MASTER PLAN

REEXAMINATION REPORT

BOROUGH OF CHATHAM

MORRIS COUNTY, NEW JERSEY

MAY 2006

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INTRODUCTION

The Municipal Land Use Law (MLUL) requires every municipality in New Jersey to reexamine its Master Plan and development regulations at least once every six (6) years (N.J.S.A. 40:55D-89) to ensure periodic review of information and changing conditions in order to keep municipal planning efforts current. In 2000, the Borough of Chatham adopted its current comprehensive Master Plan.

A public hearing on the Reexamination Report is not required, but the Planning Board must adopt, by resolution, a report on the findings of such reexamination. The Planning Board must submit a copy of the report and resolution to the Morris County Planning Board and the Clerks of all adjoining municipalities.

The MLUL sets forth that the reexamination report address the following five specific areas:

a. Major problems and objectives relating to land development in the Municipality at the time of such adoption, last revision or re-examination, if any;

b. Extent to which such problems and objectives have been reduced or have increased subsequent to such date;

c. Extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for such plan or regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, and changes in State, County and Municipal policies and objectives;

d. Specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared; and

e. Recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the Local Redevelopment and Housing Law, P.L. 1992, c. 79 (C.40A:12 A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

This Reexamination Report has been prepared to meet statutory requirements as specified in the MLUL. This report represents an evaluation of the comprehensive Master Plan Elements and the development regulations, and recommends any necessary amendments or additions to the Master Plan and Land Development Regulations.

The Borough of Chatham Master Plan 2000, hereinafter referred to as the "Master Plan," consists of several elements, including land use, circulation, community facilities/open space, housing, recycling and solid waste, economics, and compatibility with other planning efforts.

Other planning efforts undertaken by the Borough since the time of the last Master Plan include the following:

- March 2006: Stormwater Management Ordinance
- December 21, 2005: Amendment to the Housing Element and Fair Share Plan of the Borough Master Plan
- September 2005: Re-zoning a portion of lands in M2 District to Conservation, for consistency with State Development and Redevelopment Plan
- May 2005: Canopies/Awnings Ordinance
- April 2005: Doors and Windows Signs Ordinance
- March 2005: Borough of Chatham Stormwater Management Plan, prepared by Dewberry-Goodkind, Inc.
- July 20, 2004: State Development and Redevelopment Plan Cross-Acceptance Questionnaire
- May 2004: Steep Slopes Ordinance
- March 8, 2004: Well-Head Protection Ordinance (Chapter 148)
- February 2004: Transportation Enhancement Grant Application for Chatham Village Revitalization
- July 2002: Open Space and Recreation Plan Element, prepared by the Morris Land Conservancy with the assistance of the Chatham Open Space Committee
- September 2002: Decks Ordinance
- November 2002: Fences Ordinance
- November 2002: Lot Coverage Ordinance
- 2001: Open Space Inventory, prepared by the Chatham Borough Environmental Commission

PROBLEMS AND OBJECTIVES AT TIME OF ADOPTION OF LAST COMPREHENSIVE MASTER PLAN AND THE EXTENT TO WHICH THEY HAVE BEEN ADDRESSED

The first and second requirements of the Reexamination Report are to present:

a. *The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report;* AND
b. *The extent to which problems and objectives have been reduced or have increased subsequent to such date.*

MAJOR PROBLEMS/ISSUES AT TIME OF LAST MASTER PLAN

Problems relating to land development at the time of the last Master Plan included the following:

Land Use Plan:

1. Preservation of the character of neighborhoods and open space.
2. Land acquisition along the Passaic River for a greenway, and development of recreation on west bank.
3. Affordable Housing compliance; compliance with Cycle II (1986-1999) Plan.

Circulation Plan:

1. Intersection congestion at:
   a. Washington and Watchung Avenues
   b. Lafayette Avenue and Main Street
   c. Passaic Avenue at Weston Avenue
2. Short supply of parking for commuters in downtown.
3. Insufficient supply of parking in Memorial Park and municipal library area.

Possible solutions for these problems that were recommended in the Master Plan included:

1. Intersection improvements, including a potential traffic light at Passaic at Weston.
2. Promoting bus ridership, especially to local destinations. That means, among other things, posting of schedules and working with the bus companies to attract customers.
3. Encouraging the use of vans for transportation to the railroad station and possible other purposes. The 9-year old Senior Citizen "Van Go" and Chatham Township's experimental van transport to the train were encouraging models.
4. Acquisition of properties adjoining the downtown Central Business District (CBD) for shoppers or commuter use. The Borough should also explore the rental or purchase of any available parking lots.

5. Making bicycle use more attractive, for both recreation and transportation. The County has advanced this goal, but creation of bike lanes through Chatham streets presently appears infeasible. However, the Environmental Commission considered the idea of establishing bike paths in several of the potential recreation spaces in town. Bike safety has been and continues to be taught in all three elementary schools.
6. Dealing with the effects of increased vehicular count from the North Passaic Avenue housing development; e.g. altering speed limits, making safe the affected intersection, preventing short-cutting via current unimproved streets and driveways, and other such adjustments.
7. Promoting the habits of walking or carpooling to the bus or train.
8. Promote cooperative relationship with the Borough's neighbors.

Conservation Plan:

1. Preservation of land along the Passaic River and other open space in the Borough.
2. Conservation of steep slopes.
3. Conservation of well-head protection areas.
4. Control of stormwater runoff.
5. Enhance usability of existing recreation fields to maximize potential.

Historic Preservation Plan:

1. A new historic preservation ordinance was recommended that would include portions of Main Street as an historic district.
2. The continuation of the survey process in order to identify all the historic sites and districts in the Borough was considered to be important. Certain sites, long recognized locally as historic, which are potentially endangered by virtue of their location or use, should receive highest priority for official identification.
3. Creating and implementing planning and zoning procedures and regulations which will protect and enhance the Borough's historic character was recommended.
4. With respect to the Main Street Historic District, pursue innovative zoning tactics not inconsistent with the law, such as reduction of parking and dimensional requirements for approved restoration or rehabilitation of historic buildings.
5. Encourage those extra architectural and landscaping features which add to historic settings. Give priority to the provision of trees and landscaping, shielded parking areas, improved lighting and signs for the Main Street Historic District.
6. Develop Borough administrative approaches to the preservation of historic sites and districts.
    a. Make available the Design Guidelines for Rehabilitation and New Construction in the Main Street Historic District and continue to publicize them.
    b. Inform owners of historic properties about the 1998 NJ Rehab Subcode Section 5:23-6.33 which deals with Historic Buildings.

c. Investigate limited property tax abatement for the restoration, rehab or protection of endangered properties of unusual merit.

d. Enforce maintenance codes so that historic buildings are not left to deteriorate beyond rehabilitation.

7. Encourage civic pride in the Borough as a community that has respect for its past.

a. Give public support and recognition to preservation accomplishments by such means as the Preservation Commission Flag Award.

b. As appropriate, sponsor public workshops, conferences, meetings and publications, acquaint property owners with the significance of their buildings, offer technical advice about appropriate treatment of historic buildings and inform owners about NJ and National Register eligibility and local designation.

c. Continue to join with civic groups in sponsoring efforts which celebrate or publicize the Borough's heritage.

MAJOR OBJECTIVES AT THE TIME OF THE LAST MASTER PLAN

The Major Objectives at the time of the last Master Plan are summarized as follows:

1. Preservation and enhancement of the small-town character of the Borough, including population densities, land use, the historic downtown and recreational facilities, while still providing opportunities for new growth and changes in lifestyle.
2. Continue the Borough's self-sufficiency with regard to public schools and infrastructure in an effort to maintain community identity.
3. Monitor changes in plans and regulations at the County and State level to ensure that the Borough is not adversely impacted. Changes in adjacent and surrounding municipalities should also be monitored for their effects on the Borough, and how the Borough's plans will affect other municipalities.
4. Enhance existing structures and land in a manner that is compatible with existing neighborhood character by encouraging rehabilitation and maintenance.
5. Encourage civic pride in the Borough as a community that has respect for its past by regulating development in and around historic districts and landmarks in terms of use and architecture, and by continuing to regulate modifications to historic structures themselves.
6. Minimize conflicts between shopper and commuter parking, and between circulation needs for local vs. regional traffic.
7. Maintain the downtown business district as a viable district that can serve the daily needs of residents through a variety of businesses.
8. Maximize the use of existing recreation infrastructure by continuing to share facilities with the Board of Education, and by making existing facilities as usable as possible.
9. Preserve a greenbelt along the Passaic River.
10. Open space preservation should emphasize the protection of significant wooded areas, floodplains, steep slopes, wetlands and high water table areas.

NEW OBJECTIVES ADOPTED AS AMENDMENTS TO THE MASTER PLAN SUBSEQUENT TO 2000

After the adoption of the last Master Plan, the Borough adopted additional Elements that had the following goals and objectives:

2002 Open Space and Recreation Plan Goals:

1. Preservation and enhancement of historically significant areas in the community.
2. Protection of the groundwater supply to ensure a continued supply of water for the Borough.
3. Protection of well heads in the Borough to ensure the quality of the drinking water supply.
4. Protection of the Passaic River corridor through the Borough.
5. Preservation of wetlands, woodlands and watershed recharge areas.
6. Creation of new recreational facilities.
7. Establishment of a greenway linking parks along the Passaic River to municipal holdings in the northern part of Chatham Borough and into other communities.
8. Preservation of the remaining tract of farmland in the Borough.
9. Protection of community vistas and gathering points.

2005 Stormwater Management Plan Goals:

1. Reduce flood damage, including damage to life and property.
2. Minimize, to the extent practical, any increase in stormwater runoff from any new development or redevelopment.
3. Reduce soil erosion from any development or construction project.
4. Assure the adequacy of existing and proposed culverts and bridges, and other in-stream structures.
5. Maintain groundwater recharge where feasible.
6. Prevent, to the greatest extent feasible, an increase in non-point pollution.
7. Maintain the integrity of stream channels for their biological functions, as well as for drainage.
8. Minimize pollutants in stormwater runoff from new and existing development to restore, enhance, and maintain the chemical, physical, and biological integrity of the waters of the State, to protect public health, to safeguard fish and aquatic life and scenic and ecological values, and to enhance the domestic, municipal, recreational, industrial, and other uses of water.
9. Protect public safety through the proper design and operation of stormwater basins.

EXTENT TO WHICH MAJOR PROBLEMS AND OBJECTIVES HAVE BEEN REDUCED OR HAVE INCREASED

Many of the problems and issues at the time of the last Master Plan have either been addressed or have not been identified as issues at this point in time. The following activities in the Borough helped to address cited problems at the time of the last Master Plan:

1. Adoption of the Open Space and Recreation Plan in 2002, and approval of the Open Space Trust Fund tax.
2. Acquisition of parcels along the Passaic River has brought the Borough closer to its goal for a Passaic River greenway.
3. The Zoning Ordinance was amended to reduce the parking requirement for restaurants in the downtown, which has increased the number and variety of restaurants.
4. A steep slopes protection ordinance was adopted.
5. A well-head protection ordinance was adopted.
6. The municipal Stormwater Plan was approved by the Borough and a stormwater control ordinance has been adopted which fits the Borough's specific needs. The Stormwater Management Plan remains valid.
7. The Historic Preservation Ordinance was replaced in its entirety to designate a portion of Main Street as a local historic district and to codify the Design Guidelines for Rehabilitation and New Construction in the Main Street Historic District. Additionally, mechanisms for the Historic Commission's review of plans were codified.
8. The Borough submitted a TEA-21 grant application for streetscape improvements to Main Street; however the grant was not awarded.
9. The Borough received Substantive Certification for its amended COAH plan in 2003 and has implemented that plan.
10. Impacts from the large residential project in Florham Park were not as significant as anticipated, partially due to the commuter shuttle that serves that development.
11. Heavy traffic on Main Street that was to be alleviated by the opening of Route 24 has only partially been alleviated. However, traffic on parallel local streets such as Kings Road and Woodland Avenue has diminished more significantly.

Status of Remaining Problems

Remaining problems and issues from the time of the last Master Plan, and their status, include the following:

1. Preservation of the character of neighborhoods and open space. This is a long-term issue facing the Borough. Property values in the area have encouraged the expansion or rebuilding of dwellings on lots that historically contained smaller buildings. The larger buildings are often out of character with the existing neighborhood. The Borough's floor-area-ratio has only partially ameliorated this problem.
2. Property and building maintenance. This is another on-going concern.
3. Continued land acquisition along the Passaic River for a greenway, and development of recreation on west bank. Land has been acquired in this area since the time of the last Master Plan and the adoption of the 2002 Open Space and Recreation Plan. However there are additional parcels that are targeted for preservation or the acquisition of easements in order to complete the greenway.
4. Preservation of additional open space. A 2025 goal of 248 acres had been set by the Borough, which essentially has been met (243 acres) with the recent acquisition of the 50-acre New Jersey American Water Company parcel located on the Passaic River. Other small sites continue to be considered for acquisition to complete greenbelts, trails and links between parcels as well as protection of environmentally sensitive land such as a steep slopes, wetlands and floodplain.
5. Intersection congestion at:
   a. Washington and Watchung Avenues due to school traffic, which may be exacerbated by planned future additions to Washington Avenue School. The Board has provided input to the Board of Education regarding its concerns in this matter.
   b. Lafayette and Main Street. Left turn lanes and left turn lights have been installed at this intersection. Their efficacy has not yet been measured because the light was not operational at the time of this report.
   c. The ingress and egress of students in the morning and afternoon at the Montessori School at the Ogden Memorial Presbyterian Church on Elmwood Avenue has become a circulation issue in this area.
   d. Lum Avenue and Chatham Street. Traffic studies are currently underway at this intersection. In general, traffic impacts from ingress and egress of students at schools should be thoroughly studied to determine how such impacts can be mitigated.
6. Insufficient supply of parking in the Memorial Park and municipal library area. The Borough has established a Memorial Park Committee to examine solutions to this problem, as well as other issues.
7. Control of stormwater runoff. The Borough is in the process of reviewing its municipal stormwater ordinance with regard to properties not subject to the stormwater ordinance or the New Jersey Residential Site Improvement Standards (RSIS).
8. Enhancing usability of existing recreation fields to maximize potential. The Borough is currently examining the issue of usability and how to enhance existing facilities.

9. Completion of the historic survey process to identify all the historic sites and districts in the Borough. Certain sites, long recognized locally as historic, which are potentially endangered by virtue of their location or use, should receive highest priority for official identification. The Historic Preservation Commission has started an Adopt A House program whereby volunteers will perform historic research on houses in the Borough. Such research could form the foundation for State and/or National Register of Historic Places petitions.

10. With respect to the Main Street Historic District, pursuit of innovative zoning techniques. Techniques such as reduction of parking and dimensional requirements for approved restoration or rehabilitation of historic buildings could be used as an incentive for property investment and improvement. The Borough's parking ordinance has been modified to require less parking for restaurants, which has added to the vitality of the downtown.

11. Enhancement of the historic district. Extra architectural and landscaping features which add to historic settings should be encouraged. Give priority to the provision of trees and landscaping, shielded parking areas, improved lighting and signs for the Main Street Historic District. The Borough has applied for a streetscape grant, and is encouraged to resubmit an updated grant package for NJDOT or other funding.

12. Develop Borough administrative approaches to the preservation of historic sites and districts.

    a. Investigate limited property tax abatement for the restoration, rehab or protection of endangered properties of unusual merit. The Borough could pursue Rehabilitation Area designation of the historic district per the New Jersey Local Housing and Redevelopment Law. Such designation would permit the governing body to grant 5-year tax abatements for improvements.

    b. Enforce maintenance codes so that historic buildings are not left to deteriorate beyond rehabilitation. Also, the historic preservation ordinance could be modified to require architectural surveys of historic structures at the intensive-survey level, or completion of an Historic American Building Survey prior to the approval of demolition permits to encourage preservation.

13. Encourage civic pride in the Borough as a community that has respect for its past.

    a. Give public support and recognition to preservation accomplishments by such means as the Preservation Commission Flag Award. The Historic Preservation Commission does award a plaque annually for the best building restoration in the Borough.

    b. As appropriate, sponsor public workshops, conferences, meetings and publications, acquaint property owners with the significance of their buildings, offer technical advice about appropriate treatment of historic buildings and inform owners about NJ and National Register eligibility and local designation.

EXTENT OF SIGNIFICANT CHANGES IN ASSUMPTIONS, POLICIES AND OBJECTIVES

The third provision of C. 40:55D-89 requires that the Reexamination Report address:

c. *The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation, collection, disposition and recycling of designated recyclable materials and changes in state, county and municipal policies and objectives.*

There have been a number of changes in the assumptions, policies and objectives that form the basis for the Master Plan and development regulations, particularly in terms of State-level policies. In addition to policy changes, there have been demographic changes in the Borough that while not significant enough to affect local policies, should be noted.

DEMOGRAPHIC CHANGES

Since the Master Plan was adopted, the 2000 U.S. Census occurred and the results were compiled by the U.S. Census Bureau. Census data provides demographic information that the Borough can use in its planning processes.

In 2000, the resident population of Chatham Borough was 8,460, which was a 6 percent increase over 1990's population of 8,007. Density in the Borough increased from 3,336 persons per square mile to 3,506 persons per square mile between 1990 and 2000, and median age decreased from 37.5 to 36.9 during the same time period.

Population Data – Chatham Borough	1990	2000	Change
Total Population	8,007	8,460	453
Land size (sq. mi.)	2.4	2.4	0
Density (persons / sq. mi.)	3,336	3,506	170
Male	3,754	4,037	283
Female	4,253	4,423	170
Median Age (years)	37.5	36.9	-0.6

Source: Morris County Planning Board

Historically, population growth in the Borough has been erratic, and since 2000 has been declining. The Borough's population is becoming a decreasing percentage of the County's overall population as the years progress.

Historical Population and Growth Rates
Chatham Borough v. Morris County

Year	Chatham Borough			Morris County			Chatham as % of County
	Population	# Increase	% Increase	Population	# Increase	% Increase	
1940	4,888	–	–	125,732	–	–	3.9
1950	7,391	2,503	51.2	164,371	38,639	30.7	4.5
1960	9,517	2,126	28.8	261,620	97,249	59.2	3.6
1970	9,566	49	0.5	383,454	121,834	46.6	2.5
1980	8,537	(1,029)	(10.3)	407,650	23,147	6.0	2.1
1990	8,007	(530)	(6.2)	421,353	13,707	5.2	1.9
2000	8,460	453	5.7	470,212	48,859	11.6	1.8
2004	8,428	(32)	(0.4)	488,173	17,961	3.8	1.7

Source: U.S. Bureau of the Census.

Age distribution in 2000 was skewed toward persons aged 35 to 44, with those aged 25 to 34 representing the next largest age cohort. The smallest age cohort is those aged 85 and older. As seen in the table, below, the younger age cohorts are larger than those aged 55 years and older. In general, the younger age cohorts have been increasing since 1990, while the older cohorts have been decreasing. That trend, however, may somewhat reverse as those aged 34 to 54 continue to age.

Age Distribution – Chatham Borough
1990 and 2000

	1990		2000		Change 1990-2000	
Age Category	#	%	#	%	#	%
Under 5 years	616	7.7	871	10.3	255	41
5 to 9 years	509	6.4	692	8.2	183	36
10 to 14 years	478	6.0	553	6.5	75	16
15 to 19 years	436	5.4	378	4.5	-58	-13
20 to 24 years	355	4.4	217	2.6	-138	-39
25 to 34 years	1,242	15.5	1,157	13.7	-85	-7
35 to 44 years	1,385	17.3	1,680	19.9	295	21
45 to 54 years	938	11.7	1,116	13.2	178	19
55 to 59 years	388	4.8	374	4.4	-14	-4
60 to 64 years	378	4.7	324	3.8	-54	-14
65 to 74 years	669	8.4	537	6.3	-132	-20
75 to 84 years	494	6.2	413	4.9	-81	-16
85+ years	119	1.5	148	1.7	29	24
TOTAL	8,007	100.0	8,460	100.0	453	6

Source: Morris County Planning Board and U.S. Bureau of the Census.

Historically, age distribution in the Borough has been fairly consistent, with some variations through the years.

Historical Age Distribution
1960 to 2000

Age Group	Year									
	1960		1970		1980		1990		2000	
	#	%	#	%	#	%	#	%	#	%
< 5	960	10.1	772	8.1	491	5.8	616	7.7	871	10.3
5 – 14	1,927	20.2	1,827	19.1	1,233	14.4	987	13.7	1,245	14.7
15 – 24	930	9.8	1,127	11.8	1,081	12.7	791	8.5	595	7.0
25 – 34	1,089	11.4	1,133	11.8	1,302	15.3	1,242	15.5	1,157	13.7
35 – 44	1,481	11.4	1,168	12.2	1,080	12.7	1,385	17.3	1,680	19.9
45 – 54	1,416	14.9	1,254	13.1	1,040	12.2	938	11.7	1,116	13.2
55 – 64	879	9.2	1,204	12.6	1,028	12.0	766	9.6	698	8.3
65 +	835	8.8	1,081	11.3	1,278	15.0	1,282	16.0	1,098	13.0

Source: U.S. Bureau of the Census.

As indicated in the table, below, in absolute terms, the number of family households in the Borough increased slightly between 1990 and 2000, from 2,285 to 2,384. The percentage of family households also increased, while the percentage of non-family households fell. The total number of households increased from 3,095 to 3,159. The number of families with children under 18 increased from 1,025 to 1,270, and increased as a percentage of all families by 8.4 percentage points.

Contrary to county, state and national trends, average household and average family size in the Borough increased between 1990 and 2000. Average household size increased from 2.58 to 2.67, and average family size increased from 3.05 to 3.14.

Households by Type and Size (1990-2000) – Borough of Chatham				
	1990		2000	
	#	%	#	%
Family Households	2,285	73.8	2,384	75.5
Non-Family Households	810	26.2	775	24.5
TOTAL	3,095		3,159	
Families With Children Under 18	1,025		1,270	
Percentage of All Families	44.9%		53.3%	
Average Household Size				
Chatham - Average Household Size	2.58		2.67	
Average Family Size	3.05		3.14	
Morris County - Average Household Size	2.78		2.72	
Average Family Size	3.21		3.18	

Source: U.S. Bureau of the Census.

The table below shows changes in income between 1990 and 2000. Income at all levels has increased since 1990; however income increases in the Borough have been more significant than those at both the County and State levels. In the Borough, median family income is higher than median household income, and increased by 67.8 percent over the 10-year period. Per capita income increased by 66.0 percent. Incomes in the Borough are approximately twice those of the State as a whole.

Income Data (1990-2000) – Borough of Chatham, Morris County, and State of New Jersey				
	1989 ($)	1999 ($)	Change ($)	Change (%)
Chatham Borough				
Median Household	62,129	101,991	39,862	64.2
Median Family	71,292	119,635	48,343	67.8
Per Capita	31,947	53,027	21,080	66.0
Morris County				
Median Household	56,273	77,340	21,067	37.4
Median Family	62,749	89,773	27,024	43.1
Per Capita	25,177	36,964	11,787	46.8
State of New Jersey				
Median Household	40,927	55,146	14,219	34.7
Median Family	47,589	65,370	17,781	37.4
Per Capita	18,714	27,006	8,292	44.3

Source: U.S. Bureau of the Census.

As indicated in the table below, the number of housing units in the Borough increased by 78 units between 1990 and 2000. As a percentage of total units, the percentage of occupied units decreased slightly, while the percentage of owner-occupied units increased and the percentage of renter-occupied units decreased. The number of vacant units increased by 2.3 percent, from 59 to 73 units. Since the time of the 2000 Census, the Borough has experienced a net increase of approximately 13 dwellings.

In terms of value, housing values in the Borough increased by over 48 percent between 1990 and 2000, while median contract rent increased by over 32 percent. The percentage increase in housing value was far more significant than the County's overall increase of only 18.5 percent. Median contract rent increased in the Borough by almost 33 percent; however contract rents in the County as a whole increased by almost 34 percent. Although the 1990 and 2000 Census data indicate a perceived change in median housing values of only 48% over the 10-year period, the actual market values used for the recent revaluation in Chatham indicate a more rapid rate of increase. The average residential housing unit value increased from $242,800 in the 1991 revaluation to $647,400 in the 2004 revaluation, an increase of 167%. This corresponds to an average compounded annual increase of about 8% over the 13 years, where the Census data indicate only a 4% compounded annual increase over 10 years. The other notable point from the revaluation shows that the land portion of the residential land and improvement valuations climbed from 1/3 of the total value to 2/3 of the total value in this time period. This more rapid increase in residential land valuations in recent years in Chatham and the surrounding region is probably one of the major drivers in the rising wave of teardowns and larger replacement homes, especially for small, older homes on the larger lot sizes.

Housing Units – Number, Occupancy, Tenure and Value (1990-2000)
Borough of Chatham

	1990		2000	
	Total	Percentage	Total	Percentage
Chatham				
Total Number Housing Units	3,154	100.0	3,232	100.0
Occupied Units	3,095	98.1	3,159	97.7
Owner-Occupied	2,405	76.3	2,511	77.7
Renter-Occupied	690	21.9	648	20.0
Vacant Units	59	1.9	73	2.3

			Change	
	1990 ($)	2000 ($)	$	%
Chatham				
Median housing unit value	254,300	376,900	122,600	48.2
Median gross rent	815	1,082	267	32.8
Morris County				
Median housing unit value	217,300	257,400	40,100	18.5
Median gross rent	659	883	224	33.9

Source: U.S. Bureau of the Census.

In summary, the Borough has experienced a population increase of almost 500 people since the 1990 U.S. Census. The current population of the Borough contains more school-age children and persons of working age, but fewer elderly persons. Income has increased at a faster rate than in Morris County and New Jersey as a whole. Housing value has increased at a faster rate than Morris County as well. The demographic changes over the decennial census period are not significant enough to change land use policy at this time; however they can be used as guidelines for planning for the Borough's recreational, educational and other community needs in the future.

STATE POLICIES

The State has promulgated and enacted several land use planning-related policies and programs that impact land use planning in the Borough.

State Plan

The State Development and Redevelopment Plan ("State Plan") has increased in importance over the years as it becomes further tied to State policies and regulations of all State-level agencies and departments. As such, State funding and approval of permits is now more closely linked to the State Plan than ever, and the Planning Area designations on the State Plan Policy Map in particular.

Cross Acceptance III

As a result of the adoption of the State Planning Act of 1985, N.J.S.A. 52:18A-196 *et seq.*, the New Jersey State Development and Redevelopment Plan is reexamined every three years by the State Planning Commission via a Cross Acceptance Process in which planning policies are reviewed by government entities and the public to check for consistency with each other and the State Plan.

In 2004, the State released the Preliminary State Development and Redevelopment Plan, and the Preliminary State Plan Policy Map for the third round of Cross Acceptance. The Map features Planning Areas, Designated Centers and Critical Environmental and Historic Sites, which are intended to help implement the goals and policies of the State Plan, and guide future growth and development in New Jersey. Chatham Borough participated in the Cross Acceptance process.

In general terms, the Preliminary State Plan Policy Map places the majority of the Borough in the Metropolitan Planning Area (PA 1). Lands in PA 1 generally have existing infrastructure to support much of the State's new growth and redevelopment. The north- and northwestern portions of the Borough, including Milton Avenue Woods, Wuhala Woods and land on the Passaic River have been earmarked by the State Planning Commission for conversion from PA 1 to Planning Area 5—the Environmentally Sensitive Planning Area. The Borough requested that lands that are not currently preserved as open space should remain PA 1 to ensure that they can be developed and redeveloped in the future. The Borough requested that residentially-zoned parcels that are already developed with housing should be located entirely in PA 1, not partially in PA 5, to ensure that they can be developed and redeveloped in the future.

State Plan Preliminary Policy Plan Map

Planning Areas

Metropolitan Planning Area (1)

Sewered PA5

Plan Endorsement

The Center Designation process has been replaced by the Plan Endorsement process (http://www.nj.gov/dca/osg/plan/endorsement.shtml), which seeks to ensure that planning throughout a municipality is consistent with the goals and policies of the State Plan. Plan Endorsement is a requirement for achieving Substantive Certification from the Council on Affordable Housing (COAH), and generally entails comparing existing zoning and land use practices to the key concepts and policies of the applicable State Plan Planning Area. The Borough has petitioned for Substantive Certification from COAH; therefore it will be required to pursue Plan Endorsement from the State Planning Commission, usually within one year of receipt of Substantive Certification. Some State grant monies are available to undertake the process; however the Borough may have to set aside its own funds in case monies are not available.

Council on Affordable Housing (COAH)

The Borough received Substantive Certification from COAH for the first and second housing rounds (1986-1999). The Borough recently filed its 3rd round (2000 to 2014) plan with COAH and petitioned for Substantive Certification. For the 3rd round, (http://www.state.nj.us/dca/coah/handbook/handbook2005.pdf), COAH has established a 2-unit rehabilitation obligation for the Borough, and the North Jersey Transportation Planning Authority (the Metropolitan Planning Organization for North Jersey) has projected the Borough's growth share obligation at 8 affordable units. The Borough's plan states that it believes its obligation will be about 8 given anticipated development trends and available land in the Borough, and is planning to address the obligation accordingly.

NJDEP Amended Stormwater Rules

As a result of the United States Environmental Protection Agency's (USEPA) Phase II stormwater rules published in December 1999, NJDEP has developed a Municipal Stormwater Regulation Program (http://www.state.nj.us/dep/dwq/municstw.html) and new rules to facilitate implementation of the program. The Stormwater Regulation Program has been created to address pollutants entering State-regulated waters from storm drainage systems owned or operated by local, State, interstate or Federal government agencies. USEPA regulations refer to these systems as "municipal separate storm sewer systems" (MS4s). The objectives of the program rules are to improve runoff quality, provide increased groundwater recharge, decrease runoff and protect environmentally sensitive waterways (Category One waterways). There are no Category One waterways in the Borough. The Borough is classified as a "Tier A" municipality, and will therefore be required to provide the following in order to receive a NJPDES permit to continue discharging into a State waterway:

- Develop and file a Stormwater Management Plan and Stormwater Pollution Prevention Plan with NJDEP. The Stormwater Management Plan must be filed within 12 months of the effective date of authorization of the regulations. The Borough has completed this step.
- Adopt stormwater and waste disposal ordinances if not already adopted. The Borough adopted a new Stormwater Control Ordinance in March 2006 and has also adopted new waste disposal ordinances.
- Provide local public education on non-point source pollution. The Borough calendar includes educational information on non-point source pollution.
- Map and label storm drains in an effort to minimize dumping of pollutants by the public into the storm drains. The Borough has completed labeling its storm drains.
- Retrofitting of storm drain inlets to provide better filtration.
- Provide a plan for storm sewer system operation and maintenance.
- Map illicit sewer connections and outfall pipes.
- Plan for increased street sweeping, if found to be inadequate.
- Establish controls to minimize roadway erosion.
- Develop a plan for outfall pipe stream scouring remediation.

- Provide a plan for municipal maintenance yard operations that will minimize non-point source pollution. The Borough has constructed a salt dome at the Department of Public Works site for storage of road salt.

LOCAL OPEN SPACE AND RECREATION PLAN

The Borough established a dedicated tax for the acquisition of open space at a rate of $0.01 per every $100 of assessed property value beginning in 2002. Monies are placed into an Open Space Trust Fund that is to be used for the acquisition of open space, the creation of recreation and historic preservation purposes. An Open Space Committee was established to oversee the implementation of the Open Space and Recreation Plan that was adopted by both the Planning Board and the Governing Body, and to recommend parcels for preservation to the Borough Council. As of January 2006, 243 acres of open space, including Stanley and Shepard Kollock Parks along the Passaic River, Wuhala Woods, Milton Avenue Woods and several smaller scattered municipal parks, had been preserved, out of a Year 2025 goal of 248 acres.

Sites indicated as targets for preservation included the 2-acre farmland parcel in the Borough located between Fairmount and Hillside Avenues, privately-owned vacant land, municipally-owned land not included in the Borough's Recreation and Open Space Inventory, private recreation sites and underutilized industrial properties. The lack of recreation field space was identified as an issue, as well as the overuse of existing fields.

Additional recommendations include:

1. Adding to the Passaic River "Blueway," i.e., connecting open spaces along the Passaic River to provide passive recreation opportunities and a buffer from non-point sources of pollution.
2. Greenway from Stanley Park to Shepard Kollock Park.
3. Extend Milton Avenue and Wuhala greenways.
4. Preserve open space in well-head protection areas.
5. Create new trails in Wuhala and Milton Avenue Woods.
6. Enact or enhance existing critical areas ordinances to protect at a minimum: floodplains and wetlands, stream corridors, steep slopes, well-head protection areas and groundwater recharge areas. The Borough has already adopted steep slopes and well-head protection ordinances.
7. Pursue the listing of additional historic sites in the state and national registers of historic places.

SPECIFIC CHANGES RECOMMENDED FOR THE LAND DEVELOPMENT ORDINANCE AND MASTER PLAN

The fourth provision of C. 40:55D-89 requires that the Reexamination Report address:

d. *The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.*

The Board has reexamined its underlying planning objectives for the Borough, and has also prepared recommendations for changes to the development regulations and the Master Plan.

CHANGES IN UNDERLYING OBJECTIVES

The Board has established the following new planning goals, objectives and implementation strategies:

GOAL 1: Preserve Chatham's self-sufficient, small town character. Chatham's historic growth has occurred with a centralized community infrastructure and well-defined commercial and industrial areas along well-established transportation corridors. The local schools, library, fire and police facilities, parks and recreation facilities, water supply system, wastewater treatment facilities and railroad station all provide a tangible sense of community and self-sufficiency, whether owned and operated privately, publicly or jointly with adjacent towns.

Objectives:

1. Promote continuity of established commercial, industrial and residential neighborhoods that contribute to the current character of the Borough and the well-being of its citizens.
2. Assure future local development or redevelopment adequately considers the impacts on existing infrastructure and community facilities, and provides adequate open space and recreation opportunities for residents.
3. Promote conservation of historic sites and districts.
4. Protect local natural resources that provide the Borough's water supply, prevent flooding and provide recreation opportunities.
5. Consider common regional issues, such as water supply, stormwater management, transportation and recreation as opportunities for cooperative regional solutions.

Implementation Strategies:

1. Ensure that approved development plans are consistent with the Land Development Regulations.
2. Ensure that regulations as well as infrastructure investments and other related programs are consistent with the Borough's Master Plan and Stormwater Management Plan.
3. Promote closer coordination between the Zoning and Planning Boards and the Construction Office.
4. Revise development checklists used by the Construction Office and information packages created by the Planning and Zoning Boards to improve preparation by applicants seeking variances and other approvals.

GOAL 2: **Keep a reasonable mix of residential properties available in the Borough.** The Borough is almost fully developed, with less than 20 vacant, residentially-zoned parcels remaining. More than 2,500 (79 percent) of the Borough's 3,160 total housing units are owner-occupied. The current mix of predominantly single-family dwellings, combined with townhouses and multi-family apartments, provides a reasonable variety of options for a population with a range of family sizes and economic circumstances. As older housing stock is updated and redeveloped, this diversity of housing types and affordability for all age groups should be maintained and enhancements made where feasible.

Objectives:

1. Promote appropriate population densities and bulk standards that contribute to the well-being of persons, neighborhoods and the community.
2. Promote preservation and investment in existing housing stock, and develop new housing stock to meet affordable housing goals in order to allow a variety of family types and persons of all ages to live in the community.
3. Assure adequate light, air and open space.
4. Promote desirable neighborhood environments through good civic design.

Implementation Strategies:

1. The Planning Board should work with the Borough Council and the Board of Health to evaluate and improve the current property maintenance code and publicize availability of rehabilitation funding for qualified properties that has been raised as part of the Mandatory Developers Fee Ordinance.
2. Review residential bulk regulations of the Land Development Regulations in relation to changing lifestyles and residential needs while assuring adequate light, air and open space.
3. Develop and regularly review the Borough's Affordable Housing Plan for compliance with COAH regulations and the Master Plan.
4. Work with the Open Space Committee and the Borough Council to review existing lots zoned for Affordable Housing as well as other Borough-owned lots to determine the most appropriate sites for senior and other affordable housing.

GOAL 3: Preserve, enhance, complement and increase the understanding of the historical character of the Borough. The Borough's unique character is in large part due to the emphasis on maintaining and preserving the character of the historic districts that extend through most of the center of town. Continue the focus on identifying and preserving the historic structures, streetscape, and landscapes that contribute to this historic character. The Land Development Regulations should ensure that renovations and new construction are compatible in scale and design with this character.

Objectives:

1. Promote the understanding of the Borough's history among residents so as to encourage full participation in the preservation process.
2. Promote the identification and conservation of historic sites and districts.
3. Guide residential and commercial renovation and construction activity throughout the town so that such improvements are performed in a manner and style compatible with the historic look of the surrounding area.
4. Encourage the development of business districts that have a look and feel compatible with the predominant historic period represented by their structures.

Implementation Strategies:

1. Continue to pursue planning and zoning rules and procedures, including development incentives that will protect and enhance the historic character of the downtown and of the residential areas.
2. Identify and encourage the use of architectural and landscaping features that contribute to historical settings, especially with respect to signage, trees and shrubs, lighting and shielding of parking areas.
3. Better align the zoning districts with the currently defined historic districts so as to promote more cohesive and consistent land use planning.
4. Work with the Historic Preservation Commission to continue to identify historic structures, and to identify the historic periods reflected in the Borough on a neighborhood by neighborhood basis, recognizing that different neighborhoods reflect different historic periods. Neighborhood design standards can be created that reflect the particular history of each neighborhood that can serve as a guide for maintenance and new development.
5. Work with the Historic Preservation Commission to expand the Historic District Guidelines to provide more explicit guidance on a neighborhood by neighborhood basis.

GOAL 4: Improve the utilization and appearance of the Borough's industrial district. The same level of attention and energy that has been applied to the Main Street business district (including the historic districts) should be applied to the industrial districts at the eastern end of Watchung Avenue, along River Road and Commerce Street. Recent developments in the area (i.e., the expansion of Dreyer's Lumber and the construction of the Westy self-storage facility) should be capitalized upon to spur additional improvements to the structures and landscape of these areas. Design standards should be a consideration in these areas as well as the other commercial districts in the Borough.

Objectives:

1. Promote improvements that will improve the appearance of industrial areas, including building design and additional regulation of outdoor storage and parking.
2. Encourage businesses that create high quality jobs and buildings that will enhance the economy and increase tax revenues.
3. Promote development that preserves light, air and open space and minimizes environmental impact.

Implementation Strategies:

1. Conduct a survey of the industrial districts to identify and record the types of businesses and the structures currently in place.
2. Work with property owners in the district to develop strategies for improvements to the area.

GOAL 5: Encourage the expansion, preservation and maintenance of open space. As a densely-populated community, the preservation and maintenance of open space is essential to making the Borough an attractive and pleasant place to live, to providing recreation opportunities for residents, and for protecting the Borough's natural resources and the environment in general.

Objectives:

1. Provide adequate light, air and open space and limit development in environmentally sensitive areas.
2. Ensure that development is compatible with Chatham's Open Space and Recreation Plan, which encourages the preservation of open space for conservation and recreation purposes.

Implementation Strategies:

1. Continue to establish the Greenway system for publicly-accessible portions of scenic and historic corridors.
2. Obtain conservation easements where possible to preserve and promote public access to open space.
3. Update zoning where appropriate to be consistent with the Open Space and Recreation Plan and the State Development and Redevelopment Plan.
4. Investigate the incorporation of incentives for the application of "green technology" to the construction and renovation of structures.

GOAL 6: Balance transportation needs of residents, workers and transients as they move within and through the Borough. The Borough is the locus of train and bus stops and a roadway to both a major highway and neighboring towns. This mix of transportation requirements challenges the community to maintain its viability as a place safe for pedestrians and cyclists with suitable parking, and free of obstacles to the flow of vehicular traffic. Improvement of parking, sidewalks, walkways and bike paths, upkeep of roads, vigilance in the planning process and education of the public are necessary to enable the Borough to fulfill its varied circulation role.

Objectives:

1. Encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging the location of facilities and routes which result in congestion or blight, or danger to pedestrians.
2. Encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies.
3. Encourage land planning that incorporates safe pedestrian and bicycle pathways.
4. Identify and evaluate opportunities to increase parking availability and accessibility.
5. Enhance the pedestrian experience to the extent possible, particularly in the downtown, by pursuing streetscape improvements that will attract shoppers and pedestrians to the area.

Implementation Strategies:

1. Involve the Traffic Safety Advisory Committee in development applications that have significant traffic impacts.
2. Continue involvement with regional traffic management and regional municipal organizations relative to traffic and development issues.
3. Explore whether the loss of all bus routes through the Borough other than the NJ Transit line has affected transit needs.
4. Revise the Borough's TEA-21 application to make the downtown streetscape project more attractive to potential grant funding entities.

LAND DEVELOPMENT REGULATIONS

In addition to those referenced previously in this Report, the Board has identified several sections of the Land Development Regulations (Chapter 165) that are recommended for amendment.

Residential Building Mass

It is the Board's concern that the replacement of existing small dwellings with dwellings that are comparatively large is adversely altering the character of many neighborhoods in the Borough, despite the existence of floor-area-ratio limits in the residential districts. The Board is currently analyzing several methods to mitigate this problem. At the same time, the Board wants to foster the retention of garage space and historic structures, including porches, porte-cocheres, high-peaked Victorian-style roofs and other historic appurtenances that add to the character of the Borough.

Design and Layout Standards in Industrial Zones

Site layout and aesthetics are an issue in the industrial areas on River Road and Commerce Street. On Commerce Street, there is little site landscaping and insufficient on-site parking for many of the uses, primarily due to the small lot sizes in this area. As a result, the area is not attractive, and there are vehicular ingress/egress safety issues. There is also a concern regarding the high concentration of auto and truck-related uses in this area, and the fact that many are parked near the river on pervious surfaces. Aesthetics are a concern on River Road, which is a heavily-traveled roadway and is also a gateway to the Borough. Similar to Commerce Street, there is little landscaping in the area, and parking in front of the building s poses ingress and egress safety concerns. The worn appearance of many of the buildings further detracts from the area. The lots on the northwestern side of River Road are small and owned by a multiplicity of property owners. The lots on the southeastern side of River Road are larger, but are constrained by the floodplain of the Passaic River.

It is recommended that this area be studied further to determine if modifications to the zoning ordinance would be effective in upgrading these areas, or whether programs like 5-year tax abatement would be effective. Some alternatives to encourage improvement of the area could include:

1. Limit permitted uses to those that have minimal parking needs, such as self-storage, telephone switching station and other;
2. Encourage shared parking and cross-access easements between properties;
3. Consider offering a 5-year property tax abatement, which can be accomplished by deeming the area an Area in Need of Rehabilitation, per the Local Housing and Redevelopment Law.

MASTER PLAN

The recommendations contained herein should be pursued by the Borough as expeditiously as possible. It is the overall recommendation of this Reexamination Report that the next statutorily-required review of the Master Plan entail a comprehensive revision of the Master Plan to both update the Background Data and Elements that have not been updated since the last Master Plan, such as Land Use, Circulation, Historic Preservation, Community Facilities and Conservation, as well as to incorporate those Elements that have been updated including Parks, Recreation and Open Space and Stormwater Management. In addition, a Community Design Element is recommended to further the goals of the Borough with respect to maintenance of the Borough's character.

RECOMMENDATIONS CONCERNING THE INCORPORATION OF REDEVELOPMENT PLANS ADOPTED

Finally, the Municipal Land Use Law requires that the Reexamination Report address the following:

e. *The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the 'Local Redevelopment and Housing Law,' P.L. 1992, c. 79 (C. 40A:12A-1), into the land use element of the municipal master plan and recommend changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.*

The Borough has not adopted any redevelopment plans in accordance with "The Local Redevelopment and Housing Law" (40A:12A-1), and therefore has no recommendations regarding their incorporation into the Land Use Plan Element of the Master Plan.

BOROUGH OF CHATHAM
Morris County, New Jersey

MASTER PLAN

1995

PART 1: BACKGROUND STUDIES

BOROUGH OF CHATHAM
PLANNING BOARD

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FOREWORD

FOREWORD

Planning is a comprehensive process requiring continuous study, discussion, coordination and direct action. The process is comprehensive in three ways. First, problems and the solutions to them are approached from both short and long range perspectives. Second, social and economic factors of a community and its region are encompassed along with traditional considerations of physical factors. Finally, policies of and data available from federal, state, county and other regional governmental levels, as well as adjacent communities, are incorporated into the planning decisions of each municipality. Although the planning process is continuous, the Master Plan capsulizes this process at a single moment in time. Within a Master Plan, all of the currently available information necessary and pertinent to successful planning decisions is collected and arranged in such a way that policy recommendations flow logically and unambiguously from the informational context.

In a few cases, such as that of the Borough of Chatham, the information necessary to formulate sound planning decisions is readily available and well documented. In these situations, the preparation of the Master Plan becomes primarily a task of up-dating, coordinating and organizing the existing material into a coherent data base; identifying and articulating unresolved chronic problems and anticipating new problems; and, finally, preparing recommendations for future governmental action.

Over the last several years, considerable study of the planning problems facing the Borough of Chatham has occurred. The concerns of Planning Board members have been identified in a series of periodic reexaminations of the Master Plan per MULU 40:55 D-89, plus reports detailing specific problems. Furthermore, the Borough Council, Historical Society, Chatham 2000, Environmental Commission and Planning Board, etc., have assembled a number of reports targeted at specific planning problems such as: natural resources, open space, recreation, drainage, and economic development of the central business district.

A review of problems and potentials suggested by these documents and others has led to the selection and arrangement of the various plan elements included in the Master Plan. These elements contain recommendations which individually and collectively are important to the maintenance of the character and vitality of the community and the high level of services and amenities available to its residents. Studies included among the background reports are intended to provide the information base which will both suggest and support the recommendations of the Plan. The Plan itself, as it evolves from the Background Studies, outlines alternatives which seem logical in the context of past trends, present conditions and informed assumptions about future changes. Recommendations for policy decisions are made with particular emphasis on traffic and parking problems, on the changing housing and service needs of the population, and on the potential for development, conservation, or other public or private uses of vacant parcels of land.

The Plan is intended as a guide to decisions which will be made by both the officials of the Borough of Chatham and by private individuals. Its recommendations need not be applied rigidly or taken literally. Furthermore, although the Master Plan is a capsulization of the planning process at a particular instance in time, it is never developed under the pretense that upon its adoption it will become fixed or complete. Over the years, both minor and major changes to the Master Plan will occasionally need to be made to deal with situations which previously might not have been fully understood, were not considered, or were not anticipated. With each successive revision, it is expected that the policies and goals of the Borough of Chatham will be brought into ever sharper focus.

The Master Plan is composed of both the Background Studies (Part 1) and the Plan itself (Part 2). It is the product of a cooperative effort between the Planning Board and its Consultants and represents the best thinking of those involved about development opportunities and policies at this particular point in the planning process. The Master Plan is adopted by the Planning Board. However, the tools to implement the Master Plan are the responsibility of the governing body. This responsibility includes the adoption of a development ordinance or ordinances and capital improvements program. Although certain elements of the Master Plan should be incorporated into each of these documents, the Planning Board can do no more than make the appropriate recommendations. The actual decision to implement such recommendations is a matter for the municipality's elected, not appointed, officials.

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EXISTING LAND USE

EXISTING LAND USE

The Borough of Chatham occupies 2.35 square miles in the southeastern comer of Morris County, adjacent to both Essex and Union Counties. It is bounded by the Borough of Florham Park to the north and northeast, by the Borough of Madison to the northwest, by the Township of Chatham to the south and west, by the City of Summit to the east and by the Township of Millburn to the northeast. The Borough is accessible to the rest of northern New Jersey primarily via Route 24 and Route 124, also via N.J. Transit (formerly the Erie Lackawanna Railroad), plus bus routes along Main Street and also Watchung Ave.

An updated analysis of the location and distribution of existing land use within the Borough of Chatham is the first step in formulating future municipal policies. Through an understanding of relationships among different types of land uses, the potential for modification of the existing pattern can be established and the causes of and possible solutions to conflicts such as traffic and parking problems created by the land use pattern may be identified.

Method of Preparing the Base Map and Land Use Map

The base map which is used for the graphic presentation of material in the Background Studies, and which will be used to present the Plan, as well, was prepared from the Tax Map of the Borough of Chatham which was photographically reduced so that a map shown in this document on an ll" x 17" page has a scale of approximately l" = 900'. Users of data presented in this report must be aware of the inherent limitations in the portrayal of graphic material at this scale. Information is shown as accurately as possible, yet even slight distortions in the drafting or printing processes will necessarily be magnified several times due to the reduced scale of the map.

During 1995, a field survey was undertaken to catalogue existing land use in Chatham. In addition to the field survey, aerial photographs supplied by the Morris County Planning Board and the Tax Map of the Borough were utilized to confirm the field observations. The results of this process are shown on Plate 1, entitled "Zoning Map of Borough of Chatham, N. J." revision date Feb. 8,1993.

Pattern of Existing Land Use

For the purposes of this analysis, land uses in the Borough of Chatham have been classified into eighteen (18) separate categories. As is evident from Plate 1, the

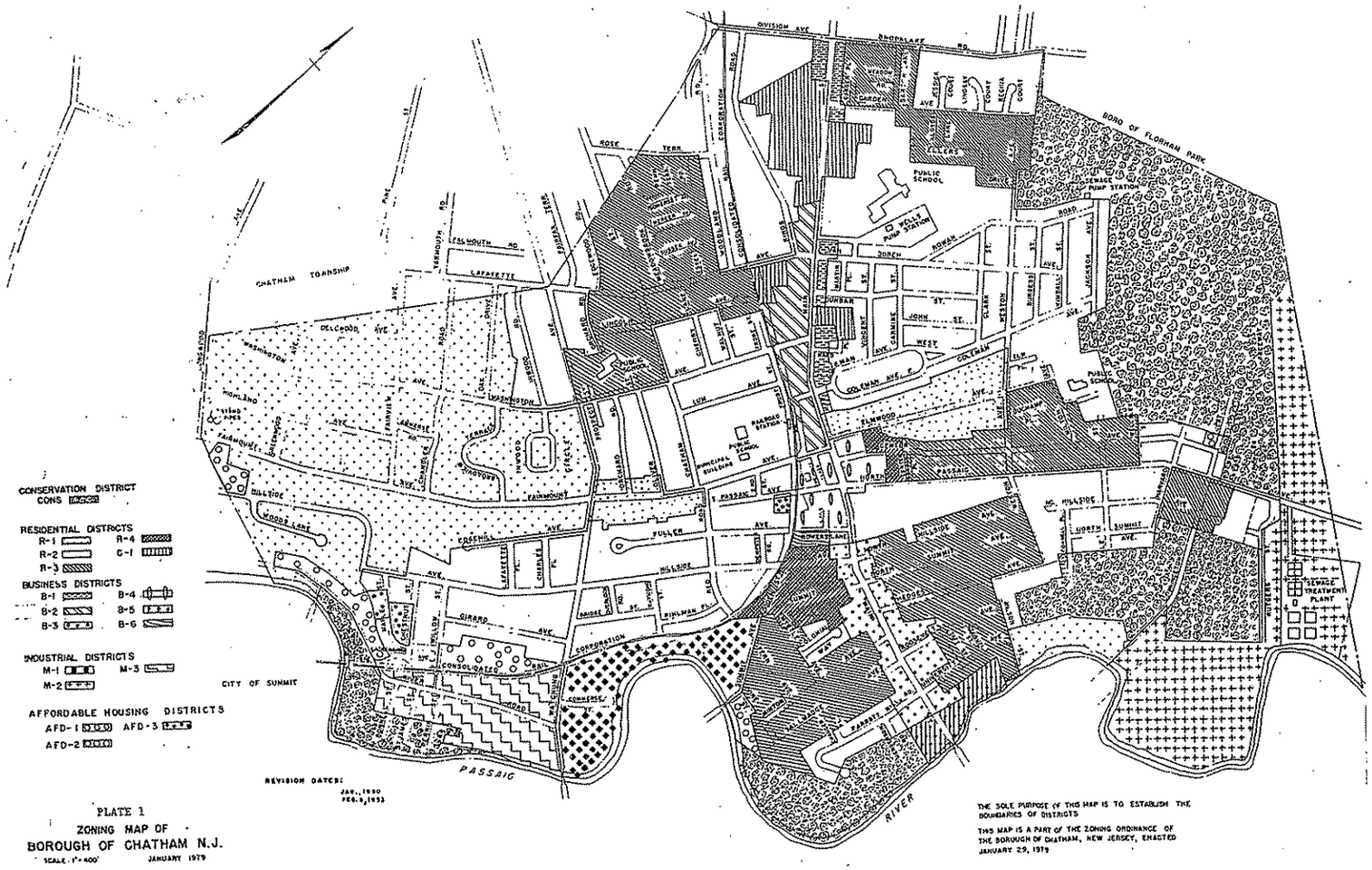

PLATE 1

ZONING MAP OF

BOROUGH OF CHATHAM N.J.

SCALE - 1" = 400' JANUARY 1979

HERBERT J. CANNON, P.E.

PROFESSIONAL ENGINEER N.J. LIC. NO. 17010

MUNICIPAL PLANNING BOARD

predominant use consists of residential development in a range of densities. A review of the 1990 census indicates that Chatham has 2,512 single family residential lots. Other less predominant forms of residential development in Chatham are 608 two or more family dwellings, and apartments. Roughly twenty percent of all of the Borough's existing dwelling units are non-single family residences. The average acres per housing unit is .49.

Vacant and unimproved land and water areas occupy second place in the amount of acreage so characterized. It should be recognized at the outset that the apparently large amount of vacant land existing in the Borough of Chatham is by no means indicative of its capacity to receive development in the future. A significant portion of the Borough's acreage lies in the floodway and flood fringe, on steep slopes and in areas of high water table. Furthermore, a considerable amount of the land classified as vacant is, in fact, used for parking or is Commonwealth Water Company water lands.

The relatively large land area devoted to streets and roads can be attributed, at least in part, to Chatham's development in a grid-like pattern typical of the nation's older suburbs. The grid pattern is, of all layouts, the least efficient in terms of the extent of road frontage and other linear improvements needed to accommodate development.

Also typical of older suburbs is the omnipresent commercial development along the main thoroughfare. The fact that nearly all municipal services and facilities as well as local shopping opportunities within the Borough of Chatham are situated near or along this corridor creates significant conflicts between Chatham's demands on its own "Main Street" and non-local or commuter use of "Route 124". Interestingly, it is not the amount of land occupied by commercial and related uses which creates such conflicts, (though some business would consider it an opportunity) but rather the location of those uses relative to other activities.

Industrial development in Chatham may be divided into two categories: office development at the eastern end of Main Street in the vicinity of the Borough's historic district, and general industrial development between the Passaic River and the railroad tracks in the southeastern section of the Borough. These areas are somewhat blighted and contain a few marginal commercial uses and several residences in addition to the industrial development, but the recent trend has been towards improvement.

HISTORIC PRESERVATION

PRESERVATION IN CHATHAM

In 1988 the Chatham Borough Council passed an ordinance establishing a municipal Historic Preservation Commission, and in January, 1989, the Commission was officially instated. In order to understand the events that brought the Commission into being we must look back at forty years of local history.

"Colonialization" in the 1950s

Interest in Chatham's "Colonial heritage," as represented in its Main Street architecture, was first initiated by the Chatham Historical Society in the 1950s. Joined by the Chatham Women's Club and other civic organizations, the Society campaigned with developers and property owners to build in a "colonial style." In 1960 the Society's newsletter noted that at least 32 new buildings and many renovations had been fashioned in this motif. Unfortunately, it was more Williamsburg's heritage than Chatham's.

The success of the campaign is quite evident on Main Street today in the prevalence of red brick buildings, usually with cupolas capping their roofs. Even the 1907 Borough Hall was refashioned into "an attractive Colonial structure." The 1980s' restoration of that building to its original appearance speaks clearly of the differing view of today's preservation advocates. The point, however, is not the difference in philosophies but that Chatham early on sought to control the style of the architecture along its Main Street.

First Historic Listings

The Historical Society's Committee for Historic Preservation was formed in the late 1960s when the State asked for detailed information about local sites in conjunction with its New Jersey Tercentenary Survey of Historic Sites and Structures. At the same time, Chatham's pride in its past was being enhanced by an all-town effort, led by the Society, to publish the town's history, *Chatham - At the Crossing of the Fishawack*. John T. Cunningham, New Jersey's foremost popular historian, managed to edit 400 townspeople's manuscripts into a book which continues to be a Society best seller.

Then, in 1973, Chatham's "East Village" was selected as one of the first ten areas in Morris County to be placed on the New Jersey Register of Historic Places. The local newspaper headlining the announcement also carried an editorial hailing "...this sound foundation for refinement of our thoughts about the present and immediate future of Chatham." Hope was raised that the subsequent listing on the National Register ("a virtual certainty") would mean preservation grants. Perhaps the old mill would be restored and then "the enhancement of the easterly entrance to Chatham might ultimately stimulate landlords in the central business districts to improve their properties in appropriate fashion ..."

To Chatham's chagrin none of that was to follow. Instead, what remained of the old grist mill eventually was destroyed by fire, and a large, out-of-scale office building was built at the entrance to town. The National Register listing was denied as a result of that intrusion as well as the intrusion of a second large office building, No. 97, across from the historic William Pitt Tavern.

In 1976, in an effort to close the barn door, the Planning Board, with strong encouragement from the Society, proposed the creation of a Landmark Commission which would act "in a purely advisory capacity." The Borough Council rejected the proposal, citing a lack of "justification," the court challenges of preservation ordinances, and a desire to "bide its time unless some drastic development is planned that would require us to zip it through quickly."

Master Plan Efforts

Progress was made in 1978 when the Chatham Master Plan was drawn up. Although not suggested by the State, an "Historic and Open Space" element was included. It began with the following statement: "The Background Studies portion of the Master Plan indicates the consensus of opinion favoring the preservation of Historic and/or unique buildings in the Borough of Chatham."

Nonetheless, the recommendation of an historic district ordinance and commensurate architectural review procedures was not forthcoming. Instead, the Master Plan suggested such action should be based upon a "specific study of the historic value of the architecture which exists in the Borough of Chatham..(using)..the services of a professional architectural historian..."

At the same time, the Land Use element recommended zoning provisions designed to limit the scale of development or redevelopment in the proposed B-3 district "... to that which would be compatible with existing structures, thereby encouraging the viability of the historic buildings and, hence, their preservation." Borough Council followed through, and the B-3 zone was designated more or less along the boundaries of the East Main Street Historic District. A 2500-square-foot maximum building floor area was established. The Historic and Open Space element recommendation of a survey was not so easily accomplished, however, either for want of monies or the assurance of a positive reception by the Borough Council.

Main Street Studies

In 1980, the Chatham Chamber of Commerce engaged the services of an architectural preservation consultant for a Main Street revitalization program. Among other results was a simple, back-to-basics report about what local action could achieve. That report was titled Improving the Image of Main Street.

The report urged the recognition and restoration of historic buildings in Chatham's central business district as well as improvements in signage, landscaping and street furniture. The Borough Council budgeted monies for the program, a tree planting campaign brought donations from townspeople, and one forlorn commercial property was transformed to a

likeness of its 1880 appearance; all contributed to an awakened pride in Chatham's old Main Street.

In the William Pitt area, the owner of six historic buildings invested in consultations with the preservation advisor and chose historically correct colors for those 18th and 19th century structures. All the property owners along East Main Street received similar advice to improve their buildings' appearance when, in 1984, the Historical Society, together with the Chamber and the Council, sponsored a second report, "Making History Pay."

Gains & Losses

Also during the early 1980s, two significant decisions by the Board of Adjustment underscored the pro-preservation stance of that board. At 127 Main Street, an application for a 15,000 square foot building, to be built behind an historic Federal-style late 18th century house, was approved conditioned upon the restoration of the original facade of the ancient building. A second application in the B-3 zone, for the construction of a 22,000 square foot building, was denied, based on its out-of-scale proportion to the historic streetscape.

However, Chatham's stock of historic buildings suffered two major losses in 1986 and 1987. In February of 1986, the William Pitt Tavern, focal point of the East Main Street historic area, was destroyed by fire. (In 1989 the streetside portion of the building, an 18th-century building with a larger 19th century addition, was replicated.) A year later the Bower/Lum/Duchamp House, on the corner of Lafayette and Main, was damaged beyond repair by a fire, later determined to be arson.

The Duchamp house had contributed considerably to the town's awareness of its landmark buildings beginning in 1979, when an application to demolish the house and build a large office building was denied by the Planning Board. Various plans were proposed to save the house, but none proved acceptable, and the owner let the house stand empty and open. By 1983 the Historical Society had achieved listing of the house on both the New Jersey and National Registers of Historic Places and hopes were further raised in 1986 when plans for restoration and use as a drive-in bank were approved by the Zoning Board of Adjustment. But the bank found a decade of neglect too costly to repair and the 1987 fire resulted in a condemnation of the structure.

Historic Preservation Commission

Pressure for redevelopment in the economic surge of the 1980's, as well as concern about what might be proposed for the site of the William Pitt Tavern, prompted the Borough Council to employ a professional planning consultant to review its zoning regulations for the Main Street commercial areas. Reporting on a town meeting called by the Council in March, 1986, the *Chatham Courier* stated, "Residents rallied around the charm of their Main Street business district's historic architecture and urged officials to fight developers who would change it..."

A second town meeting heard the planner's preliminary recommendations, including the adoption of design guidelines. Responding to requests for a more specific approach to historic preservation the planner, at a third public meeting, recommended the appointment of a commission to officially act on behalf of historic preservation.

Legally the Borough was also encouraged to act, for the New Jersey Historic Preservation Enabling Legislation had been passed earlier in 1986. In 1987 the Chatham Historical Society presented a panel discussion at a Council public meeting urging action, and in 1988 the Council approved Ordinance No. 15-88 establishing the Commission.

Of the Powers and Duties assigned to the Commission by the ordinance, the first was to prepare a survey of historic sites of the Borough. Using monies donated by the Historical Society, the Commission engaged the services of an historic preservation consultant firm. At last the 1978 Master Plan recommendations were to be implemented.

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STRICT

KEY
Private Streets
Paper Streets
Unimproved Streets

POPULATION AND HOUSING

POPULATION AND HOUSING

Introduction

Recent court decisions and administrative and legislative initiatives at the State level have stressed the necessity of each municipality accepting responsibility for a "fair share" of its region's future low and moderate income housing needs. To provide the factual basis for policies relating to housing and community facility needs, the charac - teristics of Chatham Borough's population are reviewed to determine answers to two fundamental questions: 1) is the community declining or growing? and 2) who now lives in and is moving in or out of the community? If a community is growing, it may need to provide facilities for young families, such as moderately priced housing, schools and recreational areas. On the other hand, if it is declining, perhaps low cost housing for the elderly is a more appropriate course of action.

The analysis of population and housing needs is designed to identify factors which will suggest recommendations for future land use and fiscal policy decisions. The quality of information gathered is an important consideration in determining the validity of such policy decisions. Unfortunately, the most reliable source of information available is still the 1990 U. S. Census, which is, by now, out of date. Thus, the discussion which follows should be interpreted as an informational "launching pad", to be utilized until new information is gathered in future censuses. The present and future housing needs of the Borough of Chatham, as determined by the New Jersey Department of Community Affairs, will be give as a guide for the Borough's housing policies until updated census information can be secured.

Population Trends

Plate 3 portrays the absolute and proportional increases of Chatham's population during the years 1940 to 1990. As indicated, the most significant decade of growth was between the years 1940 and 1950 when the Borough's population increased by over 50%. While the Borough of Chatham sustained a high rate of growth throughout the 1950's (nearly 30 %), there has been a dramatic reversal in the population trends of the community since 1960. From 1960 to 1990 the decrease of 1510 persons in the total population represented a decrease of 16%. In this decade, the New Jersey Department of Labor and Industry estimates a decline in Chatham's population between 1990 and 2000 of 219 people.

PLATE 3

POPULATION TRENDS

	Borough of Chatham	Morris County	Borough of Chatham as a percent of Morris County
1940	4,888	125,732	3.9%
1940-1950 increase	2,503 (51.2%)	38,639 (30.7%)	
1950	7,391	164,371	4.5%
1950-1960 increase	2,126 (28.8%)	97,249 (59.2%)	
1960	9,517	261,620	3.6%
1960-1970 increase	49 (0.0%)	121,834 (46.6%)	
1970	9,566	383,454	2.5%
1970-1980 decrease	1,029 (-10.3%)	23,147 (6%)	
1980	8,537	407,650	2.09%
1980-1990 decrease	530 (-6%)	13,707 (5.2%)	
1990	8,007	421,353	1.9%

SOURCE; U.S. Bureau of Census

Age of Population

The chart on Plate 4 presents the composition of the 1970 and 1990 population broken down by age. Since the age group of 5 to 24 years was given in different breakdowns in the 1970 and 1990 Censuses, we have to look at this age group as a whole. This is the school age group that is down in actual numbers from 2954 in 1970 to 1778 in 1990. The result has been a substantial reduction in the number of class rooms over the two decades . There has at the same time been an increase in the 25 to 44 age group from 2301 to 2627 in spite of an overall decrease in the Borough's population. This would indicate that families are smaller on average in 1990 than in 1970. If this continues with only minor fluctuations we can look for long term shrinkage of the number of school age children.

In the 45 to 64 year age group there is a shrinkage in both numbers and percentage, indicating a migration from Chatham in this age group. However possibly due to better health care, those that stay in Chatham and are in the 65 and older age are increasing.

Income Characteristics

Plate 5 shows the distribution of families by income for the Borough of Chatham in 1970 and in 1990. The increase in income over the twenty years is quite startling. In 1970 there were so few (1.7%) earning over $50,000 per year that there was no breakdown in this group. In 1990 there was 71.5% in the over $50,000 bracket. In 1970 the average income was between $10,000 and $24,999 and today it is between $50,000 and $1,00,000 This is a 300% to 400% increase which far outstripped inflation. This is even more startling when in Plate 4 there is a decrease in both the percentage and numbers of people in the prime earning years of 35 to 64. Even allowing for more two income families, Chatham today is a far wealthier town than it was in 1970.

Number of School Years completed

Plate 6 shows that the educational background of Chatham residents has shown a substantial increase from 1970 to 1990, and Chatham is also ahead of Morris County in 1990 in this regard. This may show, but not necessarily, where some of the sharp increase in income came from.

PLATE 4

POPULATION BY AGE

AGE	1970		1990	
under 5	772	8.1%	616	7.7%
5-14	1827	19.1%		
5-18			1352	16.9%
15-24	1127	11.8%		
19-24			426	5.3%
25-34	1133	11.8%	1242	15.5%
35-44	1168	12.2%	1385	17.3%
45-54	1254	13.1%	938	11.7%
55-64	1204	12.6%	766	9.6%
65&Up	1081	11.3%	1282	16.0%
	9566		8007	

PLATE 5

COMPARISON OF
TOTAL FAMILIES BY INCOME
1970-1990

INCOME	1970		1990	
0 - $5,000	96	3.7%	31	1.3%
$5,000 - $9,999	416	16.2%	29	1.2%
$10,000 - $14,999	759	29.6%	32	1.4%
$15,000 - $24,999	849	33.2%	74	3.2%
$25,000 - $49,999	401	15.6%	435	18.7%
$50,000 & over	44	1.7%		
$50,000 - $74999			636	27.4%
$75,000 - $99,999			441	19.0%
$100,000 - $149,999			379	16.3%
$150,000 & over			267	11.5%
	2,565		2,324	

SOURCE; 1970 & 1990 Census of Population

PLATE 6

NUMBER OF SCHOOL YEARS COMPLETED
FOR PERSON AGE 25 & OLDER

	Chatham 1970	Chatham 1990	Morris County 1990
Less than 9th grade	707 (12.1%)	88 (1.6%)	14,136 (4.9%)
9th through 12th	2210 (37.9%)	1227 (21.7%)	100,282 (35.3%)
College	2919 (50.0%)	4298 (76.7%)	170,016 (59.8%)

Source: 1970 and 1990 Census of Population

Housing Element and Fair Share Plan

Planners have always been concerned with the provision of community facilities, the provision of modes of transportation, the preservation of environmentally sensitive areas, the existing land use pattern and character of the community, the fiscal solvency of the jurisdiction, and the relationship of the individual locality to the surrounding land areas. On March 24, 1975 the New Jersey Supreme Court rendered the Mount Laurel decision. The essential conclusion of the Mount Laurel decision was that a "developing municipality" must "affirmatively plan and provide by its land use regulations the reasonable opportunity for the appropriate variety and choice of housing to meet the needs, desires and resources of all categories of people who may desire to live within its boundaries".

By November 1986 Chatham Borough had prepared a Draft Housing Element and Fair Share Plan. The Fair Share Plan was submitted to the Council on Affordable Housing (COAH), and the Borough petitioned for Substantive Certification. Following mediation and settlement with a property owner in the Borough, and the passage of zoning amendments which implemented the Fair Share Plan, the Borough received substantive certification from COAH for its 1987 to 1993 fair share obligation.

Substantive certification was due to expire in mid-1994, but was extended by COAH until September 6,1994. COAH also provided a procedure whereby interim substantive certification could be granted, which would extend certification until March 6 1995. The Borough submitted the necessary documentation and COAH granted interim substantive certification on October 5, 1994.

THE 1987 TO 1993 FAIR SHARE OBLIGATION

A. The 1987 to 1993 Fair Share Number

The Borough of Chatham's fair share obligation for the period of 1987 to 1993 was 164 units of total need. This was comprised of: 26 units of indigenous need (existing deficient housing in the Borough occupied by low- and moderate-income households); 69 units of reallocated present need (that portion of the housing region's—Essex, Morris, Union and Warren Counties—present need for low- and moderate-income housing units that is redistributed throughout the housing region); and 69 units of prospective need (a projection of low- and moderate-income housing needs based upon development and growth which was reasonably likely to occur in the municipality). This total fair share was then adjusted to account for the demolitions, filtering, conversion and rehabilitation of low-income housing units that would occur over the six-year period between 1987 and 1993, reducing the need (by 41 units), resulting in a "pre-credited need" of 123 units. It was this number the 1987 to 1993 Fair Share Plan was to address.

B. Progress Towards Attainment of the Fair Share Plan

The 1986 Draft Housing Element and Fair Share Plan prepared for Chatham Borough addressed the 123 unit obligation, and following mediation with COAH and an objector, received substantive certification by providing for a total of 41 units of low- and moderate-income housing. A total of 17 units were to be addressed through a program for the rehabilitation of indigenous units, while six vacant parcels were rezoned for inclusionary housing (a mix of 80 percent market rate housing and 20 percent low- and moderate-income housing) which were to produce another 24 new units of housing for low- and moderate- income households. Significantly, the Borough received a vacant land adjustment to its fair share number, i.e., the number of fair share units proscribed was reduced due to the lack of available, suitable, approvable and developable land for affordable housing.

1. The Rehabilitation Program

As documented in the yearly progress reports submitted to COAH and in the interim substantive certificate progress report, thirteen low- and moderate-income housing units have been rehabilitated in the Borough and four new units of lower-income housing units have been con-

federal Community Block Development Grants through Morris County amounting to $67,680, 6 low-income and 7 moderate-income housing units in the Borough have been rehabilitated. Although none of the thirteen utilized the COAH minimum of $8,000 per unit for rehabilitation to be credited against the fair share, when the total sum spent on rehabilitation (i.e., $67,380) is divided by the $8,000 figure, a credit of 8.4 units is obtained. While this number falls short of the 17 projected under certification, it should be remembered that:

(a) the number of substandard units estimated by COAH was derived from a series of surrogate factors obtained from the US Census, and may not reflect the actual number of deficient units of low- and moderate-income households in the Borough;

(b) even though there may have been 17 actual deficient housing units in the Borough occupied by low- and moderate-income households, not all of them would necessarily avail themselves of the funding to rehabilitate their homes; and

(c) as indicated from the dollar figures per rehabilitated unit, not all such rehabilitation necessarily would require $8,000 or more of funds in order to ameliorate the deficiencies.

Certainly the Borough and the County expended serious efforts towards affirmative advertising of the rehabilitation program through newspaper articles, brochures, notices sent out with tax bills and through area churches and local assistance boards. The program and funding for such rehabilitation remain in effect today.

2. The Inclusionary Housing Sites

With respect to addressing the balance of the obligation, the 24 new units to be provided through inclusionary developments, only four such units have been built and occupied. All four units were built in a single development. Identified as site 24 in the original 1986 Housing Element and Fair Share Plan, a small lot single-family subdivision was approved in which one lot was developed as a 4-unit building. All four units were one-bedroom units, and were rented to low- and moderate-income senior citizens. As per COAH's substantive rules, a credit of 1.33 units was provided for every rental unit of lower-income housing produced.

(5) vacant sites have been developed, although there has been some activity with respect to their development, as attested to below.

Site #22

The Averett site (block 98, lot 2) is 2.33 acres in size, of which 1.17 acres is developable. Current zoning provides for a density of 10 units per acre, with a 20 percent set-aside, which would produce a total of 2 lower-income units. The property is part of a farm and has no access to sewer and water. No application for development has been made.

Site #27

The Howardson site (block 118, lot 38) is 0.96 acres in size and zoned for multi-family units with a maximum of 3 stories in height with a floor area ratio of 1.0. A site plan for a total of 22 units (including 4 units of lower-income housing) was approved in June 1988, and via the NJ Legislature's Permit Extension Act, is still valid. The applicant has not applied for building permits, and the single-family home on the site remains.

Site #24

The Averett/Nilson site (block 99, lots 13 and 20.1) is ±7 acres in size, although 6 acres are steeply sloped and only one acre is developable. Zoned for 10 units per net developable acre with a twenty percent set-aside, this site would have the capacity to produce 2 affordable units. No development applications have been filed.

Site #30

The Vine Street site (block 127, lot 46) is two acres in size, of which at least one acre falls within the 100-year flood hazard zone. The site is zoned for 10 units per net developable acre, and thus is capable of producing 2 affordable housing units. Within the past year, a developer has approached the Borough with conceptual plans for its development, but has not filed any formal plans for development.

Site #26

The Analytical Measurements site (block 106, lot 1) is 6 acres in size, and at the time of zoning had a total of 4 developable acres. Zoned for 10 units per acre and a 20 percent set aside, the property would produce a total of 8 lower-income units. The site has changed hands and undergone an environmental cleanup pursuant to the Environmental Cleanup Responsibility Act. Following tentative discussions and the submission of conceptual plans for the development of the site, the Willows at Chatham, the developer has submitted a plan for a total of 48 units, forty of which are market-rate townhouse units, and eight of which are low- and moderate-income rental garden apartment type units.

The plans submitted by the developer would require two variances, one for height and the other for providing an excessive number of affordable garden apartment units in a single structure. The applicant, rather than amending their plans to conform to the ordinance requirements or applying for variances, has requested that the provision with regard to the latter (number of affordable garden apartment units in a single building) be eliminated by zoning amendment. Since the Borough Council has not taken action to amend the zoning ordinance, the applicants have filed a petition with COAH on the above matter, which is to be adjudicated in March 1995. Nevertheless, it is anticipated that the development of the parcel will yield 8 affordable housing units.

In summary, Chatham voluntarily prepared an ambitious and comprehensive Fair Share Plan in 1986 which included a workable rehabilitation program and rezoned six sites with housing types and densities that could accommodate the maximum number of affordable housing units without having significant detrimental impacts on adjacent land and upon the environment. Since receiving substantive certification, thirteen units have been rehabilitated (for which an 8-unit credit is justified), and one inclusionary site has been developed for 4 affordable rental units, for which a 5-unit credit is justified. The zoning for the inclusionary parcels remains in place today in the form that was reviewed by COAH and for which substantive certification was granted in 1988. The rehabilitation program is still in place, thus continuing to encourage low- and moderate-income residents to rehabilitate deficiencies that may exist in their homes.

CHATHAM BOROUGH'S FAIR SHARE PLAN FOR 1993 TO 1999

A. The Rehabilitation Program

As per the regulations, an exterior survey of the entire Borough's housing stock was undertaken by Mr. Charles A. Valentino, the Borough's Construction Official, Building Official, Fire Official and Zoning Officer. The survey yielded a total of five substandard units in the Borough. COAH will adjust this number as to its estimate of the number that are occupied by low- and moderate-income households. Chatham's adjusted indigenous need number may turn out to be four.

B. The Overlay Zone

A review of the land use map of Chatham Borough was recently undertaken to determine whether there were any potential development or redevelopment sites in Chatham which may have been overlooked in the Fair Share Plan analysis undertaken in 1986, or to find any sites which may have become available since that analysis was undertaken. Such a survey yielded one parcel only.

The parcel of land is identified as lots 2, 3 and 4 of Block 84 of the official tax maps of Chatham Borough. The property is located on the southeast corner of Main Street and Lafayette Street and is currently vacant. The owners of the property, Midlantic Bank, filed for and obtained site plan approval in 1990 for a new branch bank to be provided on the 52,135 square foot property. While no application for building permits have been received to date, the site plan approval remains in effect. The property is thus not available for inclusionary development.

To the extent that the Bank were not to proceed with its development as per the site plan approval of 1990, it could be considered "available" for inclusionary development.

C. The Development Fee Ordinance

The Borough of Chatham will pass a development fee ordinance in accordance with NJAC 5:93-8. The fee will be imposed upon all non-residential development in the Borough which result in an increase in their equalized assessed value. It will also be assessed on all new residential development. The development fees will be placed in an Affordable Housing Trust Fund created by Chatham Borough and utilized to fund affordable housing activities and building.

REGIONAL CONSIDERATIONS

REGIONAL CONSIDERATIONS

Introduction

Although land use planning in New Jersey is principally a municipal prerogative, State legislative policies and recent Court decisions have necessitated that local governments adopt a responsive and responsible approach to certain problems which may be regional in scope. Additionally, the Municipal Land Use Law (N.J.S.A. 40:55 D-28-12-d) requires that each community's Master Plan contain a specific statement indicating its relationship to the master plans of contiguous municipalities, the master plan of the County in which it is located and the State Development and Redevelopment Plan. Whether the local Plan actually integrates the policies of these extra-municipal government agencies or offers instead a rational alternative to them, it is clear that the relevant policies must at least be acknowledged and evaluated in light of local planning objectives. The function of this section of the Background Studies is to present the implications for Chatham of State, County and other local plans and policies.

The State Development and Redevelopment Plan

New Jersey adoption of the State Development and Redevelopment Plan in June 1992 marked the beginning of a new era in planning and strategic management for the Garden State. Six full years of hard work were required to negotiate the State Plan with 21 county planning boards of 567 municipalities, state agencies, citizen organizations and interest groups involved in urban, environmental, farming and development issues.

In New Jersey today, most of our 567 municipalities and state agencies-- particularly those involved in regulating or promoting development -- have considered our interdependence because they have participated in the creation of the State Development and 'Redevelopment Plan. The hard work has inspired a greater, continuing awareness of the importance of coordinated planning in shaping local, county or state agency policy.

The State Plan looks at both the past and the present to chart a course for the future. The State Plan however is more than a vision of the future; it is a roadmap of how to get there. It has two major sections: the Statewide Policy Structure and the Resource Planning and Management Structure. The Statewide Policies cover 17 subject areas: comprehensive planning; resource planning and management; public investment priorities; infrastructure investments; economic development; urban revitalization; housing; transportation; historic, cultural and scenic resources; air resources; water resources; recycling and waste management; agriculture; and, the areas of critical state concern (i.e., Pinelands and Meadowlands). The Resource Planning and Management Structure considers growth in the context of planning areas and centers. Implementation is being accomplished on a number of important fronts through the center designation and consistency review processes and through strategic revitalization and "urban complex" planing.

The Cross-acceptance process was conceived and designed to deal specifically with revisions to the Preliminary State Development and Redevelopment Plan. The process evolved also as a forum for agency officials at all levels and the general citizenry to express frustration about the state's present intergovernmental system. While many of the participants in Cross-acceptance had concerns about implementation, the most the Commission can do to respond to these is to use the planning and advisory authority provided by the Act.

Quality of life as measured by multiple indices will generally increase in the state under the Plan. The small portion of households seeking urban residence in the future may have lower short-term qualities of life than if more suburban or rural areas are chosen as residence locations. The Plan should continue to encourage prospective employers to consider if not actively seek out central city locations.

Communities of Place function as social and economic units and have a vibrant community life. We know when we enter them and we know when we leave them. Public opinion polls over the past five years suggest that New Jerseyans strongly support the idea of Communities of Place and that cities can be revitalized. To accomplish this objective they recognize and support the need for the state to play a more active role in coordinating and managing growth.

The general Plan strategy is to achieve all state planning goals by coordinating public and private actions to guide future growth into **compact** forms of development and redevelopment, located to make the most efficient use of infrastructure systems and to support the maintenance of capacities in infrastructure, environmental, natural resource, fiscal, economic and other systems.

Staff assistance may also be helpful in supporting local efforts to meet certain requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-28-12-d) and the Redevelopment and Housing Law (N.J.S.A. 4OA: 12a-7). Under MLUL, municipalities are directed to describe the relationship of the municipal master plan to the state Development and Redevelopment Plan. The Redevelopment and Housing Law likewise directs municipalities to describe any significant relationship of a local redevelopment plan to the state plan. See Plate 7.

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STATE PLANNING COMMISSION
JUNE, 1992

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PASSAIC
BERGEN
WARREN
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ESSEX
HUDSON
HUNTERDON
UNION
SOMERSET
MIDDLESEX
MERCER
MONMOUTH
OCEAN
BURLINGTON
CAMDEN
GLOUCESTER
SALEM
ATLANTIC
CUMBERLAND
CAPE MAY

pretation of offictal maps on file at the Office of State Planning.

The Morris County Master Plan

The Morris County Master Plan consists of a series of elements that are periodically updated:

A: Future Land Use Element: The Future Land Use Element of the Morris County Master Plan (April, 1975) calls for the Borough of Chatham to comprise a "traditional center" of some 15,000 people by the year 1990. A traditional center is defined in the County Plan as one which has existed for several decades, has maintained social and economic importance to a significant area surrounding it, and is expected to continue to do so. Such a center thus becomes a logical location for high density housing, office and commercial activities, as well as facilities and services. The 15,000 population figure is not, according to the County's Plan, intended to be located entirely within the downtown area, nor even to be contained within a single municipality's boundaries. Rather, it reflects the residential population oriented to the commercial services and facilities the particular center offers.

B: Bikeway Element, Morris County Master Plan (January 1977)
This Bikeway Element to the Morris County Master Plan is a cooperative effort by the Morris County Planning Board and the Morris County Park Commission. It is a result of a recognized need for a fresh look at bicycle use by the Board of Chosen Freeholders and the Morris County Citizens' Advisory Council to the Planning Board.
In Chatham Borough there is a short bikeway that enters from the south along the Transcontinental Gas Line and proceeds to Woodland Road, then continues west along Woodland Road to Madison Borough. There is a second bikeway that enters Chatham from Florham Park via Passaic Avenue, runs south across Main Street to Second Street, west on Second Street to Fairmount Avenue and south on Fairmount Avenue into Chatham Township. This second bikeway has a spur that begins at Fairmount Avenue and Chatham Street; it goes west along Chatham Street into Chatham Township.

C: Wastewater Management Element, Morris County Planning Board (December 1985). The ultimate purpose of the Wastewater Management Element is to form, along with other elements of the master plan, the basis for the future land use element, Because of the present growth pressure and the state of development in Morris County, this element represents an important facet of the overall Master Plan. Unfortunately the material in this element, as far as it concerns Chatham Borough, is badly out of date. More detail on Chatham will be given in this background study under "Public Sewerage and Sewage Treatment".

D: Open Space Element, Morris County Master Plan (October 6, 1988)
The 1988 Morris County Open Space Element is intended to provide a framework for county and municipal planning efforts so that open space can be preserved for the increasing population. Because open space nearly always performs more than one function, it is difficult to calculate exact figures for future needs. This element contains basic information that should be used to facilitate coordination of recreation and open space planning with other planning programs to achieve mutual goals. Local and county governments should ensure, through open space planning, a proper balance of natural resource protection, adequate recreation space, and other competing land uses.

E. Stormwater Management Technical Guide (May 1989)
To reduce existing runoff control problems associated with the rapid development of the County, and prevent new problems from arising, the County of Morris has prepared this Technical Guide to address the need for countywide policies, criteria and guidelines for the development of stormwater management programs and facilities. The Technical Guide will encourage the harmonious relationship between land for human use and the needs of the natural environment, and assist the County in meeting its obligations in accordance with the New Jersey Stormwater Management Act and its implementing stormwater management regulations.

F: Circulation Element, Morris County Master Plan (March 5, 1992)
As a means to coordinate transportation policies and improvements among private, local, and regional agencies, this Circulation Element has been developed. The integration of transportation as an element of the Morris County Master Plan is also important because of the relationship and dependency between transportation and land use. The Morris County Division of Transportation Management has worked closely with the Morris County Planning Board, The Morris County Engineer's Office, the 39 Municipalities within the county, citizens groups, Morris 2000, and many others in the development and writing of this plan.

G: Water Supply Element Update (1993)
Jersey City and Newark have controlled the surface water supply Northeastern New Jersey. In order to maximize the availability of water in time of shortage, work is being done to interconnect the various water systems. Chatham Borough is the only municipality in Morris County with no private wells. Chatham's wells supply 2,712 residents, 168 commercial and one public building. Our present water supply should be sufficient through the year 2010 at least.

Land Use Policies of Contiguous Municipalities

The Borough of Chatham is surrounded by communities which are developed to such an extent that their land use configurations are relatively fixed. In general, the zoning of each community is consistent with its development pattern. Significant changes in the treatment of areas immediately adjacent to Chatham are not anticipated.

The following Plate 8 summarizes the adjacent land use districts of the municipalities contiguous to Chatham Borough. As is evident from the plate, employment categories such as office, manufacturing, research, and light industry predominate along the perimeters of Millburn and Summit. Residential uses predominate elsewhere, except for the business area adjacent to route 124 in Madison and the professional office district in Chatham Township, southwest of the Borough.

The continued development of the Dodge Estate and the redevelopment of the Short Hills Mall will have an impact on traffic.

Summary

Despite the discrepancies between the land use policies of Morris County and the State as they affect Chatham, and the nature, intensity and extent of development which exists within Chatham today, it is necessary for the Master Plan to contain an acknowledgment of these other government plans before it can fulfill the statutory requirement articulated in the introduction to the section of the Background Studies. The information contained herein as the land use policies of the State, of the County and of the adjacent municipalities provides both a warning of potential problems and a basis for establishing compatible and even mutually reinforcing land use policies wherever feasible.

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CIRCULATION, TRANSPORTATION AND PARKING

CIRCULATION, TRANSPORTATION AND PARKING

Introduction

The focus of this section of the Background Studies is, first, to provide the necessary base information as to the existing road network and the traffic volumes it must accommodate; second, to identify public transportation opportunities; and third, to summarize the available data regarding parking in the central business district. Information on existing parking is drawn from the Travers Associates report, the Boorman and Dorram Planning Study , and new information supplied by the Borough Engineer. Demands placed on the existing circulation network and parking facilities by commuters and by patrons of commercial establishments along Main Street are evaluated. On the basis of the information presented in this and other sections of the Background Studies, Part 2 of the Master Plan program can proceed with recommendations for public policy which will better coordinate land use patterns with access requirements.

Circulation and Land Development

Historically, the value of land for development has depended primarily on its accessibility vis-a-vis other land uses. Concentrations of residential development tend to be situated at convenient distances from employment centers, and commercial establishments seek to locate so as to minimize travel time to and from residential markets while maintaining access to distributors. Commercial development takes place generally at locations immediately adjacent to high volumes of traffic, often at intersections or along major regional roadways such as Route 124. The Existing Land Use section of the Background Studies outlined Chatham's growth as a result of its location with respect to early transportation facilities; the history of Chatham's development supports the location theory described above.

Unfortunately, as residential and commercial uses continue to develop in an area in response to its access, the degree of accessibility is correspondingly reduced by the additional traffic generated. Increased travel time, excessive energy consumption, accidents, driver discomfort, noise and blight all contribute to a reversal of public perception as to the desirability of an area for the location of new commercial and residential uses.

Functional Classification of Roads

In any community, each road is called upon to perform a different type of function in the context of the whole transportation network. For planning purposes, the general functional classifications are three: arterial, collector and local. A road's classification is based on a number of considerations, including its jurisdiction, the volume of traffic it is required to accommodate, and its use and location within the transportation system.

Local streets function primarily as access to individual properties, both for vehicles and pedestrians. Collector streets, in theory, gather the traffic from several local streets before the design capacities of local streets are exceeded. This traffic is then funneled to major traffic generators such as shopping centers, offices, industrial plants or other commercial areas, or to arterial roads. Depending on the volume, source and composition of the traffic, collector roads may be broken down into primary or secondary collectors. Primary collectors are those roads which run between arterial roads or link major traffic generators with the arterial network. Traffic characteristics of this type of collector include a higher percentage of trucks than carried by secondary collectors. Secondary collectors, on the other hand, tend to carry primarily residential traffic and lower volumes. Because of these lower volumes and non-commercial characteristics, secondary collectors may be designed with lesser right-of -way widths and road surface bearing capacities. Finally, arterial roads have, as their prime function, the transport of regional traffic characterized by high volumes, extended destinations or substantial numbers of commercial vehicles. Arterial roads may be classified as either primary or secondary, as well, based on volumes and sources of traffic. Ideally, arterial and collector roads should have limited or strictly regulated access points to ensure an uninterrupted flow of traffic. In defining the functional classification of each of Chatham's roads, it is first necessary to review the factors noted above which contribute to such a determination.

Regional Location

Plate 9 locates Chatham within its northern New Jersey region. As is evident from the plate, Chatham straddles one of the main east-west arteries in the area. Route 124 (Main Street) is a commuting corridor for many residents of Morris County. Unlike Routes 80 and 287 to the north, however, Route 124 is not a multi-lane, limited access highway. The continued demands of the region upon an older, relatively narrow route, which must also accommodate the residential, commercial and institutional land uses located along it, produces problems for other roads in the Borough which are required to absorb the regional traffic avoiding Route 124. Essentially, the condition of Route 124 is inappropriate to the demands placed upon it. While Route 124 carries traffic through the region, Watchung, Fairmount, Lafayefte, Summit and North Passaic Avenues and Kings and Brooklake Roads appear to carry traffic between points within the region. Other roads are located so as to carry municipal or intermunicipal traffic to and from the regional system. While the opening of Route 24 in 1992 reduced traffic on Route 124 somewhat, continued development west of Chatham plus the increased size of the Short Hills Mall to the east will lead to more traffic in the long run.

Jurisdiction of Roads

Plate10 presents the political jurisdictions responsible for the various links in Chatham's road network. As indicated, the new Route 24 Freeway and Main Street are

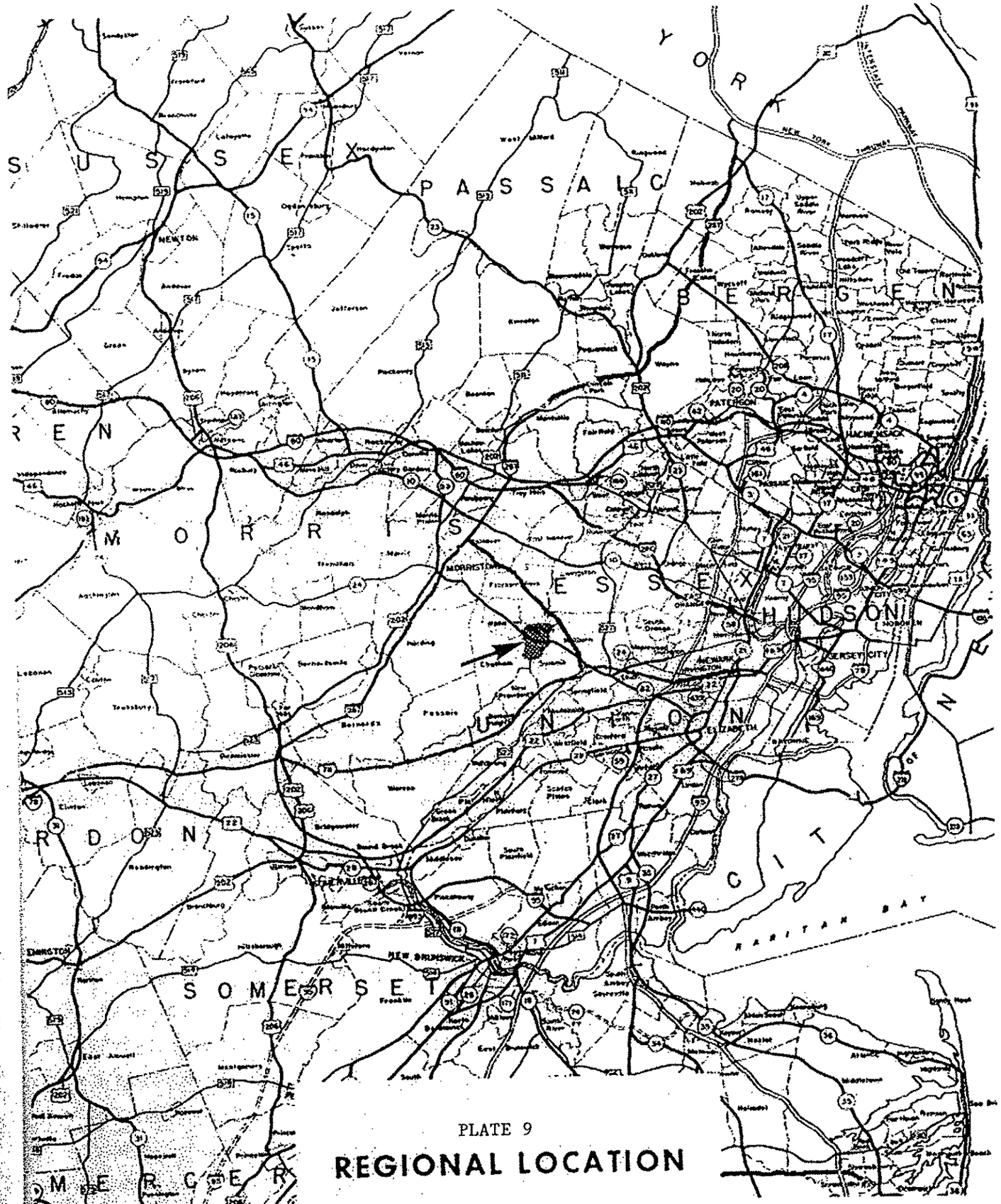

PLATE 9

REGIONAL LOCATION

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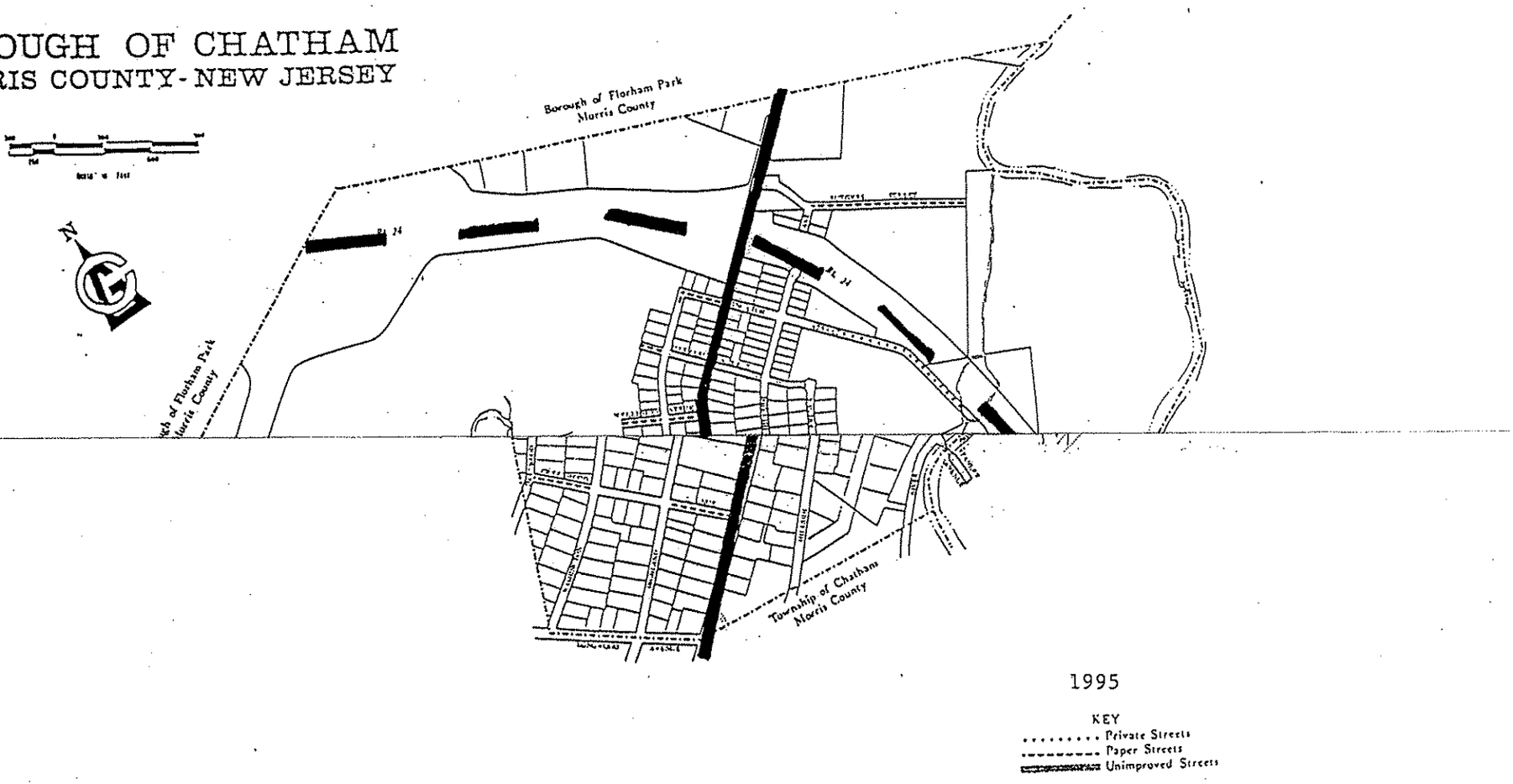
RIS COUNTY - NEW JERSEY



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KEY
- Private Streets
- Paper Streets
- Unimproved Streets

both under State jurisdiction. Summit, Watchung, Fairmount and North Passaic Avenues are under County jurisdiction and all others are the responsibility of the Borough. The political entity controlling a road's design and maintenance is often a clue to its function within the transportation system. For example, freeways and primary arterials are usually Federally or State owned, secondary arterials and primary collectors are likely to be County owned and secondary collectors and local streets are generally under Municipal jurisdiction. Based on Plate 11 ,it would appear that very few roads in Chatham should act as primary collectors or arterials, since so few are owned by extra-municipal jurisdictions, yet many do.

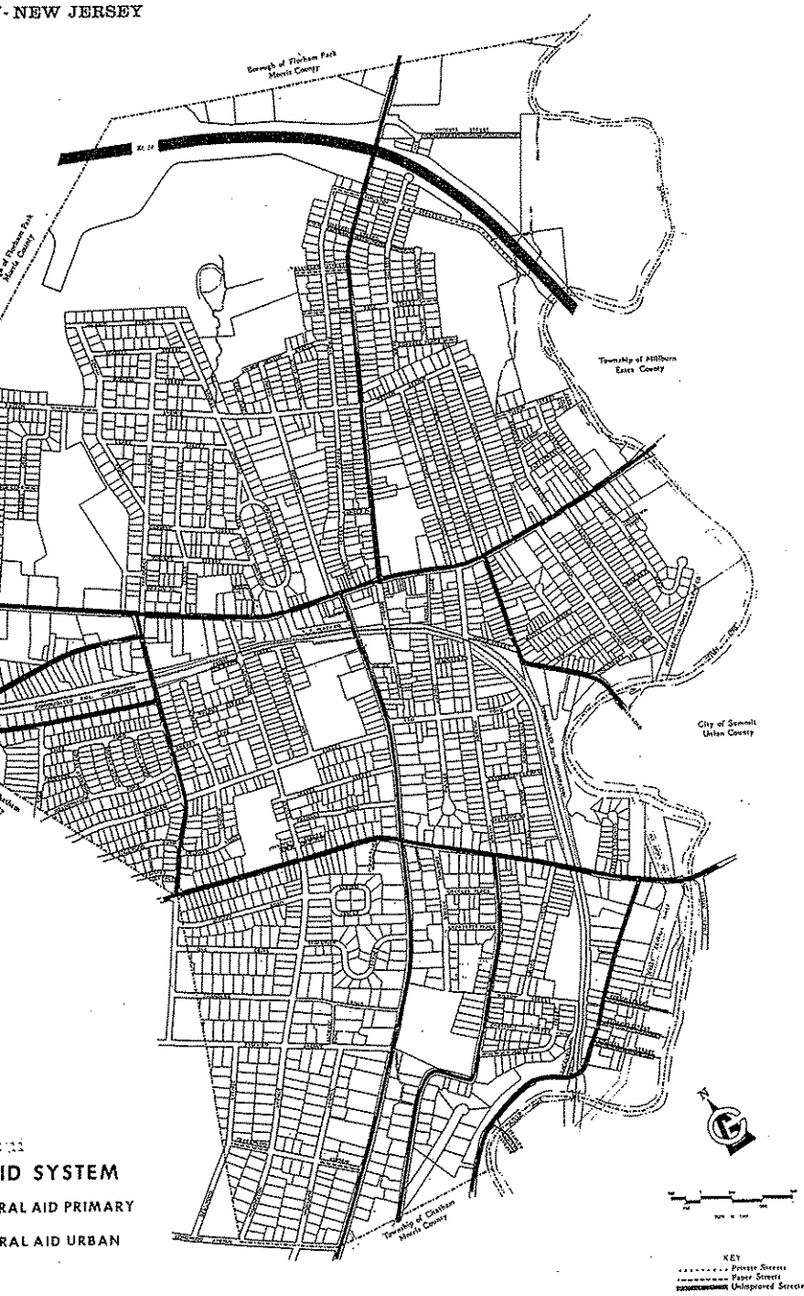
Federal-Aid System of Highways

Plate 11 shows roads within the Borough of Chatham which are included in the Federal-Aid System of Highways. These roads are part of a national interconnected and coordinated road system and, as such, are eligible for up to seventy percent (70%) federal funding for any road construction or improvement. Route 24 is part of the Federal-Aid Primary System since it is delineated as a limited access freeway by the New Jersey Department of Transportation. Roads selected as part of the Federal-Aid Urban System were initially recommended for inclusion by the Morris County Board of Chosen Freeholders. The original list was later modified on the basis of input from each of the County's thirty nine (39) municipalities. Inclusion in the Federal-Aid System indicates that a road plays more than a local, municipal or intermunicipal transport role and serves as a guide in classifying roads according to their functions.

Current Uses of Roads

Based on the information contained in Plates 11, and 12, and observations by members of the Planning Board, the current functional classifications of Chatham's roads have been determined and are presented on Plate 12. State Route 124 is classified as a primary arterial since it carries long distance inter-regional traffic. North Passaic Avenue, Brooklake Road, Kings Road, Lafayette Avenue, Watchung Avenue, Summit Avenue and Fairmount Avenue, on the other hand, are classified as secondary arterials, based on their inter-regional locations. Primary collector roadways include Hillside Avenue, River Road, Chatham Street, Woodland Road, and portions of Lafayette Avenue, Red Road, Weston Avenue and Van Doren Avenue. Secondary collectors consist of Longwood, Fairview, Washington (north of Watchung Avenue), Hedges, North Summit and North Hillside Avenues as well as the Bridge Street-Overlook Road jog and Ogden Street. The remaining streets serve local functions. The fact that these roads currently serve the functions assigned to them does not necessarily indicate that they were designed to do so. Use of the classification system implies conformance to a set of ideal types which do not, in reality, exist. The inadequate condition of a roadway to efficiently accommodate the demand placed upon it is the major source of

CHATHAM
- NEW JERSEY



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CHATHAM
- NEW JERSEY

PLATE 12

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OADS

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Paper Streets
Unimproved Streets

transportation conflicts. In Chatham, for example, numerous municipally owned roads traversing residential areas and with unlimited driveway access, function as primary and secondary collectors largely due to the failure of streets which are appropriately designated as collectors or arterials to perform their allotted functions efficiently. Such is the case with Red Road, Weston and Van Doren Avenues, and with Hedges, North Summit and North Hillside Avenues, and Ogden Street, Bridge Street and Overlook Road. On the other hand, Washington Avenue, south of Watchung Avenue, does not pull its proper weight as a secondary collector due to the fact that it is one-way only. The relative suitability of Chatham's roads to meet the demands placed upon them is evidenced by their right-of -way and cartway widths, discussed in the following paragraphs.

Street Right-Of -Way And Cartway Widths

Plate 13 presents the street right-of-way widths throughout the Borough of Chatham as estimated from the Tax Maps. It should be noted that a road's right-of-way width is not synonymous with its paved width, referred to as the cartway width. Plate 14 presents the cartway widths of Chatham's roads for purposes of comparison. The right-of-way includes the cartway, shoulders, sidewalks if present and utility easements.

Although State and County roads serving arterial and collector functions can usually be expected to have the widest rights -of -way within a community, Chatham contains a number of exceptions to this rule, as indicated on Plate 13 .

As a general standard, no roadway should have a right-of-way width of less than 50 feet. With the exception of a few road segments exhibiting 40 foot rights-of-way, local roads in Chatham conform to the 50 foot criterion. Collector roads, on the other hand, usually require right -of - way widths of 60 feet or more to handle the volumes of traffic assigned to them.

Arterial roads should have right -of -way widths ranging from 66 to 80 feet, depending on their classification as either primary or secondary arterials. With respect to its arterial and collector road rights-of -way, Chatham exhibits deficiencies which are typical of older communities whose major land use and circulation patterns have long been established.

The cartway widths of Chatham's roads also differ from traditionally recommended standards. For example, local streets ideally should be provided with cartways of 28 to 30 feet, while collector roads necessitate cartways of 40 or more feet, depending on traffic volumes, to provide room for at least two twelve foot traffic lanes and two eight foot parking lanes. Main Street, a primary arterial, has a cartway width more typical of a collector street.

It would be of questionable practicality to attempt to apply the above standards to an older, built-up community such as Chatham. In fact, it is highly unlikely that significant changes could be made to the right-of-way and cartway widths of Chatham's streets, given the established residential neighborhoods which line them. It is also important to bear in mind that widening

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20' to 24'
25' to 29'
30' to 34'
35' to 40'

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ugh of Chatham Tax Maps.