



2016 Master Plan Reexamination & Update

BOROUGH OF CHATHAM

Morris County, New Jersey



Prepared by:

ADOPTED - November 16, 2016



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2016 Master Plan Reexamination and Update

Borough of Chatham, Morris County, New Jersey

Prepared for:

The Borough of Chatham Planning Board

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NJ Planner's License 5134



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Table of Contents

Introduction

- 6 Purpose
- 6 Community Identity
- 7 The Planning Process
- 9 Plan Organization

Existing Planning Framework

- 11 2006 Reexamination Report Goals & Objectives
- 16 Current Status of Major Problems & Objectives Identified in the 2006 Reexamination Report
- 22 Borough Planning & Policy Documents Completed Since 2006
- 28 Borough Ordinance Changes Adopted Since 2006

Trends & Issues

- 29 Chatham Today: A Demographic Profile
- 34 Major Issues Identified by the Community
- 34 Changes in Planning Practice
- 35 County Changes
- 36 Changes in State/Federal Laws & Regulations

Strategy - Updated Goals & Objectives

- 38 Goals and Objectives

Recommendations for Downtown Chatham

- 44 Existing Zoning Regulations
- 45 Vision & Goals for Downtown Chatham
- 45 General Downtown Recommendations
- 46 Downtown Recommendations: B-4 Zone
- 47 Downtown Recommendations: B-2 Zone
- 48 Downtown Recommendations: Train Station Lot in the R-2 District

Recommendations for Land Use and Development

- 49 Residential Zones
- 50 Garden Apartment Zones
- 50 Industrial/Mixed-Use Zones
- 52 Circulation and Complete Streets
- 52 Smart Growth
- 53 Historic Preservation
- 53 Parks and Recreation

Recommendations for Redevelopment

- 54 Redevelopment Recommendations

Introduction

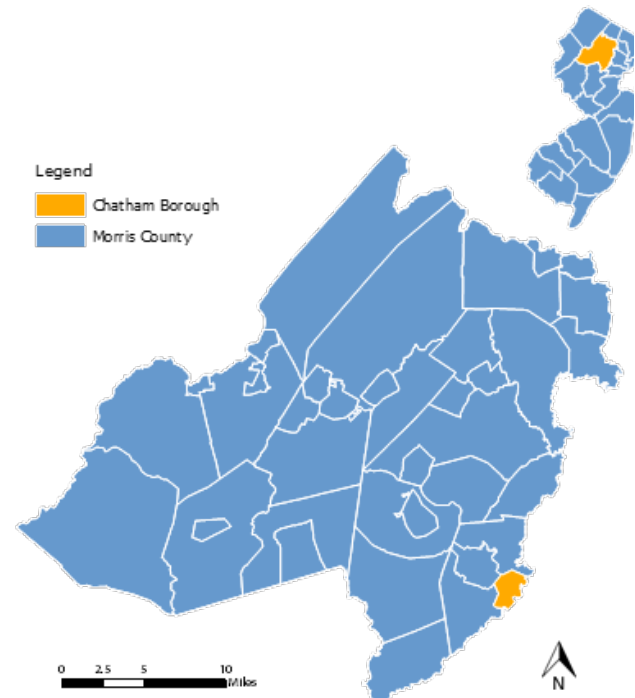
Purpose of the Master Plan Reexamination: What is a Master Plan Reexamination and why is the Borough undertaking this effort now?

A Master Plan is a community-wide land use policy guide adopted by the Planning Board. This Plan sets the vision and blueprint for the community's growth, revitalization, and preservation. It is not a law or a mandate. It does, however, contain the goals that inform zoning and public decision-making around development, preservation, and infrastructure. Importantly, a Master Plan Reexamination also acknowledges the major challenges relating to land use policy and development, as well as significant changes in policies at a variety of scales, including changes in state and county policy directions. Under NJ law, a Master Plan is reexamined once every decade. The Master Plan is not fixed; it is and should remain a living document. The Borough's last reexamination of its Master Plan was in 2006. Accordingly, this Plan reviews and makes recommendations for policy shifts in the Borough's Master Plan, as well as specific changes to the Borough's development regulations based on a scan of the last decade. As noted under the 'Plan Organization' (P. 9), certain sections of this Report also serve to amend the Borough's Master Plan.

Community Identity

The Borough of Chatham is a small community of 8,962 people encompassing approximately 1,533 acres or 2.4 square miles. It is bordered by the Borough of Florham Park to the north, the Borough of Madison to the west, Chatham Township to the west and south, Summit to the south and east, and Millburn on the opposite side of Route 24. Located on the eastern edge of Morris County, the Borough is approximately 20 miles from New York City. Proximity and relatively easy access to the City by train and car propelled the Borough's growth in previous decades.

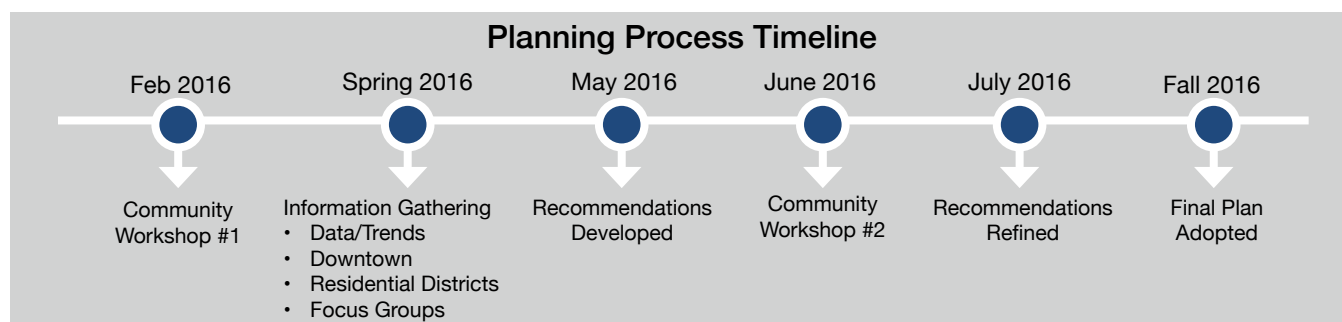
Historically, Chatham Borough served as an important link between colonial villages in the early 18th century. The first permanent European settlement was established here in the early 18th century when a bridge was built over the Passaic River roughly at the location of the present-day Route 124 Bridge. The bridge, which was built by John Day in 1721, spurred modest growth and commerce. As a result, the village emerged as a lo-



cal center for residents living in outlying areas. In 1773, the community formally adopted the name Chatham. Following the Revolutionary War, the bridge continued to serve as a key crossing and Chatham's population grew as a result of its valuable position along the Passaic River. The community grew even more after the Morris and Essex Railroad was constructed in 1837. The introduction of rail service to Chatham significantly shaped the built environment and ultimately transformed Chatham Borough into the community it is today.

In 1897, the Borough separated from Chatham Township and adopted a new form of government, formally incorporated itself as the Borough of Chatham. The Borough grew further as real estate developers purchased land and built homes for commuters in the early part of the 20th century. As of the 2010 census, the population of Chatham Borough is 8,962.

Today, Chatham is essentially a built-out community. As indicated in the 2010 Open Space and Recreation Plan, less than 1% of the Borough's land area is vacant and 17% is preserved as open space. Vacant land today generally consists of small, scattered parcels; therefore development pressure tends to take the form of small-scale infill development, tear-downs, and redevelopment opportunities. The Borough has a small downtown that primarily serves the local community. Residents of Chatham consider the downtown an asset; however its current condition is viewed by many as disappointing. The community also values the character of its neighborhoods, the quality of its



traditional, compact form and interconnected street network, and the Borough's proximity and accessibility to New York City and the metro region. There is much to be proud of in Chatham; and this should form the basis for a sustainable future guided by the Borough's long-range plan.

The Planning Process

Beginning in December 2015, a Master Plan Reexamination Subcommittee of the Planning Board guided the preparation of this Master Plan Reexamination and Update. Working with its team of consultants, the subcommittee reviewed previous documents, analyzed demographic and Geographic Information System (GIS) datasets, and reached out to the public for input on several occasions.

Public input is essential to the Master Plan process. Traditional public meetings as well as internet-based public input methods were used. A summary of the public input process is below:

► February 2016 Community Workshop Meeting

The consulting team, assisted by the Master Plan Subcommittee, conducted a public input session at the Library of the Chathams. The meeting included a brief presentation, a short survey, and interactive stations that offered residents the opportunity to provide feedback and express ideas and concerns.

► March 2016 Focus Group Meetings

Three focus groups were held with a variety of business owners/operators and commercial property owners. Focus group discussions centered on the downtown area.

► May 2016 Online Survey

The survey generated information about what residents like and dislike about a variety of types of neighborhoods, shopping/service options, and the downtown. The information gathered from the survey, along with input from the community meetings and focus groups, was used in the development of the draft goals and recommendations.

► June 2016 Community Workshop Meeting

The consulting team, assisted by the Master Plan Subcommittee, presented draft vision statements, proposed goals and recommendations for various areas of the Borough, with a more detailed analysis of downtown Chatham. A question and answer session was also held following the meeting.



Shop Chatham Signage



February 2016 Community Meeting



Fishawack Festival

Key Findings from Public Input

Valuable input was provided in the community meetings, focus groups, and survey. Over 80 individuals attended the first meeting in February and approximately 160 people participated in the community survey. Focus group discussions centered on the downtown area, including assets, opportunities, and challenges. Several key themes emerged from this process. These themes are listed below:

- Preservation of neighborhood character and historic character
- Concerns about the downtown (lackluster appearance, traffic, parking, mix of land uses) and opportunities for improvements
- Transportation, including rush hour traffic, parking and the importance of walkability
- Transit accessibility as a key asset

Input from the community informed the Subcommittee's work as it developed preliminary and final drafts of the report in the summer of 2016. The Draft Report was reviewed and finalized by the Master Plan Subcommittee prior to presentation to the full Planning Board. Planning Board discussion guided further refinement of the Report prior to the public hearing and formal consideration for adoption by the Planning Board in the fall of 2016.

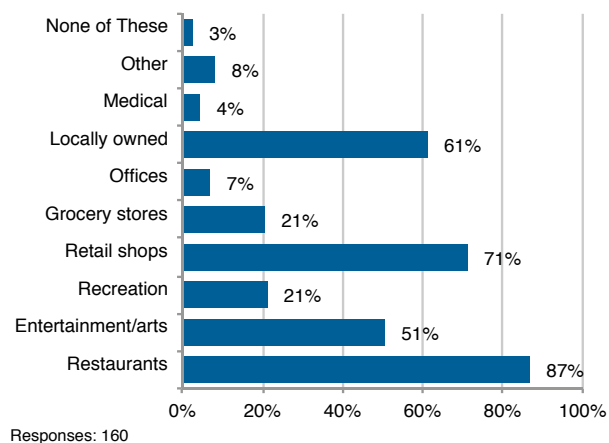
Key Issues Identified in Focus Groups:

- Transit accessibility and potential to add downtown housing to support/expand retail base
- Traffic congestion is a barrier/challenge
- Parking (adequacy, signage/wayfinding, on-street time restrictions, enforcement)
- Library is an asset
- Building maintenance/aesthetics
- Connectivity to Town Square
- Historic character
- Density/Heights (range of perspectives)

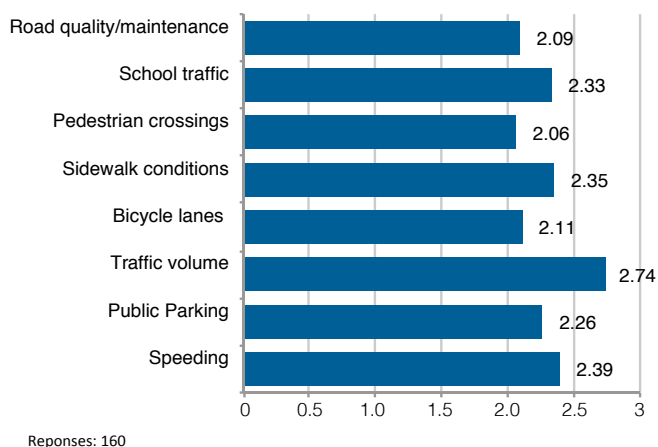


Community Meeting in June 2016

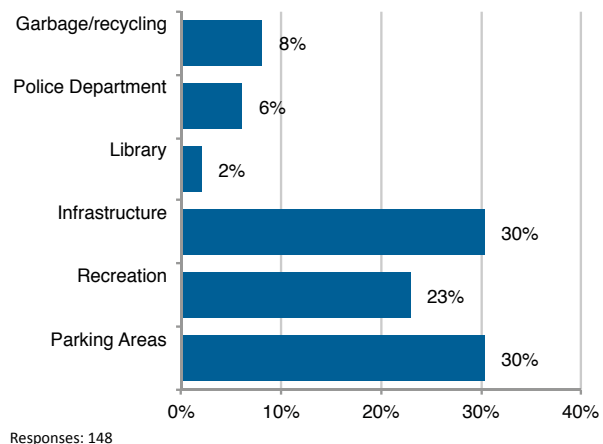
Types of Business/Services Sought on Main St.



Most Pressing Transportation Problems



Service Most in Need of Improvement



Plan Organization

The purpose of a Master Plan is to establish a vision for how the community wants to grow and develop. The Master Plan uses knowledge from the past and today to plan ahead and ensure that growth is fostered in a way that maintains the quality of life Borough residents currently enjoy.

The Master Plan establishes a guide for the Borough to direct the growth and anticipated use of property in the future, as well as outlining policies related to open space and recreational areas, environmental resources, historic and cultural resources, and transportation. The Master Plan is the policy document that is the precursor to the Zoning Ordinance. The Zoning Ordinance contains the regulatory framework that legally enacts the vision of the Master Plan.

The Municipal Land Use Law (N.J.S.A. 40:55D-89) provides for the preparation of a periodic Reexamination Report, at least every 10 years, indicating that such a report shall address the following:

1. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
2. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
3. 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 and natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in state, county and municipal policies and objectives.
4. 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.
5. The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the "local redevelopment and housing law", P.L.1992, c79(C4OA:12A-1 et al) into the land use plan element of the municipal master plan, and recommend changes, if any, in the local development regulations necessary to effectuate the redevelopment plan of the municipality."

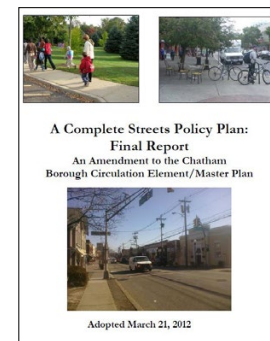
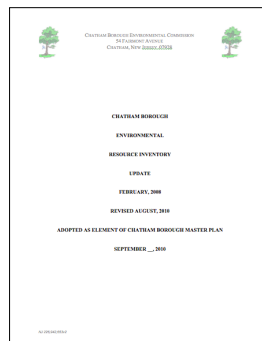
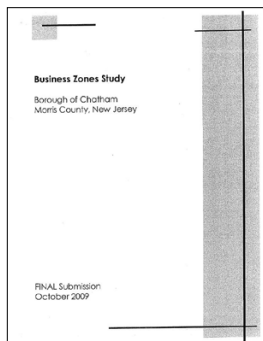
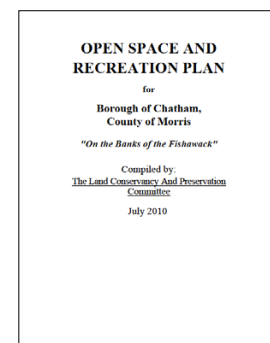
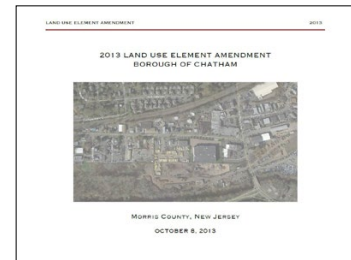
This Report identifies key changes that have occurred since 2006, when the most recent reexamination of the Master Plan was adopted. Through its preparation, the Chatham Planning Board is advancing the Borough's commitment to planning by reviewing and providing status updates on previously identified problems and soliciting input about the community's current concerns and its aspirations for the future. The report updates sections of the Master Plan and recommends revisions to the Borough's development regulations. These latter parts of this Report (P. 38 - 53) also serve to amend the Borough's Master Plan.

Past Planning Efforts

In 2000, the Borough of Chatham adopted its current comprehensive Master Plan. The most recent reexamination of the 2000 Plan occurred in 2006. The current effort starts with the 2006 Reexamination Report and incorporates recommendations from several subsequent planning and policy documents. The most significant of these was a Land Use Element Amendment to the Master Plan that was adopted by the Borough of Chatham in 2013. The plans listed below have all been adopted as part of the Borough's Master Plan since the last Reexamination Report.

- Open Space and Recreation Plan (2010)
- Environmental Resource Inventory (2010 and 2012)
- Complete Streets Plan (2012)
- Land Use Element Amendment (2013)
- Housing Element and Fair Share Plan (2016)

The major problems and objectives identified in the 2006 Reexamination Report, and the current status of each, are considered in the next section. The planning and policy documents completed since 2006 are also summarized in that Section.





EXISTING PLANNING FRAMEWORK

2006 Reexamination Report Goals & Objectives

In accordance with the Municipal Land Use Law, this section addresses the first two required components of a Reexamination Report. The major problems and objectives identified in the 2006 Reexamination Report, and their current status, are a logical starting point for a consideration of the Borough's future priorities.

In the 2006 Reexamination Report, the Planning Board established a new set of planning goals and objectives. The goals and objectives are repeated below as they appear in the 2006 report. The Borough's progress toward achieving these goals and objectives is described in the following subsection.

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, storm-water management, transportation and recreation as opportunities for cooperative regional solutions.



Multi-Family Housing

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. According to the 2014 American Community Survey, more than 2,200 (79 percent) of the Borough's 2,895 total occupied 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 enhanced made where feasible.

Objectives:

1. Promote appropriate population densities and bulk standards that contribute to the wellbeing 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.



Historic downtown properties

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.



River Road

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.



Bicentennial Park

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.



Main Street Facing East

Goal 6: Balance the 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 safe place 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 greatest extent possible, particularly in the downtown, by pursuing streetscape improvements that will attract shoppers and pedestrians to the area.

Additional Recommendations Made in 2006

As part of the 2006 Reexamination Report, the Planning Board also identified two additional issues and recommended specific amendments to the Borough's Land Development Regulations.

Residential Building Mass

A concern about the replacement of existing small dwellings with dwellings that are comparatively large was identified as adversely altering the character of many neighborhoods in the Borough, despite the existence of floor-area-ratio limits in the residential districts. At the time of the last Reexamination, the Borough was analyzing several methods to mitigate this problem, while trying to encourage the retention of detached garages and historic structures, including porches, porticos, 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 were identified as issues in the industrial areas on River Road and Commerce Street. On Commerce Street, it was noted that 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 were vehicular ingress/egress safety issues identified. There was also a concern regarding the high concentration of auto-related uses in this area, and the fact that many are parked near the river on pervious surfaces. Aesthetics were noted as a primary concern on River Road, a gateway into the Borough.



Clockwise starting at the top left: R-3 Residential on Meadow Road; Reasoner Park; R-2 Residential on Dempster Road

Current Status of Major Problems and Objectives Identified in 2006 Reexamination Report

The Borough has made significant progress toward achieving many of the goals and objectives identified in the 2006 Reexamination Report. Organized by the major subjects relating to land development concerns considered in the 2006 Report, the Borough's progress is summarized below.

Infrastructure

Ongoing maintenance and periodic upgrades to municipal infrastructure are vital components to ensuring that a community is prepared to address the impacts of future growth and development. The Borough of Chatham's 2006 Master Plan Reexamination Report included a number of suggestions related to the coordination of infrastructure investments with the Borough's plan priorities. The Borough has invested appropriately in the ensuing years to maintain these critical systems. Highlights are described below:

- *Water* – The Borough of Chatham operates its own water system and obtains its water primarily from three wells located at the Public Works Complex near the Middle School. The wells, each over 150 feet deep, draw groundwater from the Buried Valley Aquifer system of the Central Passaic River Basin. Water lines are replaced in tandem with road improvements to ensure that the distribution system remains up to date. Some of the major improvements completed since 2006 were replacement of the waterlines on Chandler Road and Elmwood Avenue, electrical upgrades to all pump houses, and repainting of both water towers. The system has sufficient capacity to serve additional development that is reasonably anticipated in the Borough, through some distribution/connection system improvements may be required on a project-specific basis.
- *Wastewater* – The Borough of Chatham shares its wastewater system with Madison. The Madison Chatham Joint Meeting Sewer Treatment Plant sewer services area administers the system. The Borough maintains its own pump stations. All three pump stations (Parrott Mill Road, River Road, and Jackson Avenue) have been improved and brought up to date over the last 10 years. While the system generally has capacity to serve future development, an updated capacity analysis is being prepared to better understand current and future treatment allocations of the Joint Meeting. In addition, off-site improvements to the sanitary sewer collection system may be required of developers on a project-specific basis. In addition to capital funds, the Borough has financed \$1.2 million of its wastewater system improvements through the New Jersey Environmental Infrastructure Trust.
- *Stormwater* – The Borough of Chatham budgets approximately \$250,000/year for stormwater improvements. Morris County has taken the lead in developing new stormwater regulations that take effect later this year. The Borough will need to modify its stormwater ordinance to be consistent with the new county regulations.



Kings Road Traffic Calming

Transportation

The Borough has undertaken a number of projects to maintain and improve the transportation system since 2006. A number of streets – including Woodland Road, Main Street, Fairmount Avenue, Upper and Lower Washington Avenue, Hillside Avenue, Lafayette Avenue, Front Street and Watchung Avenue – have been repaved utilizing county funding or state aid. State aid was also used to help fund improvements on Kings Road, including milling and repaving, as well as sidewalk and traffic calming improvements. Sidewalks were constructed along Watchung Avenue; and a \$1.5 million streetscape improvement project added pavers, pedestrian-scaled street lights, and street furniture to sections of Main Street.

In 2012, the Borough also adopted a Complete Streets Policy & Plan as an amendment to the Circulation Element of its Master Plan. The Complete Streets Plan is discussed further in the next subsection.



Main St. Pedestrian Crossing

Congestion on Main Street (Rt. 124) remains a major concern for the community. The results from a 2013 NJ 124 Corridor Study prepared for Morris County and NJTPA (New Jersey Transportation Planning Authority) show that Main St. currently operates at or over capacity, which frequently results in slow speeds and congested conditions. Route 24, which is a state highway that connects Interstate 287 and Interstate 78, also operates at capacity. The high AADT (Average Annual Daily Traffic) volume on Route 24, which in 2014 ranged from 84,956 in Florham Park to 101,132 in Summit, diverts traffic into Chatham and neighboring communities. Although there has been limited growth in the Borough, neighboring communities have grown significantly which has resulted in higher traffic volumes on Rt. 24 and Main Street. These developments, which include The Green in Florham Park, Honeywell site in Morris Township and various other developments along Park Avenue in Madison and Florham Park, generate residual congestion in Chatham that adversely impacts circulation.

Open Space and Recreation

The Borough's Land Conservancy and Preservation Committee prepared the Chatham Open Space and Recreation Plan in 2010. The Plan is described in the next subsection.



Reasoner Park

Over the last 10 years, the Borough has made significant progress in achieving its Open Space and Recreation goals. The Borough has purchased almost all of the open space that was available and identified for preservation using its Open Space Trust Fund and grants. Recent greenway connections include an easement to the Borough along the Passaic River, from the end of Commerce Street to Summit Avenue, which will become part of the future Passaic River Greenway.

A number of park improvements were also completed since 2006; such as turf improvements at Lum Field, park and pool improvements at Memorial Park, and drainage improvements at Shepard Kollock Park. The preservation and protection of the Scarlet Oak tree at lower Lum Field has also been a focus of recent efforts. Additionally, the Chatham Community Garden was relocated to Woodland Park, accessed via Woodland Road, just east of Madison. In addition, MyChathamNJ Advisory Committee, a volunteer partnership of residents, local businesses and borough departments, has

BOROUGH OF CHATHAM, NEW JERSEY



Chatham Borough Fire Department

undertaken beautification projects on borough property and pocket parks, including Bicentennial Park, the entrance to the southern NJ Transit parking lot, Post Office Plaza, and Liberty Park.

The Borough has also pursued and promoted numerous sustainability initiatives since 2006. In 2012, the Borough was one of seven municipalities to achieve a Silver-Level certification, the highest level certification offered, from Sustainable New Jersey, for its commitment to sustainability. In 2015, the Borough was re-certified as a silver-level community and was the second highest ranked municipality by Sustainable New Jersey for its many green and sustainable actions in recent years. These actions include Energy Audits, Green Fair, Green the Green Fair, Mayors' Wellness Campaign, the Chatham Borough Farmers' Market, the Community Garden, the Recycling Depot, Pay-As-You-Throw garbage program, and the Eco Film & Discussion Series. The Borough has also leveraged over \$80,000 in grants and incentives to implement energy efficiency measures that are estimated to save the borough over \$15,000 annually in energy costs.

Historic Preservation

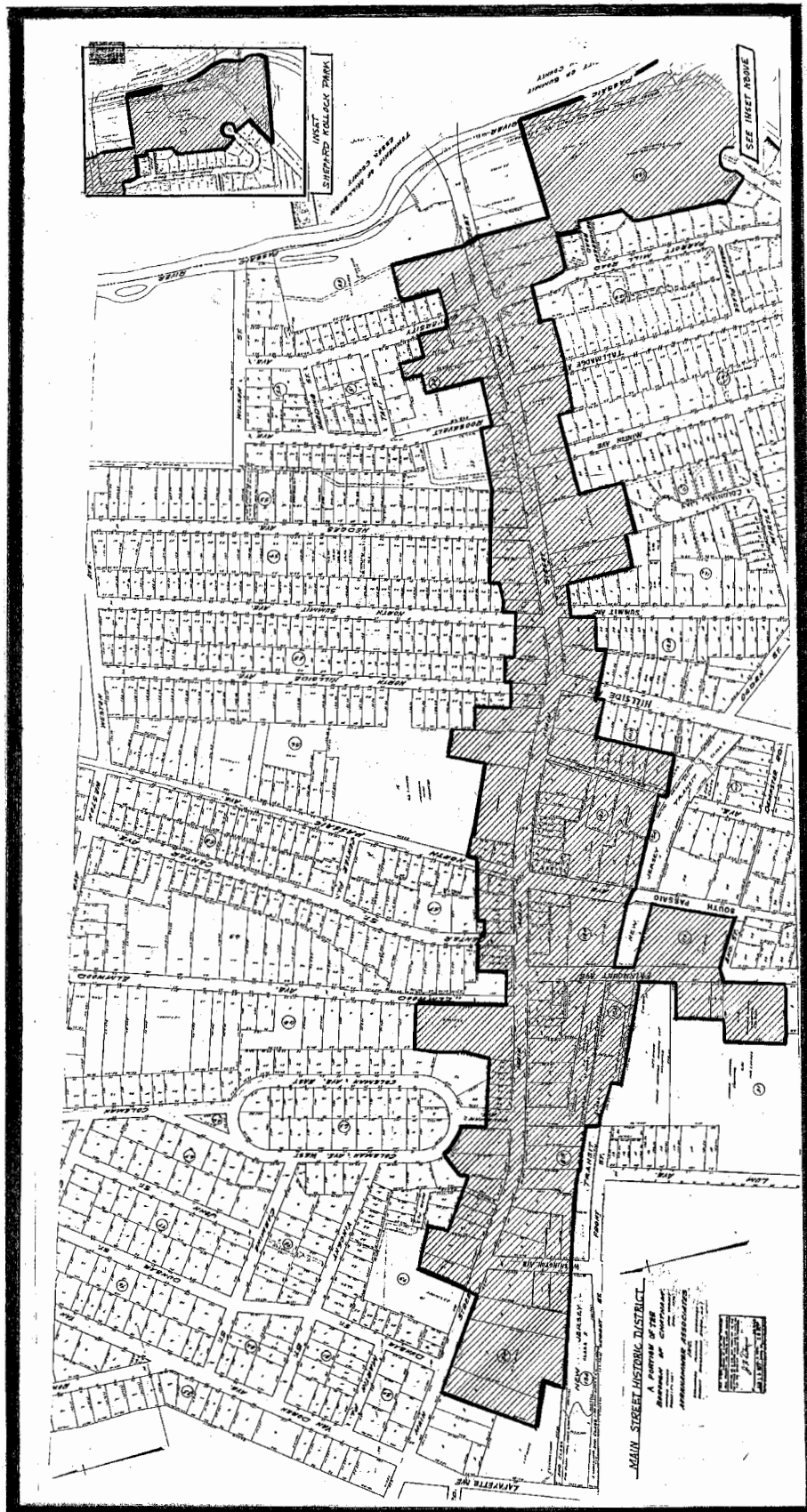
The Borough of Chatham has not updated its inventory of historic properties since the 1980's and, despite some emphasis on the importance of historic preservation in the 2006 Master Plan Reexamination Report, no new studies have been undertaken since the Reexamination Report was completed. Morris County, however, recently completed a Cultural Resources Inventory, that includes the Borough of Chatham. This document is described in Section 3.

The Borough, through the Historic Preservation Commission (HPC), continues to review projects in the Main Street Historic District, which extends from near its eastern boundary to almost Lafayette Avenue. HPC's review role for projects before the Borough's Planning Board or Zoning Board for proposed development on designated historic sites and/or in historic districts is advisory, as outlined in the Municipal Land Use Law (MLUL 40:55D-107) and the Borough's Land Development Code. In addition, HPC also has an advisory review role on permit applications (defined as 'minor applications for a permit' in the Borough's Land Development Code) for buildings in designated historic sites or districts.

Recently, there has been public interest in designating local historic districts to protect/enhance local streetscapes in residential neighborhoods. The creation of such districts should be based on accepted criteria for documentation of historic districts/streetscapes and strong neighborhood support. Such districts and/or sites would need to be identified in the Borough's Land Development Code and on the Borough's Zoning Map to extend HPC's review authority. In addition, HPC also has an advisory review role on permit applications (defined as 'minor applications for a permit' in the Borough's Land Development Code) for improvements to buildings in designated historic sites or districts.



Historic Buildings on Fairmount



Main Street Historic District Map



Main Street and Center Street



Main Street

Commercial Areas

The Chatham Borough Business Zones Study, completed at the end of 2009, examined parking and zoning issues in the Borough's Business Zoning Districts. The B-1, B-2, B-3, B-4, and B-5 Districts, which together comprise Chatham's downtown, were the focus. This study is described further in the following subsection.

In follow-up to the study, over the past five years the Borough has amended the permitted uses and standards that govern development in the B Zones that generally encompass the entire length of Main Street. Specifically, the following modifications were implemented:

- Permitted ground floor commercial uses in the downtown (B-4 District) were clarified to encourage uses that generate pedestrian activity;
- Apartments on upper floors, previously conditional uses in the B-2 and B-4 Districts, are now permitted uses;
- Retail and restaurant definitions were clarified to exclude drive-thru facilities;
- The floor area of retail establishments in the B-3 District was capped at 2,500 square feet to reflect and retain the scale and rhythm of the Borough's federally-listed historic district;
- A new definition for medical/dental offices was adopted to better regulate the traffic and parking generation concerns typical for such uses;
- The permitted number of stories in the B-2 and B-3 Districts was increased from two to two-and-a-half stories;
- Floor area ratio requirements were removed from the B-2 and B-3 Districts so that those districts, along with the B-4 District, are no longer regulated in terms of floor area;
- Off-street parking requirements were modified for all commercial uses to better reflect more current parking standards and research, as well as to reflect the availability of municipal and on-street parking proximate to many commercial areas of the Borough; and,
- A bicycle-parking requirement was added for commercial and multi-family residential uses.



Chatham Gateway District

Industrial/Mixed Use Areas

The 2013 Land Use Element Amendment focused primarily on the Borough's M-1 and M-3 (Industrial) Zoning Districts along Commerce Street / Summit Avenue and River Road / Watchung Avenue respectively.

The 2006 Master Plan Reexamination report had included a new planning goal: "to improve the utilization and appearance of the Borough's industrial districts;" and it suggested "that the same level of attention and energy that has been applied to the downtown be applied to the industrial districts at the eastern end of Watchung Avenue, along River Road, and along Commerce Street." The 2013 process included significant public input and resulted in a new vision for the industrial districts that emphasizes the role of this area as a gateway to the community, allows for a greater mix of uses, and encourages better design and pedestrian safety improvements. This report is discussed further in the following subsection.

In 2014, the Borough adopted zoning revisions to implement the changes recommended in the 2013 Land Use Element. In particular, the new Gateway Overlay District expanded the number of allowable uses and specified which were permitted for ground floor and upper floor locations. It included an affordable housing requirement for residential projects, established new area, height, and bulk requirements, offered an incentive/height bonus in return for specified public benefits, and outlined design standards for the Gateway Overlay District.



Chatham Street

Residential Neighborhoods/Residential Building Mass

In several steps since 2010, the Borough amended its residential development standards to encourage positive residential design elements and to provide greater flexibility for homeowners to undertake additions to existing residences. This was accomplished through modifications to how residential floor area is calculated with open porches, open porticos and conforming accessory structures removed from the calculation of floor area. This has the effect of encouraging porches and detached garages, design features that are common to the historic neighborhood fabric in the Borough. In tandem with this change, the Borough modestly increased the maximum permitted residential floor area to allow additions and modifications to homes, particularly those on smaller lots.

Housing Element and Fair Share Plan

All municipalities in New Jersey are charged with the constitutional obligation of providing a realistic opportunity for the construction of housing for low-income and moderate-income households. This responsibility, initially highlighted in the 1975 case of *Southern Burlington County NAACP v. Township of Mt. Laurel 67 NJ 151* (1975), eventually became the basis for the July 2, 1985 Fair Housing Act.

A Housing Element is one of the mandatory components of a master plan. In 2015, the Chatham Planning Board began the process of updating its Housing Element and Fair Share Plan to fulfill the requirements of both the New Jersey Municipal Land Use Law and the Fair Housing Act. This document is discussed further in the next subsection.

Borough Planning and Policy Documents Completed Since 2006

As noted above, a number of plans and policy documents have been completed since the last Reexamination Report in 2006. These are described in further detail below.

2013 Land Use Element Amendment

From the standpoint of this Reexamination Report, the most significant of the studies that were completed since 2006 was the Land Use Element Amendment adopted on November 13, 2013. This document amended the Borough's Master Plan by addressing key land use issues identified by the Planning Board and broached in the 2006 Master Plan Reexamination Report.

The 2013 Land Use Element Amendment focused primarily on the Borough's M-1 and M-3 Zoning Districts along Commerce Street/Summit Avenue and River Road/Watchung Avenue respectively. The 2006 Master Plan Reexamination added a new planning goal: "to improve the utilization and appearance of the Borough's industrial districts," and suggested "that the same level of attention and energy that has been applied to the downtown be applied to the industrial districts at the eastern end of Watchung Avenue, along River Road, and along Commerce Street." The 2013 Land Use Element Amendment established the following new Master Plan Goal, which is maintained in this Master Plan Reexamination:

To expand and improve the utilization, accessibility, range of permitted uses, and overall character of the Borough's industrial districts. In addition to maintaining existing permitted uses, specifically light manufacturing/assembly and non-toxic/low-impact laboratories, a wider range of land uses should be permitted to broaden opportunities for investment and revitalization of the Borough's historically industrial areas along River Road, Watchung Avenue, Commerce Street and Summit Avenue. The River Road/Watchung Avenue gateway into the Borough should be a welcoming and well-defined, mixed-use entry into the community with its own character. Pedestrian accessibility should be improved within this gateway area and along River Road, with development of a continuous sidewalk and streetscape character that incorporates pedestrian facilities and amenities, including design elements that draw on the river as a theme and essential part of the Borough's history. Public access to a future Passaic River greenway should be provided and incorporated into future development plans. Opportunities for larger-scale multi-family and mixed-use development should be provided within the River Road/Watchung Avenue gateway. Future transit connections should also be explored to serve the River Road/Watchung Avenue gateway, including shuttle bus links to existing NJ Transit stations, as well as the feasibility of a new station anchoring the area. An eclectic mix of smaller scale commercial, retail, and light industrial uses should be permitted along Commerce Street and Summit Avenue.

One of the outcomes of this amendment to the Land Use Element of the Master Plan was the development and adoption of a Gateway Overlay District as part of the Borough's zoning code. The Land Use Element Amendment also recommended that two Borough-owned properties in conservation use be formally rezoned as part of the Conservation District.

New Planning Objectives and Implementation Strategies under this goal included the following:

- To leverage future development opportunities along the River Road/Watchung Avenue gateway area resulting from the clean-up of contaminated sites, from the establishment of a greenway along the Passaic River, from revitalization of sites in nearby Summit, and from modernizing the zoning regulations that govern these areas;
- To encourage new investment that creates high quality jobs and buildings that enhance the local economy;
- To provide a welcoming, well-defined entry into the Borough by improving and expanding pedestrian accessibility in the River Road/Watchung Avenue gateway area and along River Road, and enhancing and defining the streetscape with components that draw thematically on the river as an essential part of the Borough's history;
- To seek outside funding and partners to explore future transit connections to support transit-oriented development (TOD) opportunities at the River Road/Watchung Avenue gateway area;
- To provide public access to Borough-owned properties along the Passaic River and to work with private property owners to assemble conservation easements along the Riverfront to achieve a greenway for passive recreation use;
- To enhance the vegetative buffer along the Passaic River through cooperative efforts with property owners and the Borough;
- To improve the appearance and function of individual sites and public streets through building design, site design, and regulation of outdoor storage; and.
- To promote the appropriate scale of future development, including providing some opportunities for larger-scale, pedestrian-oriented development in the River Road/Watchung Avenue gateway area and the south side of River Road.

Chatham Borough Business Zones Study (2009)

The Business Zones Study, completed at the end of 2009, examined parking and zoning issues in the Borough's Business Zoning Districts. The B-1, B-2, B-3, B-4, and B-5 Districts, which together comprise Chatham's downtown, were the focus. The Study included an inventory and analysis of on-street and off-street parking, and a review of area and bulk requirements in the individual zoning districts such as: permitted number of stories, building height, and lot coverage. It also looked at off-street parking requirements.

The Planning Board reviewed this study and addressed the majority of the issues it identified via implementation of zoning amendments to the B Zones over the past five years. These amendments expanded the range of permitted uses, amended off-street parking requirements to reflect the Borough's transit accessibility and on-street/municipal parking resources, and modified lot coverage standards.

Open Space and Recreation Plan (2010)

The Borough of Chatham Open Space and Recreation Plan, subtitled "On the Banks of the Fishawack", was prepared by the Land Conservancy and Preservation Committee in 2010. The Plan identifies important environmental and recreational resources and establishes a vision for a network of open spaces throughout the community. Open space goals established in the plan include:

1. Preservation and enhancement of historically significant areas in the community.
2. Protection of the ground water supply to ensure a continued supply of water for the Borough.
3. Protection of wellheads 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. Expansion of existing parks and recreation areas.
7. Creation of new passive recreational facilities.
8. Establishment of a greenway linking parks along the Passaic River to municipal holdings in the northern part of Chatham Borough and into other communities.
9. Preservation of the remaining tract of farmland in the Borough.
10. Protection of community vistas and gathering points.



Passaic River

The Plan's vision is articulated through a description of the Borough that has achieved its goals – “a community with open and accessible parkland and ample recreation space for its growing athletic programs. The realization of Chatham's goals will also provide the community with protection of the Passaic River through a greenway, connection of Chatham parkland by way of walking and bicycling trails, the preservation of its historic resources and a stable supply of clean drinking water. Chatham's natural lands will become valued additions of the healthy, thriving community.” Elements of the envisioned system include:

- A Passaic River Greenway that will link parks along the Passaic River, protect riparian areas and provide wildlife habitat.
- Regional coordination that presents opportunities for partnership and preservation.
- Public gathering places that will become community treasures.
- Trails that are greenways for public access.
- Historic sites that preserve a link to the Borough's storied past.
- Open lands that can provide a safe guard against pollution and provide recharge and retention of ground-water.
- Additional playing fields that will keep pace with recreation demands.
- Trails through Borough parks that will bring the community outdoors.

The document includes an Action Plan and a description of preservation tools and funding sources. It also lists specific parcels that would create the various greenways envisioned on the Greenways Map. The Chatham Borough Greenways Map illustrates the extended greenways connecting the parklands, natural areas and waterways of the Borough. The map provides a vision for Chatham's open space preservation program.

Environmental Resource Inventory (2010 and 2012)

The Chatham Borough Environmental Resource Inventory was first prepared by the Environmental Commission in 1976. It was updated in 2008, revised in 2010 and again, with new sections, in 2012. The latest version of the document was adopted by the Planning Board into the Borough Master Plan in May 2012.

The document includes a thorough inventory and discussion of environmental resources, including: geology, topography, climate and air quality, hydrology, soils, vegetation, wildlife, wetlands, history and cultural factors, regional relationships, and land use. Some of the conclusions in the report were:

1. The two areas of greatest concern to Chatham Borough are: (1) surface water (stormwater runoff, streams, rivers, ponds and lakes), and (2) ground water (underground water supplies). The Borough of Chatham is subject to various surface water problems because of poorly draining soils and the effects of flooding along the Passaic River, and is also totally dependent upon the nature and extent of its ground water for supplying drinking water. The community is thus profoundly affected by local hydrologic conditions as they presently exist and as they are or may be altered through changes in local and regional land use.
2. Take steps to assure that the Borough's floodplains, woods, and natural vegetation areas be protected for both aesthetic and practical reasons.
3. Continue to protect, monitor and restore the habitat in Chatham so that the Borough continues to have as much diversity in wildlife as possible.
4. Continue to enforce and monitor the Borough's noise ordinance adopted in 2005.

Complete Streets Plan (2012)

The Complete Streets Policy Plan was prepared by a Steering Committee and adopted by the Planning Board as an amendment to the Borough's Master Plan, specifically the circulation element, on March 21, 2012. As noted in the Introduction, "The plan incorporates a vision statement, set of goals, Complete Streets policy language, performance measures, and guidance on general street design and educational programs constructed to work together in this comprehensive planning effort... and is intended to provide policy guidance on future transportation infrastructure investments to ensure that the needs of people of all ages and abilities are considered in transportation improvements and decision making."

The plan includes the following vision statement:

"Develop strategies, policies and goals that promote individual and community health and sustainability through the provision of transportation options that encourage physical activity by preserving and enhancing the existing assets of Chatham Borough."

Goals, identified in the plan, are as follows:

- Build from the historic, mixed use downtown to sustainably plan pleasant and accessible places to walk, bicycle and use transit for people of all ages and abilities in Chatham Borough;
- Provide a transportation system that serves all residents;
- Enhance current walking and bicycling opportunities through signage, roadway markings and/or street infrastructure improvements, including sidewalks and traffic calming, where feasible, to expand existing safe routes to existing destinations;
- Promote walking, bicycling and transit use through consideration of specific street safety needs of children, older adults, and people with disabilities in new and retrofit roadway projects, especially those projects at and near schools, community facilities, transportation hubs, and the downtown;
- Create a flexible policy that promotes retrofitting a network of streets and sidewalks over time, and opportunities to develop trails and pathways, where feasible, that benefit cardiovascular health by considering all modes of transport and all roadway users in transportation projects;
- Ensure that complete streets projects reflect and consider the environmental, cultural and historic context of the Borough, as well as realistic cost constraints;
- Promote outreach and education to all street users detailing the rules of the road – the rights and responsibilities of all roadway users in a multi-modal environment;
- Implement the complete streets policies to support other local initiatives such as the Sustainable Jersey certification process;
- Create mechanisms to measure successful implementation of complete street policies and goals;
- Develop a flexible checklist to help weigh the benefits and constraints of potential complete streets project components, including maintenance projects and retrofit improvements for improved public health and safety;
- Involve residents and business owners in promoting walking and bicycling in Chatham Borough;
- Seek public input via surveys of all those directly affected by retrofit projects that include new sidewalks, traffic calming measures or other major upgrades;
- Identify and fill critical gaps in the transportation network for all roadway users;
- Design all projects in accordance with the American with Disabilities Act (ADA) standards and guidelines;
- Work with NJ Transit to improve access to the train station and lighting of accessible routes and roadway crossings;
- Allow exceptions to the Complete Streets policy to be contingent upon the presence of specific safety concerns and set a clear procedure that requires high-level approval prior to granting exceptions. Create a system for exceptions that is explicit and understandable.
- Formally adopt the complete streets policy plan as part of the Borough Master Plan.

Housing Element and Fair Share Plan (2016)

As mentioned previously, a Housing Element is one of the mandatory components of a master plan. This Housing Element and Fair Share Plan fulfills the requirements of both the New Jersey Municipal Land Use Law and the Fair Housing Act. Chatham Borough has a long history of complying with the State's affordable housing policies and regulations. The Borough was granted substantive certification (in essence, plan approval by the New Jersey Council on Affordable Housing or COAH) of its First 'Round' (1988) and Second 'Round' (2003) housing plans. 'Rounds' generally refer to respective Mount Laurel decisions and corresponding regulations and affordable housing need numbers adopted by the New Jersey Council on Affordable Housing.

The determination of the Borough's current affordable housing obligation is based on Prior and Current Round compliance, as well as statistical models developed for the Third/Current Round, and litigation. Guiding litigation and legislation includes the Mount Laurel II decision, the Fair Housing Act, and, most recently, the March 10, 2015 Supreme Court decision. Based on the 2015 Supreme Court decision, the Borough prepared an updated Housing Element and Fair Share Plan in the fall of 2015. As part of that process, the draft plan was publicly presented to the Borough Planning Board and Borough Council. The plan was then filed with the court as part of the Borough's declarative judgment action. The plan was revised in April of 2016 and adopted by the Planning Board and endorsed by the Borough Council in September of 2016. The Borough has entered into a settlement agreement with FSHC (Fair Share Housing Center). That agreement results in the Borough being granted a Vacant Land Adjustment and having a Realistic Development Potential (RDP) of 36 units for the current round. The Plan's strategies for addressing this RDP emphasize future inclusionary development in the Gateway Overlay District with 20% of for sale units required to be affordable and 15% of all units in rental projects. Additional strategies to address any unmet need (the delta between the RDP and the Borough's assigned need) include requiring the same 15 or 20% minimum inclusionary set aside in any future mixed-use development with five or more housing units in the B-2 and B-4 Districts.



Schindler Court

Borough Ordinance Changes Adopted Since 2006

This table lists significant new or amended development-related ordinances adopted by the Borough since 2006.

Year	Ordinance No.	Summary
2008	8-16	Amend Planning Board powers consistent with MLUL
2010	10-09	Amend building height, floor area, floor area ratio definitions and standards
2010	10-30	Amend residential standards to exclude porticos of up to 25 square feet from floor area ratio calculation
2011	11-07	Amend definitions for restaurants/eating & drinking establishments and modify permitted uses in the B-3 District
2011	11-14	Amend development fees
2011	11-16	Add parking requirements for child care facilities
2011	11-18	Amend signage definitions, standards and regulations
2012	12-13	Amend permitted uses, bulk regulations and parking standards for Business Zones
2013	13-03	Amend lighting standards
2013	13-12	Amend affordability control regulations in affordable housing ordinance
2013	13-21	Amend residential development standards to exempt porticos of certain dimensions from front yard setback and building coverage requirements
2014	14-09	Expand permitted uses in all M Zones, modify M Zone bulk and design standards, and create Gateway Overlay District, consistent with 2013 Master Plan Amendment
2015	15-04	Adopt standards for ground-based mechanical equipment, including stand-by generators
2015	15-08	Rezone Bowers Lane from B-6 to AFD-4 (Affordable Housing), consistent with Housing Element
2015	15-09	Amend inclusionary housing requirement for residential development in the M-1, M-3 and Gateway Overlay Districts
2015	15-14	Amend floor area standards for single-family and two-family homes, and exclude open porches, porticos and conforming accessory structures from floor area ratio calculation
2016	16-06	Adoption of the Borough's Zoning Map, Wellhead Protection Area Overlay Zone and Historic District Map

TRENDS AND ISSUES

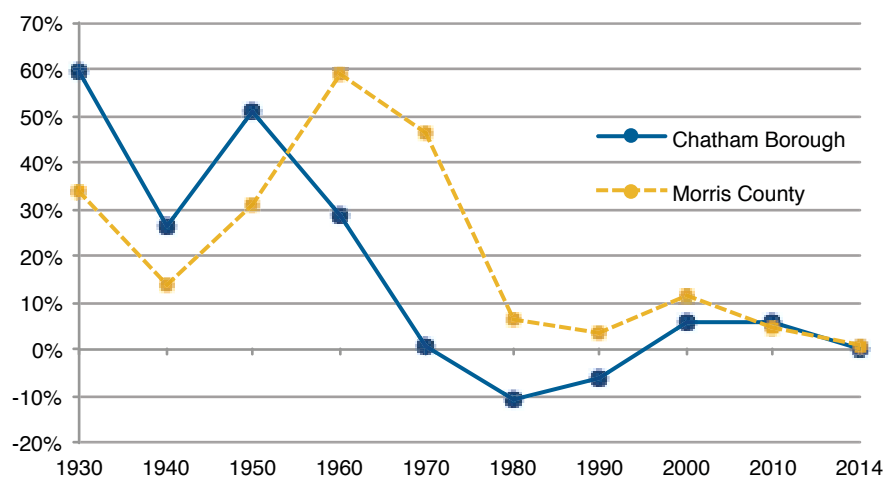
The assumptions, policies and objectives that inform the Borough's Master Plan as last revised remain largely valid. However, various changes have occurred since the adoption of the 2006 Master Plan Reexamination that warrant further consideration with respect to the Borough's objectives, land use policies and development regulations. In this section, demographic trends are presented, concerns expressed by the community are summarized, changes in planning practice relevant to Chatham are discussed, and changes to pertinent county, state, and federal policies are reviewed.

Chatham Today: A Demographic Profile

Demographic data pertaining to the Borough's residents was obtained from the U.S. Census Bureau through its Decennial Census as well as the American Community Survey, (ACS), which is an ongoing statistical survey that samples a small percentage of the population every year. This data provides insight into the characteristics of the Borough's residents, and how they live.

As indicated in Table 1, the Borough's population grew rapidly from 1920 to 1960, slowed during the 1960s, and then declined during the 1970s and 1980s. Modest population growth resumed during the 1990s and 2000s. Between 2000 and 2010, the population of Chatham Borough increased by 6%. During the decade, the Borough actually grew faster than Morris County (5%); however, County growth outpaced the Borough's growth each decade from the 1950's through the 1990's. Figure 1 illustrates the relationship between the Borough's and the County's population growth rates since 1930.

Figure 1: Population Change from 1930 to 2014



Source: Decennial Census; ACS 2014 (5-Year Estimates), U.S. Census Bureau

Table 1: Population Change

Chatham Borough			
Year	Population	Change	
		Number	Percent
1920	2,421	-	-
1930	3,869	1,448	60%
1940	4,888	1,019	26%
1950	7,391	2,503	51%
1960	9,517	2,126	29%
1970	9,566	49	1%
1980	8,537	-1,029	-11%
1990	8,007	-530	-6%
2000	8,460	453	6%
2010	8,962	502	6%
2014 est	9,000	38	1%
Change, 1920 to 2014		6,579	272%

Morris County			
Year	Population	Change	
		Number	Percent
1920	82,694	-	-
1930	110,445	27,751	34%
1940	125,732	15,287	14%
1950	164,371	38,639	31%
1960	261,620	97,249	59%
1970	383,454	121,834	47%
1980	407,630	24,176	6%
1990	421,361	13,731	3%
2000	470,361	48,851	12%
2010	492,276	22,064	5%
2014 est	497,103	4,827	1%
Change, 1920 to 2014		414,409	501%

Source: Decennial Census; ACS 2014 (5-Year Estimates), U.S. Census Bureau

BOROUGH OF CHATHAM, NEW JERSEY

As shown in Table 2, by 2020, the New Jersey Transportation Planning Authority (NJTPA) has projected that Chatham's population will increase to 8,998 or an increase of 25 persons from the 2010 Census.

The age composition of the Borough's population is detailed in Table 3. As shown, the under 5 cohort decreased slightly, the 5 to 19 cohort increased significantly, and the number of young adults between 20 and 39 decreased substantially. Additionally, the number of residents between ages 40 to 69 increased, while the number of residents 70 years of age and older decreased during the decade.

Table 2: Population Projection

Year	Population
2015	8,973
2020	8,998
2025	9,078
2030	9,081
2035	9,081
2040	9,130

Source: NJTPA

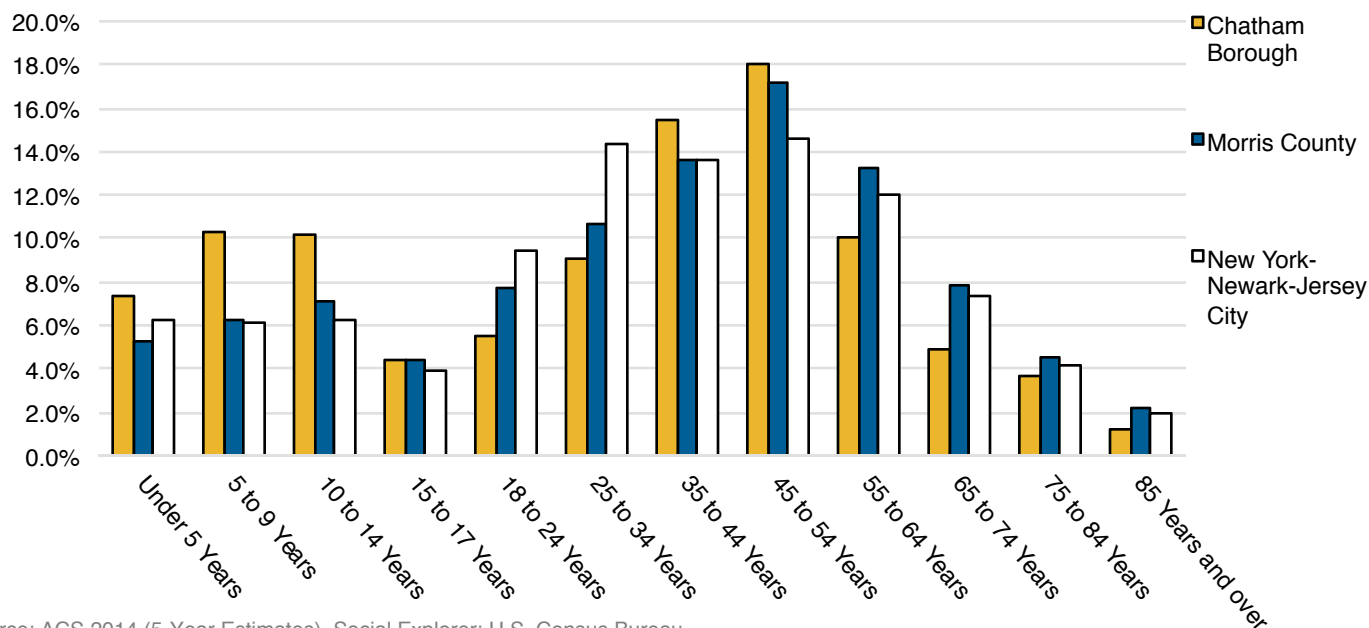
Table 3: Population by Age & Sex

Age	Year 2000			Year 2010			Change
	Total	Male	Female	Total	Male	Female	
0-4	871	430	441	869	439	430	-2
5-19	1,623	843	780	2,253	1,139	1,114	630
20-29	598	251	347	496	247	249	-102
30-39	1,681	812	869	1,188	556	632	-493
40-49	1,381	680	701	1,742	840	884	343
50-59	884	417	467	1,135	557	578	251
60-69	611	294	339	511	219	292	-152
70-84	663	264	399	511	219	292	-152
85+	148	46	102	137	43	94	-11
Total	8,460	4,037	4,423	8,962	4,344	4,618	502

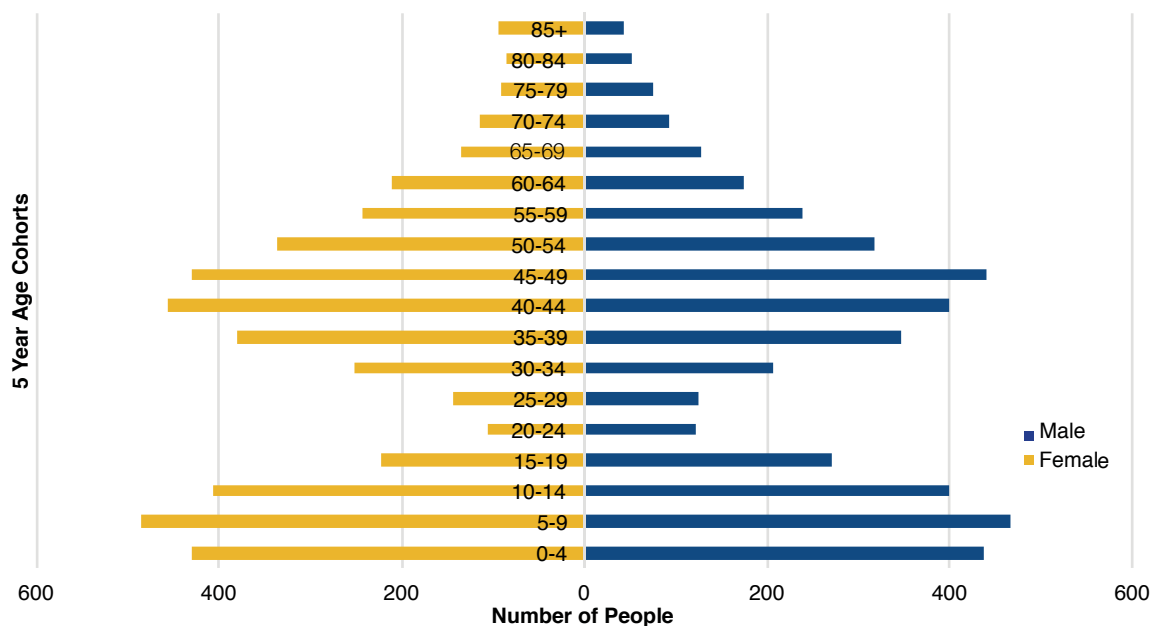
Source: Decennial Census; ACS 2014 (5-Year Estimates), U.S. Census Bureau

Figure 2 compares 2014 age distribution in the Borough to Morris County and the New York – Newark – Jersey City Metropolitan Statistical Area (MSA). Compared to Morris County and the region, Chatham's population is composed of higher percentages of children (0 to 17) and middle-aged persons (35-54). The Borough's millennial population (18-34) and older cohorts (55+) are significantly lower as a percentage of total population relative to the County and the region.

Figure 2: Age Distribution of the Population (2014)



Source: ACS 2014 (5-Year Estimates), Social Explorer; U.S. Census Bureau

Figure 3: Chatham Borough 2010 Age-Sex Pyramid

Source: Decennial Census, U.S. Census Bureau

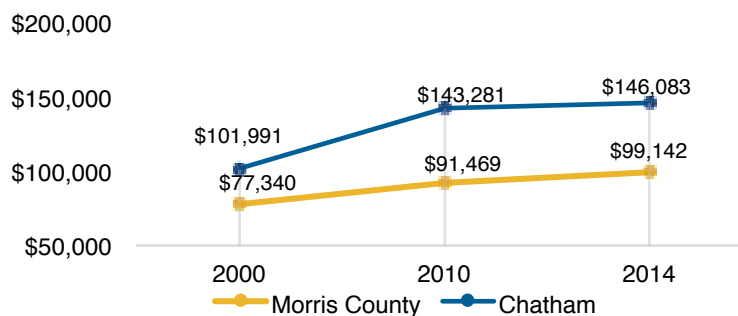
Figure 3 above shows the number of people in the Borough of Chatham by age and sex in 2010 according to the ACS 5-year estimate.

Table 4 shows that there was a slight decline in the total number of households in the Borough between 2000 and 2010. The 2010 Census showed a mix of household types within the Borough, with 78% families (two people or more related by birth, marriage, or adoption) and 22 non-family households (a householder living alone or with people to whom he/she is not related). About two-thirds of households (69%) were married-couple families in 2010 and 43% were married-couple families with children under the age of 18. Nineteen percent of households were non-family households comprised of a householder living alone, and 8% were persons living alone over 65 years of age.

Table 4: Household Type

Households by type	2000		2010	
	Number	Percent	Number	Percent
Total households	3,159	100%	3,073	100%
Family households (families)	2,384	76%	2,398	78%
With own children under 18 years	1,244	39%	1,478	48%
Married-couple family	2,137	68%	2,118	69%
Female householder, no husband present	201	6%	215	7%
With own children under 18 years	92	3%	118	4%
Non-family households	775	25%	675	22%
Householder living alone	673	21%	572	19%
Householder 65 yrs and over	291	9%	244	8%
Householder with individuals under 18 yrs	1,271	40%	1,495	49%
Households with individuals 65 yrs and over	766	24%	648	21%
Average household size	2.67		2.91	
Average family size	3.14		3.37	

Source: Decennial Census, U.S. Census Bureau

Figure 5: Median Household Income *

Decennial Census; 2014 ACS (5-Year Estimates), U.S. Census Bureau

* Census income figures are not adjusted for inflation

Figure 5 outlines the median household income in the Borough and Morris County, as reported in the U.S. Census. Chatham has a higher median household income than Morris County. Income increased by 43% over the 14-year period, which was a larger increase than at the County level.

A comparison of 2014 data for the Borough, the County, and the MSA in Table 5 shows that percentage of households that are family households is higher in the Borough (80%) than it is in the County (72%) and the region (66%).

Table 5: 2014 Households, and Household Size

	Chatham Borough		Morris County		NYC-Newark MSA	
Total Population	9,000		497,103		19,865,045	
Number of Households	2,895		179,776		7,105,003	
Family Households:	2,304	80%	128,869	72%	4,712,427	66%
Married-couple Family	2,002	69%	107,433	60%	3,268,278	46%
Other Family:	302	10%	21,436	12%	1,444,149	20%
Male Householder, no wife present	67	2%	6,154	3%	359,446	5%
Female Householder, no husband present	235	8%	15,282	9%	1,084,703	15%
Nonfamily Households:	591	20%	50,907	28%	2,392,576	34%
Male Householder	227	8%	21,848	12%	1,046,380	15%
Female Householder	364	13%	29,059	16%	1,346,196	19%

Source: ACS 2014 (5-Year Estimates); U.S. Census Bureau

Not surprisingly, based on the high percentage of family households and the high median income, more than three-quarters of the housing (78%) in the Borough of Chatham consists of single-family detached units. As shown in Table 6, the percentage of owner-occupied housing units in the Borough (79%) is slightly higher than the percentage of such units in the County (76%) and much higher than the region (52%). The percentage of renter-occupied housing, however, is much higher across the region (48%) than it is in the County (25%) and in the Borough (22%).

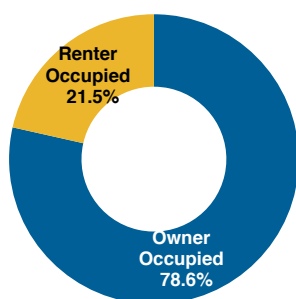
Table 6: 2014 Housing Tenure and Status

Statistics	Chatham Borough		Morris County		NYC-Newark MSA	
Occupied Housing Units	2,895		179,776		7,105,003	
Owner Occupied	2,274	79%	135,820	76%	3,694,231	52%
Renter Occupied	621	22%	43,956	25%	3,410,772	48%
Occupancy Status						
Housing Units	3,083		190,509		7,834,578	
Occupied	2,895	94%	179,776	94%	7,105,003	91%
Vacant	188	6%	10,733	6%	729,575	9%
Vacancy Status by Type						
Vacant Housing Units	188*		10,733		729,575	
For Rent	81	43%	2,689	25%	164,938	23%
For Sale Only	0	0%	1,197	11%	66,739	9%
Other Vacant	107	57%	6,847	64%	497,898	68%

Source: ACS 2014 (5-Year Estimates); U.S. Census Bureau

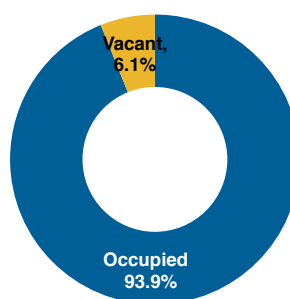
* Margin of Error +/- 92

Figure 6: Housing Tenure



Source: ACS 2014 (5-Year Estimates) U.S. Census Bureau

Figure 7: Occupancy Status



Source: ACS 2014 (5-Year Estimates) U.S. Census Bureau

Major Issues Identified by the Community

Through community input at public workshops and focus group meetings, and subsequent Master Plan Subcommittee discussions, a number of issues of concern have been identified for consideration in this Master Plan Reexamination and Update. Most of these are variations on previous concerns and reflect an evolution of thought on these important issues related to the Borough's continued growth.

Issues of Concern include the following (in no particular order of preference):

- Condition of downtown – vacancies, business mix, lack of vitality, traffic and parking, pedestrian safety, aesthetics, etc;
- Creation of new, and growth of existing, local businesses;
- Preservation of neighborhood character – concern about the introduction of multi-family residential into single-family neighborhoods, and about re-subdivisions and inappropriately scaled tear-down/re-builds of more modest single family homes;
- Protection of historic resources – downtown and throughout the community. Particular interest in extending the historic district, or creating a new one, to encompass portions of Fairmount Avenue;
- Conservation of environmental resources and open spaces;
- Redevelopment potential in the vicinity of the train station;
- Housing diversity to suit the needs of various age and socio-economic groups in the community;
- Provision of community facilities and services, and maintenance of infrastructure;
- Transportation and traffic congestion, including diversion of traffic from Rt. 24 to Main St., diverting traffic to residential streets, in addition to speeding and truck traffic in residential areas; and,
- Enhancing streets and sidewalks to accommodate elderly residents.

Changes in Planning Practice

Smart Growth/Transit-Oriented Development as Guiding Planning Principles:

Smart Growth is a planning movement that seeks to slow and reverse the sprawling pattern of suburban development that has been a defining characteristic of New Jersey's landscape for the last half-century. This sprawling pattern has spread development into previously undeveloped areas of the State, including Morris County, consuming farmland and environmentally sensitive areas. Additionally, it has changed the character of previously rural and historic areas, in many cases beyond recognition. Sprawl has also come at a significant public cost -- through the expansion of infrastructure and public services and the loss of defining community character.

In contrast, Smart Growth emphasizes the improvement of existing, developed communities with particular emphasis on communities that exhibit the principles of Smart Growth, like Chatham, including: compact form

with opportunities for mixed-use development that encourage efficient use of limited land resources; pedestrian-oriented, walkable centers and neighborhoods; predictable, cost-effective development decision-making capacity; distinctive community character or ‘sense of place’; a range of housing options; emphasis on open space, environmental resource preservation, and parks and recreation; focusing development in locations where existing services and infrastructure capacity are present; and, transportation options, including public transit service.

Smart Growth and Transit-Oriented Development (TOD) are intertwined and overlapping concepts. Where smart growth planning principles are evident, such as in Chatham, TOD is one tool for conceptualizing revitalization opportunities. In a nutshell, TOD is the growing trend of creating vibrant, livable, walkable communities proximate to public transit, making it possible to have a high quality of life without complete dependence on a car for mobility. Given demographic shifts within New Jersey toward smaller household sizes, a growing population of those over 60 years old, and a projected increase in the 20 to 34 year old population who are disproportionately renters, TOD is a mechanism to implement smart growth policy at the local scale.

County Changes

Cultural Resources Inventory, Phase III:

In October 2015, Morris County completed a Cultural Resources Inventory for six municipalities in the County including the Borough of Chatham. Prepared by Richard Grubb & Associates, Inc. (RGA), the project was “Phase III of a multi-phase effort to review and update a county-wide survey completed in 1986 by Acroterion Historic Preservation Consultants, commonly known as the “Acroterion survey.”

As described in the report Abstract, the objective of the study was to update the cultural resources inventory for each municipality. The update included a resurvey of all properties included in the Acroterion survey, as well as the addition of properties listed on or determined eligible for the National Register of Historic Places in each municipality that were not included in the Acroterion survey. A maximum of ten (10) additional resources in each municipality that had not been previously surveyed or evaluated were also included in the survey. These resources were identified through consultation with Morris County Planning staff and municipal representatives. In addition to this consultation, major project components included field survey, historical research, data analysis, and the preparation of survey forms and a survey report. Recommendations for future work were also made to reflect field observations and limitations of the original scope of work. RGA conducted the survey in accordance with the New Jersey Historic Preservation Office’s (HPO) *Guidelines for Architectural Survey*.

Section 3 of the report is devoted exclusively to cultural resources in the Borough of Chatham. This section includes information about the Borough’s history and detailed information about 67 individual sites/districts in the Borough. Subsection 3.4 contains recommendations for future work. It notes that, “As elsewhere in Morris County and New Jersey in general, the greatest threat to Chatham’s historic resources is demolition and inappropriate alterations.” It also notes the important role of the Borough’s

Historic Preservation Commission (HPC) and suggests that, “Designation of additional historic landmarks and districts would enhance the HPC’s ability to protect and preserve Chatham’s distinctive architectural history.” In consideration of some of the public comment received during the development of this Master Plan Reexamination and Update, the County’s 2015 Cultural Resources Inventory would appear to be a useful starting point for further historic preservation efforts in the Borough.

Morris in Motion:

Morris County Department of Planning & Public Works is currently developing a new Circulation Element for Morris County. This Amendment to the County Master Plan is entitled “Morris County in Motion.” The plan will develop County transportation policies, goals and objectives, generate recommendations, and identify areas and projects for capital investment. A draft of this plan element will be available for review in the coming months. The Borough of Chatham’s participation in this planning process is important -- both in terms of problem identification and in terms of addressing regional transportation challenges such as traffic congestion on Main Street (Route 124).

Changes in State/Federal Laws and Regulations

Municipal Land Use Law Amendments:

The Municipal Land Use Law was amended in 2011 to extend the maximum time permitted between municipal master plan reexamination reports from six years to ten years. Two notable amendments to the Municipal Land Use Law were adopted in 2013. The first clarified authorization for cluster developments and permits lot-size averaging, thus providing municipalities with new tools to preserve open space and direct development to appropriate locations. The second enabled exemptions to development regulation for raising certain structures in order to meet certain State or federal flood elevation standards.

A 2012 amendment to the Municipal Land Use Law exempted applications for co-location of wireless communications equipment on a tower or other structure from site plan approval as long as certain requirements are met, specifically that structure was previously properly approved, the structure is not being increased in width or in height by more than ten percent, and the existing equipment compound is not being expanded by more than 2,500 square feet. This regulation does not exempt such installations from variances or other approvals if they are otherwise required.

FCC's New Wireless-Service Facility Rules:

In October 2014, the Federal Communications Commission issued rules that addressed a number of zoning regulation issues concerning wireless facilities, including clarifications that address how a wireless provider may “co-locate” facilities at existing sites. The adopted rules specify that a local government “may not deny, and shall approve” some requests to modify existing structures:

Notwithstanding . . . any other provision of law, a State or local government may not deny, and shall approve, any eligible facilities request for a modification of an existing wireless tower or base station that does not substantially change the physical dimensions of such tower or base station.

The definition of ‘substantially change’ is based on several criteria, including, for towers outside of public rights-of-way, increases in height of more than 20 feet or 10% (whichever is greater), and for towers within public rights-of-way, increases in tower or base station height by more than 10% or 10 feet (whichever is greater). Criteria also address changes in setbacks, the number of equipment cabinets proposed, and impact on concealment elements. Additionally, the new rules define ‘co-location’ broadly to include the siting of antennas on existing structures, not only structures that currently host wireless antennas. While municipalities may continue to enforce and condition approval on compliance with applicable building, structural, electrical and safety codes, this broadening of col-location opens up new potential locations for wireless facilities.

For modifications to existing wireless facilities, the rules also mandate approval within 60 days of filing a complete application and provide 30 days for initial review and documentation of any missing information.

STRATEGY - UPDATED GOALS AND OBJECTIVES

The goals of the 2016 Master Plan Reexamination and Update aim to 1) improve the downtown; 2) preserve neighborhood character; 3) encourage housing diversity; 4) promote alternative modes of transportation; 5) support historic preservation; 6) protect the environment and open space; 7) sustain the Borough's program of water, wastewater, stormwater, and transportation infrastructure maintenance; and 8) provide community facilities and public services.

This Reexamination effort is centrally focused on the first five goals. Specific recommendations related to Goal 1, improving Chatham's downtown, are outlined in the following "Recommendations for downtown" section. Specific recommendations related to Goals 2 through 5 are outlined in the "Recommendations for Land Use and Development" section. Goals 6 through 8, while equally important, represent efforts already adopted and/or routinely assessed by the Borough, such as infrastructure upgrades and improvements, community facility needs, and on-going open space conservation efforts.

The current goals of the Chatham Borough Master Plan as established by the 2016 Update and Reexamination are as follows:



Goal #1: Improve the condition and vitality of Chatham's downtown. The downtown's potential as the economic, cultural and social center of the community will be realized through coordinated public and private action and investment.

OBJECTIVES:

- ▶ Support the growth and retention of existing local businesses and the creation of new ones in downtown Chatham and in the Borough's other business districts.
- ▶ Encourage public/private partnerships with strong community support to promote the downtown through community events, place-making¹ initiatives, beautification projects, and development of a business recruitment/retention and downtown marketing strategy.
- ▶ Identify opportunities and standards to address where additional parking and mixed-use transit-oriented housing options can best be incorporated into the downtown, including evaluation of publicly owned land in the vicinity of the Chatham train station and within the block bound by South Passaic Avenue, Bowers Lane, the rail line and Main Street.
- ▶ Incorporate design standards into new downtown development and zoning regulations to address the compatibility of new development with the historic fabric of the downtown.
- ▶ Upgrade the appearance of existing buildings in the downtown through review and enforcement of Borough ordinances.
- ▶ Continue to improve the visual impression and functionality of the downtown through careful use of architectural lighting along Main Street, creation of parklets, greater animation of retail frontages, and provision of additional municipal parking.

¹ With community-based participation at its center, an effective **Placemaking** process capitalizes on a local community's assets, inspiration, and potential, and it results in the creation of quality public spaces that contribute to people's health, happiness, and well-being.

Goal #2: Preserve the character of the Borough's single- and two-family residential neighborhoods. Composed primarily of small-lot, single-family homes, these traditional neighborhoods are a significant component of the Borough's appeal.

OBJECTIVES:

- ▶ Ensure that new infill development in these neighborhoods considers and respects the context (established scale and character) of surrounding homes as much as possible given available land use tools.
- ▶ Consider the creation of new local historic districts to encourage preservation of intact, historically significant residential streetscapes.

Goal #3: Continue to encourage housing diversity to accommodate the needs of people of various ages and income levels in the community, in accordance with State requirements and local/regional needs.

OBJECTIVES:

- ▶ Continue to implement the vision of the 2013 Master Plan Amendment for the Gateway Overlay area along River Road/Watchung Avenues.
- ▶ Provide diverse housing opportunities to allow residents to downsize and age in place.
- ▶ Explore potential transit-oriented redevelopment/ development of the Borough's properties adjacent to the train station and along Bowers Lane/South Passaic Avenue.
- ▶ Review the mixed-use and residential development standards in the B-4 and G-1 Districts to remove barriers to investment and provision of a variety of housing types to better serve the needs of empty nesters and millennials.
- ▶ Monitor implementation of the Borough's recently adopted Housing Element & Fair Share Plan.

Goal #4: Minimize the impact of vehicular traffic downtown and in residential neighborhoods, and improve the safety, convenience, and attractiveness of walking, bicycling, and public transportation as real mobility alternatives in the Borough.

OBJECTIVES:

- ▶ Continue to implement the Borough's adopted Complete Streets Policy and Plan.
- ▶ Consider preparation of a new Circulation Element to evaluate and address local and regional transportation concerns and priorities. During both community meetings, residents and participants identified congestion and circulation as major issues. More specifically, community members expressed concerns regarding congestion on Main Street, speeding on Main Street, speeding on residential streets, designating truck routes, and accommodating alternative modes of transportation such as transit, biking and walking.
- ▶ Continue to work with NJ Transit to explore the potential of an additional train station along Watchung Avenue/River Road.
- ▶ Prioritize pedestrian, bicyclist and barrier free accessibility and safety in any new downtown development or redevelopment efforts.
- ▶ Effectively manage the Borough's parking resources, including evaluation of new technologies.

Goal #5: Encourage and support the preservation of historic properties and districts within the Borough.

OBJECTIVES:

- ▶ Support HPC's outreach and educational efforts to assist interested property owners with available preservation tools and procedures, such as listing properties on state/federal registers and the use of preservation easements.
- ▶ Evaluate the Borough's 'minor application' permit procedures to ensure HPC review as required by local ordinance.
- ▶ Encourage the proper maintenance of properties within the Borough's Main Street historic district(s).

Goal #6: Protect the environmental and open space resources throughout the Borough through continued implementation of the Borough's adopted Open Space & Recreation Plan and Environmental Resource Inventory.

OBJECTIVES:

- ▶ Protect the Passaic River corridor through the Borough.
- ▶ Create new passive recreational facilities within the Borough.
- ▶ Establish a greenway trail along the entire length of the Passaic River within the Borough, linking parks and other proximate Borough open space lands.
- ▶ Continue to support the Borough's participation in Sustainable Jersey through the work of the Environmental Commission and Green Team.

Goal #7: Sustain the Borough's program of water, wastewater, stormwater, and transportation infrastructure maintenance and enhancement.

OBJECTIVES:

- ▶ Protect the ground water supply to ensure a continued supply of water for the Borough.
- ▶ Protect Borough wellheads to ensure the quality of the drinking water supply.
- ▶ Periodically update the capacity analyses of the Borough's primary infrastructural assets, including the Joint Sewer Meeting.
- ▶ Continue to undertake priority stormwater management improvements.
- ▶ Modify the Borough's stormwater ordinance to reflect forthcoming revised county regulations.

Goal #8: Continue to assess the condition of community facilities and the provision of public services to meet the changing needs of the community.

OBJECTIVES:

- ▶ Foster coordination and enhance communication between the Borough and the School District of the Chathams.
- ▶ Support the library as a valuable community asset in the downtown and to leverage its potential as a social and educational hub.
- ▶ Ensure that recreational/community programs and future improvements to Borough-owned community facilities are accessible to residents of all ages and all abilities.

RECOMMENDATIONS FOR DOWNTOWN CHATHAM



Chatham Train Station



Main Street Facing West

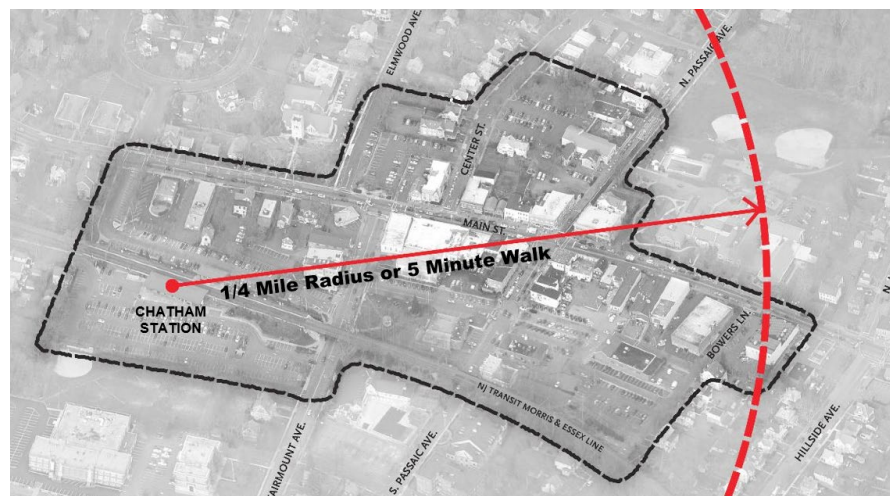


Main Street Facing East

In addition to the general Borough goals, objectives and recommendations, specific goals and recommendations have been developed to improve and enhance the downtown. Downtown is the heart of Chatham and represents a unique place that is shared by Borough residents, visitors, business owners, customers, and commuters. It is a destination that serves the entire community.

While downtown is frequently identified as a vital asset, its current form is viewed by many as disappointing. In an effort to encourage economic development and the improvement of existing conditions, the following section provides a vision statement for the downtown in addition to goals and recommendations. The recommendations that advance the vision and goals generally apply to the downtown, which is located at the confluence of Main Street, the railroad, Fairmount Avenue and Passaic Avenue. These recommendations specifically relate to the B-4 Business District, the B-2 Business District, and the train station lots in the R-2 District.

The location of publicly owned properties in the downtown presents opportunities to leverage future redevelopment through public actions. As part of the Borough's renewed examination of existing conditions, land use policies and development regulations, the Planning Board identified the downtown as a district that warranted specific focus to capitalize on its advantages. To achieve this degree of attention, the downtown was addressed individually during community-wide meetings and was the subject of smaller focus groups. These focus groups included business owners and property owners in the downtown. Furthermore, the Borough's Historic Commission weighed in on downtown issues. The Master Plan Committee of the Planning Board considered the stakeholder input in the development of recommendations that were, ultimately, developed.



Downtown Chatham Walking Radius

This section of the reexamination report summarizes the perceptions of the stakeholders, articulates a vision for the downtown, enumerates recommendations for changes to policies and regulations, and identifies key redevelopment concepts.

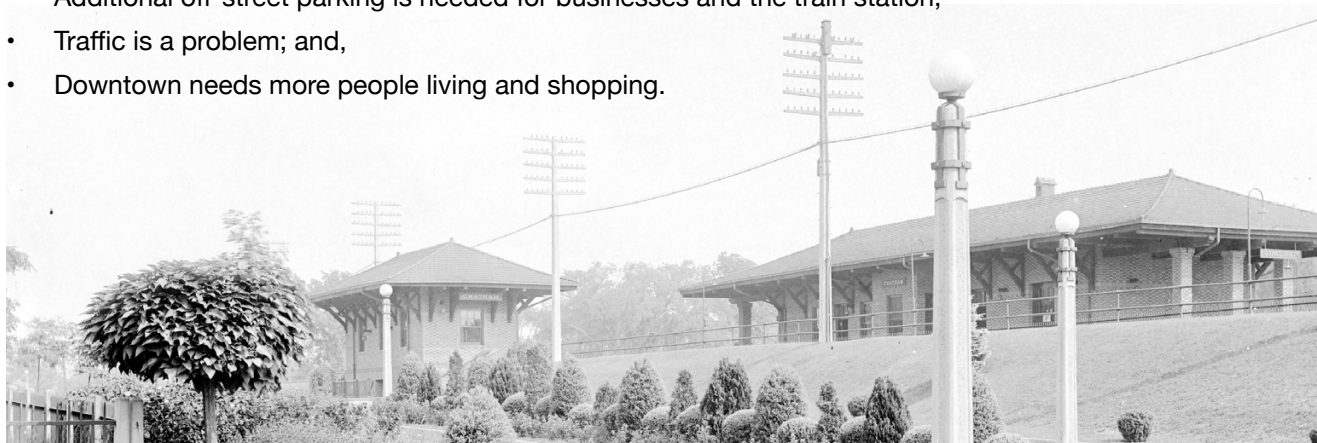
Chatham's downtown reflects an evolution as a railroad suburb of New York City. Its commercial and mixed-use buildings, constructed during various periods over the last two centuries, are anchored to a small, traditional street grid within a historic district. Chatham's Main Street (State Route 124) serves as the public face of the downtown, while NJ Transit's Chatham Station, and the Morris & Essex Line, provide a backbone of public transit between neighboring towns and the employment centers of New York City, Hoboken, Jersey City and Newark. Such characteristics are primary elements of the foundation for today's paradigm of traditionally inspired, transit-oriented districts. Such a framework is a significant advantage to municipalities seeking preservation, renewal and redevelopment to enhance the livability, and viability, of their downtowns. Chatham is fortunate to have such assets upon which to build, and implement, a vision for a vibrant, livable downtown.

Despite downtown Chatham's advantages, preservation, reinvestment and redevelopment within the business district has not progressed in fulfillment of land use and zoning policies.

- Some buildings, including historic buildings, have been allowed to fall into disrepair and maintenance has lagged. These conditions contribute to poor visual character, difficulties in attracting business tenants, diminishing rental income and loss/degradation of the desirable character of the downtown;
- Smaller, 1-story retail buildings that are out of sync with current retail business needs have not been redeveloped, which creates difficulties in adapting to, and attracting, new businesses;
- Although the market for multi-family apartments has been strong in the New York City region, developers have not taken advantage of zoning regulations that permit apartments within the downtown above retail uses, which could help to invigorate the market for retail goods and services;
- Although the zoning for the "core" of the downtown (B-4 Zone) permits three-story buildings, no new three-story buildings have been built, which would bring more residents into the downtown to support businesses and create more activity (vibrancy) in general;
- Auto-oriented uses (e.g. banks) create gaps in the continuum of the "fabric" of the street, interrupting the retail storefronts and making pedestrian travel more difficult where driveways cross sidewalks; and,
- Many small, individual lots/owners make it difficult to assemble lots into larger redevelopment tracts, which would facilitate more comprehensive approaches to beneficial redevelopment rather than ad hoc moves;

Community feedback regarding the downtown reflected some dissatisfaction with the status quo of the downtown:

- More businesses of various types would be desirable;
- Improved maintenance of private buildings and public areas is needed;
- Additional off-street parking is needed for businesses and the train station;
- Traffic is a problem; and,
- Downtown needs more people living and shopping.



Historic Photo of Chatham Train Station

What do existing zoning regulations permit?

Downtown is not composed of a single zone district: it consists primarily of the B-4 zone, but also contains a small part of the B-2 zone and the R-2 zone. The B-4 zone and the B-2 zone, both, permit the mixing of uses, including residential apartments above ground floor commercial uses. The following discussion describes the existing zoning.



Existing downtown zoning



Main Street looking east

B-4 Business District

B-4 is the core of business district. It consists of many small lots and contains older commercial and mixed-used buildings. The B-4 Zone permits buildings up to 3 stories and a maximum height of 40 feet. It also permits a variety of commercial uses (retail, service, restaurants) as well as residential apartments above commercial first floors.



Entrance to commuter parking lot in R-2 zone

B-2 Business District

B-2 is the western gateway to the business district, extending out beyond the western edge of the downtown and permits a range of office, retail and service uses. Within the downtown it is characterized by single-lot development of retail, bank and office uses. It permits buildings up to 2.5 stories and 35 feet in height.



Chatham train station

R-2 Residential District

R-2 is a single-family residential zone that includes the existing municipal complex, ball fields, an ECLC school and the south Chatham Station parking lot. Given interest in exploring parking and mixed-use development options on Borough-owned lands in this area, the Borough should explore uses that leverage the station location and bring more people to the downtown in a manner that minimizes additional vehicle trips within the downtown.

Vision and Goals for Downtown Chatham

Robust public stakeholder engagement was undertaken in order to develop a collective vision and set goals for the future evolution of downtown Chatham. This included two community-wide meetings at which the attendees were provided with information as a basis for solicitation of observations and recommendations. Finer-grained engagement came through focus groups with downtown business operators and property owners. Historic commission input was also solicited. The Master Plan Subcommittee distilled this input into a vision and series of goals for downtown.

Vision: Downtown Chatham will continue to evolve as a more vibrant and desirable transit-oriented Borough center through the...

- Creation of appropriately scaled spaces for an evolving retail commercial market that is less dependent on physical storefronts;
- Development of new multi-family residential/mixed-use buildings that place more residents within walking distance to Chatham Station;
- Reinforcement and protection of important historic urban patterns and character during redevelopment;
- Design of mixed-use and multi-family residential buildings that reflect the current market and standards for character, size and space;
- Enhancement and creation of community places that complement the built elements of the downtown to enrich human experiences, such as integration of parklets, well designed pedestrian connections and better integration of existing parks and public spaces within the downtown;
- Creation of off-street parking within lots and/or structures, at appropriate locations, to serve residents, businesses, transit riders and visitors;
- Effective management of the Borough's parking resources;
- Increasing walkable/bikeable access to Chatham Station; and,
- Leveraging municipally owned properties to inspire private investment in appropriate redevelopment.

General Downtown Recommendations

The following recommendations are generally applicable to the downtown. Recommendations for specific zoning districts and key redevelopment blocks follow.

- Evaluate urban design, redevelopment concepts and building height concepts within a three-dimensional framework that permits the Planning Board, Borough Council and the public to comprehend the nature of alternative zoning/redevelopment plan elements;
- Develop architectural and urban design standards, hand-in-hand with increases in permitted building bulk, that set the stage for compatibility of new buildings with the historic fabric, buildings and desired character of the downtown;
- Develop standards and implement capital projects within the public street infrastructure to provide complementary space to support the uses within the downtown and to create a more comfortable pedestrian network;
- Utilize the NJ Local Redevelopment and Housing Law provisions and tools to facilitate sensitive, cohesive and meaningful redevelopment;
- Develop and implement a strategy for business recruitment, retention, marketing and branding for Chatham's commercial areas, especially the downtown;
- Encourage public/private partnerships to address concerns regarding downtown vitality, appearance, and to promote local shopping. Ensure maintenance of existing buildings, with emphasis on the Main Street Historic District, through property maintenance ordinance review/revision and enforcement; and,
- Better integrate the downtown with adjacent commercial areas by extending key streetscape components eastward to the Town Square commercial area and westward to include the B-2 District west of the downtown.

Downtown Recommendations: B-4 Zone

These recommendations apply to two downtown blocks zoned as B-4. The first block is bounded by Passaic Avenue to the west, Main Street to the north, the NJ Transit rail line to the south, and Bowers Lane to the east. The second block is bounded by Fairmount Avenue to the west, Main Street to the north, Firehouse Plaza to the south and Passaic Avenue to the east.

- Consider capitalizing on Borough-owned properties between Bowers Lane and South Passaic Avenue with existing surface parking/circulation to leverage a centrally located parking structure to remove pressure from other business district properties;
- Integrate small parks, open space and community facilities as opportunities arise;
- Consider eliminating/reducing parking requirements for new non-residential and residential development in the downtown (consider special district standards to modify the Residential Site Improvement Standard requirements for residential parking);
- Consider allowing 4 story buildings in the downtown in key locations, subject to standards that address:
 - Surrounding context;
 - Inclusion of architectural elements to break up massing and to ensure adequate light and visual quality of Main Street (such as upper floor setbacks); and,
 - The overall rhythm of heights in the downtown continues to incorporate a variety of two, three and the occasional 4 story building.
- Consider increasing maximum permitted building height above 40 feet for 3 story buildings in the B-4 District to accommodate current design and market requirements;
- Consider permitting multi-family residential uses on the first floor in locations that do not displace primary commercial frontage (for instance, preserve ground floor commercial uses along Main Street frontage);
- Maintain and enhance vehicular circulation between blocks south of Main Street to reduce need for traffic movements on Main Street and to integrate with centralized parking solutions; and,
- Consider expanding placemaking opportunities such as temporary closure of S. Passaic Avenue between Main Street and Firehouse Plaza during key events/summer weekends.

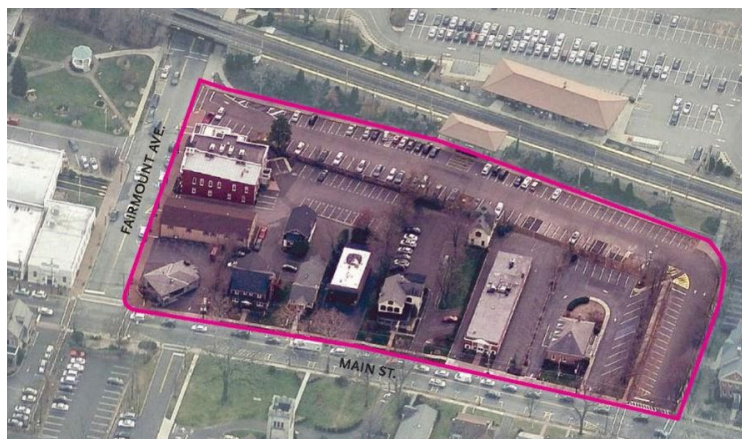


Clockwise starting at top left: B-4 area of focus block 1; Downtown building that is 3+ stories; B-4 area of focus block 2; Existing 1 story B-4 buildings

Downtown Recommendations: B-2 Zone

These recommendations are limited to a specific portion of the B-2 zone bounded by Fairmount Avenue to the east, Main Street to the north and Railroad Plaza to the west and south.

- Capitalize on Railroad Plaza (Borough-owned) with existing surface parking/circulation to leverage redevelopment of the block;
- Redesign Railroad Plaza to function and appear as a street upon which buildings could face across from the station;
- Permit higher (3-4 story compared to the current B-2 height limit of 2.5 stories) multi-family buildings facing Railroad Plaza/Train Station
- Consider permitting multi-family residential uses on the first floor in locations that do not displace primary commercial frontage;
- Consider encouraging architecturally compatible structured parking within redeveloped buildings/tracts for residences and possible additional station parking;
- Create visual and spatial open space link between Main Street and Chatham Station in concert with redevelopment to promote better connectivity and perception of the station; and,
- Maintain/protect existing historic structures, including the former municipal building on Fairmount Avenue.



Clockwise starting at top left: Existing 2 story-office building in the B-2 District (former Borough Municipal Building); North train station parking lot; B-2 area of focus; Recurring curb cuts on Main Street in the B-2 Zone

Downtown Recommendations: Train Station in the R-2 Zone

This key block has the potential to invigorate the downtown through redevelopment of the train station parking lot. A well-designed plan, that introduced multi-family residences on this block, could bring new residents that could be more reliant on transit for commuting, rather than cars. Additionally, these new residents could populate and patronize businesses within the downtown.

- Capitalize on train station parking lots (Borough-owned) to create mixed-use/housing within a new zoning district at Chatham station;
- Redevelopment of the station parking lot should explore integral, structured parking to serve the redevelopment project and transit riders;
- Building height should be in the range of 3-4 stories;
- Create public open space at train station as focal point for redevelopment and transit users;
- Adjust building mass, design and dwelling type to reflect existing lower-scale character along Fairmount Avenue; and,
- Create appropriate buffering to single-family dwellings on Lum Avenue and Front Street.



Clockwise starting at the top left: South train station parking lot; Chatham Borough Tricentennial Celebration; Aerial image of south train station parking lot

RECOMMENDATIONS FOR LAND USE & DEVELOPMENT



Based on the assumptions, goals and objectives discussed in previous sections, specific changes are being recommended for land use and development as part of this update and reexamination report.

These recommendations, which advance the updated goals and objectives, are set forth below:

Residential Zones

To achieve Goal #2 and #3, it is recommended that the Borough set reasonable standards for building dimensions and coverage that will continue to allow the construction of reasonably sized homes and additions to existing homes while limiting the type of out-of-scale homes that have compromised neighborhood character. The primary focus of these recommendations are the Borough's R-1, R-2, R-3 and R-4 Districts.

As stated in Section 2, the 2006 Master Plan Reexamination identified residential building mass as a major concern. More specifically, residents and Borough officials were concerned that infill development pressures were leading to the construction of new or expanded houses that were out-of-scale and/or out-of-character with existing neighborhoods. The potential for incongruent housing development remains a major issue and is often viewed as disruptive to the established character of many neighborhoods. As shown in the Residential Land Uses Map, Chatham primarily consists of residential areas. Consequently, this recommendation affects a considerable portion of the Borough.

The Borough has already amended its residential development standards to encourage positive residential design elements and to provide greater flexibility for homeowners to undertake additions to existing residences. This was accomplished through modifications to how residential floor area is calculated with open porches, open porticos and conforming accessory structures removed from the calculation of floor area.

This has the effect of encouraging porches and detached garages, design features that are common to the historic neighborhood fabric in the Borough. In tandem with this change, the Borough modestly increased the maximum permitted residential floor area to allow additions and modifications to homes, particularly those on smaller lots.

The Borough should continue to monitor the residential floor area provisions over time to balance the needs of homeowner investment with neighborhood character.

The Borough should also consider the establishment of context-based setback requirements to maintain the unique character of Chatham's individual neighborhoods.



Chatham Street

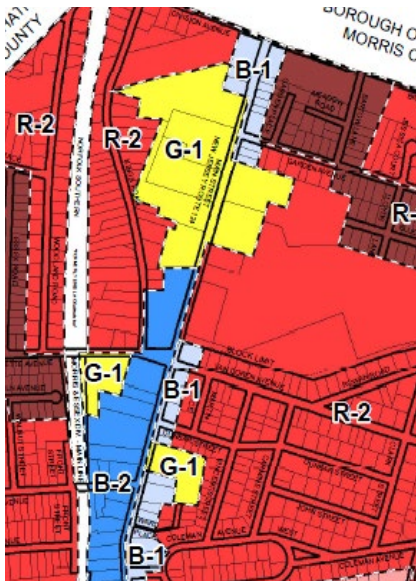
To encourage context-based development and design to maintain the unique character of Chatham's residential neighborhoods, the Borough should consider the following:

- Modifying front yard setback provisions to allow established neighborhood conditions to better govern the positioning of new homes.
- Requiring additional upper floor step-backs in new homes to address the massing/scale of infill development.
- Reducing the maximum permitted heights slightly in the R-2 and R-3 Districts to better reflect existing development patterns (and/or scale the heights to lot width).
- Requiring an additional 3 to 5 foot setback for attached garages facing public street frontages and/or limiting the percentage of lot width that can be allocated to driveways/attached garages.

Garden Apartment Zones

Chatham's existing G-1 Residential District zoning policy is obsolete and should be updated to reflect current market and design standards for garden apartment complexes. The existing G-1 zoning policy only allows two stories and is not even consistent with the existing apartment buildings, which were constructed in the 1950s. The Borough should consider acknowledging that the existing designs of many of the garden apartment complexes are 2.5 stories, with three stories often occupied. To create a more consistent and realistic Garden District zoning policy, the Borough should consider the following recommendations:

- Increasing the permitted heights/density in the Borough's G-1, Garden Apartment Zone from 2 stories to 3 stories and from 10 units per acre to 16 to 20 units per acre; and,
- Requiring some inclusionary housing (20% in for-sale projects and 15% in rental developments) be provided within any new construction or major reconstruction of existing garden apartment complexes.



Garden Apartment Zones

Industrial/Mixed-Use Zones

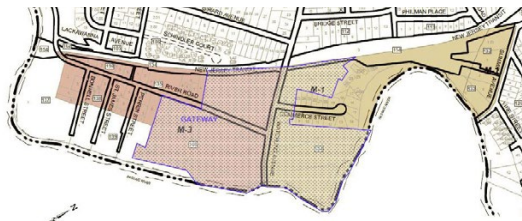
Chatham's industrial districts have consistently been identified as areas in need of improvement. It was recommended in the 2006 Reexamination Report that the same level of attention and energy that has been applied to the downtown be applied to the industrial district at the eastern end of Watchung Avenue, along River Road and along Commerce Street. The 2013 Land Use Element Amendment reviewed and identified key land use issues related to improving the utilization and appearance of Chatham's industrial districts. Moreover, the 2013 Land Use Element Amendment established a new Master Plan Goal. The 2013 Land Use Amendment goal instructs the Borough to expand and improve the utilization, accessibility, and range of permitted uses and overall character of the Borough's industrial districts.

It is recommended that the Borough continue its efforts in implementing the 2013 Master Plan Amendment Vision to expand and improve the utilization, accessibility, range of uses, and character of the area. The Borough should also incorporate policy goals outlined in the Complete Streets Policy Plan adopted in 2012 to further enhance these industrial areas. More specifically, the Borough should focus its efforts in improving the following areas identified in the Land Use Element Amendment.

River Road/Watchung Avenue Gateway Area

The Gateway area, as illustrated below, encompasses properties with Watchung Avenue frontage, as well as the northeastern part of the River Road Corridor. This area is the entry into the Borough and is proximate to both Chatham and Summit NJ Transit rail stations and downtowns. There are several properties that contain environmental contamination that are in various stages of remediation.

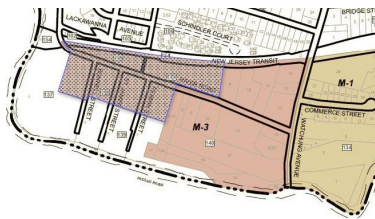
The River Road/Watchung Avenue gateway should be a welcoming and well-defined, mixed-use entry into the community with its own character, housing opportunities, pedestrian accessibility, and public access to a future Passaic River greenway. The Gateway Overlay District, adopted in 2013, allows the opportunity for a wider range of commercial and residential uses with some opportunities for larger scale, pedestrian oriented mixed-use multi-family residential development. New bulk standards now accommodate three-story buildings with some opportunity for greater density and height (4 story buildings) via incentives to promote riverfront access, sustainable design, and achievement of other community goals. Future development must adhere to the recent ordinances and should follow the standards and guidelines set in the 2013 Land Use Element Amendment.



*River Road/Watchung Ave
Gateway Area*

River Road (Outside Gateway and Underlying M-3 District)

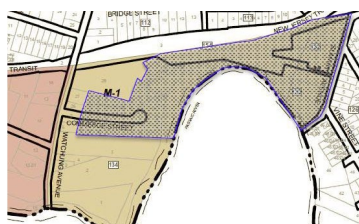
This area is located in the M-3 District adjacent to the proposed gateway area. Many current uses along River Road, including restaurants, eating and drinking establishments, single- and two-family residences, offices and outdoor storage are not permitted in the M-3 District. Lots are generally smaller in size compared to the proposed gateway area, though several properties are in common ownership along the south side of River Road. Much of the land area in this part of River Road is being used for storage of vehicles, including vehicles not associated with the principal permitted uses on properties.



*River Road (Outside Gateway
and Underlying M-3 Zone)*

Commerce Street/Summit Avenue (M-1 District)

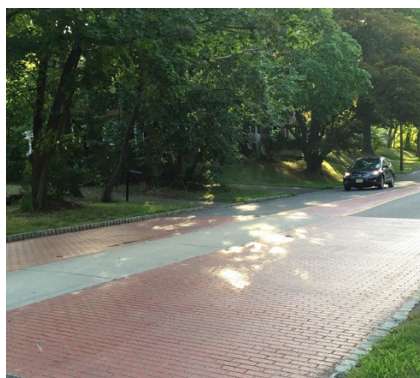
Commerce Street is characterized by small lots and an eclectic mix of businesses in the M-1 District, including auto-related businesses, offices, an artist/metal fabricator, and landscaping contractors. As a cul-de-sac, Commerce Street is isolated from the rest of the Borough. As is often the case with smaller, isolated commercial areas, relationships develop among business owners and operators that make the unique mix of businesses work on a day-to-day basis. As with the M-3 District, several existing business types on Commerce Street are not permitted by current zoning, including auto repair garages, offices, and outdoor storage.



*Commerce St./Summit Ave
(M-1 District)*



Main Street pedestrian crossing



Kings Road Street Enhancements



Train Station Bicycle Parking

Circulation and Complete Streets

In 2012, the Borough adopted a Complete Streets Policy. The purpose of the policy is to develop strategies, policies and goals that promote individual and community health and sustainability through the provision of transportation options that encourage physical activity by preserving and enhancing the existing assets of Chatham Borough.

The Borough has already demonstrated its support in providing safe access for all users by designing and operating a comprehensive, integrated, connected multimodal network of transportation options. It is recommended that the Borough implement this policy by ensuring all new infrastructure and/or retrofitted streets adhere to the guidelines established in the Complete Streets Policy.

Additionally, the community identified circulation and congestion as a major issue. To address concerns regarding congestion and circulation, the Borough should consider preparing a new Circulation Element of the Master Plan based on Complete Streets principles to identify/explore local and regional circulation recommendations and priorities such as:

- Downtown circulation
- School traffic/circulation
- Traffic calming priorities
- Regional circulation (Route 24)
- Bicycle/pedestrian improvements

Smart Growth

Smart Growth has been a guiding planning concept within New Jersey for well over two decades. Smart Growth emphasizes the efficient use of limited land resources, center-oriented development, compact development, redevelopment in areas with infrastructure availability, and a wide variety of transportation and housing options. Preservation of community character and environmental resources are also essential parts of Smart Growth. As noted in Section 3 of this Plan, Smart Growth captures not only the defining characteristics of Chatham, but also the future vision inherent in the Borough's land use policies and the recommendations outlined in this section. A large portion of Chatham's population resides within in close proximity to transit. Future land uses and development should better reflect and capitalize on this unique feature.



Chatham historic district signage

Historic Preservation

The Chatham Historic Preservation Commission provides valuable educational, review and inventory maintenance functions to support the preservation of the Borough's historic resources. It is recommended that the Borough conduct an updated historic property inventory/survey to identify and document residential areas with cultural/historic features that warrant preservation and creation of local historic districts. In addition to identifying and preserving historic structures, streetscape, and landscapes that contribute to this historic character and ensuring the maintenance of existing historic buildings, the Borough should consider:

- Supporting the creation of local historic districts in residential neighborhoods where historic elements/streetscapes are intact, property inventoried, and where property owners strongly support/initiate such designation.
- Encourage/support the listing of individual historic properties on state/federal registers by interested property owners.
- Promote the use of preservation easements as a preservation tool by interested property owners.
- Improve coordination and communication to ensure that improvements that trigger HPC review, as required by local ordinance, are referred to HPC.



Reasoner Park

Parks and Recreation

The 2010 Open Space and Recreation Plan recommended improving and making the Borough's River Road property safe, environmentally sound and accessible for the public's use and enjoyment. To achieve this, a Passaic River Greenway has been proposed with conservation easements recommended on commercially and industrially developed parcels to create a continuous greenway along the length of the Passaic River within the Borough that is accessible to residents of all ages and all abilities. The Plan also notes the proximity of several industrial properties to the river with little or no vegetative buffering presently in place.

Through available incentives in the M-1/M-3 and Gateway Overlay Districts, as well as through negotiation of easements on lands not proposed for development, the creation of a continuous trail along the length of the Passaic River would be a community and natural resource asset for generations to come. As this greenway vision is implemented, small parking areas and other user amenities, such as benches and interpretive stations, should be integrated over time.

RECOMMENDATIONS FOR REDEVELOPMENT



Bowers Lane Parking

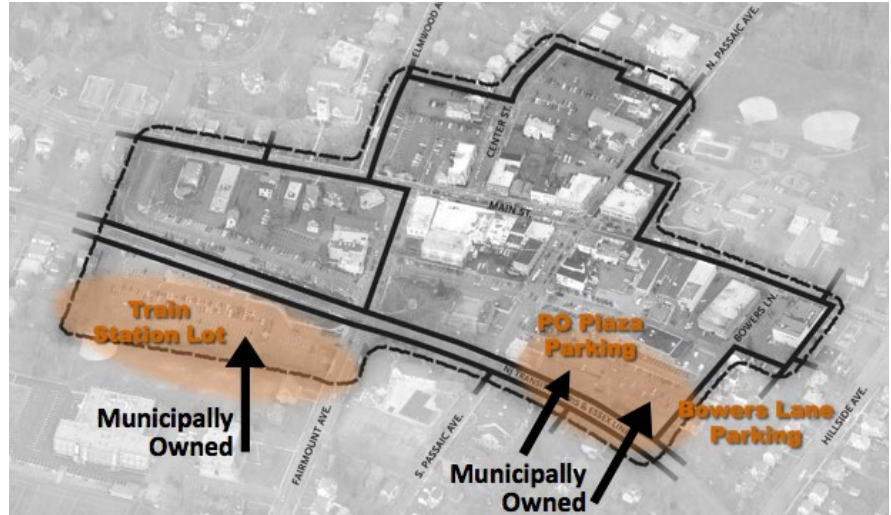
The Local Housing Redevelopment and Housing Law (LRHL) grants New Jersey's municipalities the authority to designate areas in need of rehabilitation or in need of redevelopment given that they meet specific statutory criteria. The LRHL also provides a process for the preparation and implementation of redevelopment plans for designated areas.

In the coming years, the Borough should explore the applicability of the LRHL, including the potential to designate areas as in need of redevelopment and/or rehabilitation, to the following areas:

- The area zoned B-4 bound by Bowers Lane, NJ Transit rail line, Passaic Avenue and Main Street.
- The Borough-owned commuter parking lots (north and south) in addition to train station environs.



Train Station Lot



Potential redevelopment areas