In 2009, the ACS estimated that nearly a third of homeowners (32%) and more than a third of renters (33.5%) had housing costs that were greater than 35% of their income. Given that median household incomes fell between 2000 and 2009, and the median value or price of housing rose significantly, it is not surprising to find households paying a large portion of their income towards housing costs.

► **income and employment statistics**

figure A1.5: Median Value of Home - Montclair

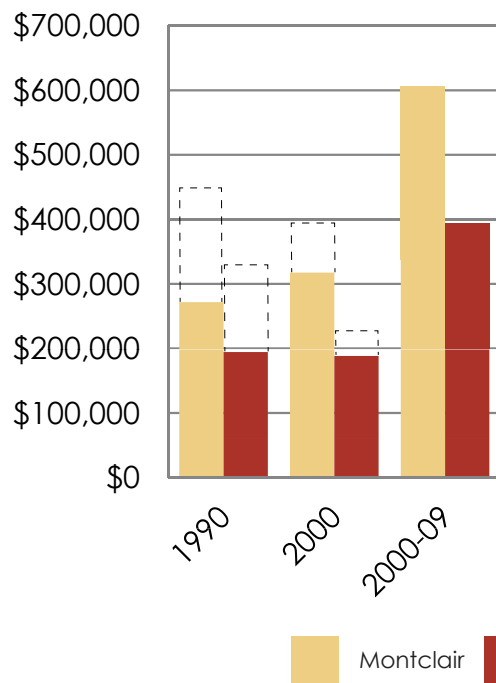
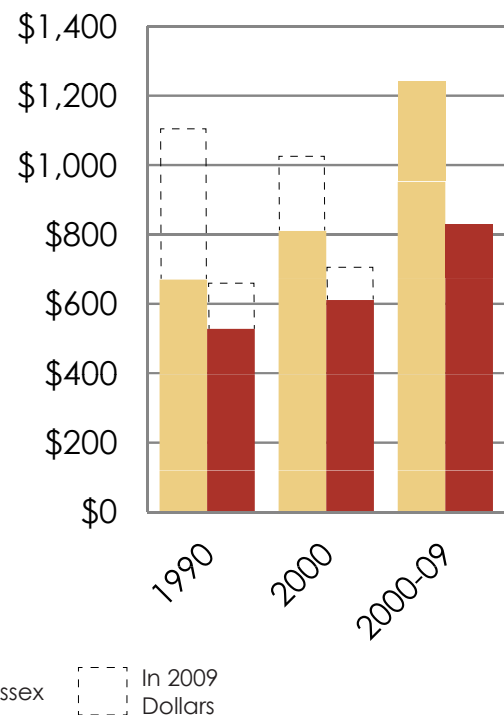


figure A1.6: Median Contract Rent



0.5% loss in inflation adjusted median household income

According to the ACS, Montclair's median household income increased from \$74,894 in 2000 to \$92,873 in 2009 (Figure A1.7). While this seems like a significant increase, when adjusted for inflation it's actually a 0.5% loss. The inflation-adjusted median household income of Essex County has decreased by 1.2% between 2000 and 2009.

Income at all levels is significantly higher in Montclair than in Essex County as a whole (Figure A1.8). By 2009, the median household income of Montclair was \$38,697 higher than that of Essex County. This is not a new trend: median-family, median-household, and per capita income has been consistently higher in Montclair than the county since the 1980s.

Economic conditions have certainly contributed to stagnant earnings over the nine-year period. However, incomes have not been flat during that time. The previous Master Plan Reexamination cites a 2003 median household income of \$84,000, which when adjusted for inflation (\$97,940) represented a growth in household income. It is likely that the median household income in Montclair peaked between 2003 and 2005 and then fell during the current economic recession.

7% increase in college educated people; 5% increase in professionals

figure A1.7: Income - Montclair

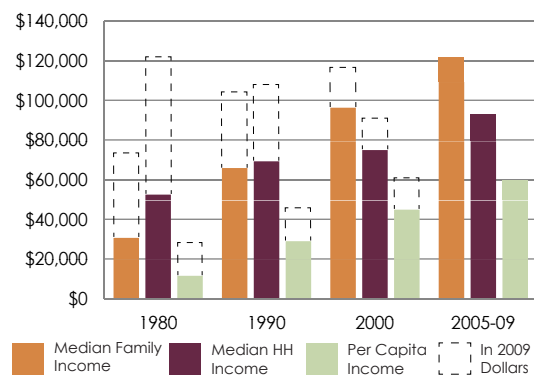
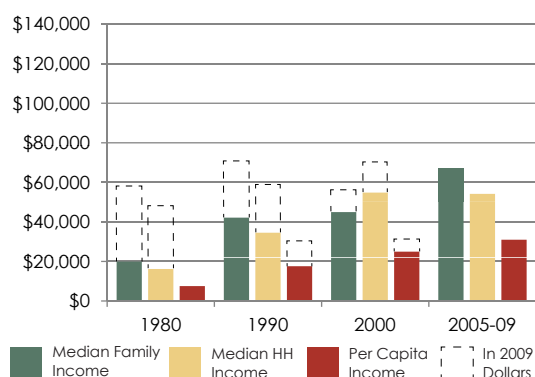


figure A1.8: Income - Essex County



One trend that continues to rise is the percentage of residents with college degrees, up to 64.1% in 2009 (ACS) from 57% in 2000. While this may reflect a national trend towards more of the population attending college, it is also likely a threat to the socioeconomic diversity of the Township. This trend is represented in the occupations held by residents (Figure A1.11). The management and professional category represented 63.4% of the population, up from 58.2% in 2000, all other categories either reduced their share or stayed level from 2000. The portion of the population with jobs in the service industry appeared to take the biggest hit, reducing the share from 10.4% to 7.7%. This change in occupation supports the theory that rising housing costs in the Township make living in Montclair less affordable.

TRANSPORTATION

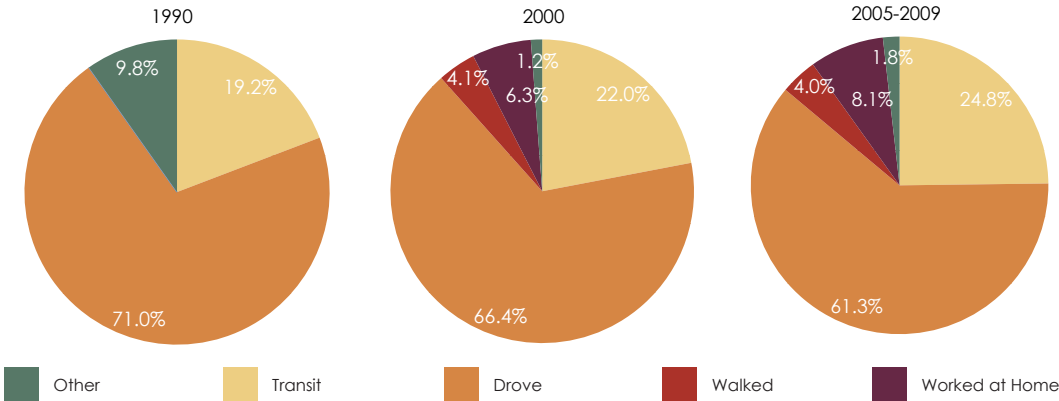
50% of households have 1 car or less

The 2009 ACS reports that approximately half of occupied housing units in Montclair have one car or fewer, roughly the same percentage as in 2000. The change from 2000 to 2009 was that fewer households now have no cars and more households now have more than 2 cars, likely meaning that there are more cars owned in the Township. Despite this trend, the share of public transportation commuting rose to 24.8% from 22%, and driving a vehicle to work dropped from 66.4% to 61.3% (Figure A1.9). The percentage of people working at home rose from 6.3% to 8.1%.

10% increase in transit to work from 1990 - 2009

Since 1990, the percentage of people taking transit to work has increased. Correspondingly, the number of people driving to work has dropped by almost 10%. Significantly, an average of 8% of Montclair residents also worked from home in the years between 2005-2009.

figure A1.9: Commute to Work (1990 - 2009)



ECONOMIC SECTOR ANALYSIS

The most recent economic data available for Montclair is from the 2007 Economic Census. The Economic Census is an every five-year sample survey, which, like the Decennial Census, is a sample survey of a population where all units of that population are a part of the sample. The population sampled in the Economic Census is all employer establishments in the United States. Data are recorded by economic sector, a set of 24 categories of economic activity such as **retail trade** and **educational services**. Each of those sectors is further broken down into more specific economic categories such as **food and beverage store** or **restaurant**. However, the Economic Census at the local level will not display data that is so small it may identify the respondent. For Montclair, we looked at data across the 12 economic sectors present in the Township.

Until the 2012 data has been released, the 2007 Economic Census is the most current and accurate data from which to work. It should be noted that the following does not reflect the difficult economic conditions present between 2007 and 2011 and that the situation on the ground may be somewhat more challenging than that which is presented in this report. This is not, however, to suggest that the data is obsolete – **healthcare and social assistance** is still likely a significant sector with regards to the number of people employed there and **retail trade** is still likely a significant revenue generator.

Snapshot

Between 2002 and 2007, **retail, healthcare, professional, and accommodation and food services** were consistently important to the economy of Montclair in terms of the number of establishments, the number of employees, and revenues generated. With the inclusion of data from Montclair State University (MSU), the **educational services** sector also becomes vital to the region. Between 2002 and 2007 the overall workforce within Montclair remained relatively consistent with growth or loss in number of establishments and employees at less than 5%. Due to recent and ongoing economic turmoil, it is likely that between 2007 and 2012 these gains and losses have been more dramatic, but it is also quite likely that these sectors – **retail, healthcare, professional, education, and accommodation and food services** – continue to provide the economic backbone of Montclair.

Consistent employment and number of establishments

Between 2002 and 2007 Montclair remained relatively consistent in terms of both the number of establishments (Figure A1.10) and the number of those employed there (Figure A1.11). There was, however, significant change within the various sectors: **wholesale trade** lost 26.9% of its establishments and **administrative, support, waste management, and remediation services** lost 20.8%, the majority of which was in **administrative and support services**. The **educational services** sector was the largest winner, gaining 66.7% in new establishments, followed by **arts, entertainment, and recreation** (53.1%), **information** (25.0%), and **health care and social assistance** (13.9%). All other sectors neither gained nor lost more than 10% of their establishments between 2002 and 2007.

Growth in education, motion picture/sound recording, and accommodation/food services

Several sectors had a significant increase in number of employees. Education as a whole doubled those employed there, from 106 to 213. This is likely related to the fact that six fine arts schools which provide instruction in the arts including dance, art, drama, and music were added in that time

figure A1.10: Number of Establishments by Sector

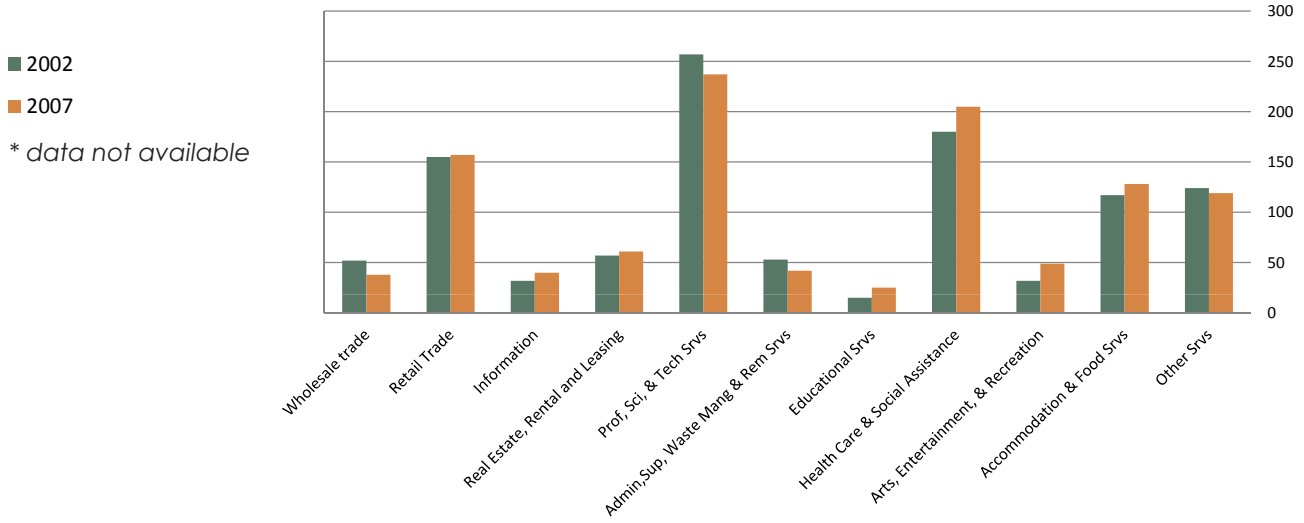


figure A1.11: Number of Employees by Sector

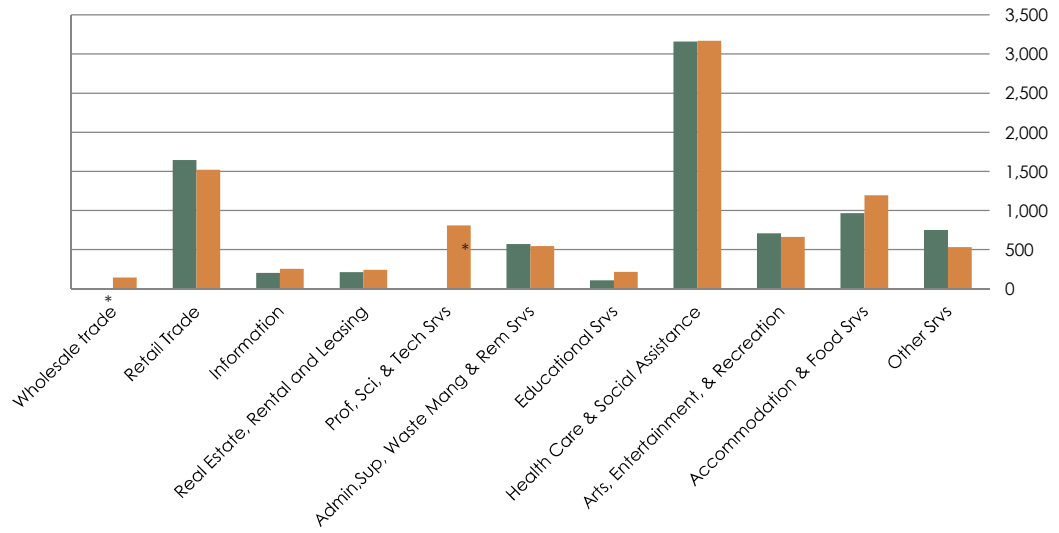
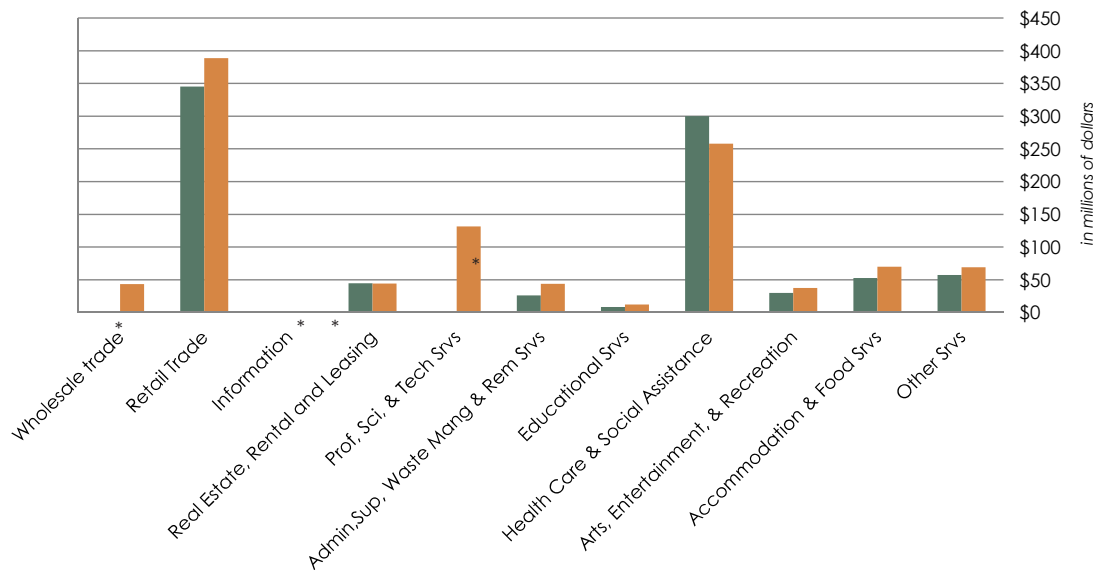


figure A1.12: Revenue by Sector



period, according to the change in the “number of establishments” category. The **motion picture and sound recording industries** also nearly doubled the number of employees, from 52 to 103. The largest overall gain in any sector was from **accommodation and food services**, which added 231 employees, or 24%, to its workforce.

Shrinking employment in other services and retail

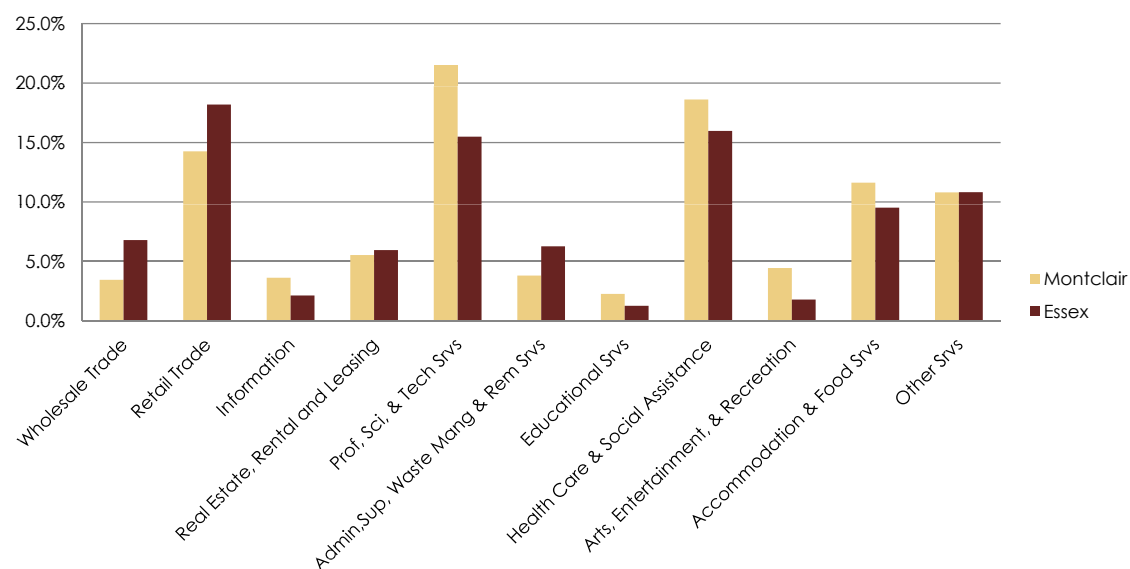
The largest sector losses in the number of employees in Montclair between 2002 and 2007 were in **other services** and **retail trade**, which lost 220 (-29.3%) and 125 (-7.6%) employees respectively. In **other services**, **repair and maintenance** made up the majority of the losses and in **retail trade**, **food and beverage stores** lost the most employees.

We should note, however, that Montclair State University (MSU), a significant generator of both revenue and jobs has not been referenced here. According to a 2009 Economic Impact Report released by (MSU), 4,445 people were employed by the University in 2008. This, along with expenditures from employees and students and capital expenditures resulted in MSU contributing \$148.1 million dollars into the New Jersey economy according to the Report. Yet, due to the way that employees are categorized and to the overlap and intersection of geographic areas, the full extent of this influence is not captured within the census data.

Montclair is more professionally oriented than the county

In 2007 Montclair had proportionally more establishments in **information, professional, scientific, and technical services, healthcare and social assistance, arts, entertainment, and recreation, and accommodation and food services** than did Essex County (Figure A1.13). As compared to Essex County, Montclair gained proportionally more establishments in **information, real estate and leasing, educational services, arts, entertainment, and recreation, and accommodation and food services** (Figure A1.13). However, Montclair also lost more than the County in **wholesale trade, professional, scientific, and technical services, administrative, support, waste management, and remediation services, and other services**.

figure A1.13: Number of Establishments as Share of Sector in 2007



CONCLUSIONS OF DEMOGRAPHIC AND ECONOMIC ANALYSIS

Fewer residents are currently occupying more housing units in Montclair. Conversely, wages are stagnant, housing prices are increasing, and car ownership remains high. At the same time, educational level is increasing as are the number of professional jobs created in the Township. Nonetheless, the number of younger residents is decreasing, household sizes are shrinking, and the number of elderly residents is increasing. This dynamic indicates that a larger percentage of income is being dedicated to basic necessities and that Montclair is becoming decreasingly diverse economically.

Changes in household size and character will continue to lead to increases in demand for housing that is better suited to the changing population's needs. Moreover, changes in economic sector employment will increase demand for new and different commercial spaces. Without corresponding construction the result will be less affordability, decreased economic diversity, and a population that is increasingly living in homes that do not meet their needs, and working in buildings that are inappropriate for their use. In short, maintaining the status quo policy will only make Montclair less competitive and ultimately lead to an erosion of quality and an increase in cost.

Within this context, decisions that the Township makes regarding land use and transportation investments will have a direct impact on the quality of life of residents. When land use policy is coordinated with transportation policy, it is possible to

- increase housing and employment density around public transportation;
- allow for commercial and residential uses to be built in closer proximity;
- increase opportunities for local and regional train, bus, bike and pedestrian transportation;
- and create conditions that allow development to occur that meets the needs of older, smaller, and more non-traditional households.

Such efforts will encourage construction that better meets the needs of residents, decrease the tax burden infrastructure placed on households, and make the Township more affordable for all residents. This will help Montclair attract younger residents and retain those who grow up in the Township. The Township will have a better market position to attract more retail and commercial services, which will further strengthen the area's appeal.

1.2. outreach process

Montclair's last comprehensive Master Plan was completed in 1978, and the last Master Plan Reexamination Report was completed in 2006. Over the past 34 years since the 1978 Master Plan, many aspects of the Township have changed and several parts of the Plan have been updated, including the Housing Element, Historic Preservation Element, and Conservation Element. In order to ensure that the Unified Land Use and Circulation Element accurately reflects the long-term vision of the Township, a comprehensive public outreach process was developed in order to evaluate past, as well as identify new issues, goals, objectives, and visions for the Township. The initial outreach process included three primary components: stakeholder interviews, public visioning workshops, and an online presence on the Township's website that included coverage by TV34. The following meetings and activities were hosted to facilitate this process:

- Sixteen Stakeholder Interviews with individuals and small focus groups.
- Four 1st Round Public Workshops to gather issues and ideas from around the Township.
- One 2nd Round Public Workshop to assess the issues gathered from the first workshops, and to write a vision statement for several "themes" that emerged from the first workshop.
- One online Goals Survey to rank the relevancy of the goals identified in the 2006 Master Plan Reexamination to the Township today.
- One 3rd Round Public Workshop to review the Goals Survey, Issues, and Vision Statements for six major themes identified during the public process.
- One online Vision Survey to review the visions identified during the public process and receive additional feedback and comments on the vision statements and objectives.

The public outreach process resulted in an informed set of issues and vision statement organized by six community-driven themes, as well as a set of four long-range goals and objectives for the Township.



1.3. vision, goals and objectives

VISION STATEMENT

A Vision Statement is intended to create a picture of the future based on changes made as a result of the Master Plan Element. It is not a picture of the present. It is meant to be compelling and provide a clear picture for the Township to aspire to, but it will not suggest specific solutions. Those solutions will come about within the goals, objectives, and recommendations of the Unified Land Use and Circulation Element.

Throughout the public process, many ideas emerged that addressed several themes that were important to the community. The issues and vision identified during the workshops were organized into six interrelated themes that were important to the community.

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

The six themes and corresponding vision statements below comprise the community's Vision Statement for the Township. Input and revisions were provided during the second and third public workshops, and during the online Vision Survey.

► 1. intra-township mobility

Montclair is a community that makes it easy for residents to rely less on private cars and to choose from a well linked network of alternative transportation options to get to and from destinations. The menu of options includes regional train service, bike ways, tree-lined and well-maintained sidewalks, predictable public transit services, and well-marked crosswalks at key intersections, as well as shared bike and car services. To the greatest extent possible, transit options have been seamlessly integrated with one another. Thoroughfares and major connector streets have sufficient signage and striping to keep car, bike, and pedestrian traffic moving at safe speeds. Wayfinding has been enhanced by integrating technology into parking, bus, and train services to allow for users to get real-time information about schedules, pricing, availability and location, increasing usability and value.

New homes and apartments, stores, offices and services have been concentrated around existing commercial and transit nodes, reinforcing compact, walkable areas that additionally serve as a hub for bike, bus, and train services to meet. This increased flexibility means that residents have more choice in how they get around day-to-day, and can make adjustments based on weather, gas prices, and other factors, allowing for many households to own fewer cars if they choose. This also helps decrease pressure on the school district's bus system and parent drop-off areas by making it safe for more students to get to school by walking or biking. Senior citizens feel more comfortable aging in place, as they too can more easily walk or take transit services to destinations throughout the Township.

► 2. neighborhoods and housing

The mix of housing opportunities in Montclair provides the necessary components for a vibrant and diverse community. There are options for different age groups and different socioeconomic backgrounds, all of which reinforces the cultural, ethnic, and socioeconomic diversity of the community that Montclair is known for.

The physical and economic challenges of aging in Montclair has been greatly reduced due to an expanded menu of unit types throughout the Township that accommodate those with leaner budgets, those with less ability to maintain large properties, and those with physical access issues. Similarly, it is easier for younger generations with modest incomes to stay in Montclair, maintaining or establishing new roots in the community. Strategically adding density near commercial centers, and improving infrastructure and mobility options throughout town has increased both the accessibility and proximity of services, shopping, jobs, community events and schools for all residents.

Smaller, urban-sized apartments near train stations serve the housing and lifestyle needs of both young professionals and senior citizens, while providing a denser, increased population for neighborhood centers. Design guidelines provide predictable controls on development in the community that both protect the character of neighborhoods while allowing for growth and change, where appropriate, over the long term. These guidelines and standards create the opportunity for smaller, more affordable housing in existing neighborhoods throughout the Township. These guidelines also ensure that growth does not detract from quality of life, but rather enhances it.

► 3. community health and environment, open space

Montclair has become a town known for the quality, accessibility and diversity of its parks and plazas, street and trail networks, and public facilities. All public spaces in Montclair's open space system are well-maintained, active places serving a variety of users, and are connected to the town's neighborhoods, commercial centers, transit services, and institutions. Trails, tree-lined sidewalks, bike lanes, and mid-block paths form a green network linking open spaces and creating amenities used by pedestrians, joggers, cyclists and skateboarders. These links additionally serve as outdoor exercise space, efficient modes of transit, and as an integral part of the open space system.

Township parks are well-programmed according to community needs and in harmony with adjacent homes incorporating amenities such as lighting for extended use, benches, and signage. The menu of passive and active activities across all parks has been expanded, offering greater opportunities for community fruit and vegetable gardens, dog parks, playgrounds, skate parks, performance spaces and expanded athletic/exercise space. Rooftops are used as gardens, and other available space not previously considered as green are being utilized for public plazas and gardens, expanding the town's open space inventory without consuming more land area, and more efficiently using available resources.

Environmental stewardship, storm-water management, and energy-conservation/generation practices have been integrated into both open spaces and public buildings. Montclair's tree canopy continues to grow, both with new plantings in needed areas and in appropriate maintenance and replacement of existing trees, creating healthier micro-climates in outdoor spaces and tree lined streets that provide comfortable places to walk. Public buildings, schools, and community facilities have become town leaders in the use of green roofs, solar panels, and other new best practices in environmental stewardship, and serve as community centers for both continued education and cultural activities. Access to and education about healthy and locally grown food has multiplied, with growing farmer's markets and community gardens. Partnerships with local organizations and institutions have created opportunities for improving community health through education, recreation, and nutrition.

► 4. Montclair Center

Montclair Center continues to be a premier mixed-use commercial Business Improvement District (BID), attracting both local residents and visitors throughout the region. It is vibrant, safe, clean, and a wonderful place to live, shop and work. The Center has expanded its boundaries to incorporate growing businesses in the downtown and along Bloomfield Avenue. Strategic growth has repurposed existing buildings where appropriate and redeveloped property to provide residential and commercial space that captures the opportunities of the market. Some Montclair residents have given up their commutes and opened a professional office in the Center, providing more daytime activity in the district and a community of creative professionals. Strong and predictable design standards ensure that the wonderful qualities of Montclair Center that make it a desirable destination are protected while allowing the Center to grow, including the quality of materials, urban scale, ease of mobility, activity, and cultural amenities.

Montclair Center's growth and evolution has been spurred by improved pedestrian, bike, and vehicle circulation and parking options throughout the district, including the Bloomfield Avenue corridor. An uninterrupted pleasant urban pedestrian experience, created by filling in gaps in the urban fabric, adding or enhancing public spaces and plazas where appropriate, as well as improving sidewalk and intersection conditions, links the two district bookends of the Bay Street Station and the Montclair Art Museum, encouraging pedestrian activity along the entire corridor. Parking has become easy and predictable to find for both cars and cyclists and former surface parking lots fronting directly on Bloomfield Avenue have been replaced by new development. Structured parking is safe and easy to access, and either includes ground floor retail or other active uses along the street, or does not front important pedestrian and bike thoroughfares. Transit services along Bloomfield Avenue are predictable and convenient; residents and visitors arriving at the Bay Street Station can easily move East-West through the district. Residents can access Montclair Center in a variety of ways, by walking, biking, taking public transit, or driving with the assurance of knowing that the infrastructural needs for all modes of travel are accommodated at Montclair Center.

► 5. neighborhood commercial centers and train stations

Neighborhood commercial centers and adjoining train stations are focal points of the community, providing a critical mass that supports a variety of services serving local and regional visitors. Neighborhood Centers are compact, mixed-use, pedestrian-oriented hubs that are economically and culturally vibrant places. Residential units in apartments and above retail increase the immediate customer base of centers and allow these residents the convenience of proximity to services and transit. The size and land use mix of each commercial center is different, and each has a unique identity. Some may have a local and regional draw and support a busy rail station. Others may be smaller centers oriented to serving the local community. Though these centers are spread throughout town, they are complementary in providing commercial, light industrial, and higher density residential opportunities throughout all of Montclair.

Neighborhood commercial centers are pedestrian, bicycle, and car friendly. Improvements to circulation networks and redevelopment in select large surface parking lots have strengthened connections to train stations while preserving valuable parking. Land use regulations have been implemented that produce vibrant, dense, and walkable development that encourages visitors and adds appropriate scale, open space, and infrastructure to commercial centers. Transit-Oriented Development where some of the Township's train stations exist supports both the use of mass transit and the surrounding businesses. Commercial centers not attached to train stations are integrated with other mobility systems, such as bus routes and bike paths.

Train stations and surrounding areas are safely and efficiently used in ways that feed neighboring

commercial districts, and support commuters and neighbors. Station buildings are active all day and into the evening with commercial and community activity, keeping platform areas and public spaces safe and vibrant. Train stations serve as transit hubs but are also surrounded by a healthy mix of retail, office and residential uses, making stations not just outposts, but vibrant places.

► 6. town – gown relationship

Montclair State University has become a part of both the neighborhoods and the town's commercial centers as shoppers, residents and as originators of new entrepreneurial businesses. Faculty and recent graduates take advantage of Montclair's flexible, creative office space to spin research and ideas into start-up companies. The MSU community is active in town, volunteering at service organizations and participating in civic events throughout the year, while some of its graduates remain nearby to teach in Montclair's public schools.

MSU students and employees are residents and frequent visitors to the town's commercial centers. Improved transit services and bike infrastructure, supported by both the University and the Township, make it easy for students and employees to reach commercial centers without a car. More students are living on campus, but also living downtown and in neighborhood commercial centers, adding to the vibrancy and viability of businesses in town. Montclair also benefits from the University's unique attractions, as the arts, cultural, and athletic regional draws of MSU become not just a part of the University, but also a part of the town's appeal for residents and visitors.

Actively engaged partnerships exist between MSU, the town, and the surrounding neighborhood to ensure that the interests and goals of the University are better aligned with those of the town. Neighbors are partners with MSU in planning for land use, open space, parking and circulation, and in working together have been able to achieve more than as separate entities. Parking, traffic congestion, and desirable community character are vetted through these partnerships to ensure that the quality of the surrounding residential neighborhoods remains intact while allowing for the University to grow in a way that enhances the University's standing and enhances the value of the surrounding neighborhoods.

GOALS

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

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

OBJECTIVES

The objectives were derived from the issues identified during the public outreach process. They are directed at how land use and circulation recommendations can be used to address the identified problems. However, the objectives are not strategies. They are intended to be broad enough to accommodate a range of alternatives without limiting solutions to any one particular recommendation.

Each objective is intended to advance one or more goals. Following the list of objectives is a table (fig. 4.x) showing which objectives advance each stated goal, either directly (d) or indirectly (i).

Objectives:

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

APPENDIX 2.0

GROWTH SCENARIO

ANALYSIS (2035)

2.0. projected growth by 2035

In the process of developing the recommendations of the Unified Land Use and Circulation Element for Montclair, several alternative future growth scenarios were explored to see how the goals and objectives of the Master Plan could be implemented to direct anticipated growth in a direction consistent with the vision of the community. The ultimate goal of the scenario building process was to analyze if Montclair’s current planning efforts were sufficient to meet the community’s desired vision, and if not, what changes would be necessary to achieve the goals and objectives of the Township.

To better understand how Montclair will change over the next 20-25 years, a future growth scenario was established by North Jersey Transportation Planning Authority (NJTPA), a federally recognized regional planning organization. By 2035, NJTPA projected Montclair would have an additional 2,000 jobs and 2,321 households. These numbers were translated into commercial square footages and number of new housing units. (Figure A2.1)

What follows are four possible scenarios that reflect several different approaches the Township could take towards managing this growth. In addition, the Consultant Team, Client Team, and Steering Committee collaborated to create a fifth, hybrid scenario. This final scenario establishes a preferred growth alternative for the Township based on fulfilling the community’s stated goals and objectives outlined in 1.3. Vision, Goals, and Objectives.

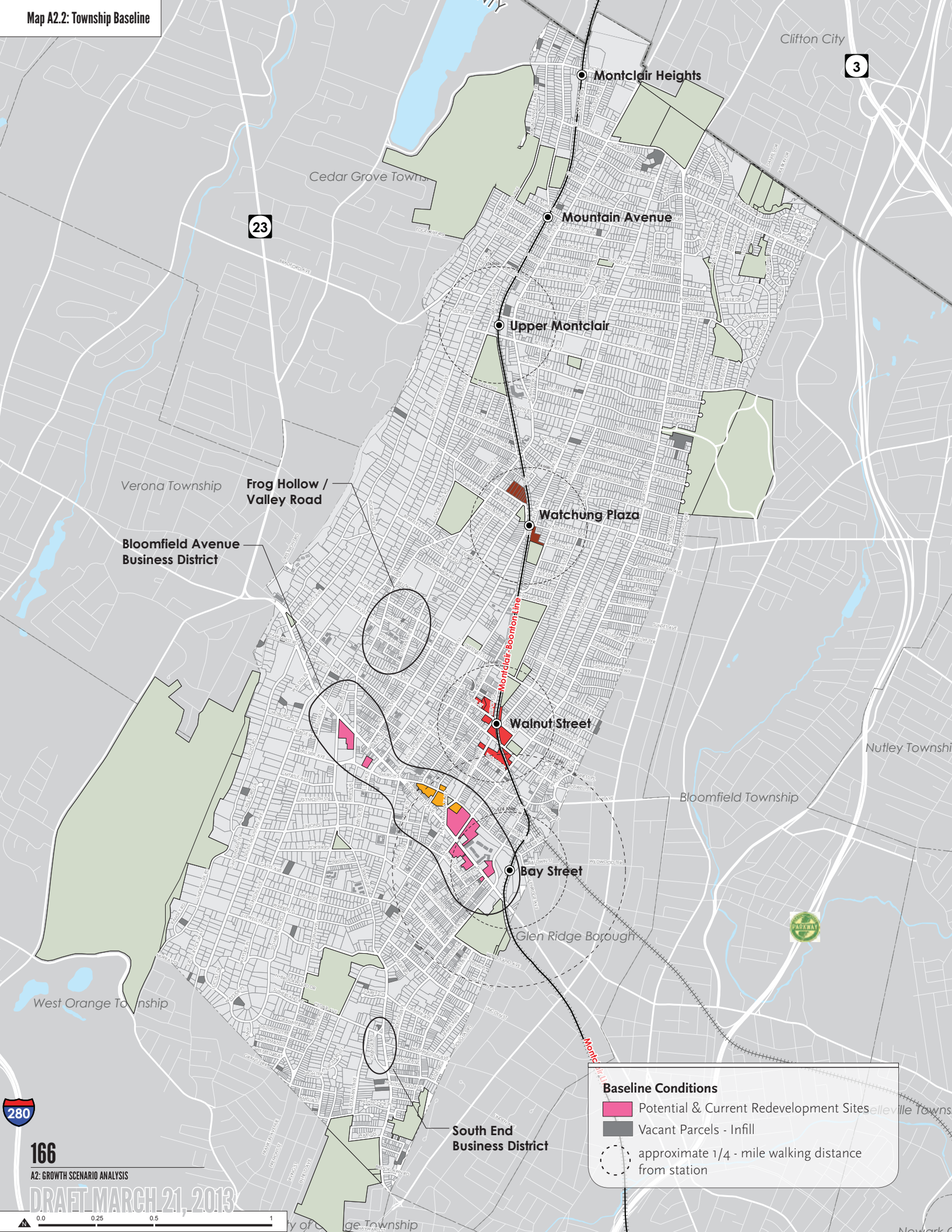
Note that each scenario is developed in the comparative context of NJTPA projections for the year 2035. The alternative scenarios primarily address different steps the Township could take towards directing and managing growth (such as amending the zoning code, improving pedestrian and bicycling connections, and pursuing redevelopment), and do not reflect other potential policy changes that could occur at the regional, state, or federal level.

Figure A2.1: NJTPA 2035 Growth Projections

Category	NJTPA Projections	Category	NJTPA Projections
Residents	6,931	New Employment (jobs)	2,000
New Households	2,321	<i>Retail</i>	430
New Housing Units	2,420	<i>Restaurant</i>	170
		<i>Hotel</i>	50
		<i>Repair (Mostly Auto)</i>	20
		<i>Office</i>	1,330
		Additional Space	
		<i>Retail</i>	200,000 total sqft
		<i>Restaurant</i>	20,000 total sqft
		<i>Hotel</i>	130 total Rooms
		<i>Repair (Mostly Auto)</i>	10,000 total sqft
		<i>Office</i>	330,000 total sqft

Assumptions: Current economic sectors in the Township were divided into retail and office categories and those ratios were used to determine future sector growth. Standard multipliers (450 sf/employee for retail and 250 sf/employee for office) were used to estimate of commercial square footage.

For residential growth, it was assumed that each household equaled one housing unit. Adjustments were made to account for a normal 4% vacancy/turnover rate.



Clifton City

3

Montclair Heights

Cedar Grove Township

Mountain Avenue

23

Upper Montclair

Verona Township

Frog Hollow / Valley Road

Watchung Plaza

Bloomfield Avenue Business District

Walnut Street

Bay Street

Bloomfield Township




Nutley Township

Glen Ridge Borough

West Orange Township



Baseline Conditions

-  Potential & Current Redevelopment Sites
-  Vacant Parcels - Infill
-  approximate 1/4 - mile walking distance from station



166

A2: GROWTH SCENARIO ANALYSIS

DRAFT MARCH 21, 2013



City of Orange Township

Newark

2.1. alternative 1: township baseline

To begin this process, a baseline growth scenario was developed to explore what could potentially occur if the Township made no changes to its municipal planning efforts. The outcomes of the baseline show whether the current course of municipal action will bring the community closer to its vision or if policy interventions are needed. Under this baseline scenario, the majority of growth would occur within five redevelopment areas located along Bloomfield Avenue, as well as approximately 100 new homes within infill sites within existing residential zones that adhere to current ordinances. No major transportation improvements are implemented, so pedestrian and bicycle networks remain as they are today. Most traffic would be focused on Bloomfield Avenue, contributing to an increase in congestion.

The majority of this growth would occur in 5-6 story mixed-use, elevator builds along Bloomfield Avenue, with retail occupying the first floors and residential and/or office uses above. This new development will be supported by a combination of surface parking lots and single story parking decks. Higher densities along Bloomfield Avenue would create additional demand for transit service at the Bay Street Station and may allow for additional bus service along Bloomfield Avenue, but transit services in the rest of the Township would likely remain similar to today.

In absolute terms, this projected growth would result in approximately:

Housing: 700 new units, resulting in an increase of 4.5% over current levels.

Retail: 187,000 new SF of retail space, resulting in an increase of 16% over current levels.

Office: 320,000 new SF of office space, resulting in an increase of 20% over current levels.

Montclair Heights

Mountain Avenue

Upper Montclair

Watchung Plaza

Walnut Street

Bay Street

Glen Ridge Borough

South End Business District

Cedar Grove Township

Verona Township

Frog Hollow / Valley Road

Bloomfield Avenue Business District



West Orange Township

Bloomfield Township




Nutley Township

Belleville Township

Baseline Conditions

-  Potential & Current Redevelopment Sites
-  Vacant Parcels - Infill

Alternative 2 Additions

-  Glenridge Avenue Area
-  Walnut Street Station Area
-  approximate 1/4 - mile walking distance from station

23

280

168

A2: GROWTH SCENARIO ANALYSIS

DRAFT MARCH 21, 2013

0.0 0.25 0.5 1



2.2. alternative 2: maximize economic development

One of the concerns from the community that arose frequently during the public process was the lack of ratable properties in the Township, a factor that is contributing to the rising tax burden that is falling increasingly on homeowners. While Master Plans cannot directly impact tax policy, they can provide the policy basis for encouraging land uses that produce the kinds of job-generating and tax-revenue generating development for which the Township is looking. This alternative looks at how Montclair could maximize its ability to enhance economic development in the Township over other factors with the objective being to reduce the tax burden on homeowners by increasing opportunities for commercial development in the Township. New development will focus on two areas of Montclair, the potential and current redevelopment sites identified in Map A2.3 along Bloomfield Avenue and the area around Walnut Street Station.

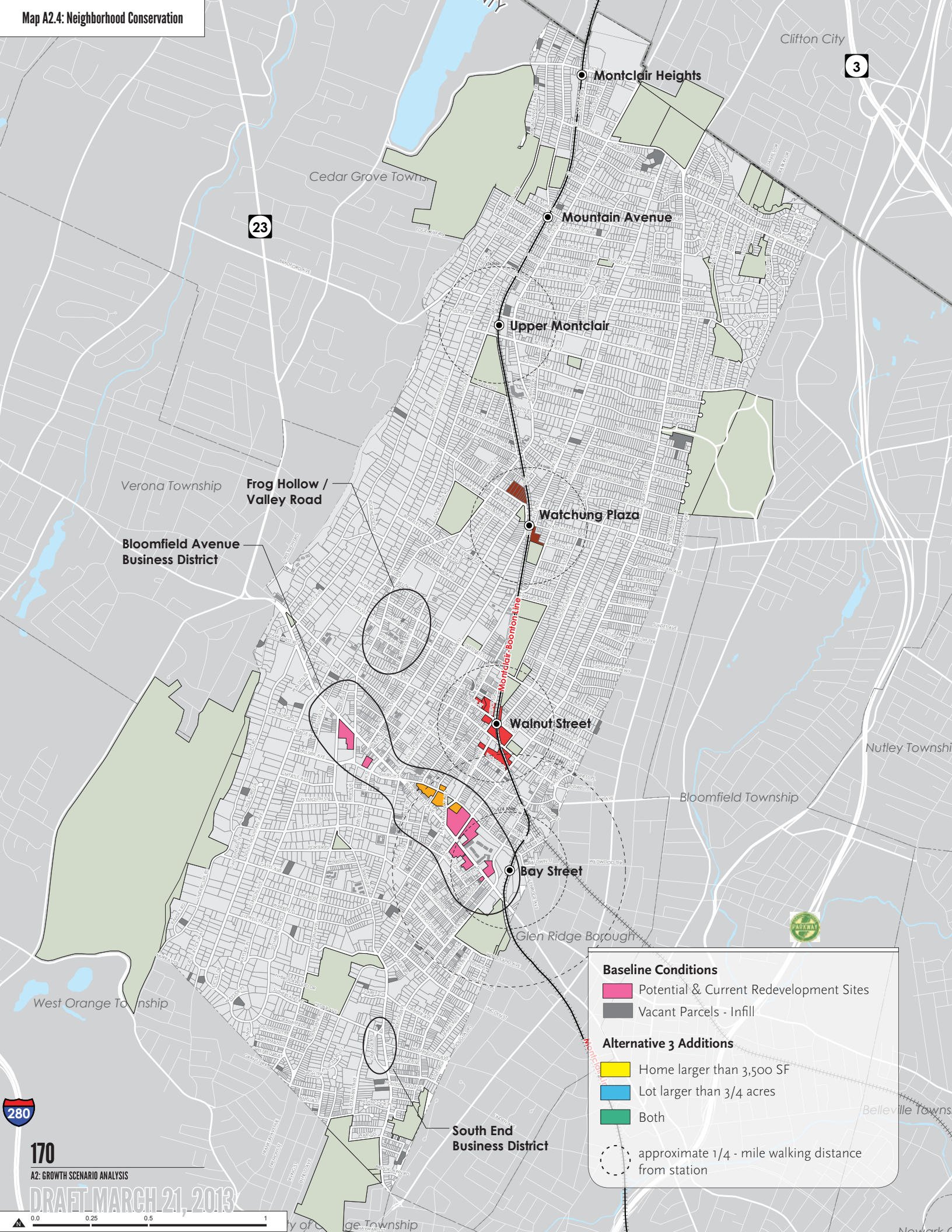
Development along the Bloomfield Avenue corridor would take the form of 5-6 story mixed-use buildings with ground-floor retail and a mix of residential and office above, though with a greater concentration of office uses than in other scenarios. Structured parking, train service at the Bay Street Station, and bus service along Bloomfield Avenue would support development in this area. New development in the area of Walnut Street Station would take the form of 2-3 story low-rise office buildings and light industrial uses. This development would be supported substantially by surface parking lots. The focus on economic development at the expense of investment in the transportation system, may result in significant traffic increases, that may have been somewhat mitigated with additional investments in pedestrian, cycling, and transit improvements.

In absolute terms, this projected growth would result in approximately:

Housing: 1,200 new units, resulting in an increase of 7.5% over current levels.

Retail: 187,000 new SF of retail space, resulting in an increase of 16% over current levels.

Office: 820,000 new SF of office space, resulting in an increase of 57% over current levels.



Clifton City

3

Montclair Heights

Cedar Grove Township

Mountain Avenue

23

Upper Montclair

Verona Township

Frog Hollow / Valley Road

Watchung Plaza

Bloomfield Avenue Business District

Walnut Street

Nutley Township

Bloomfield Township

Bay Street

Glen Ridge Borough

West Orange Township



Baseline Conditions

- Potential & Current Redevelopment Sites
- Vacant Parcels - Infill

Alternative 3 Additions

- Home larger than 3,500 SF
- Lot larger than 3/4 acres
- Both

approximate 1/4 - mile walking distance from station



170

A2: GROWTH SCENARIO ANALYSIS

DRAFT MARCH 21, 2013



City of Orange Township

Belleville Township

Newark

2.3. alternative 3: neighborhood conservation

In terms of reducing the financial burden on homeowners, another alternative that was explored was to allow for denser housing options within the residential neighborhoods themselves. This alternative was envisioned as a way to make the neighborhoods more economically viable for Montclair's population by providing a greater degree of housing choice within existing large lots in the Township. This alternative combines the growth discussed in the baseline alternative and suggests implementing creative zoning changes in the neighborhoods to allow for growth while conserving neighborhood character.

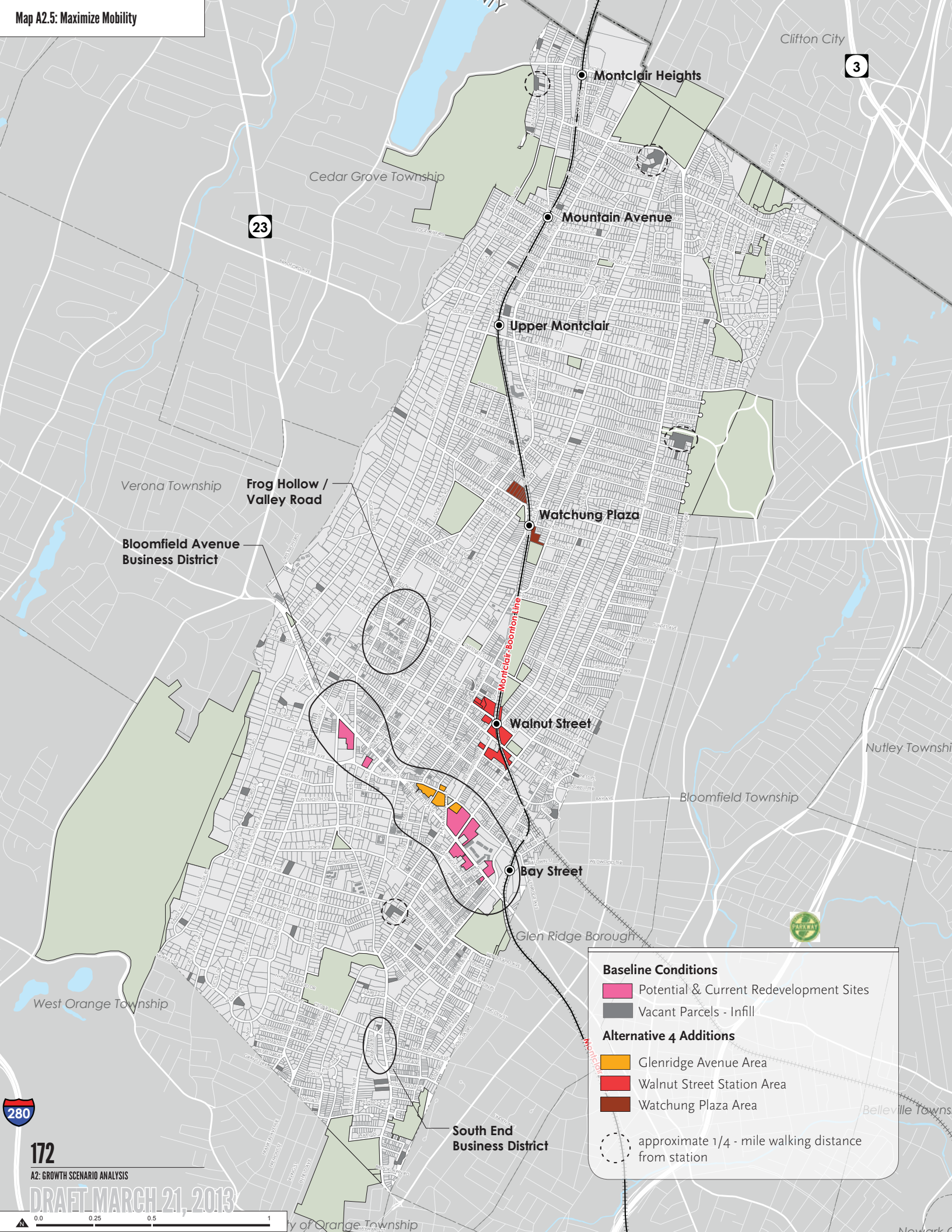
In this alternative, approximately half of all new residential development and all commercial development will occur on Bloomfield Avenue as described in the baseline. The remainder of the residential growth will occur on scattered sites throughout Montclair on lots of $\frac{3}{4}$ of an acre or larger. This additional growth in the neighborhoods would be woven into the existing neighborhood fabric as either carriage houses on existing lots while others might be adaptations of existing single-family units into additional dwelling units. As in the baseline, an additional 100 units are expected to be accommodated in the neighborhoods on sites that are currently vacant. This scenario would not likely generate the demand for additional transit services beyond Bay Street Station, and the lesser office space would have less impact on traffic than other scenarios.

In absolute terms, this projected growth would result in approximately:

Housing: 1,300 new units, resulting in an increase of 8% over current levels.

Retail: 187,000 new SF of retail space, resulting in an increase of 16% over current levels.

Office: 320,000 new SF of office space, resulting in an increase of 20% over current levels.



Clifton City

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Montclair Heights

Cedar Grove Township

23

Mountain Avenue

Upper Montclair

Verona Township

Frog Hollow / Valley Road

Bloomfield Avenue Business District

Watchung Plaza

Walnut Street

Nutley Township

Bloomfield Township

Bay Street

Glen Ridge Borough



West Orange Township

Baseline Conditions

- Potential & Current Redevelopment Sites
- Vacant Parcels - Infill

Alternative 4 Additions

- Glenridge Avenue Area
- Walnut Street Station Area
- Watchung Plaza Area

approximate 1/4 - mile walking distance from station

South End Business District

Belleville Towns



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A2: GROWTH SCENARIO ANALYSIS

DRAFT MARCH 21, 2013

0.0 0.25 0.5 1

City of Orange Township

Newark

2.4. alternative 4: maximize mobility

The fourth alternative seeks to take advantage of Montclair's strong rail network, the greatest assets it has to promote growth in the Township. This alternative assumes that the baseline alternative is supplemented by development/regulatory efforts aimed at maximizing the availability of housing and convenience services within walking distance of key transit nodes and commercial districts. This effort would occur at the Walnut Street, Watchung Plaza, and Upper Montclair train station areas as well as in the redevelopment areas along Bloomfield Avenue.

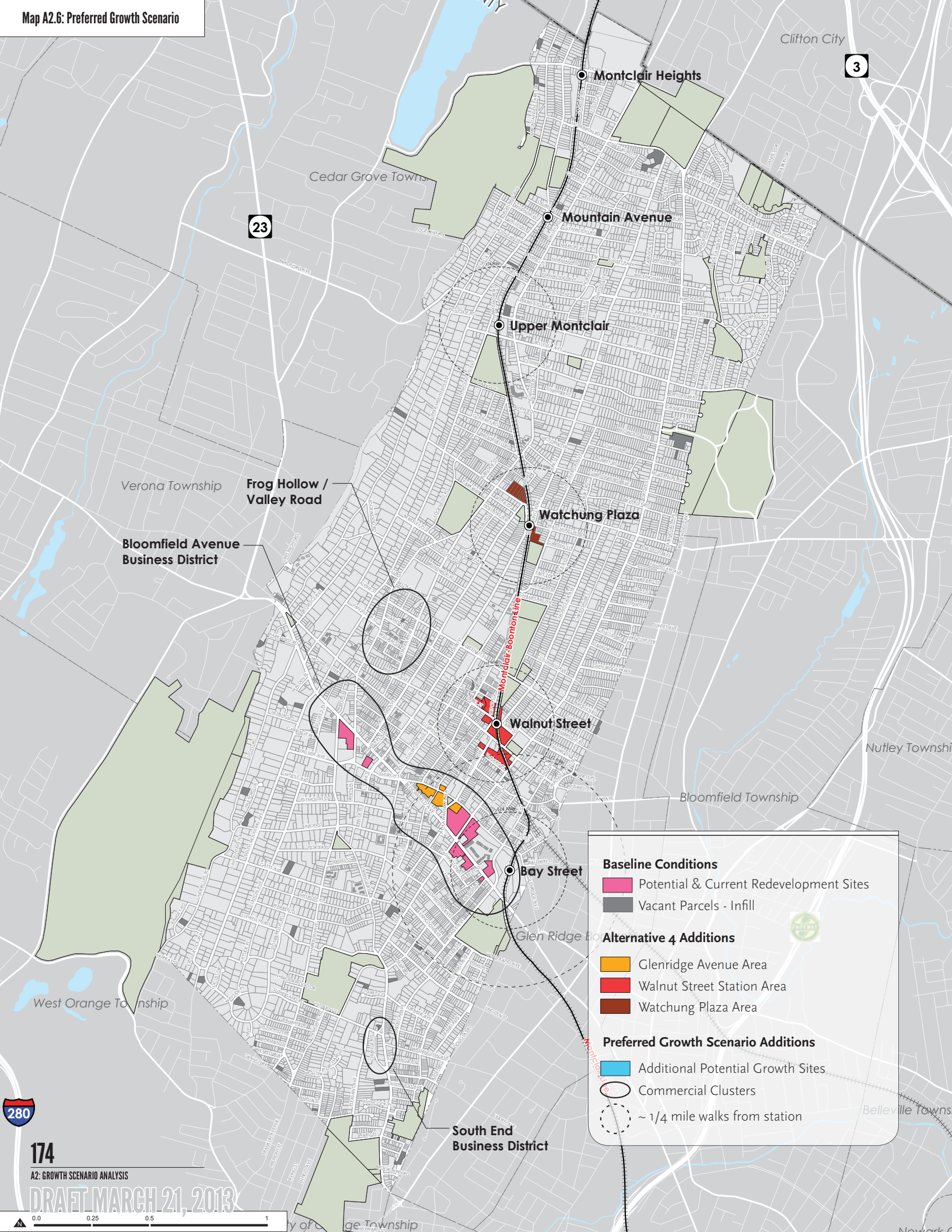
The majority of new development will occur along the Bloomfield Avenue corridor, with roughly half of new residential units, and most of the new retail and office development occurring in this high growth area. A modest amount of new housing, retail, and office space will be added to the other three identified station areas. Each station would be developed maximizing mixed-use, 5-6 story buildings and townhouse development. All development would carefully focus on pedestrian connections to and between buildings, retail areas and, in particular, to and from the train stations. Parking will be accommodated through a combination of surface parking, structured parking, and/or first floor parking on mixed-use buildings. However, the availability of public transit is a major focus of this scenario, so this alternative assumes that programs and policies should be in place to discourage vehicular use when possible and increase the use of transit, walking, and biking.

In absolute terms, this projected growth would result in approximately:

Housing: 2,300 new units, resulting in an increase of 15% over current levels.

Retail: 214,000 new SF of retail space, resulting in an increase of 20% over current levels.

Office: 420,000 new SF of office space, resulting in an increase of 30% over current levels.



Clifton City

3

Montclair Heights

Cedar Grove Township

Mountain Avenue

23

Upper Montclair

Verona Township

Frog Hollow / Valley Road

Watchung Plaza

Bloomfield Avenue Business District

Walnut Street

Nutley Township

Bloomfield Township

Bay Street

West Orange Township

Glen Ridge Bo

Baseline Conditions

- Potential & Current Redevelopment Sites
- Vacant Parcels - Infill

Alternative 4 Additions

- Glenridge Avenue Area
- Walnut Street Station Area
- Watchung Plaza Area

Preferred Growth Scenario Additions

- Additional Potential Growth Sites
- Commercial Clusters
- ~ 1/4 mile walks from station

South End Business District

Belleville Towns



2.5. alternative 5: preferred growth scenario

In analyzing the baseline growth scenario and three alternatives, it was apparent that the baseline would not be sufficient to meet the community's vision, and that each alternative scenario had trade-offs for achieving the community's goals. Each alternative has good ideas about the direction and implementation of future growth in Montclair, though no one alternative was deemed sufficient. Therefore, a hybrid alternative was developed that sought to pull the best from each of the scenarios, with the goal of best achieving the community's long-term vision.

This alternative assumes that Montclair is seeking to maximize mixed-use development in the Bloomfield Avenue corridor and within walking distance of Montclair's train stations. The intent is to create a vibrant walkable community, maximizing economic development and using the benefits of that economic development to conserve historic neighborhood character. Transit oriented development (TOD) principles will be used within 1/4 mile of transit; however, each location will be tailored to its individual character. In addition, commercial centers outside of transit zones will be upgraded to best serve neighborhoods. Existing residential neighborhoods and housing stock will become more sustainable as the fiscal health of the entire township benefits from growth based on locating near existing transit assets.

The bulk of this new development will occur in the following locations: 1) along the Bloomfield Avenue corridor and adjacent to Bay Street Station, 2) within 1/4 mile of Walnut Street Station, 3) within 1/4 mile of the Watchung Plaza Station, and 4) adjacent to the Upper Montclair Station. The Valley Road business area and South End business districts will see modest growth, infill, and improvements as well. As in the baseline, approximately 100 new homes will be developed on infill sites within existing residential zones and adhere to current ordinances. The look, character, and feel of each station area is expected to be as follows:

Bloomfield Avenue/Glenridge Avenue Corridor: New development will take the form of 7 to 10 story mixed-use buildings. Generally speaking, retail will occupy ground floors and office and residential uses will occupy upper floors. New parking will generally be within new parking decks and garages. Garages will be faced with liner buildings of retail and residential. Pedestrian, bicycle and transit improvements along the corridor will encourage people to walk and ride, rather than drive.

Walnut Street Station: New development will take the form of 5 to 6 story buildings where the first floor is generally retail facing the street. Parking is accommodated by a combination of one level garage deck and surface parking.

Watchung Plaza Station: New development will take the form of approximately 4 story mixed-use buildings and townhouses. The first floor of the mixed-use building is generally retail and office space providing services to the community. The upper floors are a combination of residential and office uses. Parking is largely accommodated by surface parking although some may be incorporated into the first floor of the mixed-use buildings. Townhouses will address the street in a traditional form, with front doors on the street and parking in the rear. With changes in development, the intersection of Watchung Avenue and Park Street would be improved to introduce simpler traffic movements, safer pedestrian crossings and a traffic signal.

Upper Montclair Station: A modest number of new dwelling units in the form of approximately 4 story buildings where the first floor is generally convenience retail/office community will comprise new development. Parking will be a combination of surface parking as incorporated into the first floor. Wayfinding to parking will be improved, as will pedestrian connections and overall traffic flow.

In absolute terms, this projected growth would result in approximately:

Housing: 3,500 new units, resulting in an increase of 22% over current levels.

Retail: 400,000 new SF of retail space, resulting in an increase of 40% over current levels.

Office: 500,000 new SF of office space, resulting in an increase of 35% over current levels.

While the alternative growth scenario analysis process helps determine how different land use and circulation policies might affect Montclair's anticipated growth trajectory, it does not provide a specific policy roadmap as to how to achieve a build-out scenario that is consistent with the community's vision. The strength of the hybrid alternative is in how it meets the goals and objectives of the community by promoting mixed-use growth and economic development around transit and commercial centers, encouraging less dependency on private automobiles for movement, and allowing for the conservation of existing neighborhood character. Part 2 of the Unified Land Use and Circulation Element provides recommended policies to allow the community to achieve their stated vision for future growth and development in Montclair.

APPENDIX 3.0

GLOSSARY OF TERMS

GLOSSARY OF KEY TERMS

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

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

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

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

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

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

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

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

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

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

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

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

Neighborhood Thoroughfares (NT): See description in Section 2.1: Foundational Strategies, for a definition of Neighborhood Thoroughfares (NT)

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

Parking Maximums: Maximum parking allowances are a form of regulation in which an upper limit of a parking supply is established at the site level or across an area.

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

Primary Activity Corridors (PAC): See description in Section 2.1: Foundational Strategies, for a definition of Primary Activity Corridors (PAC)

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

Residential Streets (RS): See description in Section 2.1: Foundational Strategies, for a definition of Residential Streets (RS)

Secondary Activity Streets (SAS): See description in Section 2.1: Foundational Strategies, for a definition of Secondary Activity Streets (SAS)

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

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

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

Township Thoroughfares (TT): See description in Section 2.1: Foundational Strategies, for a definition of Township Thoroughfares (TT)

Transects: Transects are a land use regulatory tool that seeks to achieve an ideal physical form of an area based on a density gradient. Transects are similar to zoning, but differ in their emphasis on the regulation of form, rather than the regulation of use. See description in Section 2.1: Foundational Strategies, for a general definition of Transect 1 - 4.

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

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