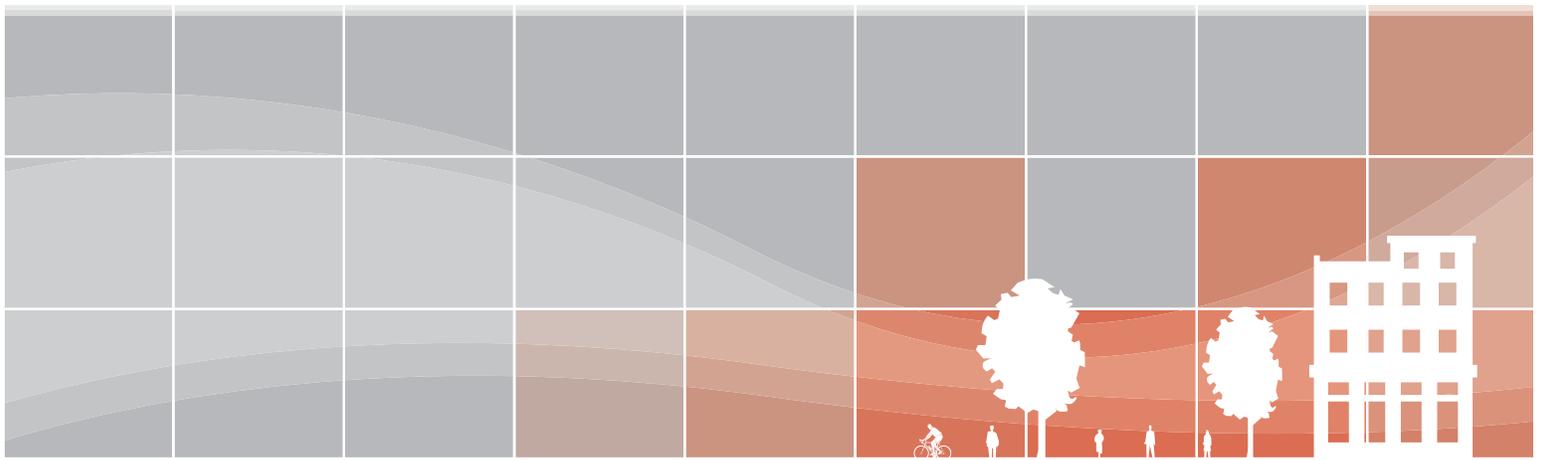


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2011 MONTCLAIR UNIFIED LAND USE & CIRCULATION MASTER PLAN ELEMENT

BASELINE CONDITIONS REPORT

MONTCLAIR TOWNSHIP, NEW JERSEY

GROUP **melvin** DESIGN

VHB *Vanasse Hangen Brustlin, Inc.*

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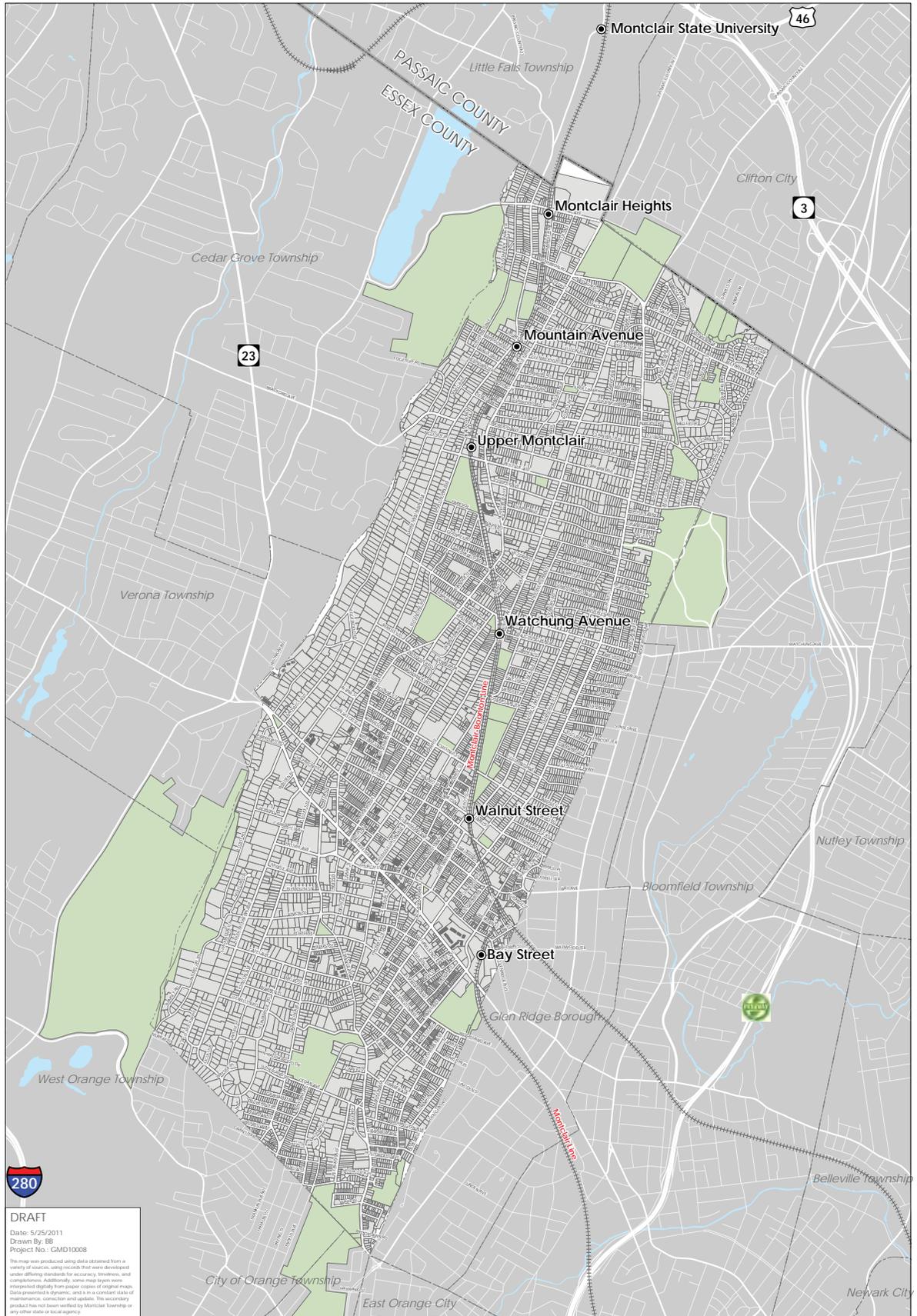
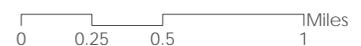


fig. 1.1: Basemap showing Montclair Township in relationship to surrounding Municipalities.



1.0 INTRODUCTION

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, current economic conditions, and aging infrastructure.

The following report summarizes the work completed in preparation for creating a new Unified Land Use and Circulation Master Plan Element for Montclair. Public outreach, issues, visions, and goals were focused around the Township's land use and circulation and the intrinsic relationship between the two.

2.0 DEMOGRAPHIC AND ECONOMIC CONDITIONS

2.1 Demographics

At the time of this report, initial 2010 Census data has 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.

Montclair’s population reached its peak in 1970 at just over 44,000 people (fig. 2.1). 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.

Montclair is mostly built out and has been for several decades, so total population is largely affected by the number of housing units (altered primarily through redevelopment) and household size. While the population declined over the last decade, the number of housing units and occupied housing units has been steadily increasing since 1990 (fig. 2.2). Total housing units increased by 842 between 1990 and 2010, a 5.6% increase. This is a faster growth in total housing units than experienced county wide. During the same period, Essex County experienced a 4.8% increase in total housing units. 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, meaning fewer people in the same sized houses and with the same infrastructure serving fewer people (fig. 2.3).

fig. 2.1: Population

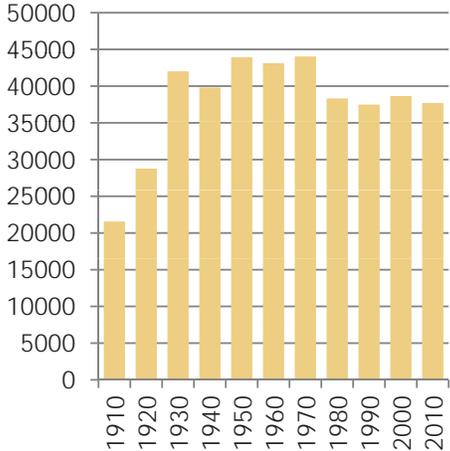


fig. 2.2: Housing Occupancy

	1990	2000	2010
Total Housing Units	15,069	15,531	15,911
Total Occupied Housing Units	14,518	15,020	15,089
Owner Occupied Units	8,108	8,476	8,606
Renter Occupied Units	6,410	6,544	6,483

fig. 2.3: Household Size by Decade

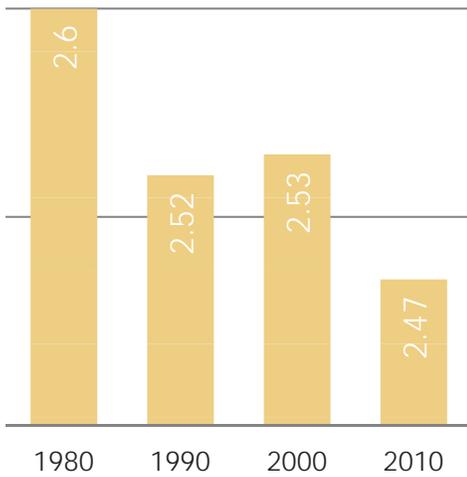


fig. 2.4: Household Size by Tenure 2010

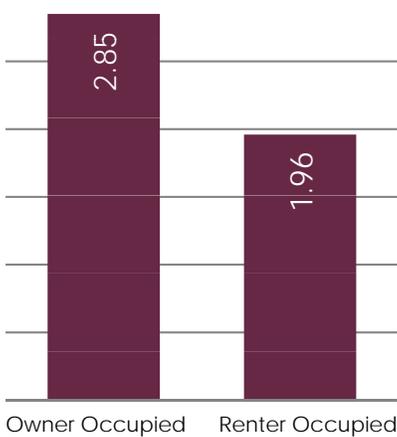


fig. 2.5: Age and Percent Change in Age

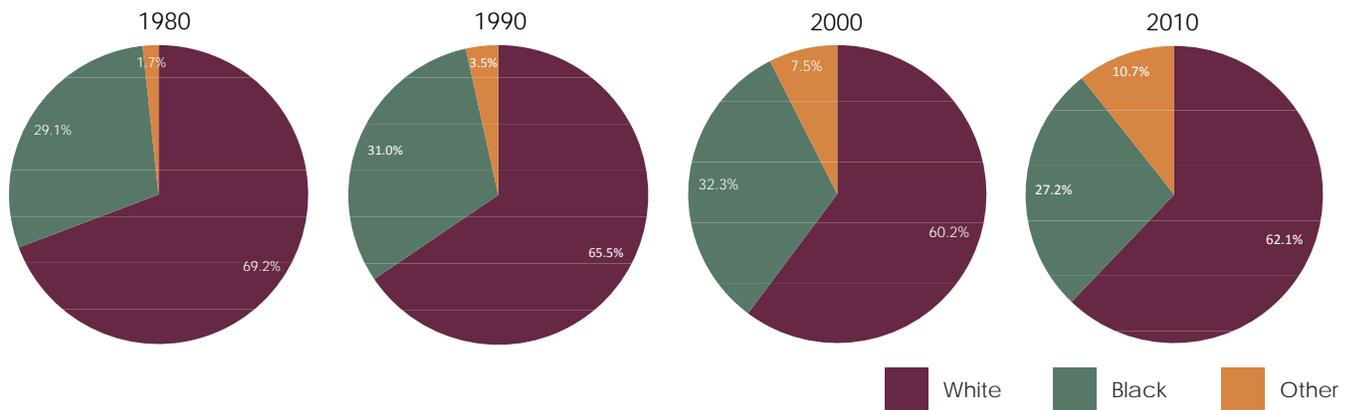
	1980	1990	2000	2010
Median Age	36.2	36.5	37.7	39.9
Under 19	9,574 n/a	8,737 -8.7%	10,707 22.5%	10,283 -4.0%
20 to 34	9,045 n/a	9,080 0.4%	7,012 -22.8%	5,940 -15.3%
35 to 54	9,085 n/a	10,772 18.6%	13,435 24.7%	12,354 -8.0%
55 to 64	4,395 n/a	3,371 -23.3%	3,158 -6.3%	4,826 52.8%
65 to 84	5,528 n/a	4,838 -12.5%	3,879 -19.8%	3,589 -7.5%
Over 85	694 n/a	882 27.1%	786 -10.9%	677 -13.9%

Household size varies significantly between owner-occupied and renter-occupied housing. Owner-occupied units account for 57% of the total occupied units and have an average household size of 2.85 persons (fig. 2.4). Renter-occupied units make up the remaining 43% of occupied units and have an average household size of 1.96 persons. The split between owner and renter-occupied units 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.

Looking at the data for vacant housing units in 2010, however, there are 420 listed as “for rent.” Possibly, a new building, such as the one at the Bay Street station, was completed, but not yet rented fully in 2010, contributing to a higher than normal vacant unit count. If we presume that 95% of those units are now occupied (using the vacancy rate from the last census), that would add 399 more occupied rental units to the Township’s housing stock, adding potentially 782 additional residents to the population and putting the 2010 count more in line with the 2000 population.

If the household size continues to decline, it would be possible to see further decline in Montclair’s population even if the number of occupied housing units remains constant. Nationally, however, trends towards multi-generational housing (driven by economic reasons) are expected to have the potential to begin to reverse the trend of falling household size. Additionally, based on projections in the region released in 2009, the North Jersey Transportation Authority (NJTPA) forecasts that Montclair’s 2035 population will be 44,630, an 18.4% increase from 2010, anticipating that households will grow to number 17,410, a 15.4% increase.

Even though the population as a total has not changed dramatically in the past 20 years, more significant changes can be seen in changing populations by age cohort and by race. The median age of the Township is on the rise, increasing from 37.7 in 2000 to 39.9 in 2010 (fig.

fig. 2.6: *Race*

2.5). This is reflected in the 55 to 64 cohort experiencing a 52.82% increase, gaining 1668 people. This seems to indicate that people are staying in Montclair longer, after their children graduate from high school, than they were in the previous few decades. The “35 to 54” and “under 19” cohorts, a large segment of the Township, lost population. However, it was at a much lower rate than the 20 to 34 year old cohort. They lost the largest percentage as a group, 15.29%. More young professionals are choosing not to live in Montclair than in previous decades. It is unclear if this is related to cost of living, location, activity, or other factors.

With respect to racial diversity, Montclair saw an increase in the “other race” population, now representing 10.7% of the total population (fig. 2.6). 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.

According to the ACS, Montclair’s median household income increased from \$74,894 in 2000 to \$92,873 in 2009 (fig. 2.7). While this seems like a significant increase, when adjusted for inflation and compared in 2009 dollars (via the Bureau of Labor Statistics online calculator), it’s actually a 0.5% loss. The median household income of Essex County has decreased between 2000 and 2009

fig. 2.7: Income - Montclair

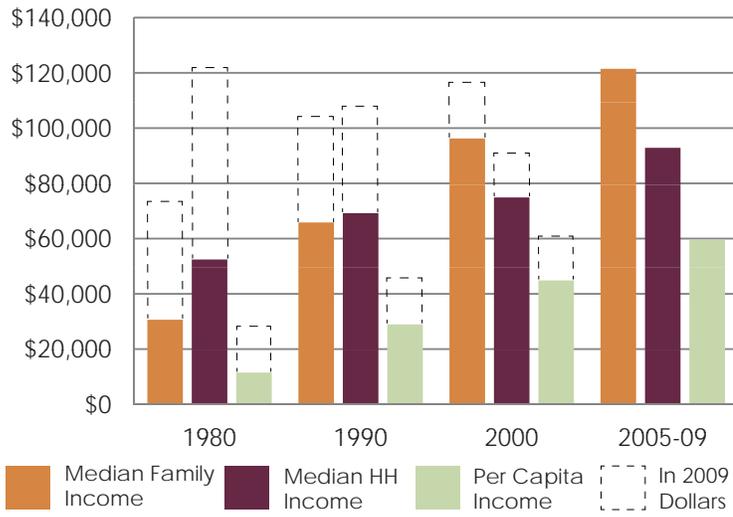
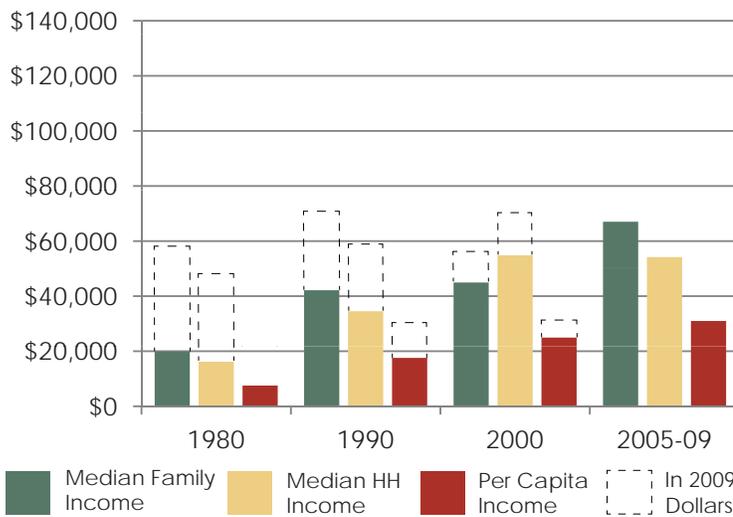


fig. 2.8: Income - Essex County

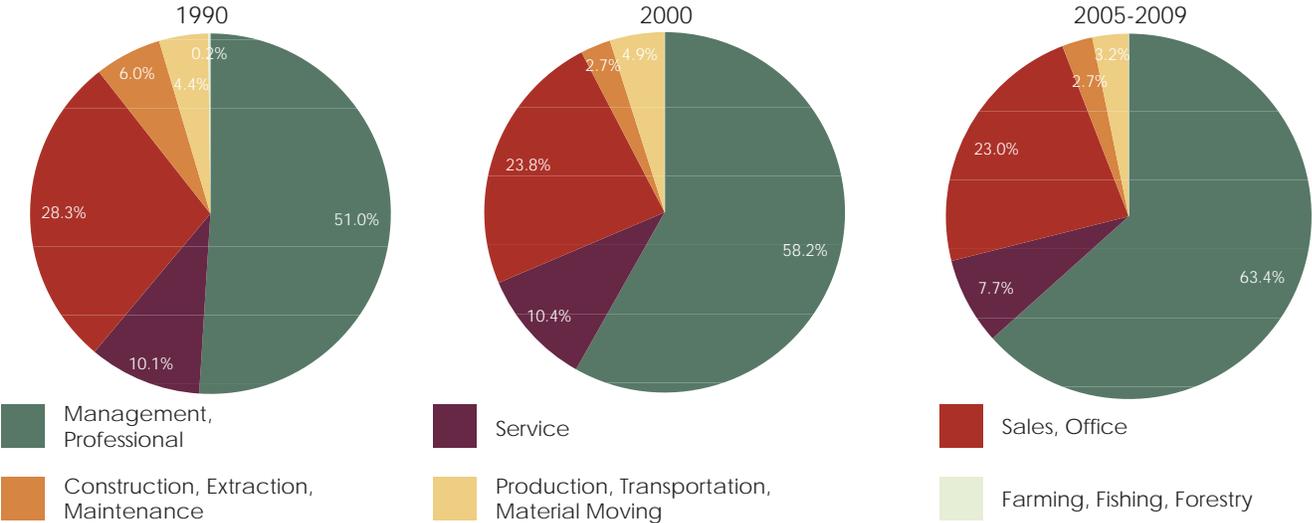


in terms of 2009 dollars by 1.2%. Economic conditions have certainly contributed to this stagnation of earnings over the nine-year period. However, incomes have not been flat during that time. The previous Master Plan Reexamination cites a 2003 median household income of \$84,000, which represented in 2009 dollars would be \$97,940.80. It is likely that the median household income in Montclair peaked between 2003 and 2005 and then fell to just lower than its 2000 level. Median family income followed a similar trend, increasing slightly by 1.3% when incomes are adjusted for inflation. Per capita income increased by 6.5%, likely due to smaller household sizes and families in the Township.

Income at all levels is significantly higher in Montclair than in Essex County as a whole (fig. 2.8). By 2009, the median household income of Montclair was \$38,697 higher than that of Essex County. This is not a new trend however, median family, median household, and per capita income has been consistently higher in Montclair than the county since the 1980s.

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 (fig. 2.9). 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

fig. 2.9: Residents by Occupation



population with jobs in the service industry appeared to take the biggest hit, reducing the share from 10.4% to 7.7%. This change is supported by the theory that rising housing costs in the Township make living in Montclair less affordable.

Median home values rose dramatically between 2000 and 2009 supporting the loss in socioeconomic diversity seen throughout the Census figures (fig. 2.10). 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. Home values at a county 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 (fig. 2.11). Median rent also rose at the county level, though again less significantly than they did in Montclair Township. While it is likely that the market has corrected itself since 2009 and that there has probably already been a decline in median rent and house value, this remarkable bump 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

fig 2.10: Median Value of Home - Montclair

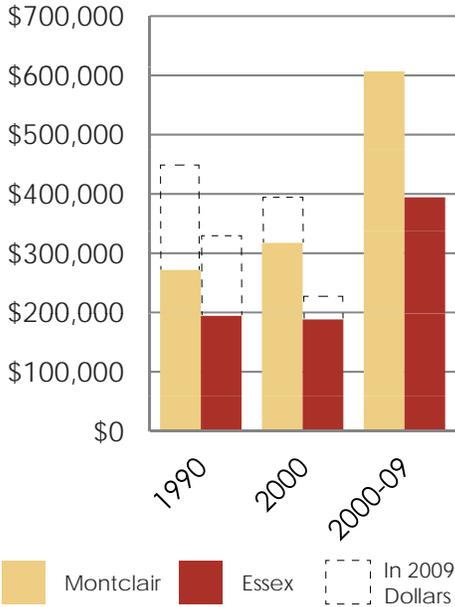
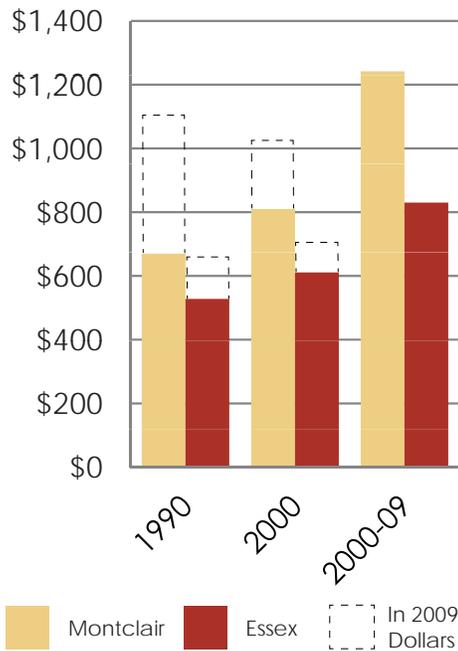


fig. 2.11: Median Contract Rent

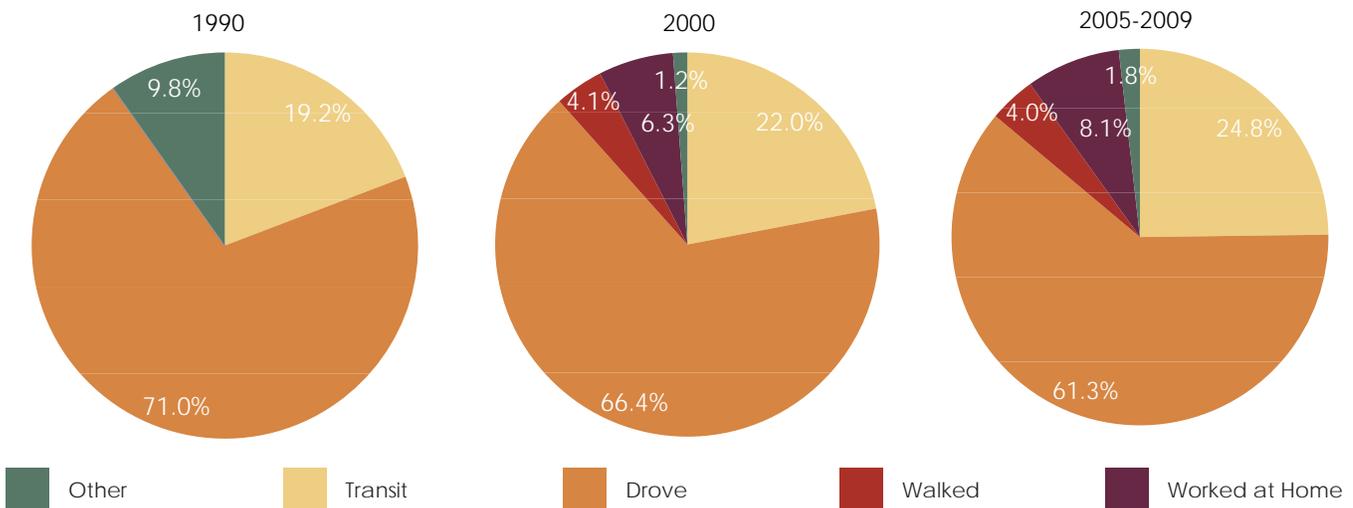


housing rose significantly, it is not surprising to find households paying a large portion of their income towards housing costs.

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% (fig. 2.12). The percentage of people working at home rose from 6.3% to 8.1%.

There are several implications of this demographic data. Smaller households in the same houses mean that people are living less efficiently than they were in previous decades. In some cases, it may mean that existing housing units have more space than people need, can afford to buy or maintain, and/or pay taxes on. In addition, to reach a population size closer to what Montclair had prior to 1980, more housing units would need to be built or reconfigured. Population and density are important to Montclair because they support transit and retail services, which are, in turn, a draw for new residents. Deciding where density and/or growth go within the Township is critical. Without the opportunity to

fig. 2.12: Commute Method



introduce new housing units over time, the existing housing stock may become even less affordable and the population will likely continue to decline.

More households have also meant more cars in the Township, and each household has more cars than it did 20 or 30 years ago. So, despite the decrease in population, it is possible that there are more cars in Montclair now than there were in the past. If the Township wants to grow, it will have to plan for density where it is appropriate and consider the circulation infrastructure needed to make it successful.

The previous observation is further supported by the 2000 Census beyond just simple car ownership. According to the Census, only 30.3% of those employed in Montclair Township reside in Montclair (fig. 2.13). Similarly, fully 77.6% of Montclair residents worked outside of the township (fig. 2.14). This, along with increased car ownership in the township, highlight the importance of circulation infrastructure within Montclair.

Finally, it is no surprise that the rising cost of housing in the Township is, in part, reducing socioeconomic diversity in Montclair. This is seen in the rising number of college degrees, the reduction of blue collar and service occupations, the loss of young professional-aged residents, and rising rental and ownership costs and burdens. To address this shift, the Township will need to consider not only “traditional” affordable housing but alternative housing options for residents of diverse ages and periods of life.

2.2 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

fig. 2.13: Montclair Workers: Place of Residence

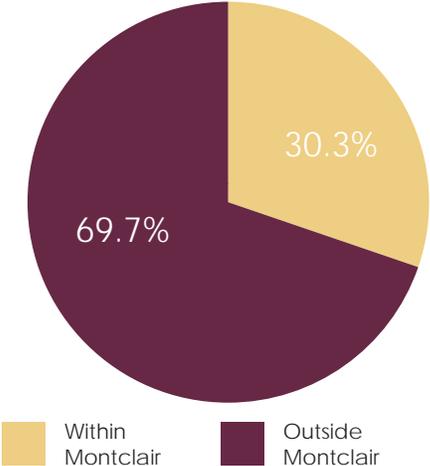
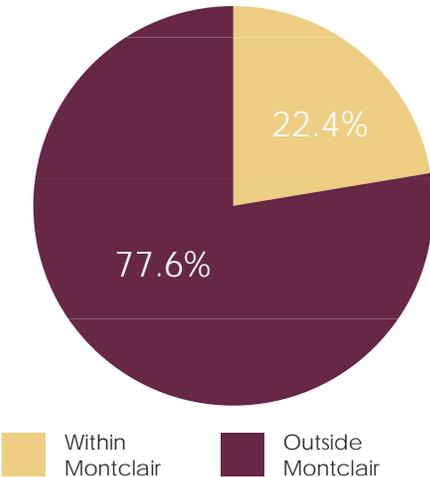


fig. 2.14: Montclair Residents: Place of Work

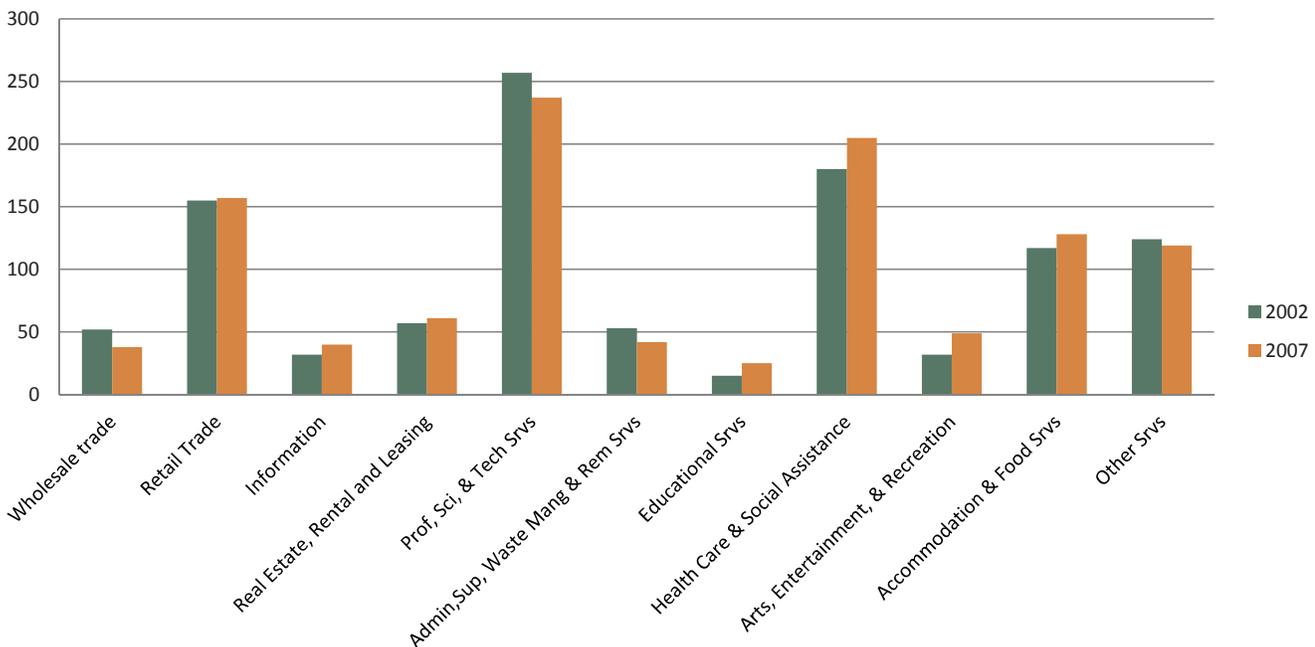


further broken down into more specific economic categories such as *food and beverage store* or *restaurant*. However, the Economic Census at the local level will not display data that is so small it may identify the respondent. For Montclair, we looked at data across the 12 economic sectors present 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.

Between 2002 and 2007 Montclair remained relatively consistent in terms of both the number of establishments (fig. 2.15) and the number of those employed there (fig. 2.16). There was, however, significant change within the various sectors: *wholesale trade*

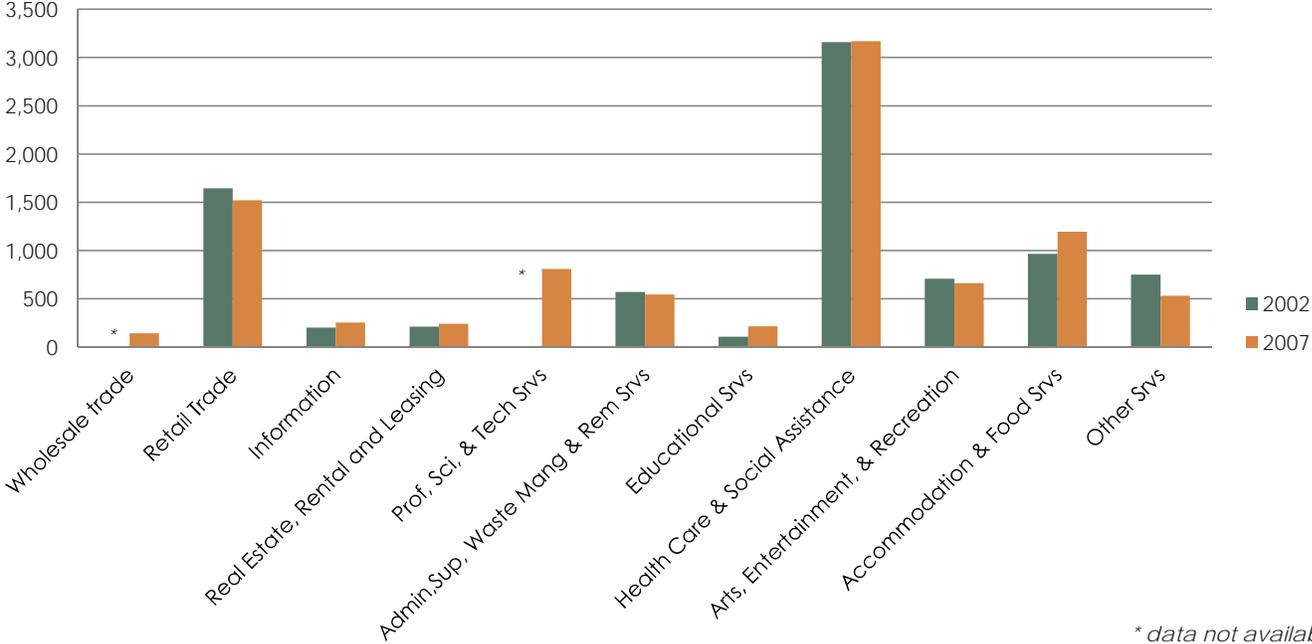
fig. 2.15: Number of Establishments by Sector



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.

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 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.

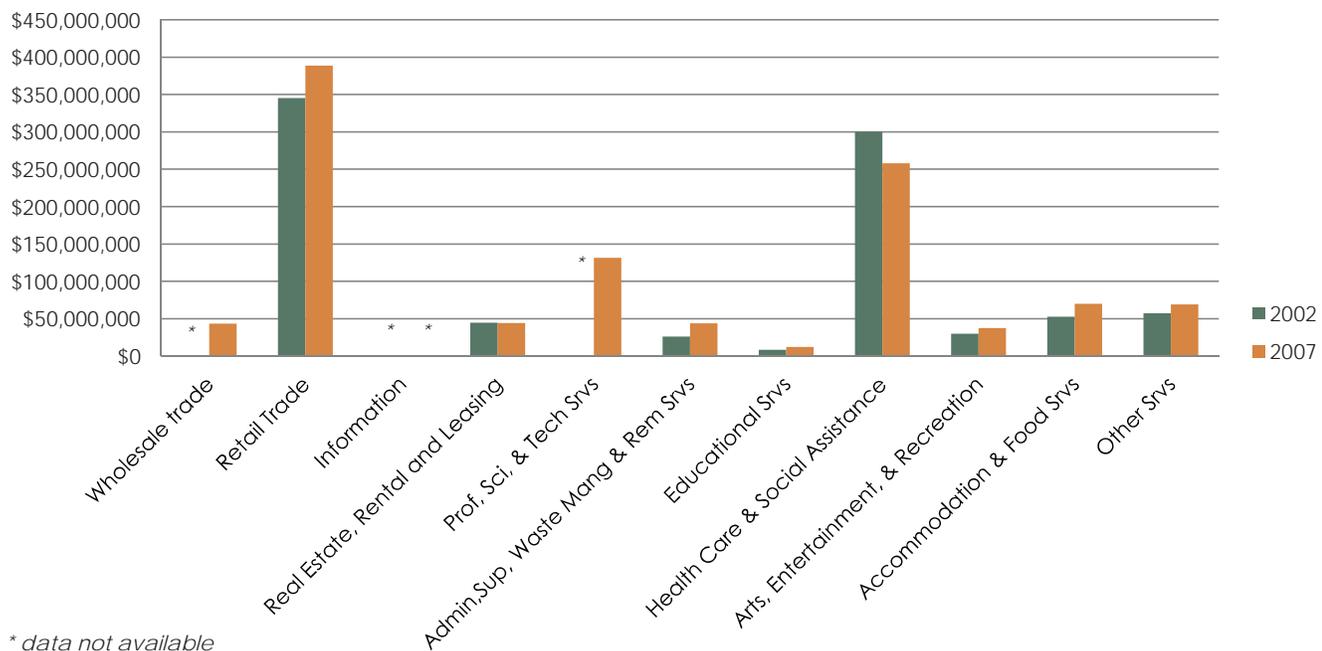
fig. 2.16: Number of Employees by Sector



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.

Retail trade earned more revenues than any other sector in both 2002 to 2007 (fig. 2.17). Within this, *motor vehicle and parts dealers* and *food and beverage stores* generated the most revenue. *Healthcare and social assistance* is the next most significant sector in terms of revenue. *Professional, scientific, and technical services* generated the third most revenues in 2007, though significantly less than either *retail trade* or *healthcare and social assistance*. *The professional, scientific, and technical services* sector includes lawyers, accountants, designers, architects, veterinarians, photographers, and management consultants. The *legal services* group was the most significant revenue generator within this sector.

fig. 2.17: Revenue by Sector

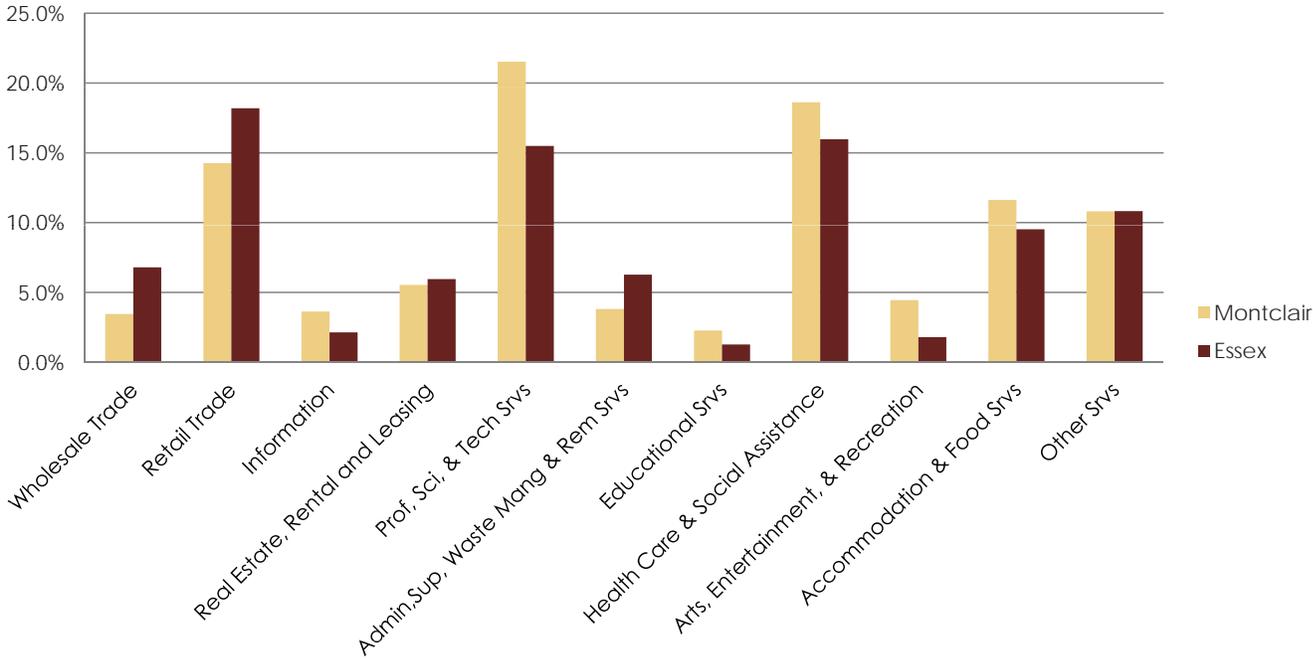


* data not available

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.

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 (fig. 2.18). 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* (fig. 2.19). However,

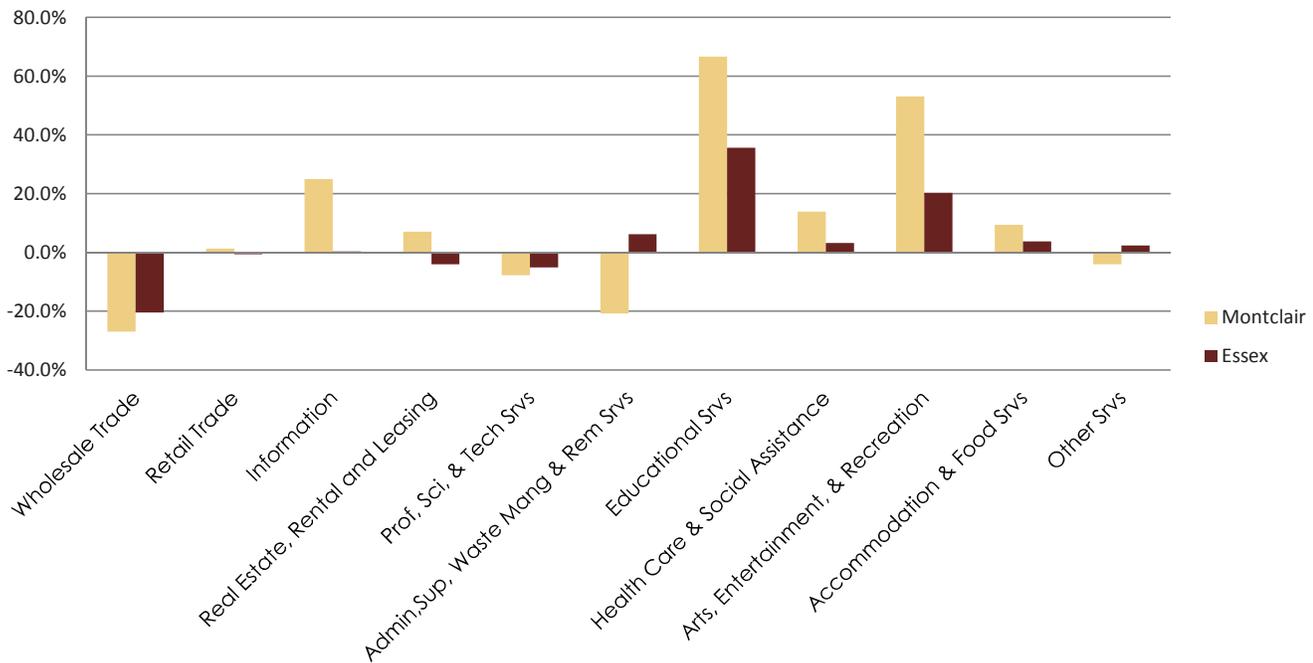
fig. 2.18: Number of Establishments as Share of Sector in 2007



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.*

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 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.

fig. 2.19: Percent Change in Number of Establishments from 2002 - 2007



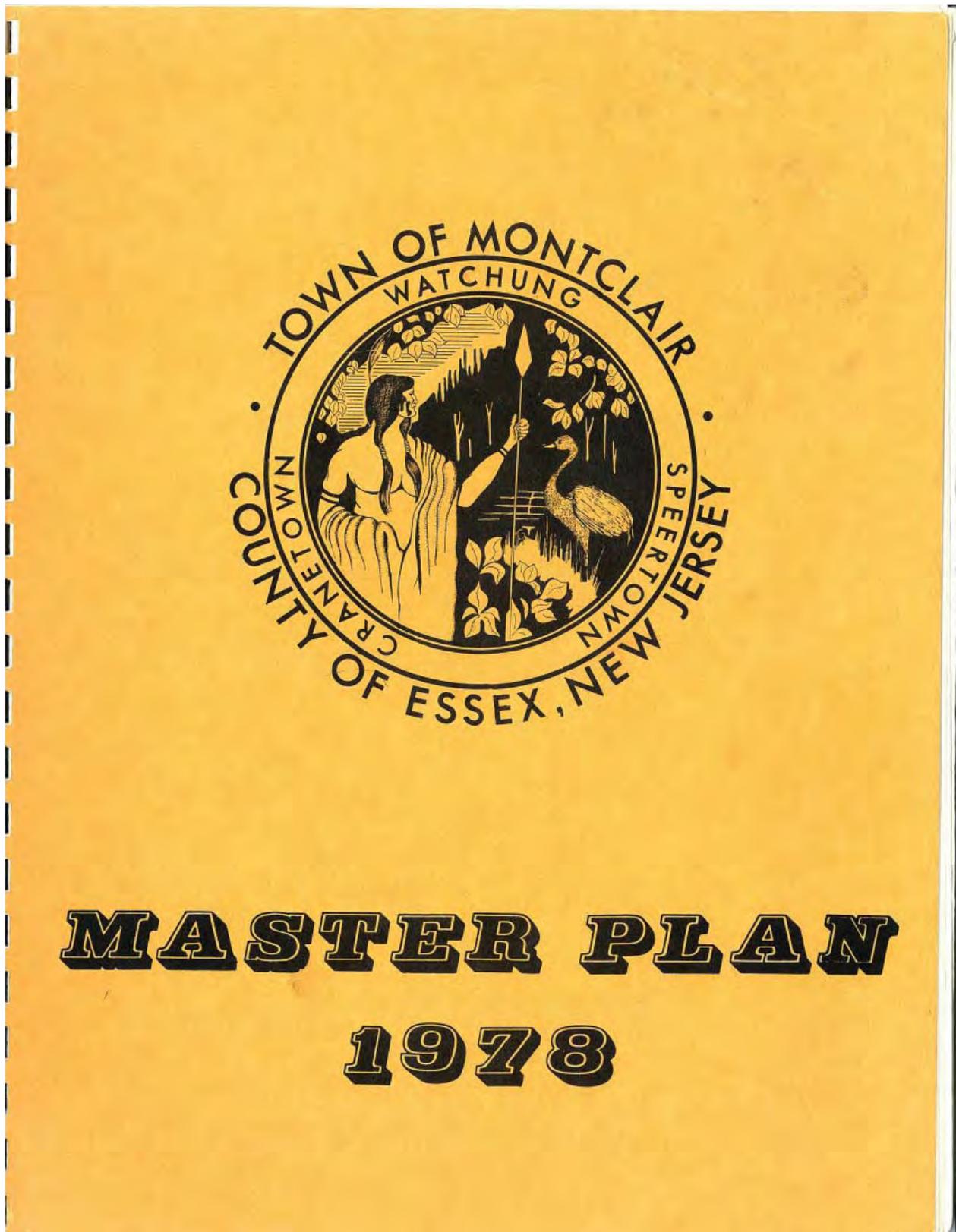


fig. 3.1: Cover Image of 1978 Master Plan.

3.0 PREVIOUS REPORTS AND STUDIES

The Consultant Team reviewed a series of reports, studies, and plans that are relevant to the Township.

3.1 Master Plan Elements and Reexaminations

3.1.1 1978 Master Plan

The last Township Master Plan was created when Montclair had reached its peak population in the 1970s. Concern for overcrowding, traffic, parking, and expanding public facilities reflected the need to deal with significant population growth. The Land Use Plan was not intended to accommodate a growing population, however, and acknowledged that the population “leveled off and is showing a slight decline due to decreasing family size.” By 1980, the population had declined by 13% since the previous Census.

The Land Use Plan focused most of its recommendations on residential uses and zoning. While the Plan pushed for the preservation of single-family neighborhoods, they also recognized the need for multi-family and accessory dwelling units (carriage houses) to provide a variety of housing types to keep neighborhoods viable and for a socioeconomically diverse population. Two townhouse districts were proposed that were never realized, one west of Orange Road on the south side of the South End business district and the other off Wildwood Avenue near Brookdale Park.

The Plan addressed circulation plans including opposing County widening proposals and disagreement with road closure and new connections suggested by the firm that completed the Circulation Plan Element. One proposal from the Circulation Element was to close Orange Road between Harrison and Porter Place; this was

rejected by the Master Plan authors who thought that this would close a critical connection to the South End. The authors did, however, agree with plans to create bulb-outs along the central section of Bloomfield Avenue in order to shorten the crosswalk for pedestrians.

The Circulation Plan also addressed the long-range plan for NJTransit's Midtown Connection that ultimately connected Walnut Street and Bay Street stations in 2003 and provides direct service to Midtown Manhattan. Locally, the Plan suggested expanding the senior shuttle to the public with four simultaneous intra-Township routes, collecting a fare for the ride.

3.1.2 2006 Master Plan Reexamination Report

The 2006 Master Plan Reexamination Report was a follow-up to the 1999 Reexamination. Created internally in 2005, the Report cited six critical land use issues in the Township:

1. "Balancing the need for tax ratable with the preservation of our quality of life.
2. Parking capacity which often falls short of demand.
3. Aging infrastructure struggling to accommodate increased development.
4. Teardowns of existing buildings and new construction which does not always harmonize with the built environment – in scale, density, and style.
5. Scarcity of housing affordable to households of limited means.
6. Loss of remaining open space and construction on environmentally sensitive lands."

The Master Plan Reexamination was conducted during 2005, when housing prices had not yet reached their peak in the Housing Bubble. It is likely that some of the issues and goals were driven in part by concern over fast rising housing demand in the Township. However, its effects remain even with the burst of the Housing Bubble. Despite the economic downturn slowing demand, the Township was left with a substantial increase in home values, reducing overall housing affordability.

Also in 2005, the Township opened the Crescent Parking Deck within the Montclair Center BID. The Deck significantly increased

2006 MASTER PLAN REEXAMINATION REPORT GENERAL LAND USE GOALS

- Maintain Montclair as a desirable residential community accommodating a range of population and income groups. The racial, income and age mix of Montclair’s citizens is desirable and representative of this region of the State, and land use policies should seek to preserve this range and balance.
- Ensure that new development is harmonious with existing development in scale and style and does not harm the quality of life of surrounding neighborhoods, particularly at a time when development pressures are high.
- Provide infrastructure that can accommodate a reasonable level of development. Invest annually in street and utility improvements and require developers to contribute to off-tract improvements directly related to their developments pursuant to State law.
- Direct new development to conform to the objective of preserving and increasing open space.

2006 MASTER PLAN REEXAMINATION REPORT TRANSPORTATION, PARKING, AND TRAFFIC GOALS

- Increase the economic viability of our commercial districts by providing flexible parking options for visitors and employees and designing streets and intersections that safely accommodate drivers, pedestrians and bicyclists.
- Increase the use of non-automobile transportation. Design “the complete street”—a street designed not only for the automobile, but for the pedestrian and bicyclist as well. Reduce dependency on the automobile by providing convenient and cost-effective alternatives such as intra-local shuttle buses to train stations and shopping areas and safe storage for bicycles.
- Encourage mass transit via bus and train routes to New York and other New Jersey locations by providing adequate and affordable long term parking options near station facilities as well as non-automobile options such as shuttle bus service and bicycle storage.
- Provide safe parking areas at schools and municipal recreation facilities with adequate capacity for staff and convenient drop-off locations for students and participants which do not negatively impact nearby residences.
- Make Montclair a safe place to drive, walk, and cycle by incorporating traffic-calming measures into street and intersection designs and by providing a coherent circulation system which clearly links uses and destinations for vehicles, bicyclists and pedestrians.

fig. 3.2: Selected Goals from 2006 Reexamination Report

the parking supply downtown and was priced similarly to the on-street metered spaces.

Also likely as a result of the downturn was a shift in concern over open spaces. When the community was surveyed to assess whether or not they felt the 2006 goals were still relevant in the present day (see section 4.3.1), the goal that received the least support for current validity was one that dealt with preserving and creating new open spaces. This does not imply that residents have not expressed concern about the Township's parks and open spaces, rather, the focus has shifted to maintaining the existing spaces before pursuing preservation or creation of additional open spaces.

3.1.3 Historic Preservation Plan

A Historic Preservation Plan was adopted as a Master Plan Element in 1993. In 1994, the Township established a Historic Preservation Ordinance and subsequently a Commission to review applications under the provision of the Ordinance. This Ordinance gives guidance and criteria for the Commission to use in assessing proposed changes to historic buildings and districts. The purpose is "the recognition and preservation of the Township's unique architectural heritage which reflects its rich and varied history."

The Ordinance also outlines four local historic districts: Town Center, Pine Street, Upper Montclair, and Watchung Plaza; five state and national historic districts: First Residential Historic District, Marlboro Park Historic District, Miller Street Historic District, Mountain Historic District, and Erwin Park Historic District; and a number of individual properties listed on the state and national register (fig. 3.3).

3.1.4 Stormwater Management Plan

The Township's Stormwater Management Plan, as required by State law, was adopted in April of 2005. The Township proposed to adopt the State design and performance standards into their ordinance for future development of more than one acre. The Stormwater Management Plan also outlined proposed mitigation

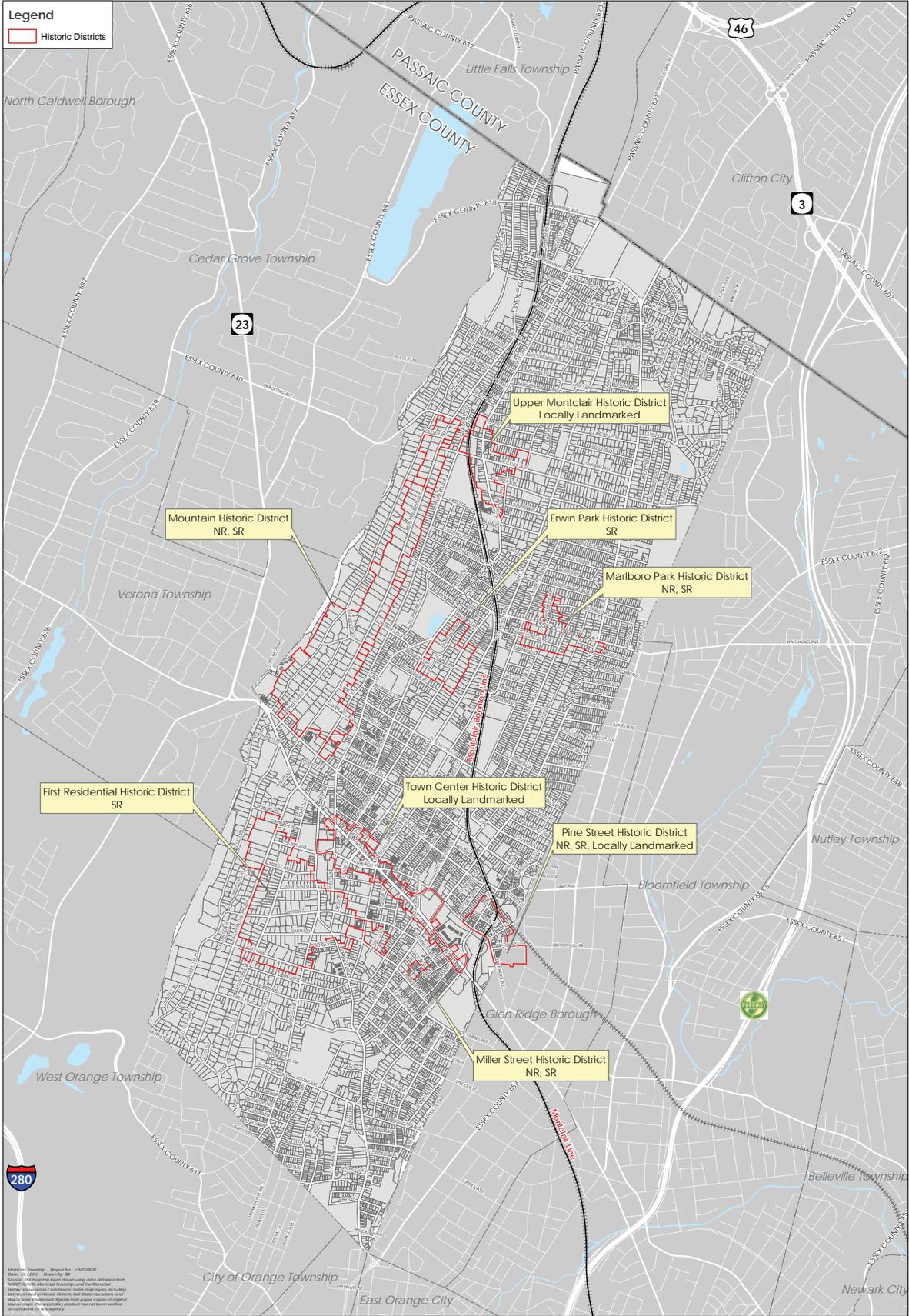


fig. 3.3: Historic Districts of Montclair Township.



strategies for those proposed developments that are granted a variance or exemption from the standards. The three proposed mitigation projects are: groundwater recharge, water quality, and water quantity improvements. The projects must be in the same drainage area as the project and commit to long-term maintenance of the installation or improvement.

Three ordinance changes were proposed including maximum impervious cover for each district, parking space design, and a tree preservation ordinance. Maximum impervious cover was stipulated for the zones that did not previously have a standard, ranging from 40 to 80% depending on existing densities. While porous pavement was suggested to be added to parking space design standards, gravel was recommended to be removed due to its ability to wash away and obstruct storm drains and catch basins. The final ordinance change was the recommendation to adopt a Tree Preservation Ordinance to “control and regulate the indiscriminate or excessive removal, large-scale, clear-cutting and destruction of trees...” that would alter the physical or visual environment of the Township. None of the suggested ordinance changes were adopted by the Township.

3.1.5 Conservation Plan

Montclair’s Conservation Element was prepared in 2007, building on the efforts of 2003 Sustainable Montclair Planning Guide and the 2004 Natural Resource Inventory. The goals of the Element focused on preserving open space and tree cover, minimizing environmental impacts of development, managing water resources and stormwater, and encouraging sustainable building practices and energy usage.

3.1.6 Housing Element and Fair Share Plan

Montclair’s Housing Element and Fair Share Plan was written in 2008 in response to the third-round COAH rules. Due to the diligence in which the Township previously committed resources to affordable housing, its prior round obligation was zero housing units and additionally, some projects were able to give a credit towards

their 2004-2018 obligation. After those credits, the Township's Fair Share obligation included 25 new units as well as 295 rehabilitated units.

The 25 growth share units were identified as accommodated through planned housing projects including the apartments at Bay Street Station. The Township proposed operating their own rehabilitation program in order to meeting the 295 unit need. The Plan received Substantive Certification from the State.

3.2 Redevelopment Areas

The Township is using Redevelopment as a tool for revitalization and rehabilitation in many areas of Montclair. Some of the Redevelopment Plans have been carried out, while others continue to be amended and revised to reflect current plans for the Areas. Other areas remain declared an "area in need of redevelopment" without an adopted Plan to guide their redevelopment.

3.2.1 Montclair Gateway Redevelopment

In 2010, the Township Council adopted the Gateway Redevelopment Study. This Study declared five parcels along Bloomfield Avenue, Valley Road, and Orange Road as "in need of Redevelopment." The subsequent Redevelopment Plan is incorporating those five parcels as well as additional contiguous parcels on the block that were previously named "in need of Rehabilitation." This plan is considered Phase 1 of the Montclair Gateway Redevelopment that may ultimately include all four corners of the intersection of Bloomfield Avenue and Valley Road, the "Gateway" to downtown Montclair.

The objective of Redevelopment is to allow for a flexible mix of uses including commercial retail and office, residential, and a hotel. The only required use is commercial office space, other uses are optional. Residential uses require a 10% set aside for low and moderate income household units. An existing parking garage on one site is an incentive to redevelopment and allowing more density. While the maximum height for building is six stories,

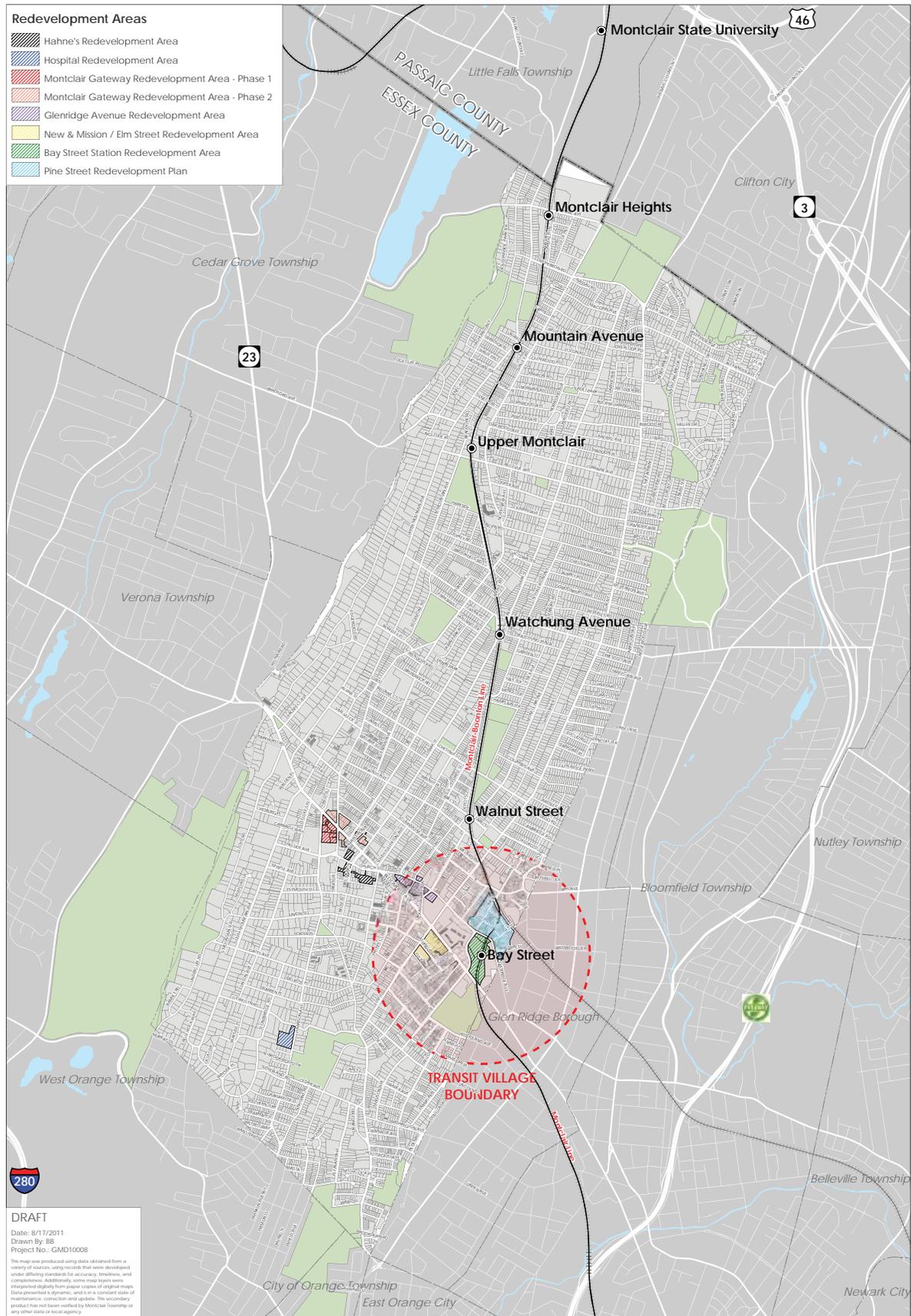


fig. 3.4: Redevelopment Areas and the Bay Street Station Transit Village.

the hotel is allowed an extra two stories, potentially creating an incentive to bring a desired use to the area. In addition to creating market flexibility and incentive for development, the Plan also contains regulations to require green roofs, roof shading, and solar panels. This strategy is clearly intended to ensure that the site's Redevelopment puts less of a strain on the Township's infrastructure than the previous uses.

3.2.2 Elm Street/New and Mission Area Redevelopment

This Redevelopment Plan, along with the Glenridge Avenue Area Plan, was completed as a result of an earlier 2002 Study that examined 56 properties in or adjacent to the Montclair Center BID. These properties were examined against the state criteria for an Area in Need of Redevelopment. To create Redevelopment Plans, the properties were divided into five areas. This Redevelopment Plan, completed in 2006, addresses two of those areas. The Redevelopment Area is located east of downtown, on the south side of Bloomfield Avenue and includes the since-constructed Bullock Elementary School. The vacant parcels sited in the Plan, along Bloomfield Avenue, between New and Mission Streets have remained vacant. However, with adoption of the Redevelopment Plan, the sites were moved entirely into the C-1 zone, allowing for a more feasible development site. The Plan recommended that the Township also adopt an ordinance allowing a five-year tax abatement for property improvements within this Redevelopment Area; including the New/Mission parcels and the properties along Bloomfield and Washington around the new school. However, a property tax abatement ordinance has not been adopted in this Redevelopment Area. The only area of the Township that is eligible for abatement by ordinance is the Pine Street Redevelopment Area (see 3.2.7).

3.2.3 Glenridge Avenue Area Redevelopment

Following a 2002 Redevelopment Study declaring the Glenridge Avenue Area "in need of redevelopment," the Township hired a consultant team to create a Redevelopment Plan in 2005. The

Redevelopment Area consists of 17 parcels along Glenridge Avenue, N. Willow Street, Lackawanna Plaza, and Greenwood Avenue. The goal of the plan was to create an opportunity for additional business district parking while reinforcing Glenridge Avenue as a secondary commercial corridor. The existing municipally-owned parking lot and concentration of current and former automotive businesses as well as the area's proximity to the Walnut Street and Bay Street Stations make this area ripe for redevelopment. The Plan also mentioned the prospect of redevelopment at the YMCA building on Glenridge Avenue acting as a catalyst for private investment in the Study Area. The program for the Redevelopment Area includes a mixed-use parking garage, infill commercial and artist studio space, residential development with ground floor retail and gallery spaces. As of now, the Redevelopment Plan was never adopted by the Township. However, private redevelopment has occurred within the Redevelopment Area.

3.2.4 Community Hospital Redevelopment

The Redevelopment Plan prepared for the previous Montclair Community Hospital site and amended in May of 2004 led the way to the development of Montclair Heights, an upscale, 18-townhouse development along Harrison Avenue.

3.2.5 Bay Street Station Redevelopment Plan

The Bay Street Station Redevelopment Area encompasses the parcels between the Senior Housing on Glenridge Avenue and the Fire Headquarters at 1 Pine Street (fig. 3.4). The Plan, developed over two phases, resulted in two residential buildings and parking garage. Pine Ridge Senior Apartments consists of 48 low-income rental units. The Residences in Montclair is a 163-unit rental building with studio, one-, and two-bedroom apartments, including 17 affordable rental units, with below-grade parking. A 248-space parking garage was constructed adjacent to the Residences for commuters using Bay Street Station.

3.2.6 Hahne's Redevelopment Plan

The Redevelopment Plan focused on the old Hahne's department store site area has been amended several times since its initial adoption. Also in that time, the original building was demolished and the mixed-use commercial and residential building, The Siena was constructed. The Siena is a 101-unit condominium building with ground floor commercial space. The 101 units include 11 affordable, owner-occupied units. An additional piece of the Redevelopment Area, the parking lot across Church Street from The Siena remains to be developed and is the subject of recent Plan amendments. Initially, the Plan required retaining 106 public parking spots on that site, but it was amended in the spring of 2011 to reflect the Township requiring 20 public parking spaces, 30 shared parking spaces, and a developer fee to improve existing public parking nearby. Additionally, the uses along the ground floor were amended to specify that they be commercial in nature, but not necessarily retail.

3.2.7 Pine Street Redevelopment Plan

The 2003 Pine Street Redevelopment Plan was created in response to a 2002 Study that declared the area in need of rehabilitation. The objective was to continue the revitalization efforts to the south (including the train station area, and new fire headquarters) through preservation instead of redevelopment. Additionally, the Plan sought to increase affordable housing opportunities within the Area in light of rising market rate rents. The Plan provided specific direction for two properties owned by NJTransit as a result of the Midtown Connection acquisition, as well as offering incentives to current property owners to improve their buildings and create affordable housing.

The Plan proposed that the Township should buy 43 Glenridge Avenue and 27 Grant Street from NJTransit and resell them to a private owner with the condition that a specific number of residential units in the buildings be affordable under NJ COAH

guidelines. Funds for redevelopment have been used from the Township's Housing Trust Fund, the Developer's Fee Fund, and the Five-Year Exemption and Abatement Law. This Area is the only area in the Township where owners can qualify for a five-year property tax exemption and/or abatement on the value of improvements to their properties. This is granted at the discretion of the governing body and the intention is to provide the relief "to owners who create or maintain affordable housing units." To date, only one application has been made to the abatement program.

The Plan also outlined additional incentives available including the Investment Tax Credit for Low Income Housing (NJ HMFA), Home Improvement Program (County), HOMEBuyer Purchase Program (County), and the Rental Rehab Program (County).

3.2.8 Orange Road Redevelopment Plan

The Orange Road Redevelopment Plan from 2002 led to the construction of the parking garage along Orange Road, just south of Bloomfield Avenue. The parking deck was designed for car storage, not traditional parking and circulation. The Township explored the possibility of including additional parcels between the garage and Bloomfield Avenue in the Plan, although it was ultimately nullified by the Phase 1 Montclair Gateway Plan.

3.2.9 Deteriorated Housing Project Redevelopment Plan

This Redevelopment Plan covers scattered housing sites throughout the Township. It incorporates properties that have been deemed, "in need of Redevelopment" between 1998 and 2007, and works with the owners, if possible, to rehabilitate or demolish the homes where appropriate. The Township amended this Redevelopment Plan in 2007 to assert that all properties acquired by the municipality must first be considered for affordable housing units before they can be sold to a private entity. A substantial number of the properties have been rehabilitated at this time.

3.3 Circulation, Access, and Parking Plans

3.3.1 Development of Comprehensive Access Plan, April 2003.

The 2003 Development of a Comprehensive Access Plan report was completed to help identify and address transportation-related challenges due to the completion of the Montclair Connection. The primary purpose of the study was to identify problems with and possible improvements and strategies for congestion, parking, pedestrian safety and limited access to township centers after completion of the Connection. The study collected and analyzed data on traffic, accidents, transit services, land use patterns, transit accessibility, and parking and prepared improvement strategies. The final Access Plan combines these strategies in a comprehensive and center-based plan for action, ready for funding and implementation. Recommendations in the plan included modifying bus services and using shuttle buses, park-and-ride management, physical geometric and signal improvements at key intersections, providing wayfinding signage, and encouraging walking and biking to transit stations and centers.

3.3.2 Central Business District Parking Study, January 2004.

Prepared for the Township's Parking Authority, this effort was to perform a Parking Needs and Economic Feasibility Study for The Crescent Lot Parking Garage in the Montclair Central Business District (CBD) centered around Bloomfield Avenue. The goal was to help determine whether the parking demand and the proposed Hahne's development were sufficient to support the construction of a 389 space parking facility. Another goal was to determine if the economic performance of the Montclair Parking Authority Parking Program was sufficient to support the operating, maintenance and debt service requirements of the proposed garage. This detailed study carefully assessed and analyzed parking demand in the existing condition and in the future. The study found that the

development of a future parking garage would accommodate all of the expected parking deficiency. It also found, however, that the Parking Authority and Township would require additional revenue sources to operate and fund the parking deck. Several revenue producing suggestions were made, including charging for off-street parking on evenings and Saturdays, increasing monthly permit fees and off-street meter rates, eliminating daily permits in favor of hourly rates, increasing enforcement efforts, adding new parking meters in CBD areas with free parking, and managing 24-hour parking locations. The parking analysis found that if some of these suggestions were employed, then sufficient revenues would be generated to cover the debt service for the construction of the parking deck.



fig. 4.1: Community members participating in a Visioning Workshop.

4.0 OUTREACH PROCESS

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.

4.1 Stakeholder Interviews

The Consultant Team held 16 meetings with individuals and small groups from throughout the community and region to gather information and impressions about the Township's past, present, and future. Meetings were held over maps, asking participants to show us where the issues and opportunities were physically located within the Township. The results of these meetings are summarized along with the comments from the community in the Appendix of this report. Their comments also became the basis for the issues presented in each themed area of this document.

4.2 Visioning Workshops

The Visioning Workshops were a series of three public meetings to help the Team build a foundation for the Unified Element recommendations. Each meeting presented information gleaned from research and stakeholder interaction and allowed participants to interactively provide feedback to the Team (fig. 4.11).

4.2.1 Workshop #1 – April 26, 27, and 28, 2011

The purpose of the first Visioning Workshop was to gather issues and ideas from the community. In order to incorporate as much input as possible, the Workshop was replicated four times over three days in three evening sessions and one afternoon session. Each session of the Workshop was held in one of the four Wards of the Township:



fig. 4.2: Meeting at the Fire Headquarters Building.



fig. 4.3: Community members discussing the issues at the Mt Hebron Middle School.



fig. 4.4: Workshop #1 at the Montclair Municipal Building.



fig. 4.5: Presentations at Workshop #1 in the Montclair High School Atrium.

- April 26, 2011, Fire Headquarters: 33 signed-in participants (fig. 4.2)
- April 27, 2011, Mt. Hebron Middle School: 12 signed-in participants (fig. 4.3)
- April 28, 2011 (afternoon), Municipal Building: 18 signed-in participants (fig. 4.4)
- April 28, 2011 (evening), High School Atrium: 5 signed-in participants (fig. 4.5)



fig. 4.6: A community member edits the draft list of issues in Workshop #2.

The overall number of attendees at most sessions was typically higher than the number of those who signed-in; head counts put the total number of attendees at nearly 100, over three days. During the Workshop, the Consultant Team presented the overall project and process for creating a Unified Land Use and Circulation Element and asked the participants to provide a snapshot of the Township. Montclair residents, business owners, and public officials participated. Groups of participants were asked to map the Township’s strengths and weaknesses. All of the comments were recorded on the large maps of Montclair. At the end of the workshops, each group presented their map and their top three problems and big ideas to the rest of the crowd. The presentations by the Consultant and the groups were filmed for TV34 and are available online as an hour-long special highlighting each of the workshops.

4.2.2 Workshop # 2 – May 19, 2011



fig. 4.7: Participants in the final Visioning Workshop.

The second Workshop in the Visioning process was a follow-up to the first set of sessions (fig. 4.6). The Consultant presented the list of issues or problems that had been culled from community input. The issues were organized into 11 major themes that combined issues of land use and circulation. The 25 participants were given the opportunity to move from theme to theme during timed sessions and edit the list of draft lists of issues. Small groups formed at each themed table to discuss issues for three rounds. The fourth round asked participants to write a “vision statement” or picture of Montclair in the future in relation to that theme.

4.2.3 Workshop #3 – June 15, 2011

During the final Visioning Workshop, the Consultant Team presented the edited list of issues, this time under a condensed set of six major themes (fig. 4.7). The issues were arranged under each theme into similar categories that alluded to both the nature of the problem and the forthcoming solutions. The Team also presented the results of the 2006 Master Plan Reexamination Goals Survey. Following this presentation, participants were asked to react and provide feedback for a series of Vision Statements drafted by the Consultants. Each major theme had a statement and asked for an “agree” or “disagree” vote as well as an opportunity to say what should be changed to make this an accurate picture of the future of Montclair.

Feedback from the 18 participants was used to revise these Vision Statements before they were presented online for feedback from the entire community. An additional 15 people participated in the online survey to give their input and the resulting Vision Statements are included in this report.

4.3 Township Website

Throughout the first two phases, the Consultant Team assisted Township staff with material for the Township’s website. Announcements were posted for each meeting and the results of the workshops were also posted for review. An email address was established to collect input and feedback into the process that will remain active throughout the duration of the project.

4.3.1 Goals Survey

Distributed at the second Visioning Workshop as well as online, the community was asked to review the goals from the 2006 Master Plan Reexamination Report. 56 people participated in the Goals Survey. For each goal they were asked to report how relevant those goals were in 2011 and for the future of the Township. For the most part, participants felt that the goals were either just as relevant or even more relevant now than they were five years ago. There were six goals that got the highest combination of relevancy:

- Increase the economic viability of our commercial districts by providing flexible parking options for visitors and employees and designing streets and intersections that safely accommodate drivers, pedestrians and bicyclists.
- Provide infrastructure that can accommodate a reasonable level of development. Invest annually in street and utility improvements and require developers to contribute to off-tract improvements directly related to their developments pursuant to State law.
- Encourage smart development. Use redevelopment statutes selectively to stimulate investment in appropriate locations where infrastructure, mass transit and services are available. Take opportunities to include public open space and green space in commercial redevelopment sites.
- Encourage mass transit via bus and train routes to New York and other New Jersey locations by providing adequate and affordable long term parking options near station facilities as well as non-automobile options such as shuttle bus service and bicycle storage.
- Make Montclair a desirable and convenient place to shop. Provide safe, clean, pedestrian and bicycle-friendly commercial districts with parking options for short and long term stays. Offer the right mix of commercial uses to serve the community and the region. Provide a variety of retail, dining and personal services in all commercial districts to meet the needs of residents and workers both in Montclair and in the surrounding region, both day and evening.
- Increase the amount of recycling which will have environmental as well as fiscal benefits to the Township. The less tonnage incinerated, the better the air quality. The more mixed paper recyclables sold, the more money earned by the Township, and the less spent on tipping fees.

Only one goal was separated from the pack at the bottom end, with fewer people believing that it was more relevant today than in 2006:

- Preserve open space and identify opportunities to acquire additional open space in areas of the Township which are densely developed. As an urban suburb experiencing increased development pressures, the Township recognizes the importance of open space preservation now more than ever.

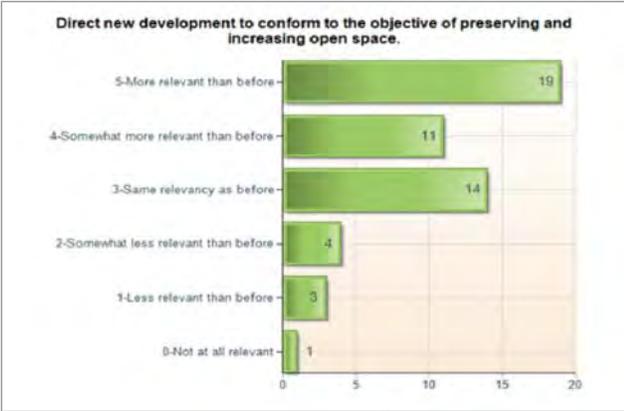
It is possible that participants felt that this goal was somewhat less relevant due to their feeling that the Township is having difficulty maintaining their current parks and open spaces. Without being able to maintain the current inventory, acquiring and creating new

public spaces is less of a priority than it was previously. It should be noted, however, that even though this ranked the lowest, approximately 70% of participants still thought it was at least as relevant as it was in 2006.

4.3.2 Vision Survey

After revising the Vision Statements from the third Visioning Workshop, the results were put on the website in survey form for review. While the survey was viewed over 35 times, 15 people filled it out in its entirety (fig. 4.8). Comments were largely positive, with suggestions about objectives or recommendations to fulfill the vision. Negative comments focused on some participants overall dissatisfaction with the Township and view that the Visions were “nice but unrealistic.” The Vision is meant to be grounded, but also aspirational, aiming high towards the future that residents want to see.

fig. 4.8: Sample image of the results of the 2011 Montclair Unified Land Use and Circulation Element Survey.



Direct new development to conform to the objective of preserving and increasing open space.	
0-Not at all relevant	1 (2 %)
1-Less relevant than before	3 (6 %)
2-Somewhat less relevant than before	4 (8 %)
3-Same relevancy as before	14 (27 %)
4-Somewhat more relevant than before	11 (21 %)
5-More relevant than before	19 (37 %)

5.0 ISSUES

Through our data collection, analysis, and stakeholder interviews we have identified issues and opportunities in the areas of land use and circulation within the Township that should be addressed through the Master Plan. In an effort to organize the issues and concerns we have begun to identify major themes that have emerged from this process. These themes combine land use and circulation into place and policy based headings.

These themes are not the big ideas or strategies and are not the framework for later recommendations, they are a method by which we have organized our data collection, analysis, and the comments from the stakeholders and larger community. We began with eleven themes:

- Intra-Township Mobility
- Residential Neighborhoods
- Montclair Center
- Neighborhood Commercial Centers
- Train Stations and Station Areas
- Schools
- Open space
- Affordable Housing
- Aging in Place
- Town – Gown Relationship
- Community Health and Environment

These themes were presented to the community and participants in the second visioning workshop had an opportunity to provide input into the issues and visions around each theme. Through the visioning process, however, we found some overlap and redundancy and condensed those eleven themes into six:

1. Intra-Township Mobility
2. Neighborhoods and Housing

3. Community, Health, and Environment
4. Montclair Center
5. Neighborhood Commercial Centers and Train Stations
6. Town – Gown Relationship

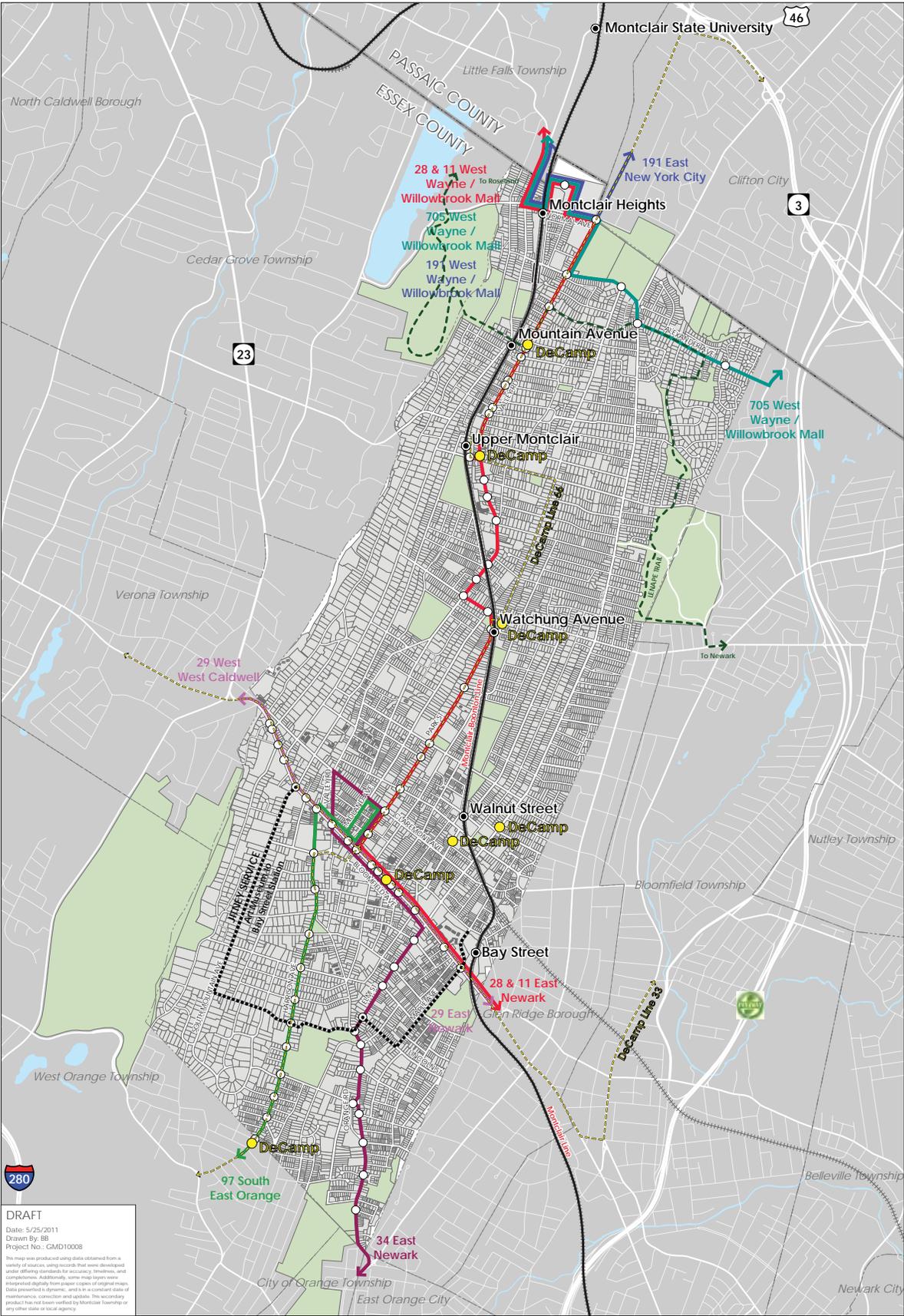
Each of these themes is explained further in the following sections including the resulting list of issues. The list of issues for each theme is further categorized into areas that suggest the nature of and solutions to the problems listed. Some of the issues focus on policy, others on infrastructure, and some are actually opportunities that could inspire action by the Township. The issues address land use and circulation problems in the community as well as those that are influenced by land use and circulation policy and programs.

5.1 Intra-Township Mobility

Montclair is well-served by commuter rail and bus services that connect Township and adjacent-communities' residents to Newark and Hoboken/New York (fig. 5.1). The introduction of Midtown-Direct service has increased service and ridership. However, within the Township there are both real and perceived barriers to mobility, across modes, between neighborhoods and amenities.

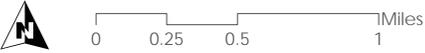
While Montclair Center may be considered the downtown, it exists somewhat disconnected from the rail spine that influenced much of the development of the Township. Physically, in many areas, the train stations have supported convenience retail, restaurant, and shopping centers for the surrounding neighborhoods. However, there are other physical and policy factors, such as the magnet school system or the South End's distance from the rail that illustrate a need to think about access, mobility, and land use on a larger scale than the neighborhood level.

As indicated by the US Census American Community Survey (ACS), the rate of car ownership is increasing in the Township; there are more cars per household than ten years ago. This increase means that any population growth going forward will likely come with more cars than it would have in the past. However, the road network in the mostly built out Township leaves little opportunity to



DRAFT
 Date: 5/25/2011
 Drawn By: BB
 Project No.: GMD10008
 We made every effort to use the most current data available from a variety of sources, using records that were developed under differing standards for accuracy, timeliness, and completeness. Additionally, some map layers were transferred digitally from paper copies of original maps. Data presented is dynamic, and is in a constant state of maintenance, correction and update. This secondary product has not been verified by Montclair Township or any other state or local agency.

fig. 5.1: Map showing major bus and rail routes through Montclair Township as well as the Lenape Trail.



increase capacity of the system. In order to increase and improve intra-Township mobility, Montclair will have to look towards alternate forms of transportation, creating choice for its residents and visitors.

The Township adopted a Complete Streets policy in 2009, a move that was ahead of the curve in the County. The Complete Streets policy requires the Township to look at accommodating a range of modes of transportation within the right-of-way. Given that few new streets are needed, the Township will need to look at the capacity of existing streets to begin to form a multi-modal street network. A composite multi-modal system includes several overlapping modal networks (walk, bike, ride, drive) and services (rail, bus, shuttle). Since that time, however, the Federal government has begun to require the County to explore Complete Streets and multi-modal planning to use Federal dollars on County roads. As the County begins to prepare its Master Plan, the Montclair Master Plan can help to inform the priorities at the County level.

When deciding how to get somewhere, like work, school, or the grocery store, a person will consider a number of factors to decide which mode of transportation will work for the trip. They will often pick their mode of transportation based on convenience and predictability. That is, will this mode take me close to where I need to go? How often does it run? Will it be on schedule? Whether or not someone thinks a mode of transportation is reliable is based on the information they know about the mode and their experience. The private car offers predictability and convenience that is difficult to beat for some trips. You are driving the car, so it leaves when you want and you know where it's going. Traffic, route, and parking are the factors that may make use of a private car less convenient and predictable. Trains are predictable because they operate on a dedicated right-of-way with fixed stations; it is clear where they can travel. As long as the train is on schedule, the trip from one station to another will be easy to predict. Because trains travel on a fixed path, they provide the best access to destinations that are primarily walkable from stations. Bus travel may be more convenient

because it can connect important places and change routes to accommodate new development or activity. NJTransit buses traverse Montclair, connecting train stations to neighborhoods, the University, and downtown. However, the perception in Montclair is that bus travel is unpredictable 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 courtesy stops if they feel the 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.

The idea of a jitney or shuttle bus has been explored by the Township and instituted in some cases (Bay Street jitney, Senior Shuttle, Farmer’s Market 1-year shuttle), but there has been difficulty in permanently instituting an intra-Township system that can address connecting identified nodes and activity centers.

While the Master Plan will not serve to address education, the school locations, access, and policies do affect land use and circulation in the Township. The 2006 Master Plan Reexamination established a goal to provide “safe parking areas at schools... with adequate capacity for safe and convenient drop-off locations for students... which do not negatively impact nearby residences.”

The High School’s “Open Campus” policy has introduced issues of parking and access for students and faculty that affect the adjacent neighborhood. The concept of an “open campus” means that students may travel freely between buildings and off of the campus during breaks between classes and at lunchtime. Students can be found moving from one building to another outside during the day and patronizing local businesses for lunch, rather than eating in the cafeteria. As a result, instead of having a morning and afternoon rush of students on local streets and sidewalks, there is a constant presence of students walking, biking, and driving. Also, the Parking Authority reported that some students

move their cars during the day to avoid getting a parking ticket, instead of parking in student designated zones.

The creation of magnet elementary schools and a busing program to further the goals of integration presents an interesting set of successes and challenges in Montclair. On one hand, the promotion of diversity is supported by the magnet school structure. Students are not isolated from their peers by their socioeconomic status and schools are less likely to be perceived as “good” or “bad” depending on their location. Schools are allowed to have their own focus and are not in direct competition with other schools. On the other hand, the traditional role of a “neighborhood” school in building community is replaced by an intricate system of busing to efficiently connect students to their chosen schools. Students are only bused if they are beyond one-mile from school for elementary students; often resulting in parents driving students to school. With the successful push for diversity and understanding comes potential traffic congestion and conflict between parent drop off and bus drop off.

5.1.1 Intra-Township Mobility Issues

Intra-Township mobility issues fall into four categories: connectivity, predictability and convenience, safety, and infrastructure.

CONNECTIVITY

1. **Montclair has a lack of safe and easy non-automobile connections to amenities (schools, open spaces, train stations, town centers, etc.):** Without the appropriate and safe infrastructure, there is little motivation or opportunity to walk, bike, or use transit for everyday mobility. However, there were some indications that there is latent demand for additional facilities. On several occasions, the few bike racks at the Bay Street Station were full to capacity, suggesting that some rail passengers are using bikes for part of their commutes. Recently, a local bike shop ran a contest to encourage students to bike to school. Long standing mid-block cut-through sidewalks, such as Hinck's

Alley, allow pedestrians a short-cut through some of the long blocks.

2. **Students and employees at Montclair State University are disconnected from Montclair's Business Districts.** In addition to the mile to mile and a half physical separation between the campus and closest Montclair business district (Upper Montclair), we heard that students seemed more likely to drive to the auto-oriented shopping and dining along Route 46 to meet their retail needs.
3. **It is difficult to live in town without at least one private car.** While the compact nature of the Township and rail service allows for easy commuting to New York and some day-to-day activities to be car-free, cars are still needed to get to jobs in the region, for shopping and entertainment trips. Even if those trips are rare, rental or car share vehicles are not easily accessible to fill in for full-time car ownership.

PREDICTABILITY AND CONVENIENCE

1. **Montclair lacks local transit that is safe, consistent, predictable and convenient.** Predictable transit is not focused on intra-Township travel, and what might be convenient bus transit is difficult to predict.
2. **The Bay Street Station Jitney has limited service and is unpredictable.** We heard from several parties that morning service (now discontinued) was unreliable in part because it was difficult to predict ridership and traffic, creating the potential to miss the train. Evening service, waiting for riders that return to Bay Street, is easier to use, but not always available. Unpredictable or unreliable service has presumably reduced ridership.
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, no knowledge of existing routes.** Without sanctioned stops and signage, existing bus routes appear as unpredictable and inconvenient.

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

Weekend train service has the potential to be used not only to get to Newark and New York, but to also be used as a local ride between neighborhoods and business districts. Unfortunately, the volume of trains on the weekends is largely determined by the capacity of the tunnel to New York. NJTransit reports that the weekends are used for long-term tunnel repair and construction, reducing the capacity for additional service. NJTransit has, however, previously worked to coordinate bus service at Bay Street Station such that arriving passengers on the weekends now find a bus waiting to go north towards Montclair State.

SAFETY AND SECURITY

1. Conflicts between drivers, cyclists, and pedestrians exist at certain intersections throughout town.

Stakeholder reported that not only was crossing the street in some locations an issue, but drivers going around cars stopped for pedestrians in crosswalks was also an issue. Bloomfield Avenue, through Montclair Center, was identified as a major conflict point for cars and pedestrians. Police have responded by setting up sting-operations that involve an undercover officer crossing the Bloomfield Avenue and ticketing drivers that fail to yield to a pedestrian.

2. Many roads are reported to have excessive speeding, creating dangerous conditions for pedestrians and cyclists.

On residential streets, traffic can appear to be fast even when cars are traveling the speed limit. Montclair Police have responded to complaints about speeding traffic by setting up checkpoints to record the speed of cars. In some cases, cars were traveling over the speed limit, in other cases they were not. The perception of speed seems to be as problematic as actual speeding.

3. **There is a lack of safe North-South bike routes, especially for inexperienced riders and children.** Long, uninterrupted North-South routes through town are heavily traveled by cars and buses and are perceived as unfriendly for bicycles.
4. **Many families in town do not feel that traffic conditions are safe enough to allow their kids to walk to school.** As a result, it is possible that parents make a number of car trips in the morning and afternoon to get kids to multiple schools.
5. **Jay-walking among students before, during and after school causes safety concerns and traffic issues.** While crossing guards monitor some of the crossings, especially between school buildings at the high school, students persist in making their way down the middle of the street towards and away from schools. We witnessed this in our field work as well as hearing it from stakeholders.

INFRASTRUCTURE/SERVICE

1. **Montclair train stations and bus stops do not provide adequate facilities, such as racks or storage, for cyclists.** Bay Street Station has a rack that provides storage for four to six bikes and on several occasions was found to be full to capacity. NJTransit also expressed ability and interest to work with the Township to connect the stations to their inventory of racks and storage boxes.
2. **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.** This issue was one of the main drivers to adopt the Complete Streets policy in the Township; because there is little opportunity to widen streets, the existing right-of-way is designed and maintained to accommodate car and truck traffic first, with pedestrian and bicycle traffic left little room.

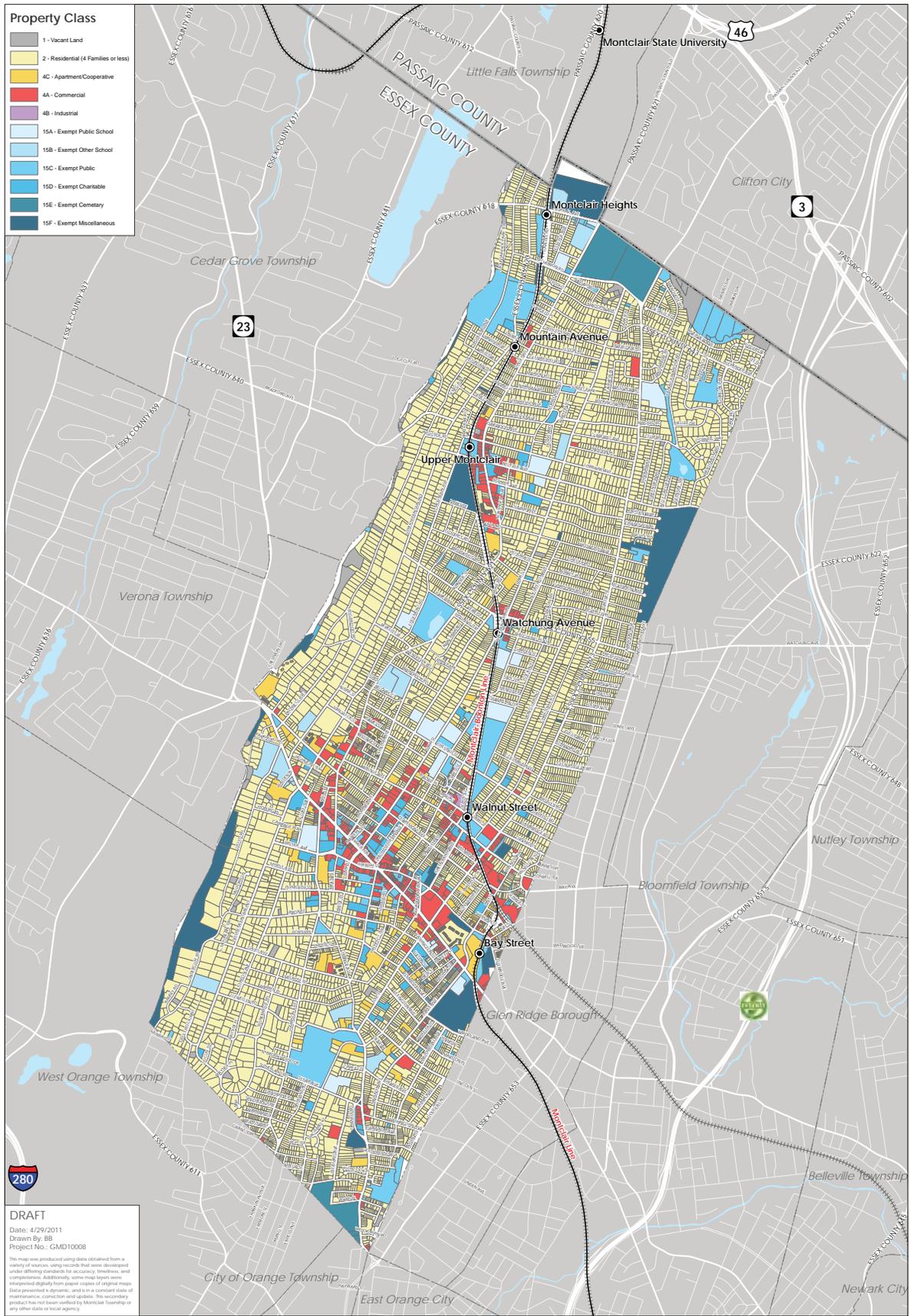


fig. 5.2: Property Class information by Parcel.



5.2 Neighborhoods and Housing

Occupying the most land area in the Township, residential uses are of significant concern in Montclair. Montclair's residential zoning districts accommodate a range of housing types and densities (fig. 5.2). When uses or housing types are conditionally allowed or prohibited, or when bulk standards are exceeded, the Planning Board must decide if the proposed use or development is appropriate. The Master Plan offers an opportunity to reinforce the community's vision for each zone to guide those decisions. In addition, examining shifting demographics and market conditions can help to reevaluate the ability for the zoning regulations to accomplish the desired vision.

As a component of this issue, Medical and Educational institutions can be a great neighborhood amenity. However, as these institutions grow they can start to push out from their historical boundaries and attract complementary uses that are in conflict with the neighborhood. This pressure can begin to alter the character of the community. However, the Master Plan can begin to address appropriate ways to limit or adapt institutional growth and create a dialogue between the community and the institution.

According to the 2006 Reexamination Report, one of the most pressing land use issues at the close of 2005 was the "scarcity of affordable housing to households of limited means." As housing costs rise, it's not only the availability of subsidized units that is important, but also providing a range of housing options for the workforce. The Township currently has a Housing Element and Fair Share Plan that was drafted in 2008 and an active Housing Commission that meets regularly to address ongoing and future efforts. It is clear that affordable housing has been an ongoing issue toward which the Township has a history of devoting its efforts. However, as we consider areas for growth and infrastructure investment, it will be important to consider how affordable and workforce housing fits into the vision for the Township.

The 2006 Master Plan Reexamination Report also introduced several issues around the 55-64 and 65 and older age cohorts. The Report highlighted the decline in those populations between 1990 and 2000 and suggested that issues that may have contributed to this loss included “high property taxes, high maintenance costs for large homes, climate and lifestyle preferences, personal health issues, and the lack of housing options in Montclair for seniors who need a health care component.” The Report noted the Township’s lack of age-restricted market-rate housing. While stakeholders mentioned taxes as an issue for the Township’s aging population, when it came to housing, they suggested that seniors are not necessarily looking for age-restricted housing, but rather housing that is “senior-friendly.” The Master Plan also highlighted the 2000 Census count of grandparents responsible for children (new to the 2000 Census), which moving forward could create a new dynamic for aging-in-place that requires careful consideration of the availability of multi-family units that are both senior and child-friendly.

5.2.1 Neighborhoods and Housing Issues

The concerns surrounding residential neighborhoods and housing fall into three categories: character and density, diversity, and access. All three have physical and social components.

CHARACTER + DENSITY

- 1. Non-residential uses are being approved in existing R1 and R2 single family neighborhoods.** There are some non-residential uses, especially social services, which are needed in communities; however, locating them is a difficult task. The Master Plan and zoning code does not explicitly permit these uses in residential neighborhoods, so variances for their approval appear to the community to be in direct conflict with the Master Plan. Also, and perhaps as a result of not being addressed in the Master Plan, whether or not non-permitted uses were allowed by the Zoning Board or Planning Board seemed to be haphazard. It is unclear to

residents where exceptions should be made and where they should not be made in order to reinforce residential neighborhoods.

2. **There is a lack of adequate resources and attention paid to historic preservation and maintaining Montclair's architectural heritage.** New development in residential neighborhoods has overshadowed successful adaptive reuse in other parts of the Township. While every old building can't and shouldn't be saved, it is important the community establish and promote its priorities.
3. **New construction in the residential neighborhoods is at times out of character with the existing community and quality varies greatly.** Two examples of infill redevelopment were mentioned by the community repeatedly in this respect. The first example is the homes off of Christopher Street, parallel to Watchung Avenue. While the number of units per acre does not seem to be entirely out of line with surrounding neighborhoods, the size of the home and the reduced front yard and side yard setbacks (from what is required by zoning) present a different form and character than is traditional in that part of the community. The second example that was mentioned through the visioning process was The Siena on South Park Street. People seemed less troubled with the density and height of the new building and more concerned with its design and use of materials, especially on the side and back of the building, still greatly visible from Church Street. There have also been concerns about the quality of the construction and it is apparent that those issues are affecting the community's perspective over the appropriateness of the development.
4. **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.** It is not clear to the community where increased density is possible and appropriate based

on current zoning and the Master Plan. Without a strategy for growth, variances for increased residential densities are difficult to evaluate.

5. **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.** This was a sentiment echoed not only by the residents of the 4th Ward but also by residents in other Wards. Properties in the 4th Ward seem to be more susceptible to change than in other areas of the Township; and looking at a map of property class, tax-exempt properties dot the 4th Ward. The memory of the Midtown Direct displacement seems to have a strong influence on this perception as well. There is also a lot of opportunity here with the adjacency to the Bay Street Station as well as amenities such as Nishuane Park and the new elementary school. The fear is that these amenities may attract a kind of change that isn't guided by the community's vision and displaces residents and existing neighborhood character.
6. **There is a concern that future growth in Montclair could put a strain on the district's limited capacity to both transport and provide facilities for more students.** Township schools are no doubt an attraction to potential residents. Residents are concerned that smaller residential units may still produce school children. While the magnet system has the benefit of allowing growth to be absorbed district-wide, school populations and new developments will still need to be monitored to ensure existing facilities are adequate.

DIVERSITY

1. **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.** During the housing boom, housing costs rose dramatically. Even though the increases of the boom days are over, prices aren't dropping to pre-boom levels. The legacy of this boom has created an increased challenge to maintain a diverse population.

2. **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.** In many ways, the idea of “affordable” housing is to allow young people to raise families in the communities where they grew up and for empty nesters and seniors to stay near to where they and their families have lived for generations.
3. **There isn’t enough diversity in terms of the types and price ranges of housing available in Montclair.** Stakeholders are concerned that new, smaller rental and condo units are still high in price because of the new construction. Residents feel that there is little diversity offered between large single-family houses and apartments in the Township.
4. **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.** Not just seniors, but younger empty nesters who are active in the community, not yet retired, and are looking to stay in the community have few options in the range of smaller homes and condos to choose from.
5. **Montclair lacks an adequate supply of market rate age-restricted housing.** Seniors looking for age-restricted housing, we heard, often are forced to look out of the Township and further out in the suburbs to meet their needs.
6. **One of the school district’s unique strengths is the socioeconomic diversity that results from the magnet school system, however, there is a concern that new residents don’t/won’t understand why this diversity is important.** We heard that while residents wish that school facilities could offer more of a community center benefit to the neighborhoods, they appreciated the outcome of having diverse, magnet schools available to the entire Township.

- 7. There currently isn't an equitable distribution of affordable housing and diversity throughout town.** The distribution of apartment buildings in Montclair seems to be a strong indicator of where affordable housing is clustered. Looking at property class data, apartments are generally clustered toward the south end of town, in the 3rd and 4th wards, with another concentration near the Upper Montclair business district. It's understandable to see concentrations near where density is greater in commercial centers and adjacent to bus and rail transit; but the property class data also shows a pattern of apartment properties further south, away from the concentration of activity in the Township.

ACCESS

- 1. There is a lack of accessible housing that can meet the needs of the elderly and disabled citizens throughout town.** Accessible housing is primarily found in further out suburbs, where land values are lower. However, as we heard from senior and disabled person advocates, this is likely to further isolate people from the community. The cost of retrofitting existing buildings can be prohibitive, however, new development in the Township has the opportunity to incorporate accessibility in early design stages.
- 2. Dispersing affordable housing could reduce access to transit, services and amenities for these residents.** While the Housing Commission is looking for opportunities to integrate affordable housing throughout the Township, there does not seem to be clear direction from the Township about how to select the most appropriate locations that take into account access issues.
- 3. Montclair does not have enough buildings and housing options that are "senior-friendly"** (zero-step entry, elevator, doorman buildings, buildings that allow for independent living, etc.). We heard from senior advocates that "aging in place" for many seniors really means finding appropriate housing within the community, as opposed to finding a

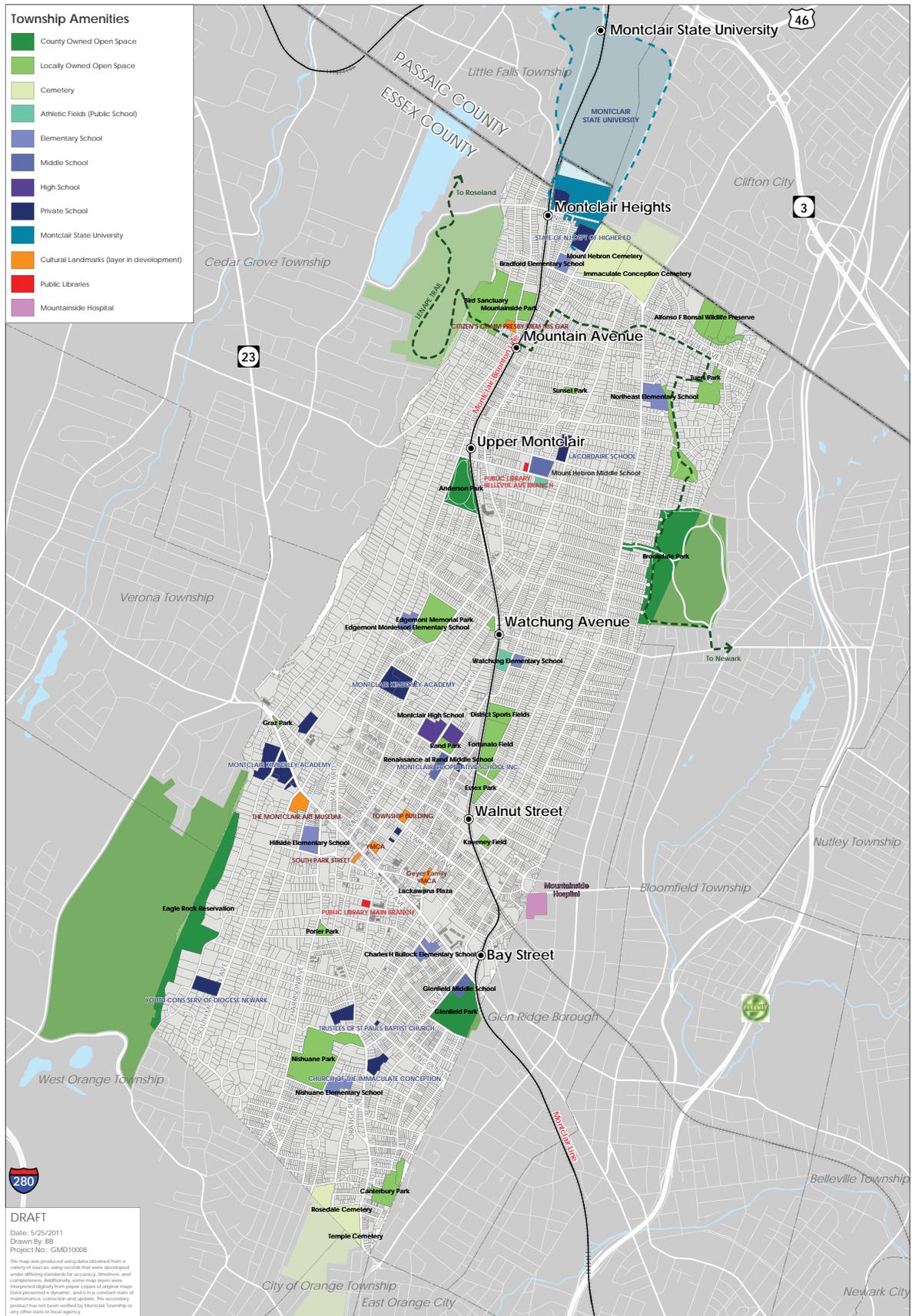
way to stay in a specific residence or finding age-restricted housing. Unfortunately, many of the apartment or condo buildings that currently exist are not conducive to an aging population.

4. **There is a concern that the current zoning code is not properly calibrated to make it easy for seniors to access services.** Examples we heard include not allowing doctor's offices to be on the first floor in some areas of commercial centers (relegating them to less accessible upper floors to keep active retail uses on the ground floor) and making sure there is enough accessible parking at institutions, such as the library.
5. **The current senior bus route has limited service.** The recent changes to the route mean more frequent service for the entire Township, however, because the route goes in one direction, it can be a very inefficient, lengthy trip.
6. **Some seniors feel that there are not enough services and resources available to match the level of taxes that they are paying.** Certainly this concern is not unique to Montclair, but it is amplified by rising property values.

5.3 Community, Health, and Environment

Health issues have been an integral part of land use and circulation planning for centuries. Conventional zoning served to separate industrial uses and residential uses for the health of the community. In more recent times, however, we have seen how distributing populations and activity centers has reduced opportunities for walking and biking that could serve to improve health. In addition, preserving open space and environmentally sensitive lands and incorporating more environmentally friendly building materials and construction methods serves to both improve the health of the population and the physical place where it resides (fig. 5.3).

Montclair's Conservation Element was prepared in 2007, building on the efforts of 2003 Sustainable Montclair Planning Guide and the 2004 Natural Resource Inventory. The goals of the Element



focused on preserving open space and tree cover, minimizing environmental impacts of development, managing water resources and stormwater, and encouraging sustainable building practices and energy usage.

Montclair's open space network is an incredible asset to the community. A variety of parks, locally and county owned are distributed throughout Montclair and support a range of passive and active recreation activities. However, stakeholders seemed to be in agreement that while demand is increasing for these spaces, funding for maintenance and improvements is dwindling.

Access to fresh food is another community health and land use issue. As farming is less prevalent in the region and food production is centralized and specialized, older communities lose access and connection to fresh food producers. While Montclair has a number of grocery stores and restaurants throughout the Township, its access to local producers is limited primarily to one farmer's market. Farmers markets, community gardens, nutrition programming and policy, and community kitchens are all elements to improving the connection between food and good health.

5.3.1 Community, Health, and Environment Issues

The community, health, and environment issues can be characterized into four categories: access, stewardship, safety and security, and amenity. Stewardship is particularly important because it addresses the need for supporting and maintaining the community and environment.

ACCESS

1. **Montclair does not have sufficient options for community gardens and small-scale farming.** Interest in buying and eating local as well as organic produce has increased demand for opportunities for community gardening nationally. In a community that is nearly built out, it can be difficult to find land that is appropriate for growing food.

2. **The farmer’s market is a great asset, however, it is only open at one location and only during summer and early fall.** The concept of the traditional farmer’s market has largely expanded over recent years. No longer just seasonal produce, many farmer’s markets now feature local bread, cheese, meats, poultry, and fish, as well as locally produced and sourced food products that are available year-round.
3. **There are not enough public facilities that address the health and recreation needs of all age groups, including seniors and teens.** Playgrounds and schools are great amenities for younger kids and families, but when kids get older or for senior citizens, it is difficult to find a sense of community in available public places and spaces.
4. **The park system in Montclair is not well connected.** The Township and County parks in Montclair are distributed throughout the Township, making each both a neighborhood amenity and a destination. While the Lenape Trail connects some of the northern parks in the Township, a majority of the parks do not feel like a part of a larger open space system.
5. **There is more demand for active recreation space than there is space available, and district athletic fields are limited to day-time use.** While nighttime use would increase capacity, lighting and evening activity may not be in harmony with the surrounding neighborhood.
6. **Sports teams often have to travel to other parks or areas in Montclair, or to areas outside of Montclair, for practice.** While this shows demand for active recreation space, it also highlights the importance of connections between public facilities and the condition of sidewalks and streets.

STEWARDSHIP

1. **Montclair is deficient in its supply of green space and its ability to properly maintain its current park system.**

While open space continues to be an important issue for stakeholders, it is evident through the 2006 goals survey that creating new spaces is less of a priority than maintaining the current system.

2. **The Township is not currently using stormwater management as an opportunity to improve the environmental health of Montclair.** According to the Conservation Master Plan Element, because infill development rarely triggers a review of stormwater discharge at DEP or at the local level, very little change is mandated in redevelopment. At the residential level, one infill project will likely have little impact on the larger system, the Element suggests, however, it is an opportunity to improve and educate the community.
3. **Township and school facilities are not currently leveraging available resources for energy generation and conservation.** Municipal facilities are where the Township has the most opportunity to employ “green” building practices.
4. **There isn’t enough regular maintenance of parks, streams, and facilities at the municipally owned parks in town.** A recurring theme, park maintenance is a struggle under the current financial condition of the Township, but a priority to the community.

SAFETY AND SECURITY

1. **Biking and walking, for recreation and as a form of transportation, is not safe enough due to traffic conditions for many residents of Montclair.** Greater opportunities for biking and walking are needed not just to improve circulation, but also for public health.
2. **There is a perceived problem with security at some parks.** Glenfield Park was mentioned specifically, although, lack of maintenance of lighting and landscaping can lead to the perception of an unsecure environment. Public spaces that are dark or not well maintained give the appearance that they are unwatched and potentially dangerous.

AMENITY

- 1. Playgrounds in parks and schools, and many public streets, do not have an adequate supply of shade trees.** Due to the time it takes for new trees to replace the shade that has been lost with the death of an older tree, regular replanting is needed; waiting until the need is great could reduce the tree canopy significantly in the meantime.
- 2. Montclair is deficient in the amount of open space it has for a town of its size, and the highest density areas typically have the fewest parks and least access to green space.** Denser areas of the Township, specifically along and around Bloomfield Avenue, are the furthest from parks and recreation areas. Dense residential districts are often where open space is most needed to provide an amenity not available in multi-family buildings.
- 3. There is a conflict between those who want better lighting in parks at night, and nearby residents who want to minimize additional lighting.** Nishuane Park was specifically mentioned as a conflict area for night use of recreation facilities; however, with a majority of parks in primarily residential neighborhoods, this condition is not unique.

5.4 Montclair Center

The Township has focused a lot of revitalization efforts in Montclair Center over the past decade. The development of a Business Improvement District (BID) in 2001 has created an entity to focus on keeping the streets of Montclair Center clean, safe, secure, vibrant, and occupied (fig. 5.4). The Township continues to focus redevelopment efforts to enhance the Center, including the DCH site currently in the planning phase.

Currently, the Township is preparing to implement pedestrian realm enhancements along South Park Street to reinforce a sense of place in the Center and create opportunities for gathering and public events in the Downtown.



fig. 5.4: Business Improvement District in the Historic Montclair Center.



Montclair Center is a regional destination, and the prospect of increased density in the Center sparks both interest and concern among Stakeholders. According to the 2006 Master Plan, in 1995, the Township amended the C-1 ordinance to remove the parking requirement for building additions. However, in 2000, that ordinance was amended again to change the provision to reinstate the parking requirement for additions of greater than 15%. Now, it appears as if the potential density and private-market building additions (without a technical Redevelopment Plan) are largely regulated by the parking requirement. Stakeholders view this Master Plan as an opportunity to establish the Township’s vision for the Center and regulate that through zoning and parking requirements.

5.4.1 Montclair Center Issues

Montclair Center issues are based in infrastructure, vibrancy and character, and regulatory framework; that is, some are based on issues of streets, parking, sidewalks, and transit, while others have to do with the policies and regulations that influence what happens in the Center.

INFRASTRUCTURE/SAFETY AND SECURITY

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).** For the uninitiated, it is unclear what path to follow to easily find parking along Bloomfield. Visitors searching for parking will ultimately slow traffic on Bloomfield Avenue, creating unnecessary traffic back-up.
2. **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).** The challenge of a County road serving both as a regional connector and as a local main street is especially evident along Bloomfield Avenue. Two-way traffic, turn lanes, and parking lanes leave little room for the generous sidewalks that Church Street benefits from.
3. **Many of the destinations in Montclair Center are not conveniently accessed by public transit.** As you move away from the Bay Street Station, towards the Art Museum, the ease of using transit to visit the Center decreases. Without easily understanding the path of NJTransit buses, the perception of transit accessibility likely decreases at an even faster rate. Also, traveling from adjacent communities is not easily done via rail or bus in all directions, as a result, visitors often choose to travel by car.

VIBRANCY + CHARACTER

1. **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.** Part of the issue of distance between Bay Street Station and the Art Museum and the heart of Montclair Center seems to be the perception of distance rather than the actual

measurement from one spot to another. Buildings lining the street create rhythm and visual interest that makes it easy and enjoyable to walk down Bloomfield Ave; when gaps exist, such as parking lots or vacant sites, it creates a disruption in that rhythm. A large disruption is often enough to make people think that they have reached the “end” of the corridor or district.

2. **There are too many vacancies along Bloomfield Avenue, particularly in larger commercial spaces.** A combination of lack of demand for larger spaces plus the going rents seem to be leaving some spaces vacant for long periods of time while other spaces are in high demand.
3. **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.** The historic character and form of Montclair Center help to make it a unique, authentic downtown. New development and redevelopment should respect that character.
4. **Upper floors of buildings are often vacant and difficult to renovate to meet modern needs.** Natural light, air, and accessibility can be difficult retrofits into existing buildings. However, having a daytime population above stores along Bloomfield creates opportunities for better parking utilization and more consumers during the day. Currently, uses allowed above ground floor retail in the C-1 district include professional offices, medical offices, municipal or government offices, educational establishments, apartments, and senior citizen residences.

REGULATORY FRAMEWORK

1. **Current parking requirements are the driving force in regulating the scale, form and type of development in the C-1 Zone on Bloomfield Avenue.** Under the current parking requirements, it is very difficult to build at the maximum allowed density and height of 6 stories. If the

current maximum density is desirable, the Township needs to consider how it will be achieved in a way that fits the community's vision and accommodates parking needs.

2. **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.** The Sienna has become representative of all new development in many people's minds. The issue of density is not as much of a concern as is the quality of the construction and the use of materials.
3. **The size of the Montclair Center BID is not large enough to reflect a growing commercial district surrounding Bloomfield Avenue.** Since the delineation of the Business Improvement District that created Montclair Center, new commercial uses have developed at the edges of the BID. An existing church building is looking for commercial tenants along Hillside Avenue, stretching commercial activity towards Orange Road.
4. **Some temporary private parking lots operated are unregulated by the Township, but fill demand during peak times and special events.** During events at the Wellmont Theater or on popular nights out in Montclair, several enterprising land owners have established temporary surface parking lots in and around Montclair Center. While there is clearly a market demand for these surface parking lots, the Township currently has no regulations in place for allowing or disallowing the use in Montclair.

5.5 Neighborhood Commercial Centers and Train Stations

In addition to Montclair Center, five additional commercial districts were identified: South End, Valley Road, Walnut Street, Watchung Plaza, and Upper Montclair (fig. 5.5). While each has unique characteristics and serve different neighborhoods, there are some commonalities among their challenges. Each appears to serve both the local neighborhood and act as a destination. The South

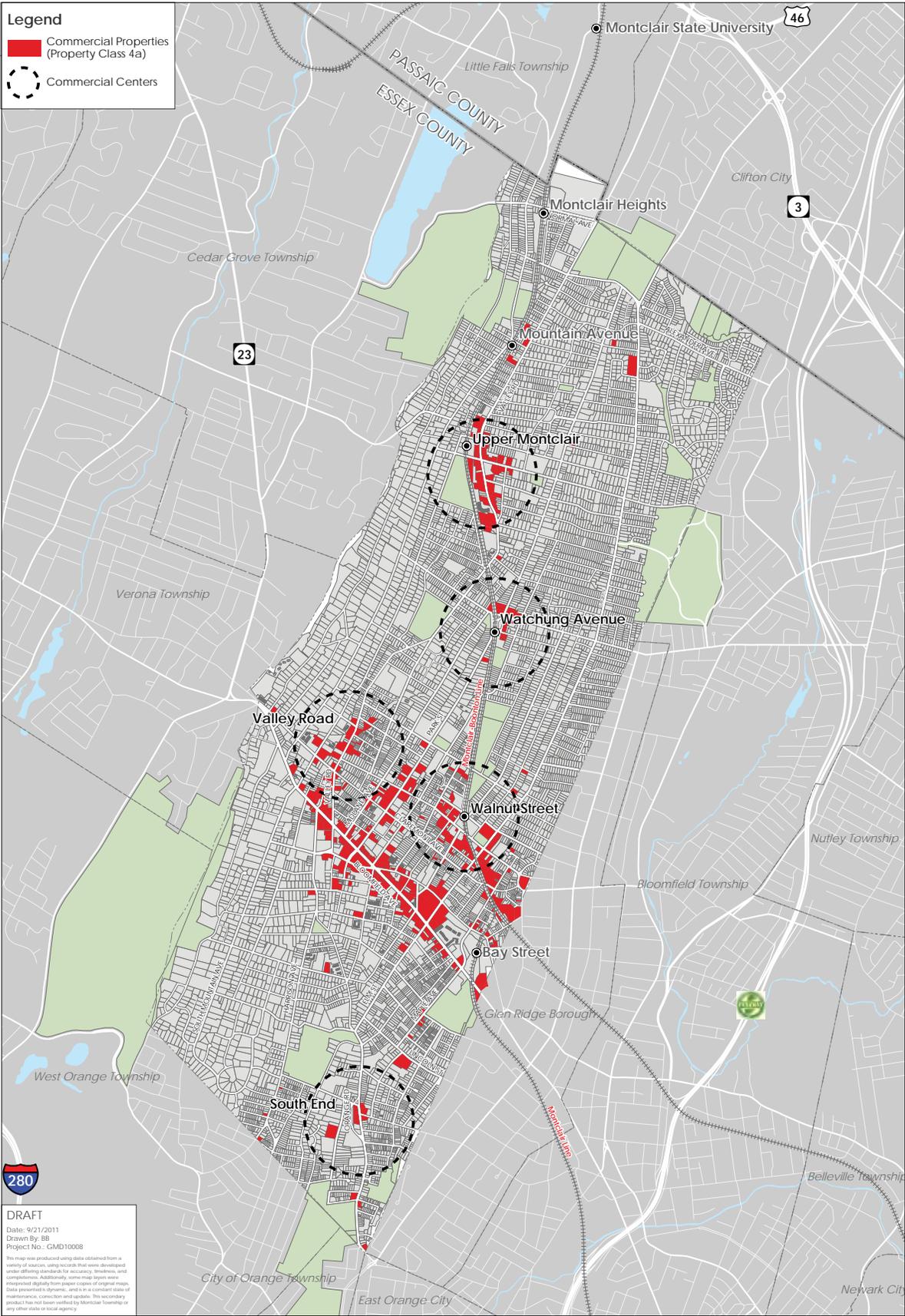


fig. 5.5: Neighborhood Commercial Centers shown with 1/4 Mile Walking Radii and Rail Stations.

End has a concentration of medical services that attracts visitors from outside of the neighborhood, whereas Upper Montclair combines national chains with local stores and restaurants. Valley Road, just north of Montclair Center is the only commercial area that is not served by NJ Transit.

Locating increased growth and development around train stations is generally smart planning. Utilizing existing infrastructure is not only efficient, but potentially creates a critical mass to support additional service and provide a market for a mix of land uses around the station to create a more economically sustainable center or district. However, each station in Montclair is not created equal. Land use and density varies from station area to station area as does existing service. While additional development could influence that service, it will be critical to understand the structure and rationale for existing service as well as the limitations of NJ Transit and the larger rail network on which the line operates to calibrate latitude for such influence.

The Bay Street Station is unique among the other stations in its location near Bloomfield Avenue, its parking garage, weekend service, and an NJDOT and NJTransit Transit Village Designation. The Transit Village Initiative seeks to create incentives for municipalities to practice smart growth through transit-oriented development within a half-mile of transit stations (fig. 5.6). There are currently

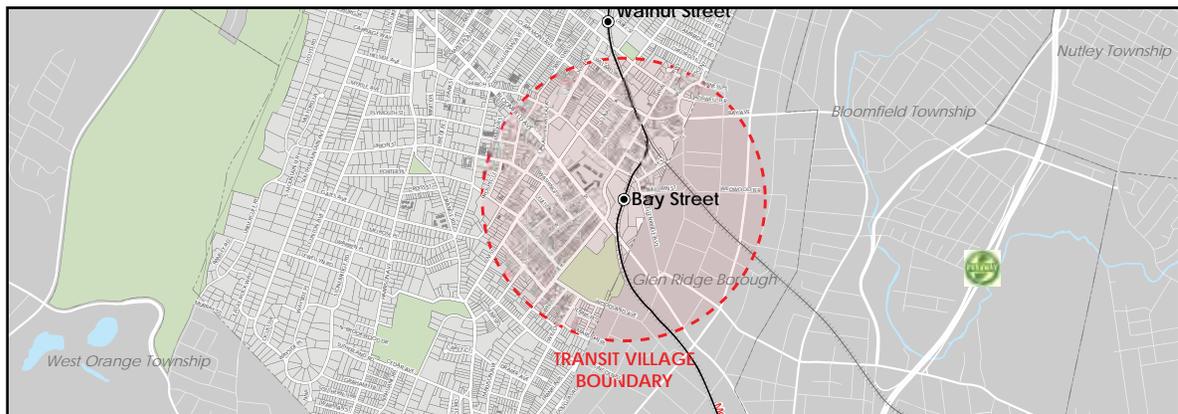


fig. 5.6: Bay Street Transit Village Boundary.

23 Transit Villages throughout the State. Montclair gained the designation by proving that there were multiple TOD projects in the Village area meeting the Task Force criteria. Currently, there are more than 500 dwelling units, a mix of market rate and affordable units, within less than a quarter mile of the Bay Street Station. As a result of the Transit Village designation, the Station Area is now eligible for priority funding and grant programs from NJTransit, NJDOT, and other State agencies to further build on the area's success.

All NJT rail stations are on the Montclair-Boonton Line. This line provides service between Montclair State University (MSU) (extent of Montclair line)/Hackettstown and Newark and Hoboken/New York City. All weekday trains stop at Bay Street station; however some trains skip certain stations in Montclair. Walnut Street station has the least weekday service out of all Montclair NJT stations. On weekdays, there are 27 Newark and Hoboken/New York-bound trains and 29 Hackettstown/MSU-bound trains that stop at most Montclair stations. These include ten Newark and Hoboken/New York-bound trains that operate during the AM peak period (6 to 10 AM), and seven Hackettstown/MSU-bound trains during the PM peak period (5 to 8 PM).

On weekends, service on the Montclair-Boonton line only reaches Bay Street station where the line terminates. There is no weekend service on any of the other NJT rail station in Montclair. Weekend rail service operates between 7am and 12 am with headways of two hours.

Based on US Census 2000 data, approximately 22 percent of the Township lives within a quarter-mile distance of a NJT rail station and 57 percent live within a half-mile radius of an NJT rail station.

5.5.1 Neighborhood Commercial Centers and Train Stations Issues

Like Montclair Center, the neighborhood commercial center and train station issues are based in infrastructure, vibrancy and character, and regulatory framework.

INFRASTRUCTURE

- 1. Insufficient parking and traffic congestion are major obstacles to transit-oriented growth at commercial centers adjacent to train stations.** Without additional infrastructure in place, increasing density at some of these commercial centers will bring additional cars to a stressed vehicle network.
- 2. Despite the availability of public transit and proximity, many people still choose to drive to the busier neighborhood commercial centers.** Even with the traffic and congestion, people still find it convenient to drive to neighborhood commercial centers.
- 3. The intersection at Watchung and Park is unsafe and problematic for both drivers and pedestrians.** With the parking lot, the intersection appears almost as a five-way intersection with stop signs only on Park Street. Curb cuts for the gas station create more potential for conflict between cars and between cars and pedestrians.
- 4. 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.** Upper Montclair is another area where the uninitiated visitor can hold up traffic on Valley Road while trying to figure out a strategy for finding parking. North-bound left turns on Bellevue and Lorraine create additional back up along Valley Road. Buses are also a part of the congestion, as DeCamp buses stop behind Valley Road adjacent to the rail station and NJ Transit buses travel along Valley Road.
- 5. Transit parking lots are underutilized on weekends and holidays.** The policy for their use when the train isn't running or running at a reduced schedule seemed unclear, even

between NJTransit and the Parking Authority.

6. **There's a lack of adequate bike storage at train stations and in some commercial districts.** Without the ability to lock or store a bike, there is little incentive to bike to these areas.
7. **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.** Medians were added at some crossings to provide disincentive to cars trying to go around down crossing arms; however, it is difficult to provide the same kind of control for pedestrians.
8. **There is no weekend train service north of Bay Street Station.** Not only does this mean less service on the weekends for these stations, it also means that station buildings and areas are less busy and unwatched in some areas.
9. **Parking areas surrounding train stations are poorly maintained and unkempt.** Heavy use and winter weather have left some of the station parking lots in rough shape. However, the Parking Authority regularly documents the needed improvements to these lots.



fig 5.7: Example of an empty storefront in the South End Commercial Center.

VIBRANCY + CHARACTER

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 to access parking** (fig. 5.7). Creating two one-way roadways around the South End business district has likely improved traffic flow. However, it has also made it easier to speed through the district without stopping or slowing. Navigating the area as a pedestrian can be confusing and dangerous if walk signs are not followed. A clustering of medical uses brings people to the district, but there are fewer neighborhood-serving commercial uses here.



fig. 5.8: The Valero station at Watchung Plaza.



fig. 5.9: The Watchung Plaza is underutilized.



fig. 5.10: Surface parking adjacent to the Walnut Street Station.



fig. 5.11: Light industrial uses near the Walnut Avenue commercial center.

2. **The gas station at Watchung Plaza is seen as a problem and an opportunity area for development** (fig. 5.8). Situated at the prominent intersection in Watchung Plaza, the gas station is an unwanted gateway to the business district. Unfortunately, because of its location on a difficult intersection, any replacement use will have difficulty siting curb cuts and parking.
3. **The public park/plaza and train station area at Watchung Plaza is underutilized and suffers from lack of maintenance and vandalism** (fig. 5.9). The grade separated station and lack of weekend service mean that the station building is an easy target for vandals after dark and on weekends. The park area is largely underused by the business district, although is an after school hang out for local students.
4. **The areas immediately surrounding train stations are underutilized, often with surface parking lots occupying land closest to the stations** (fig. 5.10). In some of the station areas there is a disconnect between the station and the surrounding business district, filled with surface parking lots. While the parking is extremely valuable, so is the land closest to the station.

REGULATORY FRAMEWORK

1. **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** (fig. 5.11). Commercial development is also spreading along Walnut Street towards Pine, where zoning is currently residential.
2. **Some Train Station Areas lack the opportunity for retail to be in the station or immediately adjacent** (fig. 5.12). This creates a disconnect between the station and the business district and misses an opportunity to capture customers on

the station platforms. In some cases, like Watchung, the grade separation and lack of ramp access to the platform could be a barrier for commercial activity. In other cases, surface parking lots turn the station into an island, separated from business districts.

5.6 Town – Gown Relationship

Montclair State University has been growing rapidly within and beyond the bounds of their traditional campus. The sheer population of the campus has the ability to influence infrastructure improvements and potentially change the character of the surrounding area. The Township has an opportunity to explore how they might be able to take advantage of that growth and the University resources to benefit the community. This may involve both engaging the students, staff, and faculty in living and shopping in the Township as well as looking for ways to encourage business development through partnerships, capturing the intellectual capital of the University.

5.6.1 Town – Gown Relationship Issues

The issues surrounding the Town – Gown relationship are focused on two areas, friction and opportunity. While MSU's physical location causes friction with the surrounding neighborhood, its presence in the community can be an enormous opportunity.

FRICITION

1. **There are major concerns in the surrounding neighborhood about the expansion of Montclair State University beyond its borders and its intentions for homes it has purchased.**
The University, as a State entity, is not required to adhere to local zoning ordinances. As a result, it is difficult to predict how the University may begin to change the adjacent neighborhood as it purchases property.
2. **There is a lack of communication between the school, town, and neighborhood groups related to University expansion**



fig. 5.12: Grade separation near Watchung Plaza.

plans. However, the current Planning Director is working diligently to ensure that the University meets its obligation to come before the Planning Board to discuss its plans.

- 3. As the University grows, there is a concern about parking and traffic spilling into adjacent residential neighborhoods.** As both the student population expands and the University offers more art, cultural, and sporting events to the public, car and bus traffic is also likely to increase.

OPPORTUNITY

- 1. MSU has several regional attractions in the arts and sports that draw people regularly to campus, and this draw puts pressure on traffic congestion, public transit, and parking.** It also has the power to bring people to Montclair that might not otherwise visit the Township.
- 2. MSU has a student body of roughly 18,000 undergraduate and graduate students, as well as approximately 4,445 University employees.** However, Montclair does not do an adequate job of leveraging the buying power, or the creativity, of this population in its commercial districts. While we heard anecdotally that many University faculty and staff live in Montclair, the presence of the University is not as visible as stakeholders feel it could be.
- 3. Little reporting or acknowledgement of students' volunteer contributions in Montclair.** Some stakeholders felt that the presence the University does have in Montclair is under acknowledged and celebrated by both the Township and the University.

6.0 VISION

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 through the creation of the goals, objectives, and recommendations of the Unified Land Use and Circulation Element. The following Vision Statement is broken into the six themes previously presented. Draft statements were vetted through a public workshop and via an online survey.

6.1 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 been signed and striped 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.

6.2 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 of more modest income 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.

6.3 COMMUNITY HEALTH + 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 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.

6.4 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 Ave 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 primary street frontages. 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.

6.5 NEIGHBORHOOD COMMERCIAL CENTERS + 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.

6.6 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.

7.0 GOALS AND OBJECTIVES

7.1 Goals

Based on the issues and vision, four goals were established. Each goal is meant to be broad, succinct direction for the objectives and recommendations:

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

7.2 Objectives

The objectives were derived from the issues identified by the Consultants. They are directed at how we will create land use and circulation solutions to 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. 7.1) showing which objectives advance each stated goal, either directly (d) or indirectly (i). The table also highlights how the objectives meet a number of "filters." The filters are labels that refer to the overall sustainability or health of the Township. They were derived from

recurring ideas, comments, and concerns about the Township's ability to stay in economic, environmental, and social balance or sustainability. We heard these five filters expressed during the public workshops and stakeholder interaction: fiscal, economic, environmental, health, and equity. Each objective also has one or more "measures or indicators." These are quantitative things that can be measured in order to test whether or not the objective has been realized. These measures will become more specific once the recommendations have been created. In the meantime, they are way to measure change within each objective.

Objectives:

1. Provide convenient access for all residents to essential day-to-day goods and services
2. Optimize access options for each business district
3. Encourage a wider mix of contextual commercial uses through zoning and redevelopment tools connected to existing transportation assets
4. Support Montclair Center and the Bloomfield Avenue Corridor as a local and regional economic center
5. Strengthen Neighborhood Commercial Centers as economic subcenters of the Township
6. Create connections between existing parks to form an open space network
7. Advance an interconnected travel system utilizing all forms and combinations of travel to access key destinations in and outside the community
8. Promote more efficient use of existing and proposed parking infrastructure
9. Match density and mix of uses to existing and proposed infrastructure capacity

10. Promote land use, circulation and parking measures that encourage and facilitate travel once/shop thrice behaviors
11. Seek development regulation (zoning, site-plan, design guidelines, redevelopment plans, operations and maintenance) that produce "places" in the public realm consistent with the vision
12. Promote and protect existing residential character and form in established neighborhoods
13. Enable a continued diversity of housing types and values throughout Montclair
14. Encourage the creation of affordable housing units while increasing the total supply
15. Facilitate aging in place in the community
16. Create symbiotic relationship between MSU and Montclair
17. Seek development regulation that enables and encourages conservation of water and energy resources

	Objectives	Goals				Filters					Measures or Indicators
		Ensure a variety of land uses and transportation modes that pursues a balanced mix of activities and vibrancy	Generate and nurture dynamics that support economic viability	Build on and expand transportation choices that ensure convenience, safety, and access	Encourage public realm and private development that maintains the scale and character inherent in the diverse neighborhoods of the Township	Fiscal	Economic	Environmental	Health	Equity	
1	Provide convenient access for all residents to essential day-to-day goods and services	<i>d</i>	<i>d</i>	<i>d</i>	<i>d</i>	x	x		x	x	Distance/travel time from neighborhood centroid to service/retail centers; diversity of goods and services in each district
2	Optimize access options for each business district	<i>d</i>	<i>d</i>	<i>d</i>	<i>i</i>	x	x	x	x	x	Distance/travel time from neighborhood centroid to service/retail centers; diversity of goods and services in each district
3	Encourage a wider mix of contextual commercial uses through zoning and redevelopment tools connected to existing transportation assets	<i>d</i>	<i>d</i>	<i>i</i>		x	x			x	# of new non-retail commercial businesses opened
4	Support Montclair Center and the Bloomfield Avenue Corridor as a local and regional economic center	<i>d</i>	<i>d</i>	<i>i</i>	<i>d</i>	x	x	x			# of patrons from outside of Montclair
5	Strengthen Neighborhood Commercial Centers as economic subcenters of the Township	<i>d</i>	<i>d</i>	<i>i</i>	<i>d</i>	x	x	x			# of new businesses opened; change in vacancy rate of existing spaces
6	Create connections between existing parks to form an open space network		<i>i</i>	<i>d</i>	<i>d</i>	x	x	x	x	x	# of neighborhoods/districts served by each system, by mode; # of neighbor served by 2 and 3 mode choices; miles of bike lanes created; # bicycle parking facilities; percent of streets with sidewalks, crosswalks and pedestrian signals; # of miles of Complete Streets implemented
7	Advance an interconnected travel system utilizing all forms and combinations of travel to access key destinations in and outside the community	<i>d</i>	<i>d</i>	<i>d</i>	<i>i</i>	x	x	x	x	x	# of spaces available 24/7; # of facilities with shared access

fig. 7.1: Goals, Objectives, and Indicators

d = directly advances goal
i = indirectly advances goal

	Objectives	Goals				Filters					Measures or Indicators
		Ensure a variety of land uses and transportation modes that pursues a balanced mix of activities and vibrancy	Generate and nurture dynamics that support economic viability	Build on and expand transportation choices that ensure convenience, safety, and access	Encourage public realm and private development that maintains the scale and character inherent in the diverse neighborhoods of the Township	Fiscal	Economic	Environmental	Health	Equity	
8	Promote more efficient use of existing and proposed parking infrastructure	<i>d</i>	<i>d</i>	<i>d</i>	<i>i</i>	x	x	x	x		# of spaces available 24/7; # of facilities with shared access
9	Match density and mix of uses to existing and proposed infrastructure capacity	<i>d</i>	<i>d</i>	<i>d</i>	<i>d</i>	x	x	x	x	x	% of development within 1/2 mile of infrastructure nodes; increased pedestrians per hour per day
10	Promote land use, circulation and parking measures that encourage and facilitate travel once/shop thrice behaviors	<i>d</i>	<i>d</i>	<i>d</i>	<i>i</i>	x	x	x	x		# of customers who participate non-auto trip chaining
11	Seek development regulation (zoning, siteplan, design guidelines, redevelopment plans, operations and maintenance) that produce "places" in the public realm consistent with the vision	<i>d</i>	<i>i</i>	<i>i</i>	<i>d</i>	x	x	x	x	x	# of districts or % of area regulated
12	Promote and protect existing residential character and form in established neighborhoods		<i>d</i>	<i>i</i>	<i>d</i>	x	x	x		x	degree of changing character via synoptic survey; % of single-family homes remaining
13	Enable a continued diversity of housing types and values throughout Montclair	<i>i</i>	<i>d</i>		<i>i</i>		x			x	# of non-single family units created as a result of zoning
14	Encourage the creation of affordable housing units while increasing the total supply	<i>i</i>	<i>d</i>		<i>d</i>	x	x		x	x	# of newly created affordable units; # of affordable units where affordability is extended (deed restrictions)
15	Facilitate aging in place in the community	<i>d</i>	<i>i</i>	<i>d</i>	<i>d</i>	x	x		x	x	increase in residents staying after 65
16	Create symbiotic relationship between MSU and Montclair	<i>i</i>	<i>d</i>	<i>i</i>	<i>i</i>	x	x				# of institutional and business partnerships; % change in student traffic in business districts
17	Seek development regulation that enables and encourages conservation of water and energy resources		<i>d</i>	<i>i</i>	<i>d</i>	x	x	x	x		# of developments that incorporate water and energy conservation and generation

APPENDIX

Stakeholder and Community Comments

Intra-Township Mobility

What we heard from stakeholders:

- Best Transit service goes to NYC
- Local Transit not a great option for local trips
- Local transit is needed that is safe, consistent, predictable, and convenient
 - Existing rail can be used as light rail within the township, educate/advocate for its use
 - Current light rail goes from Newark to Bloomfield, is there potential to extend it to Montclair?
 - There used to be a Bloomfield Ave trolley that went from Montclair to Newark and one on Valley Road
 - Hoboken has a local shuttle that connects people within the community (The Hop) uses GPS locators that allow people to see where the bus is online and using text messages
 - Majority of existing NJTransit bus stops are not sanctioned stops by the Township, but “courtesy stops” that are unlabeled and drivers are not required to stop
- Bay Street Station Jitney:
 - Currently only afternoon/evening service away from station,
 - not consistent or predictable,
 - hampered by bus maintenance issues
- Traffic:
 - Cars still dominate local transportation methods, it is difficult to live in town without a car
 - Funding from Federal government for County roads depends on County looking at Complete Streets & Multi-Modal planning
 - Speeding reported on many streets including Park, Grove, Harrison, Highland (they studied and complaints are correct), High (avg speed was 31, so more perception issue).
- Pedestrians and Bicycles need to be a priority:
 - need safe corridors that connect amenities
 - Local Complete Streets program to be implemented

through the SAFE (Streets are for Everyone) Program

- Highland Avenue is currently a shared use path by nature of its lack of traffic. It also connects to the park.
- Upper and Lower Mountain are missing some sidewalks.
- Mid block cut-through public ROWs include Essex Way, Hincks Alley, Dikes Lane, and Mid-Park Lane
- Friends of the Ice and Iron are advocating for rails with trails along old njtransit route (used prior to the midtown direct connection to Bay Street), a very small piece is in Montclair, but when approach, there was no support from Township
- There are “share the road” bike markings on Harrison and many bike there.
- Biking on major roads, like Grove St, does not feel safe, especially for children
- Parking is allowed in wider shoulders on main roads, causing conflicts with bikers using shoulders
- Work on Grove Street (to narrow travel lanes and slow traffic) was done; but no comparable work was completed on Elm Street
- People would like to bike to train station, but there is no bike parking at the stations
- The Health Department has received a grant to create bike parking at the stations

Residential Neighborhoods

What we heard from stakeholders:

- R-1 Zones:
 - Strong wording is needed to maintain the zones as single-family
 - Is there opportunity to reduce lot sizes to allow sub-division for smaller lots and homes that remain single-family units
 - Is there a possibility to provide a certain number of waivers (few per year) for smaller lots?
- Adjacent to Montclair State University:
 - University has purchased homes on Normal Avenue
 - Concern that future use in those buildings or on those sites will be out of character with existing neighborhood

- Will homes be used for students? Will more students live in the neighborhood?
- Speculation is a concern in areas in the fourth ward that are near the Bay Street station
- New Construction:
 - Concern that there is no sense of aesthetics for new construction in the township
 - New construction is sometimes out of character with the existing community
 - Can we cull professional experiences in design and architecture for guiding the boards?
 - Use Princeton Futures as an example of good design
- Preserve architectural integrity of residential neighborhoods
- Have tried to find places to build accessible homes for disabled, need this kind of housing throughout town, otherwise people are forced to farther out suburbs that have fewer amenities, but more accessible housing

Affordable Housing

What we heard from Stakeholders:

- Want to spread affordable housing across township, but its economically difficult
- Balance dispersing affordable units vs. practicality of adjacency to transit and services
- Can't assume affordable housing close to transit, would eliminate need for a car
- Most affordable housing in the Mission District
- Difficult for younger people to set up roots in Montclair and for seniors to stay
- Montclair is 48% Rental
- Attempted Accessory Dwelling Unit Ordinance, but ran into questions:
 - Issues with how to set it up, purpose of ordinance, etc.
- Needs – artist, affordable, and workforce housing.

Aging in Place

What we heard from Stakeholders:

- Housing
 - Residents desire to “age in place” in the community near support system, but not necessarily in their current home
 - Not looking for “senior” housing, looking for buildings that are senior-friendly
 - Zero-step entry, elevator, accessible units, doorman building
 - Bel-Air house is best example of that – doorman condo building
 - Roosevelt house, possible Siena
 - Pine Ridge –senior low-income residences
- Access
 - Senior bus route was recently changed to have the same loop everyday, throughout town
 - The bus loops four times per day
 - Concern about generating too much demand that they cannot meet
 - Does zoning create a problem for doctor’s offices to be on the ground floor, where they are most accessible? Reported doctor’s offices are only allowed on upper floors in some areas.
- Parking
 - Parking for town amenities, such as library, makes accessibility difficult for seniors and disabled
 - The township is considering on-street ADA parking spaces
- Seniors feel disrespected
- If seniors saw value in the taxes they paid, it would be worth it to stay

Community Health

What we heard from Stakeholders:

- Food Access:
 - 4 Supermarkets, lots of restaurants
 - Interest in local farming, stormwater management, and green roofs
- Partners for Health launched HEAL Campaign

(Healthy Eating Active Living)

- Goal is to empower communities, families and individuals to change lifestyles and neighborhoods to improve health
- Need to make plans to increase Montclair's population, providing a high quality of life
- Master Plan Conservation Element

Schools

What we heard from Stakeholders:

- Elementary Schools:
 - New residents moving to town don't understand why the integrated schools are important
 - With all the busing and drop offs, every neighborhood school has traffic issues.
 - With Bradford School, spent a year working with them on a traffic solution
 - Garden St. has heavy parent drop off
 - This is near Watchung, narrow street, only about 25' – 30' wide
 - School buses are important because they take cars off the road
 - Breaks up neighborhood, kids don't go to school with their neighbors, parents have to drive you to school
 - Schools are essential to bringing people together
 - Schools – integration has been effective about changing racial attitudes
- High School
 - Kids driving and parents dropping off creates congestion. Consider banning cars to the high school.
 - High school is open campus
 - Students have option to purchase a parking permit
 - High School students have access to permit parking, away from school, but rather seem

to move their cars in the 2-4 hour zones during the day

- On-street parking for HS students, wherever they can get a spot
- Teachers don't have adequate parking and park on street with teacher permits that override other parking restrictions
- Pedestrian Safety
 - Jay-walking an issue at HS and Middle School
 - Some streets, such as Orange Road, are "no cross streets" for buses, so they must turn around and service both sides of the street
 - Crossing guards employed by the city (police) not schools
- Sports, Fields & Facilities
 - Sports teams leave the school and travel to all parts of Montclair and beyond for practice and games
 - Crew goes to Passaic River
 - Cross Country runs all over sidewalks and streets
 - Some teams head to fields, others to MSU facilities
 - Schools have their own fields and facilities that are able to be rented to out of town groups
 - Artificial turf fields are in demand, limited time because of no lighting on the field
- Worry that school capacity maxing out
 - Glad that TOD's may attract less families with children, more Young Professionals

Open space

What we heard from Stakeholders:

- Access to Open Space:
 - Consultant study determinate that Montclair is deficient in Open Space acreage for a town of its size
 - Central area lacking parks

- Highest density areas have the fewest parks
 - School parks are locked after hours
 - Montclair's Open Space is not well connected
- Active Recreation:
 - Not enough ballfields
 - Artificial Turf Field at Woodman
 - Very well-maintained
 - All field uses go through Recreation office
 - Fields are heavily used, field availability is at a Premium
 - Because of constant use, fields difficult to maintain
 - No Lighted Fields Anywhere, because of neighborhood resistance
 - Would like to have Nishuane lit
- County parks well-funded
- Anderson Park
 - Designed by Olmsted Brothers' Firm
 - Lots of funding from County, well-organized Friends Group
- Edgemont Park
 - Municipal Park
 - Not well-maintained
- Glenfield Park
 - County Park
- Nishuane – “best park in town”
 - Served mostly by street parking, one small 30 car lot
 - This is a destination park
- Mountainside Park
 - Parking a problem; Need drop-off space
- 3 Community Swimming Pools
 - Mountainside
 - Nishuane

- Essex Park
- Public space maintenance is significantly down
- Reduced staff overall means less safety
- Some work at parks (lawn mowing) is now outsourced

Montclair Center

What we heard from stakeholders:

- Density and Intensity:
 - Growth is good, but there's generally a high resistance to change
 - Lots of empty commercial space
 - Seems like an appropriate place for the Township to grow, if parking strategies and connectivity to existing transit can be improved
 - Significant increase in building square footage of existing buildings or on parcels in the Center trigger a need to provide parking
 - 6-story height maximum would be difficult to achieve without changing the parking regulations, so it is nearly impossible to reach allowable density currently.
 - Is the 6-story height appropriate?
 - Is it possible to build on Municipal Lots in Commercial Districts?
 - More residents and office are needed to create balance in the BID
 - Recommend growing BID to include growing commercial area (especially on Church Street)
 - DCH site offers potential for new business
- Real Estate Market:
 - Church Street is the highest rent area
 - Upper floors rent for \$12-21/sf
 - East of Willow, ground floors rent for \$17-30/sf
 - West of Willow, ground floors rent for \$30-50/sf

- Virtually no vacancies in 1000 sf or smaller spaces
- In 2K sf spaces and larger, much more vacancy
- Banks are not desired uses but it's difficult to ban and deny landlords the ability to rent to a bank
- Lots of independent retailers, but almost all retail is destination
- Ultimate goal is bowtie turned mall?
- 2007 gap analysis showed that the BID was not meeting restaurant demand
- Many of the restaurants are BYOB
- Montclair has a reputation as a creative place, many offices are rented to architects/lawyers/etc
- Church Street property, just outside of the BID, is leasing 22,000 sf of office that is 100% leased
- Siena on Park Street, residential units range from \$300K to \$1M
- There is a demand for 3,000 – 5,000 sqft space by developers
 - Lots of large spaces vacant, may be too large for developer interest
- May be shortage of Class A Office Space
- Real and perceived parking issues:
 - Parking problem is “perception” and “wayfinding” issue
 - Need roughly 3,000 parking spaces
 - Fullerton Garage has perceived and real safety and circulation concerns
 - Private parking lots are absorbing parking demand at peak times along Bloomfield. Need to establish their legality?
 - Too many parking spaces required
 - Is it possible to reduce the parking requirement to encourage more density? Is it feasible?
 - Cell phone payment system for parking just passed

- Downtown, Montclair Center parking is \$1/ hour, including in the Crescent garage
 - Pedestrian Realm:
 - Difficult for peds crossing Bloomfield – the street is too wide and needs to be calmed perhaps with bulbouts and medians. Un-signalized midblock crossings feel unsafe.
 - Intersections at Valley and at 5 points at Church/Fullerton are difficult for pedestrians
 - Greater sidewalk width in some locations to allow for dining would be desired
 - Park St project – are there other opportunities for that in other areas?
 - Accidents
 - Police has a federally funded program to pull over drivers who fail to yield to pedestrians: working in teams of three, one officer poses as a decoy to cross the street.
 - Pedestrian hits have gone down from 52 in 2009 to 36 in 2010. No fatalities.
 - Generally, fault in accidents is evenly divided between motorists and pedestrians
 - Gaps in the corridor street wall contribute to disconnect between perceived distances and actual distances along Bloomfield:
 - Lackawanna Plaza
 - Potential for increased development through redevelopment
 - Plan to build tall on top of Pathmark
 - Can municipal building be located here?
 - Social Security Building + Muffler Shop
 - Gap between Museum and Center
 - Currently a building in foreclosure, in progress w/parking: 194 bloomfield ave
 - Redevelopment area at Misson and Bloomfield has been left behind other development areas

Neighborhood Commercial Centers

What we heard from Stakeholders:

- All Neighborhood Centers:
 - Look at parking regulations for those areas, it is a deterrent
 - Services & Street Cleaning are needed
 - Encourage alternative transportation
 - Encourage bike share and car share
 - Gas stations in NC zones that are grandfathered in zoning are an issue
 - At Walnut, Watchung, and Upper Montclair, large public parking lots for transit offer future development opportunities
- South End:
 - Traffic Calming is needed for the South End Business District, County is not interested in doing it, conflict with them on roads in this part of town
 - South End business district needs to be improved and upscaled, and linked up with Bloomfield Avenue
- Watchung Plaza:
 - There was an opportunity to replace the gas station with a bank with drive-thru in Watchung, but the Zoning Board of Adjustment would not approve it. Local merchants approved of the change to get rid of the gas station; however, the ZBA said that very few people spoke on its behalf.
 - Perhaps most opportunity in NC zones is at Watchung Plaza
 - Watchung retail area has grown in the last 7 years
 - Park is poorly maintained, has chess tables but is underutilized. Is often populated by groups of students after school gets out.
 - Train station waiting area has been vandalized often. They would like to see it used for something, like a restaurant. It is grade separated from the street and park area.
 - Parking:

- Parking is not an issue in the area. Plaza has 1 hour meters and rear yard parking behind the stores.
 - Access:
 - Watchung and Park intersection – northbound Park has a bus stop lane that is used as a bypass for thru vehicles. Intersection is skewed and complicated. Un-signalized.
 - From the sidewalks, there are multiple pedestrian cut-throughs to the parking lots behind the buildings, some in stores.
- Upper Montclair
 - Access:
 - Major retail located at each end of the corridor – Kings Grocery, which has two access points, has congestion and spills back from the lights.
 - Northbound traffic spills back from Valley and Lorraine to Bellaire House
 - Traffic management on Valley Road is an issue: cars and traffic do not yield and traffic signals don't automatically change (they are not pre-empted) to accommodate emergency vehicles
 - Transportation in and out of the area is tough, due to high retail concentration and people coming from out of the area.
 - Businesses along the main parking lot have entrances facing both the street and the parking lot
 - Parking
 - No wayfinding signage to parking, so people try to park on Valley, not realizing more parking is very close by.
 - Saturday afternoon parking is difficult and traffic is congested.
 - Redevelopment was propose along the

north edge of the parking lot to bring residential development, but community was concerned about parking and increased traffic at the northern edge of the business district. Traffic turning left off of Valley Road creates additional back-up through the commercial district.

- District is a mix of neighborhood retail and destination retail, national chains and locally-owned stores co-exist.
- Bellevue Avenue is a mixed-use area bringing together retail, restaurant, office, and residential, bookended on one side by the library and middle school.
- Walnut Street:
 - Restaurants have become destination and neighborhood amenity
 - Light industrial uses and properties could provide opportunity for redevelopment

Train Stations and Station Areas

What we heard from Stakeholders:

- Quiet Zone
 - 9 year effort for Quiet Zone designation at all 12 grade crossings
 - Made improvements at many, including quad gates, median strips, etc.
 - Just went in to effect January 30, 2011.
 - Concern that Quiet Zone will create safety issues (but it has just been implemented, so unknown effect).
- Access and Parking:
 - Encourage alternative transportation
 - Encourage bike share and car share
 - People would like to bike to train station, but there is no bike parking at the stations
 - Health Dept may be putting in Bike Racks
 - Mountain Ave and Bay Street are the only stations that allow non-Montclair residents to buy a parking permit
 -
- Development

- Opportunity area for redevelopment near Bay Street Station, Pine Street area
- Good places to concentrate increased density
- At Walnut, Watchung, and Upper Montclair, large public parking lots for transit offer future development opportunities

Town-Gown Relationship

What we heard from Stakeholders:

- Unexplored potential for Town-Gown condition
- Students shop along Route 46 – big boxes/holiday inn
- Yogi Berra center on campus as well as sports stadiums and theaters attract a regional draw
 - When Kasser Theatre has events, they rent DeCamp bus to bring people in from Manhattan
- growing, 18,000 students+ traffic and parking will continue to be an issue
- Is there a possibility for Rails with Trails to connect to MSU?
 - NJ Transit is not open to exploring a Rails with Trails option in their ROW
- 40% of faculty live in Montclair
- Opportunities to build on university to foster business development?
 - Can we build on existing local creative professionals and strengths of the university to build more business in Montclair?
 - Business incubator?
- NJ Transit buses were timed at Bay Street Station on the weekends to accommodate students traveling to the University to make the connection from the end of the line to the 28 bus